

District 6 2021 Project Scores - Expansion

EXPANSION



Legend ● High Need/Score ◐ Medium Need/Score ○ Low Need/Score

Project Information					Engineering Factors					Economic Factors			Local Input	Other Factors		
Map ID	Project Description	Scope	Miles	FY-25 Cost \$M	Current Congestion (20 pts)	Future Congestion (15 pts)	Truck Traffic (7.5 pts)	Safety (7.5 pts)	Engineer Score (50 pts)	GRP* / Cost	Traveler Benefit** / Cost	Economic Score (25 pts)	Local Input (25 pts)	Route Continuity	Previous Investment	Notes
611	US-50 Kearny County: Lakin to Finney County Line	Passing Lanes	9.5	\$13 ^v	◐	◐	◐	○	23	●	●	19				
615	US-50 Finney County: Kearny County Line to Holcomb	4-lane expressway	6	\$30	◐	◐	◐	○	21	◐	◐	12		✓		
620	US-50 Ford County: Dodge City to US-283	4-lane expressway	2.4	\$10 ^v	●	●	●	○	45	◐	◐	13				Scope and cost updated to include a new intersection
613	US-54 Seward County: 0.5 miles Northeast of RS 1987 Jct, Northeast to Meade County Line	4-lane expressway	8.2	\$44 ^v	●	●	●	○	44	○	○	10		✓	✓	
623	US-54 Meade County: Seward County Line to Clark County Line [†]	4-lane expressway	34	\$231	◐	◐	○	◐	33	○	○	8				
614	US-54 Clark County: Meade County Line to Ford County Line [†]	4-lane expressway	9.5	\$50	◐	○	◐	○	31	◐	○	9				
686	US-54 Seward County: US-83 to Tucker Rd [†]	4-lane expressway	3.0	\$12	◐	◐	○	◐	21	◐	◐	13				
683	US-83 Seward County: Liberal to Haskell County Line [†]	4-lane expressway	27	\$143	◐	◐	◐	○	36	○	○	8				
622	US-83 Haskell County: Seward County Line to US-160/K-144 [†]	4-lane expressway	12	\$64	◐	◐	◐	○	32	○	○	9				
622p	US-83 Haskell County: Seward County Line to US-160/K-144	Passing Lanes	12	\$13 ^v	◐	◐	◐	○	32	●	◐	18				
626	US-83 Scott County: Scott City North to K-4	Passing Lanes	8	\$7 ^v	◐	○	●	○	27	●	●	19				Scope and cost updated to reflect one set of passing lanes.
628	US-83 Scott County: Finney County Line to Scott City	Passing Lanes	14	\$7 ^v	◐	◐	●	◐	26	●	●	24				Scope and cost updated to reflect one set of passing lanes.
618	US-83 Finney County: Garden City to Scott County Line	Passing Lanes	14	\$13 ^v	○	○	●	◐	28	●	●	20				

[†]New project not presented in 2019. New projects came from statewide passing lane review or from KDOT District staff.

^vUpdated cost estimate

Projects presented in 2019; not scored this year	
US-50 Finney County: Kearny-Finney County Line to Holcomb – The 4-lane expressway option is included on the list above.	Passing lanes
US-54 Ford County: Clark/Ford Co Line to Ford/Kiowa Co Line –Passing Lanes sections (5 total) on either side of this project were selected. May be added again but would like to see the impacts of the other passing lanes projects on the corridor.	Passing lanes
US-54 Seward County: Shamrock NE to Seward/Meade Co Line – Passing lanes further to the east are in the IKE pipeline. The 4-lane expressway above option is included on the list above.	Passing lanes
US-83 Finney County: 3 miles North of Plymell to Garden City - Passing lanes are being added in this area as part of Preservation+.	Passing lanes
US-83 Seward County: 1 mile N of K-51, N to Seward/Haskell County Line - Passing lanes are being added directly south of this area as as part of Preservation+.	Passing lanes

2019 Projects Selected for the Development or Construction Pipeline	
US-50 Finney County: East of Garden City to Finney-Gray County Line	4-lane expressway
US-50 Ford County: East of Wright	Passing lanes
US-50 Ford County: East of Spearville	Passing lanes
US-50 Gray County: Finney County Line to Cimarron	4-lane expressway
US-54 Meade County: between Meade and Fowler	Passing lanes
US-54 Meade County: between the Seward-Meade county lane and Plains	Passing lanes

Engineering Factor Weights		
	Urban	Rural
Current Congestion	20	15
Future Congestion	15	10
Truck Traffic	7.5	12.5
Safety	7.5	12.5
Total Points Possible	50	50

Economic Factors
Gross Regional Product (GRP)* - The value of goods and services produced minus the cost of inputs. GRP impact is calculated based on travel time and reliability savings for business-related and freight travel as well as vehicle operations and maintenance cost changes from a project divided by cost.
Traveler Benefit ** - The value of non-business benefits, including personal travel time and reliability benefits (e.g., for shopping, visiting family, doctor visits, etc.) and emissions reductions benefits divided by cost.
<i>*GRP impacts are calculated using county level economic data.</i>
<i>**All travelers' time is valued equally regardless of where they live.</i>

District 6 2021 Project Scores - Modernization

Legend ● High Need/Score ◐ Medium Need/Score ○ Low Need/Score



Project Information					Engineering Factors					Local Input	Other Factors		
Map ID	Project Description	Scope	Miles	FY-25 Cost \$M	Geometrics/ Safety	Capacity	Pavement Structure	Pavement Surface	Engineer Score (80 pts)	Local Input (20 pts)	Route Continuity	Previous Investment	Notes
652	K-156 Finney County: US-50 at Garden City to Hodgeman County Line	Construct Shoulders and re-surface	35	\$35 ^y	○	◐	●	●	40				Re-surfacing added to project scope this year
651	K-156 Hodgeman County: Finney County Line to 4 mi west of Jetmore & Hanston to Pawnee County Line	Construct Shoulders	39	\$24 ^y	◐	◐	◐	◐	47		✓		

^yUpdated cost estimate

2019 Projects Selected for the Development or Construction Pipeline	
K-156 Hodgeman County: Jetmore to Hanston	Reconstruct

High scoring projects in these engineering categories are likely to have:

- **Geometrics/Safety** – Narrow shoulders, an intersection that needs improved or a curve that needs straightened.
- **Capacity** – Traffic congestion.
- **Pavement Structure** – subsurface pavement issue.
- **Pavement Surface** – Rough pavement surfaces.

Other factors in selection:

- **Route Continuity** – Complete or continue a corridor.
- **Previous Investment** – Preliminary engineering work already underway or another phase of the project constructed.

System Compositions & Usage by Region						
	Northeast	North Central	Northwest	Southeast	South Central	Southwest
Current Population (2018)	48%	7%	3%	9%	28%	5%
Population Projection (2044)	55%	6%	2%	7%	26%	4%
State Highway Miles	19%	16%	16%	16%	19%	15%
Total Roadway Miles	16%	16%	17%	15%	23%	14%
Daily Vehicle Miles Traveled SHS	39%	11%	8%	12%	23%	6%
Daily Truck Miles Traveled on SHS	26%	15%	14%	13%	21%	11%
Daily Vehicle Miles Traveled All Roads	42%	10%	6%	10%	26%	6%

