



Answers about the K-4 Bethany College at Lindsborg KDOT IKE project

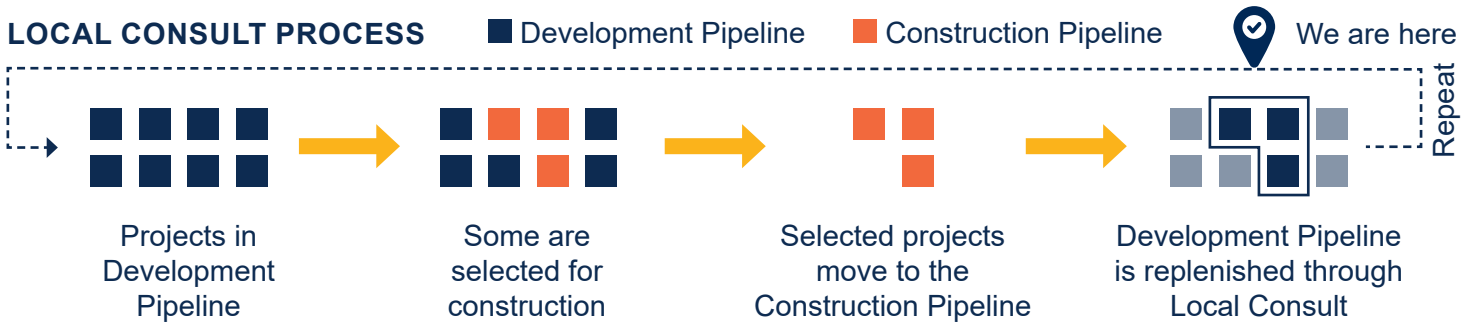
- When will the project start?
 - This announcement of the project puts us in the work “pipeline.” This is just one of many projects on KDOT’s development schedule and each one has its own timeline, needs, and priorities. KDOT will decide when and if the project moves from the development pipeline into the construction pipeline in a future phase.
- Who is paying for this and how much will it cost?
 - KDOT. No Lindsborg resident-specific taxes will go towards this project, which is estimated to cost about \$8 million.
- What will happen to the walking trail?
 - Early renderings of the project have taken the walking trail into account, and it will still be accessible to everyone once the project is completed. City staff and engineers have considered a couple of options to achieve this and will continue to work with KDOT on this piece of the project.
- What role does the City have in this project?
 - This is a KDOT project. All funding and work will come from them. As needed, City staff will be involved for consultation, especially if the project heads into the construction pipeline in the future (it’s currently only in the development pipeline). Updates about the project will come from KDOT, although the City will help send out important and meaningful info on behalf of KDOT as needed.
- Is there a chance for public input?
 - This issue has been reviewed at Local Consult meetings hosted by KDOT both in person and remotely for several years, with the most attention being received at the 2021 and 2023 meetings. The public was invited and encouraged to attend those meetings. Elected officials and leaders in the community did participate and offer their perspectives on the project, which KDOT took into consideration. In all, more than 1,400 Kansans participated in Local Consult meetings statewide, broken into districts; there were more than 75 participants at the District 2 meeting, of which Lindsborg is a part. District 2 counties include Chase, Clay, Cloud, Dickinson, Ellsworth, Geary, Jewell, Lincoln, Marion, McPherson, Mitchell, Morris, Ottawa, Republic, Saline and Washington.
- How can you enter the city from the north during construction and after the project is finished?
- Where can I find out more about this project?
 - A summary of the Local Consult meetings is available starting on page 3 of this document. If you’d like to visit with City staff about the project, you may reach out to Public Works Director Chris Lindholm or City Administrator Kristi Northcutt. Councilmembers Corey Peterson, Rebecca Van Der Wege, and John Presley also participated in the Local Consult meetings and are available to discuss the project with citizens upon request.

- What are the benefits for the City if the bridge is removed?
 - Development potential: Some acreage to the E/SE of K-4 could potentially be available for development and provide economic opportunities that benefit Lindsborg.
 - Safety: Eliminates potential traffic safety hazards (in inclement weather or otherwise) due to narrow shoulders, change of speed at a decline, and elevation.
 - Accessibility: Increased accessibility and exposure for Bethany College and sports complex area with the new road realignment. A *potential* future Garfield Street expansion to connect to K-4 could allow for another east-west connection through the city; this would be a city-funded project.
- Why does the bridge need to be removed at all?
 - The bridge no longer has a purposeful function since the railroad left, and the cost for repair/upkeep is not practical for KDOT to continue to maintain. It also poses safety risks due to narrow/no shoulders and the elevation and sudden speed change coming into town.

LOCAL CONSULT 2023 SUMMARY



Local Consult is the public engagement process for the 10-year Eisenhower Legacy Transportation Program (IKE). IKE is built on giving Kansans more transportation choices, leveraging partnerships and solving local challenges. Kansans who engage in the Local Consult process bring unique perspectives and ideas to the table as well as provide input on highway modernization and expansion projects that are important to local communities and the region. KDOT uses project scores and local feedback to select projects for the IKE Development Pipeline.

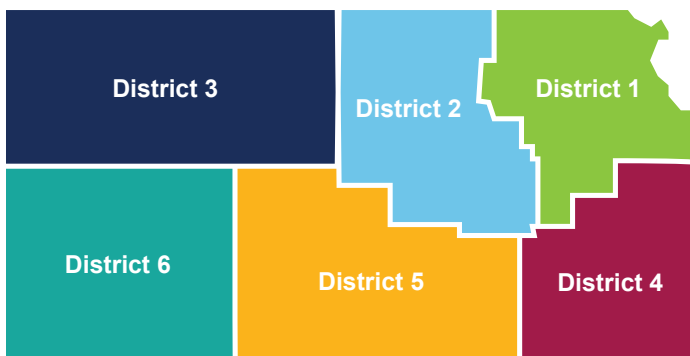


IKE Development Pipeline projects begin the process of preliminary engineering. Some projects will advance to the IKE Construction Pipeline. Movement to the construction pipeline means KDOT has identified funding and set a schedule for construction.

How does Local Consult work?

The Local Consult process begins with a list of potential projects – some recommended by communities, others by KDOT. Projects are evaluated based on:

- Crash History
- Current and Projected Traffic Congestion
- Economic Impact
- Engineering Need
- Other Factors



Projects are grouped based on KDOT District (region). Scores are developed for each project. A district project list is shared with participants at Local Consult events as reference for project prioritization discussion.

2023 Local Consult – Recap



1,400+
participants at in-person and virtual meetings



1,000+
pre-event survey responses



134
projects evaluated and shared



\$8.9 Billion
value of projects evaluated and shared

Survey Highlights

Prior to Local Consult, an online survey was available to Kansans to share their perspectives on statewide and local transportation issues and KDOT services and programs. More than 1,000 Kansans responded.

What's most important to you regarding the transportation system?



What do you think about the transportation system?

14% SATISFACTION INCREASE

57% of participants rated "Good"/"Very Good" compared to 3 years ago at 43%.

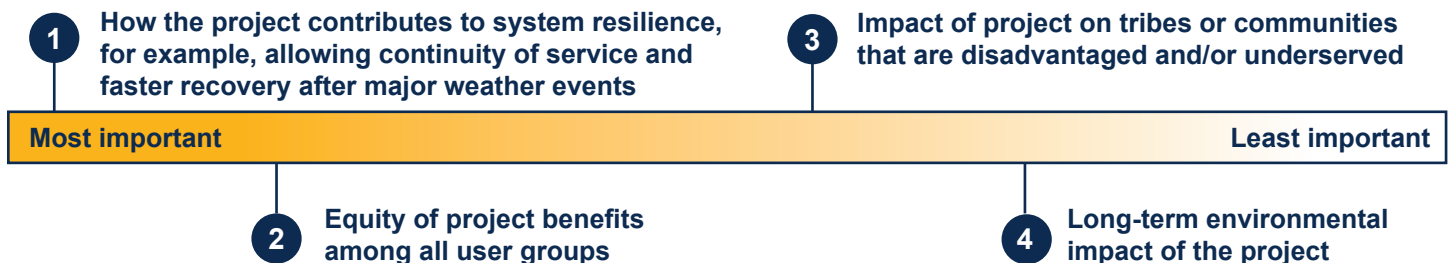
How is KDOT doing?

68% are satisfied or very satisfied with how KDOT is achieving its mission

78% are satisfied or very satisfied with KDOT's overall customer experience

What should be considered in project scoring?

KDOT wants Local Consult to reflect the needs and priorities of Kansans and sought input on what is most important for KDOT to explore when considering future project scoring or selection. The following items were ranked from most to least important:



Thank you to everyone who took part in the 2023 Local Consult process. We appreciated the opportunity to hear from you and to share the transportation investments being made and grant funding programs available through KDOT.

View a map and list of all projects presented and other Local Consult 2023 materials at ike.ksdot.gov.

District 2: North Central Kansas

The KDOT District 2 in-person meeting was held in Salina, Kansas.

District 2 counties include Chase, Clay, Cloud, Dickinson, Ellsworth, Geary, Jewell, Lincoln, Marion, McPherson, Mitchell, Morris, Ottawa, Republic, Saline and Washington.



District 2



75+

at the in-person meeting



22

projects presented



\$546M

total estimated cost of projects presented

► What We Heard About Expansion Projects

- **Safety:** Crash concern, heavy truck traffic concern, concentration of school-age drivers, merge lane challenges, wider shoulders needed.
- **Economic and Community Growth:** Urban development, increasing traffic congestion, route continuity with construction pipeline projects.
- **Maintenance and Infrastructure Investment:** Address deteriorating road conditions and interchange alignment issues, address needs related to area bridge removal.

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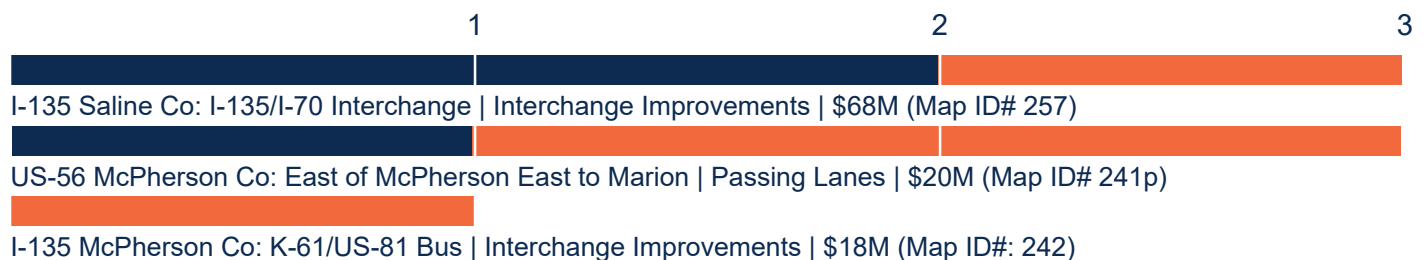
expansion projects presented

► District 2 North Central Expansion Priorities

■ High priority

■ Medium priority

Number of Breakout Groups Identifying the Project as a High or Medium Priority



► What We Heard About Modernization Projects

- **Safety:** Line of sight issues (narrow, curvy and hilly terrain), wider shoulders needed, flooding concern.
- **Economic and Community Growth:** Increased traffic due to development along east and west corridor, heavy agricultural traffic, address needs related to area bridge removal, support community growth.
- **Continuity and Infrastructure Investment:** Shoulder condition deteriorating, route continuity with construction pipeline projects, maintain access to communities at key connection points, trucks using alternative routes to avoid road conditions cause traffic congestion points.

16
modernization
projects presented

► District 2 North Central Modernization Priorities ■ High priority ■ Medium priority

Number of Breakout Groups Identifying the Project as a High or Medium Priority



View a map and list of all projects presented and other Local Consult 2023 materials at ike.ksdot.gov.

Multi-Modal

Multimodal breakout sessions took place at each Local Consult meeting, including the virtual meeting.

While other breakout groups focused on highway expansion and modernization projects, discussion in the multimodal breakout group sessions centered on needs related to aviation, freight and rail, active transportation and electric vehicles.

- **Focus:** Prioritize multi-modal transportation, develop a Complete Streets Policy to support KDOT's mission, involve local representation in planning efforts, incorporate multimodal and innovation as scoring components in pipeline development and selection.
- **Fund:** Increase awareness of programs and funding opportunities, provide easy online access to funding opportunities, provide specific examples on how funds can be used.
- **Awareness:** Increase communication and awareness of multimodal research and study findings.

► Aviation

- **Fund:** Permanently increase funds from \$5-\$10M annually to support the 130+ airports and runways to bring up to standards. Continue increasing allocation since not meeting needs at current levels. Prioritize funding based on contribution to economy. Fund pavement preservation, lighting and hanger construction (vertical infrastructure) to meet economic development needs.
- **Explore:** Consider creative solutions for transportation into town after landing, especially in very rural areas. For example, consider electric golf cart and bike rentals.
- **Operations:** Allow solar panels to be an eligible expense at airports.



► Rail

- **Explore:** Consider possibilities to expand passenger rail in Kansas to connect communities. Look for opportunities to increase transport of cattle and other freight by train to reduce truck traffic and emissions. Seek ways to streamline transfer of abandoned railways to trails.



► Transit

- **Fund:** Increase state funding and expand services for public transportation programs especially in light of inflation, aging vehicles, need for wage increases, and maintenance costs. Complete pedestrian network gaps to/from bus stops and provide more bus shelters and benches.
- **Explore:** Seek more options for intercity drop-off points to increase safety after hours and provide basic amenities such as restrooms. Find creative procurement methods to decrease costs of vehicles and other equipment.



► Active Transportation

- **Focus:** Prioritize transportation needs over recreation. Elevate needs of aging populations and people with disabilities.
- **Fund:** Increase investments towards sidewalks, safe routes to school, and connections from residential to commercial and other key destinations. Expand trail networks, assist communities with planning and development. In rural areas, invest in connecting trails and sidewalks to service areas such as grocery stores.
- **Operations:** Address and reduce speeds, especially on shared use roads or where there are crossings, commerce, residential, etc. Modify KDOT practices based on vulnerable road user assessment results.



► Electric Vehicles (EV)

- **Awareness:** Increase awareness on locations, eligibilities, and types of EV charging available.
- **Fund:** Make charging stations ADA accessible and reliable for all users, consider pull-thru charging stations, lighting, security, access from charging spot to onsite/ nearby services.



View a map and list of all projects presented and other Local Consult 2023 materials at ike.ksdot.gov.

Virtual Meeting

A virtual meeting was held with breakout sessions for all six districts. Note, there were no participants for the District 3 breakout group.

District 1



THEMES

Crash concern

Economic growth

Four lane preference

Nearby schools

High Priority Projects

- US-75 Jackson Co: Holton North to K-20 | 4-Lane Expressway | \$126M (Map ID#: 113)
- US-75 Brown Co: K-20 North to US-36 | 4-Lane Expressway | \$108M (Map ID#: 116)
- K-7 Leavenworth Co: Fairmount/Polfer Interchange | New Interchange | \$20M (Map ID#: 875)
- K-7 Wyandotte Co: Leavenworth Rd Interchange | New Interchange | \$20M (Map ID#: 876)
- K-5 Leavenworth Co/Wyandotte Co: US-73 to I-435/Wolcott | Reconstruct on New Alignment | \$35M (Map ID#: 856)
- Johnson Co: Outer loop: Between K-10 and I-35 | New Highway | \$840M (Map ID#: 138)
- K-7 Johnson Co: K-7/W 75th St Interchange | New Interchange | \$40M (Map ID#: 872)
- US-169/K-7 Johnson Co: 191st St Interchange | New Interchange | \$18M (Map ID#: 874)

Medium Priority Projects

- Leavenworth Co/Johnson Co: Outer loop: Between I-70 & K-10 | New Highway | \$422M (Map ID#: 137)
- K-16 Leavenworth Co: Jefferson/Leavenworth Co Line East to Tonganoxie | Reconstruct and Add Shoulders | \$34M (Map ID#: 882)
- US-75 Brown Co: US-36 North to 270th St | Passing Lanes | \$10M (Map ID#: 141)
- US-75 Brown Co/Nemaha Co: 280th St North to Nebraska State Line | Passing Lanes | \$10M (Map ID#: 142)

District 2



THEMES

Community connectivity

Crash concern

Nearby schools

Road visibility

High Priority Projects

- K-4 McPherson Co: K-4 & Bethany Drive at Lindsborg | Reconstruct on New Alignment | \$8M (Map ID#: 232)
- I-135 McPherson Co: I-135/Wells Fargo Rd Interchange | New Interchange | \$15M (Map ID#: 212)
- I-135 Saline Co: I-135/I-70 Interchange | Interchange Improvements | \$68M (Map ID# 257)

Medium Priority Projects

- US-56 McPherson Co: East of McPherson East to Marion | Passing Lanes | \$20M (Map ID# 241p)
- K-14 Ellsworth Co: K-140 North to I-70 West Interchange | Reconstruct and Add Shoulders | \$29M (Map ID#: 258)

District 4



THEMES

Community connectivity

Economic growth

Infrastructure investment

Safety

High Priority Projects

- US-75 Coffey Co: South of I-35 to Old US-50 | 4-Lane Expressway | \$10M (Map ID#: 451)
- US-169 Montgomery Co: Coffeyville North to the South junction of US-160 | 4-Lane Expressway | \$81M (Map ID#: 438)
- US-169 Montgomery Co: Coffeyville North to the South junction of US-160 | Passing Lanes | \$10M (Map ID#: 438p)

Medium Priority Projects

- US-69 Bourbon Co: Fort Scott Bypass | Bypass: 4-Lane Freeway | \$180M (Map ID#: 415)
- US-59 Anderson Co/Franklin Co: Garnett North to Ottawa | Passing Lanes | \$20M (Map ID#: 492p)

District 5



THEMES

Economic growth

Infrastructure investment

Safety

Truck traffic

High Priority Projects

- K-254 Sedgwick Co: Webb and Rock Rd | New Interchange, Overpass and Connector Road | \$50M (Map ID#: 719)
- US-54 Pratt Co: 4 miles West of Pratt to the existing 4-lane | Bypass: 4-Lane Freeway | \$246M (Map ID#: 534)
- US-54 Kingman Co: West of K-11/US-54 to the existing 4-lane | Bypass: 4-Lane Freeway | \$173M (Map ID#: 533)
- US-54 Butler Co: Kellogg Ave: East of 159th to Prairie Creek Rd (East Kellogg Phase 2) | 6-Lane Freeway | \$200M (Map ID#: 728)
- K-254 Butler Co: K-254/Ohio St Interchange | New Interchange | \$22M (Map ID#: 556)
- K-61 Pratt Co: Pratt Northeast to Langdon | Pave Shoulders | \$26M (Map ID#: 597)
- I-235 Sedgwick Co: I-235/Zoo Blvd Interchange | Interchange Improvements | \$22M (Map ID#: 722)
- US-54 Kiowa Co: US-54/US-400 Mullinville Split Interchange | Interchange Improvements | \$40M (Map ID#: 564)

Medium Priority Projects

- I-135 Sedgwick Co: I-135/US-54 Interchange | Interchange Improvements | \$250M (Map ID#: 731)
- K-96 Rice Co: Ellinwood to Sterling (NW Passage) | Reconstruct and Add Shoulders | \$168M (Map ID#: 551)

District 6



THEMES

Crash concern

Economic growth

Road conditions

Traffic congestion

High Priority Projects

- US-83 Scott Co: Finney/Scott Co Line North to Scott City | 4-Lane Expressway | \$104M (Map ID#: 628)
- US-83 Finney Co: North of Garden City to Finney/Scott Co Line | 4-Lane Expressway | \$144M (Map ID#: 618)
- US-54 Seward Co: Northeast of RS 1987 to Meade Co Line | 4-Lane Expressway | \$66M (Map ID#: 613)
- US-54 Meade Co: Seward Co Line East to Clark Co Line | 4-Lane Expressway | \$272M (Map ID#: 623)

Medium Priority Projects

- K-156 Hodgeman Co: Finney/Hodgeman Co Line to 4 miles West of Jetmore | Add Shoulders | \$21M (Map ID#: 651)
- US-50 Ford Co: US-283 Northeast to Spearville | Passing Lanes | \$10M (Map ID#: 629p)

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