



## DISTRICT 4 - SOUTHEAST REGION 2021 Local Consult Meetings Summary

Local Consult is the public engagement process for KDOT’s 10-year Eisenhower Legacy Transportation Program (IKE). The process takes place every two years to gather input on a list of potential highway modernization and expansion projects for each geographic region throughout the state. The input Kansans provide helps KDOT determine which projects will move forward into the IKE development pipeline for further engineering and analysis. It’s also an opportunity to strengthen local partnerships, better understand which KDOT programs matter most to communities, and get feedback on how delivery can be improved.

**KDOT engaged with more than 160 participants during the Local Consult meetings for the southeast region.** For 2021, the Local Consult meetings looked different from years past. Out of an abundance of caution and to comply with state guidance related to COVID-19, meetings were held virtually, with two ways to participate:

- 1. Zoom meetings** were hosted for all six districts, plus two in the urban areas of Wichita and Kansas City.
- 2. On-demand webpages** were also created and allowed participants the option to review meeting information and provide input on their own schedule.

### WHAT WE HEARD IN DISTRICT 4: SOUTHEAST

**Expansion Projects:** Participants in the southeast Kansas meeting identified the northern half of the Crawford County Corridor on US-69 as a high priority regional project to provide safe access to health care and economic development opportunities in the growing Pittsburg area. Participants also noted that improvements along the US-169 corridor in Anderson and Montgomery counties would better serve a major freight corridor connecting Kansas City to Oklahoma. Some participants noted that passing lanes are a priority, as they are both effective and cost efficient.

### DISTRICT 4 SOUTHEAST KANSAS PARTICIPATION BY THE NUMBERS



**160+**  
**PARTICIPANTS**

JOINED THE LIVE ZOOM MEETING  
AND/OR PROVIDED INPUT  
ON DEMAND ONLINE



## WHAT WE HEARD IN DISTRICT 4: SOUTHEAST, CONTINUED



**Modernization Projects:** IKE program modernization projects typically add shoulders, flatten hills and straighten curves along existing routes. High-priority modernization projects identified by southeast meeting attendees included US-160 in Labette and Elk counties. The section of US-160 from Altamont to US-169 is close to a high school, prompting concerns about safety of young drivers and truck traffic. High traffic volumes and lack of shoulders were cited by participants as safety concerns. Most of the modernization projects on the regional list were identified as high and medium priorities. Participants emphasized that K-47 in Neosho County is in need of repair, and the addition of shoulders would further improve safety.

**WE ALSO HEARD:** Overall, the addition of passing lanes to create safer roadways with heavy truck traffic was very important to meeting participants.

*“On **very narrow roadways with no shoulders** and steep drop offs there is **no getting over for oncoming traffic** carrying large loads. We have experienced **several fatal accidents** just in the last 2 years.”*

*“**Too many drivers** take **unnecessary risks passing** in the current layout.”*

Bicycle and pedestrian infrastructure was also highlighted as important to the southeast region.

*“K-33 is **designated as a bike/ped corridor** and **is in need of such facilities/improvements.**”*

## SOUTHEAST REGION PROJECT SCORING

Project lists discussed during the southeast regional meeting are displayed on the following page. The lists reflect the top high- and medium-priority projects identified during breakout group discussions.

## SOUTHEAST KANSAS PARTICIPANT QUOTES

**“We have a large amount of industrial traffic throughout the region on US-169 and passing lanes would help the traffic flow. It is hard to attract industry to the region if they do not have a good corridor to travel through the state.”**

**-SOUTHEAST PARTICIPANT**

**“Pittsburg is expected to experience 10% growth in the next 20 years. The only level two trauma hospital in region is in Pittsburg. Access is important!”**

**-SOUTHEAST PARTICIPANT**

# SOUTHEAST REGION PROJECT SCORING: EXPANSION & MODERNIZATION

Results of southeast Kansas breakout discussions identifying high- and medium-priority expansion projects for the region:

## EXPANSION



Projects for Discussion Today					Engineering Factors					Economic Factors			Local Input
Map ID	Project Description	Scope	Miles	FY-25 Cost \$M	Current Congestion (20 pts)	Future Congestion (15 pts)	Truck Traffic (7.5 pts)	Safety (7.5 pts)	Engineer Score (50 pts)	GRP* / Cost	Traveler Benefit** / Cost	Economic Score (25 pts)	Local Input (25 pts)
415	US-69 Bourbon County: Fort Scott Bypass	4-lane Freeway, Bypass	9	\$135 <sup>v</sup>	○	○	●	●	18	○	○	6	
411	US-69 Crawford County: Cherokee County Line North to K-126 (Southern Half of the Crawford County Corridor)	4-lane Freeway, Bypass	5	\$117 <sup>v</sup>	●	●	●	●	40	●	●	16	
477	US-69 Crawford County: K-126 North to US-160 and US-160 improvements between US-69 and existing US-69 (Two parts of the Crawford County Corridor)	Upgrades w/ 4-lane Freeway, Bypass	8	\$91	●	●	●	●	37	●	●	15	
478	US-69 Crawford County: K-126 North to 3.5 miles North of Arma and US-160 improvements between US-69 and existing US-69 (Northern Half of the Crawford County Corridor)	Upgrades w/ 4-lane Freeway, Bypass	17	\$191	●	●	●	●	45	●	●	16	
419p	US-169 Allen County: Neosho County Line to Humboldt†	Passing Lanes	8	\$7	●	●	●	○	35	●	●	21	
431p	US-169 Allen County: US-54 (Iola) to Anderson County Line†	Passing Lanes	8	\$7	●	●	●	○	35	●	●	20	
422	US-169 Anderson County: Garnett to Franklin County Line†	4-lane expressway	8	\$49	●	●	●	●	50	●	●	13	
422p	US-169 Anderson County: Garnett to Franklin County Line†	Passing Lanes	8	\$7	●	●	●	●	50	●	●	22	
416p	US-169 Anderson County: Allen County Line to Welda†	Passing Lanes	10	\$13	●	●	●	●	44	●	●	17	
442	US-169 Montgomery County: North Junction US-160 to US-400	4-lane expressway	9	\$63 <sup>v</sup>	●	●	●	●	46	○	○	11	

\*New project not presented in 2019. New projects came from statewide passing lane review or from KDOT District staff.

<sup>v</sup>Updated cost estimate

Projects presented in 2019; not scored this year	
US-69 Cherokee County: Oklahoma to Cherokee/Crawford Co. Line - other sections of the bypass need constructed first	4-lane freeway
US-75 Montgomery County: US-160 to North of Independence (RS 5034) – specific location not feasible	Construct New Alignment with Passing Lanes
US-75 Montgomery County: North of Independence (RS 5034) to US-400 – specific location not feasible	Passing lanes
US-169 Montgomery County: North Junction US-160 to US-400 - specific location not feasible	Passing Lanes
US-169 Montgomery County: North of Coffeyville to South Junction US-160 – score in '23	4-Lane expressway
US-169 Montgomery County: North of Coffeyville to South Junction US-160 – specific location not feasible	Passing Lanes
US-400 Greenwood County: Severy to Greenwood-Wilson County Line – selected passing lanes further to the west to improve corridor; re-evaluate once complete	Passing lanes
US-400 Montgomery County: US-75 to US-169 – score in '23	4-lane expressway
TBD Miami County: I-35 east to US-69 – score in '23	New Outer Loop

Because of the time and cost required, KDOT doesn't score every project from every year, but that doesn't mean it's fallen off our radar. These projects weren't scored this year because their 2019 engineering need score was low, sequencing shows other project phases need to be selected before this phase, or because further analysis found passing lanes aren't feasible in that specific location.

- Identified as a **high** priority
- Identified as a **medium** priority

Results of southeast Kansas breakout discussions identifying high- and medium-priority modernization projects for the region:

## MODERNIZATION



Projects for Discussion Today					Engineering Factors					Local Input
Map ID	Project Description	Scope	Miles	FY-25 Cost \$M	Geometrics/ Safety	Capacity	Pavement Structure	Pavement Surface	Engineer Score (80 pts)	Local Input (20 pts)
461	K-31 Coffey County: Osage County Line to Anderson County Line	Re-surface, Add Shoulders	9	\$9	●	○	○	○	26	
483	K-33 Franklin County: I-35 to Douglas County Line†	Reconstruct	3	\$12	○	●	○	●	29	
473	K-47 Neosho County: US-169 to US-59	Reconstruct	11	\$34	●	●	○	○	39	
466	K-99 Chautauqua County: Oklahoma State Line North to Sedan	Re-surface, Add Shoulders	9	\$9	●	●	○	●	41	
470	K-99 Elk County: Chautauqua County Line North to Howard	Reconstruct	12	\$29	○	●	●	●	50	
485	K-99 Greenwood County: US-54/K-99 Jct. to Lyon County Line†	Reconstruct Add Shoulders	24	\$74	○	●	●	●	56	
471	US-160 Elk County: Cowley County Line to Montgomery County Line	Resurface, Add Shoulders	35	\$35	●	○	○	○	42	
472	US-160 Lette County: Altamont to US-169	Resurface, Add Shoulders	17	\$17	●	●	●	○	48	

\*New project not presented in 2019. New projects come from KDOT's priority formula or from KDOT District staff.

- Identified as a **high** priority
- Identified as a **medium** priority

Projects presented in 2019; not scored this year	
US-75 Coffey County: Woodson/Coffey County Line to Coffey/Osage County Line – moved to Preservation+	Pave shoulders, add turn lanes
K-47 Wilson County: US-400 to US-75 – previous low score	Reconstruct

Because of the time and cost it takes we don't score every project, but that doesn't mean it's fallen off our radar. These projects weren't scored this year because the first will be addressed through KDOT's Preservation+ program and the second had a low engineering need.