

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: **2026-213-NoEDD Osage County Economic Development**

Date: July 16, 2026

Attached, please find an application made to the Build Kansas Fund by Osage County Economic Development. The application packet includes the following items:

- Coversheet – provides a high-level overview of the application including a unique identification number, page 1 of 22 of the Build Kansas Fund Application Package.
- Build Kansas Fund Application – includes information submitted with the Build Kansas Fund Application, pages 2-8. Page 9 provides the table of funding sources and zip codes served by the project.
- Attachments – Project narrative and letters of support, pages 10-22.

Project Overview

Osage County Economic Development seeks funding from the U.S. Department of Transportation for funding available through the Bridge Investment Program (BIP) (Part B): Bridge Project Grants program for their Osage - Franklin Bridge Replacement Program project which includes replacing six structurally deficient rural bridges to improve safety, restore full load capacity, and strengthen transportation connectivity across Osage and Franklin Counties.

This opportunity is a discretionary IIJA program with a local match requirement of 20% of the total project cost. The entity is requesting \$3,433,300.00 from the Build Kansas Fund, and is providing a local cash match of \$180,700.00. This request has the potential to unlock \$14,456,000.00 in federal funds, for a total project cost of \$18,070,000.00.

The deadline for this opportunity was June 29, 2026, and this Build Kansas Fund application was received on June 24, 2026.

Previously Awarded BKF

Program/Fiscal Year	BKF Amount	Federal Award Status	BKF Status
SS4A/FY24	\$149,000.00	Awarded	Committed

Build Kansas Fund Steering Committee Recommendation

The Build Kansas Fund Steering Committee reviewed this application on July 8, 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	2026-213-NoEDD		
Applicant Name	Osage County Economic Development		
Application Date Received	6/24/2026		
Project Name	Osage - Franklin Bridge Replacement Program		
Project Description	Replace six structurally deficient rural bridges to improve safety, restore full load capacity, and strengthen transportation connectivity across Osage and Franklin Counties.		
Entity Type	County Government		
Economic Development District (EDD)	NO EDD/RPC		
Infrastructure Sector(s)	Transportation		
IIJA Program	Bridge Investment Program (BIP) (Part B): Bridge Project Grants		
IIJA Program Type	Discretionary		
Application Type	Implementation		
IIJA Application Deadline	6/29/2026		
Build Kansas Fund Request	\$3,433,300.00		
Technical Assistance Received	General	Yes ☒	No ☐
	IIJA Application	Yes ☒	No ☐
	Build Kansas Fund Application	Yes ☒	No ☐
Application Notes	Build Kansas Fund contribution of \$3,433,300.00 will unlock \$14,456,000.00 in federal IIJA funding, with a local cash contribution of \$180,700.00, for a total project cost of \$18,070,000.00.		
Previously Awarded BKF Applications (If Applicable)	Program/FY	BKF Amount	Status
	SS4A/FY24	\$149,000.00	Awarded/Committed
Steering Committee Funding Recommendation	7/8/2026 Recommend ☒ Declined ☐		
Advisory Committee Funding Recommendation	7/16/2026 Recommend ☐ Declined ☐		

Title

Osage County Economic Development

by **Colleen Mendoza** in **Build Kansas Fund Application**

717 Topeka Ave
Lyndon, Kansas
66451
United States
913-710-3775
cmendoza@osageco.org

06/24/2026
id. 54476169

Original Submission06/24/2026

Score	n/a
Part 1: Applicant Information	
The name of the entity applying for the Build Kansas Fund:	Osage County Economic Development
Project Name:	Osage - Franklin Bridge Replacement Program
Entity type:	County Government
Entity Population:	16,000
Applicant Contact Name:	Colleen Mendoza
Applicant Contact Position/Title:	Osage County Economic Development Director
Applicant Contact Telephone Number:	+19137103775
Applicant Contact Email Address:	cmendoza@osageco.org
Applicant Contact Address:	717 Topeka Ave

Applicant Contact
Address Line 2
(optional):

Applicant Contact City: Lyndon, Kansas

Applicant Contact State: Kansas

Applicant Contact Zip Code: 66451

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? Osage 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:

BRIDGE INVESTMENT PROGRAM (BIP)

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?

20.264

What is the federal application due date for this Infrastructure Investment and Jobs Act (IIJA) funding opportunity?

6/29/2026

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:

\$14,456,000.00

Enter the total project cost: \$18,070,000.00

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: \$3,433,300.00

Enter the non-federal cash match amount being provided by the eligible applicant, if applicable: \$180,700.00

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? Osage County will utilize the current Bridge Bond excess budget to fund the non-participating items prior to award announcement. Franklin County does not have excess funding at this time.

Will any American Rescue Plan Act (ARPA) or Coronavirus State & Local Fiscal Recovery Fund monies be used for the non-federal match?	N/A
What other sources of in-kind match will be leveraged for this project? Please list and include the actual or estimated value of each.	N/A
What other funding sources (local, federal, or non-federal) will be used for this match?	N/A
Describe your efforts to find other available funding sources for this project:	Osage County and Franklin County are dedicated to funding critical bridge infrastructure improvements. However, severe degradation of aging structures, the large number of bridges under each county's responsibility and limited funding have constrained the pace of needed replacements. Historically, the counties have funded improvements slowly through bridge bonds, FEMA assistance following environmental disasters and competitive selection under KDOT's bridge replacement program. The rate of replacement continues to lag behind the ongoing deterioration of the inventory. Bridge 144 was originally included in this project package but has since been selected for separate KDOT bridge funding and is currently under construction. It has therefore been removed from this BIP application. BIP and Build Kansas Fund support would allow the counties to complete this bundled six-bridge project on an accelerated schedule, free local and KDOT resources to address other deficient structures more quickly than traditional funding sources alone would permit and expand overall bridge improvement efforts across both counties.

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:

[BIP_ExecutiveSummary_BKF.pdf](#)

[Osage_County_Letters_of_Support_6.24.26.pdf](#)

[Franklin_County_Maintenance_Letter_of_Support_6.24.26.pdf](#)

Provide any additional information about this project not covered in previous sections of this application (optional):	Our initiative started and evolved from an earlier multi-county collaboration that could not proceed following Amendment No. 2 to the Bridge Investment Program Notice of Funding Opportunity. Osage County, as lead applicant, promptly coordinated with Franklin County to establish the current compliant partnership, enabling timely development of a bundled application meeting all federal eligibility and readiness requirements. Both counties have demonstrated strong local commitment by advancing pre-construction activities with local funds and securing non-federal match contributions. The Benefit-Cost Analysis (BCA) demonstrates that the project's benefits significantly exceed its costs, with a BCA of 3.95 and a Net Present Value of \$40.06 million. These benefits are driven by substantial gains in travel time savings (\$25.24 million present value), safety improvements (\$15.40 million present value), and vehicle operating cost reductions (\$11.26 million present value) for rural travelers, agricultural freight, school buses, and emergency responders across Osage and Franklin Counties. Osage and Franklin Counties respectfully request Build Kansas Fund matching assistance to complete the non-federal share, allowing the project to leverage federal BIP funding, begin construction within 18 months of grant agreement execution, and deliver lasting safety, mobility, and economic benefits to rural Kansas communities.
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Part 7: Terms and Conditions

Understanding of Fund Release Requirements:	checked
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Understanding of Use of Funds:	checked
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Understanding of Reporting Requirements:	checked
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Authority to Make Grant Application:	checked
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Persons and Titles: The following persons are responsible for making this Build Kansas Fund application.	Colleen Mendoza
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Position/Title:	Osage County Economic Development Director
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Additional:	Ryan Fine
Position/Title:	Osage County Road & Bridge Director
Additional:	Paul Bean
Position/Title:	Franklin County Development Council
Additional:	Jeff Welton
Position/Title:	Franklin County Road & Bridge Director

Project Source	Amount	% of Project
Build Kansas Funds (non-federal match)	\$3,433,300.00	19.00%
Eligible Applicant Cash Match	\$180,700.00	1.00%
Eligible Applicant In-Kind Match (estimated value)	\$0.00	0.00%
IJA Federal Funds (applied for)	\$14,456,000.00	80.00%
Additional Project Contribution (if applicable)	\$0.00	0.00%
TOTAL PROJECT COST	\$18,070,000.00	100.00%

Project Match	Amount	% of Match
Build Kansas Funds	\$3,433,300.00	95.00%
Applicant Contribution	\$180,700.00	5.00%
TOTAL MATCH	\$3,614,000.00	100.00%

Zip Code	% of project in zip code
66413	33%
66856	33%
66067	17%
66095	17%
	100% In Kansas

Osage County – Franklin County Bridge Replacement Program

Osage County, as lead applicant, in partnership with Franklin County as co-applicant, respectfully requests Build Kansas Fund matching assistance to complete the non-federal share of a Bridge Investment Program (BIP) grant application. This multi-jurisdictional initiative will replace six critically deficient bridges on the National Bridge Inventory (NBI) serving rural communities, agricultural operations, school transportation, and emergency services across eastern Kansas. The project delivers a Benefit-Cost Ratio of 2.98 and positions the region for safe, reliable infrastructure that supports long-term economic vitality.

Project Overview and Scope

The Osage–Franklin Bridge Replacement Program bundles six load-posted bridges in Poor condition for coordinated replacement under a single BIP application. Osage County contributes four bridges (including one with completed plans); Franklin County contributes its two highest-priority structures. All six structures fail to meet current geometric or load standards and exhibit documented deterioration from recent KDOT inspections, including heavy rust and section loss on steel elements, concrete spalling with exposed rebar, hydraulic deficiencies with scour and undermining, and inadequate deck widths.

The new bridges will be designed to current standards, lengthened to improve hydraulic capacity and reduce scour risk, and widened to provide shoulders for safer two-way passage of passenger vehicles, large agricultural equipment, pedestrians, and cyclists. All load restrictions will be removed. The bundling strategy enables economies of scale in design, procurement, and construction management while allowing multiple qualified Kansas contractors to participate through parallel design packages. Bridge 213 will be advanced as a priority standalone package because its narrow width and restrictive posting currently prevent full use of detours needed for replacement of the higher-volume Bridge 140.

Critical Need

These bridges are essential links for daily life in small Kansas communities, yet they are deteriorating beyond economical repair. Key impacts include:

- **Safety:** Narrow decks force unsafe passing; load restrictions create unpredictable truck and farm equipment movements; scour and undermining increase risk of sudden failure. Osage County's rural fatality rate (17.8 per 100,000) exceeds national averages. Multiple water rescue incidents have occurred near one Franklin County structure due to hydraulic deficiencies.
- **Mobility & Emergency Access:** Posted bridges delay school buses (serving West Franklin, Central Heights, Ottawa, and other districts), add up to 30 minutes to emergency response times in remote areas, and restrict modern agricultural equipment. Bridge 140 (1,615 ADT) cannot proceed to construction until Bridge 213 is replaced due to detour constraints.
- **Economic Impact:** Osage County supports 865 farms on 337,246 agricultural acres generating \$77 million in annual sales and 1,589 jobs (20.8% of GRP). Franklin County agriculture and related sectors generate \$431 million in output and 1,794 jobs. Load restrictions and detours increase logistics costs and reduce competitiveness for grain, livestock, and farm operations.
- Without replacement, continued deterioration risks bridge closures that would isolate rural populations and disrupt freight efficiency across the region.

Summary of Bridges Included in Program

Bridge / Road	County / NBI	Year / Type	ADT	Key Deficiencies & Posting
Bridge 140 – N. Topeka Ave	Osage 000000000700140	1933 Steel Beam	1,615 (7.5%)	Poor; heavy rust, spalling/exposed rebar; load restricted. Plans complete (shovel-ready, sequencing dependent).
Bridge 213 – N. Kansas St	Osage 000700981204708	1911 Concrete Arch	30 (7%)	Poor; narrow 15-ft width, heavy deck deterioration; posted 10 tons. Critical for detours of Bridge 140.
Bridge 470 – S. Jordan Rd	Osage 000000000700470	1935 4-Span Steel	140 (5%)	Poor; heavy rust/flaking, crutch pier; posted 15-20-30 tons; bank erosion.
Bridge 490 – S. Jordan Rd	Osage 000000000700490	1940 Multi-Span Steel	85 (7%)	Poor; heavy deterioration, crutches, POA on file; recently downgraded/posted 10 tons; scour/erosion.
Bridge 8.5-6.8 – Old Hwy 50	Franklin 000000000300780	1928 Triple RCB	558 (1%)	Poor; large spalls/cracking, 30-in scour hole with undermining; posted 15/24/40 tons. Water rescues noted.
Bridge 22.4-8.3 – Barnes Ave	Franklin 000000000300210	1979 4-Span Conc Slab	550 (1%)	Poor deck (NBI 4); extensive cracking, efflorescence, exposed rebar; 30-in undermining at abutment; posted.

Note: ADT and truck percentages from most recent KDOT inspections. All structures have Special Inspections and Load Ratings under the Kansas Local Bridge Rating Program.

Quantified Benefits (FHWA BIP Benefit-Cost Analysis Tool)

A formal Benefit-Cost Analysis was prepared using the FHWA BIP BCA Tool over a 30-year analysis period. Key results:

- **Benefit-Cost Ratio (BCR): 2.98**
- **Net Present Value (NPV): \$26,974,117 (positive)**
- **Total Present Value of Benefits: \$40,571,043**
- **Travel Time Savings:** \$21.6 million PV – elimination of lengthy detours restores reliable direct routes for commuters, school buses, emergency services, and agricultural freight.
- **Safety Benefits:** \$9.93 million PV – reduced crash risk and severity through wider decks, improved geometrics, removal of load restrictions, and elimination of hydraulic hazards.
- **Vehicle Operating Cost Savings:** \$7.4 million PV – reduced fuel, wear, and maintenance from shorter, more reliable routes.

Additional benefits include improved long-term resiliency (enhanced hydraulic design and scour protection), reduced county maintenance burden, support for housing and economic development growth (Franklin County projects need for 893 new housing units), and equity improvements for rural and disadvantaged populations (approximately 60% of Osage County residents live in disadvantaged census tracts with high transportation insecurity).

Project Readiness, Schedule, and Funding Strategy

The program is positioned to begin construction within 18 months of BIP grant agreement execution. Both counties are advancing pre-construction activities with local funds: Osage County through its bridge bond program; Franklin County is securing commitments targeted for end of 2026. Cost estimates use 2024 KDOT unit prices inflated to year-of-expenditure with appropriate contingencies. Total bundled project cost is \$18,070,000, reflecting approximately 9% cost savings from combined letting.

Key milestones (subject to grant timing):

- Grant Award Announcement: Late 2026 – Early 2027
- Execute Agreement with KDOT: 6–8 months after announcement
- PE & NEPA (advanced with local funds): Early 2027 – Late 2027
- Final Design (multiple packages), ROW & Utilities: Late 2027 – 2028
- Bidding & Construction Award: Late 2028 – Early 2029
- Construction: Mid 2029 – Late 2030 (15–18 months across two seasons);
- Closeout: Mid 2031

The project is expected to qualify for Categorical Exclusion under NEPA (23 CFR 771.117). Early coordination for Topeka Shiner avoidance will be conducted. Osage County has a strong track record delivering federally funded projects with KDOT and will retain a qualified consultant experienced in FHWA/KDOT processes. Both counties will ensure compliance with all federal requirements (Title VI, ADA, procurement under 2 CFR 200). Construction sequencing will minimize impacts with temporary bridges or approved detours as needed for emergency services, school buses, and agricultural operations.

Build Kansas Fund Matching Request

BIP Bridge Project grants may fund up to 80% of eligible costs. The total project cost of \$18,070,000 requires approximately \$3.614 million in non-federal match. Osage County has committed its share through its bridge bond program. Franklin County has unanimous County Commission approval for local match and is actively securing funds for pre-construction activities.

Osage and Franklin Counties respectfully request Build Kansas Fund matching dollars to support a substantial portion of the required non-federal match. This state investment will complete a realistic, fully funded project package, enable timely obligation of federal BIP funds, and deliver high-impact rural infrastructure improvements. The funding breakout is shown below:

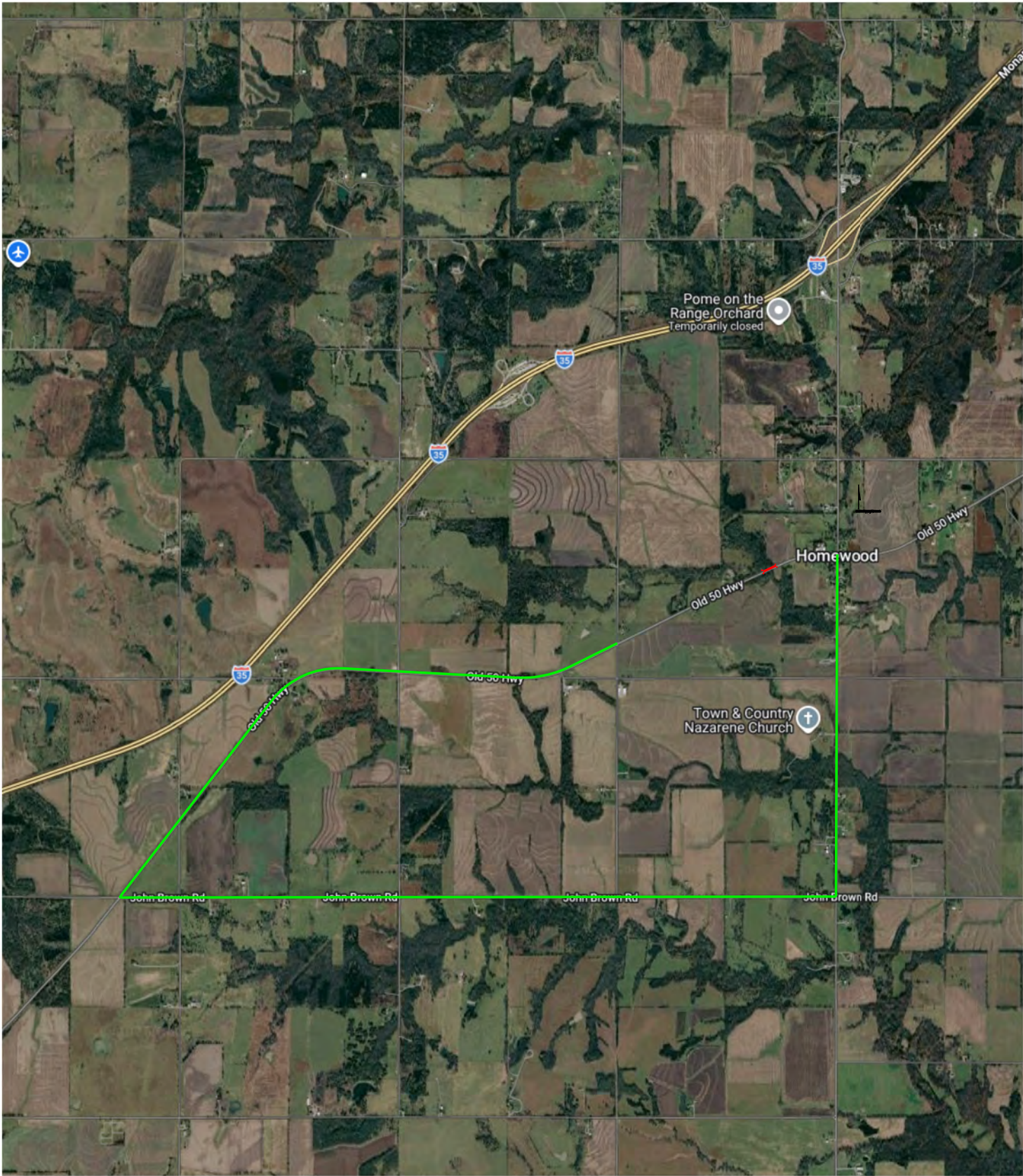
Location	Total Estimated Costs	Hub	Counties	Feds (80%)
Subtotal Osage	\$ 12,790,000	\$ 2,430,100	\$ 127,900	\$ 10,232,000
Subtotal Franklin	\$ 5,280,000	\$ 1,003,200	\$ 52,800	\$ 4,224,000
<i>Total</i>	<i>\$ 18,070,000</i>	<i>\$ 3,433,300</i>	<i>\$ 180,700</i>	<i>\$ 14,456,000</i>

The project aligns with Build Kansas Fund objectives by helping Kansas communities access federal IJIA infrastructure opportunities, supporting rural economic competitiveness (agriculture and freight), improving safety on the local road network, and leveraging non-federal resources through strong local commitment and multi-jurisdictional collaboration.

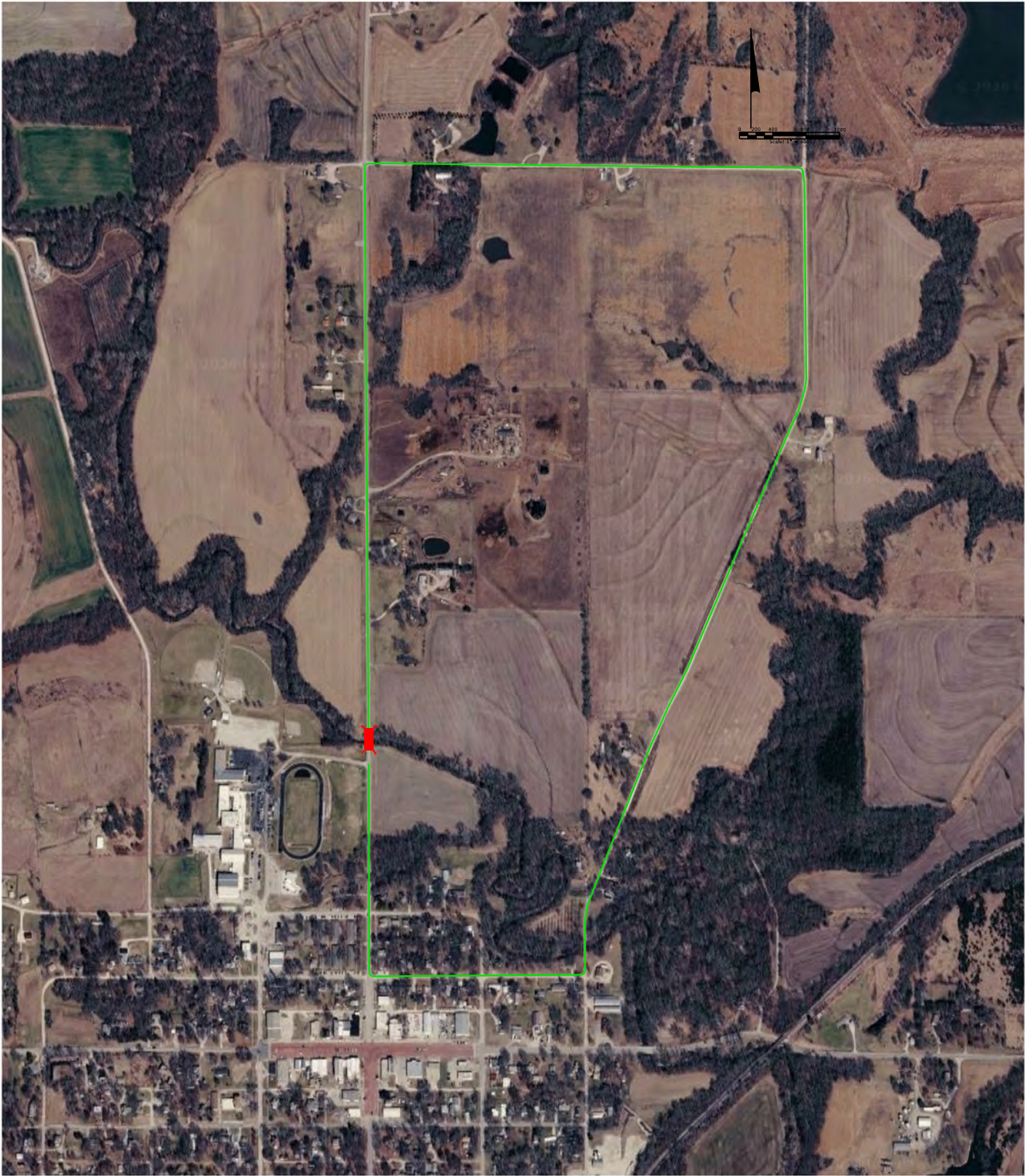
Conclusion and Request

The Osage–Franklin Bridge Replacement Program is a well-planned, regionally coordinated investment that directly advances BIP goals of improving bridge condition, enhancing safety and mobility, and reducing long-term maintenance costs. With a Benefit-Cost Ratio of 2.98 and positive NPV of nearly \$27 million, the project’s benefits significantly exceed its costs. Both counties have demonstrated strong local commitment by advancing pre-construction work with local funds and securing non-federal match contributions.

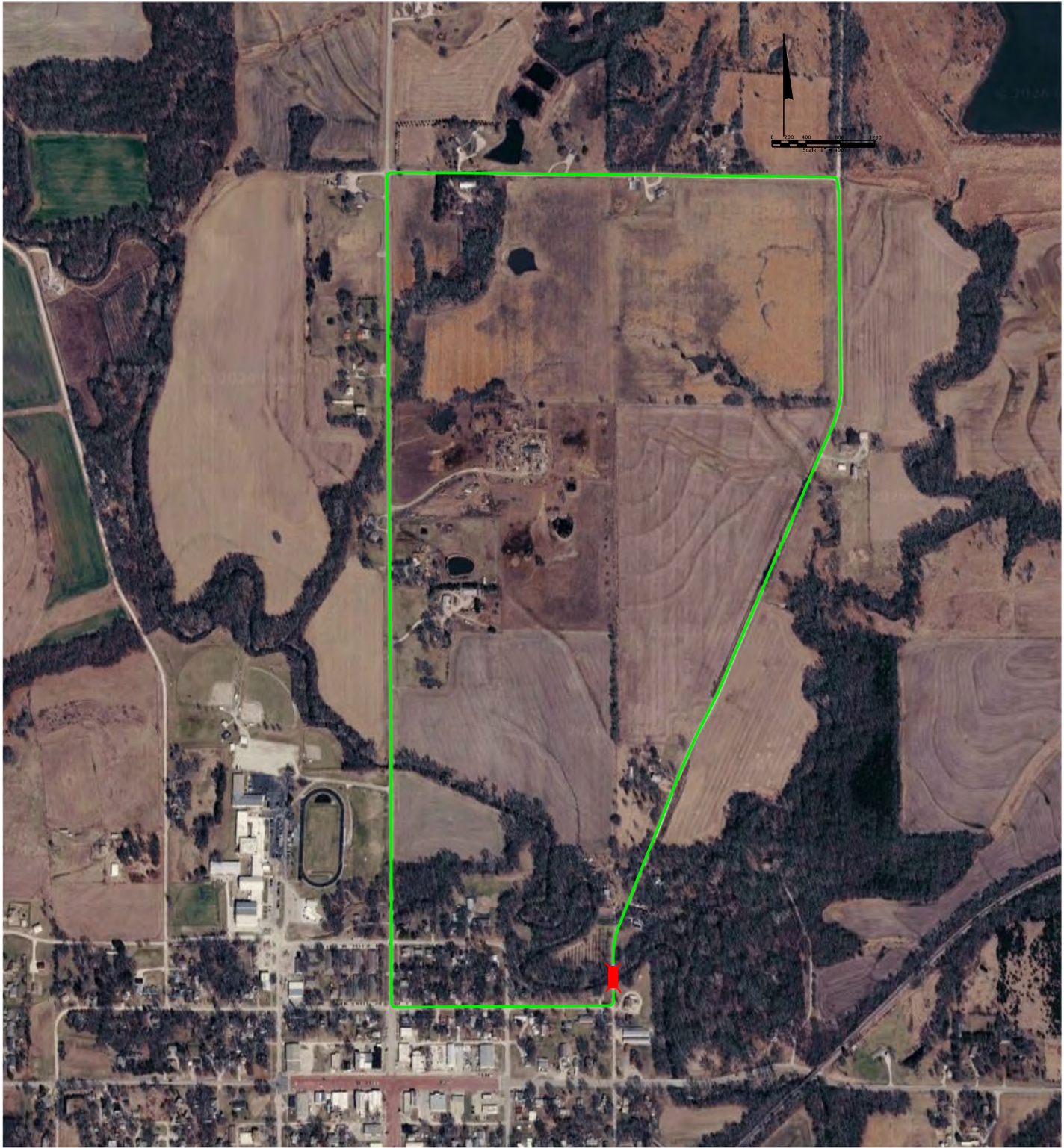
Build Kansas Fund support for the matching requirement will position this ready project for successful federal award and timely delivery of modern, resilient bridges that serve residents, school children, farmers, businesses, and first responders across Osage and Franklin Counties for generations. **Osage County (Lead Applicant) and Franklin County (Co-Applicant) respectfully request favorable consideration of this BKF matching request in support of the BIP application.**



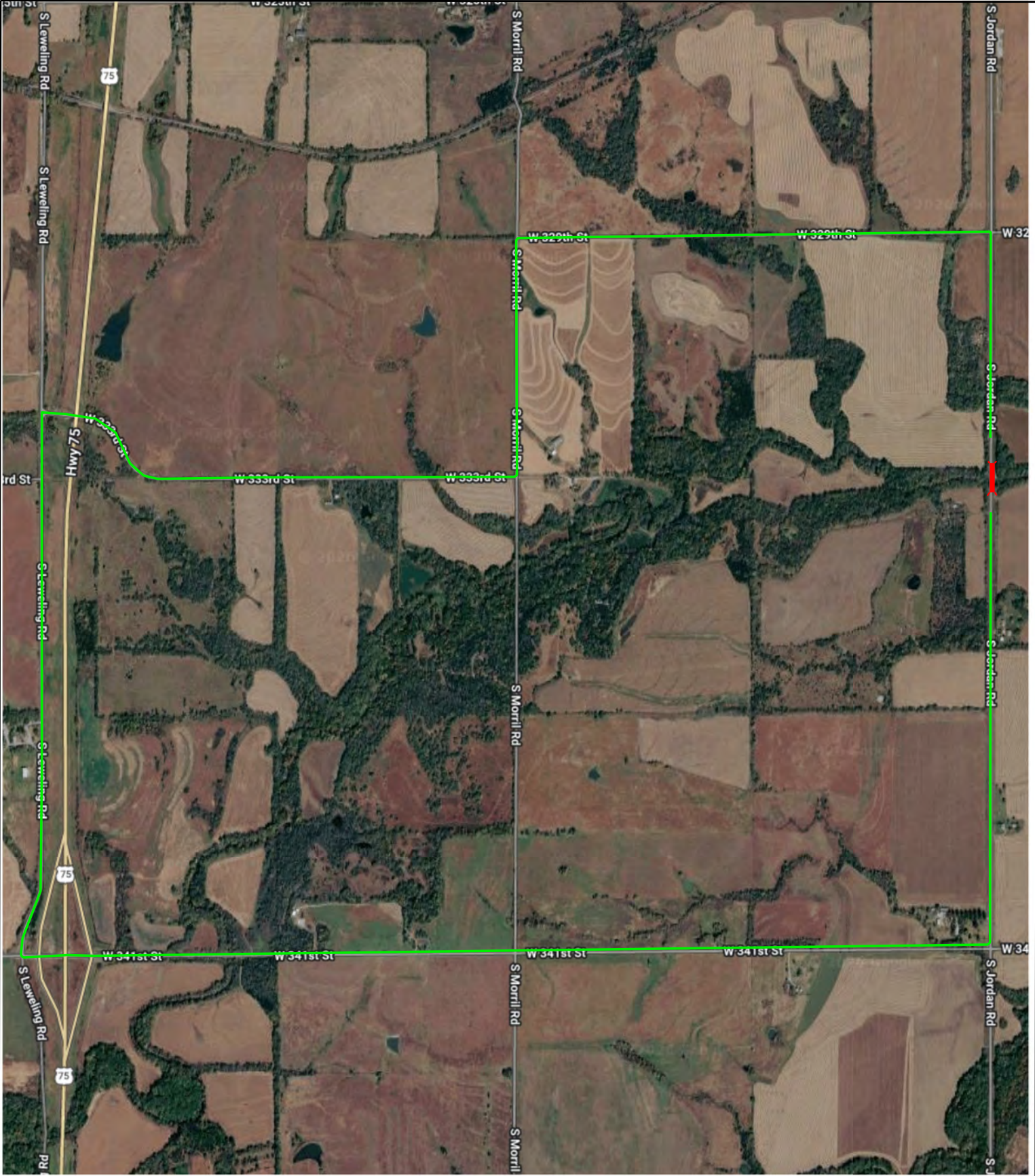
			FRANKLIN COUNTY						
			BRIDGE 8.5-6.3 DETOUR MAP						
			ROAD: OLD HWY 50 9.8 Mile Detour						
			FRANKLIN						
				BY	DATE	PREPARED BY:		DATA SOURCE:	
			DRAWN						
REVISION	BY	DATE	CHECKED			F.P. NO.		SECTION	SHEET OF



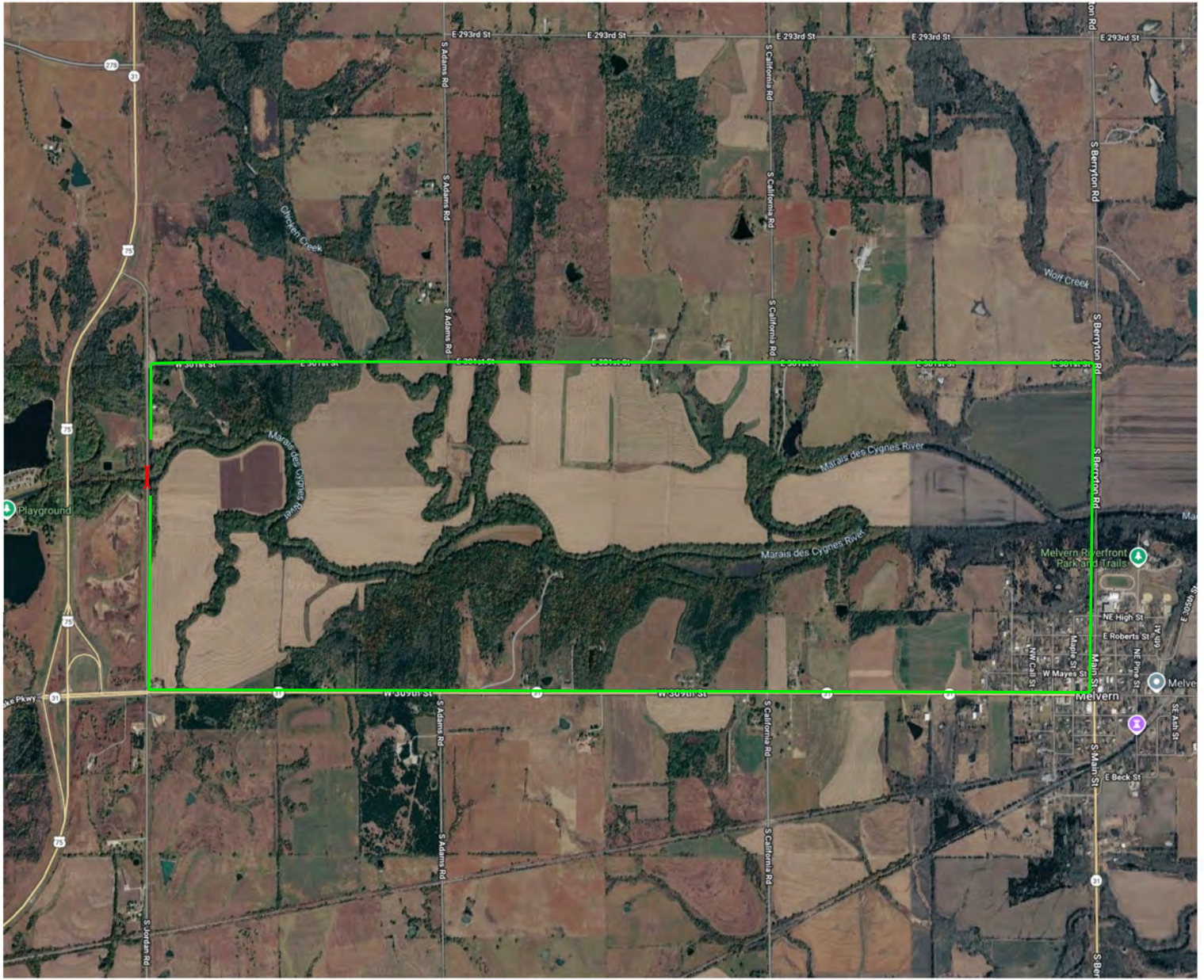
			OSAGE COUNTY				
			BRIDGE 140 DETOUR MAP				
			ROAD: TOPEKA AVE 2.5 Mile Detour				
			OSAGE				
			BY	DATE	PREPARED BY:	DATA SOURCE:	
			DRAWN				
REVISION	BY	DATE	CHECKED		F.P. NO.	SECTION	SHEET OF



			OSAGE COUNTY				
			BRIDGE 213 DETOUR MAP				
			ROAD: KANSAS St. 3.3 Mile Detour				
			OSAGE				
			BY	DATE	PREPARED BY:	DATA SOURCE:	
			DRAWN				
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			OSAGE COUNTY			
			BRIDGE 470 DETOUR MAP			
			ROAD: JORDAN Rd. 9.1 Mile Detour			OSAGE
			BY	DATE	PREPARED BY:	DATA SOURCE:
			DRAWN			
REVISION	BY	DATE	CHECKED		F.P. NO.	SECTION
						SHEET OF



OSAGE

			OSAGE COUNTY					
			BRIDGE 490 DETOUR MAP					
			ROAD: JORDAN Rd. 9.8 Mile Detour					
			OSAGE					
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COLT WAYMIRE	District 1
ROD HARRIS	District 2
SABRINA MEADOR	District 3
IANNE DICKINSON	District 4
DON STOTTMIRE	District 5

June 24, 2026

Re: Maintenance Commitment – Franklin-Osage Bridge Replacement Program BIP
Bridge Project Grant Application

To Whom It May Concern:

Franklin County, Kansas commits to maintain in a state of good repair all bridges improved under the Franklin-Osage Bridge Replacement Program BIP Bridge Project grant that are under Franklin County's jurisdiction.

This commitment is made in accordance with 23 U.S.C. § 116 and the Bridge Investment Program requirements. Franklin County will incorporate the improved bridge(s) into its ongoing bridge inspection and maintenance program.

Estimated Annual Maintenance Costs (Post-Construction):

Approximately \$1,000.00 per year for the bridges under Franklin County's responsibility.

Source of Funding:

These costs will be funded through the Franklin County Road & Bridge Funds.

This commitment applies only to the bridges included in the application that are located in Franklin County.

Sincerely,

Jeff Welton
Director
Public Works Department
Franklin County, Kansas



Osage County Commission Osage County,
Kansas 717 Topeka Ave, Lyndon, KS 66451

June 23, 2026

Federal Highway Administration
U.S. Department of Transportation
1200 New Jersey Avenue, SE
Washington, DC 20590

Re: Maintenance Commitment – Osage-Franklin Bridge Replacement Program BIP Bridge Grant Application

Dear Bridge Investment Program Selection Committee:

The Osage County Board of County Commissioners fully supports the *Osage-Franklin Bridge Replacement Program: Replacing Deficient Bridges to Improve Safety and Connectivity in Rural Kansas* Bridge Investment Program (BIP) Bridge Project grant application. The Board recognizes the importance of replacing these aging and deficient bridges to improve safety, reliability, and connectivity for residents, agricultural producers, and emergency services in our community.

Osage County, Kansas, as the lead applicant for the *Osage-Franklin Bridge Replacement Program* BIP Bridge Project grant, commits to maintain in a state of good repair all bridges improved under this project that are under Osage County's jurisdiction.

This commitment is made in accordance with 23 U.S.C. § 116 and the BIP requirements. Osage County will incorporate the improved bridges into its ongoing bridge inspection and maintenance program.

Current Annual Maintenance Costs:

Osage County currently expends approximately \$40,000 per year in maintenance costs for the four bridges included in this application under its jurisdiction.

Estimated Annual Maintenance Costs (Post-Construction):

Following construction of the new bridges, Osage County anticipates the following maintenance costs over the 30-year design life of the structures:

Years	Estimated Annual Maintenance Cost
Years 1 & 4	\$1,000
Years 7, 10, & 13,	\$2,000
Years 16 & 19	\$4,000
Years 22, 24, & 26	\$6,000
Years 28 & 30	\$10,000

These costs reflect anticipated maintenance activities such as deck sealing, joint maintenance, and minor repairs as the structures age. All future maintenance costs will be funded through the Osage County Road & Bridge Fund.

Source of Funding:

These costs will be funded through the Osage County Road & Bridge Fund.

This commitment applies to all bridges included in the application located in Osage County.

Sincerely,



Heather Kuder
Osage BOCC Chairman
Osage County, Kansas


Clerk



**City of Burlingame
101 E. Santa Fe
Burlingame, KS 66413**

Federal Highway Administration
U.S. Department of Transportation

1200 New Jersey Avenue, SE
Washington, DC 20590

Re: Letter of Support – Osage-Franklin Bridge Replacement Program BIP Bridge Project Grant Application

Dear Bridge Investment Program Selection Committee:

As Mayor of the City of Burlingame, I am pleased to offer my strong support for the Osage-Franklin Bridge Replacement Program Bridge Investment Program (BIP) grant application. This project will replace six deficient bridges across Osage and Franklin Counties, including four bridges located in Osage County that are critical to our community.

Of particular importance to the City of Burlingame are Bridges 140 and 213, which are located at the northern and western edges of our city limits. These two structures directly impact the flow of local traffic traveling north out of Burlingame, as well as school bus routes and agricultural equipment movement. Bridge 140, in particular, carries significantly higher traffic volumes and serves as a primary route for commuters, residents, and farm traffic. Both bridges are narrow and load-posted, creating safety concerns and operational challenges for our community.

The replacement of these bridges, along with Bridges 470 and 490, will greatly improve safety, reliability, and access for Burlingame residents, local farmers, and emergency service providers. The project will remove existing weight restrictions, widen the structures to current standards, and provide much-needed shoulders for safer travel for all users.

I commend both counties for their proactive approach to planning and financing. Osage County's advancement of its bond package demonstrates a clear commitment to timely delivery and fiscal responsibility. Their decision to bundle bridge replacements into construction packages is a smart move, one that will streamline procurement, attract a diverse pool of Kansas-based firms and keep investment circulating within our state.

This initiative aligns directly with the goals of the Federal Highway Administration's BIP by restoring critical infrastructure, reducing long-term maintenance costs and leveraging federal, state and local resources for maximum impact. The inclusion of one shovel-ready bridges in Osage County further underscores the region's readiness to begin construction within the required 18-month window.

The City of Burlingame fully supports Osage County's application and the strategic decision to bundle these bridge replacements. We believe this project represents a critical investment in the safety and long-term vitality of our rural community.

I urge your full consideration of this application. The success of this project will improve safety and mobility for thousands of Kansans as well as serve as a model for rural infrastructure renewal across the state and the country.

Sincerely,

Michelle E. Mullinix Mayor City of Burlingame 785-654-2414
CC: Colleen Mendoza Osage County Kansas Economic
Development Director County