



# SOUTHEAST

## Modernization & Expansion Projects

Type	Selected Project Description	Miles	Construction Cost Estimate (in millions)	Economic Impact (in millions)	Let Year
E	<p><b>US-400: add approximately 8 sets of passing lanes along the 90 mile corridor from Butler County to Cherokee County</b></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><b>US-69: 4-lane upgradable expressway from Arma to Fort Scott in Crawford/Bourbon counties</b></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 upgradeable 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><b>US-166/US-400: reconstruct interchange and 4-lanes from I-44 north about 3 miles in Cherokee County</b></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><b>US-75: construct 4-lane from Oklahoma to Caney in Montgomery County</b></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*

E= Expansion Project    M= Modernization Project

**NOTE:** Passing lanes are generally 2 miles long.

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

\* 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.

Type	Selected Project Description	Miles	Construction Cost Estimate (in millions)	Economic Impact (in millions)	Let Year
E	<p><b>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.</b></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><b>US-169: widen shoulders from Welda north to Garnett in Anderson County</b></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><b>K-68: Preliminary engineering work for 4-lane expressway/evaluate, prioritize and build interim improvements from US-169 to Louisburg in Miami County</b></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><b>K-7: Reconstruction from Columbus to Cherokee</b></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*
	<b>TOTAL</b>	<b>70</b>	<b>\$190</b>	<b>\$124</b>	

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