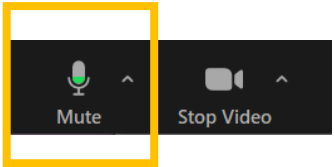
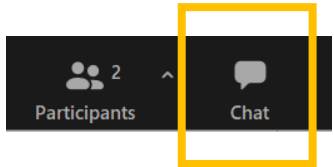


WELCOME

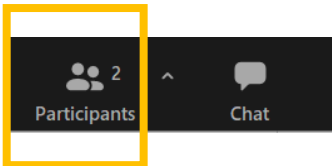
We'll get started shortly!



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



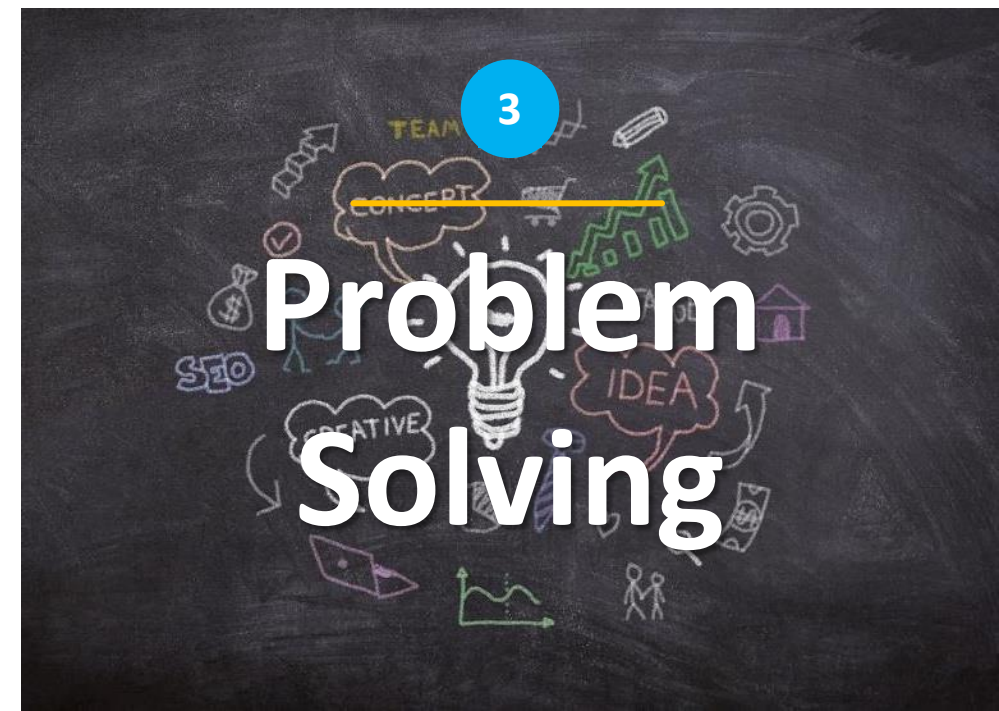
1

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 5

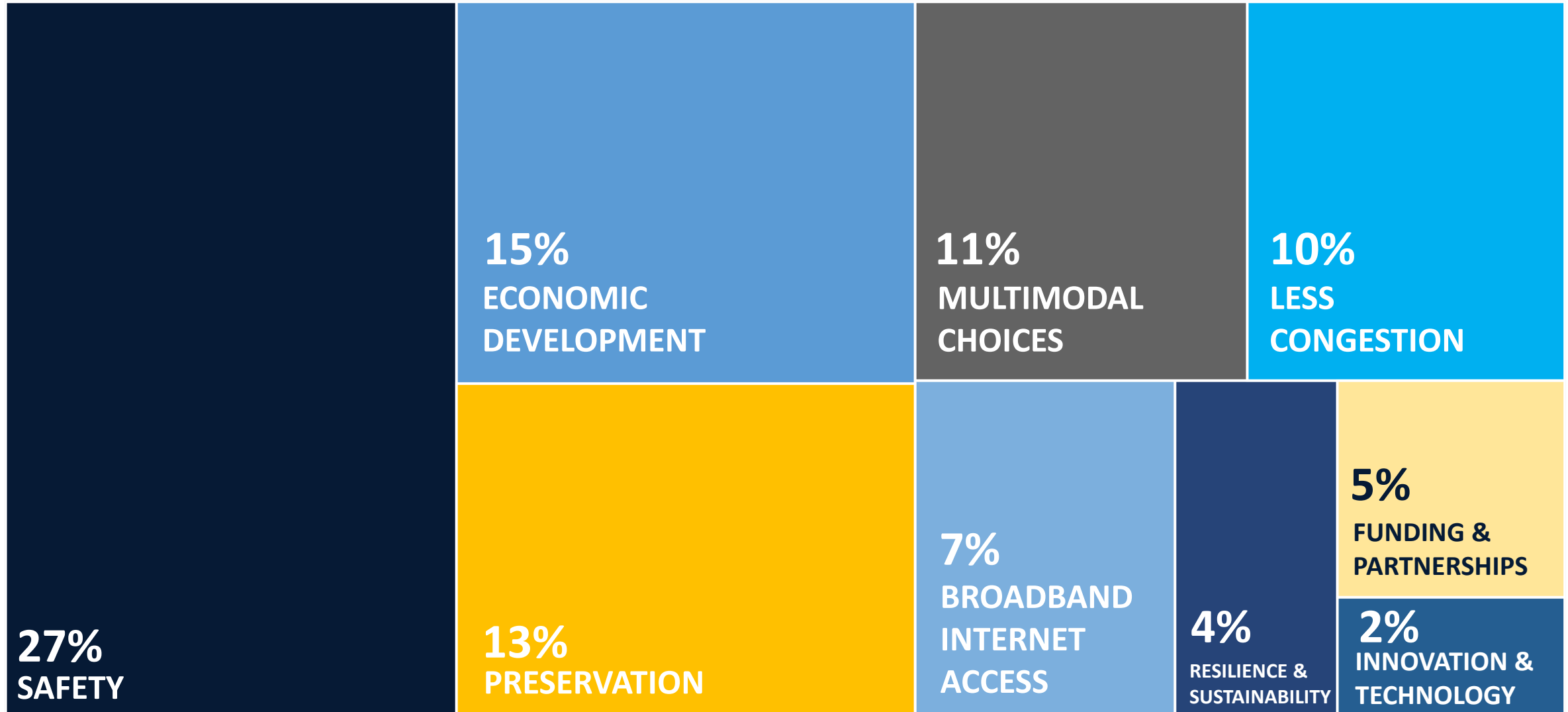
Nearly 2,000 Kansans
responded to the survey with
more than 200 from District 5.



YOU SPEAK
KDOT LISTENS
TOGETHER, WE WORK

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

DISTRICT 5 PRIORITIES

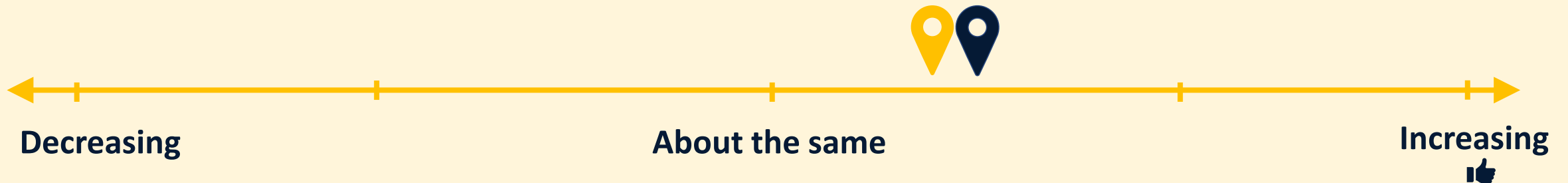


Let's talk about your region.

DISTRICT 5 WHAT'S CHANGING

■ District 5
■ Statewide

How is DEVELOPMENT changing?



How is CONGESTION changing?



Let's talk about your region.

DISTRICT 5 WHAT'S CHANGING

■ District 5
■ Statewide

How is PUBLIC TRANSPORTATION changing?



How is ACTIVE TRANSPORTATION changing?



There is need for:

“More routes, additional locations, extended hours for public transportation”


“More connectivity on bike paths especially making loops and getting to extents of the communities and to the suburbs.”



2000+

KANSANS

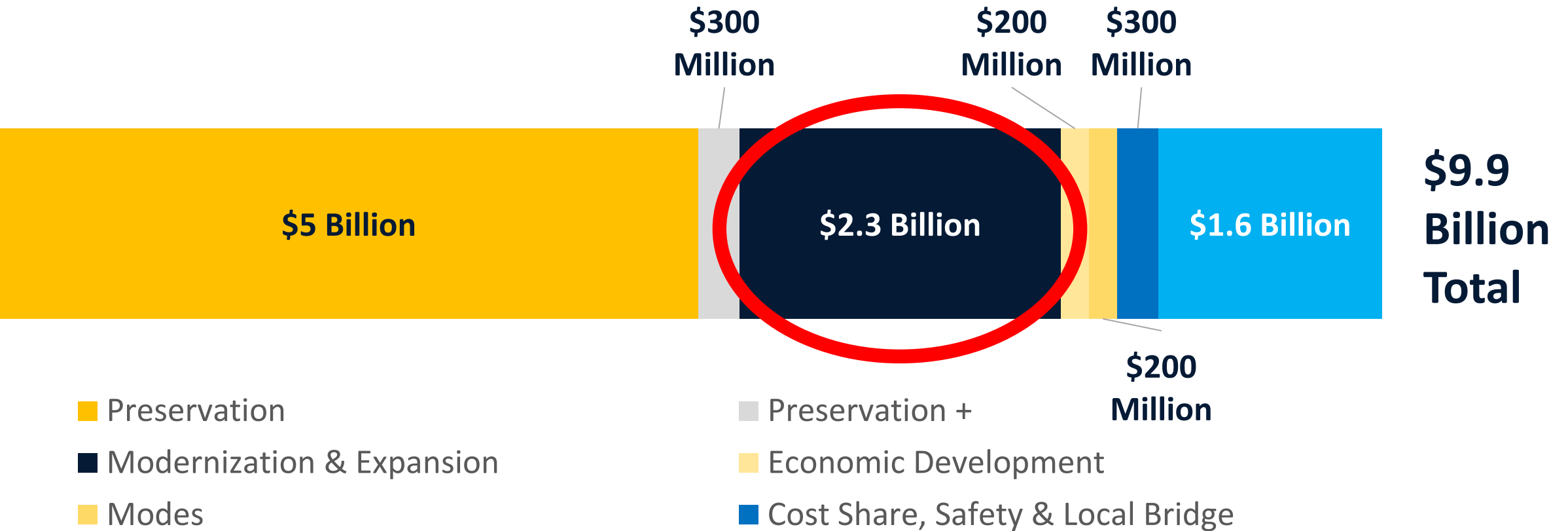




New IKE program serves today & tomorrow's needs

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

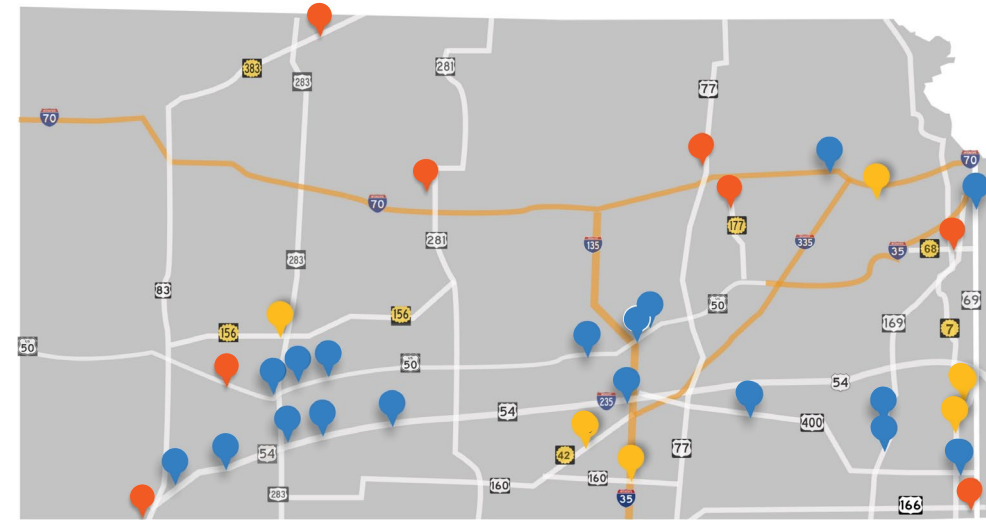
Estimated IKE investments over 10 years and today's focus



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

Estimated minimum investments by district

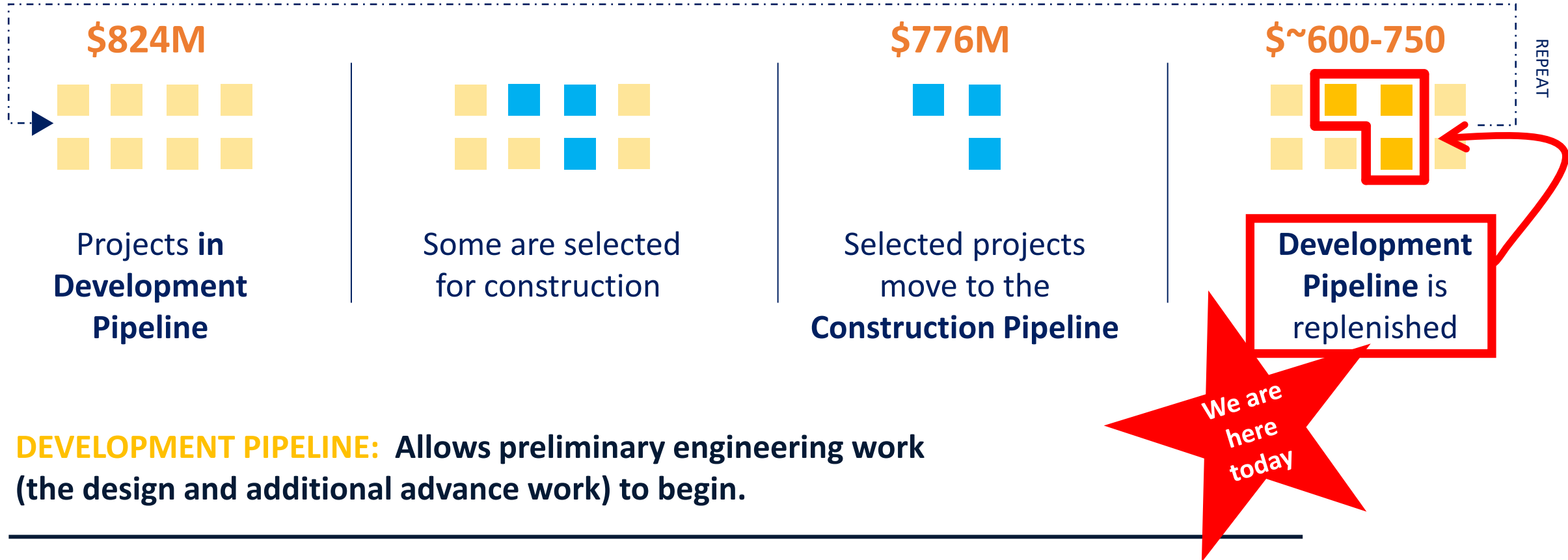
	Modernization & Expansion	Preservation Spending	TOTAL
DISTRICT 1	\$500 Million	\$1.3 Billion	\$1.8 Billion
DISTRICT 2	\$70 Million	\$600 Million	\$670 Million
DISTRICT 3	\$50 Million	\$700 Million	\$750 Million
DISTRICT 4	\$100 Million	\$550 Million	\$650 Million
DISTRICT 5	\$300 Million	\$800 Million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



- **Construction:**
9 projects - \$145M
- **Development:**
2 project - \$240M

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

District 5 2021 Project Scores – Urban 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
731	I-235 Sedgwick County: I-135/US-54 Interchange ^f	Interchange	NA	\$14	Safety: 16/21; Operations: 14/29				30	○	○	9				Scopes of two projects from 2019 were combined with the US-54 interchange to create this project
732	K-254 Sedgwick County: Northwest Wichita Bypass: US-54/174th St. W to K-96 near 45th St	4-Lane Freeway, bypass	11	\$791 [*]	○	○	○	●	30	○	○	11			✓	
713	US-54 Sedgwick County: Northwest Wichita Bypass: US-54/268th St. W. (West of Goddard), East to near US-54/174th St. W.	4-Lane Freeway, bypass	7	\$220 ^g	○	○	○	●	7	●	●	21			✓	
719	K-254 Sedgwick County: K-254/Webb Interchange	Interchange	NA	\$30 ^g	Safety: 18/21; Operations: 11/29				29	○	○	7				
723	US-54 Sedgwick County: Kellogg Ave: 111th St W to 151st St W ^h	6-lane freeway	3	\$120	○	○	○	●	14	●	●	23		✓		
727	US-54 Sedgwick County: Kellogg Ave: K-96 interchange East to ½ mile East of 159th St (Phase 1)	6-lane freeway	2	\$166 ^g	○	○	●	○	21	○	○	15		✓		The scope from one project from 2019 was split to create these projects.
728	US-54 Sedgwick County: Kellogg Ave: ½ mile East of 159th St East to Prairie Creek Rd (Phase 2)	6-lane freeway	3	\$122 ^g	○	○	●	○	20	●	●	24		✓		
	Heartland Flyer Extension: Extension to Amtrak's Heartland Flyer route that would connect Newton and Oklahoma City. ^f	Passenger Rail Service		\$31												Currently updating the Service Development Plan. Cost estimate does not include improvements needed in Oklahoma or ongoing operating costs.

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

^gUpdated cost estimate

2019 Projects Selected for the Development or Construction Pipeline		
K-96 Sedgwick County: Hillside Rd. to Greenwich Rd.	6-lane freeway	
I-235 Sedgwick County: I-235/I-135/K-254 Interchange (North Junction)	Reconstruct interchange	
Projects presented in 2019; not scored this year		
I-235 Sedgwick County: I-235 & Kellogg (US-54) - Work completed under T-WORKS mitigated much of these issues for now. Scored West Kellogg project since it was not scored in 2019.	Reconstruct interchange	
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. This project wasn't scored because work completed under T-WORKS mitigated much of the issues for now.		

Selection Process by Highway Program			
Engineering Data	Preservation 100%	Modernization 80%	Expansion 50%
Local Input		20%	25%
Economic Analysis [*]			25%
[*] Urban and Rural Projects evaluated separately			

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 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.	

2019 Projects Selected for the Development or Construction Pipeline	
US-50 Edwards County: Between Offerle and Kinsley	Extend existing passing lanes
US-50 Harvey County: 5 Miles East of Burrton	Extend existing passing lanes
US-50 Harvey County: Northeast of Walton	Extend existing passing lanes
US-54 Kiowa County: Between Ford-Kiowa county line and Mullinville	Passing lanes
US-54 Kiowa County: Between Greensburg and Haviland	Extend existing passing lanes
US-54 Pratt: Between Wellsford and Cullison	Extend existing passing lanes
US-56/K-96 Barton County: Great Bend to K-156	4-lane expressway

K-15 Cowley County: US-77/K-15 to Udall – low engineering need	4-lane expressway
US-50 Harvey County: Halstead to Newton - selected passing lanes to improve corridor, re-evaluate once complete	4-lane expressway
US-50 Harvey County: Newton to the Harvey-Marion County Line - selected passing lanes to improve corridor, re-evaluate once complete	4-lane expressway
US-50 Harvey County: Reno-Harvey County Line to Halstead – addressed with another project selected passing lanes to improve corridor, re-evaluate once complete	4-lane expressway
US-50 Harvey County: Just east of Burrton – specific location not feasible	Extend existing passing lanes east
US-77 Cowley County: US-77 & 222nd Rd, north of Arkansas City – low engineering need	New interchange
K-254 Butler County: River Valley Road – scored Ohio St. Interchange based on local input	New interchange
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 of low engineering need, the location wasn't feasible, or was addressed with a passing lane project and will be re-evaluated once complete.	

US-160 Sumner County: I-35 to Sumner/Cowley County Line	Rehabilitate and add shoulders
K-42 Sumner/Sedgwick County: K-2 to Clonmel	Rehabilitate and add shoulders

Projects presented in 2019; not scored this year		
US-160 Cowley County: Sumner/Cowley County Line to Winfield – Need to evaluate impact of completed work.	Reconstruct	
K-96 Rice County: Sterling, through Lyons, to Ellinwood (NW Passage) – Need to evaluate impact of completed work.	Reconstruct	
US-56/K-96 Barton County: Ellinwood to Great Bend (NW Passage) – Need to evaluate impact of completed work.	Reconstruct	
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 we need to need to evaluate the impact of completed work.		

URBAN EXPANSION



RURAL EXPANSION



Economic Factors					Local Input	Other Factors		
Safety (5 pts)	Engineer Score (50 pts)	GRP* / Cost	Traveler Benefit** / Cost	Economic Score (25 pts)	Local Input (25 pts)	Route Continuity	Previous Investment	Notes
●	40	●	●	25				Rescoped from 4-lane expressway to passing lanes
	30	○	○	10				
○	12	○	○	9		✓		
○	41	○	○	11		✓	✓	
○	50	○	○	8		✓	✓	
○	34	●	●	23				
○	26	○	○	18				Rescoped from 4-lane expressway to passing lanes
○	12	○	○	14				
○	40	●	●	24				Stakeholders expressed interest in down-scoping. It could be a candidate for a 2-lane on 4-lane ROW.
●	50	○	○	8		✓		Rescoped to most impactful section

); not scored this year

MODERNIZATION



Engineering Factors					Local Input	Other Factors			
Cost M	Geometrics/ Safety	Capacity	Pavement Structure	Pavement Surface	Engineer Score (80 pts)	Local Input (20 pts)	Route Continuity	Previous Investment	Notes
11	Safety: 4/34; Operations: 21/46				25				
16	Safety: 17/34; Operations: 17/46				34				
12	○	○	○	○	19				
16	○	●	●	○	33		✓		
17	○	○	○	○	49				
15	○	○	○	○	41				
17	Safety: 15/34; Operations: 15/46				30				
14	○	●	●	○	46		✓		
14	○	○	○	○	76		✓		
14	○	○	○	○	57				
14	○	○	○	○	57				
7	○	○	○	○	50				

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.

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., East Kellogg Phases 1 and 2 with close coordination with Andover and City of Wichita)
- Scoring methodology updates to reflect feedback
- New projects added to the list

[illegible]

4

Projects not scored in 2021 but can still discuss

2021 project lists

1. Projects from 2019 that are now in the pipeline

2019 Projects Selected for the Development or Construction Pipeline

K-96 Sedgwick County: Hillside Rd. to Greenwich Rd.

6-lane freeway

I-235 Sedgwick County: I-235/I-135/K-254 Interchange (North Junction)

Reconstruct interchange

US-50 Edwards County: Between Offerle and Kinsley

Extend existing passing lanes

US-50 Harvey County: 5 Miles East of Burrton

Extend existing passing lanes

US-50 Harvey County: Northeast of Walton

Extend existing passing lanes

US-54 Kiowa County: Between Ford-Kiowa county line and Mullinville

Passing lanes

US-54 Kiowa County: Between Greensburg and Haviland

Extend existing passing lanes

US-54 Pratt: Between Wellsford and Cullison

Extend existing passing lanes

US-56/K-96 Barton County: Great Bend to K-156

4-lane expressway

US-160 Sumner County: I-35 to Sumner/Cowley County Line

Rehabilitate and add shoulders

K-42 Sumner/Sedgwick County: K-2 to Clonmel

Rehabilitate and add shoulders

District 5 2021 Project Scores – Urban Expansion

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

2019 Projects Selected for the Development or Construction Pipeline

Project ID	Project Description	Score	Category	Notes
101	K-96 Sedgwick County: Hillside Rd. to Greenwich Rd.	100	High Need	6-lane freeway
102	I-235 Sedgwick County: I-235/I-135/K-254 Interchange (North Junction)	100	High Need	Reconstruct interchange

District 5 2021 Project Scores – Rural Expansion

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

2019 Projects Selected for the Development or Construction Pipeline

Project ID	Project Description	Score	Category	Notes
103	US-50 Edwards County: Between Offerle and Kinsley	100	High Need	Extend existing passing lanes
104	US-50 Harvey County: 5 Miles East of Burrton	100	High Need	Extend existing passing lanes
105	US-50 Harvey County: Northeast of Walton	100	High Need	Extend existing passing lanes
106	US-54 Kiowa County: Between Ford-Kiowa county line and Mullinville	100	High Need	Passing lanes
107	US-54 Kiowa County: Between Greensburg and Haviland	100	High Need	Extend existing passing lanes

District 5 2021 Project Scores – Modernization

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

2019 Projects Selected for the Development or Construction Pipeline

Project ID	Project Description	Score	Category	Notes
108	US-160 Sumner County: I-35 to Sumner/Cowley County Line	100	High Need	Rehabilitate and add shoulders
109	K-42 Sumner/Sedgwick County: K-2 to Clonmel	100	High Need	Rehabilitate and add shoulders

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

District 5 2021 Project Scores – Urban 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
711	K-254 Sedgwick County: I-135/US-54 Interchange†	Interchange	NA	\$14		Safety: 16/21; Operations: 14/29			30	○		9				
712	K-254 Sedgwick County: Northwest Wichita Bypass: US-54/ 174th St. W to K-96 near 45th St.	4-Lane Freeway, bypass	11	\$791*	●		●	●	30	○	●	11			✓	Scopes of two projects from 2019 were combined with the US-54 interchange to create this project
713	US-54 Sedgwick County: Northwest Wichita Bypass: US-54/260th St. W. (West of Goddard) East to near US-54/174th St. W.	4-Lane Freeway, bypass	7	\$220*	○	○		●	7	●	●	21			✓	
719	K-254 Sedgwick County: K-254/Webb Interchange	Interchange	NA	\$30*		Safety: 18/21; Operations: 11/29			29	○	○	7				
725	US-54 Sedgwick County: Kellogg Ave: 111th St W to 151st St W†	6-Lane freeway	3	\$120	○	○	○	○	14			23			✓	
727	US-54 Sedgwick County: Kellogg Ave: K-96 Interchange East to West of 159th St (Phase 1)	6-Lane freeway	2	\$166*	●	●	●	●								
728	US-54 Sedgwick County: Kellogg Ave: ½ mile East of 159th St East to Prairie Ave (Phase 2)	6-Lane freeway	3	\$122*	●	○	○	●								
<div>District 5 2021 Project Scores – Rural Expansion</div> <div> Legend ● High Need/Score ○ Medium Need/Score ○ Low Need/Score </div>																
Project Information																
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
	Heartland Flyer Extension: Extension to Airport Blvd. Heartland Flyer route that would connect Newton and Oklahoma City	Passenger Rail		\$81												

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

*Updated cost estimate

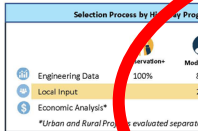
2019 Projects Selected for the Development or Construction Pipeline

K-96 Sedgwick County: Hillside Rd. to Greenwich Rd.	6-lane freeway
I-235 Sedgwick County: I-235/I-135/K-254 Interchange (North Junction)	Reconstruct Interchange

Projects presented in 2019; not scored this year

I-235 Sedgwick County: I-235 & Kellogg (US-54) - Work completed under T-1008C mitigated much of these issues for now. Scored West Kellogg project since it was not scored in 2019.

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. This project wasn't scored because work completed under T-1008C mitigated much of the issues for now.



District 5 2021 Project Scores – Rural Expansion

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

Project Information					Engineering Factors					Economic Factors			Input		Other Factors	
Map ID	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
512	US-50 Cowley County: Uddell to Mulvane	Passing Lanes	8	\$7	●	○	○	●	40	●	●	25				Rescored from 4-lane expressway to passing lanes
516	K-254 Butler County: K-254/Ohio St. Interchange†	Interchange	NA	\$20					30	○	○	10				
517	US-50 Reno County: Yoder/Airport Road (Hutchinson) to the Harvey/Reno County Line†	4-lane expressway	9	\$45	○	○	○	○	12	○	○	9		✓		
523	US-54 Kingman County: 1 mile West of the West K-11/US-54 Jct. East to the existing 4-lane East of Kingman	4-lane Freeway, Bypass	10	\$159	○	○	○	○	41	○	○					
524	US-54 Pratt County: 4 miles West of Pratt, North and East, to the 4-lane section	4-lane Freeway, Bypass	12	\$225*	●	●	●	●	50	○	○					
534	US-56 Pawnee/Butler County: Larned to Great Bend†	Passing Lanes	20	\$13	○	○	○	○	34	●	●					
528	US-77 Cowley County: Winfield to K-15	Passing Lanes	10	\$20	○	○	○	○	26	○	○					
529	US-77 Cowley County: Southwest Bypass at Arkansas City	2-lane Freeway, Bypass	3	\$30*	○	○	○	○	12	○	○					
530	US-77 Cowley County: Winfield Bypass (West) Phase 1 to US-160	4-lane Freeway, Bypass	8	\$93*	●	○	○	○	40	●	●					
	US-400 Butler County: East junction US-77 to Leon	4-lane expressway	3	\$30	●	●	●	●	50	○	○					

District 5 2021 Project Scores – Modernization

Legend

● High Need/Score

○ Medium Need/Score

Project Information	
Map ID	Project Description
555	I-135 Harvey County: I-135/US-50 (North Interchange) in Newton
562	I-235 Sedgewick County: US-35/Zoo Boulevard Interchange†
546	K-49 Sumner County: I-235/200 Boulevard to Langway Springs†
597	K-41 Pratt/Reno County: Pratt to Langdon†

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

*Updated cost estimate

2019 Projects Selected for the Development or Construction Pipeline

US-50 Edwards County: Between Offerle and Kinsley	Extend existing passing lanes
US-50 Harvey County: 5 Miles East of Burrton	Extend existing passing lanes
US-50 Harvey County: Northeast of Walton	Extend existing passing lanes
US-54 Kiowa County: Between Ford-Kiowa county line and Mullinville	Passing lanes
US-54 Kiowa County: Between Greensburg and Haviland	Extend existing passing lanes
US-54 Pratt: Between Wellford and Cullison	Extend existing passing lanes
US-56/K-96 Barton County: Great Bend to K-156	4-lane expressway

Projects presented in 2019; not scored this year

K-15 Cowley County: US-77/K-15 to US41 – low engineering need	4-lane
US-50 Harvey County: Halstead to Newton – selected passing lanes to improve corridor, re-evaluate once complete	4-lane
US-50 Harvey County: Newton to near highway intersection with US-50 – selected passing lanes to improve corridor, re-evaluate once complete	4-lane
US-50 Harvey County: Reno-Harvey County Line to Halstead – addressed with another project selected passing lanes to improve corridor, re-evaluate once complete	4-lane
US-50 Harvey County: Just east of Burrton – specific location not feasible	Extend passing
US-77 Cowley County: US-77 & 222nd Rd, north of Arkansas City – low engineering need	New in 2019
K-254 Butler County: River Valley Road – scored Ohio St. Interchange based on local input	New in 2019

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 of low engineering need, the location was feasible, or was addressed with a passing lane project and will be re-evaluated once complete.

District 5 2021 Project Scores – Modernization

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

Engineering Factors		Other Factors	
Local Input	Route Continuity	Previous Investment	Notes
25			Rescoped from 4-lane expressway to passing lanes
10			
9	✓		

District 5 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)	Route Continuity	Previous Investment	Notes
555	I-235 Harvey County: I-135/US-50 (North interchange) in Newton	Interchange Reconstruction	NA	\$41					25				
542	I-235 Sedgwick County: I-235/Zoo Boulevard Interchange†	Interchange Improvements	NA	\$16					34				
546	K-49 Sumner County: US-160 to Conway Springs†	Reconstruct; add shoulders	8	\$32	○	○	○	○	19				
597	K-61 Pratt/Reno County: Pratt to Langdon†	Construct Shoulders	26	\$26	○	●	●	○	33			✓	
559	K-156 Pawnee County: US-183 to Larned	Construct Shoulders	11	\$27	○	○	○	○	49				
562	K-156 Pawnee County: Hodgeman County Line to US-183	Reconstruct; add shoulders	14	\$35	○	○	○	○	41				
554	US-50 Harvey County: US-50/Meridian St. Interchange in Newton	Interchange Improvements	NA	\$27					30				
596	US-56 Edwards/Pawnee County: Kinsley to Larned†	Construct Shoulders	24	\$24	○	●	●	○	46			✓	
547	US-56 Rice County: Lyons to McPherson County Line†	Construct Shoulders	15	\$14	○	●	●	○	76			✓	
549	US-81 Sumner County: US-177 North to Wellington†	Construct Shoulders	14	\$14	○	○	○	○	57				
548	US-177 Sumner County: Oklahoma State Line to US-81†	Construct Shoulders	4	\$4	○	○	○	○	57				
540	US-183 Comanche County: Coldwater North to Kiowa County Line†	Construct Shoulders	7	\$7	○	○	○	○	50				

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

2019 Projects Selected for the Development or Construction Pipeline

US-160 Sumner County: I-35 to Summer/Cowley County Line	Rehabilitate and add shoulders
K-42 Sumner/Sedgwick County: K-2 to Clonmel	Rehabilitate and add shoulders

Projects presented in 2019; not scored this year

US-160 Cowley County: Summer/Cowley County Line to Winfield – Need to evaluate impact of completed work.	Reconstruct
K-96 Rice County: Sterling, through Lyons, to Ellinwood (NW Passage) – Need to evaluate impact of completed work.	Reconstruct
US-56/K-96 Barton County: Ellinwood to Great Bend (NW Passage) – Need to evaluate impact of completed work.	Reconstruct

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 we need to evaluate the impact of completed work.

District 5 2021 Project Scores – Modernization

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

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 Surface – Rough pavement surfaces.

Other factors in selection:

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

	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%	8%	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

I-235 Sedgwick County: I-235 & Kellogg (US-54) - Work completed under T-WORKS mitigated much of these issues for now. Scored West Kellogg project since it was not scored in 2019.	Reconstruct interchange
K-15 Cowley County: US-77/K-15 to Udall – low engineering need	4-lane expressway
US-50 Harvey County: Halstead to Newton - selected passing lanes to improve corridor, re-evaluate once complete	4-lane expressway
US-50 Harvey County: Newton to the Harvey-Marion County Line - selected passing lanes to improve corridor, re-evaluate once complete	4-lane expressway
US-50 Harvey County: Reno-Harvey County Line to Halstead – addressed with another project selected passing lanes to improve corridor, re-evaluate once complete	4-lane expressway
US-50 Harvey County: Just east of Burrton – specific location not feasible	Extend existing passing lanes east
US-77 Cowley County: US-77 & 222nd Rd, north of Arkansas City – low engineering need	New interchange
K-254 Butler County: River Valley Road – scored Ohio St. interchange based on local input	New interchange
US-160 Cowley County: Sumner/Cowley County Line to Winfield – Need to evaluate impact of completed work.	Reconstruct
K-96 Rice County: Sterling, through Lyons, to Ellinwood (NW Passage) – Need to evaluate impact of completed work.	Reconstruct
US-56/K-96 Barton County: Ellinwood to Great Bend (NW Passage) – Need to evaluate impact of completed work.	Reconstruct

District 5 2021 Project Scores – Urban Expansion

Legend: High NeedScore, Medium NeedScore, Low NeedScore

Projects presented in 2019, not scored this year

Project Description	Score	High NeedScore	Medium NeedScore	Low NeedScore	Other Notes
US-54 & I-235 Interchange	1	1	0	0	Work completed under T-WORKS mitigated much of these issues for now. Scored West Kellogg project since it was not scored in 2019.

District 5 2021 Project Scores – Rural Expansion

Legend: High NeedScore, Medium NeedScore, Low NeedScore

Projects presented in 2019, not scored this year

Project Description	Score	High NeedScore	Medium NeedScore	Low NeedScore	Other Notes
US-77/K-15 to Udall	1	1	0	0	Low engineering need
US-50 Halstead to Newton	1	1	0	0	Selected passing lanes to improve corridor, re-evaluate once complete
US-50 Newton to Harvey-Marion County Line	1	1	0	0	Selected passing lanes to improve corridor, re-evaluate once complete
US-50 Reno-Harvey County Line to Halstead	1	1	0	0	Addressed with another project selected passing lanes to improve corridor, re-evaluate once complete
US-50 Just east of Burrton	1	1	0	0	Specific location not feasible

District 5 2021 Project Scores – Modernization

Legend: High NeedScore, Medium NeedScore, Low NeedScore

Projects presented in 2019, not scored this year

Project Description	Score	High NeedScore	Medium NeedScore	Low NeedScore	Other Notes
US-77 & 222nd Rd, north of Arkansas City	1	1	0	0	Low engineering need
River Valley Road	1	1	0	0	Scored Ohio St. interchange based on local input

2021 Update Summary: District 5 List

- 11 projects moved to the development or construction pipelines
- 14 new projects added from priority formula or district feedback
- 11 projects not scored this year
- 6 projects refined/changed scope –
 - 4-lane expressway to passing lanes
- 8 projects with updated cost estimates

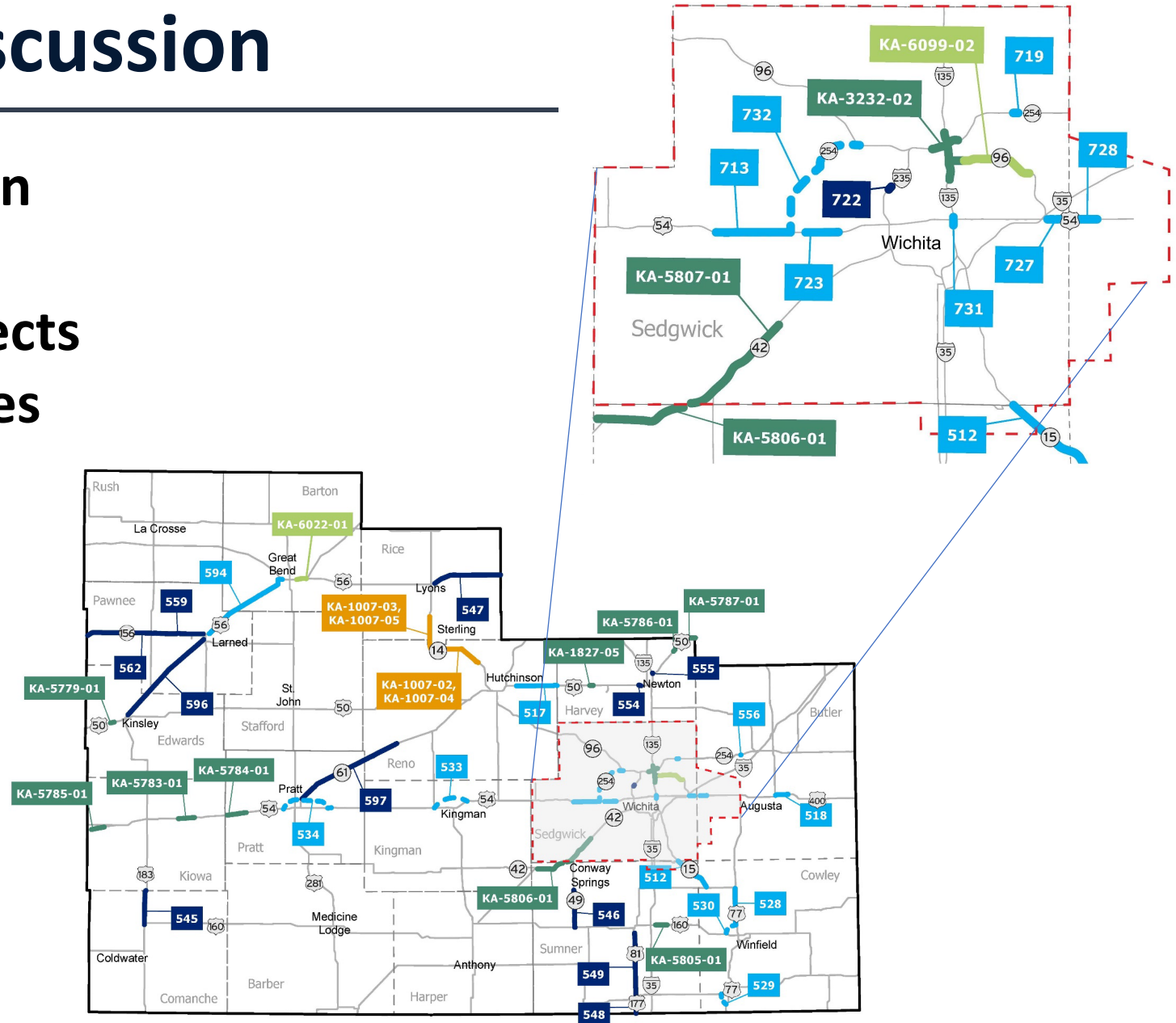
Because no formula or score is perfect,

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





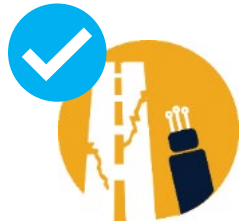
Breakout Group Time

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

Break Time

We'll start again at X:XX

All new programs were underway in 2020



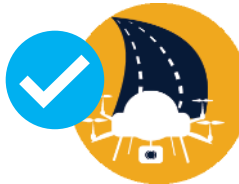
PRESERVATION +
\$17 Million



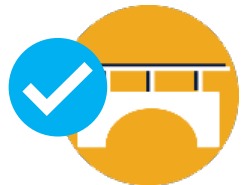
BROADBAND
\$5 Million



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

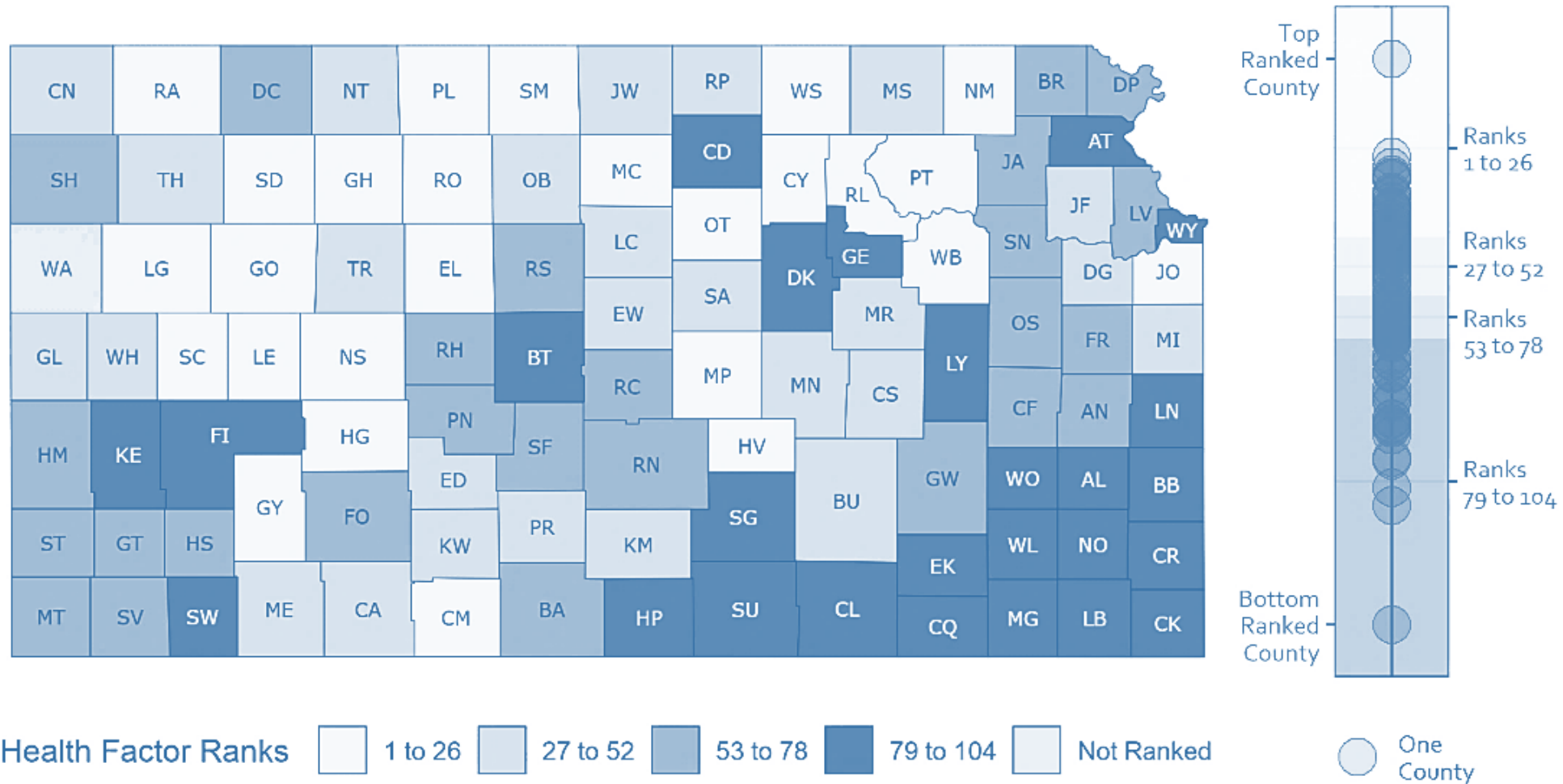


Problem solving ideal

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

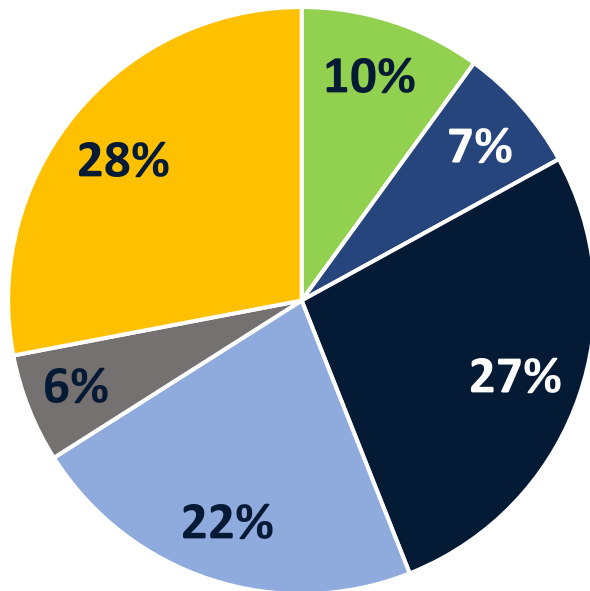


Health rankings show need for Expanded view of equity



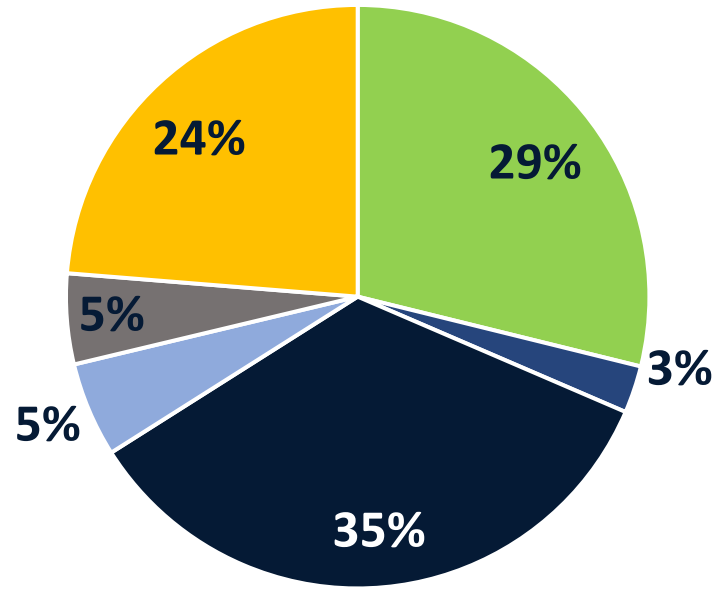
Greenhouse Gas Emissions by Economic Sector

United States

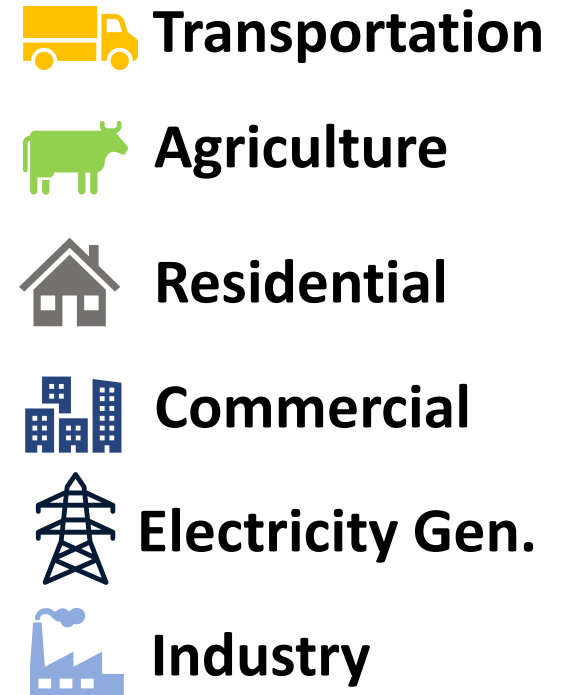


Source: EPA, 2018

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

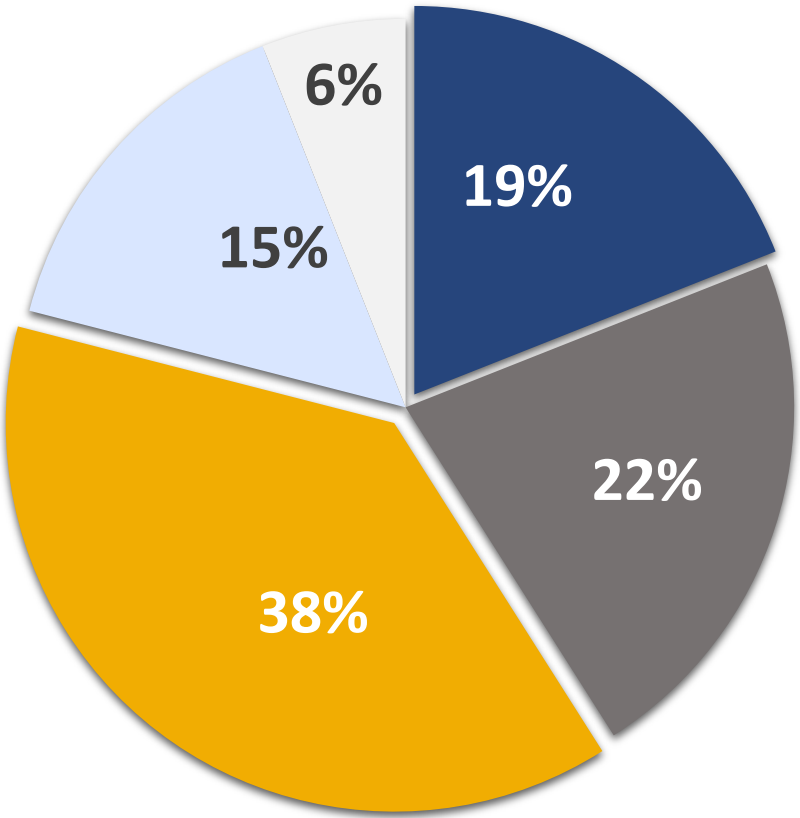
Challenge

New vehicles
emerge
and revenues
decline

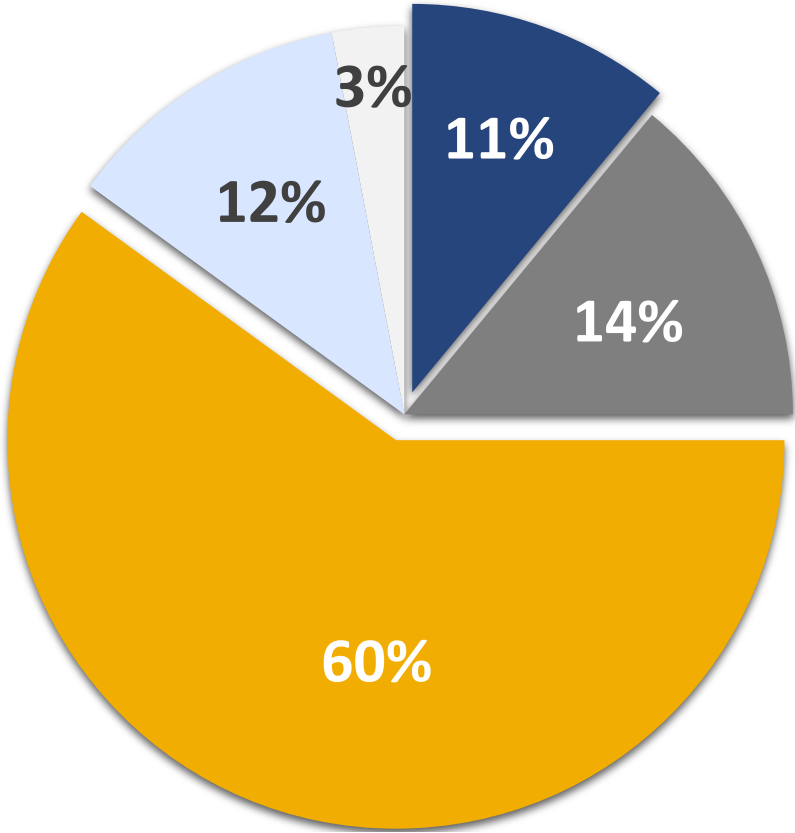


Transportation Funding is changing

Revenue Mix in **FY2021**



Revenue Projection for **FY2045**



State Motor Fuel Taxes

Federal Fuel Taxes & Fees

State Sales Tax

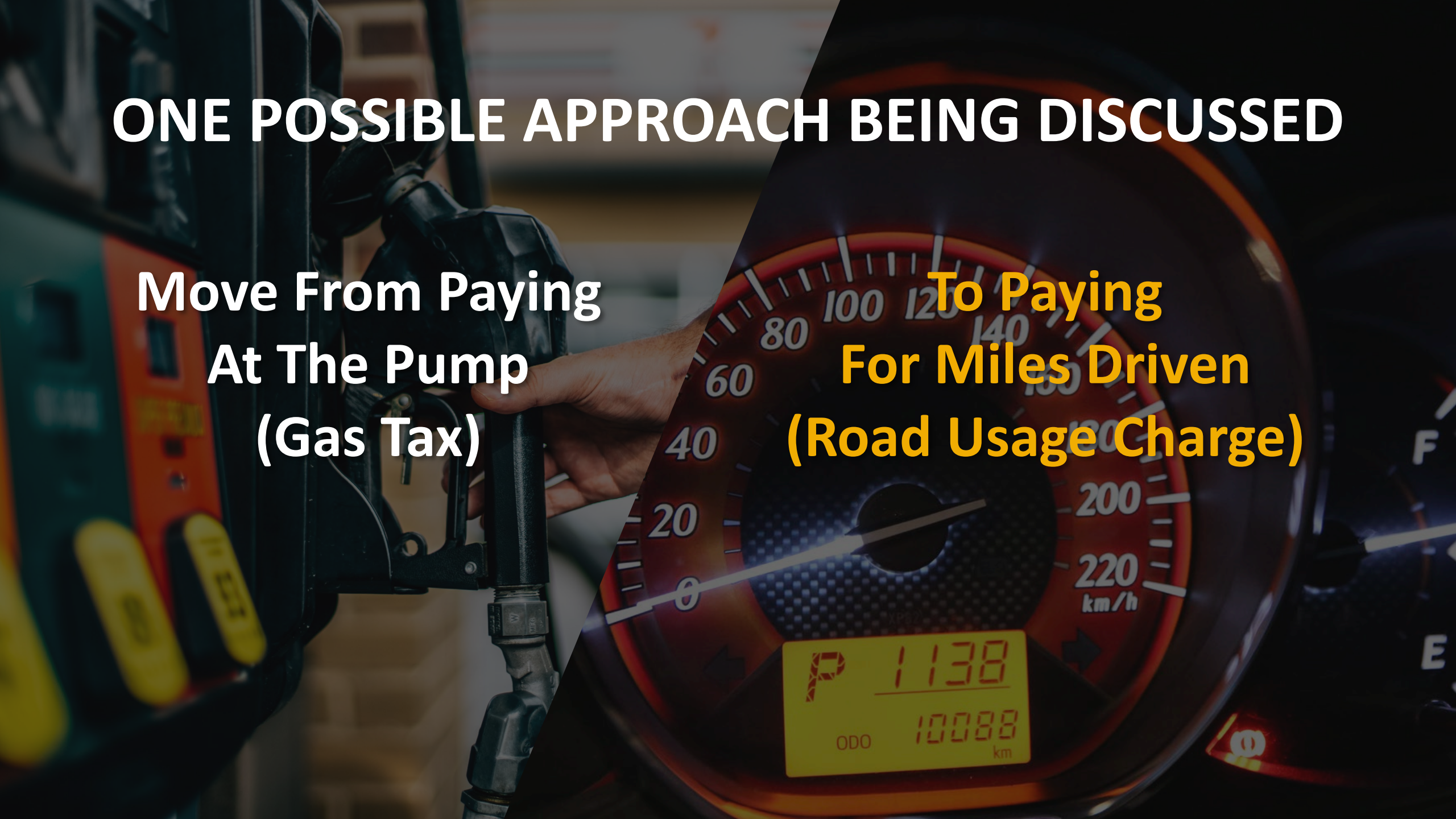
State Driver & Vehicle Fees

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
May - Oct 2021



Design #1

Volunteer-driven Research

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



Phase 2
Nov 2021-2022



Test

Demonstration Pilots

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




Phase 3
Nov 2022-2023

**Final report anticipated June 2024*



**How to
participate**

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





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 District 5 Project Scores – Urban Expansion
Small Group Discussions – Results

URBAN



EXPANSION

	Map ID	Project Description	Scope	Miles	FY-25 Cost \$M	Engineer Score (50 pts)	Economic Score (25 pts)
	731	I-135 Sedgwick County: I-135/US-54 Interchange [†]	Interchange	NA	\$14	30	9
	732	K-254 Sedgwick County: Northwest Wichita Bypass: US-54/ 174th St. W to K-96 near 45th St	4-Lane Freeway, bypass	11	\$791 ^v	30	11
	713	US-54 Sedgwick County: Northwest Wichita Bypass: US-54/268th St. W. (West of Goddard), East to near US-54/174th St. W.	4-Lane Freeway, bypass	7	\$220 ^v	7	21
	719	K-254 Sedgwick County: K-254/Webb Interchange	Interchange	NA	\$30 ^v	29	7
	723	US-54 Sedgwick County: Kellogg Ave: 111th St W to 151st St W [†]	6-lane freeway	3	\$120	14	23
	727	US-54 Sedgwick County: Kellogg Ave: K-96 interchange East to ½ mile East of 159th St (Phase 1)	6-lane freeway	2	\$166 ^v	21	15
	728	US-54 Sedgwick County: Kellogg Ave: ½ mile East of 159 th St East to Prairie Creek Rd (Phase 2)	6-lane freeway	3	\$122 ^v	20	24
		Heartland Flyer Extension: Extension to Amtrak's Heartland Flyer route that would connect Newton and Oklahoma City. [†]	Passenger Rail Service		To be scored following the Service Development Plan update		

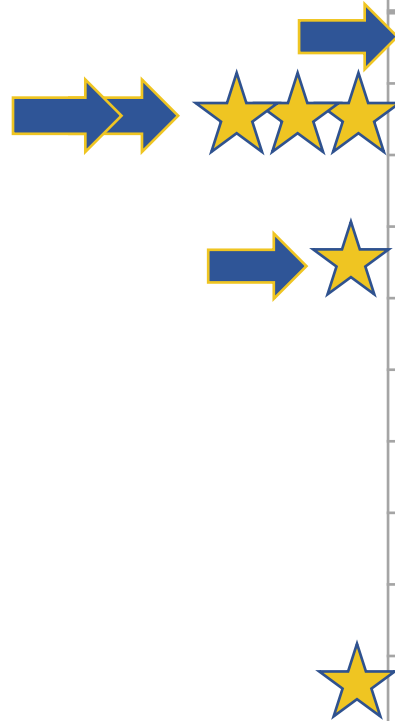
Projects presented in 2019; not scored this year

I-235 Sedgwick County: I-235 & Kellogg (US-54) - Work completed under T-WORKS mitigated much of these issues for now. Scored West Kellogg project since it was not scored in 2019.

Reconstruct interchange

2021 District 5 Project Scores – Rural Expansion
Small Group Discussions – Results

RURAL EXPANSION



Map ID	Project Description	Scope	Miles	FY-25 Cost \$M	Engineer Score (50 pts)	Economic Score (25 pts)
512	K-15 Cowley/Sumner: Udall to Mulvane	Passing Lanes	8	\$7	40	25
556	K-254 Butler County: K-254/Ohio St. Interchange†	Interchange	NA	\$20	30	10
517	US-50 Reno County: Yoder/Airport Road (Hutchinson) to the Harvey/Reno County Line†	4-lane expressway	9	\$45	12	9
533	US-54 Kingman County: 1 mile West of the West K-11/US-54 Jct, East to the existing 4-lane East of Kingman	4-lane Freeway, Bypass	10	\$159	41	11
534	US-54 Pratt County: 4 miles West of Pratt, North and East, to the 4-lane section	4-lane Freeway, Bypass	12	\$225 ^v	50	8
594	US-56 Pawnee/Butler County: Larned to Great Bend†	Passing Lanes	20	\$13	34	23
528	US-77 Cowley County: Winfield to K-15	Passing Lanes	10	\$20	26	18
529	US-77 Cowley County: Southwest Bypass at Arkansas City	2-lane Freeway, Bypass	3	\$30 ^v	12	14
530	US-77 Cowley County: Winfield Bypass (West) Phase 1 to US-160	4-lane Freeway, Bypass	8	\$93 ^v	40	24
518	US-400 Butler County: East junction US-77 to Leon	4-lane expressway	3	\$30	50	8

Projects presented in 2019; not scored this year

K-15 Cowley County: US-77/K-15 to Udall	4-lane expressway
US-50 Harvey County: Halstead to Newton	4-lane expressway
US-50 Harvey County: Newton to the Harvey-Marion County	4-lane expressway
US-50 Harvey County: Reno-Harvey County Line to Halstead	4-lane expressway
US-50 Harvey County: Just east of Burrton	Extend existing PLs east
US-77 Cowley County: US-77 & 222nd Rd, north of Arkansas City	New interchange
K-254 Butler County: River Valley Road	New interchange

2021 District 5 Project Scores – Modernization
Small Group Discussions – Results

MODERNIZATION



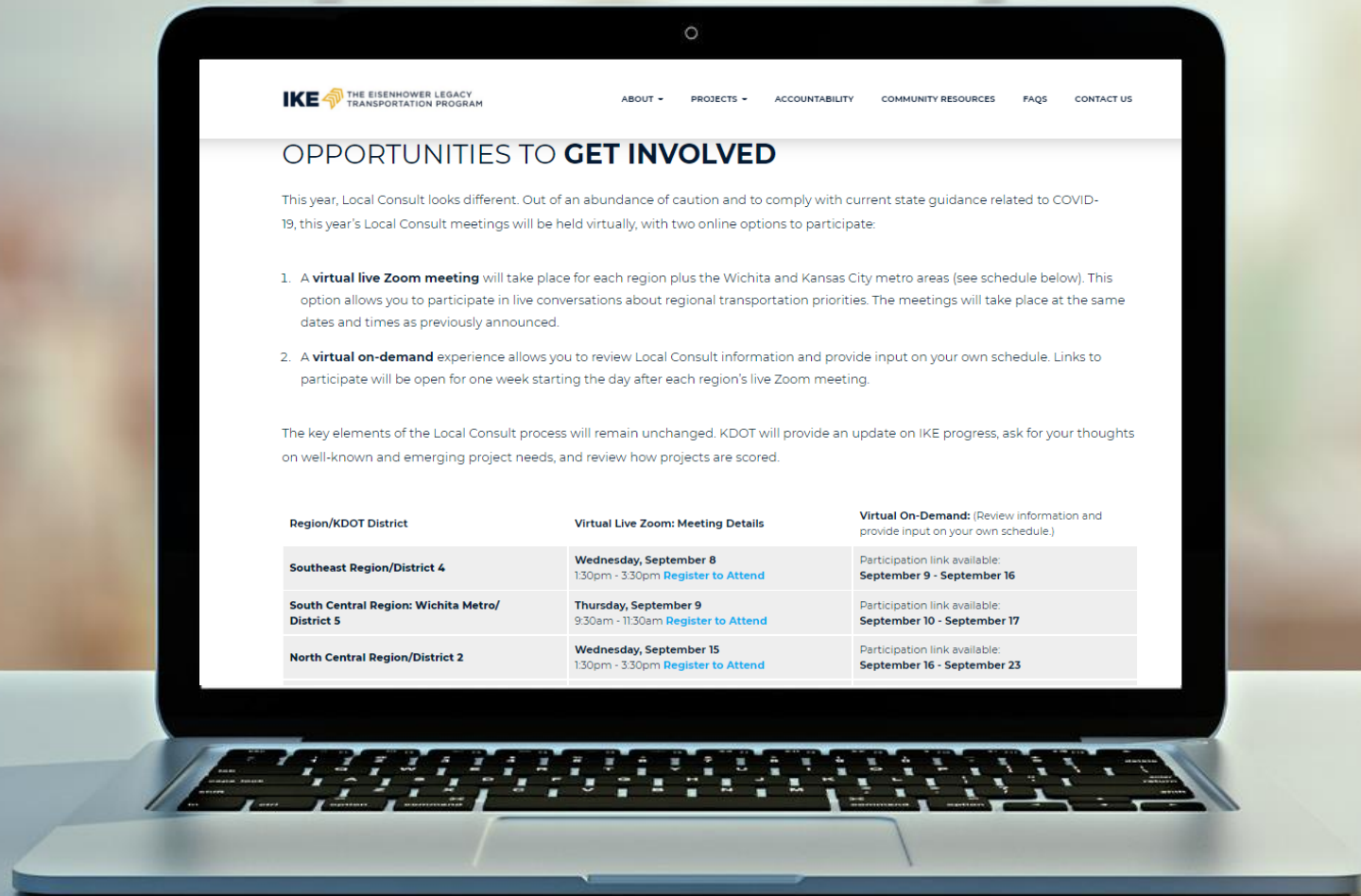
	Map ID	Project Description	Scope	Miles	FY-25 Cost \$M	Engineer Score (80 pts)
→☆☆	555	I-135 Harvey County: I-135/US-50 (North interchange) in Newton	Interchange Reconstruction	NA	\$41	25
→☆☆☆☆	722	I-235 Sedgwick County: I-235/Zoo Boulevard Interchange†	Interchange Improvements	NA	\$16	34
	546	K-49 Sumner County: US-160 to Conway Springs†	Reconstruct; add shoulders	8	\$32	19
	597	K-61 Pratt/Reno County: Pratt to Langdon†	Construct Shoulders	26	\$26	33
	559	K-156 Pawnee County: US-183 to Larned	Construct Shoulders	11	\$27	49
	562	K-156 Pawnee County: Hodgeman County Line to US-183	Reconstruct; add shoulders	14	\$35	41
→→☆☆	554	US-50 Harvey County: US-50/Meridian St. Interchange in Newton	Interchange Improvements	NA	\$27	30
	596	US-56 Edwards/Pawnee County: Kinsley to Larned†	Construct Shoulders	24	\$24	46
	547	US-56 Rice County: Lyons to McPherson County Line†	Construct Shoulders	15	\$14	76
→☆☆	549	US-81 Sumner County: US-177 North to Wellington†	Construct Shoulders	14	\$14	57
→☆☆	548	US-177 Sumner County: Oklahoma State Line to US-81†	Construct Shoulders	4	\$4	57
	545	US-183 Comanche Country: Coldwater North to Kiowa County Line†	Construct Shoulders	7	\$7	50

Projects presented in 2019; not scored this year

US-160 Cowley County: Sumner/Cowley County Line to Winfield – Need to evaluate impact of completed work.	Reconstruct
K-96 Rice County: Sterling, through Lyons, to Ellinwood (NW Passage) – Need to evaluate impact of completed work.	Reconstruct
US-56/K-96 Barton County: Ellinwood to Great Bend (NW Passage) – Need to evaluate impact of completed work.	Reconstruct

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