



# IKE PIPELINE AND T-WORKS PROJECTS

Modernization and Expansion Highway Projects

December 2021

NEW DEVELOPMENT PIPELINE PROJECTS					
DISTRICT/ REGION	MAP ID	DESCRIPTION	EST. COST IN \$M	SCOPE	COMMENTS
1 Northeast	832	I-35 Johnson County: Old US-56 to 119th Street	\$74	Reconstruct & add lanes	A high-traffic area and project with regional support - Olathe, Edgerton and Wyandotte County all agree it's a priority. Including the interchange (#178) as part of the project will address safety concerns.
1 Northeast	823	K-10 Johnson County: K-7 to I-435	\$223	Capacity improvements	The scope of this project has been refined and KDOT will study this area to determine if 8-lanes are needed today and where 6-lanes will be sufficient for a period of time to maximize investments along K-10. This is the next logical segment for K-10 improvements.
1 Northeast	811	I-435 Wyandotte County: I-435/State Avenue interchange just north of I-70	\$24	Diverging Diamond Interchange	Reconstructs the existing interchange and builds on a study completed in 2017. A diverging diamond interchange (DDI) will help handle the increased traffic for developments to the east. A DDI will also accommodate pedestrians while the existing interchange does not.
1 Northeast	178	I-35 Johnson County: I-35/Santa Fe interchange in Olathe	\$40	Interchange reconstruction	Including this interchange as part of the I-35 improvements from Old US-56 to 119th (#832) will address safety concerns.
1 Northeast	184	K-33 Douglas County: Franklin county line to US-56	\$5	Reconstruct mainline and widen shoulders	This project replaces aging pavement and widens shoulders. K-33 is seeing increased traffic due to intermodal facility truck traffic and continued development in Wellsville. This completes the K-33 corridor and serves both District 1 and District 4. The segment in District 4 is #483.
2 North Central	216	I-70 in Geary County: from I-70/Taylor Road interchange, west of Junction City	\$12	New interchange	The bridge is in poor condition and needs to be replaced. A new interchange would improve access to the local industrial park and is key for supporting economic development in the area. This project was a top priority coming out of Local Consult.
2 North Central	262	K-15/K-18 in Dickinson County: from west junction (Zion) to east junction (Quality Oil)	\$4	Widen shoulders and improve sight distance	This is one of the top modernization projects in the state. The project will address safety concerns. Feedback from Local Consult described this as "low cost, high return".
3 Northwest	365	US-183 bypass Ellis County: Bridge #019 located at Junction US-183 bypass/I-70	\$19	Reconstruct interchange, replace bridge and modernize	This is a heavily-used interchange with a narrow bridge that has a lot of truck traffic and a significant number of oversize loads. Reconstruction of this interchange would complement the work the City of Hays has already done in the area, provide opportunities for economic development and was identified as a high priority during Local Consult discussions.
3 Northwest	321	US-281 Russell/Osborne County: Luray north to County Road 412	\$10	Reconstruction of mainline with geometric improvements. Includes structure replacements.	The original scope for this project called for reconstructing a 22-mile stretch for \$53 million. We identified the most important segment in the 22-mile corridor so that we could begin sooner. This project will help with economic development, accommodate increasing truck traffic and was identified as a high priority at Local Consult.



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3 Northwest	339	K-27 Wallace County: Zigzag Road (Road Wa-Ez) north to Sherman county line	\$10	Heavy mainline rehabilitation with shoulders. Includes structure replacements.	The original scope for this project called for reconstructing a 16-mile stretch for \$40 million. We identified the most important segment in the 16-mile corridor so that we could begin sooner.
4 Southeast	416p	US-169 Anderson County: Allen county line to Welda	\$34	Passing lanes	These projects would add passing lanes on US-169 in Allen and Anderson counties. With the addition of these projects into the development pipeline, passing lanes along the corridor from Miami County to Montgomery County will be completed. These were identified as priority projects during Local Consult discussions.
4 Southeast	419p	US-169 Allen County: Neosho county line to Humboldt		Passing lanes	
4 Southeast	422p	US-169 Anderson County: Garnett to Franklin county line		Passing lanes	
4 Southeast	431p	US-169 Allen County: US-54 (Iola) to Anderson county line		Passing lanes	
4 Southeast	469	US-160 Crawford County: extension of County Road (590th Avenue)	\$15	Convert county road to 2-lane highway	This project is an interim improvement that is needed if the Crawford County Corridor (US-69 bypass) is constructed in the future. Moving this segment into the development pipeline is a reasonable step to improve a roadway that has high traffic volumes today and will serve a greater purpose in the future. This project would extend US-160 to the west along what is now a county road (590th Avenue) to about South 200th Street.
4 Southeast	483	K-33 Franklin County: I-35 to the Douglas county line	\$17	Reconstruction of highway and widen shoulders	This project replaces aging pavement and widens shoulders. K-33 is seeing increased traffic due to intermodal facility truck traffic and continued development in Wellsville. This completes the K-33 corridor and serves both District 1 and District 4. The segment in District 1 is #184.
5 South Central	547	US-56 Rice County: Lyons to McPherson county line	\$14	Add shoulders	This project adds shoulders, addresses route continuity, and was identified as a top priority during Local Consult due to safety concerns.
5 South Central	555	I-135 Harvey County: I-135/ US-50 (north interchange) in Newton	\$5	Interchange capacity improvements	The cost and scope have been updated since Local Consult to reflect adding a ramp instead of reconstructing the entire interchange. Adding a ramp to the interchange will address the biggest concern today. This interchange also has an aging bridge that will be replaced later in the IKE program. Adding this ramp will prevent a long detour during that future bridge replacement.



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5 South Central	727	US-54 Sedgwick County: Kellogg Avenue: K-96 interchange, east to half mile east of 159th Street (phase 1)	\$166	Reconstruct interchange and expand to 6-lane freeway	This project is the next phase of Kellogg improvements. Addressing the congestion at the North Junction has shifted the bottleneck to this area. This project improves both the interchange and the US-54 corridor, which allows corridor planning further east in Butler County. This was identified as the highest priority project in the Wichita Local Consult discussions and addresses route continuity.
6 Southwest	618	US-83 Finney County: Garden City to Scott county line	\$27	Passing lanes	Improvements to the US-83 corridor were strongly supported at Local Consult. KDOT will evaluate this 36-mile corridor to determine where passing lanes would be most beneficial. KDOT will also examine designing longer passing lanes based on local input and concern over the length of wind blades.
6 Southwest	626	US-83 Scott County: Scott City North to K-4		Passing lanes	
6 Southwest	628	US-83 Scott County: Finney county line to Scott City		Passing lanes	
6 Southwest	620	US-50 Ford County: Dodge City to US-283	\$14	Reconstruct to 4-lane expressway	This project was identified as a high priority during Local Consult discussions. Improvements will address safety concerns due to increasing truck traffic and the lack of passing opportunities.
6 Southwest	622p	US-83 Haskell County: Seward county line to US-160/K-144	\$13	Passing lanes	This is the last segment along the 72 miles of US-83 between Liberal and Garden City to need passing lanes designed. This project, along with upcoming preservation projects that will also add passing lanes, will complete this corridor.
6 Southwest	652	K-156 Finney County: K-23 west junction east to Hodgeman county line	\$12	Construct shoulders and re-surface	This has been a long-time safety concern of the community due to fatal accidents that have occurred along the route, which has no shoulders. This is the priority section along the route based on local input and addresses route continuity.
6 Southwest	686	US-54 Seward County: US-83 to Tucker Road	\$12	Reconstruct to 4-lane with intersection improvements	This project completes the only US-54 segment that has not been upgraded up to the delayed T-WORKS project. This will complete the four-lane highway from the state line to the Cimarron River, addressing route continuity. The project also improves the US-54/US-83 intersection in Liberal.