

TECHNICAL ADVISORY COMMITTEE

Call to Order/Opening Business

1. Roll Call
2. Approval of Minutes for June 10, 2021
3. Public Comment

Discussion/Non-Action Items

1. Futures 2045, Metropolitan Transportation Plan (MTP) Update: JEO Consultants
 - a. Initial Plan overview; Review of Goals and Objectives

Action Items

1. TIP Amendment #4: (Attached) Carlton Scroggins
 - a. KA-6232-01: Discovery Phase culvert #512 (I-70) in Shawnee Co. **(New Project)** KDOT
 - b. KA-6244-01: Mill and Overlay K-4 in Shawnee Co. (1R Project) **(New Project)** KDOT
 - c. KA-6393-01: US-24 & Rochester Rd.: Mill & Overlay **(New Project)**
 - d. C-5033-01: Shawnee Co. Interconnected Signalized Intersections **(Administrative Revision)**
 - e. KA-1266-04: Polk-Quincy Viaduct (PQV) Approach roadway: Cost increase and phase years updated **(Amended Project)**
 - f. KA-1266-06: PQV ROW acquisition and Demolition/Construction: Cost increase and phase years updated **(Amended Project)**
2. MTP Amendment #1: (Attached) Carlton Scroggins
 - a. Reflect budget increase in constraint years due to PQV scheduling changes and cost increases.

Quick Updates

1. Transportation Safety Team
2. US-75/I-70 Corridor North Flyover/Drury Ln. Exit
3. BCBS Grant: Survey (Taylor)
4. TAC Vice Chair

Adjourn



CITY OF TOPEKA
**METROPOLITAN TOPEKA PLANNING ORGANIZATION
TAC**



Technical Advisory Committee

M I N U T E S

Thursday, June 10, 2021

Voting Members present: Kristi Wilson, KDOT; Andy Fry, TMTA; Carlton Scroggins, COT/MTPO; Randy Anderson, SNCO Planning; James Jackson, COT Public Works; Kristi Ericksen, COT Traffic Engineer (6)

Voting Members Absent: Bill Fiander, COT Planning; Steve Baalman, KDOT; Curt Niehaus, SNCO Public Works (3)

City of Topeka Staff Present: Taylor (Ricketts) Wolfe & Kris Wagers, Topeka Planning

Roll Call

The meeting was held via Zoom video conference and called to order by Chairperson Kristi Wilson with 6 members present for a quorum.

Approval of minutes for April 8, 2021 – Motion by Mr. Jackson, 2nd by Ms. Ericksen; APPROVED 6/0/0

Public Comment – none

TIP Amendment #3 – staff requesting authorization to put the amendment out for public comment.

Ms. Wilson introduced the amendment and began reviewing the individual items.

1. KA-1266-04 I-70 Polk/Quincy Viaduct & Approach Roadway: (**Amendment-28%** cost increase) KDOT
2. KA-1266-06 I-70 Polk/Quincy Viaduct: ROW/Building Demolition: (**Amendment-85%** cost increase) KDOT

Mr. Fry expressed concern about the fact that it's unclear as to what changes are that call for the increases to #1 and #2. Nobody from KDOT was logged in that could answer questions about the changes. There was considerable discussion and concern among TAC members about whether the scope of the Polk Quincy Viaduct project is changing. Ultimately it was agreed that additional information from KDOT is needed. It was agreed that the amendment could be approved to go out for public comment with the understanding that KDOT will provide the requested information. It is to be sent by MPO staff to members of TAC and Policy Board and placed on the MPO website and on TopekaSpeaks for review by the public.

3. TE-0494-01 10th St. Shared Use Path (Revision) City
4. TE-0503-01 Robinson Trail Extension: (Completes Deer Creek Southern portion): (Revision) County
5. TE-0505-01 Bikeways Master Plan Phase IV (pt.1): (Revision-Let moved from 2021 to 2022) City
6. TE-0505-02 Bikeways Master Plan Phase IV (pt.2): (Revision-Let moved from 2021 to 2022) City
7. TE-0505-03 Bikeways Master Plan Phase IV (pt.3): (Revision-Let moved from 2021 to 2022) City

Mr. Scroggins reviewed revisions 3-7 and took questions as they arose.

DRAFT

Ms. Wilson explained to the committee that what they are voting on today is whether the amendment can go out for public comment. It does not mean there are no questions or concerns about the amendment. Ultimately it will be up to the Policy Board to review and decide whether or not to approve the amendment. Ms. Ericksen and others expressed concern especially in regard to whether there had been a change in the scope of the project and discussion which had not been relayed to the City. Mr. Jackson explained that he has information from KDOT regarding buildings that need to be acquired by the state and likely demolished and that could shed light on the reason for the cost increase.

Motion to approve to go out for public comment with the stipulation that TAC members must receive additional information regarding items 1 and 2 of the TIP amendment, especially concerning any change in scope and locations that are part of the right of way. The same information is to be provided to Policy Board and included with information that is published and advertised as being out for public comment. **Second** by Andy Fry. **APPROVED** 6-0-0

If concerns continue once additional information has been provided, TAC members should attend the Policy Board meeting and express their concerns there.

Discussion/Non-Action Item: Back-in Parking Policy

Ms. Wolfe and Mr. Fry explained that CSAC is wanting to explore the possibility of a back-in parking policy. They are wanting to be sure that this is something TAC would be okay with and could potentially support, depending on their findings.

TAC members expressed no concern or objections to the possibility of CSAC exploring and writing a draft policy for staff and MPO to consider. Ms. Ericksen stated that she felt it appropriate for the research and beginning draft to come through MPO. Mr. Fry provided some background information as to why this is something CSAC is interested in, stating that they'd like decisions to be based on science and metrics rather than public opinion. Mr. Jackson encouraged Mr. Fry to look at other cities who have implemented back-in parking for input from them.

Mode/location of future TAC meetings

Mr. Scroggins explained that it has once again become possible to meet in person if that is the preference of the committee. City boards and commissions are being allowed to decide for themselves whether they wish to return to meeting in person or prefer to continue meeting by Zoom. Hybrid meetings are not an option; the committee is being asked to choose one or the other. Although this was not on the agenda as an action item, members agreed that meeting via Zoom is working well and should continue for now. Ms. Cochran with FHWA pointed out that the Zoom meetings allow some who couldn't attend in person to participate. Mr. Jackson noted that it allows more flexibility and leaves more time for other things when you don't have to worry about travel time, etc.

It was agreed that TAC meetings will continue via Zoom until or unless the committee decides it is no longer the best option.

MTP Update

Mr. Scroggins stated that staff has had an initial meeting with the chosen consultants (JEO) and the project is underway. JEO anticipates being able to meet the target completion date of June 2022.

Cost Share Grant Award

Ms. Wolfe explained that staff applied for and received cost share grant funds for the 8th Street project of creating a bike lane from Topeka Blvd to Madison. The project will include lane diet with buffered bike lane with

mill and overlay and signal modifications. Grant funds awarded were \$763k and the City will contribute an additional 20%.

Safety Advisory Committee

Formation of the committee is in progress. They had a “pre-meeting” that included discussion about the potential function of the committee, structure, and membership. They will meet again in July.

The meeting adjourned at 3:33PM



TRANSPORTATION
IN MOTION

TIP 2021-2024 AMENDMENT

Amendment #4 2021-2024

Policy Board Date: 8/26/21

Projects Included:

1. KA-6232-01: Discovery Phase; Culvert #512 (I-70) in Shawnee County: (Amendment-New Project) KDOT
2. KA-6244-01: K-4 Beginning at the Wabaunsee/Shawnee County Line to Junction K-4/I-70: (Amendment-New Project) KDOT
3. KA-6393-01: US-24 & Rochester Rd. – Mill & Overlay: (New Project) KDOT
4. C-5033-01: Shawnee County Interconnected Signalized Intersections: Change Year of obligation from 2021 to 2022. (Administrative Revision) County
5. KA-1266-04: Polk Quincy Viaduct approach roadway: Revised AC conversion from FFY 2026 to FFY2025, corrected ROW conversion amount, activated the CE and Construction work phases, letting date scheduled October 2024 and increase in total project costs (due to additional work phase authorizations). Decrease ROW Federal funding from \$13,600K to \$13,500K. (Amended Project) KDOT
6. KA-1266-06: Polk Quincy Viaduct ROW/Building Demolition: Project approved for the IKE construction pipeline by Governor Kelly. Revised AC conversion FFY from 2024 to FFY 2023, activated the CE and Construction work phases, changed letting to January 2022 and increased total project costs by 14.2%. (Amended Project) KDOT



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TIP

PROJECT DATA SHEET

Amendment **2021-2024 TIP**
TIP #: 1-21-07-7 **KDOT#:** KA-6232-01
Project Type: Roadways & Bridges
Jurisdiction: KDOT
Project: Discovery Phase Culvert #512 (I-70) in Shawnee County
Fiscal Year(s): 2021-2025
Location: Culvert #512 on I-70 located at the Kansas River Drainage
Total Project Cost: \$100,000.00

PROJECT TYPES:
 Transportation Alternative;
 Roadways & Bridges;
 Transit/Paratransit

PROJECT Description and Justification: Culvert Repair Discovery Phase

REASON FOR CHANGE: New project. Authorized for PE work phase ONLY.

Please attach a map showing the location of the project

EXPENSE SUMMARY (x1000)

*Phase	Year of Obligation	Federal (\$)	State (\$)	AC?	Local(\$)	TOTAL COST (\$)	Federal Source	AC Conv. Yr.
PE	2021	\$ -	\$ 100.0	x	\$ -	\$ 100.0		
PE		\$ 90.0	\$ (90.0)		\$ -	\$ -	NHPP	2025
TOTAL		\$ 90.0	\$ 10.0		\$ -	\$ 100.0		

*PE (Preliminary Engineering & Design); ROW (Right-of-Way Acquisition); UTIL (Utility Work); Const (Construction); or CE (Construction Engineering) Other



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PROJECT DATA SHEET

New Project **2021-2024 TIP**
 TIP #: 1-21-08-1 KDOT#: KA-6244-01
Project Type: Roadways & Bridges
Jurisdiction: KDOT
Project: Mill & Overlay K-4 in Shawnee County (1R Project)
Fiscal Year(s): 2022-2024
Location: K-4: Beginning at the Wabaunsee/Shawnee County Line to
 Junction K-4/I-70
Total Project Cost: \$1,837,744.00

**PROJECT
TYPES:**
 Transportation
 Alternative;
 Roadways & Bridges;
 Transit/Paratransit

PROJECT Description and Justification: 0.5 Inch Cold Mill, 1.5 Inch Overlay and Edge Wedge on Shoulders.

REASON FOR CHANGE: New project.

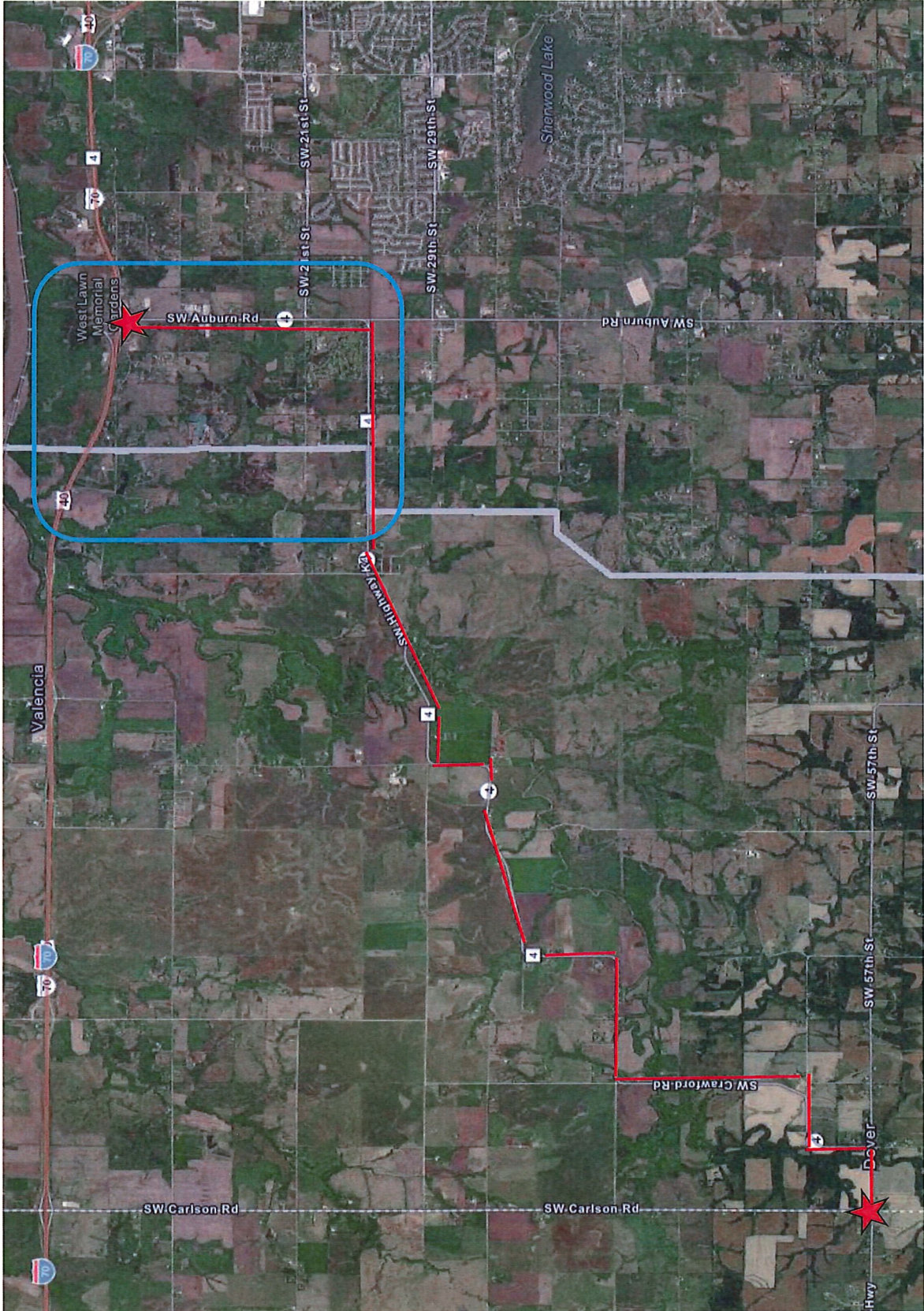
Please attach a map showing the location of the project

EXPENSE SUMMARY (x1000)

*Phase	Obligation Year (FFY)	Federal (\$)	State (\$)	AC?	Local(\$)	TOTAL COST (\$)	Federal Source	AC Conv. Yr.
PE	2021	\$ -	\$ 1.0		\$ -	\$ 1.0		
CONT	2022	\$ -	\$ 1,749.3	x	\$ -	\$ 1,749.3		
CE	2022	\$ -	\$ 87.5	x	\$ -	\$ 87.5		
CONST		\$ 1,399.4	\$ (1,399.4)		\$ -	\$ -	STP	2024
CE		\$ 70.0	\$ (70.0)		\$ -	\$ -	STP	2024
TOTAL		\$ 1,469.4	\$ 368.4		\$ -	\$ 1,837.8		

*PE (Preliminary Engineering & Design); **ROW** (Right-of-Way Acquisition); **UTIL** (Utility Work); **Const** (Construction); **or CE** (Construction Engineering) **Other**

KDOT Project #: KA-6244-01





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PROJECT DATA SHEET

Amendment **2021-2024 TIP**
 TIP #: 1-21-09-1 KDOT#: KA-6393-01
Project Type: Roadways & Bridges
Jurisdiction: KDOT
Project: US-24 and N.W. Rochester Rd- Mill & Overlay in Topeka
Fiscal Year(s): 2021-2024
Location: US-24: From 550 feet west of N.W. Rochester Road east to
 1,130 feet east of N.W. Rochester Road in Topeka
Total Project Cost: \$1,033,560

**PROJECT
TYPES:**
 Transportation
 Alternative;
 Roadways & Bridges;
 Transit/Paratransit

PROJECT Description and Justification: 7-inch Mill and 7-inch Overlay.

REASON FOR CHANGE: New project.

Please attach a map showing the location of the project

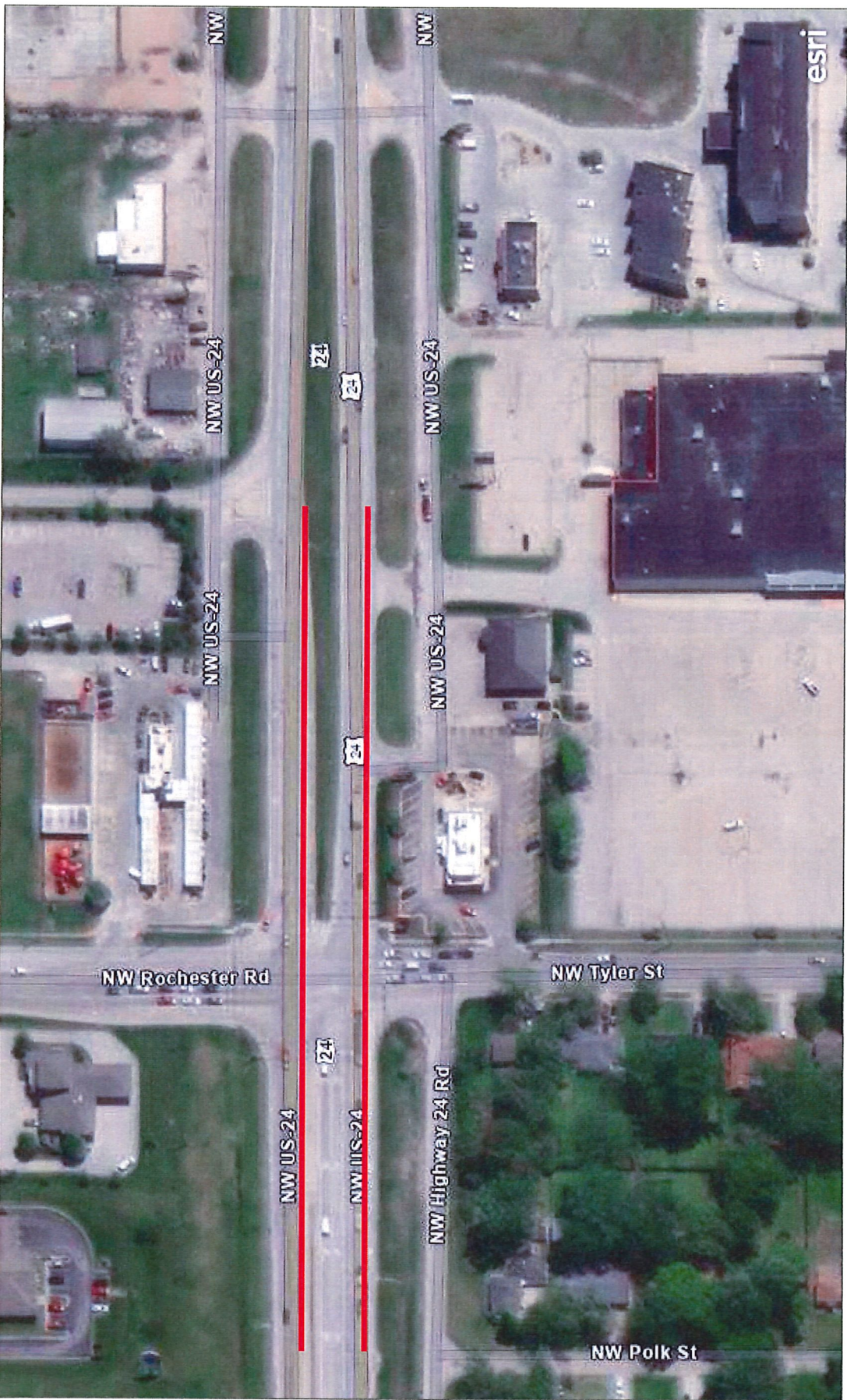
EXPENSE SUMMARY (x1000)

*Phase	Obligation Yeare (FFY)	Federal (\$)	State (\$)	AC?	Local(\$)	TOTAL COST (\$)	Federal Source	AC Conv. Yr.
PE	2021	\$ -	\$ 4.8		\$ -	\$ 4.8		
ROW		\$ -	\$ -		\$ -	\$ -		
UTIL		\$ -	\$ -		\$ -	\$ -		
CONT	2022	\$ -	\$ 957.0	x	\$ -	\$ 957.0		
CE	2022	\$ -	\$ 71.8	x		\$ 71.8		
CONST		\$ 765.6	\$ (765.6)		\$ -	\$ -	NHPP	2024
CE		\$ 57.4	\$ (57.4)		\$ -	\$ -	NHPP	2024
TOTAL		\$ 823.0	\$ 210.6		\$ -	\$ 1,033.6		

*PE (Preliminary Engineering & Design); ROW (Right-of-Way Acquisition); UTIL (Utility Work); Const (Construction); or CE (Construction Engineering) Other

KA-6393-01
US-24 and N.W. Rochester Rd- Mill & Overlay in Topeka

Transportation Planning - State System Map



Map created of top highway assets planners want to see.

Bureau of Transportation Planning, Kansas Department of Transportation | Bureau of Transportation Planning, Kansas Department of Transportation and Metropolitan Planning Organizations | KDOT | Bureau of Transportation Planning, Kansas Department of Transportation | Bureau of Design Bridge Management and Bureau of Transportation Planning, Kansas Department of Transportation | Bureau of Transportation Planning, and Bridge Management, Bureau of Design, Kansas Department of Transportation | KDOT ESRI | Kansas Department of Transportation | Maxar, Microsoft | Esri Community Maps Contributors, City of Topeka, KS, Missouri Dept. of Conservation, Missouri DNR, BuildingFootprintUSA, Esri, HERE, Garmin, SafeGraph, INCREMENT P, METI/NASA, USGS, EPA, NPS, US Census Bureau, USDA



Administrative Modification **2021-2024 TIP**

TIP #: 2-19-02-2 **KDOT#:** C-5033-01
Project Type: Roads & Bridges
Jurisdiction: County
Project: Shawnee Co. Interconnected Signalized Intersections
Fiscal Year(s): 2020-2022
Location: Shawnee County: Topeka Blvd at 57th, University & Gary Ormsby
Total Project Cost: \$1,163,989.00

PROJECT TYPES:
 Transportation Alternative.
 Roadways & Bridges;
 Transit/Paratransit

PROJECT Description and Justification: Upgrade traffic signals with protected lefts for RR Crossing and at intersections with left turn bays.

REASON FOR CHANGE: Change Year of Obligation from Federal Fiscal Year (FFY) 2021 to 2022 for CONST and CE work phases. No change in project costs.

Please attach a map showing the location of the project

EXPENSE SUMMARY (x1000)



*Phase	Year of Obligation	Federal (\$)	State (\$)	AC?	Local(\$)	TOTAL COST (\$)	Federal Source	AC Conv. Yr.
PE	2020	\$ 87.3	\$ -		\$ 9.7	\$ 97.0	HSIP	
CONT	2022	\$ 873.0	\$ -		\$ 97.0	\$ 970.0	HSIP	
CE	2022	\$ 87.3	\$ -		\$ 9.7	\$ 97.0	HSIP	
TOTAL		\$ 1,047.6	\$ -		\$ 116.4	\$ 1,164.0		

*PE (Preliminary Engineering & Design); **ROW** (Right-of-Way Acquisition); **UTIL** (Utility Work); **Const** (Construction); **or CE** (Construction Engineering) **Other**

C-5033-01 Upgrade Traffic Signals on S.Topeka Blvd @ 57th,University, & Gary Ormsby



Legend

-  Bridge__250
-  City Limits



PROJECT DATA SHEET

Administrative Modification **2021-2024 TIP**

TIP #: 1-16-02-01 **KDOT#:** KA-1266-04

Project Type: Roadways & Bridges

Jurisdiction: KDOT

Project: I-70 Polk/Quincy Viaduct & Approach Roadway

Fiscal Year(s): 2021-2025

Location: I-70 Polk/Quincy Viaduct & Approach Roadway, Topeka, Kansas (West Phase)

Total Project Cost: \$290,800,001.00

PROJECT TYPES:
Transportation Alternative;
Roadways & Bridges;
Transit/Paratransit

PROJECT Description and Justification: Reconstruct I-70 to 6 lanes on a partial offset alignment.

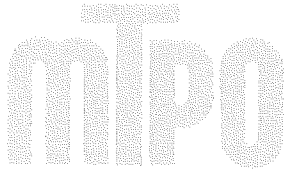
REASON FOR CHANGE: Project approved for the IKE construction pipeline by Governor Kelly. Revised AC conversion from FFY 2026 to FFY 2025, corrected ROW conversion amount, activated the CE and Construction work phases, letting date scheduled October 2024 and increase in total project costs (due to additional work phase authorizations).

Please attach a map showing the location of the project

EXPENSE SUMMARY (x1000)

*Phase	Obligation Year (FFY)	Federal (\$)	State (\$)	AC?	Local(\$)	TOTAL COST (\$)	Federal Source	AC Conv. Yr.
PE	2021	\$ -	\$ 10,000.0	x	\$ -	\$ 10,000.0		
ROW	2022	\$ -	\$ 15,000.0	x	\$ -	\$ 15,000.0		
UTIL	2022	\$ -	\$ 25,000.0	x	\$ -	\$ 25,000.0		
CONT	2024	\$ -	\$ 224,000.0	x	\$ -	\$ 224,000.0		
CE	2024	\$ -	\$ 16,800.0	x	\$ -	\$ 16,800.0		
PE		\$ 9,000.0	\$ (9,000.0)		\$ -	\$ -	NHPP	2025
ROW		\$ 13,500.0	\$ (13,500.0)		\$ -	\$ -	NHPP	2025
UTIL		\$ 22,500.0	\$ (22,500.0)		\$ -	\$ -	NHPP	2025
CONST		\$ 201,600.0	\$ (201,600.0)		\$ -	\$ -	NHPP	2025
CE		\$ 15,120.0	\$ (15,120.0)		\$ -	\$ -	NHPP	2025
TOTAL		\$ 261,720.0	\$ 29,080.0		\$ -	\$ 290,800.0		

*PE (Preliminary Engineering & Design); ROW (Right-of-Way Acquisition); UTIL (Utility Work); Const (Construction); or CE (Construction Engineering) Other



PROJECT DATA SHEET

Amendment	2021-2024 TIP
	TIP #: 1-21-01-1 KDOT#: KA-1266-06
Project Type:	Roadways & Bridges
Jurisdiction:	KDOT
Project:	I-70 Polk/Quincy Viaduct: ROW/ Building Demolition
Fiscal Year(s):	2021-2023
Location:	I-70 Polk/Quincy Viaduct: from Topeka Boulevard to Kansas Ave. in Topeka
Total Project Cost:	\$26,080,000

PROJECT TYPES:
Transportation
Alternative;
Roadways & Bridges;
Transit/Paratransit

PROJECT Description and Justification: ROW Acquisition, Building Demolition, Archeological Survey and Investigation and Utility Relocations

REASON FOR CHANGE: Project approved for the IKE construction pipeline by Governor Kelly. Revised AC conversion FFY from 2024 to FFY 2023, activated the CE and Construction work phases, changed letting to January 2022 and increased total project costs by 14.2%.

Please attach a map showing the location of the project

EXPENSE SUMMARY (x1000)

*Phase	Year of Obligation	Federal (\$)	State (\$)	AC?	Local(\$)	TOTAL COST (\$)	Federal Source	AC Conv. Yr.
PE	2021	\$ -	\$ 240.0	x	\$ -	\$ 240.0		
ROW	2022	\$ -	\$ 22,500.0	x	\$ -	\$ 22,500.0		
UTIL	2022	\$ -	\$ 100.0	x	\$ -	\$ 100.0		
CONT	2022	\$ -	\$ 3,000.0	x	\$ -	\$ 3,000.0		
CE	2022	\$ -	\$ 240.0	x	\$ -	\$ 240.0		
PE		\$ 216.0	\$ (216.0)		\$ -	\$ -	NHPP	2023
ROW		\$ 20,250.0	\$ (20,250.0)		\$ -	\$ -	NHPP	2023
UTIL		\$ 90.0	\$ (90.0)		\$ -	\$ -	NHPP	2023
CONST		\$ 2,700.0	\$ (2,700.0)		\$ -	\$ -	NHPP	2023
CE		\$ 216.0	\$ (216.0)		\$ -	\$ -	NHPP	2023
TOTAL		\$ 23,472.0	\$ 2,608.0		\$ -	\$ 26,080.0		

*PE (Preliminary Engineering & Design); ROW (Right-of-Way Acquisition); UTIL (Utility Work); Const (Construction); or CE (Construction Engineering) Other

KA-1266-U4 & KA-1266-U0



Funding Summary Table 2021 through 2024									
Metropolitan Topeka Planning Organization									
MTPO Metropolitan Planning Area									
Kansas Department of Transportation, Shawnee County, City of Topeka, and the Topeka Metropolitan Transit Authority									
		2021	2022	2023	2024	Totals		Anticipated Minus Programmed	
Anticipated Funding									
Road and Bridge									
Local		\$ 57,171,025	\$ 50,728,054	\$ 49,602,018	\$ 37,862,322	\$ 195,363,418	\$	141,593,918	
State		\$ 11,921,500	\$ 44,772,800	\$ 45,444,392	\$ 240,800,000	\$ 342,938,692	\$	45,444,392	
Federal		\$ 5,815,866	\$ 5,903,104	\$ 38,700,300	\$ 6,081,525	\$ 56,500,795	\$	1,571,795	
Sub-Totals		\$ 74,908,391	\$ 101,403,958	\$ 133,746,710	\$ 284,743,847	\$ 594,802,906	\$	188,610,106	
Transit									
Local		\$ 6,800,000	\$ 6,900,000	\$ 7,000,000	\$ 7,100,000	\$ 27,800,000	\$	26,863,300	
State		\$ 800,000	\$ 800,000	\$ 800,000	\$ 800,000	\$ 3,200,000	\$	3,200,000	
Federal		\$ 2,500,000	\$ 2,600,000	\$ 2,700,000	\$ 2,800,000	\$ 10,600,000	\$	8,694,500	
Sub-Totals		\$ 10,100,000	\$ 10,300,000	\$ 10,500,000	\$ 10,700,000	\$ 41,600,000	\$	38,757,800	
Totals		\$ 85,008,391	\$ 111,703,958	\$ 144,246,710	\$ 295,443,847	\$ 636,402,906	\$	38,757,800	
Programmed Expenditures									
Road and Bridge									
Local		\$ 23,761,000	\$ 14,386,000	\$ 8,330,000	\$ 7,292,500	\$ 53,769,500	\$		
State		\$ 11,921,500	\$ 44,772,800	\$ -	\$ 240,800,000	\$ 297,494,300	\$		
Federal		\$ 7,077,100	\$ 6,859,200	\$ 38,700,300	\$ 2,292,400	\$ 54,929,000	\$		
Sub-Totals		\$ 42,759,600	\$ 66,018,000	\$ 47,030,300	\$ 250,384,900	\$ 406,192,800	\$		
Transit									
Local		\$ 42,000	\$ 894,700	\$ -	\$ -	\$ 936,700	\$		
State		\$ -	\$ -	\$ -	\$ -	\$ -	\$		
Federal		\$ 167,700	\$ 1,737,800	\$ -	\$ -	\$ 1,905,500	\$		
Sub-Totals		\$ 209,700	\$ 2,632,500	\$ -	\$ -	\$ 2,842,200	\$		
Totals		\$ 42,969,300	\$ 68,650,500	\$ 47,030,300	\$ 250,384,900	\$ 409,035,000	\$		

Notes for Funding Programmed in the TIP

¹ This table includes all of the forms of anticipated funding listed herein including local funds in excess of what is needed to match federal and state funding sources.

² Each proposed project for the TIP is placed into the TIP tables only after the project sponsor meets with the MTPO staff and identifies its funding sources.

³ State Funding includes funds anticipated to be converted to Federal Funds at a later date.

⁴ This table includes Active Project Work Phases ONLY



TRANSPORTATION
IN MOTION

Futures 2040

MTP AMENDMENT

Amendment #1

Policy Board Date: 8/26/21

Projects Included:

1. **MTP Budget Forecast Modifications:** With the selection of the Polk Quincy Viaduct (PQV) CE and construction phases of the West portion (Phase I) being approved for the Development Pipeline of the new 10-year Eisenhower Legacy Transportation Program known as IKE, an amendment to the MTP is necessary. The expectation now, is that Phase I (PE and construction) of the PQV project which is currently in the MTP at an estimated project total cost of \$224,161,000 spread among the time frames of 2017-2020, 2021-2025 and 2025-2030 will need to be modified. The updated total cost is now \$316,880,000 and the PE/construction phases will now need to be consolidated within the 2021-2025 time frame, thus precipitating this amendment. These changes are in accordance with demonstrating budgetary constraint for the first 10-years of projects within the MTP and subsequently with the current TIP. The PQV project phase I is represented as projects KA-1266-04 and KA-1266-06 in the current 2021-2024 TIP.



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KA-1266-04: I-70 Polk/Quincy Viaduct & Approach Roadway

Reconstruct I-70 to 6 lanes on a partial offset alignment for West Phase (I-70 from MacVicar Ave. east to 4th Street)

KA-1266-06: I-70 Polk/Quincy Viaduct: ROW/ Building Demolition

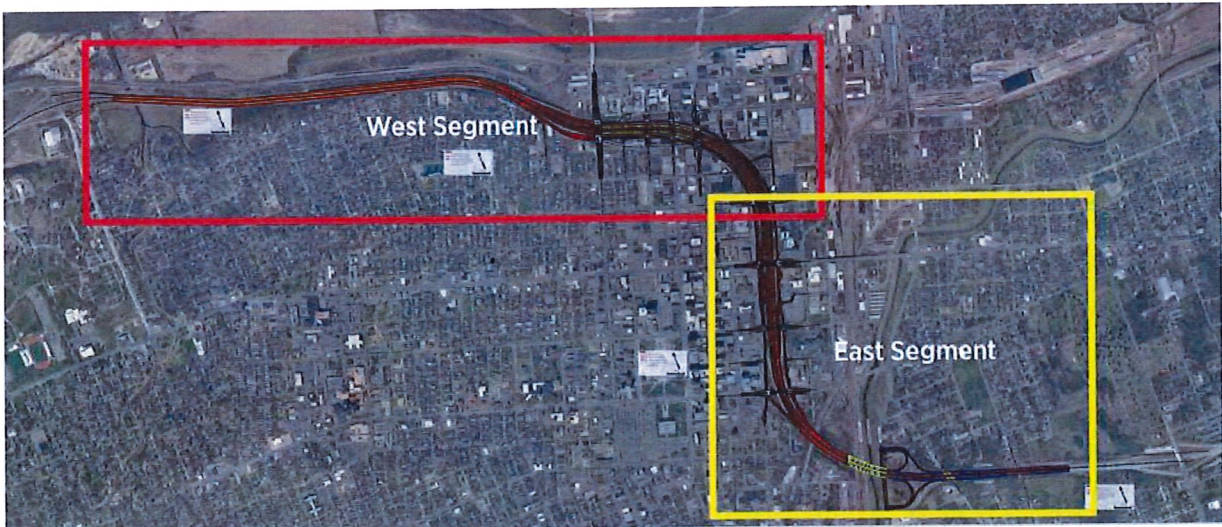
ROW Acquisition, Building Demolition, Archeological Survey and Investigation and Utility Relocations (I-70 from Topeka Boulevard to Kansas Ave.

Background

In 2011, KDOT, the City of Topeka, and the MTPO completed a concept study that explored options to improve I-70 from MacVicar Avenue, through downtown, to east of the Adams Street interchange. The study and design were initiated to address the age and condition of the viaduct, the number and types of crashes that were occurring, growing congestion during peak periods, examine more logical connections between I-70 and the city street system and to update the geometric characteristics of the highway.

The preferred alternative from the study recommended reconstructing I-70 to meet current highway design criteria, improve traffic flow, improve safety, and provide more logical connections to city streets serving Downtown, the Riverfront Area, North Topeka, and East Topeka. The preferred alternative proposed reconstructing the I-70 Polk-Quincy Viaduct on an offset alignment allowing traffic to continue to use the existing viaduct during construction. It was suggested the roadway improvements be broken into two projects: MacVicar Avenue to 5th Street shown in the red box below (West Segment or Phase I) and from 5th Street to east of Adams Street, shown in the yellow box (East Segment or Phase II). Construction plans were developed to “field check” stage (preliminary design complete) but construction funds were not included in the T-WORKS transportation plan, so the project design was put on hold until funding could be identified and secured. Phase I (PE and Construction) of this project was included on the list of State Highway funded projects for the *Futures 2040: Topeka Regional Transportation Plan* (MTP) at an estimated total cost of \$224,161,000.00 spread among the time frames of 2017-2020, 2021-2025 and 2025-2030.

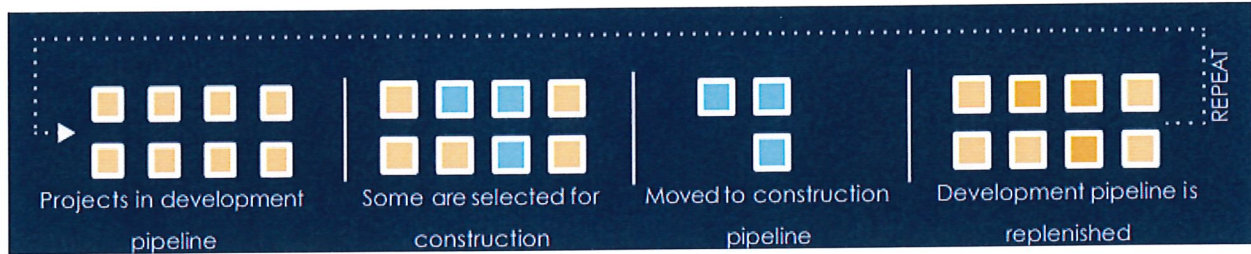
FIGURE 3.39: I-70 Polk-Quincy Viaduct Corridor – MacVicar Avenue to East of Adams Street



Source: Polk-Quincy Viaduct Corridor Study

Amendment Details

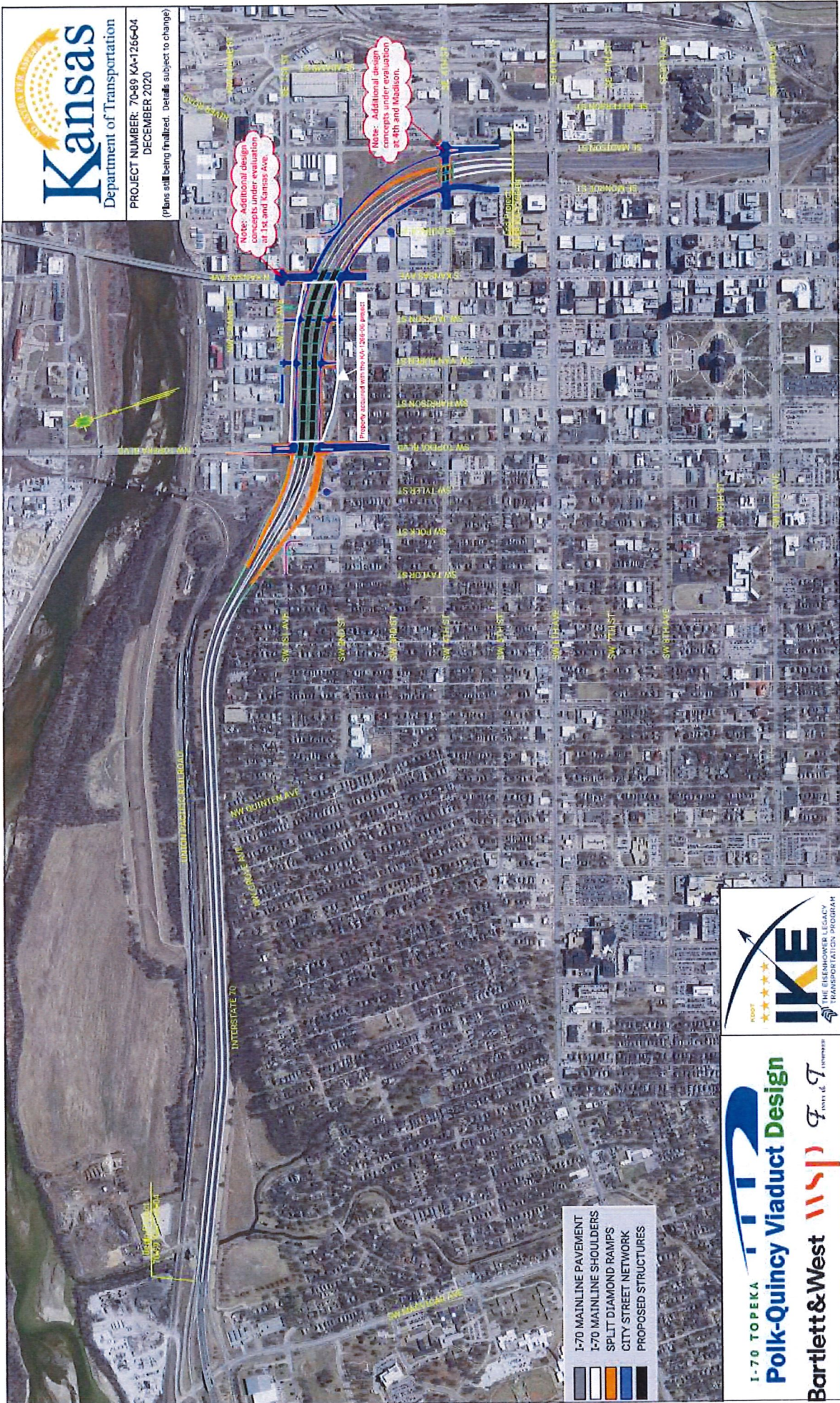
In Fall of 2020, KDOT Projects KA-1266-04 and KA-1266-06 (which include activities for Phase I of the Polk Quincy Viaduct proposed construction) were selected and approved for the Development Pipeline of the new 10-year Eisenhower Legacy Transportation Program known as IKE. To maintain a constant flow of projects under construction, while being responsive to changing community needs, IKE operates under a rolling program approach. Projects start in the development pipeline and, when ready and budget allows, are considered for the construction pipeline. Not all projects under development will make it to construction.



In July 2021, Governor Laura Kelly announced the first IKE highway modernization and expansion projects that KDOT is committing to constructing, which includes projects KA-1266-04 and KA-1266-06. In light of this announcement, all work phases for both projects have been authorized (including CONST and CE), time frames for funding obligations have moved up to 2022-2024 and some project limits were shortened to reflect the current agreement KDOT has in place with the State Historic Preservation Office (see attached project map and IKE informational sheet). An increase in total project cost for both projects (due to updated estimates or ROW costs-see below) has resulted in the need to amend the budgets and time frames for the current MTPO Transportation Improvement Plan (TIP) and MTP to ensure both documents are fiscally constrained. Since the additional funding is provided through IKE (state funding) and no additional match is required, the funding can be added to both documents without further adjustments to other projects.

TIP Amendment	KA-1266-04						Juris:	KDOT
	Obligation Year (FFY)	Federal Amount	Source	State	AC?	Local	Total	AC Conversion Year
PE	2021	\$ -		\$ 10,000.0	x	\$ -	\$ 10,000.0	
Row	2022	\$ -		\$ 15,000.0	x	\$ -	\$ 15,000.0	
Util	2022	\$ -		\$ 25,000.0	x	\$ -	\$ 25,000.0	
Const	2024	\$ -		\$ 224,000.0	x	\$ -	\$ 224,000.0	
CE	2024	\$ -		\$ 16,800.0	x	\$ -	\$ 16,800.0	
PE		\$ 9,000.0	NHPP	\$ (9,000.0)		\$ -	\$ -	2025
Row		\$ 13,500.0	NHPP	\$ (13,500.0)		\$ -	\$ -	2025
Util		\$ 22,500.0	NHPP	\$ (22,500.0)		\$ -	\$ -	2025
Const		\$201,600.0	NHPP	\$ (201,600.0)		\$ -	\$ -	2025
CE		\$ 15,120.0	NHPP	\$ (15,120.0)		\$ -	\$ -	2025
Total		\$261,720.0		\$ 29,080.0		\$ -	\$290,800.0	
	<i>(cost in thousands)</i>							
Name:	I-70 Polk/Quincy Viaduct & Approach Roadway							
Location:	I-70 Polk/Quincy Viaduct & Approach Roadway, Topeka, Kansas (West Phase) (from 0.2 mile east of I-70/MacVicar Avenue, east and south to 0.1 mile south of I-70/4th Street)							
Scope:	Reconstruct I-70 to 6 lanes on a partial offset alignment.							
Letting Date:	10/16/2024							

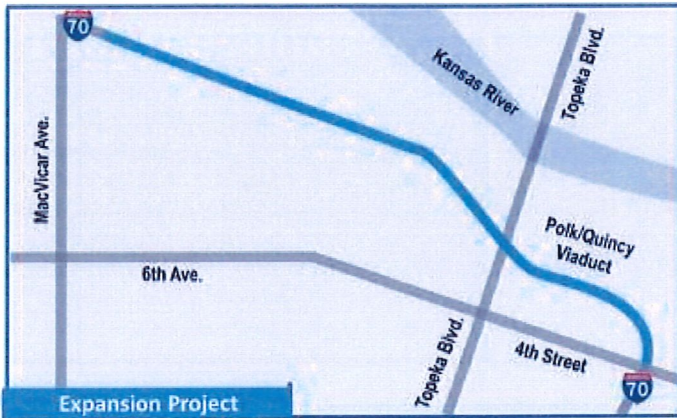
TIP Amendment	KA-1266-06						Juris:	KDOT
	Obligation Year (FFY)	Federal Amount	Source	State	AC?	Local	Total	AC Conversion Year
PE	2021	\$ -		\$ 240.0	x	\$ -	\$ 240.0	
Row	2022	\$ -		\$ 22,500.0	x	\$ -	\$ 22,500.0	
Util	2022	\$ -		\$ 100.0	x	\$ -	\$ 100.0	
Const	2022	\$ -		\$ 3,000.0	x	\$ -	\$ 3,000.0	
CE	2022	\$ -		\$ 240.0	x	\$ -	\$ 240.0	
PE		\$ 216.0	NHPP	\$ (216.0)		\$ -	\$ -	2023
Row		\$ 20,250.0	NHPP	\$ (20,250.0)		\$ -	\$ -	2023
Util		\$ 90.0	NHPP	\$ (90.0)		\$ -	\$ -	2023
Const		\$ 2,700.0	NHPP	\$ (2,700.0)		\$ -	\$ -	2023
CE		\$ 216.0	NHPP	\$ (216.0)		\$ -	\$ -	2023
Total		\$ 23,472.0		\$ 2,608.0		\$ -	\$ 26,080.0	
	<i>(cost in thousands)</i>							
Name:	I-70 Polk/Quincy Viaduct: ROW/ Building Demolition							
Location:	I-70 Polk/Quincy Viaduct: from Topeka Boulevard to Kansas Ave. in Topeka							
Scope:	ROW Acquisition, Building Demolition, Archeological Survey and Investigation and Utility Relocations							
Letting Date:	1/19/2022							





Polk-Quincy Viaduct in Topeka

July 2021



The Headlines

- Enhances safety on a heavily traveled corridor by flattening the I-70 curve near 3rd Street.
- Provides frontage road and pedestrian connections for the South Riverfront neighborhood to downtown.
- Replaces a 58-year-old viaduct requiring costly annual maintenance.
- Better “front door” to capital city.

Project Overview

Cost Estimate	\$234 million
State contribution	\$214 million
Local contribution	\$20 million
Distance	2 miles
Scope	Expands I-70 from 4-lane to 6-lane from MacVicar Ave. to Topeka Blvd. and replaces the existing viaduct and roadway to 4 th St.
Construction Letting	Calendar Year 2024

IKE Principles

PARTNERSHIPS: In addition to the City of Topeka’s funding contribution for this project, early acquisition of right of way is allowing the Kansas Historical Society to investigate a portion of the project for Old Topeka Settlement artifacts. These are just two of the many groups that will play a role in delivering the project.

In collaboration with Topeka and an array of community partners, this project sets the stage for expected increase in economic development, including along the animal health corridor (I-70 from Manhattan to Kansas City).

“Modernizing this critical piece of infrastructure to keep it safe and flowing smoothly is critical for our community. This is truly a project that has local and national benefits from its completion.”
-Brent Trout, City Manager, City of Topeka

“I served on the Project Advisory Committee in 2009-2010 and Aesthetics Committee from 2012-2014. I am particularly proud of how inclusive this process was for local residents and businesses. We wanted the result to be connected, iconic and beautiful, and we think we got it.”
- Karen Hiller, Topeka Councilwoman

For more information, please visit www.ksdot.org/ike or email ike@ks.gov. This information can be made available in alternative accessible formats by contacting the KDOT Division of Communications 785.296.3585 Voice/Hearing Impaired - 711

Historic Data for Preservation, Modernization and Expansion (PM&E)

Revenue projections for the Kansas Department of Transportation (KDOT) are based on historic and estimated data provided by KDOT for the years 1979 through 2020 for all Shawnee County. From 1979 through the T-WORKS, the current state transportation program, KDOT invested \$553.1 million in preserving, modernizing and expanding the state highway system throughout Shawnee County, including its several cities.

Figure 5.1 displays the total actual dollars spent on the state highway system in Shawnee County from 1979 through 2016 and estimated project costs from 2017 through 2020. Historic spending levels are reported as to which state program they were part of without differentiating between federal and state funding for projects. Average annual funding for state highway projects varies greatly between programs with the fluctuation in total dollars attributed to funding large scale projects on an as needed basis. In T-WORKS, the program from 2010 to 2020, KDOT committed to spending \$144.9 million on projects in Shawnee County, averaging to \$13.2 million annually.

Revenue Projection for Preservation, Modernization and Expansion (PM&E) Projects

Projections for the RTP use the average annual historic spending by KDOT in Shawnee County from 1980 through 2020, inflated by a one percent (1%) linear growth of \$168,233 per year. For convenience, the financial forecast summarized in Figure 5.2 was aggregated into 5-year blocks, except for the years from 2017 through 2020 which represent 4-years or the remainder of T-WORKS. A complete year-by-year table can be found in the Appendix.

The \$52.7 million for 2017 to 2020 have already been committed to projects as part of T-WORKS. Subtracting this from the total leaves an estimate of \$461,150,000 for future preservation, modernization and expansion projects between 2021 and 2040.

FIGURE 5.1: Historic Data for State Highway PM&E Projects (1990-2020)

State Program	Fiscal Years	Program Total	Annual Average
Comprehensive Highway Program	1990-1997	\$196,800,000	\$24,600,000
Interim Program	1998-1999	\$57,000,000	\$5,181,818
Comprehensive Transportation Program	2000-2009	\$106,000,000	\$10,600,000
T-Works	2010-2020	\$144,900,000	\$13,172,727
Amount Invested		\$504,700,000	\$13,388,636

Source: Kansas Department of Transportation

FIGURE 5.2: KDOT Highway Future PM&E Funds Forecast (2017-2040)

2017-2020	2021-2025	2026-2030	2031-2035	2036-2040	TOTAL
\$52,690,909	\$178,518,000	\$165,036,900	\$58,040,500	\$59,554,600	\$513,840,909

Source: Kansas Department of Transportation

The Plan recommends:

- Continue pavement rehabilitation and replacement for existing highways.

The Kansas Turnpike Authority has current projects that will improve traffic operations and safety at the South Topeka and East Topeka toll plazas. Planning will continue for a potential new KTA interchange at SE 29th Street.

The Plan includes:

- Construction at the south terminal during 2017 and 2018 that will re-deck and widen the turnpike bridges over Topeka Boulevard and the railroad, improve the ramps, and replace the toll plaza. This project is included on the list of funded projects.
- Construction during 2018 will replace the East Topeka toll plaza and allow “open road” tolling – drivers will no longer be required to stop; tolling will take place electronically. This project is included on the list of funded projects.

- Resurfacing of the turnpike will take place periodically and is included on the funded list.

The plan includes a minimum of \$500,000 in funding for partial preliminary engineering (PE) for a new interchange on I-470 at SE 29th Street which would provide the only break within a 6-mile stretch of Turnpike on the City’s east/southeast side primarily serving a large EJ population. At this time, no construction funding was identified for this project because the estimated cost (\$16-\$23 million) was not affordable to the region without undermining the Plan’s system preservation priorities. In addition, the project is not feasible either for the Kansas Turnpike Authority who’s own revenue analysis showed it would not sufficiently cover their cost to construct (it would cover operational costs though). Therefore, it would benefit the region’s stakeholders to initiate PE work and advance it to the point where enough design is complete to position the project as “shovel ready” and seek other local, state, or federal transportation/ economic development dollars for construction purposes.

FIGURE 7.2: State Highway Costs

State Highway Projects		2017-2020	2021-2025	2025-2030	2030-2035	2035-2040	
KDOT-1	Polk-Quincy Viaduct Phase 1 (PE)		\$10,240,000				\$10,240,000
KDOT-2	Polk-Quincy Viaduct Phase 1 (R/W, Utilities & Construction)		\$306,640,000				\$306,640,000
KDOT-3	Polk-Quincy Viaduct Phase 2						Illustrative
KDOT-4	I-70 & US-75 Corridor Study		\$500,000				\$500,000
KDOT-5	I-70 widen from 4-lanes to 6-lanes from MacVicar west to I-470						Illustrative
KDOT-6	I-70 & I-470 interchange capacity enhancement						Illustrative
KDOT-7	US-75 widen from 4-lanes to 6-lanes from I-70 north to US-24						Illustrative
KDOT-8	System Preservation Projects (I-470, US-24, US-75)			\$50,000,000	\$50,000,000	\$50,000,000	\$150,000,000
KDOT-9	O&M	\$7,156,386	\$9,867,610	\$10,892,196	\$11,916,781	\$12,941,367	\$52,774,340
KTA-1	KTA South Topeka Toll Plaza Operational Improvements	\$20,000,000					\$20,000,000
KTA-2	KTA East Topeka Toll Plaza Operational Improvements	\$18,000,000					\$18,000,000
KTA-3	Resurfacing Program		\$7,400,000		\$9,176,000	\$10,360,000	\$26,936,000
	Sub-Total	\$52,317,386	\$152,767,610	\$142,892,196	\$71,092,781	\$73,301,367	\$492,371,340