



EXPANSION PIPELINE

May 2020



Project Information					Project Scoring				Project Notes
Map ID	Project Description	Scope	Miles	FY-25 Cost \$M	Eng. Score (50 pts)	Econ. Score (25 pts)	Local Input (25 pts)	Total Score (100 pts)	Description
DISTRICT 1: NORTHEAST									
844	US-69 Johnson County: 151st St north to 103rd St	6-lane freeway	7	\$300	45	25	25	95	This is the highest rated expansion project in the state. It will alleviate congestion at one of the worst bottlenecks in Kansas. Note: this scope and location has been refined since Local Consult.
127	US-40/K-10 Douglas County: US-40 (6th St) south and east to US-59	4-lane freeway	7	\$130	43	22	25	90	This project is part of the South Lawrence Trafficway (SLT) and will extend the 4-lane road farther, improving safety and increasing economic opportunities for the region. This would improve safety for travelers entering and leaving the nearby Youth Sports Complex, which experienced 20 accidents at the 27th Street/Wakarusa Drive intersection over a 20-month period in 2018-19.
128	US-40/K-10 Douglas County: I-70 south to US-40 (6th St)	4-lane freeway, new KTA interchange	1	\$73	43	20	25	88	This project is part of the SLT and would build a new interchange with the KTA.

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DISTRICT 1: NORTHEAST									
169	K-92 Leavenworth County: Centennial Bridge	New bridge	0	\$107	46	21	19	86	The current bridge will need to be replaced and is accumulating extensive maintenance costs. NOTE: The cost estimate has increased from Local Consult after additional analysis.
123	I-70 Shawnee County: MacVicar to 4th St (Polk-Quincy)	6-lane freeway	2	\$234	46	11	20	77	The existing bridge will need to be replaced and is currently accumulating extensive costs. Replacing the bridge alone would cost \$81 M. This 6-lane expansion would improve a sharp curve and safety overall. Locals agree that combining the road and bridge projects is a stronger long-term investment
DISTRICT 2: NORTH CENTRAL									
219	US-50 Harvey/Marion County: West of Peabody	Extend existing passing lanes	1	\$4	42	21	15	78	This project extends the existing passing lanes at this location. Travelers have indicated that the current passing lanes do not always allow enough time to get around the substantial truck traffic.

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DISTRICT 4: SOUTHEAST									
448	K-68 Miami County: US-169, east to .8 mi west of US-69 in Louisburg	4-lane expressway	7	\$68	41	17	18	76	Plans for this project were developed under T-WORKS and this would serve as an extension of a remaining T-WORKS project.
453	US-169 Neosho County: Between K-47 and Earlton	Passing lanes	2	\$6	50	8	22	80	Local Consult participants asked KDOT to consider passing lanes in Montgomery County, but passing lanes were not feasible in those locations. KDOT staff explored alternative options to alleviate congestion along the corridor and identified two locations in Neosho County that will also benefit Montgomery County travelers too.
452	US-169 Neosho County: Between Wilson-Montgomery county line and Thayer	Passing lanes	2	\$6	50	8	22	80	See above.

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DISTRICT 4: SOUTHEAST									
451	US-400 Greenwood County: Between Piedmont and Severy	Passing lanes	2	\$6	50	23	4	77	Adding passing lanes to the US-400 corridor was strongly supported at Local Consult. Local Consult participants requested KDOT evaluate a 31-mile corridor and add passing lanes. Upon further evaluation of those miles, KDOT staff determined this location would provide the most substantial improvement.
454	US-400 Cherokee County: East of Cherokee	Passing lanes	2	\$6	40	11	21	72	Local Consult participants requested KDOT evaluate a 21-mile stretch and add passing lanes where they were feasible. KDOT staff conducted further analysis and found that this 2-mile section would provide the most benefit at this time for addressing the high congestion in the area.

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DISTRICT 5: SOUTH CENTRAL									
714	I-235 Sedgwick County: I-235/I-135/K-254 Interchange (North Junction)	Reconstruct interchange	3	\$80	45	20	25	90	This is the highest-rated expansion project in the Wichita metro area and will improve one of the worst bottlenecks in the region. Phase 1 of the project is now underway through KDOT's Cost Share program. This project will build on that investment by reconstructing the interchange.
545	US-50 Edwards County: Between Offerle and Kinsley	Extend existing passing lanes	1	\$4	45	23	23	91	This project extends the existing passing lanes at this location. Travelers have indicated that the current passing lanes do not always allow enough time to get around the substantial truck traffic.
527.1	US-56/K-96 Barton County: Great Bend to K-156	4-lane expressway	2	\$15	45	17	25	87	This 2-mile stretch serves over 8,000 vehicles per day, including 1,700 trucks, and would help serve vehicles going in and out of Great Bend.
717	K-96 Sedgwick County: Hillside Rd. to Greenwich Rd.	6-lane freeway	6	\$225	39	22	24	85	This project has strong regional support and would address a highly congested area - 62,000 vehicles travel this stretch daily.

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547	US-54 Kiowa County: Between Greensburg and Haviland	Extend existing passing lanes	1	\$4	46	23	16	85	This project extends the existing passing lanes at this location. Travelers have indicated that the current passing lanes do not always provide enough time to get around the substantial truck traffic.
548	US-54 Pratt: Between Wellsford and Cullison	Extend existing passing lanes	2	\$4	46	23	16	85	This project extends the existing passing lanes at this location. Travelers have indicated that the current passing lanes do not always provide enough time to get around the substantial truck traffic.
546	US-54 Kiowa County: Between Ford-Kiowa county line and Mullinville	Passing lanes	2	\$6	39	18	23	80	KDOT analyzed the 31-mile corridor Local Consult participants identified as needing congestion relief and determined this location would provide the greatest benefit.
550	US-50 Harvey County: Northeast of Walton	Extend existing passing lanes	1	\$4	42	21	15	78	This project extends the existing passing lanes at this location. Travelers have indicated that the current passing lanes do not always provide enough time to get around the substantial truck traffic.
537	US-50 Harvey County: 5 Miles East of Burrton	Extend existing passing lanes	1	\$4	32	25	11	68	This project extends the existing passing lanes at this location. Travelers have indicated that the current passing lanes do not always enough time to get around the substantial truck traffic.

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DISTRICT 6: SOUTHWEST									
631	US-50 Gray County: Finney county line to Cimarron	4-lane expressway	18	\$90	42	13	22	77	This was one of the highest rated projects at the Southwest Local Consult. This project combined, with the one below, will complete the 4-lane expressway between Garden City and Dodge City.
616	US-50 Finney County: East of Garden City to Finney-Gray county line	4-lane expressway	4	\$20	42	12	22	76	See above.
644	US-50 Ford County: East of Wright	Passing lanes	2	\$6	45	23	23	91	Local Consult participants asked KDOT to evaluate a 12-mile corridor in Ford County for passing lanes, which was one of the highest-rated rural expansion projects in the state. Upon further analysis, KDOT has identified two locations that would provide the most improvement to the corridor, including this project and the one above.
645	US-50 Ford County: East of Spearville	Passing lanes	2	\$6	45	23	23	91	See above.

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DISTRICT 6: SOUTHWEST									
646	US-54 Meade County: between the Seward-Meade county lane and Plains	Passing lanes	2	\$6	45	24	23	92	Local consult participants asked KDOT to evaluate a 34-mile corridor in Meade County for passing lanes, which was one of the highest-rated rural expansion projects in the state. Upon further analysis, KDOT has identified two locations that would provide the most improvement to the corridor including this project, and the one below.
647	US-54 Meade County: between Meade and Fowler	Passing lanes	2	\$6	45	24	23	92	See above.



MODERNIZATION PIPELINE

May 2020



Project Information					Project Scores			Project Benefits
Map ID	Project Description	Scope	Miles	FY-25 Cost \$M	Eng. Score (80 pts)	Local Input (20 pts)	Total Score (100 pts)	Description
DISTRICT 1: NORTHEAST								
156	US-56 Douglas County: US-59 Jct east to Baldwin	Reconstruct and widen shoulders	3	\$12	80	12	92	This is the highest-rated modernization project in the state for geometric, safety and pavement structure concerns.
150	K-99 Wabaunsee County: I-70 north 2 miles	Reconstruct and widen shoulders	2	\$11	71	17	88	This high-rated project builds on previous investments along the corridor and will serve the increased truck traffic from the nearby Caterpillar facility.
152	US-40 Douglas County: US-40 (6th St)/K-10 interchange at Lawrence	Reconstruct interchange as DDI	1	\$10	47	20	67	Reconstructing this interchange is considered essential for completing the South Lawrence Trafficway. This project connects with expansion projects 127 & 128 that were also selected.

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DISTRICT 2: NORTH CENTRAL								
233	I-70 Geary County: K-18 interchange at I-70	Interchange improvements	1	\$31	66	20	86	Modernizing this interchange will help alleviate capacity issues from nearby Fort Riley.
239	K-4 Saline County: 0.5 mi west of Simpson Rd to 400' east of Niles Rd	Reconstruct on offset alignment and improve intersections	3.6	\$14	63	7	70	Local Consult participants expressed safety concerns about this 5-mile stretch that serves Southeast of Saline School. After further evaluation, KDOT staff found reconstructing this 3.6 mile section would improve safety. Some preliminary work is already completed on this project.
256	K-177 Morris County: Four Mile Creek Bridge north to Council Grove	Rehabilitate and add shoulders	3.3	\$6	49	18	67	This project is an opportunity to combine two scheduled bridge replacement projects with roadway improvements.

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DISTRICT 3: NORTHWEST								
365	US-281 Osborne County: North US-24/281 Jct to Portis	Reconstruct and widen shoulders	4	\$9	60	13	73	Local Consult participants asked KDOT to evaluate 9 miles of US-281 in Osborne County that needed improvement. After further analysis and discussions with local partners, KDOT staff determined that improving this 4-mile stretch combined with another bridge replacement project would provide the most practical improvement for Northwest Kansans.
337	K-25 Thomas County: from County Rd I north to I-70	Reconstruct and widen shoulders	8	\$20	58	13	71	Local Consult participants asked KDOT to evaluate 15 miles of K-25 in Thomas County that needed improvement. After further analysis and discussions with locals, KDOT staff determined that improving this 8-mile stretch combined with another bridge replacement project would provide the most practical improvement for Northwest Kansans.
325	K-23 Sheridan County: Co Rd 70 S north to Hoxie	Reconstruct and widen shoulders	6	\$15	52	18	70	Local Consult participants asked KDOT to evaluate an 18-mile corridor. After further analysis and discussions with locals, KDOT staff determined that improving this 6-mile stretch combined with 2 other bridge replacement projects would provide the most practical improvement for Northwest Kansans.

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DISTRICT 4: SOUTHEAST								
463	K-7 Crawford County: Girard to Crawford/Bourbon county line	Widen and add shoulders	11	\$7	66	11	77	The original scope for this project called for reconstructing this 11-mile stretch for \$46 million. Multiple rollover accidents have occurred along this stretch recently due to narrow lanes and minimal shoulders. KDOT staff worked with local officials to identify a practical improvement that could begin sooner. The existing pavement does not warrant full reconstruction at this time. This project will widen and add shoulders to the roadway to improve safety.
464	K-7 Bourbon County: Crawford/Bourbon County Line to US-69 Jct	Widen and add shoulders	10	\$7	61	11	72	The original scope for this project called for reconstructing this 10-mile stretch for \$42 million. KDOT staff worked with local officials to identify a practical improvement that could begin sooner. The existing pavement does not warrant full reconstruction at this time. This project will widen and add shoulders to the roadway to improve safety.

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DISTRICT 5: SOUTH CENTRAL								
561	US-160 Sumner County: I-35 to Sumner/Cowley County Line	Rehabilitate and add shoulders	10	\$6	68	20	88	This 10-mile stretch has high traffic volumes and no shoulders. There are also concerns about the pavement structure.
560	K-42 Sumner/Sedgwick County: K-2 to Clonmel	Rehabilitate and add shoulders	15.5	\$11	62	19	81	This 15-mile stretch serves a lot of traffic and needs shoulders added. Originally local consult participants had requested fully reconstructing 7 miles of this corridor. After further analysis, KDOT staff determined the pavement could be rehabilitated and shoulders could be added. The project was extended an additional 8.5 miles into Sedgwick County to meet the existing section with 10' shoulders.
DISTRICT 6: SOUTHWEST								
654	K-156 Hodgeman County: Jetmore to Hanston	Rehabilitate and add shoulders	11	\$8	47	20	67	This has been a long-time safety concern of the community due to fatal accidents that have occurred along the route, which has no shoulders. Originally, local consult participants had requested full reconstruction, which was estimated to cost \$27 million. After additional analysis, KDOT staff determined the pavement could be rehabilitated and shoulders added for approximately \$8 million.