

LOCAL CONSULT PROJECT PRIORITIZATION AND SCORING FOR MODERNIZATION AND EXPANSION PROJECTS

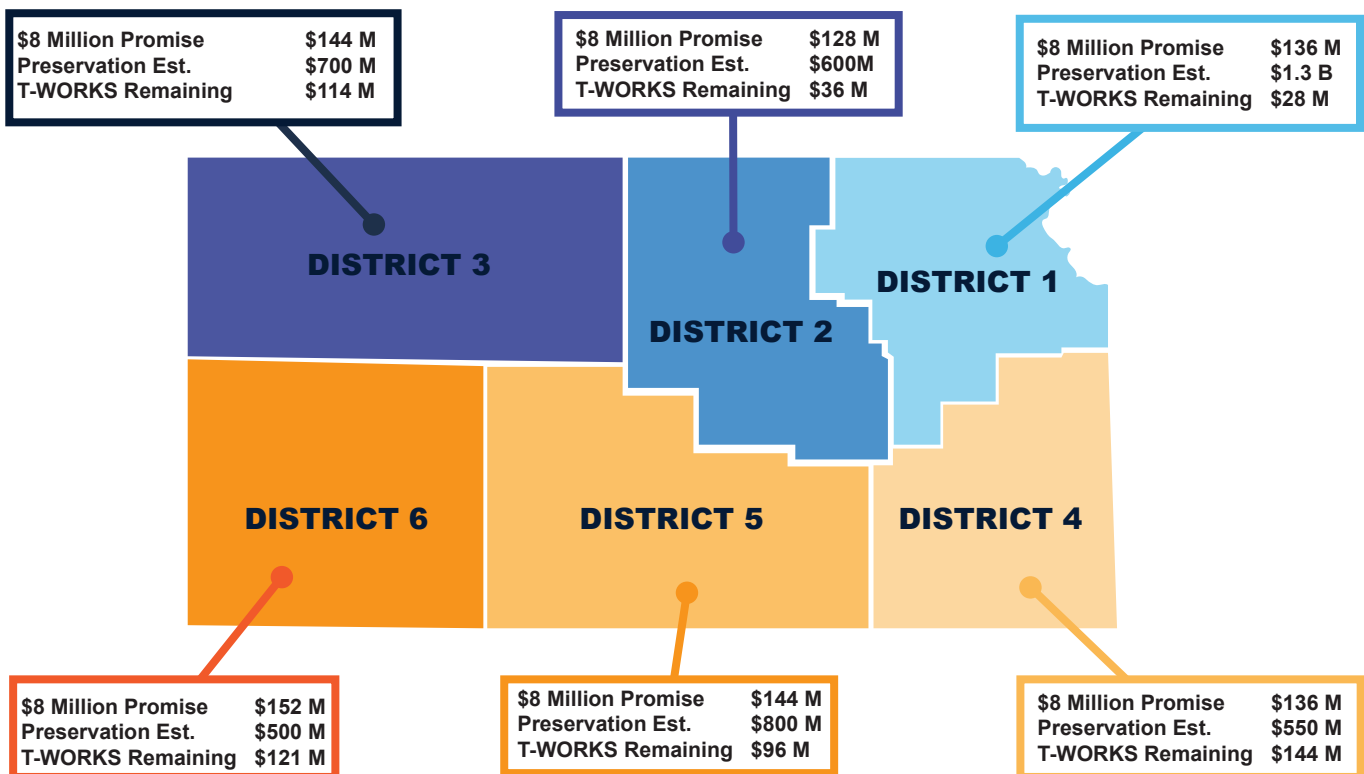
Today's mission: Our transportation needs exceed our revenues and it's important to identify which modernization and expansion projects provide the most benefit to the region. We've utilized data to evaluate these projects, but we need your help to tell us what the numbers don't reveal. For example,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

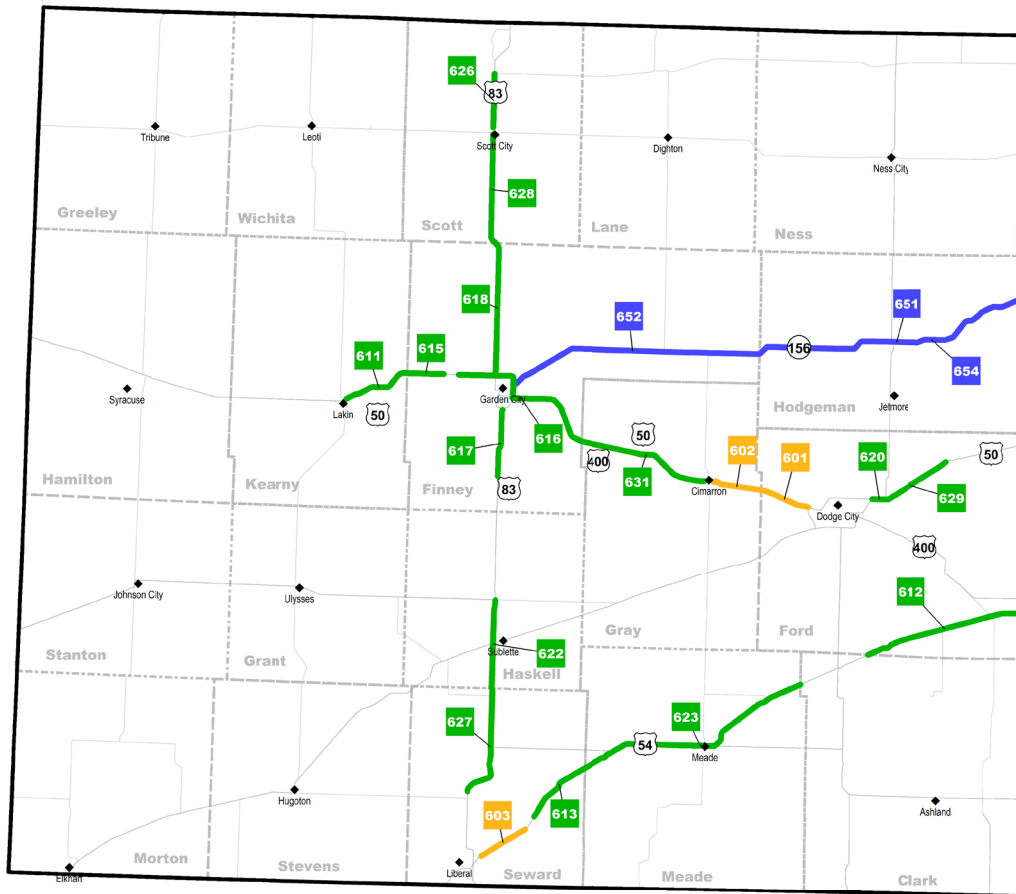
- Today is not your last time to provide input.
- KDOT will be back every two years to prioritize projects for the pipeline and construction.
- All regions are guaranteed to get at least three projects in the pipeline for FORWARD.

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 Six Projects



Legend

- T-WORKS Expansion Project
- Expansion
- Modernization

District 6 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 (15 pts)	Future	Truck Traffic (12.5 pts)	Safety (12.5 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
629	US-50 Ford County: US-283 (NE of Dodge City), E to Spearville	Passing Lanes	12	\$10	●	●	●	○	45	○	◐	●	23			✓		✓
623p	US-54 Meade County: Seward/Meade Co Line to Meade/Clark Co Line	Passing lanes	34	\$29	◐	●	●	○	41	◐	◐	◐	24					✓
613p	US-54 Seward County: Shamrock NE to Seward/Meade Co Line	Passing lanes	8	\$8	●	●	●	○	46	○	○	◐	18			✓		✓
613	US-54 Seward County: Shamrock NE to Seward/Meade Co Line	4-lane Expressway	8	\$41	●	●	●	○	46	○	○	◐	17		✓	✓		✓
620	US-50 Ford County: Dodge City to US-283	4-lane expressway	2	\$6	●	●	●	○	41	○	◐	●	22			✓		✓
617	US-83 Finney County: 3 miles North of Plymell to Garden City	Passing lanes	8	\$12	●	●	●	○	45	○	○	◐	16					
627	US-83 Seward County: 1 mile N of K-51, N to Seward/Haskell County Line	Passing Lanes	15	\$14	○	◐	●	○	35	◐	◐	●	25					
616	US-50 Finney County: East of Garden City to Finney-Gray County Line	4-lane expressway	4	\$20	●	●	◐	○	42	○	○	○	12		✓			
612p	US-54 Ford County: Clark/Ford Co Line to Ford/Kiowa Co Line	Passing lanes	23	\$12	○	◐	●	○	36	○	◐	◐	18					
622	US-83 Haskell County: Seward-Haskell County Line to US-160/K-144	Passing lanes	12	\$12	○	◐	●	○	35	○	○	◐	18					
631	US-50 Gray County: Finney County Line to Cimarron	4-lane expressway	18	\$90	○	◐	◐	○	38	○	◐	○	13					
628	US-83 Scott County: Finney/Scott County Line to Scott City	Passing lanes	14	\$12	○	○	●	○	35	○	○	◐	15					
618	US-83 Finney County: Garden City to Finney-Scott County line	Passing lanes	14	\$12	○	○	●	○	32	○	○	◐	17					
611	US-50 Kearny County: Lakin to Kearny-Finney County Line	Passing lanes	10	\$12	○	◐	○	◐	34	○	○	◐	11					
615p	US-50 Finney County: Kearny-Finney County Line to Holcomb	Passing lanes	6	\$6	○	◐	○	○	29	○	○	○	10					
615	US-50 Finney County: Kearny-Finney County Line to Holcomb	4-lane expressway	6	\$30	○	◐	○	○	29	○	○	○	9		✓			
626	US-83 Scott County: Scott City north to K-4	Passing lanes	8	\$12	○	○	●	○	28	○	○	○	6					

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

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 6 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
651	K-156 Hodgeman County: Finney/Hodgeman County Line to Hodgeman/Pawnee County	Construct shoulders	39	\$21	●	○	●	○	48					
654	K-156 Hodgeman County: Jetmore to Hanston	Reconstruct	11	\$27	●	○	●	○	47			✓		
652	K-156 Finney County: Garden City to Finney/Hodgeman County Line	Construct shoulders	35	\$19	○	○	●	●	41					

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.

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%