

K-254: Rock, Webb & Greenwich Interchange Study



Agenda

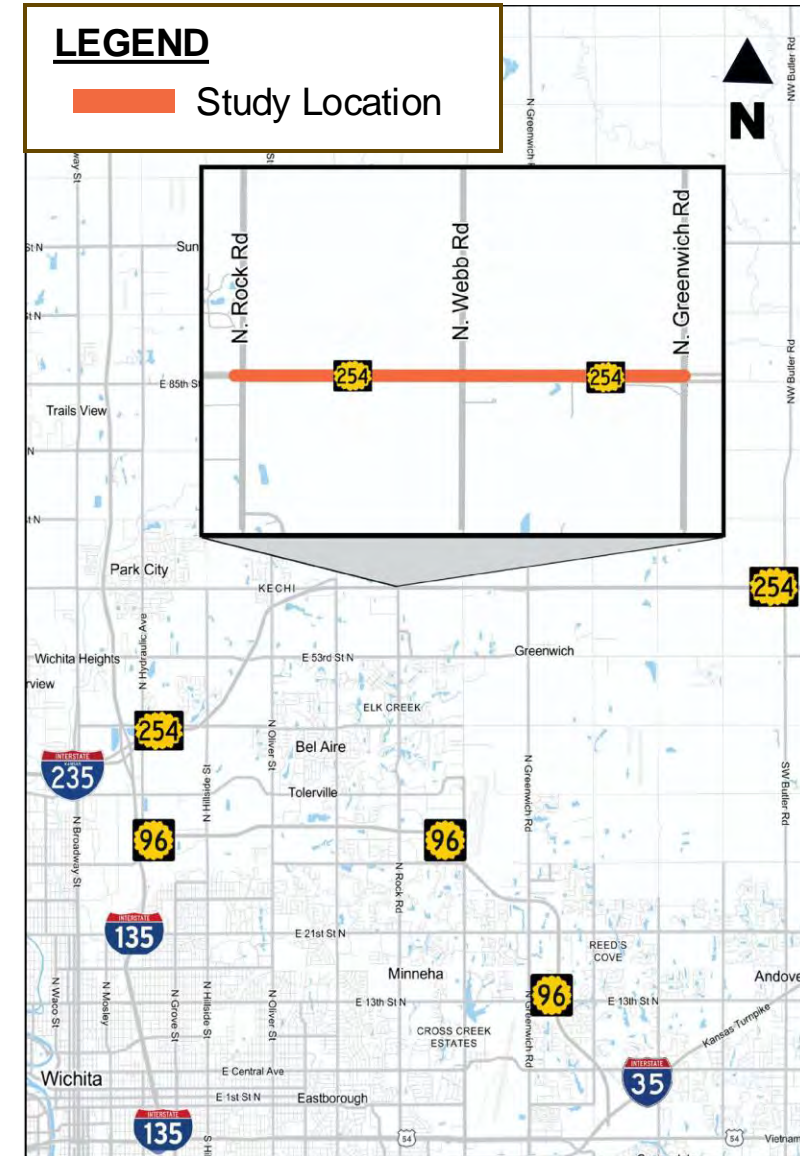
- **Introductions**
- **Study Overview**
- **Timeline**
- **Interchange Types**
- **Data Gathering**
- **Workshop Session**
- **Existing Conditions**
- **Conceptual Options**
- **Next Steps**

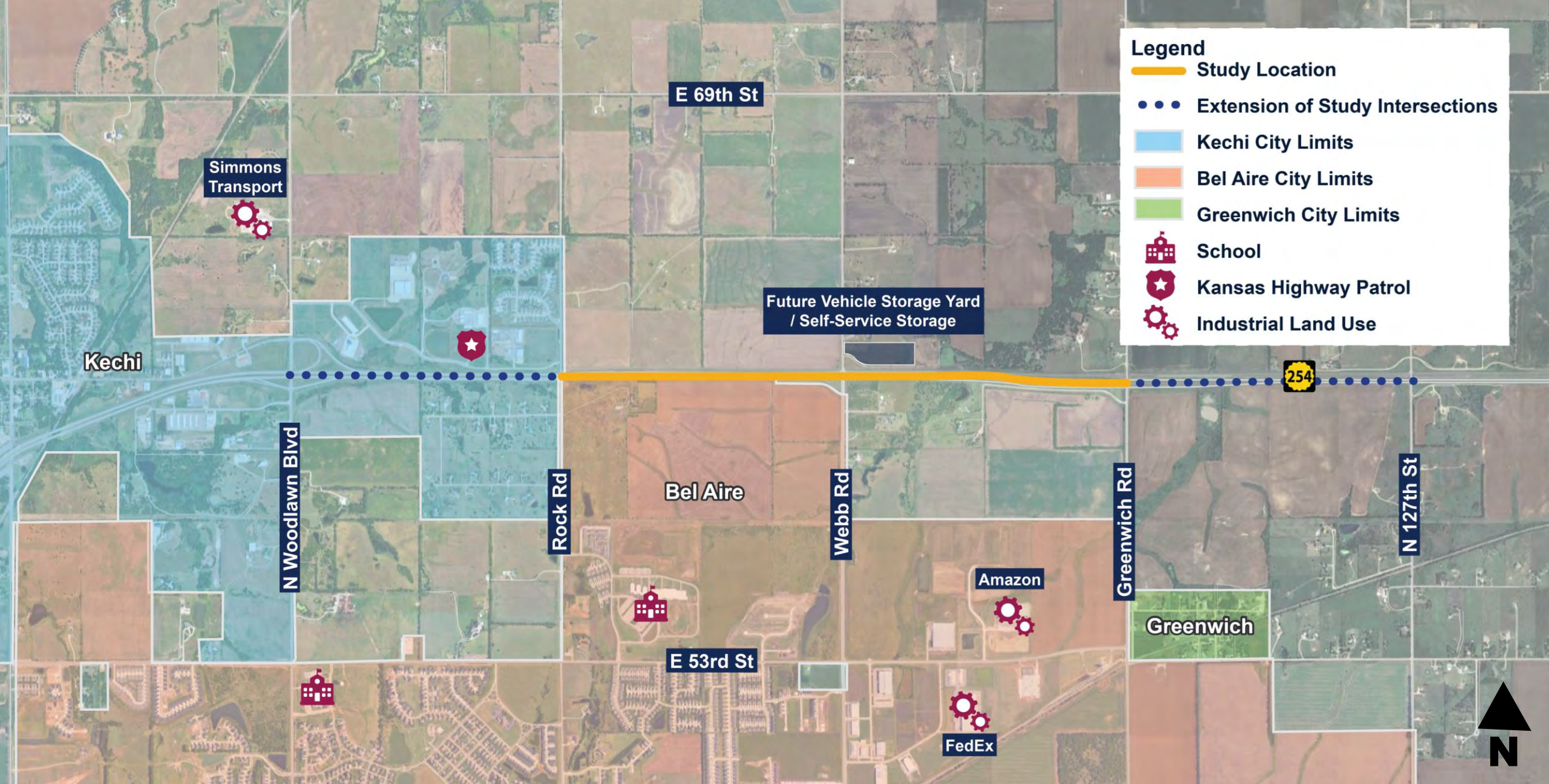
Introductions



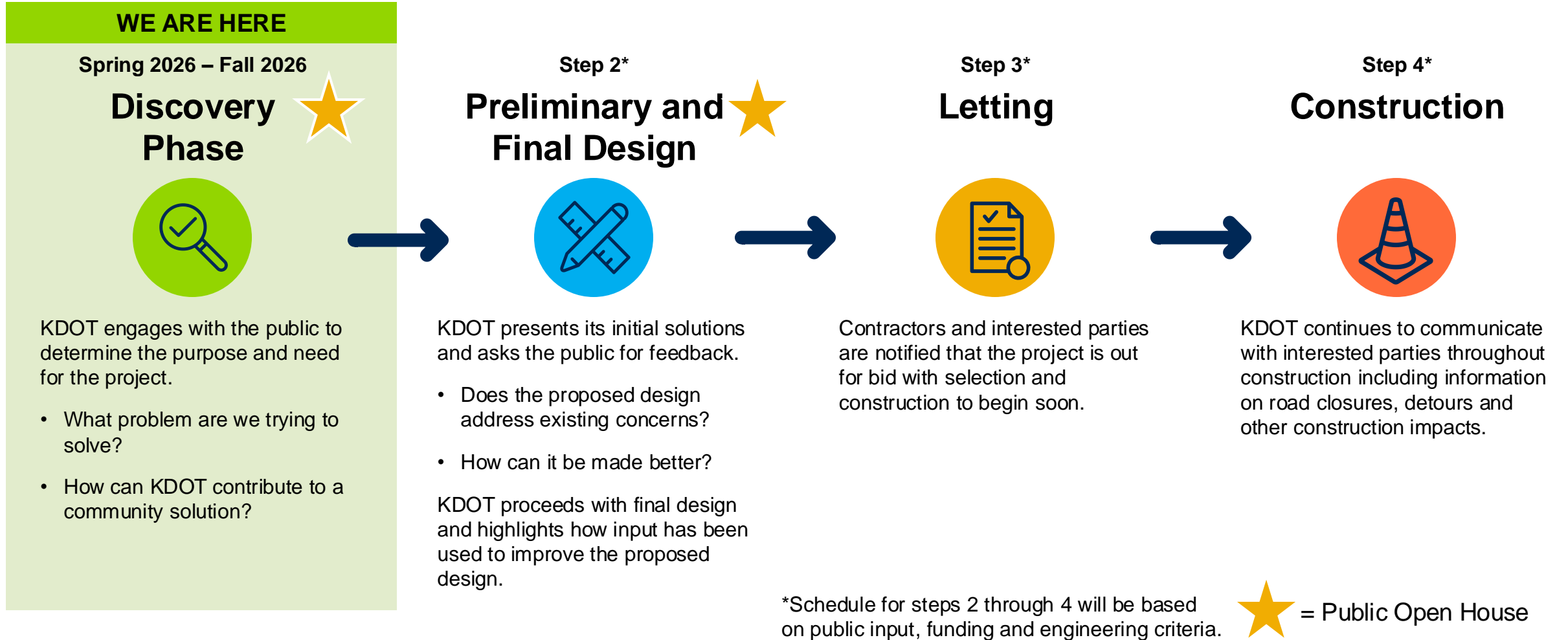
Study Overview

- K-254 from Rock Road to Greenwich Road
- Discovery Phase
- Analyze conceptual improvements
- Potential modernization improvements





Timeline



Interchange Types

Diamond Interchange

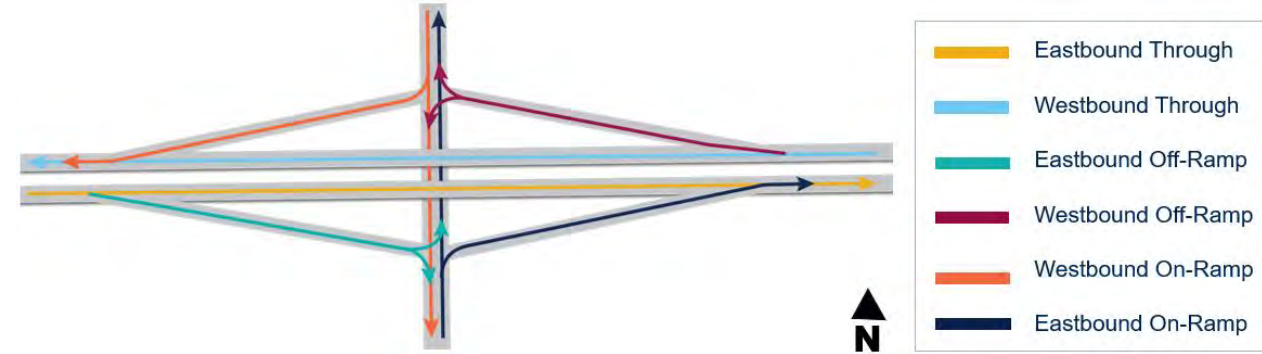
This is a standard interchange that has four ramps that connect a freeway to a minor road, making a diamond shape. These can be signalized or stop sign controlled.

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



K-96 and Ridge Road interchange.

Single-Point Urban Interchange

This intersection type consolidates all freeway ramp movements into one central, signalized intersection that is over or under the highway.

Advantage:

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

Disadvantage:

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



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

Diverging Diamond Interchange

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



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



When poll is active respond at PollEv.com/wilsoncoinc



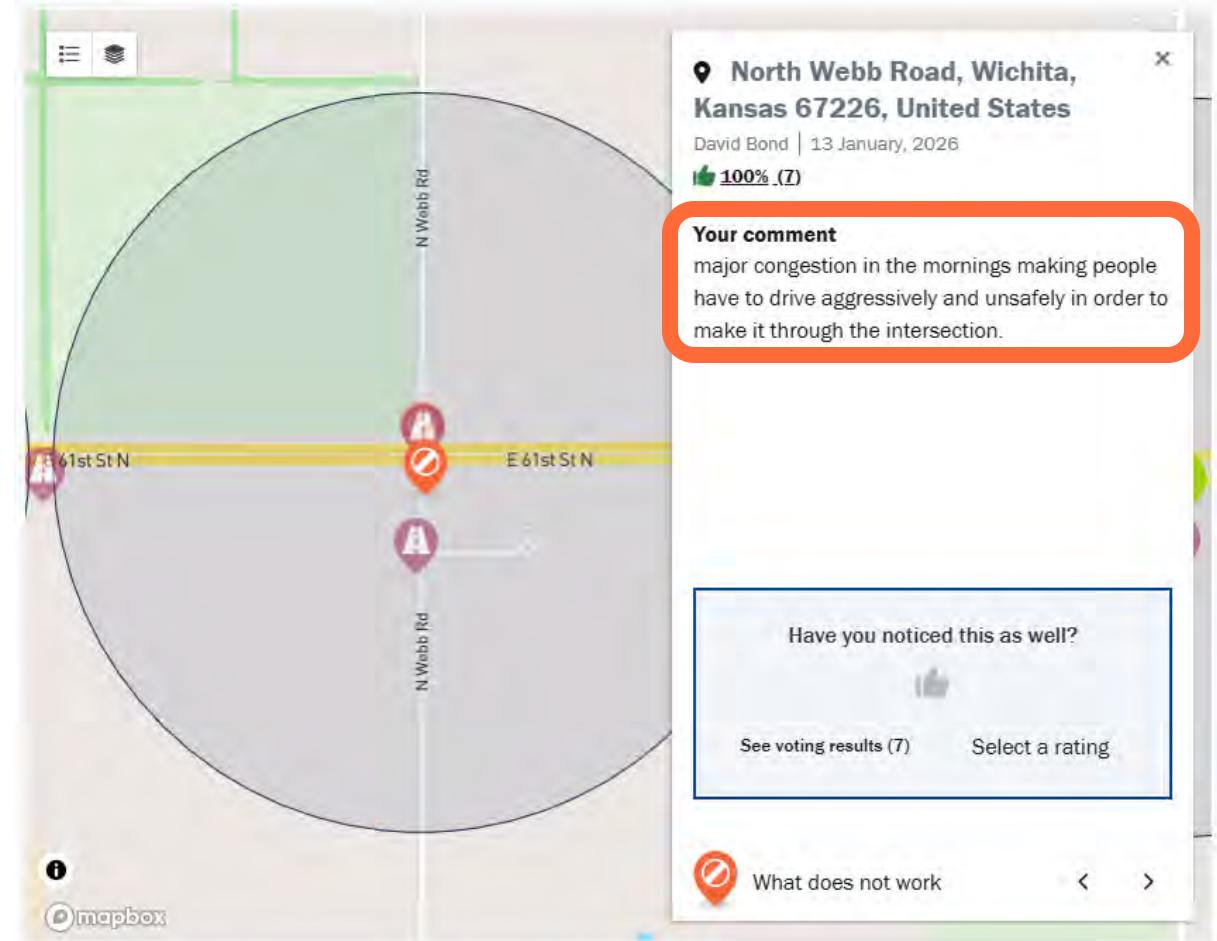
Of the interchange types shown, which do you feel the most comfortable driving through?

✓ 20



Data Gathering

- Public Open House #1
- Online Survey
- Interactive Map



Open House

2/5/2026 Wichita NE Magnet High School

- 86 attendees
- Desire for improvements at all intersections
- Access Concerns
- General project understanding

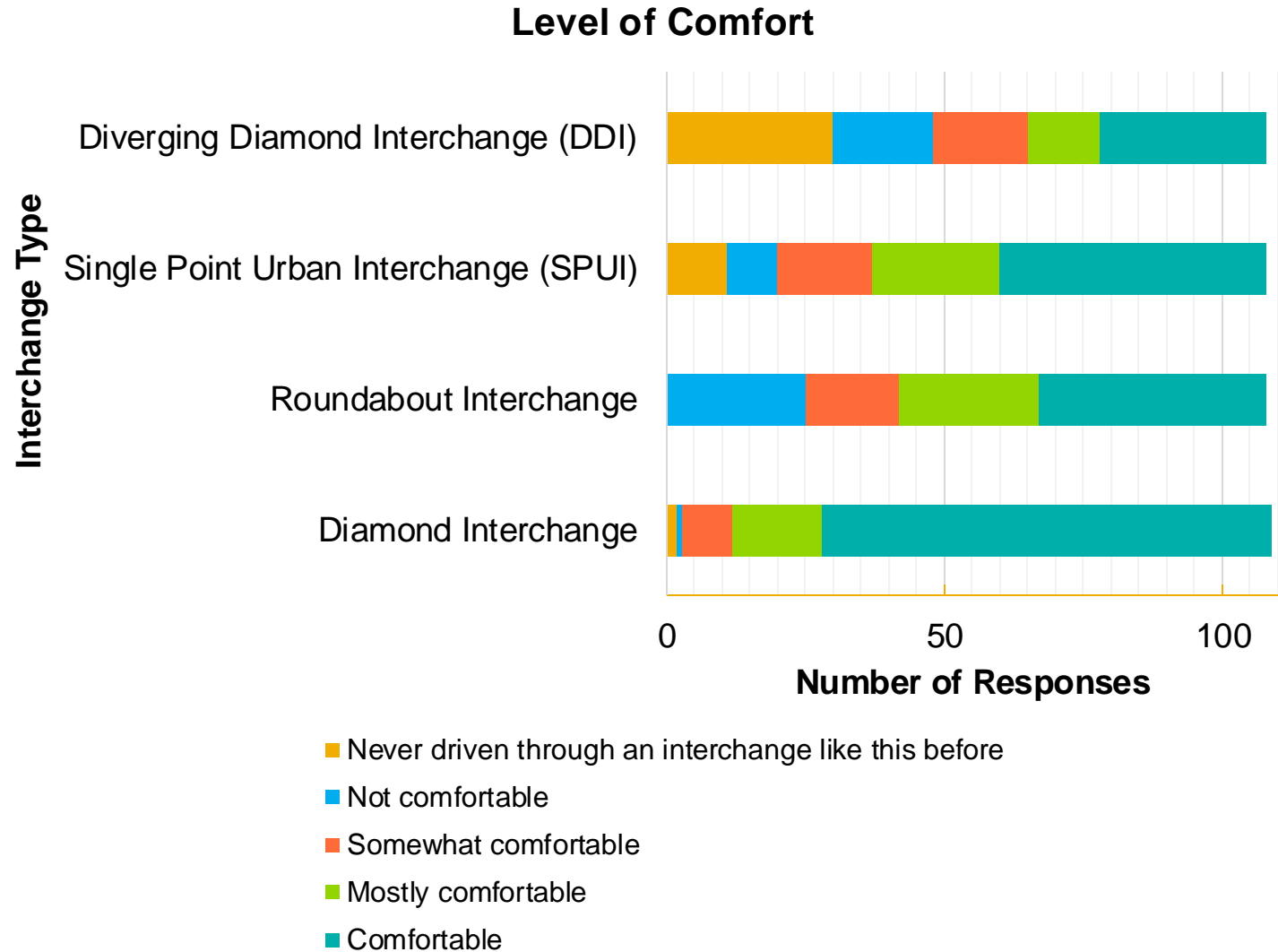


Survey Results

as of 2/1/2026

Rate your level of comfort while driving through the following interchange types.

- 110 responses



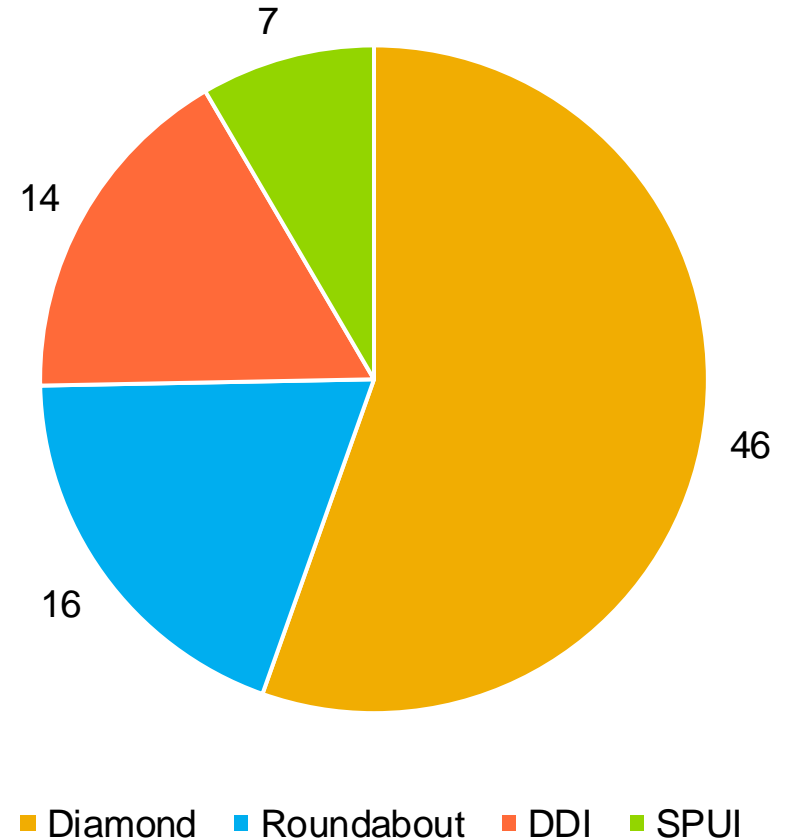
Survey Results

as of 2/1/2026

Which, if any, interchange type(s) do you prefer?

- 91 overall responses
- 83 identified at least one interchange type

Preferred Interchange Type



Workshop Session

Existing Conditions

Rock Road

- 36' earthen median
- 175' min. access spacing
- Paved approaches
- Lanes:
 - NB/SB Thru/LT lane with channelized RT turn
 - No shoulders



Webb Road

- 36' earthen median
- 270' min. access spacing
- Gravel North approach Paved South approach
- Lanes:
 - NB 2-lane approach tapering to a Thru/LT lane with RT turn
 - SB Thru/LT lane with channelized RT turn
- Shoulders:
 - 6' Paved South leg
 - No (Gravel) North leg



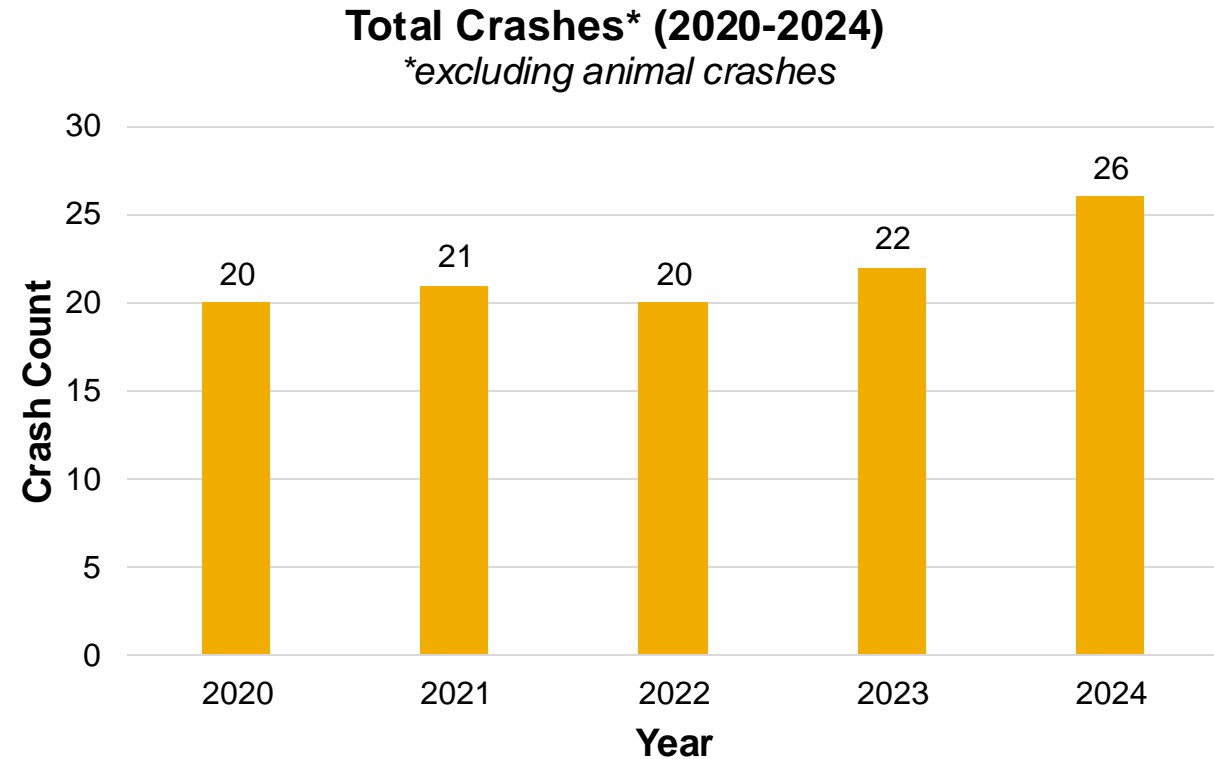
Greenwich Road

- 126' earthen median
- 180' min. access spacing
- Paved approaches
- Lanes:
 - NB 2-lane approach tapering to a Thru/LT lane with RT turn
- Shoulders:
 - 10' paved shoulders



Observed Crash Overview (2020-2024)

- **109 total crashes**
 - 44% crashes were fatal or injury related
 - 2 were fatal
- **High crash density locations**
 - Intersections of Rock, Webb & Greenwich Roads
 - Segment between Webb & Greenwich Roads



Crash Patterns

- Contributing Circumstances
 - Failure to yield
 - Disregard of traffic control
- Intersection Crash Severity
- Crash Classifications
- Lighting Conditions



Crash Rates

Intersections	Entering AADT (Annual Average Daily Traffic)	Crash Count	Crash Rates (Crashes/Million Entering Vehicles [MEV])		
			Observed Crash Rate	Average Crash Rate	Critical Crash Rate
K-254 & Rock	15,600	31	1.09	0.42	0.64
K-254 & Webb	19,910	26	0.72	0.42	0.61
K-254 & Greenwich	16,310	13	0.44	0.42	0.63

Increased rate of crashes at these intersections than at similar intersections in Kansas.

Survey Results

as of 2/1/2026

Q6: What are the pros and/or cons to adding an interchange at Rock, Webb, or Greenwich Roads?

- 103 responses

PROS

Improved safety, especially for families and novice drivers

Reduce congestion

Addresses existing commercial needs

Increase access

Easier deceleration and acceleration

Ending traffic fatalities and crashes

No cons, road is unsafe

CONS

Expensive

Inconvenience during construction

Detours

Disruption of residential community at Rock

Potential loss of access

Impact to overall operational efficiency of the highway

Land acquisition

Survey Results

as of 2/1/2026

Q7: What is important for the project team to know about this segment of K-254?

- 83 responses

Very difficult to cross K-254 and head west from Rock and Webb

History of bad wrecks, don't let any more kids die out there

Safety is the **number one** priority

Hard to see **incoming traffic** in the mornings with the sun

Traffic backs up often and people end up making **poor decisions**

Current median is **not large enough to support traffic** at Rock and Webb

Conceptual Options

Next Steps



- Distribute official project information
- Stay up to date on project events
- Let the project team know of development in the area

KDOT's 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.

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.

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.

KDOT Wants to Hear From You

Project Comments

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

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



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

Project Contact

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