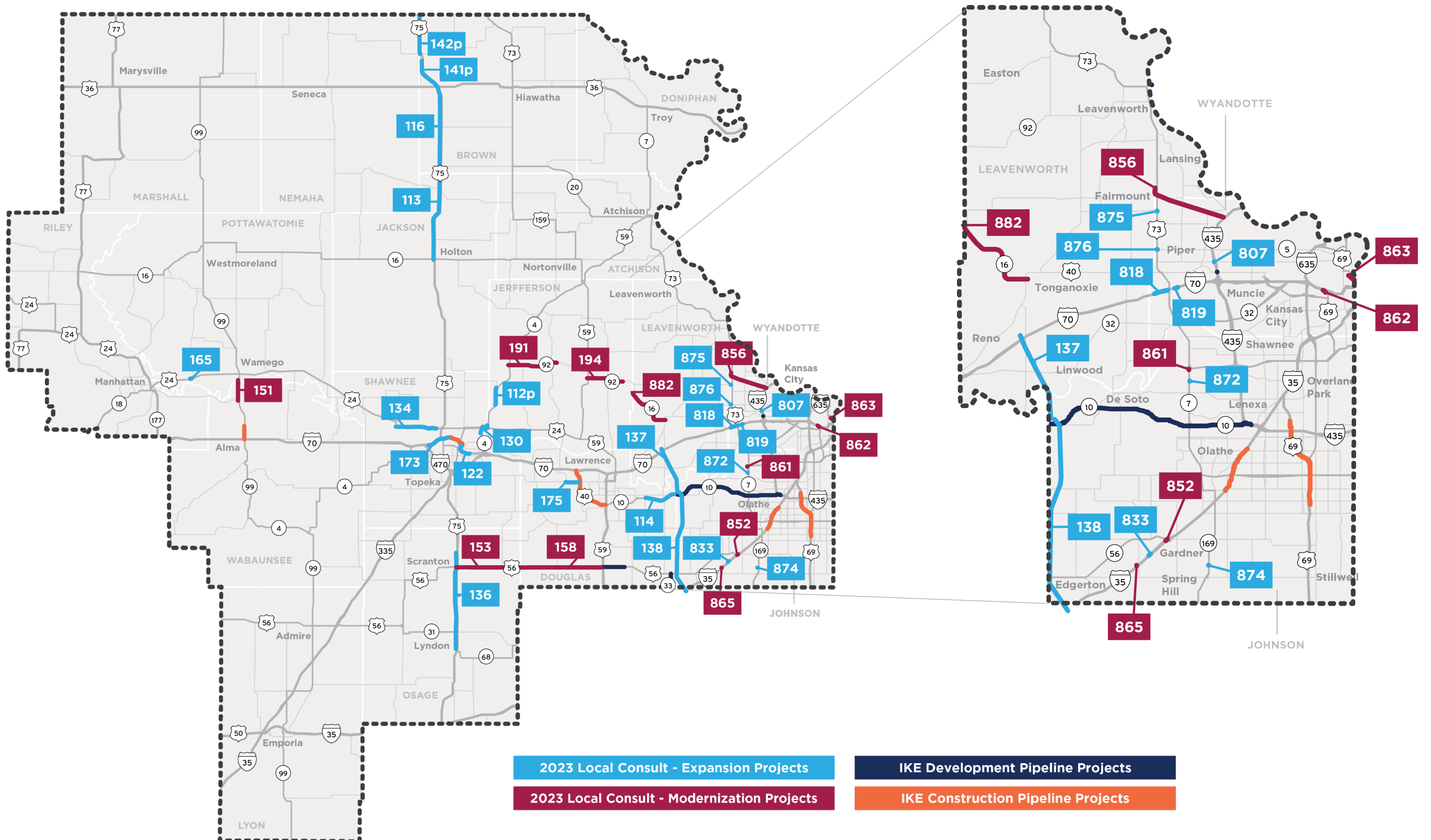


# District 1 – Northeast Kansas



# 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	<b>I-35 Johnson County:</b> I-35/Moonlight/183rd St. Interchange	New Interchange	NA	\$40	Safety: 8/20; Operations: 15/30			23	●	●	21				
122	<b>I-70 Shawnee County:</b> 4th St. to California St.	6-Lane Freeway	2	\$200	●	●	○	49	○	○	5		✓	✓	
173†	<b>I-70 Shawnee County:</b> Urish Rd East to MacVicar	6-Lane Freeway	5	\$176	●	●	◐	50	●	●	25		✓		
818	<b>I-70 Wyandotte County:</b> 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	<b>I-70 Wyandotte County:</b> 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	<b>I-435 Wyandotte County:</b> I-435/Parallel Parkway Interchange	Interchange Improvements	NA	\$17	Safety: 15/20; Operations: 18/30			33	●	●	24				
134	<b>US-24 Shawnee County:</b> Silver Lake East to Topeka	4-Lane Expressway	7	\$63	◐	◐	○	15	○	○	9		✓		
175†	<b>US-40 Douglas County:</b> 700 Rd East to K-10	4-Lane expansion	2	\$18	●	○	◐	41	◐	○	11				
874†	<b>US-169/K-7 Johnson County:</b> 191st St Interchange	New Interchange	NA	\$18	Safety: 9/20; Operations: 11/30			20	○	○	6				
130	<b>K-4 Shawnee County:</b> Kansas River Bridge North to Jefferson County Line	4-Lane Freeway	3	\$55	●	◐	◐	46	◐	◐	15			✓	
872†	<b>K-7 Johnson County:</b> K-7/W 75th Street Interchange	New Interchange	NA	\$40	Safety: 9/20; Operations: 14/30			23	○	○	8				
876†	<b>K-7 Wyandotte County:</b> Leavenworth Rd Interchange	New Interchange	NA	\$20	Safety: 16/20; Operations: 13/30			29	●	◐	18				
114	<b>K-10 Douglas County:</b> East 1900 Rd East to Johnson County Line	6-Lane Freeway	5	\$130	◐	◐	○	21	◐	◐	13				
138†	<b>Johnson County:</b> Outer loop: Connection between K-10 and I-35	New Highway	15	\$840	○	●	●	21	○	◐	12				
137	<b>Leavenworth and Johnson Counties:</b> 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	
<b>I-35 Johnson County:</b> Old US-56 to 119th St	Reconstruct & add lanes
<b>I-435 Wyandotte County:</b> I-435/State Avenue interchange just north of I-70	Diverging Diamond Interchange
<b>K-10 Johnson County:</b> K-7 to I-435	Capacity improvements

Engineering Factors
<p><b>Congestion</b> – 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><b>Value of Freight</b> – 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><b>Safety</b> - 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><b>Gross Regional Product (GRP)*</b> - 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><b>Traveler Benefit **</b> - 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><b>Route Continuity</b> – Complete or continue a corridor.</p> <p><b>Previous Investment</b> – 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	<b>US-24 Pottawatomie County:</b> US-24/Flush Rd Interchange	New Interchange	NA	\$22	Safety: 14/20; Operations: 10/30			24	◐	◐	15				
116	<b>US-75 Brown County:</b> K-20 North to US-36	4-Lane Expressway	12	\$108	○	○	○	15	○	○	9		✓		
141p†	<b>US-75 Brown County:</b> US-36 North to 270th St	Passing Lanes	5	\$10	◐	○	●	24	◐	◐	17		✓	✓	
142p†	<b>US-75 Brown/Nemaha Counties:</b> 280th St North to Nebraska State Line	Passing Lanes	6	\$10	○	○	●	22	◐	◐	17		✓	✓	
113	<b>US-75 Jackson County:</b> Holton North to K-20	4-Lane Expressway	14	\$126	●	○	●	29	◐	◐	13		✓		
136	<b>US-75 Osage County:</b> Lyndon North to Carbondale	4-Lane Freeway	12	\$174	●	○	○	28	○	○	5		✓		
112p	<b>K-4 Jefferson County:</b> 54th St North to Meriden	Passing Lanes	4	\$10	●	○	◐	28	○	◐	10				
875†	<b>K-7 Leavenworth County:</b> 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			Notes
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	<b>I-35 Johnson County:</b> I-35/US-56 Interchange	Interchange Improvements	NA	\$25	Safety: 22/32; Operations: 32/48				54				●	
865	<b>I-35 Johnson County:</b> I-35 / Gardner Rd Interchange	Interchange Improvements	NA	\$44	Safety: 20/32; Operations: 34/48				54			✓	◐	
862	<b>I-70 Wyandotte County:</b> I-70/US-69 (18th St.) Interchange	Interchange Improvements	NA	\$42	Safety: 22/32; Operations: 39/48				61				--	
863	<b>I-70 Wyandotte County:</b> Lewis & Clark Viaduct Interchange	Interchange Improvements	NA	\$93	Safety: 24/32; Operations: 32/48				56				◐	
158	<b>US-56 Douglas County:</b> Osage County Line East to US-56/59 Junction	Reconstruct and Add Shoulders	13	\$50	●	◐	◐	○	56		✓		●	
153	<b>US-56 Osage County:</b> US-75 East to Douglas County Line	Reconstruct and Add Shoulders	10	\$39	●	●	●	◐	67				●	
856	<b>K-5 Leavenworth/Wyandotte Counties:</b> US-73 Southeast to I-435/Wolcott Interchange	Reconstruct on New Alignment	7	\$35	●	◐	○	◐	60				●	
861	<b>K-7 Johnson County:</b> K-7/Shawnee Mission Pkwy (67th St.) Interchange	Interchange Improvements	NA	\$34	Safety: 10/32; Operations: 22/48				32				●	
882†	<b>K-16 Leavenworth County:</b> Jefferson/Leavenworth County Line East to Tonganoxie	Reconstruct and Add Shoulders	8	\$34	●	●	●	●	74				●	
191†	<b>K-92 Jefferson County:</b> K-4 East to Old K-92	Reconstruct and Add Shoulders	8	\$30	○	◐	○	○	36				◐	
194†	<b>K-92 Jefferson County:</b> McClouth West to US-59 Junction	Reconstruct and Add Shoulders	6	\$24	●	◐	●	◐	78				●	
151	<b>K-99 Wabaunsee County:</b> 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	
<b>I-35 Johnson County:</b> I-35/Santa Fe interchange in Olathe	Interchange reconstruction
<b>K-33 Douglas County:</b> 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.