

Welcome to Local Consult 2025!

Five years ago, the Kansas Legislature overwhelmingly passed the Eisenhower Legacy Transportation Program – or IKE for short. KDOT got to work and already, IKE is making a difference in communities across the state.

IKE is a comprehensive transportation program that addresses highways, bridges, public transit, aviation, short-line rail and bike/pedestrian needs across Kansas.

The program and associated projects are prioritizing road safety, supporting economic growth and creating more options and resources for Kansans and their communities.

IKE is a roughly \$10 billion investment in the future of Kansas. Just over half the program will go to highway preservation. Nearly a quarter will go to highway Modernization and Expansion projects.

The remaining quarter will go towards local funding

programs, such as Cost Share, Local Bridge and Economic Development, as well as other modal programs.

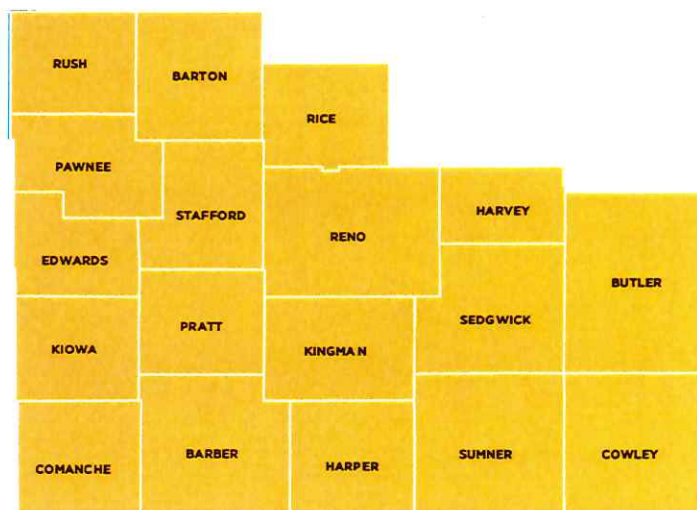
IKE legislation required KDOT to establish a minimum level of investment, by KDOT district, for highway Modernization and Expansion projects over the life of the program. In addition, KDOT has estimated what is likely to be invested in highway preservation in each district during the program.

The table shows the minimum investments:

IKE Minimum Investment Levels By District

KDOT District	Modernization and Expansion	Preservation	Total
District 1 Northeast	\$550 M	\$1.3 B	\$1.9 B
District 2 North Central	\$68 M	\$600 M	\$668 M
District 3 Northwest	\$55 M	\$700 M	\$755 M
District 4 Southeast	\$89 M	\$550 M	\$639 M
District 5 South Central	\$297 M	\$800 M	\$1.1 B
District 6 Southwest	\$92 M	\$500 M	\$592 M
Total	\$1.2 B	\$4.5 B	\$5.7 B

South Central KANSAS



State Highway Projects Defined

Modernization: Major corridor and interchange projects focused on bringing the roadway up to modern design standards, such as adding paved shoulders.

These projects are scored for engineering factors, including safety and pavement condition and input from Local Consult meetings.

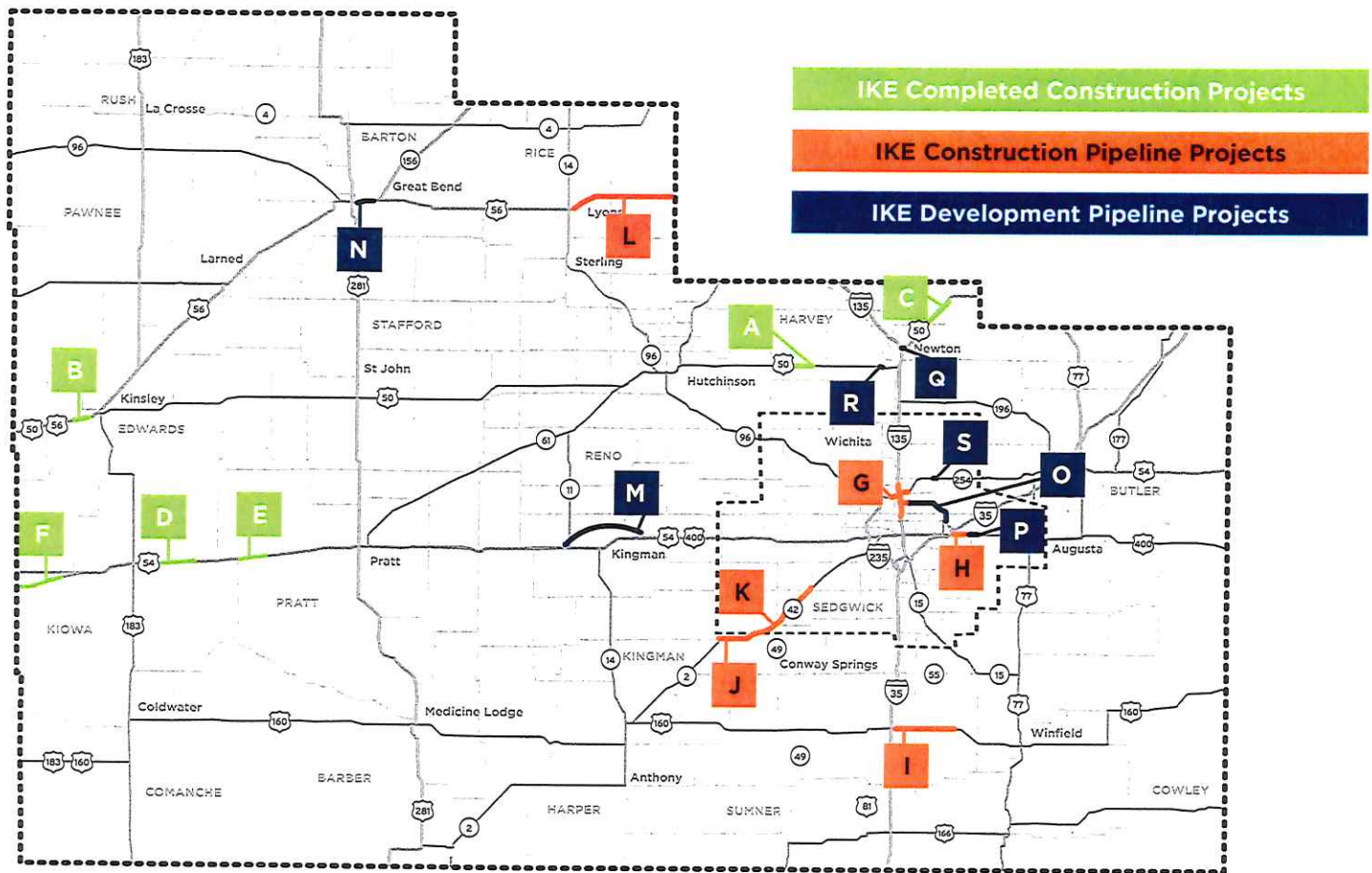
Expansion: Major corridor or interchange projects focused on alleviating congestion to keep people and goods moving. It includes traditional congestion in urban areas and congestion in rural areas due to crashes, weather events or just getting stuck behind a slow-moving vehicle.

Preservation: Projects that keep the highway system in good condition. These projects are selected by KDOT based on pavement and structure conditions.

These projects are scored for congestion, value of freight, safety, economic impact and input at Local Consult meetings.



South Central Kansas Current Highway Modernization & Expansion Projects



Local Consult 2025

Local Consult is KDOT's public engagement process for the IKE program. It takes place every two years to get Kansans' input on a list of potential highway Modernization and Expansion projects for each region of the state.

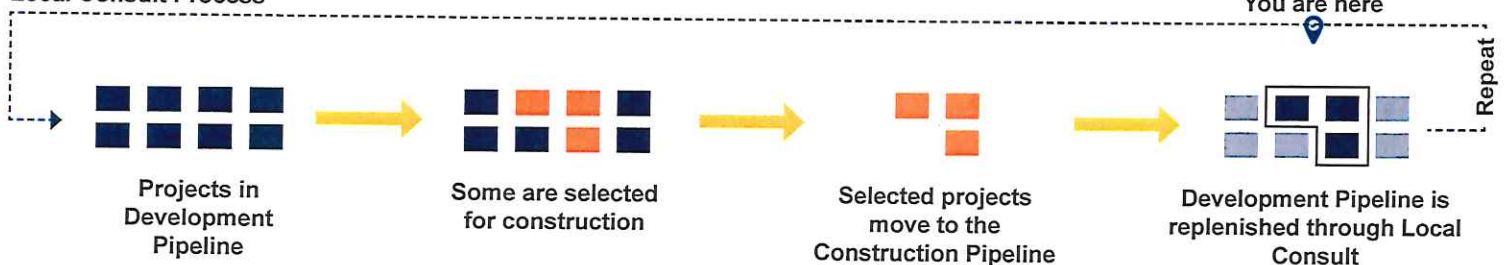
How does the Local Consult process work?

The Local Consult process starts with a list of potential projects—some recommended by communities, others by KDOT staff. Prior to Local Consult, these projects are evaluated based on engineering and economic factors and given a score based on where they rank relative to each other. These scores only tell KDOT part of the story. That's why it's so important to hear from you.

The priorities you share at Local Consult help KDOT determine which projects move forward into the development pipeline.

Because regional conditions and priorities change over time, KDOT returns every two years to make sure the state is investing in projects that fit the needs of your region today and into the future.

Local Consult Process



Development Pipeline

Allows preliminary engineering work (the design and additional advance work) to begin.

Construction Pipeline

When ready and budget allows, some of the projects from the development pipeline move to the construction pipeline.

Completed Projects

Map ID	Project	Const. Cost in \$M
A	US-50 passing lane extension in Harvey County: approximately 7 miles east of the county line (east end of existing passing lanes), east for less than a mile - KA-1827-05	\$2
B	US-50 add passing lanes in Edwards County: from 1 mile east of US-50/RS-953 junction (east end of existing passing lanes) east for less than a mile - KA-5779-01	\$5
C	US-50 passing lane extension in Harvey County: from 7 miles east of the I-135/US-50 junction, east for half a mile (westerly extension) - KA-5786-01	\$4
D	US-54 add passing lanes in Kiowa County: from 7 miles east of the US-54/US-183 junction, east for 1 mile (westerly extension) and 4 miles east of the Pratt/Kiowa county line, east for 2 miles (easterly extension) - KA-5783-01	\$6
E	US-54 add passing lanes in Pratt County: from half a mile east of the Pratt/Kiowa county line, east for 3 miles (westerly extension) and 4 miles east of the Pratt/Kiowa county line, east for 1 mile (easterly extension) - KA-5784-01	\$6
F	US-54 add passing lanes in Kiowa County: from 1 mile east of the Ford/Kiowa county line, east for 3 miles - KA-5785-01	\$7

Projects in the Construction Pipeline

Map ID	Project	Construction Status	Est. Const. Cost in \$M
G	I-235 interchange improvements in Sedgwick County at the I-235, I-135, K-254 and K-96 interchange (Gold Project) in northeast Wichita - KA-3232-02	Under Construction	\$150
H	US-54 (Kellogg Avenue) reconstruction to a 6-lane freeway in Sedgwick County: K-96 interchange east to .5 mile east of 159th Street (East Kellogg Phase 1) - KA-6535-04	Scheduled FY26	\$314
I	US-160 roadway rehabilitation and add shoulders in Sumner County: beginning east of I-35 east to the west city limits of Oxford - KA-5805-01	Scheduled FY27	\$22
J	K-42 roadway rehabilitation and add shoulders in Sumner County: from less than a mile east of the K-2/42 junction to the Sumner/Sedgwick county line - KA-5806-01	Scheduled FY28	\$15
K	K-42 roadway rehabilitation and add shoulders in Sedgwick County - KA-5807-01	Scheduled FY28	\$20
L	US-56 add shoulders in Rice County: Lyons to McPherson County line - KA-6537-01	Scheduled FY29	\$15

Projects in the Development Pipeline

Map ID	Project	Est. Const. Cost in \$M
M	US-54 4-lane freeway bypass in Kingman County: 1 mile west of K-11/US-54, east to existing 4-lane east of Kingman - K-8245-02	\$155
N	US-56 reconstruct to 4-lane expressway in Barton County: from Great Bend (Kiowa Road) to K-156 - KA-6022-01	\$20
O	K-96 upgrade to 6-lane expressway in Sedgwick County: from North Hillside Street east to North Greenwich Road in Wichita - KA-6099-02	\$435
P	US-54 reconstruction to 6-lane freeway in Butler County: Kellogg Ave: 0.5 miles East of 159th St east to Prairie Creek Rd (East Kellogg Phase 2) - KA-6535-05	\$200
Q	I-135 interchange improvements in Harvey County: I-135/US-50 (north interchange) in Newton - KA-6589-01	\$7
R	US-50 interchange improvements and bridge replacement in Harvey County: US-50/Meridian St. interchange in Newton - KA-6828-02	\$80
S	K-254 new interchange, overpass and connector roads in Sedgwick County: Webb and Rock Rd - KA-7155-01	\$50

South Central **KANSAS**

Project Spotlights

Passing Opportunities Expanded on U.S. 54

U.S. 54 serves a key role in supporting freight movement, agricultural operations and daily travel across the state. Through the Local Consult process, KDOT heard from Kansans that truck traffic along U.S. 54 created a need for more passing opportunities. As part of the IKE program, KDOT completed three passing lane projects on U.S. 54 between Wichita and Liberal. These upgrades give drivers more and safer opportunities to pass, improving travel times and reducing frustration. All three projects were constructed by Venture Corp. of Great Bend and cost nearly \$20 million. These projects reflect KDOT's commitment to smarter, cost-effective expansion of key transportation routes.



U.S. 54 east of the U.S. 183 junction

Construction to Begin on East Kellogg Improvements

Construction is anticipated to start early next year on a project to improve East Kellogg from K-96 to 159th Street in Wichita and Andover. These improvements have been a priority for the Wichita metro area, with participants in previous Local Consult meetings voicing their desire for work to help relieve current congestion and prepare for future growth along East Kellogg.

As part of the project, East Kellogg will be upgraded to six lanes with new two-lane frontage roads. New interchanges will be constructed at K-96, 143rd Street and 159th Street.



K-96 to 158th Street in Wichita

A second phase of East Kellogg improvements is in KDOT's development pipeline. That phase would make improvements in Andover from 159th Street to just east of Prairie Creek Road.

South Central Kansas IKE Investments 2020 - Present Projects let to construction or completed

Highway Preservation	\$485 M
Highway Modernization & Expansion	
IKE Program	\$181 M
Delayed T-WORKS	\$117 M*
Cost Share	\$36 M
Local Roads	\$127 M
Public Transit	\$77 M
Aviation	\$12 M
Rail	\$26 M
Bicycle/Pedestrian	\$7 M
Total	\$1 B

* Does not count towards IKE minimum investment

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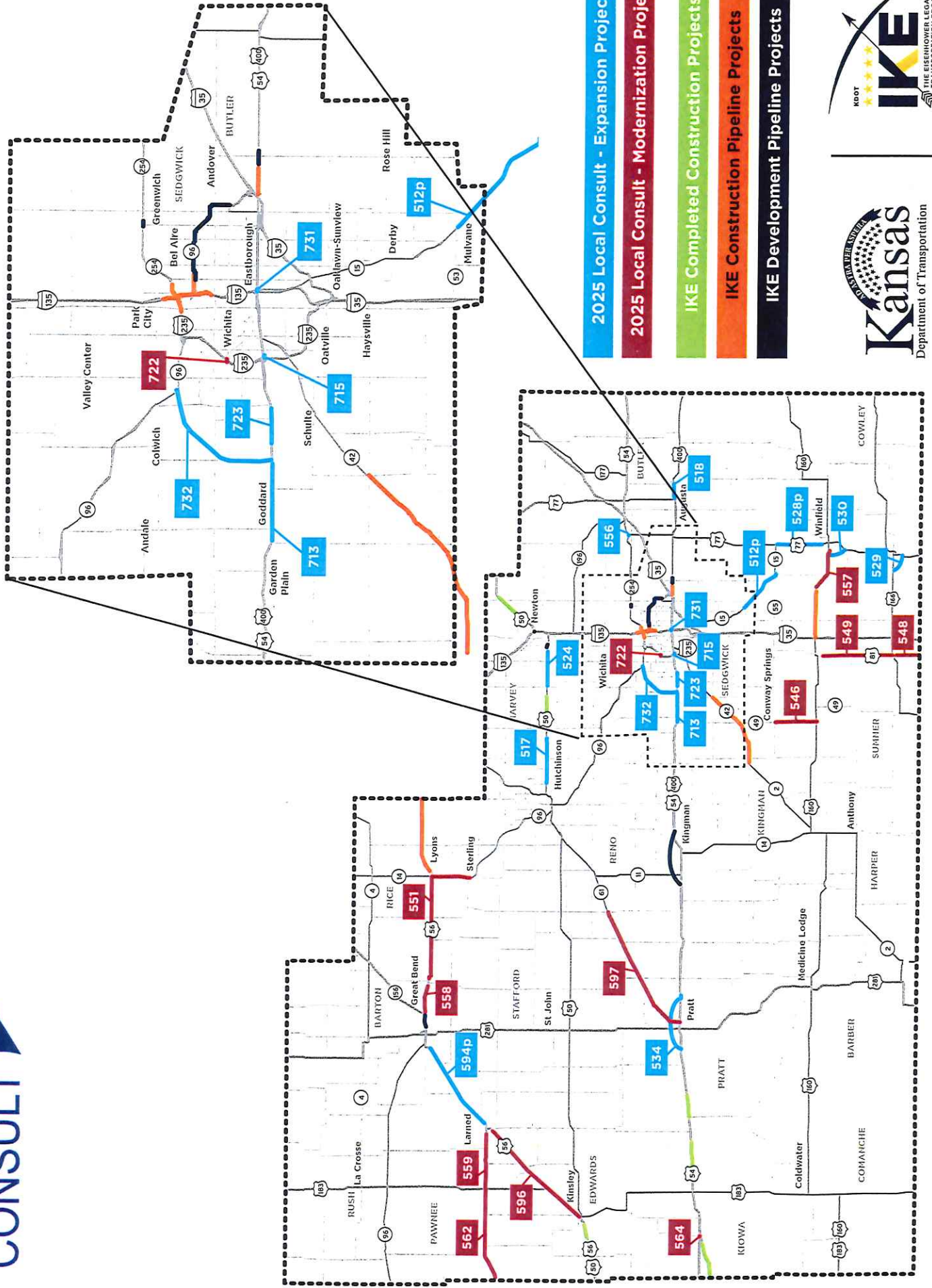


For more information, visit:
ksdot.gov/kdot-local-consult

Email:
KDOT.Engagement@ks.gov

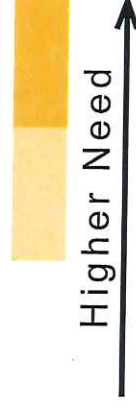
This information can be made available in alternative accessible formats by contacting 785-296-3585 for voice. Dial 7-1-1 for speech/hearing impaired.

District 5: South Central Kansas



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Project Information				Project Scores			Other Factors	
Map ID	Project Description	Scope	Miles	2030 Const. Cost \$M	Engineering Score (50 pts)	Economic Score (25 pts)	Local Input (25 pts)	Previous Investment
713	US-54 Sedgwick County: US-54/US-400 expansion near Goddard (Portion of Northwest Wichita Bypass)	4-Lane Freeway and Interchange	6	\$291	12	19		✓
715	I-235 Sedgwick County: I-235/Kellogg Ave (US-54) interchange	Interchange Improvements	--	\$249	39	14		✓
723	US-54 Sedgwick County: Kellogg Ave from 111th St W to 151st St W	6-Lane Freeway	3	\$139	31	17		✓
731	I-135 Sedgwick County: I-135/US-54 interchange	Interchange Improvements	--	\$261	33	7		
732	K-254 Sedgwick County: Northwest Wichita Bypass: US-54/174th St. W to K-96 near 45th St	Bypass: 4-Lane Freeway	11	\$635	41	15		✓



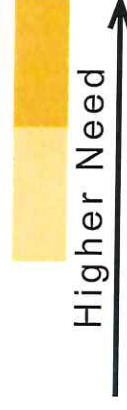
District 5: South Central Kansas

Project Information				Project Scores			Other Factors	
Map ID	Project Description	Scope	Miles	2030 Const. Cost \$M	Engineering Score (50 pts)	Economic Score (25 pts)	Local Input (25 pts)	Previous Investment
512p	K-15 Cowley/Sumner County: Udall northwest to Mulvane	Passing Lanes	9	\$11	35	21		
517	US-50 Reno/Harvey County: Yoder/Airport Road (Hutchinson) east to 1 mile west of Burrton	4-Lane Expressway	12	\$113	40	9		✓
518	US-400 Butler County: Junction US-77 east to Leon	4-Lane Expressway	3	\$34	39	15		✓
524	US-50 Harvey County: Halstead east to Newton	4-Lane Expressway	7	\$66	32	10		
528p	US-77 Cowley County: Winfield north to K-15	Passing Lanes & Pave Shoulders	10	\$21	38	16		
529	US-166 Cowley County: Southwest Bypass at Arkansas City	Bypass: 2-Lane Freeway	3	\$21	26	5		
530	US-77 Cowley County: Winfield Bypass (southwest) Phase 1 northwest to US-160	Bypass: 4-Lane Freeway	4	\$69	40	18		
534	US-54 Pratt County: 4 miles west of Pratt, north and east to existing 4-lane	Bypass: 4-Lane Freeway	12	\$281	49	24		✓
556	K-254 Butler County: K-254/Ohio St interchange	New Interchange	--	\$17	21	17		
594p	US-56 Pawnee/Barton County: Larned northeast to Great Bend	Passing Lanes	20	\$23	24	21		

Higher Need →

District 5: South Central Kansas

Project Information							Project Score	Local Input	Other Factors		
Map ID	Project Description	Scope	Miles	2030 Const. Cost \$M	Engineering Score (80 pts)	Local Input (20 pts)	Route Continuity	Previous Investment	Elevated Crash History		
546	K-49 Sumner County: US-160 north to Conway Springs	Reconstruct & Add Shoulders	8	\$30	27				Moderate		
548	US-177 Sumner County: Oklahoma State Line north to US-81	Add Shoulders	4	\$8	51				High		
549	US-81 Sumner County: US-177 north to Wellington	Add Shoulders	14	\$29	45				Moderate		
551	K-96: Barton/Rice County: Ellinwood east, through Lyons, and south to Sterling (Northwest Passage)	Reconstruct & Add Shoulders	27	\$169	63				Moderate		
557	US-160 Cowley County: Sumner/ Cowley County Line east to Winfield	Reconstruct & Add Shoulders	8	\$33	60				Moderate		
558	US-56/K-96 Barton County: K-156 east to Ellinwood (Northwest Passage)	Reconstruct & Add Shoulders	7	\$43	76		✓		Moderate		
559	K-156 Pawnee County: US-183 east to Larned	Add Shoulders	11	\$23	55				Moderate		
562	K-156 Pawnee County: Hodgeman County Line east to US-183	Reconstruct & Add Shoulders	14	\$52	49				Moderate		
564	US-54 Kiowa County: US-54/US-400 Mullinville split interchange	Interchange Improvements	--	\$39	26				Moderate		
596	US-56 Edwards/Pawnee County: Kinsley northeast to Larned	Pave Shoulders	23	\$24	63		✓		--		
597	K-61 Pratt/Reno County: Pratt northeast to Langdon	Pave Shoulders	27	\$28	54		✓		Moderate		
722	I-235 Sedgwick County: I-235/ Zoo Blvd interchange	Interchange Improvements	--	\$32	42				Moderate		



Scoring Elements

EXPANSION PROJECTS

Engineering Factors

- **Congestion** – Measure of the amount of traffic relative to the number of lanes for current and projected future traffic as well as consideration of the percent of heavy truck traffic.
- **Freight** – Taken from measures collected in the development of KDOT's freight plan. Considers the proximity of freight-generating businesses, the amount of freight coming and going from those locations, and the priority of the corridor on the state's freight network,
- **Safety** - Considers total number of crashes and crash rate (relative to the number of vehicles using the highway). These measures are weighted by crash severity, giving higher scores to locations with more severe crashes.
- **Operations** – Used only in scoring of interchange projects, it looks at how the project would improve the flow of traffic at the site and in conjunction with adjacent intersections and interchanges.

Economic Factors

- **Gross Regional Product (GRP)*** - The value of goods and services produced minus the cost of inputs. GRP impact is calculated based on travel time and reliability savings for business-related and freight travel as well as vehicle operations and maintenance cost changes from a project divided by cost.
- **Traveler Benefit **** - The value of non-business benefits, including personal travel time and reliability benefits (e.g., for shopping, visiting family, doctor visits, etc.) and emissions reductions benefits divided by cost.

**GRP impacts are calculated using county level economic data.*

***All travelers' time is valued equally regardless of where they live.*

Other Factors

- **Route Continuity** – Complete or continue a corridor.
- **Previous Investment** – Preliminary Engineering work already underway or another phase of the project constructed.

MODERNIZATION PROJECTS

Engineering Factors

High scoring projects in these engineering categories are likely to have:

- **Geometrics/Safety** – Narrow shoulders, an intersection that needs improved or a curve that needs straightened.
- **Capacity** – Traffic congestion.
- **Pavement Structure** – Subsurface pavement issue.
- **Pavement Surface** – Rough pavement surfaces.

Other Factors

- **Route Continuity** – Complete or continue a corridor.
- **Previous Investment** – Preliminary Engineering work already underway or another phase of the project constructed.
- **Elevated Crash History** – Project location has had a higher number of crashes over five years than would be expected for a roadway of its type.



Northwest Expressway Project

Local Consult - October 2025



The Vision and The Need

- First envisioned in the late 1990s.
- 1998 Major Investment Study projected rapid growth across Maize, Goddard, and West Wichita.
- Growth has far outpaced original forecasts—future planning is now a present-day need.

Reality Today

- Maize & Goddard: Among Kansas' fastest growing cities for 15+ years.
- West Wichita: Major commercial, residential, and employment expansion.
- The Expressway is essential to manage growth, mobility, and future development.

Why the Northwest Expressway is Critical



Growth Outpacing Forecasts

Population/employment doubled faster than projected.



Congestion Relief

Arterials (US-54, Central, Maple, Tyler, Maize Rd.) are already over capacity.



Regional Economic Corridor

Defines where retail, industrial, and jobs will develop.



Connectivity & Safety

Faster, safer commutes, reliable freight routes, and safe access to schools, homes, and businesses.



Regional Benefits

Strengthens connections to Sedgwick, Reno, Kingman Counties.

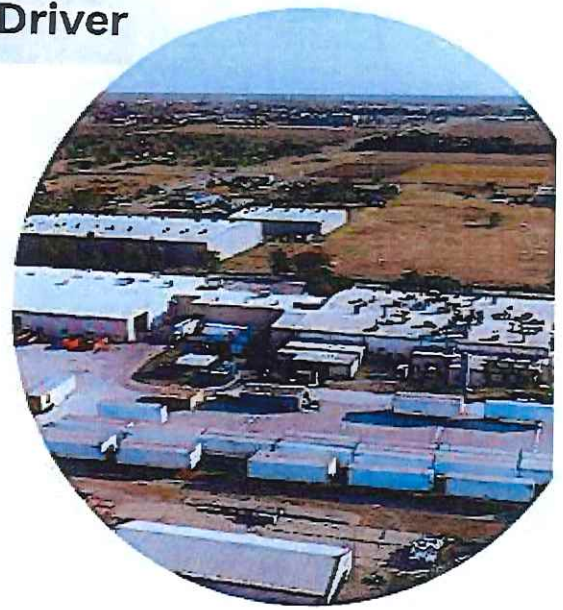


Corridor Preservation

Protect right-of-way now before development pressures close the window.

Industrial Growth in Maize: A Regional Driver

- **Key Employers:** Charlotte Pipe, Kyodi Yushi, Reifenhauer, Worthington Industrites, Aero-Tech Engineering, Shuttle Aerospace, Cox Airparts
- **Heavy Truck Needs:** Industry depends on efficient access to US-54 and beyond.
- **Industrial Park Expansion:** 80-acre additional, shovel-ready site for aerospace, manufacturing, logistics
- **Strategic Priority:** Maize's 2026-2028 Strategic Plan lists the Expressway as a key action item



Conceptual Foundation

- 1998 Study recommended arterial improvements + 4-lane Northwest Connector.
- At the time, construction wasn't expected until after 2010.
- Today: Growth has far exceeded projections—the Expressway is a present necessity.

Steps Forward - City of Maize Advocacy

1

Reaffirm Regional Priority – A defining project for the next 25 years.

2

Advance Corridor Preservation – Secure right-of-way now.

3

Update Traffic & Growth Analysis – Include post-2020 data and freight needs.

4

Plan Phased Implementation – Begin with floodway crossings and key US-54/K-96 links.

5

Leverage Partnerships – Unite Maize, Goddard, Wichita, other cities further west in Sedgwick County.

Originally conceived as a **vision** for Sedgwick County's future, the Northwest Expressway is now a present-day necessity. For Maize, Goddard, West Wichita, and the entire region, the time has come to take the **next step forward**.