



2011 Federal Legislative Requests





Greetings from Wichita:

On behalf of the Wichita City Council and the City of Wichita, thank you for your service to the citizens of this great city and state. In this current era of great economic and social challenges, your value to our community is even more important. We are confident you will continue to carefully examine and weigh issues relative to our community, Kansas and the nation.

The projects listed in our 2011 Federal Legislative Agenda represent important public improvements that would greatly enhance the quality of life for the citizens of Wichita. Any measure of assistance in federal funding will provide an exponential benefit, combined with local resources to maximize the positive impact on our city.

The City of Wichita continues to pursue its mission of providing a safe and healthy environment for all who live and work here. We continue to search for creative means to sustain and nurture our solid economic infrastructure that is the envy of other states and other countries. Past support from federal sources has been a key ingredient in that ongoing battle, and we're optimistic that even greater steps can be taken.

The following pages are descriptive of that agenda, and we stand ready to assist in any fashion as you evaluate these requests and examine the possibilities for funding.

We know that with your continued support, the City of Wichita can serve as an example of private-public collaboration that maximizes the impact of our tax dollars and leads to the best quality of life for our citizens. We thank you for your vital role in this important agenda.

Sincerely,

Carl Brewer
Mayor

Office of the Mayor

City Hall • 1st Floor • 455 N. Main • Wichita, Kansas 67202-1698

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MISSION STATEMENT

To provide an environment to protect the health, safety and well being of all who live and work in the community. In directing policies and programs toward that end, the City assumes a stewardship role to preserve the assets and natural resources entrusted to its growth, to assure equality of opportunity and to contribute to the quality of life for all citizens.

Wichita City Council



Carl Brewer
Mayor



Sue Schlapp
District 2



Lavonta Williams
District 1



Janet Miller
District 6



Jim Skelton
Vice Mayor
District 3

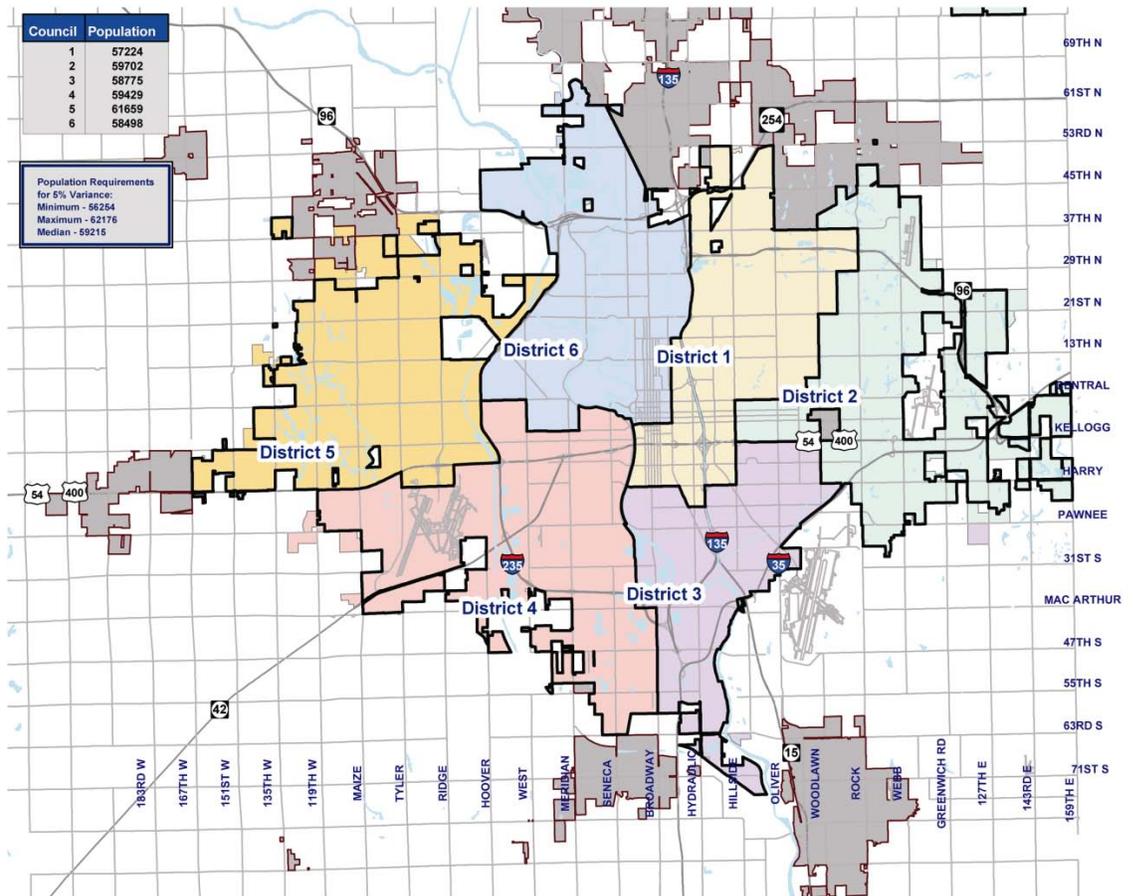


Paul Gray
District 4



Jeff Longwell
District 5

Council District Map



City of Wichita
City Council Meeting
Feb. 9, 2010

To: Mayor and City Council
Subject: 2011 Federal Legislative Agenda
Initiated By: City Manager's Office
Agenda: New Business

Recommendation: Approve the Federal Agenda.

Background: Each year, City Departments are asked to submit requests for special federal appropriations. The City Council was provided with staff's list of requests at its Jan. 26, 2009, workshop. The Council reviewed the list and provided feedback to staff. The City Manager has submitted a prioritized list of proposed projects for final review and approval by Council. Once approved, the list will be submitted to Congressional staff and will also be formally presented to the Congressional delegation in March.

Analysis: The proposed Federal Legislative Agenda contains requests for appropriations relating to surface transportation, drainage, public safety, park and recreation, flood control and water quality. The list includes various major projects and a collection of smaller projects. The list is submitted in descending order of priority as recommended by the City Manager. Once the list is approved by City Council and has been submitted to the Congressional delegation, staff will continue to communicate with the delegation to expedite consideration of the requests.

Financial Consideration: Some federal requests will require a commitment of local resources to fulfill the project's objectives. None of the projects on the list include a formal commitment of local matching funds.

Goal Impact: On Jan. 4, 2006, the City Council adopted five (5) goals for the City of Wichita. They include: Provide a Safe and Secure Community, Promote Economic Vitality and Affordable Living, Ensure Efficient Infrastructure, Enhance Quality of Life and Support a Dynamic Core Area and Vibrant Neighborhoods. The proposals in the 2011 Federal Legislative Agenda address all five goals.

Legal Consideration: Should federal funding be secured, contracts and/or memorandums of understanding will be initiated as needed.

Recommendation/Actions: It is recommended that the City Council approve the 2011 Federal Legislative Agenda.

Attachment: Prioritized list of projects, detailed descriptions of each project.



2011 Federal Legislative Requests Ranked by Priority

1. I-235/Kellogg, I-235/Central, US54/West interchanges
2. Dry Creek detention basin
3. Drainage Master Plan
4. I-235/13th Flyover
5. Ark River Water Quality
6. Kellogg, Cypress to K-96
7. Wichita-Valley Center Flood Control
8. Hybrid vehicles for Wichita Transit
9. Wichita Police Department Helicopter
10. Botanica Children's Garden
11. Cameras in Police Cars
12. Kellogg, 143rd West
13. Kellogg, K-96 to Butler

APPROPRIATIONS REQUEST FORM FOR FEDERAL LEGISLATION – FY2011

Project

I-235 / US 54, I-235 / Central, and US 54 / West Interchanges

Goal

The interchanges of I-235/US 54, I-235/Central, and US 54/West Street require reconstruction because of traffic congestion.

Background

These interchanges were constructed more than fifty years ago when the area was predominantly rural. West Wichita has experienced tremendous growth since that time, and traffic volume on I-235, U.S. 54, and Central Avenue has increased dramatically.

The configuration and capacity of the I-235/US 54 interchange are grossly inadequate. Deficient weave lengths exist throughout the outdated cloverleaf interchange. Substandard weave also exists between the westbound entrance from the West Street Interchange to U.S. 54 and the exit ramp from westbound U.S. 54 to northbound I-235. The close proximity of West Street to I-235 makes both interchanges integral and must be addressed together.

To date, \$500 million of improvements to U.S. 54 in Wichita have been completed utilizing local funds. Although substantial progress has been made, local funding alone is not sufficient to complete the needed improvements to U.S. 54 through Wichita. When programmed improvements to U.S. 54 are complete, I-235 and West Street will be the only bottleneck in a 13-mile stretch of a six-lane freeway.

Previous Awards

FY-2005 IMD - \$2,565,000 (Bill Amount \$3,000,000)
FY-2005 TCSP - \$1,282,500 (Bill Amount \$1,500,000)
FY-2005- 2009 HPP - \$10,014,750 (Bill Amount \$10,000,000)
FY-2006 IMD - \$1,722,600 (Bill Amount \$2,000,000)
FY-2008 IMD - \$451,290 (Bill Amount \$500,000)
FY-2009 IMD - \$380,000 (Bill Amount \$380,000)
FY-2010 IMD – Pending \$1,000,000

Proposal

Since these interchanges are on the Interstate Highway system, the City of Wichita requests that Federal funding be provided to the State of Kansas to assist the Kansas Department of Transportation address the deficiencies described above.

APPROPRIATIONS REQUEST FORM FOR FEDERAL LEGISLATION – FY2011

Project

Dry Creek Overflow Drainage Study and Mitigation

Goal

Reduce or eliminate overflow events from Dry Creek into Calfskin Creek in west Wichita, to protect 90 homes currently subject to 100-year flooding. An additional 50 homes would be protected from the 500-year flood event.

Background

The City of Wichita has regulated new development in the Calfskin Creek basin, based on 1986 FEMA flood maps. The City discovered inaccuracies in these maps because of significant overflows from Dry Creek into Calfskin Creek, during the 1998 'Halloween Flood' in west Wichita.

Previous Awards

None

Proposal

This project will examine ways to solve this problem and construct a solution.

Benefits

Protect more than 90 homes from flood damage and potential loss of life.

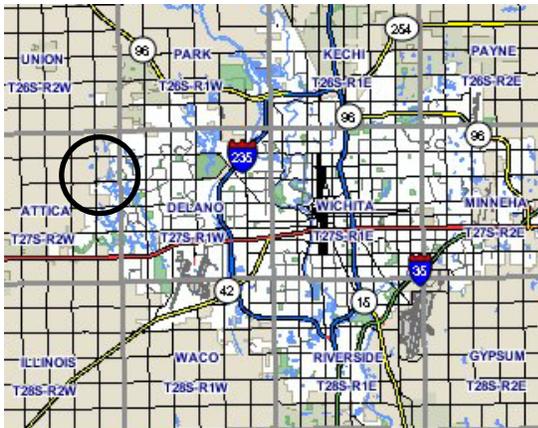
Cost

The project total is \$19,320,000. This request is for a minimum of \$700,000 for final design plans.

Contact

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Location Map and Site View



APPROPRIATIONS REQUEST FORM FOR FEDERAL LEGISLATION – FY2011

Project

Wichita Area Drainage Master Plan

Goal

The Wichita Area Drainage Master Plan will allow the Wichita region to identify and adequately address flood prone areas in a comprehensive manner to ensure that all communities are informed of the situation and contribute to the solutions.

Background

The City of Wichita is located in the Middle Arkansas/Slate River, Gar/Peace, and Lower Walnut River drainage basins, with two other drainage basins located within three miles of the City boundaries. In that past two decades the Wichita area has grown both in population and size, much of the Wichita Area growth has been accommodated through urban expansions into previously undeveloped drainage basins. The location of ever greater intensity urban development into previously undeveloped drainage basins have increased the frequency and severity of floods within the Wichita area, resulting in the evacuations of citizens from their homes and millions of dollars in damages.

Losses sustained to public and private investments resulting from flooding within the Wichita area threaten the economic well being of the City and Sedgwick County. The ability to attract and retain businesses, industry, and new residents is paramount to the success of the Wichita area. A major factor to the attraction of businesses and residents depends upon the ability to ensure adequate public services, and safety of both persons and investments. As part of the public services governments provide, storm water systems secure the safety of both lives and property. Without the ability to adequately provide for the safety of either, the Wichita area finds itself facing the disastrous physical and economic consequences of flooding, events similar to the Halloween flood of 1998.

During the weekend of October 31 to November 1 1998, six to ten inches of rain drenched the Wichita area. The excessive rainfall induced record flooding on the Arkansas, Cottonwood, Walnut, and Whitewater Rivers, as well as major flooding on the Chikaskia, Cottonwood, and Ninnescah Rivers. The flooding extended to the tributaries as well, most notably the Cowskin Creek which flooded much of west Wichita. The historic flooding resulted in one fatality, two injuries, the evacuation of 5,300 people and estimated \$32 million in damage to crops, highways, businesses and private property.

In March 2003 the City of Wichita completed a stormwater master drainage plan for the Cowskin Creek basin. This plan allows the City of Wichita to better provide for well being of west Wichita by ensuring that public and private investments are made in areas not susceptible to

flooding and suggesting methods to lessen the dangers of flooding in the area. Similar studies are necessary for the rest of the Wichita region, as true solutions for flooding require a regional scope approach to ensure that one community's policy does not have negative consequences for communities downstream.

Previous Awards

\$550,000 in FY10 through the U.S. Army Corp of Engineers

Proposal

The Wichita Area Drainage Master Plan will allow Wichita and surrounding communities to comprehensively define flood prone areas, suggest ways prevent or reduce the flooding, provide guidance for floodplain management, and present methods to maintain or improve water quality within the major channel reaches. The Wichita Area Drainage Master Plan will enable all communities to realize and address flooding issues at a regional scale to maximize the potential for cooperative solutions.

Benefits

The Wichita Area Drainage Master Plan will ensure the economic well being of the Wichita area by providing a comprehensive plan for addressing the Wichita area drainage issues. This plan will define flood prone areas in greater detail, suggest ways to prevent or reduce the flooding, provide guidance for floodplain management, and suggest methods to maintain or improve water quality within the major channel reaches. The results of this the Wichita Area Drainage Master Plan will allow the Wichita region to identify and adequately address flood prone areas in a comprehensive manner to ensure that all communities are informed of the situation and contribute to the solutions.

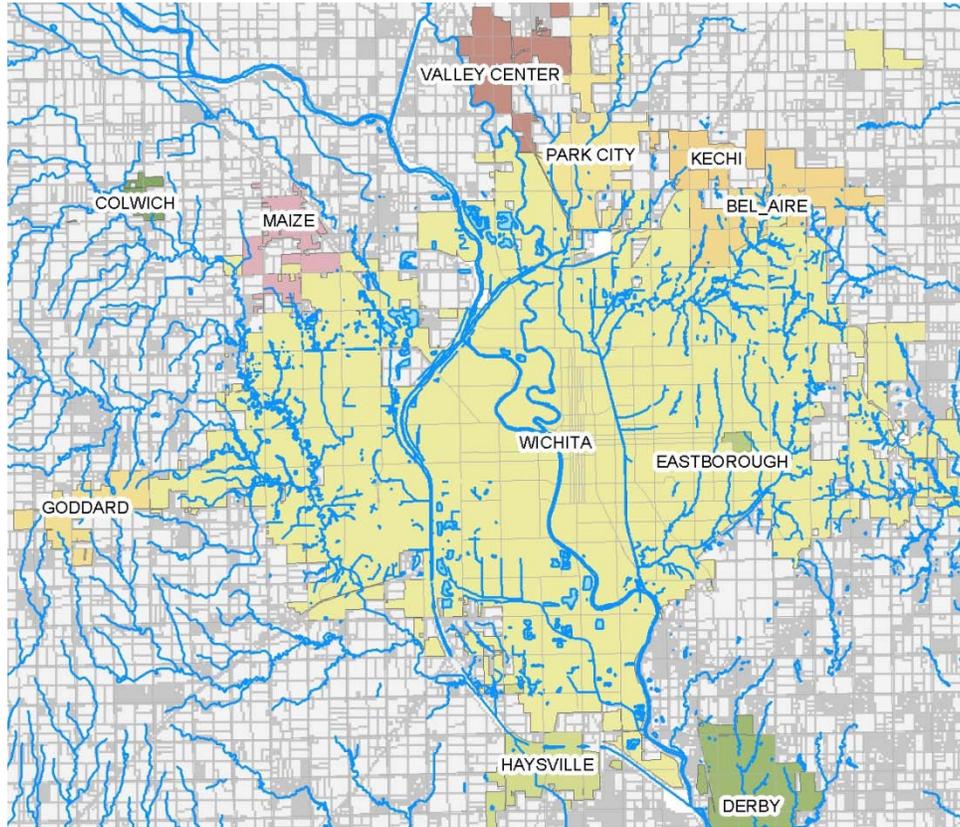
Cost

Total project cost is \$4 million. This request is for a minimum of \$450,000.

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Location Map and Site View



APPROPRIATIONS REQUEST FORM FOR FEDERAL LEGISLATION – FY2011

Project

I-235 / Zoo / 13th Interchange (Floodway Crossing)

Goal

Traffic congestion at the I-235/Zoo and the I-235/Central interchanges requires additional floodway crossings to be reconstructed for safety, connectivity, economic development, and air quality. The purpose of the proposed new I-235 floodway crossing and connection to 13th Street is to address the need to increase traffic safety, relieve congestion, and provide better connectivity to underserved areas on the west side of the Wichita Floodway. Currently, insufficient regional floodway crossing capacity results in congestion at the Zoo Blvd. crossing and adjacent I-235 interchange. As a direct result of congestion at the interchange, queues extend down the northbound Zoo Blvd. off-ramp and onto the I-235 mainline creating a hazardous condition and increased crash risk that is unacceptable. Transportation system improvements at this location will benefit area citizens by improving air quality, addressing congestion and safety concerns and by linking underserved areas and stimulating growth on the west side of Wichita.

Background

Interstate 235 was constructed more than fifty years ago parallel to the floodway. West Wichita has experienced tremendous growth since that time, and traffic volume on I-235, Zoo, and Central Avenue has increased dramatically.

Numerous studies over the last 15 years have identified the need for more connectivity across the Wichita Floodway to link underserved Northwest Wichita to the rest of the city, particularly the downtown area. A study in 2001 found that existing floodway crossings at the time were operating at capacity and that by 2030 all crossing would operate at level of service (LOS) F if no new crossing capacity were added. By comparison, crossings of the Arkansas River and I-135 in Wichita in 2000 were operating at LOS C.

Because Zoo Blvd. is one of the few existing floodway crossings, it acts as a funnel for traffic traveling to and from Northwest Wichita. In the morning, traffic from 13th St. / Windmill and Zoo Blvd. come together to cross the floodway on Zoo Blvd. In the afternoon, traffic from Zoo Blvd., 13th St., 21st St. / Westdale, and NB and SB I-235 all converge to cross the floodway on Zoo Blvd. A new nearby crossing is needed to dilute the traffic currently funneling through on Zoo Blvd. and to improve the connectivity to the underserved area of Northwest Wichita.

The configuration and capacity of the I-235/Zoo interchange is grossly inadequate. Deficient weave lengths exist throughout the outdated partial cloverleaf interchange and motorists take

circuitous routes to avoid this bottleneck. The City of Wichita has invested \$1 million to design a crossing between Central and Zoo and this design is underway.

Proposal

Since any crossings will likely be connected to I-235 in the Interstate Highway system, the City of Wichita requests that Federal funding be provided to the City of Wichita to increase the number of interstate and floodway crossings.

Benefits

Reconstruction of these interchanges will:

- Reduce traffic congestion and improve traffic safety for motorists traveling on I-235 (more than 100,000 daily) and arterial streets (more than 100,000 daily).
- Reduce air pollution associated with traffic congestion.
- Contribute to expanded economic development in west Wichita.

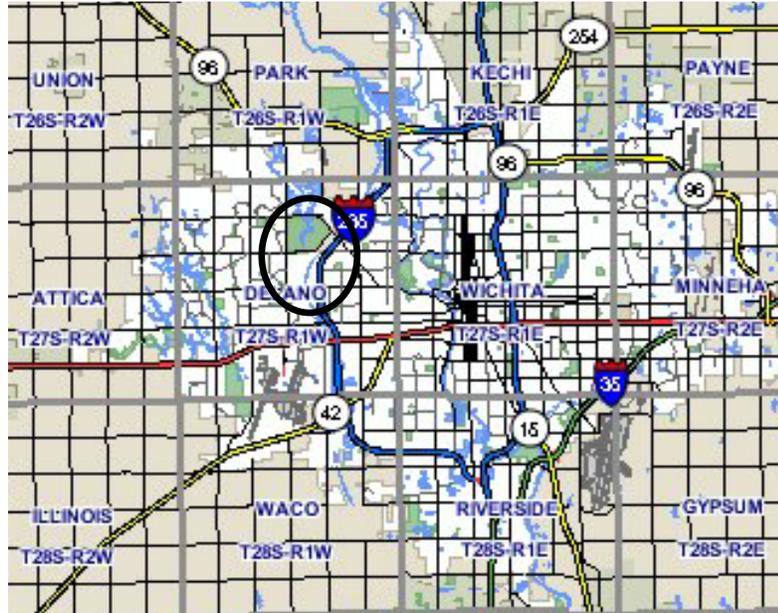
Costs

The estimated cost to reconstruct the crossing between Central and Zoo is \$50 million.

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LOCATION MAP



SITE VIEW



APPROPRIATIONS REQUEST FORM FOR FEDERAL LEGISLATION – FY2011

Project

Arkansas River Water Quality Assessment, Improvement and Protection Project – Wichita, Kansas

Goal

To improve water quality of the Arkansas River to meet City, community and regulatory requirements.

Background

The condition of the Arkansas River and its supporting watershed has long been a priority for the City of Wichita. KDHE has listed the Lower Arkansas River that flows through Wichita as an impaired water body for high bacterial levels and has posted fish consumption advisories. The City is also required to maintain stormwater water quality that discharges to the Arkansas River. In 2006, EPA Region 7 completed a comprehensive NPDES Stormwater Audit and some of the recommendations are also a part of this request. In addition to regulatory impacts, the Arkansas River supports economic, recreational, and aesthetic development initiatives in the City's core.

Previous federal funding (\$2.3 million in FY01) has been used to complete initial river water quality studies and upgrade/install sewer maintenance infrastructure for river water quality improvements. The studies conducted to date have shown that specific areas in the river consistently exceed water quality criteria and frequently experience elevated bacterial levels during rain events. These studies recommend additional investigations to further pinpoint "hot spots." Also, the most recent report outlines potential best management practices for addressing the hot spot issues. The Ark River water quality is not only on KDHE's priority list but the Lower Arkansas River Basin is specifically listed in the Kansas State Water Plan as a priority resource with significant impairment and water quality issues that must be addressed.

The cleanup of the river and its tributaries is also a top priority of Visioneering Wichita, the broadbased community planning process that identifies important quality of life issues for Wichita,

Previous Awards

\$2.3 million in FY01

Proposal

This proposal is for the funding of a comprehensive Arkansas River improvement program for the Wichita urban area including the following components or others:

1. **Dredging/Sediment Removal Study:** A Feasibility and Environmental Impact Study for dredging and sediment removal needs to be completed to assess whether or not this is a viable and cost effective option for quickly improving the water quality of the urban areas of the Arkansas River. Studies indicate that bacteria remain in the sediments causing an increased growth, frustrating efforts to improve the river. An assessment needs to be conducted to determine what affect, if any, dredging and sediment removal might have on fish populations and habitat. This has the potential to be a win for the river and an economically feasible project if a sand removal company is willing to cost share the project's cost in return for the sand product.
2. **Joint project with USGS** - A project to work with the USGS to implment three new continuous water quality monitoring sites at Maize, Bridge at Broadway and Derby to develop real-time continuous water quality monitoring. This project will serve to better develop fate and transport information as the Ark River flows through the Wichita area.
3. **Environmental Monitoring and Assessment Programs:** Some of the sampling programs proposed for development and implementation include:
 - a. Bacterial Source Identification. KDHE shifted its regulatory focus from Fecal Coliform to E.Coli. It is important to develop a correlation point between the two indicator bacteria so that the City's 20-year historical Fecal Coliform data may continue to be used for historical comparison and improvement purposes.
 - a. Hydrographic Sampling: A sampling tool that needs to be developed for evaluating incremental fate-transport changes from upstream to downstream for isolating contamination sources.
 - b. Hydro-biomonitoring sampling: A program that is needed to assess the impact on the habitat that resides in or near the river.
 - c. Sediment Sampling: Additional warm weather sediment sampling is needed in known muddy substrate areas to more fully understand "first flush spike" results during subsequent wet weather sampling.
 - d. Point-Source Inspections and Other Isolation Sampling: The City needs to continue to look for "hot spot" areas caused by illegal or non-compliant point source dischargers.
4. **Stormwater technology demonstration project(s):** New technology, equipment and best management practices needs to be identified and installed for assessment, improvement and protection for future stormwater water quality drainage improvements for the Arkansas River.
5. **Comprehensive records management program:** This program needs to be developed and implemented for consolidating water quality, stream flow, and precipitation data into the master database and for BMP tracking, GIS interfacing and regulatory compliance tracking.

Benefits

- Identify dredging as a feasible large-scale Ark River water quality cleanup solution with added benefits of improving the urban river depth for habitat and recreation restoration
- Develop tools and cost sharing programs for riverbank stabilization and other BMPs
- Develop monitoring programs as well as records management and modeling tools to accurately assess river water quality
- Further implement NPDES Stormwater Permit requirements and compliance tracking
- Address City of Wichita Goals including Support Efficient Infrastructure, Safe and Secure Community, Quality of Life and Economic Development as well as goals of *Visioneering Wichita*.

Cost

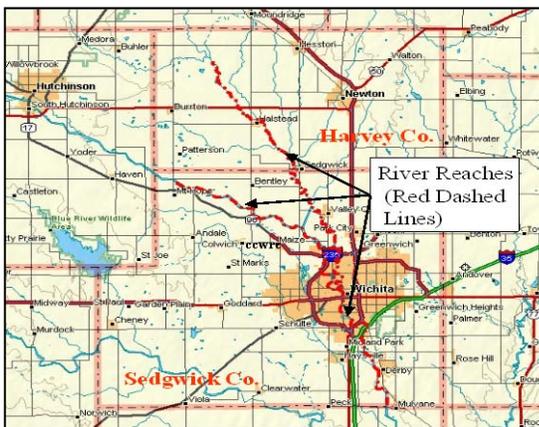
Total project cost is estimated not to exceed \$3 million with minimum amount: \$150,000 per component project.

- Not to exceed \$1,500,000 FY2011
- Not to exceed \$1,500,000 FY2012

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Location Map and Site View

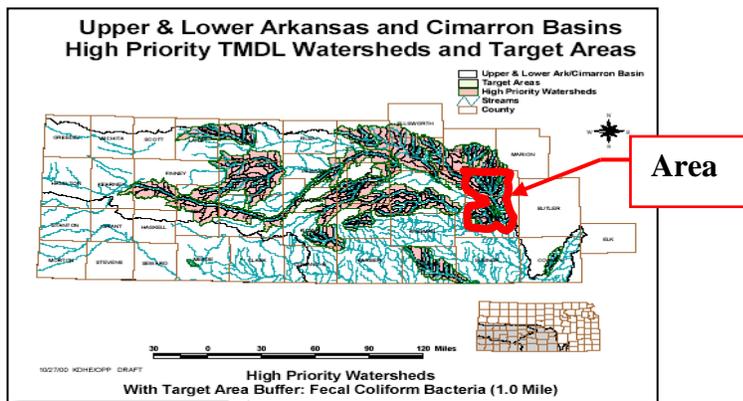


Wichita, Kansas



Arkansas River – An Urban View

High Priority TMDL Project Area in Lower Arkansas River Basin



APPROPRIATIONS REQUEST FORM FOR FEDERAL LEGISLATION – FY2011

Project

Kellogg, Cypress to K-96

Goal

The goal is to allow regional economic activity by providing an appropriate transportation facility. As the major regional east-west corridor, improvements to Kellogg Avenue (US54/400) are needed to accommodate previous and future growth. This project is part of an ongoing effort to upgrade Kellogg Avenue (US54/400) to a freeway standard through the cities of Goddard, Wichita, and Andover.

Background: This is the highest ranked project by the Wichita Area Metropolitan Planning Organization (WAMPO). Kellogg Avenue (US54/400) is a vital east-west route through Wichita and Sedgwick/Butler County. It is classified as an urban freeway/expressway by the Wichita Area Metropolitan Planning Organization (WAMPO). Expansion of the Kellogg Avenue (US54/400) Corridor from a four lane expressway to the six lane freeway known as the Kellogg Flyover began in 1990 through Wichita's Central Business District. Successive projects have extended the freeway section both east and west. With the completion of the Rock Road section, Kellogg Avenue (US54/400) is a 13 mile long six lane freeway from 111th Street on the west side to Cypress Road on the east side. The current four lane segment of Kellogg Avenue (US54/400) from Cypress Road to 159th Street abuts the six lane freeway on the west end. It extends east through the interchange at I-35 / Kansas Turnpike and major at-grade intersections at Webb Road and Greenwich Road to 127th Street (Project I). It continues thru the interchange at K-96 and at-grade intersections at 127th, 143rd and 159th (Project II). Given the importance of the east-west roadway as a vital link to Greater Wichita, the capacity of Kellogg Avenue (US54/400) has been the object of past studies.

On October 7, 1997, the Wichita-Sedgwick County Metropolitan Area Planning Department published *2030 Traffic Projections – East & West Kellogg*. Using various straight line traffic projections and growth rates, the projections indicate that segments of East Kellogg Avenue (US54/400) need to be upgraded by 2030. Updates by the project team in 2009 indicated that this section is already beyond capacity.

Published studies of economic growth, including increases in population and housing, have indicated projected increases in related traffic on Kellogg Avenue (US54/400) in general and East Kellogg Avenue (US54/400) in particular. For example, the *U.S. 54 Highway Alignment Report* for Butler County and Andover, KS completed in September 2002 indicated the need for an ultimate six lane configuration for Kellogg Avenue (US54/400). Further, it indicated that traffic projections for the East Kellogg Avenue (US54/400) study area would exceed current capacity by 2010 and upgrading to freeway standards was recommended.

Fifty percent plans for Kellogg Avenue (US54/400) from Cypress Road to 127th Street, referred to as the “previously prepared 50% plans,” were completed November 21, 2000, and served as a basis for further evaluation and design.

In response to the continued growth of East Wichita, which is straining the current transportation infrastructure of the Kellogg Avenue (US54/400) corridor, the City of Wichita, Kansas has initiated final design for approximately 2.5 miles of Kellogg Avenue (US54/400) from Cypress Road to 127th Street and right-of-way plans from 127th to 159th. As the major regional east-west corridor, improvements to Kellogg Avenue (US54/400) are needed to accommodate future growth. The current facilities are a restriction on economic activity.

On December 4, 2007, the City of Wichita initiated the final design with other local, regional, state, and national partners for a Kellogg Avenue (US54/400) freeway from Cypress to 127th St. East (Project I). A second project was initiated at the same time to develop right-of-way plans for East Kellogg Avenue (US54/400) from 127th St East to 159th St. East (Project II). On April 14, 2009 Andover began developing concepts from 159th St. East to one half mile East of Prairie Creek Road. Field check plans have been completed through the city of Goddard in 2008. These projects are part of an ongoing effort to upgrade East Kellogg Avenue (US54/400) to a freeway standard through the cities of Goddard, Wichita, and Andover. Although design is proceeding, none of these projects currently have funding committed for construction.

Previous Awards

No previous awards have been made toward this project.

Proposal

The emphasis for improving Kellogg Avenue (US54/400) to a freeway started back in the mid 1980's. A referendum was approved by the voters in 1985 and with it a sales tax of one cent. Both the City of Wichita and Sedgwick County governing bodies made the commitment that the sales tax increase would be used to eliminate traffic signals on Kellogg Avenue (US54/400) and upgrade it from an arterial street to freeway standards. The City of Wichita has committed one half of its portion of the sales tax toward transportation improvements and half for property tax reduction. Continuing the conversion of the expressway street to a freeway is the fulfillment of that commitment. The funding is in place to fund the design. The rest of the sales tax proceeds are committed to paying bonds from earlier projects. Lacking other funding partners, the earliest this first section of this project can be constructed is 2016, when sufficient bonds for earlier sections are paid down. To expedite right of way acquisition and construction on the most urgent section, \$100 million is requested.

Benefits

- Reconfiguration of this corridor will:
- Reduce traffic congestion and improve traffic safety for motorists traveling on Kellogg (U.S. 54).
- Reduce air pollution associated with traffic congestion.
- Contribute to expanded economic development in East Wichita.

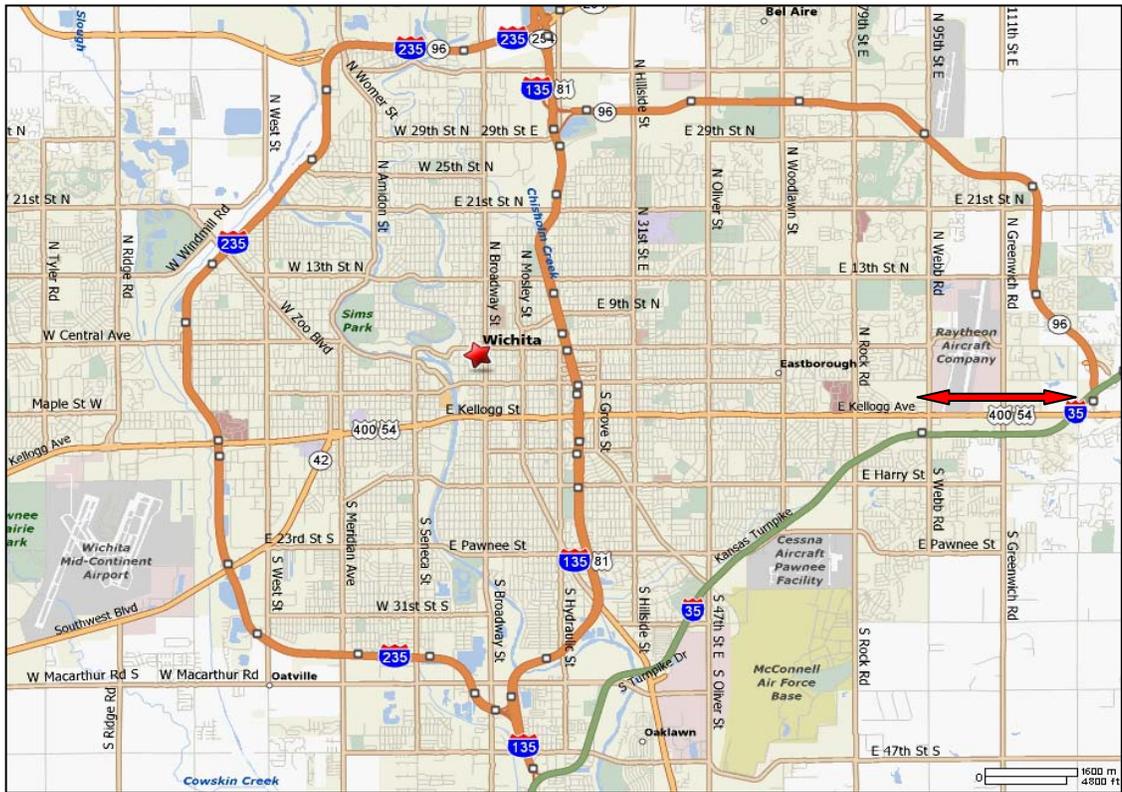
Costs

The estimated cost to reconstruct Kellogg from Cypress to K-96 is \$300 million.

Contact

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LOCATION MAP



SITE VIEW



APPROPRIATIONS REQUEST FORM FOR FEDERAL LEGISLATION – FY2011

Project

Wichita Valley Center Flood Control Project (Levee, Channel, and Structure Rehabilitation)

Goal

Construct the necessary improvements to certify to FEMA that the levee system provides the protection as identified on the February 2, 2007, Flood Insurance Rate Maps (FIRM).

Background

The City of Wichita and Sedgwick County, Kansas, have the responsibility to maintain the Wichita-Valley Center Flood Control project in accordance with the U.S. Army Corps of Engineer's Operation and Maintenance Manual dated March, 1959. The project was constructed during the 1950's by the U. S. Army Corps of Engineers and provides 100-year flood protection to the Cities of Wichita and Valley Center, as well as portions of unincorporated Sedgwick County. The total project cost in 1959 was \$20 million and has prevented over \$250 million dollars in flood losses. Since its completion, the costs of maintenance have been equally shared by the City of Wichita and Sedgwick County. The project's 2010 budget is \$10.1 million.

The project has experienced multiple flood events during its construction and the past 50 years, and the project has never failed to provide its intended protection. There have been several instances that the Corps of Engineers assisted our community following severe rains when high waters damaged the project. Assistance from the Corps was provided through P.L. 84-99.

The project is annually inspected by the Tulsa District Corps of Engineers, and a more detailed inspection occurs every five years. Following the inspection, the Corp submits a written report to our office describing the overall maintenance condition of the project. The reports consistently note the excellent condition of the project and lists areas in need of maintenance. The project's 18 full-time employees repair any deficiencies prior to the next inspection.

The project contains 103 miles of levees, four diversion structures, 14 floodwalls, six pump stations, 120 conveyance structures, and 96 ponding areas. It provides protection to 65,049 parcels covering over 42 square miles with a land value of \$1.3 billion, including \$5.6 billion of assessed improvements.

In 2007, the City of Wichita, Haysville, Valley Center, Park City, and Sedgwick County signed an agreement with FEMA that required our communities to certify that the Wichita-Valley Center Flood Control project provides the protection that is shown on FEMA's Flood Insurance Rate Maps (FIRM) dated February 2, 2007. In March, 2008, the City of Wichita hired AMEC Earth and Environmental to evaluate the flood control project and certify that the project satisfies CFR 65.10. If the levees are non-certifiable, then businesses and homeowners that have been

credited with levee protection will be required to purchase flood insurance.

The City's consultant has not completed the certification report at this time. However, they have identified four specific projects that will need to be completed to receive levee accreditation and have listed several other issues that will need to be addressed in the immediate future. FEMA has given the City of Wichita and the County until February 2, 2009, to have the flood control project certified or they will begin to de-accredit the project.

The design lives of many of the existing structures are nearly complete and they will need to be rehabilitated or replaced. The proposed project will reconstruct portions of levee S, L, and P to provide the necessary protection. The proposed project will also involve system-wide vegetation clearing; toe drain replacement, sluice/flap gate rehabilitation, diversion structure repair and construction of a permanent floodway weir downstream of control structure five.

Previous Awards

None

Proposal

Since the Wichita-Valley Center Flood Control project was constructed by the United States Corp of Engineers and annually inspected by the Tulsa Corp District, the City of Wichita requests that Federal funding be provided to the City of Wichita and Sedgwick County to correct the deficiencies described above.

Benefits

Flood Control improvements will:

- Maintain the level of flood protection designed to serve Wichita and Sedgwick County.
- Continue to expand economic development in Sedgwick County by allowing the community to grow.
- Ensure our community's flood control project meets Federal safety requirements for the next 50 years.

Costs

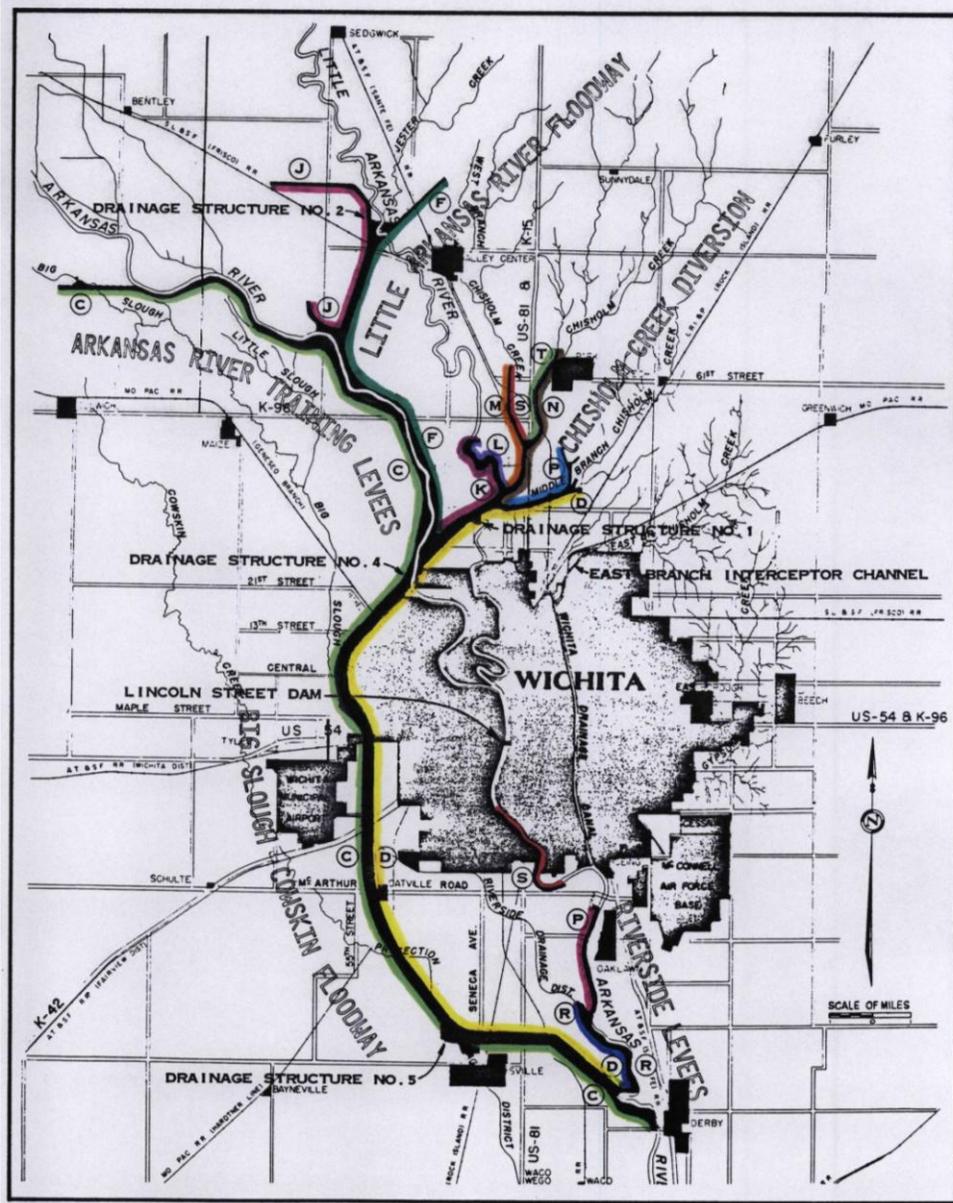
The estimated cost to construct the necessary Flood Control improvements is \$10.1 million. This request is for a minimum of \$600,000 for diversion structure repairs and a permanent floodway weir.

Contact

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PROJECT LOCATION MAP

WICHITA-VALLEY CENTER FLOOD CONTROL PROJECT



SITE VIEW



Pumping operation at 37th & Woodrow, future home to Pump Station No. 11

Rev 1/2009

APPROPRIATIONS REQUEST FORM FOR FEDERAL LEGISLATION – FY2011

Project

Transit Vehicle Replacement Project

Goal

Replace five existing 2001 Chance Opus 29 foot buses and two 2001Chance AH28 trolleys with five new 35 foot hybrid buses and two new updated trolleys.

Background

Wichita Transit serves the City of Wichita with 18 public transit fixed routes and a downtown circulator route. In addition to fixed routes, Wichita Transit operates paratransit services within the city limits. Wichita Transit currently operates 53 buses which includes four trolleys. From 2011 through 2015, Wichita Transit is scheduled to replace 43 buses and four trolleys along with 24 paratransit vans and four staff vehicles.

As vehicles near their replacement year, they become less reliable and are more expensive to maintain. This can be especially burdensome and costly when multiple vehicles are nearing their scheduled replacement year. A short-term replacement schedule is below:

	Replacement Year	Current Vehicle Description	Quantity
Short-Term			
	2011	2001 Chance AH28 Streetcar	2
	2011	2001 Chance Opus 29ft	5
	2011 Total		
	2013	2008 Ford El Dorado	6
	2013 Total		
	2014	2002 Gillig Phantom 35ft	25
	2014	2002 Gillig LowFloor 35ft	9
	2014	2004 Optima AH28 Streetcar	2
	2014 Total		
	2015	2005 Optima Opus 29	4
	2015	2010 Ford El Dorado	18
	2015	2010 Honda Accord, Hybrid	3
	2015	2010 Ford F-150	1
	2015 Total		
Short-Term Total			

Proposal

Wichita Transit proposes replacing the existing 2001 buses with new 2011 hybrid buses and the 2001 trolleys with new updated 2011 trolleys. Hybrids have been chosen as replacements in year 2011 to test their effectiveness in the Wichita Transit system. The reduction of diesel use will be looked at to analyze the costs and benefits of hybrid buses versus conventional buses. Wichita Transit would also like to reduce its carbon footprint and contribute to a more energy efficient city.

Benefits

Replacing the aging fleet of buses and trolleys reduces maintenance costs and increases reliability of transit vehicles. The result is increased reliability and service to the City of Wichita and reduction in our carbon footprint and diesel use.

Costs

Amount of request: \$3.245 million

A hybrid bus costs approximately \$200,000 more than a conventional bus. The five new hybrids will demonstrate the level of savings and quality of operation that can be achieved with this new technology. Manufacturers currently have a 15 – 18 month wait to get an order on the production line. Wichita Transit includes a maintenance division funded in part by federal funds and City of Wichita general obligation funds. The maintenance division will be responsible for future maintenance of purchased vehicles.

Contact

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APPROPRIATIONS REQUEST FORM FOR FEDERAL LEGISLATION – FY2011

Project

Replacement Helicopter Project

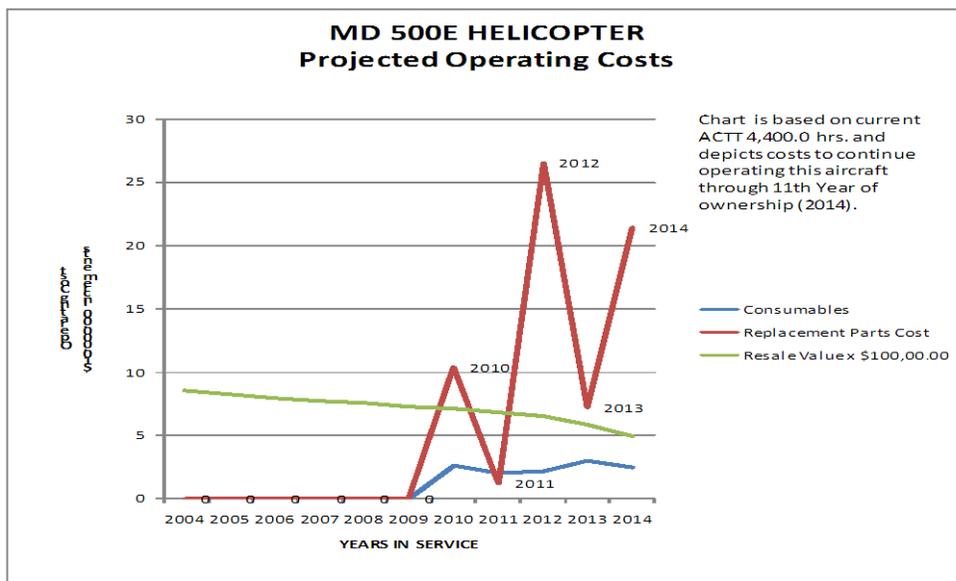
Goal

Replace the existing 2003 MD Helicopters, Inc., (MD) 500E with a new MD 520N Helicopter, transferring existing communications systems, Forward Looking Infrared Radar (FLIR) and Moving Maps system to the new helicopter. Estimated cost is \$2,500,000.

Background

The Wichita Police Department has served the City and surrounding communities through its Air Section for several decades. In May 2003, the Department purchased a MD 500E. Since that time, this aircraft has registered 4,451 flight hours. The unit's goal is to be in the air approximately 1,000 hours per year. In 2009 the unit logged only 425.6 hours, primarily due to unscheduled repairs.

Even with substantial down time, the aircraft responded to a total of 17,823 calls for service in 2009. The current Helicopter is almost seven years old. As the unit ages, unscheduled maintenance, related "down time," and maintenance costs increase, and reliability decreases. See operating costs projections on the chart below. The purpose of this project is to replace the aging helicopter with a new MD 520N unit, reducing scheduled and unscheduled repair costs and increasing reliability and service to the City of Wichita and surrounding communities.



Proposal

The Wichita Police Department proposes replacing the existing helicopter with a new MD 520N Helicopter. The Air Section supports the operational activities of the Wichita Police Department and surrounding law enforcement agencies by assisting with apprehensions, vehicle pursuits, foot chases, criminal investigations, aerial surveillance, traffic control, search and rescue, crime prevention, community-oriented policing activities, and special community events. Proactive helicopter patrols have proven successful in deterring, preventing, and suppressing crime.

The Air Section's primary obligation is to support the members of the Wichita Police Department in providing our community with a safe and secure environment. The unit provides assistance to all area local, county, state, and federal law enforcement agencies, and regional air support for the State's 13-county South Central Homeland Security Council Region on an "as requested" basis. Most recently, the Air Section assisted Arkansas City Police in the disappearance of Jodi Sanderholm and provided air support to the Sedgwick County Sheriff's Office during the search for the suspect in the shooting death of Deputy Brian Etheridge. The Unit is one of only two law enforcement aviation units in the State.

Benefits

Replacing the aging helicopter with a new MD 520N unit reduces unscheduled repair costs and reduces "down time" over the existing unit. The result is increased reliability and service to the City of Wichita and surrounding communities.

Costs

Amount of request: \$2 million

The manufacturer requires a signed purchase agreement or "Letter of Intent" and a 25% deposit for a production line position. The balance is due on delivery. Completion of the new helicopter, equipped to our specifications, would take approximately 18 months. Money from the sale or trade-in of the current helicopter, estimated at \$500,000, would be used to offset the acquisition cost of the replacement.

Contact

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MD 520N

APPROPRIATIONS REQUEST FOR FEDERAL LEGISLATION – FY2011

Project

Botanica, The Wichita Gardens, Children's Garden Education Building –
Wichita, Kansas

Goal

Create a unique and exciting Children's Garden Education Center that will be a destination for learning and fun in a horticultural setting.

Background

The Botanica, The Wichita Gardens was opened to the public in 1987 to generate enthusiasm for horticulture and enlighten people through educational, artistic and cultural experiences. Currently, 25 themed gardens and exhibits are displayed on nine acres of stunning gardenscaping that feature over 4,000 species of plants, both native and new to the region. Plans are underway to continue the educational mission of Botanica by developing a garden specifically for children that will also be fascinating for adults.

Proposal

The Children's Garden Education Center at Botanica will be designed to be a demonstration building with an ecologically-friendly "green" roof, water saving cistern system, passive solar and thermal heating and cooling system. The building will be used for displaying exhibits, class room instruction and will house "safe room" restrooms. The Education Building will be built to complement the Downing Children's Garden that will display and exhibit gardens that will not only change with the seasons but provide opportunities to host special children's events and shows. The Education Building and zones in the children's garden will be designated for displaying themes in children's literature, science, gardening and Kansas history. Exhibits in the Education Center and the children's garden will provide hands-on features to stimulate experimental learning.

The Education Center will serve as multi-purpose facility, for parties and special events and will be positioned to function as wedding facility. Using the building for rental events will earn income to sustain the building and the gardens surrounding it.

Benefits

The Children's Garden and Education Building at Botanica will be a place where families can experience nature together and provide an opportunity for children to understand how plants

grow and how people function with plants. The Garden and Education Center will create 3 education positions, 2 FTE gardeners and 2 PTE gardeners.

Costs

The estimated construction costs for the Children's Garden Education Center is \$1.5 million. The learning center is being designed for LEED certification and will be used as an energy efficient demonstration project. The Downing Children's Garden is funded with \$3 million in private funds. The infrastructure for the project will be funded with local funds, estimated at \$1.3 million.

Partial funding in the amount of \$500,000 is being sought in this Federal Legislative Request.

Contact

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BOTANICA

The Wichita Gardens

Learning Opportunities
In The Gardens





APPROPRIATIONS REQUEST FORM FOR FEDERAL LEGISLATION – FY2011

Project

In-Car Cameras for Police Vehicles

Goal

The goal of this program is to install in-car cameras in all marked patrol vehicles, as well as the specialty vehicles used to process and transport impaired drivers.

The International Association of Chiefs of Police (IACP) is recognized as a world leader in research on items related to policing. In 2004 IACP published an article entitled “The Impact of Video Evidence on Modern Policing”. Much of the document dealt with in-car cameras. The article began with a summary of their findings:

The impact evaluations findings are dramatic. In the second phase of the project researchers documented that in-car cameras provide a substantial value to agencies using them, including:

- Enhancing officer safety
- Improving agency accountability
- Reducing agency liability
- Simplifying incident review
- Enhancing new recruit and in-service training (post-incident use of videos)
- Improving Community/Media perceptions
- Strengthening police leadership
- Advancing prosecution/case resolution
- Enhancing officer performance and professionalism
- Increasing homeland security
- Upgrading technology policies and procedures

Background

In 2008, the Wichita Police Department installed 8 cameras in marked police vehicles. These vehicles are primarily used for traffic enforcement. The WPD reviewed the cameras effectiveness at the end of 2009 and found advantages to the system similar to those documented by IACP. WPD found the following to be advantages of an in-car camera system:

- Suspects remarks, behavior, and or actions better documented
- Good training tool
- Enhanced DUI documentation

- Enhanced courtroom testimony
- Enhanced officer professionalism

Proposal

The Wichita Police Department (WPD) proposes adding in-car cameras to 175 vehicles, to include all marked patrol vehicles and the specialty vehicles used to process and transport impaired drivers. This request is a multi-year proposal, in which the hardware is purchased in year one, with the remaining request spread over the following two years, primarily for ongoing personnel costs and the implementation of a replacement schedule.

The Wichita Police Department employs a community policing philosophy. Keys to the success of community policing are integrity, accountability and community trust. The IACP has stated that “The in-car camera is a multifaceted tool that assists police executives by ensuring integrity and accountability while enhancing public trust.”

Benefits

The officers have used the equipment for routine traffic stops, to record interviews in the field, document field sobriety tests, document prisoner transports, conduct video surveillance, and the ICOP 20 20W has been used to record scene information from fatal traffic crash scenes. The in-car camera system provides a clear color, or black and white video.

From a community perspective, mobile video recording equipment documents the officer’s interaction with citizens. From the officer’s perspective the equipment documents police activities, corroborates the officer’s observations, and provides video/audio evidence in court proceedings.

Costs

The program request is for 3 years.

Total costs for 2011: \$2,241,250
2012: \$ 690,525
2013: \$ 714,351 (on-going cost)

Following the third year (2013) ongoing costs associated with the program would require alternative funding.

First year Costs	2011
Disk Storage total	\$179,800
Servers	\$26,200
175 Mobile units w/aux. cables, collision sensors (\$4700 each)	\$822,500
175 Lapel Mics & cases (\$165 each)	\$28,875
5 year warranty for 175 units (\$1,185 each)	\$207,375
175 extra removable hard drives (\$300 each)	\$52,500
Backup System	\$169,000
Bureau Network Connectivity	\$4,000
Bureau Network Hardware	\$27,000
Installation of 175 units (\$150 each)	\$25,250
Computers for 7 new positions (\$1,831 each)	\$12,817
Large monitors for Paralegals	\$500
TV for court room viewing	\$1,000
On-site server configuration (\$1,000 per server)	\$5,000
24 Docking station kits (\$275 each)	\$6,600
Initial training by vendor	\$5,000
IT Staffing (SAII X 2)	\$152,044
WPD Staffing (CS Clerk II X 2)	\$110,705
CMF Staffing (1 Mech II)	\$61,327
Court Staffing (Paralegal x 2)	\$129,758
Network Connectivity annual cost	\$100,800
Hardware Replacement Plan	\$81,200
Maintenance & support	\$32,000
Total First year costs	\$2,241,250

On-going Costs (annualized)	2012	2013
IT Staffing (SAII X 2)	\$159,646	\$167,628
WPD Staffing (CS Clerk II X 2)	\$116,240	\$122,052
CMF Staffing (1 Mech II)	\$64,393	\$67,613
Court Staffing (Paralegal x 2)	\$136,246	\$143,058
Network Connectivity annual cost	\$100,800	\$100,800
Hardware Replacement Plan	\$81,200	\$81,200
Maintenance & support	\$32,000	\$32,000
Total On-going costs	\$690,525	\$714,351

Contact

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APPROPRIATIONS REQUEST FORM FOR FEDERAL LEGISLATION – FY2011

Project

Convert the Kellogg expressway from 143rd to 111th to a freeway with frontage roads.

Goal

Reduce the public investment required, allow economic development which has been stifled, and convert the inefficient infrastructure to a system that will serve the region for decades. This project is part of an ongoing effort to upgrade Kellogg Avenue (US54/400) to a freeway standard through the cities of Goddard, Wichita, and Andover.

Background

Expansion of the Kellogg Avenue (US54/400) Corridor from a four lane expressway to the six lane freeway known as the Kellogg Flyover began in 1990 through Wichita's Central Business District. Successive projects have extended the freeway section both east and west. With the completion of the Rock Road section, Kellogg Avenue (US54/400) is a 13- mile six- lane freeway from 111th Street on the west side to Cypress Road on the east side.

The Kansas Department of Transportation has completed preliminary plans and begun right of way acquisition for the NW By-Pass which connects to Kellogg just west of this project. Field check plans were completed through the city of Goddard in 2008 and right of way acquisition has begun. In 2009 Andover began developing concepts from 159th St. East to one half mile East of Prairie Creek Road.

The existing expressway between 151st and 111th does not provide adequate access to adjacent properties to allow development of the adjacent properties. After a concept study, a concept design was initiated in 2008 to determine the optimum facility for this section of Kellogg. The results recommended a six-lane freeway with frontage roads for access to adjacent properties.

In response to the continued growth of Goddard and West Wichita, which is straining the current transportation infrastructure of the Kellogg Avenue (US54/400) corridor, the City of Wichita, initiated final design for approximately two miles of Kellogg Avenue (US54/400) from 143rd to 111th. As the major regional east-west corridor, improvements to Kellogg Avenue (US54/400) are needed to accommodate future growth by removing the access restriction to adjacent properties and improving the efficiency of the movement of goods and people. This project is part of an ongoing effort to upgrade Kellogg Avenue (US54/400) to a freeway standard through the cities of Goddard, Wichita, and Andover. Although design is proceeding, this project does not currently have funding committed for construction. To date, \$500 million has been invested by the City of Wichita in improvements to Kellogg (U.S. 54/400). Although substantial progress has been made, local funding alone is not sufficient to complete the needed improvements to U.S. 54 through Wichita.

Previous Awards

No previous awards have been made toward this project.

Proposal

The emphasis for improving Kellogg Avenue (US54/400) to a freeway started back in the mid 1980's. A referendum was approved by the voters in 1985 and with it a sales tax of one cent. Both the City of Wichita and Sedgwick County governing bodies committed that one half of the sales tax increase would be used to eliminate traffic signals on Kellogg Avenue (US54/400) and upgrade it from an arterial street to freeway standards. The City of Wichita has committed one half of its portion of the sales tax toward transportation improvements and half for property tax reduction. Continuing the conversion of the expressway street to a freeway is the fulfillment of that commitment. The funding is in place to fund the design. The rest of the sales tax proceeds are committed to paying bonds from earlier projects. Lacking other funding partners, the earliest this section can be converted to a freeway is 2021, when sufficient bonds for earlier sections are paid down. An investment of \$122 million is required to convert this section of Kellogg to a freeway. To relieve congestion, improve safety, and allow economic development of the adjacent properties frontage roads between 151st and 135 will be constructed earlier. For right of way acquisition and construction of frontage roads, \$ 20 million is required. At the present time, \$1 million is requested.

Benefits

- Reconfiguration of this corridor will:
- Reduce traffic congestion and improve traffic safety for motorists traveling on Kellogg (U.S. 54).
- Reduce air pollution associated with traffic congestion.
- Contribute to expanded economic development in Goddard and West Wichita.

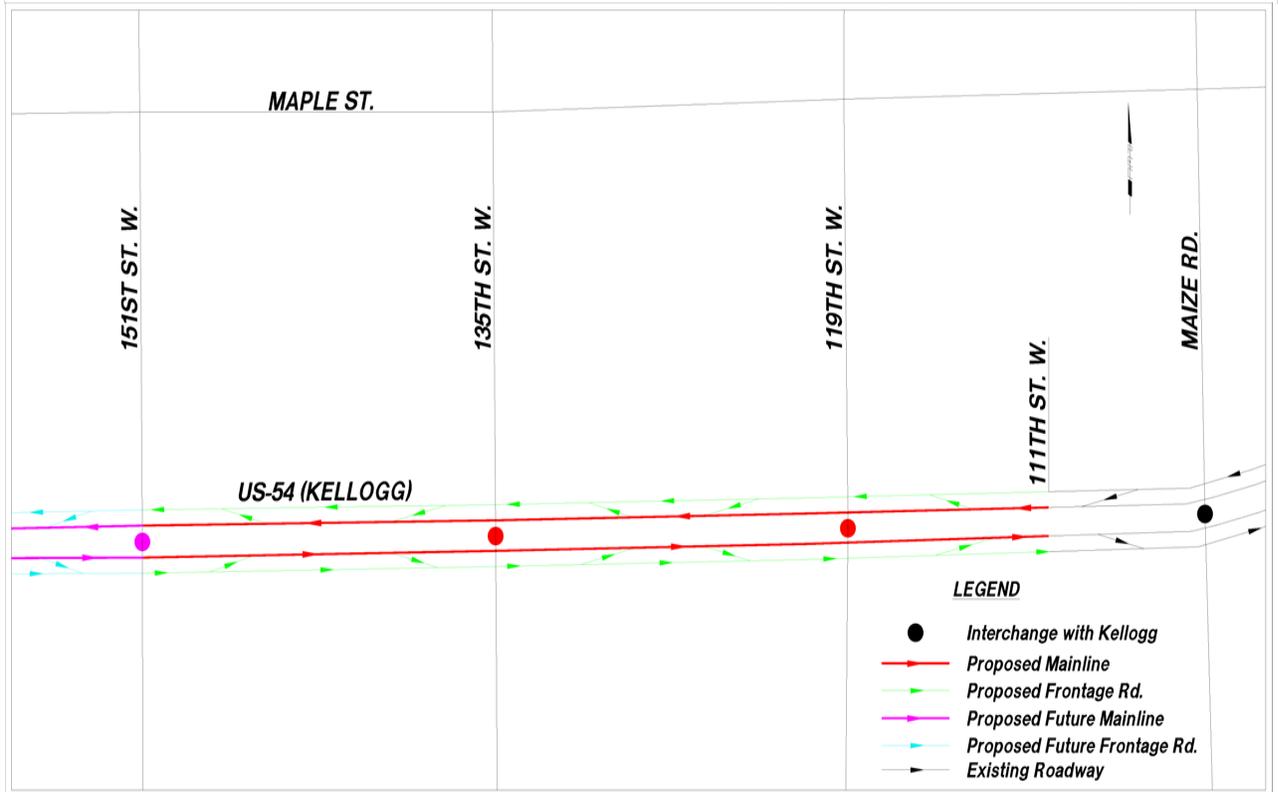
Costs

The estimated cost to reconstruct Kellogg from 111th to 143rd is \$122 million. The cost to acquire right of way and construct frontage roads is \$20 million.

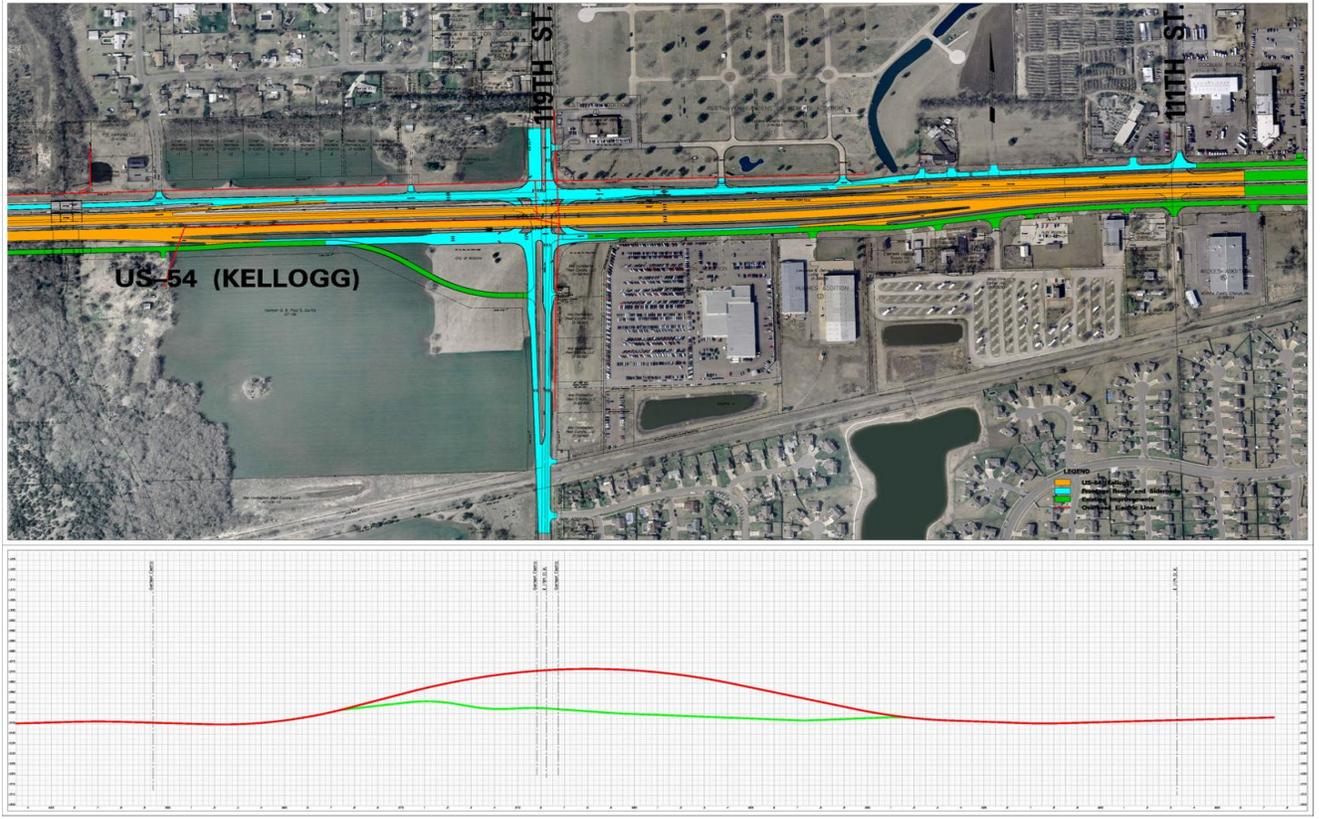
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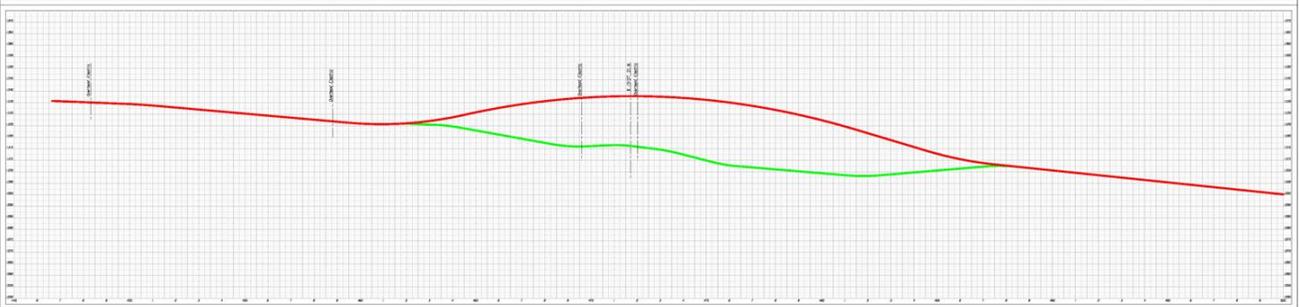
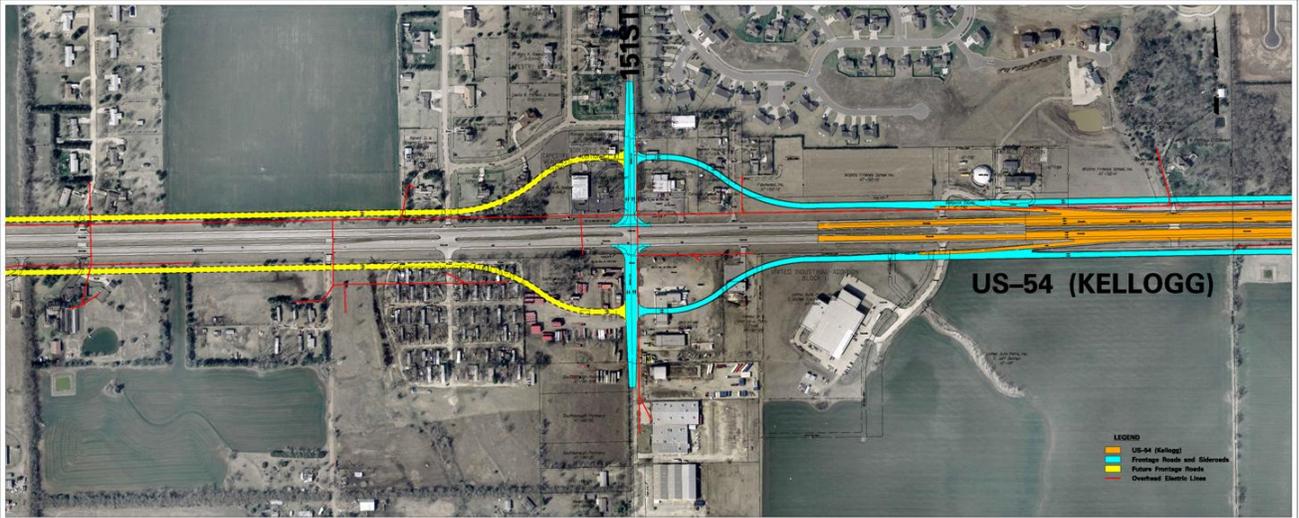
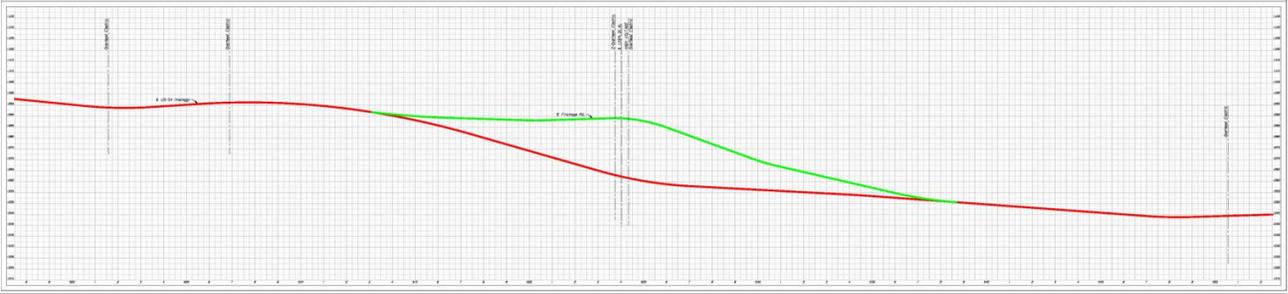
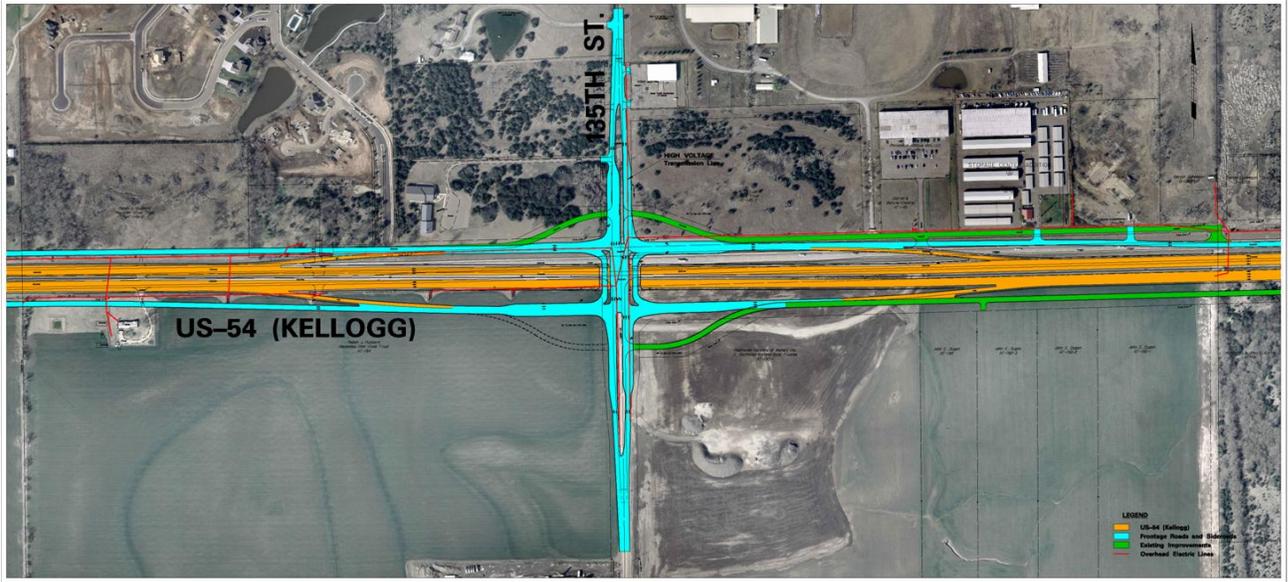
Chris Carrier
Director of Public Works
455 N. Main
Wichita, KS 67202
316-268-4422

LOCATION MAPS



SITE VIEWS





APPROPRIATIONS REQUEST FORM FOR FEDERAL LEGISLATION – FY2011

Project

Kellogg, K-96 to Butler County Line

Goal

Allow regional economic activity by providing an appropriate transportation facility. As the major regional east-west corridor, improvements to Kellogg Avenue (US54/400) are needed to accommodate previous and future growth. This project is part of an ongoing effort to upgrade Kellogg Avenue (US54/400) to a freeway standard through the cities of Goddard, Wichita, and Andover.

Background

This roadway was constructed when this area was rural. It is becoming urban in nature. To date, \$5000 million of improvements to Kellogg (U.S. 54) in Wichita have been completed. Design of an additional \$500 million of improvements is underway using local funds. Although substantial progress has been made, local funding alone is not sufficient to complete the needed improvements to Kellogg (U.S. 54) through Sedgwick and Butler Counties. When currently programmed improvements to Kellogg (U.S. 54) are complete, this section will be the only bottleneck between Wichita and Andover.

Kellogg Avenue (US54/400) is a vital east-west route through Wichita and Sedgwick/Butler County. It is classified as an urban freeway/expressway by the Wichita Area Metropolitan Planning Organization (WAMPO). Expansion of the Kellogg Avenue (US54/400) Corridor from a four lane expressway to the six lane freeway known as the Kellogg Flyover began in 1990 through Wichita's Central Business District. Successive projects have extended the freeway section both east and west. With the completion of the Rock Road section, Kellogg Avenue (US54/400) is a 13 mile long six lane freeway from 111th Street on the west side to Cypress Road on the east side. The current four lane segment of Kellogg Avenue (US54/400) from Cypress Road to 159th Street (Butler County Line) abuts the six lane freeway on the west end. It extends east through the interchange at I-35 / Kansas Turnpike and major at-grade intersections at Webb Road and Greenwich Road to 127th Street (Project I). It continues thru the interchange at K-96 and at-grade intersections at 127th, 143rd and 159th (Project II). Given the importance of the east-west roadway as a vital link to Greater Wichita, the capacity of Kellogg Avenue (US54/400) has been the object of past studies.

On October 7, 1997 the Wichita-Sedgwick County Metropolitan Area Planning Department published *2030 Traffic Projections – East & West Kellogg*. Using various straight line traffic projections and growth rates, the projections indicated that segments of East Kellogg Avenue (US54/400) would need to be upgraded by Year 2030. Updates by the project team in 2009, indicated that this section is already beyond capacity.

Published studies of economic growth, including increases in population and housing, have indicated projected increases in related traffic on Kellogg Avenue (US54/400) in general and East Kellogg Avenue (US54/400) in particular. For example, the *U.S. 54 Highway Alignment Report* for Butler County and Andover, KS completed in September 2002 indicated the need for an ultimate six lane configuration for Kellogg Avenue (US54/400). Further, it indicated that traffic projections for the East Kellogg Avenue (US54/400) study area would exceed current capacity by 2010 and upgrading to freeway standards was recommended.

In response to the continued growth of East Wichita, which is straining the current transportation infrastructure of the Kellogg Avenue (US54/400) corridor, the City of Wichita, Kansas has initiated final design for approximately 2.5 miles of Kellogg Avenue (US54/400) from Cypress Road to 127th Street and right-of-way plans from 127th to 159th. As the major regional east-west corridor, improvements to Kellogg Avenue (US54/400) are needed to accommodate future growth. The current facilities are a restriction on economic activity.

On December 4, 2007, the City of Wichita initiated the final design with other local, regional, state, and national partners for a Kellogg Avenue (US54/400) freeway from Cypress to 127th St. East (Project I). A second project was initiated at the same time to develop right-of-way plans for East Kellogg Avenue (US54/400) from 127th St East to 159th St. East (Project II). On April 14, 2009 Andover began developing concepts from 159th St. East to one half mile East of Prairie Creek Road. Field check plans have been completed through the city of Goddard in 2008. These projects are part of an ongoing effort to upgrade East Kellogg Avenue (US54/400) to a freeway standard through the cities of Goddard, Wichita, and Andover. Although design is proceeding, none of these projects currently have funding committed for right of way or construction.

Previous Awards

No previous awards have been made toward this project.

Proposal

The emphasis for improving Kellogg Avenue (US54/400) to a freeway started back in the mid 1980's. A referendum was approved by the voters in 1985 and with it a sales tax of one cent. Both the City of Wichita and Sedgwick County governing bodies made the commitment that the sales tax increase would be used to eliminate traffic signals on Kellogg Avenue (US54/400) and upgrade it from an arterial street to freeway standards. The City of Wichita has committed one half of its portion of the sales tax toward transportation improvements and half for property tax reduction. Continuing the conversion of the expressway street to a freeway is the fulfillment of that commitment. The funding is in place to fund the design. The rest of the sales tax proceeds are committed to paying bonds from earlier projects. Lacking other funding partners, the earliest this first section of this project can be constructed is 2028, when sufficient bonds for earlier sections are paid down. To expedite right of way acquisition and construction on the most urgent section, \$100 million is requested. Amounts as low as \$ 2 million, could be used for right of way acquisition.

Benefits

Reconfiguration of this corridor will:

- Reduce traffic congestion and improve traffic safety for motorists traveling on Kellogg (U.S. 54).
- Reduce air pollution associated with traffic congestion.
- Contribute to expanded economic development in East Wichita.

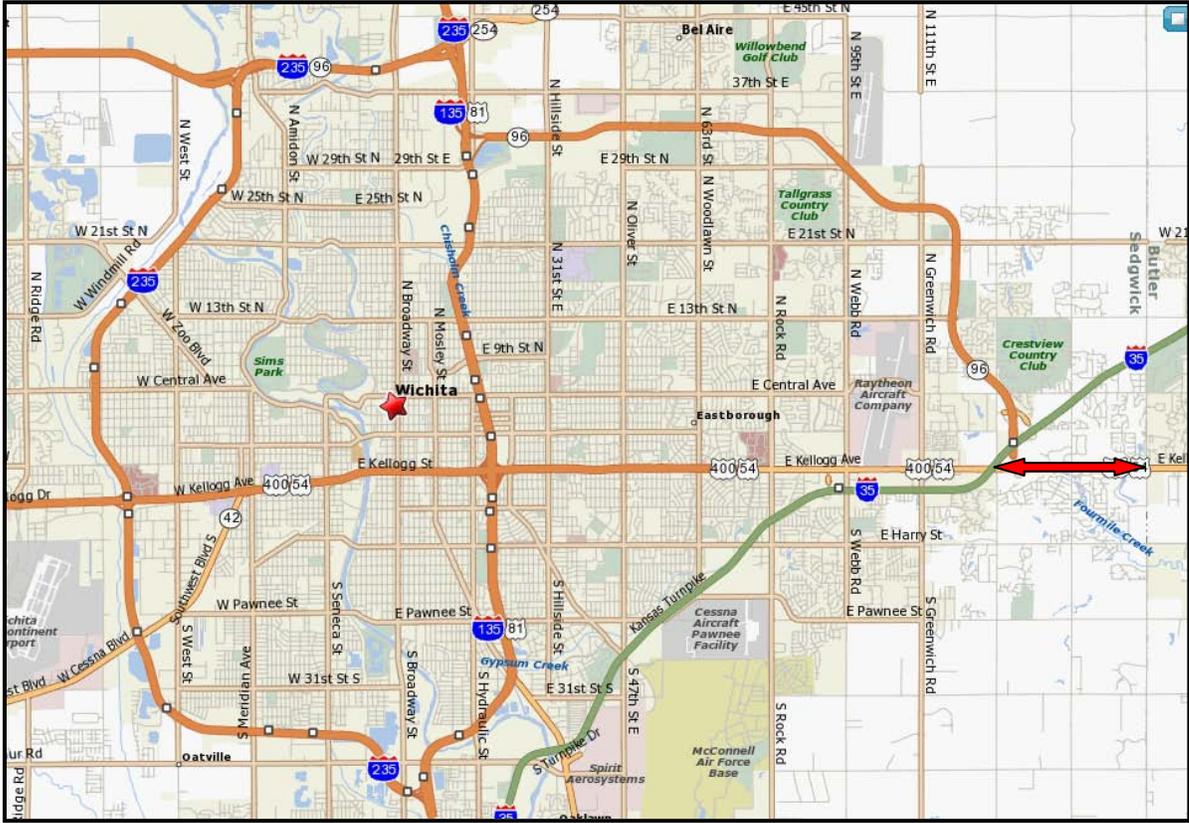
Costs

The estimated cost to convert Kellogg from K-96 to the Butler County line from an expressway to a freeway is \$230 million.

Contact

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LOCATION MAP



SITE VIEW

