



Modernization & Expansion Projects

Statewide Totals

- **37 total construction projects totaling \$1.8 billion**
- **6 preliminary engineering projects**
- **253 miles will be completed**
- **\$10 billion estimated economic impact**



NORTHEAST Modernization & Expansion Projects

Type	Selected Project Description	Miles	Construction Cost Estimate (in millions)	Economic Impact (in millions)	Let Year
E	<p>I-70 and K-7 in Wyandotte County – Interchange Improvements.</p> <p>This project has an excellent economic impact including helping support continued growth at the Legends. It will address the most congested movements within the existing interchange and replaces some deteriorated I-70 pavement. KTA will contribute funds for construction commensurate with the improvements gained to their maintenance responsibilities.</p>	2	\$68	\$1,123	2013
E	<p>I-35 Interchange at Homestead Lane between Edgerton and Gardner</p> <p>This project is critical to handle truck traffic from the area and opens it up for new development. This fast-track project is expected to be completed by 2013. Johnson County will provide \$35 million towards construction of the local network connecting the interchange to the new intermodal facility.</p>	-	\$26	\$629	2012
E	<p>I-435/I-35/K-10 and Lackman Road – part of the project known as the Gateway Project (Yellow). First phase – improve ramps/add lanes on I-35 from 119th to I-435.</p> <p>This is the first phase of the Gateway Project, which provides immediate and significant improvements to one of the biggest bottlenecks in the state. This project has a tremendous economic benefit for a relatively low cost. It is expected to be complete by Fall 2012.</p>	2	\$14	\$1,055	2012
E	<p>I-435/I-35/K-10 and Lackman Road – 2nd phase of the Gateway project (Orange). Builds 2-lane flyovers from I-435 to I-35, adds auxiliary lanes to just north of 95th street. Improves interchange and K-10 from Ridgeview to I-35.</p> <p>While the most expensive project in T-WORKS, there's regional support for this project because people worry this growing bottleneck threatens traffic flow and economic activity. Full build out of the Gateway is \$600 million; this second phase at \$249 million should provide acceptable traffic operations for the next 20-25 years. Olathe and Lenexa have agreed to consider phasing and sequencing concepts that may prolong adverse impacts to the local street connections but would reduce the total cost of the project. This is a design build project.</p>	4	\$249	\$1,375	2014-2020*
E	<p>South Lawrence Trafficway (SLT) in Douglas County—construct 4-lane freeway from US-59 to K10</p> <p>The SLT received strong regional support and is viewed as an important regional connector linking Topeka, Lawrence and Johnson County. This project has the highest economic impact in the T-WORKS program. KDOT will explore tolling approaches to help finance the project with the goal being to provide non-tolled local access. KDOT will work with the Kansas Turnpike Authority, Lawrence and Douglas County to evaluate the tolling approaches and determine if it is feasible. It's estimated tolling could provide about \$50 million towards construction of the project. If tolling revenue becomes available, additional improvements like the 15th Street Interchange may be made.</p>	6	\$192	\$3,710	2014-2020*

E= Expansion Project M= Modernization Project PE= Preliminary Engineering Work Only Project announced in Feb. 2011

*For projects that will not be available for construction until 2014 or later, KDOT has not determined the specific let year yet.

Type	Selected Project Description	Miles	Construction Cost Estimate (in millions)	Economic Impact (in millions)	Let Year
E	US-69 improvements: I-435/Quivira to 119th in Johnson County This project was announced in February and was let to construction in May 2011. US-69 is Overland Park's top priority. Overland Park will contribute \$8 million towards construction and \$4 million for project development.	3	\$102	\$779	2011
E	US-24 in Shawnee County— upgrade to 4-lane expressway from Countryside Road east to the existing 4-lane and add Menoken interchange While this project was not identified as a top priority during Local Consult discussions, the bridge at this location needs to be replaced. Since traffic counts support additional lanes at this location, it makes sense to combine the bridge and expressway into one project. Also, there has been public discussions and interest in adding the Menoken interchange.	2	\$41	\$13	2013
E	K-18 – 4-lane from Wildcat Creek Road to Seth Child Road in Riley County This project was announced in February 2011. The region supports K-18 improvements due to the National Bio and Agro-Defense Facility and growth at Ft. Riley. They view investment in the corridor as an opportunity to further develop an agrosience industry. Consequently Manhattan and Riley County will each contribute \$1.5 million (\$3 million total) toward the construction of the project. This project was let in April 2011.	6***	\$55**	\$121	2011
M	K-31 in Osage County – reconstruct 2-lane highway, add shoulders and remove hills The only modernization project selected in the Northeast. The project was selected, in part, to help support economic growth in Osage County. Traffic is increasing and there's considerable local interest in the project. This was the only modernization project to receive regional support at Local Consult meeting.	7	\$14	N/A	2014-2020*
PE	I-70 Polk Quincy Viaduct, Topeka— continue work to complete design plans While the Viaduct scored high in terms of safety, bridge condition and truck traffic, the regional input concluded that the project simply costs too much (\$145 million) and doesn't generate sufficient economic return (\$156 million) or congestion relief to be considered ahead of other projects in the region. Design work will be completed so this project could move forward when funding is available.				
PE	Centennial Bridge in Leavenworth Preliminary engineering study to replace the existing bridge as part of an improved corridor into Missouri to access KCI. KDOT will work in conjunction with the Kansas Turnpike Authority to explore tolling options as a funding component for a new bridge.				
	TOTAL	29	\$733	\$8,805	

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 No construction dollars available

NA: Modernization projects are not evaluated using economic impact analysis.

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**Project serves Northeast and North Central regions so both will split the cost.

***Project serves both Northeast and North Central regions so the miles are split between regions.



NORTH CENTRAL

Modernization & Expansion Projects

Type	Selected Project Description	Miles	Construction Cost Estimate (in millions)	Economic Impact (in millions)	Let Year
E	I-135: new interchange at Mohawk Rd. in McPherson This project has strong regional support and will help open McPherson's industrial park to additional development. McPherson plans to improve their local road network to connect to the interchange and support the increased traffic.	-	\$13	\$94	2014-2020*
E	US-77 in Geary County – enhance capacity and safety by constructing intersection improvements and/or a 4-lane expressway This project is a good example of a practical improvement and designing to a budget. Building on the soon to be completed corridor study, KDOT will evaluate/prioritize improvements and then build as many improvements as the \$40 million will allow. This project helps address increased traffic into Ft. Riley from US-77.	7	\$40	\$34	2014-2020*
E	US-50: extend 4-lane 2 miles west from Emporia, add or extend 5 sets of passing lanes along the 67 mile corridor from Emporia to Hutchinson. This project is another good example of a practical improvement. KDOT will invest \$25 million to extend the 4-lane from Emporia west approximately 2 miles and add/extend as many passing lanes as possible within the budget. There's regional support for this project, although only a portion is contained in the North Central region. The 10 miles represents the total length of improving 5 sets of passing lanes the 4-lane extension at Emporia.	10	\$25	*N/A	2014-2020*
M	K-177: Evaluate options/prioritize and widen shoulders from Council Grove to I-70 This project is another example of a practical improvement and designing on a budget. KDOT will evaluate/prioritize locations to widen shoulders along this 21 mile corridor and then add as many miles of shoulders as possible for \$25 million. This highway was ranked as the top regional modernization project.	21	\$25	*N/A	2014-2020*
E	K-18: 4-lane freeway from Wildcat Creek to Seth Child Rd. in Riley County This project was announced in February 2011. The region supports K-18 improvements due to the National Bio and Agro-Defense Facility and growth at Ft. Riley. They view investment in the corridor as an opportunity to further develop an agro-science industry. Consequently Manhattan and Riley County will each contribute \$1.5 million (\$3 million total) toward the construction of the project. This project was let in April 2011.	6***	\$55**	\$121	2011
TOTAL		41	\$131	\$249	

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NOTE: Passing lanes are generally 2 miles long.

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 * For projects that will not be available for construction until 2014 or later, KDOT is continuing to develop specific project schedules and will announce those schedules later this year.
 **Project serves Northeast and North Central regions so both will split the cost.
 ***Project serves both Northeast and North Central regions so the miles are split between regions



NORTHWEST

Modernization & Expansion Projects

Type	Selected Project Description	Miles	Construction Cost Estimate (in millions)	Economic Impact (in millions)	Let Year
M	US-281: reconstruct, widen shoulders from Russell to K-18 in Russell County This project was a top priority at the Local Consult meeting. Northwest Kansans cited safety issues associated with the narrow shoulders of the roadway as their major concern.	15	\$33	N/A	2014-2020*
M	K-27: reconstruct, straighten curves 7 mi. north of Greeley Co. line to 2 miles south of US-40 in Wallace County The sharp curves south of Sharon Springs were the major safety concerns associated with this project. While participants at local consult would like to see the entire corridor modernized, they understand cost constraints and rated this section as a top priority	5	\$9	N/A	2014-2020*
M	K-383: improve alignment, widen shoulders from US-36 northeast to US-183 in Phillips/Norton counties Safety is the major concern associated with this stretch of road. Local Consult participants stated that emergency medical services are not able to travel as fast as they need to due to the alignment and that police don't monitor traffic because there is no safe place to pull over, which is why it's a top priority for the region. This route is also used for trucks hauling oversized loads, which is why wider shoulders are needed.	26	\$53	N/A	2014-2020*
TOTAL		46	\$95		

E= Expansion Project	M= Modernization Project	PE= Preliminary Engineering Work Only
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SOUTHEAST

Modernization & Expansion Projects

Type	Selected Project Description	Miles	Construction Cost Estimate (in millions)	Economic Impact (in millions)	Let Year
E	<p>US-400: add approximately 8 sets of passing lanes along the 90 mile corridor from Butler County to Cherokee County</p> <p>This project is a good example of practical improvements and designing to a budget. KDOT has identified likely locations for 8 sets of passing lanes costing \$30 million and will present those locations for public comment in the near future. If KDOT added passing lanes in every location where they are feasible, it would cost \$84 million. This project helps address increasing commercial traffic and is a regional priority. The 16 miles represents the total length of 8 sets of passing lanes.</p>	16	\$30	\$16	2014-2020*
E	<p>US-69: 4-lane upgradable expressway from Arma to Fort Scott in Crawford/Bourbon counties</p> <p>This project continues the improvement work on the US-69 corridor and is the next logical segment. Although some US-69 advocates would prefer a 4-lane freeway (at \$85M), the upgradable expressway fits the traffic needs of today while preserving the future freeway option by purchasing the right-of-way necessary for interchanges now. This is the right-sized project for today. Following the completion of this project, there will still be 6 miles remaining of 2-lane highway, in the vicinity of Arma, on this Pittsburg to KC corridor. KDOT has recently begun a study to determine alternatives and costs to complete the remaining miles of the corridor, which may allow for more work to be done in the future.</p>	12	\$47	\$50	2014-2020*
E	<p>US-166/US-400: reconstruct interchange and 4-lanes from I-44 north about 3 miles in Cherokee County</p> <p>Although some US-69 and US-400 advocates would prefer the 4-lane be extended 8 miles to US-400 (at a cost of \$85M), this improvement serves today's need of better access to I-44 within the limited dollars available. Economic development potential for both US-69 and US-400 will be improved by providing better access to I-44. MoDOT has agreed to discuss their ability to fund a portion of the interchange improvements since a portion of this project is located in Missouri.</p>	3	\$38	\$40	2014-2020*
E	<p>US-75: construct 4-lane from Oklahoma to Caney in Montgomery County</p> <p>This project will provide a "better front door" to Kansas and Caney by extending the 4-lane roadway that comes out of Oklahoma. The benefits of this project are more from an engineering standpoint, which is why there is no estimated economic impact listed. ODOT has agreed to fund the portion of the project being constructed in Oklahoma.</p>	1	\$5	-	2014-2020*

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NOTE: Passing lanes are generally 2 miles long.

N/A: Modernization projects are not evaluated using economic impact analysis

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Type	Selected Project Description	Miles	Construction Cost Estimate (in millions)	Economic Impact (in millions)	Let Year
E	<p>US-169: KDOT will evaluate this 18 mile corridor from north of Coffeyville to US-400 in Montgomery County to determine the priority of various improvements along the corridor.</p> <p>This is a top regional priority. It's good example of practical improvement and designing to a budget to address growing traffic and improve safety. KDOT will evaluate/prioritize locations and make as many improvements as possible for \$10 million. If passing lanes and other safety improvements were constructed in every location where they are feasible, the project would have cost an estimated \$36 million.</p>	18	\$10	\$18	2014-2020*
M	<p>US-169: widen shoulders from Welda north to Garnett in Anderson County</p> <p>This is an important modernization project due to deteriorating pavement condition and increasing traffic on a two-lane highway with narrow shoulders. This work improves the last section of US-169 with narrow shoulders and is the most supported modernization project in the region.</p>	9	\$17	*N/A	2014-2020*
E	<p>K-68: Preliminary engineering work for 4-lane expressway/evaluate, prioritize and build interim improvements from US-169 to Louisburg in Miami County</p> <p>This project is another good example of practical improvements. Without a doubt, some improvements are needed along this growing corridor, but conditions don't yet support the construction of a 4-lane expressway. Instead, KDOT will commence preliminary engineering and through that process, will identify and construct the most immediately necessary improvements within that \$10 million budget.</p>	-	\$10	*N/A	2014-2020*
M	<p>K-7: Reconstruction from Columbus to Cherokee</p> <p>This modernization projects was selected because the pavement is deteriorated and shoulders are needed. This is one of the highest two-lane traffic volume routes in the state without shoulders. Some preliminary engineering work has been done on this project.</p>	11	\$33	*N/A	2014-2020*
	TOTAL	70	\$190	\$124	

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NOTE: Passing lanes are generally 2 miles long.

N/A: Modernization projects are not evaluated using economic impact analysis

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SOUTH CENTRAL

Modernization & Expansion Projects

Type	Selected Project Description	Miles	Construction Cost Estimate (in millions)	Economic Impact (in millions)	Let Year
E	<p>I-135: reconstruct interchange at 36th Street in Newton</p> <p>The interchange improvements provide significant economic benefits to the region by opening access to the new industrial area and accommodating increasing over-length trucks associated with the wind turbine development. Design work is already underway.</p>	-	\$14	\$220	2014-2020*
E	<p>I-235: US-54 (Kellogg) Interchange: construct I-235 southbound flyover and US-54 eastbound flyover</p> <p>This project helps improve east-west connections in Wichita and is one of Wichita's two, top priorities. The existing interchange is an old design and safety issues grow with increasing traffic. There is good regional support for this project and Wichita supports reconstructing only a portion of the interchange to address the most pressing operational and safety concerns. Sedgwick County will contribute \$11.6 million towards construction of this project.</p>	2	\$116	\$88	2014-2020*
E	<p>US-50: 4-lane freeway, new interchange from 1 mile west of Anderson Rd to Old Main in Newton</p> <p>KDOT has already begun design work and buying right-of-way for this project due to the development along the corridor. This is one of the region's top priorities.</p>	1	\$31	\$11	2012
E	<p>US-50: reconstruct to 4 lane with interchanges K-61 east to Airport/Yoder Rd. in Reno County</p> <p>This project was announced in February. It will support traffic associated with industrial park area, including the Siemens Wind Turbine plant. It will be let to construction in June 2011.</p>	3	\$50	\$133	2011
E	<p>US-54 reconstruct 4-lane with Webb Rd. interchange from Cypress to Wiedemann in Sedgwick County</p> <p>This is one of Wichita's two top priorities. It extends the 4-lane of US-54 which is critical to addressing growing congestion and supports economic development in the region. The economic impacts associated with this project are strong when compared to the cost. Wichita will provide \$15.6 million toward construction and \$63 million for project development to be utilized on this project and the one listed below.</p>	1	\$82	\$260	2014-2020*
E	<p>US-54: reconstruct 4- lane with Greenwich interchange from Wiedemann to 127th Street in Sedgwick County</p> <p>This is one of Wichita's priorities and is considered phase II of the project listed above. It extends the 4-lane of US-54 which is critical to addressing growing congestion and supports economic development in the region. The economic impacts associated with this project are strong when compared to the cost. Wichita will provide \$15.6 million toward construction and \$63 million for project development to be utilized on this project and the one listed above.</p>	1	\$95	\$366	2014-2020*

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Type	Selected Project Description	Miles	Construction Cost Estimate (in millions)	Economic Impact (in millions)	Let Year
E	US-54: Upgrade to 4-lane expressway through the Byron Walker Nature Preserve in Kingman County. KDOT has selected this as project as an expressway rather than adding less expensive passing lanes to be consistent with the vision of the corridor. In addition to the engineering design being complete and right-of-way having been purchased for this section of US-54, environmental permits have been issued to construct improvements through the Byron Walker Nature Preserve. By constructing the improvements now, it eliminates the risk of the permits lapsing.	8	\$44	\$9	2012
E	K-96: construct new 2-lane on 4-lane right of way from Hutchinson to Sterling Advocates were quick to suggest that the smaller scope of building 2-lanes on 4-lane right-of-way would be acceptable, and at that scope this was the most highly supported project in the region. KDOT has completed a conceptual study of the corridor and rates the project as having an engineering priority due to the curves and deteriorated pavement on the existing highway. Many in the region see this as the first step in completing the long advocated for Northwest Passage.	15	\$63	\$118	2014-2020*
E	US-54: 4-lane expressway from 5 miles east of Pratt to 1 mile east of Cairo Significant investment has been made in this corridor through previous transportation programs. During local consult participants stressed the importance to "finish what it (KDOT) had started." Design work is already underway.	5	\$34	\$6	2013
PE	Northwest Bypass in Wichita from Goddard east and northeast to K-96: State will assist with the purchasing of right-of-way. The State of Kansas agrees to provide two dollars for every one dollar of funds contributed by Sedgwick County, City of Goddard and City of Maize, but not to exceed a maximum of \$1,350,000 per year for five years (FY2011- FY2015, for a total of \$6,750,000). A substantial amount of design work and right-of-way acquisition was done on this proposed bypass during the Comprehensive Transportation Plan but those funds have all been expended and there are still right-of-way tracts to be acquired.				
	TOTAL	36	\$529	\$892	

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 No construction dollars available

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SOUTHWEST

Modernization & Expansion Projects

Type	Selected Project Description	Miles	Construction Cost Estimate (in millions)	Economic Impact (in millions)	Let Year
E	<p>US-83: reconstruct, add passing lanes from 1 mile south of US-160/K-144 north 5 miles in Haskell County</p> <p>The poor pavement condition on this section of the corridor and the need to improve the US-160/K-144 intersection were the driving factors for its selection. It was a top priority project during Local Consult.</p>	5	\$19	\$26	2014-2020*
E	<p>US-50: construct 4-lane expressway from Cimarron to Dodge City</p> <p>The high truck traffic and poor pavement condition were among the factors Local Consult participants considered when they rated this project as their top priority.</p>	16	\$69	\$94	2014-2020*
E	<p>US-54: construct 4-lane expressway from Liberal northeast 10 miles in Seward County</p> <p>This project was also rated as a top priority due to high truck traffic. While there was some support for the passing lane approach, the majority of Local Consult participants said they prefer the 4-lane option even though that means fewer miles of improvement.</p>	10	\$59	\$96	2014-2020*
PE	<p>US-54: extension of 4-lane expressway from 10 miles northeast of Liberal to the Seward-Meade County Line</p> <p>Preliminary engineering work will begin on this section of road so that if funds become available it will be in a position to extend the 4-lane expressway, which could continue the project listed above.</p>				
PE	<p>US-83: Preservation work that includes looking for options for practical improvement type passing lanes from 4 miles north of US-160/K-144 to Garden City.</p> <p>KDOT is currently trying to identify whether a practical improvement approach will allow for passing lanes to be added to this stretch of roadway at the same time as planned preservation work is being done.</p>				
PE	<p>US-83: Preservation work that includes looking for options for practical improvement type passing lanes from Liberal to K-51</p> <p>KDOT is currently trying to identify whether a practical improvement approach will allow for passing lanes to be added to this stretch of roadway at the same time as planned preservation work is being done.</p>				
TOTAL		31	\$147	\$216	

E= Expansion Project	PE= Preliminary Engineering Work Only
	<input type="checkbox"/> No construction dollars available

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