

---

# APPENDICES

Appendix A: Financial Information

Appendix B: Travel Demand Model Information

Appendix C: Public Involvement Information



---

# APPENDIX A: FINANCIAL INFORMATION

## Fiscal Constraint Process

The following information is supporting documentation for the fiscal constraint process; used to determine the available revenues and anticipated perseveration expenses over the next twenty years.

To begin, MPO staff collected revenue and expenditure data from the cities, counties, and KDOT for the years 2014 through 2018 from the cities, counties, and KDOT. A five-year average was calculated, which was used for future assumptions. Table 1, below, is the data provided by the local jurisdictions for historical revenues.

Table 1: Historical Revenues

	FY 2014	FY 2015	FY 2016	FY 2017	FY 2018	Total	5-YearAverage
<b>Manhattan</b>							
FFE	\$ 553,625	\$ 547,730	\$ 554,031	\$ 541,733	\$ 556,685	\$ 2,753,804	\$ 550,761
State (SCCHF)	\$ 1,618,401	\$ 1,644,937	\$ 1,678,207	\$ 1,696,384	\$ 2,118,207	\$ 8,756,136	\$ 1,751,227
Local	\$ 3,356,466	\$ 2,859,797	\$ 3,103,389	\$ 3,146,258	\$ 2,703,956	\$ 15,169,866	\$ 3,033,973
Preservation Local	\$ -	\$ -	\$ -	\$ 1,339,864	\$ 2,338,732	\$ 3,678,596	\$ 2,000,000
<b>Total</b>	<b>\$ 5,528,492</b>	<b>\$ 5,052,463</b>	<b>\$ 5,335,628</b>	<b>\$ 6,724,239</b>	<b>\$ 7,717,580</b>	<b>\$ 30,358,402</b>	<b>\$ 7,335,961</b>
<b>Junction City</b>							
FFE	\$ 274,772	\$ 271,846	\$ 274,973	\$ 268,869	\$ 276,290	\$ 1,366,751	\$ 273,350
State (SCCHF)	\$ 662,586	\$ 657,170	\$ 653,871	\$ 650,436	\$ 641,135	\$ 3,265,198	\$ 653,040
Local	\$ 605,289	\$ 182,000	\$ 279,785	\$ 507,431	\$ 362,000	\$ 1,936,505	\$ 387,301
<b>Total</b>	<b>\$ 1,542,647</b>	<b>\$ 1,111,016</b>	<b>\$ 1,208,629</b>	<b>\$ 1,426,737</b>	<b>\$ 1,279,425</b>	<b>\$ 6,568,454</b>	<b>\$ 1,313,691</b>
<b>Wamego</b>							
State	\$ 120,761	\$ 120,580	\$ 122,144	\$ 124,567	\$ 128,123	\$ 616,175	\$ 123,235
Local	\$ 57,833	\$ 52,594	\$ 63,589	\$ 77,380	\$ -	\$ 251,396	\$ 50,279
CCLIP	\$ 5,364	\$ 5,367	\$ 5,360	\$ 5,364	\$ -	\$ 21,455	\$ 4,291
<b>Total</b>	<b>\$ 183,958</b>	<b>\$ 178,541</b>	<b>\$ 191,093</b>	<b>\$ 207,311</b>	<b>\$ 128,123</b>	<b>\$ 889,026</b>	<b>\$ 177,805</b>
<b>Riley Co</b>							
FFE	\$ 48,404	\$ 40,002	\$ 44,244	\$ 49,110	\$ 49,163	\$ 230,924	\$ 46,185
State (SCCHF)	\$ 176,816	\$ 191,724	\$ 210,278	\$ 209,804	\$ 208,509	\$ 997,130	\$ 199,426
Township	\$ 128,523	\$ 137,712	\$ 150,981	\$ 151,877	\$ 161,908	\$ 731,001	\$ 146,200
Local (sales tax)	\$ 246,743	\$ 251,859	\$ 268,181	\$ 245,999	\$ 246,795	\$ 1,259,577	\$ 251,915
CIP (general fund)	\$ 38,500	\$ 10,556	\$ -	\$ -	\$ -	\$ 49,056	\$ 9,811
Public Works Operating	\$ 1,045,314	\$ 694,691	\$ 725,071	\$ 857,997	\$ 772,250		
<b>Total</b>	<b>\$ 1,684,300</b>	<b>\$ 1,326,544</b>	<b>\$ 1,398,756</b>	<b>\$ 1,514,786</b>	<b>\$ 1,438,625</b>	<b>\$ 3,267,689</b>	<b>\$ 653,538</b>
<b>Geary Co</b>							
FFE	\$ 27,593	\$ 26,893	\$ 27,254	\$ 26,529	\$ 26,861	\$ 135,130	\$ 27,026
State	\$ 734,820	\$ 747,672	\$ 766,449	\$ 773,623	\$ 770,258	\$ 3,792,821	\$ 758,564
Local	\$ 346,740	\$ 328,216	\$ 299,024	\$ 329,442	\$ 320,041	\$ 1,623,463	\$ 324,693
Other Revenues	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
<b>Total</b>	<b>\$ 1,109,154</b>	<b>\$ 1,102,781</b>	<b>\$ 1,092,727</b>	<b>\$ 1,129,593</b>	<b>\$ 1,117,159</b>	<b>\$ 5,551,414</b>	<b>\$ 1,110,283</b>
<b>Pottawatomie Co</b>							
FFE	\$ 103,067	\$ 86,765	\$ 88,253	\$ 84,826	\$ 87,503	\$ 450,414	\$ 90,083
State	\$ 391,880	\$ 398,636	\$ 403,645	\$ 415,281	\$ 431,009	\$ 2,040,451	\$ 408,090
Local	\$ 1,176,147	\$ 1,430,185	\$ 1,804,059	\$ 1,744,128	\$ 1,257,972	\$ 7,412,491	\$ 1,482,498
Other Revenues	\$ -	\$ -	\$ 274,246	\$ -	\$ -	\$ 274,246	\$ 54,849
<b>Total</b>	<b>\$ 1,671,094</b>	<b>\$ 1,915,586</b>	<b>\$ 2,570,203</b>	<b>\$ 2,244,235</b>	<b>\$ 1,776,484</b>		<b>\$ 2,035,520</b>

FFE = Federal Fund Exchange (Federal funds exchanged for State dollars)

SCCHF = Special City County Highway Fund

Preservation Local = City of Manhattan Preservation Sales Tax

Table 2 provides the federal sources of revenues the cities, counties, and KDOT received between 2014 and 2018. A couple of notes regarding the information provided. The Bridge funds are show a negative balance in most years. This is because projects were funded in previous years and did not expend all of the funding allocated. When this funding was obligated from the project, it created a negative number. Given the amount of deobligations between 2014 and 2018, the 5-year average is based on values between 2007 and 2018. This five-year average is more representative of the amount of Bridge funds expended in our region.

The Surface Transportation Program (STP) amounts do not include the STP funds allocated to the cities and counties.

*Table 2: Federal Revenues*

	<b>FY 2014</b>	<b>FY 2015</b>	<b>FY 2016</b>	<b>FY 2017</b>	<b>FY 2018</b>	<b>Total</b>	<b>5-YearAverage</b>
Bridge (BR) \$	(972,048) \$	(139,015) \$	(10,130) \$	8,008 \$	- \$	(1,113,184) \$	282,000
HSIP \$	872,027 \$	138,345 \$	351,984 \$	446,989 \$	1,320,200 \$	3,129,546 \$	625,909
NHPP \$	663,428 \$	13,592,132 \$	15,407,330 \$	3,961,038 \$	1,780,396 \$	35,404,324 \$	2,150,000
STP \$	(205,681) \$	2,735,054 \$	200,525 \$	9,654,137 \$	(52,654) \$	12,331,381 \$	2,466,276
<b>Total \$</b>	<b>357,726 \$</b>	<b>16,326,516 \$</b>	<b>15,949,710 \$</b>	<b>14,070,172 \$</b>	<b>3,047,942 \$</b>	<b>49,752,066 \$</b>	<b>5,524,185</b>

HSIP = Highway Safety Improvement Program

NHPP = National Highway Preservation Program

STP = Surface Transportation Program



Table 3 provides the revenues for public transit. Several notes on the sources and numbers reflected. The FTA 5307 funds vary greatly as the numbers used are what was spent, not the amount of funding available. The Manhattan Urbanized Area has just short of one million dollars in 5307 funds available to be expended each year. The 5-year average was changed to reflect this.

Table 3: Public Transit Revenues

Source	FY 2014	FY 2015	FY 2016	FY 2017	FY 2018	Total	Avg
5307			\$ 85,323	\$ 457,709	\$ 673,381	\$ 4,750,000	\$ 950,000
5311 Federal/State	\$ 797,014	\$ 823,609	\$ 934,915	\$ 449,552	\$ 541,442	\$ 3,546,532	\$ 709,306
5339				\$ 68,080		\$ 68,080	\$ 68,080
State TWORKS Funds				\$ 195,954	\$ 445,441	\$ 641,395	\$ 320,697
5316/5317 JARC	\$ 53,998	\$ 55,343	\$ 55,343			\$ 164,684	\$ 54,895
Capital Grant	\$ 271,817	\$ 88,459	\$ 339,834	\$ -	\$ 407,615	\$ 1,107,725	\$ 221,545
Independent Grants	\$ 20,000	\$ 20,469	\$ 23,897	\$ 29,000	\$ 29,000	\$ 122,366	\$ 24,473
Riley County	\$ 130,490	\$ 130,490	\$ 125,245	\$ 170,000	\$ 120,000	\$ 676,225	\$ 135,245
MHK	\$ 52,581	\$ 53,953	\$ 54,882	\$ 54,882	\$ 92,382	\$ 308,680	\$ 61,736
GE County	\$ 63,034	\$ 62,793	\$ 147,930	\$ 270,000	\$ 230,000	\$ 773,757	\$ 154,751
PT Co	\$ 2,282	\$ 2,880	\$ 3,137	\$ 5,525	\$ 1,857	\$ 15,681	\$ 3,136
City of Wamego	\$ -	\$ -	\$ 1,500	\$ 1,500	\$ -	\$ 3,000	\$ 600
School District	\$ 9,918	\$ 1,100	\$ 712	\$ 346	\$ 1,106	\$ 13,182	\$ 2,636
KSU	\$ 278,096	\$ 326,829	\$ 515,698	\$ 501,253	\$ 389,224	\$ 2,011,100	\$ 402,220
Highland	\$ -	\$ 9,431	\$ 12,292	\$ 20,814	\$ 17,000	\$ 59,537	\$ 11,907
University Crossing/Gramercy	\$ 11,784	\$ 16,722	\$ 19,750	\$ 20,145	\$ 20,145	\$ 88,546	\$ 17,709
K-18 Connector Funding	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Other Services Contracts	\$ 2,790	\$ 2,458	\$ 1,508	\$ 1,244	\$ -	\$ 8,000	\$ 1,600
Charters	\$ 372	\$ 15,683	\$ 18,212	\$ 9,696	\$ 3,951	\$ 47,914	\$ 9,583
Other	\$ 5,635	\$ 7,441	\$ 10,042	\$ 7,943	\$ 12,736	\$ 43,797	\$ 8,759
Farebox Revenue Fixed Routes	\$ 26,213	\$ 30,279	\$ 38,511	\$ 39,579	\$ 33,131	\$ 167,713	\$ 33,543
Farebox Revenue DR	\$ 104,769	\$ 100,403	\$ 100,460	\$ 93,914	\$ 90,656	\$ 490,202	\$ 98,040
Total Federal	\$ 1,122,829	\$ 967,411	\$ 1,415,415	\$ 975,341	\$ 1,622,438	\$ 6,103,434	\$ 1,220,687
Total State	\$ -	\$ -	\$ -	\$ 195,954	\$ 445,441	\$ 641,395	\$ 128,279
Local Funding	\$ 526,483	\$ 576,945	\$ 848,392	\$ 1,003,160	\$ 833,463	\$ 3,788,443	\$ 757,689
Service Contracts	\$ 24,492	\$ 29,711	\$ 34,262	\$ 42,549	\$ 38,251	\$ 169,265	\$ 33,853
Other/Charters	\$ 26,007	\$ 43,593	\$ 52,151	\$ 46,639	\$ 45,687	\$ 214,077	\$ 42,815
Farebox Revenue	\$ 130,982	\$ 130,682	\$ 138,971	\$ 133,493	\$ 123,787	\$ 657,915	\$ 131,583
Total Transportation	\$ 1,830,793	\$ 1,748,342	\$ 2,489,191	\$ 2,397,136	\$ 3,109,067	\$ 11,574,529	\$ 2,314,906

5307 = Federal Transit Administration funding for the Manhattan Urbanized Area

5311 = Federal and state funding awarded by KDOT

Table 4 are the historical expenditures provided by the cities, counties, and KDOT.

Table 4: Historical Expenditures

	FY 2014	FY 2015	FY 2016	FY 2017	FY 2018	Total	Rounded Average
<b>Manhattan</b>							
New Construction	\$ 90,799	\$ 208,347	\$ 480,566	\$ 247,584	\$ 504,385	\$ 1,531,882	\$ 306,400
O&M	\$ 3,124,964	\$ 2,607,277	\$ 2,701,992	\$ 3,605,374	\$ 2,651,080	\$ 14,690,686	\$ 2,938,100
Preservation	\$ 1,054,932	\$ 1,000,239	\$ 1,109,581	\$ 1,998,963	\$ 3,851,232	\$ 9,024,947	\$ 1,805,000
Total	\$ 4,280,695	\$ 3,815,863	\$ 4,292,139	\$ 5,851,921	\$ 7,006,898	\$ 25,247,515	\$ 5,049,500
<b>Junction City</b>							
New Construction	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
O&M	\$ 1,301,922	\$ 568,371	\$ 420,263	\$ 941,186	\$ 425,473	\$ 3,657,215	\$ 731,400
Preservation	\$ 815,724	\$ 1,197,950	\$ 1,763,243	\$ 1,358,799	\$ 1,104,735	\$ 6,240,452	\$ 1,248,100
Total	\$ 2,117,646	\$ 1,766,321	\$ 2,183,506	\$ 2,299,985	\$ 1,530,209	\$ 9,897,667	\$ 1,979,500
<b>Wamego</b>							
New Construction	\$ 790,673	\$ -	\$ -	\$ -	\$ -	\$ 790,673	\$ 158,100
O&M	\$ 223,239	\$ 185,898	\$ 244,982	\$ 230,695	\$ 189,745	\$ 1,074,059	\$ 214,800
Preservation	\$ -	\$ -	\$ -	\$ 1,029,000	\$ -	\$ 1,029,000	\$ 205,800
Total	\$ 1,013,912	\$ 185,898	\$ 244,982	\$ 1,259,695	\$ 189,745	\$ 2,893,732	\$ 578,700
<b>Riley Co</b>							
New Construction	\$ 7,767	\$ 149,609	\$ 257,960	\$ 219,892	\$ 432,409	\$ 1,067,638	\$ 213,500
O&M	\$ 695,930	\$ 658,390	\$ 674,299	\$ 629,741	\$ 633,185	\$ 3,291,556	\$ 658,300
Preservation	\$ 7,767	\$ 140,845	\$ 257,910	\$ 219,892	\$ 432,409	\$ 1,058,925	\$ 211,800
Total	\$ 711,473	\$ 948,945	\$ 1,190,169	\$ 1,069,526	\$ 1,498,005	\$ 5,418,118	\$ 1,084,000
<b>Geary Co</b>							
New Construction	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
O&M	\$ 462,911	\$ 410,009	\$ 324,832	\$ 327,584	\$ 350,528	\$ 1,875,863	\$ 375,200
Preservation	\$ 180,383	\$ -	\$ -	\$ -	\$ 318,155	\$ 498,539	\$ 99,700
Total	\$ 643,293	\$ 410,009	\$ 324,832	\$ 327,584	\$ 668,684	\$ 2,374,402	\$ 474,900
<b>Pottawatomie Co</b>							
New Construction	\$ 260,184	\$ 428,763	\$ 3,854,043	\$ 945,243	\$ 1,651,657	\$ 7,139,890	\$ 1,428,000
O&M	\$ 993,782	\$ 1,117,110	\$ 969,686	\$ 951,848	\$ 1,045,444	\$ 5,077,870	\$ 1,015,600
Preservation	\$ -	\$ 478,504	\$ 28,060	\$ 999,077	\$ 64,065	\$ 1,569,706	\$ 313,900
Total	\$ 1,253,966	\$ 2,024,377	\$ 4,851,790	\$ 2,896,168	\$ 2,761,166	\$ 13,787,467	\$ 3,133,400
<b>KDOT</b>							
Pavement	\$ 44,120	\$ 80,092	\$ 72,176	\$ 49,919	\$ 58,939	\$ 305,246	\$ 61,000
Shoulders	\$ 41,164	\$ 42,908	\$ 23,464	\$ 52,484	\$ 42,424	\$ 202,444	\$ 40,500
Drainage	\$ 27,500	\$ 39,739	\$ 54,204	\$ 55,333	\$ 31,802	\$ 208,678	\$ 41,700
Roadside	\$ 191,276	\$ 225,857	\$ 249,687	\$ 209,197	\$ 184,871	\$ 1,060,888	\$ 212,200
Bridge	\$ 17,864	\$ 17,880	\$ 32,600	\$ 20,878	\$ 10,368	\$ 99,590	\$ 19,900
Snow & Ice	\$ 251,501	\$ 157,513	\$ 121,944	\$ 97,380	\$ 147,524	\$ 770,862	\$ 154,200
Traffic Guidance	\$ 46,001	\$ 73,634	\$ 48,026	\$ 74,907	\$ 63,603	\$ 306,171	\$ 61,200
Total	\$ 619,426	\$ 637,623	\$ 602,101	\$ 555,098	\$ 530,631	\$ 2,953,879	\$ 590,700.00

Table 5 uses the information provided in the previous tables to estimate future revenues available and future obligations. The estimates assume a 0% increase in revenues and a 3% inflation rate for expenditures.

Table 5: Revenues and Expenditures for Cities and Counties

Future Growth Scenario (0% revenue increase, 3% inflation)				
<b>Manhattan</b>	<b>2020-2024</b>	<b>2025-2030</b>	<b>2031-2035</b>	<b>2036-2040</b>
Revenues	\$ 26,680,000	\$ 32,016,000	\$ 26,680,000	\$ 26,680,000
O&M Expenditures	\$ 15,598,772	\$ 22,031,813	\$ 21,592,348	\$ 25,031,450
Revenues after O&M (for Preservation)	\$ 21,081,228	\$ 13,984,187	\$ 5,087,652	\$ 1,648,550
Anticipated Preservation Costs	\$ 9,582,990	\$ 13,535,081	\$ 13,265,100	\$ 15,377,886
\$ Available for Projects	\$ 11,498,238	\$ 449,106	\$ (8,177,448)	\$ (13,729,336)
<b>Junction City</b>	<b>2020-2024</b>	<b>2025-2030</b>	<b>2031-2035</b>	<b>2036-2040</b>
Revenues	\$ 6,568,500	\$ 7,882,200	\$ 6,568,500	\$ 6,568,500
O&M Expenditures	\$ 3,883,000	\$ 5,484,400	\$ 5,375,100	\$ 6,231,500
Revenues after O&M (for Preservation)	\$ 2,685,500	\$ 2,397,800	\$ 1,193,400	\$ 337,000
Anticipated Preservation Costs	\$ 6,626,200	\$ 9,358,200	\$ 9,171,000	\$ 10,631,600
\$ Available for Projects	\$ (3,940,700)	\$ (6,960,400)	\$ (7,977,600)	\$ (10,294,600)
<b>Wamego</b>	<b>2020-2024</b>	<b>2025-2030</b>	<b>2031-2035</b>	<b>2036-2040</b>
Revenues	\$ 889,000	\$ 1,066,800	\$ 889,000	\$ 889,000
O&M Expenditures	\$ 1,140,000	\$ 1,609,600	\$ 1,577,900	\$ 1,828,800
Revenues after O&M (for Preservation)	\$ (251,000)	\$ (542,800)	\$ (688,900)	\$ (939,800)
Anticipated Preservation Costs	\$ 1,093,000	\$ 1,544,900	\$ 1,514,400	\$ 1,755,500
\$ Available for Projects	\$ (1,344,000)	\$ (2,087,700)	\$ (2,203,300)	\$ (2,695,300)
<b>Riley Co</b>	<b>2020-2024</b>	<b>2025-2030</b>	<b>2031-2035</b>	<b>2036-2040</b>
Revenues	\$ 3,218,500	\$ 3,862,200	\$ 3,218,500	\$ 3,218,500
O&M Expenditures	\$ 3,494,600	\$ 4,935,600	\$ 4,837,200	\$ 5,607,900
Revenues after O&M (for Preservation)	\$ (276,100)	\$ (1,073,400)	\$ (1,618,700)	\$ (2,389,400)
Anticipated Preservation Costs	\$ 1,124,400	\$ 1,587,500	\$ 1,555,700	\$ 1,803,500
\$ Available for Projects	\$ (1,400,500)	\$ (2,660,900)	\$ (3,174,400)	\$ (4,192,900)
<b>Geary Co</b>	<b>2020-2024</b>	<b>2025-2030</b>	<b>2031-2035</b>	<b>2036-2040</b>
Revenues	\$ 5,551,500	\$ 6,661,800	\$ 5,551,500	\$ 5,551,500
Revenues after O&M (for Preservation)	\$ 5,022,000	\$ 5,913,100	\$ 4,817,900	\$ 4,700,800
Anticipated Preservation Costs	\$ 2,521,200	\$ 3,560,600	\$ 3,489,000	\$ 4,044,500
\$ Available for Projects	\$ 2,500,800	\$ 2,352,500	\$ 1,328,900	\$ 656,300
<b>Pottawatomie Co</b>	<b>2020-2024</b>	<b>2025-2030</b>	<b>2031-2035</b>	<b>2036-2040</b>
Revenues	\$ 10,177,500	\$ 12,213,000	\$ 10,177,500	\$ 10,177,500
Revenues after O&M (for Preservation)	\$ 4,785,400	\$ 4,597,000	\$ 2,713,000	\$ 1,524,000
Anticipated Preservation Costs	\$ 1,666,500	\$ 2,353,600	\$ 2,306,500	\$ 2,673,700
\$ Available for Projects	\$ 3,118,900	\$ 2,243,400	\$ 406,500	\$ (1,149,700)



Table 6: KDOT, Federal Funding, and Transit Revenues

<b>KDOT State Funding</b>	<b>2020-2024</b>	<b>2025-2030</b>	<b>2031-2035</b>	<b>2036-2040</b>
Revenues	\$ 97,881,429	\$ 117,457,714	\$ 97,881,429	\$ 97,881,429
O&M Expenditures	\$ 3,450,753	\$ 4,874,500	\$ 4,777,400	\$ 5,538,200
Revenues after O&M (for Preservation)	\$ 94,430,675	\$ 112,583,214	\$ 93,104,029	\$ 92,343,229
Anticipated Preservation Costs	\$ 45,428,086	\$ 64,162,800	\$ 62,883,000	\$ 72,898,600
O&M and Preservation	\$ 48,878,839	\$ 69,037,300	\$ 67,660,400	\$ 78,436,800
\$ Available for Projects	\$ 49,002,589	\$ 48,420,414	\$ 30,221,029	\$ 19,444,629
<b>Federal Funds</b>	<b>2020-2024</b>	<b>2025-2030</b>	<b>2031-2035</b>	<b>2036-2040</b>
BR	\$ 1,410,000	\$ 1,692,000	\$ 1,410,000	\$ 1,410,000
HSIP	\$ 3,129,546	\$ 3,755,455	\$ 3,129,546	\$ 3,129,546
NHS/NHPP	\$ 10,750,000	\$ 12,900,000	\$ 10,750,000	\$ 10,750,000
Total Federal	\$ 15,289,546	\$ 18,347,455	\$ 15,289,546	\$ 15,289,546
<b>Transit Service</b>	<b>2020-2024</b>	<b>2025-2030</b>	<b>2031-2035</b>	<b>2036-2040</b>
Revenues	\$ 15,108,000	\$ 18,129,600	\$ 15,108,000	\$ 15,108,000
Admin, Operations, and Bus Maintenance	\$ 10,189,770	\$ 14,392,400	\$ 14,105,300	\$ 16,352,000
Revenues after Admin/Operations	\$ 4,918,230	\$ 3,737,200	\$ 1,002,700	\$ (1,244,000)
Capital Replacement	\$ 1,502,455	\$ 2,121,900	\$ 2,079,800	\$ 2,410,800
\$ Available for Route Expansion/Amenities	\$ 3,415,775	\$ 1,615,300	\$ (1,077,100)	\$ (3,654,800)

A dark teal vertical bar on the left side of the page. It contains a repeating pattern of white line-art icons: a bus and a person sitting on a bench. The bus icons are positioned on the left edge, and the person icons are positioned to the right of the bus icons.

---

## **APPENDIX B: TRAVEL DEMAND MODEL INFORMATION**

HOW TO READ THE MODEL OUTPUTS

Figure 3.12 is an example of the travel demand model outputs included in Appendix B.

**Box A:** Each model output includes a set of either modernization or expansion projects. Each set of projects are modeled under both future landuse scenarios to better understand how land use impacts the roadway network. These projects are outlined in purple in the map.

**Box B:** Capacity issues on US-24 show more hours of congestion than anywhere else in the region. The table in Section B shows vehicles per day for the current model output, along with the capacity created from any projects listed in Section A. This table allows for a quick comparison between the four model outputs for the US-24 Corrdior. The tables from all four model outputs are summarized in Figure 3.13.

**Box C:** This legend identifies the road network and land use scenario for each map. The legend in the Figure 3.12 example highlights the “Modernization” network and development “Scenario B”.

**Map:** The map for each model output depicts the level of service to be expected should the projects in Section A be constructed. This information is used by the local jurisdictions to determine if the project should move forward or the scope of the project be adjusted. The model also highlights which projects may create additional capacity issues should they be constructed.

Figure 3.12: Example of Travel Demand Model Output

Box A

Figure 3.14: Scenario B + Modernization Projects  
(in millions)

C2040 #	Project	Cost
M01	6th St Lane Reduction: Reynolds to Eisenhower	\$0.2
M02	8th St Lane Reduction: Eisenhower to Rucker	\$0.1
M03	Anderson Lane Reduction: Wickham to Connecticut	\$1.0
M04	Anderson Lane Reduction: Wreath to Anneberg Park	\$1.0
M27	Blue River Rd Paving: Junietta to Dyer	\$4.5
M06	Bluemont Ave Right in, Right out: 4th to 10th	\$0.6
M07	Clafin Lane Reduction/2-way protected bike lane: Beechwood to Denison	\$2.5
M08	College Ave Lane Reduction w/ bike lanes: Kimball to Clafin	\$0.1
M09	Eisenhower Lane Reduction: 6th to Ash	\$0.1
M10	Flint Hills Blvd & I-70 Roundabout	\$2.5
M11	Grant Ave Lane Reduction: Prospect to Washington	\$0.1
M12	Jackson Lane Reduction: 18th to 6th	\$0.2
E31	Junietta Rd paved 3-lane: Green Valley to State Lake Rd	\$5.8
M39	Junietta Rd Paving: State Lake Rd to Blue River Rd	\$0.7
M14	Kimball Lane Reduction: College to K-113	\$0.1
M17	Poyntz Ave Lane Reduction: Juliette to 17th	\$1.2
M18	S. Washington Lane Reduction: Ash to I-70	\$0.1
M19	US-24 4-lane Urbanization	TBD
M23	18th St Lane Reduction: N. Washington to Jackson	\$0.1
M24	Washington St Lane Reduction: Grant to 10th	\$0.1
TOTAL		\$20.9

Box B

	US-24 @ Heritage	Blue River Rd
Vehicles/day	32,557	1,332
Capacity	34,694	12,000
Hours at E/F	4	0

Figure 3.15: Roadway Output B+M

- Modeled projects from Figure 3.14
- Projects from Figure 3.11
- 2 or more hours of congestion
- 1-2 hours of congestion
- 1 hour or less of congestion

Box C



Figure 3.12: Scenario A + Modernization Projects  
(in millions)

C2040 #	Project	Cost
M01	6th St Lane Reduction: Reynolds to Eisenhower	\$0.2
M02	8th St Lane Reduction: Eisenhower to Rucker	\$0.1
M03	Anderson Lane Reduction: Wickham to Connecticut	\$1.0
M04	Anderson Lane Reduction: Wreath to Anneberg Park	\$1.0
M27	Blue River Rd Paving: Junietta to Dyer	\$4.5
M06	Bluemont Ave Right in, Right out: 4th to 10th	\$0.6
M07	Claflin Lane Reduction/2-way protected bike lane: Beechwood to Denison	\$2.5
M08	College Ave Lane Reduction w/ bike lanes: Kimball to Claflin	\$0.1
M09	Eisenhower Lane Reduction: 6th to Ash	\$0.1
M10	Flint Hills Blvd & I-70 Roundabout	\$2.5
M11	Grant Ave Lane Reduction: Prospect to Washington	\$0.1
M12	Jackson Lane Reduction: 18th to 6th	\$0.2
E31	Junietta Rd paved 3-lane: Green Valley to State Lake Rd	\$5.8
M39	Junietta Rd Paving: State Lake Rd to Blue River Rd	\$0.7
M14	Kimball Lane Reduction: College to K-113	\$0.1
M17	Poyntz Ave Lane Reduction: Juliette to 17th	\$1.2
M18	S. Washington Lane Reduction: Ash to I-70	\$0.1
M19	US-24 4-lane Urbanization	TBD
M23	18th St Lane Reduction: N. Washington to Jackson	\$0.1
M24	Washington St Lane Reduction: Grant to 10th	\$0.1
TOTAL		\$20.9

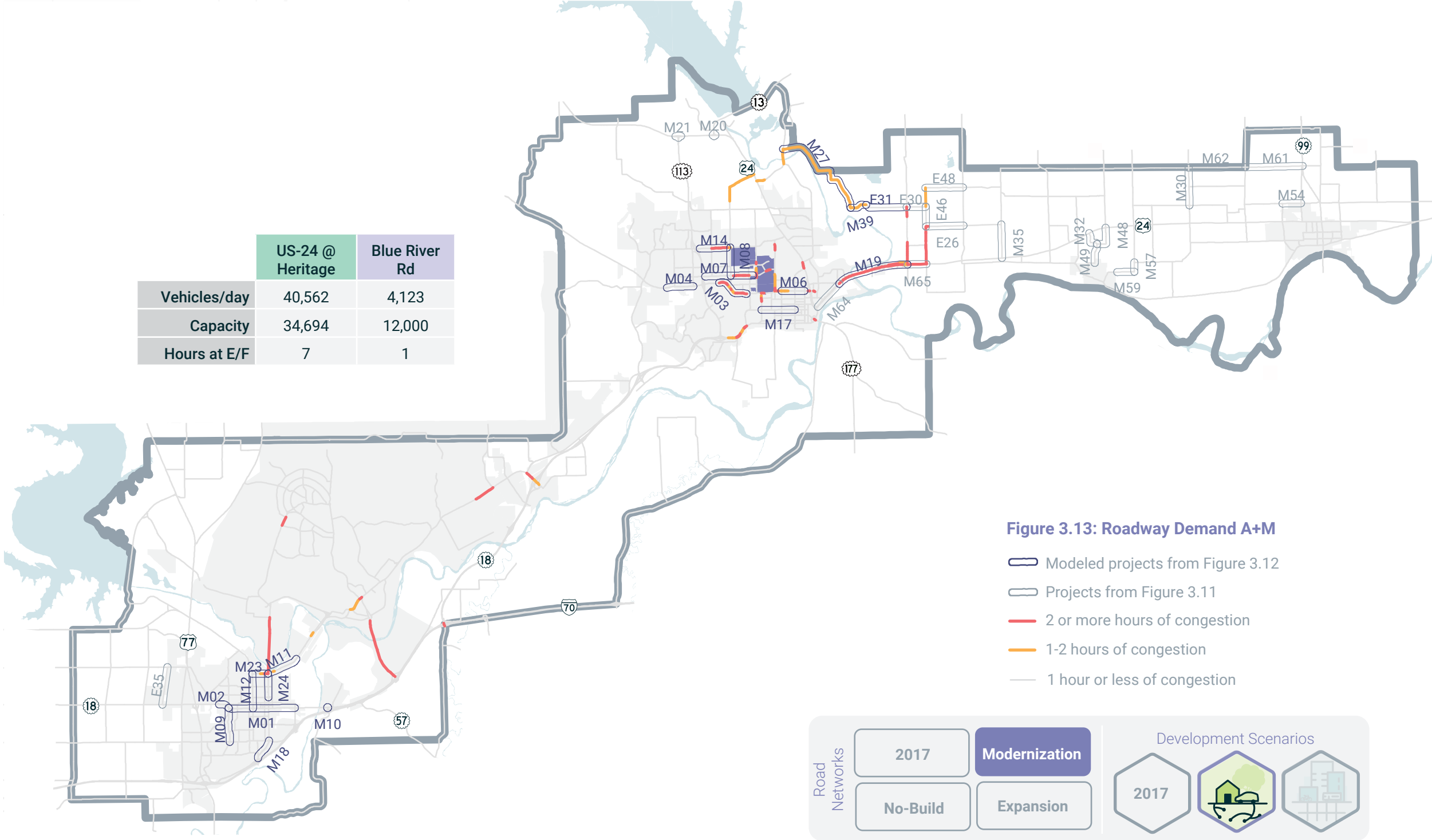




Figure 3.14: Scenario B + Modernization Projects  
(in millions)

C2040 #	Project	Cost
M01	6th St Lane Reduction: Reynolds to Eisenhower	\$0.2
M02	8th St Lane Reduction: Eisenhower to Rucker	\$0.1
M03	Anderson Lane Reduction: Wickham to Connecticut	\$1.0
M04	Anderson Lane Reduction: Wreath to Anneberg Park	\$1.0
M27	Blue River Rd Paving: Junietta to Dyer	\$4.5
M06	Bluemont Ave Right in, Right out: 4th to 10th	\$0.6
M07	Claflin Lane Reduction/2-way protected bike lane: Beechwood to Denison	\$2.5
M08	College Ave Lane Reduction w/ bike lanes: Kimball to Claflin	\$0.1
M09	Eisenhower Lane Reduction: 6th to Ash	\$0.1
M10	Flint Hills Blvd & I-70 Roundabout	\$2.5
M11	Grant Ave Lane Reduction: Prospect to Washington	\$0.1
M12	Jackson Lane Reduction: 18th to 6th	\$0.2
E31	Junietta Rd paved 3-lane: Green Valley to State Lake Rd	\$5.8
M39	Junietta Rd Paving: State Lake Rd to Blue River Rd	\$0.7
M14	Kimball Lane Reduction: College to K-113	\$0.1
M17	Poyntz Ave Lane Reduction: Juliette to 17th	\$1.2
M18	S. Washington Lane Reduction: Ash to I-70	\$0.1
M19	US-24 4-lane Urbanization	TBD
M23	18th St Lane Reduction: N. Washington to Jackson	\$0.1
M24	Washington St Lane Reduction: Grant to 10th	\$0.1
TOTAL		\$20.9

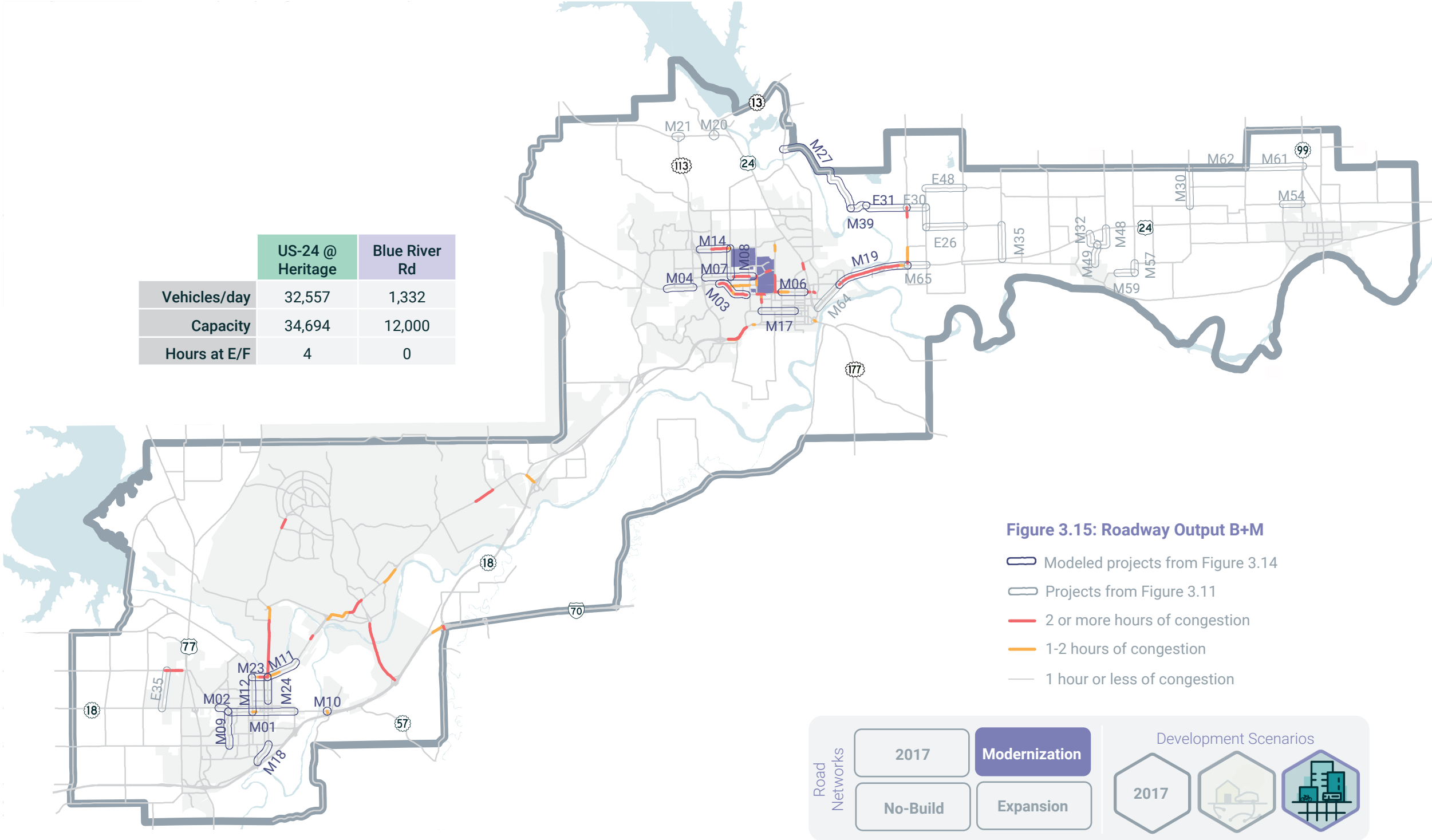


Figure 3.16: Scenario A + Expansion Projects  
(in millions)

C2040 #	Project	Cost
M05	Ash St Lane Reduction: Eisenhower to US-77	\$0.1
E04	Bluemont Ave 5-lane: 4th to 11th	\$3.8
M37	Burr Oak Rd Paving: Flint Rock to Vineyard	\$2.0
M44	Cannonball Rd Paving: Lewis Wilson to K-99	\$2.4
M53	Cannonball Rd Paving: K-99 to Salzer	\$0.8
E12	East Street Extension: Chestnut to Grant	TBD
M28	Elm Slough Rd Paving: Vineyard to Rockenham	\$1.2
M29	Elm Slough Rd Paving: Rockenham to Flush	\$2.5
M60	Elm Slough Rd Paving: Lewis Wilson to Hwy	\$0.8
M63	Elm Slough Rd Paving: Flint Rock to Vineyard	\$2.4
M31	Flint Rock Rd Paving: Hwy to Burr Oak	\$1.7
E23	Grand Mere Parkway Extension: MacLeod to Marlatt	\$3.6
M33	Green Valley Rd Paving: Junietta to 1 mile north	\$1.6
M34	Harvest Rd Paving: Hopkins to Lake Elbo	\$1.6
M36	Hopkins Creek Rd Paving: Harvest to Mt. Zion	\$1.6
M38	Hopkins Creek Rd Paving: Mt Zion to Walker	\$0.8
M41	Lewis Wilson Rd Paving: Old Post Rd to Elm Slough	\$1.5
M42	Lewis Wilson Rd Paving: Elm Slough to Cannonball	\$1.6
E41	Marlatt Ave Extension: K-113 to Denison	\$4.9
E42	Marlatt Ave Extension: Grand Mere to K-113	\$4.9
E44	Moody Rd paved 3-lane: Junietta to Mt Zion	\$0.8
M43	Moody Rd Paving: Mt Zion .5 miles north	\$0.8
M45	Mt. Zion Rd Paving: Hopkins Creek to Lake Elbow	\$1.6
M46	Rockenham Rd Paving: US-24 to School Creek	\$1.3
M47	Rockenham Rd Paving: School Creek to Elm Slough	\$1.1
M50	Salzer Rd Paving: Cannonball to Elm Slough	\$1.6
M51	Salzer Rd Paving: Say to Elm Slough	\$1.6
M52	Sand Creek Rd Paving: Burr Oak to Military Trail	\$1.5
M55	Say Rd Paving: Columbian to Salzer	\$1.6
M56	Sixth Street Rd Paving: Stonington to Flint Rock	\$2.4
E61	Taylor Road Interchange @ I-70	\$15.0
E62	US-24 6-lane: Mall entrance to Excel	\$20.0
M58	Walker Rd Paving: Hopkins Creek to Flush Rd	\$1.7
TOTAL		\$90.7

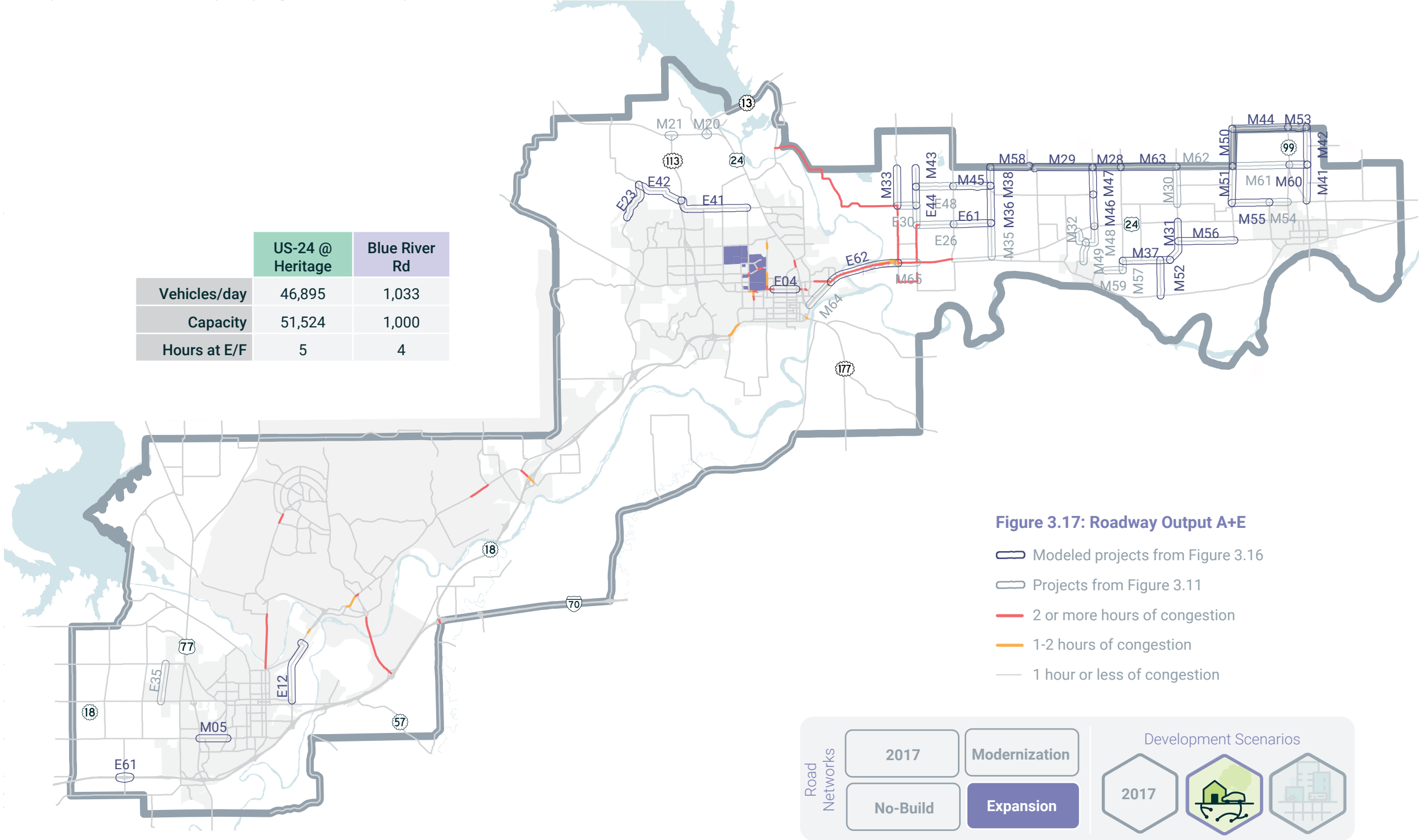
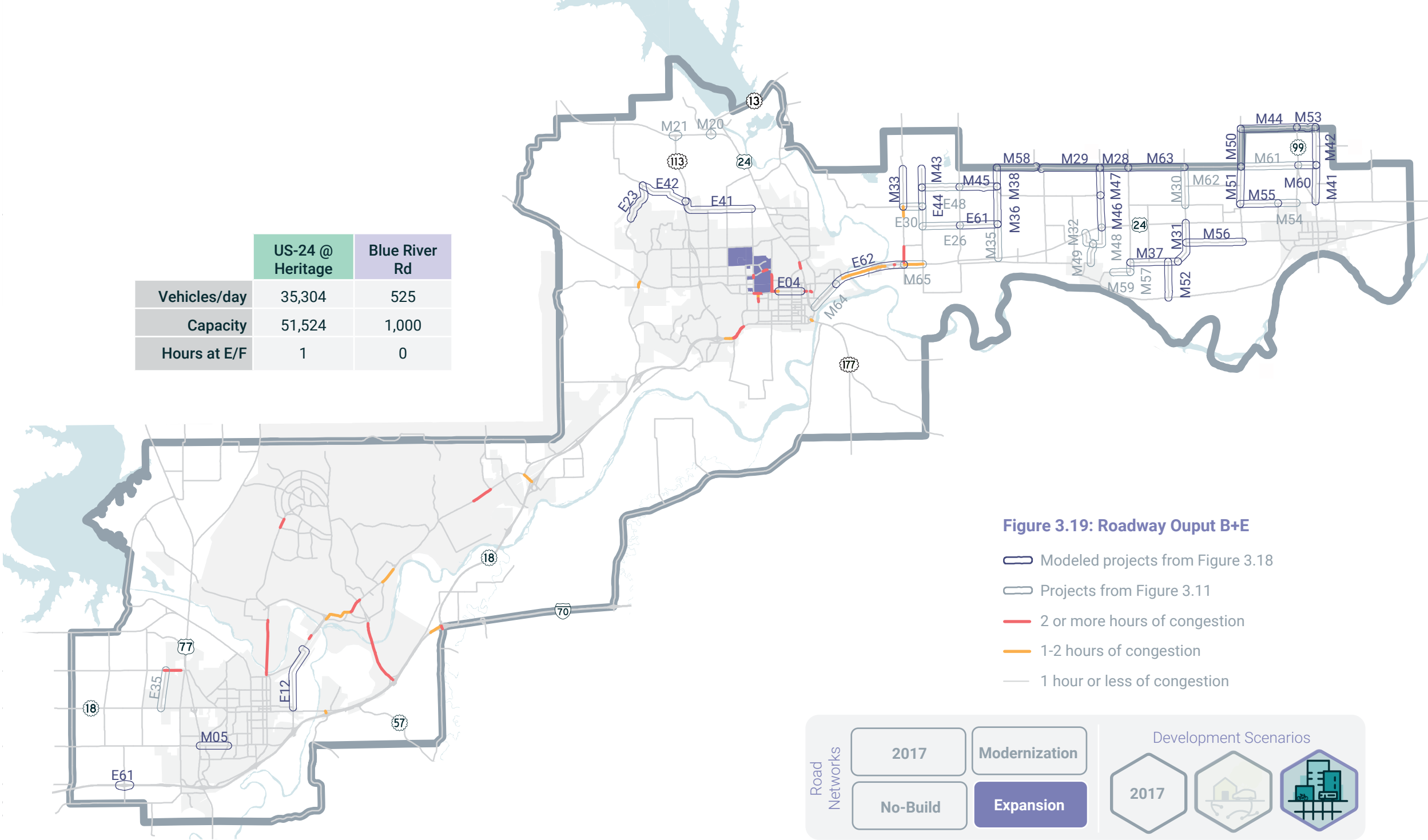


Figure 3.18: Scenario B + Expansion Projects  
(in millions)

C2040 #	Project	Cost
M05	Ash St Lane Reduction: Eisenhower to US-77	\$0.1
E04	Bluemont Ave 5-lane: 4th to 11th	\$3.8
M37	Burr Oak Rd Paving: Flint Rock to Vineyard	\$2.0
M44	Cannonball Rd Paving: Lewis Wilson to K-99	\$2.4
M53	Cannonball Rd Paving: K-99 to Salzer	\$0.8
E12	East Street Extension: Chestnut to Grant	TBD
M28	Elm Slough Rd Paving: Vineyard to Rockenham	\$1.2
M29	Elm Slough Rd Paving: Rockenham to Flush	\$2.5
M60	Elm Slough Rd Paving: Lewis Wilson to Hwy	\$0.8
M63	Elm Slough Rd Paving: Flint Rock to Vineyard	\$2.4
M31	Flint Rock Rd Paving: Hwy to Burr Oak	\$1.7
E23	Grand Mere Parkway Extension: MacLeod to Marlatt	\$3.6
M33	Green Valley Rd Paving: Junietta to 1 mile north	\$1.6
M34	Harvest Rd Paving: Hopkins to Lake Elbo	\$1.6
M36	Hopkins Creek Rd Paving: Harvest to Mt. Zion	\$1.6
M38	Hopkins Creek Rd Paving: Mt Zion to Walker	\$0.8
M41	Lewis Wilson Rd Paving: Old Post Rd to Elm Slough	\$1.5
M42	Lewis Wilson Rd Paving: Elm Slough to Cannonball	\$1.6
E41	Marlatt Ave Extension: K-113 to Denison	\$4.9
E42	Marlatt Ave Extension: Grand Mere to K-113	\$4.9
E44	Moody Rd paved 3-lane: Junietta to Mt Zion	\$0.8
M43	Moody Rd Paving: Mt Zion .5 miles north	\$0.8
M45	Mt. Zion Rd Paving: Hopkins Creek to Lake Elbow	\$1.6
M46	Rockenham Rd Paving: US-24 to School Creek	\$1.3
M47	Rockenham Rd Paving: School Creek to Elm Slough	\$1.1
M50	Salzer Rd Paving: Cannonball to Elm Slough	\$1.6
M51	Salzer Rd Paving: Say to Elm Slough	\$1.6
M52	Sand Creek Rd Paving: Burr Oak to Military Trail	\$1.5
M55	Say Rd Paving: Columbian to Salzer	\$1.6
M56	Sixth Street Rd Paving: Stonington to Flint Rock	\$2.4
E61	Taylor Road Interchange @ I-70	\$15.0
E62	US-24 6-lane: Mall entrance to Excel	\$20.0
M58	Walker Rd Paving: Hopkins Creek to Flush Rd	\$1.7
TOTAL		\$90.7



MODERNIZATION PROJECTS

Figure 3.24 provides a list of all of the modernization projects submitted by the local jurisdictions or KDOT for inclusion in *Connect 2040*.

Not all projects were submitted with an identified year or project cost

C2040 #	Project	Year	Cost
M01	6th St Lane Reduction: Reynolds to Eisenhower	TBD	\$0.2
M02	8th St Lane Reduction: Eisenhower to Rucker	TBD	\$0.1
M03	Anderson Lane Reduction: Wickham to Connecticut	TBD	\$1.0
M04	Anderson Lane Reduction: Wreath to Anneberg Park	TBD	\$1.0
M05	Ash St Lane Reduction: Eisenhower to US-77	TBD	\$0.1
M06	Bluemont Ave Right in, Right out: 4th to 10th	TBD	\$0.6
M07	Claflin Lane Reduction/2-way protected bike lane: Beechwood to Denison	TBD	\$2.5
M08	College Ave Lane Reduction with bike lanes: Kimball to Claflin	TBD	\$0.1
M09	Eisenhower Lane Reduction: 6th to Ash	TBD	\$0.1

C2040 #	Project	Year	Cost
M10	Flint Hills Blvd & I-70 Roundabout	TBD	\$2.5
M11	Grant Ave Lane Reduction: Prospect to Washington	TBD	\$0.1
M12	Jackson Lane Reduction: 18th to 6th	TBD	\$0.2
M13	K-18 & Karns Dr Roundabout	2020	\$2.0
M14	Kimball Lane Reduction: College to K-113	TBD	\$0.1
M17	Poyntz Ave Lane Reduction: Juliette to 17th	TBD	\$1.2
M18	S. Washington Lane Reduction: Ash to I-70	TBD	\$0.1
M19	S. Washington Lane Reduction: Ash to I-71	TBD	\$1.1
M20	US-24 & K-13 Roundabout	2023	\$2.5
M21	US-24 & K-113 Roundabout	2025	\$2.5
M22	US-77 Reconstruction: Old Milford to N Jct K-57	TBD	\$10.0
M23	18th St Lane Reduction: N. Washington to Jackson	TBD	\$0.1
M24	Washington St Lane Reduction: Grant to 10th	TBD	\$0.1
M25	600 Block Poyntz Multimodal Project	2021	TBD
M26	Safety Projects	N/A	\$13.1
M27	Blue River Rd Paving: Junietta to Dyer	TBD	\$4.5
M28	Elm Slough Rd Paving: Vineyard to Rockenham	TBD	\$1.2
M29	Elm Slough Rd Paving: Rockenham to Flush	TBD	\$13.1
M30	Flint Rock Rd Paving: Gillaspie to Elm Slough	TBD	\$1.6
M31	Flint Rock Rd Paving: Hwy to Burr Oak	TBD	\$1.7

C2040 #	Project	Year	Cost
M32	Franklin Rd Paving: Hwy to Rockenham	TBD	\$0.7
M33	Green Valley Rd Paving: Junietta to 1 mile north	TBD	\$1.6
M34	Harvest Rd Paving: Hopkins to Lake Elbo	TBD	\$1.6
M35	Hopkins Creek Rd Paving: US-24 to Harvest	TBD	\$1.4
M36	Hopkins Creek Rd Paving: Harvest to Mt. Zion	TBD	\$1.6
M37	Burr Oak Rd Paving: Flint Rock to Vineyard	TBD	\$2.0
M38	Hopkins Creek Rd Paving: Mt Zion to Walker	TBD	\$0.8
M39	Junietta Rd Paving: State Lake Rd to Blue River Rd	TBD	\$0.7
M41	Lewis Wilson Rd Paving: Old Post Rd to Elm Slough	TBD	\$1.5
M42	Lewis Wilson Rd Paving: Elm Slough to Cannonball	TBD	\$1.6
M43	Moody Rd Paving: Mt Zion .5 miles north	TBD	\$0.8
M44	Cannonball Rd Paving: Lewis Wilson to K-99	TBD	\$2.4
M45	Mt. Zion Rd Paving: Hopkins Creek to Lake Elbow	TBD	\$1.6
M46	Rockenham Rd Paving: US-24 to School Creek	TBD	\$1.3
M47	Rockenham Rd Paving: School Creek to Elm Slough	TBD	\$1.1
M48	Rockenham Rd Paving: US-24 to Franklin	TBD	\$1.1
M49	Rockenham Rd Paving: Franklin to St. George	TBD	\$0.8
M50	Salzer Rd Paving: Cannonball to Elm Slough	TBD	\$1.6
M51	Salzer Rd Paving: Say to Elm Slough	TBD	\$1.6

C2040 #	Project	Year	Cost
M52	Sand Creek Rd Paving: Burr Oak to Military Trail	TBD	\$1.5
M53	Cannonball Rd Paving: K-99 to Salzer	TBD	\$0.8
M54	Say Rd Paving: Kaw Valley to Columbian	TBD	\$0.8
M55	Say Rd Paving: Columbian to Salzer	TBD	\$1.6
M56	Sixth Street Rd Paving: Stonington to Flint Rock	TBD	\$2.4
M57	Vineyard Rd Paving: Chapman to Burr Oak	TBD	\$0.4
M58	Walker Rd Paving: Hopkins Creek to Flush Rd	TBD	\$1.7
M59	Chapman Rd Paving: Vineyard to St. George	TBD	\$0.7
M60	Elm Slough Rd Paving: Lewis Wilson to Hwy	TBD	\$0.8
M61	Elm Slough Rd Paving: K-99 to Salzer	TBD	\$2.4
M62	Elm Slough Rd Paving: Salzer to Flint Rock	TBD	\$2.4
M63	Elm Slough Rd Paving: Flint Rock to Vineyard	TBD	\$2.4
P01	K-18 Bridge Replacement over Wildcat Creek	2020	\$9.6
P02	Kimball Ave Reconstruction (K-113 to Candlewood)	2021	\$2.3
P03	US-24 Resurfacing: K-13 to US-77	2024	\$1.2
P04	US-24 Mill & Overlay: K-13 to US-77	2035	\$6.8
P05	US-24 Bridge Replacement over Blackjack Creek	2021	\$1.7
P06	US-40B Resurfacing: JC City limits to K-57	2024	\$1.0
P07	US-40B Bridge Replacement (UP Railroad & Monroe St)	2021	\$12.0



EXPANSION PROJECTS

The following are the expansion projects submitted by the local jurisdictions or KDOT for inclusion in *Connect 2040*. Not all of these projects were modeled using the travel demand model and not all of these projects will be implemented.

Not all projects were submitted with an identified year or cost for construction.

C2040 #	Project	Year	Cost
E01	11th St 3-lane: Poyntz to Bluemont	2030	\$5.5
E02	17th St 3-lane: Laramie to Yuma	2030	\$4.0
E04	Bluemont Ave 5-lane: 4th to 11th	2030	\$3.8
E08	Casement Rd. 3-lane: Brookmont to Allen/Knox Ln	2026	\$4.2
E11	Claflin & Hylton Heights Intersection turning lanes	2035	\$0.8
E12	East Street Extension: Chestnut to Grant	2031	\$4.5
E19	Excel Rd 3-lane: Harvest to Cara's Way	2025	\$2.3
E23	Grand Mere Parkway Extension: MacLeod to Marlatt	2030	\$3.6
E26	Harvest Rd paved 3-lane: Lake Elbo to Excel	2025	\$5.3
E30	Junietta Rd paved 3-lane: Moody to Green Valley	TBD	\$0.8
E31	Junietta Rd paved 3-lane: Green Valley to State Lake Rd	TBD	\$5.8
E34	K-18 a center turn lane: K-18 to Westwood	TBD	TBD
E35	Blue Jay Way Expansion: K-18 to Rucker	2021	\$2.0

C2040 #	Project	Year	Cost
E36	Kimball & College Intersection Improvements	2021	\$8.0
E37	Kimball Ave Expansion: Denison to College	2025	\$10.0
E38	Kirkwood Dr Extension: Walters to Marlatt	2020	\$2.0
E41	Marlatt Ave Extension: K-113 to Denison	TBD	\$4.9
E42	Marlatt Ave Extension: Grand Mere to K-113	TBD	\$4.9
E43	McCall Rd Extension: US-24 to 4th/Bluemont	2035	\$3.0
E44	Moody Rd paved 3-lane: Junietta to Mt Zion	TBD	\$0.8
E46	Moody Rd paved 3-lane: Harvest to Junietta	2025	\$2.8
E48	Mt. Zion Rd paved 3-lane: Lake Elbo to Moody	TBD	\$5.3
E49	N. Manhattan Expansion: Baker's Way to Claflin	2020	\$2.9
E60	Stagg Hill Rd 3-lane: K-113 to Rosencutter	2035	\$5.0
E61	Taylor Road Interchange @ I-70	2026	\$12.0
E63	US-24 & Green Valley Rd Intersection	2020	\$3.4
E64	Industrial Commerce Route: Valley and Balderson	2021	\$6.4
E67	Kimball Ave Expansion: N Manhattan to NBAF	2023	\$5.0
E69	Kimball and Denison Intersection	2025	\$9.3
E70	Blue River Bridge Crossing: Casement to Blue River Rd	TBD	TBD
E71	Strauss Blvd Extension	2026	\$8.1
E72	Taylor Road Expansion: Strauss to Old Highway 40	2025	\$1.9
E73	Taylor Road Expansion: Strauss to Liberty Hall	2025	\$2.0
E74	Interchange at US-24 & Flush Rd	2035	\$15.0

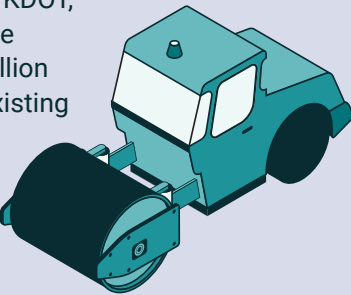
C2040 #	Project	Year	Cost
P01	K-18 Bridge Replacement over Wildcat Creek	2020	\$9.6
P02	Kimball Ave Reconstruction (K-113 to Candlewood)	2021	\$2.3
P03	US-24 Resurfacing: K-13 to US-77	2024	\$1.2
P04	US-24 Mill & Overlay: K-13 to US-77	2035	\$6.8
P05	US-24 Bridge Replacement over Blackjack Creek	2021	\$1.7
P06	US-40B Resurfacing: JC City limits to K-57	2024	\$1.0
P07	US-40B Bridge Replacement (UP Railroad & Monroe St)	2022	\$12.0
P08	US-40B Smoky Hill River Bridge Replacement	2035	\$4.5
P09	Preservation Project Bucket	N/A	\$355.0
P10	I-70 Replacement 290-296	TBD	\$40.0
P11	I-70 Replacement 296-300	TBD	\$35.0

PRESERVATION PROJECTS

Preservation projects are not included in the model, as they are rebuilding infrastructure already in place. For *Connect 2040*. The “Preservation Project Bucket” is funding set aside for preservation projects that are not yet identified or for emerging preservation needs.

FUNDING

Over the next 2020 years, KDOT, the cities, and counties are projecting over \$367.5 million needed to preserve our existing roadway network.



C2040 ID	Project Type	Project Name	Roadway	Starting Terminus	Ending Terminus	Improvements	2020 Cost Year	Estimate
E01	Expansion	11th St 3-lane: Poyntz to Bluemont	11th St	Poyntz	Bluemont	3-Lane roadway	2040	\$ 5,522,500
E02	Expansion	17th St 3-lane: Laramie to Yuma	17th	Laramie	Yuma	3-Lane Roadway	2035	\$ 4,048,128
E04	Expansion	Bluemont Ave 5-lane: 4th to 11th	Bluemont Ave	4th Street	11th Street	Provide 5 lane for turning movements at	2024	\$ 3,750,000
E08	Expansion	Casement Rd. 3-lane: Brookmont to Allen	Casement Road	Brookmont Dr.	Allen	3 Lane Roadway	2024	\$ 4,200,000
E11	Expansion	Clafin & Hylton Heights Intersection turning lanes	Clafin & Hylton Hgts Intersection			Add turn lanes	2035	\$ 812,634
E12	Expansion	East Street Extension: Chestnut to Grant	East Street Extension	Chestnut	Grant	New 2-lane road	TBD	TBD
E19	Expansion	Excel Rd 3-lane: Harvest to Cara's Way	Excel Rd	HARVEST RD	Cara's Way	3-Lane roadway	TBD	\$ 2,325,000
E23	Expansion	Grand Mere Parkway Extension: MacLeod to Harvest Rd paved 3-lane:	Grand Mere Parkway	MacLeod Dr.	Marlatt	37 Feet Roadway, 2 lanes with Bike Lanes	2024	\$ 3,637,500
E26	Expansion	Lake Elbo to Excel	HARVEST RD	LAKE ELBO RD	EXCEL RD	Paved 3-lane	TBD	\$ 5,280,000
E30	Expansion	Junietta Rd paved 3-lane: Moody to Green Valley	JUNIETTA RD	MOODY RD	VALLEY RD	Paved 3-lane	TBD	\$ 792,000
E31	Expansion	Junietta Rd paved 3-lane: Green Valley to State Lake Rd	JUNIETTA RD	GREEN VALLEY	STATE LAKE RD	Paved 3-lane	TBD	\$ 5,808,000
E34	Expansion	K-18 a center turn lane: K-18 to Westwood	K-18	K-113	Westwood	A center turn lane	2040	TBD
E35	Expansion	Karns Rd Expansion: K-18 to Rucker	Karns Rd	K18	Rucker	3-lane roadway	TBD	TBD
E36	Expansion	Kimball & College Intersection Improvements	Kimball & College Intersection			Add double left turn lanes	2021	\$ 8,000,000
E37	Expansion	Kimball Ave Expansion: Denison to College	Kimball Ave	Denison	College		2025	\$ 10,000,000
E38	Expansion	Kirkwood Dr Extension: Walters to Marlatt	Kirkwood Dr.	Walters Dr.	Marlatt	31 or 37 wide roadway from College	2020	\$ 2,000,000
E41	Expansion	Marlatt Ave Extension: K-113 to Denison	Marlatt Ave	K-113	Denison	Widen to (3)4-lane roadway with turn	2040	\$ 4,862,500
E42	Expansion	Marlatt Ave Extension: Grand Mere to K-113	Marlatt Ave	Grand Mere	K-113	Widen to 3-lane roadway with turn	2040	\$ 4,862,500
E43	Expansion	McCall Rd Extension: US-24 to 4th/Bluemont	McCall Rd	US24	4th/Bluemont	Extend McCall to 4th & then to Bluemont	2035	\$ 2,978,976
E44	Expansion	Moody Rd paved 3-lane: Junietta to Mt Zion	MOODY RD	JUNIETTA RD	MT ZION RD	Paved 3-lane	TBD	\$ 792,000
E46	Expansion	Moody Rd paved 3-lane: Harvest to Junietta	MOODY RD	HARVEST RD	JUNIETTA	Paved 3-lane	TBD	\$ 2,798,400
E48	Expansion	Mt. Zion Rd paved 3-lane: Lake Elbo to Moody	MT. ZION RD	LAKE ELBO RD	MOODY RD	Paved 3-lane	TBD	\$ 5,280,000
E49	Expansion	N. Manhattan Expansion: Baker's Way to Clafin	N Manhattan Ave	Baker's Way	Clafin Road	4-Lane roadway	2020	\$ 2,900,000
E60	Expansion	Stagg Hill Rd 3-lane: K-113 to Rosencutter	Stagg Hill Rd	K-113	Rosencutter	3-Lane Roadway	2035	\$ 5,008,050
E61	Expansion	Taylor Road Interchange @ I-70	Taylor Road Interchange	@ I-70		Interchange	TBD	\$ 15,000,000
E62	Expansion	US-24 6-lane: Mall entrance to Excel	US-24	McCall	GREEN VALLEY RD	Make urban section, add lanes (McCall to	2040	\$ 20,000,000
E63	Expansion	US-24 & Green Valley Rd Intersection	US-24	Green Valley Road			2020	\$ 3,400,000
E64	Expansion	Industrial Commerce Route: Valley and Balderson	Valley & Balderson			Improvements	2021	\$ 6,400,000
E67	Expansion	Kimball Ave Expansion: N Manhattan to NBAF	Kimball Ave	N Manhattan	NBAF		2023	\$ 5,000,000
E69	Expansion	Kimball and Denison Intersection	Kimball Ave				2024	\$ 9,300,000
E70	Expansion	Blue River Bridge Crossing: Casement to Blue River Rd	Casement Road	Blue River Rd	US-24 (TCB)	New roadway and bridge	TBD	TBD
M01	Modernization	6th St Lane Reduction: Reynolds to Eisenhower	6th Street	Reynolds St	Eisenhower Dr	3-lane roadway	TBD	\$ 200,000
M02	Modernization	8th St Lane Reduction: Eisenhower to Rucker	8th St/Whitney Road	Eisenhower	Rucker	3-lane roadway	TBD	\$ 50,000
M03	Modernization	Anderson Lane Reduction: Wickham to Connecticut	Anderson	Wickham	Connecticut	3-lane roadway with 2-way PBL	2038	\$ 1,000,000

M04	Modernization	Anderson Lane Reduction: Wreath to Anneberg Park	Anderson	Wreath	Anneberg Park	3-lane roadway with 2-way PBL	TBD	\$	1,000,000
M05	Modernization	Ash St Lane Reduction: Eisenhower to US-77	Ash	Eisenhower	US-77	3-lane roadway	TBD	\$	100,000
M06	Modernization	Bluemont Ave Right in, Right out: 4th to 10th	Bluemont Ave Alt 1	4th Street	10th Street	4-lane Right in, right out at unsignalized	TBD	\$	600,000
M07	Modernization	Claflin Lane Reduction/2-way protected bike lane:	Claflin	Beechwood	Denison	3-lane roadway with 2-way PBL	TBD	\$	2,500,000
M08	Modernization	College Ave Lane Reduction with bike lanes: Kimball to	College Ave	Kimball Ave	Claflin Road	Reduce to 3 lanes with bike lanes	2038	\$	100,000
M09	Modernization	Eisenhower Lane Reduction: 6th to Ash	Eisenhower	6th Street	Ash Street	3-lane roadway	TBD	\$	100,000
M10	Modernization	Flint Hills Blvd & I-70 Roundabout	Flint Hills Blvd Roundabout	@ I-70		Roundabout	TBD	\$	2,500,000
M11	Modernization	Grant Ave Lane Reduction: Prospect to Washington	Grant Ave	Prospect Cir	N Washington	3-lane roadway	TBD	\$	100,000
M12	Modernization	Jackson Lane Reduction: 18th to 6th	Jackson	18th Street	6th Street	3-lane roadway	TBD	\$	150,000
M13	Modernization	K-18 & Karns Dr Roundabout	K-18 & Karns Roundabout				2020	\$	2,000,000
M14	Modernization	Kimball Lane Reduction: College to K-113	Kimball Ave	College	K-113	3 lane with turn lane	TBD	\$	100,000
M15	Modernization	I-70 & K-18 Interchange					TBD	\$	38,750,000
M17	Modernization	Poyntz Ave Lane Reduction: Juliette to 17th	Poyntz Ave	Juliette Ave	17th Street	Lane reduction to 3-lanes with bike lanes and parking	TBD	\$	1,212,500
M18	Modernization	S. Washington Lane Reduction: Ash to I-70	S. Washington	Ash	I-70 Roundabout	3-lane roadway	TBD	\$	75,000
M19	Modernization	US-24 4-lane Urbanization	US-24	Mall Entrance	McCall Rd	Make urban section, frontage roads, LF/RT	TBD		TBD
M20	Modernization	US-24 & K-13 Roundabout	US-24			Roundabout	2023	\$	2,500,000
M21	Modernization	US-24 & K-113 Roundabout	US-24			Roundabout	2025	\$	2,500,000
M22	Modernization	US-77 Reconstruction: Old Milford to N Jct K-57	US-77	Old Milford	N Jct of K-57	Reconstruction and modernization	TBD	\$	10,000,000
M23	Modernization	18th St Lane Reduction: N. Washington to Jackson	W 18th Street	N. Washington St	N Jackson Street/US-77	3-lane roadway	TBD	\$	75,000
M24	Modernization	Washington St Lane Reduction: Grant to 10th	Washington Street	Grant	10th Street	3-lane roadway	TBD	\$	100,000
M25	Modernization	600 Block Poyntz Multimodal Project	Poyntz Ave				2021	\$	665,000
M26	Modernization	Safety Projects				Funding Bucket for Safety Projects	N/A	\$	13,100,000
M27	Modernization	Blue River Rd Paving: Junietta to Dyer	BLUE RIVER RD	JUNIETTA RD	DYER RD	Paved 2-lane	TBD	\$	4,514,400
M28	Modernization	Elm Slough Rd Paving: Vineyard to Rockenham	ELM SLOUGH RD	VINEYARD RD	ROCKENHAM RD	Paved 2-lane	TBD	\$	1,203,840
M29	Modernization	Elm Slough Rd Paving: Rockenham to Flush	ELM SLOUGH RD	ROCKENHAM RD	FLUSH RD	Paved 2-lane	TBD	\$	2,486,880
M30	Modernization	Flint Rock Rd Paving: Gillaspie to Elm Slough	FLINT ROCK RD	GILLASPIE RD	ELM SLOUGH RD	Paved 2-lane	TBD	\$	1,584,000
M31	Modernization	Flint Rock Rd Paving: Hwy to Burr Oak	FLINT ROCK RD	HWY 24	BURR OAK RD	Paved 2-lane	TBD	\$	1,742,400
M32	Modernization	Franklin Rd Paving: Hwy to Rockenham	FRANKLIN RD	US-24	ROCKENHAM RD	Paved 2-lane	TBD	\$	712,800
M33	Modernization	Green Valley Rd Paving: Junietta to 1 mile north	GREEN VALLEY RD	JUNIETTA RD	1 Mile north	Paved 2-lane	TBD	\$	1,584,000
M34	Modernization	Harvest Rd Paving: Hopkins to Lake Elbo	HARVEST RD	HOPKINS CREEK RD	LAKE ELBO RD	Paved 2-lane	TBD	\$	1,584,000
M35	Modernization	Hopkins Creek Rd Paving: US-24 to Harvest	HOPKINS CREEK RD	US-24	HARVEST RD	Paved 2-lane	TBD	\$	1,425,600
M36	Modernization	Hopkins Creek Rd Paving: Harvest to Mt. Zion	HOPKINS CREEK RD	HARVEST RD	MT. ZION RD	Paved 2-lane	TBD	\$	1,584,000
M37	Modernization	Burr Oak Rd Paving: Flint Rock to Vineyard	BURR OAK RD	FLINT ROCK RD	VINEYARD RD	Paved 2-lane	TBD	\$	2,011,680



Note: Not all projects are still identified as a need

M38	Modernization	Hopkins Creek Rd Paving: Mt Zion to Walker	HOPKINS CREEK RD	MT. ZION RD	WALKER RD	Paved 2-lane	TBD	\$	792,000
M39	Modernization	Junietta Rd Paving: State Lake Rd to Blue River Rd	JUNIETTA RD	STATE LAKE RD	BLUE RIVER RD	Paved 2-lane	TBD	\$	696,960
M40	Modernization	N. Manhattan Ave Traffic Signals and two-way bike					2022	\$	2,500,000
M41	Modernization	Lewis Wilson Rd Paving: Old Post Rd to Elm Slough	LEWIS WILSON RD	OLD POST RD	ELM SLOUGH RD	Paved 2-lane	TBD	\$	1,520,640
M42	Modernization	Lewis Wilson Rd Paving: Elm Slough to Cannonball	LEWIS WILSON RD	ELM SLOUGH RD	CANNONBALL RD	Paved 2-lane	TBD	\$	1,584,000
M43	Modernization	Moody Rd Paving: Mt Zion .5 miles north	MOODY RD	MT ZION RD	N. 0.5 Mile	Paved 2-lane	TBD	\$	792,000
M44	Modernization	Cannonball Rd Paving: Lewis Wilson to K-99	CANNONBALL RD	LEWIS WILSON	K-99	Paved 2-lane	TBD	\$	2,376,000
M45	Modernization	Mt. Zion Rd Paving: Hopkins Creek to Lake Elbow	MT. ZION RD	HOPKINS CREEK RD	LAKE ELBO RD	Paved 2-lane	TBD	\$	1,584,000
M46	Modernization	Rockenham Rd Paving: US-24 to School Creek	ROCKENHAM RD	US-24	SCHOOL CREEK RD	Paved 2-lane	TBD	\$	1,346,400
M47	Modernization	Rockenham Rd Paving: School Creek to Elm Slough	ROCKENHAM RD	SCHOOL CREEK RD	ELM SLOUGH RD	Paved 2-lane	TBD	\$	1,140,480
M48	Modernization	Rockenham Rd Paving: US-24 to Franklin	ROCKENHAM RD	US-24	FRANKLIN RD	Paved 2-lane	TBD	\$	1,061,280
M49	Modernization	Rockenham Rd Paving: Franklin to St. George	ROCKENHAM RD	FRANKLIN RD	CITY OF ST GEORGE	Paved 2-lane	TBD	\$	823,680
M50	Modernization	Salzer Rd Paving: Cannonball to Elm Slough	SALZER RD	CANNONBALL RD	ELM SLOUGH RD	Paved 2-lane	TBD	\$	1,584,000
M51	Modernization	Salzer Rd Paving: Say to Elm Slough	SALZER RD	SAY RD	ELM SLOUGH RD	Paved 2-lane	TBD	\$	1,584,000
M52	Modernization	Sand Creek Rd Paving: Burr Oak to Military Trail	SAND CREEK RD	BURR OAK RD	MILITARY TRAIL RD	Paved 2-lane	TBD	\$	1,504,800
M53	Modernization	Cannonball Rd Paving: K-99 to Salzer	CANNONBALL RD	K-99	SALZER RD	Paved 2-lane	TBD	\$	823,680
M54	Modernization	Say Rd Paving: Kaw Valley to Columbian	SAY RD	KAW VALLEY RD	COLUMBIAN RD	Paved 2-lane	TBD	\$	776,160
M55	Modernization	Say Rd Paving: Columbian to Salzer	SAY RD	COLUMBIAN RD	SALZER RD	Paved 2-lane	TBD	\$	1,584,000
M56	Modernization	Sixth Street Rd Paving: Stonington to Flint Rock	SIXTH STREET RD	STONINGTON DR	FLINT ROCK RD	Paved 2-lane	TBD	\$	2,376,000
M57	Modernization	Vineyard Rd Paving: Chapman to Burr Oak	VINEYARD RD	CHAPMAN RD	BURR OAK RD	Paved 2-lane	TBD	\$	396,000
M58	Modernization	Walker Rd Paving: Hopkins Creek to Flush Rd	WALKER RD	HOPKINS CREEK RD	FLUSH RD	Paved 2-lane	TBD	\$	1,742,400
M59	Modernization	Chapman Rd Paving: Vineyard to St. George	CHAPMAN RD	VINEYARD RD	CITY OF ST GEORGE	Paved 2-lane	TBD	\$	728,640
M60	Modernization	Elm Slough Rd Paving: Lewis Wilson to Hwy	ELM SLOUGH RD	LEWIS WILSON RD	K-99	Paved 2-lane	TBD	\$	760,320
M61	Modernization	Elm Slough Rd Paving: K-99 to Salzer	ELM SLOUGH RD	K-99	SALZER RD	Paved 2-lane	TBD	\$	2,407,680
M62	Modernization	Elm Slough Rd Paving: Salzer to Flint Rock	ELM SLOUGH RD	SALZER RD	FLINT ROCK RD	Paved 2-lane	TBD	\$	2,376,000
M63	Modernization	Elm Slough Rd Paving: Flint Rock to Vineyard	ELM SLOUGH RD	FLINT ROCK RD	VINEYARD RD	Paved 2-lane	TBD	\$	2,376,000
M64	Modernization	US24 4-lane Urbanization (Mall - McCall)	US24	Mall Entrance	McCall Rd	4-lane Urbanization	TBD		TBD
M65	Modernization	US24 4-lane Urbanization (GV - Excel)	US24	Green Valley Rd	Excel Rd	4-lane Urbanization	TBD		TBD
P01	Preservation	K-18 Bridge Replacement over Wildcat Creek	K-18				2020	\$	9,600,000
P02	Preservation	Kimball Ave Reconstruction (K-113 to Candlewood)	Kimball Ave	K-113	Candlewood		2021	\$	2,295,000
P03	Preservation	US-24 Resurfacing: K-13 to US-77	US-24	K-13	US-77		2024	\$	1,199,000
P04	Preservation	US-24 Mill & Overlay: K-13 to US-77	US-24	K-13	US-24/US-77		2035	\$	6,792,200
P05	Preservation	US-24 Bridge Replacement over Blackjack Creek	US-24	Blackjack Creek		Bridge Replacement	2021	\$	1,700,000
P06	Preservation	limits to K-57	US-40B	JC city limits	K-57		2024	\$	1,000,000

P07	Preservation	US-40B Bridge Replacement (UP Railroad & Monroe St)	US-40B		Bridge Replacement	2021	\$	12,000,000
P08	Preservation	US-40B Smoky Hill River Bridge Replacement	US-40B			2035	\$	4,504,000
P09	Preservation	Preservation Project Bucket			Funding Bucket for Preservation Projects	N/A	\$	355,000,000
P10	Preservation	I-70 Replacement 290-296	I-70	County Line	296	TBD	\$	40,000,000
P11	Preservation	I-70 Replacement 296-300	I-70		296 300	TBD	\$	35,000,000

## Land Use Maps

The following maps document the forecasted growth across the region for the year 2040. Growth was divided in a series of categories including Households, Retail, and Services. Regional comprehensive plans were used to identify growth areas and estimates, resulting in identical growth for Retail and Services for Scenarios A and B. Household Scenario A growth was built on comprehensive plans, while Household Scenario B growth was built on densification, utilizing underdeveloped land.

Figure 1: Household Growth Scenario A

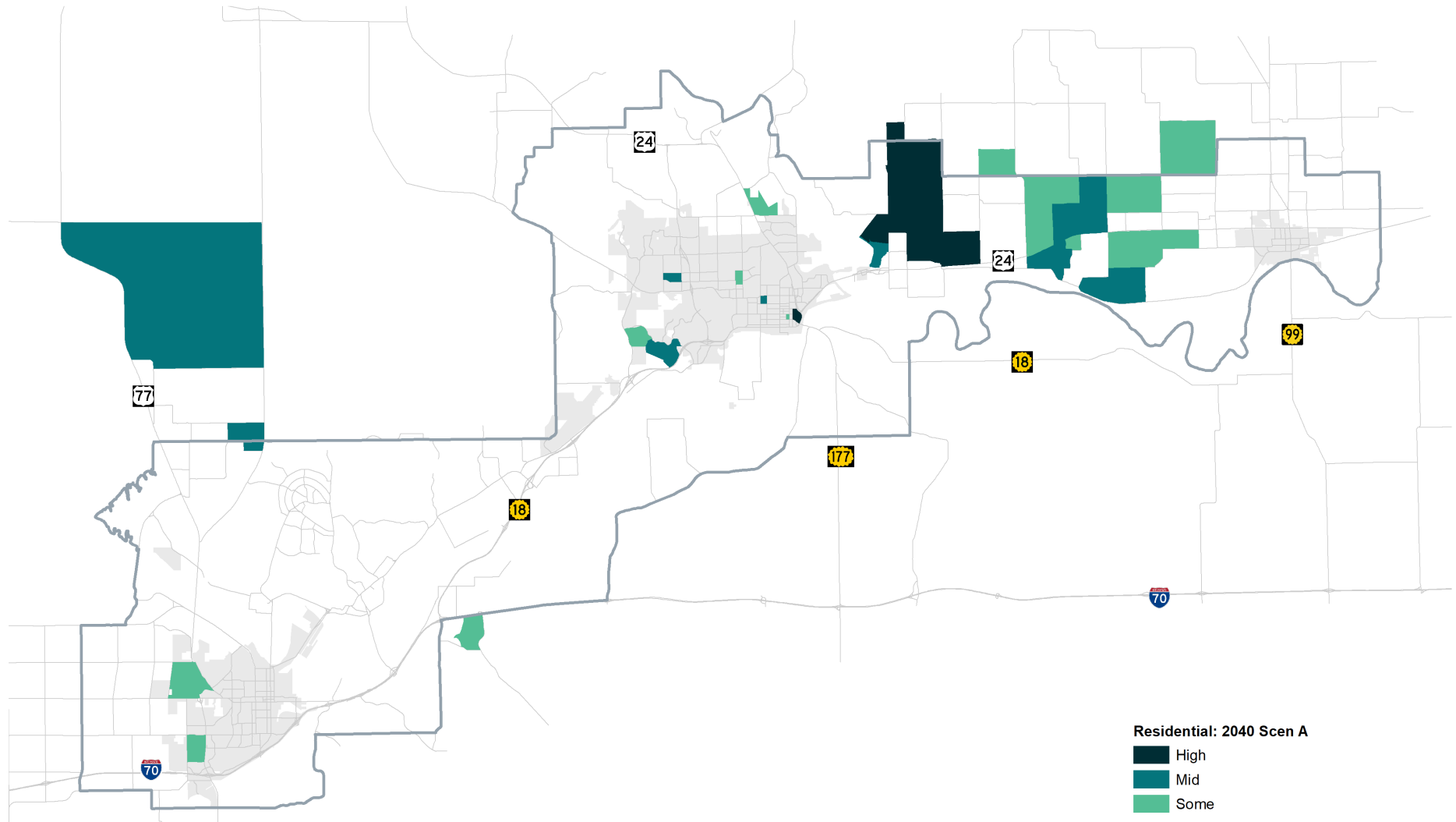


Figure 2: Household Growth Scenario B

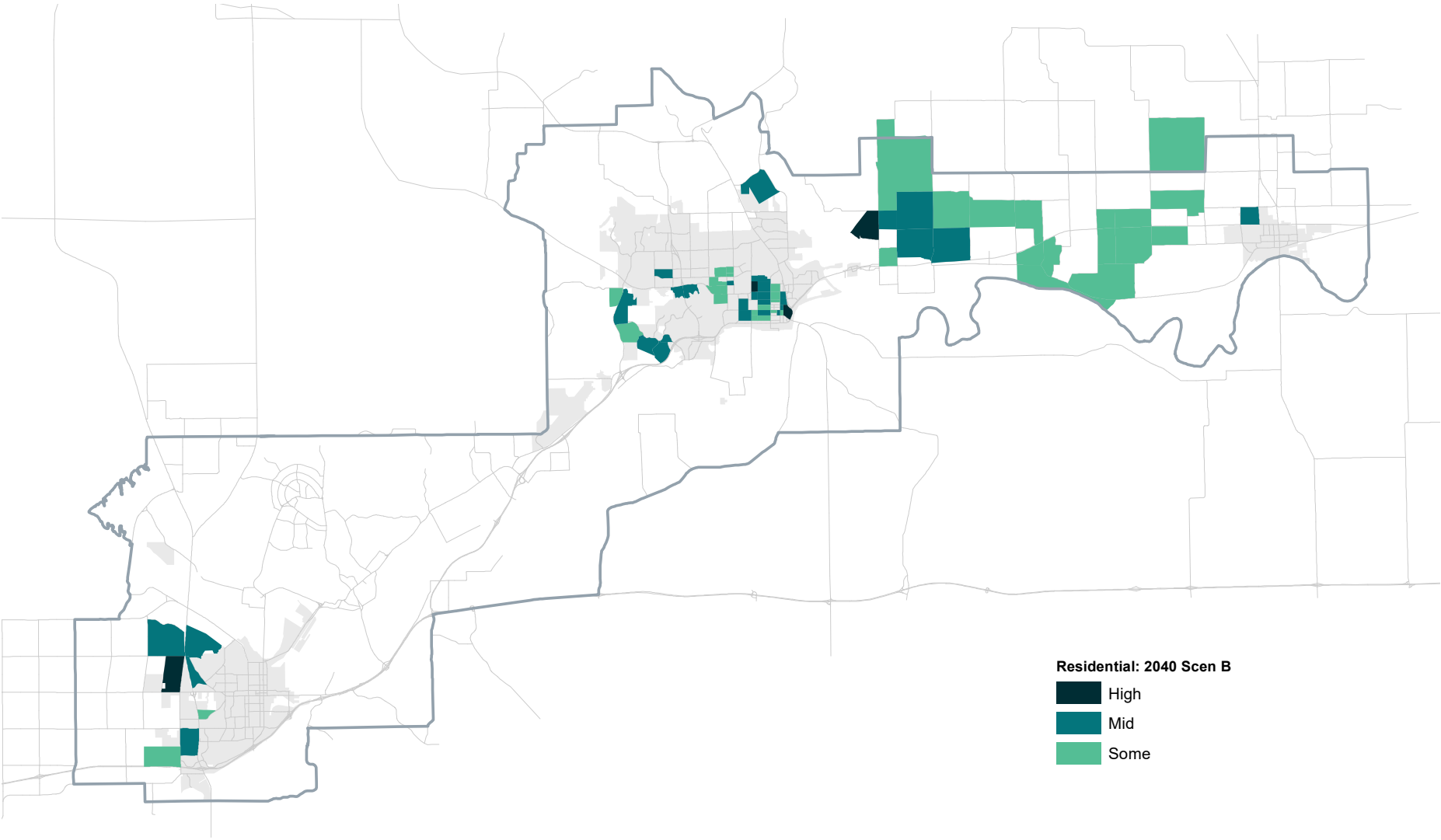


Figure 3: Retail Growth Scenarios A & B

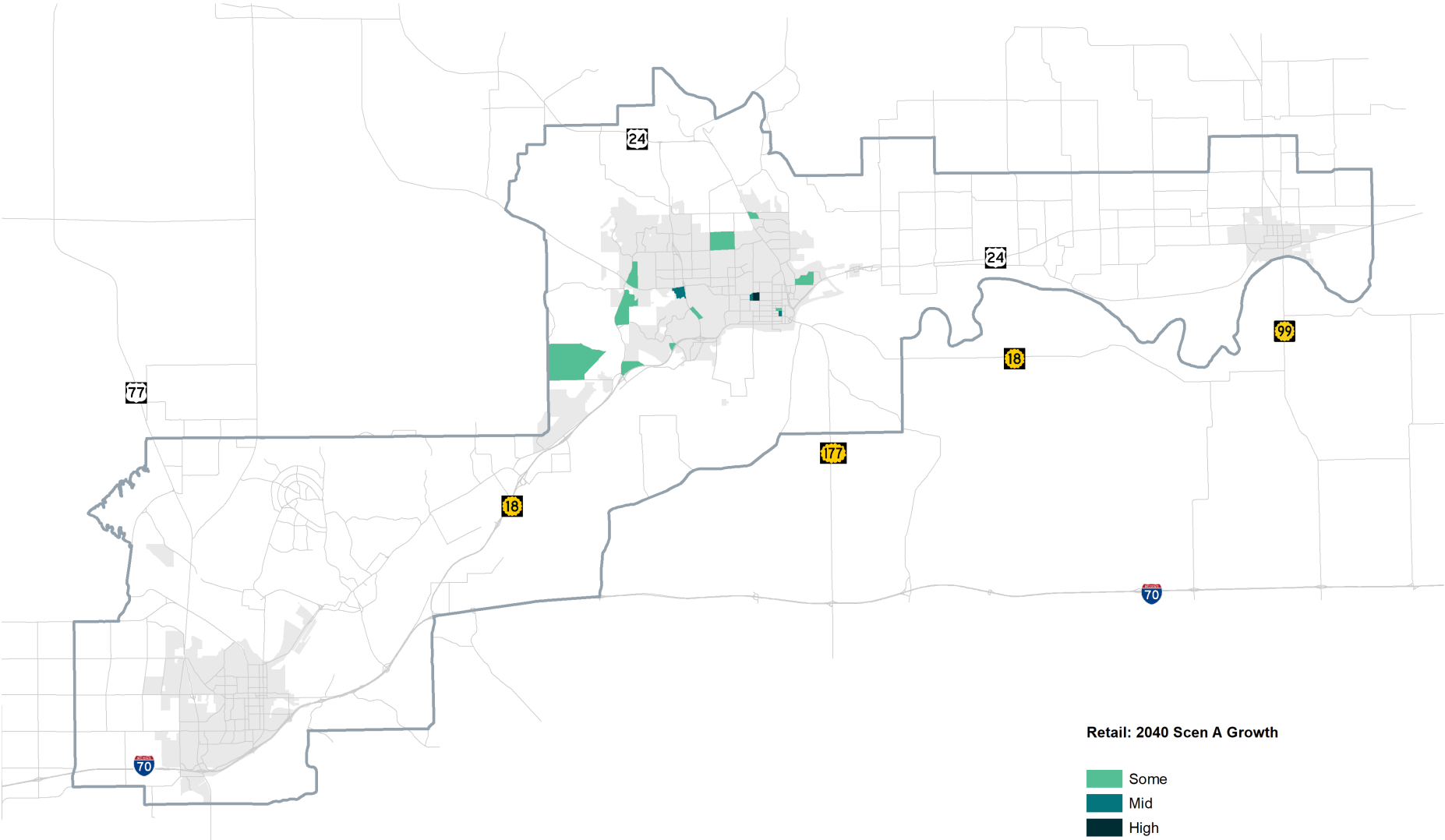
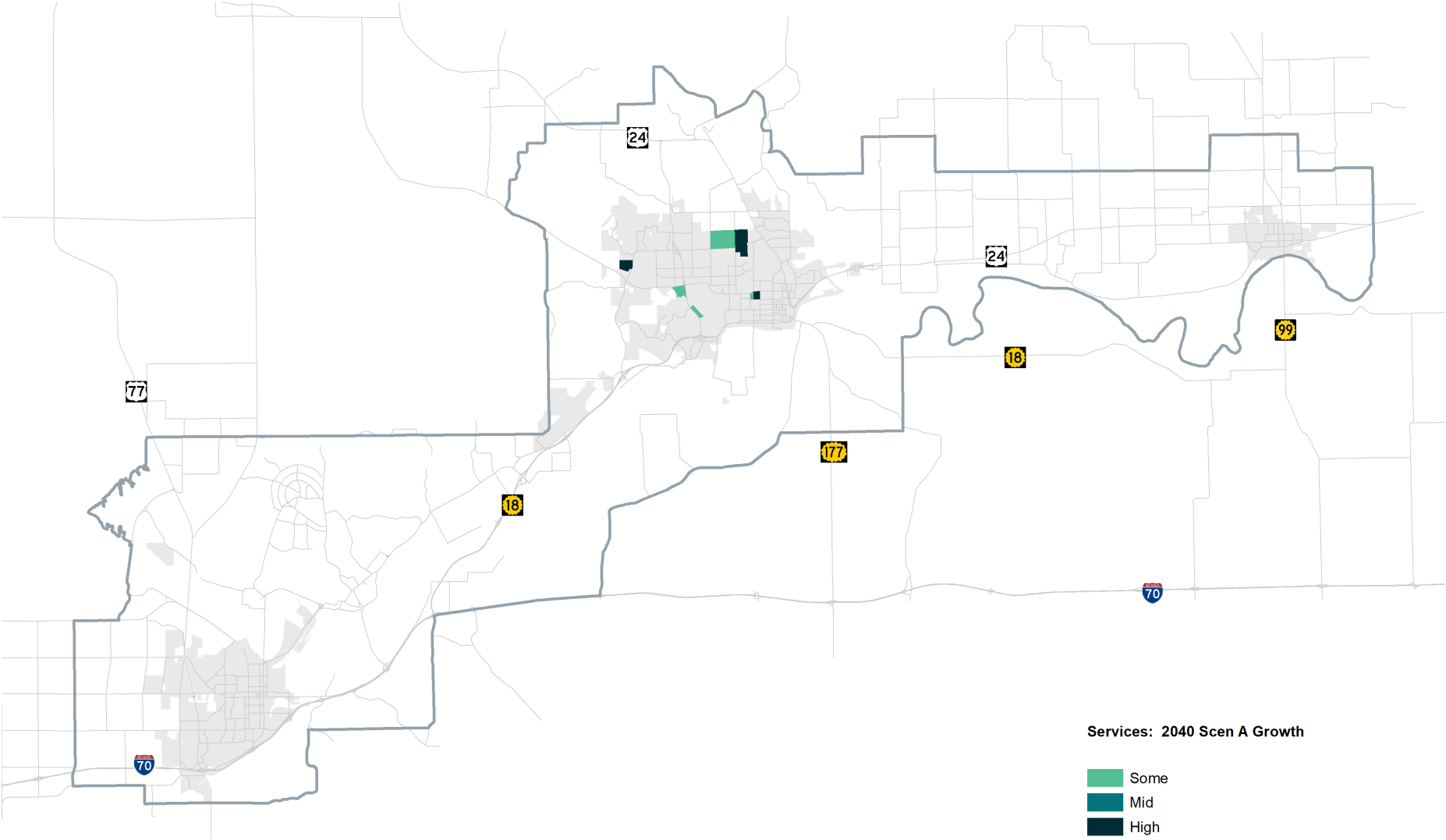


Figure 4: Services Growth Scenarios A & B



The following maps document the forecasted Average Daily Traffic (ADT) flows for future (2040) scenarios. The maps show projections using both land use scenarios (A: comprehensive plan growth, and B: densification) run on the No Build, Future Expansion, and Future Modernization road networks. The maps, together with the Hours of Congestion maps shown in Chapter 3, provide a comparison of how protentional land use and road networks influence vehicle volumes. US-24 east of Manhattan in particular is affected by land use, with the location and amount of housing in the Blue Township area of Pottawatomie County dictating ADT.

Figure 5: No-Build road network +Scenario A land use

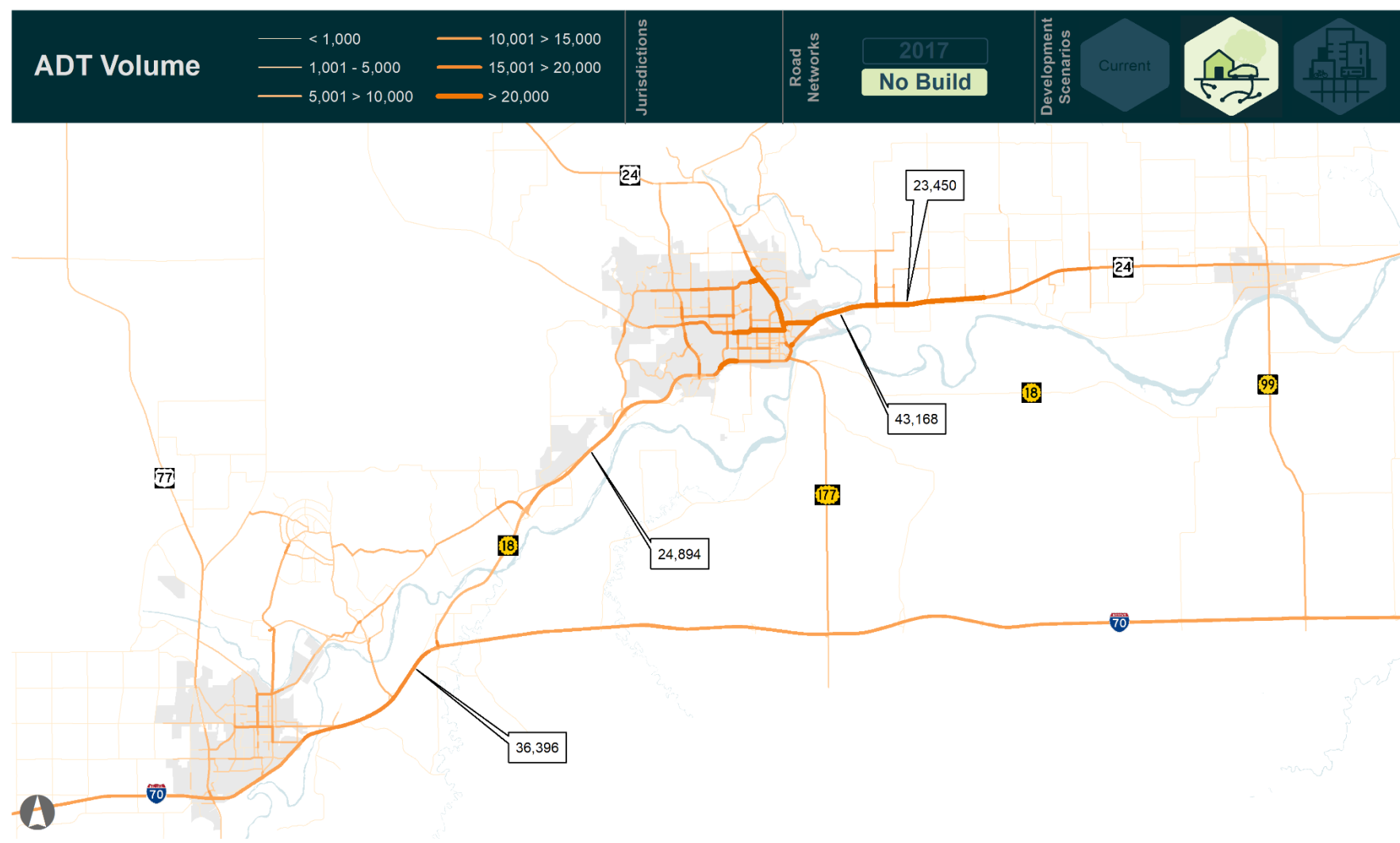




Figure 6: No Build road network + Scenario B land use

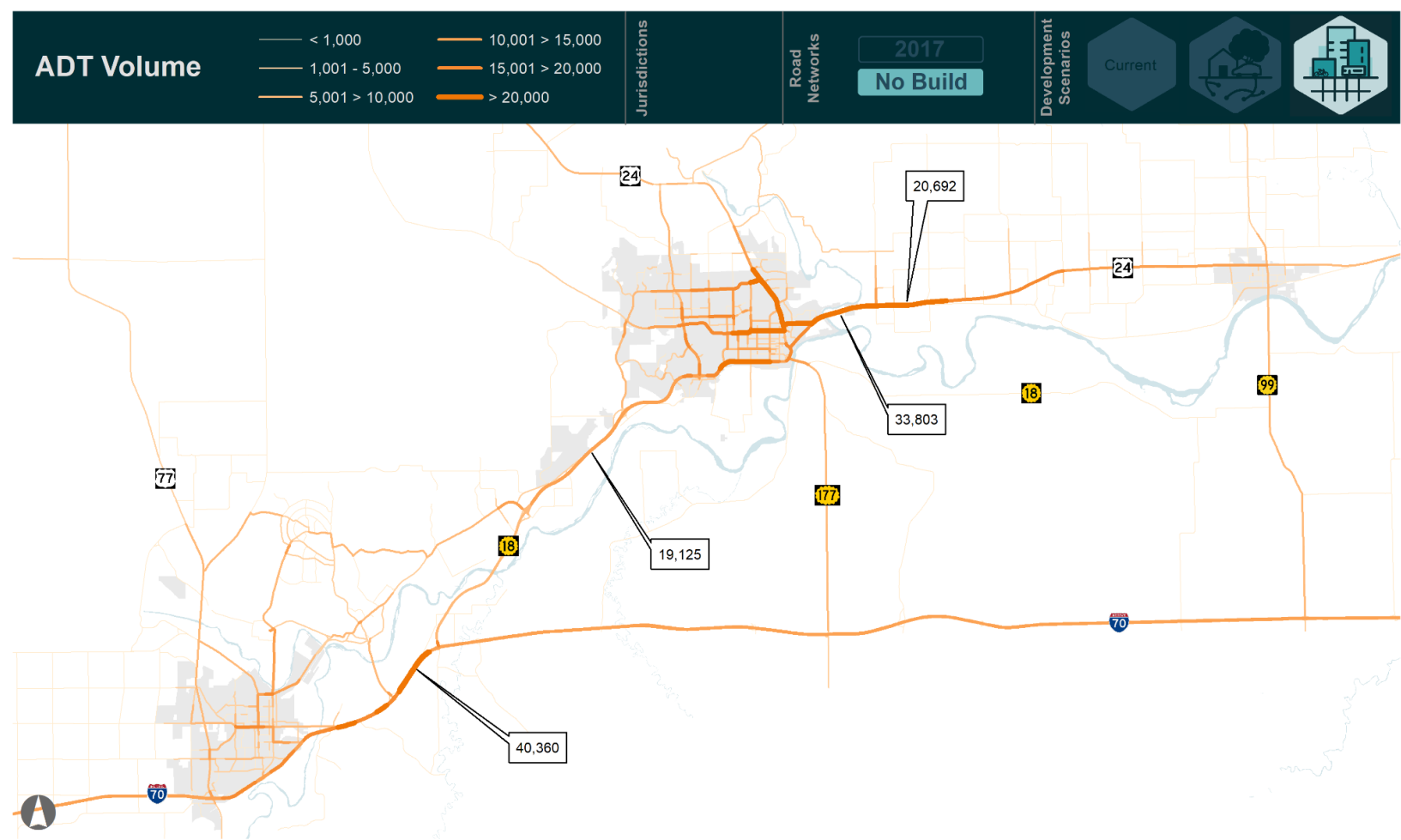


Figure 7: Modernization road network + Scenario A land use

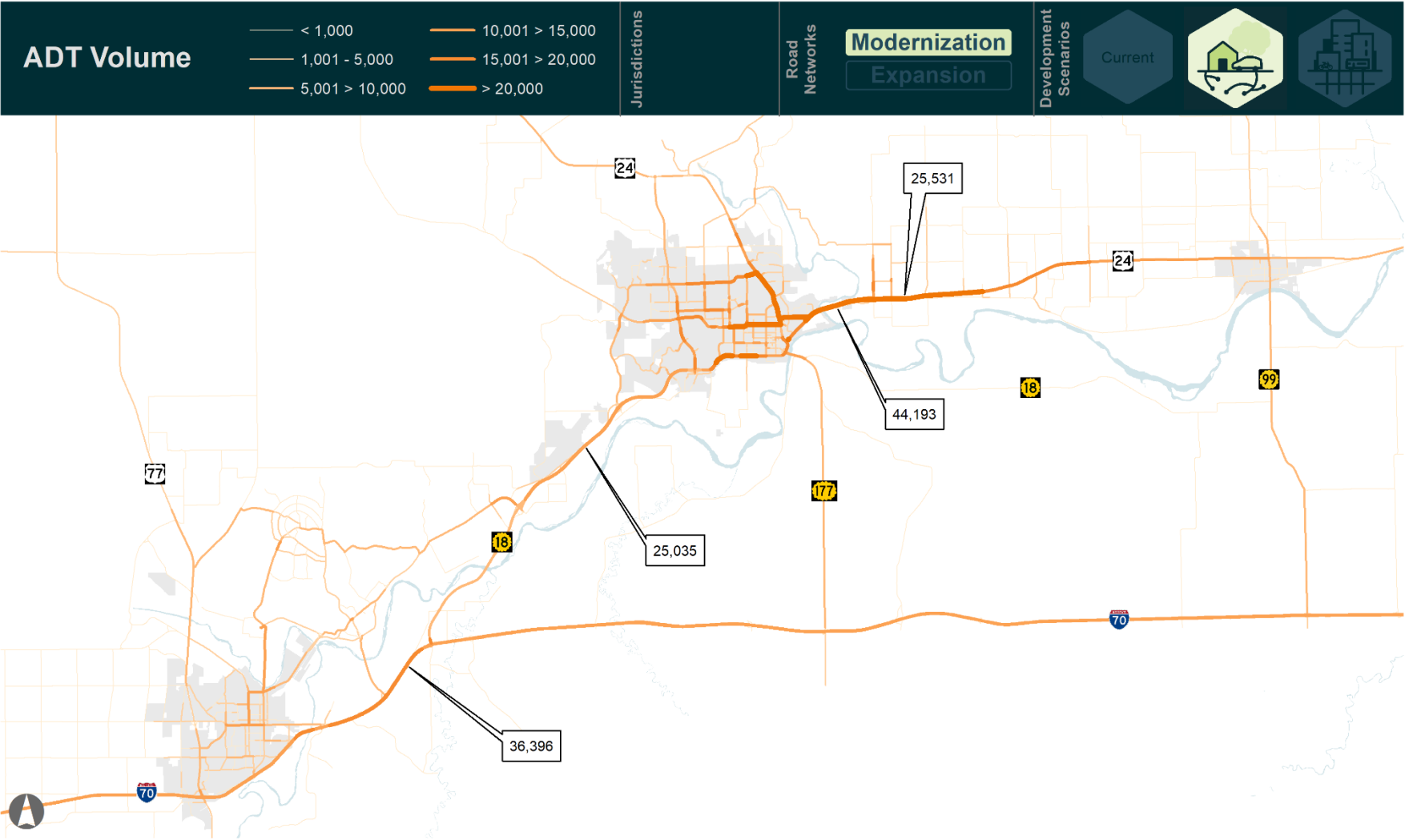


Figure 8: Modernization road network + Scenario B land use

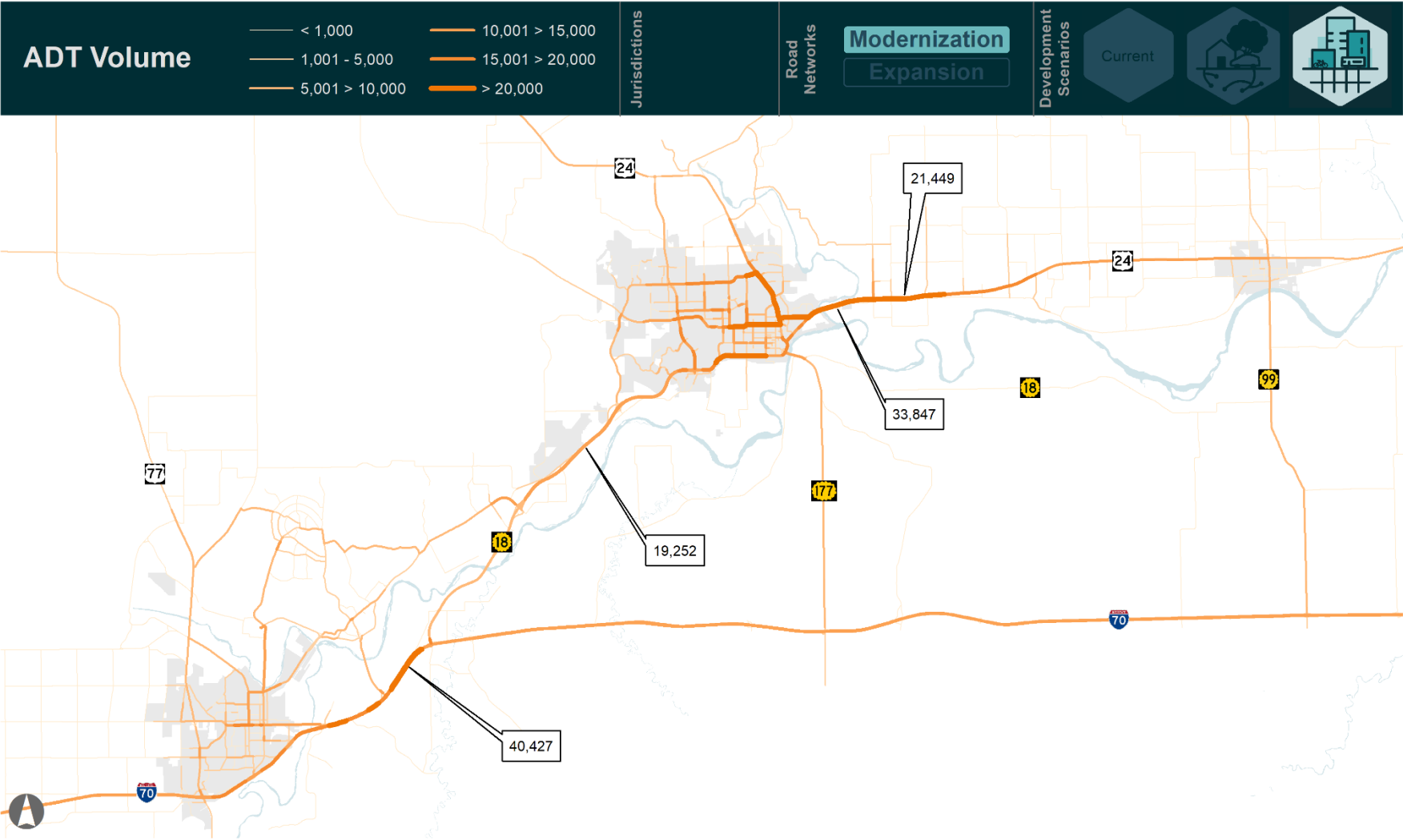


Figure 9: Expansion road network + Scenario A land use

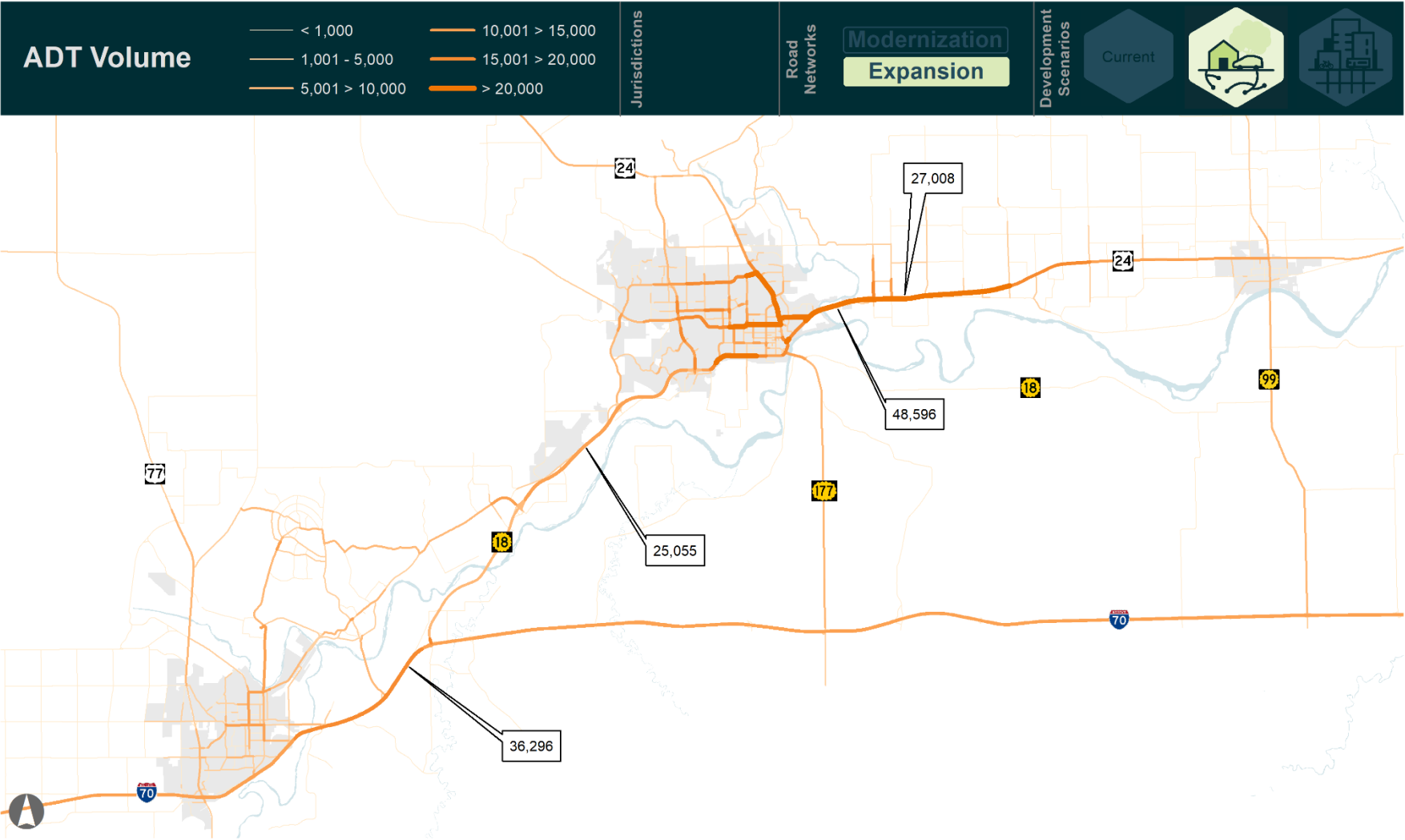
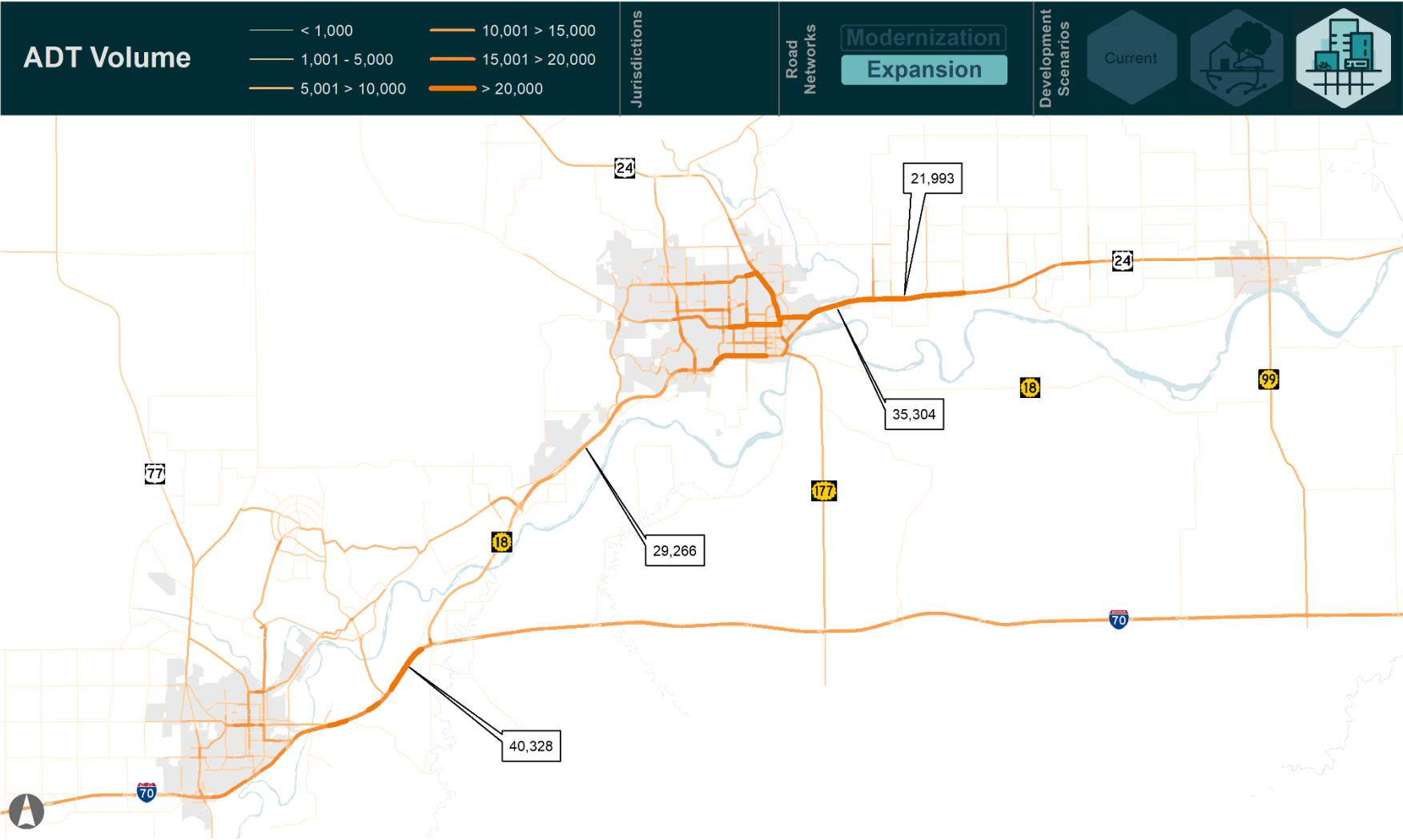


Figure 10: Expansion road network + Scenario B land use



Outreach Events



---

# **APPENDIX C: PUBLIC INVOLVEMENT INFORMATION**

Date	Name	Location	Hours	Est. Visitors	Visitors/ hour	Race/Ethnicity								How did you get here?			
						White	Black/African American	Hispanic/Latino	Asian	American Indian	Middle Eastern	Pacific Islander	Other	Walk	Bike	Drive	Bus
3/2/2019	Northview Meeting	Manhattan	1.5	15	10	80%	20%	0%	0%	0%	0%	0%	0%	--	--	--	--
4/1/2019	BugAPalooza	Manhattan	4	50	13	70%	15%	15%	0%	0%	0%	0%	0%	--	--	--	--
4/18/2019	Trail Talks	Manhattan	1	10	10	90%	10%	0%	0%	0%	0%	0%	0%	--	--	--	--
4/23/2019	Tactical Urbanism (N Manhattan Ave & Fremont St)	Manhattan	12	60	5	85%	10%	2%	3%	0%	0%	0%	0%	--	--	--	--
4/24/2019	Tactical Urbanism (N Manhattan Ave & Fremont St)	Manhattan	8	55	7	85%	10%	2%	3%	0%	0%	0%	0%	--	--	--	--
4/25/2019	Trail Talks	Manhattan	1	10	10	85%	15%	0%	0%	0%	0%	0%	0%	--	--	--	--
5/2/2019	Trail Talks	Manhattan	1	10	10	95%	5%	0%	0%	0%	0%	0%	0%	--	--	--	--
6/14/2019	Tactical Urbanism (7th St & N Jefferson St)	Junction City	6	50	8	95%	5%	0%	0%	0%	0%	0%	0%	--	--	--	--
6/15/2019	Juneteenth	Manhattan	8	145	18	40%	60%	0%	0%	0%	0%	0%	0%	--	--	--	--
6/28/2019	Tactical Urbanism (Hudson Trail)	Manhattan	6	10	2	100 %	0%	0%	0%	0%	0%	0%	0%	--	--	--	--
7/27/2019	Back to School	Junction City	4.5	150	33	85%	10%	5%	0%	0%	0%	0%	0%	--	--	--	--
8/9/2019	Junction City Back to School Fair	Junction City	4	215	54	15%	80%	5%	0%	0%	0%	0%	0%	3	0	212	0
8/29/2019	Purple Power Play (Day 1)	Manhattan	4	225	56	90%	7%	1%	2%	0%	0%	0%	0%	37	6	176	6
8/30/2019	Purple Power Play (Day 2)	Manhattan	4	247	62	85%	12%	1%	2%	0%	0%	0%	0%	30	11	206	0
9/19/2019	3rd Thursday (September)	Manhattan	2	6	3	85%	15%	0%	0%	0%	0%	0%	0%	--	--	--	--

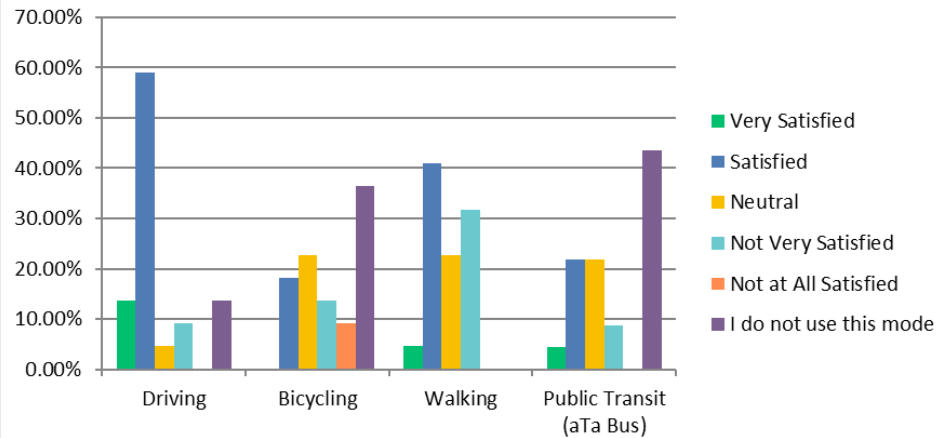


<b>10/7/2019</b>	Tactical Urbanism (7th St Projects)	Junction City	-	-	-	-	-	-	-	-	-	-	-	--	--	--	--
<b>10/23/2019</b>	BPSP Open House	Manhattan	3	29	10	85%	10%	5%	0%	0%	0%	0%	0%	2	13	14	0
<b>3/2/2020</b>	Connect 2040: JC Open House	Junction City	2	6	3	100%	0%	0%	0%	0%	0%	0%	0%	2	0	4	0
<b>3/3/2020</b>	Connect 2040: WAM Open House	Wamego	2	1	1	100%	0%	0%	0%	0%	0%	0%	0%	0	0	1	0
<b>3/4/2020</b>	Connect 2040: MHK Open House	Manhattan	2	2	1	100%	0%	0%	0%	0%	0%	0%	0%	2	0	0	0
			<b>49.5</b>	<b>1106</b>	<b>17</b>	<b>83%</b>	<b>16%</b>	<b>1%</b>	<b>0%</b>	<b>0%</b>	<b>0%</b>	<b>0%</b>	<b>0%</b>	<b>76</b>	<b>30</b>	<b>613</b>	<b>6</b>

### Transportation Needs Assessment Survey (23 participants)

Question 1: How Satisfied are you when using the following modes of travel? (20 Answered)

## How satisfied are you when using the follow modes of travel?



	Very Satisfied	Satisfied	Neutral	Not Very Satisfied	Not at all satisfied	I do not use this mode
<b>Driving</b>	3 (1%)	13 (59%)	1 (5%)	2 (9%)	0 (0%)	3 (14%)
<b>Bicycling</b>	0 (0%)	4 (18%)	5 (23%)	3 (14%)	2 (9%)	8 (36%)
<b>Walking</b>	1 (5%)	9 (41%)	5 (23%)	7 (32%)	0 (0%)	0 (0%)
<b>Public Transit</b>	1 (4%)	5 (22%)	5 (22%)	2 (9%)	0 (0%)	10 (43%)

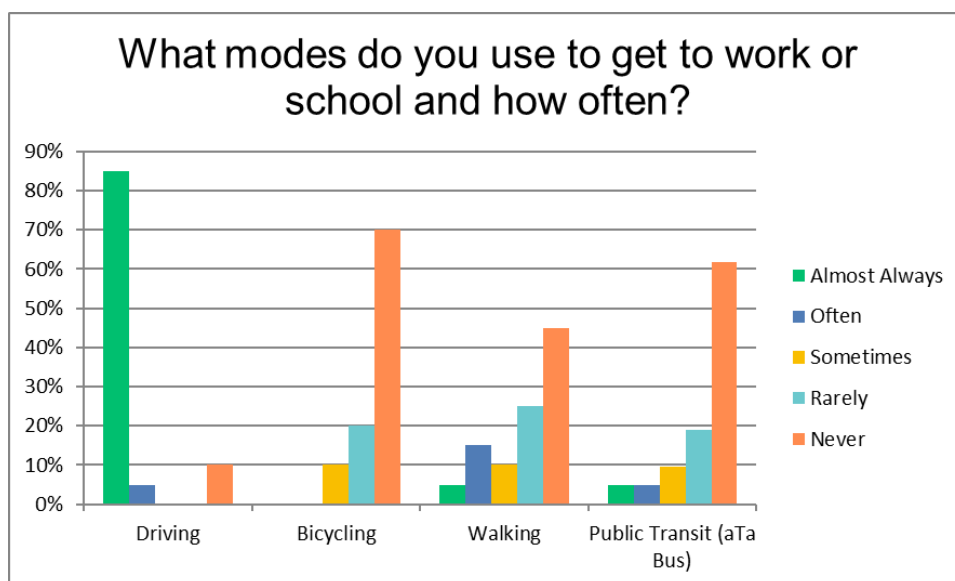
Question 2: What could be done to improve your experience? (20 Answered)

Driving		Bicycling	Walking	Public Transit
1			Narrowing roads so you don't have to cross four lanes at once.	
2			Better and more sidewalks	
3			More and better sidewalks.	Saturday routes in Junction City.
4	I don't like driving. More density please.	protected bike lanes. Make it harder to drive. Smaller blocks in town, less suburbs, narrower streets.	besides the usual grumps of the physical state of sidewalks, I wish I could walk to more places, and I live in the center of town. To go to aggieville, I have cross busy streets. walking to work doesn't make sense to me which is only 5min away, because my super expensive day care is 10 min outside of town. Need groceries? Still easier to take a car.	Keep improving routes. add bus pull offs. Tax me to own a car :)
5	Nothing, I checked "satisfied."	I don't envision bicycling as a "mode of travel." See #3.	See response to "Driving."	n/a
6		Biking lanes on Anderson, kimball, Marlatt. Improvement on linear trail making it all season friendly/usable	Making linear trail all season friendly	
7		Cleaner and protected bike lanes	Invest in the sidewalks. Make incentives for people to maintain them. Have somewhere (shopping, eating, etc...) to go as a destination	
8	Better street maintenance. Seems like only major roads get attention while other streets simply get patched and repatched	Finish the loop for the linear trail		

	<b>Driving</b>	<b>Bicycling</b>	<b>Walking</b>	<b>Public Transit</b>
<b>9</b>			enforce 24 hr. snow clearance of sidewalks, more education on drivers in vehicles stopping for pedestrians at crosswalks	add a route to and from the Zoo, possibly have routes in the evening so folks without transportation could attend more City Hall meetings, concerts at McCain, etc.
<b>10</b>	Less potholes. Less construction.	More bike lanes	more trails	Better drivers
<b>11</b>	n/a	focus on biking as transportation rather than on recreation only	improve island effect created by TCB & FRB	shorter routes
<b>12</b>	I don't often drive in town. When I do, lack of through streets is problematic.	East side is great. Difficult to get from west to east. Trails have no destination.	East side is great! Why we moved from the west. Very difficult to walk on the west side of town.	
<b>13</b>	Safety improvements on major corridors i.e. 3 lane Anderson, improve crossings across US-24, etc.	Adding a two way protected bicycle lane on N Manhattan would be incredible. Also adding something along Anderson that was protected.	Have you ever tried to push a stroller through some of the neighborhoods, up Claflin? I have and it is horrible! FIX THE SIDEWALKS IN MANHATTAN	Great but It would be great to extend service past 7 so that folks can get home from jobs that end later or so that folks can have a post-dinner ride home.
<b>14</b>	Better (second) access to Manhattan for safety & security	Focus on functional routing (schools/businesses) leave "scenic" to clubs and benefactors	Make me younger & kids need to pay attention (quit texting & walking)	Poor inter county connections, Pott Co has own buses, would be better off with smaller (van, cars) for volume
<b>15</b>	Pretty good - nothing obvious	Dedicated right-of-way. I've done Wamego to MHK in the past.	Pretty good	Appreciate aTa Bus route to Wamego. I've used it in the past.
<b>16</b>	Get enforcement of traffic laws	have some training on their laws as some being the same as driving	I don't walk long distances	
<b>17</b>	Keep highway 24 fast	Connect Wamego and Manhattan safely	Sidewalks everywhere	Figure out a way to appeal to everyone
<b>18</b>			Better sidewalks	improve routes, more stops, stops marked & no parking
<b>19</b>		More routes	It's getting there with trail projects	More useful routes

Driving	Bicycling	Walking	Public Transit
20 Preserve roadways	Create well-connected safe routes for all ages. Improve safety for bikes at intersections	Build sidewalks in residential neighborhoods that don't have them. Improve facilities along FRB, Seth Child, TCB. Improve crossings along these roads. In general improve intersections for people.	Additional operating hours in early morning and later in the evening. Increase frequencies. Improve bus stops.

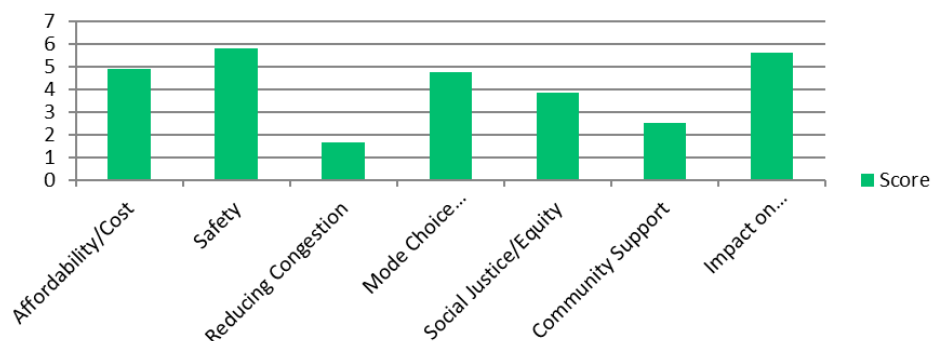
Question 3: What modes do you use to get to work or school and how often? (21 Answered)



	Almost Always	Often	Sometimes	Rarely	Never
<b>Driving</b>	17 (85%)	1 (5%)	0 (0%)	0 (0%)	2 (10%)
<b>Bicycling</b>	0 (0%)	0 (0%)	2 (10%)	4 (20%)	14 (70%)
<b>Walking</b>	1 (5%)	3 (15%)	2 (10%)	5 (25%)	9 (45%)
<b>Public Transit</b>	1 (5%)	1 (5%)	2 (10%)	4 (19%)	13 (62%)

Question 4: Rank the following criteria in order from the most important (1) to the least important (7) factor to consider when selecting transportation projects? (22 Answered)

Rank the following criteria in order from the most important (1) to the least important (7) factor to consider when selecting transportation projects?

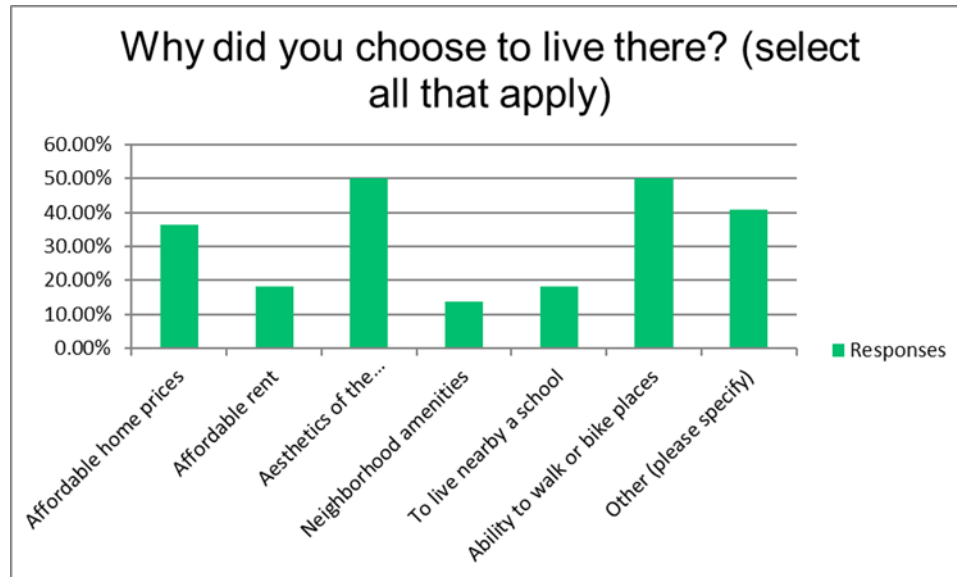


	1 – most important	2	3	4	5	6	7 (least important)	Score
<b>Affordability/Cost</b>	0	9	6	3	4	0	0	4.91
<b>Safety</b>	9	3	7	3	0	0	0	5.82
<b>Reducing Congestion</b>	0	0	0	0	1	0	2	1.67
<b>Mode Choice (improving walking, biking, transit)</b>	3	4	4	7	4	0	0	4.77
<b>Social Justice/Equity</b>	1	2	2	5	10	1	0	3.86
<b>Community Support</b>	0	0	0	0	1	1	0	2.5
<b>Impact on Community Livability</b>	9	4	3	4	2	0	0	5.64

Question 5: What neighborhood and county do you live in? (21 Answered)

<b>Neighborhood</b>	<b>County</b>
<b>1</b>	Geary
<b>2</b> Eugene Field	Riley
<b>3</b> Jardine	Riley
<b>4</b> Junction City	Geary
<b>5</b> Eugene fields	Riely
<b>6</b> Upper west side	RL
<b>7</b> University Heights	Riley
<b>8</b> Laramie St	Riley
<b>9</b> East Manhattan, Kansas	Riley
<b>10</b>	Pott CO
<b>11</b> State Streets	Riley
<b>12</b> Downtown	Riley
<b>13</b> Downtown	Riley
<b>14</b> CiCo Park	Riley
<b>15</b> Blue Township	Pottawatomie County
<b>16</b> Wamego	Pottawatomie County
<b>17</b>	Geary, Smokey Hill Township
<b>18</b> Edge of the City of Wamego but within city limits	Pottawatomie
<b>19</b> Heritage Park	Geary
<b>20</b> Indian Ridge	Geary
<b>21</b> University Heights	Riley

Question 6: Why did you choose to live there? (select all that apply) (22 Answered)



Responses	
Affordable home prices	8
Affordable rent	4
Aesthetics of the neighborhood	11
Neighborhood amenities	3
To live nearby a school	4
Ability to walk or bike places	11
Other (please specify)	9

#### Other Reason

- 1 County, 2 acres.
- 2 \$240, 3 bedroom, 1920s constructed by the architect and owned by the granddaughter. Yeah Not passing that up. Basement leaks though. Most solid house I could buy still.
- 3 Close to work and at the time of purchase affordability
- 4 K-State. The Hudson Trail and parks. But... home and rent prices are not affordable!
- 5 business interest
- 6 school district, work
- 7 Family
- 8 bus availability
- 9 we liked the house



Question 7: Are there additional comments you would like us to note during the development of Connect 2040 or additional comments about transportation in the region? (10 Answered)

### Responses

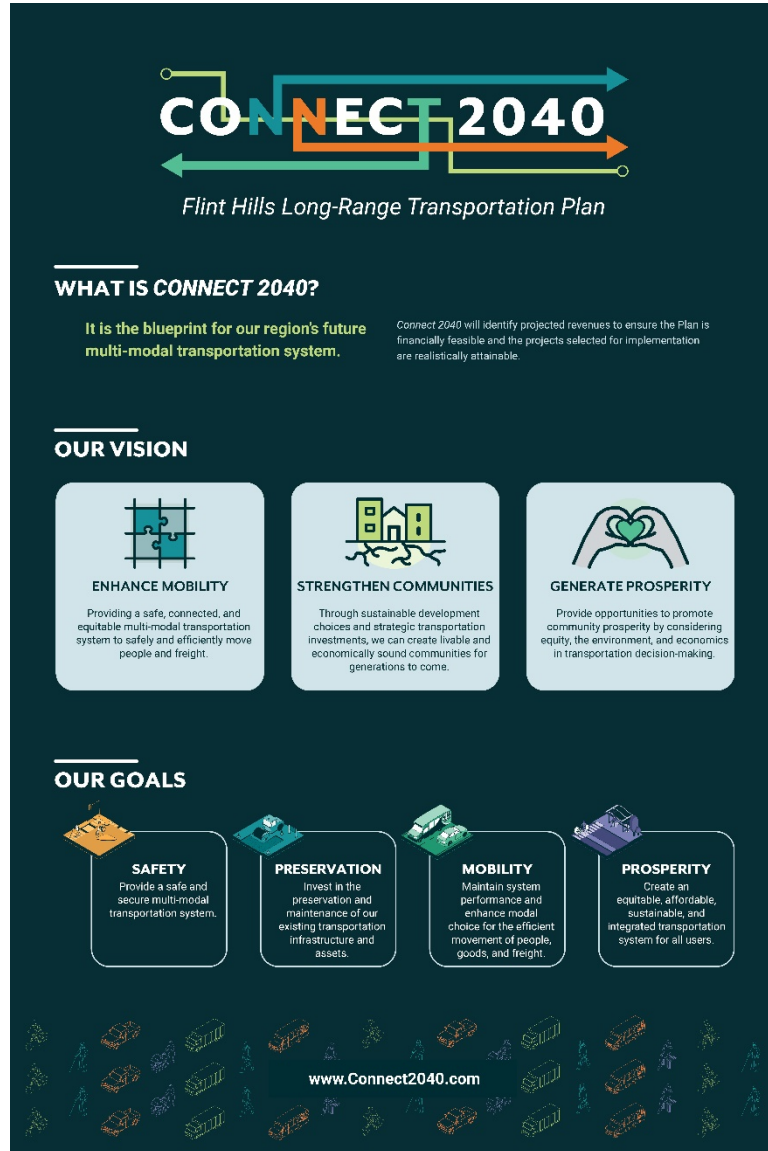
- 1 It would be fantastic to have multimodal options to travel between areas.
- 2 Make it harder to drive. Slow cars down. Make alternative modes of transportation easier than driving. Bet you could fund some stuff if you didnt build an impossible to finance parking garage.
- 3 This is really important work. Keep looking for the balance between competing values -- especially generational ones. Thank you for undertaking this effort.
- 4 Community awareness campaign for bicycles sharing the road with automobiles. Continue making the month of May bike to work month. Getting funds for lighting on bikes (tie in with Month of May). Community partnerships biking/walking gatherings. Possibly develop an app that community members can login too keeping track of miles biked/walk monthly/yearly
- 5 Has there ever been a study done on possible shuttle service to and from Manhattan Airport? I think it would increase customers using the airport and improve how visitors to Manhattan feel towards the city. I also feel Sunset Zoo is ignored, and would be a great stop to add to an ATA bus route.... someone visiting the city with free time being able to hop on the ATA bus and visits the Zoo!
- 6 Taxes should NOT go up, fix what we have, focus on infill development and spend any extra money on enhancing walkability/bicycle infrastructure so that this town becomes desirable. Families and seniors want to walk/bike places too and don't want to be forced to Grand Mere, Northview, etc.
- 7 The Blue River Bridge is essential for development & the region (safety, security, risk abatement)
- 8 Happy to see some things being reviewed and improved
- 9 Our town has zero walkable EV chargers. I would like to put one in but would like help.
- 10 For project prioritization, pay attention to your ridership - handicapped, senior, mothers and fathers with children, etc.

## Open House Materials

General Materials

General Information Board

Myth Buster Board (interesting facts about the state of our region)



**CONNECT 2040**  
Flint Hills Long-Range Transportation Plan

**WHAT IS CONNECT 2040?**

It is the blueprint for our region's future multi-modal transportation system.

Connect 2040 will identify projected revenues to ensure the Plan is financially feasible and the projects selected for implementation are realistically attainable.

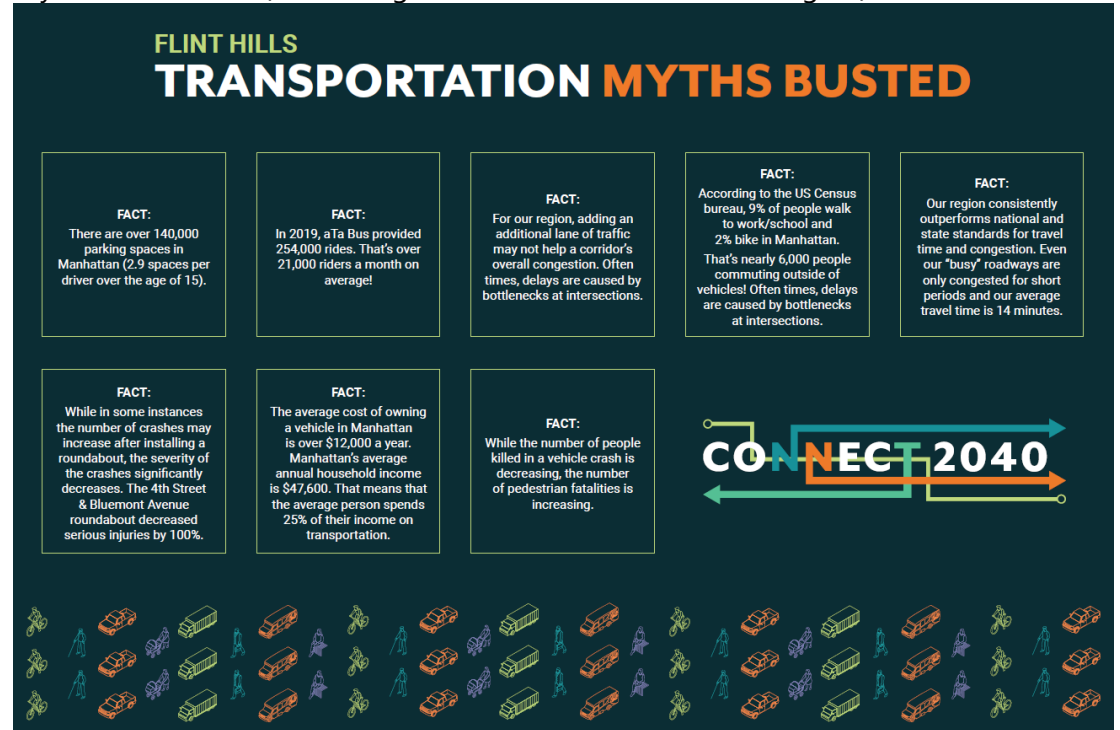
**OUR VISION**

- ENHANCE MOBILITY**  
Providing a safe, connected, and equitable multi-modal transportation system to safely and efficiently move people and freight.
- STRENGTHEN COMMUNITIES**  
Through sustainable development choices and strategic transportation investments, we can create livable and economically sound communities for generations to come.
- GENERATE PROSPERITY**  
Provide opportunities to promote community prosperity by considering equity, the environment, and economics in transportation decision-making.

**OUR GOALS**

- SAFETY**  
Provide a safe and secure multi-modal transportation system.
- PRESERVATION**  
Invest in the preservation and maintenance of our existing transportation infrastructure and assets.
- MOBILITY**  
Maintain system performance and enhance modal choice for the efficient movement of people, goods, and freight.
- PROSPERITY**  
Create an equitable, affordable, sustainable, and integrated transportation system for all users.

[www.Connect2040.com](http://www.Connect2040.com)



**FLINT HILLS TRANSPORTATION MYTHS BUSTED**

**FACT:**  
There are over 140,000 parking spaces in Manhattan (2.9 spaces per driver over the age of 15).

**FACT:**  
In 2019, a Ta Bus provided 254,000 rides. That's over 21,000 riders a month on average!

**FACT:**  
For our region, adding an additional lane of traffic may not help a corridor's overall congestion. Often times, delays are caused by bottlenecks at intersections.

**FACT:**  
According to the US Census bureau, 9% of people walk to work/school and 2% bike in Manhattan. That's nearly 6,000 people commuting outside of vehicles! Often times, delays are caused by bottlenecks at intersections.

**FACT:**  
Our region consistently outperforms national and state standards for travel time and congestion. Even our "busy" roadways are only congested for short periods and our average travel time is 14 minutes.

**FACT:**  
While in some instances the number of crashes may increase after installing a roundabout, the severity of the crashes significantly decreases. The 4th Street & Bluemont Avenue roundabout decreased serious injuries by 100%.

**FACT:**  
The average cost of owning a vehicle in Manhattan is over \$12,000 a year. Manhattan's average annual household income is \$47,600. That means that the average person spends 25% of their income on transportation.

**FACT:**  
While the number of people killed in a vehicle crash is decreasing, the number of pedestrian fatalities is increasing.

**CONNECT 2040**

Junction City Open House:  
Facebook/Twitter Post



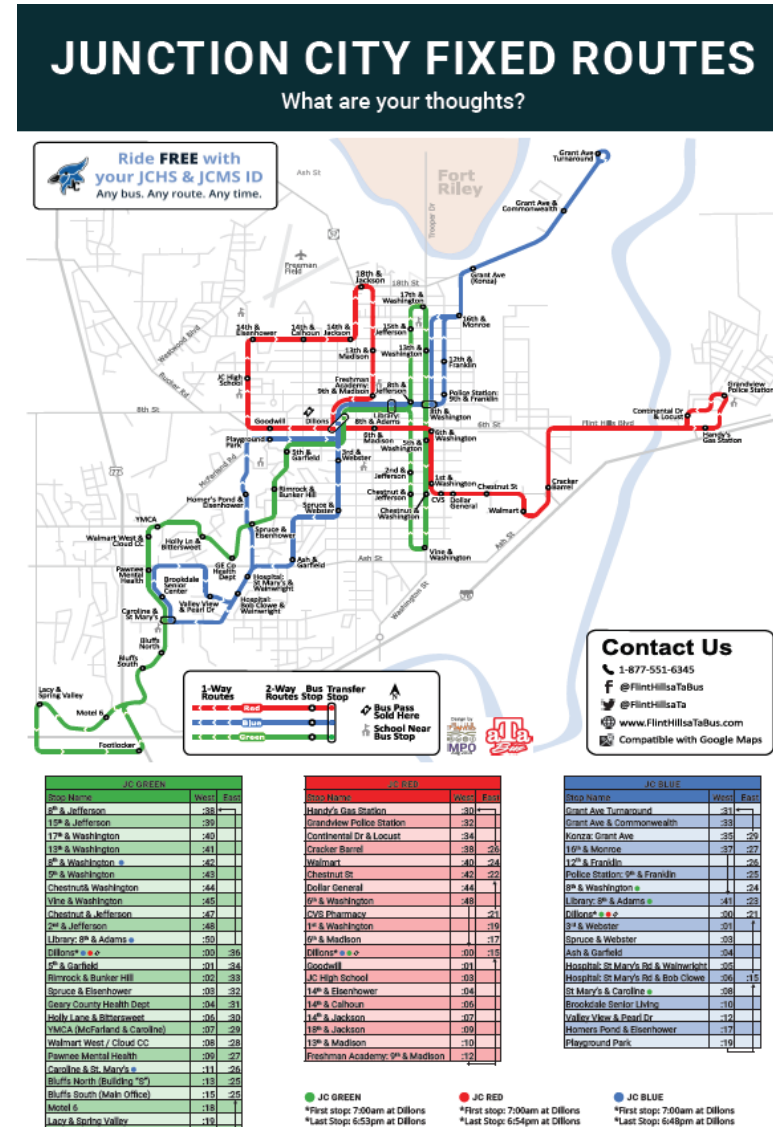
Flint Hills Long-Range Transportation Plan



[www.Connect2040.com](http://www.Connect2040.com)

# Junction City OPEN HOUSE

Monday, March 2<sup>nd</sup>  
4pm to 6pm  
Bramlage Library:  
Main Meeting Room



Wamego Open House:  
Facebook/Twitter Post



**CONNECT 2040**

Flint Hills Long-Range Transportation Plan



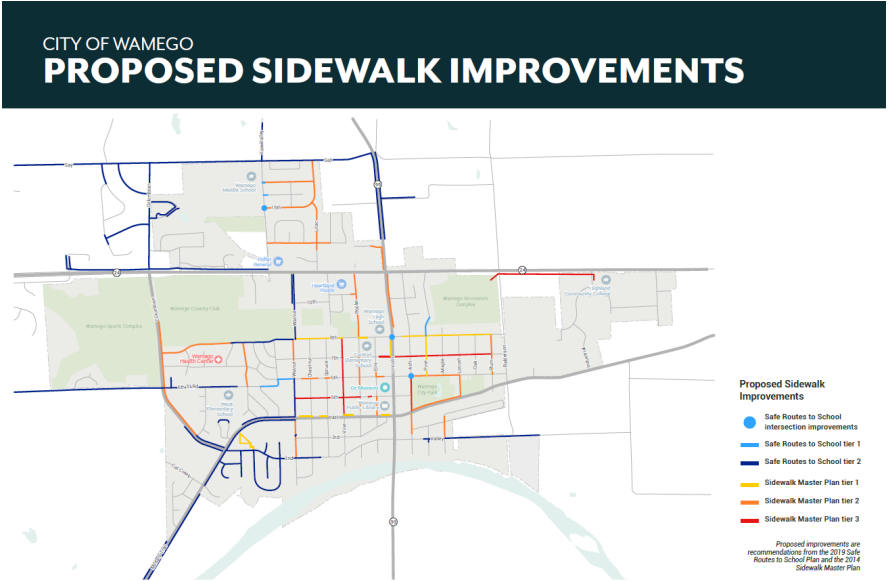
[www.Connect2040.com](http://www.Connect2040.com)



**Wamego**

**OPEN HOUSE**

Tuesday, March 3<sup>rd</sup>  
4pm to 6pm  
Iron Clad  
Coworking



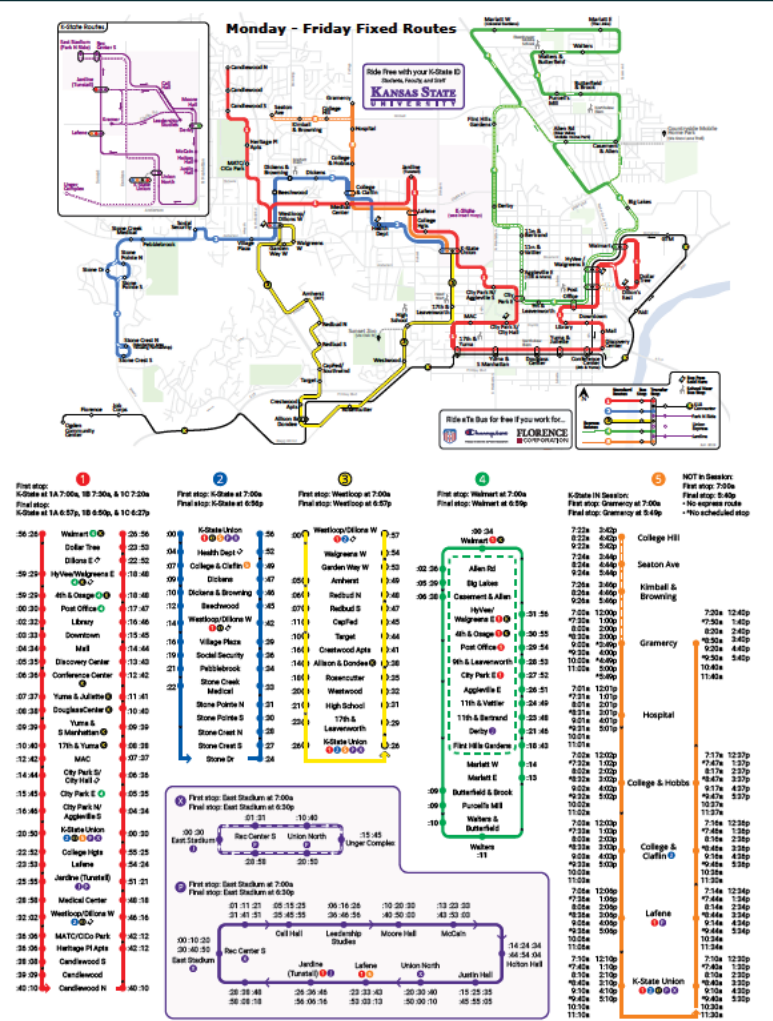
Manhattan Open House:  
Facebook/Twitter Post

www.Connect2040.com

# Manhattan OPEN HOUSE

Wednesday, March 4<sup>th</sup>  
4pm to 6pm  
Manhattan Library:  
Goesbeck Room

# MANHATTAN FIXED ROUTES



## Public Comment Period Notification and Comments

### Public Notice:

The MPO has released the region's long-range Transportation Plan, *Connect 2040*, for public review and comment. This document is federally required to ensure our region and its jurisdictions remain eligible to receive federal transportation funding.

Hard copies of the draft are available throughout the region and an electronic version is available on the website, [here](#).

Comments may be submitted in writing prior to November 20, 2020 via:

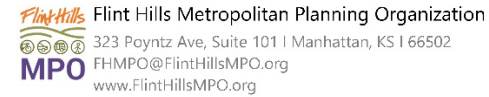
Email: [FHMPO@FlintHillsMPO.org](mailto:FHMPO@FlintHillsMPO.org)

Website: [www.flinthillsmmpo.org/connect2040](http://www.flinthillsmmpo.org/connect2040)

Mail: Flint Hills MPO  
323 Poyntz Ave, Suite 101  
Manhattan, KS 66502

In-person: Leave comments in the envelope located at one of the locations with the paper copies. Locations listed [here](#).

Letter attached with paper copies:



RE: Long-range Transportation Plan: *Connect 2040*

Dear community members,

After two years of careful work and listening to the priorities of you and your peers, the Flint Hills Metropolitan Planning Organization (MPO) has developed our region's draft long-range transportation plan. This plan, *Connect 2040*, is the guiding document for the evolution of our region's transportation system through the next twenty years. It addresses all modes of transportation (walking, biking, public transit, and driving).

Long-range transportation plans are federally-required documents, standard throughout the United States. These plans walk through regional transportation needs of today while also examining future challenges. In our region, there are 100-plus projects that have been identified as a potential need over the next twenty years (found in Chapter 3). The fiscally-constrained project list (a list of projects we can reasonably afford) can be found on page 6.13.

Our work on this plan is not done, **we need your help**. You have between October 21, 2020 to November 20, 2020 to provide us your thoughts or comments on *Connect 2040*. Comments can be submitted in writing via:

**In-person:** Feel free to use the paper provided to write your comments and then place in the designated envelope

**Email:** [FHMPO@FlintHillsMPO.org](mailto:FHMPO@FlintHillsMPO.org)

**Mail:** 323 Poyntz Ave, Suite 101  
Manhattan, KS 66503

**Web:** [www.FlintHillsMPO.org/connect2040](http://www.FlintHillsMPO.org/connect2040)

**Special Accommodations:** Please notify the MPO at 785.845.9050 or [FHMPO@FlintHillsMPO.org](mailto:FHMPO@FlintHillsMPO.org) at least 72 hours in advance if you require special accommodations (i.e., qualified interpreter, large print, reader, hearing assistance). We will make every effort to meet reasonable requests. The MPO programs do not discriminate against anyone on the basis of race, color, or national origin, according to Title VI of the Civil Rights Act of 1964. For more information or to obtain a Title VI Complaint Form, see [www.flinthillsmmpo.org/title-vi](http://www.flinthillsmmpo.org/title-vi) or call (785) 845-9050.



Social media post:

Connect 2040 homepage with comment submission box:

Public Comment Made

Submission	Comment	Name	Community
Website	Lots of people will be alternating between taking buses and walking to get to work in 2040, which makes transportation very important.	Adelle	Manhattan



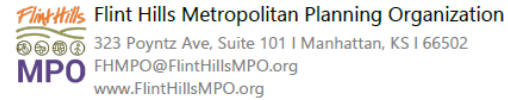
## Amendment #1 Public Comment Period Notification and Comments

### Public Notice Placed in Newspapers

The Flint Hills MPO has released an amendment to the region's long-range transportation plan, Connect 2040, for a 30-day public comment period. The Plan identifies future transportation opportunities and challenges over the next 20 years and prioritizes investments for all modes of transportation.

Comment on the draft before Nov 11th. The draft can be viewed at [flinthillsmmpo.org/connect2040](http://flinthillsmmpo.org/connect2040), [a list of physical locations was provided in each legal ad based on the jurisdictions the newspaper served], or the MPO Office, 323 Poyntz Ave, Suite 101. Comments may be submitted in writing via [fhmmpo@FlintHillsMPO.org](mailto:fhmmpo@FlintHillsMPO.org) or Flint Hills MPO, 323 Poyntz Ave. Suite 101, Manhattan, KS 66502

### Letter attached with paper copies:



RE: Long-range Transportation Plan: *Connect 2040* Amendment

Dear community members,

The Flint Hills Metropolitan Planning Organization (MPO) has amended the region's long-range transportation plan. This plan, *Connect 2040*, is the guiding document for the evolution of our region's transportation system through the next twenty years. It addresses all modes of transportation (walking, biking, public transit, and driving). Long-range transportation plans are federally-required documents, standard throughout the United States.

Chapters 3, 5, and 6 have been updated to better reflect regional priorities. You can comment on these changes between October 11, 2021 to November 10, 2021 to provide us your thoughts or comments on the amendment to *Connect 2040*. Comments can be submitted in writing via:

Email: [FHMPO@FlintHillsMPO.org](mailto:FHMPO@FlintHillsMPO.org)

Mail: 323 Poyntz Ave, Suite 101  
Manhattan, KS 66503

*Special Accommodations:* Please notify the MPO at 785.620.3070 or [FHMPO@FlintHillsMPO.org](mailto:FHMPO@FlintHillsMPO.org) at least 72 hours in advance if you require special accommodations (i.e., qualified interpreter, large print, reader, hearing assistance). We will make every effort to meet reasonable requests. The MPO programs do not discriminate against anyone on the basis of race, color, or national origin, according to Title VI of the Civil Rights Act of 1964. For more information or to obtain a Title VI Complaint Form, see [www.flinthillsmmpo.org/title-vi](http://www.flinthillsmmpo.org/title-vi) or call (785) 620.3070.

## Public Comments Submitted

Submission	Comment	Name	Community
Email	Is there any way we can get a Valley Street extension east in Wamego into the plan? It is a high priority in our county now along with a drainage ditch from Valley to the river.	Jack	Wamego
Email	The Transportation Plan does not include potential grants as a regular funding source. How do other communities continue to seek out and apply for grants or other funding sources and keep moving forward with infrastructure projects for Bike/Ped?	Diane	PT County

## Amendment #2 Public Comment Period Notification and Comments

### Public Notice Placed in Newspapers

The Flint Hills MPO has released an amendment to the long-range transportation plan, *Connect 2040*, for public comment. The amendment includes adding a project in Geary Co. to the fiscally constrained project list. Comment on the draft before April 6th, available at [flinthillsmmpo.org/connect2040](http://flinthillsmmpo.org/connect2040), [a list of physical locations was provided in each legal ad based on the newspaper's jurisdiction] or the MPO Office. Comments may be submitted in writing via [fhmpo@FlintHillsMPO.org](mailto:fhmpo@FlintHillsMPO.org) or Flint Hills MPO, 206 Southwind Pl, Ste 2B, Manhattan, KS 66503

### Letter attached with paper copies:



#### Flint Hills Metropolitan Planning Organization

206 Southwind Place, Suite 2B | Manhattan, KS | 66503  
785.620.3070 | [FHMPO@FlintHillsMPO.org](mailto:FHMPO@FlintHillsMPO.org)  
[www.FlintHillsMPO.org](http://www.FlintHillsMPO.org)

RE: Long-range Transportation Plan: *Connect 2040* Amendment #2

Dear Community Members,

The Flint Hills Metropolitan Planning Organization (MPO) has amended the region's long-range transportation plan. This plan, *Connect 2040*, is the guiding document for the evolution of our region's transportation system through the next twenty years. Long-range transportation plans are federally-required documents, standard throughout the United States.

Chapter 6 has been updated to move project #E61, the **I-70 & Taylor Road Interchange project in Junction City**, to the fiscally constrained project list. Project #P12, **I-70 Bridge Replacement at J. Hill Road**, is also being added to the fiscally constrained project list. You can comment on these changes up until April 5, 2022, to provide us with your thoughts or comments on the amendment. Comments can be submitted in writing via:

Email: [FHMPO@FlintHillsMPO.org](mailto:FHMPO@FlintHillsMPO.org)

Mail: Flint Hills MPO  
206 Southwind Place, Suite 2B  
Manhattan, KS 66503

**Special Accommodations:** Please notify the MPO at 785.620.3070 or [FHMPO@FlintHillsMPO.org](mailto:FHMPO@FlintHillsMPO.org) at least 72 hours in advance if you require special accommodations (i.e., qualified interpreter, large print, reader, hearing assistance). We will make every effort to meet reasonable requests.

The MPO programs do not discriminate against anyone on the basis of race, color, or national origin, according to Title VI of the Civil Rights Act of 1964. For more information or to obtain a Title VI Complaint Form, see [www.flinthillsmmpo.org/title-vi](http://www.flinthillsmmpo.org/title-vi) or call (785) 620.3070.

Note: Per Title VI of the Civil Rights Act of 1964, the MPO does not discriminate against any person on the grounds of race, color, or ethnicity.

## Public Comments Submitted Amendment #2

Submission	Comment	Name	Community
Email	<p>My concerns are about the Taylor Road project. While I believe any time you can get an interchange off an interstate highway is a good thing for a community, I wonder about this one because it unnecessarily expands the City.</p> <p>It's no secret that Junction City has been courting a beef processing plant with a kill house and I am assuming they will need this interchange to make it work.</p> <p>Through the years, Junction City has maintained population based on what the Army is doing. We have varied from 19,000 to 23,000 in population over the last 60 years. Leaders are entertaining this kill plant as a way to grow the city. It will not grow the city but it will affect the quality of life with the stench, tremendous use of water, increase in Asian, Somalian and other migrant workers, crime, etc.</p> <p>Now if we can get the Taylor Road interchange and use it for future business development instead of a place for Foote Cattle Company to set up shop, I could support it.</p>	Ben	Junction City
Email	<p>I am a lifelong resident with roots going back to the late 1800s. The Taylor road interchange plan, another plan based in corruption and malfeasance going back to 2006 when the rush to build west accelerated out of control and put 20,000 residents over 200,000,000 dollars in debt. The city now gloats about paying the debt but it has been 16 years of the nearly highest property taxes in the state as well as fees, permits and rules to further raise funds to pay the debt down. There is now a land bank selling failed residential subdivision lots as low as \$1000 to as much as \$5000 with a realtor fee of \$1000 per lot. Selling rather slowly but picking up as long term residents cash in on the housing prices and get themselves a new home on the west side away from the old city. The city website under General information has a BKD investigation you should read. It outlines just part of the wrongdoing back then and it continues today. It is a fact that the majority of money spent on infrastructure is pointed on the west of US 77. This is causing the rest of the residential areas in the city to suffer poor infrastructure.</p> <p>The Taylor Road interchange will exasperate this problem. I contend that no city government should position themselves as speculative property developers with taxpayer money but this is what Junction City Commissioners are doing. There are no signed contracts, no petitions for annexation, just some "inquiries" that the EDC and City say are interested in Taylor Road</p>	Marty	GE County

interchange. Upon these "inquiries" the city is now actively planning forced annexations and threatening eminent domain on property owners. Applying for a BASE Grant for property they do not own. This is just a small bit that I, as a common citizen can gather, but I am sure there is more. Given Junction City's track record, we will end up with commercial/industrial lots for cheap as well. I contacted the KDOT and the planning director said there was "great regional interest" in an interchange. This interchange will be built on a less than two mile county road that is farm use now and poorly maintained by our county. The poor maintenance and "regional demand" is why the State approved the replacement from a bridge to an interchange. KDOT plans about 50 years in advance if they can so this is understandable as there are many low use interchanges on federal highways. The engineering has started but it may be 4 or more years until construction, if the funds are still available.

Spring Valley road was one of the forced annexations done in 2006. After strong promises made for upgraded infrastructure, the city has yet to perform them and has no written plans to do so in the near future. This involves maybe 10-15 million in upgrades to city level roads and services.

My final thought on the Taylor Road interchange is I am against anything like this because there has been no population increase here for over 100 years because of the city government, our school district and the "JC Elite". Since 2005 if they can make money whether or not it is good for the city population, they will barrel ahead, ignore the citizens and put us in debt so far we will never see the Junction City that was cheap to live in ever again.

**MPO Response:**

Staff responded to both comments, acknowledging receipt and sharing that the comments would be provided to the Policy Board and included in the Plan's Appendices.

