



## DISTRICT 2 - NORTH CENTRAL 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 120 participants during the Local Consult meetings for the north central 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 2: NORTH CENTRAL

**Expansion Projects:** Participants in the north central Kansas meeting identified the Geary County I-70 and Taylor Road Interchange west of Junction City as a top regional priority. Participants noted both current concerns, such as the age of the bridge and proximity to the city’s new high school, and future concerns, such as projected development in the city’s industrial park and ongoing growth at Fort Riley. US-56 from McPherson to Marion was also listed as a priority, where passing lanes could improve capacity and safety. Participants also voiced that a new interchange at I-135 and Wells Fargo Road in McPherson County could benefit the region in a number of ways, from improving safety to easing challenges for commuters and encouraging economic development in the Lindsborg area.

### DISTRICT 2 NORTH CENTRAL KANSAS PARTICIPATION BY THE NUMBERS



**120+**  
**PARTICIPANTS**

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



## WHAT WE HEARD IN DISTRICT 2: NORTH CENTRAL, CONTINUED

**Modernization Projects:** In north central Kansas, a top regional priority identified was the interchange at I-70 and I-135 in Saline County, where participants expressed concerns about safety and navigating the tight curves of the current cloverleaf interchange. Other regional routes identified as needing shoulders to accommodate large loads and agricultural equipment were K-14 in Lincoln County from the Ellsworth County Line north to the Mitchell County Line; K-15/K-18 in Dickinson County from the West Junction (Zion) to East Junction (Quality Oil); K-4 in Dickinson County from Hope to Herington; and K-4 in Saline and Dickinson counties from Gypsum to Hope.

**WE ALSO HEARD:** Local Consult meeting participants reiterated the economic benefits of several regional projects, citing job creation, opportunities for infill and freight travel. Increased investments in air travel were also requested.

*"We have a real need for the I 70/Taylor Road Interchange. This project is **very important to Junction City** as it relates to economic development and **expansion of and access to the City's industrial park**. It would be a **HUGE bonus**."*

*"**Multiple industries are looking at access points**. We could be close to **adding 50-100 trucks a day**."*

*"The Kansas Association of Airports is advocating for an increase of **\$10 million to be invested in airports** from IKE. This **would cover 1/2 the identified needs**."*

## NORTH CENTRAL REGION PROJECT SCORING

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



## DISTRICT 2 PARTICIPANT QUOTES

**“***The I-70/Taylor Rd interchange project is important for **job creation and growth**. [The project] will provide alternative access to the new high school and would help retain **300 jobs**.”*

**-NORTH CENTRAL PARTICIPANT**

**“***Adding shoulders to K-14 from the Ellsworth County line north to the Mitchell County line will help **improve safety** by providing a **safe area for motorists** to pull off and for agriculture equipment to move.”*

**-NORTH CENTRAL PARTICIPANT**



# NORTH CENTRAL REGION PROJECT SCORING: EXPANSION & MODERNIZATION

Results of north central 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) |
|--------|---|-----------------|-------|----------------|-------------------------|-------------------------|
| 216    | <b>I-70 Geary County:</b> I-70/Taylor Rd. Interchange, West of Junction City        | New Interchange | NA    | \$12           | 15                      | 22                      |
| 212    | <b>I-135 McPherson County:</b> I-135/Wells Fargo Rd. interchange, East of Lindsborg | New Interchange | NA    | \$10           | 10                      | 14                      |
| 241    | <b>US-56 McPherson County:</b> East of McPherson east to Marion†                    | Passing Lanes   | 35    | \$26           | 18                      | 7                       |

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



| Projects presented in 2019; not scored this year  |                   |
|---|-------------------|
| <b>US-50 Chase County:</b> K-150 to Strong City – There are passing lanes sections on either side of this segment, and this had a low engineering need.                                       | 4-lane expressway |
| <b>US-50 Chase County:</b> Strong City to Lyon/Chase County Line – KDOT re-studied this segment and there are already three passing lane sections on the corridor, and more are not feasible. | Passing Lanes     |

Results of north central 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) | Local Input (20 pts) |
|--------|--|------------------------------|-------|----------------|-------------------------|----------------------|
| 257    | <b>I-135/I-70 Saline County:</b> I-135/I-70 Interchange†                         | Interchange reconstruction   | NA    | \$58           | 50                      |                      |
| 265    | <b>K-4 Dickinson County:</b> Hope to Herington†                                  | Shoulder Widening            | 10    | \$11           | 47                      |                      |
| 232    | <b>K-4 McPherson County:</b> K-4 & Bethany Drive at Lindsborg†                   | Reconstruct on new alignment | 1     | \$4            | 39                      |                      |
| 256c   | <b>K-4 Saline County:</b> I-135 East to the Smoky Hill River Bridge†             | Reconstruct on new alignment | 3     | \$5            | 41                      |                      |
| 256i   | <b>K-4 Saline County:</b> K-4/I-135 Interchange†                                 | Interchange reconstruction   | NA    | \$15           | 27                      |                      |
| 267    | <b>K-4 Saline/Dickinson County:</b> Gypsum to Hope†                              | Shoulder Widening            | 22    | \$22           | 59                      |                      |
| 266    | <b>K-9 Washington/Cloud/Clay County:</b> Clyde to K-15†                          | Shoulder Widening            | 16    | \$16           | 35                      |                      |
| 258    | <b>K-14 Ellsworth County:</b> K-140 North to I-70 West Interchange†              | Construct Shoulders          | 8     | \$8            | 56                      |                      |
| 259    | <b>K-14 Ellsworth County:</b> I-70 North to Lincoln County Line†                 | Construct Shoulders          | 1     | \$1            | 41                      |                      |
| 260    | <b>K-14 Lincoln County:</b> Ellsworth County Line North to Mitchell County Line† | Construct Shoulders          | 25    | \$25           | 43                      |                      |
| 261    | <b>K-15 Clay County:</b> Clay Center North to Washington County Line†            | Shoulder Widening            | 13    | \$13           | 59                      |                      |
| 262    | <b>K-15/K-18 Dickinson County:</b> West Jct. (Zion) to East Jct. (Quality Oil) † | Shoulder Widening            | 4     | \$4            | 74                      |                      |
| 264    | <b>K-18 Ottawa/Dickinson/Geary County:</b> Bennington to US-77 (Junction City) † | Shoulder Widening            | 46    | \$47           | 48                      |                      |
| 263    | <b>K-148 Republic/Washington County:</b> US-81 to K-15†                          | Shoulder Widening            | 34    | \$35           | 33                      |                      |

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