

**Bob Dole**



**NEWS**

**U. S. SENATOR FOR KANSAS**

**FROM:**

**SENATE REPUBLICAN LEADER**

FOR IMMEDIATE RELEASE  
NOVEMBER 26, 1991

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## **HIGHWAY FUNDS FOR KANSAS**

**\$1.3 BILLION/SIX YEAR TOTAL; DOLE SECURES \$40 MILLION FOR HUTCHINSON BYPASS, WEST LEAVENWORTH TRAFFICWAY & US-81 EXTENSION**

WASHINGTON -- During final negotiations on the nation's six-year highway funding bill, Senate Republican Leader Bob Dole (R-Kansas) helped secure \$1.3 billion for Kansas highway construction, including \$40 million for three projects introduced by Dole -- the Hutchinson Bypass, the West Leavenworth Trafficway and widening US-81 north of Concordia.

According to Dole, the bill was tentatively agreed to today by a joint Senate-House conference committee, and should go to both houses late tonight. The bill is expected to be approved by both houses of Congress, and signed by President Bush.

"This bill is good news for Kansas -- for our state's infrastructure, for motorists, and most importantly, for Kansas jobs," Dole said.

Senator Dole worked with other senators to ensure that states such as Kansas, which rely on funding sources other than fuel taxes and federal dollars to finance highway projects, were treated more fairly than under previous funding formulas. Under the new bill, Kansas will receive \$1.03 for every dollar sent to Washington, up from an 89 cent return under the previous program.

In the highway bill covering fiscal years 1987 through 1991, Kansas received \$735 million in federal funds, or an average of \$147 million per year. Under the new six-year plan, Kansas' average annual share will jump to more than \$216 million, a 47% increase.

### **Kansas Projects**

"I'm also pleased that the committee agreed to include significant funding for three highway projects in our state," Dole added.

### **Hutchinson Bypass -- \$24.4 Million:**

This funding will help begin construction of a four-lane expressway from US-50 north three miles to 4th Avenue, and a two-lane roadway with ten-inch paved shoulders from 4th Avenue to K-96, with interchanges at US-50, 4th Avenue and at the north junction with K-96. The total cost of the project is expected to be \$48.8 million.

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"If you've been caught in the heavy truck traffic around Hutchinson, this bypass will permit a safer and quicker route past congestion," Dole said. "This is a tremendous start for an important project."

West Leavenworth Trafficway -- \$8.6 Million:

This total will fund a 3.1 mile north/south four-lane arterial between Eisenhower Road and K-92. The new road will provide much-needed improved access to the U.S. Penitentiary and Fort Leavenworth.

"The west side of Leavenworth is becoming more and more congested, and this project will help provide improved access to major regional employers, including Fort Leavenworth and the penitentiary," Dole said.

US-81 Extension North from Concordia -- \$7 Million:

This funding will allow the widening of US-81 to four lanes to continue north of Concordia towards Belleville.

"Anyone who knows north central Kansas knows that modernizing and expanding Highway 81 has been at the top of everyone's wish list there. I'm pleased that we've been able to move this project north again, closer to our Salina-to-Nebraska border goal," Dole said.

Other Kansas Highway Bill Victories

Dole announced that the bill also includes funding for five projects he is supporting which were originally included in the House version of the highway bill: the Oakland Expressway in Topeka; the Oliver interchange in Wichita; the Lawrence circumfrential in Douglas County; the I-435 interchange at Nall Avenue in Johnson County; and a project in Riverton in southeast Kansas. Funding levels were not immediately available.

Other amendments and provisions supported by Senator Dole and adopted in the final version of the bill include commercial drivers license regulatory relief for custom harvesters, relaxed homebound meal delivery provisions for DOT transportation providers, funding to improve rural intercity bus service and funding to defray the costs of urban mass transit administration bus testing requirements affecting several Kansas small bus manufacturers.

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