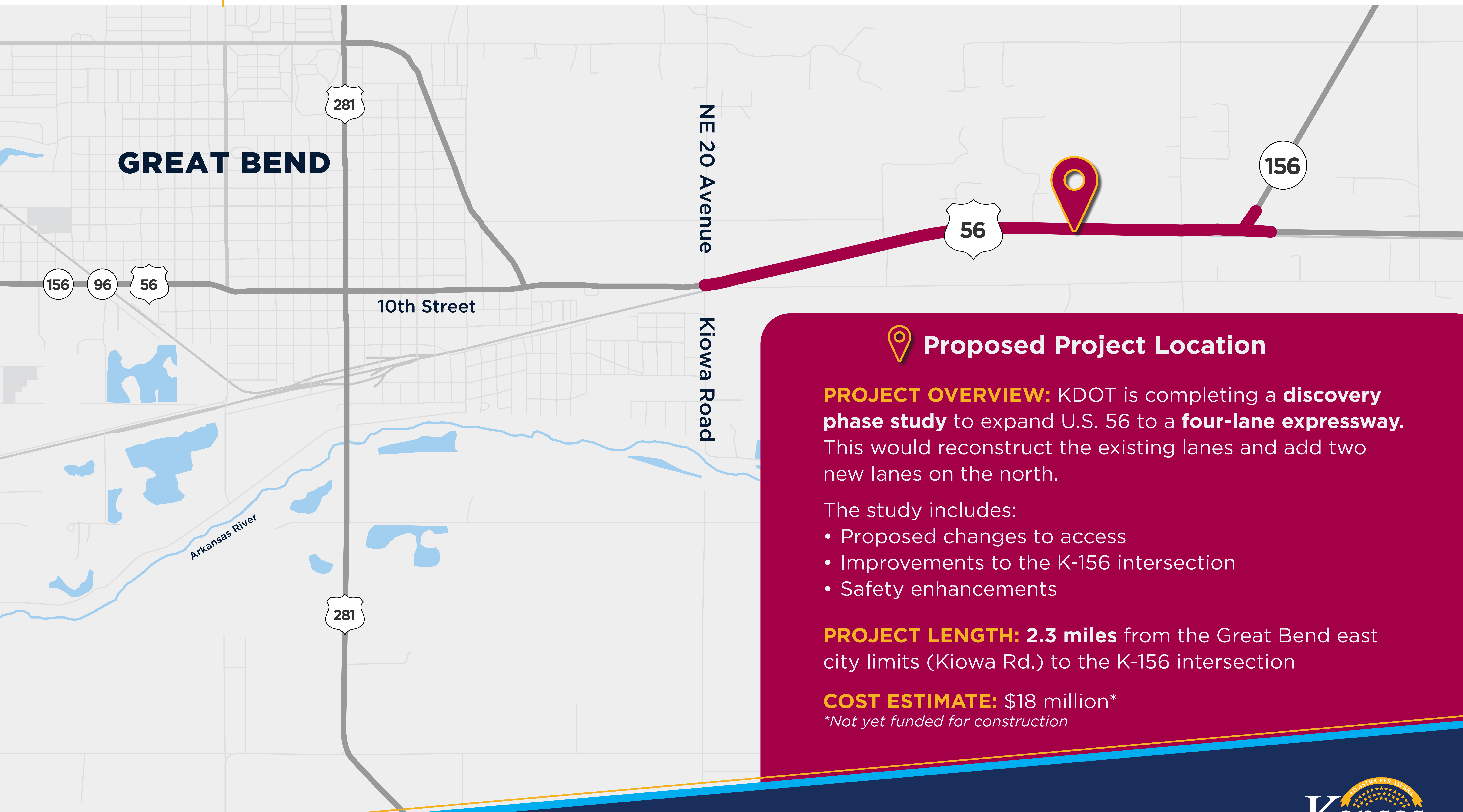


Welcome

PLEASE SIGN IN



U.S. 56 Expansion in Barton County Discovery Phase Study



Proposed Project Location

PROJECT OVERVIEW: KDOT is completing a **discovery phase study** to expand U.S. 56 to a **four-lane expressway**. This would reconstruct the existing lanes and add two new lanes on the north.

The study includes:

- Proposed changes to access
- Improvements to the K-156 intersection
- Safety enhancements

PROJECT LENGTH: 2.3 miles from the Great Bend east city limits (Kiowa Rd.) to the K-156 intersection

COST ESTIMATE: \$18 million*

**Not yet funded for construction*

Why is KDOT doing this study?

PROJECT NEED

Roughly **7,400 vehicles** travel this corridor each day.



*That number is projected to **increase to 9,300** over the next 20 years.*

PROJECT PURPOSE

Expanding U.S. 56 to four lanes would **improve traffic flow** and **enhance safety**.

Typical four-lane expressway



YOU SPEAK. KDOT LISTENS. TOGETHER, WE WORK.

This project was identified as a high regional priority during Local Consult in 2019 and selected for the IKE Development Pipeline in May of 2020. As the project design is advanced, and there is local support, it would be eligible for the IKE Construction Pipeline. If selected, a proposed construction year would be provided.

Proposed Project Timeline

DRAFT SCHEDULE – SUBJECT TO CHANGE



DISCOVERY PHASE: EARLY OUTREACH SUMMER 2022

Met with local officials to present proposed plans and capture input

Small group meetings with property owners and area stakeholders

Captured and incorporated input



DISCOVERY PHASE: PUBLIC MEETING SEPTEMBER 2022

Community-wide public information meeting on September 15

Online input accepted through September 23

Capture and incorporate input

**THE OPPORTUNITY FOR
PUBLIC INPUT IS NOW!**



PRELIMINARY AND FINAL DESIGN*

**Design could take 2-3 years*

Right-of-way coordination with property owners will occur during final design



CONSTRUCTION*

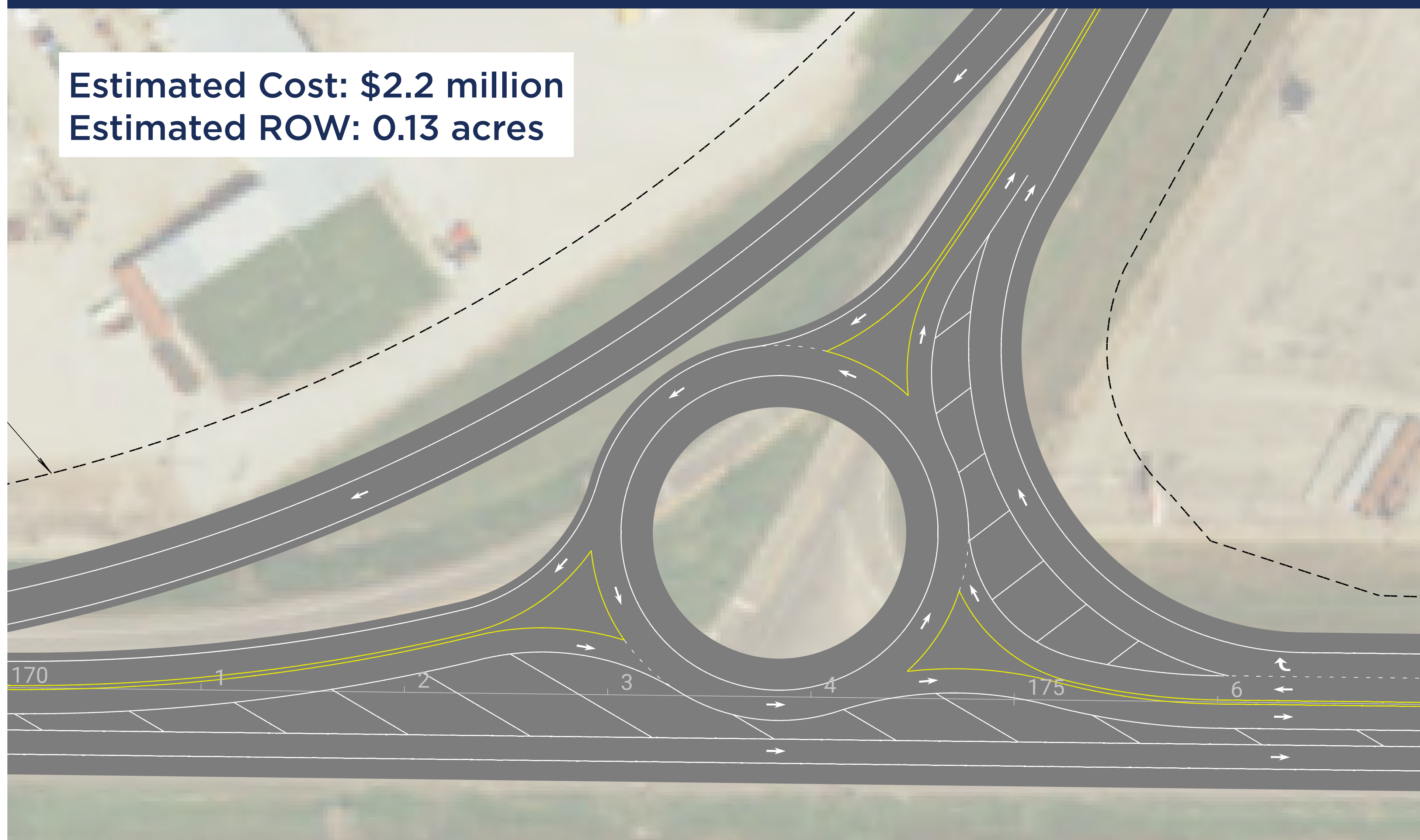
**Not yet funded for construction*

If selected, for the IKE Construction Pipeline, a proposed construction year would be provided

K-156 Intersection Options Explored

1. ROUNDABOUT

Estimated Cost: \$2.2 million
Estimated ROW: 0.13 acres



ADVANTAGES:

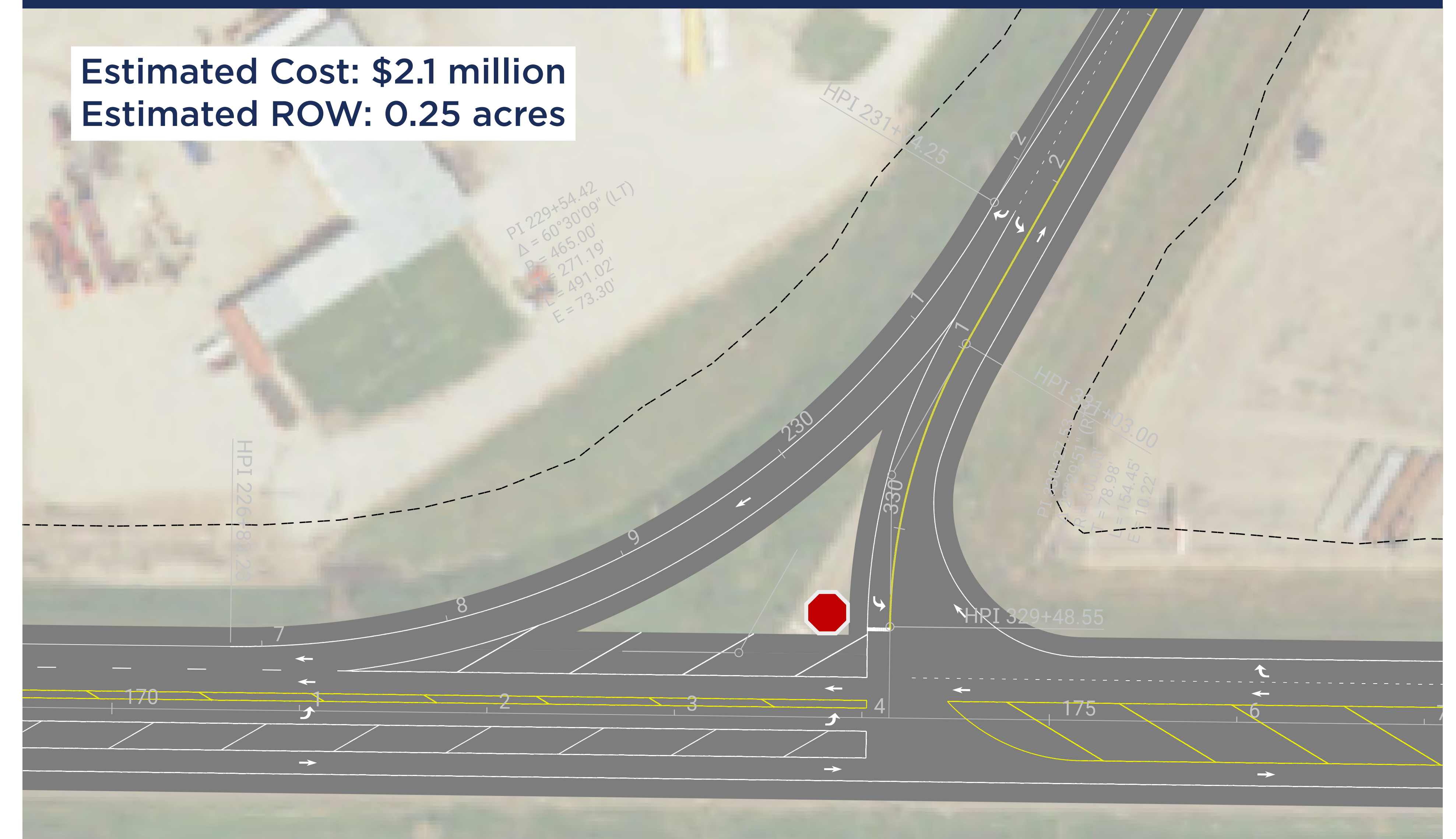
- Keeps traffic moving
- Slower speeds reduce the risk of severe crashes, increasing safety

DISADVANTAGES:

- Wind blade loads would likely require bypass lanes; could use southbound right-turn lane as a bypass for turning movements
- Keeping traffic open through construction would be difficult

2. REALIGNED INTERSECTION

Estimated Cost: \$2.1 million
Estimated ROW: 0.25 acres



ADVANTAGES:

- Requires minimal right-of-way
- Removes skew (the slanted angle of the intersection)
- East leg remains untouched

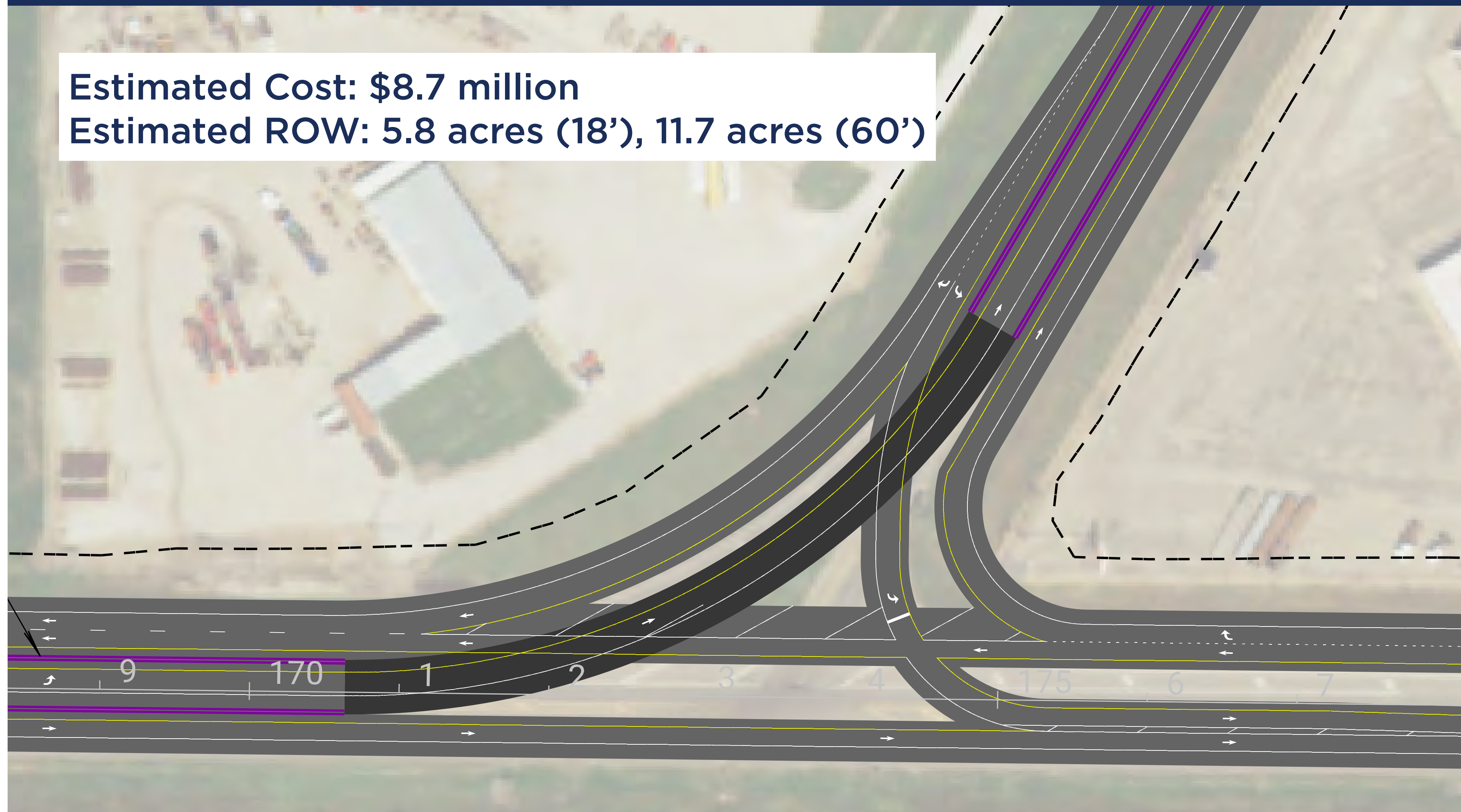
DISADVANTAGES:

- South to eastbound left turns could require a two-phase turn utilizing a striped median

K-156 Intersection Options Explored

3. LEFT-TURN OVERPASS

Estimated Cost: \$8.7 million
Estimated ROW: 5.8 acres (18'), 11.7 acres (60')



ADVANTAGES:

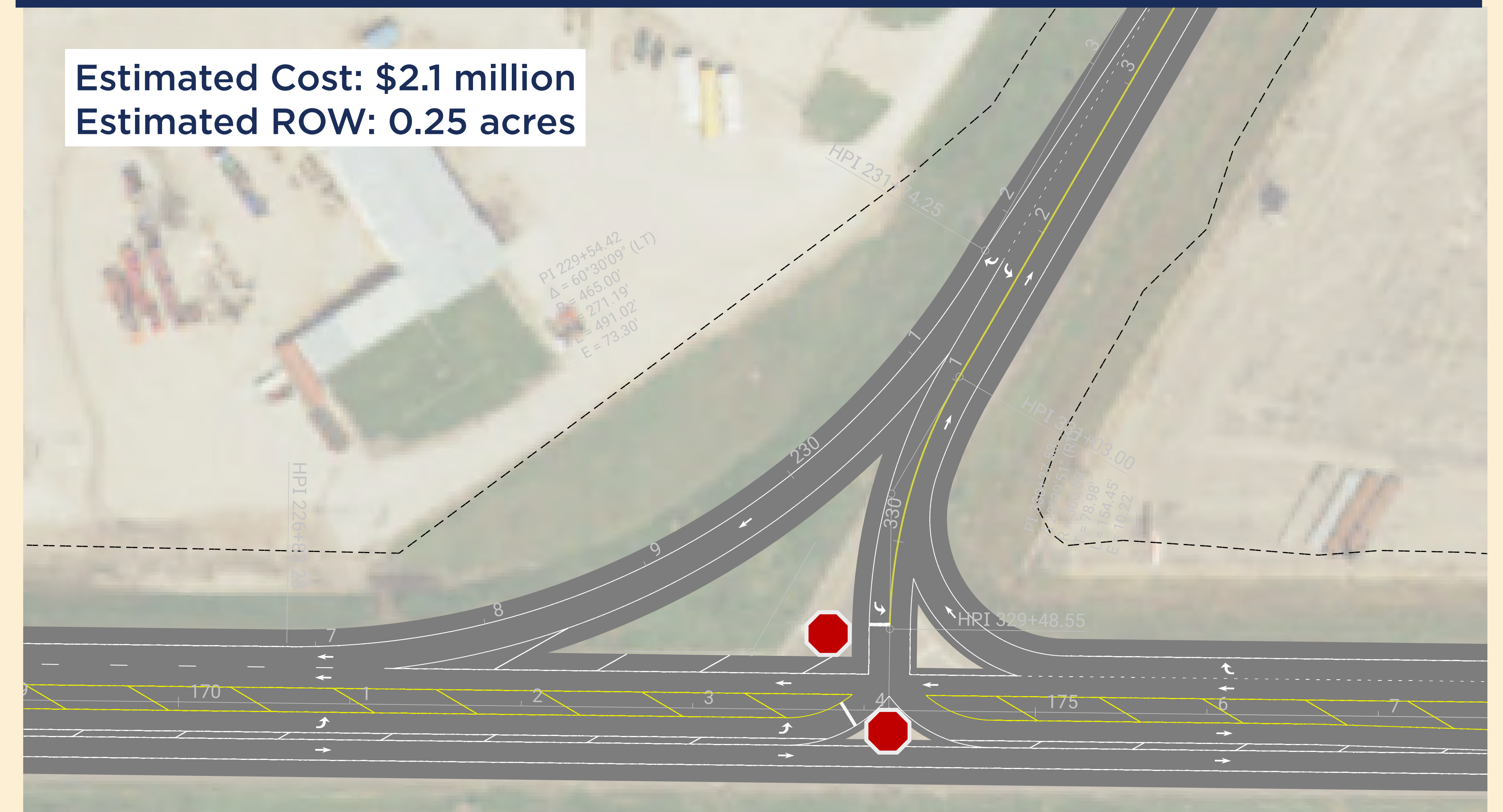
- Free east to northbound left turning movement (no stop)
- Minimizes potential conflict points

DISADVANTAGES:

- Increases costs to build and maintain a bridge
- Business entrances would need to be relocated
- Requires additional lane widening and access roads

4. CONTINUOUS UNSIGNALIZED GREEN T

Estimated Cost: \$2.1 million
Estimated ROW: 0.25 acres



STUDY-RECOMMENDED OPTION

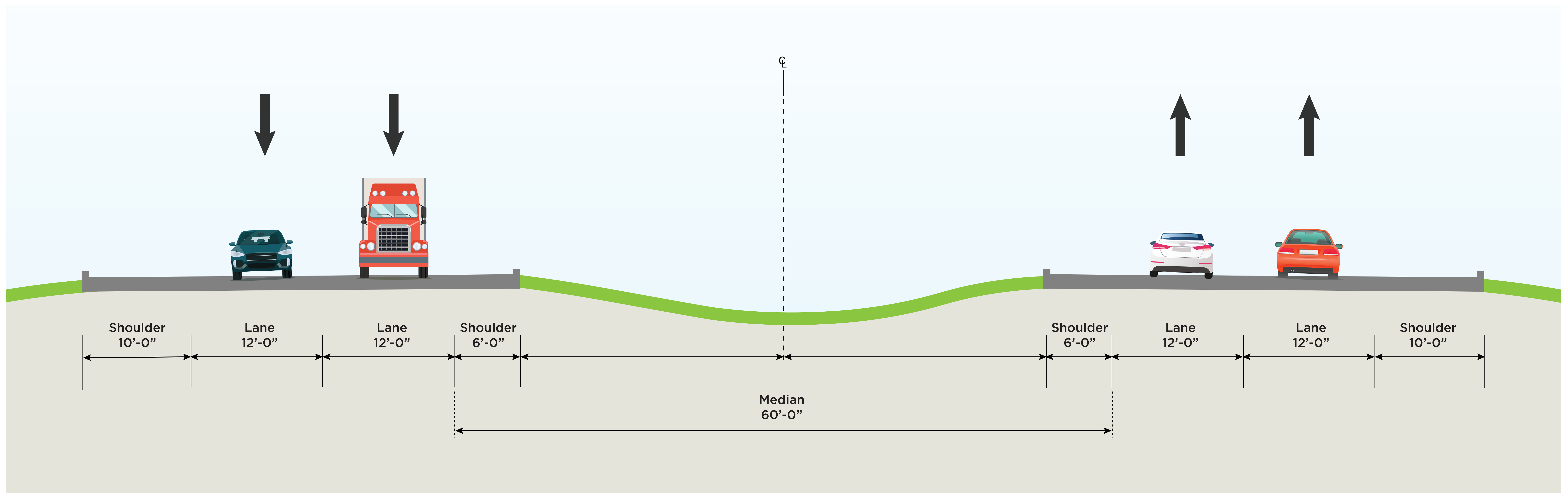
ADVANTAGES:

- Unlike a traditional T-intersection, this design adds an acceleration lane for south to eastbound left turns
- East to northbound left turns are required to stop
- Eastbound traffic has a continuous through lane
- A white median 'buffer' reserves space between through traffic and left-turning vehicles

DISADVANTAGES:

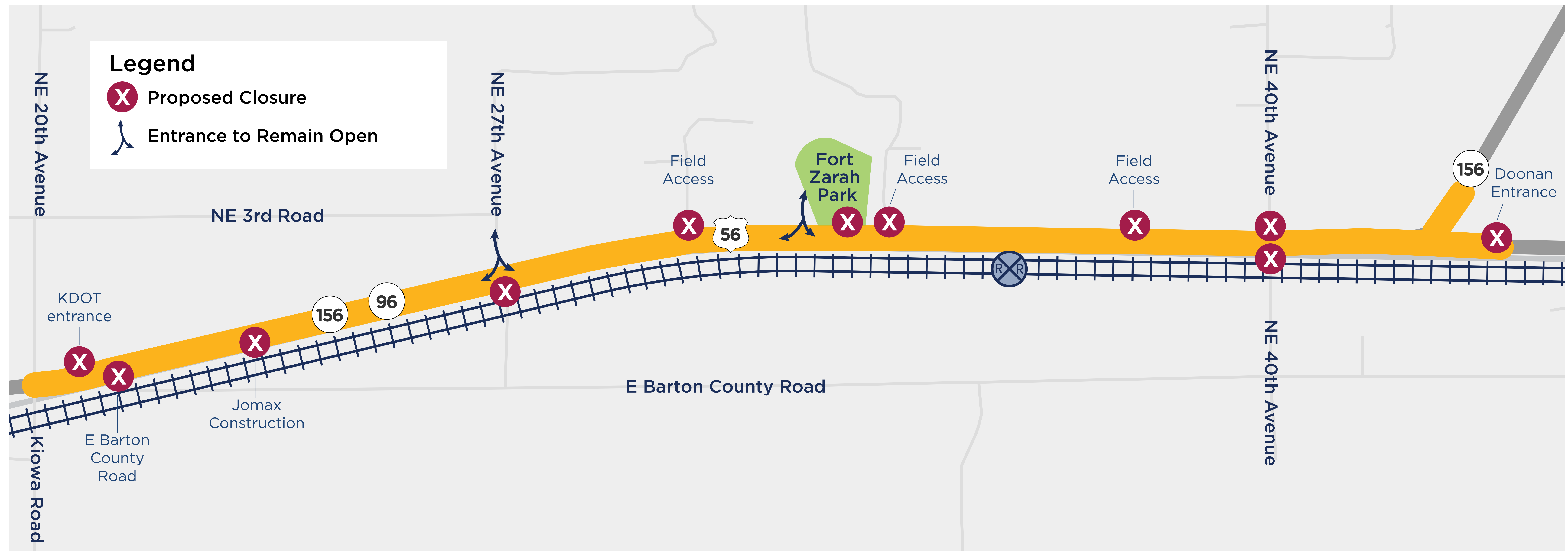
- Requires additional right-of-way on the east leg

Proposed Typical Section



PROPOSED 60-FOOT MEDIAN: Typical sections are a cross section, or a driver's perspective, when looking at the roadway. The proposed improvements would include two new 12-foot travel lanes on the north. A 60-foot median includes 6-foot shoulders on the inside edge of the driving lanes, while 10-foot shoulders are proposed on the outside portion of the lanes.

Limiting Access Reduces Conflict Points



PROPOSED CLOSURES:

- Existing E Barton County Road
Would be realigned to connect with Kiowa Road (remains open)
- NE 40th Avenue
Located within K-156 intersection influence area; requires closure per KDOT's Access Management Policy
- All southern access points to avoid conflicts with the railroad tracks
- Two field entrances on north side
- KDOT entrance
- Doonan entrance (east of K-156 intersection)

ACCESS TO REMAIN OPEN:

- NE 27th Avenue (on the north)
- Fort Zarah Park
Recommend leaving Fort Zarah open; combine access with oil field on east

Area Bridges Being Explored by Barton County

These bridges have been identified as a local need



LOCAL NEED

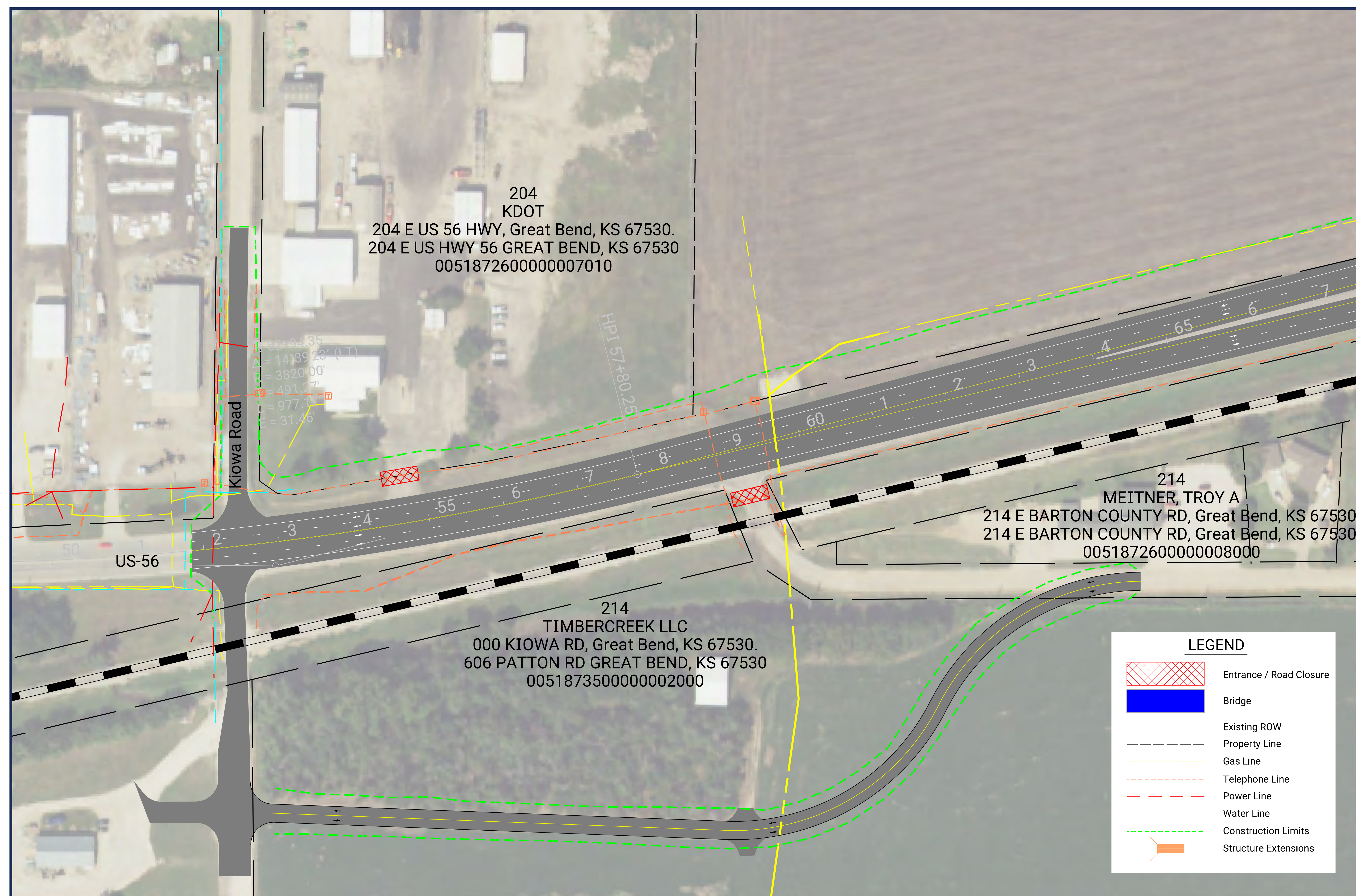
- Barton County and local property owners have identified these bridges during project-related conversations
- These bridge improvements are not part of this KDOT project; however, KDOT is working together with Barton County to explore funding partnerships

Proposed Realignment of E Barton County Road

WHY REALIGN?

- The existing E Barton County Road connection to U.S. 56 is too close to the Kiowa Road intersection*
- The proposed realignment provides more distance between U.S. 56 and the railroad tracks
- The realignment allows for the removal of a railroad crossing/potential conflict point

*KDOT Access Management Policy requires 1-mile spacing between expressway intersections.



PRELIMINARY-NOT FOR CONSTRUCTION

Proposed Realignment of Fort Zarah Park Entrance

WHY REALIGN?

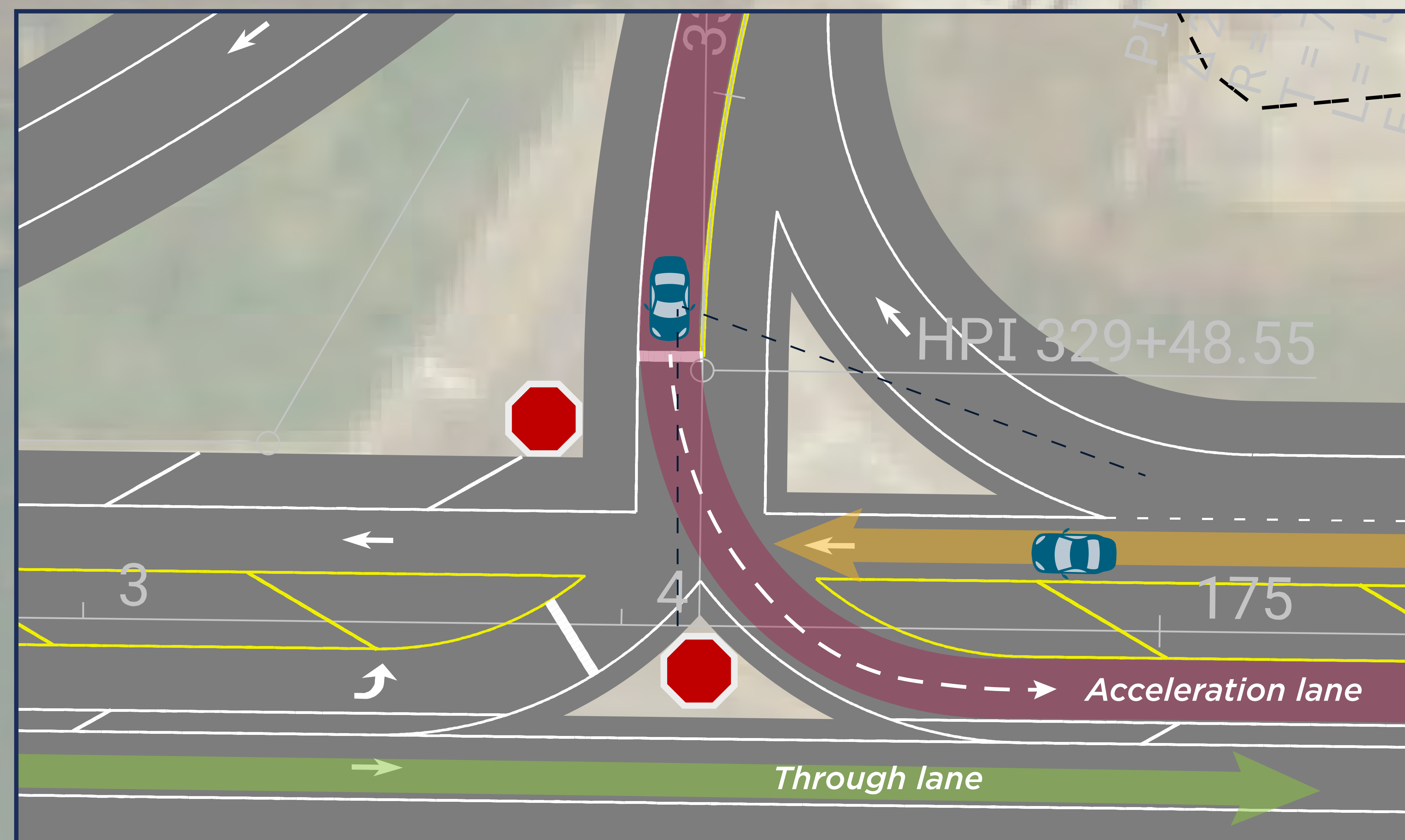
- Moving the Park entrance to the west allows the existing stone monument to remain in place
- Combining these entrances allows access to the oil well field west of the Park — minimizing access points onto U.S. 56

In addition, a dedicated left-turn lane would remove turning vehicles from the two through lanes



PRELIMINARY-NOT FOR CONSTRUCTION

Continuous Unsignalized Green T



BENEFITS

- South to eastbound traffic turning left only needs to ensure a clear path from one direction (westbound travelers)
- An eastbound acceleration lane protects vehicles while getting up to speed
- Eastbound traffic proceeds through the intersection in a dedicated through lane

PRELIMINARY-NOT FOR CONSTRUCTION

The **Continuous Unsignalized Green T** provides additional safety from a traditional T-intersection due to both the angle of the eastbound to northbound turning vehicles as well as providing a lane for the southbound to eastbound vehicles to accelerate and merge with eastbound through vehicles.



Stay Connected

»» Project Comments

Submit your comments today or online through **September 23, 2022**

For more information visit:

www.ksdotike.org/US-56-Expansion-Barton-County



Use your phone camera to hover over the QR code then click to view the project website.

»» Project Contacts

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