



## DISTRICT 1 - NORTHEAST 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 325 participants during the Local Consult meetings for the northeast 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 1: NORTHEAST

**Expansion Projects:** Participants engaged in the district-wide northeast Kansas meeting shared that expanding K-4 in Shawnee County between the Kansas River bridge and the Jefferson County line was the top priority for highway expansion in the region to improve traffic flow, safety and economic development. There were discussions of possibly down-scoping the project to expedite delivery in a way that would make sense for the region. Other top priorities included expanding US-40/K-10 from Lawrence to Johnson County into a six-lane freeway to ease congestion, improve access to health care and prepare for increased truck traffic, as well as construction of a new interchange in Pottawatomie County at US-24 and Flush Road to improve safety for young drivers and passengers traveling to the nearby school.

### DISTRICT 1 PARTICIPATION BY THE NUMBERS

Two Local Consult meetings were held within the northeast region.



**155+ NORTHEAST PARTICIPANTS**

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



**170+ KC METRO PARTICIPANTS**

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





**Modernization Projects:** In northeast Kansas, participants highlighted several regional priorities where reconstruction could improve safety by adding shoulders, allow for oversized loads and make better regional connections. Two of these projects are on US-56 from the 59 junction to US-75 in Douglas and Osage counties. Also cited was the reconstruction of K-99 in Wabaunsee County, 6 miles north of I-70 to the Pottawatomie County Line, and improving the Marlatt/Junietta Link with a new Blue River Bridge in Pottawatomie County.

### WHAT WE HEARD IN DISTRICT 1: KC METRO

**Expansion Projects:** Participants in the KC metro meeting said reconstructing and adding lanes to I-35 in Johnson County from Old US-56 to 119th Street was a top priority for the area to reduce congestion. Other priorities included adding lanes to K-10 in Johnson County from K-7 to I-435, although the overall cost was raised as a concern, and reconstructing two interchanges on I-435 in Wyandotte County at State Avenue and Parallel Parkway. This reconstruction would potentially add a diverging diamond interchange at State Avenue, which could improve conditions for economic development.

**Modernization Projects:** Kansas City metro area participants noted several regional priorities where reconstructing interchanges could address concerns about capacity and safety, including the I-35/Santa Fe Interchange in Olathe; the I-35/Gardner Road Interchange near Gardner; and the I-70/18th St. Interchange in Kansas City.

**WE ALSO HEARD:** Investments in active transportation, such as public transit and bicycle/pedestrian infrastructure, are important to the northeast region and the Kansas City metro.

Some KC metro participants voiced concern over urban sprawl and environmental impacts.

***“Enabling sprawl doesn’t solve the problem with travel time and increases the burden on future maintenance.”***

### NORTHEAST REGION PROJECT SCORING

Project lists discussed during the northeast regional meetings are displayed on the following pages. The lists reflect the top high- and medium-priority projects identified during breakout group discussions. Note that in District 1, expansion projects are presented separately by urban and rural locations, as they are scored using different criteria to best provide parity.

#### DISTRICT 1 PARTICIPANT QUOTES

**“Maximize bike and ped connectivity that has been severely impacted. US-24 in Shawnee County needs an additional protected bicycle and pedestrian connection from Rossville to Topeka in an effort to enhance transportation equity for those living in Rossville and surrounding Shawnee County communities.”**

**-NORTHEAST  
PARTICIPANT**

**“Olathe, Edgerton and Wyandotte County all agree that I-35 Johnson County: Old US-56 to 119th St. is a priority. Including the interchange modernization at Santa Fe in Olathe will address safety concerns.”**

**-KC METRO  
PARTICIPANT**

## NORTHEAST REGION PROJECT SCORING: URBAN EXPANSION

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

### URBAN EXPANSION



Map ID	Project Description	Scope	Miles	FY-25 Cost \$M	Engineer Score (50 pts)	Economic Score (25 pts)
833	I-35 Johnson County: I-35/Moonlight/183rd St. Interchange in Gardner	Interchange	NA	\$37	17	22
832	I-35 Johnson County: Old US-56 to 119th St	Reconstruct & Add Lanes	4	\$74	47	25
122	I-70 Shawnee County: 4 <sup>th</sup> St. to California St.	6-lane freeway	2	\$147	34	5
818	I-70 Wyandotte County: I-70/K-7 Interchange†	Interchange	NA	\$42	42	19
808	I-435/I-35/K-10 Johnson County: Gateway Project Phase 2	Reconstruct & Add Lanes	10	\$504	46	17
811	I-435 Wyandotte County: I-435/State Avenue Interchange just north of I-70	Diverging Diamond Interchange	NA	\$24	27	13
807	I-435 Wyandotte County: I-435/Parallel Parkway Interchange	Interchange	NA	\$17	20	12
134	US-24 Shawnee County: Silver Lake to Topeka	4-lane expressway	7	\$44	11	6
114	US-40/K-10 Douglas County: Lawrence to Johnson County Line†	6-lane freeway	7	\$125	48	16
130	K-4 Shawnee County: Kansas River Bridge, North to Jefferson County Line	4-lane freeway	3	\$31M	22	21
823	K-10 Johnson County: K-7 to I-435	8-lane freeway	4	\$223 <sup>v</sup>	48	14



Identified as a **high** priority



Identified as a **medium** priority

#### Projects presented in 2019; not scored this year

I-35 Wyandotte County: I-35 & Lamar Interchange - Low engineering need, added project in Wyandotte County with more interest	Reconstruct Interchange
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## NORTHEAST REGION PROJECT SCORING: RURAL EXPANSION

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

### RURAL EXPANSION



Map ID	Project Description	Scope	Miles	FY-25 Cost \$M	Engineer Score (50 pts)	Economic Score (25 pts)
165	<b>US-24 Pottawatomie County:</b> US-24/Flush Rd. Interchange†	Interchange	NA	\$20	20	5
136	<b>US-75 Osage County:</b> Lyndon to Carbondale	4-lane freeway	12	\$158	39	6

Projects presented in 2019; not scored this year	
<b>US-24 Pottawatomie County:</b> Wamego to St. Marys – specific location not feasible	Passing Lanes
<b>US-75 Brown County:</b> 3.2 miles north of K-20, north 5.5 miles - Project moved to Strategic Safety Improvement program and is being addressed	Passing lanes
<b>US-75 Brown County:</b> K-20 to US-36 - constructing passing lanes to improve corridor, re-evaluate once complete	4-lane expressway
<b>US-75 Jackson County:</b> 7.9 miles north of K-16, north 1.8 miles - Project moved to Strategic Safety Improvement program and is being addressed	Passing lanes
<b>US-75 Jackson County:</b> Holton to K-20 - constructing passing lanes to improve corridor, re-evaluate once complete	4-lane expressway
<b>K-4 Jefferson County:</b> Shawnee/Jefferson Co Line, NE to 54th Street - Kansas River Potion (Project 130 Urban Expansion) would need to be programmed first	2-lanes on 4-lane ROW
<b>K-4 Jefferson County:</b> 54th St. to Meriden - Kansas River Potion (Project 130 Urban Expansion) would need to be programmed first	4-lane expressway
<b>TBD Leavenworth County:</b> I-70 south to K-10 - \$420M project at 7 miles, rescore in 2023	New Outer Loop



Identified as a **high** priority



Identified as a **medium** priority

Results of KC metro breakout discussions identifying high- and medium-priority rural expansion projects for the region:

### RURAL EXPANSION



No priorities received

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## NORTHEAST REGION PROJECT SCORING: MODERNIZATION

Results of northeast 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)
178	I-35 Johnson County: I-35/Santa Fe Interchange in Olathe†	Interchange reconstruction	NA	\$40	44
852	I-35 Johnson County: I-35/US-56 Interchange	Interchange reconstruction	NA	\$20	51
865	I-35 Johnson County: I-35 / Gardner Rd Interchange†	Interchange reconstruction	NA	\$32	55
863	I-70 Wyandotte County: Lewis & Clark Viaduct†	Interchange reconstruction	NA	\$79	36
862	I-70/US-69 Wyandotte County: I-70/18 <sup>th</sup> St. Interchange†	Interchange reconstruction	NA	\$31	54
158	US-56 Douglas County: Osage County Line East to US-56/59 Jct.	Reconstruct	13	\$46	77
153	US-56 Osage County: US-75 East to the Douglas County Line	Reconstruct	10	\$36	78
856	K-5 Leavenworth/Wyandotte County: US-73 to I-435/Wolcott Interchange	Construct new alignment	7	\$23	63
861	K-7 Johnson County: K-7/Shawnee Mission Pkwy (67 <sup>th</sup> St.) Interchange†	Interchange reconstruction	NA	\$25	29
157	K-16 Jackson County: Holton to K-16/116 Jct.	Reconstruct	2	\$8	75
188	K-16 Jackson County: 3 miles West of Holton to Holton†	Reconstruct	3	\$11	80
184	K-33 Douglas County: Franklin County Line to US-56†	Reconstruct	2	\$6	35
151	K-99 Wabaunsee County: 6 miles North of I-70, North to the Pottawatomie County Line	Reconstruct	3	\$18	53
159	Pottawatomie County: Marlatt/Junietta Link with new Blue River Bridge	Reconstruct	6	\$20	42

★ Identified as a **high** priority

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#### Projects presented in 2019; not scored this year

K-20 Brown County: US-75 to Horton – Low engineering need and low traffic counts.

Reconstruct

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