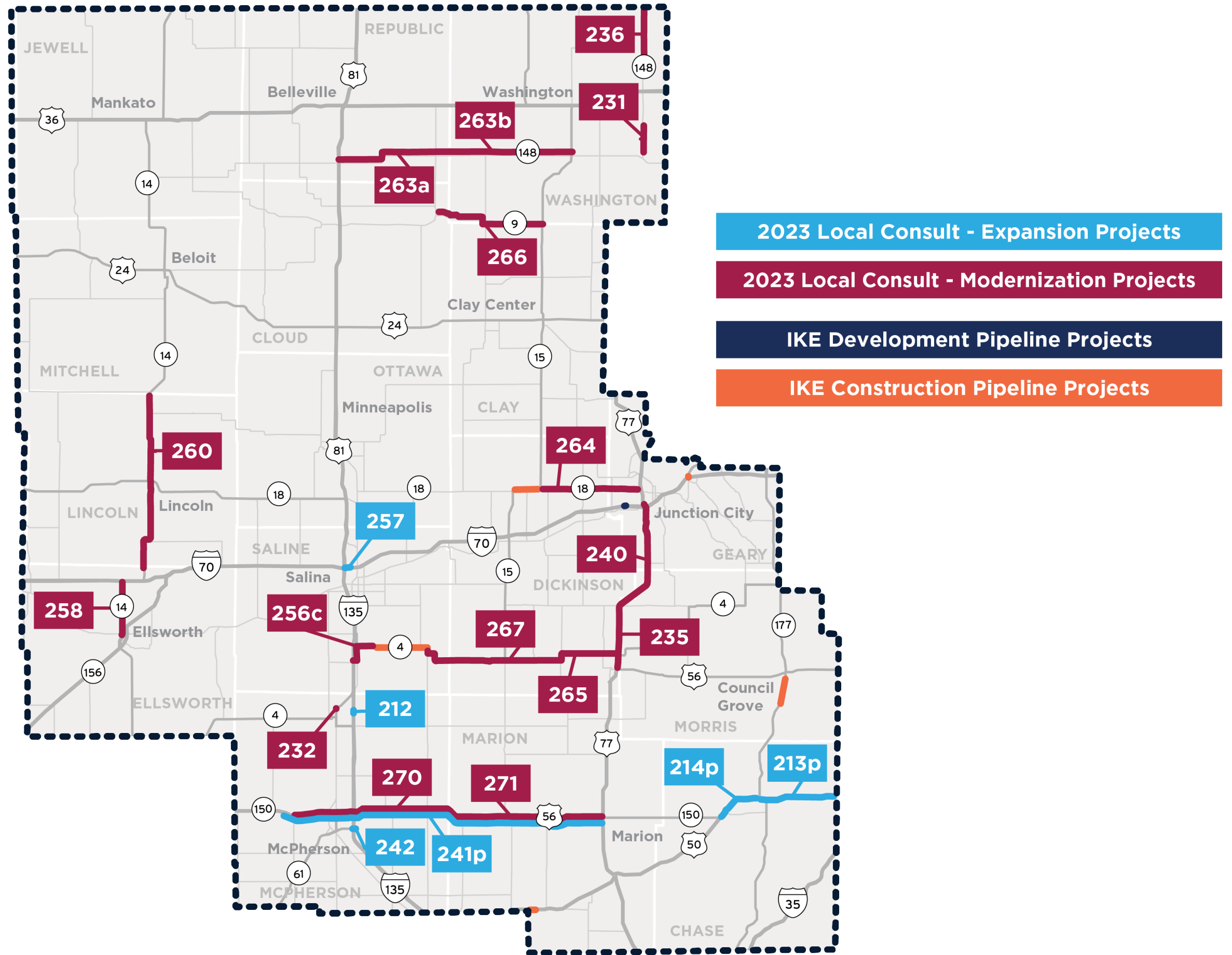


# District 2 – North Central Kansas



# District 2: 2023 Project Scores

**EXPANSION**



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

Project Information					Engineering Factors				Economic Factors			Local Input	Other Factors		
Map ID	Project Description	Scope	Miles	FY-27 Const. Cost \$M	Congestion (25 pts)	Value of Freight (12.5 pts)	Safety (12.5 pts)	Engineering Score (50 pts)	GRP* / Cost	Traveler Benefit** / Cost	Economic Score (25 pts)	Local Input (25 pts)	Route Continuity	Previous Investment	Notes
212	<b>I-135 McPherson County:</b> I-135/Wells Fargo Rd Interchange	New Interchange	NA	\$15	Safety: 1/20; Operations: 13/30			14	○	○	7				
242†	<b>I-135 McPherson County:</b> K-61/US-81 Bus	Interchange Improvements	NA	\$18	Safety: 17/20; Operations: 19/30			36	○	○	6				
257	<b>I-135 Saline County:</b> I-135/I-70 Interchange	Interchange Improvements	NA	\$68	Safety: 11/20; Operations: 23/30			34	○	○	7				
213p	<b>US-50 Chase County:</b> Strong City East to Lyon/Chase County Line	Passing Lanes	10	\$10	●	●	○	31	●	●	23				
214p	<b>US-50 Chase County:</b> K-150 East to Strong City	Passing Lanes	8	\$10	◐	●	○	26	●	◐	20				
241p	<b>US-56 McPherson County:</b> East of McPherson East to Marion	Passing Lanes	35	\$20	○	●	●	39	●	●	23				

†New project not previously presented

2021 Projects Selected for the Development or Construction Pipeline	
<b>I-70 in Geary County:</b> From I-70/Taylor Road interchange, west of Junction City	New interchange

**Engineering Factors**

**Congestion** – Measure of the amount of traffic relative to the number of lanes for current and projected future traffic as well as consideration of the percent of heavy truck traffic.

**Value of Freight** – Taken from measures collected in the development of KDOT’s freight plan. Considers the proximity of freight-generating businesses, the amount of freight coming and going from those locations, and the priority of the corridor on the state’s freight network,

**Safety** - Considers total number of crashes and crash rate (relative to the number of vehicles using the highway). These measures are weighted by crash severity, giving higher scores to locations with more severe crashes.

**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.*

**Other Factors**

**Route Continuity** – Complete or continue a corridor.

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

# District 2: 2023 Project Scores

# MODERNIZATION



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

Project Information					Engineering Factors					Local Input	Other Factors			
Map ID	Project Description	Scope	Miles	FY-27 Const. Cost \$M	Geometrics/Safety	Capacity	Pavement Structure	Pavement Surface	Engineer Score (80 pts)	Local Input (20 pts)	Route Continuity	Previous Investment	Elevated Crash History	Notes
271†	<b>US-56 Marion County:</b> McPherson/Marion County Line East to US-77	Widen Shoulders	16	\$16	○	●	●	◐	47				◐	
270†	<b>US-56 McPherson County:</b> McPherson East to McPherson/Marion County Line	Widen Shoulders	13	\$13	○	●	●	○	40				●	
235	<b>US-77 Morris/Dickinson Counties:</b> South US-56 Junction North to K-209	Reconstruct, Add Shoulders and Address Hills	11	\$44	○	◐	●	●	62				●	
240	<b>US-77 Morris/Geary Counties:</b> K-209 North to I-70	Reconstruct, Add Shoulders and Address Hills	15	\$60	○	●	●	●	65				◐	
265	<b>K-4 Dickinson County:</b> Hope East to US-77 (Herington)	Widen Shoulders	10	\$17	●	○	◐	○	44					
232	<b>K-4 McPherson County:</b> K-4 & Bethany Drive at Lindsborg	Reconstruct on New Alignment	1	\$8	○	◐	○	◐	28				◐	
256c	<b>K-4 Saline County:</b> I-135 East to the Smoky Hill River Bridge	Reconstruct on New Alignment	3	\$13	◐	◐	●	●	51		✓			
267	<b>K-4 Saline/Dickinson Counties:</b> Gypsum East to Hope	Widen Shoulders	21	\$22	●	○	◐	●	58		✓			
266	<b>K-9 Washington/Cloud Counties:</b> Clyde East to K-15	Widen Shoulders	16	\$27	◐	○	○	○	34					
258	<b>K-14 Ellsworth County:</b> K-140 North to I-70 West Interchange	Reconstruct and Add Shoulders	8	\$29	●	◐	◐	○	47					
260	<b>K-14 Ellsworth/Lincoln Counties:</b> I-70 North to Mitchell County Line	Add Shoulders	25	\$44	●	○	◐	◐	45					
264	<b>K-18 Dickinson/Geary Counties:</b> K-15 East to US-77 (Junction City)	Widen Shoulders	14	\$24	●	◐	◐	○	44					
263a	<b>K-148 Republic County:</b> US-81 East to Washington County Line	Widen Shoulders	17	\$17	◐	○	○	○	29					These two projects were presented as one in 2021.
263b	<b>K-148 Washington County:</b> Republic County Line East to East Junction of K-15	Widen Shoulders	17	\$17	◐	○	○	○	29					
231	<b>K-148 Washington County:</b> 1 mile North of East K-9 Junction, North 3.5 miles	Reconstruct and Add Shoulders	4	\$14	○	◐	○	○	21		✓			
236	<b>K-148 Washington County:</b> K-234 at Hanover, North to Nebraska State Line	Reconstruct and Add Shoulders	11	\$40	◐	◐	○	○	29				◐	

†New project not previously presented

### 2021 Projects Selected for the Development or Construction Pipeline

**K-15/K-18 in Dickinson County:** from west junction (Zion) to east junction (Quality Oil) | Widen shoulders, improve sight distance

### Engineering Factors

**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

**Route Continuity** – Complete or continue a corridor.

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

**Elevated Crash History** – Project location has had a higher number of crashes over five years than would be expected for a roadway of its type.