

## LOCAL CONSULT PROJECT PRIORITIZATION AND SCORING FOR MODERNIZATION AND EXPANSION PROJECTS

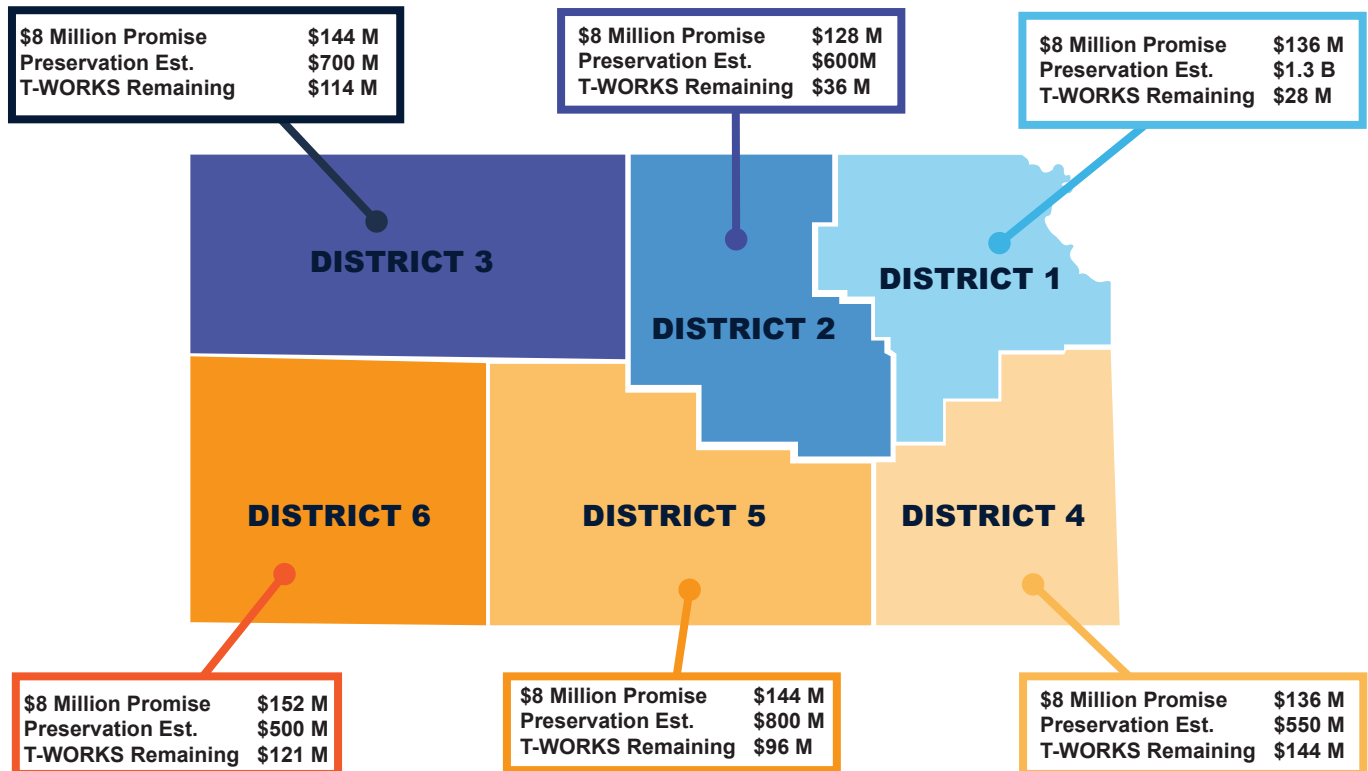
**Today's mission:** Our transportation needs exceed our revenues and it's important to identify which modernization and expansion projects provide the most benefit to the region. We've utilized data to evaluate these projects, but we need your help to tell us what the numbers don't reveal. For example, if you were a baseball manager trying to decide which player to pinch hit in a win-or-lose situation – you'd want to know the batting averages of your players to know how likely they are to get a hit, but you'd also want to know whether a player wilts under pressure or thrives in it. There are limitations to what statistics can tell us – you can give us a more complete picture to help us make good investments. We also need your input on whether these are the right metrics to evaluate the impact of projects.

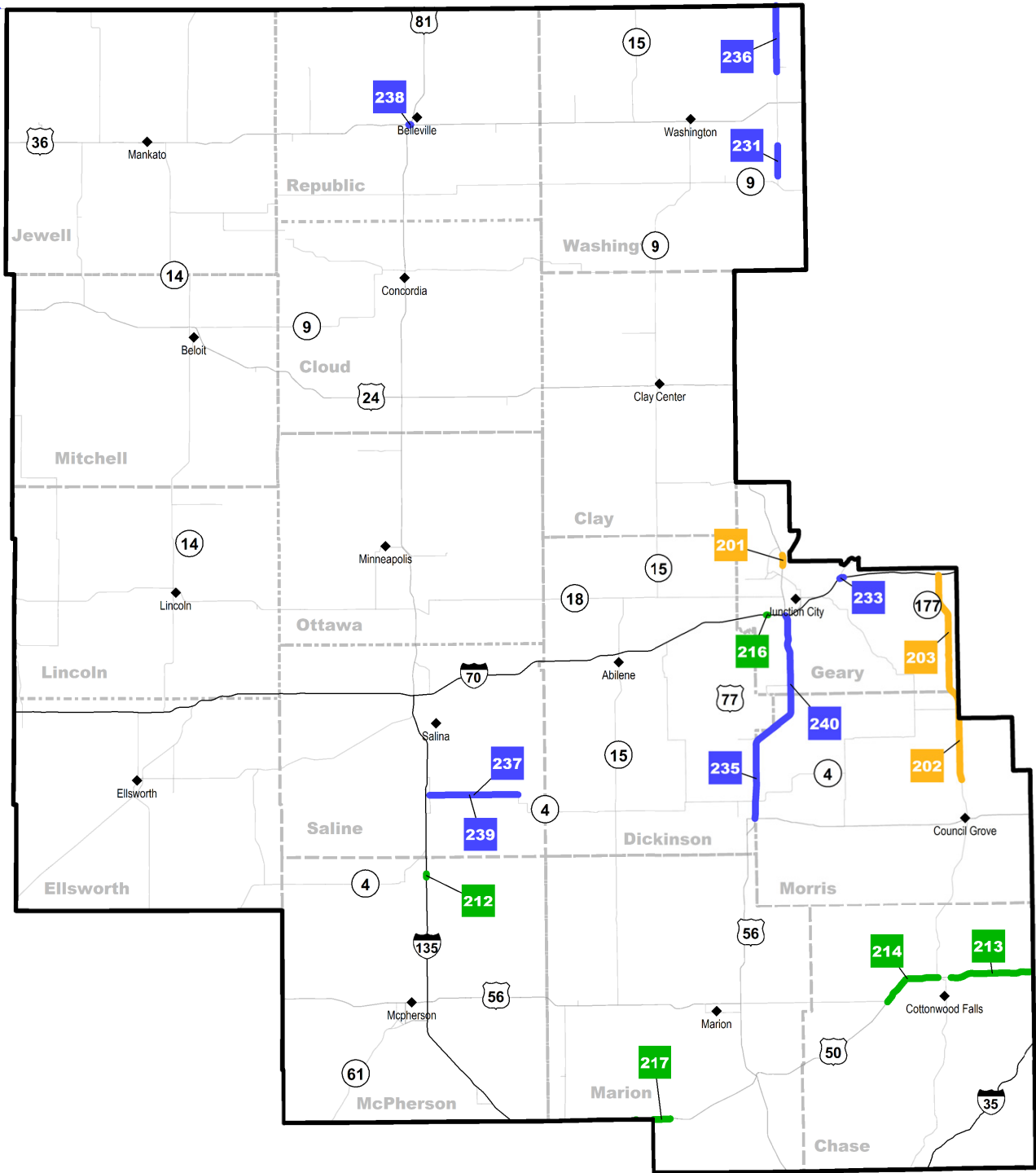
### Ongoing Opportunities:

- Today is not your last time to provide input.
- KDOT will be back every two years to prioritize projects for the pipeline and construction.
- All regions are guaranteed to get at least three projects in the pipeline for FORWARD.

**Remember, it's all relative:** If a project has a low score in a category, it doesn't mean it doesn't have a need. Rather, it means that its need does not rate as high as other projects statewide in that category. These scores are for comparative purposes only.

## ANTICIPATED MINIMUM COMMITMENTS FOR FORWARD





# District Two Projects

## Legend

- T-WORKS
- Expansion
- Modernization

# District 2 Project Scores - Expansion

## Legend

● High Need/Score    ◐ Medium Need/Score    ○ Low Need/Score

# RURAL EXPANSION



| Project Information |   |                   |       |                | Engineering Factors   |                            |                         |                  |                         | Economic Factors |                  |     | Local Input             | Other Factors       |                  |                     |                      |                |
|---------------------|---|-------------------|-------|----------------|---|----------------------------|-------------------------|------------------|-------------------------|------------------|------------------|-----|-------------------------|---------------------|------------------|---------------------|----------------------|----------------|
| Map ID              | Project Description                                       | Scope             | Miles | FY-25 Cost \$M | Current Congestion (20 pts)   | Future Congestion (15 pts) | Truck Traffic (7.5 pts) | Safety (7.5 pts) | Engineer Score (50 pts) | GRP              | Traveler Benefit | B/C | Economic Score (25 pts) | Local Input (25pts) | Route Continuity | Previous Investment | Other Considerations | State Top Tier |
| 217                 | US-50 Marion County: Harvey/Marion County Line to Peabody | 4-lane expressway | 4     | \$20           | ●   | ●                          | ●                       | ○                | 42                      | ○                | ○                | ●   | 20                      |                     |                  |                     |                      |                |
| 213p                | US-50 Chase County: Strong City to Lyon/Chase County Line | Passing lanes     | 10    | \$6            | ●   | ●                          | ●                       | ○                | 44                      | ○                | ○                | ○   | 11                      |                     |                  |                     |                      |                |
| 214                 | US-50 Chase County: K-150 to Strong City                  | 4-lane expressway | 8     | \$40           | ○   | ○                          | ●                       | ○                | 34                      | ○                | ○                | ◐   | 12                      |                     |                  |                     |                      |                |
| 212                 | I-135 McPherson County: Wells Fargo Rd, East of Lindsborg | New interchange   | 0     | \$10           | Interchanges are evaluated by safety and operational factors. It scored 1/20 for safety & 8/30 for operational. |                            |                         |                  | 9                       | ○                | ○                | ○   | 17                      |                     |                  |                     |                      |                |
| 216                 | I-70 Geary County: Taylor Rd at Junction City             | New interchange   | 0     | \$12           | Interchanges are evaluated by safety and operational factors. It scored 1/20 for safety & 9/30 for operational. |                            |                         |                  | 10                      | ○                | ○                | ○   | 6                       |                     |                  |                     |                      |                |

| Engineering Factor Weights   |           |           |
|------------------------------|-----------|-----------|
|                              | Urban     | Rural     |
| Current Congestion           | 20        | 15        |
| Future Congestion            | 15        | 10        |
| Safety                       | 7.5       | 12.5      |
| Truck Traffic                | 7.5       | 12.5      |
| <b>Total Points Possible</b> | <b>50</b> | <b>50</b> |

**Gross Regional Product (GRP)\*** – The value of goods and services produced in a region. Impact to GRP is calculated by the travel time savings of freight delivery, decrease in commute times and increase in travel time reliability that would occur due to this project.

**Traveler Benefit\*\*** – This is the amount of time people save outside of their work commutes (such as time spent shopping, visiting family, doctor visits etc).

**Benefit-Cost** – This is GRP + Traveler Benefit divided by the cost of the project.

\*GRP factors are calculated using county level data.  
 \*\*All travelers' time is valued equally regardless of where they live.

**Expansion Rural Statewide Top Tier:**  
 The top 20 scoring rural expansion projects are considered top tier.

### Selection Process by Highway Program

|                    | Preservation + | Modernization | Expansion |
|--------------------|----------------|---------------|-----------|
| Engineering Data   | 100%           | 80%           | 50%       |
| Local Input        |                | 20%           | 25%       |
| Economic Analysis* |                |               | 25%       |

\*Urban and Rural Projects evaluated separately

# District 2 Project Scores - Modernization

# MODERNIZATION



### Legend

● High Need/Score    ◐ Medium Need/Score    ○ Low Need/Score

| Project Information |   |                          |       |                | Engineering Factors   |          |                    |                  | Local Input             | Other Factors    |                  |                     |                                   |                |
|---------------------|---|--------------------------|-------|----------------|---|----------|--------------------|------------------|-------------------------|------------------|------------------|---------------------|-----------------------------------|----------------|
| Map ID              | Project Description   | Scope(s)                 | Miles | FY-25 Cost \$M | Geometrics/Safety   | Capacity | Pavement Structure | Pavement Surface | Engineer Score (80 pts) | LC Score (20pts) | Route Continuity | Previous Investment | Other Considerations              | State Top Tier |
| 233                 | I-70 Geary County: I-70; K-18 Interchange at I-70                   | Interchange Improvements | 0     | \$31           | Interchanges are evaluated by safety and operational factors. It scored 27/32 for safety & 39/48 for operational. |          |                    |                  | 66                      |                  |                  |                     |                                   | ✓              |
| 239                 | K-4 Saline County: 2 mi E of K-104, E to Niles Rd                   | Reconstruct              | 5     | \$17           | ●   | ○        | ◐                  | ○                | 63                      |                  |                  | ✓                   | Some PE done (pre-field check)    | ✓              |
| 235                 | US-77 Morris-Dickinson County: South US-56/77 junction N to K-209   | Reconstruct              | 11    | \$34           | ○   | ○        | ●                  | ◐                | 62                      |                  |                  |                     |                                   | ✓              |
| 237                 | K-4 Saline County: Old US-81 to Gypsum                              | Reconstruct              | 10    | \$31           | ◐   | ○        | ◐                  | ○                | 55                      |                  |                  | ✓                   | Some PE done (pre-field check)    |                |
| 240                 | US-77 Morris-Geary County: K-209 north to I-70                      | Reconstruct              | 15    | \$47           | ○   | ◐        | ●                  | ○                | 53                      |                  |                  |                     |                                   |                |
| 236                 | K-148 Washington County: K-234 at Hanover, N to Nebraska state line | Reconstruct              | 11    | \$30           | ◐   | ○        | ○                  | ○                | 31                      |                  |                  |                     |                                   |                |
| 238                 | US-36 Republic County: US-36 & US-81 Interchange                    | Interchange Improvement  | 0     | \$10           | Interchanges are evaluated by safety and operational factors. It scored 11/32 for safety & 15/48 for operational. |          |                    |                  | 26                      |                  | ✓                |                     | Over Size Over Weight Restriction |                |
| 231                 | K-148 Washington County: 1 mi N of E Jct K-9, N 3.5 miles           | Reconstruct              | 4     | \$9            | ○   | ○        | ○                  | ○                | 24                      |                  | ✓                |                     |                                   |                |

| System Composition & Usage by Region   |           |               |           |           |               |           |
|--|-----------|---------------|-----------|-----------|---------------|-----------|
|  | Northeast | North Central | Northwest | Southeast | South Central | Southwest |
| Current Population (2018)              | 48%       | 7%            | 3%        | 9%        | 28%           | 5%        |
| Population Projection (2044)           | 54%       | 6%            | 2%        | 7%        | 26%           | 4%        |
| State Highway Miles                    | 18%       | 16%           | 16%       | 16%       | 19%           | 15%       |
| Total Roadway Miles                    | 17%       | 15%           | 17%       | 14%       | 22%           | 14%       |
| Daily Vehicle Miles Traveled SHS       | 41%       | 10%           | 8%        | 11%       | 23%           | 6%        |
| Daily Truck Miles Traveled on SHS      | 27%       | 16%           | 14%       | 12%       | 21%           | 11%       |
| Daily Vehicle Miles Traveled All Roads | 43%       | 9%            | 6%        | 10%       | 26%           | 6%        |
| Employment by Place of Work            | 49%       | 8%            | 4%        | 8%        | 27%           | 5%        |
| Employment by Place of Residence       | 49%       | 7%            | 3%        | 9%        | 27%           | 5%        |

**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 issues.
- **Pavement Surface** - Rough pavement surfaces.

**Other factors in selection:**

- **Route Continuity** – Complete or continue a corridor.
- **Previous Investment** – Preliminary engineering work already underway or another phase of the project constructed.

**Modernization Statewide Top Tier:**

The top 20 scoring modernization projects were classified as top tier.