



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





Purpose of Public Meetings

Previous Public Meeting – May 26, 2022

- Informed community members of the environmental process through the National Environmental Policy Act (NEPA)
- Collected feedback regarding the proposed East Kellogg project
- Discussed next steps in the environmental process and the design and construction of Phase 1

Today's Public Meeting – September 13, 2022

- Share design concepts for alternatives being studied for Phase 1 & 2
- Discuss ongoing environmental studies
- Gather feedback on alternative design options
- Discuss next steps in the NEPA process and project schedule

Upcoming Public Hearing – Fall 2022 (TBD)

- Share environmental study findings
- Show preferred alternative design concept
- Gather feedback on the preferred alternative

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

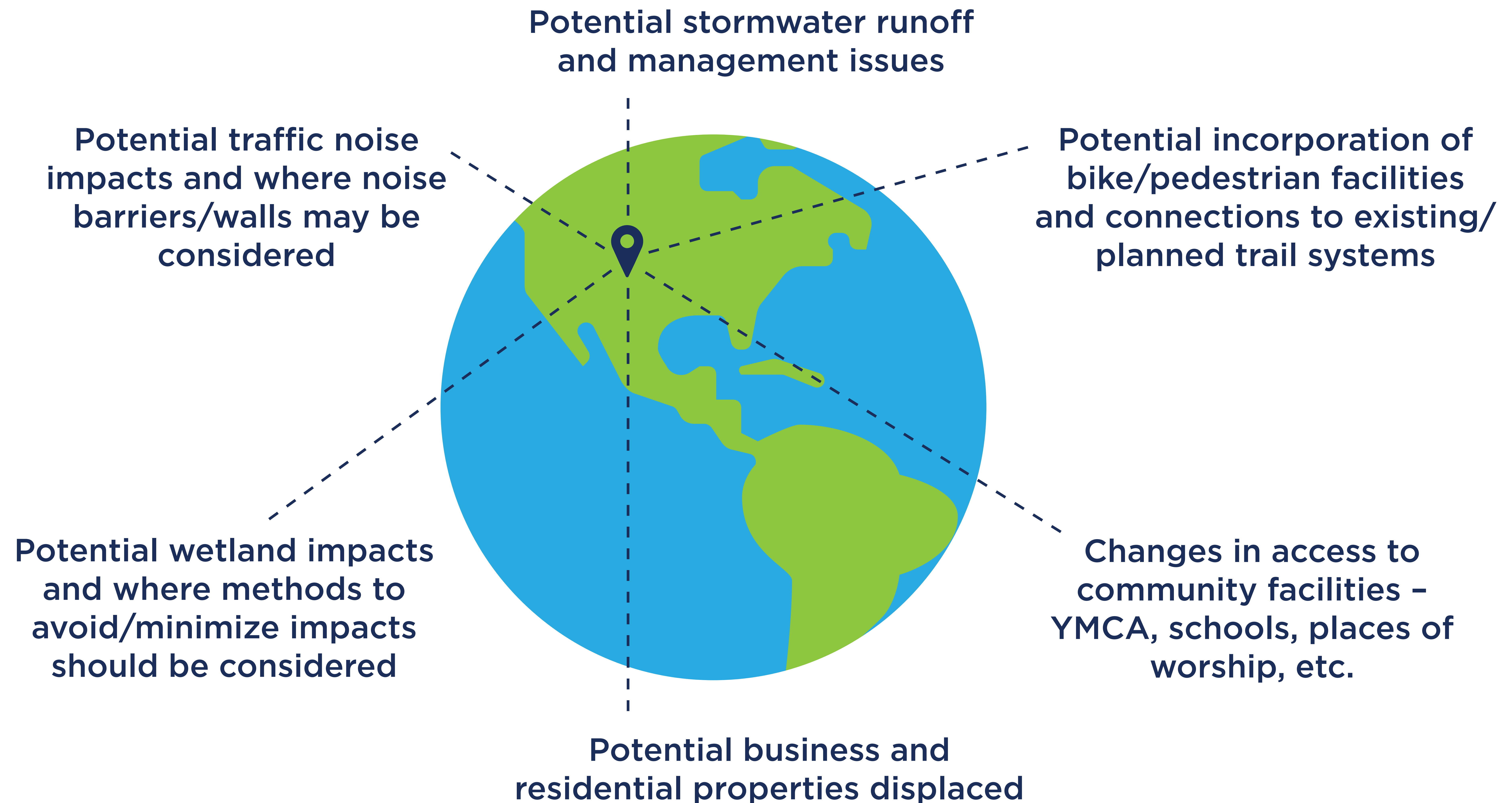
Assess Impacts on the Environment

- 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

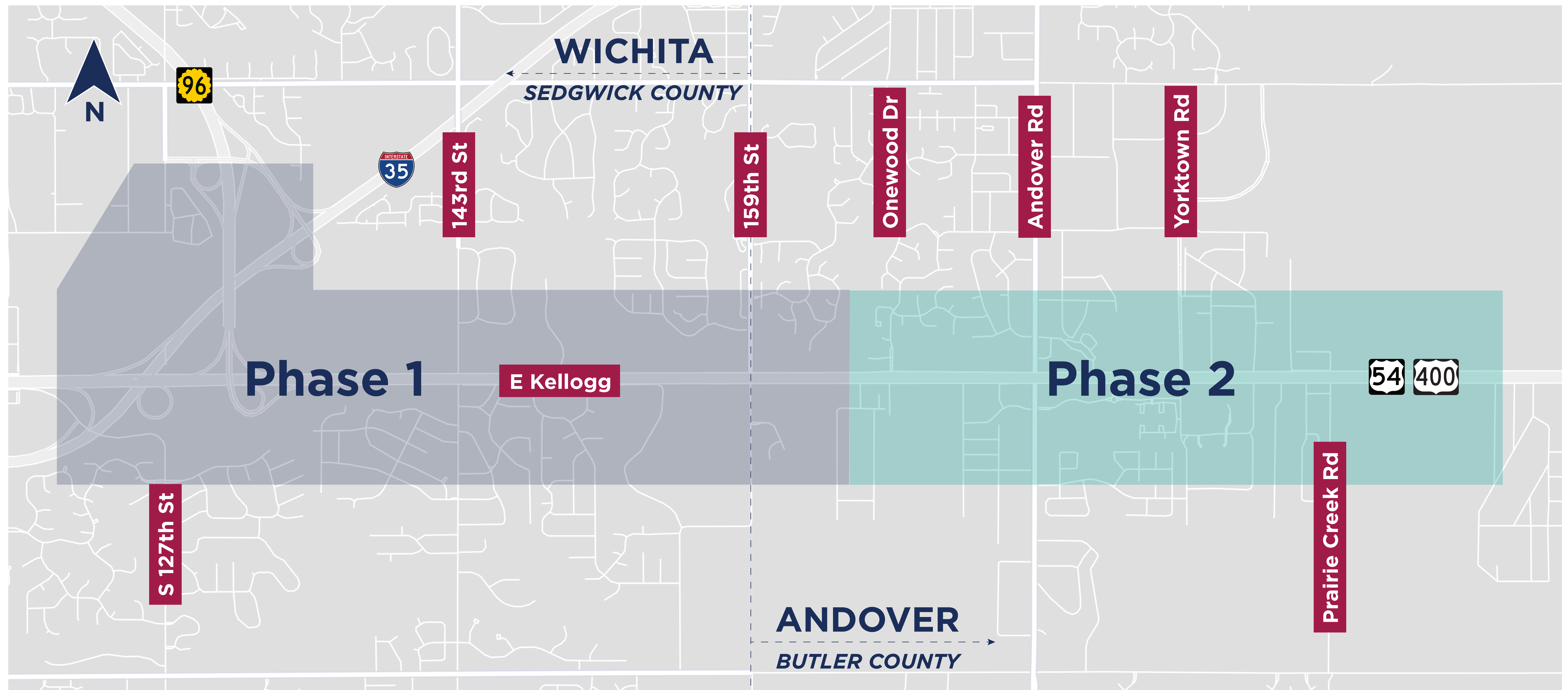
Ongoing Environmental Studies



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.



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.



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



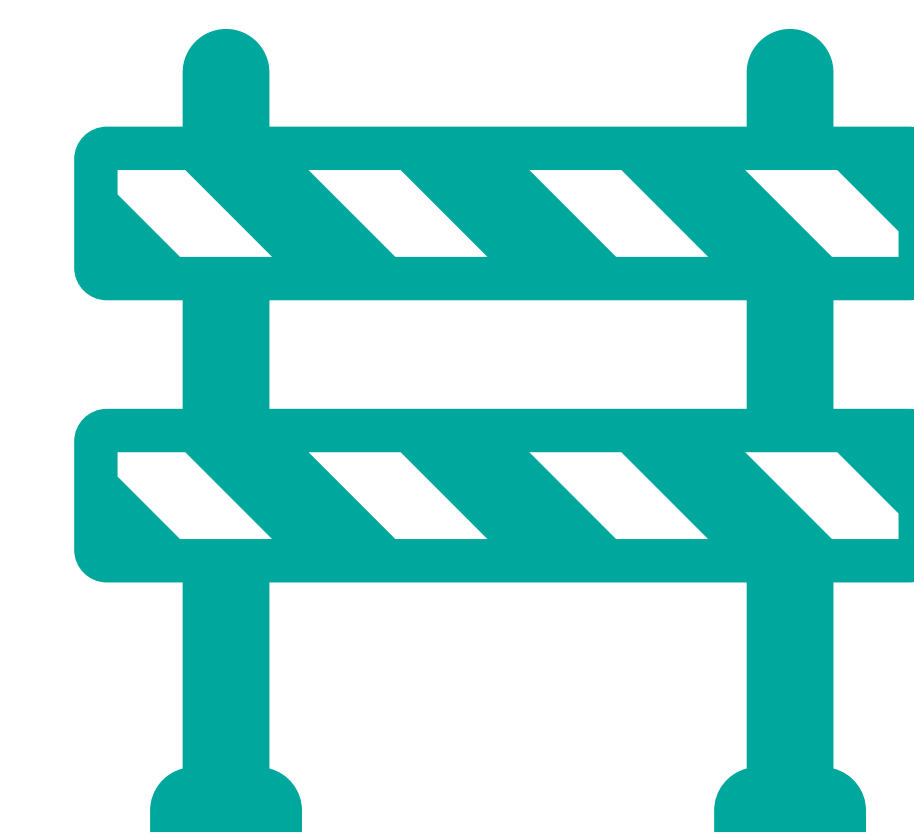
***Improve travel
time reliability***



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

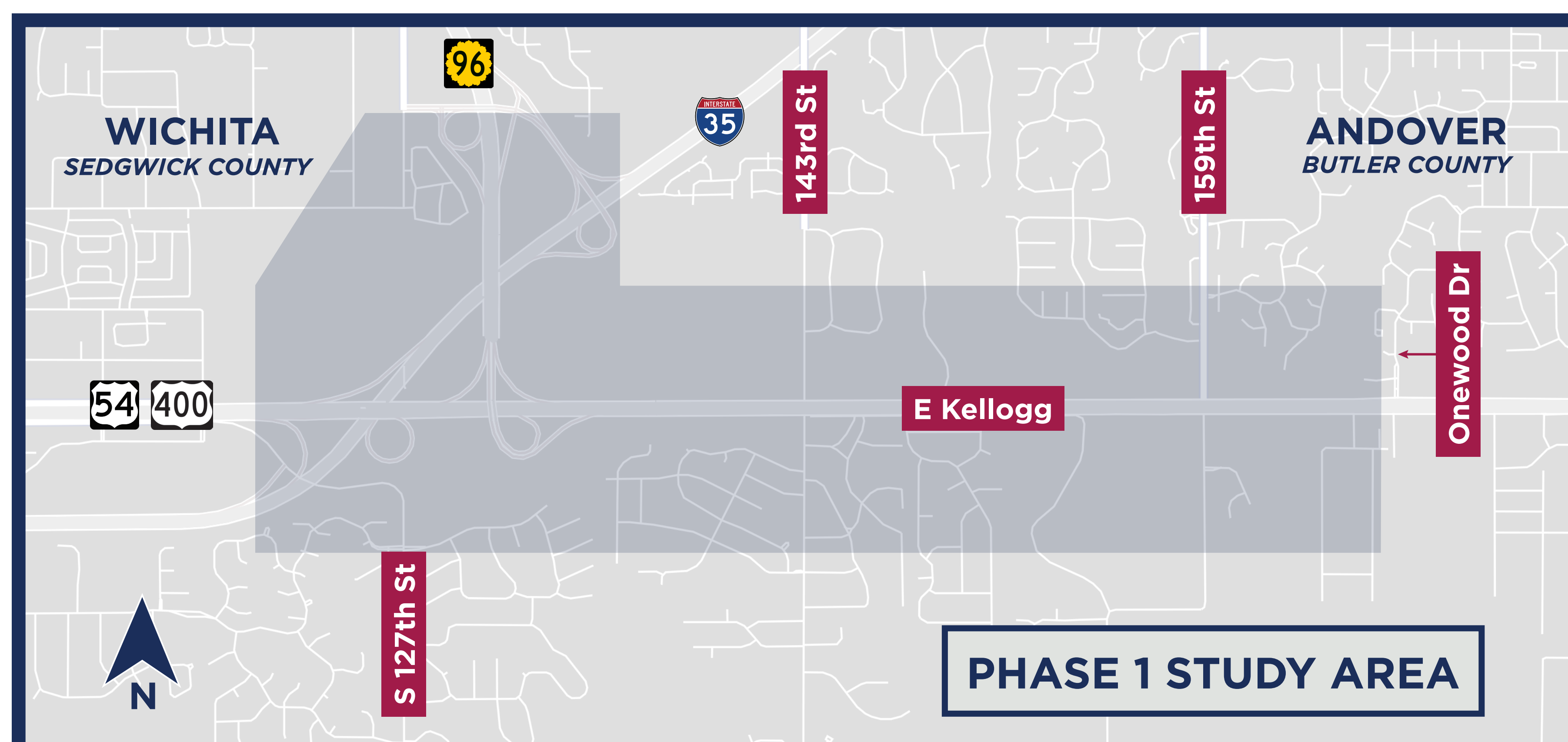


***Deliver project
efficiently and
within budget***



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

Phase 1 Schedule



More detail is available on the printed strip map.

**EAST
KELLOGG**

Phase 1 Project Boundary

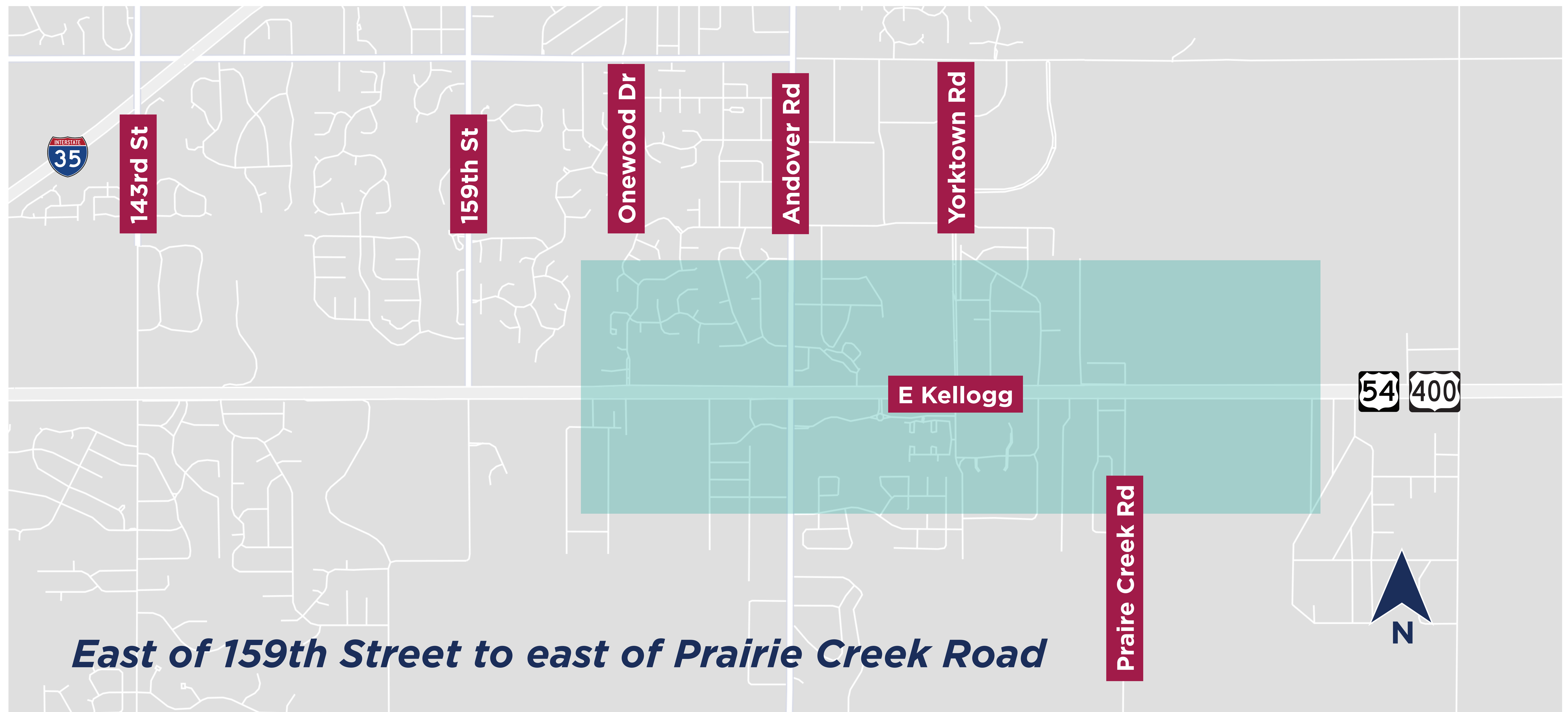


View strip map for detailed design.

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.



Phase 2 Project Boundary



View strip map for detailed design.

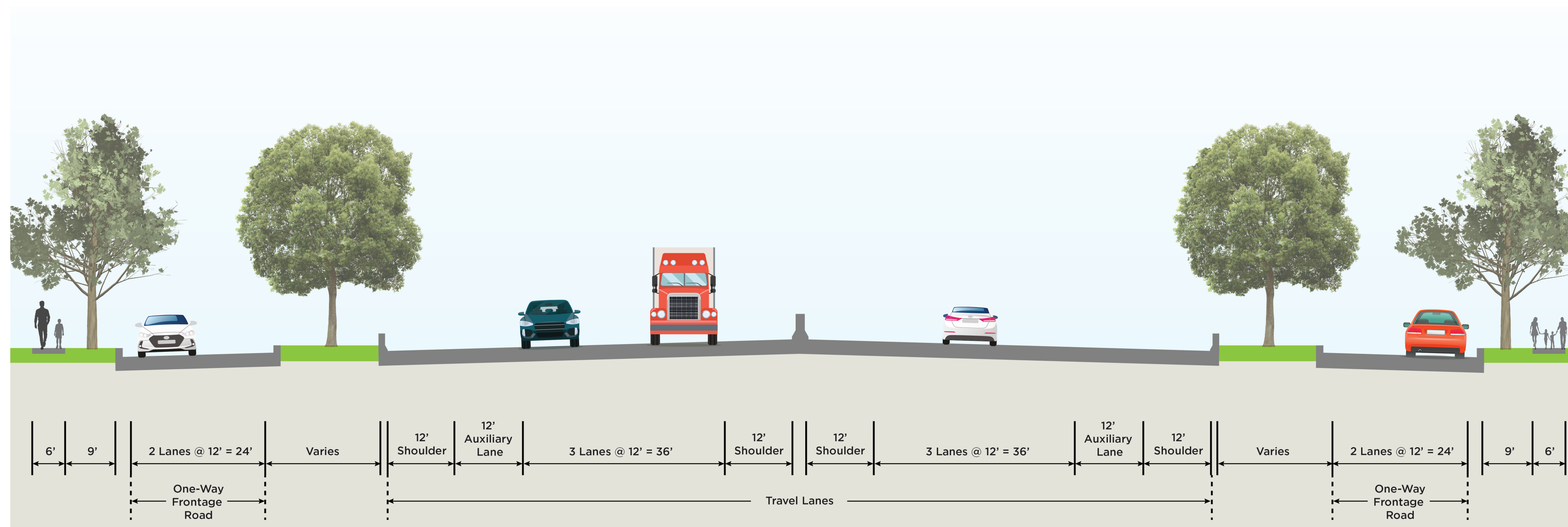
Phase 2 is being included in the Environmental Assessment so that FHWA approval can be obtained, and the project can move forward for development when funding is available.



Alternatives Being Considered

AT GRADE

Being Considered
for Phase 1 & 2

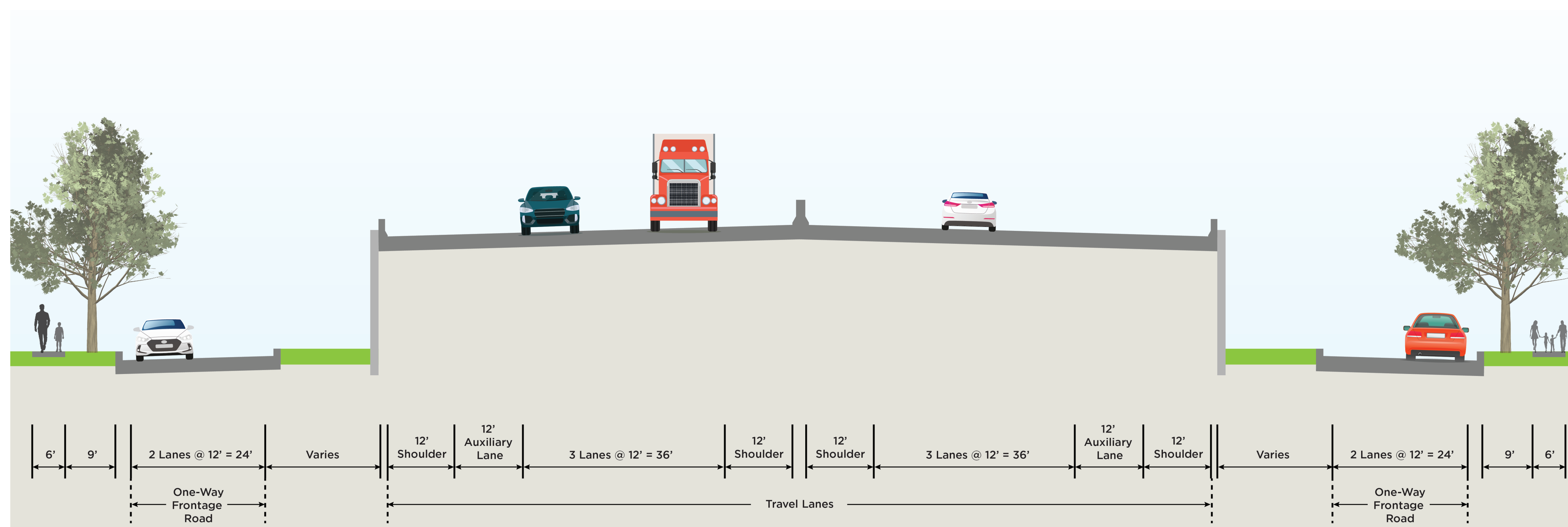


Design Needs/ Considerations:

- 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

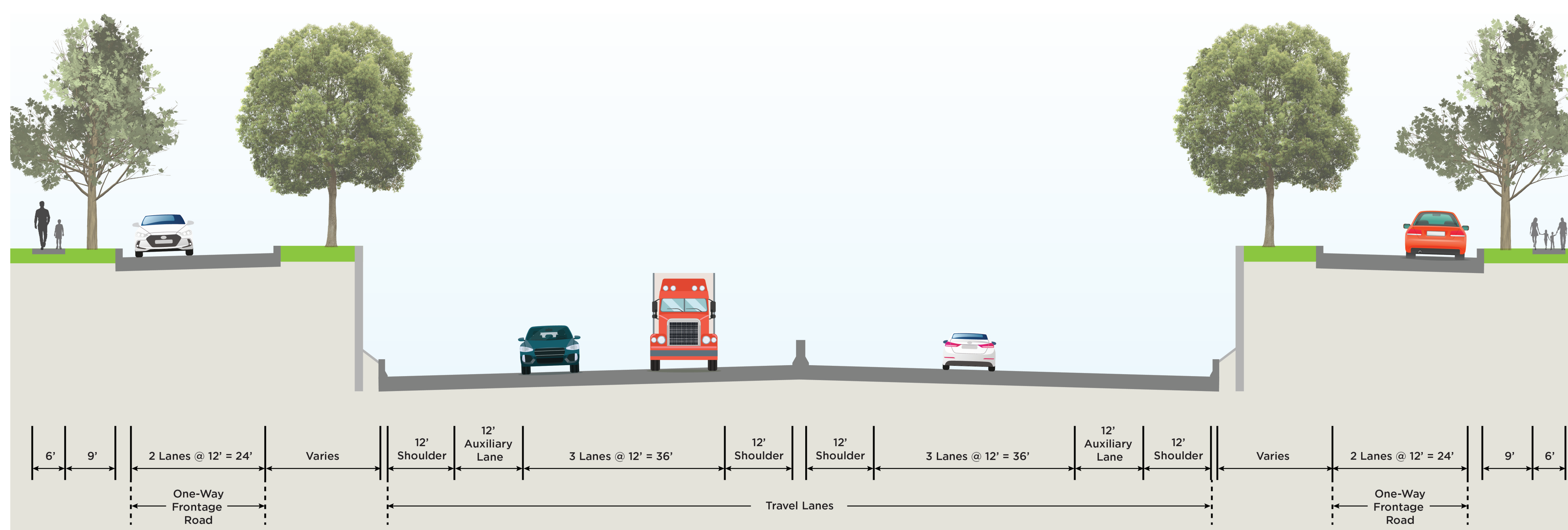
ELEVATED

Being Considered
for Phase 1 & 2



DEPRESSED

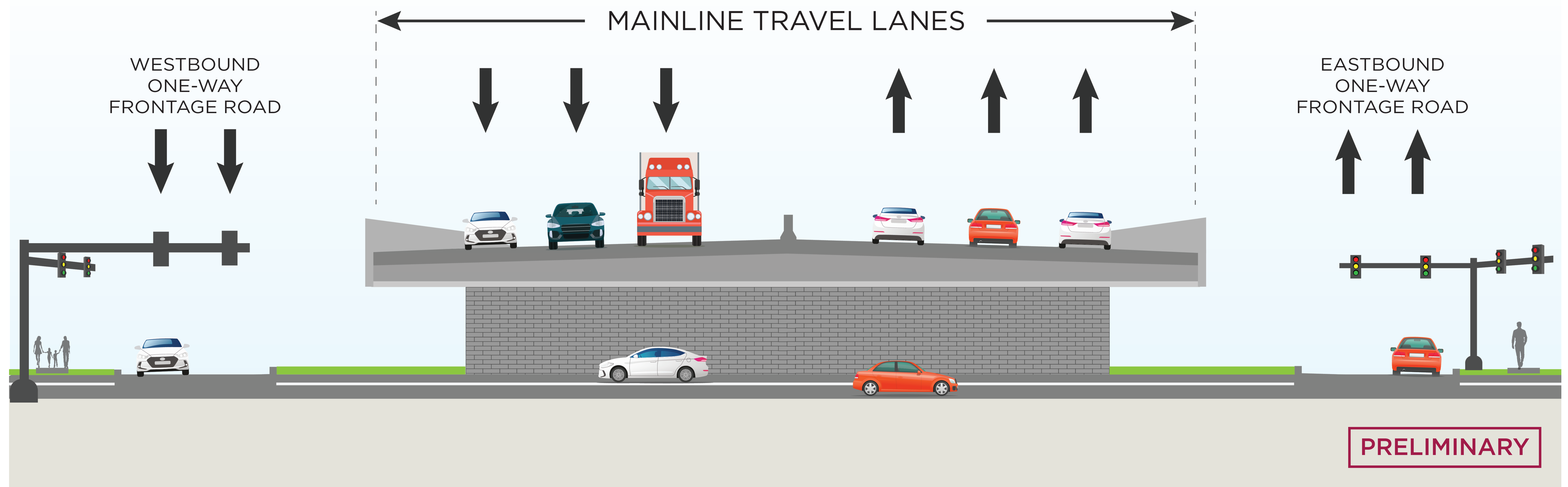
Being Considered
for Phase 2



Phase 1 Design Option

From: I-35 to 159th Street

ELEVATED

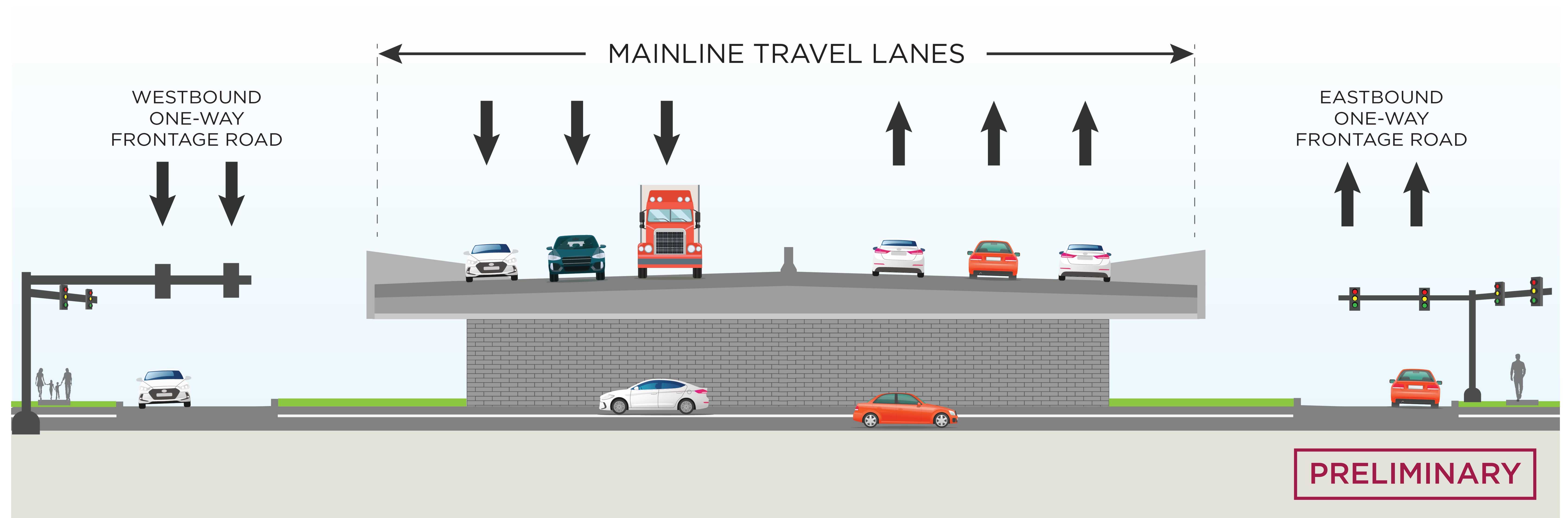


Impacted Intersections on East Kellogg: 143rd Street and 159th Street

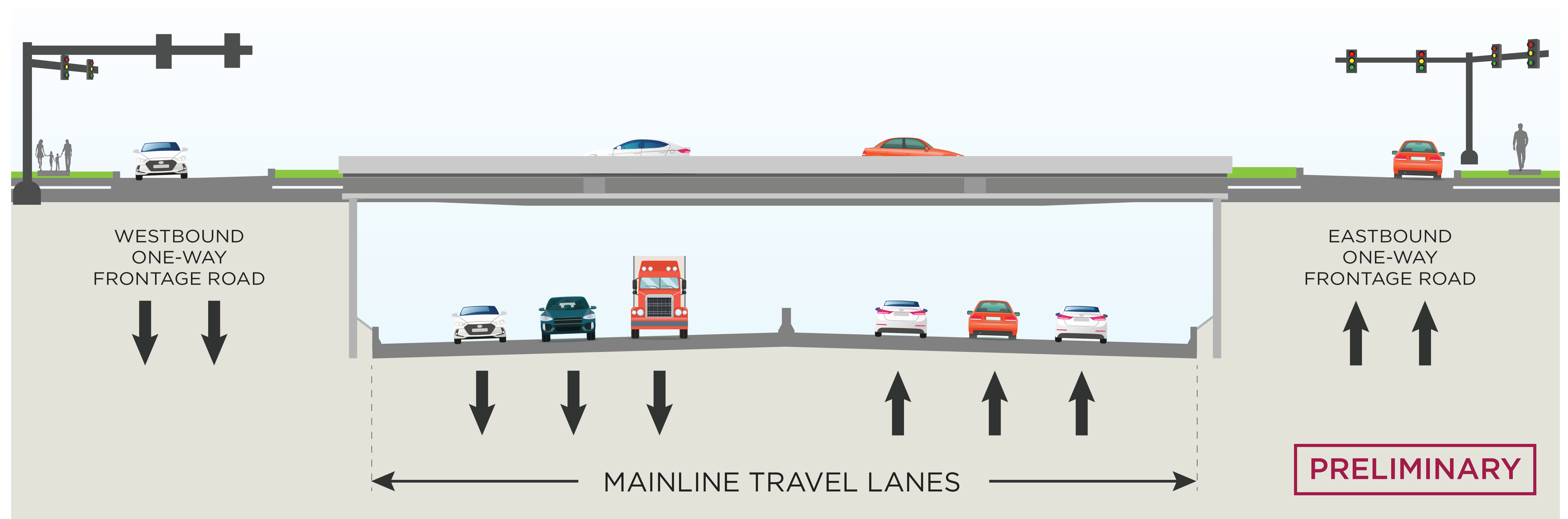
Phase 2 Design Options

From: East of 159th Street to east of Prairie Creek Road

OPTION A: ELEVATED



OPTION B: DEPRESSED



Impacted Intersections on East Kellogg: Onewood Drive, Andover Road, Yorktown Road



KDOT Bureau of Right of Way

SHARE YOUR THOUGHTS



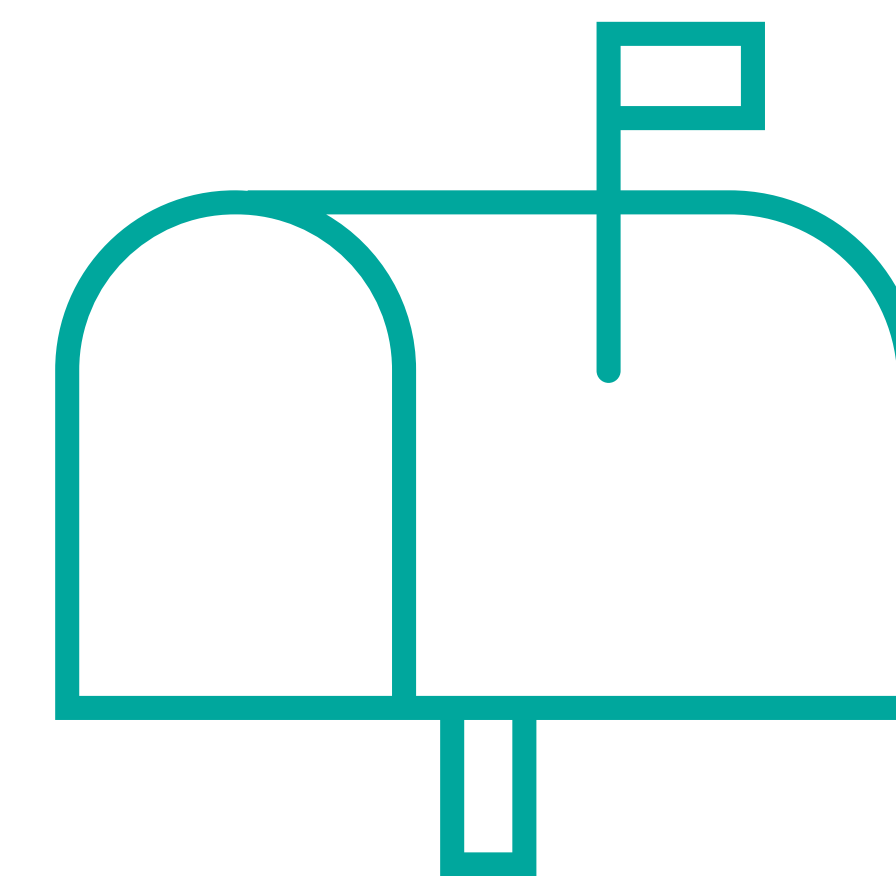
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PHONE

(316) 841-2277



*Scan the QR code to
direct you to the online
comment form.*

OR

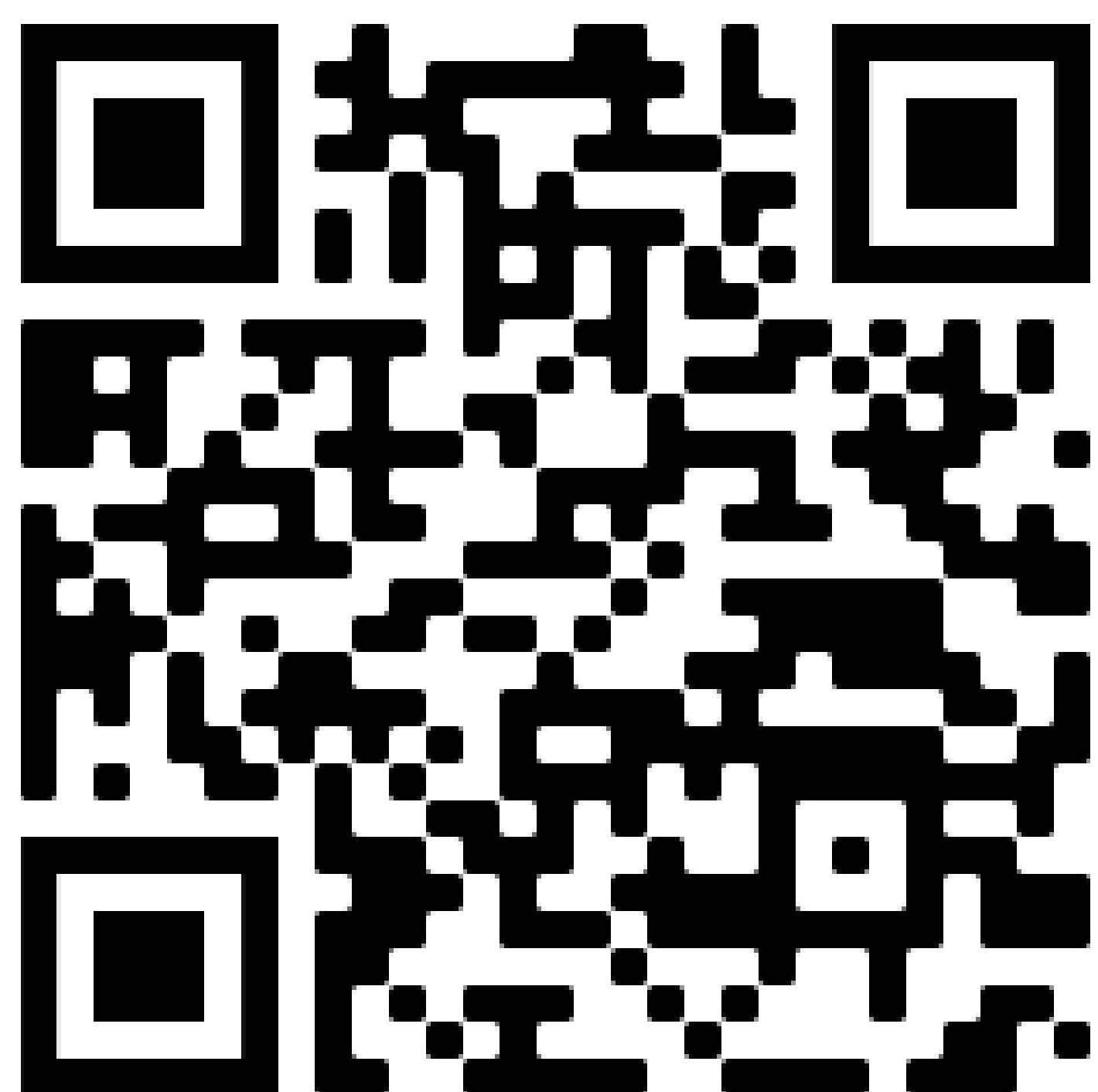
Leave a comment sheet here
with us today



STAY CONNECTED!

To sign up for project updates, visit
eastkellogg.ksdotike.org/stay-connected

For more information on the project, contact
eastkellogg@ksdotike.org



Noise Modeling

As part of the environmental study process, KDOT is conducting noise modeling to determine if noise barriers are needed along the corridor.

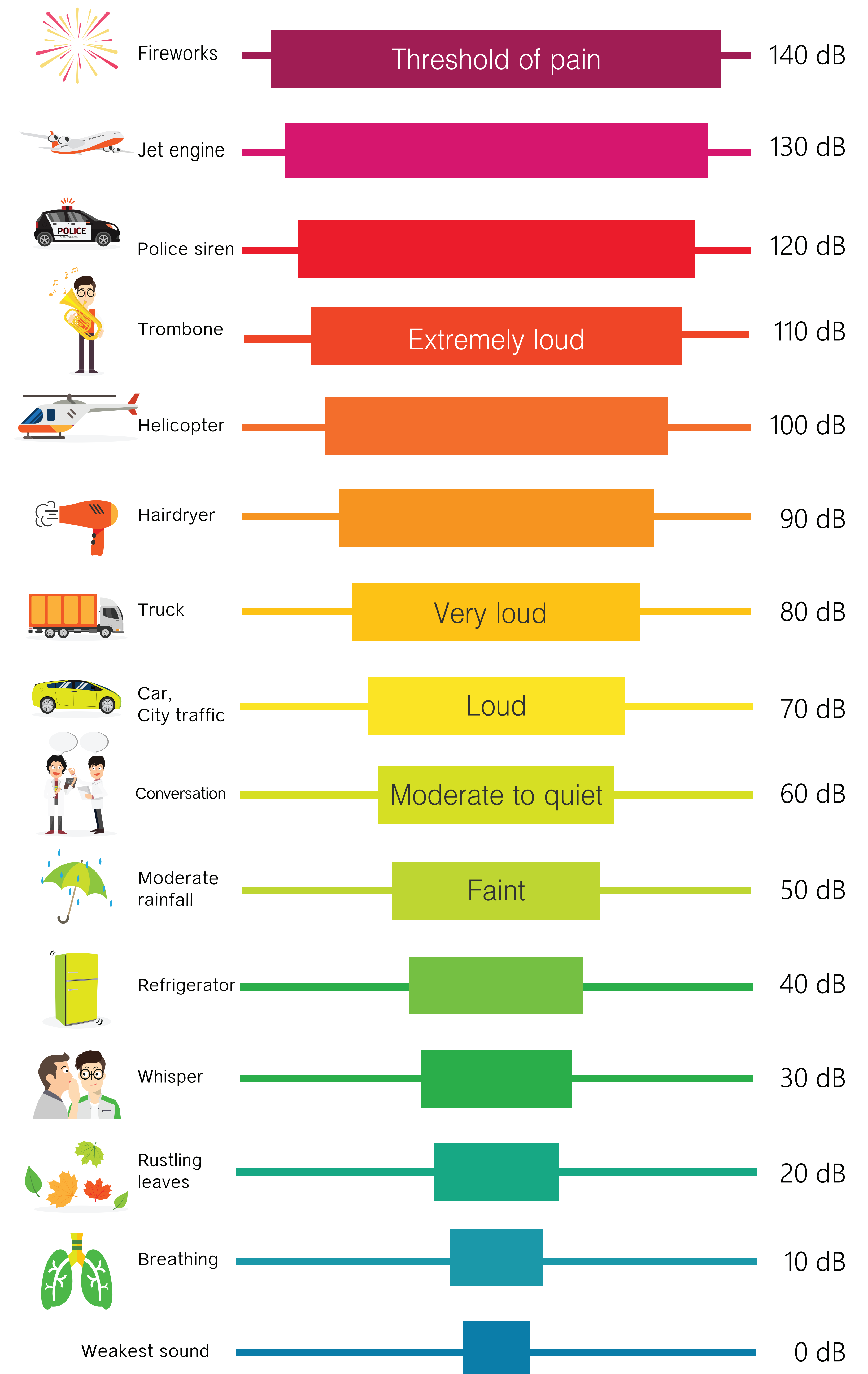
Traffic noise impacts are identified when:

1. Locations where sound levels resulting from the project would exceed the Federal Highway Administration Noise Abatement Criteria, and/or
2. The increase in sound levels because of the project would be considered substantial – a 10 dB(A) or more increase over existing sound levels

If highway traffic noise impacts are identified, KDOT will consider including noise barriers in the project to reduce traffic noise for affected properties.

Decibel Scale (dB)

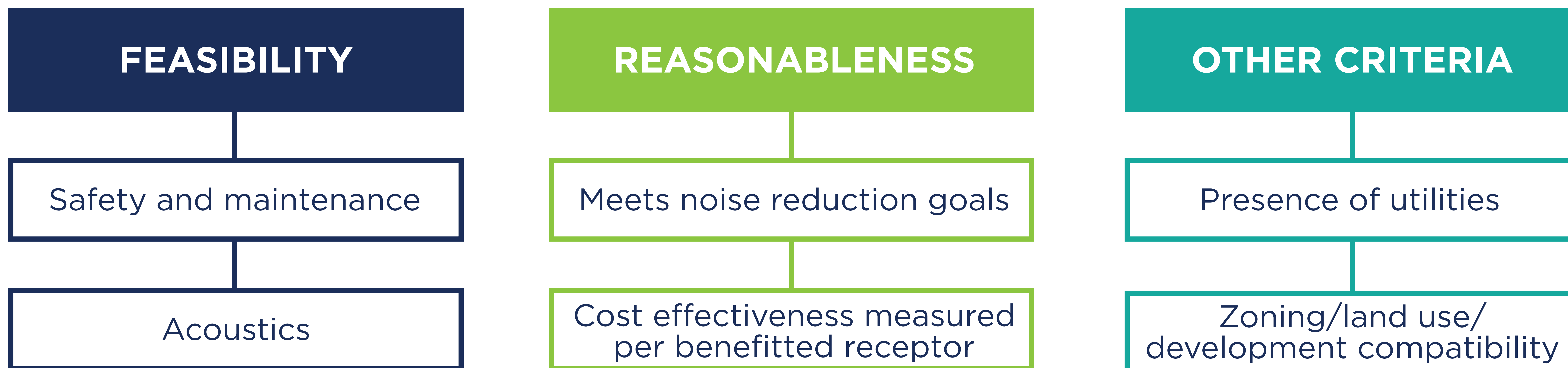
An explanation of the decibel scale and related units for measuring sound and loudness.





KDOT Highway Traffic Noise Policy

If traffic noise impacts are identified, KDOT will look at the following factors to evaluate whether to include noise barriers:



Public Notification – if noise barriers are feasible and reasonable, residents will have the opportunity to vote on whether a noise barrier should be constructed