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STATE OF KANSAS

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October 8, 2018

Manager Tom Markus
City of Lawrence
P.O. Box 708
Lawrence, KS 66044

SEIS for K-10 Highway (South Lawrence Trafficway), Douglas County, Kansas

Dear Mr. Markus,

To comply with the National Environmental Policy Act (NEPA), the Federal Highway Administration (FHWA), in cooperation with the Kansas Department of Transportation, (KDOT) is initiating a Supplemental Environmental Impact Statement (SEIS) for improvements to a section of the K-10/South Lawrence Trafficway (SLT), located within the south and west limits of the City of Lawrence, in Douglas County, Kansas.

The overall project study limits begin just north of Interstate 70 at North 1800 Road/Farmer's Turnpike and extend to just east of the existing K-10/23rd Street system interchange. The overall length is 19.0 miles and is broken down as follows:

- The West Section begins just north of Interstate 70 at North 1800 Road/Farmer's Turnpike to US-59/Iowa Street (approximately 8.7 miles);
- The East Section begins at US-59/Iowa Street and continues to the existing K-10/23rd Street system interchange; and
- The project study area also includes East 600 Road/Lecompton Road at Interstate 70 (approximately 0.6 mile), and U.S. 40 from K-10 to E 600 Road (approximately 4.1 miles).

A previous Environmental Impact Statement (EIS) was prepared in 1990 for the overall SLT study area. The purpose and need stated in that EIS was to relieve congestion on existing 23rd Street and Iowa Street by diverting through and local traffic from these two existing streets and Clinton Parkway, thereby achieving an improved level of traffic service on the local street network. The goals of the current proposed project on the West Section are to increase capacity, enhance safety, and address access while minimizing or avoiding impacts to sensitive project environmental features within the project footprint. Also, the project will provide an efficient and cost-effective transportation facility for users of K-10 Highway and the surrounding state highway system.

As an outcome of the approved 1990 EIS, two expressway lanes of the West Section were constructed and opened to traffic in 1996. The East Section was not constructed and a subsequent SEIS with a "No Build" decision was approved in 2000. A subsequent EIS, in conjunction with a USACE 404 Permit, was completed in 2002 and adopted and approved by FHWA in November 2007, with a Record of

Decision (ROD) issued in May 2008. Since the completion of the ROD, the East Section four-lane freeway was constructed and opened to traffic in 2016.

The current SEIS, as a supplement to the original 1990 EIS, will evaluate a 'No Action' alternative as well as a combination of toll-free and tolled build alternatives for the entire SLT study area. Roadway configuration options will be evaluated, including upgrading the West Section as a four-lane freeway with controlled access and interchanges at West 6th Street/U.S. 40, Bob Billings Parkway, Clinton Parkway, an interchange between Wakarusa Drive and Kasold Drive, and at U.S. 59/Iowa Street. Also, interchange alternatives at I-70/East 600 Road/Lecompton Road and K-10/I-70/North 1800 Road will be considered. The East Section of the SLT is included in this study because it was a part of the study area for the original 1990 EIS, and because funding options, such as tolled and toll-free options, are being evaluated for the project. Therefore, the entire SLT corridor will need to be evaluated to assess potential impacts of the funding options. It is not anticipated that there will be any physical roadway improvements or modifications that require additional right-of-way on the East Section as a result of the funding options.

A formal scoping process will be initiated that involves appropriate federal, state, and local agencies, as well as stakeholders and the public. This will continue throughout the study to engage the local and regional community, to obtain public input and to keep the public informed. Coordination meetings will be held as needed with affected/concerned local, State, Tribal, and Federal governmental entities. Public meetings will be held to present the findings of the SEIS. The SEIS will be made available for public and agency review and comment prior to the public meetings.

As part of the early coordination process, we are requesting your agency to serve as a participating agency for the project. Comments and information you provide will be used to determine if the proposed improvements may have impacts that warrant further consideration. Your comments will be incorporated into the environmental planning process and ultimately the SEIS document, as appropriate.

The enclosed project study area map, project description, project coordination plan and impact methodologies memorandum should help you understand the nature of the project and help you determine the location of the proposed improvements. To remain on schedule, it is requested that your response to our request to serve as a participating agency, and any comments you may have on the enclosed documents be sent to our office within 30 days of receipt of this letter. If you have any questions about the project please contact me at (785) 296-4139 or aaron.frits@ks.gov.

Sincerely,

Aaron M. Frits, P.E.,
Road Design Leader
Bureau of Road Design
Kansas Department of Transportation


Project Study Area
K10/South Lawrence Trafficway
Supplemental Environmental Impact Statement
Project Study Area
0 0.5 1 2
Miles
September 2018

South Lawrence Trafficway Supplemental EIS

Project Description

The proposed project is the improvement of K-10/South Lawrence Trafficway (SLT), located within the south and west limits of the City of Lawrence, in Douglas County, Kansas. The overall project study limits begin just north of Interstate 70 at North 1800 Road(Farmer's Turnpike) and extend to just east of the existing K-10/23rd Street system interchange. The overall length is 19.0 miles and is broken down as follows:

- The West Section begins just north of Interstate 70 at North 1800 Road(Farmer's Turnpike) to US-59/Iowa Street (approximately 8.7 miles);
- The East Section begins at US-59/Iowa Street and continues to the existing K-10/23rd Street system interchange; and
- The project study area also includes East 600 Road/Lecompton Road at Interstate 70 (approximately 0.6 mile), and U.S. 40 from K-10 to East 600 Road (approximately 4.1 miles).

A project map is attached showing the study area for the project.

A previous Environmental Impact Statement (EIS) was prepared in 1990 for the overall SLT study area. The purpose and need stated in that EIS was to relieve congestion on existing 23rd Street and Iowa Street by diverting through and local traffic from these two existing streets and Clinton Parkway, thereby achieving an improved level of traffic service on the local street network. The goals of the current proposed project on the West Section are to increase capacity, enhance safety, and address access while minimizing or avoiding impacts to sensitive project environmental features within the project footprint. Also, the project will provide an efficient and cost-effective transportation facility for users of K-10 Highway and the surrounding state highway system.

As an outcome of the approved 1990 EIS, two expressway lanes of the West Section were constructed and opened to traffic in 1996. The East Section was not constructed and a subsequent SEIS with a "No Build" decision was approved in 2000. A subsequent EIS, in conjunction with a USACE 404 Permit, was completed in 2002 and adopted and approved by FHWA in November 2007, with a Record of Decision (ROD) issued in May 2008. Since the completion of the ROD, the East Section four-lane freeway was constructed and opened to traffic in 2016.

The *K-10 West Leg Concept Study*, conducted from 2014-2016 for the Kansas Department of Transportation, investigated the current and future needs and functions in the K-10/SLT West Section. This study considered alternatives for the future widening and upgrade of the corridor, which modified the current 2-lane expressway design to a 4-lane freeway design with limited access, grade separated interchanges in place of existing at-grade intersections. The concept study will be used as a reference document during the preparation of the SEIS.

A Supplemental Environmental Impact Statement (SEIS) will be prepared for the proposed project. The current SEIS, as a supplement to the original 1990 EIS, will evaluate a 'No Action' alternative as well as a combination of potential funding options for the entire SLT study area. Roadway configuration options will be evaluated, including upgrading of the West Section as a four-lane freeway, with controlled access

and interchanges at West 6th Street/U.S. 40, Bob Billings Parkway, Clinton Parkway, an interchange between Wakarusa Drive and Kasold Drive, and at U.S. 59/Iowa Street. Also, interchange alternatives at I-70/East 600 Road/Lecompton Road and K-10/I-70/North 1800 Road will be considered. The East Section of the SLT is included in this study because it was a part of the study area for the original 1990 EIS, and because a combination of funding options is being evaluated for the project. Therefore, the entire SLT corridor will be evaluated to assess potential impacts of the funding options. It is not anticipated that there will be any physical roadway improvements or modifications that require additional right-of-way on the East Section as a result of the funding options.

Anticipated Impacts

A wide spectrum of social, economic and environmental resources will be evaluated with the SEIS to determine impacts to the aquatic ecosystem, cultural resources; threatened and endangered species; floodplains; transportation; parks and recreation; noise and air quality; environmental justice; and socioeconomics. This includes direct, indirect and cumulative impacts. Impacts may vary depending on the elements of the final design.

As part of the proposed project, existing right-of-way will be used whenever practical. However, additional right-of-way may be required to accommodate the proposed improvements in the West Section, along U.S. 40, and at East 600 Road/Lecompton Road at I-70. Precise right-of-way impacts, as well as potential impacts will be determined as planning and design activities continue for the proposed project.

Development Procedures

This project is being developed for federal funding participation. A determination by the Kansas Department of Transportation and the Federal Highway Administration has identified this project as requiring the preparation of a Supplemental EIS.

Current regulations governing development of federally funded highway improvements require early coordination with units of government who may have interests in the project or its potential impacts. This Project Description is intended to provide early notification of the proposed project and to solicit comments regarding the potential impacts of such an action. Several federal, state, and local agencies will be contacted directly to request their early input as part of the project impact identification process.

Draft Project Coordination Plan

South Lawrence Trafficway

Supplemental Environmental Impact Statement

Douglas County, Kansas

Federal Highway Administration

and

Kansas Department of Transportation

October 2018

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Appendices

1.0 Purpose of the Coordination Plan

Section 6002 of the Safe, Accountable, Flexible, Efficient Transportation Equity Act – A Legacy for Users (SAFETEA-LU) (P.L. 109-059) established an environmental review process for all projects that require an environmental impact statement (EIS) under the National Environmental Policy Act of 1969 (NEPA). SAFETEA-LU also requires the lead agency to prepare a coordination plan to establish a schedule and process for coordinating public and agency participation and comment. The proposed South Lawrence Trafficway (SLT) project is a supplemental EIS (SEIS) to the 1990 K-10/South Lawrence Trafficway EIS and will follow the guidelines of Section 6002 of SAFETEA-LU as well as any updated requirements for this process found in the Fixing America's Surface Transportation (FAST) Act (P.L. 114-94). The study team has prepared a coordination plan to describe the planned coordination for agency and public participation for the project.

2.0 Project Background

2.1 Project Location

The proposed project is the improvement of K-10 Highway South Lawrence Trafficway (SLT), located within the south and west limits of the City of Lawrence, in Douglas County, Kansas. The overall project study limits begin just north of Interstate 70 at North 1800 Road/Farmer's Turnpike and extend to just east of the existing K-10/23rd Street system interchange. **Appendix A** contains the project study area map. The overall length is 19.0 miles and is subdivided into sections as follows:

- The West Section begins just north of Interstate 70 at North 1800 Road/Farmer's Turnpike to US-59/Iowa Street (approximately 8.7 miles);
- The East Section begins at US-59/Iowa Street and continues to the existing K-10/23rd Street system interchange; and
- The project study area also includes East 600 Road/Lecompton Road at Interstate 70 (approximately 0.6 mile), and U.S. 40 from K-10 to E 600 Road (approximately 4.1 miles).

2.2 Purpose and Need

The purpose of the South Lawrence Trafficway is to provide the community with an efficient and cost-effective transportation facility for users of K-10 Highway and the connected state highway system. In addition, the purpose and need established in the 1990 EIS will be carried forward for the SEIS, which is to relieve congestion on the local street network within the city of Lawrence.

The proposed project is needed to:

- ***Reduce congestion*** and improve the travel capacity to meet existing and future travel demands,
- ***Enhance safety*** to help address high crash locations within the study area,
- ***Improve access and connectivity*** between the SLT and I-70, the state highway system and local Lawrence and Douglas County roadway connections,
- ***Promote a multimodal transportation system*** by ensuring the project accommodates the needs of other transportation modes, and

- ***Support local and regional growth*** by providing and coordinating transportation connections to be consistent with planned and proposed community land use and development.

2.3 Project History

A previous Environmental Impact Statement (EIS) was prepared in 1990 for the overall SLT study area. The purpose and need stated in that EIS was to relieve congestion on existing 23rd Street and Iowa Street by diverting through and local traffic from these two existing streets and Clinton Parkway onto K-10, thereby achieving an improved level of traffic service on the local street network.

As an outcome of the approved 1990 EIS, two expressway lanes of the West Section were constructed and opened to traffic in 1996. The East Section was not constructed and a subsequent SEIS with a "No Build" decision was approved in 2000. A subsequent EIS, in conjunction with a USACE 404 Permit, was completed in 2002 and adopted and approved by FHWA in November 2007, with a Record of Decision (ROD) issued in May 2008. Since the completion of the ROD, the East Section four-lane freeway was constructed and opened to traffic in 2016.

The *K-10 West Leg Concept Study*, conducted from 2014-2016 for the Kansas Department of Transportation, investigated the current and future needs and functions in the K-10/SLT West Section. This study considered alternatives for the future widening and upgrade of the corridor, which modified the current 2-lane expressway design to a 4-lane freeway design with limited access, and grade separated interchanges in place of existing at-grade intersections. The concept study will be used as a reference document during the preparation of the SEIS.

3.0 Initial Coordination

To meet the requirements of SAFETEA-LU, the Kansas Department of Transportation (KDOT) formally notified the Federal Highway Administration (FHWA) of its intent to initiate the NEPA EIS process for this project on July 19, 2018. A project initiation letter was signed by KDOT and submitted to FHWA on August 17, 2018.

3.1 Notice of Intent

After project initiation, FHWA with the assistance of KDOT prepared a Notice of Intent (NOI) to prepare an SEIS, as required by the Council of Environmental Quality (CEQ) regulations 40 CFR 1501.7. The NOI was published in the *Federal Register* on September 6, 2018. A copy is included in **Appendix B**. This was the first step in the agency and public coordination process for the project.

3.2 Initial Coordination Package

KDOT prepared an initial coordination packet for distribution to agencies, officials and organizations identified in Table 1 in Section 3.2.4. This packet was sent to agencies during September 2018. This packet includes a letter to coordinate on the project, a project description detailing the project and a project study area map. The letter identifies the initial purpose and need for the project, details the history of the project, provides a summary of preliminary alternatives to be considered, and

examples of environmental resources that will be considered throughout the course of the SEIS. Two types of agencies received the Initial Coordination Packet; Cooperating Agencies and Participating Agencies.

The study team also scheduled a meeting with cooperating and participating resource agencies on October 4, 2018 to review the project. The initial coordination packet and meeting are meant to fulfill the scoping activities point of collaboration.

3.2.1 Lead Agencies

KDOT will serve as the lead state agency for the project. FHWA will serve as the lead federal agency. The environmental review, consultation and other actions as required by Federal law for this project will be carried out by KDOT. KDOT will develop the environmental documents in accordance with 23 CFR 771 and 40 CFR 150-1508 in coordination with FHWA.

KDOT, in cooperation with FHWA, will:

- Identify cooperating and participating agencies in the environmental review process;
- Develop a coordination plan;
- Develop a public involvement plan;
- Solicit input on the project's purpose and need from the public and cooperating and participating agencies;
- Finalize the purpose and need statement;
- Prepare and approve a Draft SEIS;
- Provide the public and cooperating and participating agencies opportunities to offer input on alternatives and the Draft SEIS;
- Select the Preferred Alternative;
- Prepare and approve a combined Final SEIS/Record of Decision (ROD)
- Ensure environmental commitments are completed; and
- Manage the environmental review process and address/resolve any potential issues.

3.2.2 Cooperating Agencies

Cooperating agencies are those governmental agencies specifically requested by the lead agency to participate during the environmental evaluation process for the project. Cooperating agencies are federal agencies that have jurisdiction by law regarding aspects of the proposed project or special expertise pertaining to the project. KDOT, in coordination with FHWA, has identified three cooperating agencies for invitation to participate in the project: the U.S. Army Corps of Engineers (USACE), the U.S. Fish and Wildlife Service (USFWS), and the U.S. Environmental Protection Agency (EPA). These proposed cooperating agencies will assist the preparation, coordination and review of the SEIS where necessary. **Appendix C** contains copies of the cooperating agency invitation letters.

If new information reveals the need to request another agency to serve as a cooperating agency, then KDOT in consultation with FHWA will issue that agency an invitation.

3.2.3 Participating Agencies

SAFETEA-LU (Section 6002) includes a category of agencies to participate in the environmental review process for EISs. These are federal and non-federal governmental agencies that may have an interest in the project because of their jurisdictional authority, special expertise and/or statewide interest. All federal, state, regional, and local government agencies that may have an interest in the project will be invited to serve as participating agencies. Non-governmental organizations and private entities cannot serve as participating agencies.

For the SLT SEIS, Federal, State, tribal, regional, and local government agencies that may have an interest in the project were invited to serve as participating agencies. **Appendix C** contains copies of the invitation letters to participating agencies. Participating agencies are listed in section 3.2.4.

The roles and responsibilities of participating agencies include, but are not limited to:

- Participate in the scoping process;
- Participate in the NEPA process by providing input on the development of the purpose and need statement, range of alternatives, and screening criteria; and
- Identifying, as early as practicable, any issues of concern regarding the project's potential environmental or socioeconomic impacts. Participating agencies also may participate in the issue resolution process.
- Reviewing and providing comment on the Draft SEIS.

If, during the progress of the project, new information indicates that an agency not previously requested to be a participating agency does indeed have authority, jurisdiction, acknowledged expertise or information relevant to the project, then KDOT, in consultation with FHWA, will promptly extend an invitation to that agency to be a participating agency.

Accepting the designation as a participating agency does not indicate project support and does not provide an agency with increased oversight or approval authority beyond its statutory limits, if applicable. Cooperating agencies are, by definition, participating agencies, but not all participating agencies are cooperating agencies. The roles and responsibilities of cooperating and participating agencies are very similar, but cooperating agencies have a slightly higher degree of authority, responsibility, and involvement in the environmental review process.

Comment periods for the public or participating agencies will not exceed 30 days unless a different comment period is established by the study team, lead agency, and all participating agencies.

3.2.4 Agency List

Table 1 shows the Lead, Cooperating and Participating Agencies for the project.

Table 1: List of Lead, Cooperating and Participating Agencies

Agency	Role	Accepted Invitation	Responsibility
Federal Highway Administration (FHWA)	Federal Lead Agency	NA	Manage environmental review process; prepare and approve SEIS; provide opportunities for public and agency involvement
Kansas Department of Transportation (KDOT)	State Lead Agency	NA	Manage environmental review process; prepare and approve SEIS; provide opportunities for public and agency involvement
U.S. Army Corp of Engineers (USACE)	Cooperating Agency	Yes	Assist with the preparation, coordination and review of the SEIS where necessary. In addition, cooperating agency for original 1990 EIS, provide continuity through the supplemental.
U.S. Fish and Wildlife Service (USFWS)	Cooperating Agency		Assist with the preparation, coordination and review of the SEIS where necessary; manage potential impacts to endangered species, including Mead's Milkweed.
U.S. Environmental Protection Agency (EPA)	Cooperating Agency	Yes	Assist with the preparation, coordination and review of the SEIS where necessary.
U.S. Department of the Interior, Office of Environmental Policy and Compliance	Participating Agency		Consultation
U.S. Department of Agriculture (USDA)	Participating Agency		Consultation
Natural Resource Conservation Service (NRCS)	Participating Agency		Consultation
Federal Emergency Management Agency (FEMA)	Participating Agency		Consultation
Federal Transit Administration (FTA), Region 7	Participating Agency		Consultation
U.S. Department of the Interior, National Park Service, Midwest Region	Participating Agency		Consultation

Agency	Role	Accepted Invitation	Responsibility
Advisory Council on Historic Preservation	Participating Agency		Consultation
U.S. Department of the Interior, Bureau of Indian Education	Participating Agency		Consultation
U.S. Department of the Interior, Bureau of Indian Affairs	Participating Agency		Consultation
U.S. Department of the Interior, Office of the Regional Solicitor	Participating Agency		Consultation
U.S. Geologic Survey	Participating Agency		Consultation
U.S. Department of Housing and Urban Development (HUD)	Participating Agency		Consultation
U.S. Department of Commerce, Denver Regional Office	Participating Agency		Consultation
U.S. Department of Energy, Office of NEPA Policy and Compliance	Participating Agency		Consultation
Kansas Department of Health and Environment	Participating Agency		Consultation
Kansas Department of Wildlife, Parks & Tourism	Participating Agency		Consultation
Kansas State Historical Society	Participating Agency		Consultation
Kansas Water Office	Participating Agency		Consultation
Kansas Biological Survey	Participating Agency		Consultation
Kansas Turnpike Authority	Participating Agency	Yes	Consultation
Kansas Geological Survey	Participating Agency		Consultation
Kansas Forest Service	Participating Agency		Consultation
Kansas Department of Agriculture	Participating Agency		Consultation
Kansas Department of Commerce	Participating Agency		Consultation

Agency	Role	Accepted Invitation	Responsibility
Kansas Corporation Commission	Participating Agency		Consultation
Douglas County Metropolitan Planning Organization	Participating Agency		Consultation
Douglas County Commission	Participating Agency		Consultation
Douglas County Appraiser	Participating Agency		Consultation
City of Lawrence	Participating Agency		Consultation
City of Lawrence Chamber of Commerce	Participating Agency		Consultation
City of Lecompton	Participating Agency		Consultation
Douglas County Public Works	Participating Agency		Consultation
City of Lawrence Public Works	Participating Agency		Consultation
City of Lawrence Parks & Recreation Department	Participating Agency		Consultation
Douglas County Administrator	Participating Agency		Consultation
Lawrence Public Schools	Participating Agency		Consultation
Perry-Lecompton School District	Participating Agency		Consultation
Haskell Indian Nations University	Participating Agency		Consultation
University of Kansas	Participating Agency		Consultation
Wakarusa Township	Participating Agency		Consultation

4.0 Coordination Points

Lead and cooperating agencies for the project must agree that the project may move forward at key points including the impact assessment methodologies, purpose and need, Reasonable Alternatives carried forward, preliminary Draft SEIS, and combined Final SEIS/ROD. Cooperating agencies may also be asked to review key technical memoranda that deal with their expertise/jurisdiction. Cooperating agencies have special authority or expertise regarding certain aspects of the project.

Participating agencies may also be asked to review deliverables and provide feedback at the same collaboration points, including impact assessment methodologies, purpose and need, Reasonable

Alternatives carried forward, preliminary Draft SEIS and combined Final SEIS/ROD. The study team will address comments received from participating agencies before finalizing documents for official approval.

The lead agency (KDOT) will ensure information is presented to participating agencies at key points throughout the project through coordination. An agreed upon amount of time will be provided for agencies to review and submit feedback; this will typically be 30 days from receipt of the materials. Key coordination points for this project and anticipated dates for coordination are shown in **Table 2**.

Table 2: Anticipated Key Milestone and Deliverable Dates for Agency Reviews and Comments

Task Name	Duration	Start	Finish
Project Initiation			
Federal Register Notice of Intent Published	1 day	September 6, 2018	September 6, 2018
Agency Scoping Meeting	1 day	October 4, 2018	October 4, 2018
Review of Coordination Plan, Screening Criteria & Methodologies Memo	30 days	October 4, 2018	November 5, 2018
Agency Concurrence: Coordination Plan & Methodologies Memorandum	1 day	November 16, 2018	November 16, 2018
Purpose and Need			
Review of Preliminary Purpose & Need	30 days	November 2018	December 2018
Review of Refined Purpose & Need Statement	30 days	January 2019	February 2019
Agency Concurrence: Purpose & Need Statement	1 day	February 2019	February 2019
Initial Alternatives			
Review of Initial Alternatives Memorandum	30 days	January 2019	February 2019
Agency Concurrence: Initial Alternatives	1 day	March 2019	March 2019
Reasonable Alternatives			
Review of Reasonable Alternatives	NA - initial review only	September 2019	NA - initial review only
Review of Reasonable Alternatives Memorandum	30 days	January 2020	February 2020
Agency Concurrence: Reasonable Alternatives	1 day	March 2020	March 2020
Identified Preferred Alternative			
Review of Preferred Alternative Recommendation	30 days	May 2020	June 2020
Draft SEIS			
Cooperating Agencies Review of Draft SEIS	30 days	May 2020	June 2020
Draft SEIS Approval	1 day	June 2020	June 2020
Draft SEIS - Agency & Public Review Period	45 days	June 2020	August 2020
Agency Concurrence: Preferred Alternative	1 day	August 2020	August 2020
Combined Final SEIS & Record of Decision			
Combined Final SEIS/ROD Approval	1 day	May 2021	May 2021

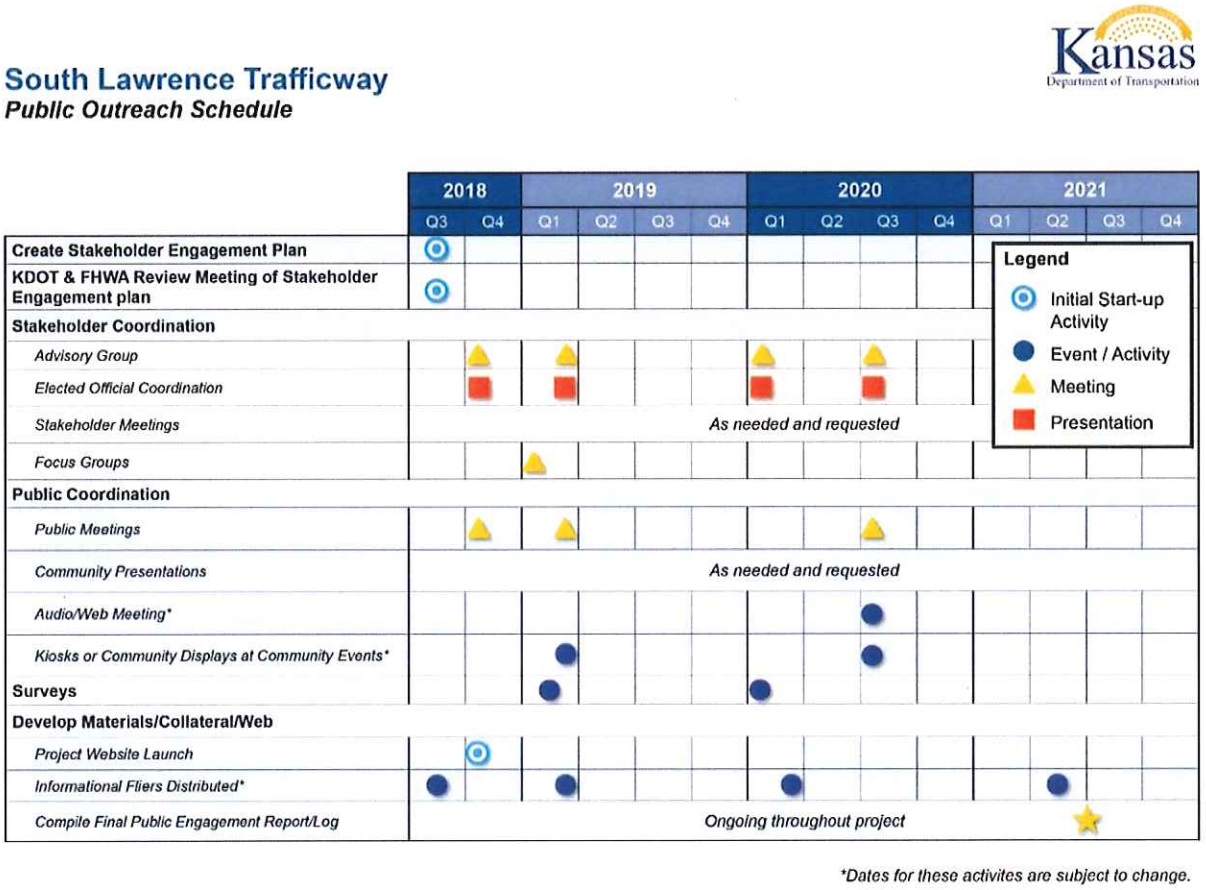
Task Name	Duration	Start	Finish
Combined Final SEIS/ROD Review Period	30 days	May 2021	June 2021
Completion of permits, licenses or approvals	60 days	July 2021	September 2021

5.0 Public Involvement and Stakeholder Outreach

Due to the importance of the South Lawrence Trafficway project to the region, a comprehensive public involvement and stakeholder outreach program has been developed. A copy of the Stakeholder Engagement and Communications Plan showing key activities and points of contact with the public, stakeholders and project advisory group is included in **Appendix D**.

Figure 1 shows the general schedule for public involvement and stakeholder outreach identified for this project.

Figure 1: Public Outreach Schedule

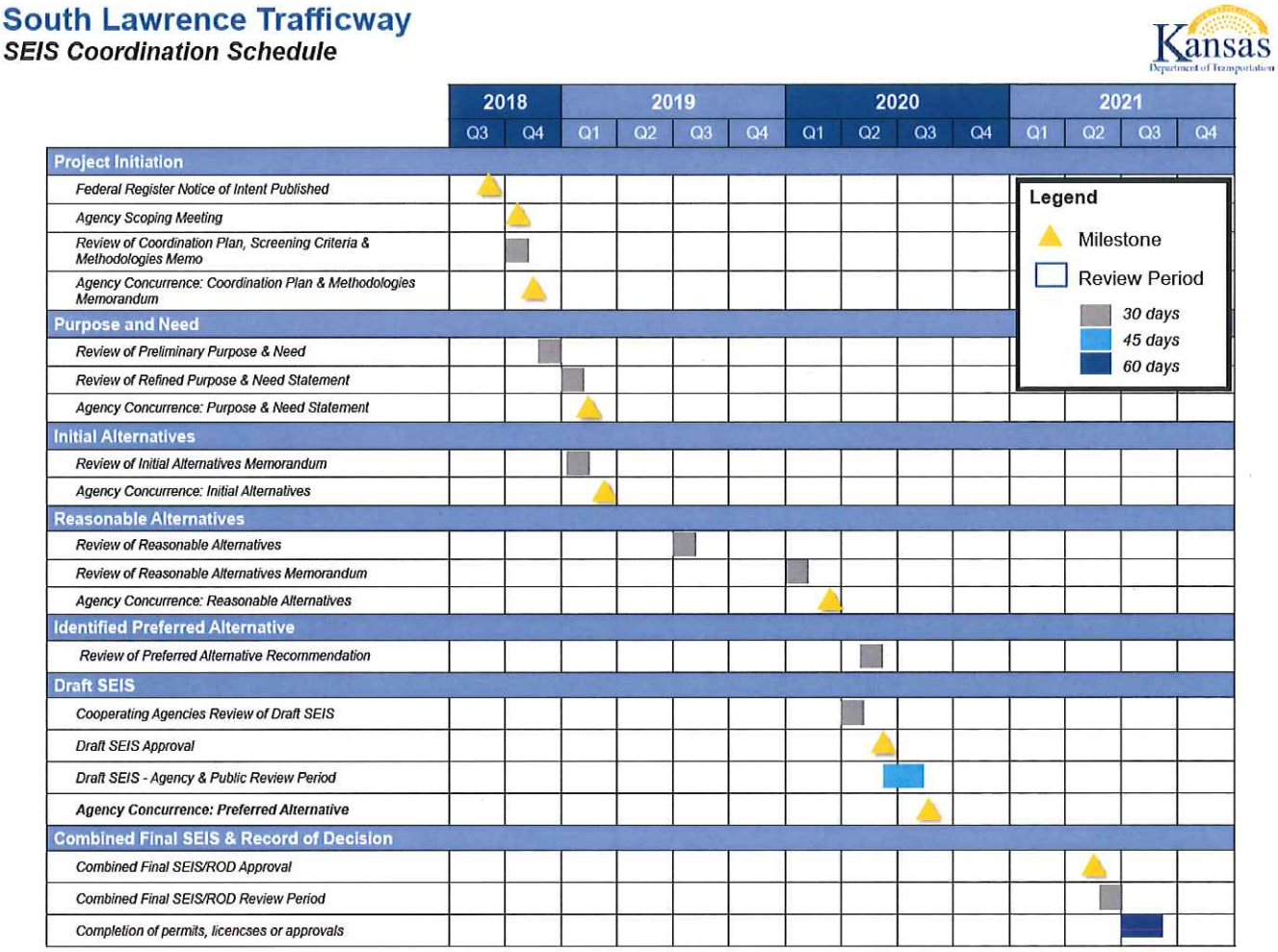


6.0 Project Schedule

The project is expected to be completed the Summer of 2021. **Figure 2** contains the schedule for the completion of the SEIS and issuance of a combined Final SEIS/ROD for this project. This schedule will be revised and updated as the project moves forward, and if additional information is discovered that

requires schedule adjustments. Any updates to the project coordination plan and schedule will be provided to the cooperating and participating agencies for the project.

Figure 2: Project Schedule



7.0 Revision History

The revision history log will be used to identify changes to the Coordination Plan.

Version	Date	Document Name	Revision description and why it was needed.
1			
2			
3			
4			
5			

8.0 Coordination Tracking

The following table will be used to track public and agency coordination milestones.

Coordination Milestone	Agency(ies) Responsible	Completion Date
Project Initiation letter to FHWA	KDOT	August 17, 2018
Notice of Intent published in Federal Register	FHWA KDOT	September 6, 2018
Invitation letter sent to cooperating agencies	FHWA	September 14, 2018
Invitation letter sent to participating agencies	KDOT	September 14, 2018
Agency Coordination Scoping Meeting	FHWA KDOT	October 4, 2018
Collaboration on Impact Assessment Methodologies and Coordination Plan	FHWA KDOT Cooperating and Participating Agencies	October 4, 2018
Collaboration on Purpose and Need	FHWA KDOT Cooperating and Participating Agencies	
First Public Meeting	KDOT Public	
Collaboration of Initial Alternatives	FHWA KDOT Cooperating and Participating Agencies	
Second Public Meeting	KDOT Public	
Collaboration of Reasonable Alternatives	FHWA KDOT Cooperating and Participating Agencies	
Identify Preferred Alternative	FHWA KDOT	
Collaboration on Draft SEIS	FHWA KDOT Cooperating and Participating Agencies	
Circulation of Draft SEIS	FHWA KDOT	
Public Hearing	KDOT Public	

Coordination Milestone	Agency(ies) Responsible	Completion Date
Collaboration on Identified Preferred Alternative	FHWA KDOT Cooperating and Participating Agencies	
Circulation of Combined Final SEIS/ROD	FHWA KDOT	
Issue ROD	FHWA KDOT	

Appendix A – Project Study Area Map


Project Study Area
Farmers Turnpike
Lake View
N 1800 Rd
E 1200 Rd
Lawrence Municipal Airport
Riverfront Park
Kansas
Bismarck Grove
MONTEREY HOMEOWNERS
PINCKNEY
Kasold Dr
W 6th St
Lawrence
N 1600 Rd
W 9th St
HILLCREST
EAST LAWRENCE
Wakarusa Dr
WESTERN HILLS
Bob Billings Pkwy
S Iowa St
E 15th St
N 1500 Rd
E 1750 Rd
University of Kansas
W 19th St
BARKER
Noria
SCHWEGLER
Massachusetts St
Haskell Ave
N 1400 Rd
E 23rd St
W 23rd St
Clinton Pkwy
Louisiana St
Haskell Indian Nations University
PRAIRIE PARK
Overlook Park
Clinton State Park
Broken Arrow Park
W 31st St
N 1200 Rd
E 1300 Rd
E 1500 Rd
N 1150 Rd
E 1000 Rd
Clinton
Bloomington Park
K10/South Lawrence Trafficway
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0 0.5 1 2
Miles
September 2018

Appendix B - Notice of Intent

pursuant to the authority vested in me by the Act of October 19, 1965 (79 Stat. 985; 22 U.S.C. 2459), E.O. 12047 of March 27, 1978, the Foreign Affairs Reform and Restructuring Act of 1998 (112 Stat. 2681, *et seq.;* 22 U.S.C. 6501 note, *et seq.*), Delegation of Authority No. 234 of October 1, 1999, and Delegation of Authority No. 236–3 of August 28, 2000.

Marie Therese Porter Royce,

Assistant Secretary for Educational and Cultural Affairs, Department of State.

[FR Doc. 2018–19228 Filed 9–5–18; 8:45 am]

BILLING CODE 4710–05–P

DEPARTMENT OF TRANSPORTATION

Federal Highway Administration

Environmental Impact Statement: Douglas County, Kansas

AGENCY: Federal Highway Administration (FHWA), DOT.

ACTION: Notice of Intent.

SUMMARY: The FHWA is issuing this Notice of Intent (NOI) to advise the public that a supplement to the final environmental impact statement will be prepared to address impacts of proposed improvements to a section of K–10 Highway South Lawrence Trafficway, located within the south and west limits of the City of Lawrence, in Douglas County, Kansas.

FOR FURTHER INFORMATION CONTACT:

Federal Highway Administration—Kansas Division: Richard E. Backlund, Division Administrator, 6111 SW 29th Street, Suite 100, Topeka, KS 66614–4271, telephone (785) 273–2600, or via email at: *richard.backlund@dot.gov.*

Kansas Department of Transportation: Catherine M. Patrick, State Transportation Engineer, Dwight D. Eisenhower State Office Building, 700 SW Harrison Street, Topeka, KS 66603–3745, telephone (785) 296–2799, or via email at: *catherine.patrick@ks.gov.*

SUPPLEMENTARY INFORMATION: The FHWA, in cooperation with the Kansas Department of Transportation (KDOT), will prepare a Supplemental Environmental Impact Statement (SEIS) on a proposal to improve K–10/South Lawrence Trafficway (SLT) located in Douglas County, Kansas. The overall project study limits begin just north of Interstate 70 at North 1800 Road/Farmer's Turnpike to just east of the existing K–10/23rd Street system interchange. The overall length is 19.0 miles and i5 broken down as follows: The West Section begins just north of Interstate 70 at North 1800 Road/Farmer's/Turnpike to US–59/Iowa Street (approximately 8.7 miles). The East Section begins at US–59/Iowa Street and continues to the existing K–10/23rd Street system interchange. The project study area also includes East 600 Road/Lecompton Road at Interstate 70 (approximately 0.6 mile), and U.S. 40 from K–10 to E 600 Road (approximately 4.1 miles).

A previous Environmental Impact Statement (EIS) was prepared in 1990 for the overall SLT study area. The Purpose and Need stated in that EIS was to relieve congestion on existing 23rd Street and Iowa Street by diverting through and local traffic from these two existing streets and Clinton Parkway, thereby achieving an improved level of traffic service on the local street network. The goals of the current proposed project on the West Section are to increase capacity, enhance safety, and address access while balancing sensitive project environmental features within the project footprint. Also, the project will provide an efficient and cost-effective transportation facility for users of K–10 Highway and the surrounding state highway system.

As an outcome of the approved 1990 EIS, two expressway lanes of the West Section were constructed and opened to traffic in each direction in 1996. The East Section was not constructed and a subsequent SEIS with a ''No Build'' decision was approved in 2000. A subsequent EIS, in conjunction with a USACE 404 Permit, was completed in 2002 and adopted and approved by FHWA in November 2007. The FHWA then issued a Record of Decision (ROD) in May 2008. Since the completion of the ROD, the East Section four-lane freeway was constructed and opened to traffic in 2016.

The current SEIS, as a supplement to the original 1990 EIS, will evaluate a 'No Action' alternative as well as a combination of toll-free and tolled build alternatives for the entire SLT study area. Roadway configuration options will be evaluated for the West Section, including upgrading the West Section as a four-lane freeway with controlled access and interchanges at West 6th Street/U.S. 40, Bob Billings Parkway, Clinton Parkway, an interchange between Wakarusa Drive and Kasold Drive, and at U.S. 59/Iowa Street. Also, there will be discussions about interchange alternatives at I–70/East 600 Road/Lecompton Road and K–10/I–70/North 1800 Road.

A formal scoping process will be initiated that involves appropriate Federal, State, and local agencies, as well as stakeholders and the public. This will continue throughout the study to engage the local and regional community, to obtain public input and to keep the public informed. Coordination meetings will be held as needed with affected/concerned local, State, Tribal, and Federal governmental entities. Public hearings will be held to present the findings of the SEIS. The SEIS will be made available for public and agency review and comment prior to the public hearings.

The FHWA and KDOT plan to prepare a combined Final SEIS/Record of Decision for the project. The SEIS will analyze the potential social, economic, and environmental impacts resulting from the proposed project. The following issues will be specifically analyzed as part of the SEIS: Impacts to the aquatic ecosystem; impacts to cultural resources; impacts to threatened and endangered species; impacts to floodplains; impacts to transportation; impacts to parks/recreation; environmental justice; secondary and cumulative impacts; and socioeconomics. This analysis will include a detailed examination of direct, indirect and cumulative impacts that could result from the construction of a selected alternative emanating from this SEIS. Other Federal approvals or permits that may be required include a Section 404 Permit from the U.S. Army Corps of Engineers (USACE), a floodplain development permit from the state office of the Federal Emergency Management Agency (FEMA), as well as water resource and floodplain permits from the Kansas Division of Water Resources.

To ensure that the full range of issues related to the proposed action are addressed and all significant issues defined, comments and suggestions are invited from all interested parties. Comments or questions concerning the proposed action and the SETS should be directed to FHWA or KDOT at the addresses provided above.

Issued on: August 22, 2018.

Richard E. Backlund,

Division Administrator FHWA—Kansas Division.

[FR Doc. 2018–19224 Filed 9–5–18; 8:45 am]

BILLING CODE 4910–22–M

Appendix C – Coordination Letters

Note: Examples of Cooperating and Participating Agency Letters included in this print out. Full letters available in PDF.

U.S. Department of Transportation
Federal Highway Administration

Kansas Division

6111 SW 29th, Suite 100
Topeka, Kansas 66614
(785)273-2600
(785)273-2620 (fax)
www.fhwa.dot.gov/ksdiv/index.htm

September 14, 2018

In Reply Refer To:
HDA-KS

Jason Luginbill
Field Supervisor
U.S. Fish and Wildlife Service
2609 Anderson Ave.
Manhattan, KS 66502

Subject: SEIS for K-10 Highway (South Lawrence Trafficway), Douglas County, Kansas

Dear Mr. Luginbill:

To comply with the National Environmental Policy Act (NEPA), the Federal Highway Administration (FHWA), in cooperation with the Kansas Department of Transportation, (KDOT) is initiating a Supplemental Environmental Impact Statement (SEIS) for improvements to a section of the K-10/South Lawrence Trafficway (SLT), located within the south and west limits of the City of Lawrence, in Douglas County, Kansas. Since the federally-threatened Mead's Milkweed is present, or known to be present on native prairie areas within the project study area, we are requesting you to be a cooperating agency.

The overall project study limits begin just north of Interstate 70 at North 1800 Road/Farmer's Turnpike and extend to just east of the existing K-10/23rd Street system interchange. The overall length is 19.0 miles and is broken down as follows:

- The West Section begins just north of Interstate 70 at North 1800 Road/Farmer's Turnpike to US-59/Iowa Street (approximately 8.7 miles);
- The East Section begins at US-59/Iowa Street and continues to the existing K-10/23rd Street system interchange; and
- The project study area also includes East 600 Road/Lecompton Road at Interstate 70 (approximately 0.6 mile), and U.S. 40 from K-10 to E 600 Road (approximately 4.1 miles).

A previous Environmental Impact Statement (EIS) was prepared in 1990 for the overall SLT study area. The purpose and need stated in that EIS was to relieve congestion on existing 23rd Street and Iowa Street by diverting through and local traffic from these two existing streets and Clinton Parkway, thereby achieving an improved level of traffic service on the local street network. The goals of the current proposed project on the West Section are to increase capacity, enhance safety, and address access while minimizing or avoiding impacts to sensitive project environmental features within the project footprint. The project will also provide an efficient and cost-effective transportation facility for users of K-10 Highway and the surrounding state highway system.

As an outcome of the approved 1990 EIS, two expressway lanes of the West Section were constructed and opened to traffic in 1996. The East Section was not constructed and a subsequent SEIS with a "No Build" decision was approved in 2000. A subsequent EIS, in conjunction with a USACE 404 Permit, was completed in 2002 and adopted and approved by FHWA in November

2007, with a Record of Decision (ROD) issued in May 2008. Since the completion of the ROD, the East Section four-lane freeway was constructed and opened to traffic in 2016.

The current SEIS, as a supplement to the original 1990 EIS, will evaluate a 'No Action' alternative as well as a combination of toll-free and tolled build alternatives for the entire SLT study area. Roadway configuration options will be evaluated, including upgrading the West Section as a four-lane freeway with controlled access and interchanges at West 6th Street/U.S. 40, Bob Billings Parkway, Clinton Parkway, an interchange between Wakarusa Drive and Kasold Drive, and at U.S. 59/Iowa Street. Also, interchange alternatives at I-70/East 600 Road/Lecompton Road and K-10/I-70/North 1800 Road will be considered. The East Section of the SLT is included in this study because it was a part of the study area for the original 1990 EIS, and because funding options, such as tolled and toll-free options, are being evaluated for the project. Therefore, the entire SLT corridor will need to be evaluated to assess potential impacts of the funding options. It is not anticipated that there will be any physical roadway improvements or modifications that require additional right-of-way on the East Section as a result of the funding options.

A formal scoping process will be initiated that involves appropriate federal, state, and local agencies, as well as stakeholders and the public. As part of the scoping process for the project, an interagency coordination meeting will be held on October 4, 2018 with federal and state agencies. The meeting will be held at 8:30 am at the Bioscience and Technology Business Center, 2029 Becker Drive, Lawrence, KS 66047 and your agency is invited to attend the meeting.

Your agency's involvement should include those areas under your jurisdiction and area of expertise with no direct writing or analysis necessary for the preparation of the SEIS. The following are activities we will take to ensure interagency cooperation:

1) Invite you to coordination meetings;
2) Consult with you on any relevant technical studies as required for the project;
3) Organize joint field reviews, as appropriate;
4) Provide you with project information, including study results;
5) Encourage your agency to use the above documents to express your views on subjects within your jurisdiction or expertise; and
6) Include information in the project environmental documents that you need to exercise your National Environmental Policy Act (NEPA) responsibilities and any other requirements regarding jurisdictional approvals, permits, licenses, and/or clearances.

We look forward to your response to this request and your role as a cooperating agency on this project. The enclosed project study area map and project description should help you understand the nature of the project and help you determine the location of the proposed improvements. To remain on schedule, it is requested that your response be sent to our office within 30 days of receipt of this letter. If you have questions or would like to discuss in more detail the project or our

agencies' respective roles and responsibilities during preparation of this SEIS, please contact me by phone at (785) 273-2626 or via email at richard.backlund@dot.gov.

Sincerely yours,

for Richard E. Backlund, AICP
Division Administrator

Enclosures

South Lawrence Trafficway Supplemental EIS

Project Description

The proposed project is the improvement of K-10/South Lawrence Trafficway (SLT), located within the south and west limits of the City of Lawrence in Douglas County, Kansas. The overall project study limits begin just north of Interstate 70 at North 1800 Road (Farmer's Turnpike) and extend to just east of the existing K-10/23rd Street system interchange. The overall length is 19.0 miles and is broken down as follows:

- The West Section begins just north of Interstate 70 at North 1800 Road (Farmer's Turnpike) to US-59/Iowa Street (approximately 8.7 miles);
- The East Section begins at US-59/Iowa Street and continues to the existing K-10/23rd Street system interchange; and
- The project study area also includes East 600 Road/Lecompton Road at Interstate 70 (approximately 0.6 mile), and U.S. 40 from K-10 to East 600 Road (approximately 4.1 miles).

A project map is attached showing the study area for the project.

A previous Environmental Impact Statement (EIS) was prepared in 1990 for the overall SLT study area. The purpose and need stated in that EIS was to relieve congestion on existing 23rd Street and Iowa Street by diverting through and local traffic from these two existing streets and Clinton Parkway, thereby achieving an improved level of traffic service on the local street network. The goals of the current proposed project on the West Section are to increase capacity, enhance safety, and address access while minimizing or avoiding impacts to sensitive project environmental features within the project footprint. The project will also provide an efficient and cost-effective transportation facility for users of K-10 Highway and the surrounding state highway system.

As an outcome of the approved 1990 EIS, two expressway lanes of the West Section were constructed and opened to traffic in 1996. The East Section was not constructed and a subsequent SEIS with a "No Build" decision was approved in 2000. A subsequent EIS, in conjunction with a USACE 404 Permit, was completed in 2002 and adopted and approved by FHWA in November 2007, with a Record of Decision (ROD) issued in May 2008. Since the completion of the ROD, the East Section four-lane freeway was constructed and opened to traffic in 2016.

The *K-10 West Leg Concept Study*, conducted from 2014-2016 for the Kansas Department of Transportation, investigated the current and future needs and functions in the K-10/SLT West Section. This study considered alternatives for the future widening and upgrade of the corridor, which modified the current 2-lane expressway design to a 4-lane freeway design with limited access, grade separated interchanges in place of existing at-grade intersections. The concept study will be used as a reference document during the preparation of the SEIS.

A Supplemental Environmental Impact Statement (SEIS) will be prepared for the proposed project. The current SEIS, as a supplement to the original 1990 EIS, will evaluate a 'No Action' alternative as well as a combination of potential funding options for the entire SLT study area. Roadway configuration options will be evaluated, including upgrading of the West Section as a four-lane freeway, with controlled access and interchanges at West 6th Street/U.S. 40, Bob Billings Parkway, Clinton Parkway, an interchange between Wakarusa Drive and Kasold Drive, and at U.S. 59/Iowa Street. Interchange alternatives at I-70/East 600 Road/Lecompton Road and K-10/I-70/North 1800 Road will also be considered. The East

Section of the SLT is included in this study because it was a part of the study area for the original 1990 EIS, and because a combination of funding options is being evaluated for the project. Therefore, the entire SLT corridor will be evaluated to assess potential impacts of the funding options. It is not anticipated that there will be any physical roadway improvements or modifications that require additional right-of-way on the East Section as a result of the funding options.

Anticipated Impacts

A wide spectrum of social, economic and environmental resources will be evaluated with the SEIS to determine impacts to the aquatic ecosystem, cultural resources, threatened and endangered species, floodplains, transportation, parks and recreation, noise and air quality, environmental justice and socioeconomics. This includes direct, indirect and cumulative impacts. Impacts may vary depending on the elements of the final design.

As part of the proposed project, existing right-of-way will be used whenever practical. However, additional right-of-way may be required to accommodate the proposed improvements in the West Section along U.S. 40, and at East 600 Road/Lecompton Road at I-70. Precise right-of-way impacts, as well as potential impacts will be determined as planning and design activities continue for the proposed project.

Development Procedures

This project is being developed for federal funding participation. A determination by the Kansas Department of Transportation and the Federal Highway Administration has identified this project as requiring the preparation of a Supplemental EIS.

Current regulations governing development of federally funded highway improvements require early coordination with units of government who may have interests in the project or its potential impacts. This Project Description is intended to provide early notification of the proposed project and to solicit comments regarding the potential impacts of such an action. Several federal, state, and local agencies will be contacted directly to request their early input as part of the project impact identification process.

Project Study Area

K10/South Lawrence Trafficway
Supplemental Environmental Impact Statement
Project Study Area

0 0.5 1 2
Miles

September 2018

Department of Transportation
Bureau of Road Design
Dwight D. Eisenhower State Office Building
700 S.W. Harrison Street
Topeka, KS 66603-3745
Scott W King, P.E., Chief

STATE OF KANSAS

GOVERNOR JEFF COLYER, M.D.
RICHARD CARLSON, SECRETARY

Phone: 785-296-3901
Fax: 785-296-4302
kdot#publicinfo@ks.gov
http://www.ksdot.org

September 13, 2018

Mokhtee Ahmad
Regional Administrator
Federal Transit Administration, Region 7
901 Locust St., Ste. 404
Kansas City, MO 64106

SEIS for K-10 Highway (South Lawrence Trafficway), Douglas County, Kansas

Dear Mr. Ahmad,

To comply with the National Environmental Policy Act (NEPA), the Federal Highway Administration (FHWA), in cooperation with the Kansas Department of Transportation, (KDOT) is initiating a Supplemental Environmental Impact Statement (SEIS) for improvements to a section of the K-10/South Lawrence Trafficway (SLT), located within the south and west limits of the City of Lawrence, in Douglas County, Kansas.

The overall project study limits begin just north of Interstate 70 at North 1800 Road/Farmer's Turnpike and extend to just east of the existing K-10/23rd Street system interchange. The overall length is 19.0 miles and is broken down as follows:

- The West Section begins just north of Interstate 70 at North 1800 Road/Farmer's Turnpike to US-59/Iowa Street (approximately 8.7 miles);
- The East Section begins at US-59/Iowa Street and continues to the existing K-10/23rd Street system interchange; and
- The project study area also includes East 600 Road/Lecompton Road at Interstate 70 (approximately 0.6 mile), and U.S. 40 from K-10 to E 600 Road (approximately 4.1 miles).

A previous Environmental Impact Statement (EIS) was prepared in 1990 for the overall SLT study area. The purpose and need stated in that EIS was to relieve congestion on existing 23rd Street and Iowa Street by diverting through and local traffic from these two existing streets and Clinton Parkway, thereby achieving an improved level of traffic service on the local street network. The goals of the current proposed project on the West Section are to increase capacity, enhance safety, and address access while minimizing or avoiding impacts to sensitive project environmental features within the project footprint. Also, the project will provide an efficient and cost-effective transportation facility for users of K-10 Highway and the surrounding state highway system.

As an outcome of the approved 1990 EIS, two expressway lanes of the West Section were constructed and opened to traffic in 1996. The East Section was not constructed and a subsequent SEIS with a "No Build" decision was approved in 2000. A subsequent EIS, in conjunction with a USACE 404 Permit,

was completed in 2002 and adopted and approved by FHWA in November 2007, with a Record of Decision (ROD) issued in May 2008. Since the completion of the ROD, the East Section four-lane freeway was constructed and opened to traffic in 2016.

The current SEIS, as a supplement to the original 1990 EIS, will evaluate a 'No Action' alternative as well as a combination of toll-free and tolled build alternatives for the entire SLT study area. Roadway configuration options will be evaluated, including upgrading the West Section as a four-lane freeway with controlled access and interchanges at West 6th Street/U.S. 40, Bob Billings Parkway, Clinton Parkway, an interchange between Wakarusa Drive and Kasold Drive, and at U.S. 59/Iowa Street. Also, interchange alternatives at I-70/East 600 Road/Lecompton Road and K-10/I-70/North 1800 Road will be considered. The East Section of the SLT is included in this study because it was a part of the study area for the original 1990 EIS, and because funding options, such as tolled and toll-free options, are being evaluated for the project. Therefore, the entire SLT corridor will need to be evaluated to assess potential impacts of the funding options. It is not anticipated that there will be any physical roadway improvements or modifications that require additional right-of-way on the East Section as a result of the funding options.

A formal scoping process will be initiated that involves appropriate federal, state, and local agencies, as well as stakeholders and the public. As part of the early coordination process, we are soliciting comments from your agency regarding the proposed project as it relates to your agency's area of expertise. Comments and information you provide will be used to determine if the proposed improvements may have impacts that warrant further consideration. Your comments will be incorporated into the environmental planning process and ultimately the SEIS document, as appropriate.

An interagency coordination meeting will also be held on October 4, 2018 with federal and state agencies. The meeting will be held at 8:30 am at the Bioscience and Technology Business Center, 2029 Becker Drive, Lawrence, KS 66047 and your agency is invited to attend the meeting.

The enclosed project study area map and project description should help you understand the nature of the project and help you determine the location of the proposed improvements. To remain on schedule, it is requested that your response be sent to our office within 30 days of receipt of this letter. If you have any questions about the project please contact Aaron Frits, Road Design Leader, at (785) 296-4139 or aaron.frits@ks.gov.

Sincerely,

Aaron M. Frits, P.E.,
Road Design Leader
Bureau of Road Design
Kansas Department of Transportation

Appendix D – Stakeholder Engagement and Communications Plan

South Lawrence Trafficway
Stakeholder Engagement and Communications Plan
September 2018

Introduction

The purpose of the stakeholder engagement plan is to outline communication and engagement activities that are taking place for the duration of the South Lawrence Trafficway (SLT) Supplemental Environmental Impact Statement (SEIS) as well as outline the overall approach for the project communications. This plan outlines objectives and tools we will focus on during the project and continue to refine the approach to stakeholder engagement and communication. The project team worked together to finalize this plan.

Project Description

The SLT SEIS will evaluate the area from just north of Interstate 70 at N 1800 Road/Farmer's Turnpike to just east of the existing K-10/23rd Street system interchange. The corridor evaluation and SEIS will build upon work completed for the EIS reevaluation within the K-10 West Leg South Lawrence Trafficway Concept Study (hereafter referred to as 'Concept Study'), and use the original EIS from 1990, and subsequent EIS completed in 2002, adopted and approved by FHWA in 2007 with ROD issued in May 2008, as a base document for the corridor. The SEIS will include additional analysis of a range of project funding options, including both toll-free and tolled alternatives.

Context of the Project

The SLT project is focused on improving safety and mobility for the SLT Corridor and the surrounding state highway system, and to some extent the local city streets. Preparation of the SEIS will build upon the work performed for the EIS reevaluation within the Concept Study, with additional analysis of a range of project funding options, including both toll-free and tolled alternatives. Public engagement tasks build on the previous public engagement activities from the Concept Study and expand the discussion to include funding alternatives for the project. With the history of public sentiment from an informed and engaged community, which spans a broad spectrum of opposition to approval on this project, it will be imperative that a proactive and methodical approach is used to discuss all the alternatives being considered.

Stakeholder Engagement Goals

The Stakeholder Engagement Plan builds on the following goals.

1. Create a comprehensive and transparent approach to inform and engage project stakeholders and the public in the SEIS process.
2. Enhance the visibility and online presence of the SLT project and ensure key stakeholders and others understand the reasons for each phase, its timing and its potential impact.
3. Interact with the project team, focus groups and advisory group to gather input on transportation needs in the community.
4. Identify, address and mitigate controversial issues early in a collaborative and constructive manner.
5. Ensure the stakeholder involvement process is fair, open and responsive to input of the public and the public knows where and how to locate project information.

Key Goals for Communication

We strive to keep the public and our project stakeholders informed about the alternatives being considered and project decision-making as part of the SEIS. With the history of public sentiment from an informed and engaged community, which spans a spectrum of opposition to approval on this project, it will be imperative that a proactive and methodical approach is used to discuss all alternatives being considered.

Overall our communication goals are to:

- Coordinate with stakeholders to set expectations and create a framework to engage and respond to the public.
- Conduct focus group sessions to discuss SEIS alternatives.
- Identify key stakeholders to create an Advisory Group to discuss alternatives and associated impacts, and gather feedback prior to presenting information to the public.
- Provide opportunities for the public at large to learn about the project and provide input on alternatives.
- Create and support an online presence for the study on Facebook, KDOT webpage and other social media.
- Track and document communications.

Planning Assumptions

The Stakeholder Engagement Plan builds on the following planning assumptions:

- The SEIS will include stakeholder and public engagement activities and is meant to be flexible and allow for adaptation to new and changing needs.
- The project will provide timely and accurate information about the project and opportunities for public input that align with NEPA and SEIS requirements.
- Materials for public distribution or exhibition will incorporate laymen's terms, for both language and graphics, and will be structured such that key information is readily accessible to all members of the public. If applicable, materials will be reused for cost saving and efficiency.

Project Identity and Branding

There is a significant history with the South Lawrence Trafficway and there have been considerations at various times with different projects to rebrand the project name or incorporate K-10 into the name. To tie the project to the original EIS and to maintain continuity, this project will be known as The South Lawrence Trafficway SEIS, or SLT, or SLT SEIS.

Tools and Techniques

While the Stakeholder Engagement Plan is intended to be adaptable to changing circumstances and project developments, the following are the anticipated elements of engagement that will be used to inform and engage the stakeholders and the public during the SEIS process.

1. ***Advisory Group*** – KDOT and HNTB will meet with identified stakeholders to present information on alternatives and associated impacts to gather feedback prior to presenting information at public meetings. Up to four (4) Advisory Group meetings will be held. General meeting topics include, but aren't limited to the following:
    a. **Meeting 1:** Project Initiation and Purpose and Need—Introduce the SEIS Purpose and Need, review history and alternatives being considered. The first meeting would occur prior to the public information open house #1.
    b. **Meeting 2:** Reasonable Alternatives—present alternatives and discuss potential funding options. The meeting would occur prior to the public information open house #2.
    c. **Meeting 3:** Discuss Screening of Alternatives—show screening process and how the preferred alternative will be selected and discuss public feedback on funding options and alternatives. This meeting would occur approximately 4-6 months after public information open house #2.
    d. **Meeting 4:** Present Preferred Alternative—Share the identified preferred alternative to be presented at the Public Hearing and what would be included as part of the Draft SEIS document and gather feedback.

2. ***Elected Official Coordination*** – Up to four (4) presentations will be given to Elected and Public Officials on the status of the project during the study. The project team will work with the city and county staff to discuss concerns related to the SLT SEIS. The presentations will serve as an opportunity to share study progress and understand the public official's concerns. Presentations and meetings would follow a similar schedule as the Advisory Group, unless circumstances warrant presentations at different intervals.
    a. **Presentation 1:** Project Initiation and Purpose and Need—Review the project purpose and SEIS process. The meeting would occur prior to public information open house #1 in the first 90 days of the study.
    b. **Presentation 2:** Reasonable Alternatives—present the proposed alternatives and discuss funding options. The meeting would occur prior to the public information open house #2.
    c. **Presentation 3:** Discuss Screening of Alternatives—show screening process and how the preferred alternative will be selected and discuss public feedback on funding options and alternatives. This meeting would occur approximately 4-6 months after public information open house #2.
    d. **Presentation 4:** Present Preferred Alternative—Share the identified preferred alternative to be presented at the Public Hearing and what would be included as part of the Draft SEIS document and gather feedback. This meeting would occur shortly before the Public Hearing.

3. ***Stakeholder Meetings*** – Individual meetings will be held with stakeholders specifically impacted or concerned about the SEIS process, alignment alternatives or project impacts to discuss concerns and clarify issues. Up to 20 meetings are assumed during the project to adequately address citizen and community concerns.

4. ***Public Meeting*** - Plan and conduct up to three (3) public meetings, generally in an open house format unless otherwise warranted by the information presented, except for the formal public hearing process required for comments on the Draft SEIS. Meetings will occur at key project milestones according to the technical information available to present and where public input could best be used.

    a. **Public Information Open House 1:** Purpose and Need/Initial Alternatives—review purpose and need of Supplemental EIS, identify range of alternatives being considered and any new alternatives for discussion and introduce funding options for discussion. Share all options.
    b. **Public Information Open House 2:** Reasonable Alternatives—show screening process and how alternatives were narrowed down to the No Build and three proposed Build alternatives.
    c. **Public Hearing:** Preferred Alternative—share the identified preferred alternative and how the alternative was selected. This hearing is for the Draft SEIS document. A formal public hearing transcript will be prepared to document public comments at this meeting.

    All meetings can be converted to an online meeting format for additional public input opportunities.

5. ***Focus Groups*** – One (1) round of focus groups will be conducted by HNTB's subconsultant, ETC. A round of focus groups consists of approximately 7 groups of 8-12 participants totaling about 70 total participants. Focus groups will be conducted over 2-3 days. Each group will be asked the same questions and will discuss SEIS alternatives to gauge perceptions of alternatives, knowledge gaps and messaging opportunities. Information from the focus groups will help inform other aspects of the study as well as how information is developed and presented.

6. ***Community Presentations*** – Presentations and listening sessions on the status of the project will be conducted with civic and community groups such as Rotary Clubs, Kiwanis, Chamber of Commerce, Home Owners Associations, Business Groups and Churches. Up to eight (8) presentations could be done over the course of the study. These presentations could serve as an opportunity to reach a broader spectrum of people to gather input and allow the project team to hear various points of view throughout the study. It is anticipated that nearly half of the presentations occur within the first six months of the study to build awareness to encourage public input.

7. ***Audio/Web Meeting*** – A conference call or web "town hall" meeting will be coordinated and recorded to allow a large number of participants to listen and ask questions at a designated time, and then available for playback later. This event would be geared towards commuters and regional stakeholders that may find it challenging to attend in-person meetings and events, but still have an interest in the project. The timing of this meeting is flexible, but is currently planned for the same time as the Public Hearing to allow for participants to have input during the Draft SEIS document phase.

8. ***Drop-In Center*** – Develop kiosks or community display boards at two (2) key milestones to convey alternative options at public events or community venues, such as super markets, libraries, banks or City Hall. The displays would be transitioned between two to three community locations to maximize exposure. The displays will be left for a week or two in

each location. The Consultant will develop displays (up to two per milestone) and will move displays around during the specific time frame. The Consultant will also identify regional functions occurring at the Rock Chalk Park, Sports Pavilion, Clinton Lake, Youth Sports Complex or other community festivals that would draw more regional traffic and would work to set up a display and staff (assume one (1) person per event) at those events (assume two (2) events) to gather additional information from regional users. The purpose of the displays is to build awareness of the SEIS so the public can provide input.

9. ***Survey*** –Two online surveys, with approximately 20 questions each, would be conducted to gather additional feedback on project alternatives and funding options at key milestones. Surveys provide the opportunity to gauge public response and reaction on specific issues or concerns. Through various survey opportunities we will be able to understand public perception and adjust our engagement or informational approach as appropriate. Surveys would focus on topics such as potential project-specific funding options, as well as other issues/interest areas such as access. Surveys would be sent out electronically and made available through our website. It is anticipated surveys would occur at the reasonable alternatives stage of the project and in the screening of the alternatives phase prior to the Draft SEIS being distributed.

10. ***Informational Fliers*** – A series of up to four (4) fliers will be created to discuss tolling and other potential project-specific funding options in a systematic way. Topics for the informational flyers are anticipated to be:

    a. Introduce SEIS study, goals and process for public engagement.
    b. Transportation funding options to be explored in the SEIS document
    c. Project alternatives considered
    d. Summarize recommended preferred alternative, final conclusions from Record of Decision and next steps.

11. ***Informational Maps and Graphics*** – Create and develop, either electronically or for printed use, up to three (3) additional maps or displays for use throughout the study.

12. ***Social Media*** – Create and support an online presence for the SLT SEIS by providing materials, static or video, to be uploaded on KDOT's appropriate social media platforms and to the project website to share SLT dedicated materials and for other electronic media requirements.

13. ***Project Website*** – The South Lawrence Trafficway website will help KDOT inform and educate stakeholders and the public about the project. The website will be mobile compatible and ADA compliant. The site will provide a location to share project documents and allow interaction and dialogue to occur between the public and the project team. This opportunity will allow for transparency in the project and in the NEPA Process while creating more opportunities for public interaction with a wider, more diverse audience. The website will be linked to KDOT's main website and will include project specific information. The project website address is www.SLT-KS.org and the domain and hosting have been secured for three years.

14. ***PIMA Implementation*** - The Public Involvement Management Application will track and help manage stakeholder engagement through this technology tool using GIS elements. The application will be linked to the project website for integration and will create online meeting

forums and the ability to interact with the public and stakeholders. Comments can be entered, tracked and responses drafted using PIMA to allow easy documentation.

15. ***Public Engagement Report/Log*** - Key messages, activities, comments and public sentiment will be documented to show a thorough approach toward providing information and gathering public comment. The Final Public Engagement Report/Log will be developed to meet Title VI requirements.

16. ***Dedicated Email Address*** – A dedicated email address will be created for specific use during the project. This will allow a project identity to be promoted, and responses to stakeholder questions to be easily forwarded and responded to as needed throughout the SEIS. *The email address will be:* info@SLT-KS.org.

Project Interest Groups and Stakeholders

Feedback from Lawrence area citizens is critical to the success of the SLT corridor. Various stakeholders will be engaged throughout the project to gather input and provide information. Their involvement will be tracked and managed through the Public Involvement Management Application (PIMA). These groups include but are not limited to:

- City of Lawrence
- City of Lecompton
- City of Perry
- Douglas County
- Jefferson County
- University of Kansas
- Haskell Nation Indian University
- Property Owners and HOAs
- Business Representatives
- Emergency Services/Police
- Local Chambers of Commerce/EDC
- Area Public School Districts
- Douglas County Residents
- Lawrence-Douglas County Metropolitan Planning Organization

Communications Protocol

Media Communications
All media inquiries should be directed to the KDOT Public Affairs Director or the KDOT Project Manager unless otherwise discussed.

External Communications Protocol
The external communications protocol establishes how public responses are handled, by whom and in what time frame.

- Time frame for response - Questions submitted via the website or email address will receive an automated response acknowledging receipt of the comment. Other inquiries, received in writing should receive a response within one (1) business day acknowledging receipt of the comment with an estimated time for a response from the project team, if appropriate. Not all comments will require a response. Comments via social media should receive a timely response, as appropriate.

Review/Approval Process

The Stakeholder and Public Engagement Materials review & approval process is described below.

Initial Review – Assuming technical content is available, materials for public distribution or display will be provided to the client in a draft stage for review and comments well in advance of intended use. Generally, five (5) working days will be provided for review and comment. The client will be notified when circumstances prevent meeting this review period.

Reviewers for all materials include:

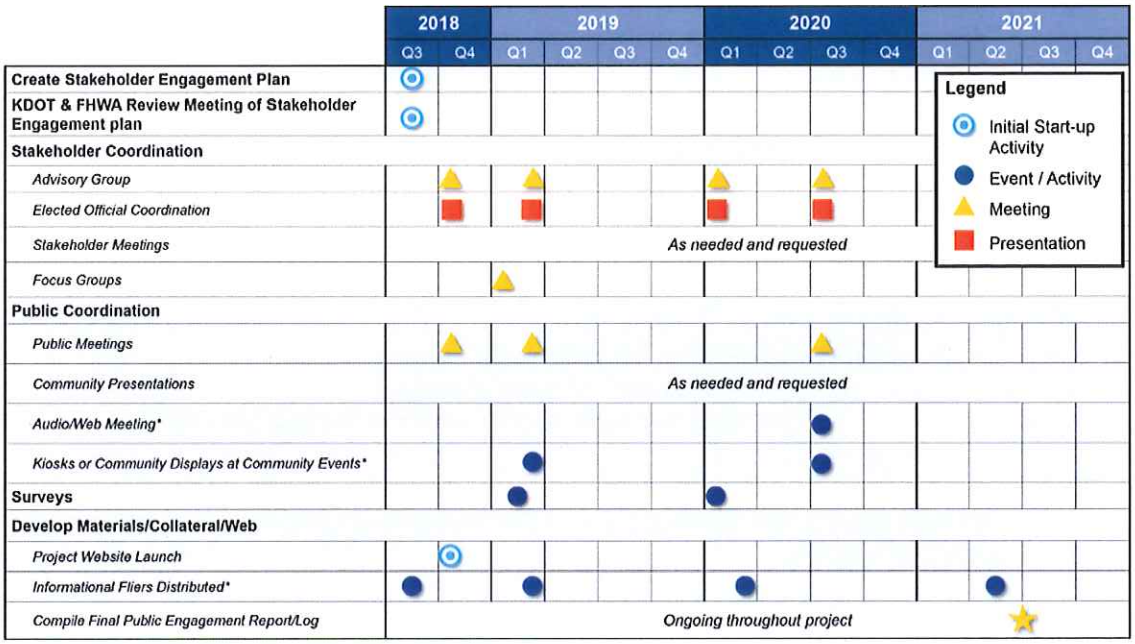
- KDOT Study Team
  - Aaron Frits
  - Kris Norton
  - Steve Baalman
  - Laurie Arellano
  - Other KDOT resources as needed*
- HNTB Corporation Project Study Team
  - Greg Weatherd, Project Manager
  - Gretchen Ivy/Kyle Kroner—NEPA Project Manager(s)

Final Review – A final draft, including graphics and layouts will be provided to the above team, no later than three (3) days prior to the final date before the production and printing deadline.

Schedule

Below is the general schedule for activities as we have identified them at this point. We will update schedule if there are significant changes.

South Lawrence Trafficway
Public Outreach Schedule



*Dates for these activites are subject to change.

Project Contacts

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Kansas Department of Transportation
Lawrence Office
Bioscience & Technology Business Center
2029 Becker Drive, Suite 236
Lawrence, KS 66047

Technical Memorandum

To: Cooperating Agencies, Participating Agencies and Other Interested Stakeholders	**Date:** October 4, 2018
From: South Lawrence Trafficway SEIS Study Team	
Subject: SLT SEIS Proposed Impact Assessment Methodologies	

South Lawrence Trafficway
Supplemental Environmental Impact Statement
Impact Assessment Methodologies

Introduction

This document presents a general outline of steps and methodologies that will be used by the K-10 Highway / South Lawrence Trafficway (SLT) Supplemental Environmental Impact Statement (SEIS) study team to carry out the impact evaluation process for different categories of environmental analysis for the SLT improvements, located within the south and west limits of the City of Lawrence, in Douglas County, Kansas. The study team consists of representatives from the Federal Highway Administration (FHWA), the Kansas Department of Transportation (KDOT), and members of their study consultant team. This impact assessment methodologies memorandum has been prepared in compliance with the 2015 Fixing America's Surface Transportation (FAST) Act, which carries forward requirements of Section 6002 of the Safe, Accountable, Flexible, Efficient Transportation Efficiency Act - A Legacy for Users (SAFETEA-LU) and is provided to assist coordination with cooperating and participating agencies along with other stakeholders. The overall project study area begins just north of Interstate 70 at North 1800 Road/Farmer's Turnpike and extends to just east of the existing K-10/23rd Street system interchange. The overall length is 19.0 miles and is subdivided as follows:

- The West Section, an existing two-lane expressway, begins just north of Interstate 70 at North 1800 Road/Farmer's Turnpike to US-59/Iowa Street (approximately 8.7 miles);
- The East Section, an existing four-lane freeway, begins at US-59/Iowa Street and continues to the existing K-10/23rd Street system interchange; and
- The project study area also includes East 600 Road/Lecompton Road at Interstate 70 (approximately 0.6 mile), and U.S. 40 from K-10 to E 600 Road (approximately 4.1 miles).

The study area is shown on **Exhibit A** at the end of this memorandum.

The assessment of impacts will follow FHWA Technical Advisory T6640.8A, Guidance for Preparing and Processing Environmental and Section 4(f) Documents, and other relevant FHWA and KDOT guidance as appropriate, to assess potential impacts of the project.

This document is meant to assist coordination with cooperating and participating agencies regarding the assessment of impacts and the methods used in the SEIS for the project. It is not intended to be an all-inclusive scope of work. All impact assessments will be conducted in accordance with standard Council on Environment Quality, FHWA, and KDOT guidance, as applicable. Proposed modifications to impact assessment and methodologies that do not fit with or contradict standard guidance and practices will not be implemented unless a highly unique situation warrants a change in the assessment methodology.

Background

A previous Environmental Impact Statement (EIS) was prepared in 1990 for the overall SLT study area. The purpose and need stated in that EIS was to relieve congestion on existing 23rd Street and Iowa Street by diverting through and local traffic from these two existing streets and Clinton Parkway, thereby achieving an improved level of traffic service on the local street network. The goals of the current proposed project on the West Section are to increase capacity, enhance safety, and address access while minimizing or avoiding impacts to sensitive project environmental features within the project footprint. Also, the project will provide an efficient and cost-effective transportation facility for users of K-10 Highway and the surrounding state highway system.

As an outcome of the approved 1990 EIS, two expressway lanes of the West Section were constructed and opened to traffic in 1996. The East Section was not constructed and a subsequent SEIS with a "No Build" decision was approved in 2000. A subsequent EIS, in conjunction with a USACE 404 Permit, was completed in 2002 and adopted and approved by FHWA in November 2007, with a Record of Decision (ROD) issued in May 2008. Since the completion of the ROD, the East Section four-lane freeway was constructed and opened to traffic in 2016.

The *K-10 West Leg Concept Study*, conducted from 2014-2016 for the Kansas Department of Transportation, investigated the current and future needs and functions in the K-10/SLT West Section. This study considered alternatives for the future widening and upgrade of the corridor, which modified the current 2-lane expressway design to a 4-lane freeway design with limited access, and grade separated interchanges in place of existing at-grade intersections. The concept study will be used as a reference document during the preparation of the SEIS.

SEIS Environmental Process

The current SEIS, as a supplement to the original 1990 EIS, will evaluate a 'No Action' alternative as well as a combination of toll-free and tolled build alternatives for the entire SLT study area. Roadway configuration options will be evaluated, including upgrading the West Section as a four-lane freeway with controlled access and interchanges at West 6th Street/U.S. 40, Bob Billings Parkway, Clinton Parkway, an interchange between Wakarusa Drive and Kasold

Drive, and at U.S. 59/Iowa Street. Also, interchange alternatives at I-70/East 600 Road/Lecompton Road and K-10/I-70/North 1800 Road will be considered. The East Section of the SLT is included in this study because it was included in the original 1990 EIS, and because funding options, such as tolled and toll-free options, are being evaluated for the project. Therefore, the entire corridor will be evaluated to include potential impacts of the funding options. It is not anticipated that there will be any physical roadway improvements or modifications that require additional right-of-way on the East Section as a result of the funding options.

Through preparation of the SEIS, the study team will seek the following outcomes:

- Approval of a preferred alternative for project improvements, and determination of a preferred funding option.
- Environmental documentation that produces an approved and combined Final SEIS and ROD.
- Public and agency consensus and understanding of the overall preferred improvements.
- Development of mitigation measures.

Environmental Impact Assessment Methodologies

The study team will evaluate each of the categories listed below in relation to direct and indirect impacts of project alternatives, as well as based on tolled and toll-free funding options. Each resource evaluation will begin with a review of the impacts stated in the original 1990 EIS. The following sections provide a summary of how each of the specific categories will be evaluated.

Land Use

The study team will conduct a land use windshield survey and will identify and review the existing local and regional land use policies, comprehensive land use plans, and development trends within the study area to determine existing and future land use and development types and patterns. The study team will assess the consistency of project alternatives with existing and future land uses, and potential impacts or benefits to existing or future land uses from the project alternatives. The study team will coordinate with local agencies regarding any land use conflicts that could result from improvement strategies and potential solutions.

Social, Community and Neighborhood Impacts

A demographic profile of the study area, in comparison to the regional context, will be completed using block group U.S. Census data where possible to determine population characteristics of the study area and adjacent areas. This profile will include data such as population, gender and age, education, income, employment, means of transportation, and ethnicity/race.

Based on a windshield survey and a review of city and county databases, the study team will inventory and map the existing communities, neighborhoods, clusters of residences, schools, churches, parks, community facilities, and emergency facilities and services in the study area. The study team will examine the potential for impacts of highway improvements on community facilities, services and neighborhood cohesion. In addition, area travel patterns and accessibility will be assessed, based on the unique potential benefits or impacts of the project alternatives, such as travel times and emergency vehicle response times, changes in travel patterns and the effects on access to community facilities and neighborhoods. The potential impacts due to various funding options for the project will also be assessed as a part of the social, community and neighborhood impact assessment.

Parks and Public Lands Analysis

Potential existing and planned public parks, recreation areas, wildlife and waterfowl refuges and other public use lands within or adjacent to the study area will be identified. This will include identification of all known properties protected under Section 4(f) of the Department of Transportation Act, public school playgrounds, and Federal Emergency Management Agency (FEMA) buyout properties. Other lands or facilities of special interest that have been funded with a variety of natural resource funds, such as the federal Land and Water Conservation Fund (LWCF) Act money protected under Section 6(f), or other federal funding programs such as Dingell-Johnson or Pittman-Robertson money, will also be identified.

Coordination with the Kansas Department of Wildlife, Parks and Tourism (KDWPT), the National Park Service (NPS) (U.S. Department of the Interior), the U.S. Army Corps of Engineers (USACE), and local governments having jurisdiction over public-use lands will take place to determine the use and management of the land, as well as their opinion related to potential impacts or effects resulting from the project alternatives. Integrating access to adjacent parks or greenways will also be considered in the alternative development process.

FHWA will make the final determination regarding Section 4(f) or Section 6(f) eligibility of properties. The determination of unavoidable "use" (impacts) of any Section 4(f) or Section 6(f) properties, along with the required documentation and mitigation measures required for the impacts on these properties will be developed through a Section 4(f) evaluation or through a 4(f) *de minimis* finding, if impacts are determined to be minimal. Historic sites are also considered Section 4(f) properties and are discussed below under **Cultural/Archaeological Resources**.

Environmental Justice

In accordance with Executive Order 12898 *Federal Actions to Address Environmental Justice (EJ) in Minority Populations and Low-Income Populations*, the study team will seek to avoid disproportionately high and adverse impacts on minority and/or low-income populations. Guidance from the U.S. Department of Transportation Order on Environmental Justice (5680-1, 1997), as well as Title VI will be used in this analysis. The study team will obtain information on EJ populations from the most recent U.S. Census data, Geographic Information Systems (GIS), local agencies/organizations, low-income housing providers, and through public involvement and community outreach activities to identify and assess potential direct and/or indirect impacts

of the project alternatives on EJ populations. For example, direct impacts would be based on residential or business displacements, and indirect impacts could be related to the effects of project funding options, such as tolling, special taxing districts and other user fees and taxes on low-income populations. Additional populations, such as elderly or disadvantaged/disabled persons protected under the Americans with Disabilities Act, and any population that may require special public involvement considerations will also be identified and impacts evaluated. The study team will also review minority and low-income populations in the vicinity of the study area to assess impacts (e.g., number of block groups with percentages greater than the County percentage).

Economic Impacts

The study team will conduct windshield surveys and contact local business organizations, economic development commissions, and chambers of commerce to determine an inventory of businesses, trade centers and business districts with the potential to be affected by project alternatives. Physical and non-physical impacts to businesses within, and near, the study area will be determined. Labor force and economic trends for the area and impacted communities (as compared to the county and state where applicable) will be analyzed. Displaced or impacted businesses will be identified, and displaced employees will be estimated. An estimated change in tax revenue will be calculated, based on the amount of taxable land lost as a result of potential property acquisition. Beneficial impacts to local and regional economic conditions through the enhanced movement of people and goods will also be assessed. Indirect impacts to businesses will also be determined, including construction impacts and temporary access impacts. Mitigation measures will be proposed where needed. The potential economic impacts due to various funding options for the project will also be assessed as a part of the economic impact assessment.

Relocation Impacts

As project alternatives are developed, all efforts will be made to avoid impacting residential or commercial buildings. However, if any homes or businesses would be directly impacted as a result of the project alternatives, the study team would calculate the number of displacements and characterize those potential relocations in terms of minority, disabled, elderly, household size, income levels, home values, business types, and business employee/employer characteristics to the extent determinable by available data. The study team will compare the availability of residential and commercial properties within a reasonable distance of the study area with the housing, business and community facility needs of the properties that will be displaced. The Federal Uniform Relocation Assistance and Real Property Acquisition Policies Act (49 CFR 24) of 1970, as amended, would apply to all displacements.

Farmland Impacts

The study team will review the county soil survey provided by the Natural Resources Conservation Service (NRCS), identify farmland soils within the study area, and calculate the potential acreage impacts for conversion by the project alternatives. Farmland protected by the

Farmland Protection Policy Act (FPPA) is either (1) prime or unique farmland, which is not already committed to urban development or water storage, or (2) other farmland, which is of statewide or local importance, as determined by the appropriate local NRCS agency with the concurrence of the Secretary of Agriculture. Farmland subject to FPPA requirements does not have to be currently used for cropland. Coordination with the local NRCS office will take place. If necessary, form NRCS-CPA-106, the Farmland Conversion Impact Rating form for Corridor Type Projects (or form AD-1006), will be completed and submitted to the local NRCS Field Office for review and input, in accordance with the FPPA. The acquisition of agricultural property within the project area will be carried out in accordance with the Federal Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, as amended.

Noise Impacts

All sound level analysis and noise impact and mitigation determinations will be conducted in accordance with the *Federal Highway Administration's Procedures for Abatement of Highway Traffic Noise and Construction Noise* as presented in the Code of Federal Regulations, Title 23 Part 772 (23 CFR 772), and per the most recent *KDOT Highway Traffic Noise Analysis and Abatement Policy and Procedures*.

Noise-sensitive receptors along the project corridor will be mapped and a preliminary noise impact assessment for the project alternatives will be performed by analyzing the distance from the roadway of a 66 dBA noise contour provided by KDOT. For the more detailed analysis of the preferred alternative, existing noise measurements will be taken in the study area to establish existing conditions and to calibrate the traffic noise model. Noise impacts from the preferred alternative will be projected using the latest version of FHWA's Traffic Noise Model, TNM®2.5, and per the KDOT traffic noise policy (January 2013), to model existing, no action, and design year noise levels using peak hour traffic characteristics for existing conditions and the future design year.

Noise-sensitive land uses in the vicinity of the study area will be identified based on the noise activity categories listed in FHWA's Noise Abatement Criteria guidance. Sound levels will be projected at various receptors in noise-sensitive locations within the study area, including residences, parks, recreational areas, and other areas as determined by field reviews, public and agency input, and proximity to the preferred alternative. The preferred alternative alignment is the only future build condition that will be analyzed. Sound levels at the various receptors will be compared to the FHWA approved noise abatement criteria, and potential impacts will be identified. Impacted receptors are then evaluated for noise abatement measures in accordance with feasible and reasonable conditions contained within the *KDOT Highway Traffic Noise Analysis and Abatement Policy and Procedures*. If noise abatement measures will be needed, a variety of measures will be presented to impacted receptors for discussion with KDOT input, and a noise barrier wall analysis will be completed, if necessary.

Air Quality

Douglas County has no designated air quality non-attainment areas for any of the criteria pollutants for which National Ambient Air Quality Standards (NAAQS) have been set. The

Kansas Department of Health and Environment (KDHE) (invited as a participating agency) and the Region 7 US Environmental Protection Agency (USEPA) (invited as a cooperating agency) will be available to consult on project-related air quality issues. The SEIS will include qualitative discussions involving construction activities and measures to control fugitive dust during construction, Mobile Source Air Toxics (MSAT) as defined by the EPA, and climate change in relation to carbon emissions.

Cultural Resources

A cultural resource investigation will be conducted by KDOT Environmental Services Section staff to identify and evaluate historic and archeological resources within the study area, in coordination with the State Historic Preservation Office (SHPO) of the Kansas State Historical Society (KSHS). The cultural resource investigation will include an archival review of the study area, and a review of other previous cultural resource studies including existing architectural records, bridges/culverts, burial grounds, cemeteries and identified archeological sites.

The cultural resource investigation will also include an Activity I Historic Resources field survey to identify all architectural resources (buildings, structures, objects, bridges and districts/landscapes) in the area of potential effects (APE). Any architectural resources potentially eligible for the National Register of Historic Places (NRHP) regardless of age, directly impacted regardless of age, and less than 45 years old but part of a complex or district that has at least one building 45 years old or older will be documented. The results of the Activity I Historic Resources survey will be submitted to the SHPO for review and subsequent determinations of eligibility.

The study area will also be submitted to the KSHS for a Phase I archeological office review to identify prehistoric and historic sites. KSHS archeologists will conduct Phase II investigations, if recommended as a result of the Phase I review. Locations of previously recorded sites will be examined for cultural remains in areas likely to have archeological sites. Ground observations for cultural materials will be conducted using shovel tests in these areas to determine soil integrity and the presence or absence of artifacts. A sample of any existing artifacts will be collected from each site large enough to determine temporal affiliation and site use. The results of the Phase I and II investigations will be submitted to the SHPO for concurrence on determinations of eligibility.

The amount of impact/effect that the project alternatives will have on any NRHP-eligible property within the APE will be evaluated in coordination with the SHPO.

Hazardous Waste Sites

A hazardous waste assessment will be conducted by KDOT Environmental Services Section staff to identify and evaluate potential hazardous waste sites within the study area. The study team will coordinate with the USEPA and the KDHE to identify and map potential contaminated/hazardous waste sites in the study area, and by reviewing databases of these agencies to compile lists or files of major known hazardous waste, hazardous material, or solid waste disposal locations within the study area. These substances are regulated under programs

such as the Resource Conservation and Recovery Act (RCRA), Toxic Release Inventory (TRI), Aerometric Information Retrieval System (AIRS), Comprehensive Environmental Response Compensation and Liability Act (CERCLA) also known as Superfund, and any other known regulated materials sites that fall under the jurisdiction of the USEPA or KDHE. For example, superfund sites; hazardous waste treatment, storage, or disposal facilities; or solid waste landfills that could impact the location of the project alternatives will be evaluated for potential impacts. In addition, petroleum underground storage tanks and leaking underground storage tanks, hazardous waste generators, small rural dumps, etc. will also be located and evaluated for impacts; although they would not normally affect the location of the project alternatives.

The study team will prepare a summary in the SEIS comparing the relative ease (low, medium or high) of avoiding the hazardous waste sites and the relative contamination risk or clean-up effort (low, medium or high) of each hazardous waste site within each of the project alternatives.

Visual Impacts

The project's impact on aesthetic and visual resources in the study area will be evaluated using the FHWA's *Visual Impact Assessment for Highway Projects* (DOT FHWA-HI-88-054) guidance. The study team will perform an aesthetic and visual impact analysis for the project alternatives from the user's perspective (view *from* the highway) as well as the neighboring residents and development's perspective (view *of* the highway). This will include an assessment and description of existing visual resources and views, as well as a discussion of likely changes in the visual environment that would result from the construction of the project alternatives.

Surface and Ground Water Quality

A water resources inventory will be conducted by KDOT Environmental Services Section staff to identify and evaluate potential surface and groundwater impacts within the study area. The study team will review aerial photography and USGS topography maps and conduct a field investigation to identify and map streams, rivers, ponds, lakes or other water features located within the study area. The study team will also review and summarize pertinent information in the KDHE's 303(d) list of impaired waters to determine if any are located in the study area. Per the Safe Drinking Water Act, and in coordination with KDHE, it will be determined if sole source aquifers or wellhead protection areas exist in the study area, and determine impacts if any are present, as well as any required protection measures during or after construction.

The study team will identify water bodies that would be directly impacted by the project alternatives and evaluate the stream impacts in linear feet, and other water body impacts in acres. The study team will also assess the potential magnitude of anticipated impacts to water resources from construction activities, as well as the potential impacts from roadway runoff, accidental spills, and other pollutants associated with highways. In addition, concepts for utilizing measures for best management practices regarding control and treatment of highway runoff to receiving waters will be discussed. The SEIS will also include a discussion of requirements for a Section 401 Water Quality Certification from the KDHE, a Section 404 Permit from the USACE, a Stream Obstructions or Channel Changes Permit from the Kansas Department of Agriculture,

Division of Water Resources (DWR) and a National Pollutant Discharge Elimination System (NPDES) Permit from the KDHE.

Wetlands

A wetlands inventory will be conducted by KDOT Environmental Services Section staff to identify and evaluate potential wetland impacts within the study area. The study team will collect and review applicable National Wetland Inventory (NWI) maps and USGS maps for the study area. In addition, the study team will perform a field review to verify the presence and approximate size of vegetated wetlands and other aquatic sites in the study area. Additional low lying or wet areas not shown on the NWI maps will also be investigated. An on-site meeting with the USACE will be conducted to identify wetlands and verify jurisdiction.

The study team will evaluate wetland impacts (in acres) of the project alternatives and provide sufficient impact analysis on the project alternatives so that the USACE is able to concur with selection of a Preferred Alternative for the purposes of their Section 404(b)(1) alternative analysis. The study team will document the analysis and results in the SEIS. An Only Practicable Alternative Finding regarding wetland impacts, in accordance with Executive Order 11990, will be included within the combined final SEIS/ROD. The SEIS will also include a discussion of the required USACE Section 404 Permit, as well as wetland mitigation hierarchy options.

Floodplains

A floodplains assessment will be conducted by KDOT Environmental Services Section staff to identify and evaluate potential floodplain impacts within the study area. Executive Order 11988 directs federal agencies to provide leadership and to take action to reduce the risk of flood loss, to minimize the impact of floods on human safety, health and welfare, and to restore and preserve the natural and beneficial values served by floodplains. As defined in Executive Order 11988, the 100-year floodplain is that area subject to a one percent (1%) or greater chance of flooding in any given year.

The study team will obtain digital Flood Insurance Rate Map (FIRM) data from FEMA, as part of the National Flood Insurance Program (NFIP), to identify existing floodplains and floodways within the study area. The study team will review the floodplain mapping to determine if the project alternatives will encroach upon a 100-year floodplain or regulatory floodway, which will in turn determine if further coordination with FEMA would be required, and to determine if the base flood elevation would be changed by the project alternatives. The SEIS will detail the NFIP status of the study area neighborhoods, any encroachments that are anticipated, and any base flood elevation change.

The study team will evaluate the encroachment impacts (in acres) of the project alternatives and will show the 100-year floodplain and regulatory floodway on project exhibits. As part of the impact assessment of the project alternatives, the study team will summarize the risk associated with implementation of the alternative in the floodplain and significance of environmental impacts on natural and beneficial floodplain values. Measures to minimize floodplain impacts

and measures to restore and preserve the natural and beneficial floodplain values will be developed. The SEIS will also include a discussion of a Floodplain Development Permit from the Douglas County Floodplain Administrator (FEMA representative), as well as a Floodplain Fills Permit from the Kansas DWR.

Natural Communities and Wildlife

A natural communities and wildlife review will be conducted by KDOT Environmental Services Section staff to identify and evaluate potential impacts within the study area. The study team will coordinate with the KDWPT and the Kansas Biological Survey (KBS) to collect information on specific habitats, including those for threatened, endangered and rare species, and any natural communities, to determine if there are any known locations of federal and/or state listed threatened or endangered species or designated critical habitat within the study area, or known locations of any other rare species or rare natural communities. These sites will be mapped for internal study team and resource agency use, and the potential for impacts from the project alternatives will be evaluated. The methodology for evaluating impacts to threatened or endangered species is discussed further in the section below.

Impacts to natural communities will be determined based on whether a project alternative would cause a minor permanent alteration of existing habitat or whether it would involve the removal of a sizeable amount of habitat, such as habitat which supports a rare species, or a small, sensitive tract.

Threatened and Endangered Species

A threatened and endangered species review will be conducted by KDOT Environmental Services Section staff to identify and evaluate potential impacts within the study area. The study team will initially review the lists of threatened and endangered species compiled in the databases of the U.S. Fish and Wildlife Service (USFWS), the KDWPT, and the KBS to determine which species could potentially occur in habitats in the study area. Habitat requirements for those species will be described in the SEIS. In accordance with Section 7 of the Endangered Species Act, as amended, the study team will also coordinate with these agencies to determine if there are documented occurrences of threatened and endangered species within or near the study area. The KBS has performed habitat surveys that have confirmed that the federally-threatened Mead's Milkweed is present, or known to be present, on the native prairie areas in and adjacent to the study area. The federally-threatened Northern Long-eared Bat also has the potential to occur in the study area during the summer months, within the wooded areas that provide potential roosting trees.

The study team will evaluate the impacts (in acres) of the project alternatives on the habitats of those protected species. If it is determined that the project may impact a listed species, KDOT will conduct the necessary Section 7 Endangered Species Act consultation with the USFWS, along with KDWPT and KBS coordination throughout the SEIS process to determine measures for avoidance, minimization, or mitigation.

Geotechnical

The study team will complete a review of the US Geological Survey (USGS) website and USGS mapping, as well as a literature search for existing surface and subsurface information within the study area. Locations of potential subsidence and other geologic information of record will be identified through known information, existing documents and recent investigations in the study area from KDOT's Bureau of Structures and Geotechnical Services (BSGS), and aerial/topographic maps. The study team will identify locations of any springs, caves, sinkholes and other unique features in the study area. Existing mining operations and mineral resources that may be affected by the proposed alternatives will also be identified. Data gathered from this task will be input into GIS. The project alternatives will be assessed to determine potential effects related to existing geologic conditions.

Construction Impacts

The study team will develop construction limits for the proposed alternatives in order to evaluate impacts for the project. The study team will identify and list any temporary construction impacts (noise, air, water, traffic congestion, detours, safety, visual, etc.) likely to be associated with construction of proposed improvements.

Energy

Energy includes fossil fuels, labor and highway construction materials. Although energy consumption is typically not a key decision-making criterion for evaluating project alternatives, the SEIS will include a discussion of how a reduction in energy consumption is generally a byproduct of other transportation improvement goals, such as reducing congestion and improving travel times and level of service, as compared to the No Action alternative.

Indirect and Cumulative Impacts

The FHWA's position paper, *Secondary and Cumulative Impact Assessment in the Highway Development Process* (April 1992), the Council on Environmental Quality's (CEQ) *Considering Cumulative Effects under the National Environmental Policy Act* (January 1997), the National Cooperative Research Program (NCHRP) Report 466 and CEQ guidance will be used to guide the process for the indirect and cumulative effects analysis.

Indirect (secondary) impacts are caused by the project that become evident later in time or are farther removed in distance than direct impacts but are still "reasonably foreseeable". An example of an indirect impact would be land use changes that occur along a newly constructed highway, such as the development of motels. While the new highway did not directly cause the construction of motels, it encouraged their construction by providing improved access to the properties. The analysis will use a systematic approach to identify potential indirect effects that may be caused by the project. The process for identifying indirect effects will include the following steps: identifying the study area; analyzing the study area's goals and notable features; identifying impact causing activities; analyzing potential impacts of the proposed transportation actions (qualitatively); and assessing the consequences of the effects. The process includes coordination with local, regional, and state agencies (if applicable) regarding land use issues.

Cumulative impacts are those impacts that result when adding the incremental impacts of a project to other past, present and foreseeable future projects. Cumulative impacts can be positive or negative depending on the environmental resource being evaluated. A *qualitative* analysis for the project's potential cumulative effects will be conducted. This analysis will involve a two-tiered process. First, the potential combined direct and indirect effects of the project as identified in the SEIS and other past, present and reasonably foreseeable future activities will be identified. Second, an assessment of the potential for the project-related effects to have a cumulative effect on natural resources would be conducted and summarized in the SEIS. The cumulative effects analysis will identify incremental differences in the area's future transportation improvement, development, resource use and resource preservation trends with and without the build alternatives.

The potential indirect and cumulative impacts due to various funding options, including tolled and toll-free options, for the project will also be assessed as a part of the impact assessment. Factors to be evaluated will include, but not be limited to, the following:

- Out of direction travel to avoid user fee (e.g., toll, taxing district, etc.)
- Traffic diversion to alternative routes
- Travel time comparisons for route between toll and toll-free route

Other Environmental Impacts

The SEIS will also identify any of the following impacts, as applicable:

- Joint Development
- Relationship of local short-term uses vs. long-term productivity
- Irreversible and irretrievable commitment of resources

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