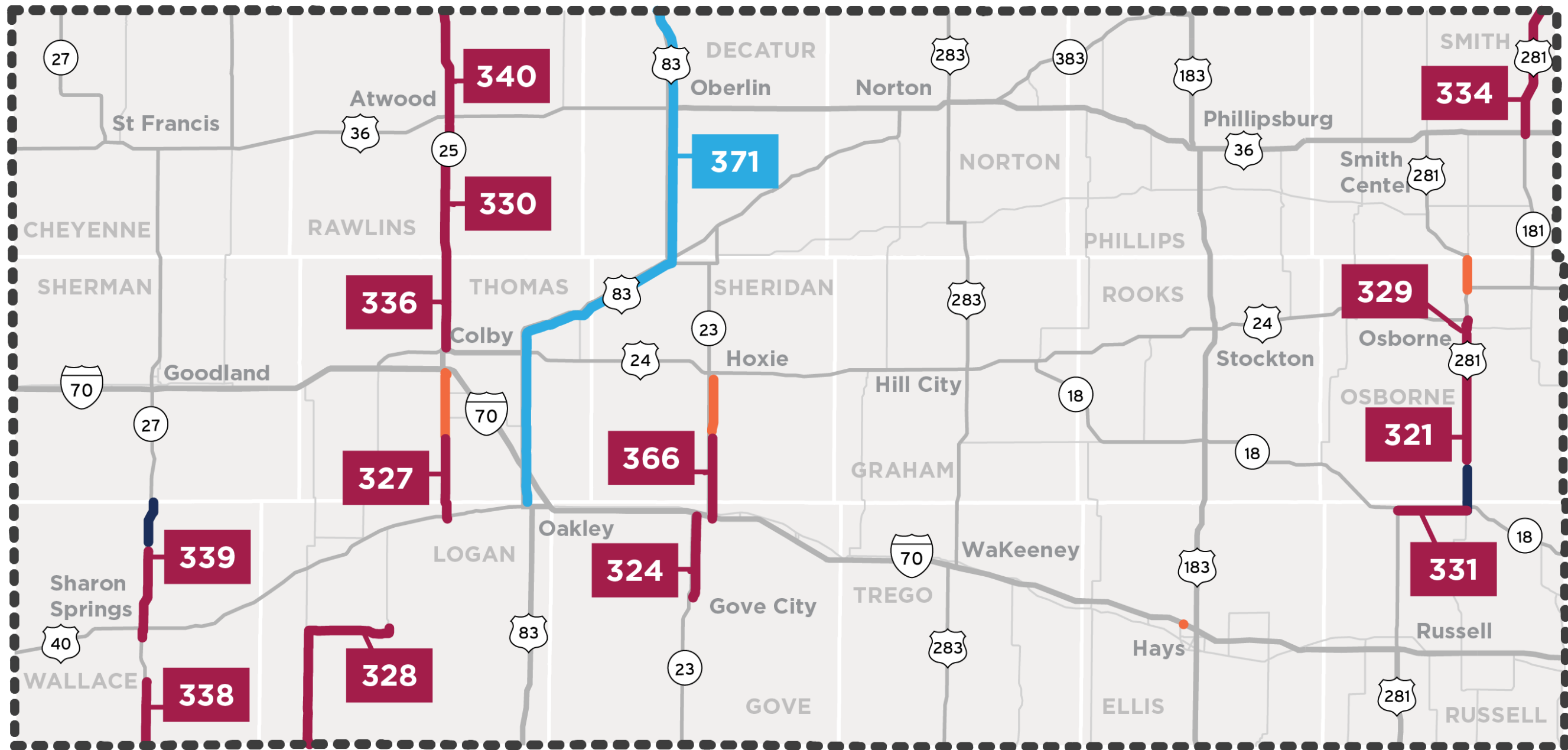


District 3 – Northwest Kansas



2023 Local Consult - Expansion Projects

IKE Development Pipeline Projects

2023 Local Consult - Modernization Projects

IKE Construction Pipeline Projects

District 3: 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
371p†	US-83 Thomas/Sheridan/Decatur Counties: I-70 North to Nebraska State Line	Passing Lanes and Widen Shoulders	68	\$102	○	○	◐	11	○	○	8				

†New project not previously presented

MODERNIZATION



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
321	US-281 Osborne County: County Rd 412 North to Osborne	Reconstruct and Add Shoulders	16	\$58	◐	○	○	○	30		✓	✓	●	
329	US-281 Osborne County: Osborne North to US-24	Reconstruct and Add Shoulders	4	\$15	○	◐	◐	○	32					
334	US-281 Smith County: US-36 North to Nebraska State Line	Reconstruct and Add Shoulders	15	\$54	◐	○	●	●	50					
331	US-281 Russell County: West Junction of K-18 East to East Junction of K-18 at Luray	Reconstruct and Add Shoulders	8	\$29	◐	○	◐	○	37		✓			
324	K-23 Gove County: Gove City North to Grainfield	Reconstruct and Add Shoulders	10	\$36	○	○	◐	◐	31		✓			
366	K-23 Sheridan/Gove County: I-70 North to County Road 406	Reconstruct and Add Shoulders	11	\$40	●	◐	◐	◐	51		✓	✓	●	
328	K-25 Logan County: Wichita County Line North to Russell Springs	Reconstruct and Add Shoulders	25	\$86	○	○	◐	●	37					
327	K-25 Logan/Thomas Counties: East Junction US-40 North to County Rd I	Reconstruct and Add Shoulders	10	\$36	●	○	◐	○	48		✓	✓	◐	
330	K-25 Rawlins County: Thomas County Line North to Atwood	Reconstruct and Add Shoulders	16	\$58	◐	◐	◐	○	40				●	
340	K-25 Rawlins County: Atwood North to Nebraska State Line	Reconstruct and Add Shoulders	13	\$47	○	○	○	○	24					
336	K-25 Thomas County: Colby North to Rawlins County Line	Reconstruct and Add Shoulders	12	\$43	●	◐	◐	◐	56		✓			
338	K-27 Wallace County: 1 mile North of Greeley County Line, North 7 miles	Reconstruct and Add Shoulders	7	\$25	◐	◐	●	○	50		✓	✓	◐	
339	K-27 Wallace County: E US-40 junction North to Zigzag Road	Reconstruct and Add Shoulders	11	\$40	●	◐	●	◐	62		✓	✓		

2021 Projects Selected for the Development or Construction Pipeline

US-183 bypass in Ellis County: Bridge #019 located at Junction US-183 bypass/I-70 Interchange Reconstruction

EXPANSION SCORING



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.

MODERNIZATION SCORING



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.