

LOCAL CONSULT PROJECT PRIORITIZATION AND SCORING FOR MODERNIZATION AND EXPANSION PROJECTS

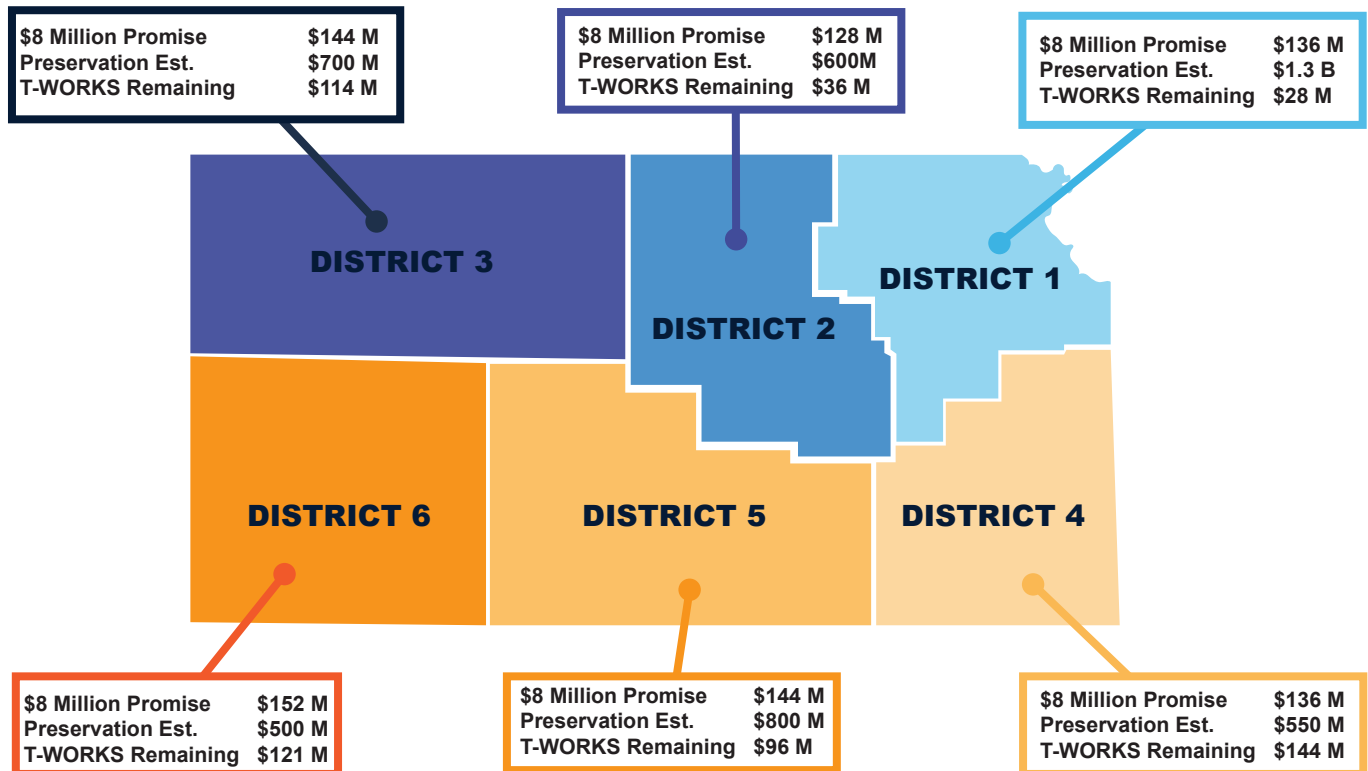
Today's mission: Our transportation needs exceed our revenues and it's important to identify which modernization and expansion projects provide the most benefit to the region. We've utilized data to evaluate these projects, but we need your help to tell us what the numbers don't reveal. For example, 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.

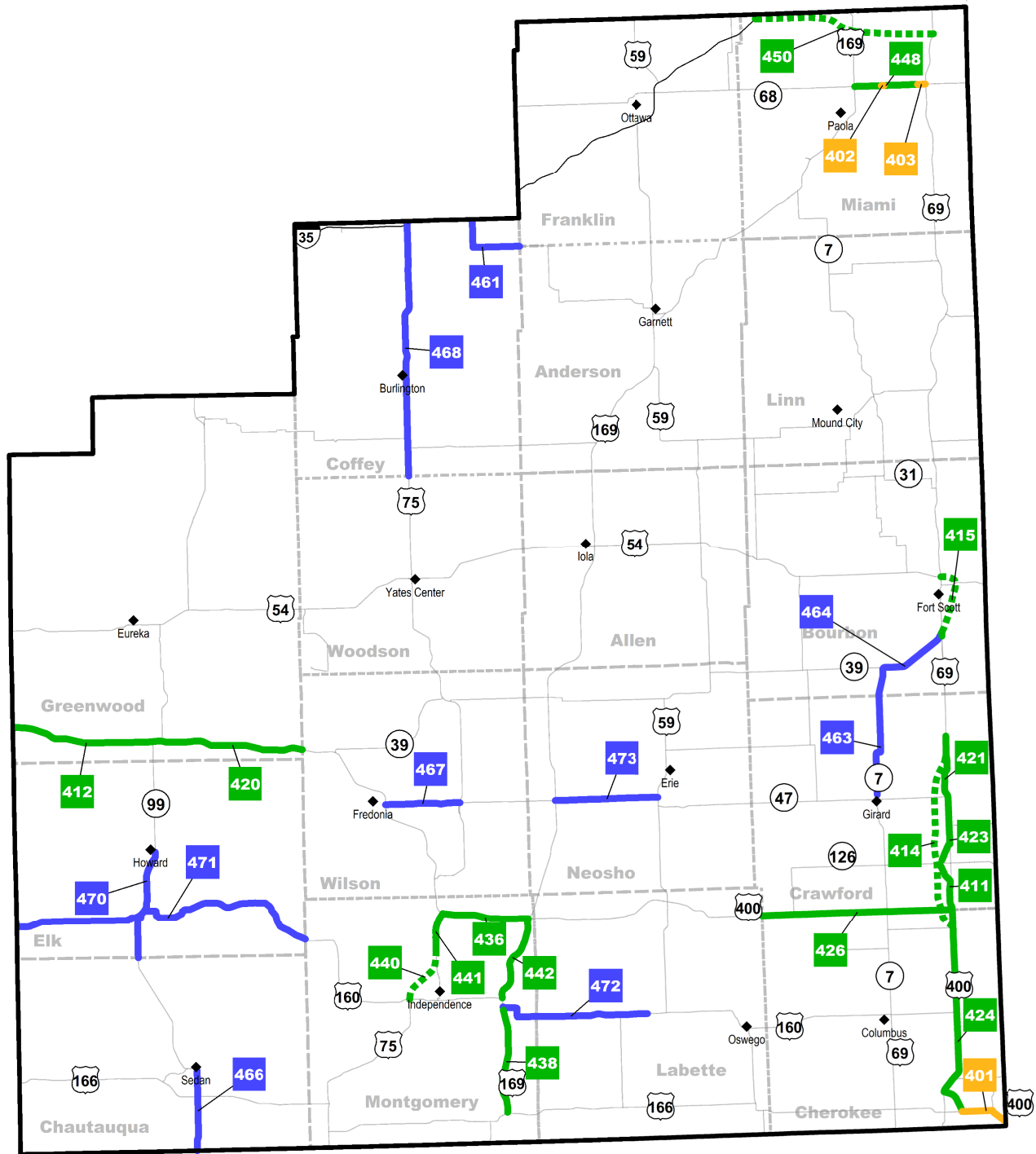
Ongoing Opportunities:

- 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 Four Projects

Legend

- T-WORKS
- Expansion
- Modernization

District 4 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
412p	US-400 Greenwood County: Butler-Greenwood County Line to Severy	Passing lanes	17	\$6	●	●	●	●	50	◐	◐	●	23					✓
420p	US-400 Greenwood County: Severy to Greenwood-Wilson County Line	Passing lanes	14	\$6	●	●	◐	◐	47	◐	◐	◐	20					✓
414	US-69 Crawford County: Pittsburg bypass	4-lane freeway	19	\$312	●	●	○	◐	43	●	●	◐	22		✓	✓	These projects would require a new alignment to form what some refer to as the new US-69 corridor. The construction sequencing of these projects would have to be considered.	✓
411	US-69 Crawford County: Cherokee/Crawford Co Line north to K-126	4-lane freeway	5	\$118	●	●	◐	●	47	◐	◐	○	17		✓	✓		✓
421	US-69 Crawford County: North of US-160 to 3.5 miles north of Arma	4-lane freeway	9	\$135	●	●	◐	○	43	◐	●	◐	21		✓	✓		✓
424	US-69 Cherokee County: Oklahoma to Cherokee/Crawford County Line	4-lane freeway	24	\$327	●	●	◐	○	43	●	●	◐	21		✓	✓		✓
423	US-69 Crawford County: K-126 north to north of US-160	4-lane freeway	5	\$52	●	●	○	○	40	○	◐	○	14		✓	✓		✓
442	US-169 Montgomery County: North Junction US-160 to US-400	4-lane expressway	9	\$56	●	●	●	●	50	○	○	○	10					
442p	US-169 Montgomery County: North Junction US-160 to US-400	Passing lanes	9	\$6	●	●	●	●	50	○	○	○	8					
441p	US-75 Montgomery County: North of Independence (RS 5034) to US-400	Passing lanes	4	\$6	●	●	○	○	36	○	◐	●	21					
438	US-169 Montgomery County: North of Coffeyville to South junction US-160	4-lane expressway	9	\$56	◐	●	◐	◐	43	○	○	○	10		✓			
438p	US-169 Montgomery County: North of Coffeyville to South junction US-160	Passing lanes	9	\$6	◐	●	◐	◐	43	○	○	◐	12					
448	K-68 Miami County: US-169, E to .8 mi W of US-69 in Louisburg	4-lane expressway	7	\$68	○	◐	○	◐	38	◐	◐	◐	17			✓		
415	US-69 Bourbon County: Fort Scott Bypass	4-lane freeway	9	\$112	●	●	◐	○	40	○	◐	○	13					
426p	US-400 Cherokee County: Labette/Cherokee Co Line East to US-69	Passing lanes	21	\$23	●	●	◐	○	40	○	○	○	11					
436	US-400 Montgomery County: US-75 to US-169	4-lane expressway	10	\$62	○	◐	◐	○	35	○	○	○	9					
450	TDB Miami County: I-35 east to US-69	New Outer Loop	20	\$1B	○	○	○	◐	18	●	●	●	25					
440p	US-75 Montgomery County: US-160 to North of Independence (RS 5034)	Construct New Alignment with Passing lanes	8	\$46	○	○	○	○	18	○	○	○	7					

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

Engineering Factor Weights		
	Urban	Rural
Current Congestion	20	15
Future Congestion	15	10
Safety	7.5	12.5
Truck Traffic	7.5	12.5
Total Points Possible	50	50

Economic:

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.

District 4 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)	Local Input (20pts)	Route Continuity	Previous Investment	Other Considerations	State Top Tier
468	US-75 Coffey County: Woodson/Coffey County Line to Coffey/Osage County Line	Pave shoulders, add turn lanes	24	\$17	○	●	●	◐	77		✓		Possible Preservation + Project	✓
463	K-7 Crawford County: Girard to Crawford/Bourbon County Line	Reconstruct	11	\$46	●	○	◐	◐	66		✓			✓
464	K-7 Bourbon County: Crawford/Bourbon County Line to US-69 Junction	Reconstruct	10	\$42	◐	○	◐	◐	61		✓			✓
472	US-160 Labette County: Altamont to US-169	Construct shoulders	17	\$9	●	○	◐	○	53		✓			
466	K-99 Chautauqua County: KS/OK State Line north to Sedan	Construct shoulders	9	\$5	◐	○	◐	○	52					
470	K-99 Elk County: Chautauqua/Elk Co Line N to Howard	Reconstruct	12	\$29	○	○	●	◐	52		✓			
471	US-160 Elk County: Thru Elk County	Construct shoulders	35	\$19	◐	○	◐	○	45		✓			
473	K-47 Neosho County: US-169 to US-59	Reconstruct	11	\$34	◐	○	○	○	41					
461	K-31 Coffey County: Franklin/Coffey County Line to Coffey/Osage County Line	Construct shoulders	9	\$5	◐	○	○	○	29		✓			
467	K-47 Wilson County: US-400 to US-75	Reconstruct	10	\$31	○	○	○	◐	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 are classified as top tier.