



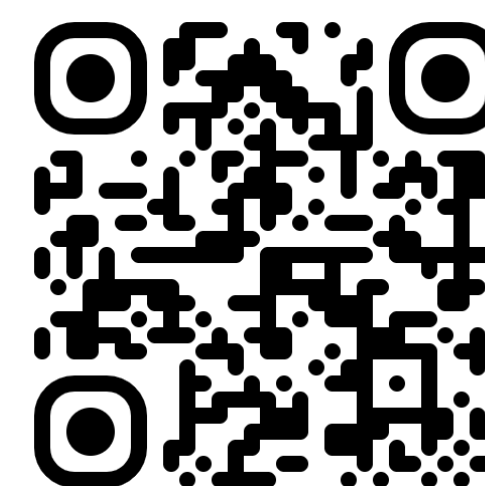
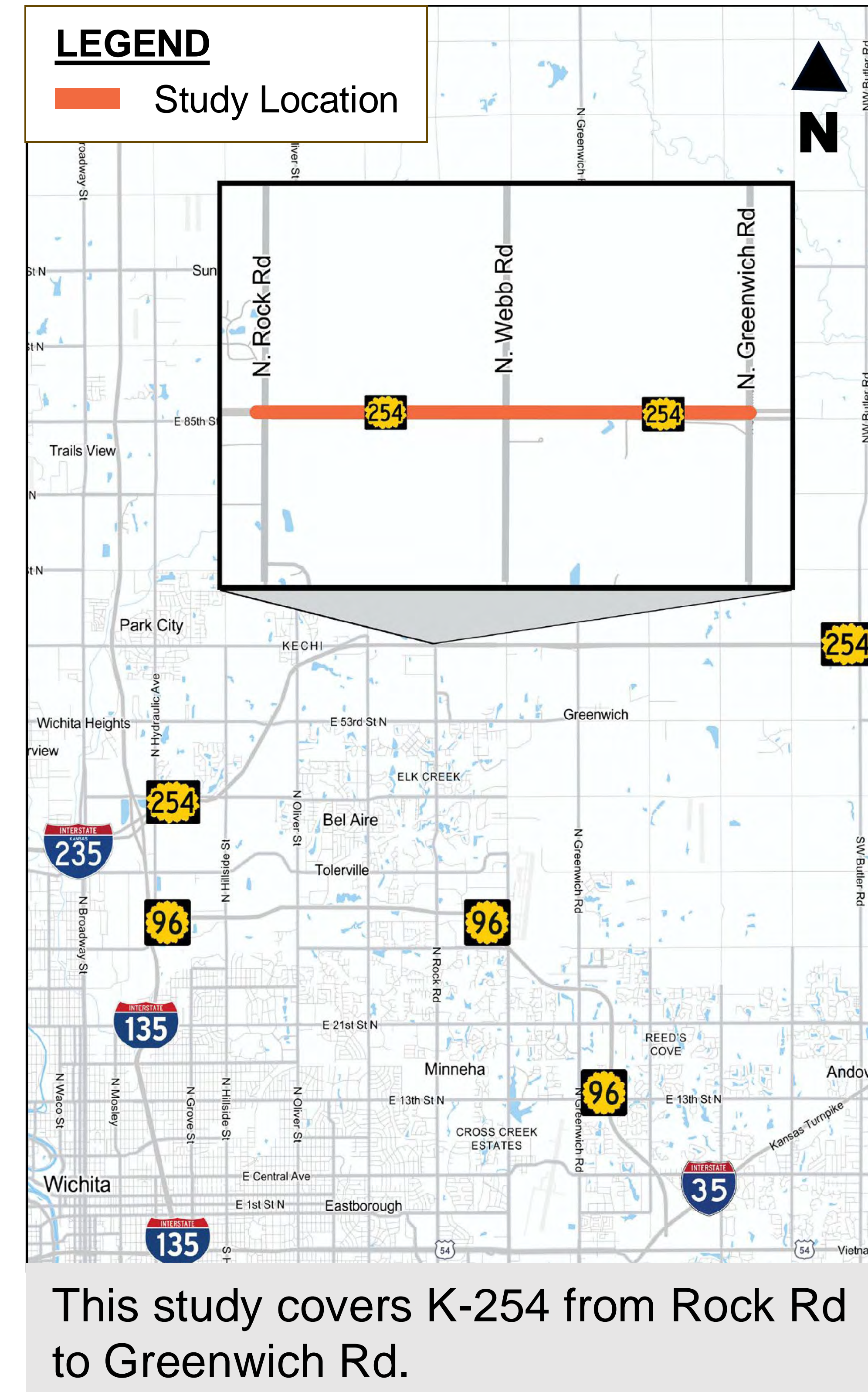
WELCOME

PLEASE SIGN IN

Study Overview and Location



The K-254 Interchange Study is an effort to explore options for providing an interchange along K-254 between Rock and Greenwich roads. This study is in the discovery phase and will utilize public input with engineering criteria to determine an interchange type and location.



Study Scope



Analysis

- Drainage
- Environmental
- Traffic
- Road Safety
- Right of Way



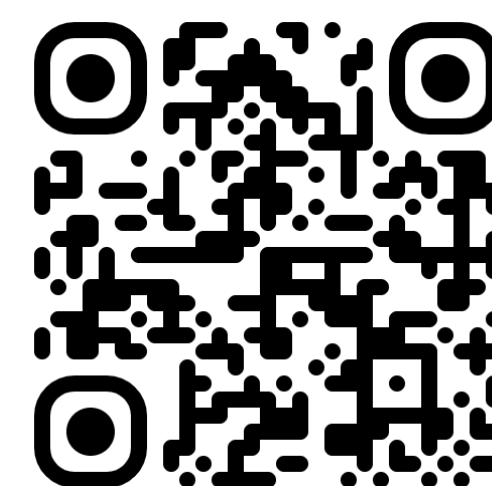
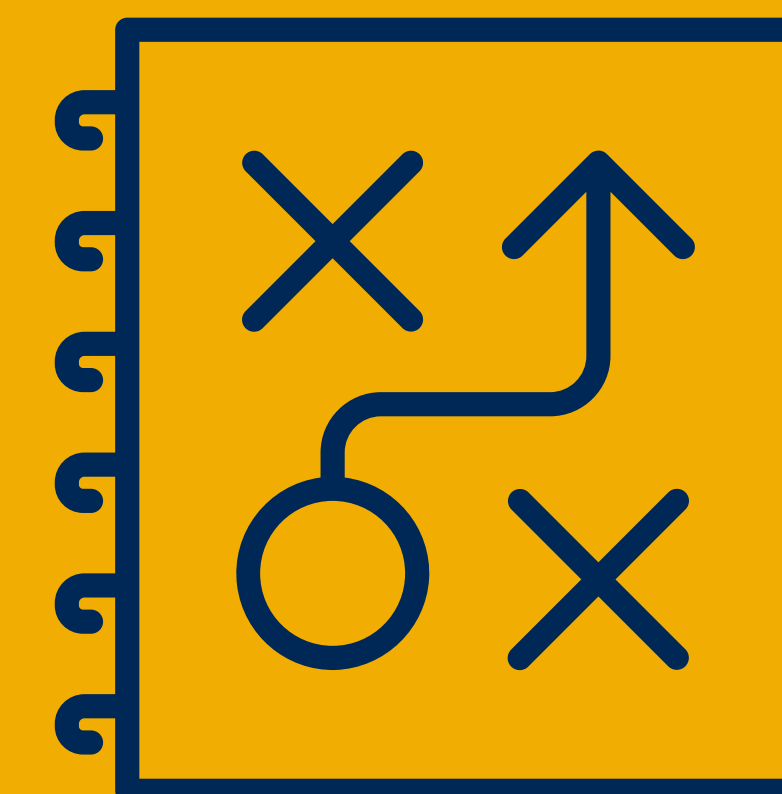
Engagement

- Collect Feedback
- Identify Issues
- Learn Preferences

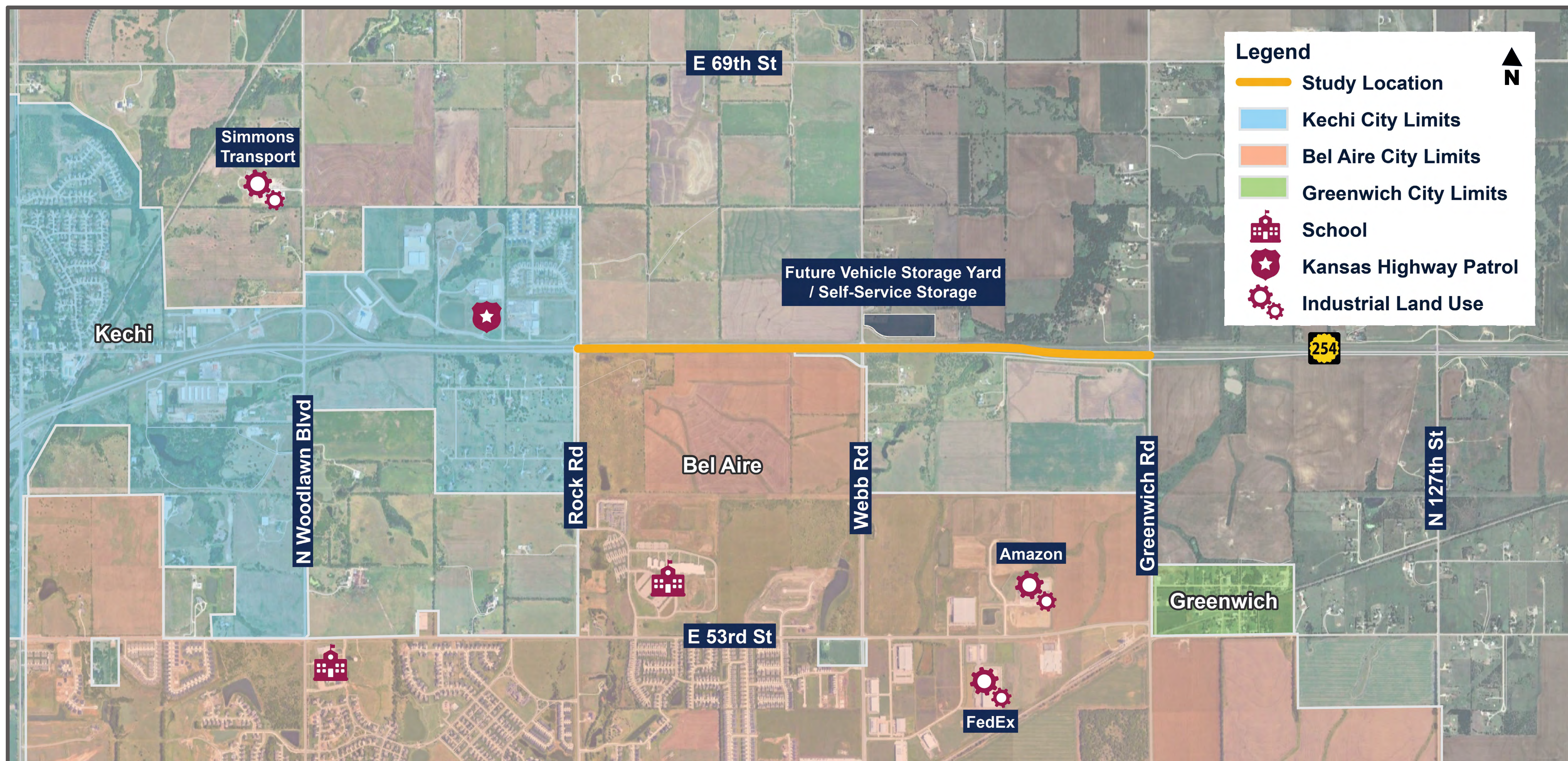


Recommendations

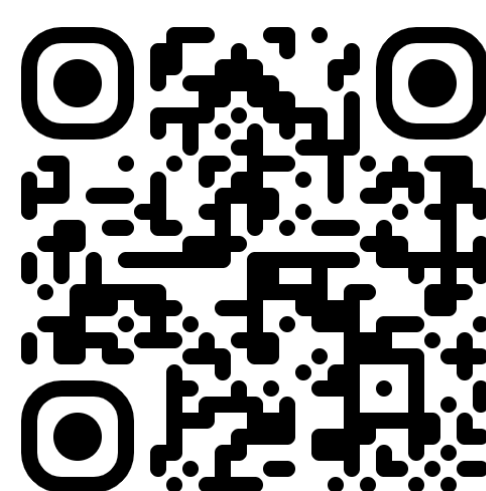
- Analysis Review
- Development Potential Solutions
- Discovery Report



Study Surroundings



K-254: Rock, Webb & Greenwich Interchange Study
Sedgwick County



For more information, please visit:
ksdot.gov/K254-RWG



Pub# KA-7155-01.DB3.2026.02

Diamond Interchange



This is a standard interchange that has four ramps that connect a freeway to a minor road, making a diamond shape. These can be signalized or stop sign controlled.

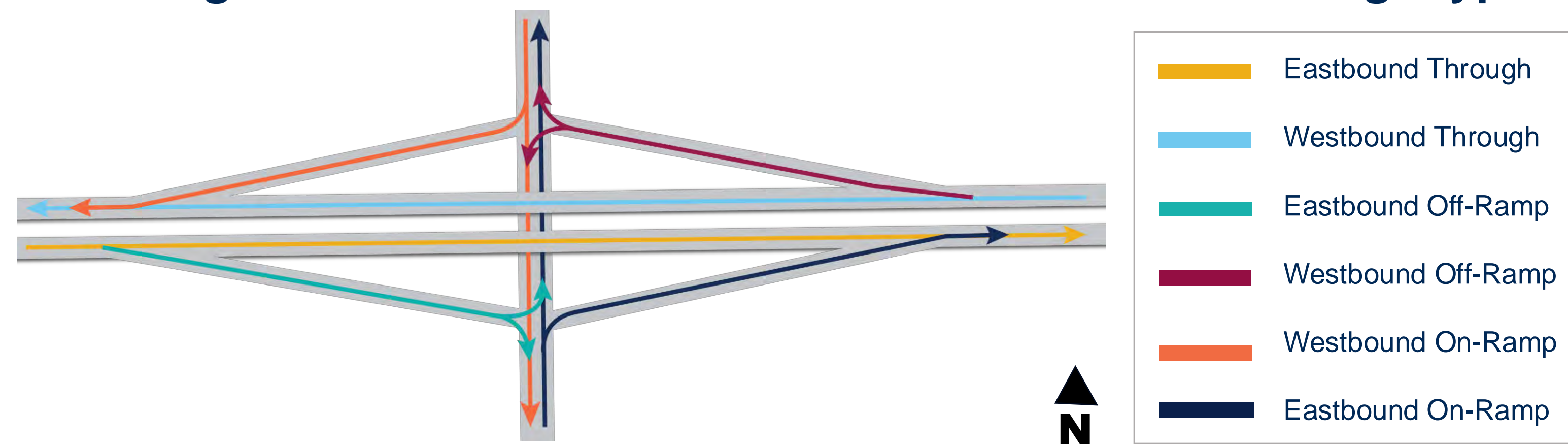
Advantage:

- Familiar with most drivers
- Reduced impacts to adjacent properties
- Free-flowing right-turn traffic

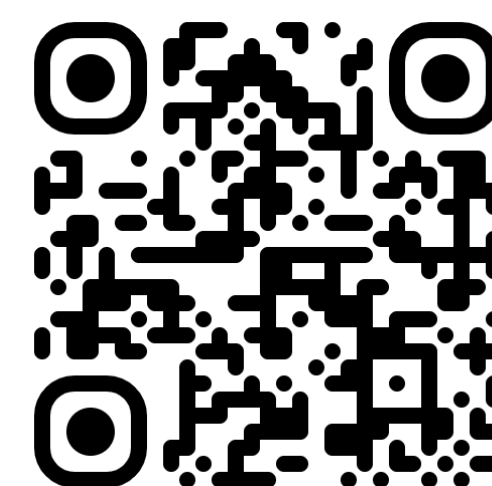
Disadvantage:

- Left-turns can cause congestion
- Many potential conflict points

The image below shows how traffic flows in this interchange type.



K-96 and Ridge Road intersection.



Single-Point Urban Interchange (SPUI)



This intersection type consolidates all freeway ramp movements into one central, signalized intersection. This intersection can be under or over the freeway.

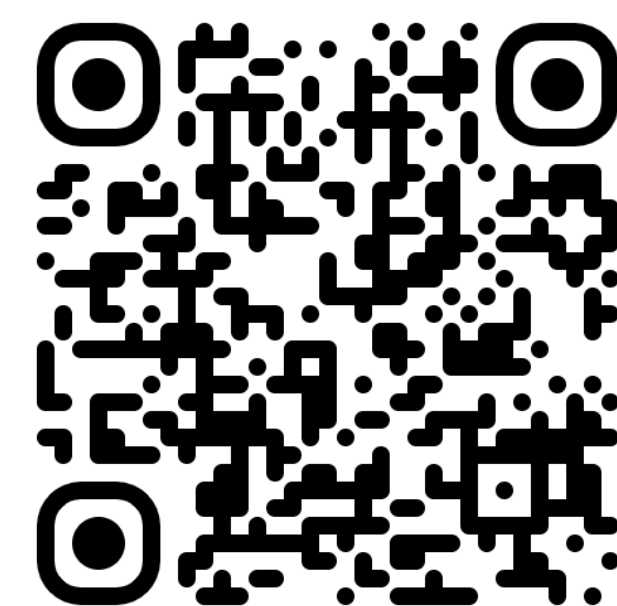
Advantage:

- Enhanced safety
- Increased capacity and reduced delay
- Reduced land footprint

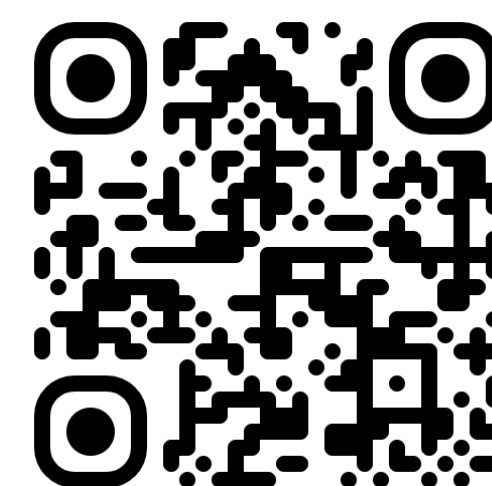
Disadvantage:

- Longer signal times
- Pedestrian and bicyclist challenges
- May require increased public education

Scan QR code to take a look at Virginia DOT's SPUI instructional video.



U.S. 54/U.S. 400 (W. Kellogg) and West Street interchange.



Diverging Diamond Interchange (DDI)



This design shifts traffic to the left side of the road between two traffic signals before transitioning to the right side of the road after the signals.

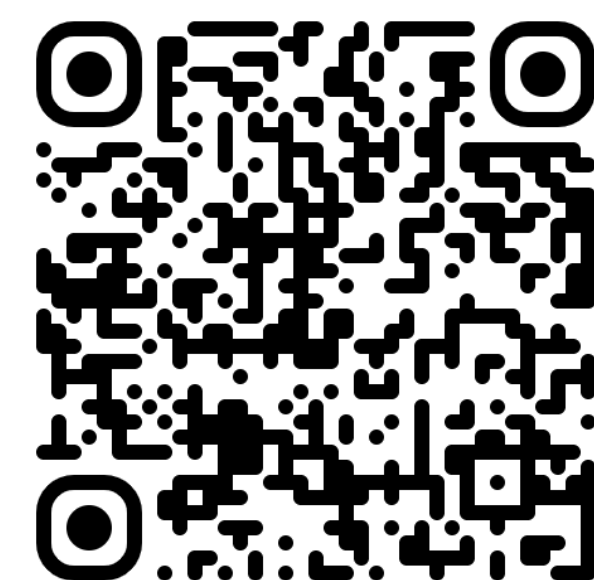
Advantage:

- Enhanced safety
- Increased capacity and reduced delay
- Reduced land footprint

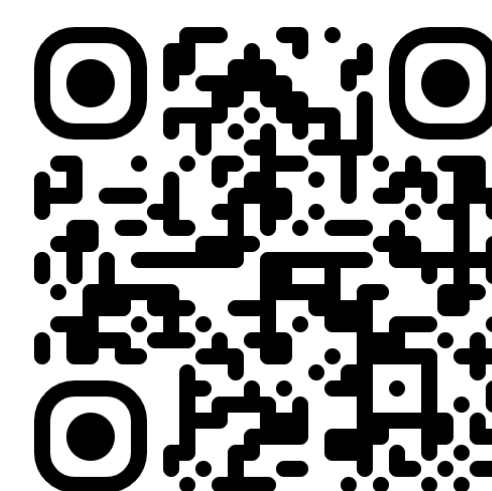
Disadvantage:

- Increased need for advanced signage, markings, and lighting
- May require increased public education

Scan QR code to view U.S. DOT Federal Highway Administration's (FHWA) DDI instructional video.



K-10/U.S. 40 and 6th Street in Lawrence, Kansas.



Share Your Thoughts

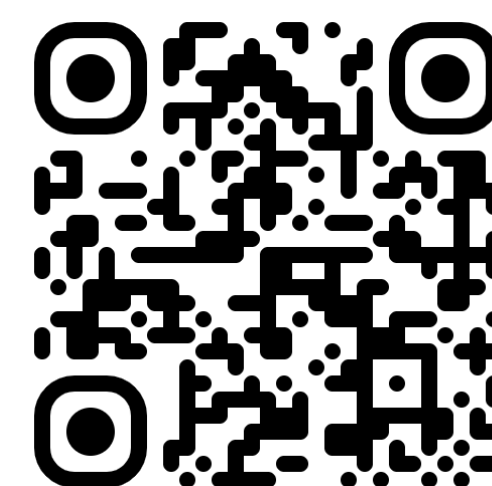


**What are the pros/cons to adding an interchange at Rock, Webb or Greenwich?
*Write your comment on a sticky note.***

Rock Road

Webb Road

Greenwich Road



Study Timeline

WE ARE HERE

Spring 2026 – Fall 2026

Discovery Phase



KDOT engages with the public to determine the purpose and need for the project.

- What problem are we trying to solve?
- How can KDOT contribute to a community solution?



Step 2*

Preliminary and Final Design



KDOT presents its initial solutions and asks the public for feedback.

- Does the proposed design address existing concerns?
- How can it be made better?

KDOT proceeds with final design and highlights how input has been used to improve the proposed design.



Step 3*

Letting



Contractors and interested parties are notified that the project is out for bid with selection and construction to begin soon.



Step 4*

Construction



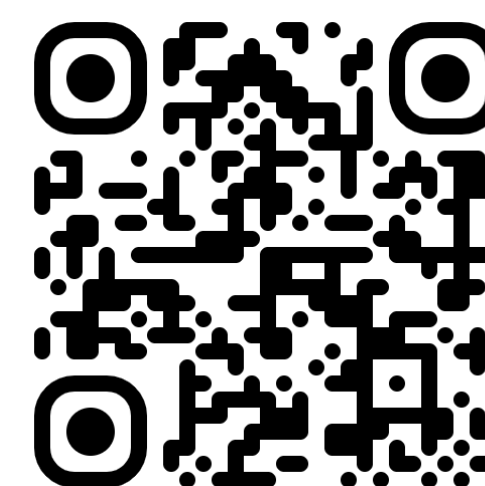
KDOT continues to communicate with interested parties throughout construction including information on road closures, detours and other construction impacts.

Construction dates won't be provided until the project is selected for the IKE Construction Pipeline.

*Schedule for steps 2 through 4 will be based on public input, funding and engineering criteria.



= Public Open House

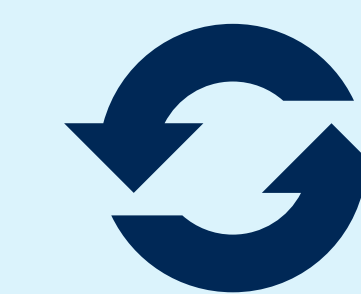


IKE Transportation Program



The Eisenhower Legacy Transportation Program (IKE) is a 10-year, nearly \$10-billion investment developed with input from Kansans and approved by the 2020 Legislature. The program focuses on practical, right-sized improvements across various transportation modes, including highways, bridges, public transit, aviation, short-line rail, and bike/pedestrian paths.

In 2024, the IKE Program delivered:



\$604 million
PRESERVATION PROJECTS



\$307 million
HIGHWAY MODERNIZATION
AND EXPANSION PROJECTS



\$932 million
DEVELOPMENT PIPELINE*

*Projects selected for study and early engineering.

KDOT awarded about **\$100 million** in state and federal funding to local airports, public transportation agencies, short-line rail, and bicycle and pedestrian needs in local communities in 2024.

SCAN ME



How to Get Involved

Every two years KDOT engages the public through **Local Consult** listening sessions held across the state. Local Consult is an opportunity to weigh in on project priorities in your region.

The next round of Local Consult will be in 2027. Review the 2025 Local Consult at ksdot.gov/kdot-local-consult.

For more information, please visit www.ksdot.gov



Frequently Asked Questions (FAQ)

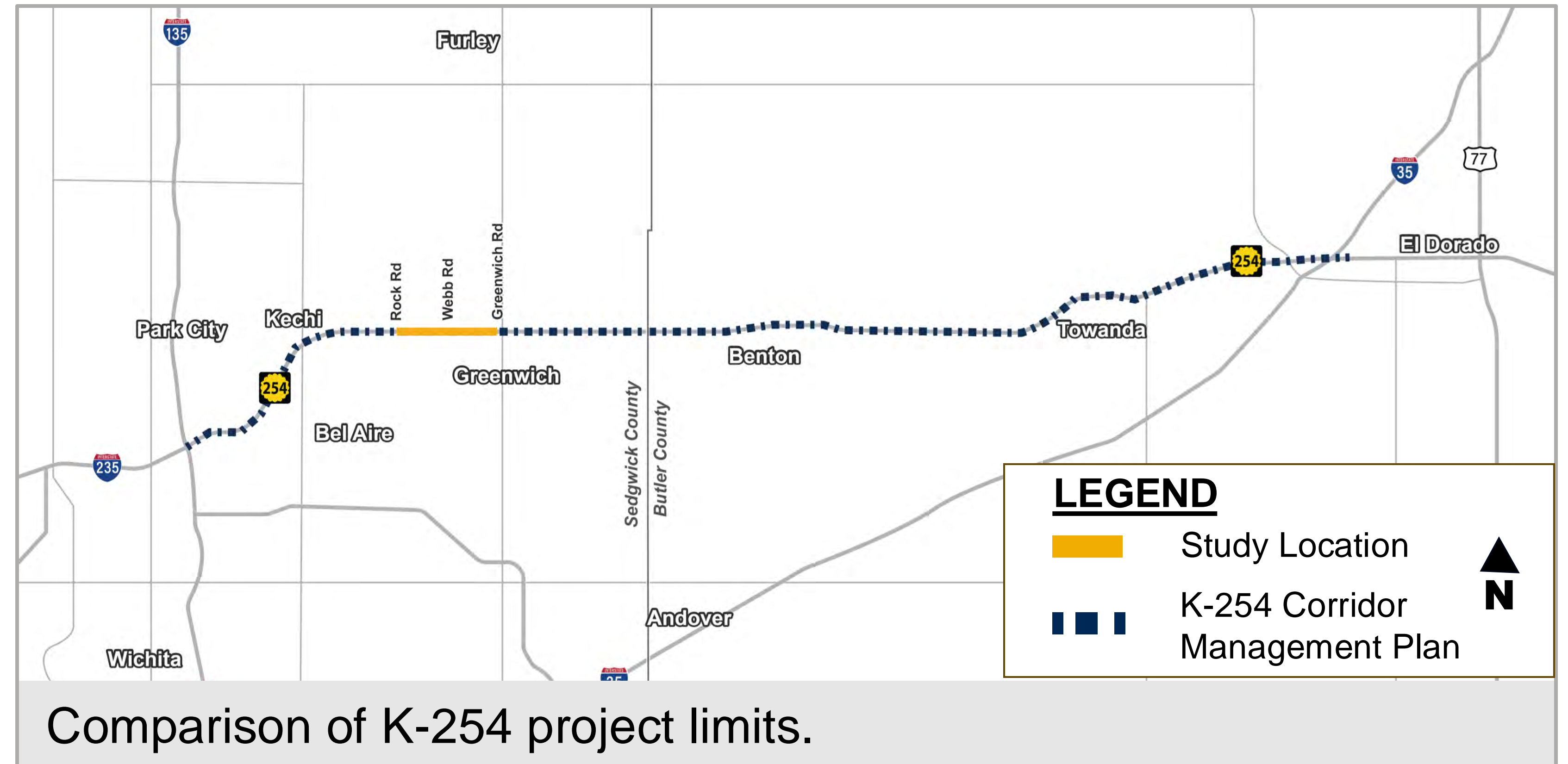


Q1. Why is KDOT conducting this study?

A1. This area of the K-254 corridor was identified during the 2023 Local Consult process.

Q2. How does this study connect to the K-254 Corridor Management Plan?

A2. This segment of K-254 was not included in the K-254 Corridor Management Plan but does build off the findings as a separate plan. The map to the right compares the K-254 Corridor Management Plan project limits to this project's limits.



Q3. What is the difference between a freeway and a highway?

A3. Some people use highway and freeway interchangeably without understanding the difference. A highway is any road or thoroughfare open to the public for vehicular travel, and a freeway is a type of highway design with fully controlled access. On freeways, drivers can only enter or exit using designated ramps, and traffic moving in opposite directions is separated by a median. Vehicles cross a freeway by using an overpass or underpass.

Q4. When could this project be built?

A4. This project is in the IKE Development Pipeline, and there is no current funding for construction. To be constructed, it will need to be selected for the construction pipeline or have funding allotted at a future date.

Q5. How would the project affect property owners, and would any have to relocate?

A5. This study is in the Discovery Phase, which does not include preliminary or final design plans related to property acquisition. This phase is to determine the purpose and need for the project, not to develop preliminary or final plans or to determine property needs.

KDOT Wants to Hear From You



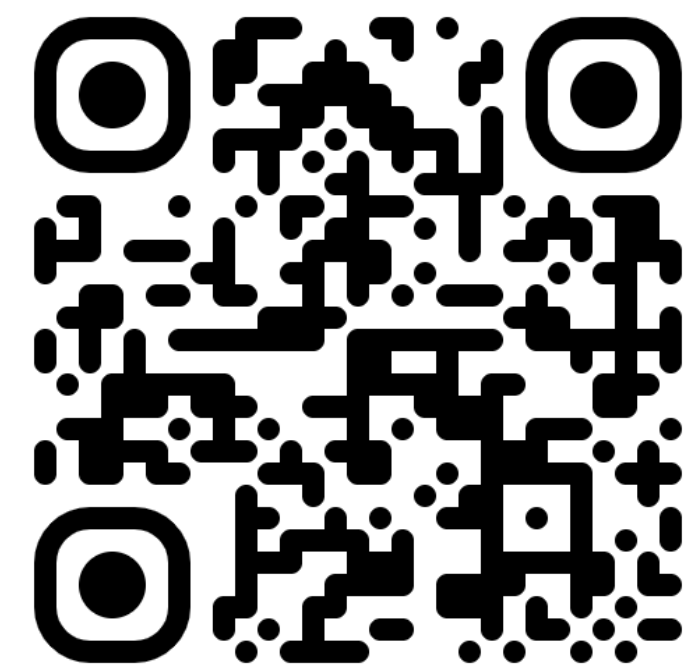
Study Comments

Submit your comments today or online through **Thursday, February 19, 2026.**

For more information visit:
ksdot.gov/K254-RWG

Project Contact

Alicea Thompson
Public Involvement Specialist
KDOT.Engagement@ks.gov



Use your phone camera to hover over the QR code then click to view the project webpage.