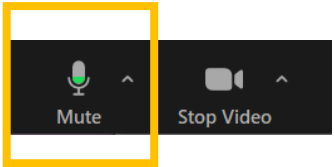
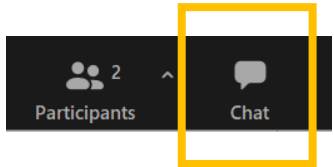


WELCOME

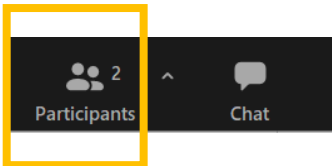
We'll get started shortly!



Please remain on **MUTE** until breakout discussions.



Use the **CHAT BOX** as needed.



Need to change your NAME?

RENAME yourself using the Participants Tab, click "More."





Who has joined us today?



KDOT 2021 LOCAL CONSULT

YOU SPEAK
KDOT LISTENS
TOGETHER, WE WORK



**YOU SPEAK
KDOT LISTENS
TOGETHER, WE WORK**

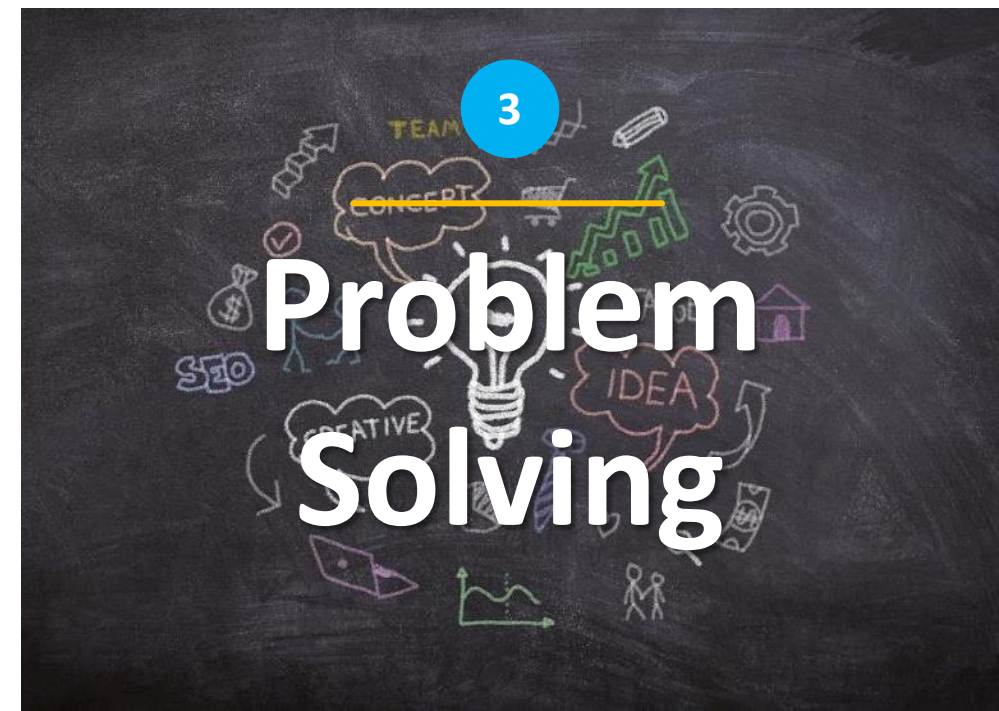
Video Introduction from Gov. Kelly



Partnerships



More Options



Problem Solving



Why are we here today?

- Replenish IKE rolling program pipeline
- Prepare for possible Infrastructure Investment and Jobs Act (IIJA)
- Your input on highway expansion and modernization projects is needed to add \$600-\$750M to the development pipeline, statewide



1st Local Consult Meeting Under IKE program

1. Regional survey results
2. Project lists, scores and updated information
3. Zoom room breakout discussions about projects
4. New KDOT initiatives and break
5. Reconvene: Summary of zoom room break out discussions about projects

Greater flexibility and greater transparency

www.ksdotike.org

DISTRICT 2

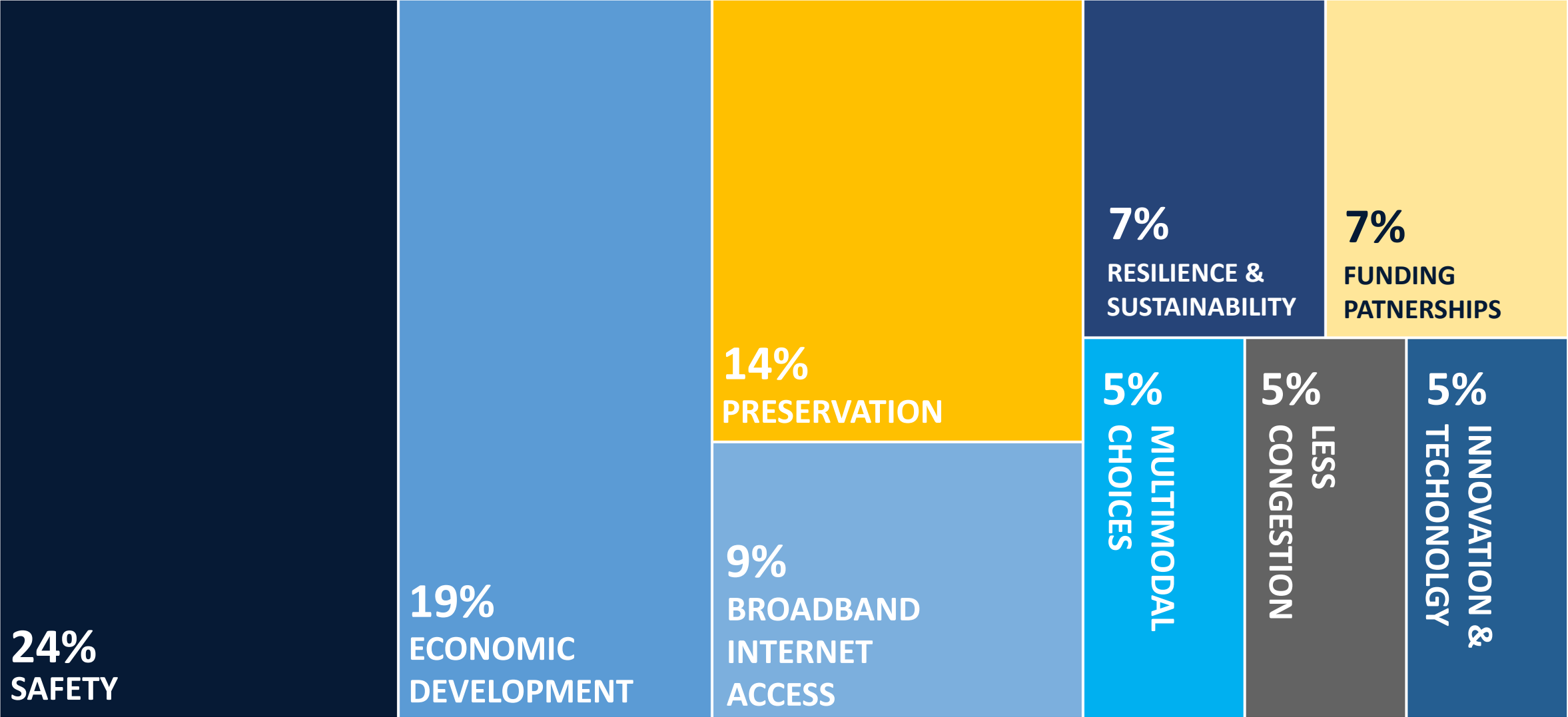
Nearly 2,000 Kansans
responded to the survey with
more than 100 from District 2.



YOU SPEAK
KDOT LISTENS
TOGETHER, WE WORK

Let’s talk about your region, and problems and opportunities you see.

DISTRICT 2 PRIORITIES



Let's talk about your region.

DISTRICT 2 WHAT'S CHANGING

- District 2
- Statewide

How is SAFETY changing?



How is PAVEMENT CONDITION changing?



*“We choose to live in a community with high quality of life and are willing to commute for jobs. Having **well-maintained** and **safe roads** is important to our **economy and quality of life.**”*

Let's talk about your region.

DISTRICT 2 WHAT'S CHANGING

■ District 2

■ Statewide

How is DEVELOPMENT changing?



How is ACCESS TO OPPORTUNITIES changing?



*“(We need) transportation to bring people in. **We need workers**, but have limited housing and limited childcare.”*

Let's talk about your region.

DISTRICT 2 WHAT'S CHANGING

■ District 2
■ Statewide

How is PUBLIC TRANSPORTATION changing?



How is ACTIVE TRANSPORTATION changing?



*“We have **very limited public transportation** in the county I live in and the one I work in. No bus, expensive and limited taxi. It makes it difficult for people who don't or can't drive to access work, school, housing. **Public transportation needs to expand** in Kansas beyond the bigger towns and cities.”*

*“(We need) **more flexibility** in transportation choices”*



2000+

KANSANS

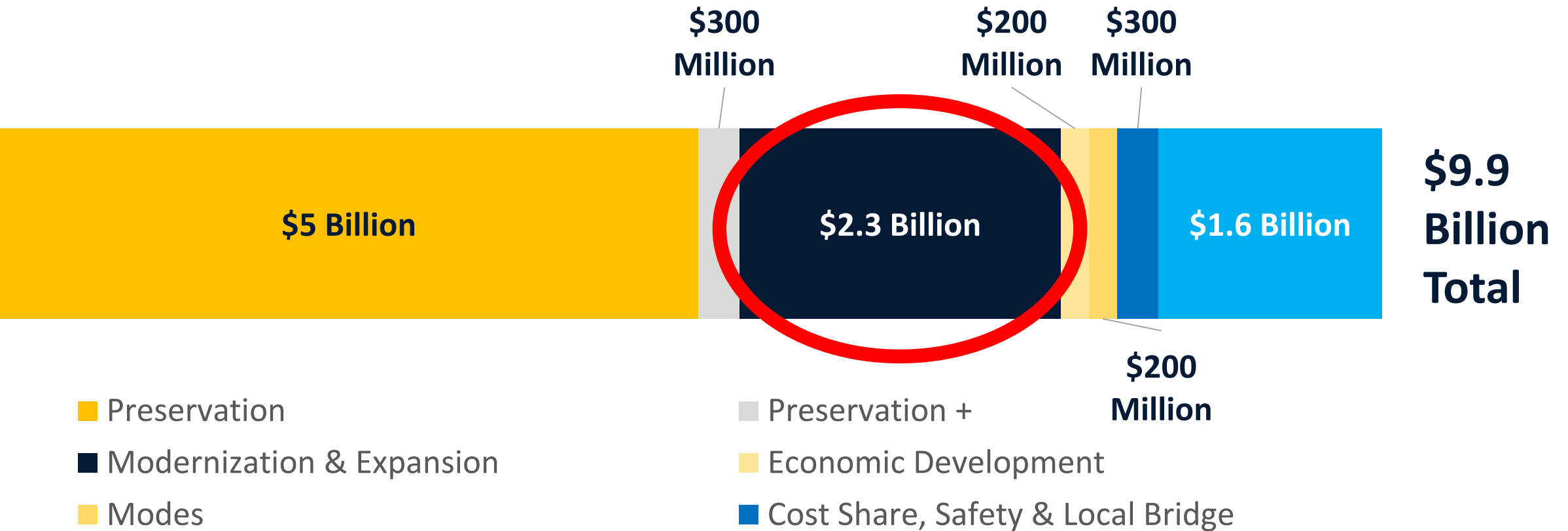




New IKE program serves today & tomorrow's needs

- **\$9.9 billion** over **10 years**
- Strengthens infrastructure
- More economic growth opportunities

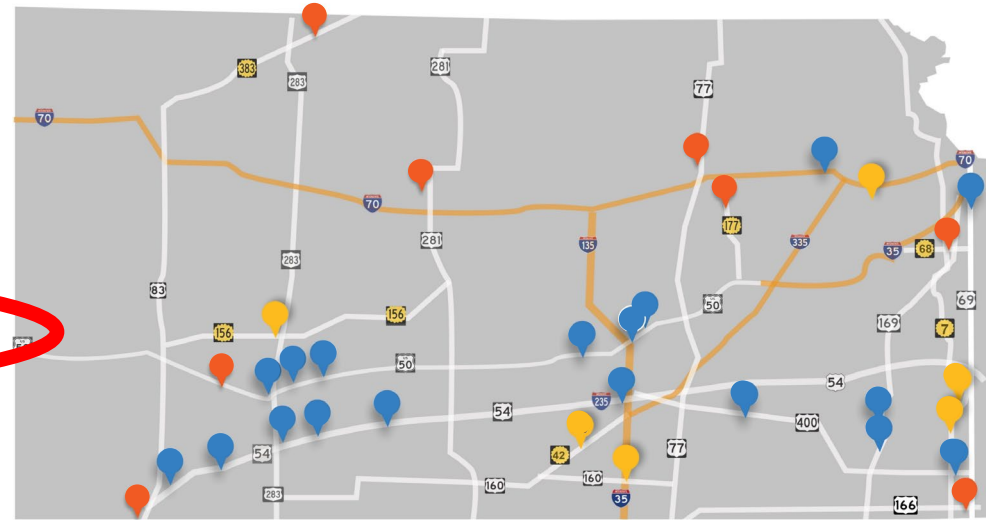
Estimated IKE investments over 10 years and today's focus



Note: Modernization & Expansion estimate does not include T-WORKS projects

Estimated minimum investments by district

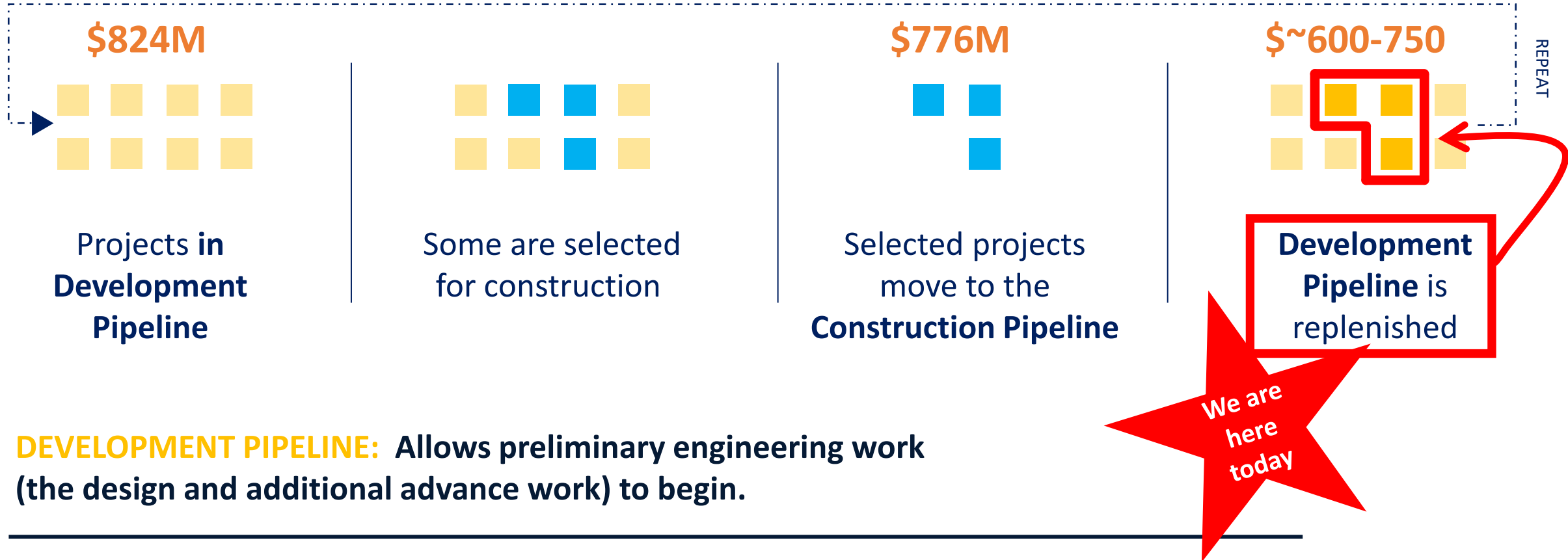
	Modernization & Expansion	Preservation Spending	TOTAL
DISTRICT 1	\$500 Million	\$1.3 Billion	\$1.8 Billion
DISTRICT 2	\$70 Million	\$600 Million	\$670 Million
DISTRICT 3	\$50 Million	\$700 Million	\$750 Million
DISTRICT 4	\$100 Million	\$550 Million	\$650 Million
DISTRICT 5	\$300 Million	\$800 Million	\$1.1 Billion
DISTRICT 6	\$100 Million	\$500 Million	\$600 Million
TOTAL	\$1.1 Billion	\$4.4 Billion	\$5.6 Billion



- **Construction:**
1 projects - \$4M
- **Development:**
3 project - \$37M

Highway Development & Construction Pipelines

Statewide Fall '21





How do we replenish the development pipeline?

- Partnerships: Hold Local Consult more often
- More Options: Bring new projects and more project scopes for discussion
- Problem Solving: Use updated data and better information to solve transportation problems

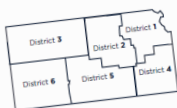
YOU SPEAK.
KDOT LISTENS.
TOGETHER, WE WORK.

STATEWIDE INVESTMENTS

IKE legislation requires KDOT to establish minimum commitments of Modernization and Expansion investment levels. The table below shows the minimums for each district. It also provides what we estimate to invest in preservation work, which will be the majority of our total program investments.

	MODERNIZATION & EXPANSION (ESTIMATED MINIMUM)	PRESERVATION SPENDING (ESTIMATED MINIMUM)	TOTAL (ESTIMATED MINIMUM)
DISTRICT 1	\$550 MILLION	\$1.3 BILLION	\$1.85 BILLION
DISTRICT 2	\$68 MILLION	\$600 MILLION	\$668 MILLION
DISTRICT 3	\$55 MILLION	\$700 MILLION	\$755 MILLION
DISTRICT 4	\$89 MILLION	\$550 MILLION	\$639 MILLION
DISTRICT 5	\$297 MILLION	\$800 MILLION	\$1.1 BILLION
DISTRICT 6	\$92 MILLION	\$500 MILLION	\$592 MILLION
TOTAL	\$1.15 BILLION	\$4.45 BILLION	\$5.6 BILLION

AVERAGE PRESERVATION COST PER MILE RURAL: \$160,000
AVERAGE PRESERVATION COST PER MILE URBAN: \$900,000



Last updated 08/31/2021

For more information regarding the Eisenhower Legacy Transportation Program, visit www.kdot.ks.gov or email ike@ks.gov. This information can be made available in alternative accessible formats by contacting the KDOT Division of Communications 785.296.3585 (voice) - 711 hearing impaired.



PROJECTS DEFINED

EXPANSION: Major corridor or interchange projects focused on alleviating congestion to keep people and goods moving. Includes traditional congestion in urban areas and non-recurrent congestion in rural areas due to crashes, weather events or just getting stuck in a slow-moving vehicle. These projects are scored for congestion, safety, economic impact and impact on the environment.

MODERNIZATION: Major corridor or interchange projects focused on keeping people and goods moving. Includes traditional congestion in urban areas and non-recurrent congestion in rural areas due to crashes, weather events or just getting stuck in a slow-moving vehicle. These projects are scored for congestion, safety, economic impact and impact on the environment.

District 2 2021 Project Scores - Expansion

Map ID	Project Description	Scope	Miles	PK-25 Cost (\$M)	Current Congestion (20 pts)	Future Congestion (25 pts)	Truck Traffic (7.5 pts)	Safety (7.5 pts)	Engineer Score (20 pts)	Local Input (25 pts)	Other Factors
218	I-70 Geary County: I-70/Taylor Rd. Interchange, West of Junction City	New Interchange	NA	\$12					15		
219	I-135 McPherson County: I-135/Week Fargo Rd. Interchange, East of Lindsborg	New Interchange	NA	\$30					10		
240	US-66 McPherson County: East of McPherson east to Marler	Passing Lanes	35	\$26					15		

2019 Projects Selected for the Development or Construction Pipeline

US-50 Chase County: Strong City to Lyons	US-50 Chase County: Strong City to Lyons	US-50 Chase County: Strong City to Lyons	US-50 Chase County: Strong City to Lyons
US-50 Chase County: Strong City to Lyons	US-50 Chase County: Strong City to Lyons	US-50 Chase County: Strong City to Lyons	US-50 Chase County: Strong City to Lyons
US-50 Chase County: Strong City to Lyons	US-50 Chase County: Strong City to Lyons	US-50 Chase County: Strong City to Lyons	US-50 Chase County: Strong City to Lyons

Engineering Factor Weights	Urban	Rural
Current Congestion	20	15
Future Congestion	15	10
Safety	7.5	12.5
Total Points Possible	50	50

Gross Regional Product (GRP) - The value of goods and services produced minus the cost of inputs. GRP impacts a calculated land on travel time and reliability benefits (e.g., for shopping, visiting family, doctor visits, etc.) and emissions reductions benefits divided by cost.

Travel Benefits - The value of non-business benefits, including personal travel time and reliability benefits (e.g., for shopping, visiting family, doctor visits, etc.) and emissions reductions benefits divided by cost.

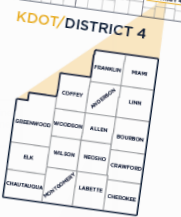
*GRP impacts are calculated using county level economic data.

*All travel time is valued equally regardless of where they live.

	Northwest	North Central	North	Southwest	South Central	South
Current Population (2018)	45%	7%	3%	5%	28%	5%
Population Projection (2041)	55%	16%	2%	7%	19%	4%
Total Highway Miles	19%	16%	17%	16%	23%	15%
Daily Vehicle Miles Traveled SH-5	16%	16%	16%	16%	23%	15%
Daily Truck Miles Traveled on SH-5	39%	16%	16%	16%	23%	15%
Daily Vehicle Miles Traveled All Roads	42%	16%	16%	16%	23%	15%

YOU SPOKE.
KDOT LISTENED.

In July 2021, the first IKE program highway modernization and expansion project that KDOT is committing to build. Previously, these projects in the IKE development pipeline were not in the construction pipeline. Most of these projects are in the construction pipeline in 2023. Information on these visit kdot.ks.gov.



INFRASTRUCTURE ASSETS IN SOUTHEAST KANSAS

CONNECTING PEOPLE/ THE REGION BY THE

Current Population Change in Population since 2010: **-4.2%** (down from 2010)
Projected Population in 2049: **231,917** (7% of Kansas)
Current Median Age: **43**
Percent of Population 65+ in 2049: **25%** (compared to 2010)

ROADS & BRIDGES IN SOUTHEAST KANSAS

Map ID	Project Description	Scope	Miles	PK-25 Cost (\$M)	Current Congestion (20 pts)	Future Congestion (25 pts)	Truck Traffic (7.5 pts)	Safety (7.5 pts)	Engineer Score (20 pts)	Local Input (25 pts)	Other Factors
257	I-135/I-70 Sedalia County: I-135/I-70 Interchange	Interchange reconstruction	NA	\$58					15		
265	K-4 Dickinson County: Hope to Harrison	Shoulder Widening	30	\$11					10		
232	K-4 McPherson County: K-4 & Bethany Drive at Lindsborg	Reconstruct on new alignment	1	\$4					15		

District 2 2021 Project Scores - Modernization

Map ID	Project Description	Scope	Miles	PK-25 Cost (\$M)	Current Congestion (20 pts)	Future Congestion (25 pts)	Truck Traffic (7.5 pts)	Safety (7.5 pts)	Engineer Score (20 pts)	Local Input (25 pts)	Other Factors
257	I-135/I-70 Sedalia County: I-135/I-70 Interchange	Interchange reconstruction	NA	\$58					15		
265	K-4 Dickinson County: Hope to Harrison	Shoulder Widening	30	\$11					10		
232	K-4 McPherson County: K-4 & Bethany Drive at Lindsborg	Reconstruct on new alignment	1	\$4					15		

YOU SPEAK.
KDOT LISTENS.
TOGETHER, WE WORK.

WHAT IS LOCAL CONSULT?

Local Consult is KDOT's public engagement process for the 10-year Eisenhower Legacy Transportation Program (IKE). It takes place every two years to get Kansans' input on a list of potential expansion and modernization projects for each region. It's also an opportunity to strengthen local partnerships, to better understand which KDOT programs matter most to communities, and to get feedback on how we can improve delivery.

HOW DOES THE PROCESS WORK?

The Local Consult process starts with a list of potential projects—some recommended by communities, others by KDOT District staff. Prior to Local Consult meetings, these projects are evaluated based on crash history, current and projected congestion, economic impact, and other factors. They are then given a score based on where they rank relative to each other. But these scores only tell us part of the story. That's why it's so important we hear from you.



Local Consult help KDOT determine which projects to build. Because we hear from you, we come back with projects that meet your needs.



LOCAL CONSULT PROJECTS DEFINED

KDOT has many programs; the projects we discuss at Local Consult fall into two categories:

EXPANSION PROJECTS Major corridor or interchange projects focused on alleviating congestion to keep people and goods moving. Includes traditional congestion in urban areas and non-recurrent congestion in rural areas due to crashes, weather events or just getting stuck behind a slow-moving vehicle. These projects are scored for congestion, safety, economic impact and impact on the environment.

MODERNIZATION PROJECTS Major corridor or interchange projects focused on keeping people and goods moving. Includes traditional congestion in urban areas and non-recurrent congestion in rural areas due to crashes, weather events or just getting stuck behind a slow-moving vehicle. These projects are scored for congestion, safety, economic impact and impact on the environment.

MODERNIZATION

Map ID	Project Description	Scope	Miles	PK-25 Cost (\$M)	Current Congestion (20 pts)	Future Congestion (25 pts)	Truck Traffic (7.5 pts)	Safety (7.5 pts)	Engineer Score (20 pts)	Local Input (25 pts)	Other Factors
257	I-135/I-70 Sedalia County: I-135/I-70 Interchange	Interchange reconstruction	NA	\$58					15		
265	K-4 Dickinson County: Hope to Harrison	Shoulder Widening	30	\$11					10		
232	K-4 McPherson County: K-4 & Bethany Drive at Lindsborg	Reconstruct on new alignment	1	\$4					15		

High scoring projects in these engineering categories are likely to have:

- Geometrics/Safety - Narrow shoulders, an intersection that needs straightening.
- Capacity - Traffic congestion.
- Pavement Structure - Poor surface pavement issue.
- Pavement Surface - Rough pavement surfaces.

Other factors in selection:

- Route Continuity - Complete or
- Previous Investment - Preliminary engineering work already underway or another phase of the project constructed.

District 2 2021 Project Scores – Expansion

Legend ● High Need/Score ○ Medium Need/Score ○ Low Need/Score

Project Information					Engineering Factors					Economic Factors			Local Input	Other Factors		
Map ID	Project Description	Scope	Miles	FY-25 Cost \$M	Current Congestion (20 pts)	Future Congestion (15 pts)	Truck Traffic (7.5 pts)	Safety (7.5 pts)	Engineer Score (50 pts)	GRP* / Cost	Traveler Benefit** / Cost	Economic Score (25 pts)	Local Input (25 pts)	Route Continuity	Previous Investment	Notes
216	I-70 Geary County: I-70/Taylor Rd. Interchange, West of Junction City	New Interchange	NA	\$12	Safety: 6/21; Operations: 9/29				15	●	●	22				Deteriorating condition – bridge needs to be replaced.
212	I-135 McPherson County: I-135/Wells Fargo Rd. interchange, East of Lindsborg	New Interchange	NA	\$10	Safety: 1/21; Operations: 9/29				10	○	○	14				
241	US-56 McPherson County: East of McPherson east to Marion†	Passing Lanes	35	\$26	○	○	○	○	18	○	○	7				

†New project not presented in 2019. New projects came from statewide passing lane review or from KDOT District staff.

2019 Projects Selected for the Development or Construction Pipeline

US-50 Marion County: Harvey/Marion County Line to Peabody	Passing Lanes Extension
---	-------------------------

Projects presented in 2019; not scored this year

US-50 Chase County: K-150 to Strong City – There are passing lanes sections on either side of this segment and this had a low engineering need	4-lane expressway
US-50 Chase County: Strong City to Lyon/Chase County Line – KDOT re-studied this segment and there are already three passing lane sections on the corridor and more are not feasible.	Passing Lanes

Because of the time and cost required, KDOT doesn't score every project from every year, but that doesn't mean it's fallen off our radar. These projects weren't score because there are other passing lanes on the corridor and these segments either had a low engineering score or weren't feasible.

Engineering Factor Weights		
	Urban	Rural
Current Congestion	20	15
Future Congestion	15	10
Safety	7.5	12.5
Total Points Possible	50	50

System Compositions & Usage by Region						
	Northeast	North Central	Northwest	Southeast	South Central	Southwest
Current Population (2018)	48%	7%	3%	9%	28%	5%
Population Projection (2044)	55%	6%	2%	7%	26%	4%
State Highway Miles	19%	16%	16%	16%	19%	15%
Total Roadway Miles	16%	16%	17%	15%	23%	14%
Daily Vehicle Miles Traveled SHS	39%	11%	8%	12%	23%	6%
Daily Truck Miles Traveled on SHS	26%	15%	14%	13%	21%	11%
Daily Vehicle Miles Traveled All Roads	42%	10%	6%	10%	26%	6%

K-148 Republic/Washington County: US-81 to K-151

†New project not presented in 2019. New projects came from KDOT's priority formula or from KDOT District staff.

2019 Projects Selected for the Development or Construction Pipeline

I-70 Geary County: I-70: K-18 Interchange at I-70	Interchange Improvements
K-4 Saline County: 2 mi E of K-104, E to Niles Rd	Reconstruct
K-177 Morris County: Approx. 500' N of S 850 Rd North to Velle St in Council Grove	Rehab and add shoulders as part of bridge replacement work

EXPANSION



Economic Factors	
Gross Regional Product (GRP)* - The value of goods and services produced minus the cost of inputs. GRP impact is calculated based on travel time and reliability savings for business-related and freight travel as well as vehicle operations and maintenance cost changes from a project divided by cost.	
Traveler Benefit** - The value of non-business benefits, including personal travel time and reliability benefits (e.g., for shopping, visiting family, doctor visits, etc.) and emissions reductions benefits divided by cost.	
*GRP impacts are calculated using county level economic data. **All travelers' time is valued equally regardless of where they live.	

MODERNIZATION



	Engineering Factors					Local Input	Other Factors		
FY-25 Cost \$M	Geometrics/ Safety	Capacity	Pavement Structure	Pavement Surface	Engineer Score (80 pts)	Local Input (20 pts)	Route Continuity	Previous Investment	Notes
\$58	Safety: 19/34; Operations: 31/46				50				
\$11	●	○	○	○	47				
\$4	○	●	○	●	39				
\$5	○	○	●	○	41		✓		
\$15	Safety: 10/34; Operations: 17/46				27				
\$22	●	○	●	●	59		✓		
\$16	○	○	○	○	35				
\$8	●	●	○	○	56				
\$1	○	○	○	○	41				
\$25	●	○	○	○	43				
\$13	●	●	○	○	59				
\$4	●	●	●	●	74				
\$47	●	○	○	○	48				
\$35	○	○	○	○	33				

Projects presented in 2019; not scored this year

US-77 Morris-Dickinson County: South US-56/77 junction N to K-209 - low local consult score in 2019	Reconstruct
K-4 Saline County: Old US-81 to Gypsum - Addressing K-4 to the west with IKE pipeline projects.	Reconstruct
US-77 Morris-Geary County: K-209 north to I-70 – low local consult score in 2019	Reconstruct
K-148 Washington County: K-234 at Hanover, N to Nebraska state line - Low engineering need	Reconstruct
K-148 Washington County: 1 mi N of E Jct K-9, N 3.5 miles - Low engineering need	Reconstruct
US-36 Republic County: US-36 & US-81 Interchange - Low engineering need	Interchange Improvement

Because of the time and cost required, KDOT doesn't score every project from every year, but that doesn't mean it's fallen off our radar. These projects weren't scored this year because of a previous low local consult score, low engineering need, or it is being addressed with another project.

High scoring projects in these engineering categories are likely to have:

- Geometrics/Safety – Narrow shoulders, an intersection that needs improved or a curve that needs straightened.
- Capacity – Traffic congestion.
- Pavement Structure – subsurface pavement issue.
- Pavement Surface – Rough pavement surfaces.

Other factors in selection:

- Route Continuity – Complete or continue a corridor.
- Previous Investment – Preliminary engineering work already underway or another phase of the project constructed.







Same scoring process

1. Same project category types
2. Same factors and overall weights
3. Provide draft engineering and economic scores for discussion
4. Assess input to inform regional priority score

Scoring can use data to fairly compare projects because it's relative. It can't give us an exact answer or evaluate every project perfectly.

Our process reflects this and we rely on you to inform decisions.

Same project types, factors and overall weights

			
	Preservation +	Modernization	Expansion
	Overlays Reconstruction Bridge Repair Bridge Replacement	Striping Strategic Safety Improvements Technology	Add Shoulders Flatten Hills Straighten Curves Improve Intersections
			Add Lanes Add Interchanges Add Passing Lanes
 Engineering Data	100%	80%	50%
 Local Input		20%	25%
 Economic Analysis*			25%

*Rural and Urban projects evaluated separately



Modernization Scoring

Engineering Factors

- Geometrics/Safety
- Capacity
- Pavement Structure
- Pavement Surface

4 High need/score
2 Medium need/score
0 Low need/score
Represent a range
These are relative

Other Factors

- Route Continuity
- Previous Investment



Top
Engineering
Score

80



Local
Input

20

TBD



Final
Score



Expansion Scoring

Engineering Factors

- Current Congestion
- Future Congestion
- Truck Traffic
- Safety

Economic Factors

- Gross Regional Product/Cost
- Traveler Benefit/Cost

- 4 High need/score
2 Medium need/score
0 Low need/score
Represent a range
These are relative

Other Factors

- Route Continuity
- Previous Investment



Top
Engineering
Score

50



Top
Economic
Score

25



Local
Input

25

TBD



Final
Score

2021 Update: Modifications to scoring methodology

- Now consider both crash rate and crash frequency (previously just rate) on both highway corridors and interchanges for expansion projects
- Updated point thresholds for scoring current and future congestion as well as truck traffic for expansion projects, informed by 2019 input
- Updated economic scoring to better relate project benefits to project cost for expansion

2021 Updated Economic impact methodology

(urban and rural scored separate)

2019



2021



2021 project lists / scores updated based on:

- Updated data – 2019 traffic; 2017-19 crash; 2018 pavement condition
- Statewide passing lane analysis – field verification
- Better information on scopes and more refined cost estimates
- Scoring methodology updates to reflect feedback
- New projects added to the list

[illegible]

1. Projects from 2019 that are now in the pipeline

2019 Projects Selected for the Development or Construction Pipeline

US-50 Marion County: Harvey/Marion County Line to Peabody

Passing Lanes Extension

2019 Projects Selected for the Development or Construction Pipeline

I-70 Geary County: I-70; K-18 Interchange at I-70

K-4 Saline County: 2 mi E of K-104, E to Niles Rd

K-177 Morris County: Approx. 500' N of S 850 Rd North to Velie St in Council Grove

Interchange Improvements

Reconstruct

Rehab and add shoulders as part of bridge replacement work

District 2 2021 Project Scores – Expansion

Legend
● High Need/Score
○ Medium Need/Score
○ Low Need/Score

Project Information				Engineering Factors					Economic Factors			Local Input	Other Factors			
Map	Project Description	Scope	Miles	FF-25 Cost (\$M)	Current Congestion (20 yrs)	Future Congestion (25 yrs)	Truck Traffic (7.5 phs)	Safety (7.5 phs)	Engineer Score (20 phs)	GDP* / Cost	Traveler Benefit** / Cost	Economic Score (25 phs)	Local Input (20 phs)	Route Continuity	Previous Investment	Notes
236	I-70 Geary County: I-70/Taylor Rd. Interchange, West of Junction City	New Interchange	NA	\$12					15	●	●	22				Deteriorating condition – bridge needs to be replaced.
222	I-135 McPherson County: I-135/Mills Pkwy Rd. Interchange, East of Lindsay	New Interchange	NA	\$50					10	●	●	14				
241	US-56 McPherson County: East of McPherson east to Marion?	Passing Lanes	35	\$26	○	○	○	○	18	○	○	7				

*New project not presented in 2019. New projects came from previously scored projects.

**All travelers' time value is equally regardless of where they live.

2019 Projects Selected for the Development or Construction Pipeline

US-50 Marion County: Harvey/Marion County Line to Peabody

Passing Lanes Extension

Presented in 2019; not scored this year

US-50 Chase County: Irving City to Leola/Chase County Line – KDOT resubmitted this segment and there are already three passing lane sections on the corridor and more are not feasible.

US-50 Chase County: Irving City to Leola/Chase County Line – KDOT resubmitted this segment and there are already three passing lane sections on the corridor and more are not feasible.

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US-50 Chase County: Irving City to Leola/Chase County Line – KDOT resubmitted this segment and there are already three passing lane sections on the corridor and more are not feasible.

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EXPANSION



Engineering Factor Weights

	Urban	Rural
Current Congestion	20	15
Future Congestion	15	10
Safety	7.5	12.5
Total Points Possible	50	50

Gross Regional Product (GRP) - The value of goods and services produced minus the cost of inputs. GRP impact is calculated based on travel time and reliability savings for business related and freight travel as well as vehicle operations and maintenance cost changes from a project divided by cost.

Traveler Benefit** - The value of non-business benefits, including personal travel time and reliability benefits (e.g., for shopping, visiting family, doctor visits, etc.) and emissions reductions benefits divided by cost.

*GRP impacts are calculated using county level economic data.
**All travelers' time value is equally regardless of where they live.

System Composition & Usage by Region

	Northwest	North Central	Northwest	Southwest	South Central	Southwest
Current Population (2018)	48%	7%	2%	5%	28%	5%
Population Projection (2044)	55%	6%	2%	7%	26%	4%
State Highway Miles	13%	16%	16%	16%	19%	15%
Total Roadway Miles	12%	16%	17%	15%	23%	24%
Daily Vehicle Miles Traveled (S)	39%	11%	8%	12%	25%	6%
Daily Vehicle Miles Traveled (H)	20%	15%	14%	13%	21%	11%
Daily Vehicle Miles Traveled All Roads	42%	10%	6%	10%	26%	6%

District 2 2021 Project Scores – Modernization

Legend

● High Need/Score

○ Medium Need/Score

○ Low Need/Score

MODERNIZATION



Project Information				Engineering Factors						Local Input	Other Factors					
Map ID	Project Description	Scope	Miles	FF-25 Cost (\$M)	Geometrics/ Safety	Capacity	Pavement Structure	Pavement Surface	Engineer Score (20 phs)	GDP* / Cost	Traveler Benefit** / Cost	Economic Score (25 phs)	Local Input (20 phs)	Route Continuity	Previous Investment	Notes
257	I-235/I-70 Saline County: I-235/I-70 Interchange?	Interchange reconstruction	NA	558					50							
265	K-4 Dickinson County: Hope to Harrison?	Shoulder Widening	10	511	●	○	○	○	47							
232	K-4 McPherson County: K-4 & Bethany Drive at Lindsay?	Reconstruct on new alignment	1	54	○	○	○	○	39							
256c	K-4 Saline County: I-235 East to the Smoky Hill River Bridge?	Reconstruct on new alignment	3	55	○	○	○	○	41					✓		
256	K-4 Saline County: K-4/I-235 Interchange?	Interchange reconstruction	NA	515					37							
267	K-4 Saline/Dickinson County: Osprey to Hope?	Shoulder Widening	22	522	●	○	○	○	59					✓		
268	K-9 Washington/Cloud/Clay County: Clyde to K-151?	Shoulder Widening	16	516	○	○	○	○	35							
258	K-14 Ellsworth County: K-140 North to I-70 West Interchange?	Construct Shoulders	8	58	●	○	○	○	56							
259	K-14 Ellsworth County: I-70 North to Lincoln County Line?	Construct Shoulders	1	51	○	○	○	○	41							
260	K-14 Lincoln County: Ellsworth County Line North to Midwest County Line?	Construct Shoulders	25	525	●	○	○	○	43							
261	K-23 Clay County: City Center North to Washington County Line?	Shoulder Widening	13	513	●	○	○	○	59							
262	K-25/K-18 Dickinson County: West Jct. (25th) to East Jct. (25th) (Quality Oil) ?	Shoulder Widening	4	54	●	○	○	○	74							
264	K-18 Ottawa/Dickinson/Geary County: Bowrington to US-77 Junction City? F	Shoulder Widening	46	547	●	○	○	○	48							
263	K-548 Republic/Washington County: US-82 to K-151?	Shoulder Widening	34	535	○	○	○	○	33							

*New project not presented in 2019. New projects came from previously scored projects.

**All travelers' time value is equally regardless of where they live.

2019 Projects Selected for the Development or Construction Pipeline

I-70 Geary County: I-70; K-18 Interchange at I-70

K-4 Saline County: 2 mi E of K-104, E to Niles Rd

K-177 Morris County: Approx. 500' N of S 850 Rd North to Velie St in Council Grove

Interchange Improvements

Reconstruct

Rehab and add shoulders as part of bridge replacement work

Reconstruct

Reconstruct

Reconstruct

Reconstruct

MODERNIZATION



High scoring projects in these engineering categories are likely to have:

- Geometrics/Safety - narrow shoulders, an intersection that needs improved or a curve that needs straightened.
- Capacity - Traffic congestion.
- Pavement Structure - subbase pavement issue.
- Pavement Surface - rough pavement surface.

Other factors in selection:

- Route Continuity - Complete or continue a corridor.
- Previous Investment - Preliminary engineering work already underway or another phase of the project constructed.

2. & 3. Previous and New Projects for Discussion Today

District 2 2021 Project Scores – Expansion

EXPANSION

Legend ● High Need/Score ○ Medium Need/Score ○ Low Need/Score

Project Information					Engineering Factors					Economic Factors			Local Input	Other Factors		
Map ID	Project Description	Scope	Miles	FY-25 Cost \$M	Current Congestion (20 pts)	Future Congestion (15 pts)	Truck Traffic (7.5 pts)	Safety (7.5 pts)	Engineer Score (50 pts)	GRP* / Cost	Traveler Benefit** / Cost	Economic Score (25 pts)	Local Input (25 pts)	Route Continuity	Previous Investment	Notes
215	I-70 Geary County: I-70/Taylor Rd. Interchange, West of Junction City	New Interchange	NA	\$12	Safety: 6/21; Operations: 9/29				15	●	●	22				Deteriorating condition – bridge needs to be replaced.
212	I-135 McPherson County: I-135/Wells Fargo Rd. Interchange, East of Lindsborg	New Interchange	NA	\$10	Safety: 1/21; Operations: 9/29				10	○	○	14				
241	I-70 McPherson County: East of McPherson east to Marion†	Passing Lanes	35	\$26	○	○	●	○	18	○	○	7				

†New project not presented in 2019. New projects came from statewide passing lane review or from KDOT District staff.

2019 Projects Selected for the Development or Construction Pipeline

US-50 Marion County: Harvey/Marion County Line to Peabody	Passing Lanes Extension
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Projects presented in 2019; not scored this year

US-50 Chase County: K-150 to Strong City – There are passing lanes sections on either side of this segment and this had a low engineering need	4-lane expressway
US-50 Chase County: Strong City to Lyon/Chase County Line – KDOT re-studied this segment and there are already three passing lane sections on the corridor and more are not feasible.	Passing Lanes

Because of the time and cost required, KDOT doesn't score every project from every year, but that doesn't mean it's fallen off our radar. These projects weren't scored because there are other passing lanes on the corridor and these segments either had a low engineering score or weren't feasible.

Engineering Factor Weights		
	Urban	Rural
Current Congestion	20	15
Future Congestion	15	10
Safety	7.5	12.5
Total Points Possible	50	50

Economic Factors
Gross Regional Product (GRP)* - The value of goods and services produced minus the cost of inputs. GRP is calculated based on travel time and reliability as well as vehicle operation from a project divided by cost.
Traveler Benefit ** - The value personal travel time and reliability as well as vehicle operation from a project divided by cost.
 *GRP impacts are calculated using the value of time.
 **All travelers' time is valued equally.

System Compositions & Usage by Region			
	Northeast	North Central	Northwest
Current Population (2018)	48%	7%	3%
Population Projection (2044)	55%	6%	2%
State Highway Miles	19%	16%	16%
Total Roadway Miles	16%	16%	17%
Daily Vehicle Miles Traveled SHS	39%	11%	8%
Daily Truck Miles Traveled on SHS	26%	15%	14%
Daily Vehicle Miles Traveled All Roads	42%	10%	6%

**New projects, not shown in 2019, are shown with a † and in italics*

District 2 2021 Project Scores – Modernization

MODERNIZATION

Legend ● High Need/Score ○ Medium Need/Score ○ Low Need/Score

Project Information					Engineering Factors					Local Input	Other Factors		
Map ID	Project Description	Scope	Miles	FY-25 Cost (\$M)	Geometrics/ Safety	Capacity	Pavement Structure	Pavement Surface	Engineering Score (80 pts)	Local Input (20 pts)	Route Continuity	Previous Investment	Notes
257	I-135/I-70 Saline County: I-135/I-70 Interchange†	Interchange reconstruction	NA	\$58	Safety: 19/34; Operations: 31/46				50				
265	K-4 Dickinson County: Hope to Herington†	Shoulder Widening	10	\$11	●	○	○	○	47				
232	K-4 McPherson County: K-4 & Bethany Drive at Lindsborg†	Reconstruct on new alignment	1	\$4	○	●	○	●	39				
256c	K-4 Saline County: I-135 East to the Smoky Hill River Bridge†	Reconstruct on new alignment	3	\$5	○	○	●	○	41		✓		
256i	K-4 Saline County: K-4/I-135 Interchange†	Interchange reconstruction	NA	\$15	Safety: 10/34; Operations: 17/46				27				
267	K-4 Saline/Dickinson County: Gypsum to Hope†	Shoulder Widening	22	\$22	●	○	●	●	59		✓		
266	K-9 Washington/Cloud/Clay County: Clyde to K-15†	Shoulder Widening	16	\$16	○	○	○	○	35				
258	K-14 Ellsworth County: K-140 North to I-70 West Interchange†	Construct Shoulders	8	\$8	●	●	○	○	56				
259	K-14 Ellsworth County: I-70 North to Lincoln County Line†	Construct Shoulders	1	\$1	○	○	○	○	41				
	K-14 Lincoln County: Ellsworth County Line North to Mitchell County Line†	Construct Shoulders	25	\$25	●	○	○	○	43				
261	K-15 Clay County: Clay Center North to Washington County Line†	Shoulder Widening	13	\$13	●	●	○	○	59				
262	K-15/K-14 Dickinson County: West Jct. (Zion) to East Jct. (Quality Oil) †	Shoulder Widening	4	\$4	●	●	●	●	74				
264	K-18 Ottawa/Dickinson County: Bennington to US-77 (Junction City) †	Shoulder Widening	46	\$47	●	○	○	○	48				
263	K-148 Republic/Washington County: US-36 to K-15†	Shoulder Widening	34	\$35	○	○	○	○	22				

†New project not presented in 2019. New projects came from KDOT's priority formula or from KDOT District staff.

2019 Projects Selected for the Development or Construction Pipeline

I-70 Geary County: I-70; K-18 Interchange at I-70	Interchange Improvements
K-4 Saline County: 2 mi E of K-104, E to Niles Rd	Reconstruct
K-177 Morris County: Approx. 500' N of S 850 Rd North to Velle St in Council Grove	Rehab and add shoulders as part of bridge replacement work

Projects presented in 2019; not scored this year

US-77 Morris-Dickinson County: South US-56/77 Junction N to K-209 - low local consult score in 2019	Reconstruct
K-4 Saline County: Old US-81 to Gypsum - Addressing K-4 to the west with IKE pipeline projects.	Reconstruct
US-77 Morris-Geary County: K-209 north to I-70 - low local consult score in 2019	Reconstruct
K-148 Washington County: K-234 at Hanover, N to Nebraska state line - Low engineering need	Reconstruct
K-148 Washington County: 1 mi N of E Jct K-9, N 3.5 miles - Low engineering need	Reconstruct
US-36 Republic County: US-36 & US-81 Interchange - Low engineering need	Interchange Improvement

Because of the time and cost required, KDOT doesn't score every project from every year, but that doesn't mean it's fallen off our radar. These projects weren't scored this year because of a previous low local consult score, low engineering need, or it is being addressed with another project.

High scoring projects in these engineering categories are likely to have:

- **Geometrics/Safety** – Narrow shoulders, an intersection that needs improved or a curve that needs straightened.
- **Capacity** – Traffic congestion.
- **Pavement Structure** – Subsurface pavement issue.
- **Pavement Surface** – Rough pavement surfaces.

Other factors in selection:

- **Route Continuity** – Complete or continue a corridor.
- **Previous Investment** – Preliminary engineering work already underway or another phase of the project constructed.

4. Projects from 2019 Not Scored This Year – Discussion?

Projects presented in 2019; not scored this year

US-50 Chase County: K-150 to Strong City – **There are passing lanes sections on either side of this segment and this had a low engineering need**

4-lane expressway

US-50 Chase County: Strong City to Lyon/Chase County Line – **KDOT re-studied this segment and there are already three passing lane sections on the corridor and more are not feasible.**

Passing Lanes

Projects presented in 2019; not scored this year

US-77 Morris-Dickinson County: South US-56/77 junction N to K-209 - **low local consult score in 2019**

Reconstruct

K-4 Saline County: Old US-81 to Gypsum - **Addressing K-4 to the west with IKE pipeline projects.**

Reconstruct

US-77 Morris-Geary County: K-209 north to I-70 – **low local consult score in 2019**

Reconstruct

K-148 Washington County: K-234 at Hanover, N to Nebraska state line - **Low engineering need**

Reconstruct

K-148 Washington County: 1 mi N of E Jct K-9, N 3.5 miles - **Low engineering need**

Reconstruct

US-36 Republic County: US-36 & US-81 Interchange - **Low engineering need**

Interchange Improvement

District 2 2021 Project Scores – Expansion

Legend ● High Need/Score ○ Medium Need/Score ○ Low Need/Score

Project Information				Engineering Factors					Economic Factors			Local Input	Other Factors			
Map ID	Project Description	Scope	Miles	FR-25 Cost (\$M)	Current Congestion (20 yrs)	Future Congestion (25 yrs)	Truck Traffic (7.5 phs)	Safety (7.5 phs)	Engineer Score (50 phs)	GRIP* / Cost	Traveler Benefit** / Cost	Economic Score (50 phs)	Local Input (25 phs)	Route Continuity	Previous Investment	Notes
226	I-70 Geary County: I-70/Taylor Rd. Interchange, West of Junction City	New Interchange	NA	\$12				Safety: 6/21; Operations: 9/29	15			22				Deteriorating condition – bridge needs to be replaced.
232	I-135 McPherson County: I-135/Whitely Pkwy-Rd. Interchange, East of Lindsay	New Interchange	NA	\$50				Safety: 3/21; Operations: 9/29	10			14				
241	US-56 McPherson County: East of McPherson east to Marion?	Passing Lanes	35	\$26					18			7				

*New project not presented in 2019. New projects came from statewide passing lane review or from KDOT District staff.

2019 Projects Selected for the Development or Construction Pipeline

US-50 Marion County: Harvey/Marion County Line to Peabody

US-50 Chase County: Strong City to Lyon/Chase County Line

US-50 Chase County: Strong City to Lyon/Chase County Line

US-50 Chase County: Strong City to Lyon/Chase County Line

US-50 Chase County: Strong City to Lyon/Chase County Line

US-50 Chase County: Strong City to Lyon/Chase County Line

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US-50 Chase County: Strong City to Lyon/Chase County Line

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US-50 Chase County: Strong City to Lyon/Chase County Line

US-50 Chase County: Strong City to Lyon/Chase County Line

EXPANSION



Engineering Factor Weights		
Urban	Rural	
Current Congestion	20	15
Future Congestion	15	10
Safety	7.5	12.5
Total Points Possible	50	50

Economic Factors
Gross Regional Product (GRP) - The value of goods and services produced minus the cost of inputs. GRP impact is calculated based on travel time and reliability savings for business-related and freight travel as well as vehicle operations and maintenance cost changes from a project divided by cost.
Traveler Benefits - The value of non-business benefits, including personal travel time and reliability benefits (e.g., for shopping, visiting family, doctor visits, etc.) and emissions reductions benefits divided by cost.
*GRP impacts are calculated using county level economic data.
**All travelers' time is valued equally regardless of where they live.

System Composition & Usage by Region					
	Northwest	North Central	Northwest	Southwest	Southwest
Current Population (2018)	40%	7%	2%	5%	28%
Population Projection (2044)	55%	6%	2%	7%	26%
State Highway Miles	13%	16%	16%	16%	19%
Total Truck Miles	12%	16%	17%	16%	23%
Daily Vehicle Miles Traveled (VMT)	39%	11%	6%	12%	25%
Daily Truck Miles Traveled on SHS	20%	15%	1%	13%	21%
Daily Vehicle Miles Traveled All Roads	42%	10%	6%	10%	26%

District 2 2021 Project Scores – Modernization

Legend ● High Need/Score ○ Medium Need/Score ○ Low Need/Score

Project Information					Engineering Factors					Local Input	Other Factors		
Map ID	Project Description	Scope	Miles	FR-25 Cost (\$M)	Geometrics/ Safety	Capacity	Pavement Structure	Pavement Surface	Engineer Score (50 pts)	Local Input (20 pts)	Route Continuity	Previous Investment	Notes
257	I-235/I-70 Saline County: I-235/I-70 Interchange?	Interchange reconstruction	NA	\$58		Safety: 10/14; Operations: 31/46			50				
265	K-4 Dickinson County: Hope to Hartington?	Shoulder Widening	10	\$11	●	○	○	○	47				
272	K-4 McPherson County: K-4 & Bethany Drive at Lindsay?	Reconstruct on new alignment	1	\$4	○	●	○	○	33				
2556	K-4 Saline County: I-235 East to the Smoky Hill River Bridge?	Reconstruct on new alignment	3	\$5		○	○	○	41		✓		
2566	K-4 Saline County: K-4/I-235 Interchange?	Interchange reconstruction	NA	\$15		Safety: 10/14; Operations: 17/46			27				
267	K-4 Saline/Dickinson County: Gypsum to Hope?	Shoulder Widening	22	\$22	●	○	●	●	59		✓		
268	K-9 Washington/Cloud/Clay County: Clay to K-151?	Shoulder Widening	16	\$16	○	○	○	○	35				
268	K-14 Ellsworth County: K-140 North to I-70 West Interchange?	Construct Shoulders	8	\$8	●	●	○	○	56				
269	K-14 Ellsworth County: I-70 North to Lincoln County Line?	Construct Shoulders	1	\$1	○	○	○	○	41				
260	K-14 Ellsworth County: Ellsworth County Line North to Mitchell County Line?	Construct Shoulders	25	\$25	●	○	○	○	43				
261	K-23 Clay County: Clay County North to Washington County Line?	Shoulder Widening	13	\$13	●	●	○	○	59				
262	K-155/K-18 Dickinson County: K-155/K-18 to East Jct. (Quality Oil) ?	Shoulder Widening	4	\$4	●	○	●	○	74				
264	K-18 Ottawa/Dickinson/Geary County: K-18 to US-77 Junction City ?	Shoulder Widening	46	\$47	●	○	●	○	48				
263	K-148 Republic/Washington County: US-81 to K-148	Interchange reconstruction	NA	\$15			○	○	33				

*New project not presented in 2019. New projects came from KDOT's priority formula or from KDOT District staff.

2019 Projects Selected for the Development or Construction Pipeline

I-70 Geary County: I-70/Taylor Rd. Interchange

I-70 Geary County: I-70/Taylor Rd. Interchange

I-70 Geary County: I-70/Taylor Rd. Interchange

I-70 Geary County: I-70/Taylor Rd. Interchange

I-70 Geary County: I-70/Taylor Rd. Interchange

I-70 Geary County: I-70/Taylor Rd. Interchange

I-70 Geary County: I-70/Taylor Rd. Interchange

High scoring projects in these engineering categories are likely to have:
• Geometrics/Safety - narrow shoulders, an intersection that needs improved or a curve that needs straightening.
• Capacity - Traffic congestion.
• Pavement Structure - substandard pavement issue.
• Pavement Surface - rough pavement surface.
Other factors in selection:
• Route Continuity - Complete or continue a corridor.
• Previous Investment - Preliminary engineering work already underway or another phase of the project constructed.

2021 Update Summary: District 2 List

- 4 projects moved to the development or construction pipelines
- 15 new projects added from priority formula or district feedback
- 11 projects not scored this year

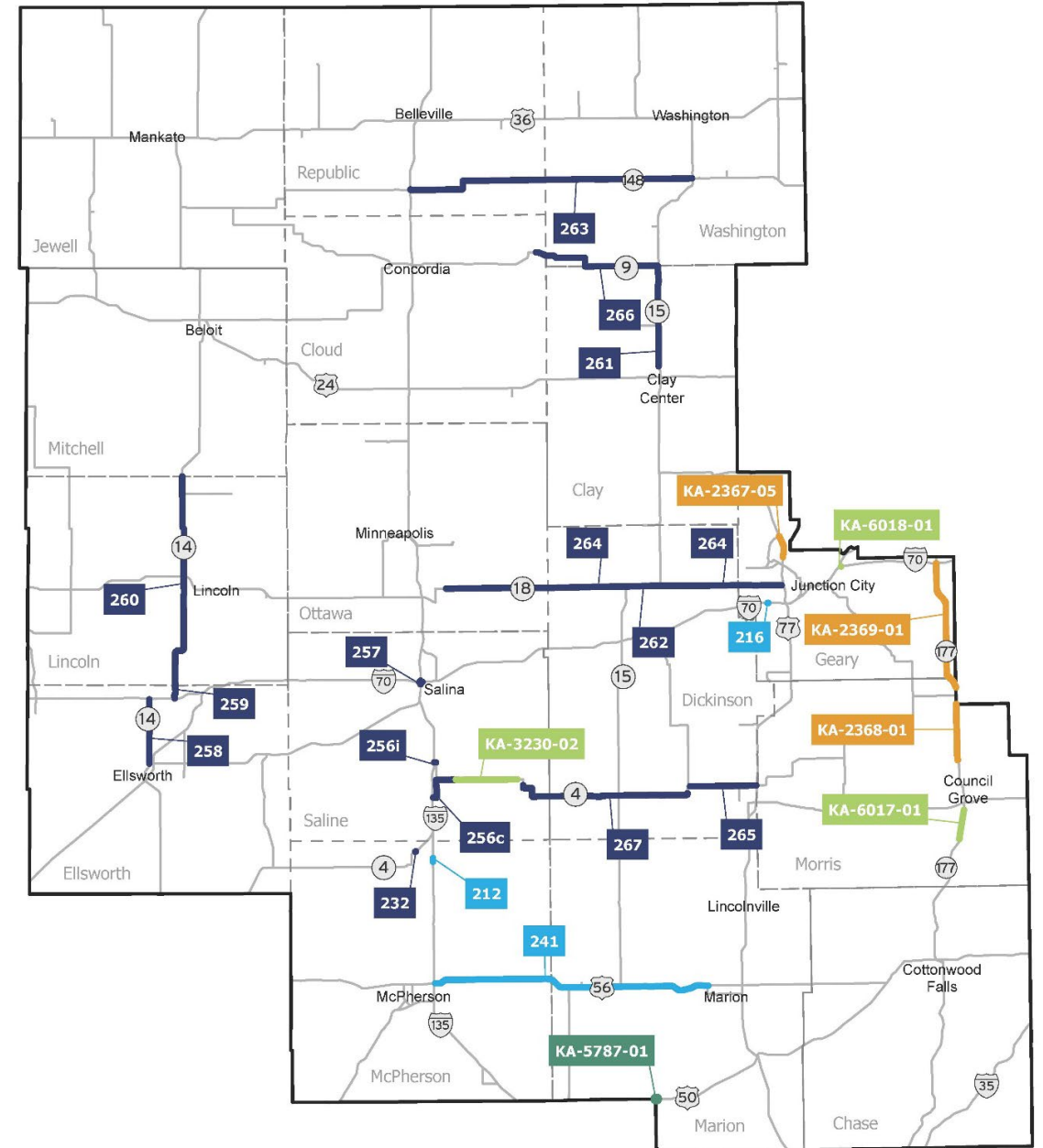
Because no formula or score is perfect,

Scoring ≠ Programming

**Selecting projects is like
building a team**

Today's Project Discussion

- **What's new or changed in your region? Consider survey results, new projects added to the list or scopes that were changed.**
- **What are your project priorities for the development pipeline?**
 - **High**
 - **Medium**





Breakout Group Time

- **Automatically transferred to virtual breakout groups**
- **30 minutes for discussion**

Break Time

We'll start again at XX:XX

All new programs were underway in 2020



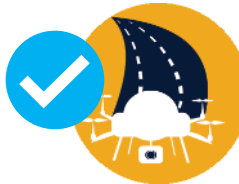
PRESERVATION +
\$17 Million



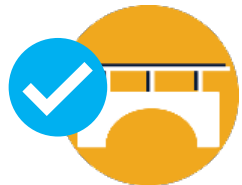
BROADBAND
\$5 Million



COST SHARE
38 Projects | \$21.7 Million



INNOVATION TECH
5 Projects | \$1.3 Million



LOCAL BRIDGE
30 counties/ cities | \$5.1 Million



DRIVER'S ED
Nearly 1000 students enrolled



SHORT-LINE RAIL
13 Projects | \$5 Million



STRATEGIC SAFETY IMPROVEMENTS
1st project to construction in 2020

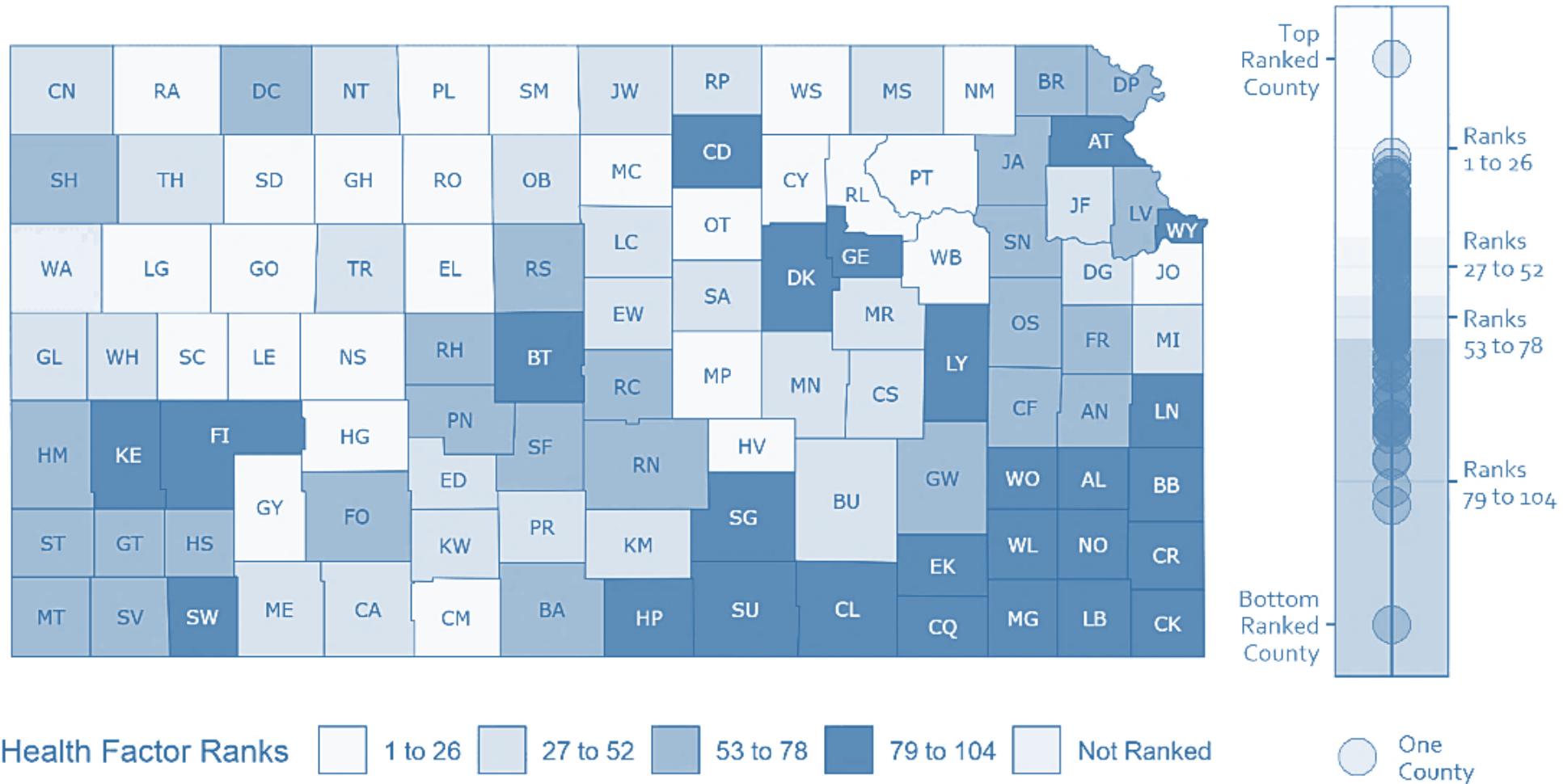


Problem solving ideal

- ★ Find the “sweet” spots to deliver improvements and long-term economic opportunities

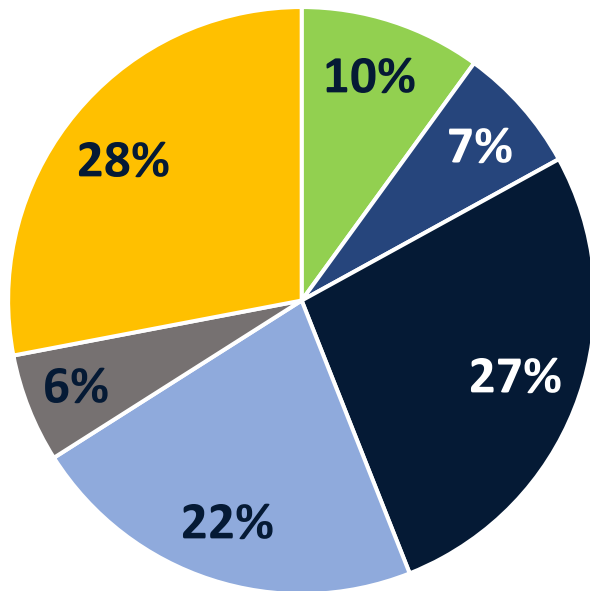


Health rankings show need for Expanded view of equity



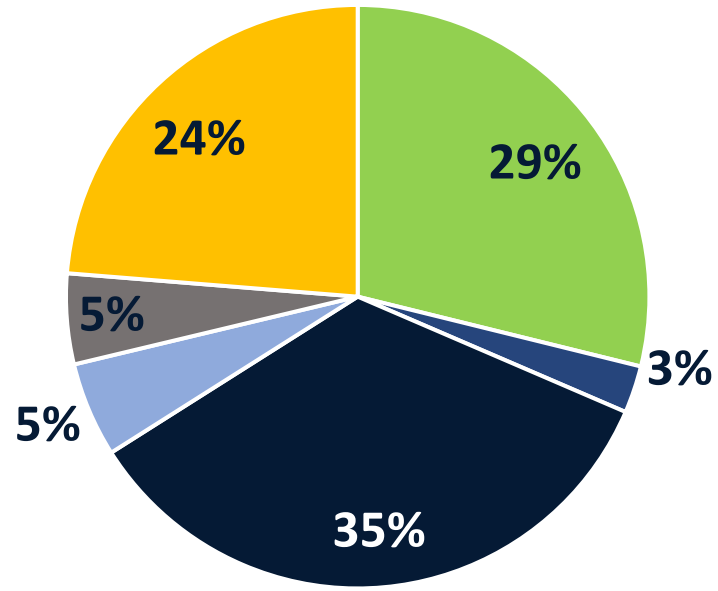
Greenhouse Gas Emissions by Economic Sector

United States

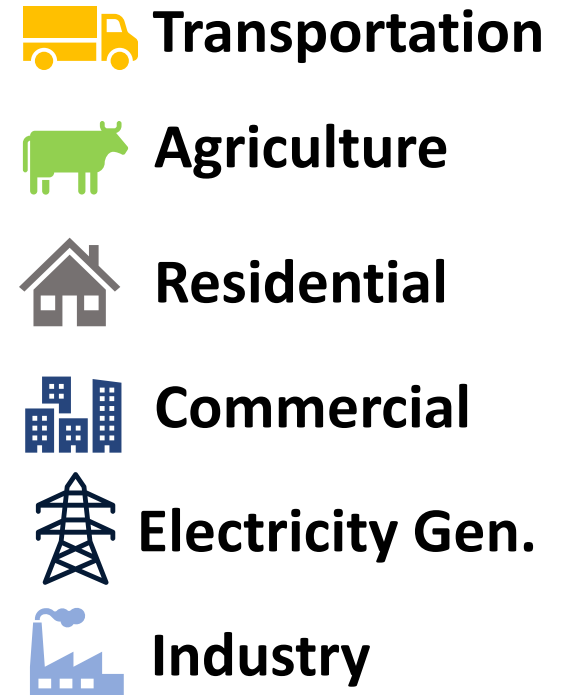


Source: EPA, 2018

Kansas



Source: World Resources Institute, 2014





HEARTLAND OPPORTUNITIES, MARKETS & ENVIRONMENT

Pilot Project



Private Industry response



Forbes WHEELS

GM Plans To Phase Out Gas And Diesel Cars By 2035



Jerry Hirsch
Contributor

Published: Jan 28, 2021

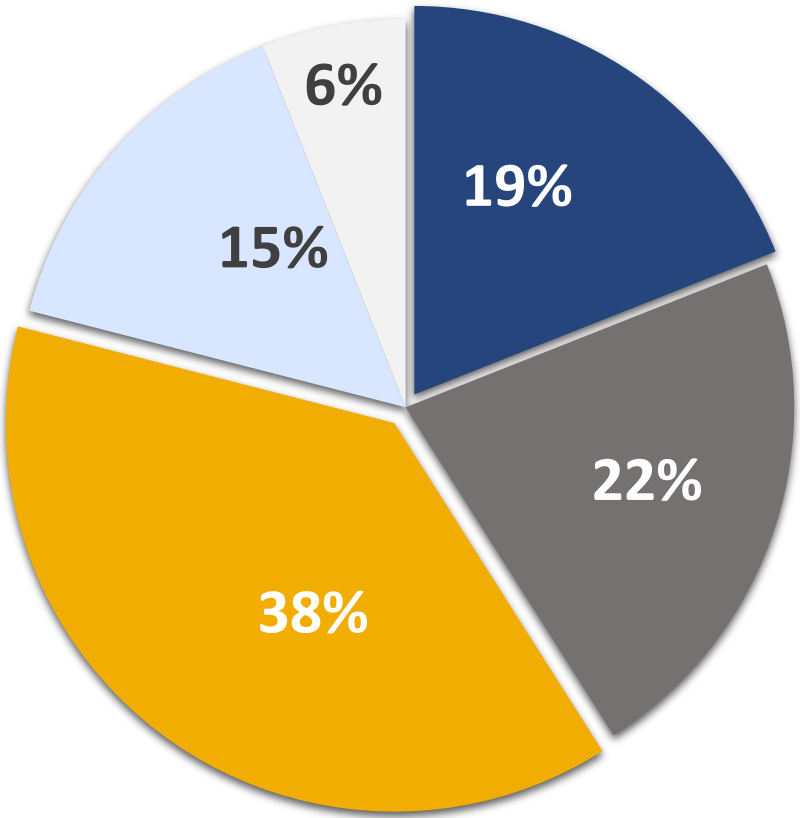
Challenge

New vehicles
emerge
and revenues
decline

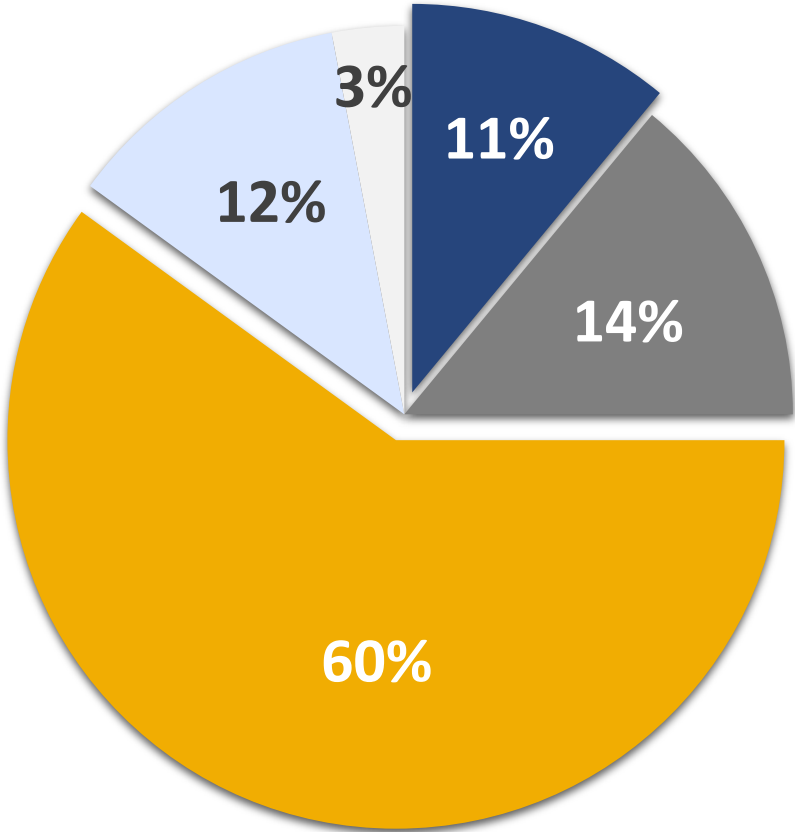


Transportation Funding is changing

Revenue Mix in **FY2021**



Revenue Projection for **FY2045**



State Motor Fuel Taxes

■ Federal Fuel Taxes & Fees

■ State Sales Tax

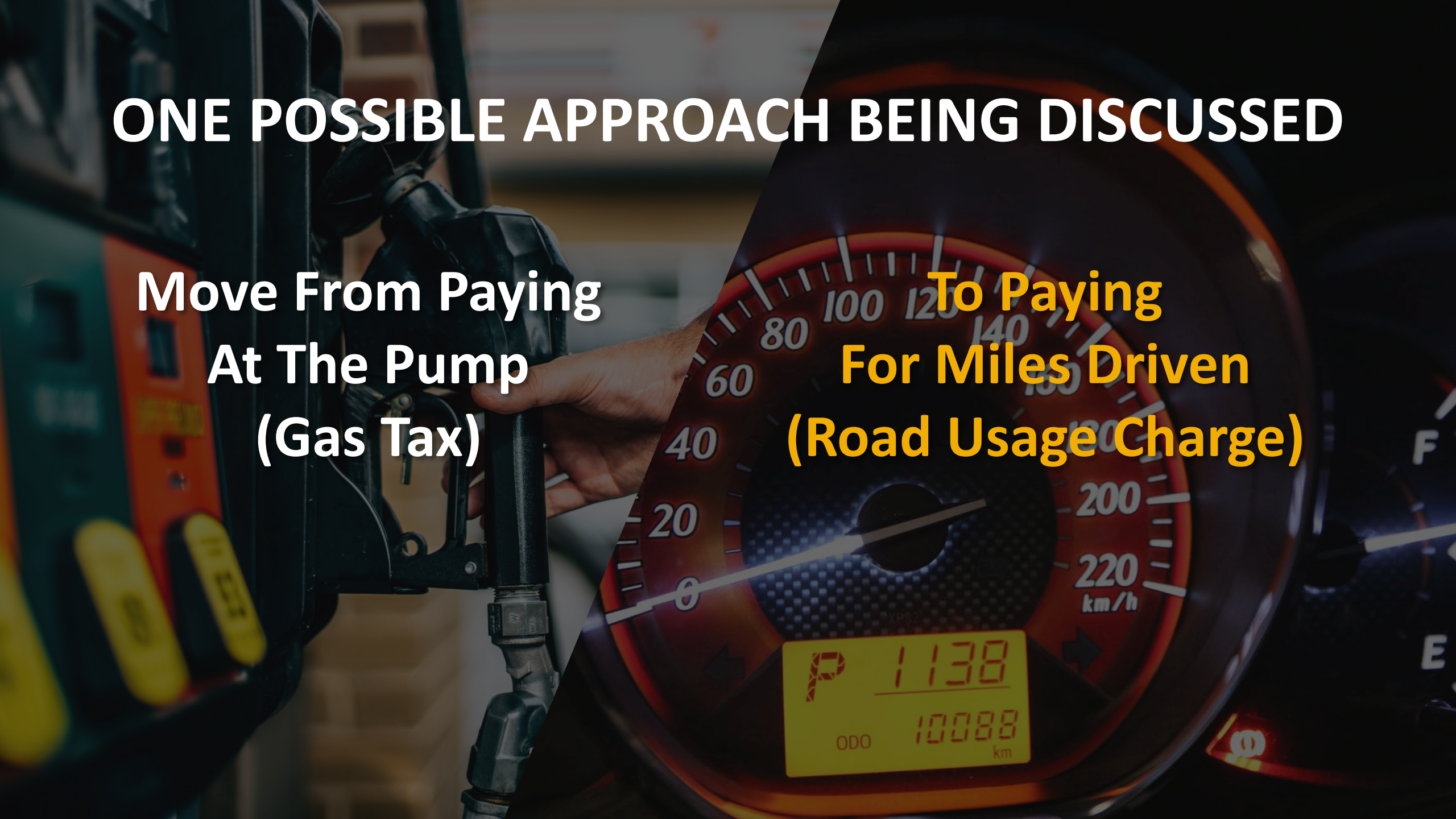
■ State Driver & Vehicle Fees

■ Local Construction

ONE POSSIBLE APPROACH BEING DISCUSSED

Move From Paying
At The Pump
(Gas Tax)

To Paying
For Miles Driven
(Road Usage Charge)



▶ Adding a Midwest perspective



Rural Communities



**Agriculture
Industry**



Commercial Trucking

Midwest Road Use Charge Study



Outreach

Focus on Rural Communities,
Agricultural & Freight Industries

- Community outreach & education starts early in the process
- Hands-on workshops & industry conversations



Phase 1

September 2021 – March 2022



Design #1

Volunteer-driven Research

- Explore options to report miles driven with resident volunteers
- Summarize research findings
- Recruit volunteers for pilot



Phase 2

March 2022 – March 2023



Test

Demonstration Pilots

- Test ways to report miles driven with Kansas volunteers
- Partner with Minnesota DOT to expand the study reach



Phase 3


March 2023 – March 2024

**Final report anticipated October 2024*



**How to
participate**

**Contact:
Joel Skelley
KDOT, Director of Policy
785.296.3585
Joel.Skelley@ks.gov**



More at: www.ksdot.org

CHARGE UP KANSAS

**Volkswagen
Settlement
Project**

**\$2 Million in funds available
Seeking utility, vendor, municipal partners
RFI out NOW**





HomeField Advantage

HEARTLAND CONFERENCE

OCTOBER

15
2021

KANSAS STATE
UNIVERSITY

MANHATTAN, KS

- ▶ Sponsored by KDOT, KS Department of Agriculture and 10 MAASTO states
- ▶ Intersection of transportation, agriculture and technology
- ▶ Public and private sector leaders
- ▶ Drive down the cost of transporting agriculture products, expand economic opportunities, diversify crops and improve soil health

ksdotike.org/homefield

2021 Local Consult District 2 Projects – Expansion

Small Group Discussions – Results

EXPANSION



Map ID	Project Description	Scope	Miles	FY-25 Cost \$M	Engineer Score (50 pts)	Economic Score (25 pts)
216	I-70 Geary County: I-70/Taylor Rd. Interchange, West of Junction City	New Interchange	NA	\$12	15	22
212	I-135 McPherson County: I-135/Wells Fargo Rd. interchange, East of Lindsborg	New Interchange	NA	\$10	10	14
241	US-56 McPherson County: East of McPherson east to Marion†	Passing Lanes	35	\$26	18	7

Projects presented in 2019; not scored this year















US-50 Chase County: K-150 to Strong City – There are passing lanes sections on either side of this segment and this had a low engineering need.	4-lane expressway
US-50 Chase County: Strong City to Lyon/Chase County Line – KDOT re-studied this segment and there are already three passing lane sections on the corridor and more are not feasible.	Passing Lanes

2021 Local Consult District 2 Projects – Modernization

Small Group Discussions – Results

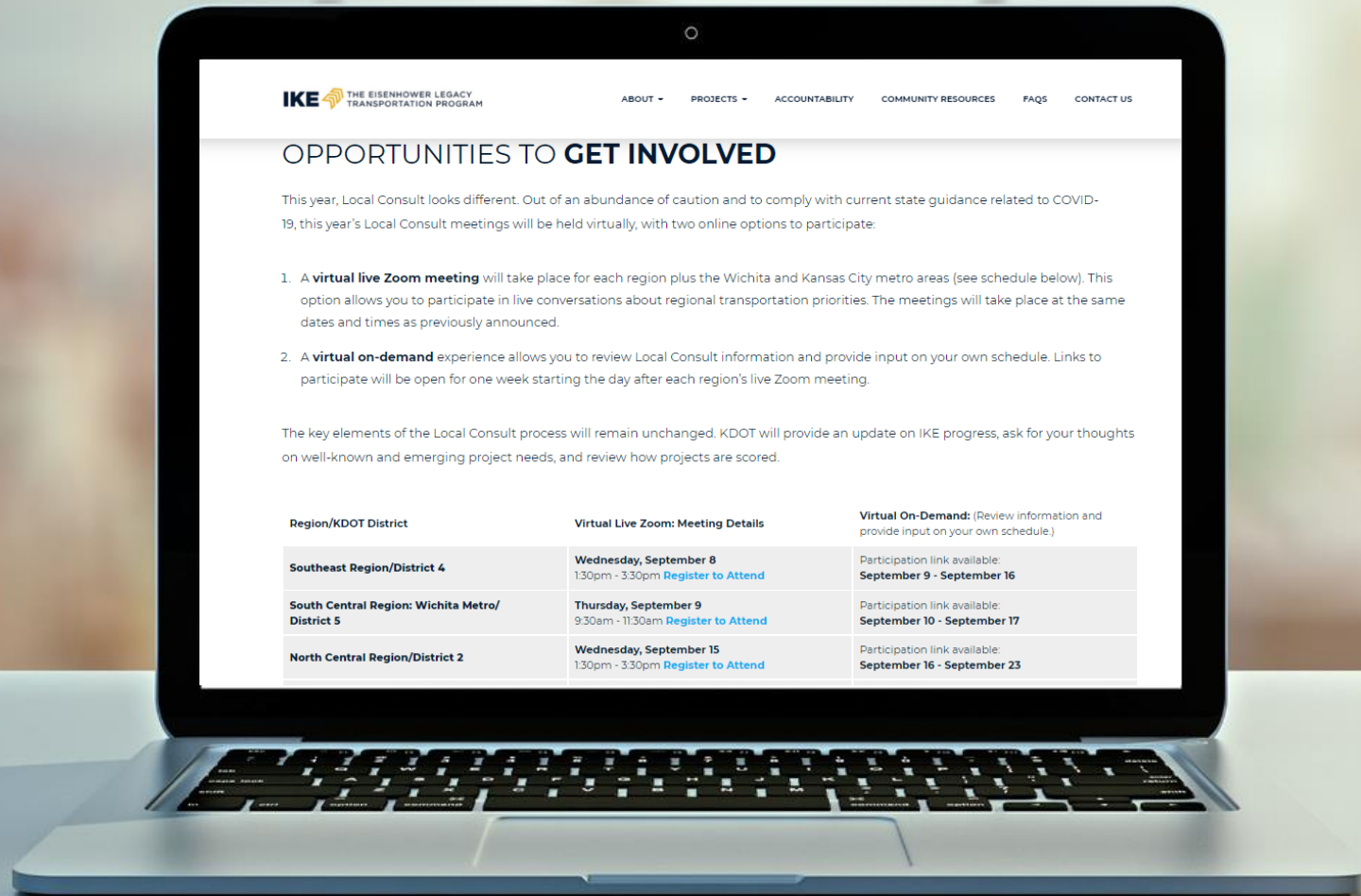
MODERNIZATION



	Map ID	Project Description	Scope	Miles	FY-25 Cost \$M	Engineer Score (80 pts)	Local Input (20 pts)
	257	<i>I-135/I-70 Saline County: I-135/I-70 Interchange†</i>	Interchange reconstruction	NA	\$58	50	
	265	<i>K-4 Dickinson County: Hope to Herington†</i>	Shoulder Widening	10	\$11	47	
	232	<i>K-4 McPherson County: K-4 & Bethany Drive at Lindsborg†</i>	Reconstruct on new alignment	1	\$4	39	
	256c	<i>K-4 Saline County: I-135 East to the Smoky Hill River Bridge†</i>	Reconstruct on new alignment	3	\$5	41	
	256i	<i>K-4 Saline County: K-4/I-135 Interchange†</i>	Interchange reconstruction	NA	\$15	27	
	267	<i>K-4 Saline/Dickinson County: Gypsum to Hope†</i>	Shoulder Widening	22	\$22	59	
	266	<i>K-9 Washington/Cloud/Clay County: Clyde to K-15†</i>	Shoulder Widening	16	\$16	35	
	258	<i>K-14 Ellsworth County: K-140 North to I-70 West Interchange†</i>	Construct Shoulders	8	\$8	56	
	259	<i>K-14 Ellsworth County: I-70 North to Lincoln County Line†</i>	Construct Shoulders	1	\$1	41	
	260	<i>K-14 Lincoln County: Ellsworth County Line North to Mitchell County Line†</i>	Construct Shoulders	25	\$25	43	
	261	<i>K-15 Clay County: Clay Center North to Washington County Line†</i>	Shoulder Widening	13	\$13	59	
	262	<i>K-15/K-18 Dickinson County: West Jct. (Zion) to East Jct. (Quality Oil) †</i>	Shoulder Widening	4	\$4	74	
	264	<i>K-18 Ottawa/Dickinson/Geary County: Bennington to US-77 (Junction City) †</i>	Shoulder Widening	46	\$47	48	
	263	<i>K-148 Republic/Washington County: US-81 to K-15†</i>	Shoulder Widening	34	\$35	33	

ON DEMAND LOCAL CONSULT:

ksdotike.org/projects/local-consult-process



ABOUT PROJECTS ACCOUNTABILITY COMMUNITY RESOURCES FAQs CONTACT US

OPPORTUNITIES TO GET INVOLVED

This year, Local Consult looks different. Out of an abundance of caution and to comply with current state guidance related to COVID-19, this year's Local Consult meetings will be held virtually, with two online options to participate:

1. A **virtual live Zoom meeting** will take place for each region plus the Wichita and Kansas City metro areas (see schedule below). This option allows you to participate in live conversations about regional transportation priorities. The meetings will take place at the same dates and times as previously announced.
2. A **virtual on-demand** experience allows you to review Local Consult information and provide input on your own schedule. Links to participate will be open for one week starting the day after each region's live Zoom meeting.

The key elements of the Local Consult process will remain unchanged. KDOT will provide an update on IKE progress, ask for your thoughts on well-known and emerging project needs, and review how projects are scored.

Region/KDOT District	Virtual Live Zoom: Meeting Details	Virtual On-Demand: (Review information and provide input on your own schedule.)
Southeast Region/District 4	Wednesday, September 8 1:30pm - 3:30pm Register to Attend	Participation link available: September 9 - September 16
South Central Region: Wichita Metro/ District 5	Thursday, September 9 9:30am - 11:30am Register to Attend	Participation link available: September 10 - September 17
North Central Region/District 2	Wednesday, September 15 1:30pm - 3:30pm Register to Attend	Participation link available: September 16 - September 23



REMINDER

**TAKE THE POST MEETING
👍 SURVEY**

THANK YOU!



Development Pipeline announcement later in 2021



**YOU SPEAK
KDOT LISTENS
TOGETHER, WE WORK**

www.ksdotike.org