

Kansas Freight Advisory Committee



Meeting Summary July 9, 2014 – Wichita, KS

Observations From The Full Committee

- Secretary King welcomed the Committee to Wichita and introduced John Bowman, Director of Capital Programs with the Oklahoma Department of Transportation
- Secretary King provided a review of the activities and discussions from the KFAC meeting held on May 21, 2014 in Salina
- Draft maps identifying the primary and secondary highway freight corridors of significance were reviewed and discussed. Secretary King noted that while the Committee had identified primary and secondary corridors that are significant as freight moves throughout Kansas, it didn't mean that other routes would not need maintenance and investments in the future.
- It was noted that interstate routes are primary freight corridors and will continue to be considered as such. The charge of the Committee during this meeting will be to prioritize other routes (state highways, or "K" routes and U.S. routes) that don't fall under the federally designated Interstate category.
- Discussion took place regarding the fact that East-West corridors have been identified and prioritized to some degree in the past but there is a need to identify and prioritize North-South corridors
- The efforts and recommendations of the Committee will not affect T-WORKS projects
- The following routes were identified as Primary Freight Corridors of Significance: US-83; US-81; US-69; US-54; and US-400. The following routes were identified as Secondary Freight Corridors of Significance: US-183 from Kinsley to the Kansas/Nebraska border; US-75 from Topeka to the Kansas/Nebraska border; US-169 from the metro Kansas City area to the Kansas/Oklahoma border; US-50 from Garden City to the Kansas/Colorado border and US-50/US-56 from Dodge City to Kinsley.
- After further discussion US-169 from the metro Kansas City area to K-68 was re-designated as a Primary corridor and US-50 from Newton to Emporia was added as a Secondary corridor

- Additionally, after dialog K-34/US-183 North from Oklahoma to just southeast of Dodge City was added as a secondary corridor
- Deputy Secretary Jerry Younger discussed the unique highway characteristics, length, annual average daily traffic (total and truck) on each designated route, and some of the improvements that have been made on the routes during the last three transportation programs
- The committee discussed various freight opportunities based on highway type, and freight connection points such as unit loader facility locations, intermodal facility locations, water transportation via the Port of Catoosa, rail to rail connection points, and highway rail connection points.
- The committee discussed specific highways comprising the various primary and secondary corridors and items that will need to be addressed: transload facilities; additional and longer passing lanes; shoulders/wider shoulders; roundabout geometrics; truck parking facilities; the “last mile connection” between freight generators and freight corridors (both highway and rail); and location of alternative fuel stations
- Maps of the State’s rail network were shown and the locations of key rail-to-rail connection points, highway/rail connection points, unit loaders were discussed
- A map showing the short line rail system that needs to be upgraded to allow for the safe and efficient transport of 286,000 pound jumbo hopper cars was shown and the issue was discussed
- Pat Cedeno, with the WATCO Companies, discussed the benefits of the State Rail Service Improvement loan/grant program to short line railroads and their shippers
- David Jacobson, Chief Engineer with the KTA, discussed the design and construction, under very tight time constraints, of the highway project connecting the Turnpike to a casino south of Mulvane. The project required coordination and cooperation between the KTA, KDOT, City of Mulvane and the casino.
- Comprehensive Highway Program (CHP), Comprehensive Transportation Program (CTP) and T-WORKS investments on non-Interstate routes were discussed. A “heat map” showing where funds have been used and are identified to be used was shown to the Committee.

Breakout Sessions

There were four break-out groups: agriculture and logistics; rail; motor carrier; and city/local; that were moderated by KDOT and KTA staff. Each group was asked them same questions and discussed the same topics.

The main topics of discussion in the break-out groups were:

- The importance of analyzing highway-rail crossing safety improvements on a corridor basis in addition to location specific projects
- Truck parking facilities and amenities will continue to grow in importance especially with federal hours of service guidelines
- Future development of strategically located transload facilities
- Formation of a Freight Rail Advisory Sub-Committee to identify freight rail specific challenges and opportunities, which can be channeled up to the KFAC for consideration as part of an ongoing multimodal freight
- Roadway geometric limitations and bridge conditions at local facilities such as unit loaders and manufacturing plants
- Need to consider identifying “feeder freight routes” that feed into primary and secondary freight corridors of significance
- Need to consider a “corridor watch list” that would encompass growing corridors or corridors that have a seasonal significance (ie. during planting and harvest)
- Federal limitation of Gross Vehicle Weight (GVW) of 80,000 pounds (versus 85,500 pounds GVW on “K” routes and “U.S.” routes) limits efficient truck routing
- The importance of the “last mile” of freight corridors and interaction/connection between roadway and rail. Need a collaborative effort between state, local units of government (both MPOs and “micropolitan” cities) and railroads (both Class I and short lines) to identify and propose solutions to freight congestion points at and around rail switch/classification yards, intermodal facilities, and elevator unit loader facilities.
- Need for improved technology at weigh/inspection stations to improve efficiencies and safety
- Shoulder needs/improvements are a safety concern on many “K” routes
- Older roundabout were not designed for larger trucks/loads making them a geometric impediment when routing OSOW loads
- Various location and/or corridor specific issues were discussed encompassing safety, geometric impediments, bottlenecks (highway and rail), and highway freight corridors with excessive truck traffic
- The road infrastructure of some “K” and “U.S.” routes, and especially local routes, were not designed and/or have not “kept up” with the increased volume of truck traffic and OSOW loads
- A variety of route and/or location specific highway improvements were discussed
- The importance of ITS, technology improvements and the need to better incorporate technologies along freight corridors was discussed

During the break-out sessions, each group did a “dot exercise” to note what they considered to be the most important freight issues facing Kansas. The list below reflects highway and rail infrastructure issues and concern. The cumulative results of that exercise were:

Top Tier (12+)

- More Passing Lanes - Highway
- Truck Parking/Stop Amenities - Highway
- Crossing Improvements/Grade Separations - Rail
- Geometric Improvements

Tier 2 (5-12)

- Highway Bridge Improvements - Highway
- Additional Lanes - Highway
- Wider Shoulders - Highway
- Additional Unit Loaders/Transload Facilities - Rail
- Capacity Upgrades/Heavier Rail Car Weights - Rail

Tier 3

- Passing Tracks/Spurs/Siding Improvements - Rail
- Rail Bridge Improvements - Rail
- Local "Last Mile" Infrastructure Improvements