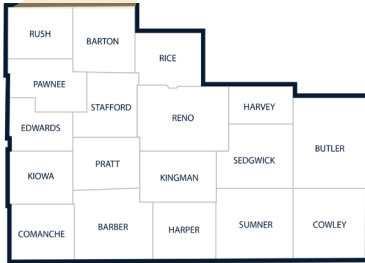
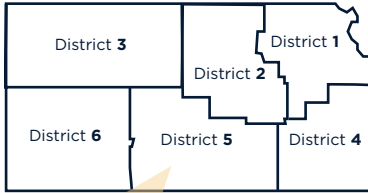




KANSAS DEPARTMENT OF TRANSPORTATION
IKE DEVELOPMENT PIPELINE & T-WORKS
CONSTRUCTION UPDATE
 MAY 2020

DISTRICT 5 / SOUTH CENTRAL



IKE ESTIMATED INVESTMENTS FOR DISTRICT 5

MODERNIZATION & EXPANSION (Minimum)	PRESERVATION SPENDING (Estimated)	TOTAL (Estimated Minimum)
\$300M	\$800M	\$1.2B

WHY THIS MATTERS

Thanks to the newly created Eisenhower Legacy Transportation Program (IKE), major highway projects are being added to KDOT's development pipeline where preliminary engineering work is completed so that projects may be considered for construction. The development pipeline is where preliminary engineering work is completed to prepare projects for construction. Prior to today's announcement, no major projects had been added to the pipeline since the 2010 T-WORKS program. A robust development pipeline is critical for economic recovery. And, transportation investments have and will continue to benefit this region. The following is a summary of how the IKE program will benefit and the T-WORKS program has benefitted South Central Kansas.

**OTHER FUNDING RESOURCES:
 (NOT INCLUDED IN ESTIMATED INVESTMENTS SPENDING)**

Aside from highway preservation, modernization and expansion projects, this district will also benefit from other IKE programs. The following are some of the most popular programs for communities.

LEGEND: ● Programs will continue in IKE ● New programs in IKE



Preservation Plus: Provides 'add-on' improvements to preservation projects that are focused on safety improvements and broadband expansion along priority corridors for transportation purposes.



Broadband: KDOT and the Office of Broadband Development within the Department of Commerce will jointly administer construction grants for the expansion of broadband service in Kansas.



Modal Programs: Funding programs to assist aviation, short-line rail, public transit, and bike/pedestrian assets.



Cost Share: Provides funding for construction projects that improve safety, leverage state funds to increase total transportation investment, and helps both rural and urban areas of the state improve the system. Applications are awarded twice a year.



Local Bridge: This application-based program provides funds to replace or rehabilitate locally-owned, deficient bridges.



Strategic Safety Improvements: This program expands KDOT's current safety program to address larger projects such as passing lanes, turning lanes and intersection improvements.



Economic Development: Provides investment in infrastructure improvements to secure new jobs and economic development opportunities for communities.



Innovative Technology: This program will provide match funding to implement pilot projects for innovative technology in transportation, including Unmanned Aerial Systems (UAS) projects.



City-Connecting Link Improvement Program (CCLIP): Provides funding to assist with community improvements to portions of the state highway system that run through communities.



IKE DEVELOPMENT PIPELINE 2020

Project Information					Project Scoring				Project Notes
Map ID	Project Description	Scope	Miles	FY-25 Cost \$M	Eng. Score (50 pts)	Econ. Score (25 pts)	Local input (25 pts)	Total Score (100 pts)	Description
EXPANSION PROJECTS									
714	I-235 Sedgwick County: I-235/I-135/K-254 interchange (North Junction)	Reconstruct interchange	3	\$80	45	20	25	90	This is the highest-rated expansion project in the Wichita metro area and will improve one of the worst bottlenecks in the region. Phase 1 of the project is now underway through KDOT's Cost Share program. This project will build on that investment by reconstructing the interchange.
545	US-50 Edwards County: Between Offerle and Kinsley	Extend existing passing lanes	1	\$4	45	23	23	91	This project extends the existing passing lanes at this location. Travelers have indicated that the current passing lanes do not always allow enough time to get around substantial truck traffic.
527.1	US-56/K-96 Barton County: Great Bend to K-156	4-lane expressway	2	\$15	45	17	25	87	This 2-mile stretch serves over 8,000 vehicles per day, including 1,700 trucks, and would help serve vehicles going in and out of Great Bend.
717	K-96 Sedgwick County: Hillside Rd. to Greenwich Rd.	6-lane freeway	6	\$225	39	22	24	85	This project has strong regional support and would address a highly congested area - 62,000 vehicles travel this stretch daily
547	US-54 Kiowa County: Between Greensburg and Haviland	Extend existing passing lanes	1	\$4	46	23	16	85	This project extends the existing passing lanes at this location. Travelers have indicated that the current passing lanes do not always provide enough time to get around substantial truck traffic.
548	US-54 Pratt: Between Wellsford and Cullison	Extend existing passing lanes	2	\$4	46	23	16	85	This project extends the existing passing lanes at this location. Travelers have indicated that the current passing lanes do not always provide enough time to get around substantial truck traffic.
546	US-54 Kiowa County: Between Ford-Kiowa county line and Mullinville	Passing lanes	2	\$6	39	18	23	60	KDOT analyzed the 31-mile corridor Local Consult participants identified as needing congestion relief and determined this location would provide the greatest benefit.

projects continued

Project Information					Project Scoring				Project Notes
Map ID	Project Description	Scope	Miles	FY-25 Cost \$M	Eng. Score (50 pts)	Econ. Score (25 pts)	Local input (25 pts)	Total Score (100 pts)	Description
550	US-50 Harvey County: Northeast of Walton	Extend existing passing lanes	1	\$4	42	21	15	78	This project extends the existing passing lanes at this location. Travelers have indicated that the current passing lanes do not always provide enough time to get around the substantial truck traffic.
537	US-50 Harvey County: 5 Miles East of Burrton	Extend existing passing lanes	1	\$4	32	25	11	68	This project extends the existing passing lanes at this location. Travelers have indicated that the current passing lanes do not always provide enough time to get around the substantial truck traffic.
MODERNIZATION PROJECTS*									
561	US-160 Sumner County: I-35 to Sumner/Cowley County Line	Rehabilitate and add shoulders	10	\$6	68	-	20	88	This 10-mile stretch has high traffic volumes and no shoulders. There are also concerns about the pavement structure.
560	K-42 Sumner/Sedgwick County: K-2 to Clonmel	Rehabilitate and add shoulders	15.5	\$11	62	-	19	81	This 15-mile stretch serves a high volume of traffic and needs shoulders added. Local Consult participants had requested fully reconstructing 7 miles of this corridor. After further analysis, KDOT staff determined the pavement could be rehabilitated and shoulders could be added. The project was extended an additional 8.5 miles into Sedgwick County to meet the existing section with 10' shoulders.

**Modernization project scoring does not include economic scoring. The total score of 100 pts includes engineering (80 pts) and local input (20 pts). Projects are displayed on the map attached to this document.*



PRESERVATION WORK UPDATE

Although development work is just beginning on IKE modernization and expansion projects, there is still much construction work underway. The following are upcoming and ongoing preservation projects in this district. Projects are starred on the district map on the next page.

T-WORKS INVESTMENT

SOUTH CENTRAL KANSAS | BY MODE 2009-2019*

	\$Amt**	% of Total Investment in SC KS
State Highways		
Preservation	\$743M	33%
Modernization	\$159M	7%
Expansion	\$576M	25%
Local Roads	\$695M	30%
Modes		
Public Transit	\$47M***	2%
Aviation	\$32M	1%
Rail	\$14M	1%
Bike/Pedestrian	\$13M	1%
TOTAL	\$2.2B	

*Additional investments are made that KDOT categorizes as statewide and are not reflected in an individual district's totals.

**Includes federal and state dollars.

***Public Transit funding is allocated by regional transit districts. These dollars reflect investments in the Central and South Central transit regions.

DISTRICT 5

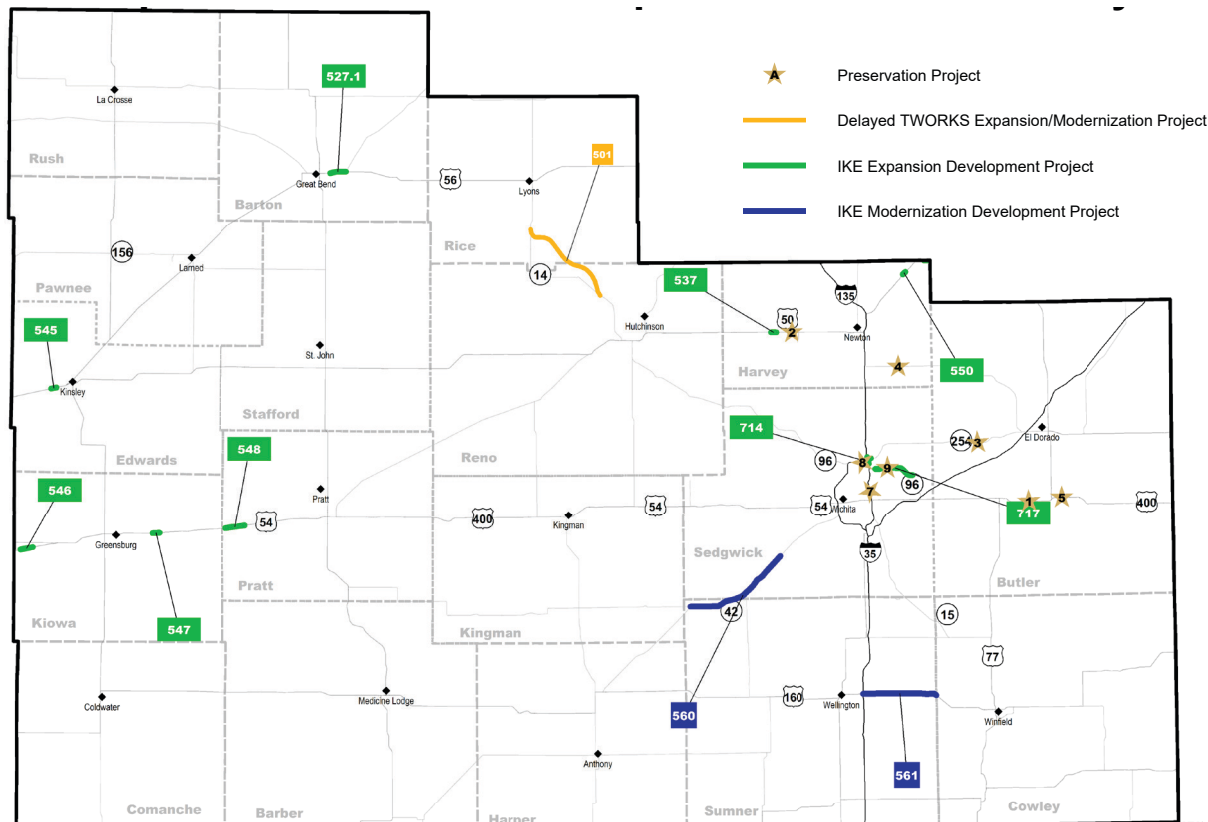
- 1** **Butler County:** U.S. 54 concrete patching, 4" HMA overlay, from east city limits of Augusta to U.S. 54/U.S. 77/U.S. 400 junction. Expected to start and be completed by next year.
- 2** **Harvey County:** U.S. 50, 1.5" mill + 2" overlay (40 KA 5399-01), from Reno/Harvey County line east to Newton/K-15 junction. Will start and complete this year.
- 3** **Butler County:** K-254 .5" mill + 2" overlay, from Sedgwick/Butler County line east to west city limits of El Dorado. Will start and complete this year.
- 4** **Harvey and Butler Counties:** Mill and HMA overlay K-196, Fr I-135 E to HV/BU County Line. Will start and complete this year.
- 5** **Butler County:** Mill and HMA overlay, US-400 FR E of E U.S. 54/77/400. Will start and complete this year.

WICHITA/SEDGWICK COUNTY

- 6** **Wichita/Sedgwick County:** southbound I-135 bridge repair, joints and polymer, from First Street north to 18th Street. Should be completed this year.
- 7** **Wichita/Sedgwick County:** northbound I-135 bridge repair, joints and polymer overlay. Starts this year.
- 8** **Wichita/Sedgwick County:** Green Project, I-235 from Seneca Street north to I-135/I-235/K-96/K-254 junction. Concrete pavement/bridges/expansion.
- 9** **Wichita/Sedgwick County:** K-96 from I-135/K-96 junction east to .7 miles east of Webb Road, concrete patching and HMA overlay. Should start this year, be completed next year.



IKE DEVELOPMENT PIPELINE 2020 CURRENT/PLANNED CONSTRUCTION WORK



For more information regarding the Eisenhower Legacy Transportation Program visit www.ksdot.org/ike or email ike@ks.gov

This information can be made available in alternative accessible formats by contacting the KDOT Division of Communications 785.296.3585 Voice/Hearing Impaired – 711