

Project Coordination Plan
South Lawrence Trafficway
Supplemental Environmental Impact Statement
Douglas County, Kansas

Federal Highway Administration
and
Kansas Department of Transportation

December 2018

Contents

1.0	Purpose of the Coordination Plan	1
2.0	Project Background	1
2.1	Project Location	1
2.2	Purpose and Need	1
2.3	Project History	2
3.0	Initial Coordination	2
3.1	Notice of Intent	2
3.2	Initial Coordination Package	2
3.2.1	Lead Agencies	3
3.2.2	Cooperating Agencies	3
3.2.3	Participating Agencies	4
3.2.4	Agency List	4
4.0	Coordination Points	7
5.0	Public Involvement and Stakeholder Outreach	9
6.0	Project Schedule	9
7.0	Revision History	10
8.0	Coordination Tracking	11

List of Tables

Table 1:	List of Lead, Cooperating and Participating Agencies	5
Table 2:	Anticipated Key Milestone and Deliverable Dates for Agency Reviews and Comments	8

List of Figures

Figure 1:	Public Outreach Schedule	9
Figure 2:	Project Schedule	10

Appendices

- Appendix A – Project Study Area Map
- Appendix B - Notice of Intent
- Appendix C – Coordination Letters
- Appendix D – Coordination Response Letters
- Appendix E – Stakeholder Engagement and Communications Plan

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 traveling public 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 goals of the current proposed project on the West Section are to reduce congestion, enhance safety, promote a multimodal transportation system and support local and regional growth, while minimizing or avoiding impacts to sensitive project environmental features within the project footprint.

The proposed project is needed to:

- **Reduce congestion** and improve the traffic capacity to meet existing and future travel demands,
- **Enhance safety** to help address high crash locations within the study area,

- **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. **Appendix D** contains copies of response letters received from the agencies.

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	Yes	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	No	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	Yes	Consultation
U.S. Department of the Interior, National Park Service, Midwest Region	Participating Agency	Yes	Consultation
Advisory Council on Historic Preservation	Participating Agency	Yes	Consultation

Agency	Role	Accepted Invitation*	Responsibility
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	Yes	Consultation
Kansas Department of Wildlife, Parks & Tourism	Participating Agency	Yes	Consultation
Kansas State Historical Society	Participating Agency	Yes	Consultation
Kansas Water Office	Participating Agency	Yes	Consultation
Kansas Biological Survey	Participating Agency	Yes	Consultation
Kansas Turnpike Authority	Participating Agency	Yes	Consultation
Kansas Geological Survey	Participating Agency	Yes	Consultation
Kansas Forest Service	Participating Agency		Consultation
Kansas Department of Agriculture	Participating Agency	Yes	Consultation
Kansas Department of Commerce	Participating Agency	Yes	Consultation
Kansas Corporation Commission	Participating Agency		Consultation

Agency	Role	Accepted Invitation*	Responsibility
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	Yes	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	Yes	Consultation
Wakarusa Township	Participating Agency	Yes	Consultation

* A blank in this column indicates no official response to the request has been received.

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

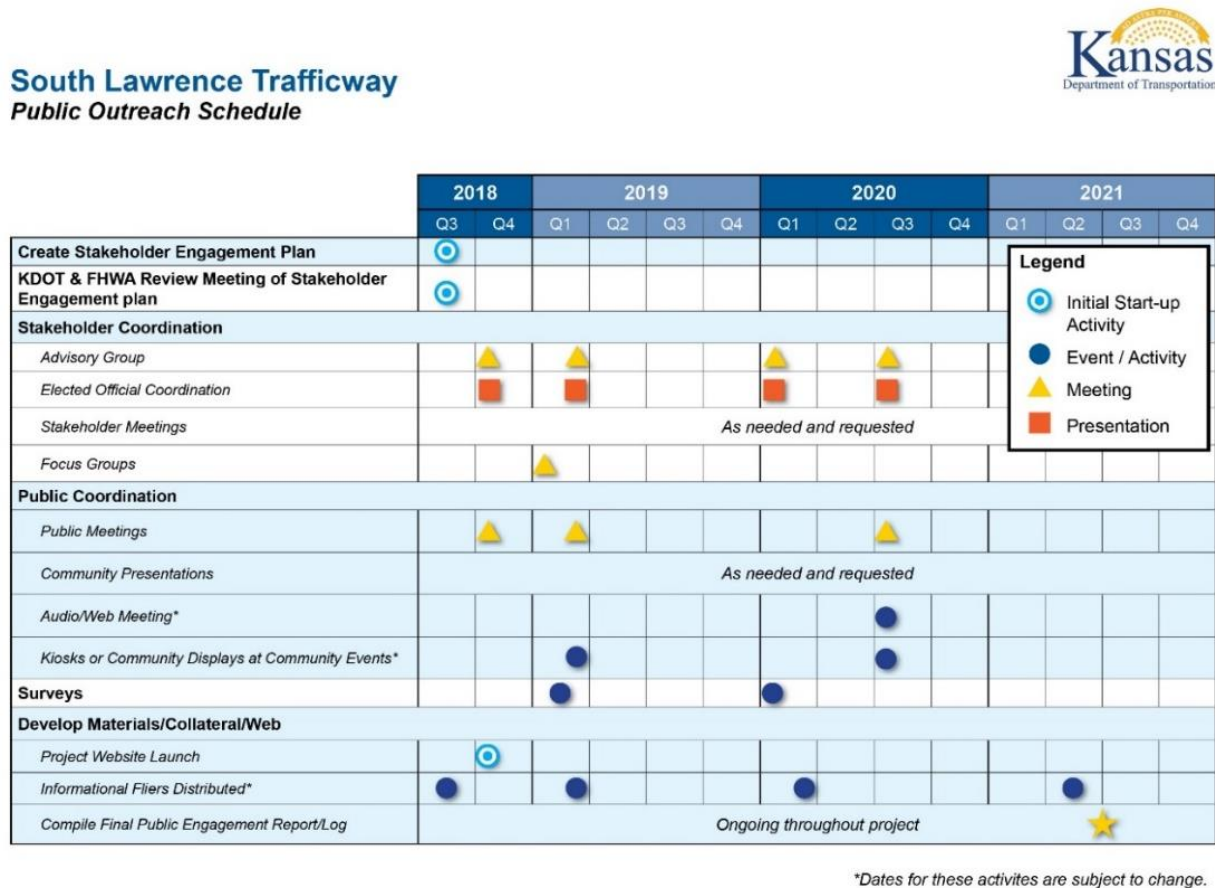
Task Name	Duration	Start	Finish
Project Initiation			
Federal Register Notice of Intent Published	1 day	September 6, 2018	September 6, 2018
Agency Scoping Meeting	1 day	October 4, 2018	October 4, 2018
Review of Coordination Plan, Screening Criteria & Methodologies Memo	30 days	October 4, 2018	November 5, 2018
Agency Concurrence: Coordination Plan & Methodologies Memorandum	1 day	November 16, 2018	November 16, 2018
Purpose and Need			
Review of Purpose & Need	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
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 E**.

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

Figure 1: Public Outreach Schedule

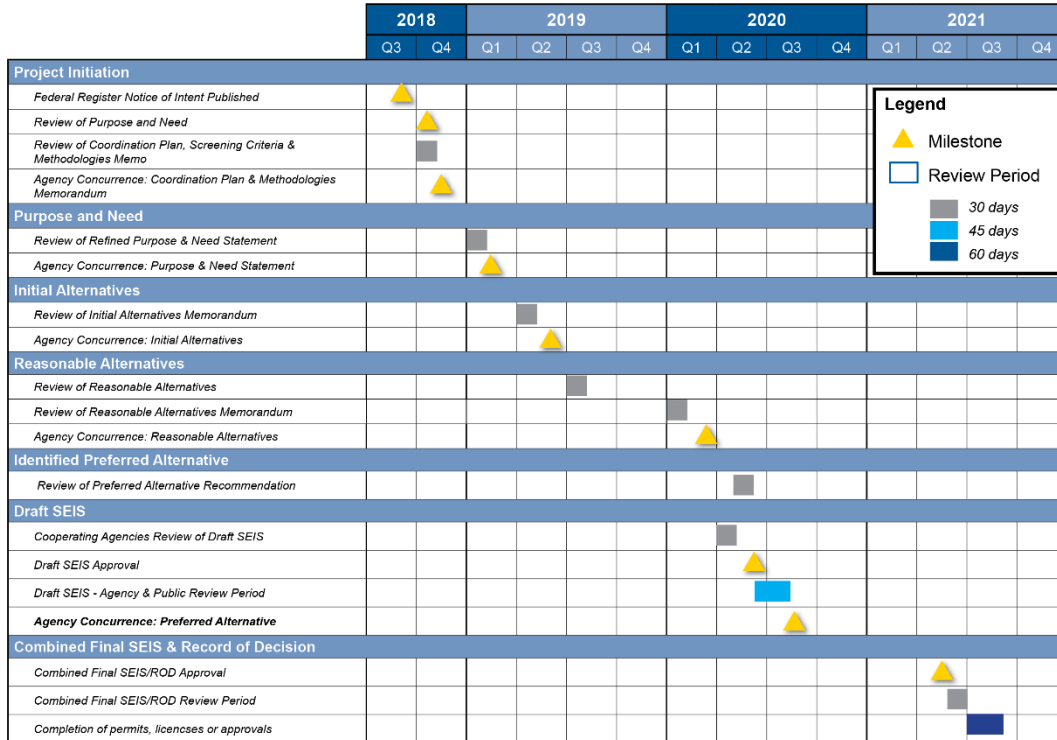


6.0 Project Schedule

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

South Lawrence Trafficway
SEIS Coordination 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	10/18/2018	Project Coordination Plan	Original review draft.
2	12/5/2018	Project Coordination Plan	Updated to reflect end of response period.
3			
4			
5			

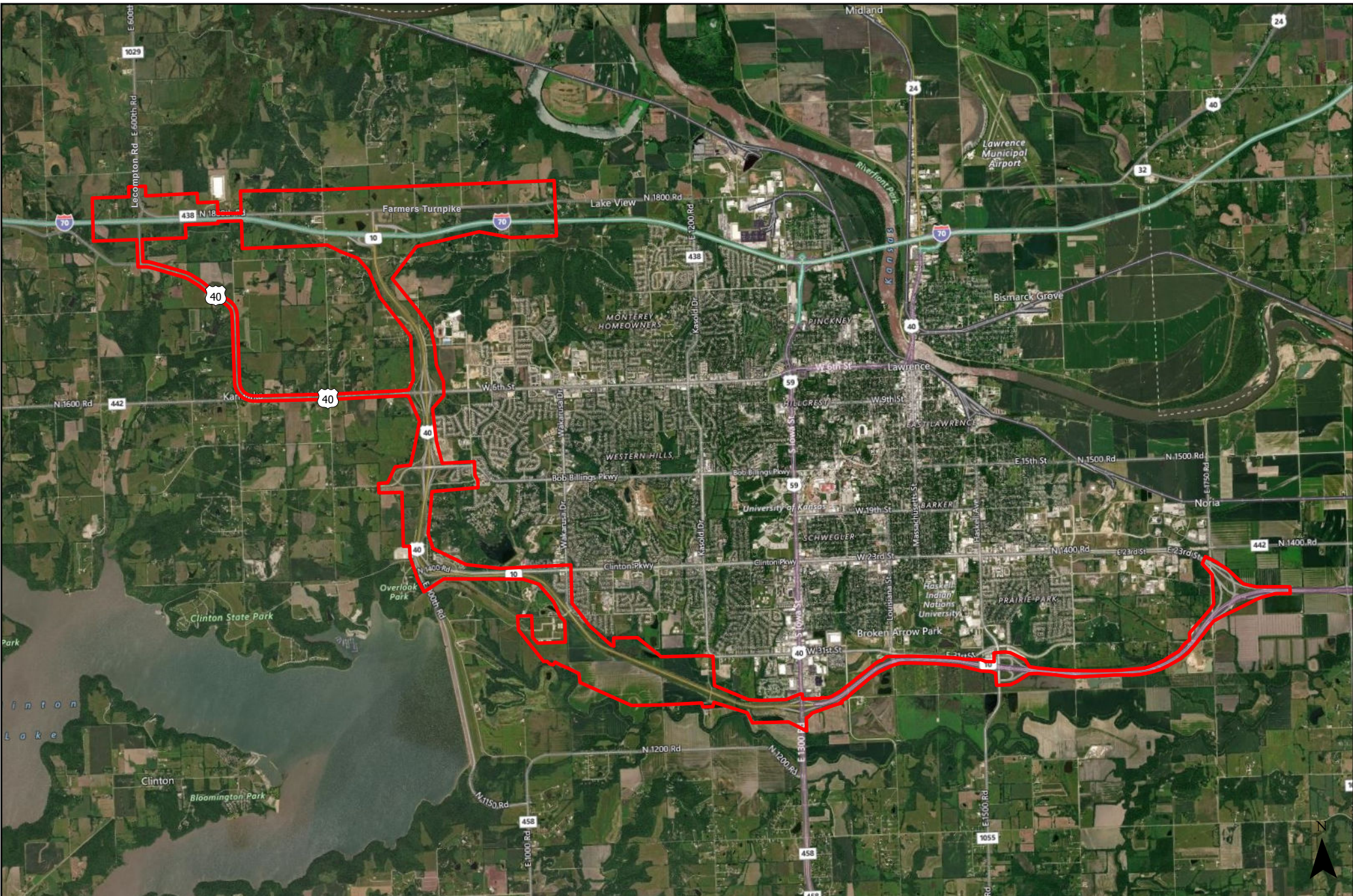
8.0 Coordination Tracking

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 Advisory Group Meeting	FHWA KDOT Local Stakeholders	October 18, 2018
First Public Meeting	KDOT Public	November 14, 2018
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	

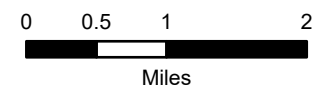
Coordination Milestone	Agency(ies) Responsible	Completion Date
Public Hearing	KDOT Public	
Collaboration on Identified Preferred Alternative	FHWA KDOT Cooperating and Participating Agencies	
Circulation of Combined Final SEIS/ROD	FHWA KDOT	
Issue ROD	FHWA KDOT	

Appendix A – Project Study Area Map



 Project Study Area

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



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 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. 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 socioeconomic impacts. 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 SEIS 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



U.S. Department
of Transportation
**Federal Highway
Administration**

Kansas Division

September 14, 2018

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

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,

A handwritten signature in black ink, appearing to read "Richard E. Backlund", with a long horizontal flourish extending to the right.

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

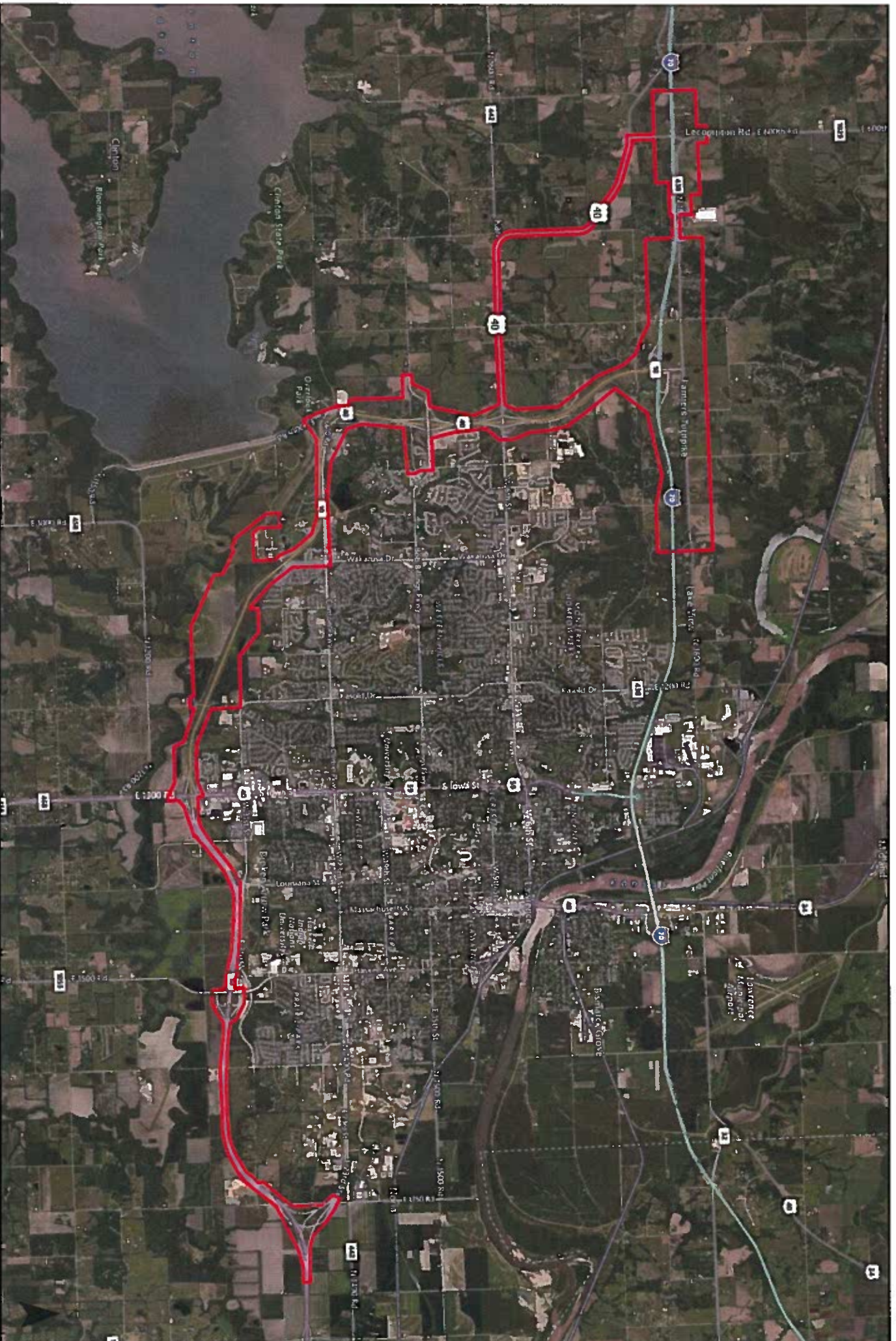
A wide spectrum of social, economic and environmental resources will be evaluated with the SEIS to determine impacts to the aquatic ecosystem, cultural resources, threatened and endangered species, floodplains, transportation, parks and recreation, noise and air quality, environmental justice and socioeconomics. 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**



September 2018



U.S. Department
of Transportation
**Federal Highway
Administration**

Kansas Division

September 14, 2018

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

In Reply Refer To:
HDA-KS

Mark Frazier
Chief, Regulatory Branch
U.S. Army Corps of Engineers
K.C. District, Attn. OD-R, Room 402
Federal Building
601 E. 12th Street
Kansas City, Missouri 64106

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

Dear Mr. Frazier:

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 project will impact wetlands and streams, and possibly some Corps-owned property, we are requesting your agency to be a cooperating agency for the project.

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,

A handwritten signature in black ink, appearing to read 'Richard E. Backlund', with a long horizontal flourish extending to the right.

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

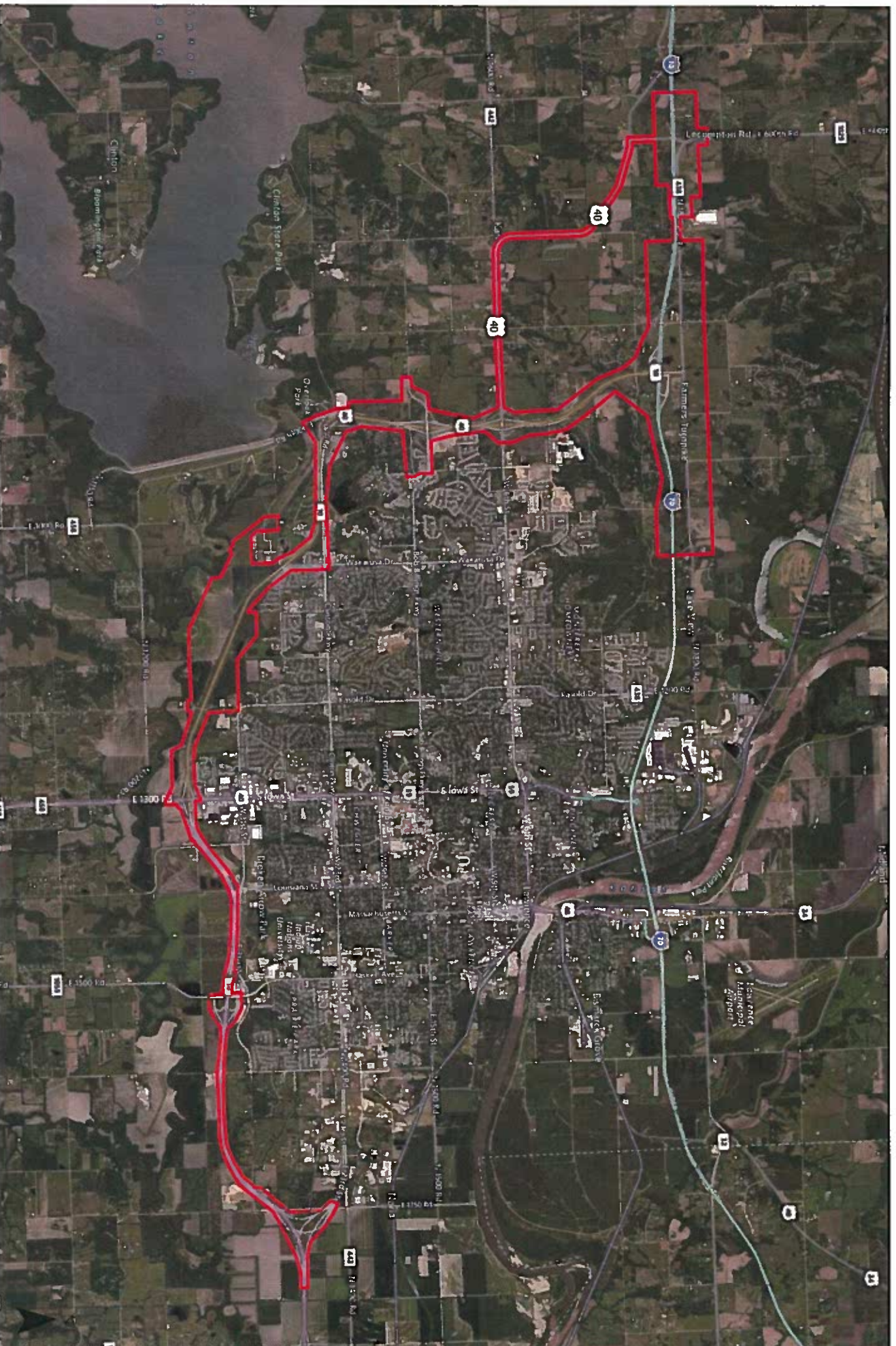
A wide spectrum of social, economic and environmental resources will be evaluated with the SEIS to determine impacts to the aquatic ecosystem, cultural resources, threatened and endangered species, floodplains, transportation, parks and recreation, noise and air quality, environmental justice and socioeconomics. 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**



September 2018



U.S. Department
of Transportation
**Federal Highway
Administration**

Kansas Division

September 14, 2018

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

In Reply Refer To:
HDA-KS

Jim Gulliford
Regional Administrator
U.S. Environmental Protection Agency, Region VII
Attn: Joe Summerlin
11201 Renner Blvd., Mail Code: ENSVNEPA
Lenexa, KS 66219

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

Dear Mr. Gulliford:

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 project will impact wetlands and streams and 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,

A handwritten signature in black ink, appearing to read "R. Backlund".

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**



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

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

David Barfield
Chief Engineer
Division of Water Resources
Kansas Department of Agriculture
1320 Research Park Drive
Manhattan, KS 66502

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

Dear Mr. Barfield,

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

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

Chris Berens
Chief, Ecological Services Section
Kansas Department of Wildlife, Parks & Tourism
512 Southeast 25th Avenue
Pratt, KS 67124-8174

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

Dear Mr. Berens,

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

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

Larry Biles
State Forester
Kansas Forest Service
2610 Claflin Road
Manhattan, KS 66502

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

Dear Mr. Biles,

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

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.kso.org>

September 13, 2018

Scott Blackburn
Environmental Coordinator
National Park Service, Midwest Region
U.S. Department of the Interior
601 Riverfront Dr.
Omaha, NE 68102

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

Dear Mr. Blackburn,

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

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

Monica Brede
East Central Regional Project Manager
Business and Community Development
Kansas Department of Commerce
1000 SW Jackson, Suite 100
Topeka, KS 66612

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

Dear Ms. Brede,

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

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

Jennie Chinn
State Historic Preservation Officer & Executive Director
Kansas State Historical Society 6425
SW 6th Avenue,
Topeka, KS 66615-1099

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

Dear Ms. Chinn,

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

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

Brian Costner
Supervisory Environmental Protection Specialist
Office of NEPA Policy and Compliance
U.S. Department of Energy
1000 Independence Ave., S.W.
Washington, DC 20585

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

Dear Mr. Costner,

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

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

Tony Dearman
Director, Bureau of Indian Education
U.S. Department of the Interior
1849 C. Street, NW, MS-3609 - MIB
Washington, D.C. 20240

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

Dear Mr. Dearman,

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

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

Rex Fleming, P.E.
Project Engineer
Kansas Turnpike Authority
9401 E. Kellogg
Wichita, KS 67207

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

Dear Mr. Fleming,

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

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

Bill Guertal
Acting Director, Southwest Region
U.S. Geological Survey
Denver Federal Center
PO Box 25046, Mail Stop 911
Denver, CO 80225-0046

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

Dear Mr. Guertal,

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

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

Leo Henning
Director, Division of Environment
Kansas Department of Health & Environment
Curtis State Office Building
1000 SW Jackson
Topeka, KS 66612

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

Dear Mr. Henning,

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

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

Mike Hoeme
Director of Transportation
Kansas Corporation Commission
1500 SW Arrowhead Road
Topeka, KS 66604

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

Dear Mr. Hoeme,

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

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

David Jacobson, P.E.
Director of Engineering
Kansas Turnpike Authority
9401 E. Kellogg
Wichita, KS 67207

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

Dear Mr. Jacobson,

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

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

Rolfe Mandel
Director, Kansas Geological Survey
1930 Constant Avenue
Lawrence, KS 66047

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

Dear Mr. Mandel,

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

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

Edward Martinko
Director, Kansas Biological Survey
108B Takeru Higuchi Hall
University of Kansas
Lawrence, KS 66047

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

Dear Mr. Martinko,

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

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

Jason Mohr
Regional Administrator
Kansas City Regional Office, Region VII
U.S. Department of Housing & Urban Development
400 State Ave., Room 200
Kansas City, KS 66101-2406

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

Dear Mr. Mohr,

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

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

Damarys Mortenson
State Conservationist
Natural Resources Conservation Service
760 S. Broadway
Salina, KS 67401

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

Dear Mr. Mortenson,

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

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

Reid Nelson
Director, Office of Federal Agency Programs
Advisory Council on Historic Preservation Old
Post Office Building
401 F Street NW, Ste. 308
Washington, D.C. 20001

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

Dear Mr. Nelson,

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

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.kdot.org>

September 13, 2018

Michaela Noble
Director, Office of Environmental Policy and Compliance
U.S. Department of the Interior 1849
C Street, NW, MS 5538
Washington, D.C. 20240

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

Dear Ms. Noble,

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

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

Sonny Perdue
Secretary of Agriculture
U.S. Department of Agriculture
1400 Independence Avenue, SW,
Washington, D.C. 20250

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

Dear Secretary Perdue,

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

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

Rob Reschke
Director, Division of Conservation
Kansas Department of Agriculture
1320 Research Park Drive
Manhattan, KS 66502

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

Dear Mr. Reschke,

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

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

Bryan Rice
Director, Bureau of Indian Affairs
U.S. Department of the Interior
1849 C. Street, NW, MS-4606-MIB
Washington, D.C. 20240

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

Dear Mr. Rice,

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

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

Tracy Streeter
Director, Kansas Water Office
900 SW Jackson Street, Ste. 404
Topeka, KS 66612

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

Dear Ms. Streeter,

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

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

Paul Taylor
Regional Administrator
Federal Emergency Management Agency
Attn: Michael Scott, Mitigation Division Director
11224 Holmes Road
Kansas City, MO 64114

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

Dear Mr. Taylor,

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

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

Lance Wenger
Southwest Region Solicitor
Office of the Regional Solicitor
U.S. Department of the Interior
505 Marquette Ave., NW, Ste. 1800
Albuquerque, NM 87102

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

Dear Mr. Wenger,

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

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

Mark Werthmann
Economic Development Representative - Kansas
Denver Regional Office
U.S. Department of Commerce
1244 Speer Blvd., Ste. 431
Denver, CO 80204

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

Dear Mr. Werthmann,

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 – Coordination Response Letters



UNITED STATES ENVIRONMENTAL PROTECTION AGENCY

REGION 7

11201 Renner Boulevard
Lenexa, Kansas 66219

OCT 16 2018

OFFICE OF THE
REGIONAL ADMINISTRATOR

Mr. Richard Backlund
Nebraska Regulatory Office
Attention: District Commander
8901 South 154th Street
Omaha, Nebraska 68138-3635

Dear Mr. Backlund:

This letter responds to your invitation to serve as a cooperating agency during the development of the Draft Supplemental Environmental Impact Statement for the K-10/South Lawrence Trafficway- West Leg Project. I am pleased to accept your invitation to serve as a cooperating agency for the development of the EIS.

During the formal review period, the U.S. Environmental Protection Agency will fulfill its responsibilities under section 309 of the Clean Air Act regarding its independent review of the Draft SEIS, as well.

While it is understood that there will be no formal Memorandum of Agreement issued between the lead agency and cooperating agencies, we would like to offer some parameters by which we can collaboratively define our role as we serve in this capacity.

- The EPA Region 7 program staff will provide timely reviews and comments on preliminary documents, reports, analyses and sections of the Supplemental Draft and Final EISs that address impacts to agency lands and resources.
- The EPA Region 7 will conduct a review of the Supplemental Draft and Final EISs, providing comments that address the issues of the proposed action and alternatives to agency lands and resources.
- The EPA Region 7 will participate in meetings and provide information as requested by Federal Highway Administration.
- At the request of the FHWA, the EPA Region 7 will make available personnel and/or expertise to the lead agency, to the extent practicable, and as staff availability and resources allow.

Amber Tilley (tilley.amber@epa.gov) will serve as the primary point of contact for the EPA Region 7's National Environmental Policy Act Program and Tiffany DeLong (delong.tiffany@epa.gov) will serve as the primary point of contact for the EPA Region 7's Clean Water Act 404 Program.



The EPA commends FHWA efforts to engage early with federal and state agencies that may have jurisdiction, expertise, or interest in various components of this project. The content and coordination resulting from the October 4, 2018, early interagency coordination meeting for this project were valuable and appreciated. We look forward to continuing our close work with FHWA and other cooperating agencies in the development of the SEIS.

Sincerely,



James B. Gulliford

cc: Javier Ahumada (FHWA, Kansas Division Office)



United States Department of the Interior



FISH AND WILDLIFE SERVICE

Kansas Ecological Services Field Office
2609 Anderson Avenue
Manhattan, Kansas 66502-2801

November 8th, 2018

Javier Ahumada
FHWA Kansas Division Environmental Coordinator
Kansas Division Office
61111 SW 29th St., Suite 100
Topeka, KS 66614

RE: South Lawrence Traffic SEIS Cooperating Agency Response
FWS Tracking #2018-CPA-0691

Dear Mr. Ahumada:

This is in response to a letter we received dated October 18th, 2018, requesting a written letter from USFWS accepting the cooperating agency invitation and review and comments on the proposed Project Coordination Plan and Impact Methodologies Memorandum no later than November 15th, 2018. Please consider this letter to be our official acceptance to participate as a cooperating agency. Furthermore, it was requested we review and provide comments regarding on the proposed Project Coordination Plan and Impact Methodologies Memorandum.

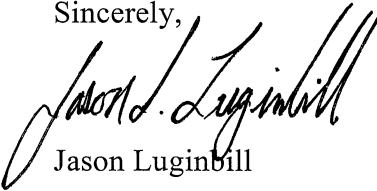
We reviewed the Project Coordination Plan, and did not have any concerns regarding it. Upon receiving this correspondence Table 1 can be edited to show that the USFWS has accepted the invitation to be a cooperating agency. The point of contact from our Kansas Field Office will be Jason Luginbill, who is the office supervisor.

We also reviewed the Technical Memorandum South Lawrence Trafficway Impact Assessment Methodologies. In that it was stated that resource evaluation will begin with a review of the impacts stated in the original 1990 EIS. Many of the impacts stated in the original EIS will still be relevant for the supplement EIS. The Northern long-eared bat was not listed at the time of the previous EIS and the bald eagle was removed from the federal list in 2007. The bald eagle is still protected under the Bald and Golden Eagle Protection Act. We highly support the utilization of Kansas Department of Wildlife Parks and Tourism and the Kansas Biological Survey (KBS) regarding information concerning rare or protected communities and plants that may occur in the project area. The KBS is considered to be one of the best sources regarding identifying native plant communities. We did not find any issues with how the Impact Assessment Methodologies was composed. The section regarding

Threatened and Endangered Species adequately assessed how the study team will evaluate impacts to Threatened and Endangered Species.

Thank you for the opportunity for us to be a cooperating agency during the SEIS process. Please feel free to contact me with any questions or concerns. I can be reached at (785) 539-3474 ext. 105.

Sincerely,

A handwritten signature in black ink that reads "Jason Luginbill". The signature is written in a cursive style with a large, looping initial "J".

Jason Luginbill
Field Supervisor

cc: KDWPT, Pratt, KS (Ecological Services)



DEPARTMENT OF THE ARMY
CORPS OF ENGINEERS, KANSAS CITY DISTRICT
635 FEDERAL BUILDING
601 E. 12TH STREET
KANSAS CITY, MISSOURI 64106-2824

November 5, 2018

Regulatory Branch
(NWK-2018-1264)

Mr. Richard Backlund, AICP
Division Administrator
U.S. Department of Transportation
Federal Highways Administration
6111 Southwest 29th, Suite 100
Topeka, Kansas 66614

Dear Mr. Backlund:

This is in response to your recent letter, received on October 19, 2018, requesting comments regarding the scoping meeting and associated materials distributed for review of the Supplemental Environmental Impact Statement for the Highway K-10/South Lawrence Trafficway, (SLT). Please reference your project number designation of HDA-KS.

Work associated with the project that will involve the placement of fill materials into streams, wetlands or other waters of the United States, will require some type of authorization by a Department of the Army (DA) permit. These types of activities require authorization from the Corps of Engineers under Section 404 of the Clean Water Act (Title 33 United States Code Section 1344). The implementing regulation for this Act is found at Title 33 Code of Federal Regulations Parts 320-332.

After identification and completion of the type and amounts of surface waters and wetlands within the study areas has been completed, please furnish a copy of the report to our office for review and concurrence. This project has been assigned Regulatory file number NWK-2018-1264 by our office. Please reference this number in all comments and/or inquiries to our office relating to this project.

Portions of the project may also require permission under Section 14 of the Rivers and Harbors Act (33 USC 408) because the activity, in whole or in part, would alter, occupy, or use a Corps Civil Works project. Please let our office know if any portions of the project may require work within portions of fee or easement land associated with the Clinton Lake Project.

Thank you for the opportunity to review the draft project coordination plan and methodologies report for the project and the opportunity to attend the interagency coordination meeting on October 4, 2018. If you have any questions concerning this matter, please feel free to write or contact Mr. Brian Donahue at 816-389-3703 or by email at brian.t.donahue@usace.army.mil.

Sincerely,

A handwritten signature in black ink, appearing to read "David R. Hibbs", written over a horizontal line.

David R. Hibbs
Regulatory Program Manager
Regulatory Branch

Appendix E - Stakeholder Engagement and Communications Plan

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



	2018		2019				2020				2021			
	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4
Create Stakeholder Engagement Plan	○													
KDOT & FHWA Review Meeting of Stakeholder Engagement plan	○													
Stakeholder Coordination														
<i>Advisory Group</i>														
<i>Elected Official Coordination</i>			▲	▲			▲	▲						
<i>Stakeholder Meetings</i>	<i>As needed and requested</i>													
<i>Focus Groups</i>			▲											
Public Coordination														
<i>Public Meetings</i>		▲	▲						▲					
<i>Community Presentations</i>	<i>As needed and requested</i>													
<i>Audio/Web Meeting*</i>									●					
<i>Kiosks or Community Displays at Community Events*</i>			●						●					
Surveys			●				●							
Develop Materials/Collateral/Web														
<i>Project Website Launch</i>		○												
<i>Informational Fliers Distributed*</i>	●		●				●					●		
<i>Compile Final Public Engagement Report/Log</i>	<i>Ongoing throughout project</i>												★	

Legend

- Initial Start-up Activity
- Event / Activity
- ▲ Meeting
- Presentation

*Dates for these activities are subject to change.

Project Contacts

The consultant project contacts for Public Engagement are:

Greg Weatherd
Project Manager
HNTB Corporation
7400 W. 129th Street,
Suite 100
Overland Park, KS 66213
913-312-4837 office
913-601-2654 cell
gweatherd@hntb.com

Robyn Arthur
PI Director
HNTB Corporation
715 Kirk Drive
Kansas City, MO 64105
816-527-2457 office
816-668-8313 cell
rarthur@hntb.com

Corey Fischer
PI Coordinator
HNTB Corporation
715 Kirk Drive
Kansas City, MO 64105
816-527-2702 office
cfischer@hntb.com

Kelsey Heavin
PI Coordinator
HNTB Corporation
715 Kirk Drive
Kansas City, MO 64105
816-527-2468 office
785-550-4684 cell
kheavin@hntb.com