Build Kansas Fund | Fiscal Year 2026 Application Package | Memo

To: Representative Troy Waymaster, Chair, Build Kansas Advisory Committee
Chardae Caine, Kansas Legislative Research Department
Shauna Wake, Office of the Kansas State Treasurer

From: Shawn Wesner, Executive Director, Kansas Infrastructure Hub

RE: **2026-204-SCKEDD City of El Dorado**

Date: July 17, 2026

Attached, please find an application made to the Build Kansas Fund by the City of El Dorado. The application packet includes the following items:

- Coversheet – provides a high-level overview of the application including a unique identification number, page 1 of 20 of the Build Kansas Fund Application Package.
- Build Kansas Fund Application – includes information submitted with the Build Kansas Fund Application, pages 2-7. Page 8 provides the table of funding sources and zip codes served by the project.
- Attachments – Project narrative, pages 9-20.

Project Overview
The City of El Dorado seeks funding from the U.S. Department of Transportation for funding available through the Safe Streets and Roads for All (SS4A) program for their Main St. (US 77) Corridor Safety Improvements project which includes implementing multimodal safety improvements along the Main Street corridor to reduce crashes, improve pedestrian accessibility, and enhance safety and mobility within downtown El Dorado.

This opportunity is a discretionary IIJA program with a local match requirement of 20% of the total project cost. The entity is requesting $1,884,277.50 from the Build Kansas Fund, and is providing a local cash match of $99,172.50. This request has the potential to unlock $7,933,800.00 in federal funds, for a total project cost of $9,917,250.00.

The deadline was May 26, 2026, and this Build Kansas Fund application was received on May 22, 2026.

Previously Awarded BKF

Program/Fiscal Year	BKF Amount	Federal Award Status	BKF Status
N/A	N/A	N/A	N/A

Build Kansas Fund Steering Committee Recommendation
The Build Kansas Fund Steering Committee reviewed this application on June 10, 2026 following a successful completeness check. The Steering Committee **RECOMMENDS APPROVAL** of Build Kansas Funding to the Build Kansas Advisory Committee for final advice.

Build Kansas Fund | Fiscal Year 2026 Application Package | Coversheet

Build Kansas Fund Application Number	2026-204-SCKEDD		
Applicant Name	City of El Dorado		
Application Date Received	5/22/2026		
Project Name	Main St. (US 77) Corridor Safety Improvements		
Project Description	Implement multimodal safety improvements along the Main Street corridor to reduce crashes, improve pedestrian accessibility, and enhance safety and mobility within downtown El Dorado.		
Entity Type	Local Government		
Economic Development District (EDD)	South Central KS Economic Development District		
Infrastructure Sector(s)	Transportation		
IIJA Program	Safe Streets and Roads for All (SS4A)		
IIJA Program Type	Discretionary		
Application Type	Implementation		
IIJA Application Deadline	5/26/2026		
Build Kansas Fund Request	$1,884,277.50		
Technical Assistance Received	General	Yes ☒ No ☐	
	IIJA Application	Yes ☒ No ☐	
	Build Kansas Fund Application	Yes ☒ No ☐	
Application Notes	Build Kansas Fund contribution of $1,884,277.50 will unlock $7,933,800.00 in federal IIJA funding, with a local cash contribution of $99,172.50, for a total project cost of $9,917,250.00.		
Previously Awarded BKF Applications (If Applicable)	Program/FY	BKF Amount	Status
	N/A	N/A	N/A
Steering Committee Funding Recommendation	**6/10/2026 | Recommend ☒ Declined ☐**		
Advisory Committee Funding Recommendation	**7/16/2026 | Recommend ☐ Declined ☐**		

Title

City of El Dorado

05/22/2026

by **Scott Rickard** in **Build Kansas Fund Application**

id. 54189102

srickard@eldoks.gov

Original Submission

05/22/2026

Score	n/a
	Part 1: Applicant Information
The name of the entity applying for the Build Kansas Fund:	City of El Dorado
Project Name:	Main St. (US 77) Corridor Safety Improvements
Entity type:	Local Government
Entity Population:	12,870
Applicant Contact Name:	Scott Rickard
Applicant Contact Position/Title:	City Engineer
Applicant Contact Telephone Number:	+13163224451
Applicant Contact Email Address:	srickard@eldoks.gov
Applicant Contact Address:	220 E 1st Avenue
Applicant Contact Address Line 2 (optional):	
Applicant Contact City:	El Dorado

Applicant Contact State:	Kansas
Applicant Contact Zip Code:	67042
Is the Project Contact the same as the Applicant Contact?	Yes
	Part 2: Build Kansas Fund - Eligibility Criteria
Certify that you are pursuing an Infrastructure Investment and Jobs Act (IIJA) funding opportunity for which your entity is eligible:	Yes
Certify that the Infrastructure Investment and Jobs Act (IIJA) funding opportunity you are pursuing has a required non-federal match component:	Yes
What is the primary county that the project will occur in?	Butler County

The Build Kansas Fund is intended to support Kansas-based infrastructure projects. Please provide a list of all the zip codes this project will be located in, along with an estimated percent [%] of the project located in that zip code. For example, if seeking funding for road infrastructure, provide a rough percent of the roads expected in each zip code:

Zip Code Percentage.xlsx

	Part 3: Infrastructure Investment and Jobs Act (IIJA) - Grant Application Information Please Note: This information is related to the federal Infrastructure Investment and Jobs Act (IIJA) funding opportunity to which you will apply. This is NOT information for the Build Kansas Match Fund.

Please enter the Infrastructure Investment and Jobs Act (IIJA) funding opportunity title that the entity is applying for:	FY 2026 Safe Streets and Roads for All (SS4A) Implementation Grant
What is the funding agency for this Infrastructure Investment and Jobs Act (IIJA) funding opportunity?	U.S. Department of Transportation
What is the Assistance Listing Number (ALN) for this Infrastructure Investment and Jobs Act (IIJA) funding opportunity?	20.939
What is the federal application due date for this Infrastructure Investment and Jobs Act (IIJA) funding opportunity?	5/26/2026
Application Type:	Implementation
What is the federal fiscal year for this Infrastructure Investment and Jobs Act (IIJA) funding opportunity?	2026
Enter the amount of funding being applied for, from the Infrastructure Investment and Jobs Act (IIJA) funding opportunity:	$7,933,800.00
Enter the total project cost:	$9,917,250.00

Enter the required non-federal match percentage:	20%
	Part 4: Build Kansas Fund - Match Application Information Beginning in July 2024 and moving forward, eligible applicants are expected to contribute a portion of the non-Federal match requirement. This contribution can be in the form of cash and/or in-kind contributions. The goal is to demonstrate the applicant's commitment to the project. The contribution should be significant enough relative to the Build Kansas Fund request. For a local public entity, 5% of the non-federal match is a good guideline, but not a requirement. See Build Kansas Fund Program Guidance for exceptions and more information.
Enter the non-federal cash match amount being requested from the Build Kansas Fund:	$1,884,277.50
Enter the non-federal cash match amount being provided by the eligible applicant, if applicable:	$99,172.50
Enter the estimated value of the non-federal in-kind match amount being provided by the eligible applicant, if applicable:	0

Expected breakdown of funding sources to support the project: Enter the funding source and projected amount from each source to support this project:

Kansas+DOT+table_V2.xlsx

	Part 5: Build Kansas Fund - Means Test and Eligible Applicant Match
What other available funding sources that are currently planned to go unused by your entity will be leveraged for this project?	0

Will any American Rescue Plan Act (ARPA) or Coronavirus State & Local Fiscal Recovery Fund monies be used for the non-federal match?	No
What other sources of in-kind match will be leveraged for this project? Please list and include the actual or estimated value of each.	NA
What other funding sources (local, federal, or non-federal) will be used for this match?	Local Mill Levy, Water Utility Fund
Describe your efforts to find other available funding sources for this project:	This project is not financially feasible using only local funds. The City searched and reviewed additional grant opportunities, but did not find a specific program that fits.

Part 6: Additional Information

Please upload a draft or final version of the Infrastructure Investment and Jobs Act (IIJA) program grant application associated with this request OR an executive summary providing an overview of the project:

Main_St_Corridor_Safety_Improvements_Narritive_-_El_Dorado_KS.pdf

Provide any additional information about this project not covered in previous sections of this application (optional):	The City of El Dorado will also cover $850,000 to replace cast-iron water lines with lead joints along the corridor.

Part 7: Terms and Conditions

Understanding of Fund Release Requirements:	checked

Understanding of Use of Funds:	checked
Understanding of Reporting Requirements:	checked
Authority to Make Grant Application:	checked
Persons and Titles: The following persons are responsible for making this Build Kansas Fund application.	Scott Rickard
Position/Title:	City Engineer
Additional:	David Dillner
Position/Title:	City Manager
Additional:	Amanda Stalnaker
Position/Title:	Community Development Cord.
Additional:	Bill Young
Position/Title:	Mayor

Internal Form

Score	n/a
	Pre-Award Information:
	Post-Award Information:
	Deviation Report:

Project Source	Amount	% of Project
Build Kansas Funds (non-federal match)	$1,884,277.50	19.00%
Eligible Applicant Cash Match	$99,172.50	1.00%
Eligible Applicant In-Kind Match (estimated value)	$0.00	0.00%
IIJA Federal Funds (applied for)	$7,933,800.00	80.00%
Additional Project Contribution (if applicable)	$0.00	0.00%
TOTAL PROJECT COST	$9,917,250.00	100.00%

Project Match	Amount	% of Match
Build Kansas Funds	$1,884,277.50	95.00%
Applicant Contribution	$99,172.50	5.00%
TOTAL MATCH	$1,983,450.00	100.00%

Zip Code	% of project in zip code
67042	100%
	100% In Kansas

Main St. - El Dorado, KS Safety Corridor- Grant Narrative

Overview

The City of El Dorado, Kansas (2020 population 12,870), seeks a FY 2026 Safe Streets and Roads for All (SS4A) Implementation Grant funding for the Main Street Corridor Safety Improvements Project. This downtown safety project will improve approximately 0.75 miles of Main Street from South Kansas Avenue to 3rd Avenue.

Main Street is El Dorado's most important north-south corridor, carrying regional traffic while also serving as a primary gateway into downtown. Within the project area, the corridor carries approximately 5,700 to 6,230 vehicles per day, with volumes increasing to approximately 6,730 vehicles per day north of 3rd Avenue.

The project advances a priority corridor identified through the El Dorado Safe Streets 4 All Safety Action Plan. The Action Plan used crash data, proactive risk screening, and community input to identify locations where safety investments can have the greatest impact. Main Street was included in the City's Priority Network because of its crash history, pedestrian activity, downtown context, and importance to community access.

The project will calm traffic, improve pedestrian crossings, clarify lane use, enhance visibility, and enhance accessibility within the downtown corridor. This is a downtown safety implementation project, not simply a streetscape or beautification effort. The proposed improvements will help Main Street function less like a wide through-route and more like a safe, walkable downtown corridor.

Figure 1 – Conceptual plan, Main St, from Central Ave to 1st Ave.

Project Location

The project is located along Main Street from South Kansas Avenue to 3rd Avenue in downtown El Dorado. The approximately 0.75-mile corridor includes the southern approach into downtown, the Locust Avenue truck-route decision point, and the downtown Main Street core.

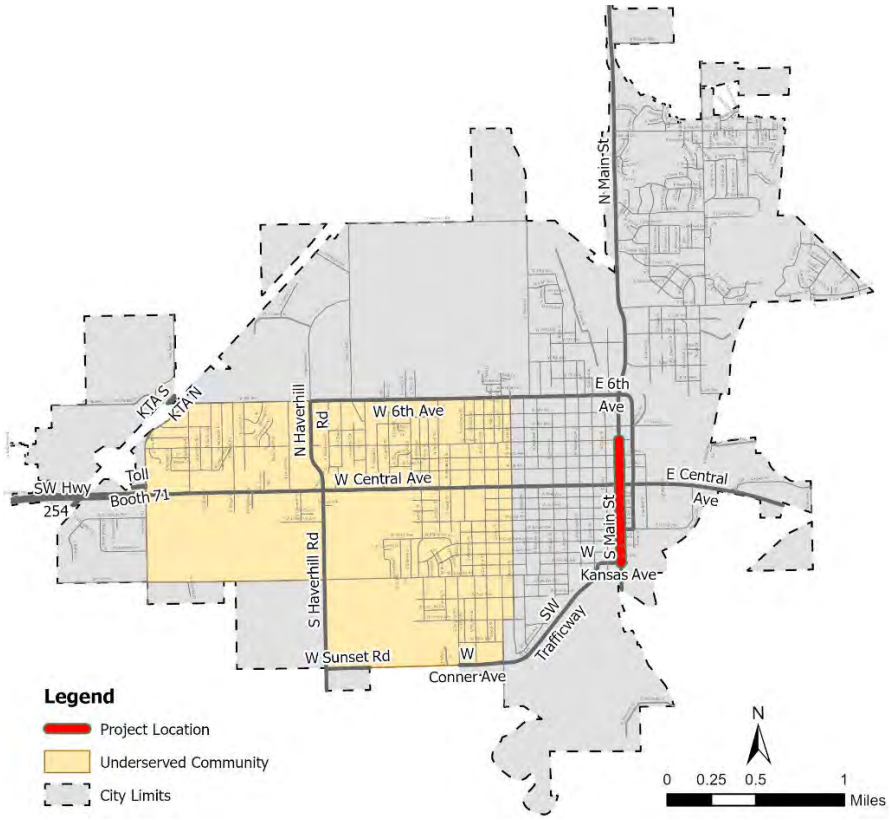

Figure 2- Map of El Dorado, showing project location and underserved community.

Main Street functions as part of US-77 while also serving downtown businesses, civic destinations, on-street parking, deliveries, and pedestrian crossings. This mix of regional traffic, local access, turning movements, parking activity, and people walking creates a downtown safety challenge: Main Street must continue to move vehicles while also functioning as a safe, walkable street.

A key location within the project area is Main Street and Locust Avenue, where the designated truck route directs trucks east to Vine Street and then north. This location marks the transition from the southern approach into downtown to a more pedestrian-oriented downtown environment.

The corridor also supports an important need for senior walkability. Senior housing is located approximately one block west of Main Street, and the senior center is located approximately one block east of Main Street. Improving the safety and comfort of pedestrian crossings between these destinations is a priority of the project, particularly for older adults and people with limited mobility.

Although the project area is outside El Dorado's designated underserved community area, it serves important community destinations and vulnerable roadway users, including older adults and people with limited mobility.

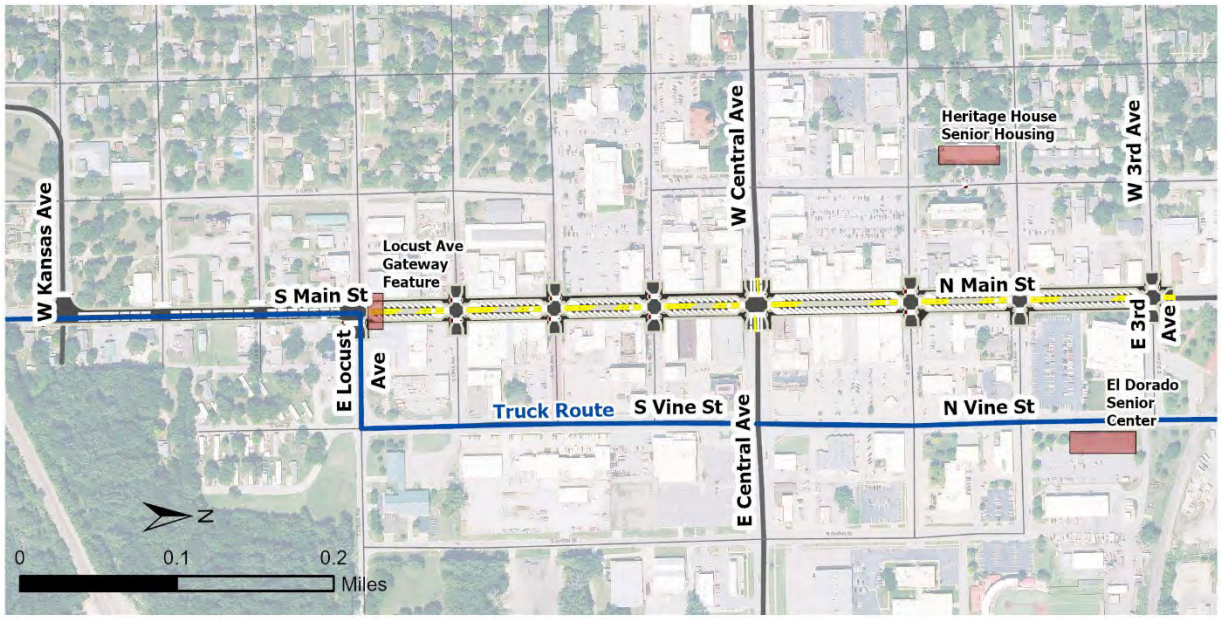

Figure 3 – Project location map, showing key locations along Main Street.

Safety Need

El Dorado's Safety Action Plan documents a clear need to reduce fatal and serious injury risk across the City's transportation network. From 2015 through 2024, El Dorado recorded approximately 2,080 crashes, including 387 crashes that resulted in a fatality or injury. Of these, 32 involved a person killed or seriously injured, also referred to as KSI crashes, including 27 serious-injury crashes and 5 fatal crashes. From 2019 through 2023, El Dorado recorded 109 fatal or injury crashes; 93 resulted in suspected injury, 14 resulted in serious injury, and 2 resulted in a fatality. This equates to a fatal crash rate of 3.2 per 100,000 residents. The Action Plan found that the City's most serious safety issues are concentrated on a focused set of corridors and intersections, including Main Street.

Main Street was identified through a layered, data-driven, and community-informed process. The City's High-Injury Network identified locations where injury crashes have already occurred, while the High-Risk Network took a more proactive approach by identifying corridors and intersections where conditions suggest future crash risk. Public input also helped shape the Priority Network by identifying near misses, uncomfortable crossings, sidewalk barriers, speed concerns, and lived experiences that are not always captured in crash reports.

As shown in Figure 4, Main Street is included in El Dorado's Priority Network, which was developed from the High-Injury Network, High-Risk Network, and community input. This connection is important because the corridor was not selected based on a single factor. It

was identified where documented crash history, future risk, and community concerns overlap.

Figure 4 – Map of El Dorado, showing Safe Streets 4 El Dorado Safety Action Plan's Priority Network.

A project-specific review of Main Street and its intersecting streets identified 111 crashes from 2015 to 2024, including 26 injury crashes, 3 serious-injury crashes, and 2 pedestrian-injury crashes. These crashes are not isolated to one location. They reflect a recurring pattern in downtown corridor safety involving intersection conflicts, turning movements, pedestrian exposure, driver expectancy, and the transition from a wider roadway environment into the downtown core.

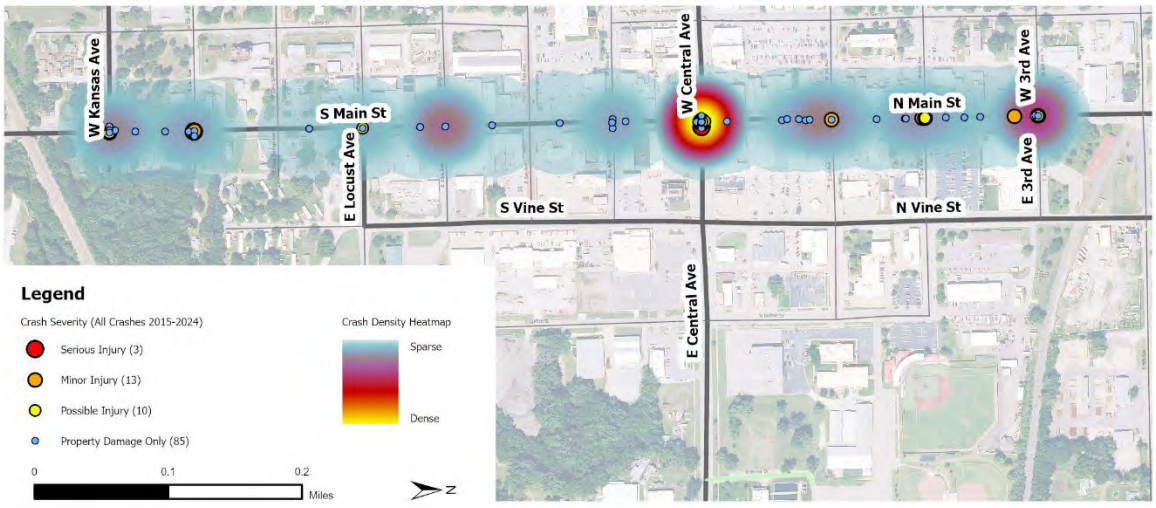

Figure 5 – Main Street corridor crash locations.

The highest crash concentration occurred near Main Street and Central Avenue, which recorded 41 crashes, including 9 injury crashes, 2 serious injury crashes, and 1 pedestrian crash. Main Street and 3rd Avenue also showed an elevated injury history, with 14 crashes and 6 injury crashes. These locations reinforce the need for a corridor-wide safety project rather than a single spot improvement.

Main Street's downtown context heightens the need for safety, with vehicle movements, parking activity, pedestrian crossings, and senior walkability concentrated within a compact corridor.

The Locust Avenue truck-route decision point further contributes to the corridor's safety needs by creating a key location where driver expectancy, truck movement, and downtown context must be clearly understood.

Together, the crash history, Priority Network process, downtown context, senior walkability needs, and truck-route decision point demonstrate why Main Street is an appropriate candidate for SS4A implementation funding. The project addresses a documented, community-identified safety need in one of El Dorado's most important corridors.

Engagement and Collaboration

The El Dorado Safe Streets 4 All Safety Action Plan was developed through a community-informed process that combined technical analysis with the lived experience of residents, drivers, pedestrians, older adults, students, law enforcement, and local stakeholders. Engagement occurred in two phases and included a project website, interactive mapping, media outreach, online surveys, focus group discussions, and two in-person pop-up events. The project website included a StoryMap with a project overview, existing conditions, an interactive "Pin-A-Comment" map, and project news.

The first phase of engagement focused on identifying location- and mode-specific safety concerns. An initial online survey collected 146 responses, with 96% of respondents living within El Dorado. Respondents ranged from teenagers to older adults, with a median age of 43. The City also promoted the project through the local newspaper, City newsletter, social media, the project website, and survey links.

The second phase gathered more detailed input on risk factors and potential solutions. The City offered four focus group meetings in February 2026, including a senior focus group, a law enforcement focus group, a general public meeting, and a school travel meeting. Approximately 35 attendees participated in the Senior Center focus group, and 10 officers from the El Dorado Police Department participated in the law enforcement focus group. A

second pop-up event at El Dorado High School engaged approximately 100 students in ranking behavioral and design countermeasures. Additional online engagement included 28 responses to a second public survey and 78 responses to a school travel survey. In total, the plan reports 252 online survey responses and two in-person interactive pop-up events.

Community feedback reinforced the safety needs identified along Main Street and other priority corridors. Residents identified speeding, distracted driving, failure to yield, sidewalk gaps, poor sidewalk conditions, limited visibility, confusing or uncontrolled intersections, and pedestrian safety as recurring concerns. These themes aligned closely with the crash severity analysis and pointed to priorities such as improving intersection safety, enhancing visibility, expanding pedestrian infrastructure, managing speeds on major routes, and focusing on vulnerable groups, including youth, older adults, and people using mobility devices.

Input from older adults was especially relevant to the Main Street corridor. Senior participants reported concerns with drivers failing to yield at crosswalks, pedestrian signal timing, sidewalk conditions, and the difficulty of walking comfortably where crossings or accessible routes are limited. Because senior housing is located near downtown and the senior center is located on the opposite side of Main Street, this feedback helped elevate senior walkability as a project priority.

Law enforcement and teen driver engagement also helped shape the project. Officers identified driver behavior issues such as speeding, distraction, improper lane use, and compliance with truck routes. Teen drivers emphasized the importance of visual reminders, law enforcement presence, speed control, and intersection improvements. These findings support a project approach that uses visible, intuitive street design to improve driver expectancy and create a slower, more predictable downtown environment.

As the project advances, the City will continue coordinating with downtown businesses, property owners, residents, older adults, emergency responders, delivery vehicles, truck traffic, KDOT, utilities, and other stakeholders to refine design details, maintain access during construction, and avoid negative impacts on the community. These engagement findings, combined with crash history and Priority Network analysis, shaped the proposed Main Street improvements.

Safety Impact and Proposed Improvements

The Main Street Corridor Safety Improvements Project will turn El Dorado's Safety Action Plan recommendations into a visible, buildable downtown safety project. The project is rooted in the Safe System Approach, which recognizes that people make mistakes and that

streets should be designed so those mistakes are less likely to result in death or serious injury.

This project focuses most directly on Safe Speeds and Safe Roads by changing how Main Street looks, feels, and functions through downtown. Rather than relying on a single improvement, the project will combine multiple safety treatments to reduce crash risk, slow traffic, improve driver expectancy, shorten pedestrian crossings, and create a more predictable street environment.

The proposed improvements are consistent with FHWA Proven Safety Countermeasures and other documented safety practices. Many of the project's core elements align with FHWA countermeasure categories, including road diets or roadway reconfiguration, crosswalk visibility enhancements, medians or pedestrian refuge islands, walkways, lighting, improved pavement markings, and intersection-focused safety improvements.

The final design will be refined through engineering, public engagement, KDOT coordination, and local stakeholder input; however, the project is expected to include a combination of the following improvements:

- lane narrowing and potential conversion to a three-lane section
- curb extensions or bulb-outs at key intersections and crossings
- enhanced or raised crosswalks where feasible
- a downtown gateway treatment near Main Street and Locust Avenue
- medians, vertical elements, or other visual narrowing treatments
- improved pavement markings, lane guidance, and stop bars
- clearer parking definition and access management
- lighting and visibility improvements
- ADA/PROWAG-compliant curb ramps and pedestrian routes
- targeted crossing improvements, such as rectangular rapid flashing beacons or pedestrian hybrid beacons, where warranted

Figure 6 – Conceptual Rendering looking north at Central Ave and Main St.

Together, these improvements will reinforce lower speeds, improve driver expectancy, shorten pedestrian crossings, and make movements through the corridor more intuitive. Lane narrowing, curb extensions, gateway features, and visual narrowing will help drivers recognize the transition into a pedestrian-oriented downtown environment. Improved markings, lane guidance, lighting, and parking definition will provide clearer direction for vehicles, pedestrians, and parking activity.

The project will also improve pedestrian safety and accessibility. Curb extensions and enhanced crossings will shorten crossing distances, improve visibility between pedestrians and drivers, and create more defined crossing locations. ADA/PROWAG upgrades will improve access for older adults, people with disabilities, and people using wheelchairs, walkers, strollers, or other mobility devices.

At the south end of the project area, the Locust Avenue truck-route decision point creates an opportunity to reinforce the change in roadway context. The project will use streetscape and roadway design cues to help drivers understand that they are entering downtown, where pedestrian activity, parking movements, turning vehicles, and lower-speed travel are expected. This will support safer operations through the downtown core while reinforcing the intended truck-route movement.

Figure 7 – Conceptual gateway treatment at Main St and Locust Ave.

The City will evaluate the safety benefits of the project using before-and-after crash data, speed observations, pedestrian crossing conditions, and field review of driver yielding, lane use, and crossing visibility. Where applicable, the City will reference FHWA Proven Safety Countermeasures, Crash Modification Factors, and other documented safety research to support final countermeasure selection. Because the project will make permanent changes to lane configuration, crossing visibility, curb geometry, accessibility, and driver expectancy, the safety benefits are expected to persist beyond the initial construction period.

By combining lower-speed design, clearer crossings, improved accessibility, and more predictable lane use, the project will address both documented crash patterns and proactive risk factors identified through the Safety Action Plan.

Project Readiness

The City of El Dorado is prepared to advance the Main Street Corridor Safety Improvements Project from planning into design and construction. This application establishes the project purpose and general safety scope, while final design details will be refined through the required post-award process. The City will comply with all applicable federal, state, and local requirements for procurement, environmental review, design, construction, and grant administration. The City is also prepared to provide the required non-federal match and will identify the local funding source in the final application materials.

SS4A funds will be used for eligible transportation safety improvements and related project delivery costs. Any local utility or infrastructure improvements that are not directly required for the eligible safety project will be identified separately and funded locally or, if available, through another eligible source. The application will distinguish between eligible participating safety project costs and any non-participating local infrastructure costs.

The City anticipates that the project can be delivered within the SS4A five-year period of performance. Final right-of-way, utility relocation, and NEPA requirements will be confirmed during project development. The City does not anticipate major right-of-way acquisition at this stage; however, right-of-way needs will be verified during preliminary engineering. Utility impacts and relocations will also be evaluated during the design phase. NEPA classification, environmental review, KDOT coordination, and SHPO coordination will be completed before final design authorization and construction.

The anticipated delivery path is summarized below.

Project Phase	**Anticipated Timing After Grant Agreement**
Grant agreement execution	0–12 months after award
Survey, data collection, and preliminary engineering	Months 1–9
Public and stakeholder engagement/concept refinement	Months 3–12
NEPA, environmental review, SHPO coordination, and KDOT coordination	Months 6–18
Utility and right-of-way review	Months 6–18
Final design, PS&E, and updated cost estimate	Months 12–24
Procurement and bidding	Months 24–30
Construction	Months 30–48
Closeout, reporting, and performance evaluation	Months 48–60

This schedule demonstrates a clear path for executing the grant agreement, design, environmental review, procurement, construction, and closeout within the SS4A period of performance. The City will continue to coordinate with KDOT, SHPO, utilities, downtown stakeholders, and the public to reduce delivery risk and maintain access during design and construction.

Main Street (U.S. 77) Corridor Safety Improvements, 3rd Avenue to Kansas Avenue, Total Opinion of Construction Cost

1.	Mobilization	LSUM	1	$370,000.00	$	370,000
2.	Contractor Construction Staking	LSUM	1	$40,000.00	$	40,000
3.	Temporary Erosion Control	LSUM	1	$20,000.00	$	20,000
4.	Clearing and Grubbing	LSUM	1	$20,000.00	$	20,000
5.	Right of Way	LSUM	1	$25,000.00	$	25,000
6.	Traffic Control	LSUM	1	$35,000.00	$	35,000
7.	Permanent Seeding	LSUM	1	$5,000.00	$	5,000
8.	Compaction of Earthwork (TYPE AA) (MR-05)	CUYD	3900	$6.50	$	25,400
9.	Embankment	CUYD	5200	$28.00	$	145,600
10.	Embankment (Contractor Furnished)	CUYD	1500	$32.00	$	48,000
11.	Common Excavation (Rural Large)	CUYD	1500	$8.00	$	12,000
12.	HMA Commercial Grade (Class A)	TONS	8500	$150.00	$	1,275,000
13.	Aggregate Base (AB-3) (12")	SQYD	12000	$20.00	$	240,000
14.	Curb & Gutter, Combined (AE)	LNFT	6000	$40.00	$	240,000
15.	Concrete Driveways	SQYD	500	$90.00	$	45,000
16.	Signal Adjustments	EACH	2	$100,000.00	$	200,000
17.	Storm Sewer (24" RCP)	LNFT	1000	$120.00	$	120,000
18.	Curb Inlet	EACH	15	$6,500.00	$	97,500
19.	Connect	EACH	10	$3,000.00	$	30,000
20.	Storm Sewer Pipe (RCP)	LNFT	2600	$120.00	$	312,000
21.	Junction Boxes	EACH	8	$3,000.00	$	24,000
22.	Compaction of Earthwork (Type B) (MR-90)	CUYD	800	$5.00	$	4,000
23.	Sidewalk Construction (4") (AE)	SQYD	7000	$60.00	$	420,000
24.	Sidewalk Ramp	EACH	44	$2,000.00	$	88,000
25.	Brick Sidewalk Surfacing	SQYD	4000	$100.00	$	400,000
26.	Pavement Marking	L.S.	1	$100,000.00	$	100,000
27.	Electric Lighting System	L.S.	1	$220,000.00	$	220,000
28.	Gateway Feature	L.S.	1	$150,000.00	$	150,000
29.	Street Scape - Lanscaping, Bollards, etc..	L.S.	1	$955,000.00	$	955,000
Construction Subtotal					$	5,667,000
Contingency				25%	$	1,416,750
Total Opinion of Construction Cost					**$**	**7,083,750**

Preliminary Engineering - 15%	$ 1,062,562.5
Right of Way - 2.5%	$ 177,093.8

Utility Cordination - 2.5%	$ 177,093.75
Legal Admin - 7.5%	$ 531,281.25
Construction Engineering - 12.5%	$ 885,468.75
Total Project Cost	**$ 9,917,250.00**

FHWA - SS4A 80% Participating Costs	$ 7,933,800.00
Kansas Build Fund 19% Participating Costs	$ 1,884,277.50
City of El Dorado 1% Participating + Non-Participating Costs	$ 99,172.50
12" - Water Line Replacement Non-Participating City of El Dorado	*$ 850,000.00*

Implementation Costs

The project budget is provided on the final page of this application. It is organized by major eligible SS4A activity, including project development, design, and construction of the Main Street safety improvements. Costs are itemized by major work element, distinguishing eligible participating safety costs from non-participating local infrastructure costs.

The proposed budget represents a reasonable and necessary investment because it advances a corridor-wide set of safety improvements identified in the Safety Action Plan and supported by project-area crash history, proactive risk analysis, and community input. The project makes effective use of SS4A funds by focusing investment on a priority corridor where documented safety needs are addressed, proactive risk analysis is conducted, and community input supports implementation.

The City will provide the required non-federal match and will identify the local funding source in the final application materials.