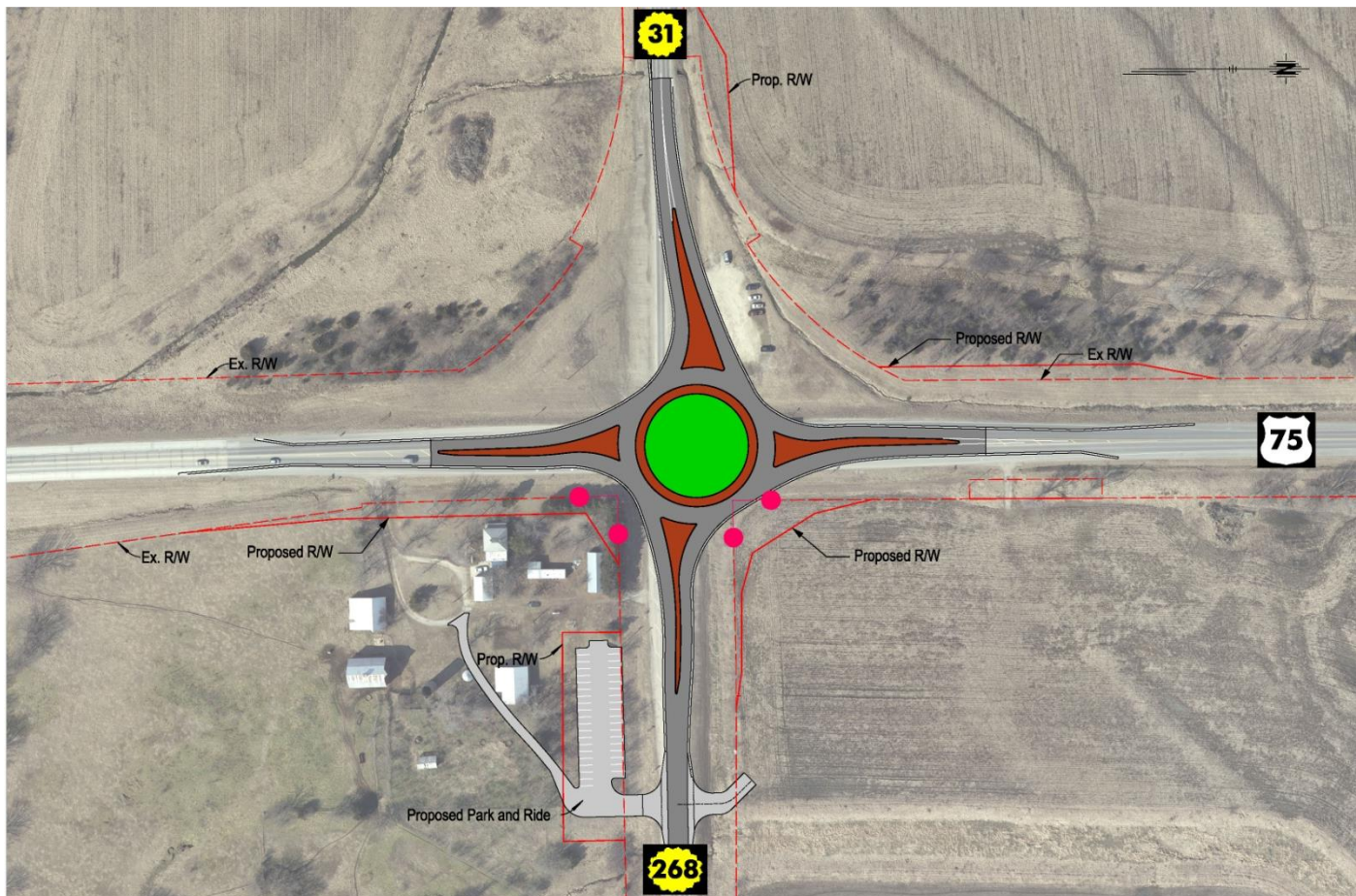


The proposed improvements at the intersection of U.S. 75 and K-31/K-268 are being designed and constructed in response to residents of the surrounding communities requesting a “safer type of intersection.” The crash history at the intersection from January 2004 to August 2009 totals 24 crashes, including one fatality and 15 that resulted in injuries. The roundabout is designed to address these safety concerns. A national study conducted by the Transportation Research Board in 2007 documented a reduction of 35% in total crashes, and 76% in injury and fatality crashes, when an intersection is converted to a roundabout.

This roundabout is designed to accommodate oversized trucks, or “superloads.” U.S. 75 is a north-south corridor through Kansas for these large trucks, including equipment such as turbines and blades for the wind energy industry. This roundabout can accommodate current wind energy industry trucks, as well as standard load lengths up to 80 feet. It can also accommodate specialty carriers with rear steering at lengths of 195 feet or longer.

This roundabout project also includes a new park and ride facility on the southeast corner of the intersection that will be accessible from K-268. This project is funded by T-WORKS, the transportation program passed by the Kansas Legislature in May 2010. Find out more about this and other T-WORKS projects at: <http://kdotapp.ksdot.org/TWorks/>. Construction is scheduled to begin in Fall 2013 with a completion date in late Fall 2014.

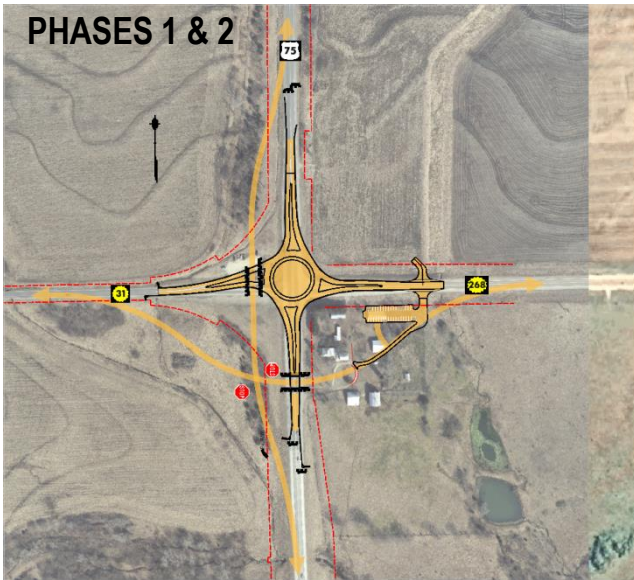


For questions or more information contact:

Carla P. Anderson, P.E.
Project Manager
Kansas Dept. of Transportation
700 SW Harrison, 6th Floor
Topeka, KS 66603
(785) 296-0357
carlaa@ksdot.org

Kimberly K. Qualls
NE Kansas Public Affairs Manager
Kansas Dept. of Transportation
121 SW 21st Street
Topeka, KS 66612
(785) 296-0192
kqualls@ksdot.org

Steve Baalman, P.E.
Area Engineer
Kansas Dept. of Transportation
322 S Martin
Osage City, KS 66523-9630
(785) 528-3128
steveb@ksdot.org

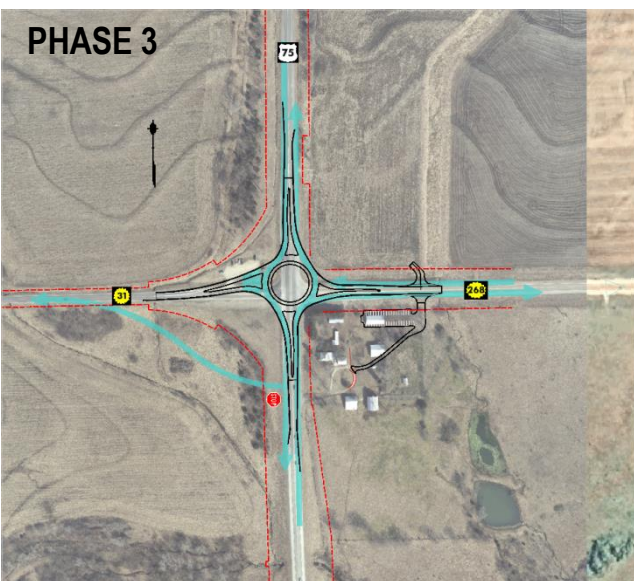


PHASE 1 - 2013

- In Phase 1, traffic will continue to use existing roadway while the temporary detour roadways are constructed to carry traffic around the construction site.
- The new park and ride facility will be constructed with access to the temporary detour roadway south of the facility.

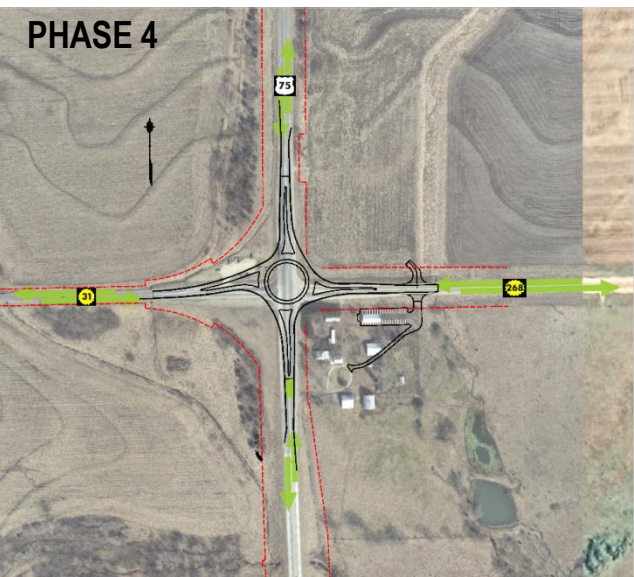
PHASE 2 - 2014

- Phase 2 begins upon completion of temporary roadways. Traffic will be rerouted onto the temporary detour routes, and the temporary intersection will have stop signs on K-31 and K-268. Northbound and southbound U.S. 75 traffic will not stop.
- The roundabout intersection, realigned approach roadways, widening of existing approaches, curb and gutter, and the storm sewer system are constructed in this phase with the exception of short segments on the south and west approaches that are impacted by the detour routes.



PHASE 3 - 2014

- Northbound and southbound traffic on U.S. 75 and eastbound and westbound traffic on K-268 will be rerouted to the new roadway.
- Eastbound and westbound traffic on K-31 will continue to use the temporary detour west of U.S. 75. The temporary intersection will have a stop sign on K-31. Northbound and southbound U.S. 75 traffic will not stop.
- New pavement will be constructed for the segment on K-31 west of the roundabout that was impacted by the detour route in Phases 1-2.



PHASE 4 - 2014

- Northbound and southbound traffic on U.S. 75 will continue to use the new roadway and roundabout. The shoofly west of U.S. 75 will be removed and all eastbound and westbound traffic on K-31 will be routed to the new roadway.
- Remaining curb and gutter will be constructed for the segment on U.S. 75 south of the roundabout that was impacted by the detour route in Phases 1-3.