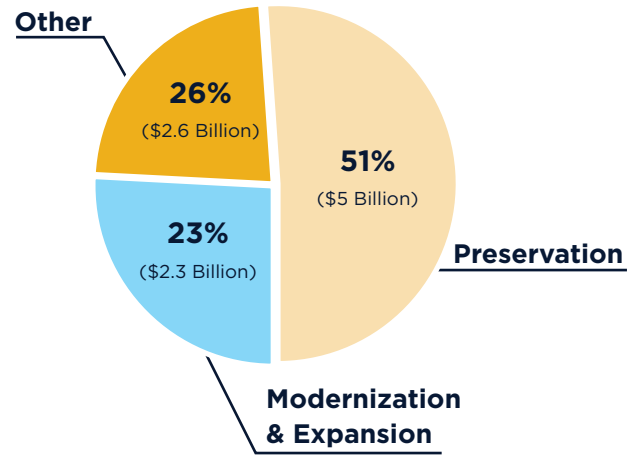




ALL ABOUT IKE

IKE - the Eisenhower Legacy Transportation Program - is a roughly \$10 billion investment in the future of Kansas. This program and the transportation improvements it will deliver play a key role in our state's economic recovery, putting Kansans to work and improving quality of life.



IKE IS BUILT ON FOUR GUIDING PRINCIPLES:

- Being **flexible and responsive** to the changing needs of Kansas communities. Because we know regional conditions and priorities change over time, we come back to Kansans every two years to ensure we are investing in projects that fit the needs of regions today and into the future. This rolling approach allows IKE to respond to emerging opportunities and adapt to rapid advancements in both transportation and technology when selecting projects for the development and construction pipelines.
- Taking a **problem-solving approach** to meeting the needs of Kansans. Transportation impacts multiple facets of Kansans' lives — their health, safety, jobs, and time with their families. With IKE, KDOT will solve more problems by utilizing all its resources rather than being limited by internally generated program/project categories.
- Leveraging partnerships** with local communities. Strong partnerships generate more local match and community input on practical improvements and project phasing to stretch dollars further.
- With flexibility comes a greater duty of **transparency and accountability**. The IKE program website (ksdotike.org) provides project and spending information on-demand so Kansans — the families and communities who are the most affected by transportation issues — can see how their tax investments are being used to benefit them.



**YOU SPEAK.
KDOT LISTENS.
TOGETHER, WE WORK.**

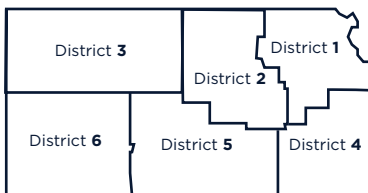
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STATEWIDE INVESTMENTS

IKE legislation requires KDOT to establish minimum commitments of Modernization and Expansion investment levels. The table below shows the minimums for each district. It also provides what we estimate to invest in preservation work, which will be the majority of our total program investments.

	MODERNIZATION & EXPANSION (ESTIMATED MINIMUM)	PRESERVATION SPENDING (ESTIMATED MINIMUM)	TOTAL (ESTIMATED MINIMUM)
DISTRICT 1	\$550 MILLION	\$1.3 BILLION	\$1.85 BILLION
DISTRICT 2	\$68 MILLION	\$600 MILLION	\$668 MILLION
DISTRICT 3	\$55 MILLION	\$700 MILLION	\$755 MILLION
DISTRICT 4	\$89 MILLION	\$550 MILLION	\$639 MILLION
DISTRICT 5	\$297 MILLION	\$800 MILLION	\$1.1 BILLION
DISTRICT 6	\$92 MILLION	\$500 MILLION	\$592 MILLION
TOTAL	\$1.15 BILLION	\$4.45 BILLION	\$5.6 BILLION

AVERAGE PRESERVATION COST PER MILE RURAL: \$160,000
AVERAGE PRESERVATION COST PER MILE URBAN: \$900,000



Last updated 08/31/2021

For more information regarding the Eisenhower Legacy Transportation Program, visit www.ksdotike.org 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) - 711 hearing impaired.



PROJECTS DEFINED

EXPANSION:

Major corridor or interchange projects focused on alleviating congestion to keep people and goods moving. Includes traditional congestion in urban areas and non-recurrent congestion in rural areas due to crashes, weather events or just getting stuck behind a slow-moving vehicle. These projects are scored for congestion, safety, economic impact and input at Local Consult meetings.

MODERNIZATION:

Major corridor and interchange projects focused on bringing the roadway up to modern design standards, such as by adding paved shoulders. These projects are scored for engineering factors, including safety and pavement condition, and input from Local Consult meetings.

PRESERVATION:

Projects that keep the highway system in good condition, which can alleviate congestion, improve safety and manage life-cycle costs. These projects are selected by KDOT based on pavement and structure conditions.