

# Public Meeting

U.S. 50 Expansion to a Four-lane Expressway  
Finney & Gray counties

*November 15 & 16, 2022*



## PROJECT TEAM INTRODUCTIONS

# Meeting Agenda

- Overview and history of four U.S. 50 expansion projects, divided into two groups:
  - Aerodrome Road (Garden City Airport) in Finney County east to Co Rd 7 in Gray County also known as the *western group*
  - Co Rd 7 to Cimarron in Gray County also known as the *eastern group*
- Share proposed project details
- Project timeline/next steps
- Small group discussions

# U.S. 50/400 Expansion History & Overview



## WESTERN GROUP

- 1** U.S. 50/400, from Aerodrome Road east to Finney/Gray county line  
3.2 miles (KA-6023-01)
- 2** U.S. 50/400, from Finney/Gray county line east to CR 7 in Gray County  
6 miles (KA-6024-01)

## EASTERN GROUP

- 3** U.S. 50/400, from CR 7 to CR 12 in Gray County  
5.4 miles (KA-6025-01)
- 4** U.S. 50/400, from CR 12 to Cimarron west city limits in Gray County  
6.5 miles (KA-6026-01)

## IN CONSTRUCTION

- 5** U.S. 50/400, reconstruct to four-lane expressway in Gray County  
(KA-2383-01)
- 6** U.S. 50/400, reconstruct to four-lane expressway in Ford County  
(KA-2384-01)

# U.S. 50 Expansion: Aerodrome Road to Cimarron

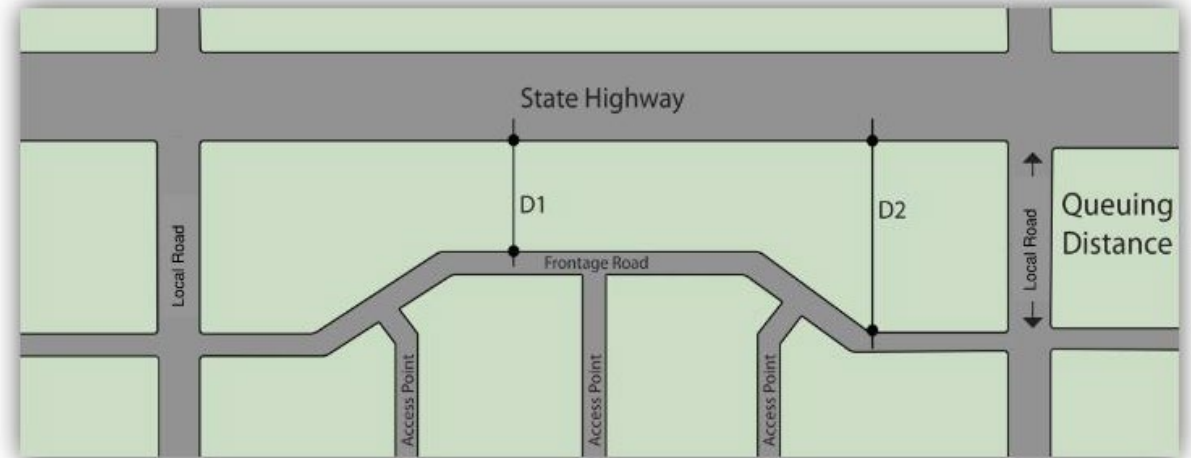
- Expressway configuration
  - Reconstruct the existing two lanes along the existing alignment
  - Construction of two new lanes adjacent to the existing lanes
- Median widths vary from 150' to 30'
  - Utilize 150' median to accommodate truck storage and turning
  - Minimize impacts with 60' median where possible
  - Avoid environmental impacts with 30' median



Expressway example

# U.S. 50 Expansion: Aerodrome Road to Cimarron

- Intersections
  - At-grade intersections cannot be upgraded to interchanges within the existing right-of-way
  - KDOT access management goal is 2-mile intersection spacing
- Private entrances
  - Remove direct access from U.S. 50
  - Access would be relocated using local side roads or new frontage/backage roads



Source: Modified version of figure in TRB Access Management Manual, 2003, p.194.

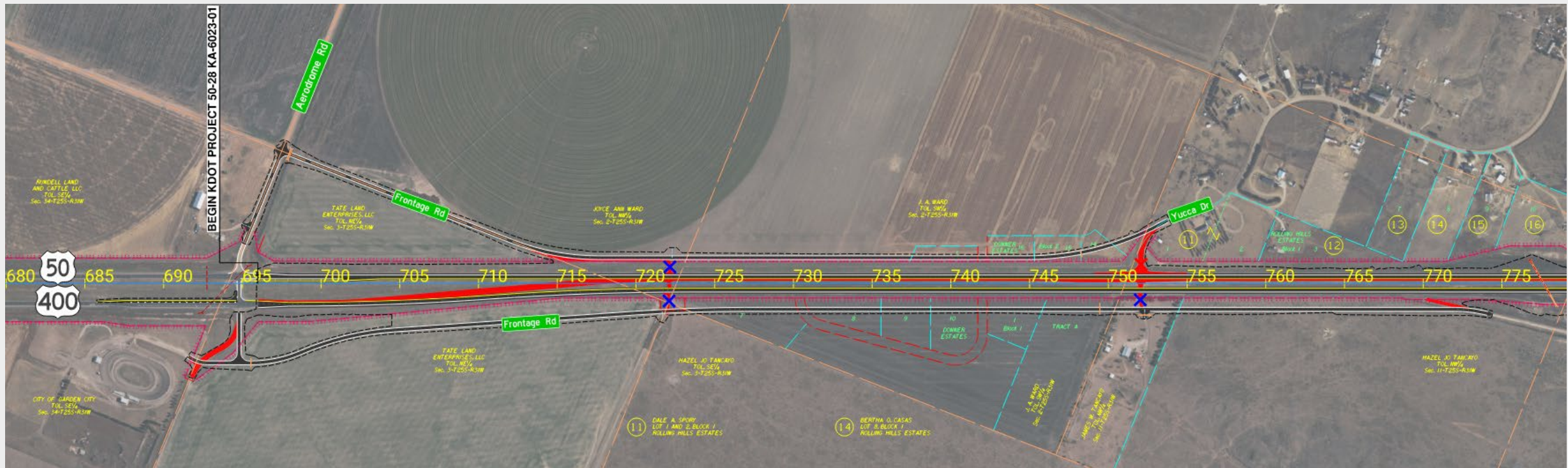
D1 = Minimum midblock separation  $\geq 25$  feet

D2 = Minimum separation at intersection  $\geq 300$  ft

Example of access management with a frontage road

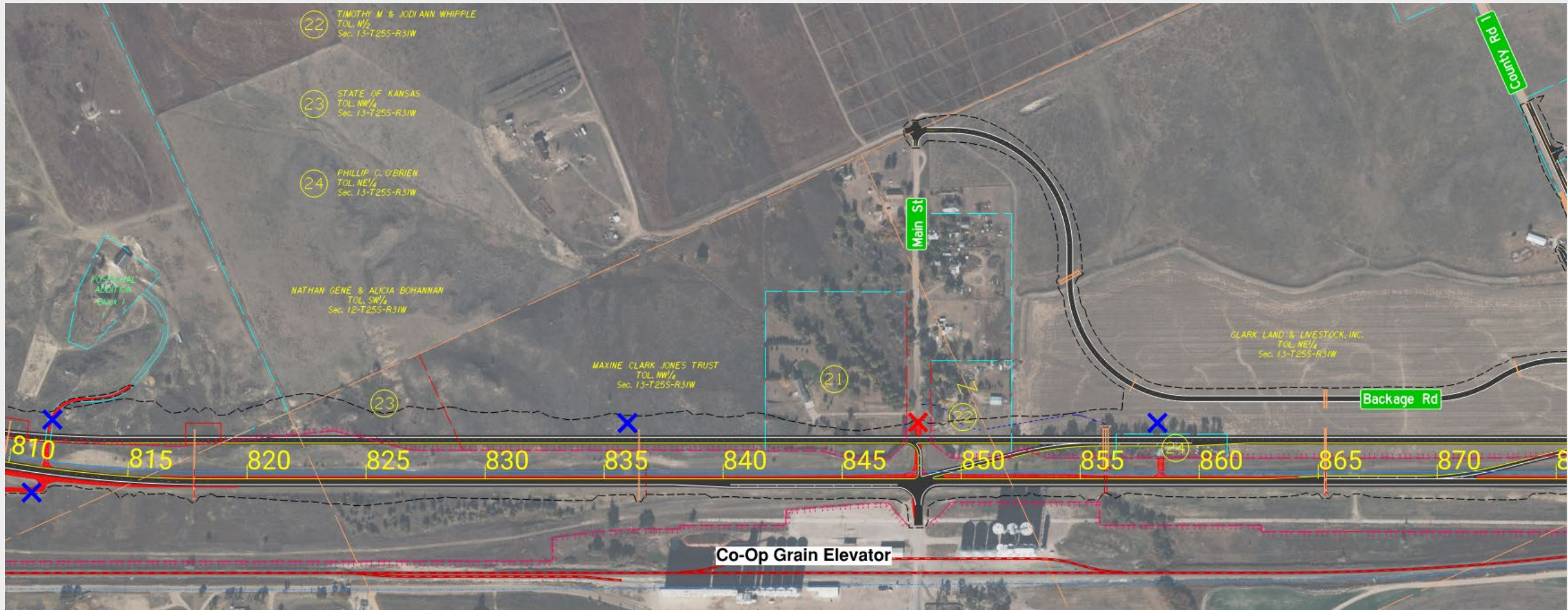


# Yucca Road Subdivision Access





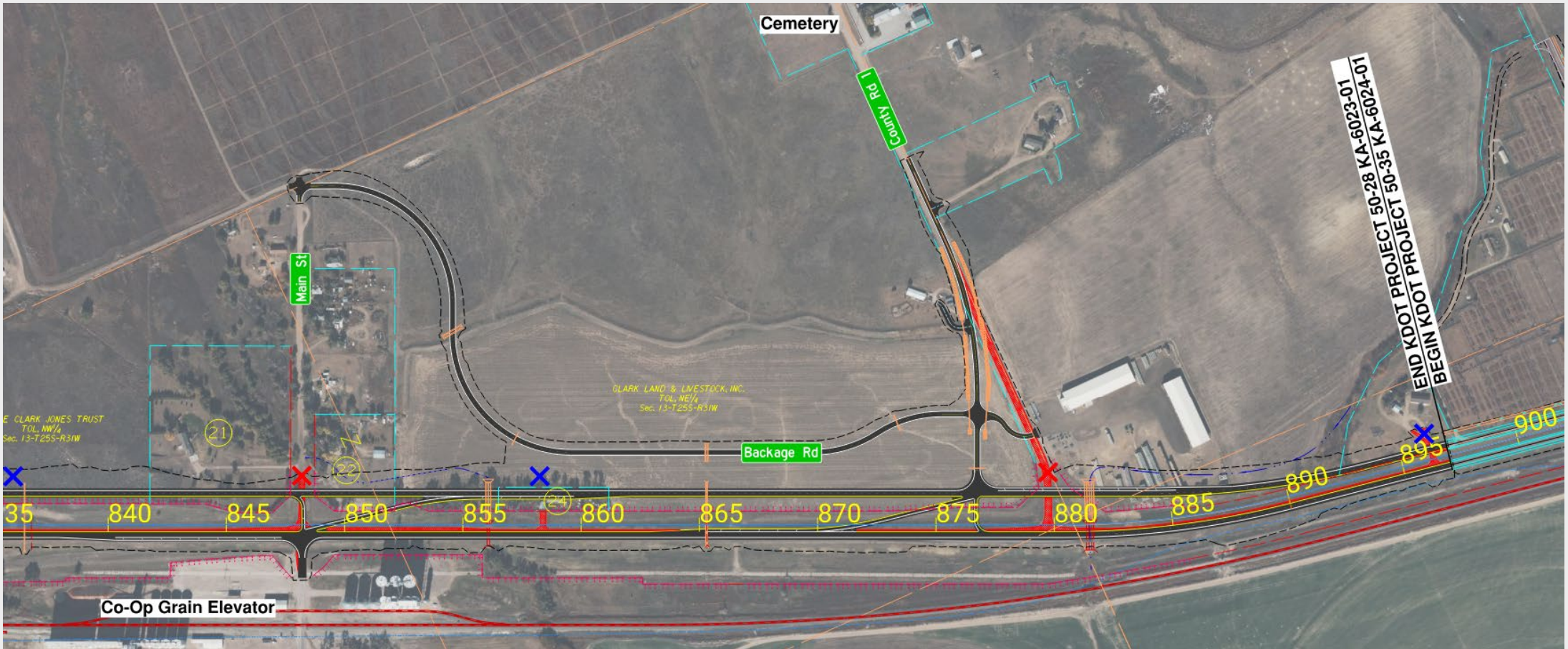
# Pierceville Intersection



Pierceville (Main St) intersection with 150' median and backage road system to provide access



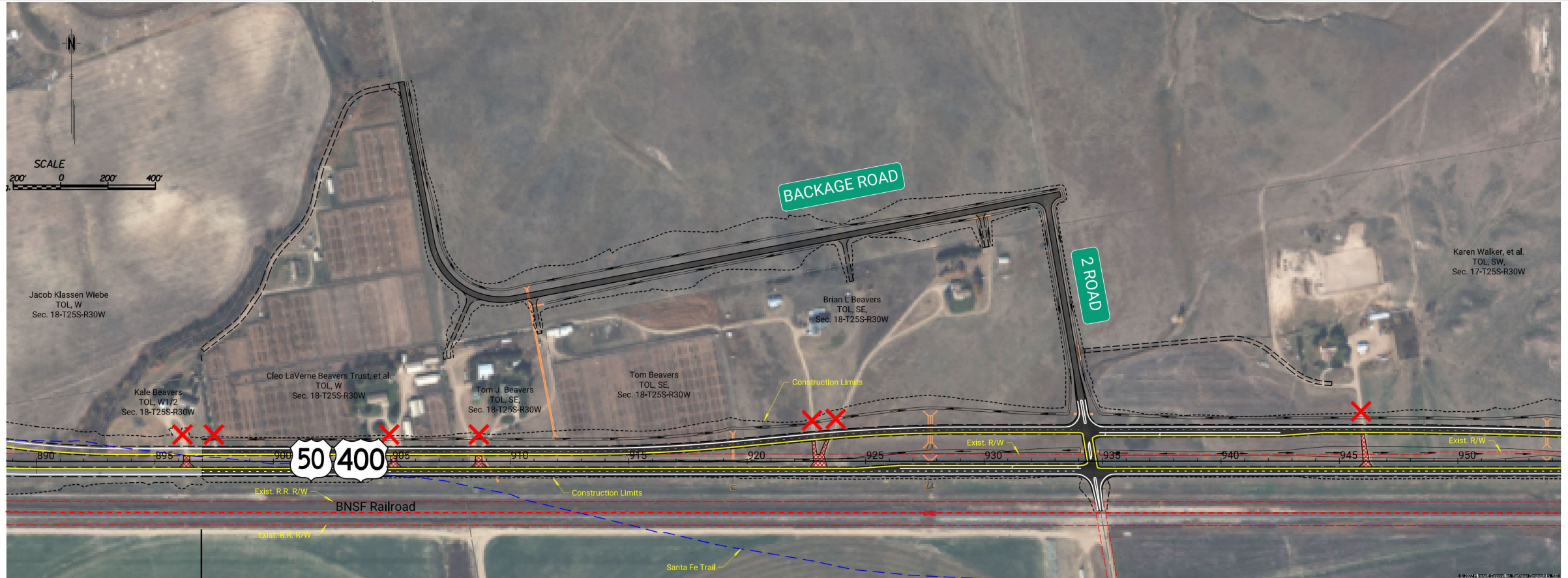
# Mennonite Rd (County Rd 1) Intersection



Mennonite Rd (Co. Rd. 1) closure and backage road to Main Street in Pierceville



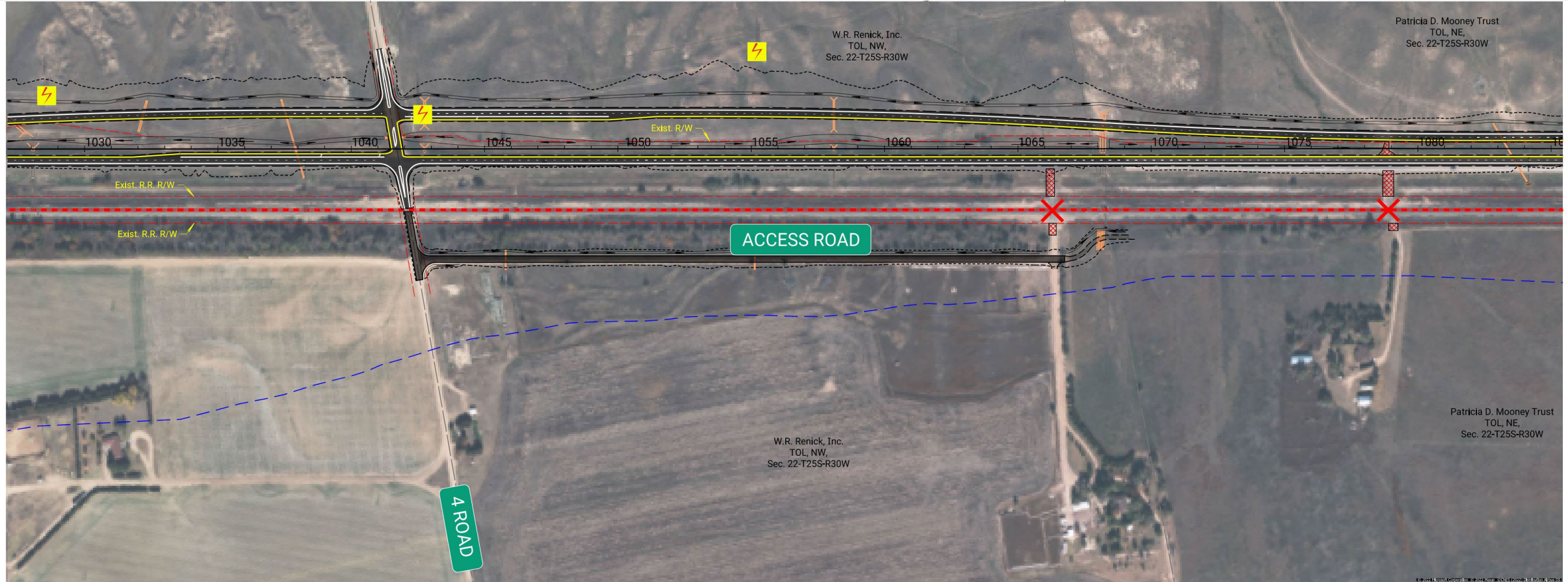
# Beavers Game Farm Access



U.S. 50 expressway with 60' median transitioning to 150' median at 2 Rd intersection with proposed backage road at Beavers Game Farm



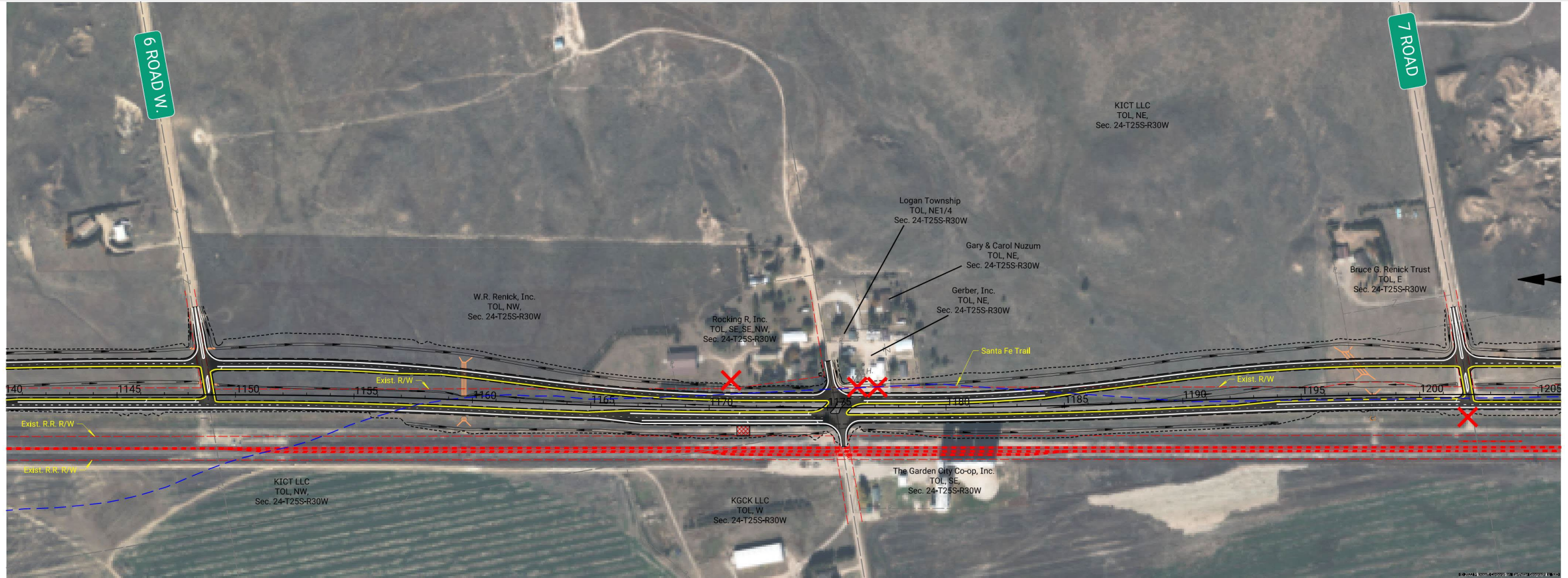
# 4 Road Access



U.S. 50 expressway with 60' median transitioning to 150' median at 4 Rd intersection with proposed access road south of railroad



# Charleston Intersection



U.S. 50 expressway with variable width median; RCUT intersection at E 6 Road with U-turn opportunities at W 6 Road and 7 Road



# 9 Road Intersection



U.S. 50 expressway with 150' median; intersection at 9 Road with rest area entrance



# 10 Road Intersection



U.S. 50 expressway with 150' median; intersection at 10 Road and Irsik & Doll Feed Services entrance

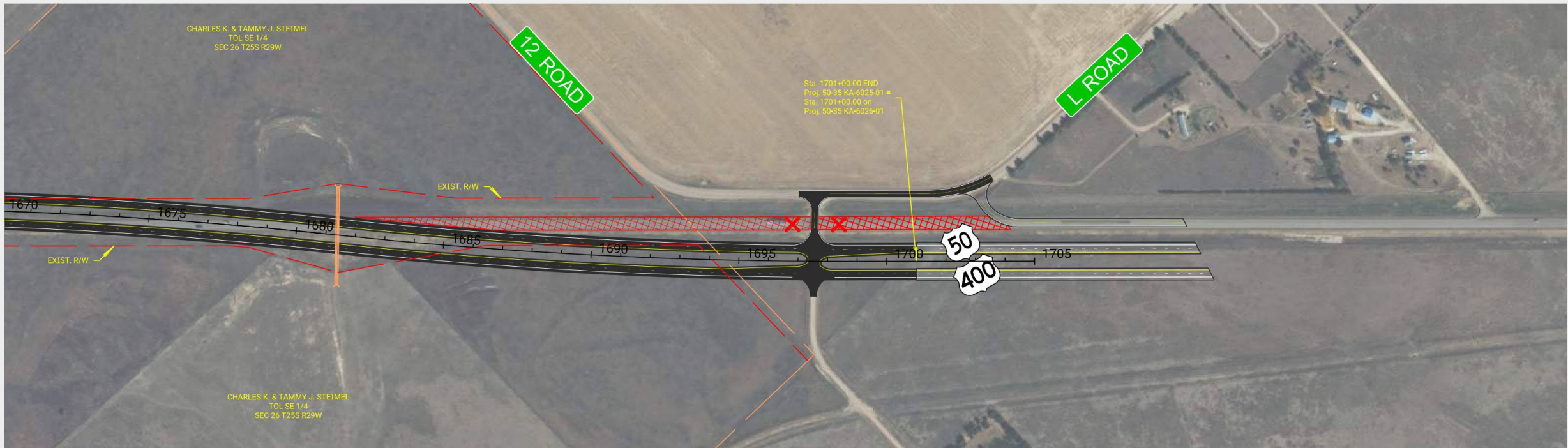
# 11 Road Intersection



U.S. 50 expressway with 150' median; intersection at 11 Road and Irsik & Doll Feed Services entrance



# 12 Road Intersection



U.S. 50 expressway with 60' median; intersection at 12 Road and L Road

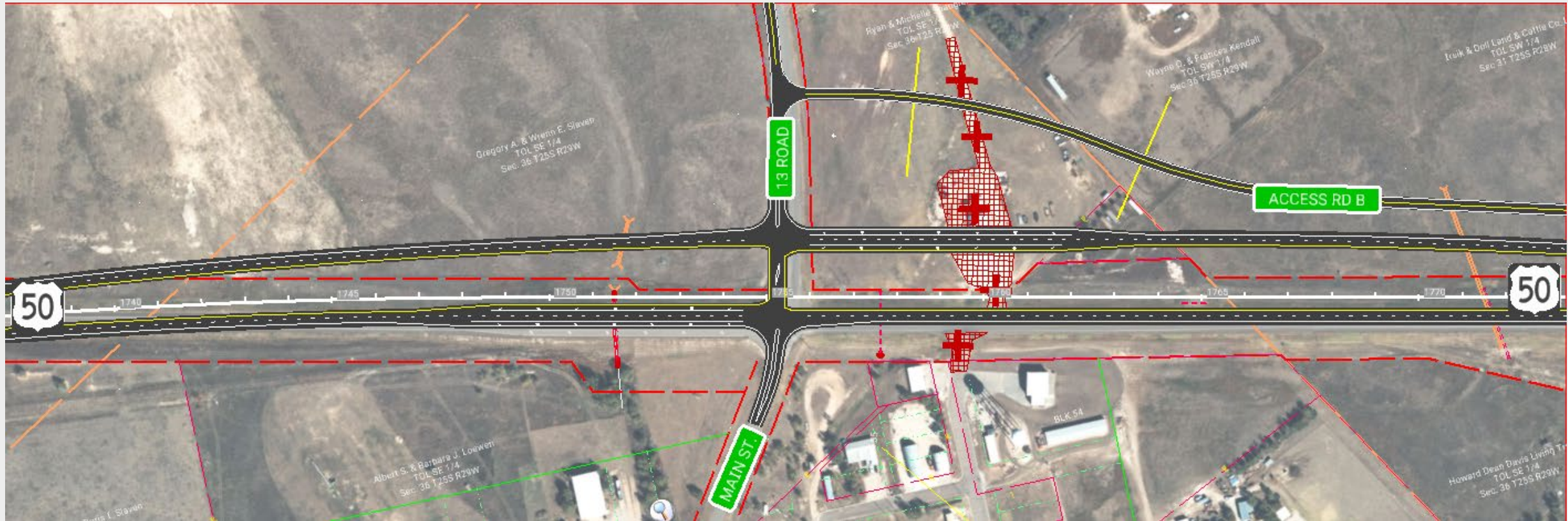
# Cemetery Access



Cemetery access road connection to L Road



# Ingalls Main St./13 Road Intersection



Ingalls (Main St./13 Rd.) intersection with 150' median and access road to connect M Road to 13 Road; Rush St. access closed



# M Road Intersection



M Road/2<sup>nd</sup> Avenue access to U.S. 50 closed; construct access road to connect M Road with 13 Road



# Soule Canal Area



U.S. 50 expressway with 30' median; access to U.S. 50 closed



# Soule Canal Area



U.S. 50 expressway with 30' median transitioning to 60' median; Access to U.S. 50 closed



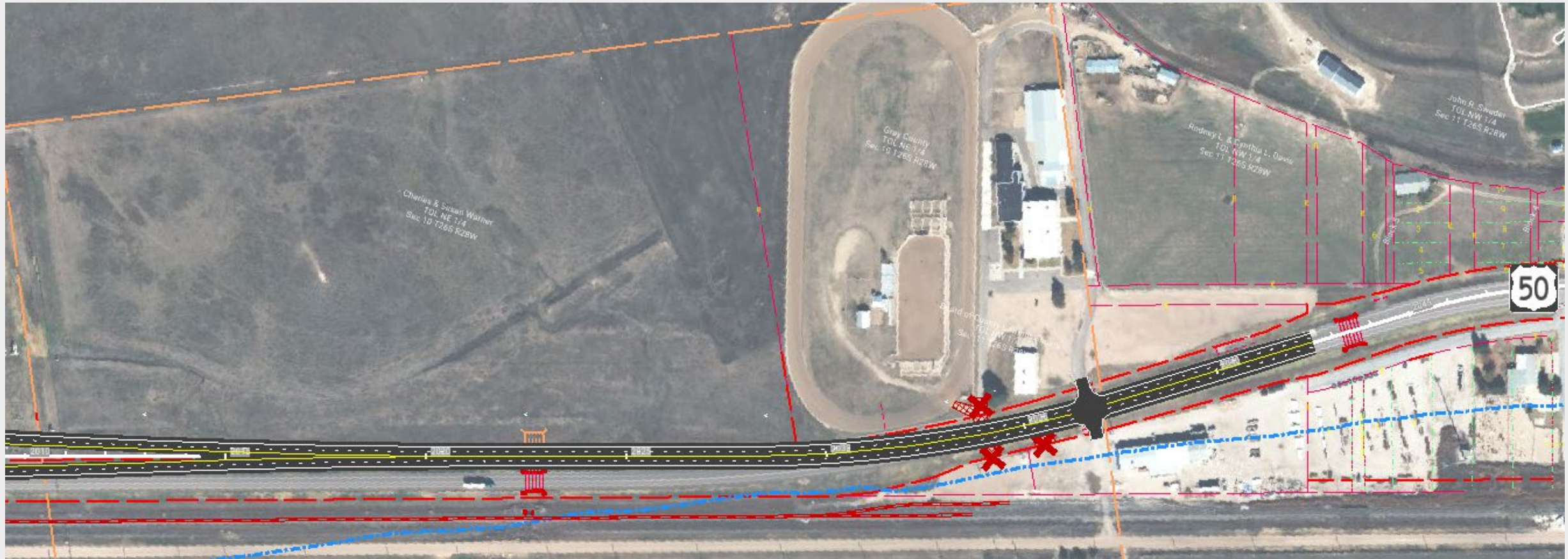
# 16 Road Intersection



U.S. 50 expressway with 150' median; intersection at 16 Road



# Cimarron



U.S. 50 expressway four-lane undivided section; access consolidation in Cimarron



# Restricted Crossing U-Turn Intersection RCUT




U.S. Department of Transportation  
Federal Highway Administration



<https://www.youtube.com/watch?v=nzpdTdXDfRw>

# Next Steps

- 
- Provide your comments through Dec. 2
  - Team to advance the design for field check late next year (winter 2023)



- Right-of-way acquisition (*Timing to be determined*)
- Western group 2023
  - Eastern group 2024



- KDOT to program projects for construction (*Timing to be determined*)
- Western group 2025 (*estimated*)
- Eastern group 2026 (*estimated*)



# **Visit with the Design Team**

# DESIGN TEAM DISCUSSIONS



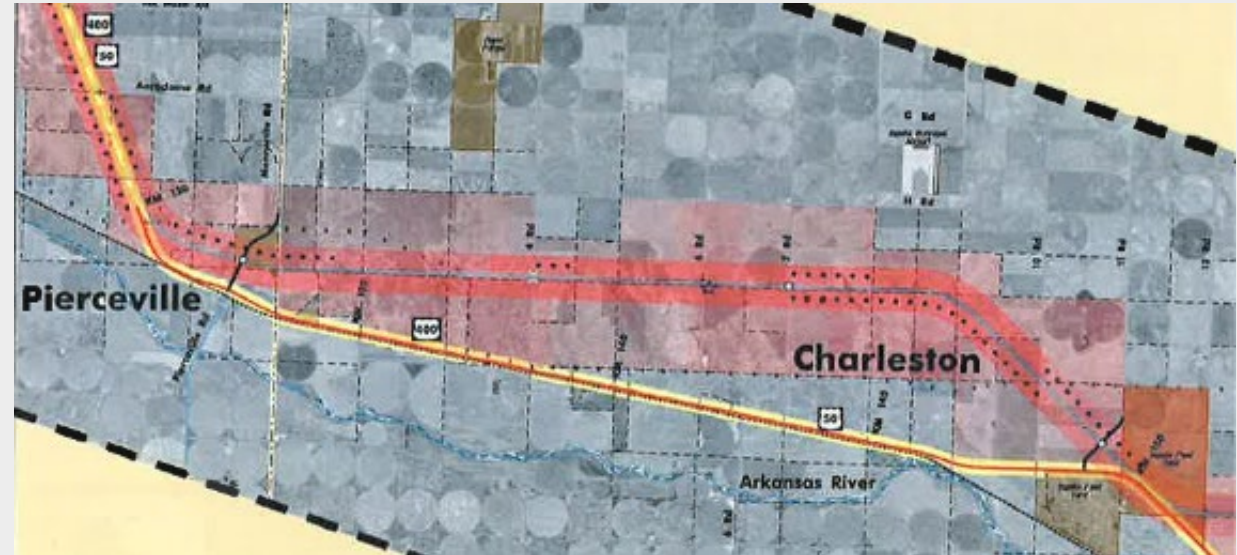


# Extra Information



# U.S. 50/400 Corridor Study (2005)

- U.S. 50/400 from Garden City to Greensburg
- Segment Recommendations
  - Upgradable Expressway
  - Offset alignment to the north from Yucca Rd to Ingalls Feed Yard
  - Interchanges at Pierceville (Main St/1 Rd), Charleston (7 Rd) and Ingalls Feed Yard (11 Rd)
  - Overpasses at 4 Rd
  - Existing highway to remain

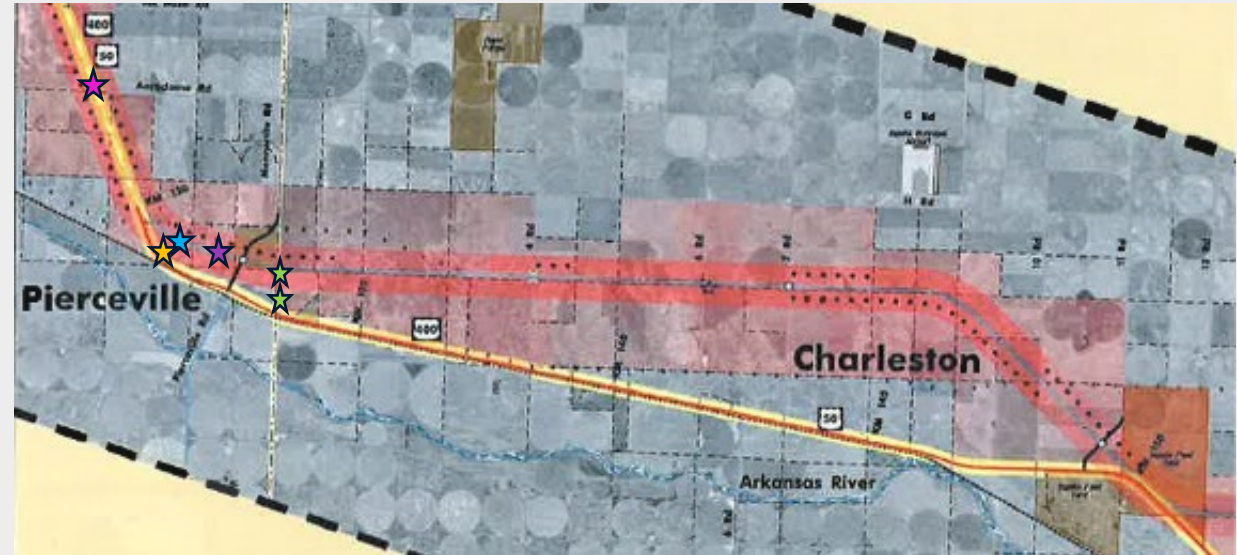


2005 US-400 Corridor Study Preferred Concept



# Regional Improvements Since 2005 Study

- ★ Expressway expansion from N Towns Road to Aerodrome Road (2005)
- ★ Highway curve realignment west of Pierceville (2005)
- ★ Pospichal addition block 1 (home)
- ★ Bohannan home
- ★ Loewen Farms Feed Store (Mennonite Rd) (2 sites)



Proximity of Improvements along the Corridor since the 2005 Study

# Other Considerations

- Expressway Continuity
  - Expressway was not designed as upgradable in adjacent projects from Garden City to Dodge City
    - K-6374-01, KA-2383-01 and KA-238
- Coordination between projects (KA-6024-01 and KA-6025-01 at 7 Road)
  - 1.5-mile offset between existing highway and proposed offset
  - May need temporary connection
- Cost
  - The cost to construct an expressway on offset alignment is estimated to be 25-30% more than constructing along the existing alignment.