

Proj.	Rte	Location	KDOT Dist	Safety Comments (used statewide rate for road type where lower)		Congestion	Travel Time	Market Access	Eco Devo
2	I-235	I-235/Kellogg IC	5	Reduce inj. & PDO by 30%		Fraction congestion reduced 70%, buffer time reduced 80%	Reduced VHT by 5%	Reduced no-build by 5000 to account for congestion	No sig. ED impact
3	I-235	I-235/US-54 North to Zoo	5	Reduce fatals by 40%, inj & PDO by 15% (SW rate for 6ln)		Eliminated frac cong and buffer time	Reduced VHT by 3.5%	No sig. access impact	No sig. ED impact
7	I-235	Wichita: Broadway east to I-135/K-254	5	Average rates would have increased, we held constant		Eliminated frac cong and buffer time	Reduced VHT by 5%	No sig. access impact	No sig. ED impact
8	I-235	Wichita: I-235/I-135/K-254 IC	5	Reduce inj. & PDO by 30%		Cut frac cong by 77% and buffer time by 90%	Reduced VHT by 5%	Reduced no-build by 2000 to account for congestion	No sig. ED impact
24	K-254	Greenwich OR Webb IC	5	Reduce fatals by 50%, inj. by 26%, PDO by 41%		No sig. cong. Impact	No travel time impact	No sig. access impact	No sig. ED impact contingent
25.1	K-254	Goddard Freeway	5	Reduce fatals by 86%, inj. by 63%, PDO by 42%		Eliminated frac cong and buffer time	Reduced VHT by 35%	Increased build by 5000	No sig. ED impact contingent
25.2	K-254	NW Bypass	5	No chg: Increased fatals due to higher speeds offset decreased inj & PDO from fewer conflicts		Eliminated frac cong for travelers who switch to NW Bypass	Reduced VHT by 30%	Increased build by 20000	Increased by 5000 jobs
38	US-54	US-54/400 ; Washington Street	5	No sig. safety impact		Reduced frac cong 26% and buffer time 38%	Reduced VHT by 2%	No sig. access impact	No sig. ED impact contingent, possibly negative
47.1	US-400	E City Limit Wichita to Augusta	5	Reduce fatals by 12%, PDO by 18%		No sig. cong. Impact	Reduced VHT by 32%	No sig. access impact	No sig. ED impact contingent