



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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