



**METROPOLITAN TOPEKA  
PLANNING ORGANIZATION**  
620 SE MADISON | TOPEKA KS  
[www.topekamtpo.org](http://www.topekamtpo.org) | 785.368.3728

Transportation  
Improvement  
Program

**TIP**

## AMENDMENT PROJECT DATA SHEET

### TIP Amendment #

TIP #: 1-19-04-3 KDOT#: KA-4942-01

Project Type: Bridge Repair

Requested by: KDOT

Project:

**3- inch Asphalt Overlay. Waterproofing Membrane on  
bridge #046 located on I-470, 0.21 mi. NW of 10th St. in  
SN Co.**

Fiscal Year(s): 2019

Total Project Cost: \$225,000

### PROJECT TYPES:

Transportation Alternative  
Roadways & Bridges  
Transit/Paratransit

### EXPENSE SUMMARY

FY	PHASE	Federal	State	A.C.	Conversion	Total Cost
2019	PE		25,000			
2019	CONST		37,000	148,000	9/2020	
2019	CE		3,000	12,000	9/2020	
<b>TOTAL</b>			<b>\$65,000</b>	<b>160,000</b>	<b>225,000</b>	

### PROJECT SUMMARY AND JUSTIFICATION:

New to TIP

### TAC RECOMMENDATION & COMMENTS:

TAC Review Data:

TAC Comments:

### PUBLIC COMMENTS:

Out for Comment:

Legal Advertising:  
Comments

Received:

Project #KA-4942-01 Bridge #046



Project Location





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## AMENDMENT PROJECT DATA SHEET

**TIP Amendment #**

**TIP #:** 1-19-03-3 **KDOT#:** KA-4943-01

**Project Type:** Bridge Repair

**Requested by:** KDOT

**Project:** Path deck & replace expansion joints on bridge #161

**Fiscal Year(s):** 2019

**Total Project Cost:** \$354,999

**PROJECT  
TYPES:**

Transportation Alternative  
Roadways & Bridges  
Transit/Paratransit

**EXPENSE SUMMARY**

FY	PHASE	Federal (NHPP)	State	Local	TOTAL COST
2019	PE		\$35,000		
2019	CONST	\$239,999	\$59,999		
2019	CE	\$16,000	\$4,000		
<b>TOTAL</b>		<b>\$255,999</b>	<b>\$63,999</b>		<b>\$354,999</b>

**PROJECT SUMMARY AND JUSTIFICATION:****TAC RECOMMENDATION & COMMENTS:**

**TAC Review Data:**

**TAC Comments:**

**PUBLIC COMMENTS:**

**Out for Comment:**

**Legal Advertising:  
Comments**

**Received:**

This aerial map displays a city area with yellow boundary lines delineating various neighborhoods and districts. The map includes the following labels:

- Streets:** US 75, US 70, 170, 170, 6th, 7th, 8th, 9th, 10th, 3rd, 4th, 5th, 6th, 7th, 8th, 9th, 10th.
- Neighborhoods/Districts:** Meadow, West Hills, Danbury, Cedar Cies, Brentwood, Whitehall, Westchester, Morningstar, Crest, Grand, West, 9th, Westlake, Rock Garden, Reimisch, Blaisdell, Zoo, Munn Memorial, Conservatory, Rose Garden, Porter, Civilian, Frazier, Saline, Watson, Cambridge, Onisell, Frazier, Saline, Watson, 10th.
- Landmarks:** Enland, private drive, private, unknown, Gage, Gage, Frazier, Saline, Watson, 10th.

[illegible]

## **Project Evaluation and Selection**

As part of the project selection process, the 2040 Metropolitan Transportation Plan (MTP) is referenced to assure that projects conform to the established goals set therein:

Cultivate, Maintain, and Enhance the Region's Economic Vitality.

1. Increase the Safety and Security of the Region's Transportation System.
2. Increase Accessibility and Mobility Choices in the Region.
3. Protect, Preserve, and Enhance the Social, Historical, and Natural Environments of the Region.
4. Promote Efficient System Management and Operation.
5. Enhance Integration and Connectivity of the Transportation System Across and Between Modes.
6. Emphasize Maintenance and Preservation of the Existing Transportation System.

The 2040 MTP contains a listing of projects that are both long range and short range priorities for the Topeka Metropolitan area. Before a project can be included in the TIP, it must first be on the MTP's List of Recommend Projects. Local governments are responsible for submitting projects in the Surface Transportation Program (STP), Transportation Alternatives (TA) and other funding categories in consultation with the MTPO and KDOT.

## **Performance Management**

### **SAFETY**

**MAP-21 Provisions:** Requires states to have a safety data system for analyses that support the Strategic Highway Safety Plan and the Highway Safety Improvement Program and to use the safety data systems to identify fatalities and serious injuries on all public roads by location and to identify location and roadway elements that pose dangers to all road users, including vehicle occupants and non-occupant roadway users (e.g. pedestrians and bicyclists) [23 U.S.C. 148 © (2)(B)(i) and (iii)]. Each MPO is required to establish performance targets for each of the Federally required performance measures to use in tracking progress toward attainment of critical outcomes for the region for the MPO. [23CFR 450.306(d)(2)(i). At present only "Safety" targets are required to be covered in the TIP. Other targets will be incorporated as they evolve in the next year.

To this end, it is the long range goal of the MTPO to reduce traffic fatalities within the MPO area. The MTPO will be researching safety strategies which will encompass education, enforcement, engineering and emergency response. Our actions will include targeted intersection safety improvements and varied education and enforcement efforts. The MTPO will also explore avenues to coordinate with its MPO planning partners, to incorporate methods of improving safety for bicyclists, pedestrians, and motorcyclists, through a combination of education, engineering and enforcement.

At present, to be in immediate compliance, the MTPO will adopt and support the safety goals set forth by the Kansas Department of Transportation (KDOT) until such time that the MTPO is able to research and set its own baseline its own goals (Target Setting). The MTPO is currently working on a Transportation Safety Plan the will help address these issues. The process will generally be a 5-step process that works as follows:

### **5-Step process**

- 1) Goal/Objectives
- 2) Performance Measures
- 3) Target Setting (evaluate programs and projects)
- 4) Allocate Resources (Budget & staff)
- 5) Measure & Report Results (Actual Performance achieved)

Achieving the best level of performance with this process depends on several factors:

- Consistency in, and understanding of, goals, objectives, performance measures, and targets;
- High-quality data to support performance management decisions;
- The ability of managers and the availability of analytic tools, to identify performance impacts of projects realistically and efficiently; and
- The ability to use performance information to make viable improvements in the transportation project selection and evaluations

The State's Safety targets that the MTPO will adhere to as well are as follows:

	2018 Projection	Initial % below Projection	2018 HSP/HSIP Target
<b>Measure</b>			
Number of Fatalities (FARS)	364	0%	364
Number of Serious Injuries (KCARS)	1202	1%	1190
Serious Injury Rate (KCARS/FHWA)	3.851	2%	3.774
Fatalities/VMT (FARS/FHWA)	1.17	1%	1.16
Non-Motorized (FARS/KCARS)	139	1%	138

The MTPO will plan and program projects to assist in achieving these State numeric targets, coordinating with both the State and public transportation providers to ensure that the targets set are consistent as much as is practical. The information contained in the above table represents 5-year averages.

***All Potential Safety Factors to be considered with respect to TIP project evaluations:***

To improve the safety of the transportation system component networks

- Number of fatalities on roadways.
- Rate of fatalities on roadways.
- Number of serious injuries on roadways.
- Rate of serious injuries on roadways.
- Number of bicycle fatalities.
- Number of railroad fatalities.
- Number of pedestrian fatalities.
- Number of drivers under the age of 21 involved in fatal crashes.
- Number of drivers over the age of 75 involved in fatal crashes.
- Number of fatalities in crashes involving blood alcohol levels of .08 or higher.