

District 1: 2023 Project Scores

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-27 Const. Cost \$M | Congestion (35 pts) | Value of Freight (7.5 pts) | Safety (7.5 pts) | Engineering 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 | New Interchange | NA | \$40 | Safety: 8/20; Operations: 15/30 | | | 23 | ● | ● | 21 | | | | |
| 122 | I-70 Shawnee County: 4th St. to California St. | 6-Lane Freeway | 2 | \$200 | ● | ● | ○ | 49 | ○ | ○ | 5 | | ✓ | ✓ | |
| 173† | I-70 Shawnee County: Urish Rd East to MacVicar | 6-Lane Freeway | 5 | \$176 | ● | ● | ◐ | 50 | ● | ● | 25 | | ✓ | | |
| 818 | I-70 Wyandotte County: I-70/K-7 Interchange from I-70 North through Elizabeth Ave. (Phases 6 & 10) | Interchange Improvements | NA | \$116 | Safety: 15/20; Operations: 30/30 | | | 45 | ● | ◐ | 17 | | ✓ | ✓ | |
| 819 | I-70 Wyandotte County: I-70/K-7 Interchange from Commercial Dr. South to Nettleton Ave. ramps (Phase 5) | Interchange Improvements | NA | \$62 | Safety: 11/20; Operations: 15/30 | | | 26 | ● | ● | 22 | | ✓ | ✓ | |
| 807 | I-435 Wyandotte County: I-435/Parallel Parkway Interchange | Interchange Improvements | NA | \$17 | Safety: 15/20; Operations: 18/30 | | | 33 | ● | ● | 24 | | | | |
| 134 | US-24 Shawnee County: Silver Lake East to Topeka | 4-Lane Expressway | 7 | \$63 | ◐ | ◐ | ○ | 15 | ○ | ○ | 9 | | ✓ | | |
| 175† | US-40 Douglas County: 700 Rd East to K-10 | 4-Lane expansion | 2 | \$18 | ● | ○ | ◐ | 41 | ◐ | ○ | 11 | | | | |
| 874† | US-169/K-7 Johnson County: 191st St Interchange | New Interchange | NA | \$18 | Safety: 9/20; Operations: 11/30 | | | 20 | ○ | ○ | 6 | | | | |
| 130 | K-4 Shawnee County: Kansas River Bridge North to Jefferson County Line | 4-Lane Freeway | 3 | \$55 | ● | ◐ | ◐ | 46 | ◐ | ◐ | 15 | | | ✓ | |
| 872† | K-7 Johnson County: K-7/W 75th Street Interchange | New Interchange | NA | \$40 | Safety: 9/20; Operations: 14/30 | | | 23 | ○ | ○ | 8 | | | | |
| 876† | K-7 Wyandotte County: Leavenworth Rd Interchange | New Interchange | NA | \$20 | Safety: 16/20; Operations: 13/30 | | | 29 | ● | ◐ | 18 | | | | |
| 114 | K-10 Douglas County: East 1900 Rd East to Johnson County Line | 6-Lane Freeway | 5 | \$130 | ◐ | ◐ | ○ | 21 | ◐ | ◐ | 13 | | | | |
| 138† | Johnson County: Outer loop: Connection between K-10 and I-35 | New Highway | 15 | \$840 | ○ | ● | ● | 21 | ○ | ◐ | 12 | | | | |
| 137 | Leavenworth and Johnson Counties: Outer loop: Connection between I-70 and K-10 | New Highway | 7 | \$422 | ○ | ◐ | ● | 23 | ◐ | ● | 19 | | | | |

†New project not previously presented

| 2021 Projects Selected for the Development or Construction Pipeline | |
|--|-------------------------------|
| I-35 Johnson County: Old US-56 to 119th St | Reconstruct & add lanes |
| I-435 Wyandotte County: I-435/State Avenue interchange just north of I-70 | Diverging Diamond Interchange |
| K-10 Johnson County: K-7 to I-435 | Capacity improvements |

| Engineering Factors |
|---|
| <p>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.</p> <p>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,</p> <p>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.</p> |

| Economic Factors |
|--|
| <p>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.</p> <p>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.</p> <p><i>*GRP impacts are calculated using county level economic data.</i> <i>**All travelers’ time is valued equally regardless of where they live.</i></p> |

| Other Factors |
|--|
| <p>Route Continuity – Complete or continue a corridor.</p> <p>Previous Investment – Preliminary engineering work already underway or another phase of the project constructed.</p> |

District 1: 2023 Project Scores

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-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 |
| 165 | US-24 Pottawatomie County: US-24/Flush Rd Interchange | New Interchange | NA | \$22 | Safety: 14/20; Operations: 10/30 | | | 24 | ◐ | ◐ | 15 | | | | |
| 116 | US-75 Brown County: K-20 North to US-36 | 4-Lane Expressway | 12 | \$108 | ○ | ○ | ○ | 15 | ○ | ○ | 9 | | ✓ | | |
| 141p† | US-75 Brown County: US-36 North to 270th St | Passing Lanes | 5 | \$10 | ◐ | ○ | ● | 24 | ◐ | ◐ | 17 | | ✓ | ✓ | |
| 142p† | US-75 Brown/Nemaha Counties: 280th St North to Nebraska State Line | Passing Lanes | 6 | \$10 | ○ | ○ | ● | 22 | ◐ | ◐ | 17 | | ✓ | ✓ | |
| 113 | US-75 Jackson County: Holton North to K-20 | 4-Lane Expressway | 14 | \$126 | ● | ○ | ● | 29 | ◐ | ◐ | 13 | | ✓ | | |
| 136 | US-75 Osage County: Lyndon North to Carbondale | 4-Lane Freeway | 12 | \$174 | ● | ○ | ○ | 28 | ○ | ○ | 5 | | ✓ | | |
| 112p | K-4 Jefferson County: 54th St North to Meriden | Passing Lanes | 4 | \$10 | ● | ○ | ◐ | 28 | ○ | ◐ | 10 | | | | |
| 875† | K-7 Leavenworth County: Fairmount/Polfer Interchange | New Interchange | NA | \$20 | Safety: 14/20; Operations: 10/30 | | | 24 | ● | ● | 24 | | | | |

†New project not previously presented

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 1: 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 |
| 852 | I-35 Johnson County: I-35/US-56 Interchange | Interchange Improvements | NA | \$25 | Safety: 22/32; Operations: 32/48 | | | | 54 | | | | ● | |
| 865 | I-35 Johnson County: I-35 / Gardner Rd Interchange | Interchange Improvements | NA | \$44 | Safety: 20/32; Operations: 34/48 | | | | 54 | | | ✓ | ◐ | |
| 862 | I-70 Wyandotte County: I-70/US-69 (18th St.) Interchange | Interchange Improvements | NA | \$42 | Safety: 22/32; Operations: 39/48 | | | | 61 | | | | -- | |
| 863 | I-70 Wyandotte County: Lewis & Clark Viaduct Interchange | Interchange Improvements | NA | \$93 | Safety: 24/32; Operations: 32/48 | | | | 56 | | | | ◐ | |
| 158 | US-56 Douglas County: Osage County Line East to US-56/59 Junction | Reconstruct and Add Shoulders | 13 | \$50 | ● | ◐ | ◐ | ○ | 56 | | ✓ | | ● | |
| 153 | US-56 Osage County: US-75 East to Douglas County Line | Reconstruct and Add Shoulders | 10 | \$39 | ● | ● | ● | ◐ | 67 | | | | ● | |
| 856 | K-5 Leavenworth/Wyandotte Counties: US-73 Southeast to I-435/Wolcott Interchange | Reconstruct on New Alignment | 7 | \$35 | ● | ◐ | ○ | ◐ | 60 | | | | ● | |
| 861 | K-7 Johnson County: K-7/Shawnee Mission Pkwy (67th St.) Interchange | Interchange Improvements | NA | \$34 | Safety: 10/32; Operations: 22/48 | | | | 32 | | | | ● | |
| 882† | K-16 Leavenworth County: Jefferson/Leavenworth County Line East to Tonganoxie | Reconstruct and Add Shoulders | 8 | \$34 | ● | ● | ● | ● | 74 | | | | ● | |
| 191† | K-92 Jefferson County: K-4 East to Old K-92 | Reconstruct and Add Shoulders | 8 | \$30 | ○ | ◐ | ○ | ○ | 36 | | | | ◐ | |
| 194† | K-92 Jefferson County: McClouth West to US-59 Junction | Reconstruct and Add Shoulders | 6 | \$24 | ● | ◐ | ● | ◐ | 78 | | | | ● | |
| 151 | K-99 Wabaunsee County: 6 miles North of I-70, North to Pottawatomie County Line | Reconstruct and Pave Shoulders | 3 | \$25 | ◐ | ● | ● | ● | 67 | | ✓ | ✓ | ● | |

†New project not previously presented

| 2021 Projects Selected for the Development or Construction Pipeline | |
|---|--|
| I-35 Johnson County: I-35/Santa Fe interchange in Olathe | Interchange reconstruction |
| K-33 Douglas County: Franklin County Line to K-33/US-56 junction (N. 200th Rd) | Reconstruction of highway, 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.

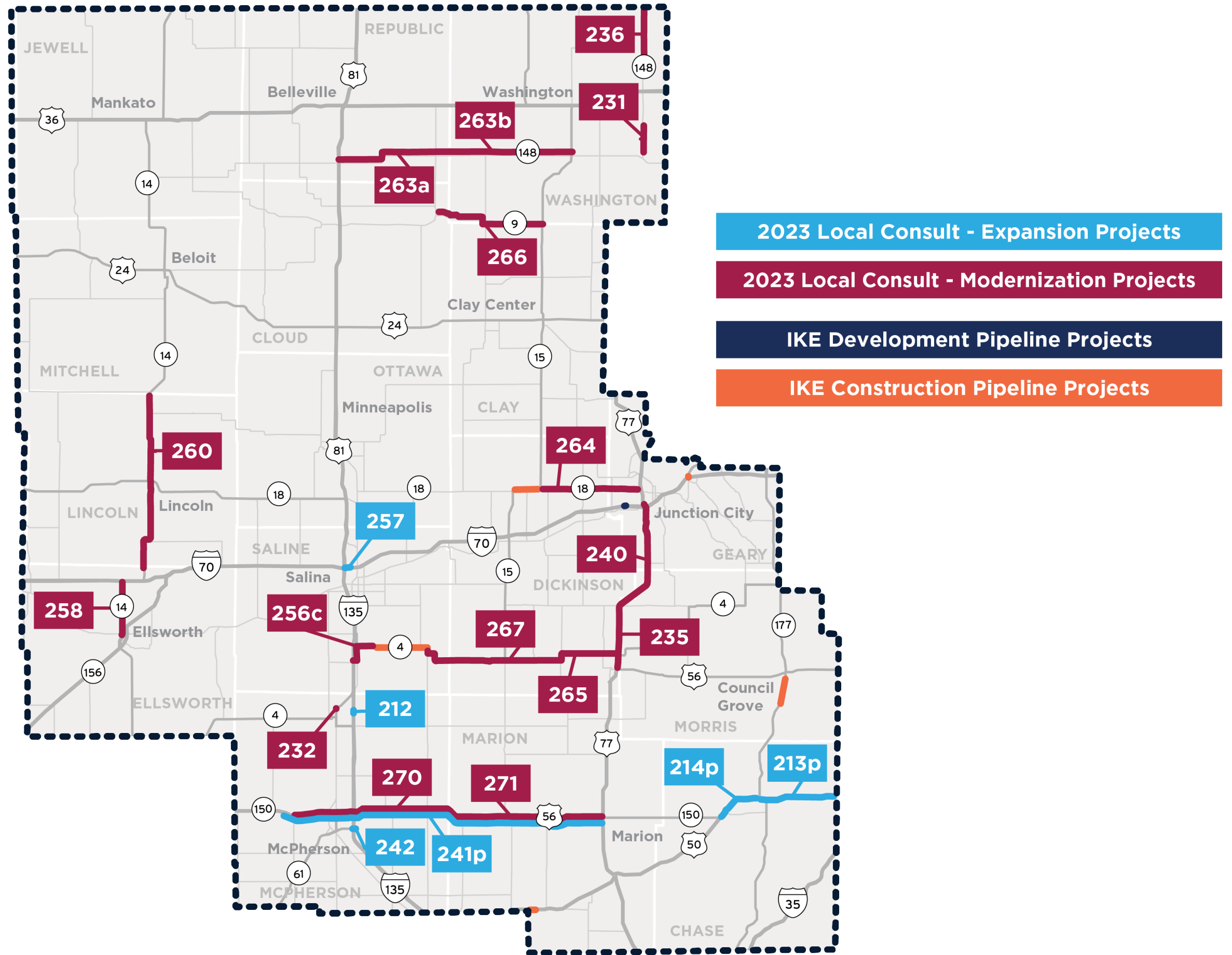
Other Factors

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.

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 | I-135 McPherson County: I-135/Wells Fargo Rd Interchange | New Interchange | NA | \$15 | Safety: 1/20; Operations: 13/30 | | | 14 | ○ | ○ | 7 | | | | |
| 242† | I-135 McPherson County: K-61/US-81 Bus | Interchange Improvements | NA | \$18 | Safety: 17/20; Operations: 19/30 | | | 36 | ○ | ○ | 6 | | | | |
| 257 | I-135 Saline County: I-135/I-70 Interchange | Interchange Improvements | NA | \$68 | Safety: 11/20; Operations: 23/30 | | | 34 | ○ | ○ | 7 | | | | |
| 213p | US-50 Chase County: Strong City East to Lyon/Chase County Line | Passing Lanes | 10 | \$10 | ● | ● | ○ | 31 | ● | ● | 23 | | | | |
| 214p | US-50 Chase County: K-150 East to Strong City | Passing Lanes | 8 | \$10 | ◐ | ● | ○ | 26 | ● | ◐ | 20 | | | | |
| 241p | US-56 McPherson County: 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 | |
|---|-----------------|
| I-70 in Geary County: 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† | US-56 Marion County: McPherson/Marion County Line East to US-77 | Widen Shoulders | 16 | \$16 | ○ | ● | ● | ◐ | 47 | | | | ◐ | |
| 270† | US-56 McPherson County: McPherson East to McPherson/Marion County Line | Widen Shoulders | 13 | \$13 | ○ | ● | ● | ○ | 40 | | | | ● | |
| 235 | US-77 Morris/Dickinson Counties: South US-56 Junction North to K-209 | Reconstruct, Add Shoulders and Address Hills | 11 | \$44 | ○ | ◐ | ● | ● | 62 | | | | ● | |
| 240 | US-77 Morris/Geary Counties: K-209 North to I-70 | Reconstruct, Add Shoulders and Address Hills | 15 | \$60 | ○ | ● | ● | ● | 65 | | | | ◐ | |
| 265 | K-4 Dickinson County: Hope East to US-77 (Herington) | Widen Shoulders | 10 | \$17 | ● | ○ | ◐ | ○ | 44 | | | | | |
| 232 | K-4 McPherson County: K-4 & Bethany Drive at Lindsborg | Reconstruct on New Alignment | 1 | \$8 | ○ | ◐ | ○ | ◐ | 28 | | | | ◐ | |
| 256c | K-4 Saline County: I-135 East to the Smoky Hill River Bridge | Reconstruct on New Alignment | 3 | \$13 | ◐ | ◐ | ● | ● | 51 | | ✓ | | | |
| 267 | K-4 Saline/Dickinson Counties: Gypsum East to Hope | Widen Shoulders | 21 | \$22 | ● | ○ | ◐ | ● | 58 | | ✓ | | | |
| 266 | K-9 Washington/Cloud Counties: Clyde East to K-15 | Widen Shoulders | 16 | \$27 | ◐ | ○ | ○ | ○ | 34 | | | | | |
| 258 | K-14 Ellsworth County: K-140 North to I-70 West Interchange | Reconstruct and Add Shoulders | 8 | \$29 | ● | ◐ | ◐ | ○ | 47 | | | | | |
| 260 | K-14 Ellsworth/Lincoln Counties: I-70 North to Mitchell County Line | Add Shoulders | 25 | \$44 | ● | ○ | ◐ | ◐ | 45 | | | | | |
| 264 | K-18 Dickinson/Geary Counties: K-15 East to US-77 (Junction City) | Widen Shoulders | 14 | \$24 | ● | ◐ | ◐ | ○ | 44 | | | | | |
| 263a | K-148 Republic County: US-81 East to Washington County Line | Widen Shoulders | 17 | \$17 | ◐ | ○ | ○ | ○ | 29 | | | | | These two projects were presented as one in 2021. |
| 263b | K-148 Washington County: Republic County Line East to East Junction of K-15 | Widen Shoulders | 17 | \$17 | ◐ | ○ | ○ | ○ | 29 | | | | | |
| 231 | K-148 Washington County: 1 mile North of East K-9 Junction, North 3.5 miles | Reconstruct and Add Shoulders | 4 | \$14 | ○ | ◐ | ○ | ○ | 21 | | ✓ | | | |
| 236 | K-148 Washington County: 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.

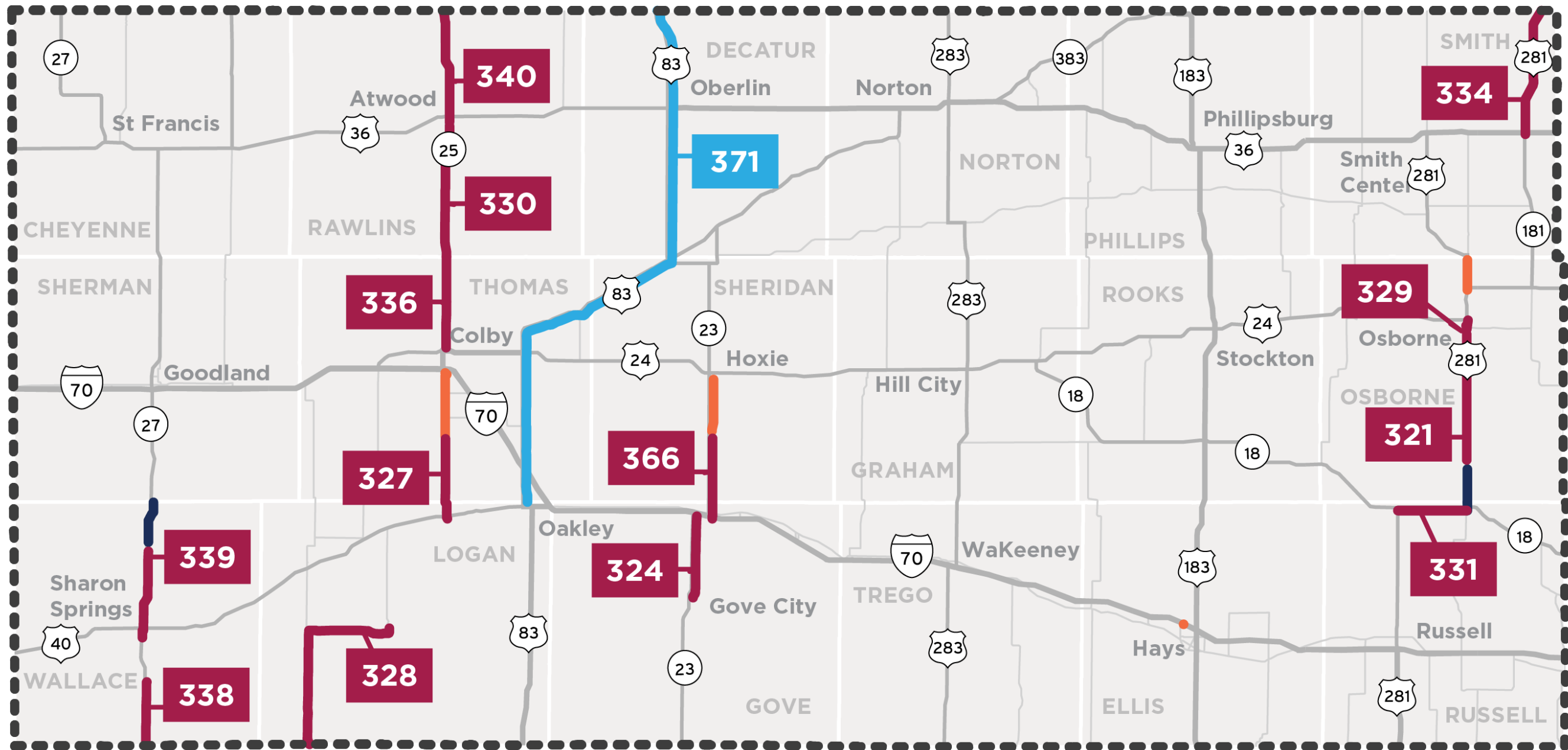
Other Factors

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.

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

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**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.

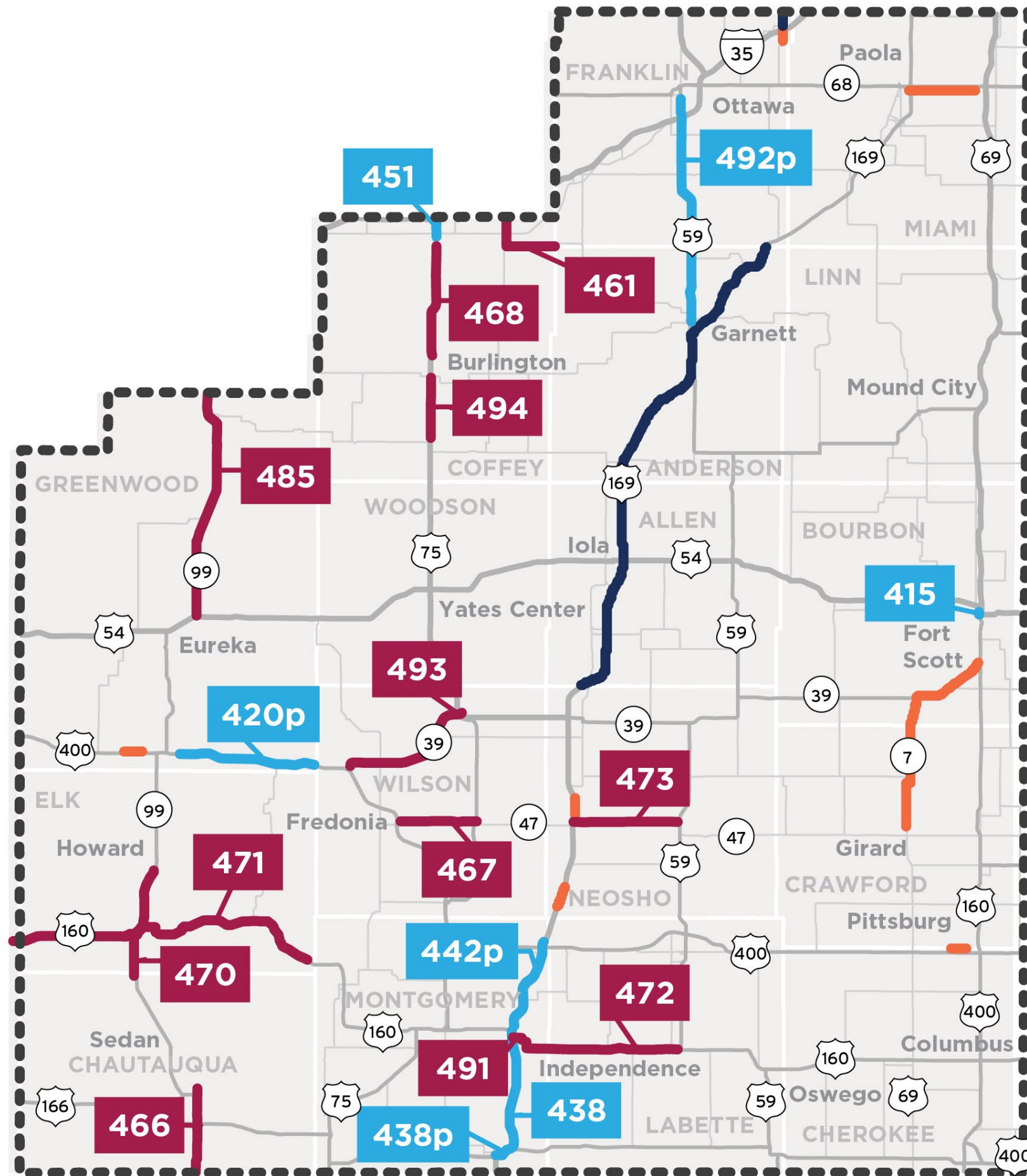
Other Factors

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.

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

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 |
| 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

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 |
| 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.

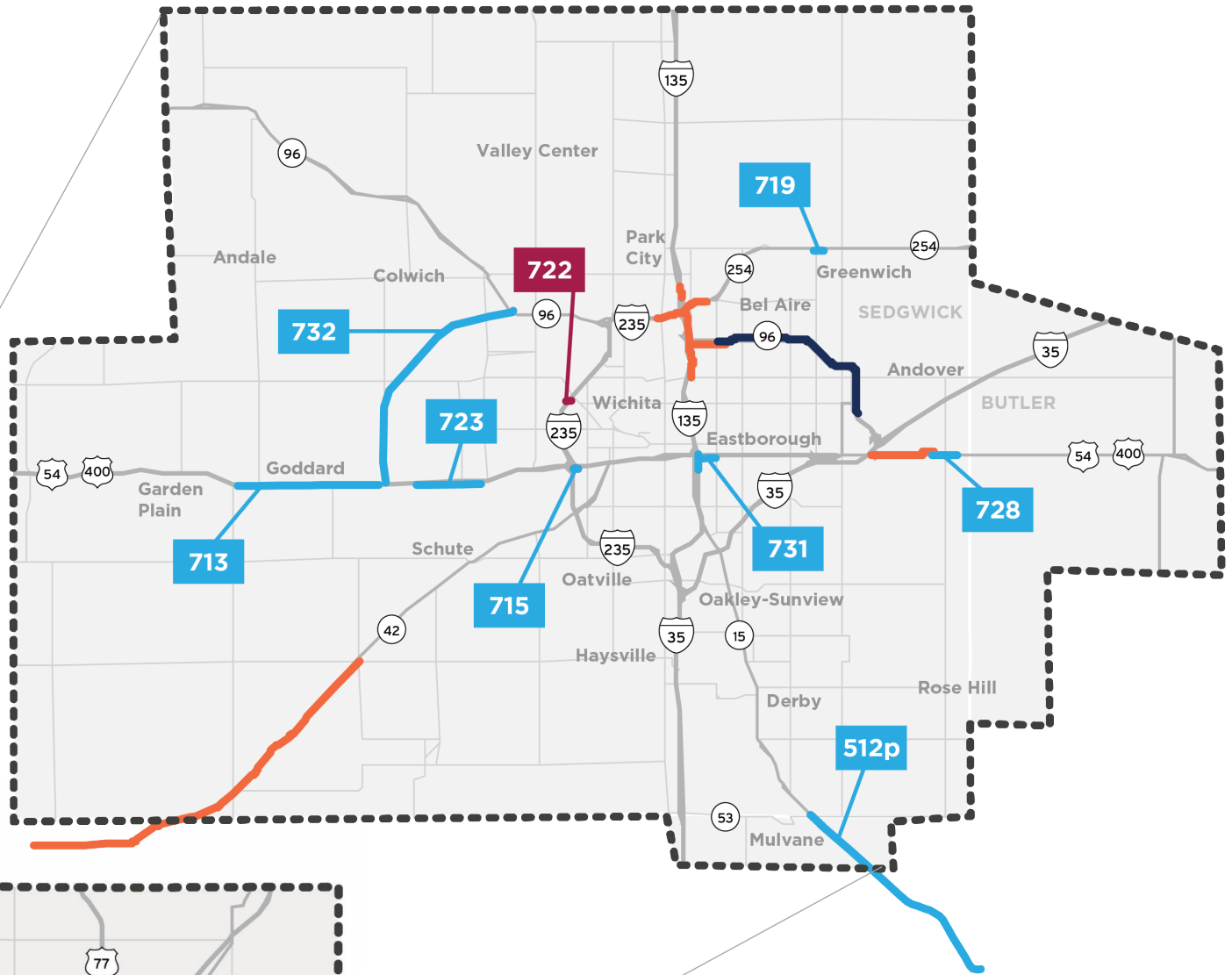
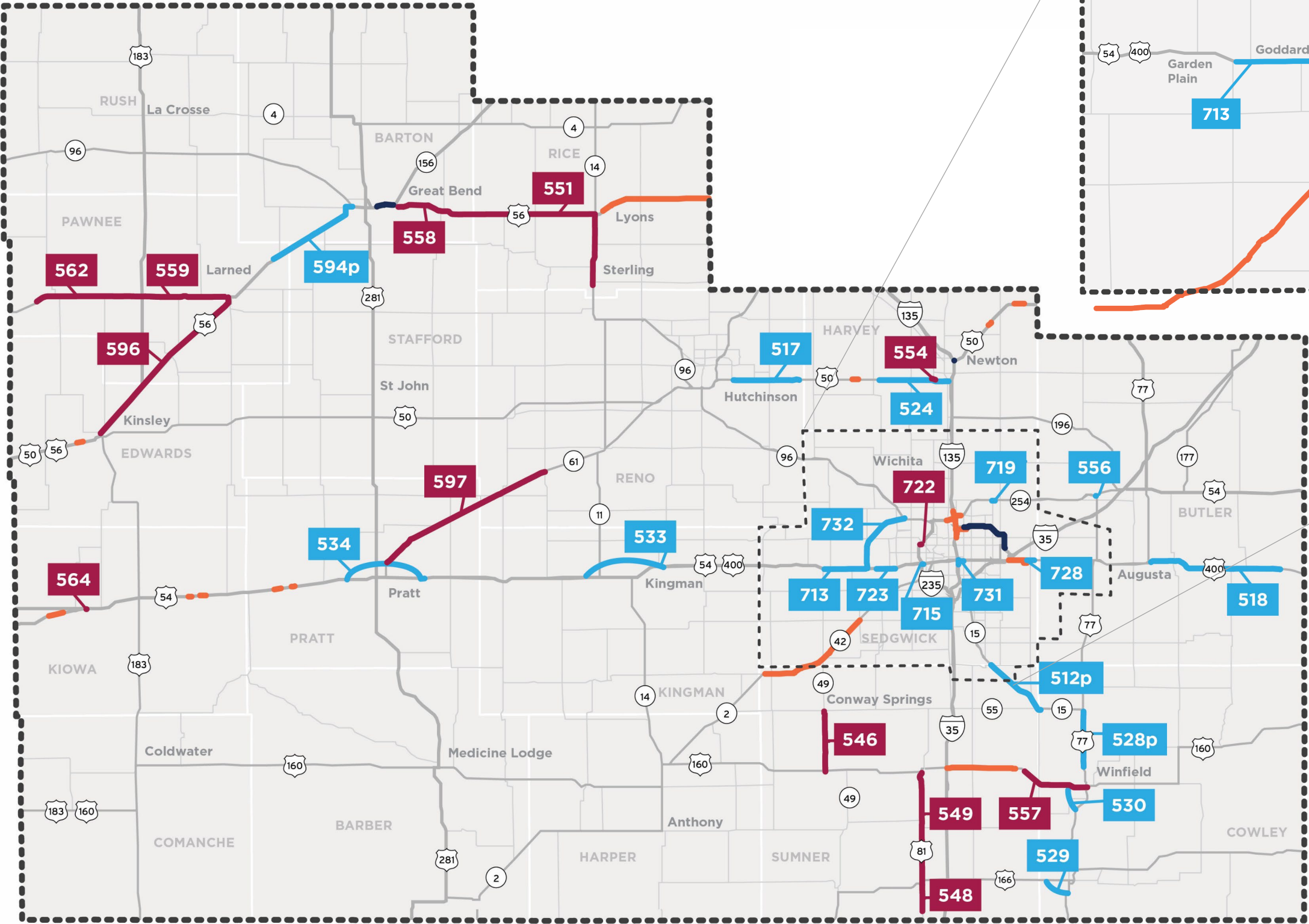
Other Factors

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.

District 5 – South Central Kansas



- 2023 Local Consult - Expansion Projects
- 2023 Local Consult - Modernization Projects
- IKE Development Pipeline Projects
- IKE Construction Pipeline Projects

District 5: 2023 Project Scores

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-27 Const. Cost \$M | Congestion (35 pts) | Value of Freight (7.5 pts) | Safety (7.5 pts) | Engineering Score (50 pts) | GRP* / Cost | Traveler Benefit** / Cost | Economic Score (25 pts) | Local Input (25 pts) | Route Continuity | Previous Investment | Notes |
| 731 | I-135 Sedgwick County: I-135/US-54 Interchange | Interchange Improvements | NA | \$250 | Safety: 14/20; Operations: 20/30 | | | 34 | ○ | ○ | 7 | | | | |
| 715 | I-235 Sedgwick County: I-235/Kellogg Ave (US-54) Interchange | Interchange Improvements | NA | \$206 | Safety: 10/20; Operations: 28/30 | | | 38 | ◐ | ◐ | 15 | | | ✓ | |
| 728 | US-54 Butler County: Kellogg Ave: 0.5 miles East of 159th St East to Prairie Creek Rd (East Kellogg project Phase 2) | 6-Lane Freeway | 2 | \$200 | ◐ | ◐ | ◐ | 18 | ● | ● | 23 | | ✓ | ✓ | |
| 713 | US-54 Sedgwick County: US-54/US-400 expansion near Goddard (Portion of Northwest Wichita Bypass) | 4-Lane Freeway and Interchange | 7 | \$255 | ○ | ○ | ○ | 9 | ◐ | ● | 20 | | | ✓ | |
| 723 | US-54 Sedgwick County: Kellogg Ave from 111th St W to 151st St W | 6-Lane Freeway | 3 | \$120 | ◐ | ● | ○ | 24 | ◐ | ◐ | 16 | | ✓ | | |
| 719 | K-254 Sedgwick County: Webb and Rock Rd | New Interchange, Overpass and Connector Road | NA | \$50 | Safety: 20/20; Operations: 23/30 | | | 43 | ○ | ○ | 10 | | | | Scope updated since 2021 to include overpass and connector road |
| 732 | K-254 Sedgwick County: Northwest Wichita Bypass: US-54/174th St. W to K-96 near 45th St | Bypass: 4-Lane Freeway | 11 | \$557 | ◐ | ● | ● | 32 | ◐ | ◐ | 14 | | | ✓ | |

| 2021 Projects Selected for the Development or Construction Pipeline | |
|--|-------------------------------|
| US-54 Sedgwick County: Kellogg Avenue: K-96 interchange east to .5 mile east of 159th Street (East Kellogg project Phase 1) | Reconstruct to 6-lane freeway |

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 5: 2023 Project Scores

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-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 |
| 524 | US-50 Harvey County: Halstead East to Newton | 4-Lane Expressway | 7 | \$56 | ● | ● | ◐ | 45 | ◐ | ◐ | 16 | | | | |
| 517 | US-50 Reno/Harvey Counties: Yoder/Airport Road (Hutchinson) East to 1 mile West of Burrton | 4-Lane Expressway | 12 | \$92 | ◐ | ● | ◐ | 36 | ○ | ◐ | 10 | | ✓ | | The length of this project was extended from 9 miles in 2021. |
| 533 | US-54 Kingman County: 1 mile West of K-11/US-54, East to the existing 4-lane section East of Kingman | Bypass: 4-Lane Freeway | 10 | \$173 | ● | ◐ | ● | 34 | ● | ● | 25 | | ✓ | ✓ | |
| 534 | US-54 Pratt County: 4 miles West of Pratt, North and East to the existing 4-lane | Bypass: 4-Lane Freeway | 12 | \$246 | ● | ◐ | ● | 47 | ● | ● | 24 | | ✓ | ✓ | |
| 594p | US-56 Pawnee/Barton Counties: Larned Northeast to Great Bend | Passing Lanes | 20 | \$20 | ◐ | ◐ | ◐ | 30 | ● | ● | 21 | | | | |
| 528p | US-77 Cowley County: Winfield North to K-15 | Passing Lanes and Pave Shoulders | 10 | \$18 | ○ | ○ | ● | 22 | ○ | ◐ | 12 | | | | |
| 530 | US-77 Cowley County: Winfield Bypass (West) Phase 1 Northwest to US-160 | Bypass: 4-Lane Freeway | 4 | \$63 | ◐ | ◐ | ● | 36 | ● | ○ | 18 | | | | |
| 529 | US-166 Cowley County: Southwest Bypass at Arkansas City | Bypass: 2-Lane Freeway | 3 | \$42 | ○ | ● | ◐ | 21 | ○ | ○ | 5 | | | | |
| 518 | US-400 Butler County: Junction US-77 East to Leon | 4-Lane Expressway | 3 | \$30 | ● | ○ | ● | 40 | ◐ | ◐ | 15 | | ✓ | | |
| 512p | K-15 Cowley/Sumner Counties: Udall Northwest to Mulvane | Passing Lanes | 8 | \$10 | ○ | ○ | ◐ | 16 | ◐ | ● | 19 | | | | |
| 556 | K-254 Butler County: K-254/Ohio St Interchange | New Interchange | NA | \$22 | Safety: 18/20; Operations: 6/30 | | | 24 | ○ | ○ | 8 | | | | |

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 5: 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 |
| 722 | I-235 Sedgwick County: I-235/Zoo Blvd Interchange | Interchange Improvements | NA | \$22 | Safety: 16/32; Operations: 22/48 | | | | 38 | | | | ● | Bridge replacement under design. Should project be expanded to include interchange improvements? |
| 554 | US-50 Harvey County: US-50/Meridian St. Interchange in Newton | Interchange Improvements and Bridge Replacement | NA | \$30 | Safety: 12/32; Operations: 20/48 | | | | 32 | | ✓ | ✓ | | |
| 564† | US-54 Kiowa County: US-54/US-400 Mullinville Split Interchange | Interchange Improvements | NA | \$40 | Safety: 16/32; Operations: 16/48 | | | | 32 | | | | ◐ | Bridge replacement under design. Should project be expanded to include interchange improvements? |
| 596 | US-56 Edwards/Pawnee Counties: Kinsley Northeast to Larned | Pave Shoulders | 23 | \$24 | ○ | ◐ | ● | ● | 62 | | ✓ | | | |
| 558 | US-56/K-96 Barton County: Great Bend East to Ellinwood (Northwest Passage) | Reconstruct and Add Shoulders | 10 | \$56 | ○ | ● | ● | ● | 74 | | | | ● | |
| 549 | US-81 Sumner County: US-177 North to Wellington | Add Shoulders | 14 | \$24 | ◐ | ◐ | ● | ◐ | 43 | | | | ◐ | |
| 557 | US-160 Cowley County: Sumner/Cowley County Line East to Winfield | Reconstruct and Add Shoulders | 8 | \$29 | ◐ | ◐ | ● | ● | 58 | | | | ● | |
| 548 | US-177 Sumner County: Oklahoma State Line North to US-81 | Add Shoulders | 4 | \$7 | ● | ◐ | ○ | ◐ | 49 | | | | ● | |
| 546 | K-49 Sumner County: US-160 North to Conway Springs | Reconstruct and Add Shoulders | 8 | \$29 | ○ | ○ | ○ | ◐ | 27 | | | | | |
| 597 | K-61 Pratt County: Pratt Northeast to Langdon | Pave Shoulders | 27 | \$26 | ○ | ◐ | ● | ● | 51 | | ✓ | | ◐ | |
| 551 | K-96 Rice County: Ellinwood East, through Lyons, and South to Sterling (Northwest Passage) | Reconstruct and Add Shoulders | 30 | \$168 | ◐ | ◐ | ● | ● | 62 | | | | ● | |
| 559 | K-156 Pawnee County: US-183 East to Larned | Add Shoulders | 11 | \$22 | ◐ | ◐ | ◐ | ● | 56 | | | | | |
| 562 | K-156 Pawnee County: Hodgeman County Line East to US-183 | Reconstruct and Add Shoulders | 14 | \$50 | ◐ | ◐ | ◐ | ● | 49 | | | | ◐ | |

†New project not previously presented

| 2021 Projects Selected for the Development or Construction Pipeline | |
|---|-----------------------------------|
| I-135 Harvey County: I-135/US-50 (north interchange) in Newton | Interchange Capacity Improvements |
| US-56 Rice County: Lyons to McPherson county line | Add 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.

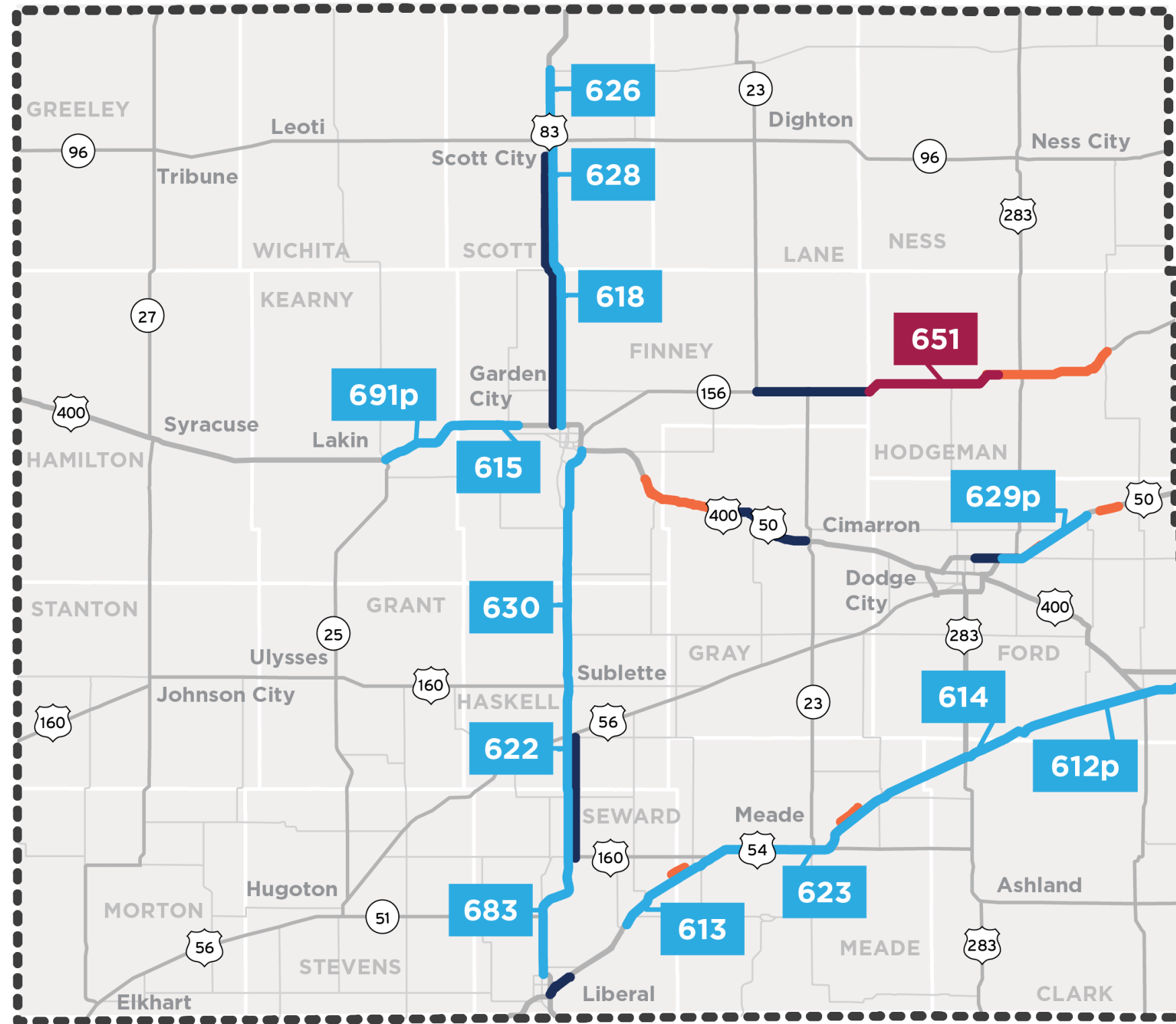
Other Factors

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.

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.