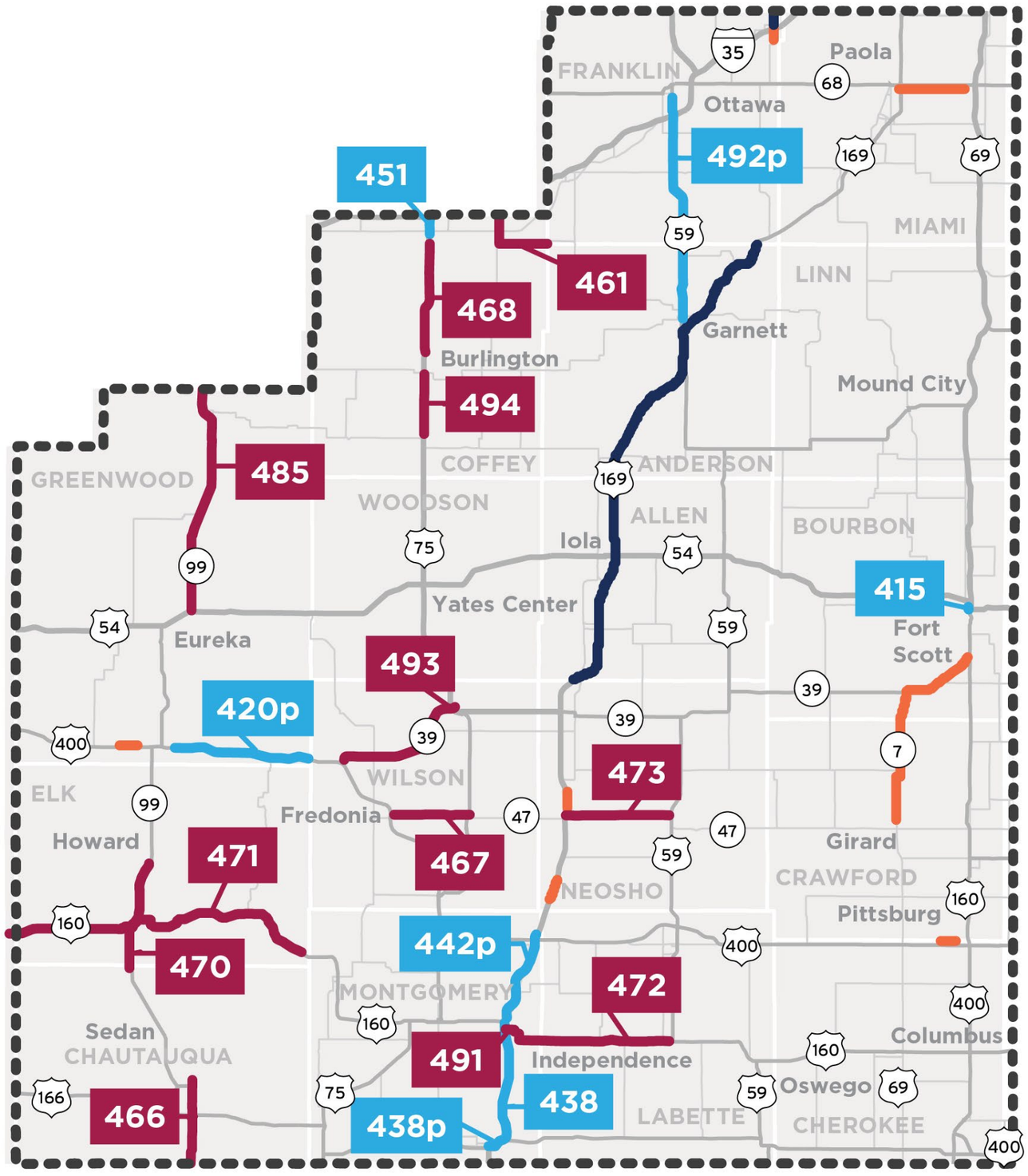
District 4 – Southeast Kansas



2023 Local Consult - Expansion Projects

2023 Local Consult - Modernization Projects

IKE Development Pipeline Projects

IKE Construction Pipeline Projects

District 4: 2023 Project Scores

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

EXPANSION

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
492p	**US-59 Anderson/Franklin Counties:** Garnett North to Ottawa	Passing lanes	20	$20	●	●	◑	38	◑	●	20				
415	**US-69 Bourbon County:** Fort Scott Bypass	Bypass: 4-Lane Freeway	9	$180	○	●	●	32	●	●	25		✓	✓	
451†	**US-75 Coffey County:** South of I-35 to Old US-50	4-Lane Expressway	1	$10	◑	●	○	28	◑	◑	18				
438	**US-169 Montgomery County:** Coffeyville North to the South junction of US-160	4-Lane Expressway	9	$81	◑	●	○	27	○	○	8		✓		
438p		Passing Lanes		$10	◑	●	○	27	●	◑	19				
442p	**US-169 Montgomery County:** US-160 North to US-400	Passing Lanes	9	$10	●	●	●	41	●	●	22				In 2021, this projects was presented with a 4-lane expressway scope
420p	**US-400 Greenwood County:** Severy East to Greenwood/Wilson County Line	Passing Lanes	14	$10	○	●	●	30	●	●	22				

†New project not previously presented

2021 Projects Selected for the Development or Construction Pipeline	
US-169 Anderson County: Allen county line to Franklin county line	Passing lanes
US-169 Allen County: Neosho county line to Anderson county line	Passing lanes

Note: No projects from the U.S. 69 Crawford County Corridor are included for discussion on this year's list. In response to recent feedback from communities and residents along the corridor who are opposed to the planned location, KDOT is starting a new corridor study to re-evaluate the current highway and identify the current and future needs.

At the last two rounds of Local Consult, in 2019 and 2021, KDOT heard from southeast Kansans that improvements to U.S. 69 in Crawford County are a priority. KDOT is actively taking steps, like this new corridor study, to address that priority. The study needs to be done so that KDOT can have projects for consideration at the next round of Local Consult meetings in 2025.

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 4: 2023 Project Scores

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-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
468	**US-75 Coffey County:** 14th Rd (1.5 mi north of Burlington) North to Old US-50.	Pave Shoulders and Add Turn Lanes	13	$18	○	●	●	◑	73				◑	
494†	**US-75 Coffey County:** 5th Ln North 5 miles to Burlington	Pave Shoulders and Add Turn Lanes	5	$6	○	●	●	◑	63				◑	
471	**US-160 Elk County:** Cowley County Line to Montgomery County Line	Resurface and Add Shoulders	35	$59	●	○	◑	○	43					
491†	**US-160 Montgomery County:** Southern US-169 Junction East through first curve (Big Hill bridge)	Reconstruct and Add Shoulders	2	$10	●	○	◑	◑	54				◑	
472	**US-160 Montgomery/Labette Counties:** 2 miles East of Southern US-169 Junction (Big Hill Creek bridge), East to Altamont	Resurface and Add Shoulders	14	$24	◑	◑	◑	◑	46				◑	
461	**K-31 Coffey County:** Osage County Line Southeast to Anderson County Line	Resurface and Add Shoulders	9	$15	◑	○	○	○	28					
493†	**K-39 Wilson County:** US-400 East to US-75	Reconstruct	15	$64	◑	○	◑	○	37				◑	
473	**K-47 Neosho County:** US-169 East to US-59	Reconstruct and Add Shoulders	11	$47	◑	◑	◑	○	41		✓		◑	
466	**K-99 Chautauqua County:** Oklahoma State Line North to Sedan	Resurface and Add Shoulders	9	$15	◑	◑	○	●	44					
470	**K-99 Elk County:** Chautauqua County Line North to Howard	Reconstruct and Add Shoulders	12	$43	○	◑	●	◑	40		✓		◑	
485	**K-99 Greenwood County:** US-54 North to Lyon County Line	Reconstruct and Add Shoulders	22	$86	◑	◑	◑	●	47				◑	

†New project not previously presented

2021 Projects Selected for the Development or Construction Pipeline	
K-33 Franklin County: 6th Street in Wellsville to Douglas county line	Reconstruction of highway and widen shoulders

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.