



2025

ANNUAL REPORT



From the Secretary

We are approaching a significant milestone in the IKE program – the halfway point. We remain steadfast in our commitment to deliver a nearly \$10 billion transportation program to keep Kansans moving forward.

In 2024, we let to construction \$604 million in Preservation projects and \$307 million in Modernization and Expansion projects. We also announced 17 projects estimated at \$932 million were added to the development pipeline to continue investments into the future. This allows preliminary work to occur to determine infrastructure needs for these projects.

Accomplishments like these have us focusing on the future – how we finish delivering the IKE program through 2030 and envision a future transportation program. We see how our investments impact communities in the quality of life afforded to Kansans through our ability to support multiple modes of transportation that suit their needs. We also see our success in the growth of communities that follows infrastructure investments.

In the past year, we've been able to capitalize on discretionary federal funding opportunities that allow us to support projects already in the IKE pipeline and build on

partnerships with our local communities.

We appreciate the Legislature's continued support of IKE but know we still have a lot of work to do to meet the needs of Kansas communities. Investing in our people is as necessary as continued and growing investment to sustain and improve our transportation system.

With the halfway point in sight, we continue to proudly deliver on IKE promises to keep Kansans moving forward.



Calvin E. Reed, P.E.
Secretary, Kansas Department of Transportation
Director, Kansas Turnpike Authority

Our Purpose

To deliver transportation that keeps Kansans moving forward

About 2,200 KDOT employees are located throughout the state providing programs and services to maintain and enhance the state's transportation system. A strong workforce is critical to fulfilling KDOT's purpose.

Our Values



People Focused

Our work puts people first.



Results Oriented

We strive to do every job well, and decisions are informed by data and experience.



Forward Looking

We deliver today and plan for future generations.



Accountable

We earn trust through transparent and consistent actions.

IKE Program

KDOT uses the IKE program's guiding principles to improve transportation infrastructure across the state.

Flexible and Responsive

» The program is flexible and responsive to changing needs and emerging opportunities. In 2024, KDOT added \$932 million in projects to the development pipeline following input from Local Consult meetings.

Problem Solving

» The program allows KDOT to solve problems alongside local communities to support more transportation choices for Kansans. KDOT awarded about \$100 million in state and federal funding to local airports, public transportation agencies, short-line rail, and bicycle and pedestrian needs in local communities in 2024.

Leveraging Partnerships

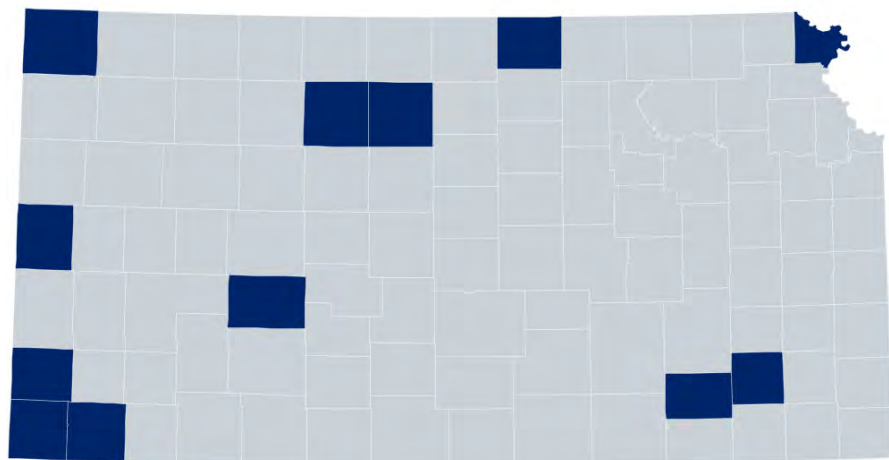
» KDOT leverages partnerships with local communities to stretch dollars further. Local matches drive infrastructure improvements that benefit both state and local assets. These partnerships are evident throughout this report.

Transparent and Accountable

» A dynamic, on-demand and public reporting system enables Kansans to see how IKE projects are delivering the transportation system Kansas needs. Learn more at [IKE.KSDOT.gov](https://ike.ksdot.gov)



Scan Here



□ Promise Met ■ Promise on Target

\$8 Million Promise

All Kansans will benefit from IKE.

IKE legislation requires **at least \$8 million to be invested in each county** across Kansas. This \$8 million promise is made up of investments in highway preservation, modernization and expansion, transportation modes and others that address technology and economic development.

The map at left shows KDOT has met the \$8 million promise in 93 counties with work underway to meet the promise in the 12 remaining counties.

Preservation

Preservation projects help maintain the state's transportation system. These projects take the form of pavement resurfacing, patching and mill and overlay on highways, as well as bridge redecking, repair, rehabilitation and replacement.

KDOT selects Preservation projects primarily based on pavement and bridge condition. Other factors considered include geometrics, safety and capacity. Preservation accounts for a little over half of the IKE budget and is a critical investment to preserve the existing transportation system.

Region	10-Year Preservation Target	Preservation Projects in Construction	Percent Status*
Northeast Kansas	\$1.3B	\$865M	67%
North Central Kansas	\$600M	\$393M	66%
Northwest Kansas	\$700M	\$316M	45%
Southeast Kansas	\$550M	\$437M	79%
South Central Kansas	\$800M	\$434M	55%
Southwest Kansas	\$500M	\$342M	68%

* All data current as of December 13, 2024



DISTRICT ONE – NORTHEAST KANSAS



I-470 Flyover Bridge to I-70 in Topeka

The I-470 flyover bridge that connects to westbound I-70 in Topeka was replaced in 2024. The former bridge was about 65 years old and had become functionally and structurally obsolete, requiring extensive maintenance work. The new steel girder bridge will take less effort to maintain and inspect. The \$7.7 million bridge reopened to traffic in November.



DISTRICT TWO – NORTH CENTRAL KANSAS

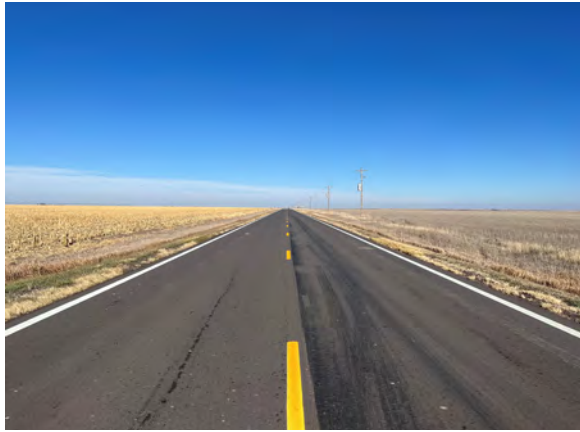


I-70 Pavement Replacement in Geary County

KDOT completed the second of three phases of a \$31.4 million pavement replacement project along I-70 on the south side of Junction City in 2024. This project includes improvements for a 5-mile stretch of interstate, with the project completed in phases to facilitate access to local streets. The third phase is anticipated to be complete in late 2025.



**DISTRICT THREE –
NORTHWEST
KANSAS**



K-25 Resurfacing in Rawlins County

KDOT completed work to resurface nearly 30 miles of K-25 in Rawlins County in summer 2024. The \$5.6 million mill and overlay project spanned from the Thomas County line north to the Nebraska border.



**DISTRICT FOUR –
SOUTHEAST
KANSAS**



U.S. 59 Bridge Replacement in Neosho County

The U.S. 59 bridge replacement project over the Neosho River south of Erie is an \$11.5 million project. The bridge was demolished in 2024, and construction of the new bridge structure is underway with an estimated completion date in spring 2025.



**DISTRICT FIVE –
SOUTH CENTRAL
KANSAS**



U.S. 54 Reconstruction in Kingman County

Pavement and bridge deck replacement began on U.S. 54 in Kingman County in 2024. This \$36 million project includes a full pavement depth reconstruction of 7 miles of highway from the K-14/U.S. 54 junction east to the Kingman/Sedgwick county line. The project is expected to be complete in late 2025.



**DISTRICT SIX –
SOUTHWEST
KANSAS**



U.S. 83 Bridge Replacement in Garden City

A \$9.2 million bridge replacement project over the Arkansas River in Garden City was completed at the end of 2024. The overall bridge size and lane widths were increased, and a 10-foot pedestrian walkway was added.

Modernization & Expansion

Modernization and Expansion projects are identified through the two-year rolling Local Consult process and scored based on engineering factors and regional priorities.

Modernization projects may include adding shoulders and turning lanes, improving intersections and interchanges, and upgrading lighting and guardrails.

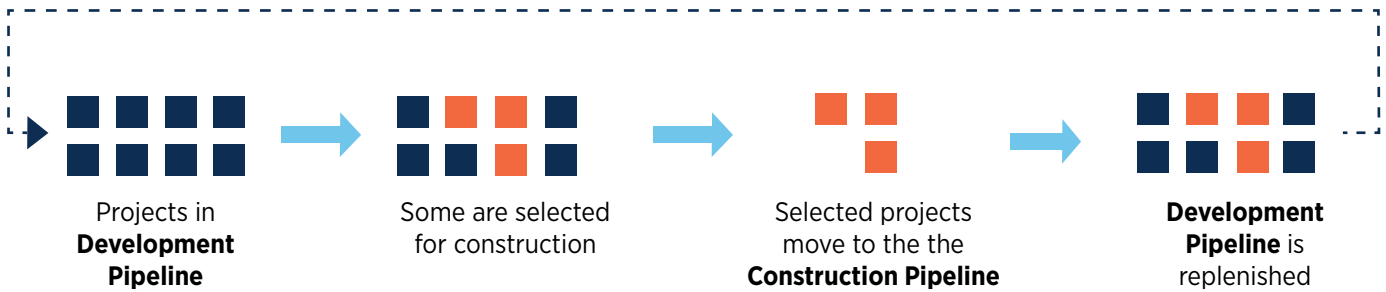
An added scoring component for Expansion projects is economic impact. Expansion projects add capacity to the highway system by adding new lanes, passing lanes or new interchanges and also support infrastructure needs for new and expanded economic development activities.

Information gathered at Local Consult is included in scoring to help select projects that are considered for future development. Projects are selected for the development pipeline to allow for preliminary engineering work to begin.

As projects are prepared and budgets allow, projects may be selected for the construction pipeline. The development pipeline is then replenished to allow for a continuous flow of projects that may be ready for construction in the future.

The average project takes about 6 years from concept to completion but may extend longer due to a variety of factors.

Development Pipeline: Allows preliminary engineering work (the design and additional advance work) to begin.



Construction Pipeline: When ready and budget allows, some of the projects from the development pipeline move to the construction pipeline.

Region	5-Year Target Minimum Investment	Construction Projects Let		Total Minimum Investment	Status Toward 5-Year Minimum Investment
		In Construction	Remaining FY 25		
Northeast Kansas	\$220M	\$705M		\$550M	✓
North Central Kansas	\$27.2M	\$7.5M	\$49M	\$68M	🎯
Northwest Kansas	\$22M	\$60M		\$55M	✓
Southeast Kansas	\$35.6M	\$31.2M	\$21M	\$89M	🎯
South Central Kansas	\$118.8M	\$178.5M		\$297M	✓
Southwest Kansas	\$36.8M	\$51.1M		\$92M	✓

17 highway Modernization and Expansion projects were added to the development pipeline in 2024, paving the way for preliminary engineering work to begin.



Scan Here



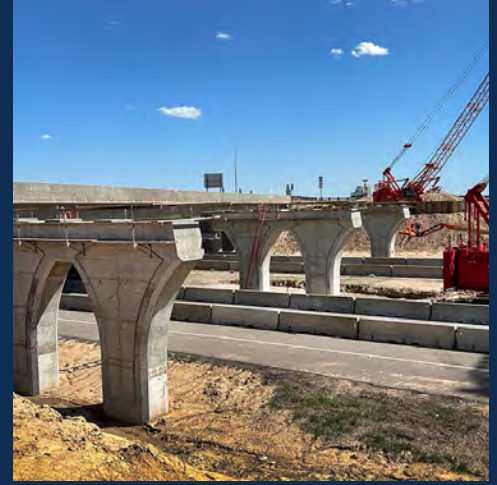
U.S. 50 Expansion

District Six: Work continues on an \$86 million project to expand U.S. 50 to a four-lane expressway from Cimarron to Dodge City. The westbound lanes were completed in 2024, and eastbound lanes are anticipated to be complete in 2025.



Lawrence Diverging Diamond Interchange

District One: The diverging diamond interchange at the intersection of U.S. 40 (6th Street) and K-10 in Lawrence was intended to reduce potential crash points by removing left turns across traffic. The \$14 million project opened in fall 2024, two months ahead of schedule.



U.S. 183 Bypass in Hays

District Three: A \$20.9 million project to improve the U.S. 183 bypass and I-70 interchange in Hays began in 2024. This project includes construction of a new overpass, reconfiguration of existing ramps, intersection improvements and drainage improvements. Work is expected to be complete in fall 2025.



U.S. 166/400 Expressway in Cherokee County

District Four: A four-lane expressway on U.S. 166/400 from Baxter Springs to the Missouri border was completed in 2024. The 6-mile stretch of road was a \$55 million project that also modernized interchanges at U.S. 400 and K-26.



North Junction Gold Project Phase 2B

District Five: Phase 2B of The North Junction Gold Project addresses morning peak hour bottlenecks in Wichita by constructing a two-lane direct connection from northbound I-235 to eastbound K-96 and a two-lane flyover connecting westbound K-96 to southbound I-135. The \$140 million project is expected to remain in construction until 2026.



K-99 Road Improvements in Wabaunsee County

District One: An \$11 million project is underway in Wabaunsee County to reconstruct K-99 on an offset alignment from the I-70 junction north 2 miles to tie into previous road improvements. The project will add turn lanes onto I-70 to reduce congestion at the highway junction.

Transportation Modes

Transportation supports quality of life and economic development in local communities. IKE provides funding for multiple modes of transportation to **address local needs and give Kansans more transportation choices.**

Funding programs for aviation aid runway repairs, technology upgrades and expansion efforts at public-use airports. Meanwhile, short-line railroads benefit from

investment in expansion and rehabilitation to support the efficient movement of goods. Public transportation programs provide operational and administrative support to hundreds of public transit agencies in Kansas.

Finally, funding is available for ADA sidewalks, bicycle lanes, multi-use paths and other infrastructure that enhance connectivity and provide alternative transportation methods.



A pilot takes off from Wellington Municipal Airport

Aviation

Program Funding	# of Projects Awarded	Total Investment (Including Local Match)
\$14.3 million	58 projects at 37 airports	\$34 million



A cyclist uses a bike lane in Lawrence

Bicycle/Pedestrian

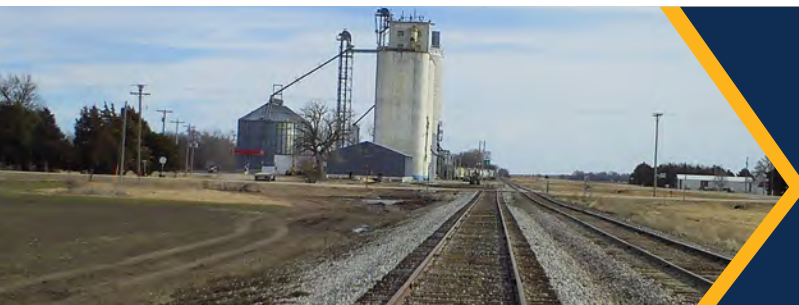
Program Funding	# of Projects Awarded	Total Investment (Including Local Match)
\$31.5 million (state and federal)	31 Projects	\$39.5 million



Transit users prepare to board a bus in Salina

Public Transit

Program Funding	# of Projects Awarded	Total Investment (Including Local Match)
\$30.1 million (state and federal)	156 Transit Providers	\$41 million



Railroads are important for moving ag products

Short-Line Rail

Program Funding	# of Projects Awarded	Total Investment (Including Local Match)
\$16.5 million	17 Projects	\$23.5 million

Local Communities

Cost Share Program

➤➤➤ The Cost Share program is designed to **help communities advance transportation projects** to improve safety, support job retention and growth, relieve congestion and improve access and mobility. In 2024, the program invested over \$14.5 million in state funds for local projects. Local communities contributed \$16.2 million to support the awarded infrastructure projects for a total investment of more than \$30 million.

Local Bridge Programs

➤➤➤ KDOT more than **doubled its annual funding for local and off-system bridges** in 2024 through the use of Bipartisan Infrastructure Law funds. Combined with matching funds from awarded cities and counties, the total project value was over \$45 million for 40 bridge improvement projects across the state.

Innovation

➤➤➤ KDOT began the installation of fiber optic cable along U.S. 83 between from the southern Finney County line north to the northern Thomas County line as part of a plan to provide advanced notifications and information along the heavily traveled freight corridor. Oversized loads are now tracked on KanDrive along the U.S. 83 route to give drivers advance notice of potential delays. The second phase of the project will start in 2025 to install advanced technology along the corridor to improve the efficient movement of agriculture products and other freight in the region.



Cost Share project in Fort Scott



Local bridge projects connect Kansans



Traffic on U.S. 83

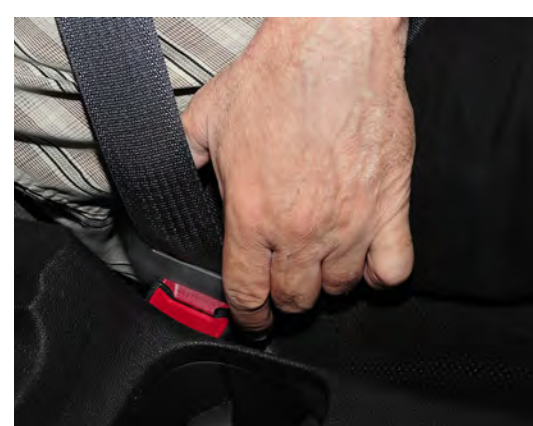
Traffic Safety Initiatives

Preliminary data for 2024 indicates for the fourth consecutive year Kansas will see a decrease in the number of highway fatalities, and for the second straight year, fewer than 400 traffic fatalities, on Kansas roads and highways.

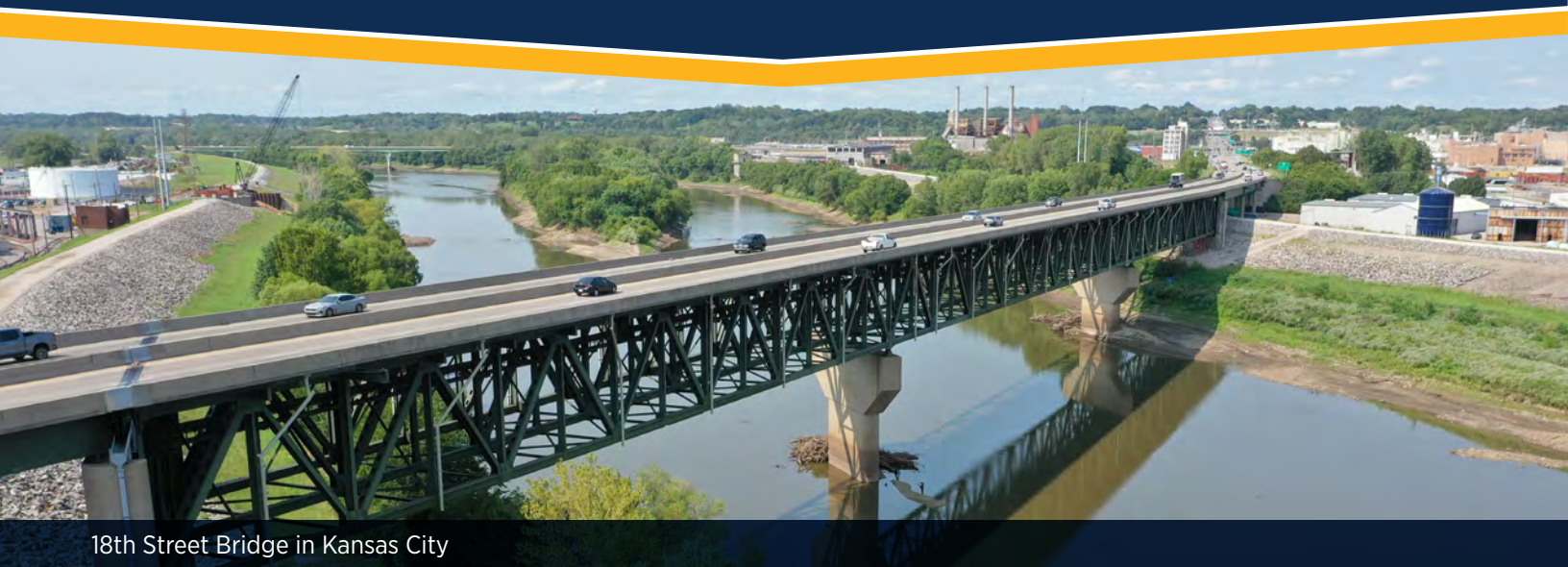
Because even one life lost is too many, the state's Strategic Highway Safety Plan and Drive to Zero coalition continue to support initiatives that enhance safety on Kansas roads through data-driven approaches, behavioral safety messaging campaigns and low-cost engineering improvements.

In 2024, KDOT and the Drive to Zero coalition completed the first year of a five-year Safety Corridor Pilot Program. Increased traffic enforcement occurs along the four safety corridors — on stretches of I-135, U.S. 83/50, U.S. 69 and U.S. 24.

Additional signage alerts drivers to the presence of law enforcement. During the first year of the program, nearly 2,600 contacts were made with the traveling public and ranged from warnings to citations.



Partnering on Progress



18th Street Bridge in Kansas City

Capturing federal funds

Kansas received federal discretionary grants of over \$190 million in 2024 to help KDOT deliver projects and improve transportation infrastructure across Kansas.

These grant awards give KDOT the ability to address community needs above and beyond what is possible with state funds alone.

The state received \$62.6 million to support the 18th Street Bridge Replacement Project in Kansas City and nearly \$98 million to support the I-35 and Santa Fe Street Corridor Project in Olathe. Both projects are already in the development pipeline. Meanwhile, an additional \$1.6 million

in federal funds will support the Canal Route Modernization Study on I-135 in Wichita, which is anticipated to begin in 2025.

KDOT also received grant awards to support programmatic activities with \$2.69 million to improve and modernize crash data collection and nearly \$32 million to modernize project practices and support the adoption of advanced construction materials.

KDOT will continue to be aggressive in seeking these federal funding opportunities in 2025 to supplement IKE funding and deliver infrastructure and innovation throughout the state.



Additional capacity for Lexington Avenue in De Soto

Making an economic impact for Kansans

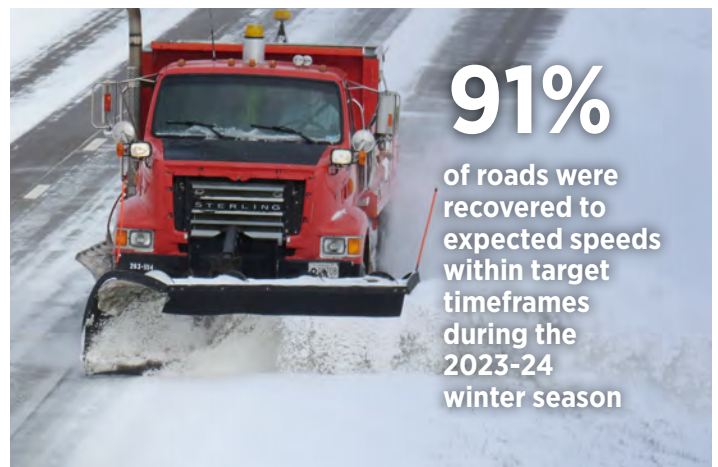
In late 2024, KDOT celebrated the completion of road improvements in De Soto that support the Panasonic Energy Co. electric vehicle battery manufacturing facility. Improvements included updating about 4.5 miles of road along West 103rd Street and Astra Parkway.

KDOT's economic development program supported the improvements with the objective of supporting private job growth and capital investment.



De Soto Local Road Improvements Project celebration

Operations & Maintenance



Kansas Turnpike Authority Update



KDOT and the Kansas Turnpike Authority (KTA) work together to serve the transportation needs of Kansas. KDOT's Secretary also serves as the Director of the KTA.

2024 KTA Highlights

- Converted the Kansas Turnpike to a cashless tolling system as the FY24 year ended, with 85% of surveyed customers* supporting the conversion.
- Nearly 37.6 million vehicles used the roadway, with 95% of surveyed customers* considering the Kansas Turnpike an important part of Kansas transportation.
- Increased assets by \$31.7 million and capital assets increased to \$819.6 million.

*Annual customer satisfaction survey, fall 2023

- Invested \$46.9 million in ongoing roadway (\$26.1 million) and bridge (\$20.8 million) preservation efforts.
- Completed cashless toll zones construction and 17 roadway and preservation projects, including a high friction surfacing project identified in the third phase of a safety assessment.
- Continued to elevate bridges and aid freight movement. Since 2016, a total of 69 bridges have been elevated.
- Increased electronic toll collection to 69% of all tolls collected.
- Expanded community outreach efforts to aid understanding of cashless tolling through more than 270 events.
- Increased transponder compatibility with K-TAG now accepted in most of Colorado and ExpressToll accepted in Kansas.



The 2025 appendix
is available **online**



Scan Here



Learn more:
KSDOT.gov