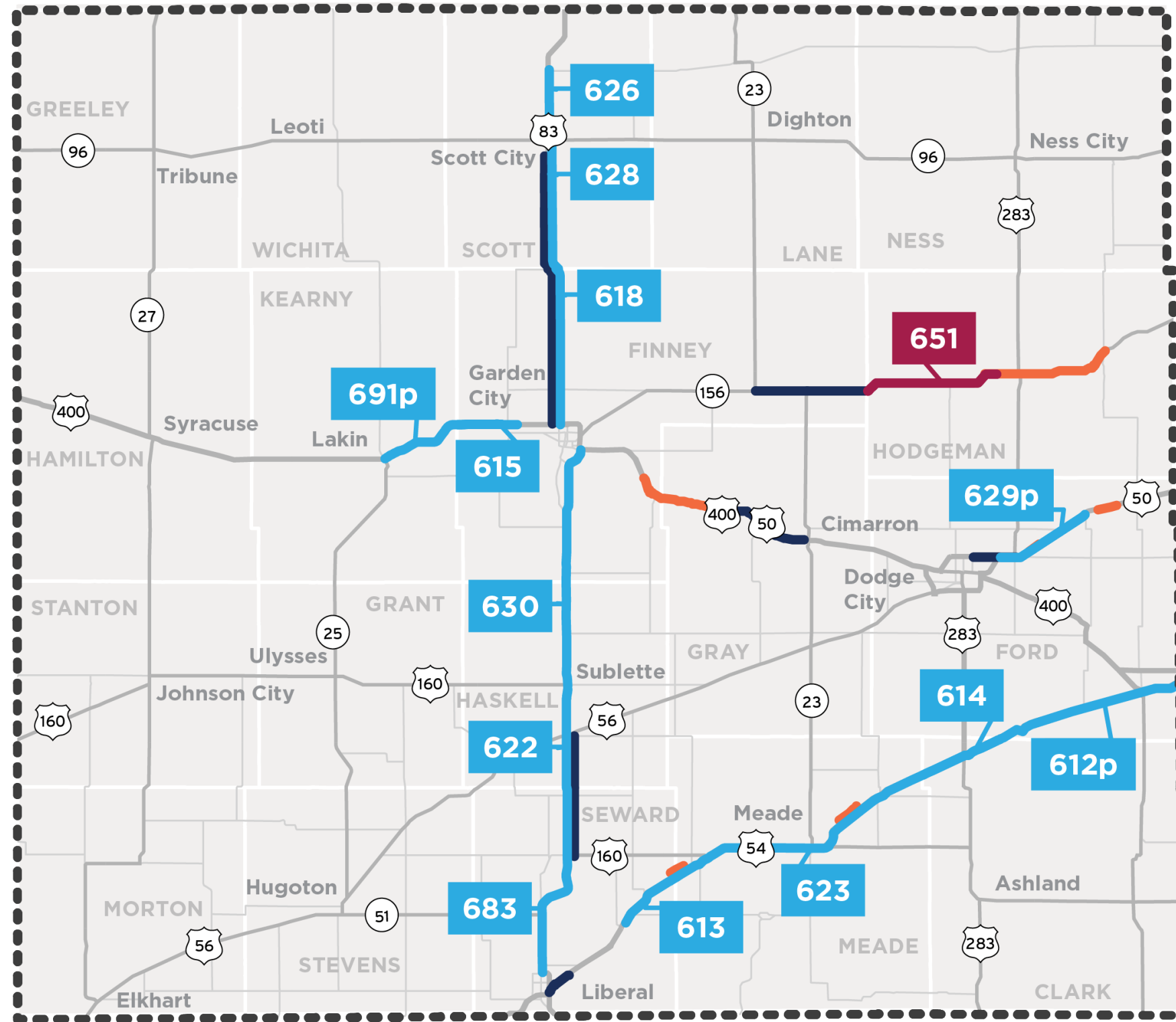


District 6 – Southwest Kansas



2023 Local Consult - Expansion Projects

IKE Development Pipeline Projects

2023 Local Consult - Modernization Projects

IKE Construction Pipeline Projects

District 6: 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
615	US-50 Finney County: Kearny County Line East to Holcomb	4-Lane Expressway	6	\$48	◐	◐	○	23	○	◐	11		✓		
629p	US-50 Ford County: US-283 Northeast to Spearville	Passing Lanes	12	\$10	◐	●	◐	34	●	●	21			✓	
691p	US-50 Kearny/Finney Counties: Lakin East to Holcomb	Passing Lanes	16	\$20	◐	◐	◐	21	◐	●	18				
614	US-54 Clark County: Meade County Line Northeast to Ford County Line	4-Lane Expressway	10	\$76	◐	◐	◐	24	◐	◐	14				
612p	US-54 Ford County: Clark/Ford County Line Northeast to Ford/Kiowa County Line	Passing Lanes	23	\$20	◐	◐	○	24	●	●	22				
623	US-54 Meade County: Seward County Line East to Clark County Line	4-Lane Expressway	34	\$272	●	◐	●	41	◐	◐	14				
613	US-54 Seward County: 0.5 miles Northeast of RS 1987, Northeast to Meade County Line	4-Lane Expressway	8	\$66	●	◐	○	35	◐	◐	15		✓	✓	
618	US-83 Finney County: 1 mile North of Garden City North to Finney/Scott County Line	4-Lane Expressway	18	\$144	○	◐	○	19	◐	◐	13				This project was presented as passing lanes in 2021
622	US-83 Haskell County: Seward County Line North to US-160/K-144	4-Lane Expressway	12	\$96	◐	○	◐	20	◐	○	11				
626	US-83 Scott County: Scott City North to K-4	4-Lane Expressway	8	\$64	○	○	○	16	◐	○	9				This project was presented as passing lanes in 2021
628	US-83 Scott County: Finney/Scott County Line North to Scott City	4-Lane Expressway	13	\$104	◐	○	◐	23	◐	◐	16				This project was presented as passing lanes in 2021
630†	US-83 Haskell/Finney Counties: US-160 Junction North to US-400 Junction	4-Lane Expressway	28	\$224	●	◐	◐	40	◐	◐	12				
683	US-83 Seward County: Liberal North to Haskell County Line	4-Lane Expressway	27	\$216	◐	◐	●	30	◐	○	11				

†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
651	K-156 Hodgeman County: Finney/Hodgeman County Line East to 4 miles West of Jetmore	Add Shoulders	14	\$21	●	◐	◐	○	45		✓	✓	◐	Length of project reduced since 2021.

2021 Projects Selected for the Development or Construction Pipeline

US-50 Ford County: Dodge City to US-283	Reconstruct to 4-lane expressway
US-54 Seward County: US-83 to Tucker Road	Reconstruct to 4-lane with intersection improvements
K-156 Finney County: K-23 west junction east to Hodgeman county line	Construct shoulders and re-surface

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.