



★ 20 ANNUAL ★ 22 REPORT

TRANSPORTATION IN KANSAS
A year in review
Published January 2022



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Kansas
Department of Transportation

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From the Secretary

There has never been a better time to work in transportation in Kansas.

The Kansas Department of Transportation had much to celebrate in 2021 – we completed the first full year of the Eisenhower Legacy Transportation Program, which we call IKE.

The IKE program touches every Kansan and strengthens our communities so more people will want to make our state their forever homes. It builds the highways on which Kansans drive to work and to school; provides the transit options for the elderly to visit their doctors; helps communities upgrade their local airports to attract business jets; and makes sidewalks, crosswalks and bike paths safer and more enjoyable to use. It reduces congestion from heavy traffic in urban areas and helps freight trucks and passenger cars safely share the roads in rural and urban areas.

The program allows Kansas companies to compete for manufacturing and distribution opportunities and to connect farmers and ranchers to markets in the state and around the globe.

When the Kansas Legislature passed the IKE program four hours before the session would wrap up early in March 2020, it was a significant achievement. Democrats, Republicans and urban and rural legislators all came together to approve the program.

This proved that our desire to build together is stronger than the fractures that separate us.

We went right to work, bringing together public and private partners to establish new set-aside programs and reinstate others.

By the end of 2021:

- KDOT fully funded preservation work,
- At least one phase of all T-WORKS projects was underway,
- Construction lettings increased by 200%,
- KDOT added to IKE's development pipeline and committed \$750 million to construction projects, and
- The agency began making plans for \$2.3 billion in new federal aid.



In late 2021, Congress authorized the Bipartisan Infrastructure Legislation, known as BIL. It is another great example of what can happen when people from coastal and heartland states all pull together for a common goal.

With the passage of BIL, Kansas will receive approximately \$145 million additional dollars for highways, bridges, transit, and electric vehicle infrastructure annually over the next five years.

And because Kansans, legislators and Governor Laura Kelly did the hard work of crafting, passing and funding the IKE program, we stand ready to deliver game-changing results for Kansans.



Secretary Julie Lorenz discusses Wichita Transit's efforts to electrify its fleet by 2030.

This progress would not be possible without fiscal stability. We remain on track to close the “Bank of KDOT” in fiscal year 2023, which begins next July. This is a testament to the conviction of policymakers and stakeholders who believe that transportation dollars should be spent on transportation projects.

Together, IKE and BIL will save lives, reduce transportation costs for Kansans and freight and strengthen communities through innovations in technology and economic development.

Achieving these goals won't be easy, but we've proved we can do hard things together.

We can't deliver the IKE program alone. We must continue building strong partnerships with communities and industry partners to make sure we're all pulling in the same direction. We need Kansans to bring us their local challenges so we can work together to solve problems. We must make sure Kansans have good, cost-effective transportation choices. These choices help Kansans and their communities do more than just survive, but prosper.

We are honored to work with Kansans to achieve these goals and look forward to all we will accomplish together in 2022.

Julie Lorenz
Secretary of Transportation
Director of Kansas Turnpike Authority

Kansas, Midwest has HomeField Advantage for innovation

Event highlighted transportation, agriculture and technology for public- and private-sector representatives

Agriculture, transportation and technology are key economic drivers across the upper Midwest. A first-ever multi-state virtual conference provided stakeholders from those industries an opportunity to learn from each other and plan how to maximize regional strengths.

Over 350 public and private sector leaders from more than a dozen Midwest states participated in the HomeField Advantage Heartland Conference on Oct. 15. The event, organized by the Kansas Departments of Agriculture and Transportation, brought expert panelists together to talk about ways to leverage investments in infrastructure and technology to build stronger communities throughout the Heartland.

Julie Lorenz, who also is the President of the Mid America Association of State Transportation Officials (MAASTO), served as a panel moderator and a host of the event. “Now is the time to identify partnerships and regional strategies that generate game-changing results for generations to come,” Lorenz said. “Maximizing investments in state infrastructure requires multi-state and public-private sector partnerships.”

The HomeField Advantage conference featured interactive discussion to identify potential pilot projects focused on driving down the cost of transporting agriculture products and improve access to carbon credit markets and other economic opportunities.

The conference provided important data, trends and information for agriculture producers, shippers, agriculture developers and manufacturers, rail and barge operators, internet service providers, state department of transportation program managers, carbon credit program managers, city/county economic development officials, transportation logistics industry officials, legislators, mayors and city/county commissioners.

Organizations participating in the HomeField Advantage Conference included the MAASTO-member states of Kansas, Illinois, Indiana, Iowa, Kentucky, Michigan, Minnesota, Missouri, Ohio and Wisconsin, as well as departments of transportation from Nebraska, South Dakota and North Dakota. The U.S. Chamber of Commerce and the Soy Transportation Coalition were also involved, along with private sector representation from Cargill, Lindsay Corporation, Amazon and Locus Agricultural Solutions.



Secretary Julie Lorenz with speakers from the HomeField Advantage Heartland Conference.



Secretary Lorenz served as a panel moderator and a host of the event.



KDOT by the Numbers

Numbers shown below are taken from KDOT's Quick Facts booklet. Quick Facts contains a brief overview on information about KDOT programs and agency-related statistics. Click here for more: <https://www.ksdot.org/assets/wwwksdotorg/pdf/quickfacts.pdf>



Airport Improvement Program

Since FY 2000

KAIP has supported **720 projects** at **138 public-use airports**, totaling more than **\$128.3 million** invested



Local Bridge Improvement Program

Since October 2019

130 bridges replaced or removed, **67 counties** and **three cities** selected to receive a combined total of **\$15.15 million**



Rail

Between 2019 and 2021

26 rail improvement projects totaling **\$49.4 million** (grants and match funds) have been completed or are under construction



Safety

Seat Belt Usage

86% of adults 18 years-old and older wore their seat belts in 2021



Public Transit

FY 2021

4,498,793 transit rides*

*Ridership significantly impacted by COVID-19

Travel in Calendar Year 2021

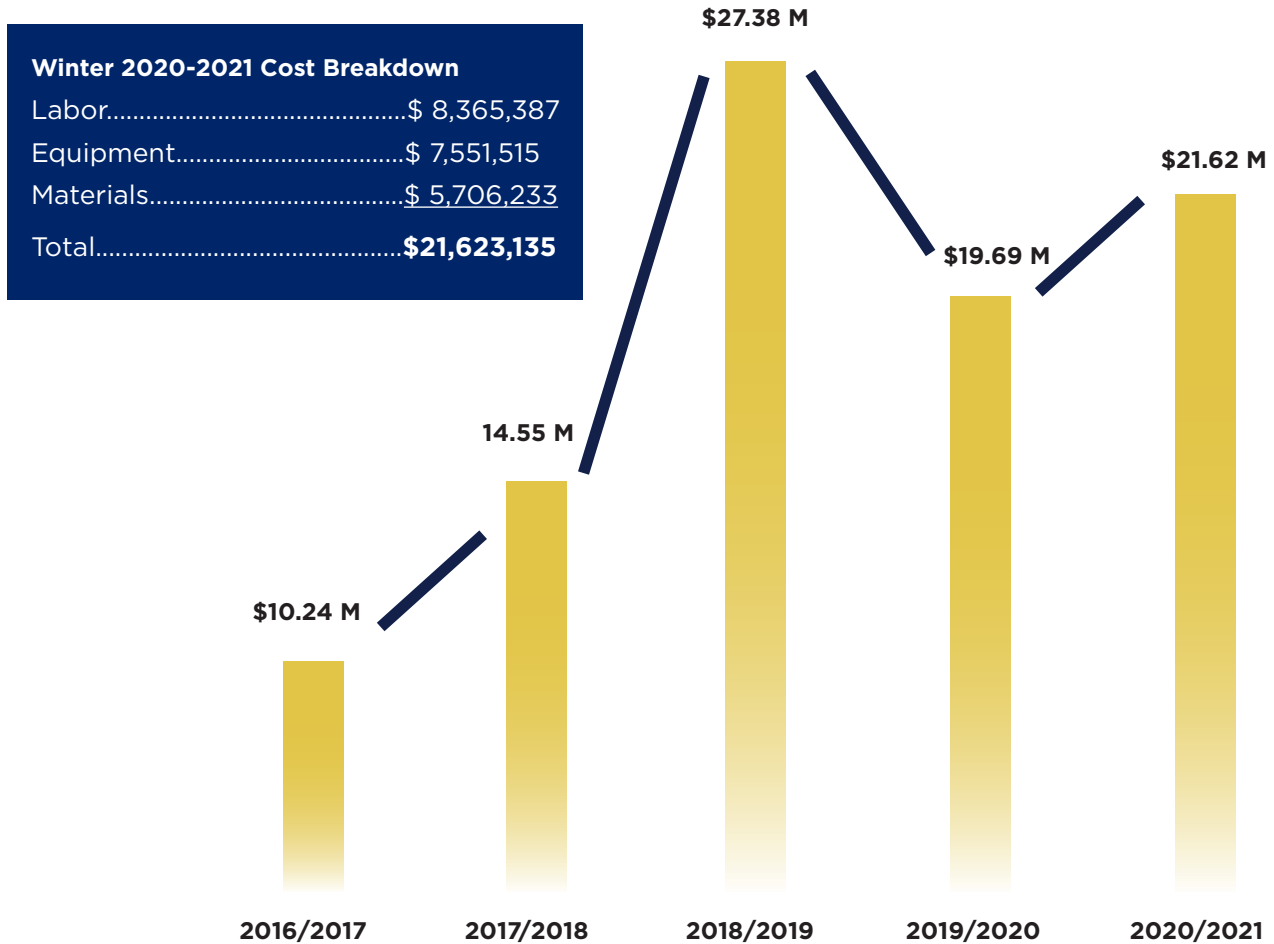
System	Center Line Miles	Percent of Total Miles	Daily Vehicle Miles Traveled	Percent of Total Travel
State Highway System	9,386	6.7%	28,190,657	33.1%
City Connecting Links	910	0.6%	17,140,030	20.1%
County/Township	113,036	80.7%	12,203,977	14.3%
Municipal	16,541	11.8%	23,151,796	27.2%
Turnpike	239	0.2%	4,396,789	5.2%
TOTAL	140,112	100.0%	85,983,249	100.0%

Travel dropped 2.2% from 2019 but saw an 11.8% increase from 2020.



Snow and ice removal costs (Past five winters)

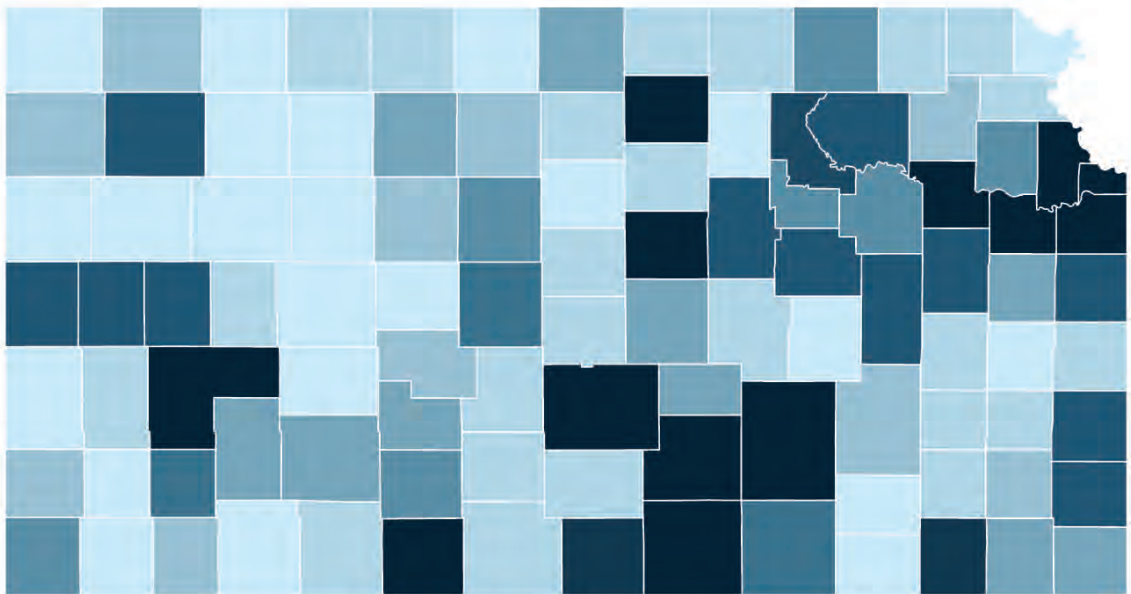
Numbers shown below are for **Fiscal Year (July 1-June 30)**. 2021 data does not include storms from November and December 2021 or January 2022.



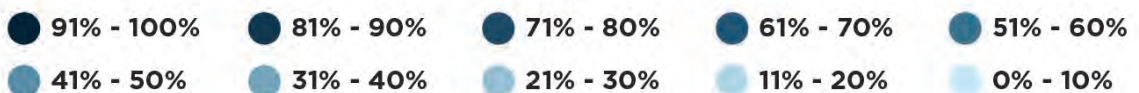


IKE Progress

All Kansans will benefit from the IKE program. The IKE legislation requires KDOT to invest at least \$8 million in each county across Kansas. This \$8 million will be made up of investments in highway preservation, highway expansion and modernization, aviation, transit, rail, bicycle/pedestrian projects and others that address technology and economic development. Below you can see overall progress of how KDOT is doing toward investing in Kansas' 105 counties. More information about investments in each county can be found in the Program Overview, please visit the IKE website at <http://www.ksdot.org/ike>.



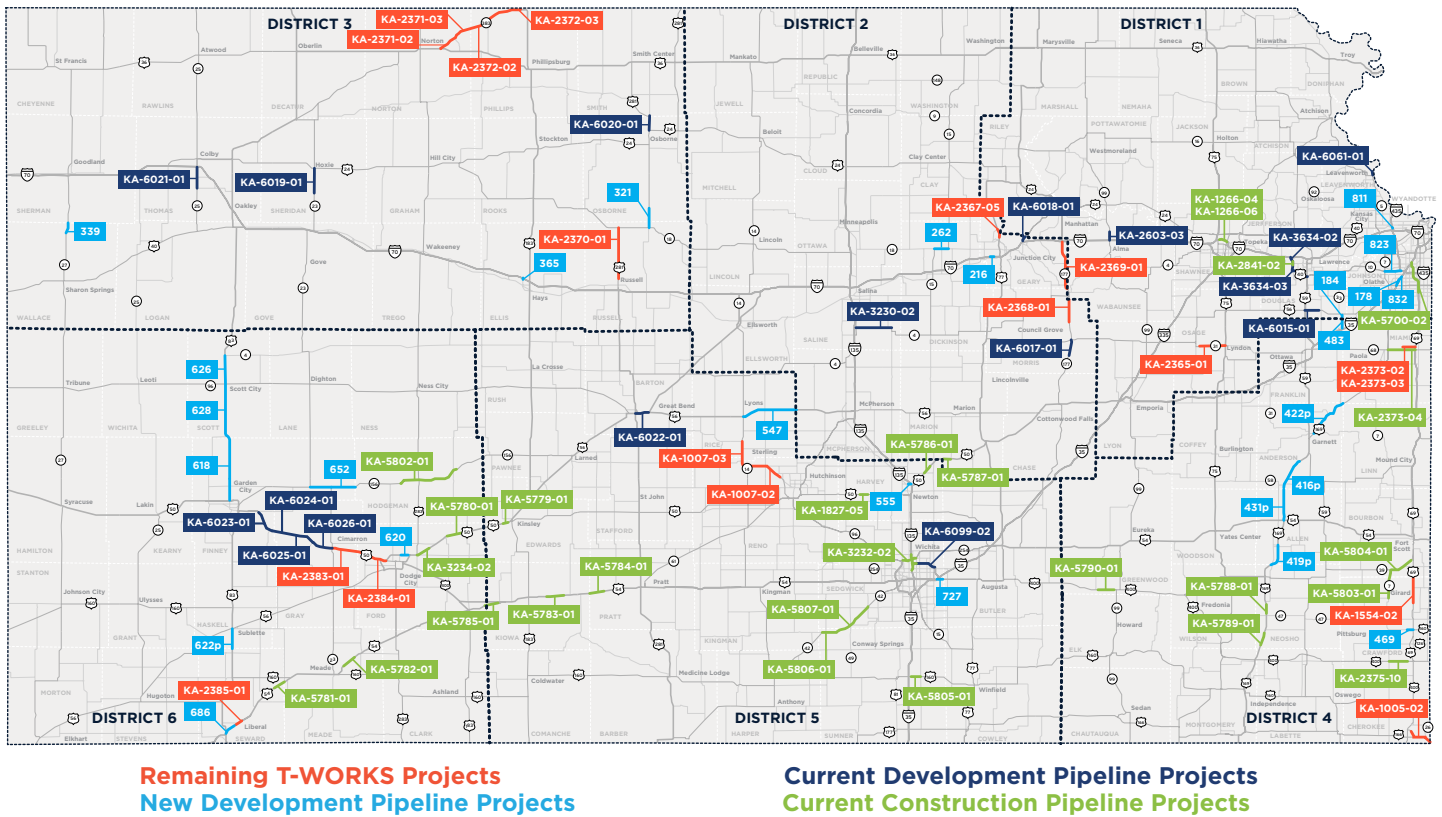
As of December 2021, Percent of \$8 Million Promise Met



IKE pipelines and T-WORKS projects

Modernization and Expansion Highway Projects*

*As of December 2021



Winter 2021 development pipeline announcement

Twenty-six modernization and expansion highway projects in Kansas were added to the Eisenhower Legacy Transportation Program (IKE) development pipeline. Information about these projects can be found in the New Development Pipeline Projects info sheet located on the IKE website <http://www.ksdot.org/ike>.

The development pipeline is where preliminary engineering and analysis is completed to prepare projects for construction.

December's announced projects join 44 projects that were previously identified for development or construction across the state. A robust development pipeline allows KDOT to quickly move the projects that best address current and anticipated regional needs into construction as opportunities arise.





Priorities Shared at Local Consult

The IKE Program relies on Kansans to participate in Local Consult every two years to share their transportation priorities for their communities and their region. These priorities help KDOT determine which projects move forward into the IKE program's development pipeline for further engineering and development work.

It's also an opportunity to strengthen local partnerships, to better understand which KDOT programs matter most to communities and to get feedback on how we can improve delivery.

KDOT engaged more than 3,100 Kansans during a series of Local Consult activities in 2021. A summer survey asked Kansans about a broad set of transportation priorities, including safety, economic development, access to bicycle and pedestrian options, transportation equity and environmental sustainability.

For the first time, the regional fall Local Consult meetings took place virtually to follow current public health guidance related to the COVID-19. Meetings focused on each of KDOT's six geographic districts and the Wichita and Kansas City metro areas.

While specific project needs vary across the state, there are some common, overarching themes:

Safety is a top concern. Whether it's urban congestion or sharing the road with oversize/overweight vehicles, Kansans care deeply about making sure roads are as safe as possible. Preferred solutions include adding capacity through additional lanes, passing lanes and adding shoulders where possible.

Taking advantage of opportunities is possible. The "rolling program" in IKE that gives KDOT the opportunity to announce expansion and modernization projects throughout the 10-year program - instead of one time only, as in previous Kansas transportation programs - helps communities and KDOT be flexible to help meet changing needs. The rolling program approach helps ensure that transportation projects can adapt to challenges, like Kansas communities adapting to hospitals closing, and opportunities, like economic development projects.

Regions are stronger when they work together. Communities come to Local Consult to advocate for their projects - and rightfully so. No one knows more about transportation needs than those who live in and serve Kansas communities. The magic of Local Consult is when Kansans can hear about the priorities of other communities and consider the ways in which priority projects fit into a bigger picture, which strengthens the entire region.

KDOT used the information provided by Kansans to develop a local input score for projects under consideration for the IKE Development pipeline. This score, along with engineering and economic data, helped KDOT select the projects for the Development Pipeline in December.

“That’s one of the strengths of Local Consult, it’s why we don’t just have one-on-one meetings with communities. Every community should advocate for their projects, but because we only have so much money, we need to work at the regional level to see which projects benefit each region most.”

—Julie Lorenz
Secretary of Transportation



More than 3,100 Kansans provided input through the Local Consult process.



Preserving our System

The most common measures of pavement condition focus on the surface: cracking, rutting and roughness of ride, for example. These closely align with what road users experience on the highway, but may not be the best indicator of the health of the pavement. Structural issues deep below the surface can make resurfaced roads become rough sooner, which means those superficial improvements are less cost-effective over time. Major rehabilitation and replacement is needed periodically to keep our highways in good shape.

The shortage of heavy preservation actions in the later years of the T-WORKS program impacted pavement condition in recent years. However, under the first year of the IKE program in 2020, KDOT was able to program more “heavy” actions like rehabilitation and replacement.

The table below reflects the types of preservation work that was completed in 2021. Kansas has nearly 10,000 miles on the state highway system. Every year we lose one year of expected life on each mile. In 2021, we added 10,540 mile-years back to our highways through our preservation investments.

To help predict and assess pavement performance, KDOT is refining its performance metrics to better define the level of investment needed to manage the state’s highway assets over the long term. These metrics, required in the legislation that created the IKE program, demonstrate the commitment to maintaining the state’s transportation system.

Type of Preservation	Expected Life	Miles Completed in 2021	Mile-Years Added
Very light actions	3 years	600	1,800
Light rehabilitation	7 years	492	3,358
Heavier rehabilitation and reconstruction	9 years	598	5,382

**Total Mile
Years Added**

10,540



Transportation Safety in Kansas

Kansas roadway fatalities remain a concern

The number of people who lost their lives on Kansas roads stayed about the same from 2020 to 2021, according to preliminary traffic safety data.

While 2021 crash reports continue to come in, preliminary crash statistics indicate that we may lose 425 people or more in motor vehicle crashes in 2021, roughly mirroring the number of 2020 fatalities.

However, the state's fatality rate will likely decline from 2020 to 2021. During 2020, the first year of the COVID-19 pandemic Kansas saw an increase of 3% in motor vehicle fatalities and a decrease of 10% in vehicle miles traveled (VMT) as employees were asked to work from home. The increase in fatalities at the same time as the reduction in the number of miles driven caused the state's fatality rate to spike.

A National Highway Traffic Safety Administration study found the main behaviors behind this increase nationally included impaired driving, speeding and failure to wear a seat belt. During the pandemic in Kansas, one of the major contributing circumstances behind our increase in fatalities was speeding. According to our law enforcement partners, citations for driving more than 100 mph increased dramatically compared to pre-pandemic levels.

With many restrictions being lifted in 2021, Kansans started traveling more, increasing the vehicle miles traveled to 10% above 2020 levels. With an increase in VMT coupled with similar fatality numbers as compared to 2020, KDOT expects our fatality rate will decrease in 2021.



Clear Zone Safety Improvement Program

KDOT implemented a new roadside safety program in 2021 targeted toward rural roads with narrow shoulders.

The Clear Zone Safety Improvement Program focuses on improving highways that don't have enough right-of-way to widen or add shoulders and grade the side slope. These activities can help improve the "clear zone," or the zone where a vehicle can recover if it leaves the roadway. KDOT's clear zone program is aimed mostly at roadways in rural areas where the primary purpose is for local and intercounty travel, including access to smaller cities. This initiative provides \$10 million annually to widen shoulders and improve the clear zones.

This program will identify highway segments that meet standard criteria, such as those where there is not enough right-of-way to widen the highway and where shoulders are narrow or not present. KDOT will work closely with the area and district engineers who use their knowledge of the area and input they receive from stakeholders to help select projects. The program will include:

- Acquiring right-of-way and coordinating utilities when necessary,
- Widening the roadbed and grading the ditch slopes to allow for shoulders to be added,
- Paving the shoulder when KDOT completes a light action pavement preservation project, and
- When necessary, widening or replacing structures so shoulder widths can be improved.

KDOT has identified three projects for this program with activities to begin in 2022, two of which will take place in south central Kansas.

Education targeted to drivers

KDOT implemented several new initiatives in 2021 to combat the upward trend in traffic fatalities. These initiatives were combined with a new messaging theme: “Who Do You Make It Home For?”

This message focuses on increasing seat belt use, stopping impaired driving, lowering speeds and eliminating distractions.

The initiatives included an education and enforcement campaign related to addressing drug-impaired driving on April 20. In May, KDOT started a new messaging initiative targeting pick-up truck drivers and stressing the importance of seat belt use. Kansas data shows these drivers use seat belts at a much lower rate than drivers of other vehicles. A June education and enforcement campaign focusing on speeding was also new in 2021.

Federal funding provided overtime grants to law enforcement across the state; this funding was also used for a media campaign.

Additionally, Kansas partnered with other states in the region to conduct a speed education and enforcement campaign in July. The behavioral traffic safety section continues to partner with the Kansas Highway Patrol on a grant that will provide training on the enforcement of Kansas’ complicated ignition interlock laws for impaired driving.



Executive Safety Committee re-established and improved

The Kansas Executive Safety Council (ESC) is a coalition of organizations committed to improving traffic safety in Kansas. The ESC taps the skills of many agencies to champion safety on all public roads in Kansas by guiding development of Kansas’ Strategic Highway Safety Plan (SHSP), advising KDOT and other agencies on its implementation and working to advance a culture dedicated to improving traffic safety throughout the state of Kansas.

In 2020, representatives from Kansas participated in a SHSP-related peer exchange in three states and surveyed former members of the ESC to identify areas for improvement. Three key goals were identified: have ESC members be decision-makers/policy makers, clearly identify the ESC’s role and responsibilities and create stronger engagement in meetings and a stronger sense of ownership over the plan and its implementation activities.

In 2021, the ESC was revamped to include executives and policy-level decision makers. KDOT also hired a consultant team to provide objective facilitation and support to the ESC and to focus on championing traffic safety in the state.

The ESC is chaired by the Kansas Secretary of Transportation. It includes executives from key state agencies, officials from federal transportation agencies and representatives from organizations, associations, and private firms with a strong interest in traffic safety. The ESC may also include “friends of the SHSP” who are non-voting members but enable additional representation at ESC meetings for interested individuals from agencies, associations and the private sector, providing a committed coalition for traffic safety.

ESC Membership

- Rick Backlund, Federal Highway Administration
- Keith Browning, Kansas Association of Counties
- Mark Burghart, Kansas Department of Revenue
- Michael Christopher, Federal Motor Carrier Safety Administration
- Trey Cocking, League of Kansas Municipalities
- Monica Dammon, Kansas Emergency Nurses Association
- Susan DeCourcy, National Highway Traffic Safety Administration
- Keith Dreiling, Kansas Department of Education
- Matt Hall, International Brotherhood of Teamsters
- David Jacobson, Kansas Turnpike Authority
- Col. Herman Jones, Kansas Highway Patrol
- Joel Keller, Cisco
- Dan Klucas, Kansas Insurance Department
- Ed Klumpp, Kansas Association of Chiefs of Police, Kansas Sheriffs’ Association, Kansas Peace Officer Association
- Julie Lorenz, Kansas Department of Transportation (**Chair**)
- Lori Marshall, Kansas Mothers Against Drunk Driving
- Senator Mike Petersen, Kansas Senate, Transportation Committee
- Representative Rich Proehl, Kansas House of Representatives, Transportation Committee
- Trisha Purdon, Kansas Department of Commerce
- Amy Raymond, Kansas Judicial Branch
- Janet Stanek (pending), Kansas Department of Health and Environment
- Shawn Steward, AAA of Kansas



2021 Accomplishments

T-WORKS wrapping up work

In December 2021, KDOT announced that at least one phase of all remaining T-WORKS projects had been let to construction. T-WORKS was Kansas' 10-year, \$8 billion transportation program designed to create jobs, preserve highway infrastructure and provide multimodal economic development opportunities across the state from 2010-2020.

The Kansas Legislature approved the T-WORKS program during the great recession in 2010. The IKE program will continue some of the best components of the T-WORKS program, including using engineering and economic data to select highway expansion and modernization projects, and a promise to invest at least \$8 million in transportation in each of Kansas' 105 counties.

Over 25 phases of 15 highway expansion and modernization projects were put on hold in 2016 when State Highway Plan funds were reallocated away from construction.

In 2019, KDOT picked up the T-WORKS projects once more and began the work needed to complete them.

Two years later, a phase of each of these projects has been let for construction.



Completing the T-WORKS program proves that when state and local governments, Democrats and Republicans, urban and rural communities all pull together around one common goal, we can accomplish big things for our state," said Max Dibble, a Phillips County commissioner and member of the 2018 Joint Legislative Transportation Vision Task Force.

Under the T-WORKS program:

- All state highways have been improved;
- More than 1,000 bridges have been repaired or replaced;
- Over \$246 million has been invested in public transit services;
- 67 rail improvement projects have been completed or are underway;
- 13 miles of bicycle and pedestrian paths have been completed; and
- **Every Kansas county** received at **least \$8 million** in transportation investments as promised.

TURNER DIAGONAL



WE WON!
KDOT project wins the
PEOPLE'S CHOICE AWARD
in the 2021 America's
Transportation Awards

**THANK YOU FOR TAKING
THE TIME TO VOTE FOR
KANSAS!**

**MORE THAN \$30K WILL
HELP KANSAS STUDENTS
THANKS TO OUR PARTNERS WHO
MATCHED SCHOLARSHIP FUNDS**



HOME

HEARTLAND OPPORTUNITIES, MARKETS & ENVIRONMENT

Expanding opportunities at HOME

Pilot program will establish connections for farms and ranches along primary freight corridors

A pilot program launched in 2021 will leverage transportation technology investments to add broadband connectivity for Kansas agriculture producers - a promising approach to improving the health of the state's soils and building local economies.

The Heartland Opportunities, Markets and Environment (HOME) project targeted two corridors scheduled for fiber optic cable installation for message boards that display traffic and emergency information to drivers in real-time.

Working together with the Kansas Department of Agriculture and the Kansas Department of Commerce, KDOT conducted public meetings along U.S. 81 north of Salina and along U.S. 83 north of Oakley to engage agriculture producers, local government officials, economic development leaders and others about areas of opportunity along the routes to make new broadband connections to homes and farms where the connections were not previously feasible. Participating farms will be asked to implement soil health principles in at least one field. These principles have been shown to increase profitability for agricultural producers and reduce greenhouse gas emissions. Providing a high-speed internet connection to farms opens access to carbon credit markets and new revenue sources for farmers who expand economic development opportunities. High-speed internet access is critical to fully utilize the precision agriculture equipment necessary to be eligible for carbon credit markets.

Construction will begin in 2022 to lay the fiber optic cable along the highway right-of-way with connections to participating farms and homes to follow.



Kansas approves first express toll lane in the Midwest

69 EXPRESS

For more than two decades, KDOT and the City of Overland Park have partnered to improve U.S. 69, the state's busiest four-lane highway. U.S. 69 experiences heavy congestion during much of each day, especially during morning and evening rush hours.

In October 2020, KDOT, along with the Kansas Turnpike Authority (KTA) and the City of Overland Park, began exploring options on how to improve the U.S. 69 corridor from 179th Street north to 103rd Street. The study

concluded that adding express toll lanes would be the best option to improve public safety, reduce congestion and increase travel time predictability.

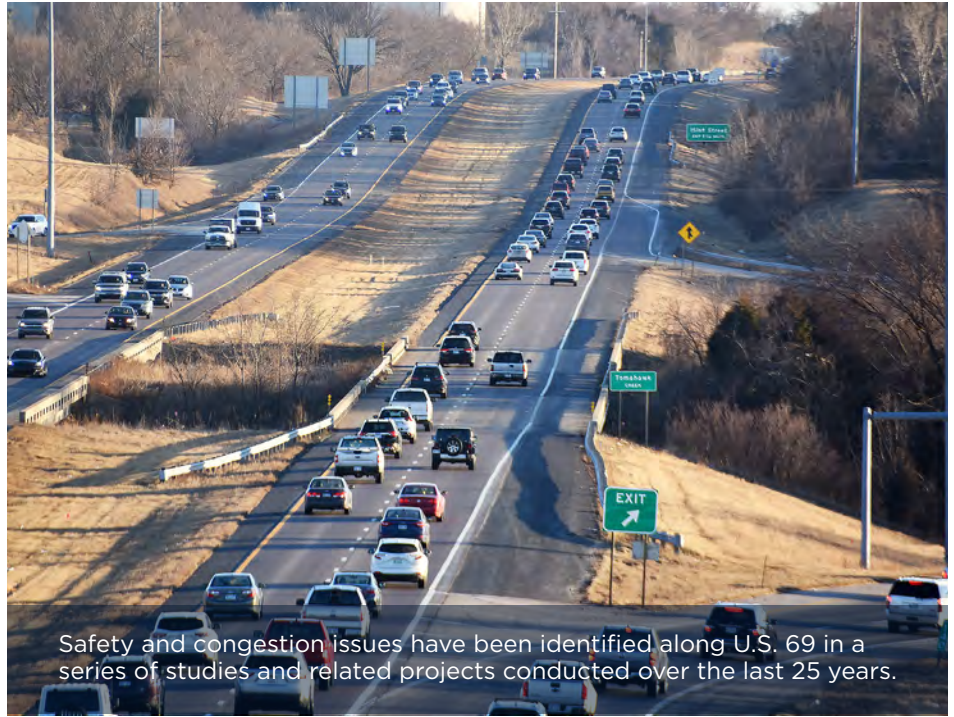
Express toll lanes (ETLs) are a new-to-the-region strategy for managing congestion on busy corridors like U.S. 69. While the two existing lanes will remain free for drivers to use, the project will add a new, third tolled lane in each direction from 151st and 103rd streets. The toll would fluctuate depending on the time of day and the volume of traffic, estimated to be between 75 cents and \$1.75 to travel the corridor.

ETLs offer many benefits, including:

- Reducing traffic congestion
- Increasing mobility and trip reliability options
- Delaying or perhaps eliminating the need to build more infrastructure, which decreases long-term maintenance
- Creating a sustainable funding source without impacting budgets
- Improving air quality

In June 2021, the U.S. 69 corridor received local and state approvals to move forward as Kansas' first ETLs project. In July 2021, KDOT announced that the project would be constructed through the IKE program beginning in 2022 with a completion date of 2025.

The addition of the 167th street interchange was announced on Nov. 9 by U.S. Rep. Sharice Davids and Secretary Julie Lorenz. This addition was made possible with the passage of the new Bipartisan Infrastructure Legislation.

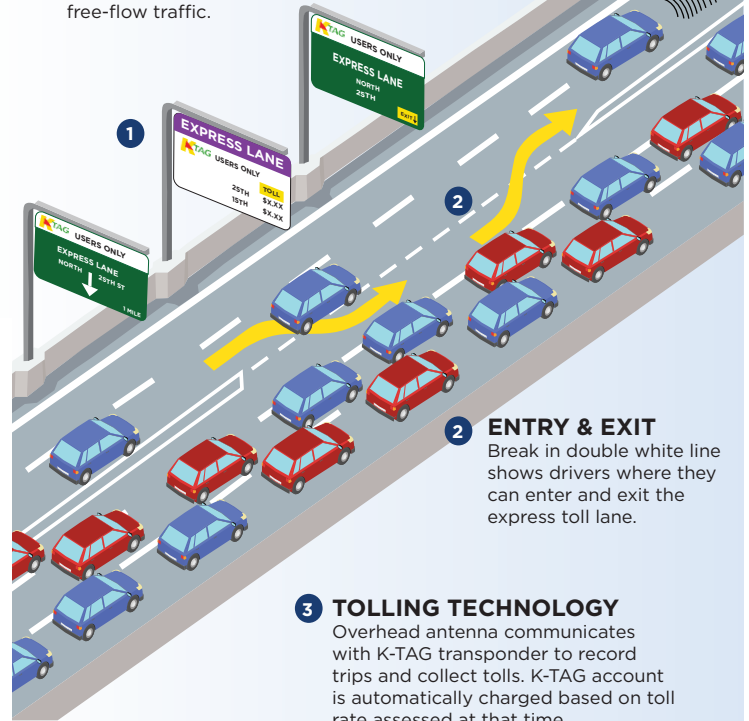


Safety and congestion issues have been identified along U.S. 69 in a series of studies and related projects conducted over the last 25 years.

HOW EXPRESS TOLL LANES WORK

1 TOLL SIGN

Toll signs display the current price for drivers with a K-TAG. Price will vary based on the level of congestion in the express toll lane and will be adjusted to maintain free-flow traffic.



Example only, not to scale

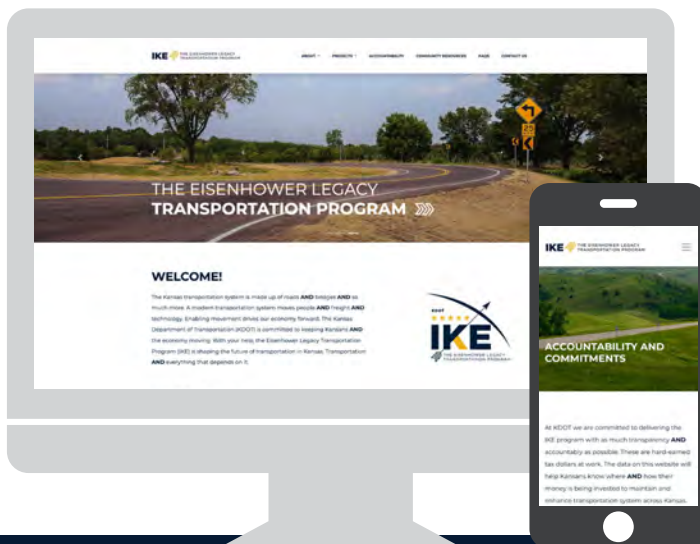
Lorenz begins term as MAASTO President

Secretary Julie Lorenz will serve as the 2021-22 president of the Mid America Association of State Transportation Officials (MAASTO) – a collaboration of transportation leaders representing 10 Midwest states that works to advance highway, transit and related issues and policies important to the region.

Secretary Lorenz, who had previously served as MAASTO vice president, was unanimously elected by member state DOT leaders as the 2021-22 president of MAASTO at the organization's annual meeting, which took place in September 2021.

The position had been held by Craig Thompson, Secretary of the Wisconsin Department of Transportation. Replacing Secretary Lorenz as vice president is Margaret Anderson Kelliher, Commissioner of the Minnesota Department of Transportation.

MAASTO's mission is to foster the development, operation and maintenance of an integrated and balanced transportation system that serves the transportation needs of its member states: Wisconsin, Illinois, Indiana, Iowa, Kansas, Kentucky, Michigan, Minnesota, Missouri and Ohio. It is affiliated with the American Association of State Highway and Transportation Officials (AASHTO).



Transportation is more than roads and bridges. The IKE website is more than maps and data.

Learn how KDOT is fulfilling promises, strengthening local partnerships and investing in the future of all Kansans through the IKE program.

WWW.KSDOTIKE.ORG





Midwestern values and local feedback to shape Midwest Road Usage Charge Study

KDOT is seeking volunteers to participate in a road usage charge (RUC) study. The study will focus on identifying how a RUC system that reflects unique Midwestern needs could help fund transportation investments. The study is being supported by the Federal Highway Administration (FHWA) and coordinated with the Minnesota DOT to expand the pilot project's reach.

What is RUC?

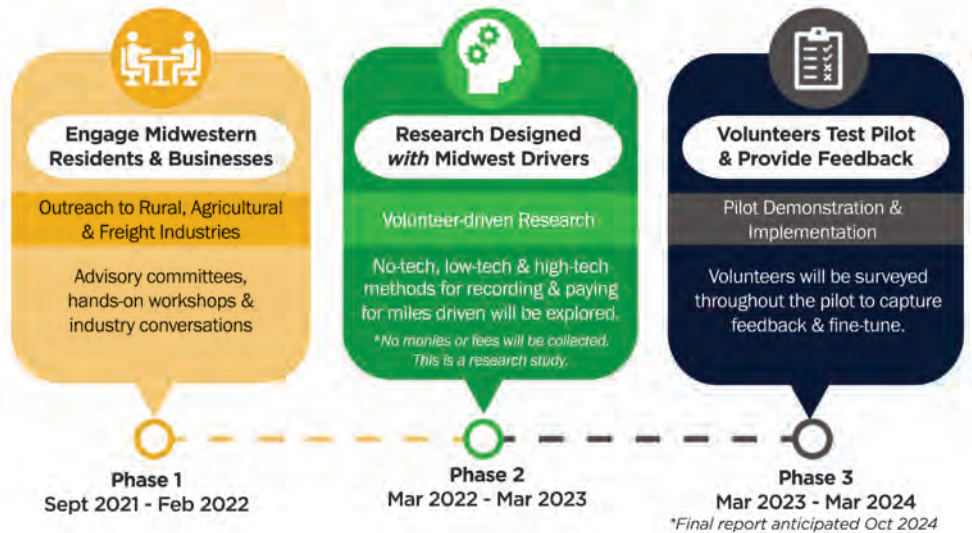
A road usage charge, or RUC, is a policy whereby drivers pay to use the road based on miles driven. It is sometimes referred to as vehicle miles traveled (VMT) fees or a mileage-based user fee (MBUF).

Why is it important?

Our state roads and bridges are funded primarily by motor fuel tax revenues, the taxes we pay at the pump. This funding continues to decline with the increased number of electrics and as people drive fewer miles. A recent KDOT study indicates that by 2045, our transportation system could rely on sales taxes for 60% of revenue, which is not likely to be sustainable. This is a nationwide issue, but to date, the discussion on how a RUC could work has been primarily led by research on the East and West Coasts. KDOT's RUC Study is the first major pilot to bring a local, Midwest perspective to this important discussion.

Kansas is the first DOT to engage drivers to help design the RUC pilot—helping ensure we consider what matters most to the people who use our state's roads and bridges. The study will be done in three phases. Phase one is seeking volunteers to engage in activities and provide feedback that will inform what the RUC pilot looks like. For instance, drivers may record mileage, and cost to drive per mile would be calculated and compared to the cost of what the driver would have paid in gas tax.

Visit the RUC Study webpage at www.ksdotike.org/RUC-study to sign up for email updates with opportunities to participate in the study pilot.





Workforce Development

KDOT addresses staffing shortages

KDOT modernized its recruitment process to bolster its workforce in 2021.

The agency's entry-level positions are among those with the highest turnover, particularly for equipment operators who perform maintenance on state roads in the summer and clear highways of snow and ice in the winter.

The agency had dealt with reduced staffing in the past, but the shortages were greater this year.

About 24% of all positions were vacant in December 2021; heading into snow and ice season in the latter part of the year, KDOT was about 30% short of snowplow operators.

To help with recruitment, KDOT sent two rounds of direct-mail post cards advertising open positions to areas

experiencing shortages of equipment operators placed ads on electronic billboards in the Wichita area, and increased the frequency of posting on statewide job websites to advertise openings. These efforts each resulted in an influx of applications.

The agency also streamlined the equipment operator job posting process through a pilot project in five of the state's six transportation districts in 2021. Previously, a potential applicant would have to wade through numerous postings before they found the right job opening in their area.

Through the pilot program, applicants are now able to navigate directly to the most relevant open positions in their region. The project was successful enough to plan to switch the final KDOT district - District One, in northeast Kansas - to the new posting approach in early 2022.





Mark Taylor



Bill Haverkamp



Dave Meggers



Mike Stringer

KDOT Retirements

Thank you for your service to the state of Kansas!

It's not unusual for KDOT employees to spend most, if not all, of their careers at the agency. That adds up to countless decades of service to the State of Kansas. Some of that knowledge is lost every year when long-term employees retire. In 2021, there were 98 employees across the state who retired from KDOT.

Four agency leaders are among those who retired from KDOT and public service in 2021:

Mark Taylor and **Bill Haverkamp** each served 42 years at KDOT. Taylor spent time in Design, then worked his way up to the Director of the Division of Program and Project Management. Haverkamp spent many years as Survey Coordinator, then led the Bureau of Right of Way as chief.

Dave Meggers worked in several bureaus during his 31-year career, leading up to his appointment as Bureau Chief of Research. **Mike Stringer** worked in southeast Kansas for many years in Garnett and Chanute KDOT offices before serving as Bureau Chief of Local Projects.

While new leaders have stepped in to fill these roles and continue their efforts, all of our retirees will be sorely missed. Their commitment and dedication helped KDOT complete three transportation programs and get started on the IKE Program, which will provide a sustainable framework for transportation improvement and economic advancement for Kansas.



‘Culture of safety’ pays dividends

Early data shows significant reductions in incidents and related costs

The commitment KDOT employees are making to workplace safety is paying off.

Agency injury incident data shows a 40% reduction in workers compensation costs and roughly the same amount of reduction in reported incidents between calendar year 2019 and 2020. Estimates for the 2021 calendar year show the potential for an even greater reduction in incidents and related costs.

KDOT is studying the reasons behind this encouraging data, but early analyses indicate that consistent and frequent communication about safety could be reducing the number of on-the-job injuries – especially for newer employees who often account for the greatest number of incidents.

“If you look at our incident scorecard, and look at the major incidents, most are for employees between the zero and five-year mark,” said Troy Whitworth, KDOT’s director of safety. “It looks to me like we are starting to get the word out. We’re starting to pay more attention to the new guys, to give them guidance and advice. We’re communicating with them.”

Whitworth also notes that situational awareness has improved, especially in the field. The “tailgate briefings” instituted by KDOT in 2020 require crews to identify and discuss safety issues before they leave for a job site – and then again once they arrive – before work begins.

While new equipment operators may have used tractors for mowing before coming to KDOT, they may not have mowed on the steep sides of roadways, Whitworth said. Tailgate briefings allow supervisors to talk about ways to keep the tractor upright and how to handle the machine if it were to roll over.

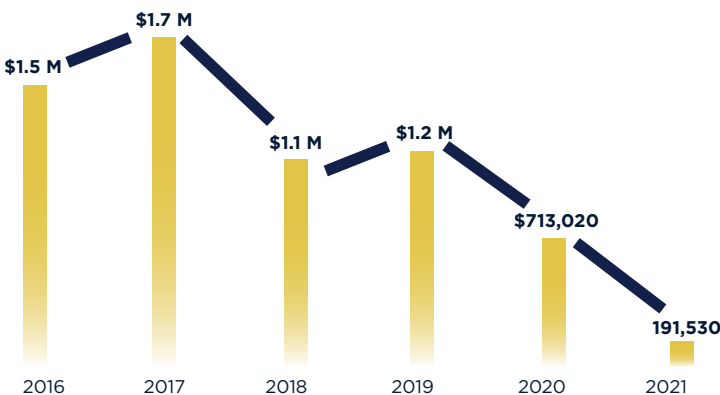
“Everyone has a desire to go home safe,” he said. “I think we are starting to think more and more about what’s a hazard, and as a result, our hazard awareness is better. Those people who are just starting out don’t know what a hazard necessarily is when they come to work for us. If you don’t know what it is until you get exposed to it, someone will need to tell you.”

Institutionalizing tailgate briefings allow safety information to be delivered to all employees, regardless of whether they are new or experienced, Whitworth said.

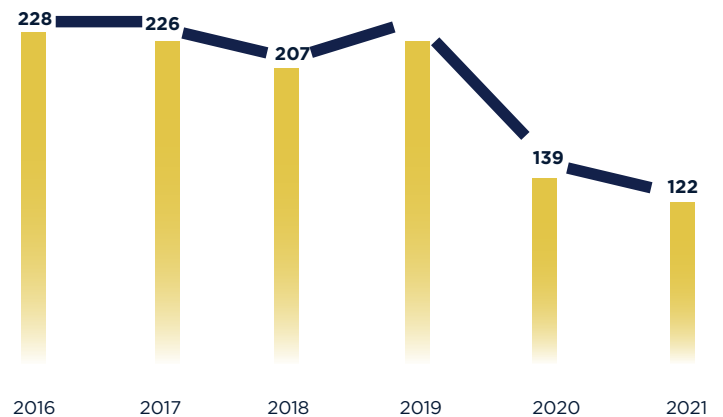
While the reduction in incidents is encouraging, he added, KDOT continues to find ways to reach its goal of zero workplace incidents – and then sustaining that achievement.

“Everyone out there should be looking for new ways to do work,” he said. “The new guy may have as much responsibility as the guy who has been there a long time. We need to put our heads together and work together to make our work environment better and identify the hazards so everybody can make it home safe each and every day.”

WORK COMP COSTS



REPORTED INCIDENTS



Performance Measures

Work with a vision

KDOT is implementing measures to guide the agency to achieve and improve on the results that matter and to inform decision making.

KDOT established new vision, mission and values statements in 2020 to guide the agency's efforts. The agency's programs and performance are aligned to its purpose, core principles and vision.

The new statements defined the agency's goals and objectives but needed an additional component of good data to fully understand how the agency was operating and the ways in which the state's transportation system were serving Kansans.

In 2021, the agency captured baseline data for measures under 15 categories which reflect the core principles and values of the agency. The categories include travel-related injuries, safety and security, information and services to facilitate the movement of people and goods, maintenance of roads and bridges and internal categories focused on agency administration and communications with the public.

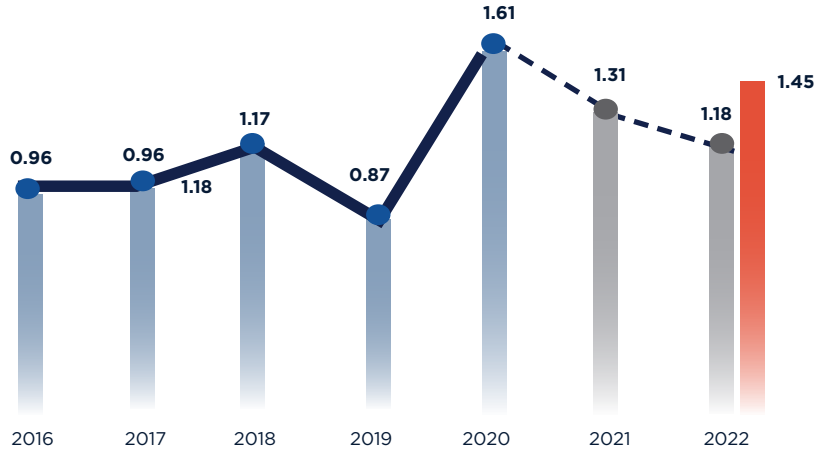
The baseline data provides a snapshot in time; it also helps with the next step of establishing targets for performance for each measure. For instance, the data helped the agency understand that a 10% annual reduction in the number of employees with work-related injuries and illnesses in the previous year would be a significant, attainable goal. On Kansas roads, a target to achieve an 8% decrease in the five-year average of serious injuries would keep the momentum of the current downward trend in those incidents.

These targets will be finalized in early 2022. A dashboard that will provide updates for the public is scheduled for release in spring 2022.

All of the performance measurement efforts, including the dashboard, put more data in the hands of the Kansans who support the system and the agency. The IKE program is the state's most flexible 10-year transportation program to date, but with greater flexibility comes the need for greater accountability and reporting. Improving our data-based decision making will help us understand our progress – and be laser-focused on areas where we need to improve.

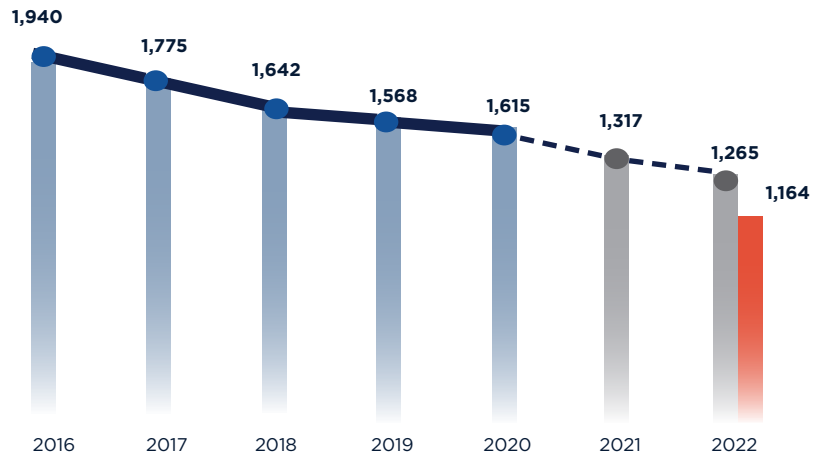
● ACTUAL ● PROJECTION ● TARGET

EMPLOYEES WITH WORK-RELATED INJURIES AND ILLNESSES



● ACTUAL ● PROJECTION ● TARGET

OF SUSPECTED SERIOUS INJURIES



KDOT performance measurement goals:

- **Accountability:** Understand and advance progress toward organizational goals and objectives
- **Continuous Improvement:** Empower employees, establish clear service performance expectations, inform decision making
- **Communicating Value:** Performance transparency aligned to taxpayer interests
- **Fiscal Stewardship:** Allocate taxpayer dollars efficiently to reduce costs



Modal Program Updates

Aviation



KDOT's Division of Aviation focused on three key facets of aviation in 2021:

New aviation technology

Airport improvement

Economic development

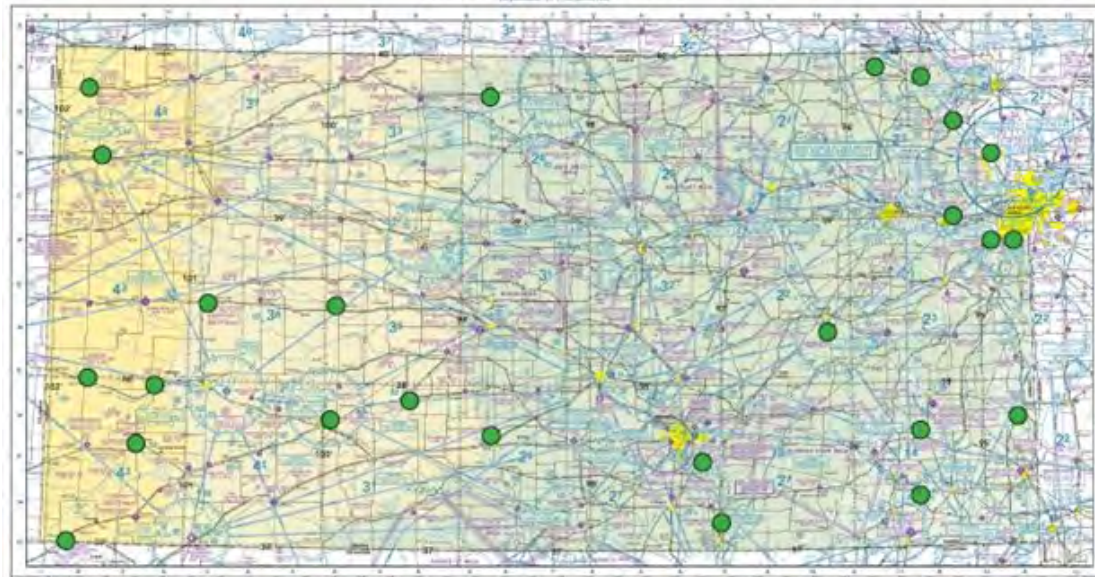
KDOT delivers new technologies to benefit transportation

KDOT worked with industry partners to conduct 585 Unmanned Aerial Systems (UAS) flights in support of research for the Federal Aviation Administration (FAA) BEYOND Program. This program will gain understanding of the opportunities for and barriers to UAS adoption in infrastructure inspection, package delivery, disaster response and precision agriculture. About 85% of these flights were directed toward increasing personnel safety by reducing the number of personnel in harm's way and reducing infrastructure cost through improving inspection techniques. The KDOT BEYOND team has included as many as 35 state agency, university and industry partners that also worked with public safety officials to assess new UAS systems and procedures that will be used to protect Kansas families during emergencies and natural disasters. The Division of Aviation hosted field trials for several drone manufacturers within airspace approved by the FAA to demonstrate cutting-edge technologies designed to achieve the strategic goals of the KDOT Advanced Air Mobility program. Finally, 2021 has been a successful year of preparation for fielding new innovations in the communications arena. The KDOT BEYOND team worked closely with strategic partners to identify the path to integrate KDOT communications towers into a meshed communications network to transmit video from drones in near-real-time to emergency managers and senior leaders responsible for disaster response across the state.

Powerful partnerships and precise data lead to better airport investments

KDOT supports 138 public-use airports across the state, which are eligible to apply for the Kansas Airport Improvement Program. About \$5 million is available for these public-use airports through this program, which is distributed through a competitive application process, which receives requests for up to \$32 million in funds each round. The Kansas Airport Improvement Program selection board approved 38 airport improvement projects for fiscal year 2021 using new and improved project selection processes from the previous year for a total planned project value of \$5,139,647.

Kansas Aeronautical Chart



● Funding site for KAIP FY22



Secretary Julie Lorenz spoke to a large audience at the Lawrence airport about the importance of robust infrastructure for air ambulance and the future growth of the aviation industry.

The current condition of runway pavement is a key criterion for airports to be selected for either state or federal airport improvement grants. These grants represent a partnership between the state and a local community. KDOT then provides an initial investment in runway construction founded on the number of based aircraft, direct economic benefit from the grant and several other criteria. Communities that maintain the runways built by KDOT can expect as many as 20 years of reliable service. In 2021, KDOT invested in pavement inspections for those Kansas airports that are not federally funded to put every community airport on a level basis of comparison for airport grants with respect to runway pavement condition. This data will help airports compete for grants.



Aircraft of all types rolled out for KDOT events across the state to inspire rural youth with the message of hope through new high-paying jobs within reach in Kansas.



Guests from three states toured newly-updated aircraft maintenance training programs that will be key to KDOT's efforts to meet the global shortage of aircraft maintenance technicians.

Innovative infrastructure attracts new aviation business

KDOT coordinated with the FAA to establish the first-ever commercial supersonic flight test corridor over land in 2020. Immediately following the joint FAA/KDOT news release, four companies reached out to KDOT Aviation to initiate conversations about how to coordinate use of the corridor when it's time to test their aircraft. In 2021, KDOT worked with the National Institute of Aviation Research WERX program at Wichita State University to begin the next phase of this effort by conducting a study of the sensors required to establish a robust environmental monitoring system for manufacturers to conduct supersonic flight tests in Kansas. Accurate environmental data is a key step toward certifying new aircraft types.

AASHTO nominated KDOT to represent the organization on the FAA Aviation Rulemaking Committee to enable UAS beyond visual line of sight operations. This rulemaking process is an important step in the process for all departments of transportation nationwide to reduce the cost of transportation infrastructure by using better infrastructure inspection techniques.

Emerging technologies represent a myriad of potential benefits for transportation, and KDOT's participation on the FAA Drone Advisory Committee places Kansas at the cutting-edge of innovation. In 2021, the FAA asked KDOT to lead a challenging collaboration of industry CEOs and COOs to assess the appropriate manner with which to assess "appropriate levels of risk." This three-tiered research effort produced meaningful perspective from key influencers that represent the aviation industry. After the report was released, KDOT was subsequently invited to serve on the newly-formed Advanced Aviation Advisory Committee (AAAC) to serve the FAA on issues of advanced air mobility.



As KDOT works to address the global pilot shortage, Kansas State Aerospace & Technology Campus demonstrated flight simulators used to attract and train pilots from the central United States to fly commercial aircraft.

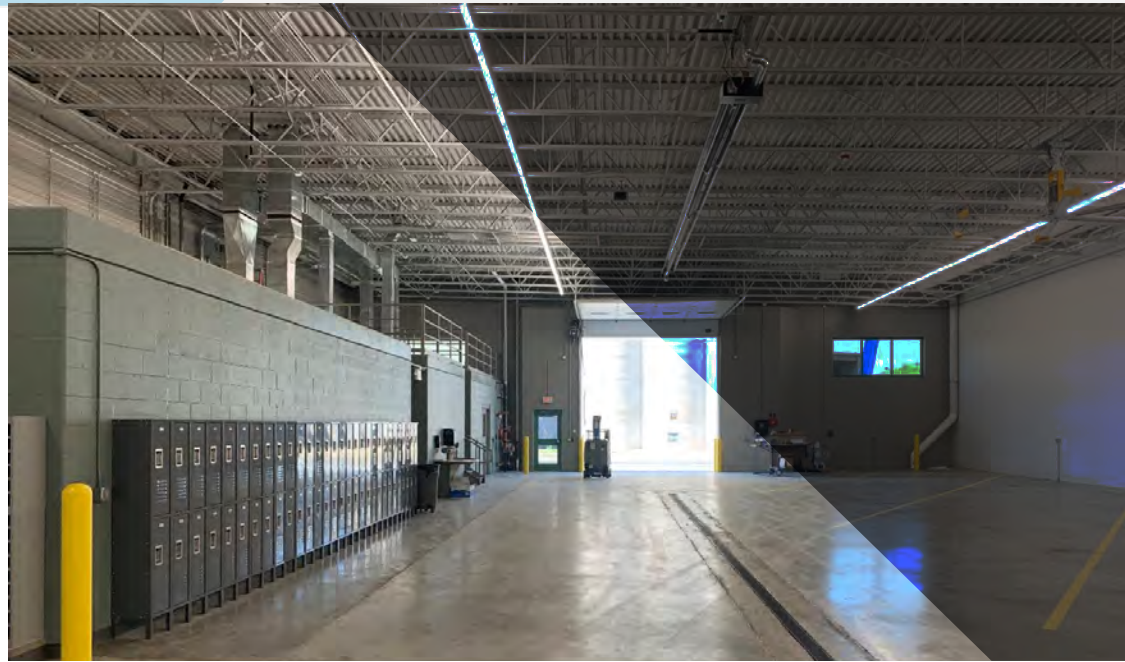
Public Transit



Access, Innovation and Collaboration Program (AIC)

The AIC Program combines state and federal resources to enhance access to transit, invest in emerging technologies and form collaborations with public providers and private transportation providers alike. This program supports the needs of both urban and rural transit providers and works to improve transit access and services for transit users in Kansas.

In 2021, 48 projects totaling more than \$13.2 million were awarded to 26 transit agencies across Kansas. Project types range from constructing bus maintenance facilities to aid in fleet management, upgrading transit accessibility in accordance with the Americans with Disabilities Act and expanding low emissions transit operations.



Community highlight

KDOT expands transit facility in Salina

KDOT awarded \$2,019,248 to OCCK Inc. in Salina to expand an existing transit facility. OCCK Inc. operates Salina's CityGo fixed route and paratransit services, the 81 Connection regional route in north central Kansas, and regional transportation to its client base. The agency continued to expand the availability of its services in north central Kansas, resulting in the need for more space at the existing facility on Sante Fe Avenue in Salina.

The new facility expansion ties into the existing maintenance and storage space, adding storage for 11 vehicles. The addition also provides increased maintenance capabilities with the addition of a lift and tool storage and provides better asset management opportunities for the agency. This project was completed in November of 2021.



Community highlight

Coffey County expands transit options in Burlington

KDOT awarded Coffey County Transportation \$543,129 in federal funds to expand its current transit facility. The expansion will accommodate all of Coffey County Transportation's administrative and vehicle storage activities. The project will add three full-length bus bays, a dispatching and schedule room, a director's office, ADA-compliant restrooms, a driver's training and breakroom, and an area for the public to reserve rides. The facility will allow for a more efficient workflow for staff, which will result in better service for those who rely on this transportation service. It will also extend the life of the vehicles operated by Coffey County through improved asset management, resulting in a more effective use of federal resources. This project was completed in November of 2021.

Rail Programs



Rail programs awards grant funds

In 2021, KDOT awarded grant funds for 13 shipper projects and 12 short line projects. These projects will result in mainline track improvements, elevator siding improvements and expansions, bridge improvements and 286,000-pound standard upgrades. It is anticipated that, following completion of these projects, annual rail carloads will increase by 51,600, the equivalent of approximately 200,000 truckloads.

FUNDING BY THE NUMBERS:

RSIF

15 projects
with total project costs of

\$17.6 M
that will improve

14.4 miles of rail
infrastructure in

24 Kansas counties

SLRIF

10 projects
with total project costs of

\$9 M
that will improve

17.9 miles of rail
infrastructure in

12 Kansas counties

Project highlight

KO Railroad slider tracks built near Bazine

KDOT completed construction of a one-mile long siding near the town of Bazine. The photos below show preconstruction, materials used, construction and post-construction efforts. The new siding track will allow the Kansas and Oklahoma Railroad (KO) to operate in a more efficient and safe manner while providing improved velocities and a large reduction in transit time for customers. The project will reduce train idle time, which reduces the impact on the environment, increase train speeds and directly benefit the agricultural industry through the ability to handle additional bushels of grain. More than 25 million bushels of wheat are expected to traverse this segment of railroad annually.

Rail Service Improvement Fund and Short Line Rail Improvement Fund

The Rail Service Improvement Fund (RSIF) and Short Line Rail Improvement Fund (SLRIF) facilitate the improvement of the short line rail network in Kansas and shipper rail loading capacity, resulting in the long-term sustainability of the network throughout the state.

Tracks before slider track construction began.



Materials for construction wait to be installed.



Materials for construction wait to be installed.



Slider track under construction.



Crews work on slider track near Bazine.



Completed slider track.



Cost Share Program



The Cost Share Program

This program provides financial assistance to local entities for construction projects that improve safety, leverage state funds to increase total transportation investment and help both rural and urban areas of the state improve the transportation system.

This fall, KDOT announced that more than 100 Cost Share projects have been awarded across Kansas since the program began in 2019. Cost Share projects represent partnerships between state and local communities to address current and future transportation challenges. In two years, KDOT has invested \$97 million in Cost Share projects, leveraging an additional \$68 million in local funds.

All Cost Share project locations to date



Community highlight

KDOT partners with Peabody High School

City and school officials worked independently for five years to find solutions to flooding outside of the school buildings in Peabody. When it rained, students, staff and visitors walked through standing water as they entered the schools. In the chilly winter months, ice dams formed in the walking areas, creating hazards for slipping and tripping.

In 2020, the city and school district came together in a joint application to KDOT for a Cost Share project that improved drainage and added ADA access. Each entity devoted capital improvement funds to the local match required for the project.

“This project is a terrific example of the ways in which partnerships solve transportation problems,” said Secretary Julie Lorenz. “By coming together and thinking outside the box, Peabody came up with a solution that worked for everyone. Then, KDOT helped moved the project across the finish line. Students and their families will have a safer trip to school because of this project.”

Peabody before



1



2

Peabody after



1



2

Bicycle & Pedestrian Programs



The Bicycle and Pedestrian Program

This program identifies and promotes the use of best practices when planning and designing facilities for active transportation users. In 2021, the program connected with Kansans across the state to understand their local priorities and needs.

Community highlight

KDOT investment brings the community together

The Kidron Loop Trail in North Newton, built in 2020, was a regional winner in the Quality of Life/Community Development category as part of the 2021 AASHTO America's Transportation Awards.

The Trail is an extension of the "Trail of Two Cities," a collaboration between Newton and North Newton completed in 2006 and connecting the adjoining towns. The trail started as a concept brought forth by a community-led Bicycle Master Plan and a planning team comprised of local college students, residents, employees and elected officials. Funding and right of way access resulted from collaboration between the cities, county, state and a non-profit senior living community.

The best connection, however, is between the trail and the North Newton and Harvey County residents who use it. Residents living adjacent to the trail consider it an extension of their yard. They have brightened the route with flags, fun and colorful signs and statuary. The trail is seldom seen without people using it.

The Kidron Loop Trail has become a destination point for county residents and beyond. The trail is more than a spacious sidewalk. It is home to scenic and historic sites such as 150-year-old Chisholm Trail ruts. Impromptu scavenger hunts and the pickle ball courts can also be found. The trail complements the nearby Kauffman Museum with its prairie grass preserve and historic barn.

Building the trail was truly a community project with collective enthusiasm paving the way. When it was time to lift and place the new bridge over Kidron Creek, viewing sites had to be designated for all to see.



“ Continued investments in walking, biking and public transit is needed to improve access for everyone in our region. ”

– Survey response from southwest Kansas

Active Transportation Plan



Community engagement efforts

The Bicycle and Pedestrian Program developed the state's first **Active Transportation Plan** since 1995. The plan explores the needs of people who walk, cycle, use mobility assistance devices, scooter and more. In addition to the plan, several toolkits and resources that complement the plan and advance the needs of active transportation in local communities are available, such as the Active Transportation Planning Toolkit for Small- to Mid-Sized Communities. To view the plan and resources, please visit <https://www.ksdot.org/KansasATP.asp>

The program also developed an **Active Transportation Plan video series** to promote public engagement in a statewide survey and to increase participation in the 21 virtual public meetings to gather input for the plan that took place in February and June 2021. This video series was a **winner in the 2021 AASHTO TransComm Awards competition in the Video Production Series category**.



Improving bicycle and pedestrian infrastructure

The **Transportation Alternatives (TA)** program is a federal program that provides funding for a variety of alternative transportation projects. On pedestrian and bicycle facilities, additions are made to infrastructure for non-driver access to public transportation, such as sidewalks, curb ramps and bike lanes with bike parking. It also includes projects that enhance safety and mobility, improve the scenic or environmental conditions, focus on Safe Routes to School projects and others. KDOT selected **17 projects totaling over \$9 million**. A moderate increase in funding for this program is expected in 2022 with the passage of the new Bipartisan Infrastructure Legislation.

KDOT continues to be the source of the Kansas Bicycle Map, which was updated for 2020-2022. Nearly 20,000 maps have been distributed to date. Free maps are available and can be requested on the Kansas Bicycle Map Portal - <https://www.ksdot.org/bureaus/burRail/bike/ksbicyclemap.asp>

KDOT and local communities completed the signing of U.S. Bicycle Routes (USBRs) 76 and 66 in early 2021. The Kansas section of USBR 76 extends more than 480 miles from Colorado to Missouri. The Kansas section of USBR 66 is 13 miles long and runs through the southeast corner of the state from Missouri to Oklahoma. Highway projects that widen and improve shoulders along USBRs 76 and 66 receive special design considerations. One example of these considerations put into action is planned shoulder work on USBR 76/K-7 leading to Girard that will include six feet of paved shoulder beyond the rumble strip to better accommodate cyclists.



Focusing on safety

The state-funded **Crossing Safety Program**, which began in 2020, focuses on implementing proven safety countermeasures to improve pedestrian crossings on the state highway system, especially locations near schools. Conceptual designs and preliminary engineering plans were developed in 2021 in five Kansas communities, with construction expected to take place in 2022.





KTA 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.

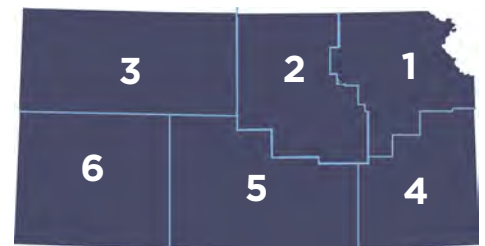
Highlights Fiscal Year 21

- Construction began on KTA's first cashless tolling zones in Sedgwick and Sumner counties.
- KTA's roadway and bridge systems both exceeded established condition targets.
- Exit 53A opened in East Wichita, making it KTA's first cashless exit ramp.
- Construction schedules were flexed to accommodate impacts of COVID-19, however, no projects were cancelled.
- Ground was broken on a new Topeka administrative building.
- \$44.3 million was invested in ongoing roadway (\$36.5 million) and bridge (\$7.8 million) preservation efforts.
- Capital assets increased to \$714.5 million.
- Electronic toll collection increased in fiscal year 21 and accounts for 63.36% of collected tolls.
- KTA's Bridge Raising program, to aid freight movement, continued in fiscal year 2021.
- Since 2016, a total of 52 bridges have been raised, either through the program or as part of other projects.
- KTA's board approved a partnership for KTA to assist with U.S. 69 project, adding Kansas' first managed toll lanes.
- Reconstruction of Turner Diagonal Interchange, a partnership project, was completed in fall 2020 and has since won several state, regional and national awards.





Delivering Projects



Investments by Districts

The IKE Program is designed to be transparent so that Kansans – the taxpayers who are the closest to and most affected by transportation issues – can see how their funds are being used to benefit them. Projects on the following pages are examples of investments being made at the district level and the ways in which those investments benefit Kansans. Kansans should expect these investments to improve safety, reduce transportation costs for people and goods, and drive economic growth across the state. KDOT follows IKE's guiding principles to help us deliver projects:

Flexible and responsive

With the accelerating rate of economic and technological change, IKE must be flexible and responsive to meet shifting needs and address safety concerns. IKE implements a two-year rolling program approach, allowing Kansas to future-proof its investments.

Problem-solving

Transportation impacts multiple facets of Kansans' lives – their health, safety, jobs and time with their families. IKE should be delivered in a way that reflects this. KDOT will solve more problems by utilizing all its resources rather than being limited by internally generated program/project categories.

Leveraging partnerships

To maintain the performance level Kansans expect in their transportation system, IKE will leverage partnerships with local communities to generate more local match and input on practical improvements and project phasing to stretch dollars further.

District One investments

Northeast Kansas Project Highlights



U.S. 50 Lyon County

Cost: \$7.8 million

This delayed T-WORKS project widened approximately one mile of U.S. 50 to a four-lane expressway on the western city limit of Emporia. Work included widening a bridge, replacing pavement and extending existing passing lanes, as well as fencing, signage and pavement markings. Work began in July 2020 and is scheduled to be completed by April 2022.



K-18 Manhattan

Cost: \$8.9 million

This three-phase bridge replacement project began in May 2020 and was completed in late December. The project replaced two separate bridges with one single bridge.

Kansas City Metro Project Highlights



K-10 Johnson County

Cost: \$2.6 million

This project replaced the eastbound K-10 bridge deck over Lexington Avenue near De Soto in western Johnson County. Prior to the bridge deck installation, the first phase of the project required building crossovers in the median to redirect eastbound traffic onto westbound K-10.



U.S. 24 Leavenworth County

Cost: \$3.6 million

This mill and overlay asphalt project, adjacent to Tonganoxie High School in Leavenworth County, spanned approximately six miles and included pavement improvements for intersections, side roads, turn lanes, widenings and shoulders.

District Two investments

North Central Kansas Project Highlights



K-57 Geary County

Cost: \$2.6 million

KDOT completed a mill and overlay on K-57 and U.S. 77 in Geary County. Work on K-57 now extends from the K-57/K-244 junction north over the Milford Reservoir Dam to the north U.S. 77/K-57 junction.



I-70 Saline County

Cost: \$2.5 million

This was a hot-mix-asphalt overlay on I-70 at the Saline/Lincoln county line. The eight-mile stretch needed resurfacing and improved shoulders.



I-70 Dickinson County

Cost: \$5.7 million

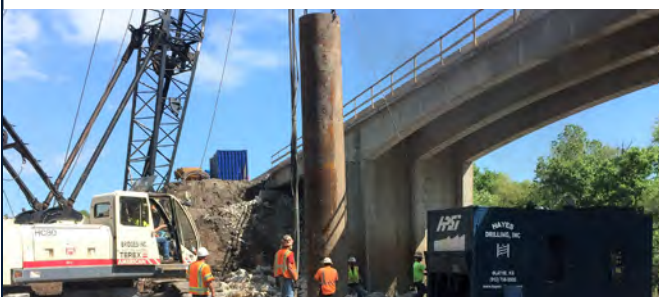
This project completed the westbound bridge over Chapman Creek on I-70. The eastbound bridge will be completed in the spring of 2022.



U.S. 56 Morris County

Cost: \$2.6 million

KDOT completed a bridge replacement on U.S. 56 over Rock Creek in Morris County.



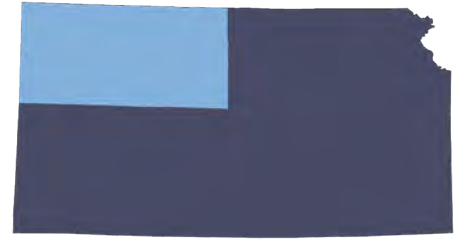
K-177 Morris County

Cost: \$4.7 million

This rehabilitation project is a bridge replacement over Munkers Creek in Morris County. The project was an opportunity to combine two scheduled bridge replacement projects with roadway improvements. Work included adding shoulders.

District Three investments

Northwest Kansas Project Highlights



I-70 Thomas County

Cost: \$4.2 million

KDOT modernized seven miles of I-70 in Thomas County starting near exit 45 at Levant and ending at exit 53 at Colby.



U.S. 281 Russell County

Cost: \$9.8 million

KDOT completed the delayed T-WORKS modernization project to rehabilitate and reconstruct approximately four miles of U.S. 281. Work included construction of a 30-foot paved surface with three-foot turf shoulders starting at 15th Street in Russell and ending near Land Road. Approximately two miles of the road was completely reconstructed on an offset alignment around a geological slide area that had caused issues on the previous highway. In addition to the pavement work, a right-turn lane was also added in the northbound lane at Land Road.



I-70 Ellis County

Cost: \$9.3 million

KDOT resurfaced a portion of I-70 in Ellis County. The project area spanned 16 miles, starting just west of the Trego County line and ending at the U.S. 183 junction at exit 159 in Hays. Work included a mill and inlay on the driving lanes, followed by an overlay both the driving lanes and shoulders and installation of new pavement markings.



K-18 Russell County

Cost: \$1.4 million

KDOT completed a bridge replacement project along K-18 just east of Luray in Russell County. The project was not without challenges however, as a May flood event caused considerable damage to the shoo-fly detour. Complicating matters further, the project was located on the official state route detour for the U.S. 281 modernization project. After establishing a temporary detour, KDOT quickly began a coordinated repair effort with the project contractors and was able to reopen the shoo-fly within a few days.

District Four investments

Southeast Kansas Project Highlights



I-35 Franklin County

Cost: \$12.4 million

This preservation project included a reconstructed overlay on I-35 in Franklin County just three miles south of Eisenhower Road, and three miles north of the I-35/U.S. 59 junction. Completed in autumn of 2021, the resurfacing project included a one-inch reflective crack interlayer and covered failing concrete pavement.



U.S. 69 Crawford County

Cost: \$21.6 million

Two projects in Crawford County will expand U.S. 69 from a two-lane to a four-lane expressway on U.S. 69 in southeast Kansas. The project area starts north of K-47 and ends north of the Bourbon/Crawford County line. The projects will be completed in mid-2022.



U.S. 169 Anderson County

Cost: \$21.8 million

This project included the complete reconstruction and rehabilitation of U.S. 169 from Welda north to the junction of U.S. 59 roundabout south of Garnett. The project improved the vertical alignment of U.S. 169 to provide more opportunities to safely pass slow-moving vehicles. The project will be completed by mid-2022.

District Five investments

South Central Kansas Project Highlights



U.S. 160 and K-2 Harper County

Cost: \$4.2 million

This was a hot-mix-asphalt overlay on U.S. 160 and K-2 in Harper County. The stretch needed resurfacing and improved a rutted section, enhancing safety.



K-14 Rice and Reno counties

Cost: \$81.7 million

The project realigns K-14 for about 15 miles between Hutchinson and Sterling with a freeway providing a more direct route and enhanced safety.



U.S. 50 Reno County

Cost: \$2.9 million

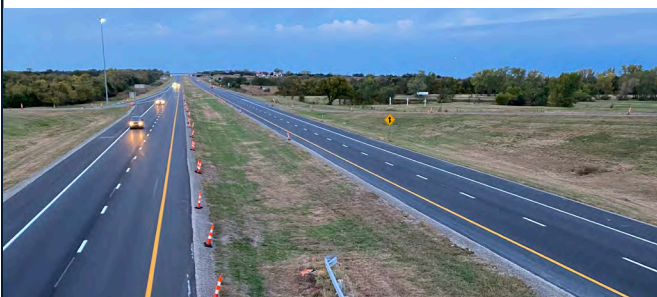
This was a hot-mix asphalt overlay on U.S. 50 in Reno County from east of Hutchinson east to the Reno/Harvey county line. This key freight corridor needed this pavement rehabilitation.



U.S. 160 & K-1 Comanche County

Cost: \$6.2 million

This hot-mix asphalt overlay on U.S. 160 and K-1 in Comanche County also replaced drainage pipe that had caused drainage problems on K-1.



U.S. 54 Butler County

Cost: \$10.8 million

This was a major concrete patching and overlay project east of Augusta to the U.S. 54/77/400 junction. This extends the life of the pavement on a key route, which has suffered failing spots along with some failing shoulders.

Wichita Metro Project Highlights



I-235 Sedgwick County

Cost: \$51.3 million

This north Wichita I-235 Green Project rebuilt the Broadway interchange and removed seven aging bridges, replacing them with four. It also set the stage for the Gold Project, a massive project to improve traffic flow and enhance safety at a major bottleneck for commuters and freight carriers.

K-96 Sedgwick County

Cost: \$6.7 million

This was a major concrete patching and overlay project on a major metropolitan route, from I-135 east to about .7 mile east of Webb. This section had failing pavement that required periodic lane closures, so it will reduce the need for maintenance and lane closures in the future and also maintain traffic flow. The project, which involved a lot of night work to keep lanes open, received an award from the Kansas Asphalt Paving Association.

District Six investments

Southwest Kansas Project Highlights



U.S. 83 Finney and Haskell counties

Cost: \$24.5 million

U.S. 83, south of Garden City, is a busy highway with approximately 50-year old pavement. To keep U.S. 83 open through the project, KDOT decided on a realignment and reconstruction of an 11-mile stretch of U.S. 83. The project added two miles of passing and turn lanes, improved traffic flow, reduced delays and provided a new alignment and roadbed. The project is nearing completion and gives motorists improved road conditions and a reduction in traffic delays.

K-156 Hodgeman County

Cost: \$2.8 million

This preservation project included a mill and overlay from the U.S. 283 junction east to the Hodgeman/Pawnee county line.

The 2022 appendix contains additional transportation information including:

- Financial Compliance
- Project Selection Criteria
- Transportation Revolving Fund
- Innovative Technology Program
- Broadband
- Modal Information
- Federal Fund Exchange Program
- Project list detailing projects currently scheduled for improvement, projects completed in FY 2021 and projects under construction.
- Projects in the Eisenhower Legacy Transportation Program, with construction bid award of \$5 million or greater.
- Lists of aviation, rail and public transit projects.

The 2022 Annual Report and the appendix are available at www.ksdot.org/publications.asp under *Reports and Studies*.

NOTE: This information is available in alternative accessible formats.

To obtain an alternative format, contact the Communications Division, Eisenhower Building, 700 SW Harrison, 2nd Floor West, Topeka, Kan., 66603-3754, or (785) 296-3585 (Voice)/Hearing Impaired - 711.

