

# Metropolitan Transportation Plan (MTP) 2035 Project Application

## Sponsor Information

Project Sponsor / Agency: *City of Mulvane*

## Project Information

Project Location: Mulvane Bypass - connecting K-15 to K-53 (west of the City)

To: Ks. Hwy. 53 (by Arkansas River Bridge)

From: Ks. Hwy. 15 (near Valley Road north of Mulvane)

Project Description: The Bypass would begin at K-15 just north of town, constructing an overpass to cross the BNSF railroad near Valley Road, thence southwesterly to connect to K-53 near the Arkansas River Bridge. The two lane asphalt "rural" type road will have open ditches. The bypass would be about 1.6 miles long.

Project Purpose: The major purpose is to provide an alternative route for traffic trying to go west to I-35. Currently the only route going west of Mulvane is across multi-rail BNSF tracks on K-53. Over sixty (60) trains per day use those tracks. The trains are a mile long. These frequent long trains cause the K-53 railroad crossing to be blocked several times per day. The trains can take from 20 to 30 minutes to get through the crossing. Public safety providers (police, fire & ambulance) located in Mulvane must provide these services to a large area west of town. All public safety responders are delayed up to ½ hour when the K-53 crossing is blocked. When the crossing has to be rebuilt (about every three years due to heavy use) the crossing is completely closed for three days. All traffic is rerouted four miles north through Derby. In addition, thousands of productive man-hours are lost each year as traffic is made to wait to cross the railroad tracks.

Main Project Type: Road

Other Project Types Included: Yes

If yes to the previous question, what other project type are included?

Road:

Rail:

Bicycle / Pedestrian:

Bridge:

Intersection:

Railroad Crossing: **Yes**

Transit:

Interchange:

Travel Demand / System Management:

If project occurs on a roadway what is the facility type? Local

Anticipated Year to Start Construction: 2010-2019

Is the project listed in any WAMPO or other regional plans? No

If yes, list the name of plan(s) and page number:

## Project Cost Information

Engineering Cost: \$2,000,000.00

Annual Operating and Maintenance Cost:

\$75,000.00

Right of Way Cost: \$250,000.00

Dedicated Funding:

No

Construction Cost: \$11,000,000.00

If yes, please provide source and amount:

Total Project Cost: \$13,250,000.00

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## Measures of Effectiveness Information

All projects types were asked to completed MOEs #1 - #4. MOE #5 is for Road and Bridge; MOE #6 is for Bike / Ped; and MOE #7 is for Travel Demand / Systems Managem

1) Does the project contribute to the overall improvement of the regional transportation system? Yes

If yes, please explain: The Bypass provides an alternative route for traffic when the K-53 railroad crossing is blocked. Traffic coming from Wichita can flow unimpeded to the southwest and connect to I-35.

2) Does the project have a positive effect on air quality? Yes

If yes, please explain: The K-53 railroad crossing is blocked for 20-30 minutes several times per day. Long lines of vehicles are backed up and sit idling while waiting for the train to clear the crossing. All those vehicles are producing exhaust pollution while they wait. The bypass will allow the majority of traffic to avoid the K-53 crossing. Traffic can move continuously from K-15 to K-53 west to I-35. Reduced wait and idle time should reduce the exhaust pollution and improve air quality.

3) Does the project include facilities for, accommodate, or connect more than one mode of transportation? No

If yes, please explain:

4) Does the project address or help address a safety concern? Yes

If yes, please explain: When the K-53 railroad crossing is blocked emergency service vehicles (police, fire & ambulance) are delayed 20-30 minutes in responding to those calls for help. Lives and property are at risk by that extra 20-30 minute response time.

5) Does the project address a regional issue that is addressed in a WAMPO plan? No

If yes, please explain:

6) Is the project on a route identified in the WAMPO Regional Pathway System Plan (RPSP) and identified as a priority missing link? Does the project connect existing pathways? No

If yes, please explain:

7) Does the project address congestion and is identified in the WAMPO Congestion Management Process (CMP) and/or Intelligent Transportation Systems Regional Architecture (ITS-RA)? Yes

If yes, please explain: When the K-53 railroad crossing is blocked several times per day for 20-30 minutes; that is a congestion issue. The bypass will allow the majority of traffic to avoid the frequently blocked crossing and move smoothly from K-15 west to I-35.

## Additional Information

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