

# District 1 2021 Project Scores – Urban Expansion

## 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
833	I-35 Johnson County: I-35/Moonlight/183rd St. Interchange in Gardner	Interchange	NA	\$37	Safety: 4/21; Operations: 13/29				17	●	●	22				Deteriorating condition – needs to be replaced
832	I-35 Johnson County: Old US-56 to 119th St	Reconstruct & Add Lanes	4	\$74	●	●	●	◐	47	●	●	25			✓	2019 scope was changed. Interchange at Santa Fe is now listed as a separate project on the modernization list (#178). The two projects could be done separately or together.
122	I-70 Shawnee County: 4 <sup>th</sup> St. to California St.	6-lane freeway	2	\$147	◐	◐	●	○	34	○	○	5		✓	✓	
818	I-70 Wyandotte County: I-70/K-7 Interchange†	Interchange	NA	\$42	Safety: 17/21; Operations: 25/29				42	◐	◐	19		✓	✓	
808	I-435/I-35/K-10 Johnson County: Gateway Project Phase 2	Reconstruct & Add Lanes	10	\$504	●	●	●	◐	46	◐	◐	17		✓	✓	
811	I-435 Wyandotte County: I-435/State Avenue Interchange just north of I-70	Diverging Diamond Interchange	NA	\$24	Safety: 12/21; Operations: 15/29				27	◐	◐	13			✓	
807	I-435 Wyandotte County: I-435/Parallel Parkway Interchange	Interchange	NA	\$17	Safety: 7/21; Operations: 13/29				20	◐	◐	12				
134	US-24 Shawnee County: Silver Lake to Topeka	4-lane expressway	7	\$44	○	○	○	◐	11	○	○	6		✓		
114	US-40/K-10 Douglas County: Lawrence to Johnson County Line†	6-lane freeway	7	\$125	●	●	◐	○	48	◐	◐	16				
130	K-4 Shawnee County: Kansas River Bridge, North to Jefferson County Line	4-lane freeway	3	\$31M	◐	◐	◐	○	22	●	●	21			✓	
823	K-10 Johnson County: K-7 to I-435	8-lane freeway	4	\$223 <sup>v</sup>	●	●	●	●	48	◐	◐	14				

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

<sup>v</sup>Updated cost estimate

2019 Projects Selected for the Development or Construction Pipeline	
I-70 Shawnee County: MacVicar to 4th Street (Polk-Quincy)	6-lane freeway
US-40/K-10 Douglas County: I-70 south to US-40 (6th St)	4-lane freeway, new KTA interchange
US-40/K-10 Douglas County: US-40 (6th St) south and east to US-59	4-lane freeway
US-69 Johnson County: 119th St. North to I-435	6-lane freeway
US-69 Johnson County: 119th St. South to 159th St. in Overland Park	6-lane freeway
US-69 Johnson County: US-69 & 167th St Interchange	Reconstruct interchange

Projects presented in 2019; not scored this year	
I-35 Wyandotte County: I-35 & Lamar Interchange - Low engineering need, added project in Wyandotte County with more interest	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 this year because its 2019 engineering need score was low.	

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

Economic Factors	
<b>Gross Regional Product (GRP)*</b> - 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.	
<b>Traveler Benefit **</b> - 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.	
<i>*GRP impacts are calculated using county level economic data.</i>	
<i>**All travelers' time is valued equally regardless of where they live.</i>	

# District 1 2021 Project Scores – Rural Expansion

## RURAL 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
165	<b>US-24 Pottawatomie County:</b> US-24/Flush Rd. Interchange†	Interchange	NA	\$20	Safety: 14/21; Operations: 6/29				20	○	○	5				
136	<b>US-75 Osage County:</b> Lyndon to Carbondale	4-lane freeway	12	\$158	●	●	◐	◐	39	○	○	6		✓		Scope changed from passing lanes to 4-lane freeway, because passing lanes weren't practical in this location

†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

K-92 Leavenworth County: Centennial Bridge    New Bridge

### Projects presented in 2019; not scored this year

<b>US-24 Pottawatomie County:</b> Wamego to St. Marys – specific location not feasible	Passing Lanes
<b>US-75 Brown County:</b> 3.2 miles north of K-20, north 5.5 miles - Project moved to Strategic Safety Improvement program and is being addressed	Passing lanes
<b>US-75 Brown County:</b> K-20 to US-36 - constructing passing lanes to improve corridor, re-evaluate once complete	4-lane expressway
<b>US-75 Jackson County:</b> 7.9 miles north of K-16, north 1.8 miles - Project moved to Strategic Safety Improvement program and is being addressed	Passing lanes
<b>US-75 Jackson County:</b> Holton to K-20 - constructing passing lanes to improve corridor, re-evaluate once complete	4-lane expressway
<b>K-4 Jefferson County:</b> Shawnee/Jefferson Co Line, NE to 54th Street - Kansas River Potion (Project 130 Urban Expansion) would need to be programmed first	2-lanes on 4-lane ROW
<b>K-4 Jefferson County:</b> 54th St. to Meriden - Kansas River Potion (Project 130 Urban Expansion) would need to be programmed first	4-lane expressway
<b>TBD Leavenworth County:</b> I-70 south to K-10 - \$420M project at 7 miles, rescore in 2023	New Outer Loop

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 the specific location wasn't feasible, is being addressed through the Strategic Safety Improvement Program, passing lanes are being constructed, or another project needs to be programmed first.

### 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%

# District 1 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	Other Considerations
178	<i>I-35 Johnson County: I-35/Santa Fe Interchange in Olathe†</i>	Interchange reconstruction	NA	\$40	Safety: 15/34; Operations: 29/46				44				New modernization project since 2019. This interchange was previously part of Urban Expansion project #832. The two projects could be done separately or together.
852	<b>I-35 Johnson County:</b> I-35/US-56 Interchange	Interchange reconstruction	NA	\$20	Safety: 28/34; Operations: 23/46				51				
865	<i>I-35 Johnson County: I-35 / Gardner Rd Interchange†</i>	Interchange reconstruction	NA	\$32	Safety: 30/34; Operations: 25/46				55			✓	
863	<i>I-70 Wyandotte County: Lewis &amp; Clark Viaduct†</i>	Interchange reconstruction	NA	\$79	Safety: 13/34; Operations: 23/46				36				
862	<i>I-70/US-69 Wyandotte County: I-70/18<sup>th</sup> St. Interchange†</i>	Interchange reconstruction	NA	\$31	Safety: 23/34; Operations: 31/46				54				
158	<b>US-56 Douglas County:</b> Osage County Line East to US-56/59 Jct.	Reconstruct	13	\$46	●	●	●	●	77		✓		
153	<b>US-56 Osage County:</b> US-75 East to the Douglas County Line	Reconstruct	10	\$36	●	●	●	●	78				
856	<b>K-5 Leavenworth/Wyandotte County:</b> US-73 to I-435/Wolcott Interchange	Construct new alignment	7	\$23	●	●	○	◐	63				
861	<i>K-7 Johnson County: K-7/Shawnee Mission Pkwy (67<sup>th</sup> St.) Interchange†</i>	Interchange reconstruction	NA	\$25	Safety: 8/34; Operations: 21/46				29				
157	<b>K-16 Jackson County:</b> Holton to K-16/116 Jct.	Reconstruct	2	\$8	●	●	●	●	75				Rescoped – Project from 2019 was split into two projects #157 and #188
188	<i>K-16 Jackson County: 3 miles West of Holton to Holton†</i>	Reconstruct	3	\$11	●	●	●	●	80				
184	<i>K-33 Douglas County: Franklin County Line to US-56†</i>	Reconstruct	2	\$6	◐	◐	○	◐	35				
151	<b>K-99 Wabaunsee County:</b> 6 miles North of I-70, North to the Pottawatomie County Line	Reconstruct	3	\$18	○	●	●	●	53		✓		
159	<b>Pottawatomie County:</b> Marlatt/Junietta Link with new Blue River Bridge	Reconstruct	6	\$20	○	●	◐	●	42				

†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	
<b>I-35 Johnson County:</b> 119 <sup>th</sup> St. Interchange in Olathe	Reconstruct Interchange – Selected for federal BUILD grant
<b>US-40 Douglas County:</b> US-40 (6th St)/K-10 Interchange at Lawrence	Reconstruct Interchange as DDI
<b>US-56 Douglas County:</b> US-59 Jct east to Baldwin	Reconstruct
<b>K-99 Wabaunsee County:</b> I-70 north 2 miles	Reconstruct

Projects presented in 2019; not scored this year	
<b>K-20 Brown County:</b> US-75 to Horton – Low engineering need and low traffic counts.	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. This project wasn't scored this year because its 2019 engineering need score was low.	

**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.