



DISTRICT 6 - SOUTHWEST 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 150 participants during the Local Consult meetings for the southwest 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 6: SOUTHWEST

Expansion Projects: Participants in the southwest Local Consult meeting advocated for additional four-lane capacity in their region to address ongoing concerns with truck traffic. There was also discussion about whether passing lanes could address current safety issues. The highest area of priority named by participants was on US-83 in Finney County from Garden City to the Scott County line, followed closely by US-83 from the Scott County line to Scott City. Other areas of priority were along US-54 in Seward County and US-50 in Ford County east of Dodge City to US-283. The US-54 four-lane expressway east of Liberal in Seward County was referenced as a priority because of safety concerns and regional commerce needs, as well as the students attending school on this stretch.

DISTRICT 6 SOUTHWEST KANSAS PARTICIPATION BY THE NUMBERS



150+
PARTICIPANTS

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



WHAT WE HEARD IN DISTRICT 6: SOUTHWEST, CONTINUED

Modernization Projects: IKE program modernization projects typically add shoulders, flatten hills and straighten curves along existing routes. In southwest Kansas, participants reiterated the ongoing priority of adding shoulders to K-156 in Hodgeman and Finney counties. Safety concerns due to the hills and steep terrain of K-156 in Hodgeman County were noted, as well as fatal accidents and near misses.

WE ALSO HEARD: Some Local Consult meeting participants expressed concern that project scores may not accurately capture seasonal traffic. Truck traffic increases substantially during harvest times, and many routes do not accommodate passing. Getting stuck behind farm trucks can cause significant traveler delay. These participants asked KDOT to take another look at how the value of the agricultural freight moved into and out of the region could be more accurately reflected.

*“The **engineering scores** for congestion on US-83 don’t seem to reflect current or future congestion accurately, especially given the growth we are experiencing from efforts to achieve that growth.”*

*“**Economic scores** must be more than just commuter benefit.”*

Some participants also highlighted that the project scoring of “identified need” may be underestimated because of the undercounting of certain minority groups in the region.

*“**Racial equity is key.** We feel our region is greatly undercounted which leads us to scoring lower, since we have such a high minority population.”*

*“Between Garden City and Dodge City we feel that as many as **1 out of 7 households were undercounted.** This greatly affects our scoring.”*

The importance of rail investments for moving goods safely and efficiently through the area was also noted.

*“I also want to highlight how important the **KDOT State Rail Improvement Fund** and **Shortline Rail Improvement Funds** are for the rural transportation network. Keeping freight on rail and off highways helps safety and congestion at a pretty effective cost. Continued support for these programs is very important.”*



DISTRICT 6 PARTICIPANT QUOTES

“There is frustration and danger of negotiating the “5 points” intersection coming into Liberal. This is always the first comment locals and visitors make regarding needs for improvement. Deadly crashes in the past at this intersection provide testament to the need.”

-SOUTHWEST PARTICIPANT

“Safety is a focus for US-50 Ford County: Dodge City to US-283 because of the large amount of truck traffic and a new cheese factory coming in the next couple years.”

-SOUTHWEST PARTICIPANT

SOUTHWEST REGION PROJECT SCORING: EXPANSION & MODERNIZATION

The project lists discussed during the southwest regional meeting are displayed below. The list reflects the top high- and medium-priority projects identified during breakout group discussions.

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

EXPANSION



Map ID	Project Description	Scope	Miles	FY-25 Cost \$M	Engineer Score (50 pts)	Economic Score (25 pts)
611	US-50 Kearny County: Lakin to Finney County Line	Passing Lanes	9.5	\$13 ^v	23	19
615	US-50 Finney County: Kearny County Line to Holcomb	4-lane expressway	6	\$30	21	12
620	US-50 Ford County: Dodge City to US-283	4-lane expressway	2.4	\$10 ^v	45	13
613	US-54 Seward County: 0.5 miles Northeast of RS 1987 Jct, Northeast to Meade County Line	4-lane expressway	8.2	\$44 ^v	44	10
623	US-54 Meade County: Seward County Line to Clark County Line†	4-lane expressway	34	\$231	33	8
614	US-54 Clark County: Meade County Line to Ford County Line†	4-lane expressway	9.5	\$50	31	9
686	US-54 Seward County: US-83 to Tucker Rd†	4-lane expressway	3.0	\$12	21	13
683	US-83 Seward County: Liberal to Haskell County Line†	4-lane expressway	27	\$143	36	8
622	US-83 Haskell County: Seward County Line to US-160/K-144†	4-lane expressway	12	\$64	32	9
622p	US-83 Haskell County: Seward County Line to US-160/K-144	Passing Lanes	12	\$13 ^v	32	18
626	US-83 Scott County: Scott City North to K-4	Passing Lanes	8	\$7 ^v	27	19
628	US-83 Scott County: Finney County Line to Scott City	Passing Lanes	14	\$7 ^v	26	24
618	US-83 Finney County: Garden City to Scott County Line	Passing Lanes	14	\$13 ^v	28	20
Projects presented in 2019; not scored this year						
US-50 Finney County: Kearny-Finney County Line to Holcomb – The 4-lane expressway option is included on the list above.						Passing lanes
US-54 Ford County: Clark/Ford Co Line to Ford/Kiowa Co Line –Passing Lanes sections (5 total) on either side of this project were selected. May be added again but would like to see the impacts of the other passing lanes projects on the corridor.						Passing lanes
US-54 Seward County: Shamrock NE to Seward/Meade Co Line - Passing lanes further to the east are in the IKE pipeline. The 4-lane expressway above option is included on the list above.						Passing lanes
US-83 Finney County: 3 miles North of Plymell to Garden City - Passing lanes are being added in this area as part of Preservation+.						Passing lanes
US-83 Seward County: 1 mile N of K-51, N to Seward/Haskell County Line - Passing lanes are being added directly south of this area as part of Preservation+.						Passing lanes



Identified as a **high** priority



Identified as a **medium** priority

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

MODERNIZATION



Map ID	Project Description	Scope	Miles	FY-25 Cost \$M	Engineer Score (80 pts)
652	K-156 Finney County: US-50 at Garden City to Hodgeman County Line	Construct Shoulders and re-surface	35	\$35 ^v	40
651	K-156 Hodgeman County: Finney County Line to 4 mi west of Jetmore & Hanston to Pawnee County Line	Construct Shoulders	39	\$24 ^v	47



Identified as a **high** priority



Identified as a **medium** priority