



# WELCOME

## Public Information Meeting





This project is being delivered as a part of

# IKE THE EISENHOWER LEGACY TRANSPORTATION PROGRAM

The Eisenhower Legacy Transportation Program, known as IKE, is a 10-year program that addresses highways, bridges, public transit, aviation, short-line rail and bike/pedestrian needs across Kansas. The program and associated projects are saving lives by making travel safer, reducing transportation costs for people and goods, and innovating our infrastructure to strengthen communities now and in the future.

» IKE and its Program Management Consultant (PMC) model is making it possible for KDOT to advance **\$1.2 billion** in projects. More projects – more work – hitting the streets faster.

IKE is a flexible, responsive, rolling program focused on right-sized, practical transportation improvements throughout the entire state. KDOT's goals are to leverage partnerships to foster economic growth, provide more transportation options to Kansans, and to be a strong problem-solving partner to communities by creating holistic transportation solutions.

Learn more at [www.ksdotike.org](http://www.ksdotike.org)





# Purpose of Today's Meeting



Inform community members of the environmental process through the National Environmental Policy Act (NEPA)



Collect feedback regarding the proposed East Kellogg project



Discuss next steps in the environmental process, and the design and construction of Phase 1



# Environmental Assessment

## What is an Environmental Assessment?

The Federal National Environmental Policy Act (NEPA) requires KDOT to complete an Environmental Assessment (EA) to document the impacts a transportation project may have on the human and natural environment.

We will review existing and future land uses along the corridor, identify potential historical and archaeological sites, survey wetland and habitats along the creeks crossing the study area, and conduct modeling to determine potential traffic noise impacts.

Through this process, we will coordinate and document public and agency input on the need and purpose, proposed alternative, methods for determining impacts, and mitigation, if required. In addition to the public, the US Army Corps of Engineers, US Fish and Wildlife Service, Native American tribes, various state agencies, and local governments will be engaged in the study process.

## Steps of an Environmental Assessment:

### Define Need and Purpose

- Define the study area
- Identify what problems or deficiencies need to be addressed
- Hold agency scoping meeting - April 28, 2022
- Hold public scoping meeting - May 26, 2022



### Develop Alternative

- Refine roadway alignment
- Review interchange and grade separation design options
- Review depressed (lowered) section in Andover area
- Develop conceptual cost estimates

### Assess Impacts on the Environment

- Conduct analyses and field studies
- Coordinate with agencies
- Modify alternative(s) to avoid or minimize impacts
- Determine appropriate mitigation (if needed)

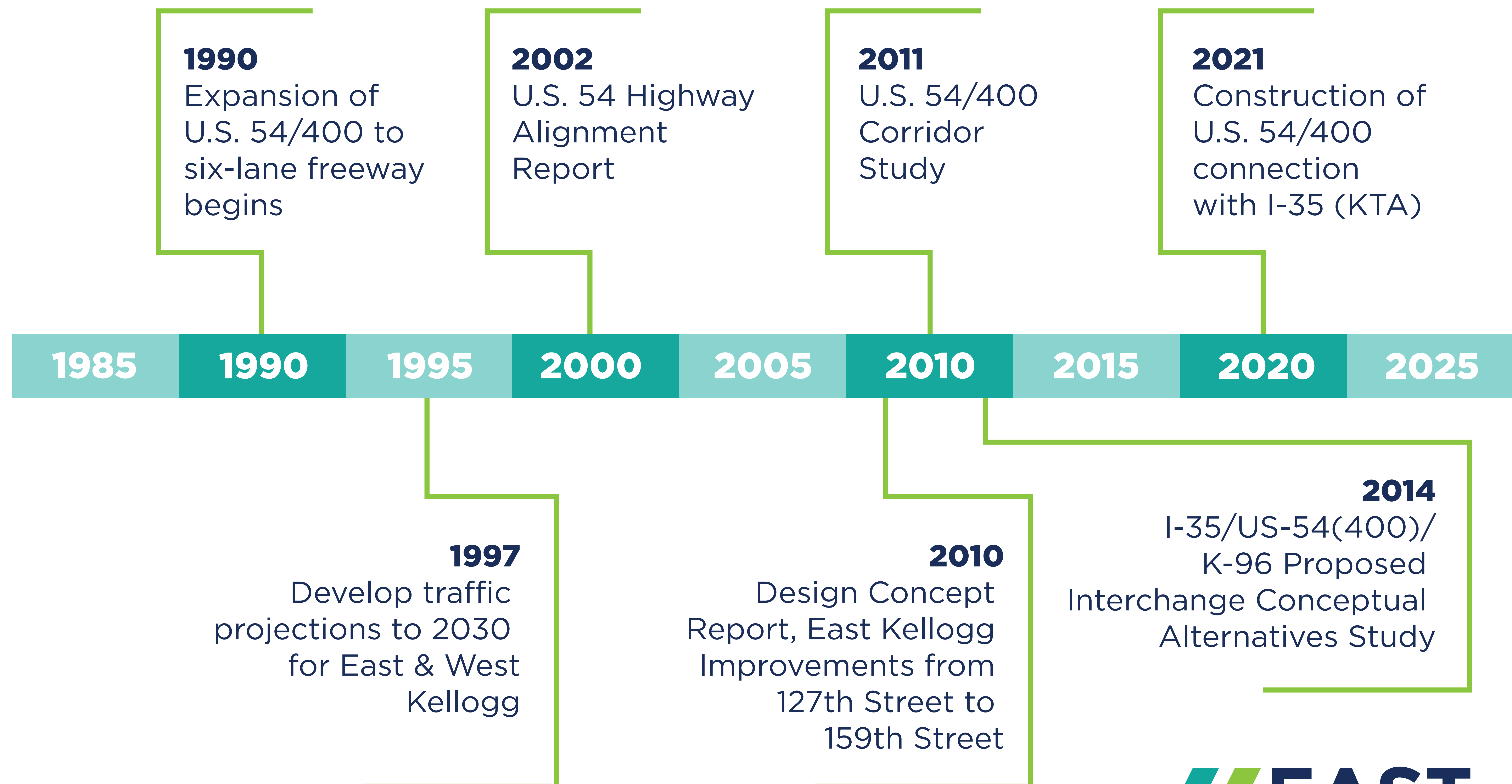
### Develop EA Document

- Summarize study findings
- Identify preferred alternative
- Publish document for public review and comment
- Conduct public hearing
- Obtain Federal Highway Administration approval



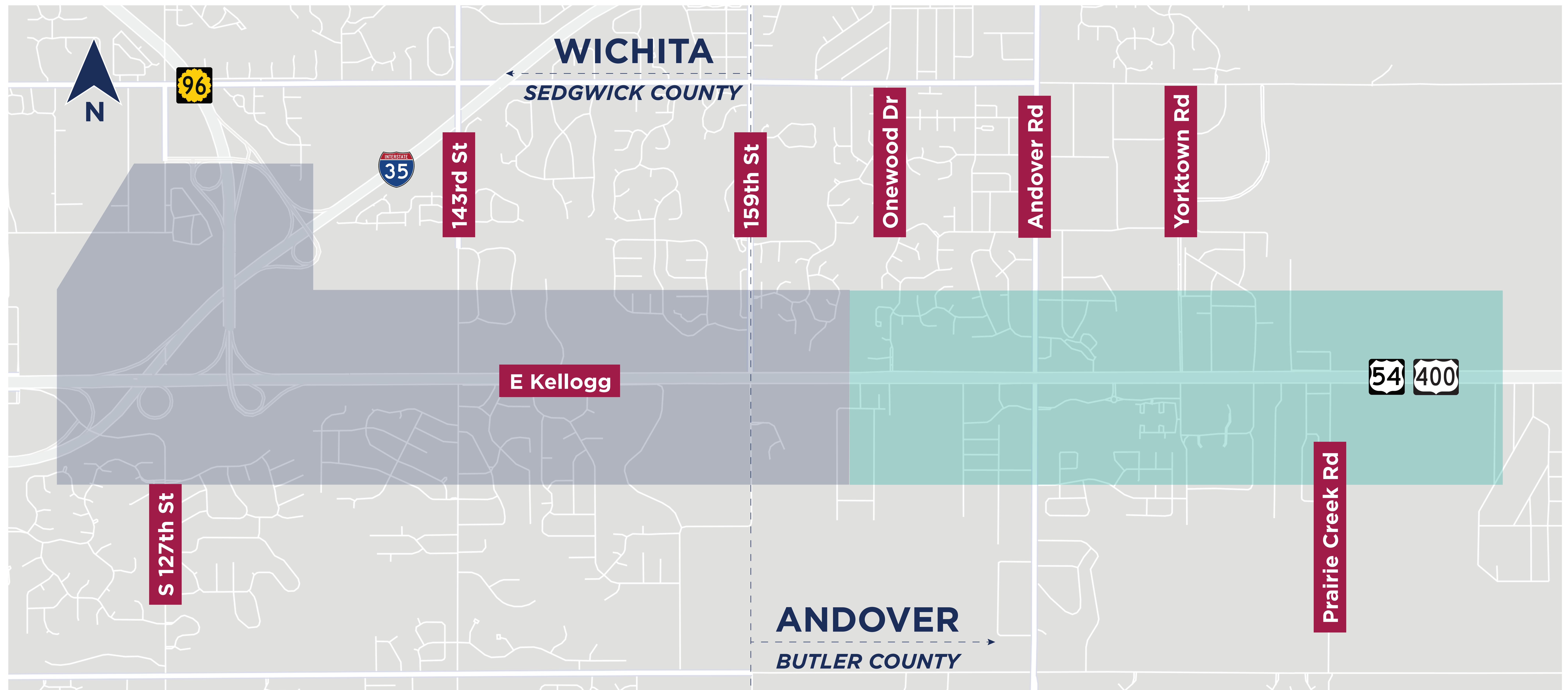
# Previous Studies & Projects

Several studies over the last three decades identified the need for future upgrades and developed plans for improvements along the East Kellogg corridor. KDOT is using these studies to inform current project planning, including alternatives development and environmental analyses.





# NEPA Project Corridor



Phase 1 is fully funded and final design/construction is anticipated to begin shortly after completion of the NEPA process. Phase 2 is being included in the Environmental Assessment so that FHWA approval can be obtained and the project can move forward for development when funding is available.

 Phase 1  Phase 2

 **EAST  
KELLOGG**



# Need & Purpose

## NEED

KDOT has identified the following initial needs along the East Kellogg/U.S. 54 corridor being studied:

- 1 Provide capacity to accommodate forecasted population growth and travel demand
- 2 Improve mobility and route continuity
- 3 Improve operational and safety performance within the corridor

## PURPOSE

The purpose of the project is to provide a cost-effective, environmentally-sustainable, and safe transportation facility that improves mobility and connectivity to support current and forecasted increases in traffic.





# Project Goals



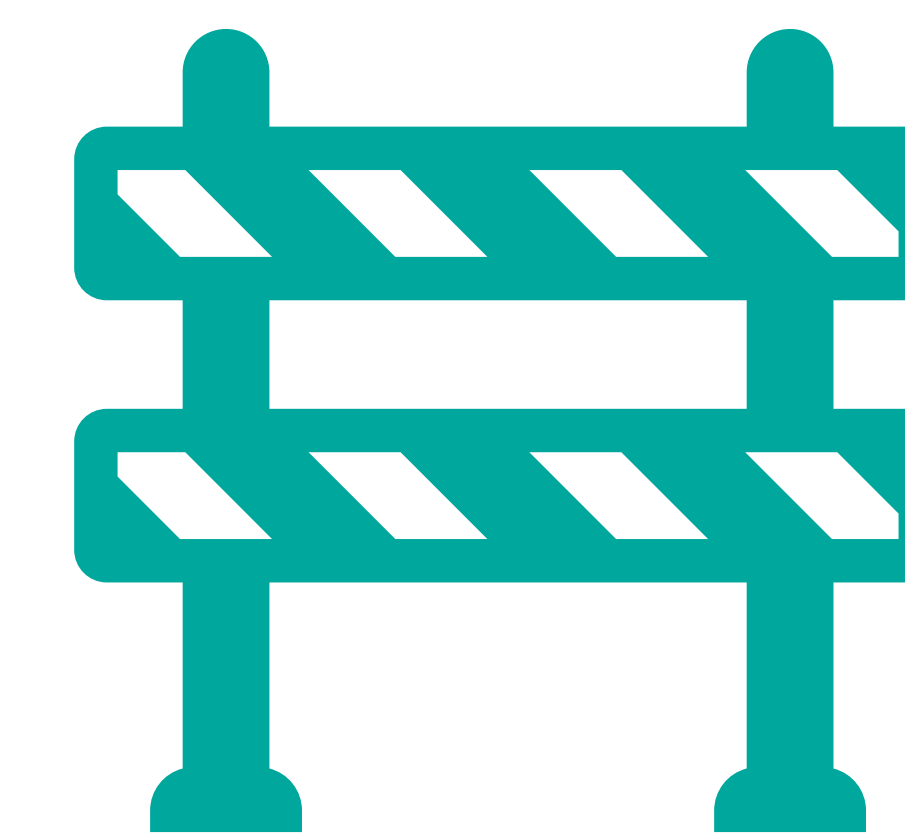
***Improve travel  
time reliability***



***Support economic  
growth in the region***



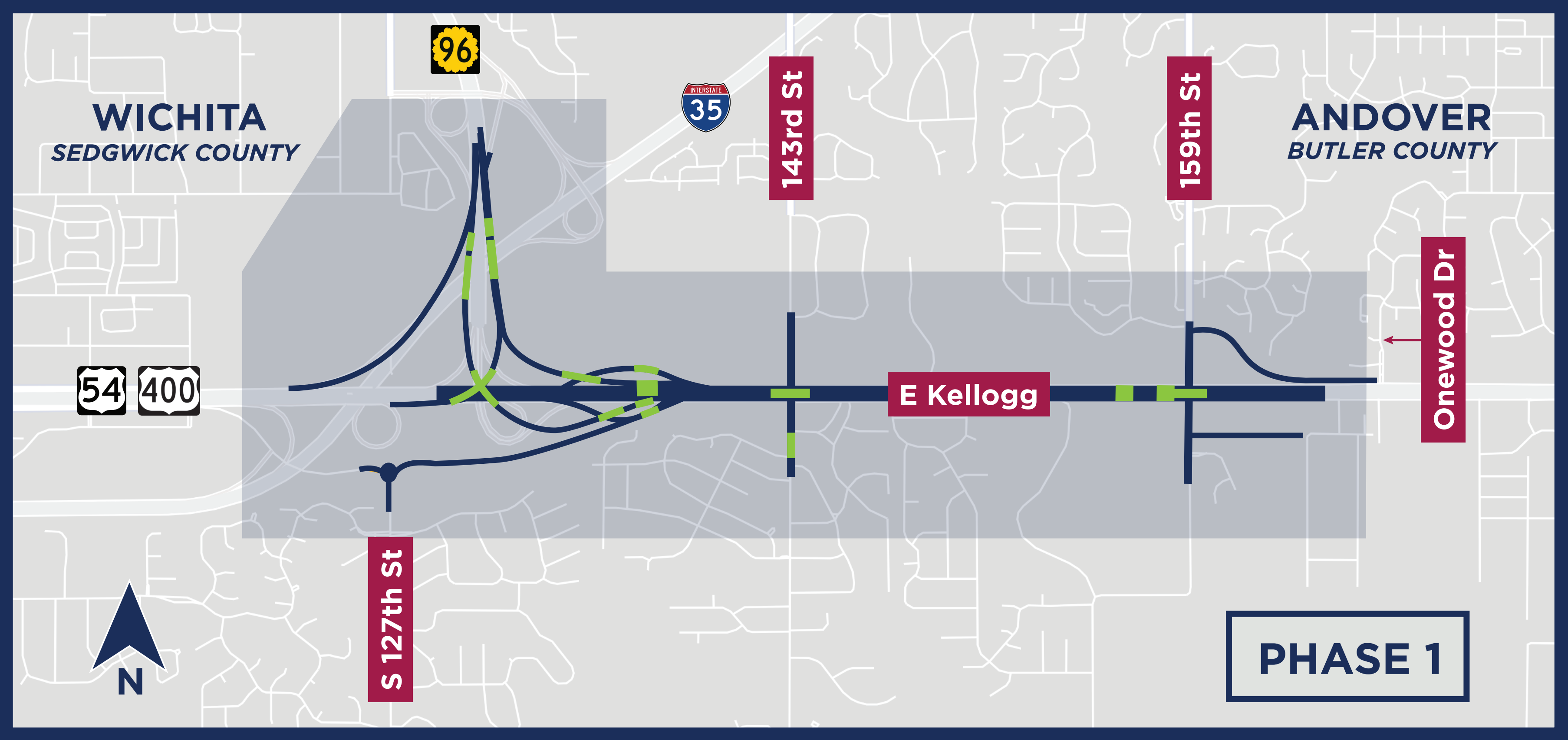
***Deliver project  
efficiently and  
within budget***



***Minimize duration of  
construction impacts  
in the region***



# Phase 1 Schedule



- Phase 1 Improvements
- New Bridge
- Phase 1 Study Area





# Phase 1 NEPA Timeline

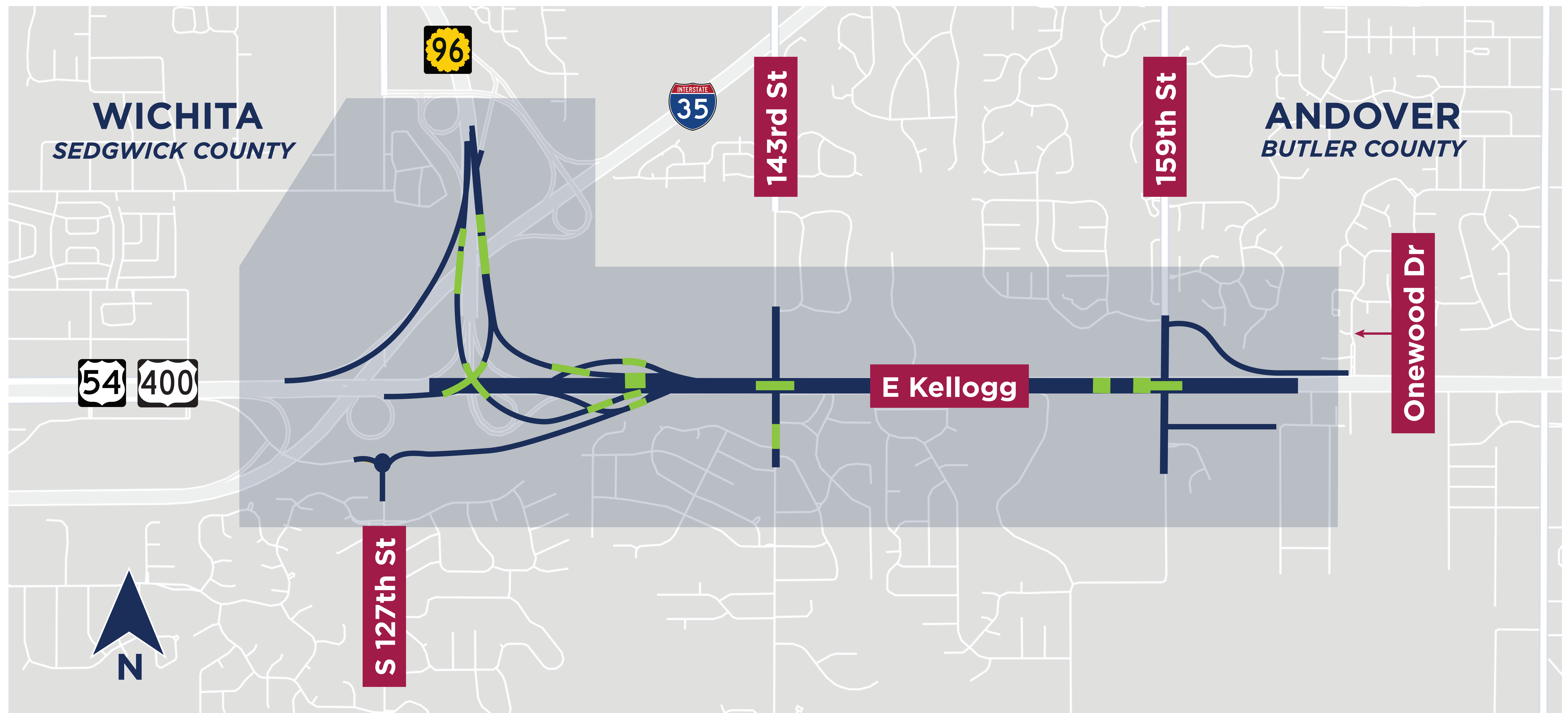


The National Environmental Policy Act (NEPA) requires federal agencies, including the Federal Highway Administration (FHWA), to consider the environmental effects of projects that use federal funds or require federal agency approvals. KDOT will use federal funds on this project.





# Phase 1 Design



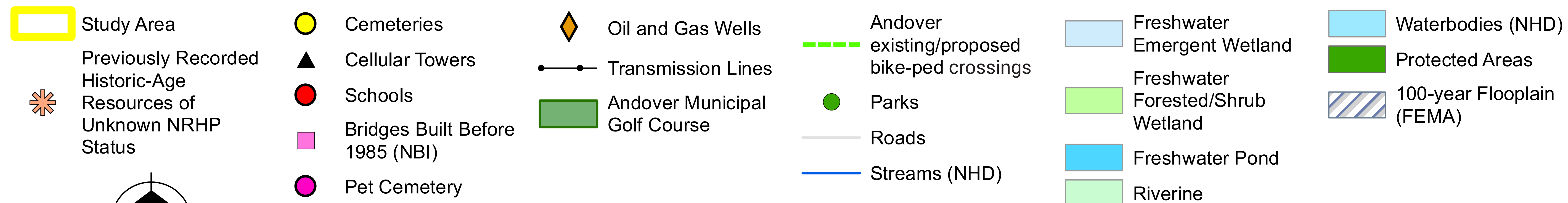
■ Phase 1 Improvements   ■ New Bridge   ■ Phase 1 Study Area

Phase 1 will include reconstruction of approximately 2.5 miles of East Kellogg from I-35/K-96 to just east of 159th Street. Work will include adding travel lanes and frontage roads as well as grade-separated interchanges at K-96, 143rd Street, and 159th Street.

**EAST  
KELLOGG**



## Area being studied for the Environmental Assessment

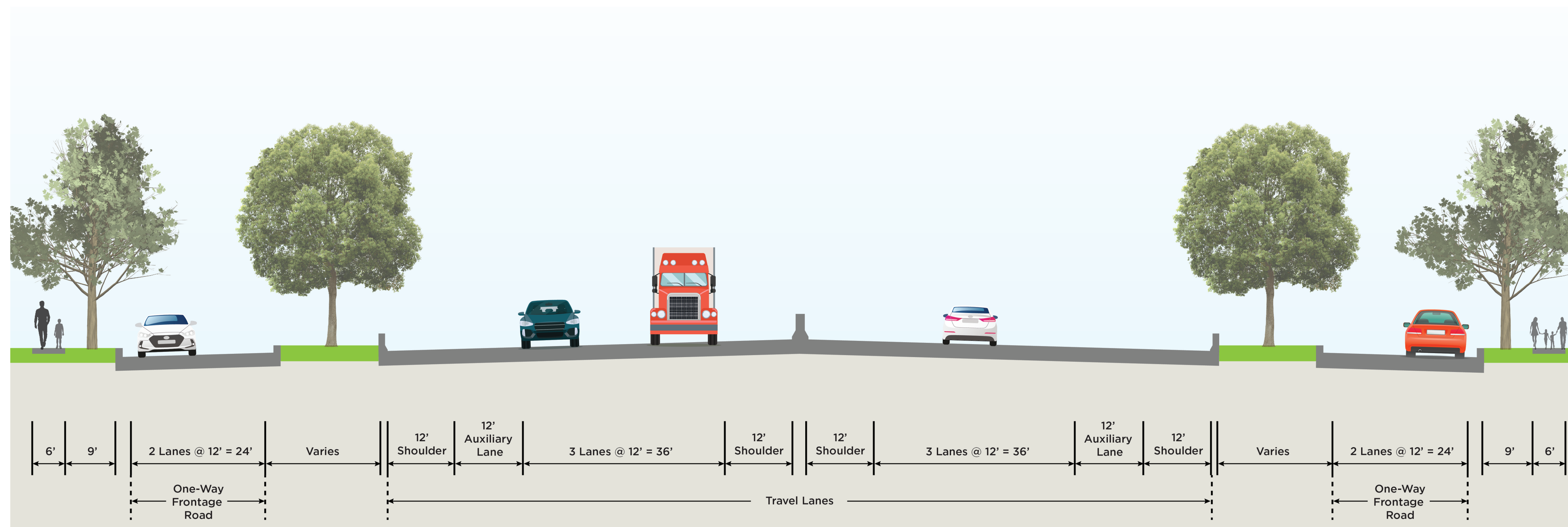




# Alternatives Being Considered

## AT GRADE

Being Considered  
for Phase 1 & 2

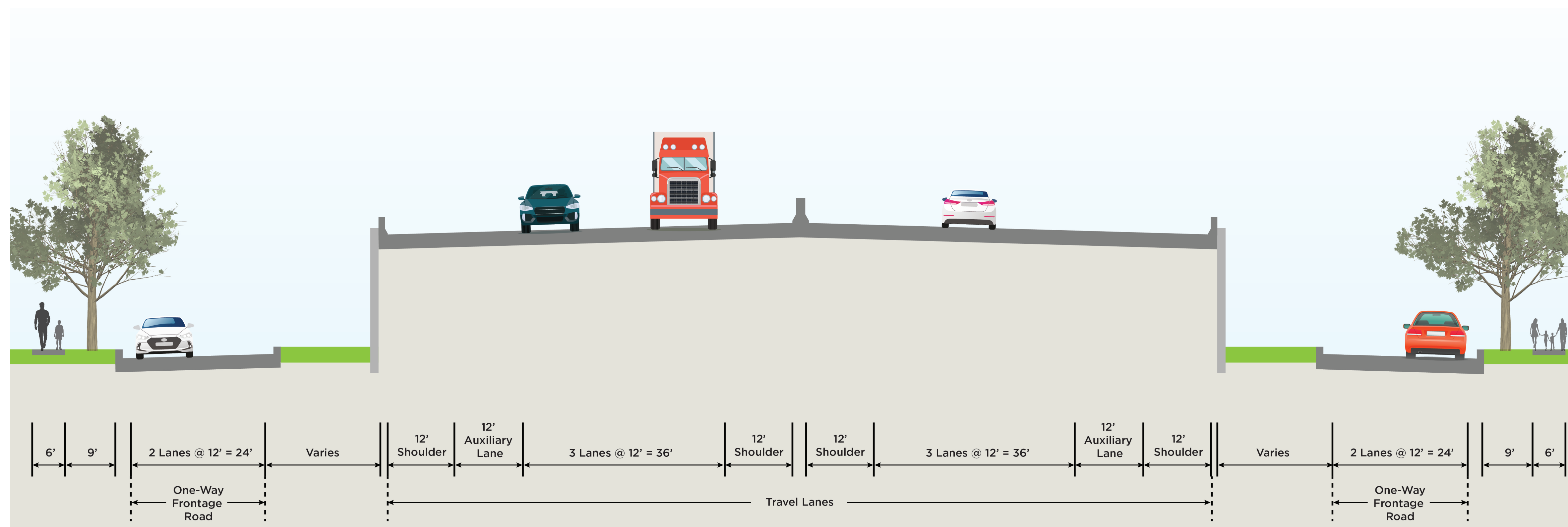


## Design Needs/ Considerations:

- Will need 300-375 feet of right-of-way
- More right-of-way will be needed at interchanges and grade separations
- Designing a 6-lane divided, access-controlled freeway, with three travel lanes in each direction
- Designing 2-lane one-way frontage roads on each side
- A concrete barrier would separate the main driving lanes on the freeway
- Designing 6-foot-wide sidewalks on the outside of the frontage roads

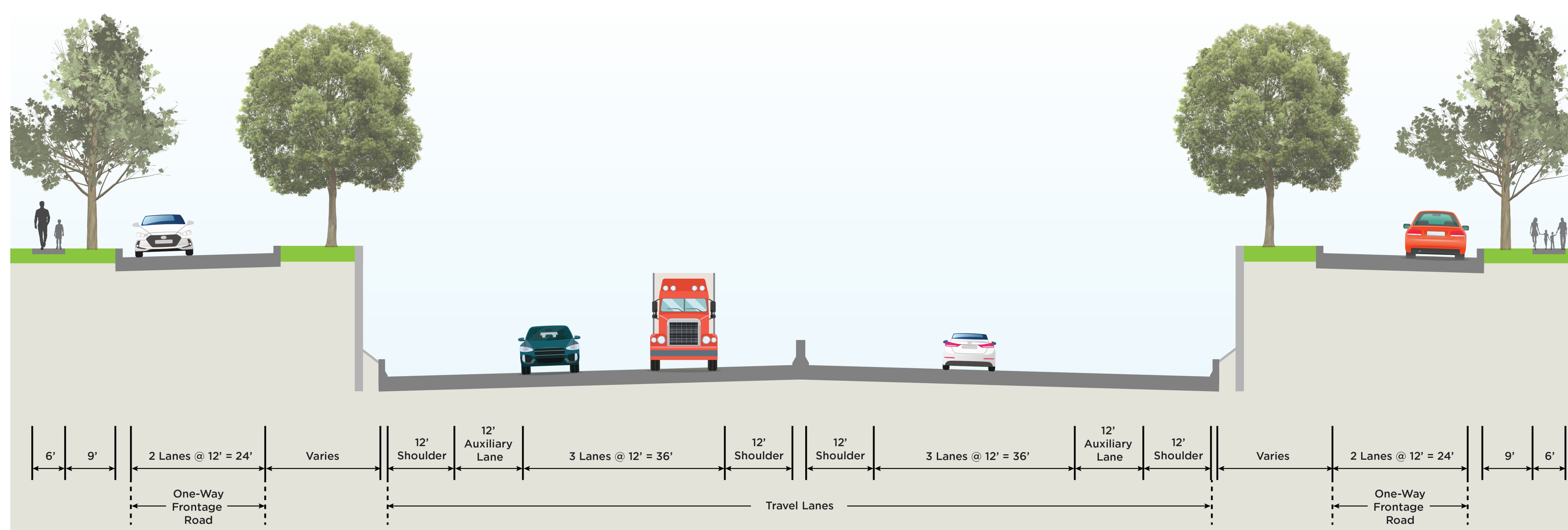
## ELEVATED

Being Considered  
for Phase 1 & 2



## DEPRESSED

Being Considered  
for Phase 2





# SHARE YOUR THOUGHTS



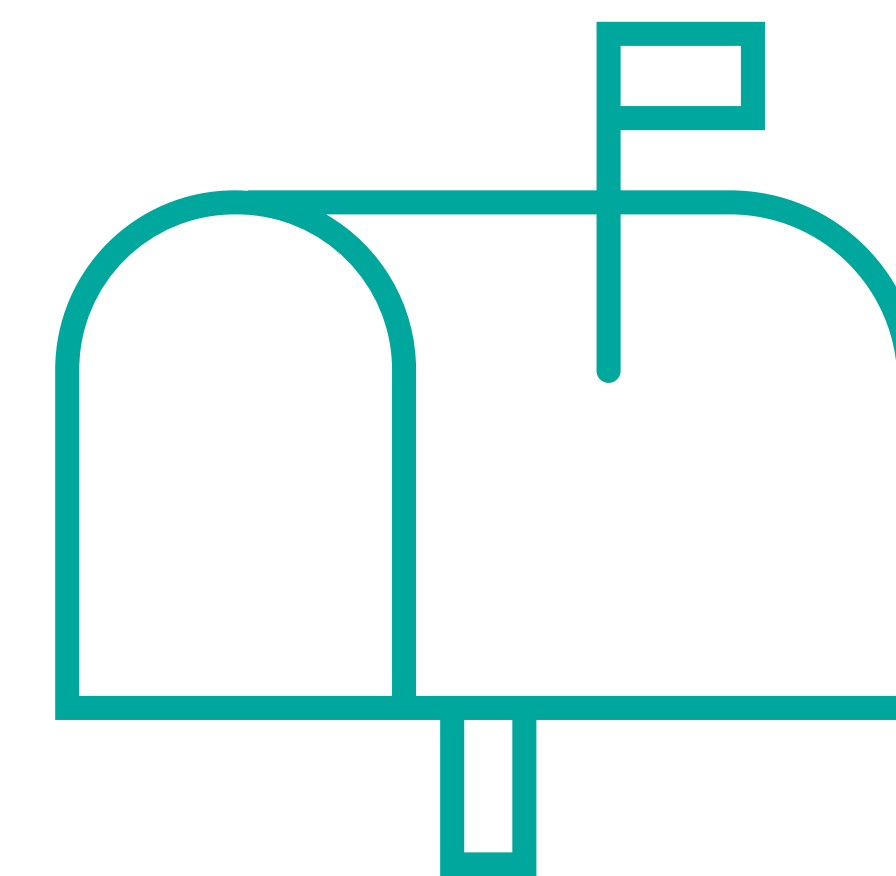
## ONLINE

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