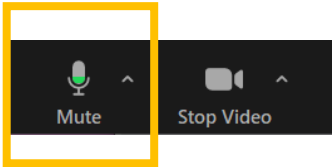
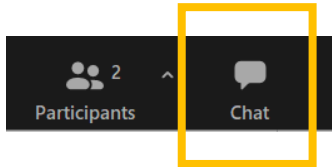


WELCOME

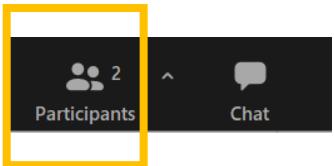
We'll get started shortly!



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



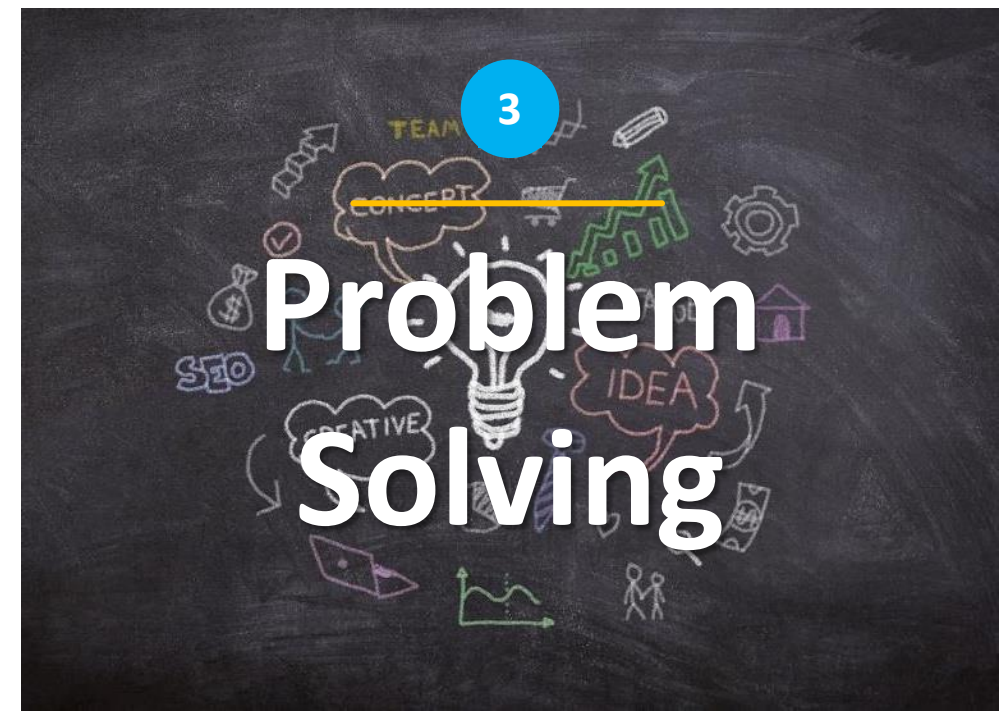
1

Partnerships



2

More Options



3

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 3

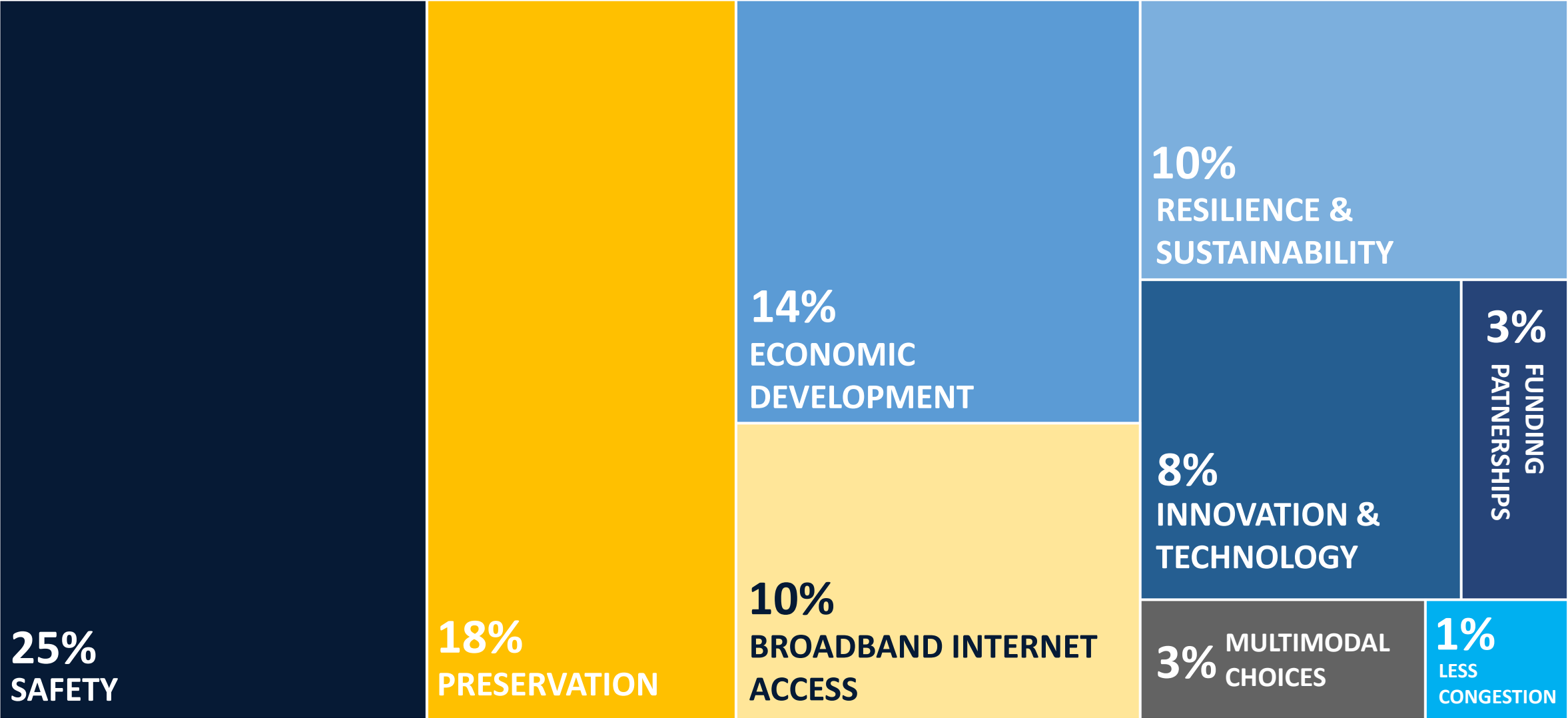
Nearly 2,000 Kansans
responded to the survey with
almost 100 from District 3.



YOU SPEAK
KDOT LISTENS
TOGETHER, WE WORK

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

DISTRICT 3 PRIORITIES



Let's talk about your region.

DISTRICT 3 WHAT'S CHANGING

- District 3
- Statewide

How is SAFETY changing?



How is PAVEMENT CONDITION changing?



“(We need) *well maintained smooth and safe roads with an adequately sized paved road shoulder.*”

“Preservation programs have succeeded in *keeping our highways safe and provide an enjoyable driving experience.*”

Let's talk about your region.

DISTRICT 3 WHAT'S CHANGING

- District 3
- Statewide

How is DEVELOPMENT changing?



How is ACCESS TO OPPORTUNITIES changing?



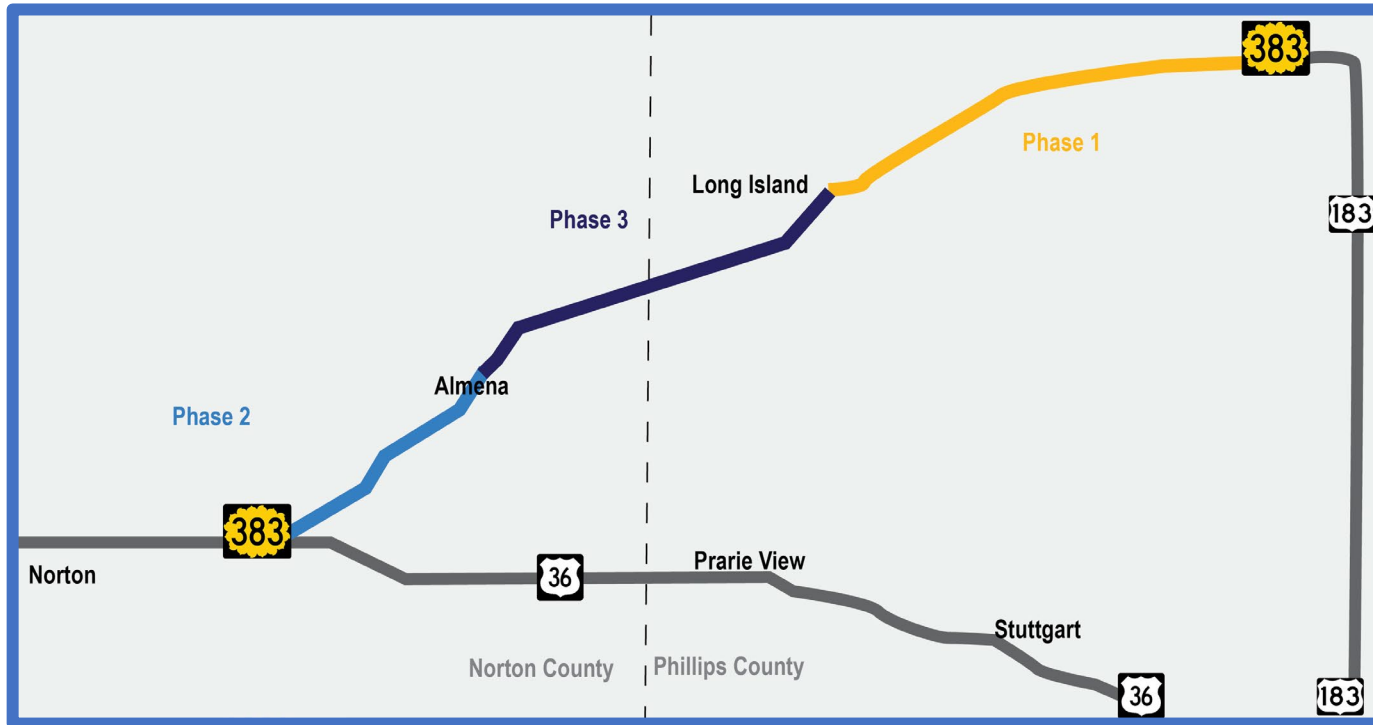
“(We need a) **re-established rail connection** between Kyle RR and UP RR. To substitute rail movement in place of truck movement of grains, **improve pricing of farm commodities** along Kyle ROW.”

“As the community grows, we made need **more options for public transportation**. The overall growth of commerce near the interstate would be an example of when a city bus would benefit from tourism or visitors.”

“I would like to see **more funds directed to assist in economic development** projects and an increase in KLINK funds.”

T-WORKS Update

K-383 in Phillips & Norton Counties

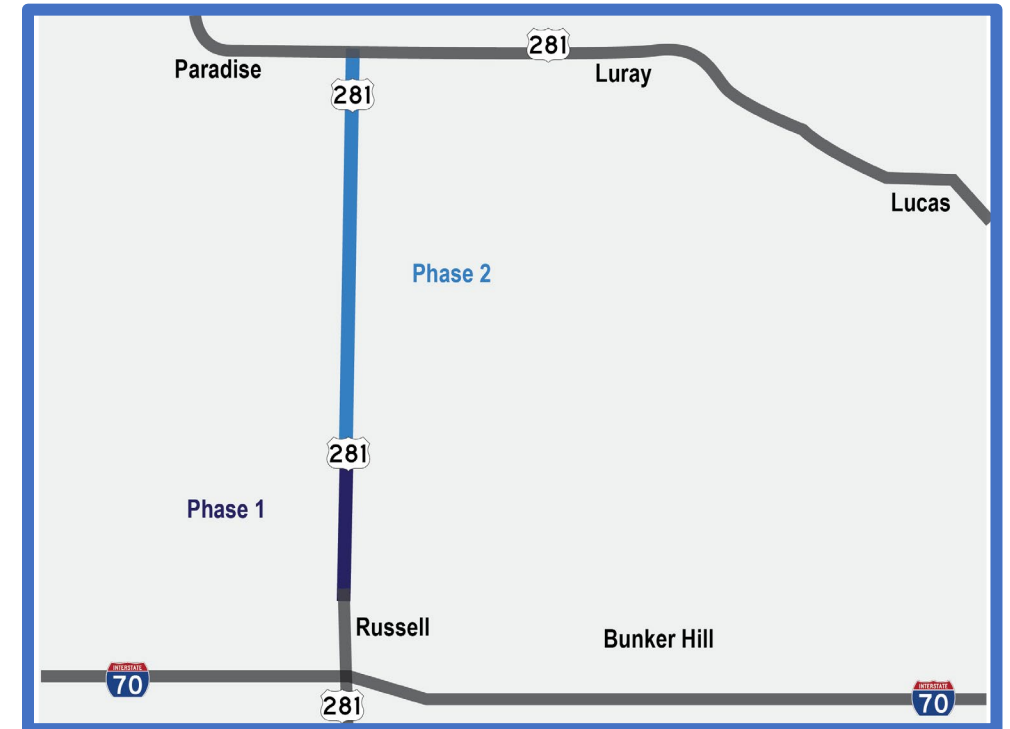


Phase 1: Let to construction June 2021

Phase 2: Construction letting March 2022

Phase 3: Under Development – Public meeting October 20

US-281 in Russell County



Phase 1: Let to construction January 2020


Phase 2: Construction letting March 2022



2000+

KANSANS

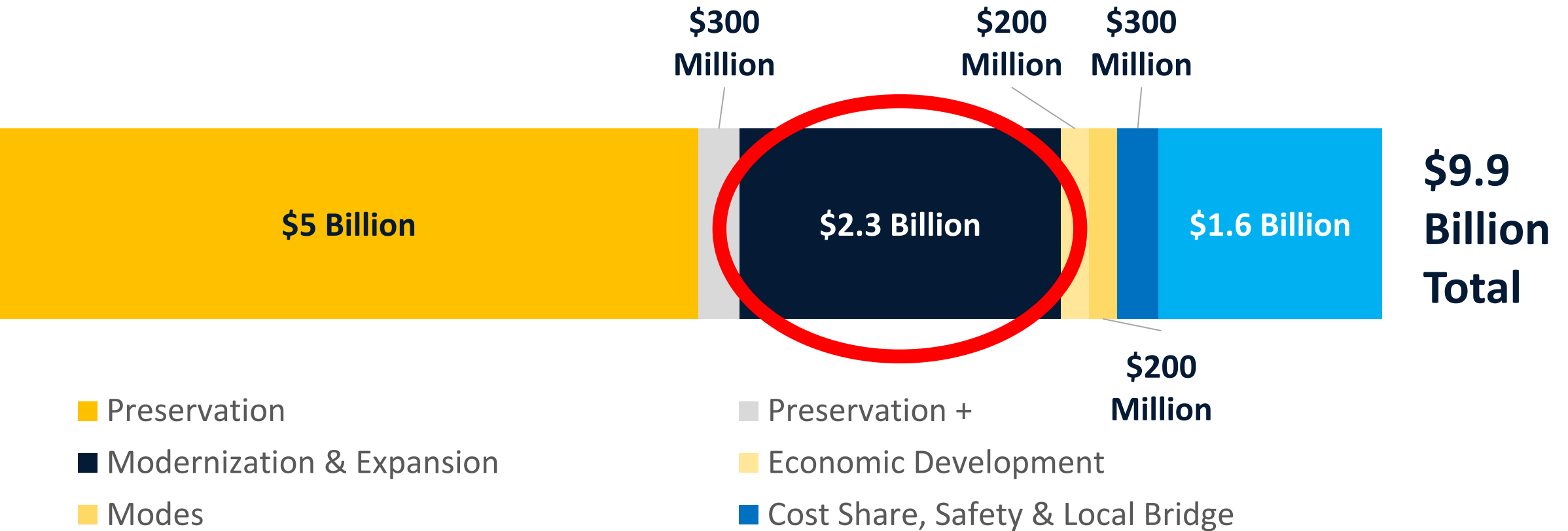




New IKE program serves today & tomorrow's needs

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

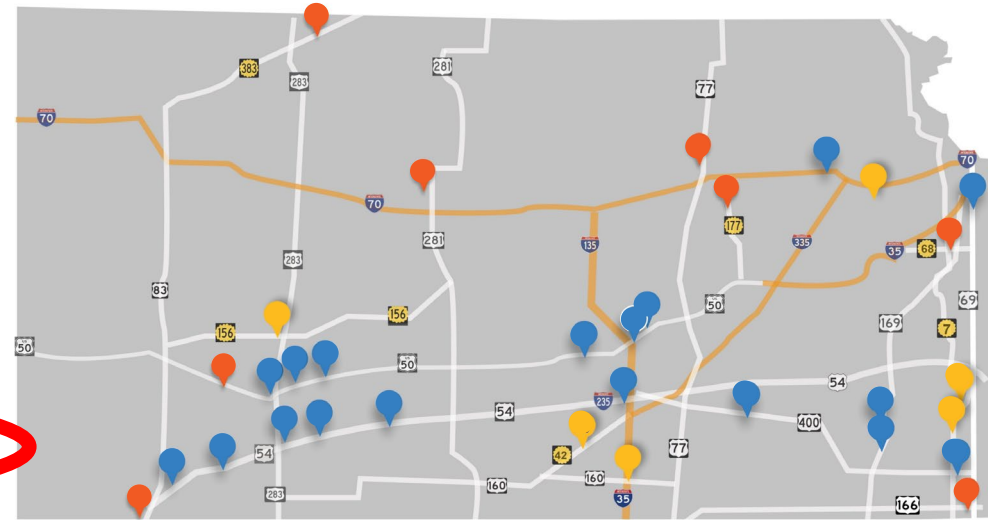
Estimated IKE investments over 10 years and today's focus



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

Estimated minimum investments by district

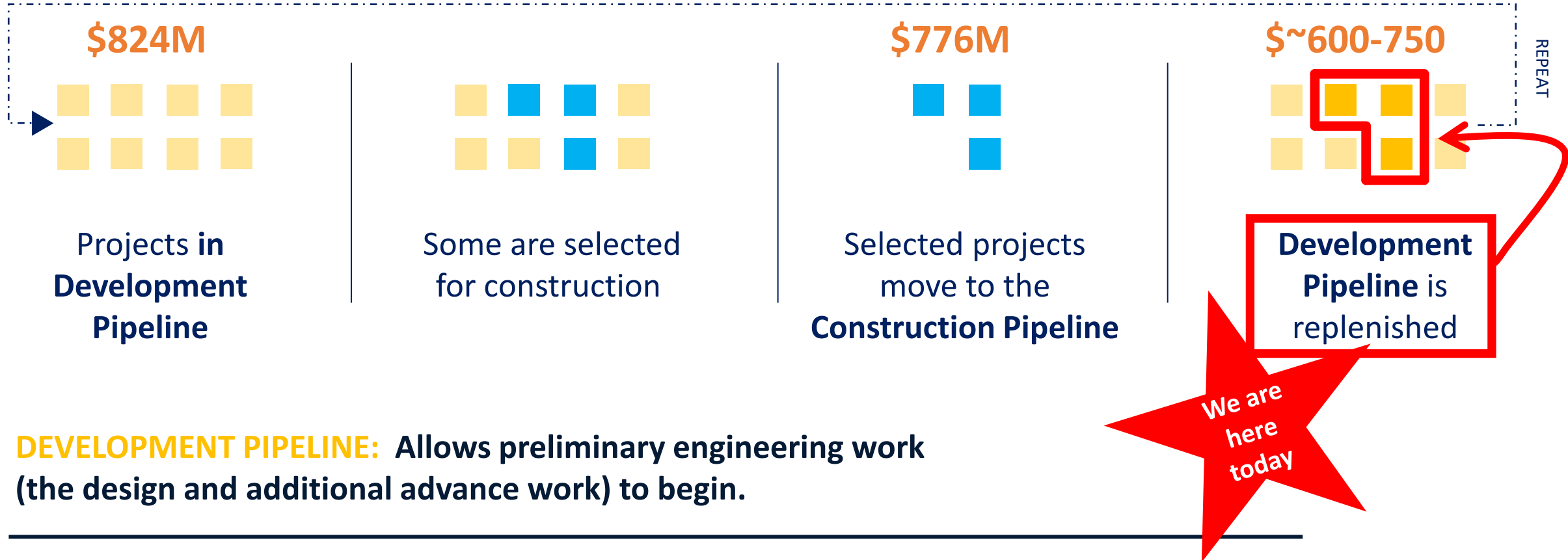
	Modernization & Expansion	Preservation Spending	TOTAL
DISTRICT 1	\$500 Million	\$1.3 Billion	\$1.8 Billion
DISTRICT 2	\$70 Million	\$600 Million	\$670 Million
DISTRICT 3	\$50 Million	\$700 Million	\$750 Million
DISTRICT 4	\$100 Million	\$550 Million	\$650 Million
DISTRICT 5	\$300 Million	\$800 Million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



- **Development:**
3 projects - \$44M

Highway Development & Construction Pipelines

Statewide Fall '21



DEVELOPMENT PIPELINE: Allows preliminary engineering work (the design and additional advance work) to begin.

CONSTRUCTION PIPELINE: When ready and budget allows, some of the projects from the development pipeline move to the construction pipeline.



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

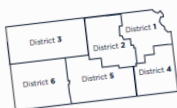
YOU SPEAK.
KDOT LISTENS.
TOGETHER, WE WORK.

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.

Last updated 08/31/2021

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 behind a slow-moving vehicle. These projects are scored for congestion, safety, economic impact and input at Local Consult meetings.

MODERNIZATION: Major corridor and interchange projects focused on bringing the roadway up to modern design standards, such as by adding paved shoulders. These projects are scored for engineering factors, including safety and pavement condition, and input from Local Consult meetings.

PRESERVATION: Projects that keep the highway system in good condition, which can alleviate congestion, safety and maintenance costs. These projects are selected by KDOT on pavement conditions.

YOU SPOKE. KDOT LISTENED.

In July 2021, the first IKE program highway modernization and expansion projects that KDOT is committed to constructing were announced. Previously, these projects were in the IKE development pipeline. Most of these projects will start construction in 2023. For more information on these projects, visit ksdot.ike.org.

EXPANSION

3 projects in Development Pipeline
1 project in Construction Pipeline
3 T-Works projects

5 projects in Development Pipeline
4 projects in Construction Pipeline
1 T-Works project

District 3 2021 Project Scores - Modernization

Legend: High Need/Score, Medium Need/Score, Low Need/Score

Map ID	Project Description	Scope	Miles	FF-25 Cost \$M	Geometric/safety	Engineering Factors	Local Input	Other Factors	Notes
305	US-169 Ellis County: Bridge #019 located at Jct. US-169/VA-701	Interchange Reconstruction	NA	\$19					
331	US-281 Russell County: West Jct. K-18 to Lury	Reconstruct	8	\$57					
321	US-281 Russell County: Lury North to Osborne	Reconstruct	22	\$20					
334	US-281 Smith County: US-36 to Nebraska State Line	Reconstruct	10	\$27					
324	K-23 Gove County: Gove City North to Grainfield	Reconstruct	15	\$57					
366	K-23 Sheridan/Grant County: Jct. North to Grainfield	Reconstruct	11	\$25					
328	K-25 Logan County: Wichita County Line to County Rd. 4061	Reconstruct	24	\$60					
327	K-25 Rawlins County: Alton to Nebraska State Line	Reconstruct	10	\$22					
340	K-25 Rawlins County: East Jct. US-40 to County Rd. 1	Reconstruct	13	\$32					
336	K-25 Rawlins County: Thomas County Line to Alton	Reconstruct	12	\$30					
338	K-27 Thomas County: Colby to Sapulpa County Line	Reconstruct	16	\$40					
339	K-27 Wallace County: Sharon Springs North to Sherman County Line	Reconstruct	8	\$19					
339	K-27 Wallace County: Greeley County Line North 8 miles	Reconstruct	16	\$40					

2019 Projects Selected for the Development or Construction Pipeline

K-23 Osborne County: Osborne to Forts

K-23 Osborne County: Grainfield to Havie

K-23 Thomas County: Logan-Thames Co line to Colby

US-281 Smith County: Forts to Smith Center - Low engineering need

K-23 Sheridan County: Havie to US-83 - Low engineering need

K-23 Logan County: Sapulpa Springs to W Jct US-40 - Low engineering need

US-281 Smith County: Forts to Smith Center - Low engineering need

K-23 Sheridan County: Havie to US-83 - Low engineering need

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US-281 Smith County: Forts to Smith Center - Low engineering need

K-23 Sheridan County: Havie to US-83 - Low engineering need

K-23 Logan County: Sapulpa Springs to W Jct US-4

District 3 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	Engineer Score (80 pts)	Local Input (20 pts)	Route Continuity	Previous Investment	Notes
365	US-183Y Ellis County: Bridge #019 located at Jct. US-183Y/I-70†	Interchange Reconstruction	NA	\$19	Safety: 19/34; Operations: 25/46				44				This bridge is currently in poor condition
331	US-281 Russell County: West Jct. K-18 to Luray	Reconstruct	8	\$20	🟡	🟢	🟡	🟢	36		✓		
321	US-281 Russell/Osborne County: Luray North to Osborne	Reconstruct	22	\$53 ^v	🟡	🟢	🟡	🟢	40				
334	US-281 Smith County: US-36 to Nebraska State Line	Reconstruct	15	\$37	🟢	🟢	🟤	🟡	40				
324	K-23 Gove County: Gove City North to Grainfield	Reconstruct	10	\$25	🟢	🟢	🟡	🟡	29				
366	K-23 Sheridan/Gove County: I-70 North to County Rd. 406†	Reconstruct	11	\$27	🟤	🟡	🟢	🟢	52		✓		
328	K-25 Logan County: Wichita County Line to Russell Springs	Reconstruct	24	\$60	🟢	🟢	🟡	🟡	29				
327	K-25 Logan/Thomas County: East Jct. US-40 to County Rd. 1	Reconstruct	10	\$22	🟤	🟡	🟡	🟡	56		✓		
340	K-25 Rawlins County: Atwood to Nebraska State Line	Reconstruct	13	\$32	🟢	🟢	🟢	🟢	22				
330	K-25 Rawlins County: Thomas County Line to Atwood	Reconstruct	16	\$40	🟡	🟡	🟡	🟢	40				
336	K-25 Thomas County: Colby to Rawlins County Line	Reconstruct	12	\$30	🟤	🟡	🟢	🟡	49		✓		
338	K-27 Wallace County: Greeley County Line North 8 miles	Reconstruct	8	\$19	🟡	🟤	🟢	🟡	47				
339	K-27 Wallace County: Sharon Springs North to Sherman County Line	Reconstruct	16	\$40	🟤	🟡	🟡	🟡	56				

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

^vUpdated cost estimate

2019 Projects Selected for the Development or Construction Pipeline

US-281 Osborne County: Osborne to Portis	Reconstruct
K-23 Gove-Sheridan County: Grainfield to Hoxie	Reconstruct
K-25 Thomas County: Logan-Thomas Co line to Colby	Reconstruct

Projects presented in 2019; not scored this year

US-281 Smith County: Portis to Smith Center - Low engineering need	Reconstruct
K-23 Sheridan County: Hoxie to US-83 - Low engineering need	Reconstruct
K-25 Logan County: Russell Springsto W Jct US-40 - Low engineering need	Reconstruct

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.

Selection Process by Highway Program

	Preservation+	Modernization	Expansion
Engineering Data	100%	80%	50%
Local Input		20%	25%
Economic Analysis*			25%

*Urban and Rural Projects evaluated separately

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%







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 (e.g., US-281 in Russell/Osborne County)
- 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-281 Osborne County: Osborne to Portis	Reconstruct
K-23 Gove-Sheridan County: Grainfield to Hoxie	Reconstruct
K-25 Thomas County: Logan-Thomas Co line to Colby	Reconstruct

District 3 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	Score	Miles	PR-25 Cost \$/ft	Geometrical Safety	Capacity	Pavement Structure	Pavement Surface	Engineer Score (80 pts)	Local Input (20 pts)	Route Continuity	Previous Investment	Notes
165	US-88/89 County Bridge #029 located at st. US-88/89-70th	NA		\$19					44				This bridge is currently in poor condition.
351	US-281 Russell County: West st. K-18 to Lurvey	8	520		●	○	○	○	36		✓		
321	US-281 Russell/Obosene County: Lurvey North to Osborne	22	553*		○	○	○	○	40				
334	US-281 Smith County: US-26 to Nebraska State Line	15	537		○	○	○	○	40				
324	K-23 Gove County: Gove City North to Grainfield	10	525		○	○	○	○	29				
366	K-23 Sheridan/Gove County: J-70 North to County Rd. 40th	11	527		○	○	○	○	52		✓		
328	K-25 Logan County: Wichita County Line to Russell Springs	24	560		○	○	○	○	29				
327	K-25 Logan/Thomas County: East St. US-40 to County Rd. 1	10	522		○	○	○	○	56		✓		
340	K-25 Rawlins County: Alwood to Nebraska State Line	13	532		○	○	○	○	22				
350	K-25 Rawlins County: Thomas County Line to Alwood	16	540		○	○	○	○	40				
356	K-25 Thomas County: Colby to Rawlins County Line	12	530		○	○	○	○	49		✓		
358	K-27 Wallace County: Corral County Line North 8 miles	8	519		○	○	○	○	47				
359	K-27 Wallace County: Sharon Springs North to Sherman County Line	16	540		○	○	○	○	56				

None project was presented in 2019. The projects were from KDOT's priority funding list for reconstruction and

2019 Projects Selected for the Development or Construction Pipeline

US-281 Osborne County: Osborne to Portis

Reconstruct

K-23 Gove-Sheridan County: Grainfield to Hoxie

Reconstruct

K-25 Thomas County: Logan-Thomas Co line to Colby

Reconstruct

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

- Geometrical Safety – narrow shoulders, an intersection that needs improved or a curve that needs straightened.
- Capacity – traffic congestion.
- Pavement Structure – subgrade/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 on another phase of the project constructed.

Selection Process by Highway Program

Program	Engineering Data	Local Input	Economic Analysis*
Reconstruction	100%	80%	50%
Modernization	100%	80%	50%
Expansion	100%	20%	25%

*Values are based on project location

Current Population (2018)

Population	North	North Central	Northwest	South	South Central	Southwest
Current Population (2018)	48%	7%	2%	9%	28%	9%
Population Projection (2040)	55%	6%	2%	7%	28%	4%
State Highway Miles	18%	18%	18%	18%	18%	15%
Total Roadway Miles	20%	18%	17%	17%	27%	24%
Daily Vehicle Miles Traveled (VD)	38%	11%	6%	12%	23%	6%
Daily Truck Miles Traveled (TD)	26%	15%	14%	13%	21%	11%
Daily Vehicle Miles Traveled (VD) by Road	42%	10%	6%	10%	20%	6%

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

District 3 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	FY-25 Cost \$M	Geometrics/ Safety	Capacity	Pavement Structure	Pavement Surface	Engineer Score (80 pts)	Local Input (20 pts)	Continuity	Previous Investment	Notes
365	US-183 Russell County: Bridge #019 located at Jct. US-183/I-70†	Interchange Reconstruction	NA	\$19	Safety: 19/34; Operations: 25/46				44				This project is currently in poor condition.
321	US-281 Russell County: West Jct. K-18 to Luray	Reconstruct	8	\$20	○	○	○	○	36		✓		
321	US-281 Russell/Osborne County: Luray North to Osborne	Reconstruct	22	\$53 [†]	○	○	○	○	40				
334	US-281 Smith County: US-36 to Nebraska State Line	Reconstruct	15	\$37	○	○	●	○	40				
324	K-23 Gove County: Gove City North to Grainfield	Reconstruct	10	\$25	○	○	○	○	29				
366	K-23 Sheridan/Gove County: I-70 North to County Rd. 406†	Reconstruct	11	\$27	●	○	○	○	52		✓		
328	K-25 Logan County: Wichita County Line to Russell Springs	Reconstruct	24	\$60	○	○	○	○	29				
327	K-25 Logan/Thomas County: East Jct. US-40 to County Rd. 1	Reconstruct	10	\$22	●	○	○	○	56		✓		
340	K-25 Rawlins County: Atwood to Nebraska State Line	Reconstruct	13	\$32	○	○	○	○	22				
330	K-25 Rawlins County: Thomas County Line to Atwood	Reconstruct	16	\$40	○	○	○	○	40				
336	K-25 Thomas County: Colby to Rawlins County Line	Reconstruct	12	\$30	●	○	○	○	49		✓		
327	K-27 Wallace County: Greeley County Line North 8 miles	Reconstruct	8	\$19	○	●	○	○	47				
339	K-25 Wallace County: Sharon Springs North to Sherman County Line	Reconstruct	16	\$40	●	○	○	○	56				

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

*Updated cost estimate

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

Geometrics/ Safety – Narrow shoulders, an intersection that needs improved or new signage.

Capacity – Traffic congestion.

Pavement Structure – subsurface pavement issue.

Pavement Surface – Rough pavement surfaces.

Other factors that may influence a project's score:

Route Continuity – Complete or continue a corridor.

Previous Investment – Preliminary engineering work already underway or another phase of the project constructed.

2019 Projects Selected for the Development or Construction Pipeline	
US-281 Osborne County: Osborne to Portis	Reconstruct
K-23 Gove-Sheridan County: Grainfield to Hoxie	Reconstruct
K-25 Thomas County: Logan/Thomas Co line to Colby	Reconstruct

Projects presented in 2019; not scored this year	
US-281 Smith County: Portis to Smith Center - Low engineering need	Reconstruct
K-23 Sheridan County: Hoxie to US-83 - Low engineering need	Reconstruct
K-25 Logan County: Russell Springs to W Jct US-40 - Low engineering need	Reconstruct

Selection Process by Highway Program			
	Preservation*	Modernization	Expansion
Engineering Data	100%	80%	50%
Local Input		20%	25%
Economic Analysis*			25%

*Urban and Rural Projects evaluated separately

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%

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

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

Projects presented in 2019; not scored this year

US-281 Smith County: Portis to Smith Center - **Low engineering need**

Reconstruct

K-23 Sheridan County: Hoxie to US-83 - **Low engineering need**

Reconstruct

K-25 Logan County: Russell Springs to W Jct US-40 - **Low engineering need**

Reconstruct

District 3 2021 Project Scores – Modernization

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

MODERNIZATION

Project Information					Engineering Factors				Local Input		Other Factors		
Item ID	Project Description	Scope	Miles	PI-2B Cost (\$M)	Severely/Unlabeled	Capacity	Placement	Placement	Engineering Score (0-100)	Local Input (0-100)	State	Previous	Notes
105	US-169/US-169 County Bridge 4012 located at Jct. US-169/US-169	Interchange	NA	\$19					44				This bridge is in need of repair.
106	US-169/US-169 County Bridge 4012 located at Jct. US-169/US-169	Reconstruct	8	\$10	●	○	○	○	36				
107	US-169/US-169 County Bridge 4012 located at Jct. US-169/US-169	Reconstruct	22	\$107	●	○	○	○	40				
108	US-169/US-169 County Bridge 4012 located at Jct. US-169/US-169	Reconstruct	19	\$107	○	○	○	○	40				
109	US-169/US-169 County Bridge 4012 located at Jct. US-169/US-169	Reconstruct	10	\$15	○	○	○	○	29				
110	US-169/US-169 County Bridge 4012 located at Jct. US-169/US-169	Reconstruct	11	\$27	●	○	○	○	52				
111	US-169/US-169 County Bridge 4012 located at Jct. US-169/US-169	Reconstruct	24	\$90	○	○	○	○	29				
112	US-169/US-169 County Bridge 4012 located at Jct. US-169/US-169	Reconstruct	10	\$27	●	○	○	○	50				
113	US-169/US-169 County Bridge 4012 located at Jct. US-169/US-169	Reconstruct	18	\$37	○	○	○	○	22				
114	US-169/US-169 County Bridge 4012 located at Jct. US-169/US-169	Reconstruct	18	\$40	○	○	○	○	48				
115	US-169/US-169 County Bridge 4012 located at Jct. US-169/US-169	Reconstruct	12	\$30	●	○	○	○	49				
116	US-169/US-169 County Bridge 4012 located at Jct. US-169/US-169	Reconstruct	8	\$18	●	○	○	○	47				
117	US-169/US-169 County Bridge 4012 located at Jct. US-169/US-169	Reconstruct	18	\$40	○	○	○	○	26				

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

- Geometric/traffic - narrow shoulders, an intersection that needs improvement or a roundabout that needs improvement.
- Capacity - traffic congestion.
- Placement/Structure - replacement/upgrade issues.
- Placement/Structure - rough pavement surfaces.

Other factors in selection:

- Route Continuity - complete or continuous corridor.
- Previous Need/Score - projects are prioritized with high needs, unmet or unmet phase of the project construction.

2020 Projects Selected for the Development of Construction Pipeline

Projects presented in 2019, not scored this year

Item ID	Project Description	Scope	Miles	PI-2B Cost (\$M)	Severely/Unlabeled	Capacity	Placement	Placement	Engineering Score (0-100)	Local Input (0-100)	State	Previous	Notes
105	US-169/US-169 County Bridge 4012 located at Jct. US-169/US-169	Interchange	NA	\$19					44				This bridge is in need of repair.
106	US-169/US-169 County Bridge 4012 located at Jct. US-169/US-169	Reconstruct	8	\$10	●	○	○	○	36				
107	US-169/US-169 County Bridge 4012 located at Jct. US-169/US-169	Reconstruct	22	\$107	●	○	○	○	40				
108	US-169/US-169 County Bridge 4012 located at Jct. US-169/US-169	Reconstruct	19	\$107	○	○	○	○	40				
109	US-169/US-169 County Bridge 4012 located at Jct. US-169/US-169	Reconstruct	10	\$15	○	○	○	○	29				
110	US-169/US-169 County Bridge 4012 located at Jct. US-169/US-169	Reconstruct	11	\$27	●	○	○	○	52				
111	US-169/US-169 County Bridge 4012 located at Jct. US-169/US-169	Reconstruct	24	\$90	○	○	○	○	29				
112	US-169/US-169 County Bridge 4012 located at Jct. US-169/US-169	Reconstruct	10	\$27	●	○	○	○	50				
113	US-169/US-169 County Bridge 4012 located at Jct. US-169/US-169	Reconstruct	18	\$37	○	○	○	○	22				
114	US-169/US-169 County Bridge 4012 located at Jct. US-169/US-169	Reconstruct	18	\$40	○	○	○	○	48				
115	US-169/US-169 County Bridge 4012 located at Jct. US-169/US-169	Reconstruct	12	\$30	●	○	○	○	49				
116	US-169/US-169 County Bridge 4012 located at Jct. US-169/US-169	Reconstruct	8	\$18	●	○	○	○	47				
117	US-169/US-169 County Bridge 4012 located at Jct. US-169/US-169	Reconstruct	18	\$40	○	○	○	○	26				

2021 Update Summary: District 3 List

- 3 projects moved to the development or construction pipelines
- 2 new projects added from priority formula or district feedback
- 3 projects not scored this year
- 0 projects refined/changed scope –
- 1 project with updated cost estimate

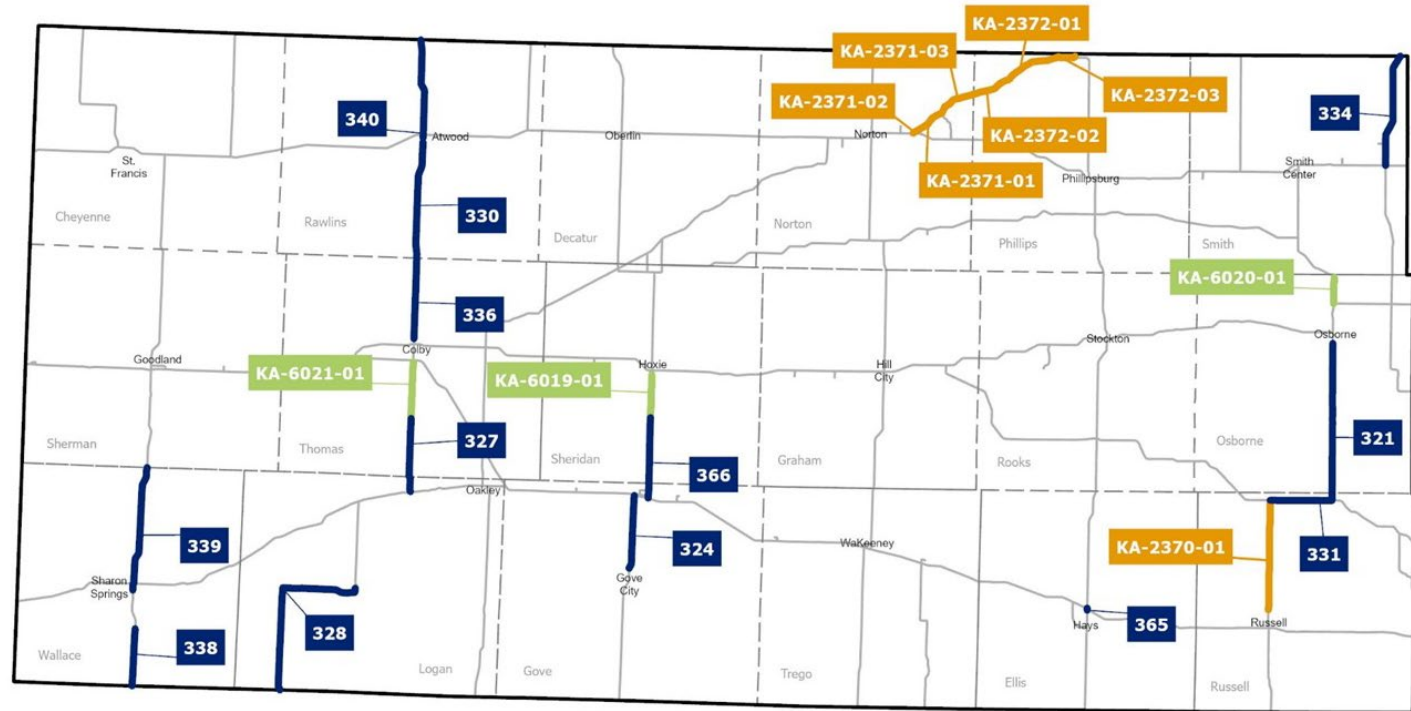
Because no formula or score is perfect,

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



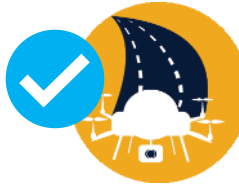
PRESERVATION +
\$17 Million



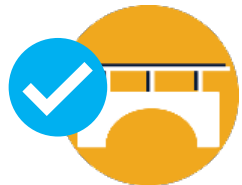
BROADBAND
\$5 Million



COST SHARE
38 Projects | \$21.7 Million



INNOVATIVE 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

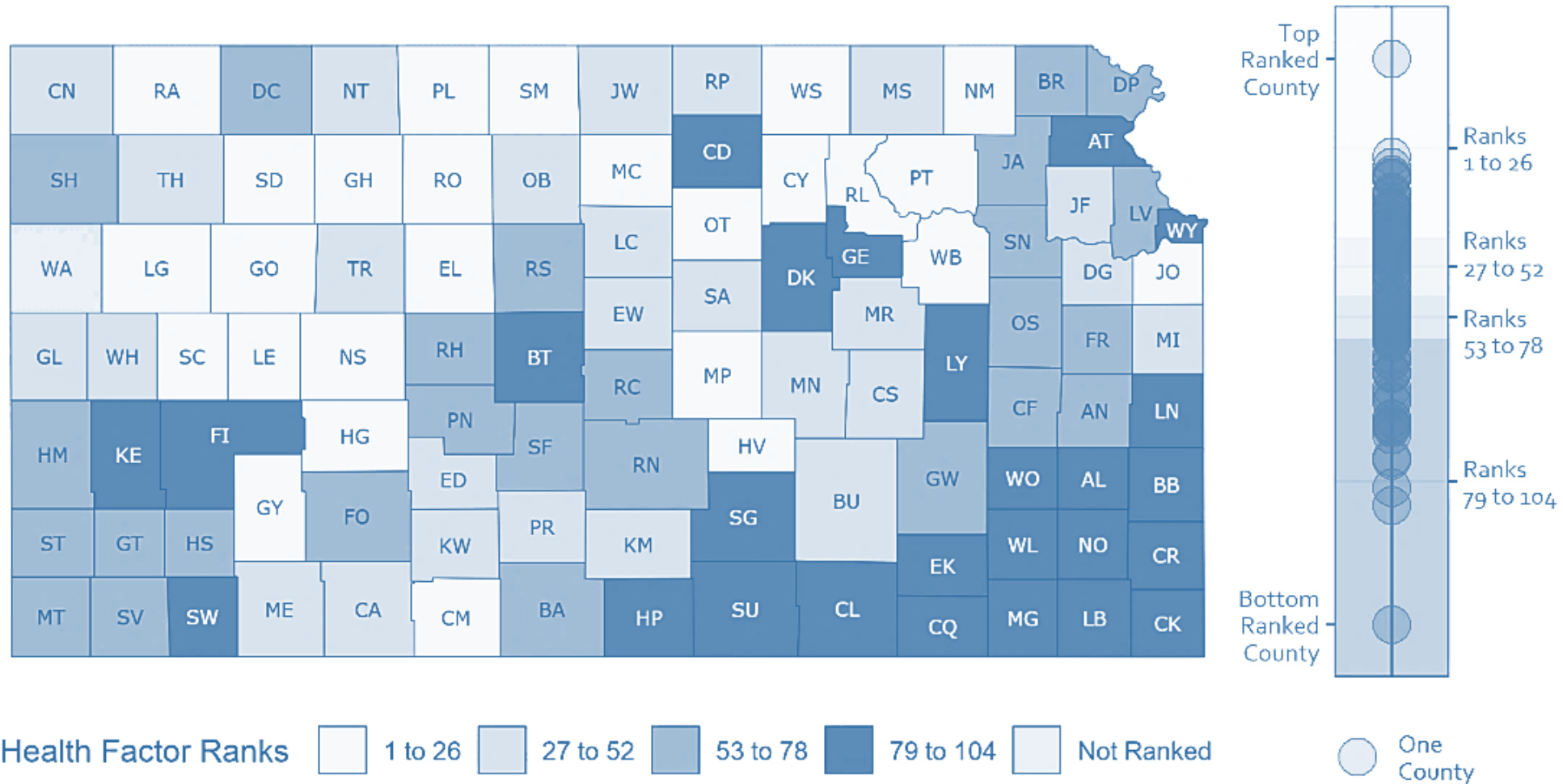


Problem solving ideal

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

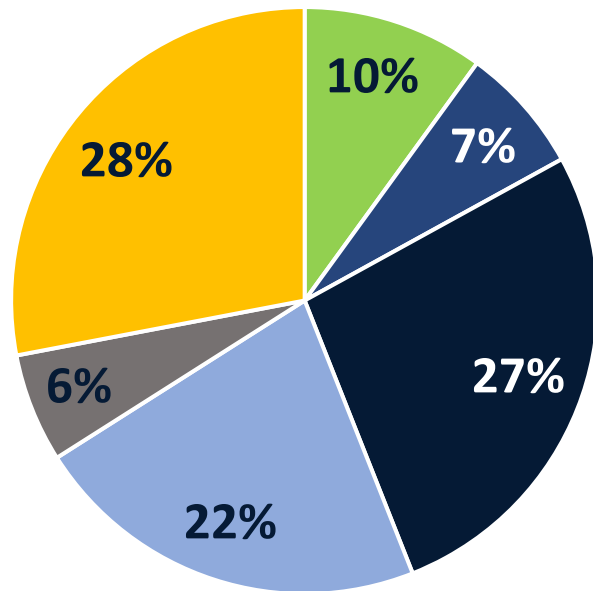


Health rankings show need for Expanded view of equity



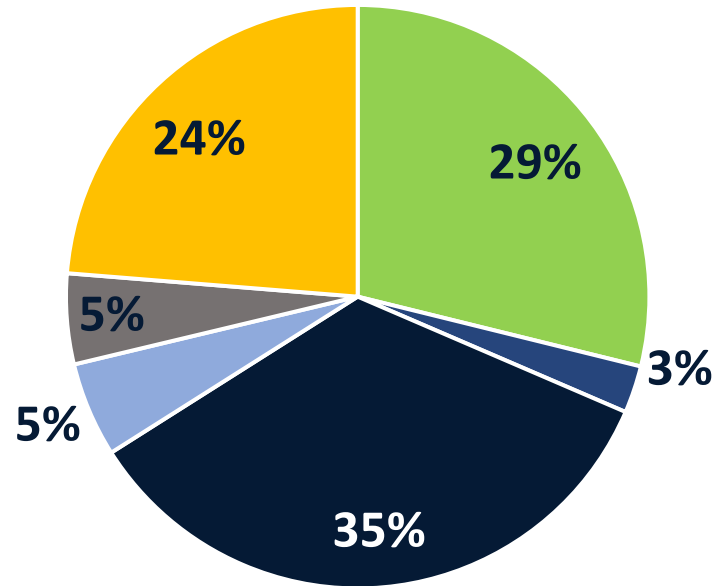
Greenhouse Gas Emissions by Economic Sector

United States

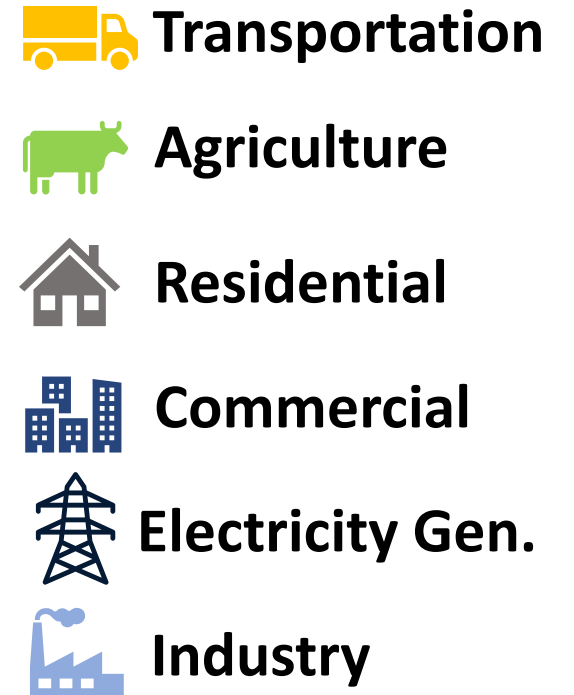


Source: EPA, 2018

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

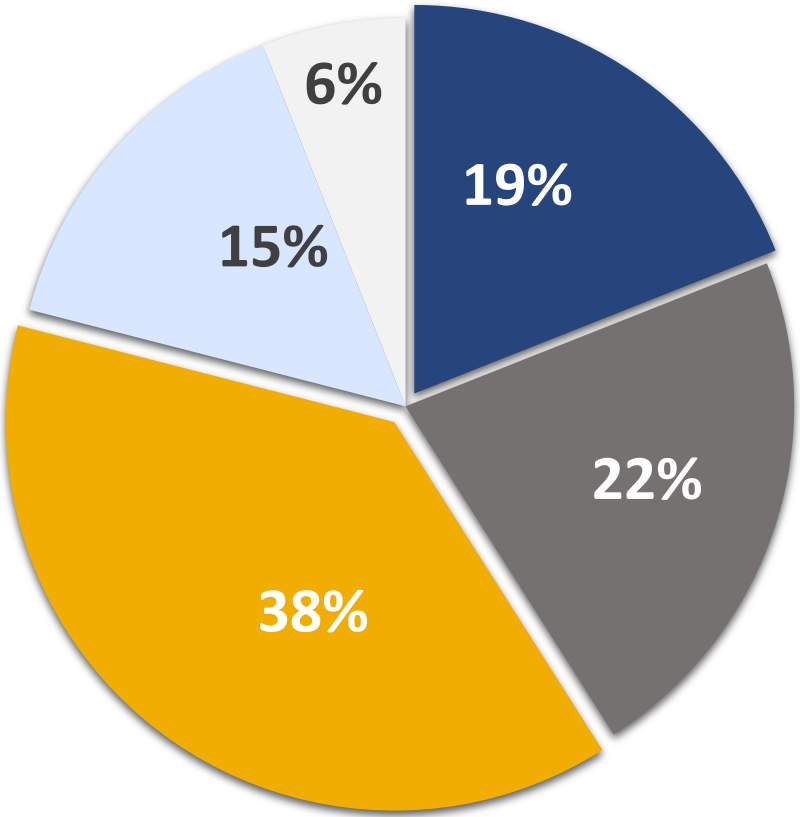
Challenge

New vehicles
emerge
and revenues
decline

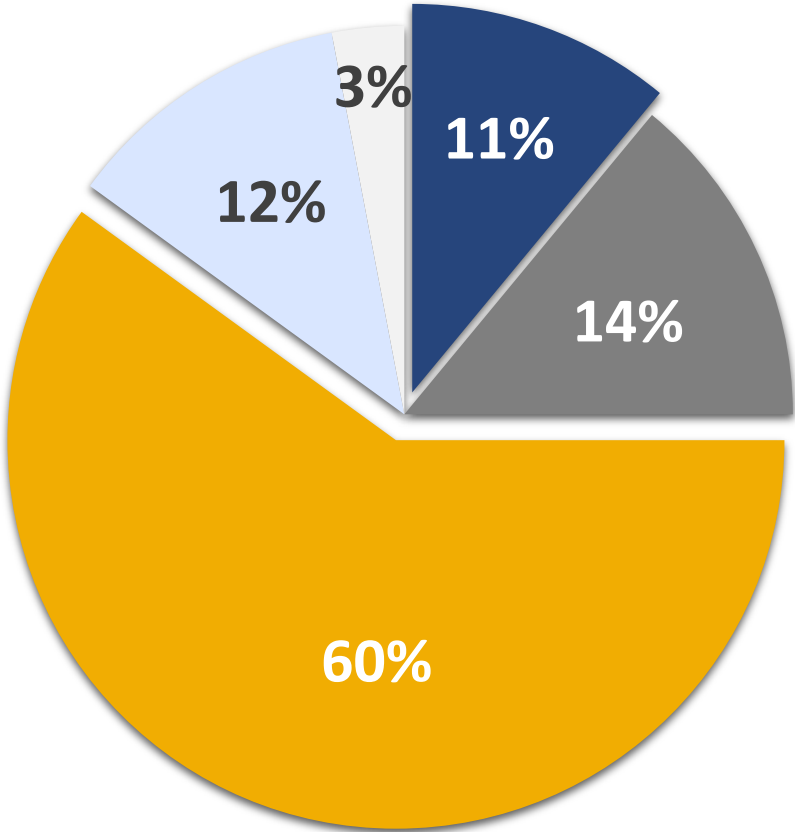


Transportation Funding is changing

Revenue Mix in **FY2021**



Revenue Projection for **FY2045**



State Motor Fuel Taxes

■ Federal Fuel Taxes & Fees

■ **State Sales Tax**

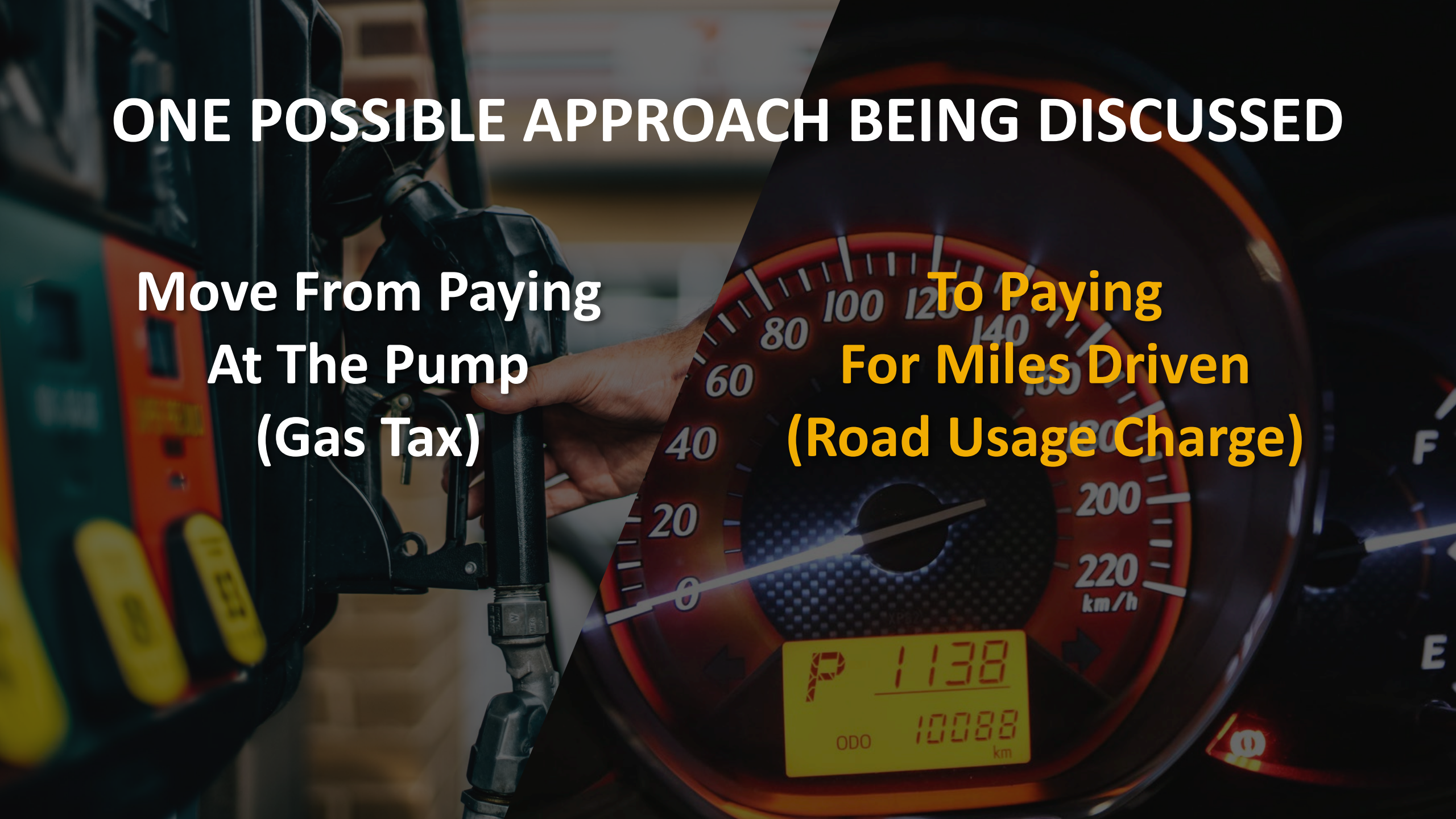
■ State Driver & Vehicle Fees

■ 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

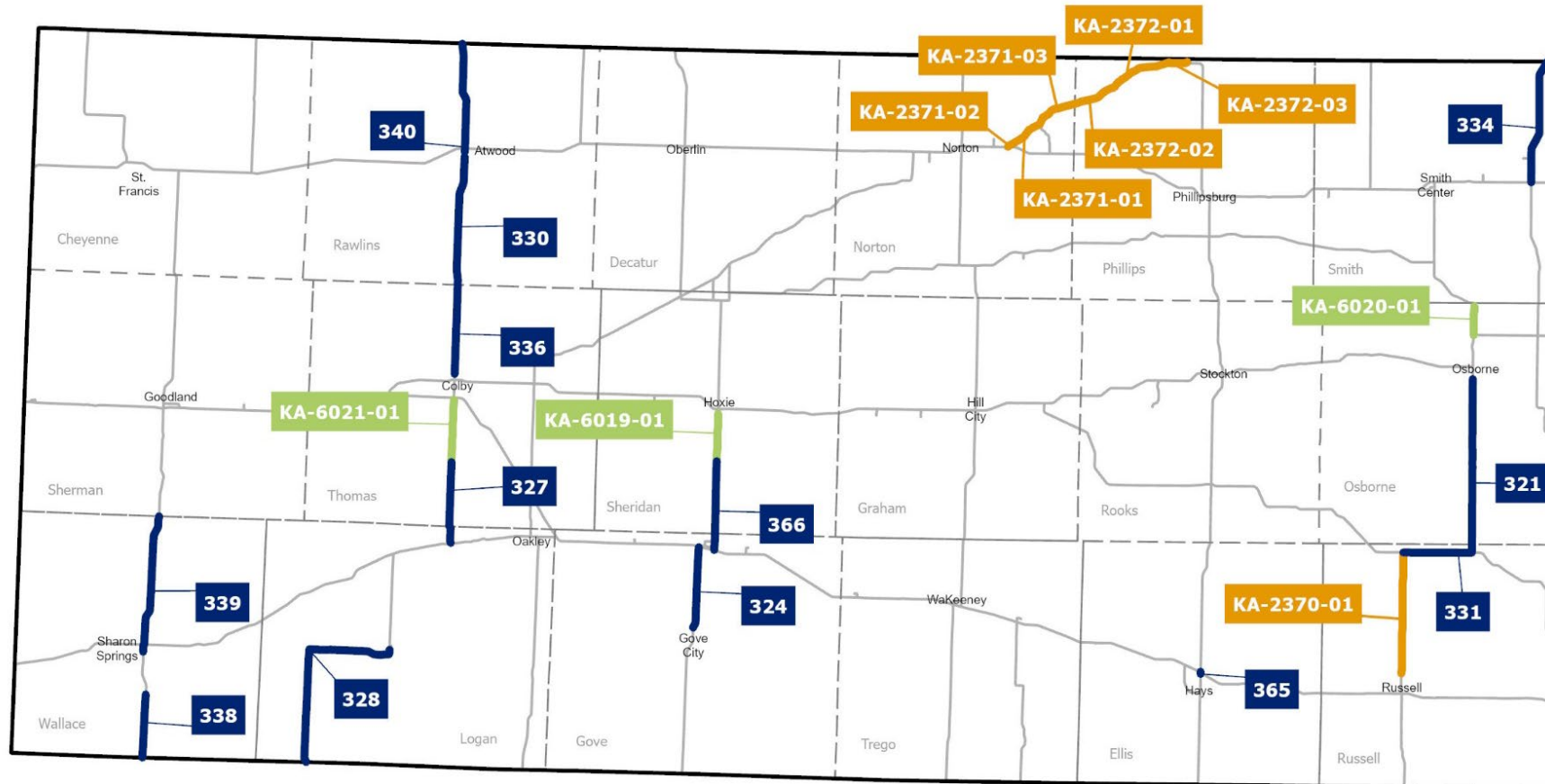
KANSAS STATE
UNIVERSITY

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

Northwest Region Projects



Legend

— 2021 Local Consult Modernization Projects
(Projects for discussion)

— IKE Development Pipeline

— Delayed T-WORKS Projects

District 3 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	Engineer Score (80 pts)	Local Input (20 pts)	Route Continuity	Previous Investment	Notes
365	US-183Y Ellis County: Bridge #019 located at Jct. US-183Y/I-70†	Interchange Reconstruction	NA	\$19	Safety: 19/34; Operations: 25/46				44				This bridge is currently in poor condition
331	US-281 Russell County: West Jct. K-18 to Luray	Reconstruct	8	\$20	<div></div>	<div></div>	<div></div>	<div></div>	36		✓		
321	US-281 Russell/Osborne County: Luray North to Osborne	Reconstruct	22	\$53 ^v	<div></div>	<div></div>	<div></div>	<div></div>	40				
334	US-281 Smith County: US-36 to Nebraska State Line	Reconstruct	15	\$37	<div></div>	<div></div>	<div></div>	<div></div>	40				
324	K-23 Gove County: Gove City North to Grainfield	Reconstruct	10	\$25	<div></div>	<div></div>	<div></div>	<div></div>	29				
366	K-23 Sheridan/Gove County: I-70 North to County Rd. 406†	Reconstruct	11	\$27	<div></div>	<div></div>	<div></div>	<div></div>	52		✓		
328	K-25 Logan County: Wichita County Line to Russell Springs	Reconstruct	24	\$60	<div></div>	<div></div>	<div></div>	<div></div>	29				
327	K-25 Logan/Thomas County: East Jct. US-40 to County Rd. I	Reconstruct	10	\$22	<div></div>	<div></div>	<div></div>	<div></div>	56		✓		
340	K-25 Rawlins County: Atwood to Nebraska State Line	Reconstruct	13	\$32	<div></div>	<div></div>	<div></div>	<div></div>	22				
330	K-25 Rawlins County: Thomas County Line to Atwood	Reconstruct	16	\$40	<div></div>	<div></div>	<div></div>	<div></div>	40				
336	K-25 Thomas County: Colby to Rawlins County Line	Reconstruct	12	\$30	<div></div>	<div></div>	<div></div>	<div></div>	49		✓		
338	K-27 Wallace County: Greeley County Line North 8 miles	Reconstruct	8	\$19	<div></div>	<div></div>	<div></div>	<div></div>	47				
339	K-27 Wallace County: Sharon Springs North to Sherman County Line	Reconstruct	16	\$40	<div></div>	<div></div>	<div></div>	<div></div>	56				

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

^vUpdated cost estimate

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.

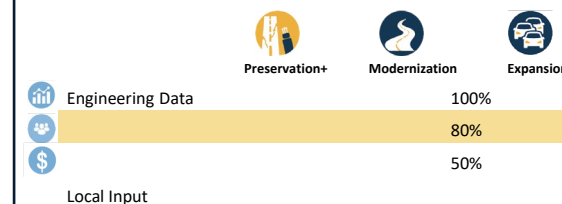
Other factors in selection:

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

2019 Projects Selected for the Development or Construction Pipeline

US-281 Osborne County: Osborne to Portis	Reconstruct
K-23 Gove-Sheridan County: Grainfield to Hoxie	Reconstruct
K-25 Thomas County: Logan-Thomas Co line to Colby	Reconstruct
Projects presented in 2019; not scored this year	
US-281 Smith County: Portis to Smith Center - Low engineering need	Reconstruct
K-23 Sheridan County: Hoxie to US-83 - Low engineering need	Reconstruct
K-25 Logan County: Russell Springs to W Jct US-40 - Low engineering need	Reconstruct

Selection Process by Highway Program



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	42%	10%	6%	10%	26%	6%



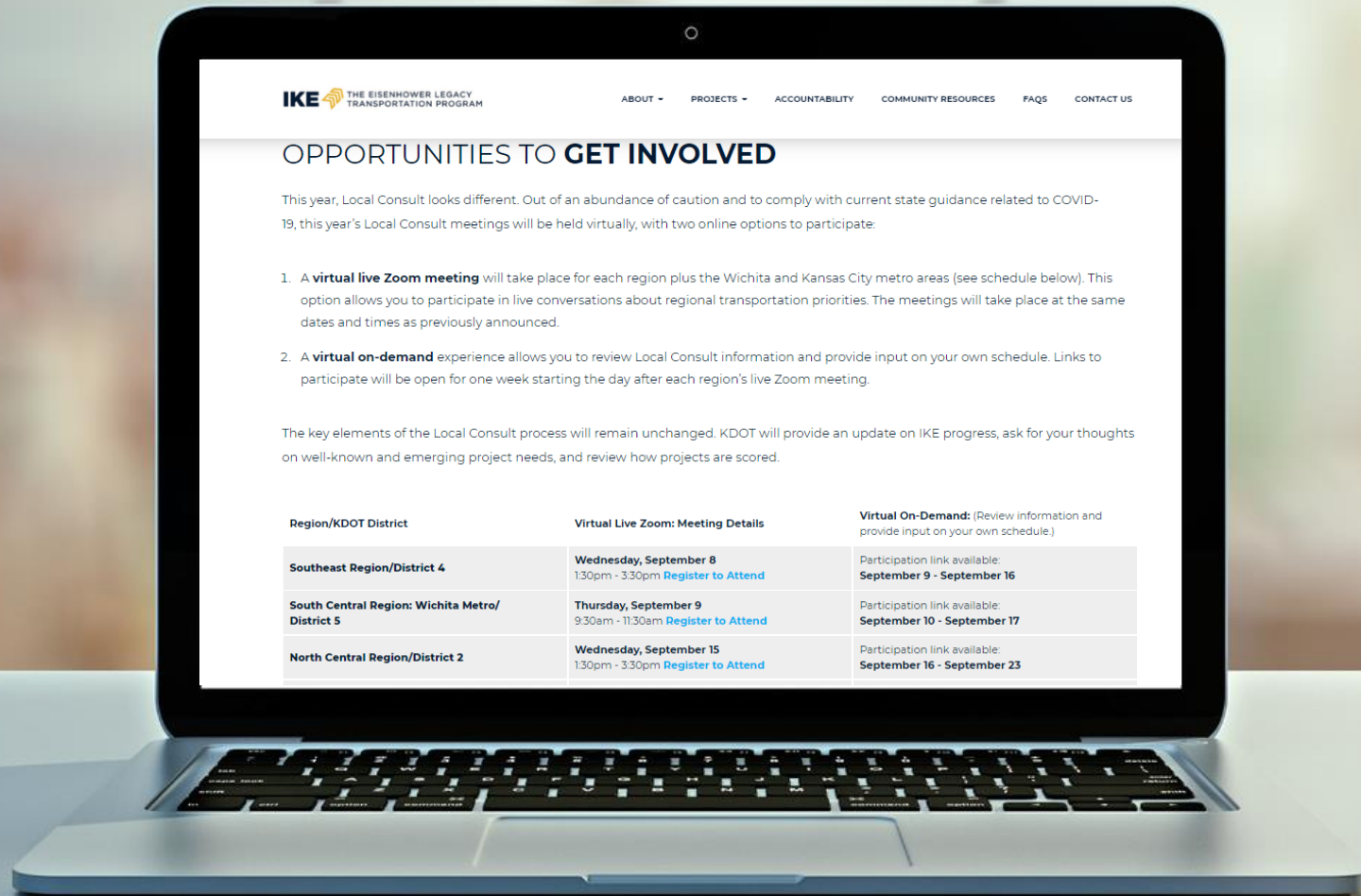
	Map ID	Project Description	Scope	Miles	FY-25 Cost \$M	Engineer Score (80 pts)	Local Input (20 pts)
★★★★★	365	US-183Y Ellis County: Bridge #019 located at Jct. US-183Y/I-70 ⁺	Interchange Reconstruction	NA	\$19	44	
→★★★★	331	US-281 Russell County: West Jct. K-18 to Luray	Reconstruct	8	\$20	36	
★★★★★	321	US-281 Russell/Osborne County: Luray North to Osborne	Reconstruct	22	\$53 ^v	40	
→★★★★	334	US-281 Smith County: US-36 to Nebraska State Line	Reconstruct	15	\$37	40	
	324	K-23 Gove County: Gove City North to Grainfield	Reconstruct	10	\$25	29	
→★★★★	366	K-23 Sheridan/Gove County: I-70 North to County Rd. 406 ⁺	Reconstruct	11	\$27	52	
	328	K-25 Logan County: Wichita County Line to Russell Springs	Reconstruct	24	\$60	29	
→★★★★	327	K-25 Logan/Thomas County: East Jct. US-40 to County Rd. I	Reconstruct	10	\$22	56	
	340	K-25 Rawlins County: Atwood to Nebraska State Line	Reconstruct	13	\$32	22	
★★★★	330	K-25 Rawlins County: Thomas County Line to Atwood	Reconstruct	16	\$40	40	
★★★★	336	K-25 Thomas County: Colby to Rawlins County Line	Reconstruct	12	\$30	49	
	338	K-27 Wallace County: Greeley County Line North 8 miles	Reconstruct	8	\$19	47	
	339	K-27 Wallace County: Sharon Springs North to Sherman County Line	Reconstruct	16	\$40	56	

Projects presented in 2019;
not scored this year

US-281 Smith County: Portis to Smith Center - Low engineering need	Reconstruct
K-23 Sheridan County: Hoxie to US-83 - Low engineering need	Reconstruct
K-25 Logan County: Russell Springs to W Jct US-40 - Low engineering need	Reconstruct

ON DEMAND LOCAL CONSULT:

ksdotike.org/projects/local-consult-process



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