



SLT South Lawrence Trafficway

APPENDIX B: Public Hearing Materials & Public Involvement Materials

FEBRUARY, 2022



Community and Elected Officials Presentations



South Lawrence Trafficway

Lawrence City Commission Meeting
October 16, 2018

PROJECT #:
10-23 KA-3634-01



- Project Overview
- SEIS Details & Process
- Public Engagement Plan
- Upcoming Events
- Contact Information

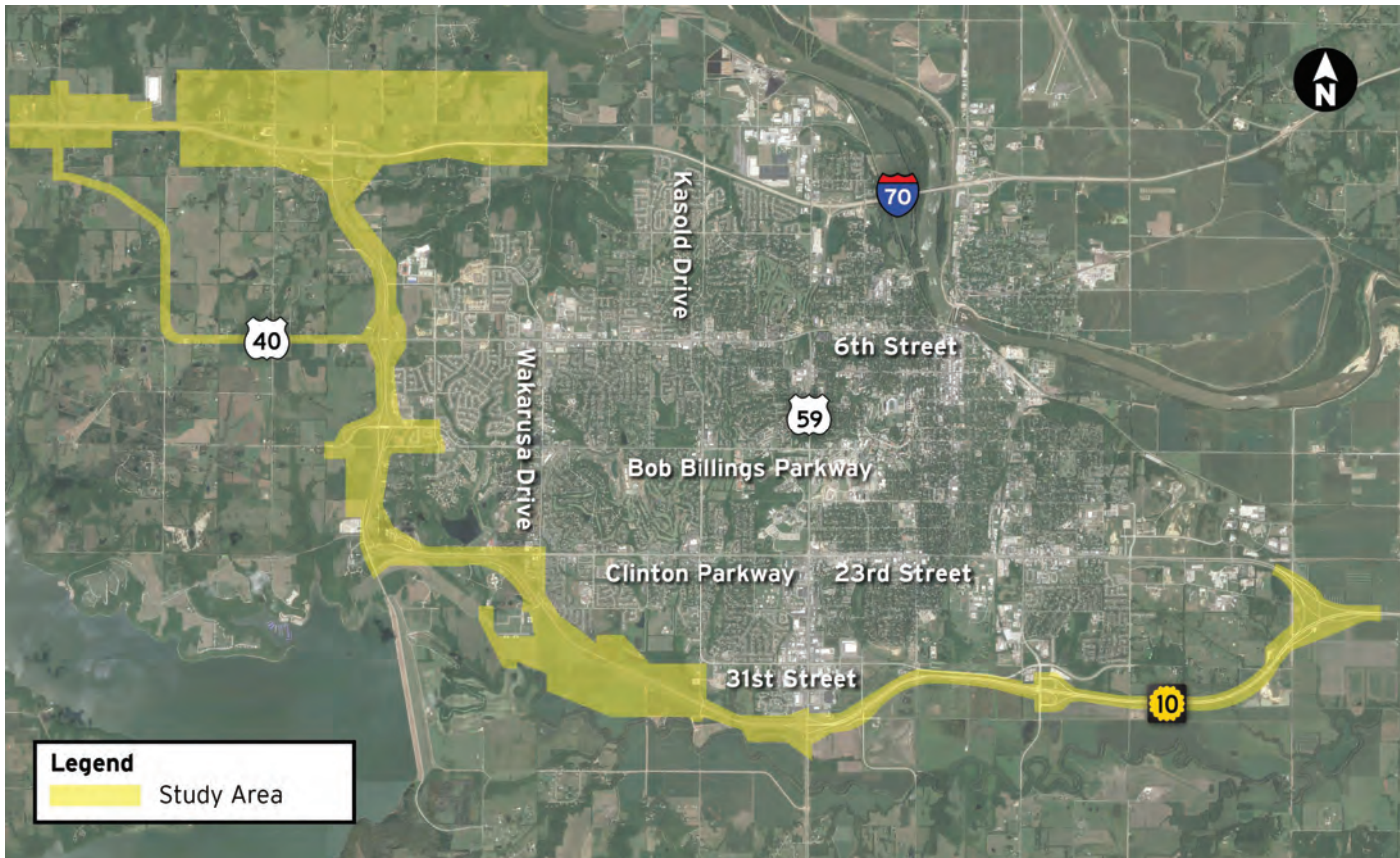
Project Overview - Why Another Study?

- **2014-2016:** KDOT conducted the K-10 West Leg Concept Study, which included reevaluation of the original EIS.
- **Spring 2016:** the public raised concerns regarding the proposed access at Farmer's Turnpike, which led to KDOT & FHWA proposing the need for additional environmental evaluation through Supplemental Environmental Impact Statement (SEIS).
- **September 2018:** SEIS begins, and will last 3 years

What is a SEIS?

- An **Environmental Impact Statement** (EIS) is a document required by the Federal Highway Administration to evaluate the impact proposed improvements will have on the natural and manmade environment.
- A **Supplemental Environmental Impact Statement** (SEIS) reviews the findings of an existing EIS. A SEIS considers new or additional environmental impacts based on the introduction of new improvement options and/or major changes in the natural environment or communities.
- The South Lawrence Trafficway SEIS will evaluate if – and how – upgrading the corridor to a four-lane freeway, modifying access, and exploring new funding mechanisms alter the impacts and recommendations previously identified through the 1990 EIS and 2008 East Leg EIS.

SEIS Study Area



- The West Leg: just north of I-70 at North 1800 Road (Farmer's Turnpike) to US-59/Iowa Street.
- The East Leg: 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 and U.S. 40 from K-10 to E 600 Road.

SEIS Process



SEIS Public Engagement Activities and 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														
Advisory Group		📍	📍				📍		📍					
Elected Official Coordination		📄	📄				📄		📄					
Stakeholder Meetings	<i>As needed and requested</i>													
Focus Groups			📍											
Public Coordination														
Public Meetings		📍	📍						📍					
Community Presentations	<i>As needed and requested</i>													
Audio/Web Meeting*									📍					
Kiosks or Community Displays at Community Events*			📍						📍					
Surveys			📍				📍							
Develop Materials/Collateral/Web														
Project Website Launch		🕒												
Informational Fliers Distributed*	📍		📍				📍					📍		
Compile Final Public Engagement Report/Log	<i>Ongoing throughout project</i>													

Legend

- 🕒 Initial Start-up Activity
- 📍 Event / Activity
- 📍 Meeting
- 📄 Presentation

*Dates for these activities are subject to change.

Upcoming Events

- **Project Website:** still under development, will go live prior to the first public meeting
- **Advisory Group:** First meeting Thursday, October 18th
- **Public Meeting:** Tentatively Scheduled November



Contact Information

- For any comments and questions, or to request a community presentation: info@SLT-KS.org
- Aaron Frits, P.E.
KDOT Project Manager
785-296-4139
Aaron.Frits@ks.gov
- Laurie Arellano
KDOT Director of Communications
785-296-3956
Laurie.Arellano@ks.gov



South Lawrence Trafficway

Douglas County Commission Meeting
October 24, 2018

PROJECT #:
10-23 KA-3634-01



- Project Overview
- SEIS Details & Process
- Public Engagement Plan
- Upcoming Events
- Contact Information

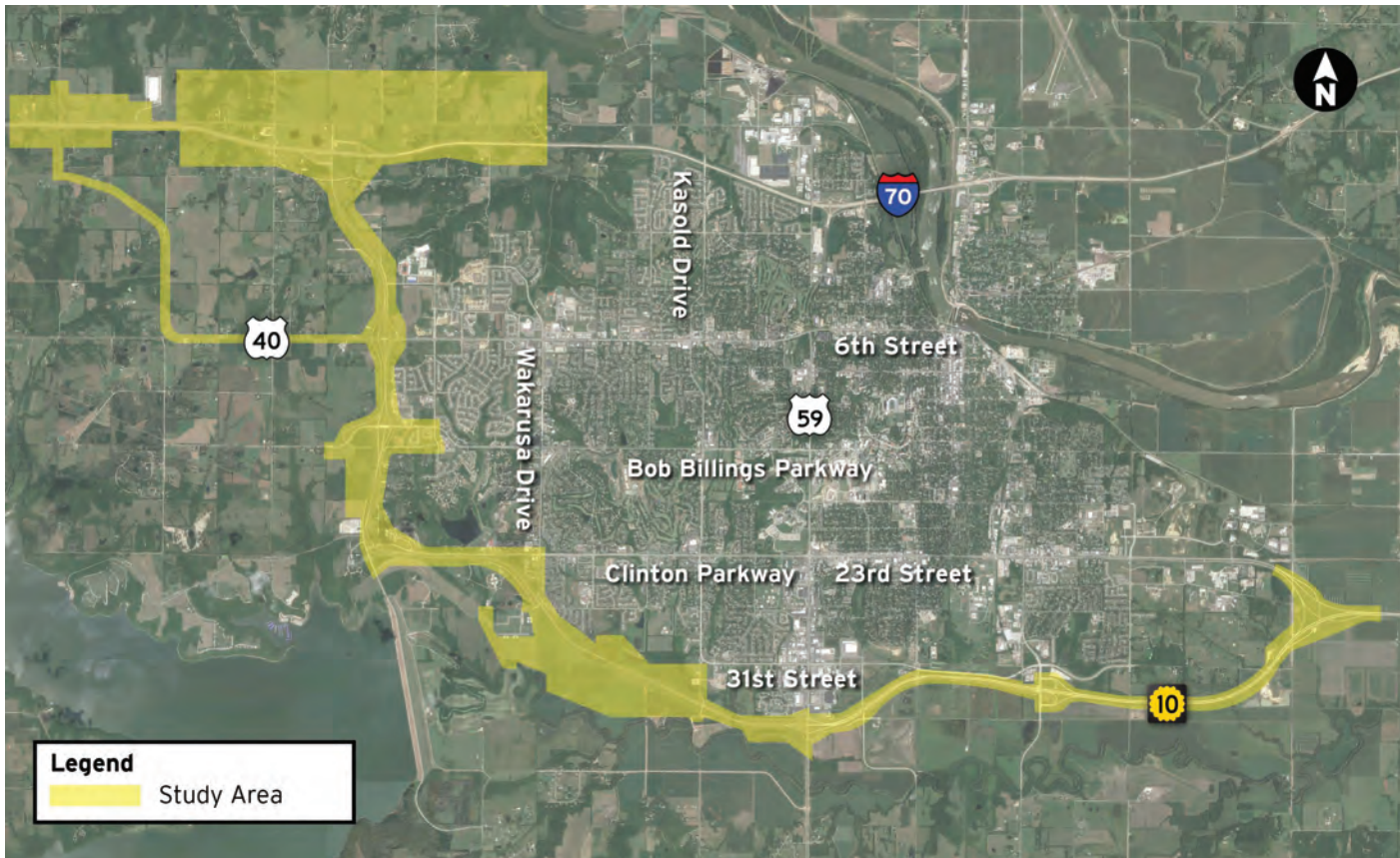
Project Overview - Why Another Study?

- **2014-2016:** KDOT conducted the K-10 West Leg Concept Study, which included reevaluation of the original EIS.
- **Spring 2016:** the public raised concerns regarding the proposed access at Farmer's Turnpike, which led to KDOT & FHWA proposing the need for additional environmental evaluation through Supplemental Environmental Impact Statement (SEIS).
- **September 2018:** SEIS begins, and will last 3 years

What is a SEIS?

- An **Environmental Impact Statement** (EIS) is a document required by the Federal Highway Administration to evaluate the impact proposed improvements will have on the natural and manmade environment.
- A **Supplemental Environmental Impact Statement** (SEIS) reviews the findings of an existing EIS. A SEIS considers new or additional environmental impacts based on the introduction of new improvement options and/or major changes in the natural environment or communities.
- The South Lawrence Trafficway SEIS will evaluate if – and how – upgrading the corridor to a four-lane freeway, modifying access, and exploring new funding mechanisms alter the impacts and recommendations previously identified through the 1990 EIS and 2008 East Leg EIS.

SEIS Study Area



- The West Leg: just north of I-70 at North 1800 Road (Farmer's Turnpike) to US-59/Iowa Street.
- The East Leg: 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 and U.S. 40 from K-10 to E 600 Road.

SEIS Process



SEIS Public Engagement Activities and 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														
Advisory Group		▲	▲				▲		▲					
Elected Official Coordination		■	■				■		■					
Stakeholder Meetings	As needed and requested													
Focus Groups			▲											
Public Coordination														
Public Meetings		▲	▲						▲					
Community Presentations	As needed and requested													
Audio/Web Meeting*									●					
Kiosks or Community Displays at Community Events*			●						●					
Surveys			●				●							
Develop Materials/Collateral/Web														
Project Website Launch		🕒												
Informational Fliers Distributed*	●		●				●					●		
Compile Final Public Engagement Report/Log	Ongoing throughout project													

Legend

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

*Dates for these activities are subject to change.

Upcoming Events

- **Project Website:** still under development, will go live prior to the first public meeting
- **Advisory Group:** First meeting Thursday, October 18th
- **Public Meeting:** Tentatively Scheduled November



Contact Information

- For any comments and questions, or to request a community presentation: info@SLT-KS.org
- Aaron Frits, P.E.
KDOT Project Manager
785-296-4139
Aaron.Frits@ks.gov
- Laurie Arellano
KDOT Director of Communications
785-296-3956
Laurie.Arellano@ks.gov



South Lawrence Trafficway

City of LeCompton City Council Meeting
November 5, 2018

PROJECT #:
10-23 KA-3634-01



- Project Overview
- SEIS Details & Process
- Public Engagement Plan
- Upcoming Events
- Contact Information

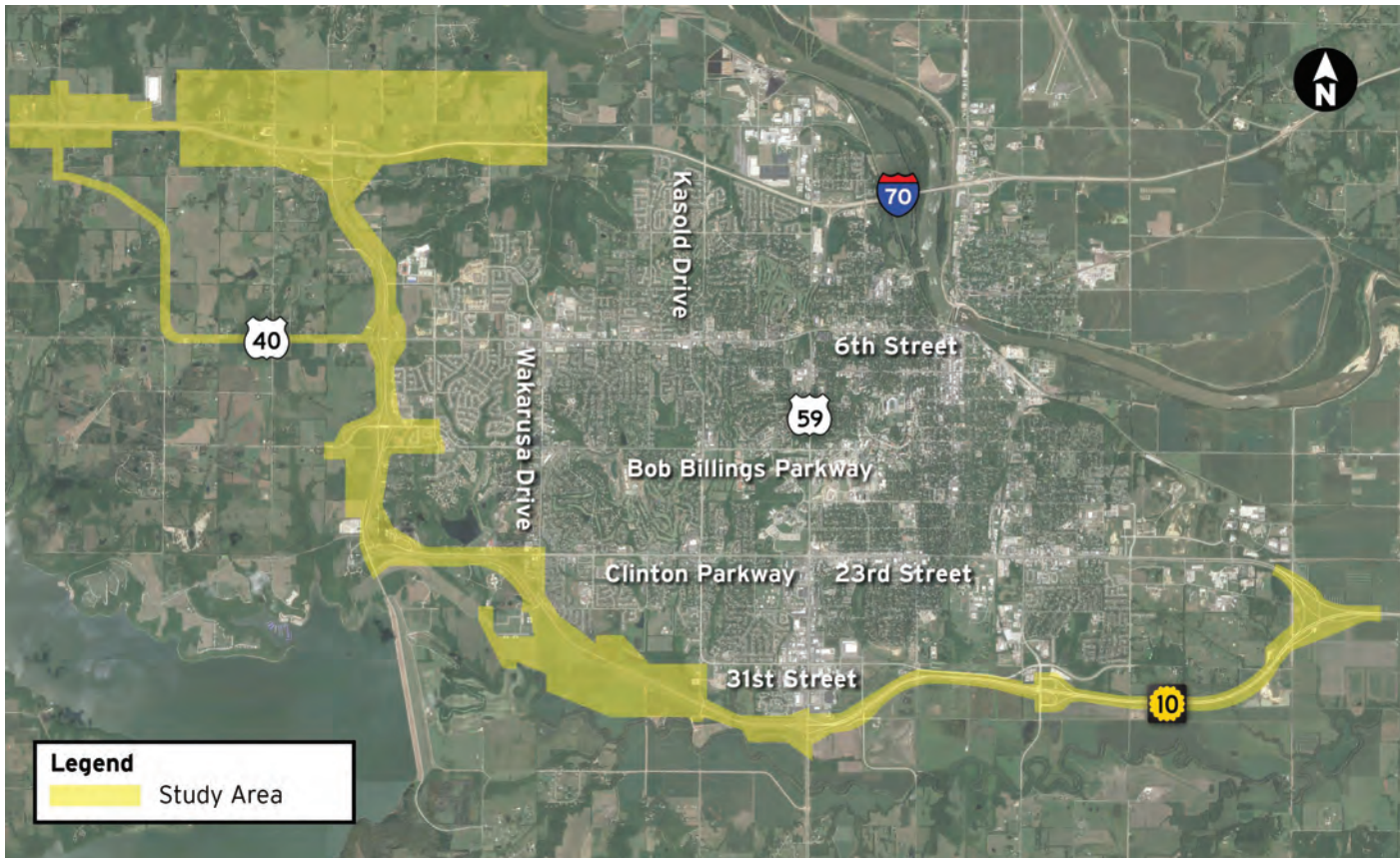
Project Overview - Why Another Study?

- **2014-2016:** KDOT conducted the K-10 West Leg Concept Study, which included reevaluation of the original EIS.
- **Spring 2016:** the public raised concerns regarding the proposed access at Farmer's Turnpike, which led to KDOT & FHWA proposing the need for additional environmental evaluation through Supplemental Environmental Impact Statement (SEIS).
- **September 2018:** SEIS begins, and will last 3 years

What is a SEIS?

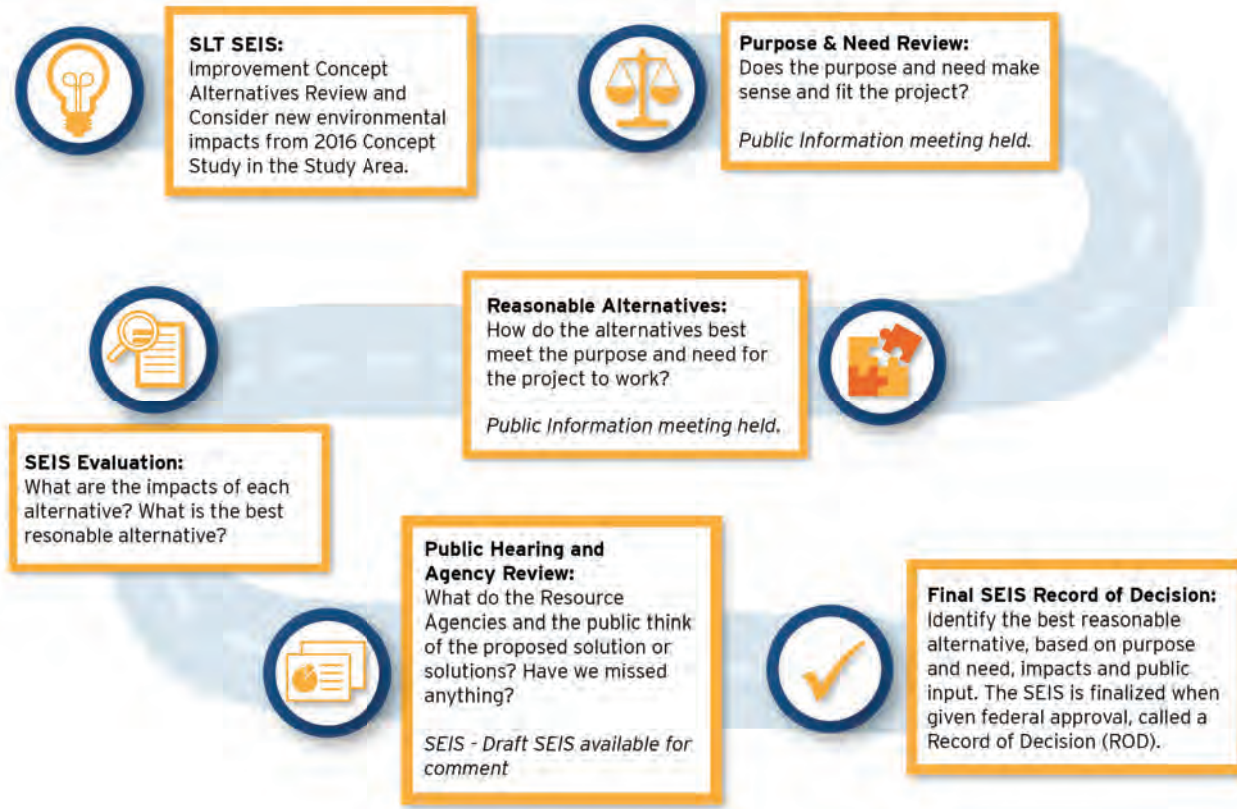
- An **Environmental Impact Statement** (EIS) is a document required by the Federal Highway Administration to evaluate the impact proposed improvements will have on the natural and manmade environment.
- A **Supplemental Environmental Impact Statement** (SEIS) reviews the findings of an existing EIS. A SEIS considers new or additional environmental impacts based on the introduction of new improvement options and/or major changes in the natural environment or communities.
- The South Lawrence Trafficway SEIS will evaluate if – and how – upgrading the corridor to a four-lane freeway, modifying access, and exploring new funding mechanisms alter the impacts and recommendations previously identified through the 1990 EIS and 2008 East Leg EIS.

SEIS Study Area



- The West Leg: just north of I-70 at North 1800 Road (Farmer's Turnpike) to US-59/Iowa Street.
- The East Leg: 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 and U.S. 40 from K-10 to E 600 Road.

SEIS Process



SEIS Public Engagement Activities and 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														
Advisory Group		📍	📍				📍		📍					
Elected Official Coordination		📄	📄				📄		📄					
Stakeholder Meetings	<i>As needed and requested</i>													
Focus Groups			📍											
Public Coordination														
Public Meetings		📍	📍						📍					
Community Presentations	<i>As needed and requested</i>													
Audio/Web Meeting*									🕒					
Kiosks or Community Displays at Community Events*			🕒						🕒					
Surveys			🕒				🕒							
Develop Materials/Collateral/Web														
Project Website Launch		🕒												
Informational Fliers Distributed*	🕒		🕒				🕒					🕒		
Compile Final Public Engagement Report/Log	<i>Ongoing throughout project</i>													

Legend

- 🕒 Initial Start-up Activity
- 🕒 Event / Activity
- 📍 Meeting
- 📄 Presentation

*Dates for these activities are subject to change.

Upcoming Events

- **Project Website:** www.SLT-KS.org
- **Advisory Group:** First meeting was held Thursday, October 18th
- **Public Meeting:** Is scheduled for Wednesday, November 14th at Southwest Middle School, 2511 Inverness, 5 pm to 7 pm



Contact Information

- For any comments and questions, or to request a community presentation: info@SLT-KS.org
- Aaron Frits, P.E.
KDOT Project Manager
785-296-4139
Aaron.Frits@ks.gov
- Laurie Arellano
KDOT Director of Communications
785-296-3956
Laurie.Arellano@ks.gov



South Lawrence Trafficway

City of LeCompton City Council Meeting
November 5, 2018

PROJECT #:
10-23 KA-3634-01



- Project Overview
- SEIS Details & Process
- Public Engagement Plan
- Upcoming Events
- Contact Information

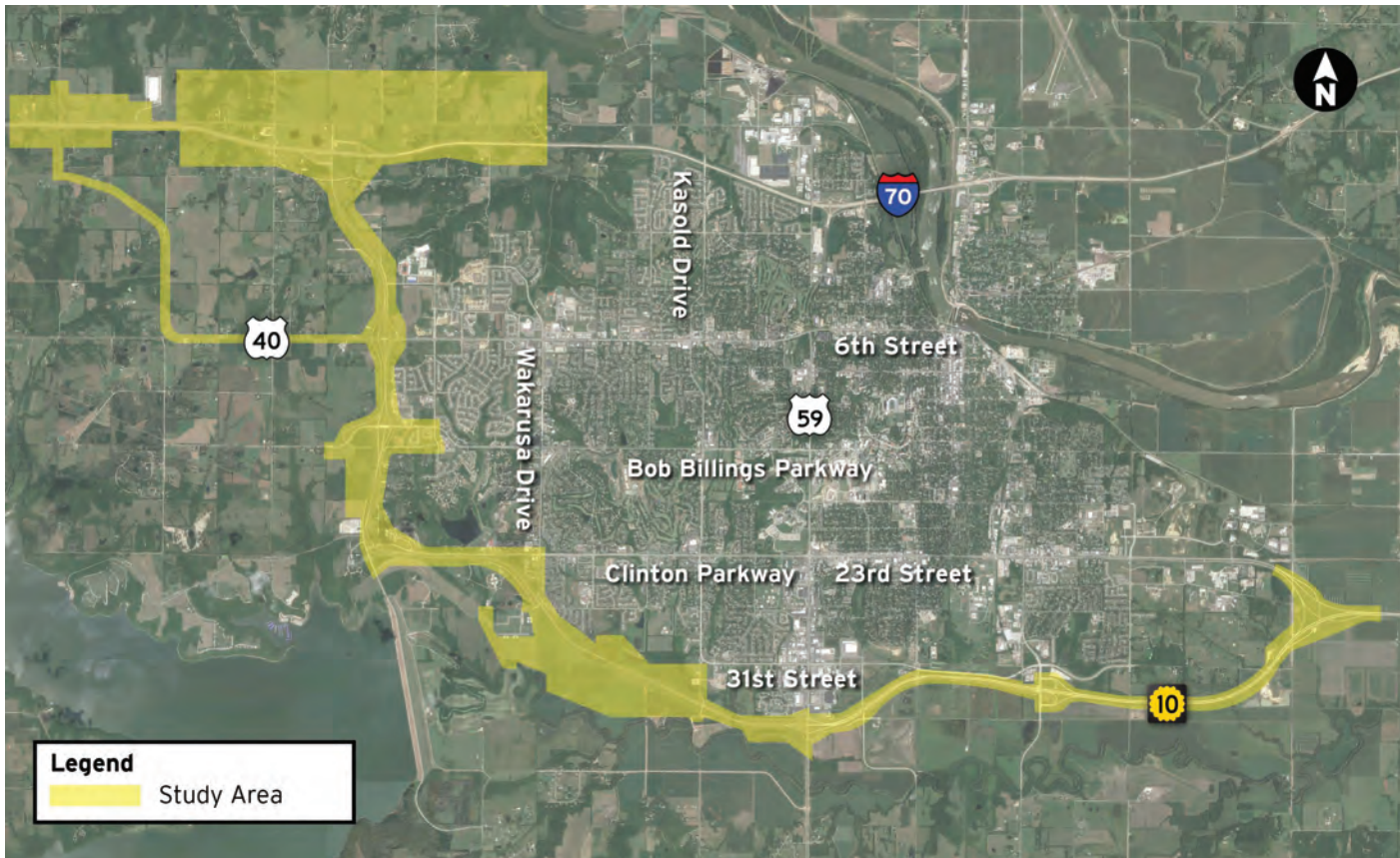
Project Overview - Why Another Study?

- **2014-2016:** KDOT conducted the K-10 West Leg Concept Study, which included reevaluation of the original EIS.
- **Spring 2016:** the public raised concerns regarding the proposed access at Farmer's Turnpike, which led to KDOT & FHWA proposing the need for additional environmental evaluation through Supplemental Environmental Impact Statement (SEIS).
- **September 2018:** SEIS begins, and will last 3 years

What is a SEIS?

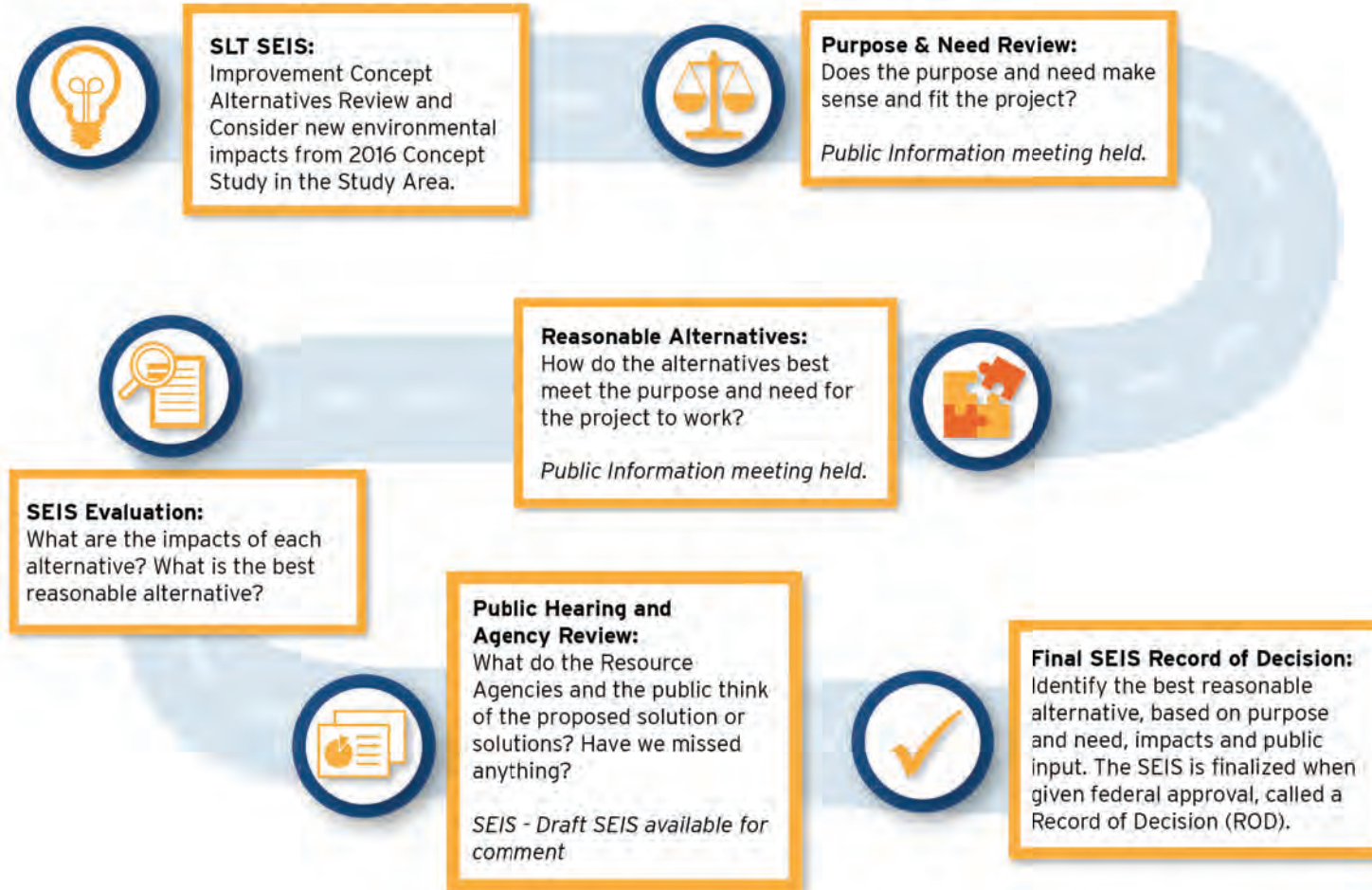
- An **Environmental Impact Statement** (EIS) is a document required by the Federal Highway Administration to evaluate the impact proposed improvements will have on the natural and manmade environment.
- A **Supplemental Environmental Impact Statement** (SEIS) reviews the findings of an existing EIS. A SEIS considers new or additional environmental impacts based on the introduction of new improvement options and/or major changes in the natural environment or communities.
- The South Lawrence Trafficway SEIS will evaluate if – and how – upgrading the corridor to a four-lane freeway, modifying access, and exploring new funding mechanisms alter the impacts and recommendations previously identified through the 1990 EIS and 2008 East Leg EIS.

SEIS Study Area



- The West Leg: just north of I-70 at North 1800 Road (Farmer's Turnpike) to US-59/Iowa Street.
- The East Leg: 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 and U.S. 40 from K-10 to E 600 Road.

SEIS Process



2018 FHWA/KDOT K-10/SLT SEIS – what’s valid, what’s changed, what’s considered

- Assumed that original 1990 EIS P&N is still valid – improving local street network LOS and safety. System linkage and access also a consideration.
- East leg constructed and opened in 2016.
- New traffic patterns, volumes, and LOS to be re-evaluated on the system.
- Upgrade of existing west leg from two to four/six lanes.
- Conversion of existing west leg from expressway to limited access freeway.
- Consideration of funding options for the facility – both east and west legs.
- Revisiting the configuration of the system connection with I-70.
- Consideration of potential local connections for N 1800 Rd/Farmer’s Turnpike.
- Consideration of minor improvements to US-40.

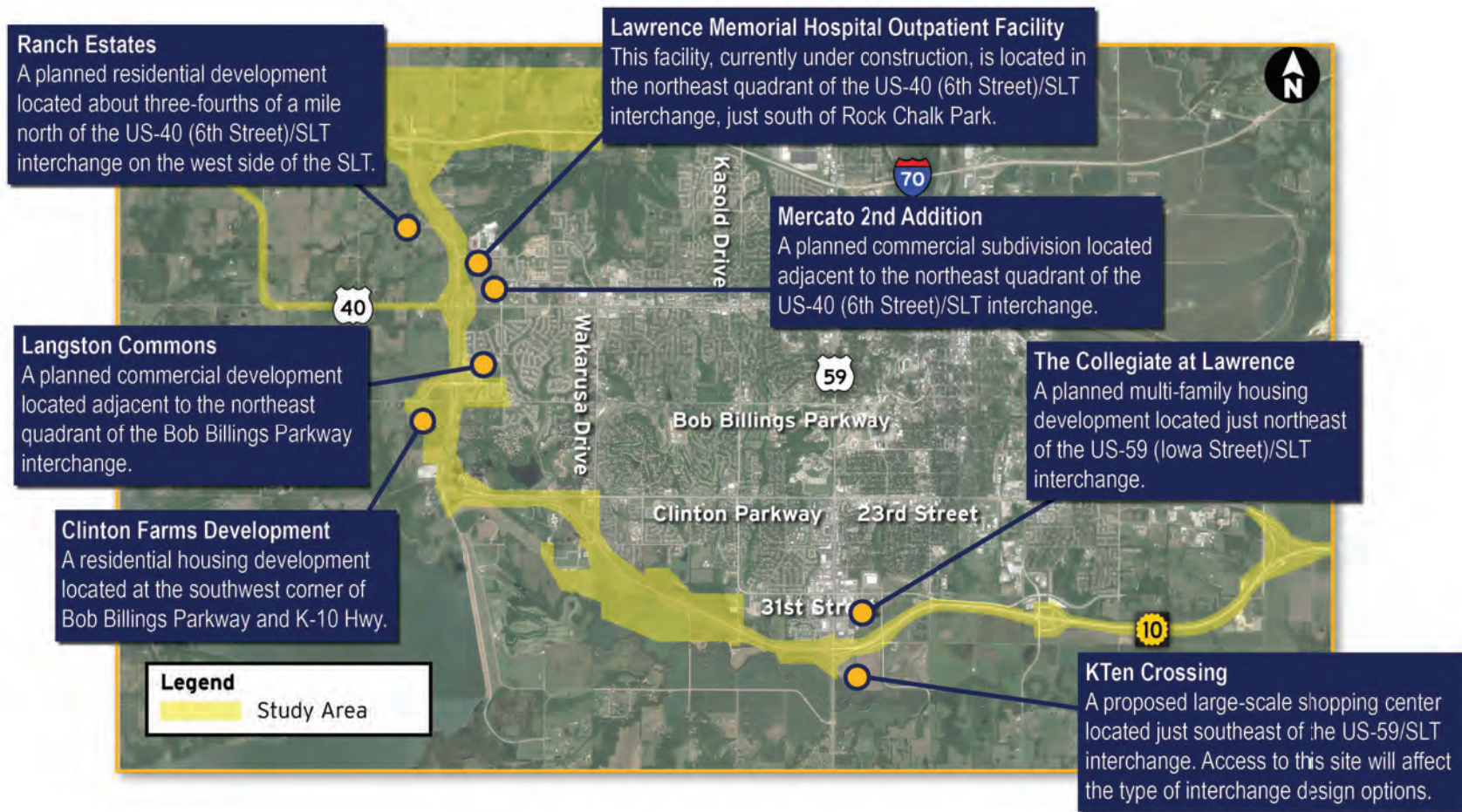
Refined/New Purpose and Need Elements for SEIS

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

West Leg Concept Study



Local and Regional Growth



Purpose and Need

- *Does this capture the need you see in the area for the SLT project?*
- *Do you see other needs?*

Public Engagement

The P.I. Plan outlines goals and activities:

- Create a comprehensive and transparent approach to inform and engage project stakeholders and the public in the SEIS process.
- 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.
- Interact with the project team, focus groups and advisory group to gather input on transportation needs in the community.
- Identify, address and mitigate controversial issues early in a collaborative and constructive manner.
- 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.

SEIS Public Engagement Activities and 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														
Advisory Group		📍	📍				📍		📍					
Elected Official Coordination		📄	📄				📄		📄					
Stakeholder Meetings	As needed and requested													
Focus Groups			📍											
Public Coordination														
Public Meetings		📍	📍						📍					
Community Presentations	As needed and requested													
Audio/Web Meeting*									📍					
Kiosks or Community Displays at Community Events*			📍						📍					
Surveys			📍				📍							
Develop Materials/Collateral/Web														
Project Website Launch		🕒												
Informational Fliers Distributed*	📍		📍				📍					📍		
Compile Final Public Engagement Report/Log	Ongoing throughout project													

Legend

- 🕒 Initial Start-up Activity
- 📍 Event / Activity
- 📍 Meeting
- 📄 Presentation

*Dates for these activities are subject to change.

Upcoming Events

- **Project Website:** www.SLT-KS.org
- **Advisory Group:** First meeting was held Thursday, October 18th
- **Public Meeting:** Is scheduled for Tonight: Wednesday, November 14th at Southwest Middle School, 2511 Inverness, 5 pm to 7 pm



Contact Information

- For any comments and questions, or to request a community presentation: info@SLT-KS.org
- Aaron Frits, P.E.
KDOT Project Manager
785-296-4139
Aaron.Frits@ks.gov
- Laurie Arellano
KDOT Director of Communications
785-296-3956
Laurie.Arellano@ks.gov



South Lawrence Trafficway

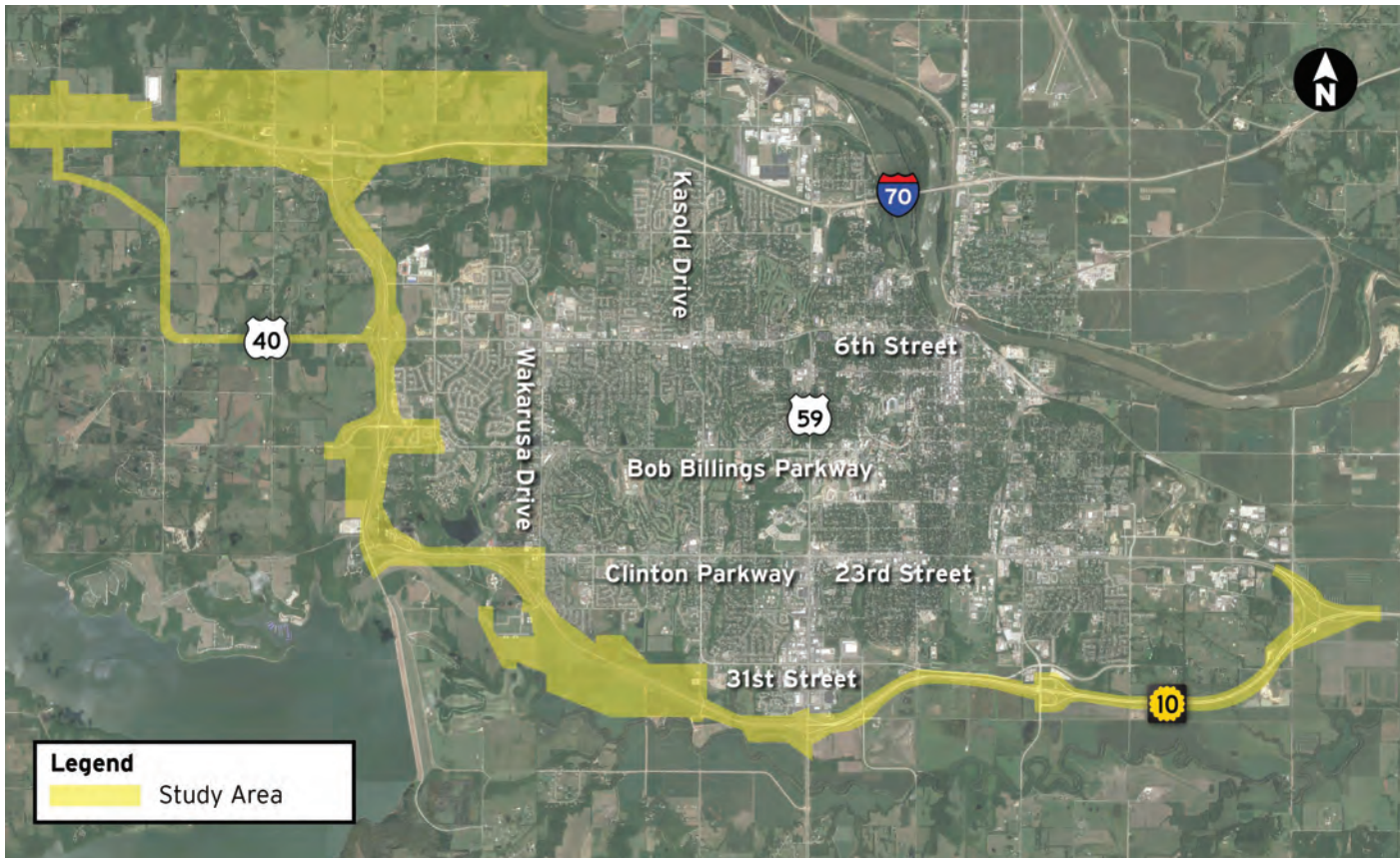
Lawrence Kiwanis Club
April 4, 2019

PROJECT #:
10-23 KA-3634-01



- Project Overview
- SEIS Details & Process
- Public Engagement Plan
- Upcoming Events
- Contact Information

SEIS Study Area

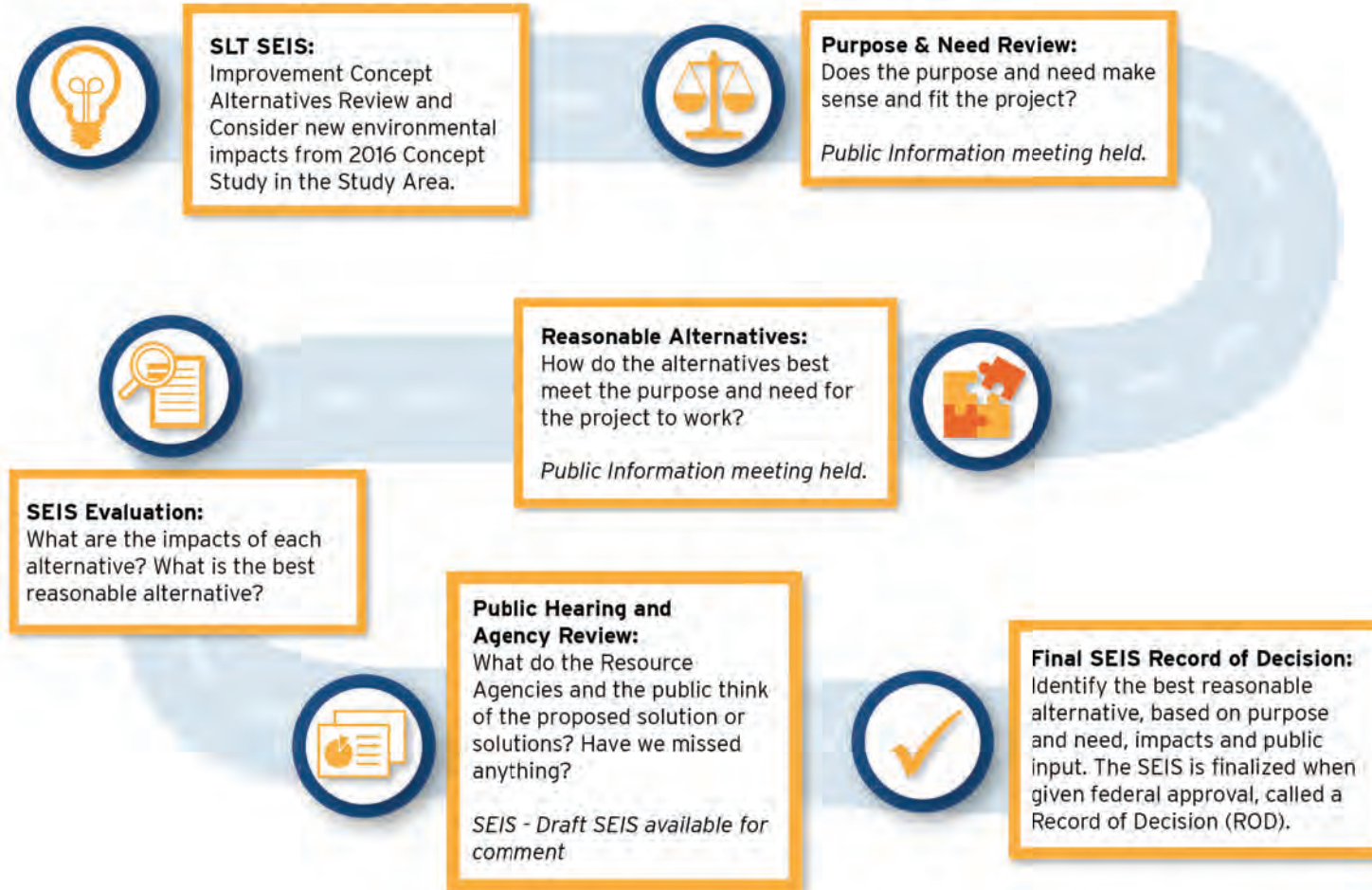


- The West Leg: just north of I-70 at North 1800 Road (Farmer's Turnpike) to US-59/Iowa Street.
- The East Leg: begins at US-59/Iowa Street and continues to the existing K-10/23rd Street system interchange.
- The project study area also includes East 600 Road/Lecompton Road at Interstate 70 and U.S.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

What is a SEIS?

- An **Environmental Impact Statement** (EIS) is a document required by the Federal Highway Administration to evaluate the impact proposed improvements will have on the natural and manmade environment.
- A **Supplemental Environmental Impact Statement** (SEIS) reviews the findings of an existing EIS. A SEIS considers new or additional environmental impacts based on the introduction of new improvement options and/or major changes in the natural environment or communities.
- The South Lawrence Trafficway SEIS will evaluate if – and how – upgrading the corridor to a four-lane freeway, modifying access, and exploring new funding mechanisms alter the impacts and recommendations previously identified through the 1990 EIS and 2008 East Leg EIS.

SEIS Process



Refined/New Purpose and Need Elements for SEIS

- **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.

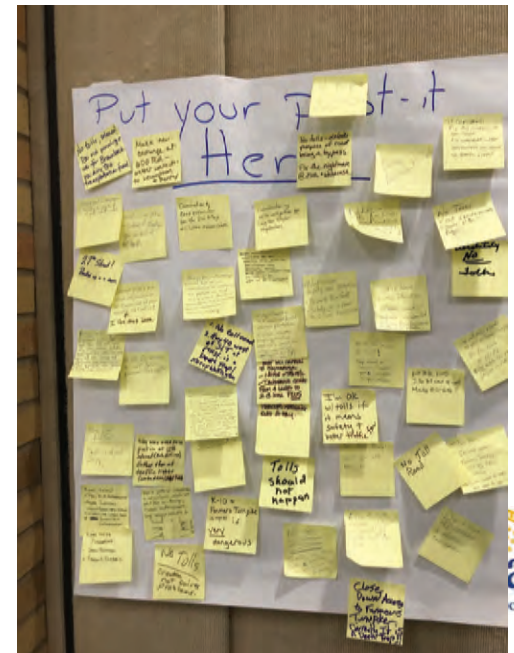
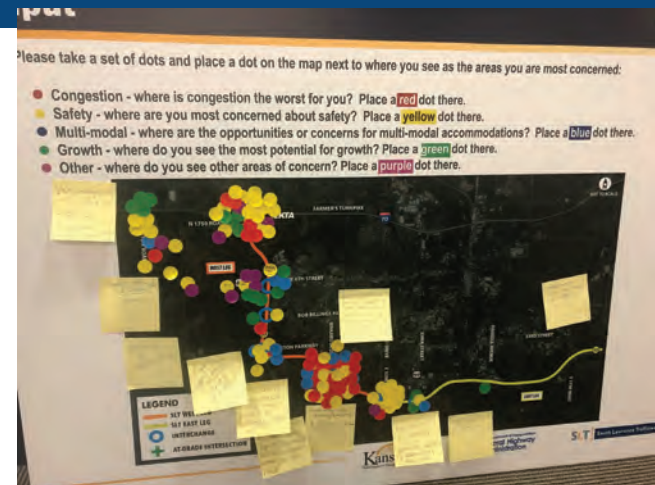
Public Meeting Summary

- 247 people signed in
- 36 submitted comments through PIMA, our Public Involvement Management Application at the meeting
- 37 additional comments through email or online
- Feedback on purpose and need elements



Public Meeting Summary

- Safety
- Traffic and congestion
- Access at Farmer's Turnpike
- Tolling opposition
- Overall support for project



Alternative Development Process



List of Alternatives

- **No Action**
- **Transportation System Management/Transportation Demand Management (TSM/TDM)**
- **Multimodal**
- **Build – Add Capacity Expressway**
- **Build – Add Capacity Freeway**
- **Build – Add Capacity Tolled Highway**

Interim Improvements

- **North Junction (K-10/I-70)**
 - Light Pole for K-10/Farmer's Turnpike
 - Pavement Markings and Rumble Strips
- **K-10/27th Street/Wakarusa**
 - Queue Backup Warning System
 - Advanced Signal Warning System
 - Interim Intersection Improvement Study
- **SLT Corridor (I-70 to East 23rd Street Interchange)**
 - Three (3) Dynamic Message Signs

Public Engagement

The P.I. Plan outlines goals and activities:

- Create a comprehensive and transparent approach to inform and engage project stakeholders and the public in the SEIS process.
- 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.
- Interact with the project team, focus groups and advisory group to gather input on transportation needs in the community.
- Identify, address and mitigate controversial issues early in a collaborative and constructive manner.
- 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.

SEIS Public Engagement Activities and 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														
Advisory Group		▲	▲				▲		▲					
Elected Official Coordination		■	■				■		■					
Stakeholder Meetings	As needed and requested													
Focus Groups				▲										
Public Coordination														
Public Meetings		▲		▲					▲					
Community Presentations	As needed and requested													
Audio/Web Meeting*									●					
Kiosks or Community Displays at Community Events*				●					●					
Surveys														
				●			●							
Develop Materials/Collateral/Web														
Project Website Launch		⊙												
Informational Fliers Distributed*	●			●			●						●	
Compile Final Public Engagement Report/Log	Ongoing throughout project													★

Legend

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

*Dates for these activities are subject to change.

Public Officials Briefings

- Lecompton City Council: Monday, April 15
- Lawrence City Commission: Tuesday, April 16
- Douglas County Commission: Wednesday, April 17

Briefings will occur as part of regularly scheduled meeting agenda for each council/commission.

Public Information Open House #2

**Wednesday, May 1
5 - 7 pm
Southwest Middle School
2511 Inverness Drive
Lawrence, KS**



Other ways to stay engaged

- Project website www.SLT-KS.org
- For comments and questions or to request a community presentation: info@SLT-KS.org



Project Contacts

- Aaron Frits, PE
KDOT Project Manager
785-296-4139
Aaron.Frits@ks.gov
- Robyn Arthur
HNTB Public Involvement Manager
816-527-2457
rarthur@hntb.com
- Javier Ahumada
FHWA Environmental Coordinator
785-273-2649
Javier.ahumada@dot.gov



South Lawrence Trafficway

Public Officials Briefings
April 2019

PROJECT #:
10-23 KA-3634-01



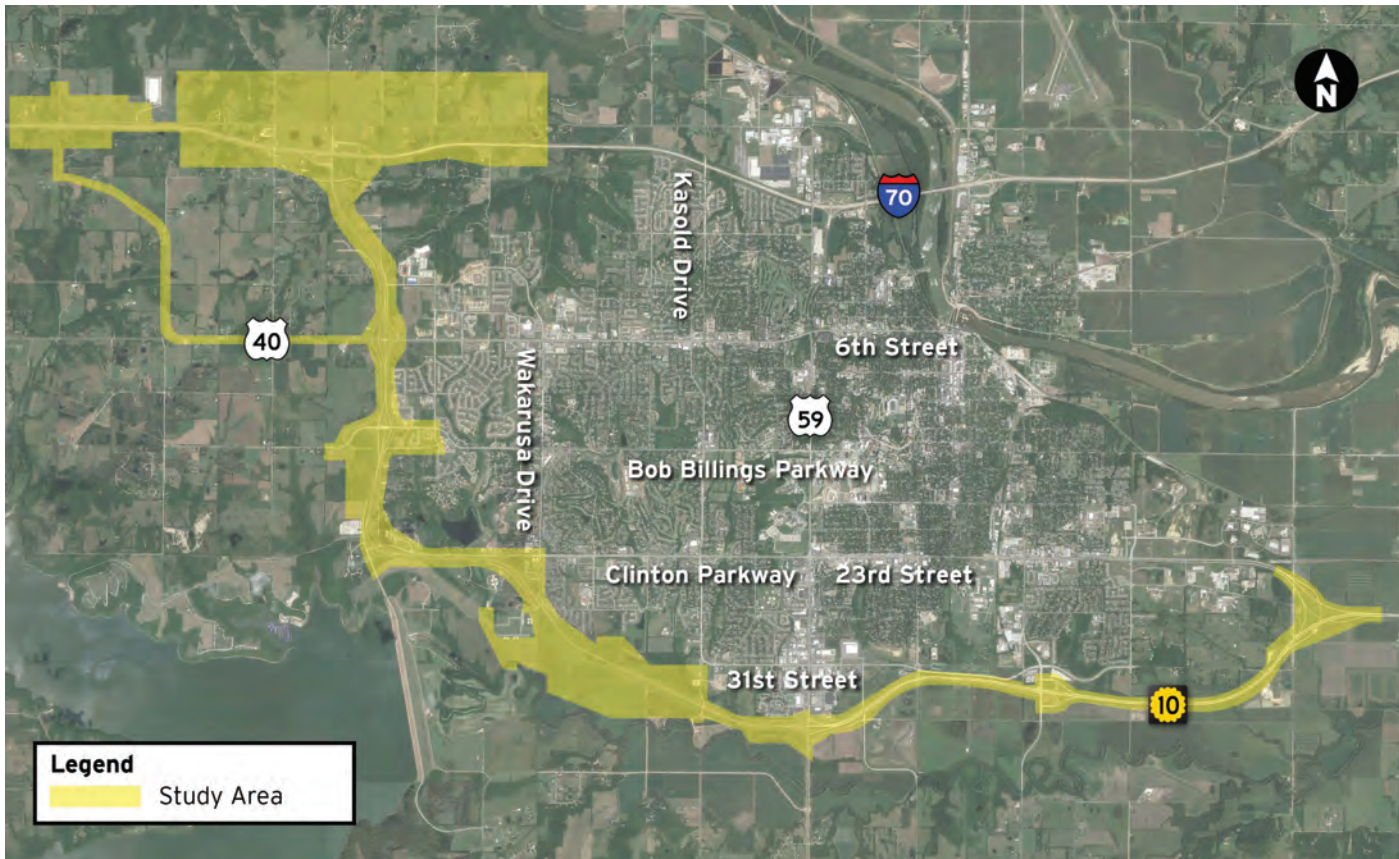
- Project Overview
- SEIS Details & Process
- Interim Projects
- Upcoming Events
- Contact Information

South Lawrence Trafficway—The SLT

- South Lawrence Trafficway is a vital corridor for the local community and commuters.
- KDOT recognizes the need to look at alternatives to enhance safety and improve capacity while minimizing impacts to the surrounding environment.

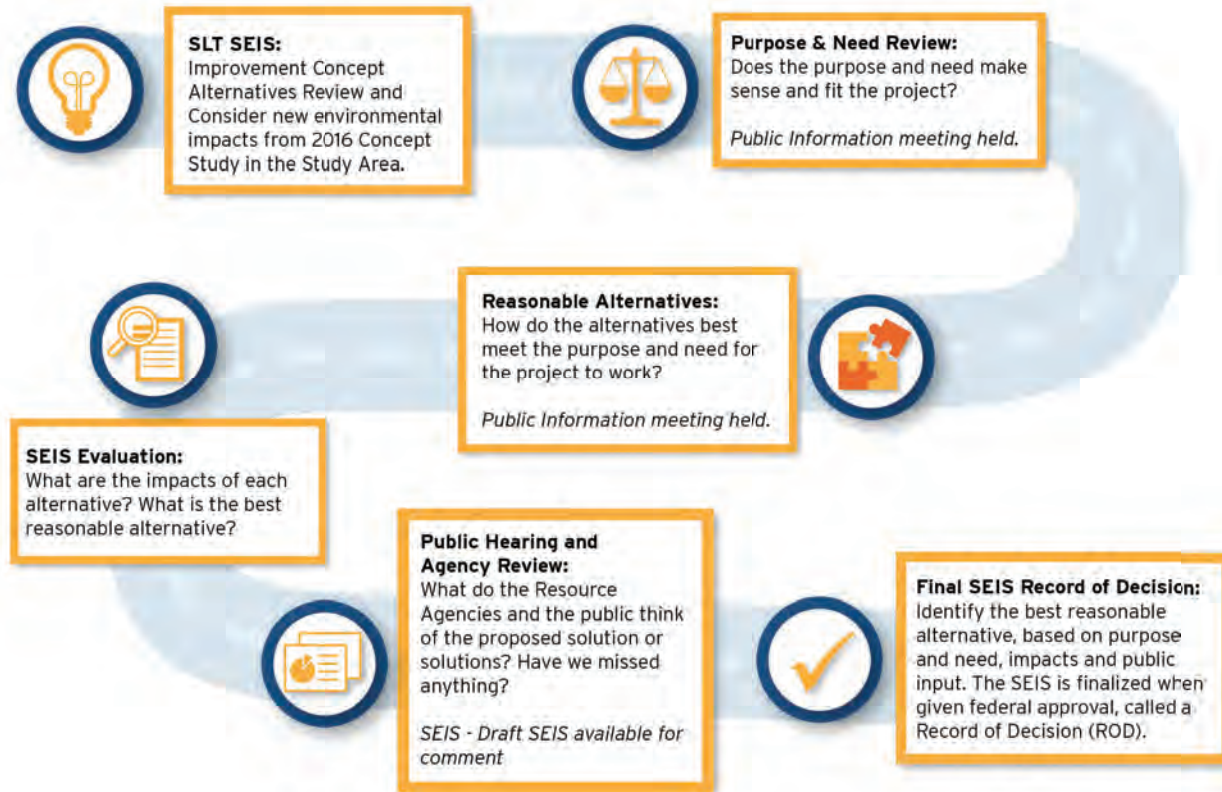


SEIS Study Area



- The West Leg: just north of I-70 at North 1800 Road (Farmer's Turnpike) to US-59/Iowa Street.
- The East Leg: 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 and U.S. 40 from K-10 to E 600 Road.

SEIS Process



Refined/New Purpose and Need Elements for SEIS

- **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.

List of Alternatives

- **No Action**
- **Transportation System Management/Transportation Demand Management (TSM/TDM)**
- **Multimodal**
- **Build – Add Capacity Expressway**
- **Build – Add Capacity Freeway**
- **Build – Add Capacity Tolloed Highway**

No Action

- The No Action Alternative makes no capacity improvements on the existing West Leg of the SLT beyond improvements that are directly related to ongoing rehabilitation and maintenance or are already committed or programmed. Those projects include:
 - 6th Street/K-10 Interchange
 - E 1200 Road (Kasold Drive)/K-10 Intersection closure
 - I-70 Acceleration/Deceleration Lane Improvements
 - Interim Safety Improvements

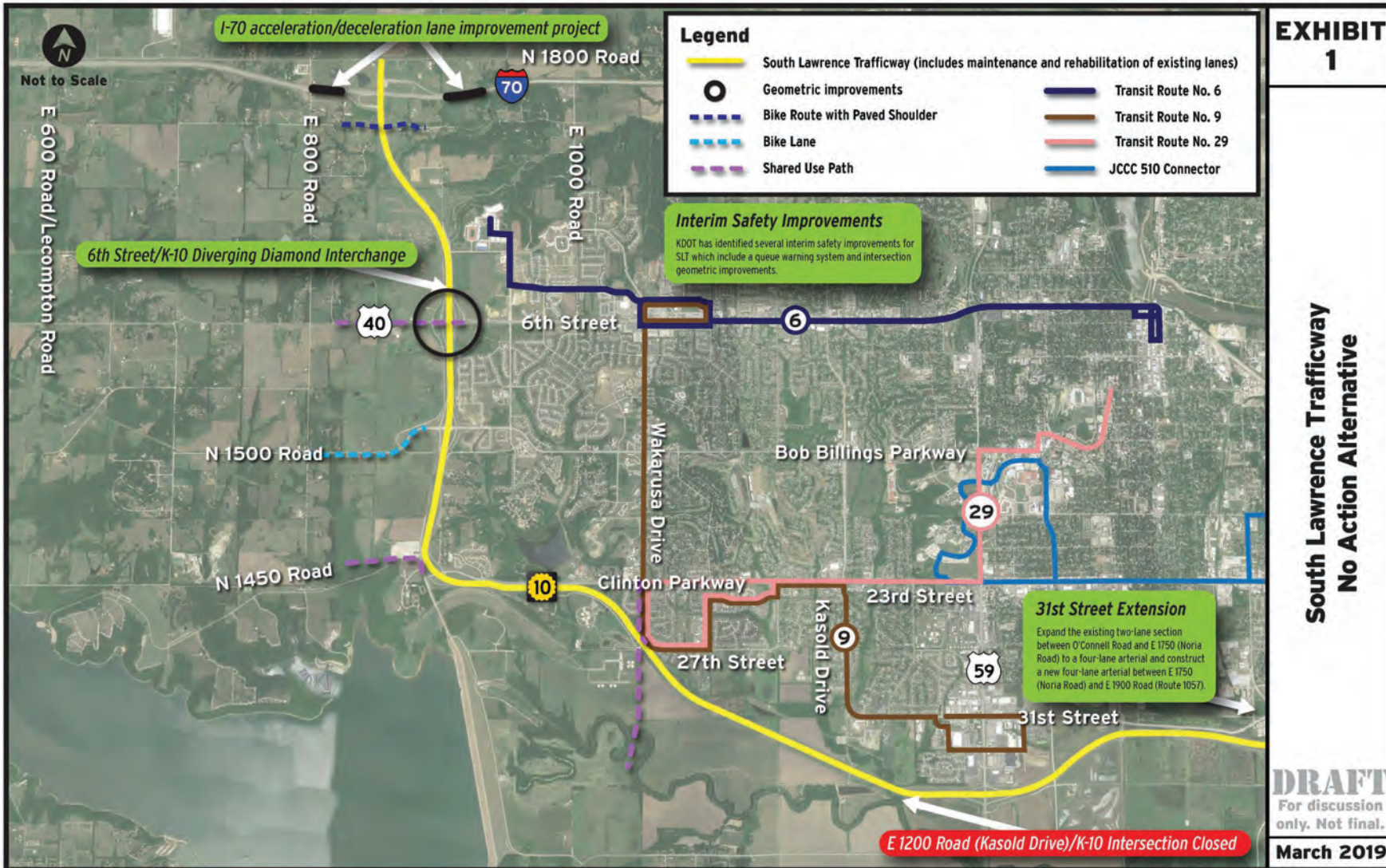
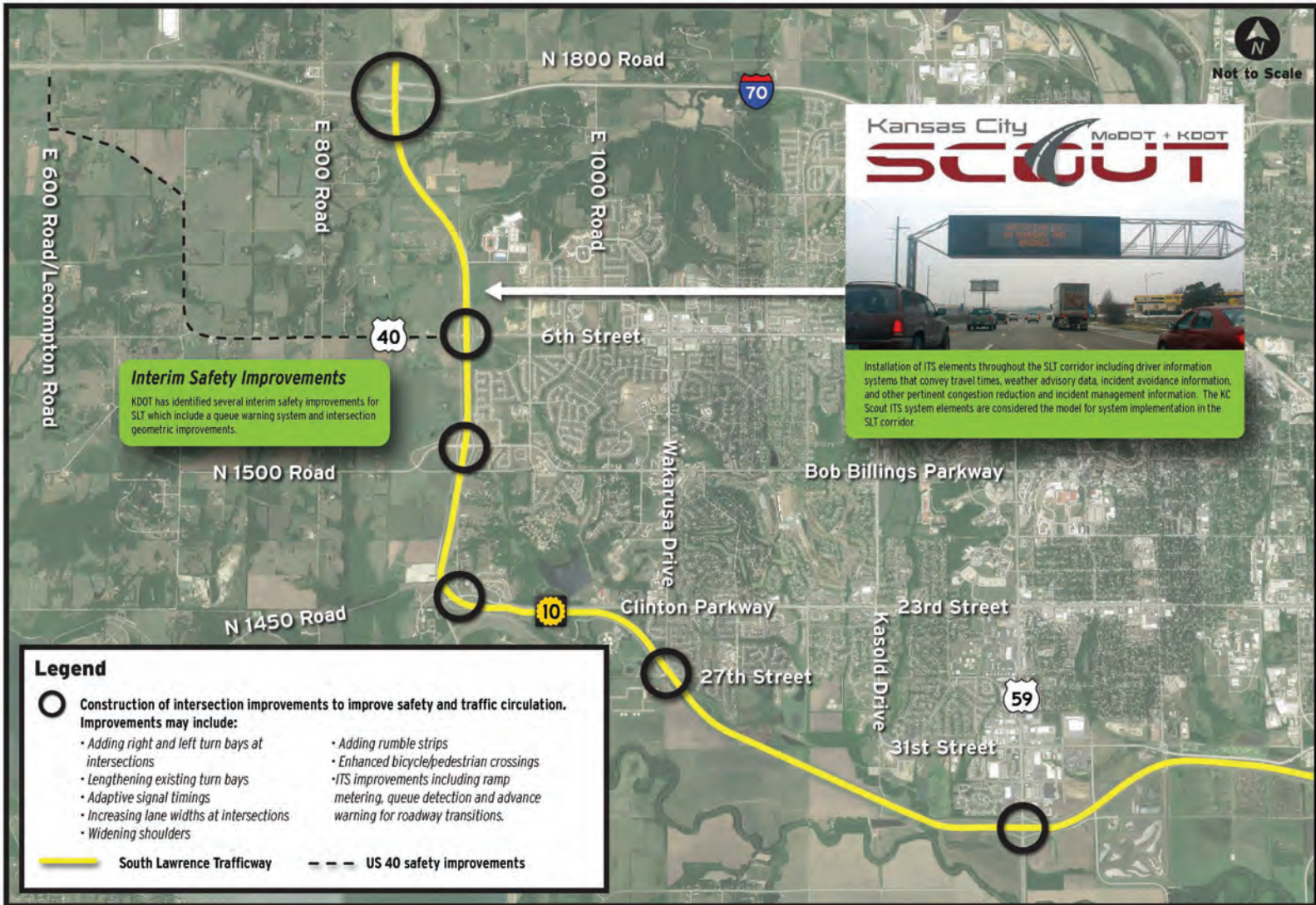


EXHIBIT 1

Transportation System Management/ Transportation Demand Management (TSM/TDM)

- The TSM/TDM alternative is designed to maximize the efficiency of the existing transportation system by improving capacity and reducing the effects of bottlenecks and chokepoints.
- These strategies are relatively low-cost, low-impact strategies geared toward enhancing mobility on the SLT.
- TSM improvements may include a wide range of strategies, including: coordinated signal timings, intelligent transportation systems (ITS), ramp metering, queue warning systems or minor intersection improvements.
- TDM strategies typically attempt to modify travel behaviors to benefit capacity, such as carpooling, staggered work shifts, telecommuting, and promoting transit use.

**EXHIBIT
2**

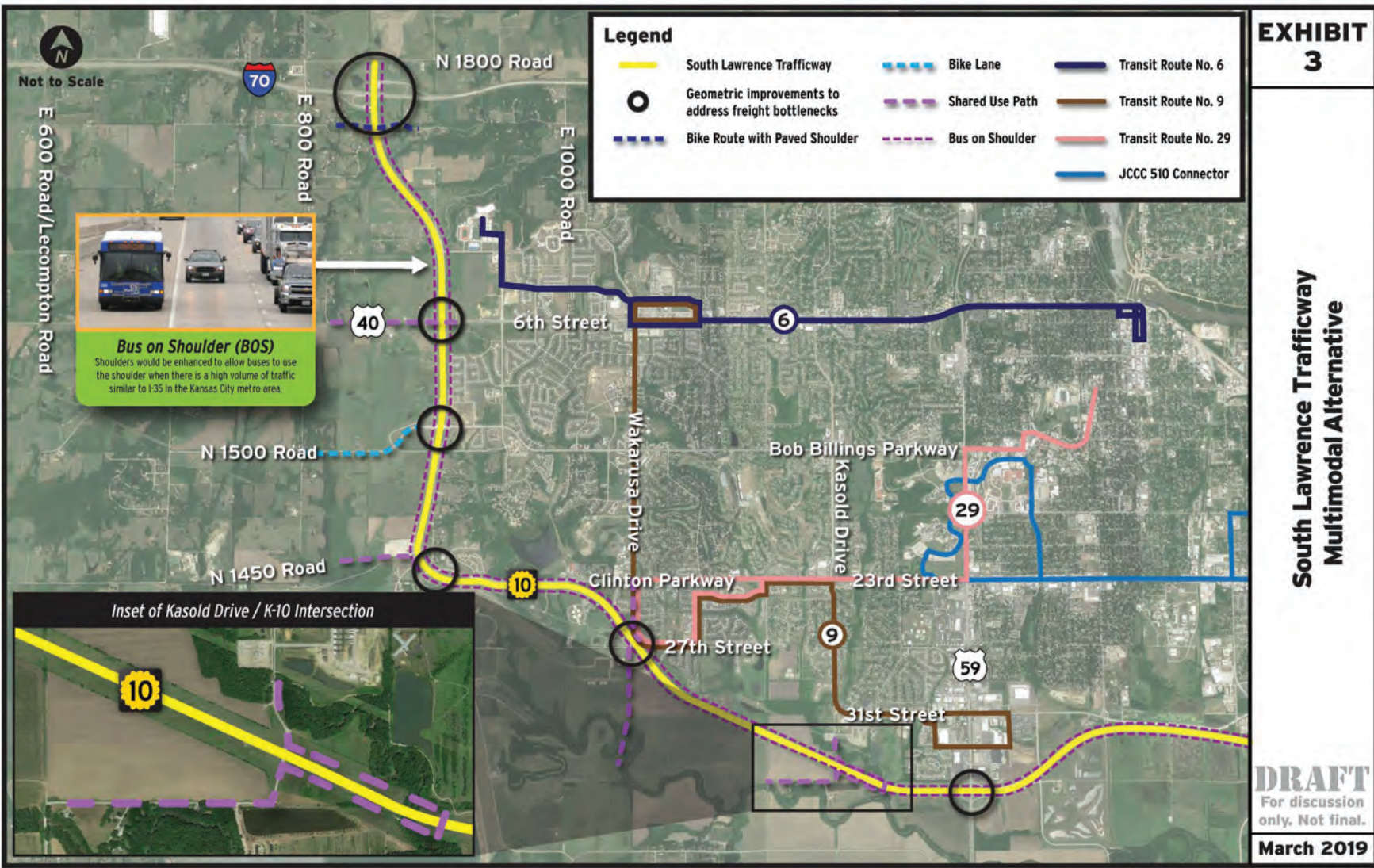


**South Lawrence Trafficway
TSM / TDM Alternative**

DRAFT
 For discussion only. Not final.
March 2019

Multimodal

- The Multimodal Alternative includes reasonable measures to enhance crossing of the corridor for non-motorized travel and increases the effectiveness for freight and transit options in the corridor.
- Elements of this alternative allows for the existing transit agencies in the Lawrence region to increase transit routes or enhance transit service by providing roadway improvements that allow for more efficient local and regional transit connections.
- Transit elements such as Bus-on-Shoulder (BOS) that enhance the reliability and reduce congestion of the corridor are also included in this alternative.
- BOS improvements may include hardening and minor widening of existing shoulders on the east leg of the SLT, while also constructing shoulders on the west leg that accommodate bus-on-shoulder operations.

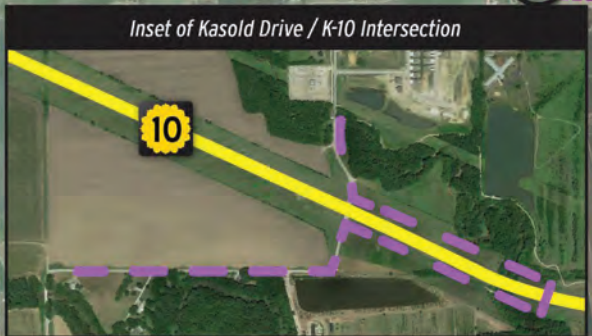


Not to Scale

E 600 Road/Lecompton Road



Bus on Shoulder (BOS)
Shoulders would be enhanced to allow buses to use the shoulder when there is a high volume of traffic similar to I-35 in the Kansas City metro area.



Inset of Kasold Drive / K-10 Intersection



E 800 Road

N 1800 Road

E 1000 Road



6th Street



N 1500 Road

Bob Billings Parkway



N 1450 Road



Clinton Parkway

Kasold Drive

23rd Street



27th Street



31st Street

Build—Add Capacity Expressway

- This alternative will upgrade the existing two-lane undivided West Section of the SLT to a median divided expressway facility. It will also include the reconstruction of the existing two lanes.
- Existing interchanges at West 6th Street/U.S. 40, Bob Billings Parkway, Clinton Parkway, and U.S. 59/Iowa Street will remain interchanges with ramp modifications to accommodate additional expressway travel lanes.
- The at-grade intersection at West 27th Street/Wakarusa Drive will remain at grade, however various intersection improvements to enhance safety and mobility may be considered at this location.
- The I-70 interchange ramp terminals would remain in-place, but would have various intersection improvements to enhance safety and mobility.
- In a separate project, E 1050 Road (Wakarusa Drive) will be extended to provide connection between N 1200 Road (County Road 458) and the future SLT improvements.



Build– Add Capacity Freeway

- This alternative will upgrade the existing two-lane undivided West Section of the SLT to a median divided fully access-controlled freeway facility with either four or six lanes, as predicated on future need.
- Existing interchanges at West 6th Street/U.S. 40, Bob Billings Parkway, Clinton Parkway, and U.S. 59/Iowa Street will remain interchanges with ramp modifications to accommodate additional freeway travel lanes.
- The at-grade intersection at West 27th Street/Wakarusa Drive will be converted to a grade separated interchange, with its future location on the SLT corridor to be evaluated.
- A system interchange with I-70 will be considered, however new service interchanges at I-70/East 600 Road/Lecompton Road and K-10/I-70/North 1800 Road will also be considered to provide local access.
- In a separate project, N 1200 Road (County Road 458) will be connected to the future SLT improvements at the selected access point.

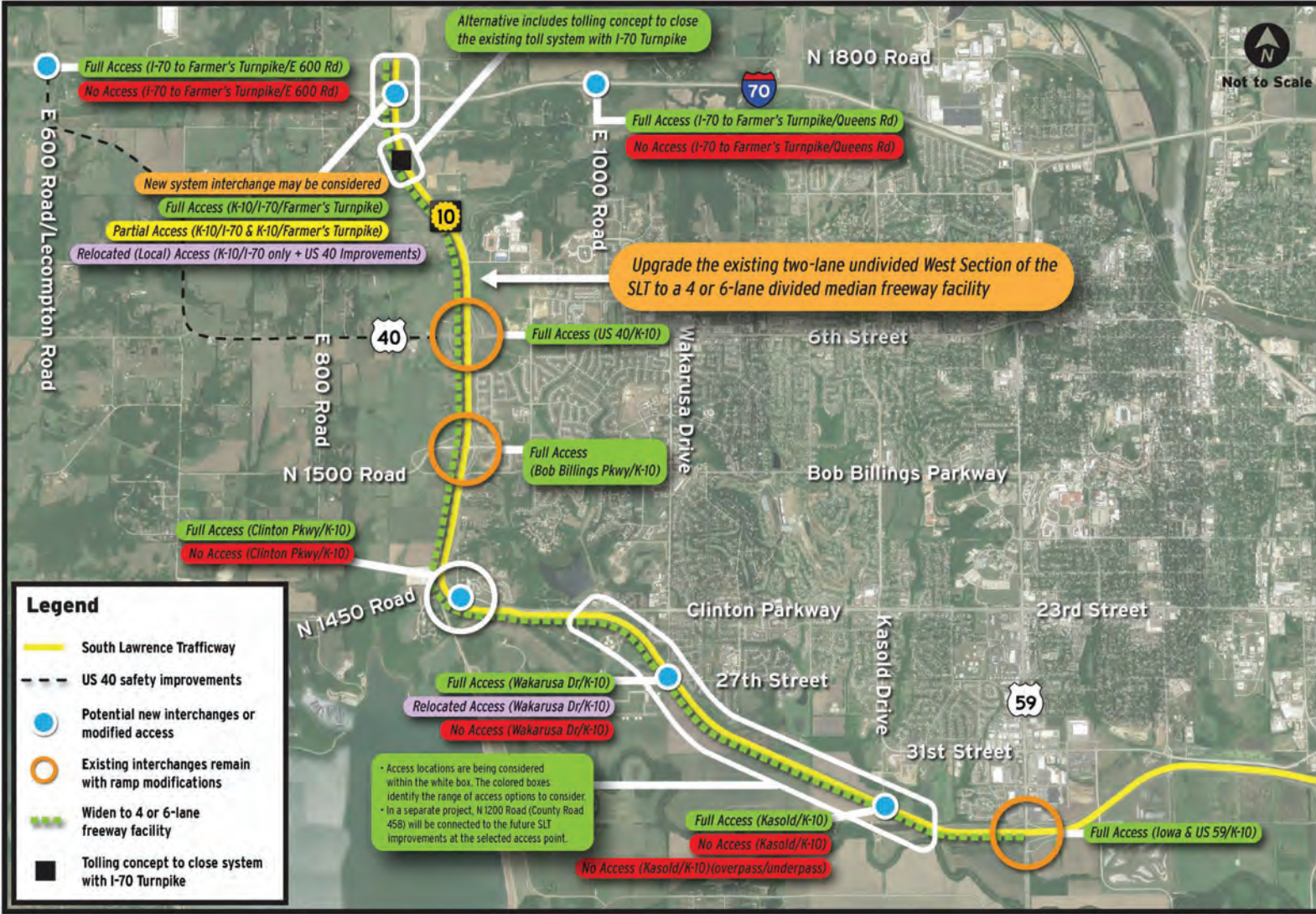


EXHIBIT 5

**South Lawrence Trafficway
Add Capacity Freeway Alternative**

DRAFT
For discussion only. Not final.
March 2019

Build– Add Capacity Tolled Highway

- This alternative is similar to the previous ‘add capacity’ build alternative, however it includes the ability to collect tolls to fund the construction of the facility. The alternative will upgrade the existing two-lane undivided West Leg of the SLT to a divided four or six lane fully access-controlled freeway facility.
- Existing interchanges at West 6th Street/U.S. 40, Bob Billings Parkway, Clinton Parkway, and U.S. 59/Iowa Street will remain interchanges with ramp modifications to accommodate median divided freeway.
- Under a tolled highway concept, existing at-grade intersections located along the SLT West Section, such as the West 27th Street/Wakarusa Drive signalized intersection, will no longer remain in-place. These at-grade intersections will be improved to modified, or new grade-separated access, to enhance safety and mobility along and across the SLT corridor, consistent with a fully access-controlled highway section.
- In a separate project, N 1200 Road (County Road 458) will be connected to the future SLT improvements at the selected access point.
- A system interchange with I-70 will be considered; however, new interchanges at I-70/East 600 Road/Lecompton Road and K-10/I-70/North 1800 Road will also be considered to provide local access. Gantries will be constructed at various points throughout the corridor to collect tolls through the all-electronic tolling (AET) method. Toll booths will not be constructed, so stopping or slowing vehicles to pay tolls will not be required.

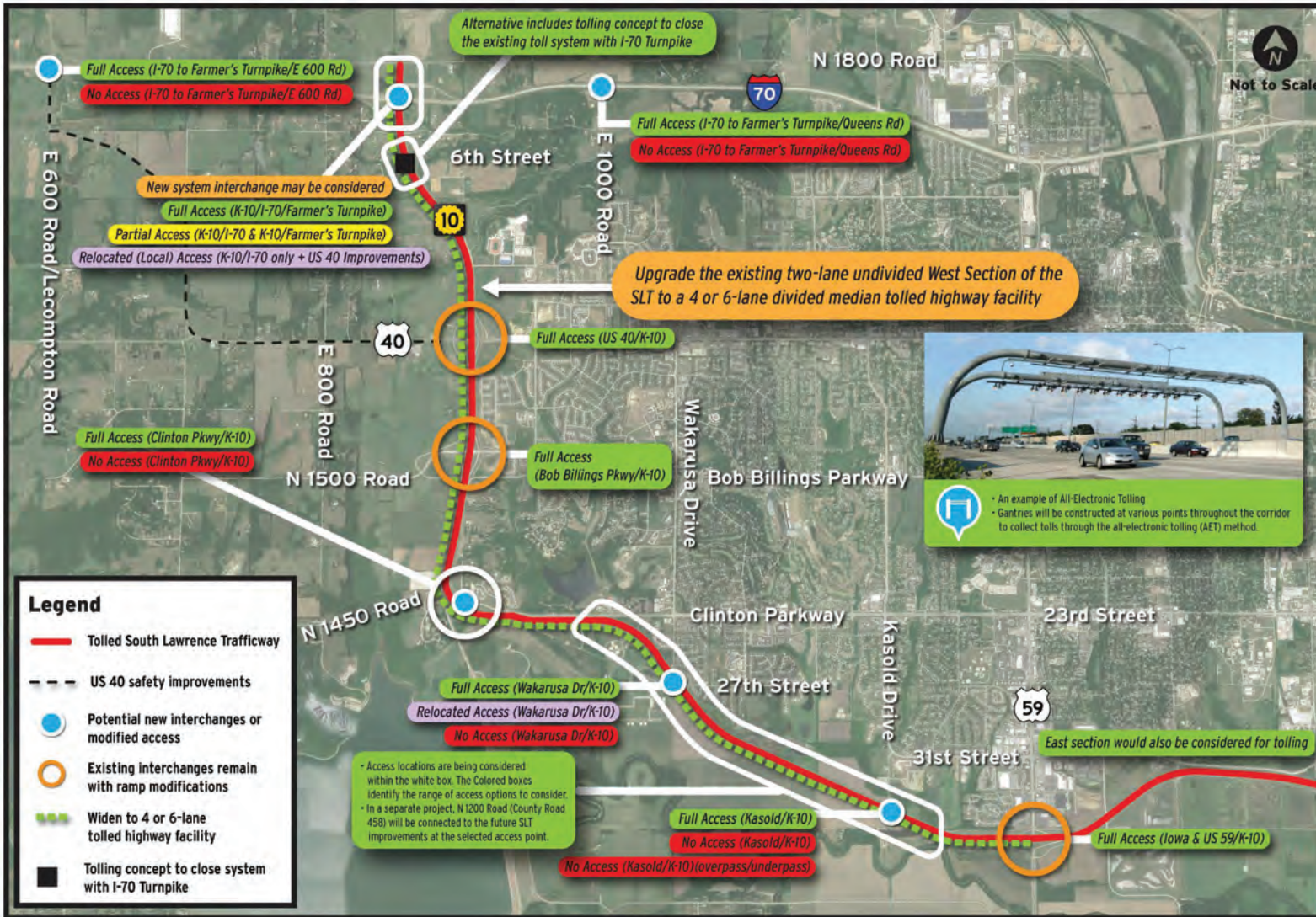


EXHIBIT 6

**South Lawrence Trafficway
Add Capacity & Tolled Highway Alternative**

DRAFT
For discussion only, Not final.

March 2019

Interim safety improvements

- North Junction (K-10/I-70)
 - Light Pole for K-10/Farmer's Turnpike
 - Pavement Markings and Rumble Strips
- K-10/27th Street/Wakarusa
 - Queue Backup Warning System
 - Advanced Signal Warning System
 - Interim Intersection Improvements Study
- SLT Corridor (I-70 to East 23rd Street Interchange)
 - Three (3) Dynamic Message Signs

Public Officials Briefings

- Lecompton City Council: Monday, April 15
- Lawrence City Commission: Tuesday, April 16
- Douglas County Commission: Wednesday, April 17

Briefings will occur as part of regularly scheduled meeting agenda for each council/commission.

Public Information Open House #2

**Wednesday, May 1
5 - 7 pm
Southwest Middle School
2511 Inverness Drive
Lawrence, KS**



Other ways to stay engaged

- Project website: www.SLT-KS.org
- For comments and questions or to request a community presentation: info@SLT-KS.org



Project Contacts

- Aaron Frits, PE
KDOT Project Manager
785-296-4139
Aaron.Frits@ks.gov
- Robyn Arthur
HNTB Public Involvement Manager
816-527-2457
rarthur@hntb.com
- Javier Ahumada
FHWA Environmental Coordinator
785-273-2649
Javier.ahumada@dot.gov

South Lawrence Trafficway SEIS Public Officials Presentation

PROJECT #:

10-23 KA-3634-01

February 26, 2020

Today's Update

- New Tolled Alternative
- North End Alternatives
- Focus Groups
- Reasonable Alternatives Evaluation Process
- Next Steps



SLT SEIS:

Improvement Concept Alternatives Review and Consider new environmental impacts from 2016 Concept Study in the Study Area.



Purpose & Need Review:

Does the purpose and need make sense and fit the project?

Public Information meeting held.



SEIS Evaluation:

What are the impacts of each alternative? What is the best reasonable alternative?

Reasonable Alternatives:

How do the alternatives best meet the purpose and need for the project to work?

Public Information meeting held.



Public Hearing and Agency Review:

What do the Resource Agencies and the public think of the proposed solution or solutions? Have we missed anything?

SEIS - Draft SEIS available for comment



Final SEIS Record of Decision:

Identify the best reasonable alternative, based on purpose and need, impacts and public input. The SEIS is finalized when given federal approval, called a Record of Decision (ROD).

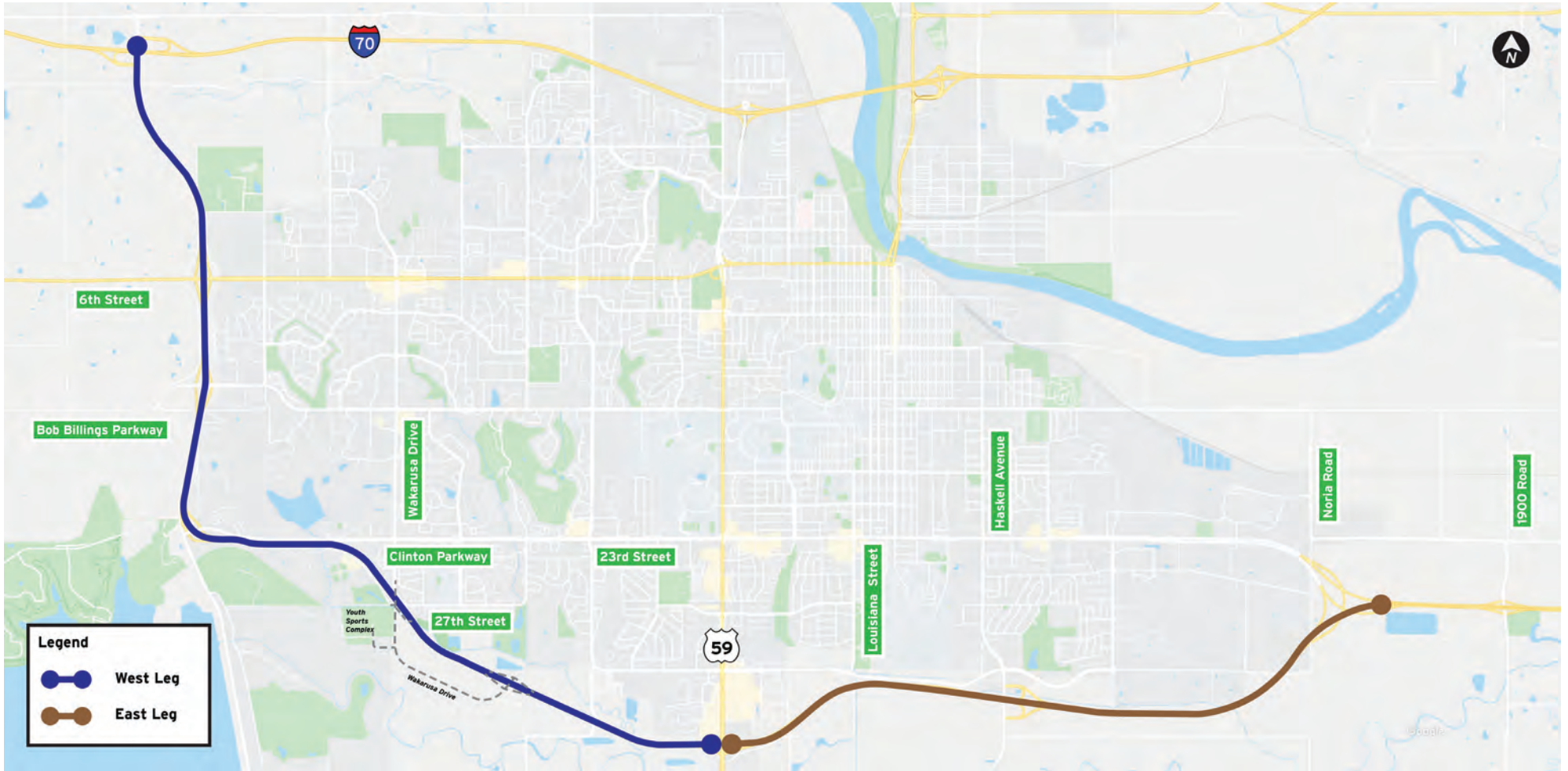


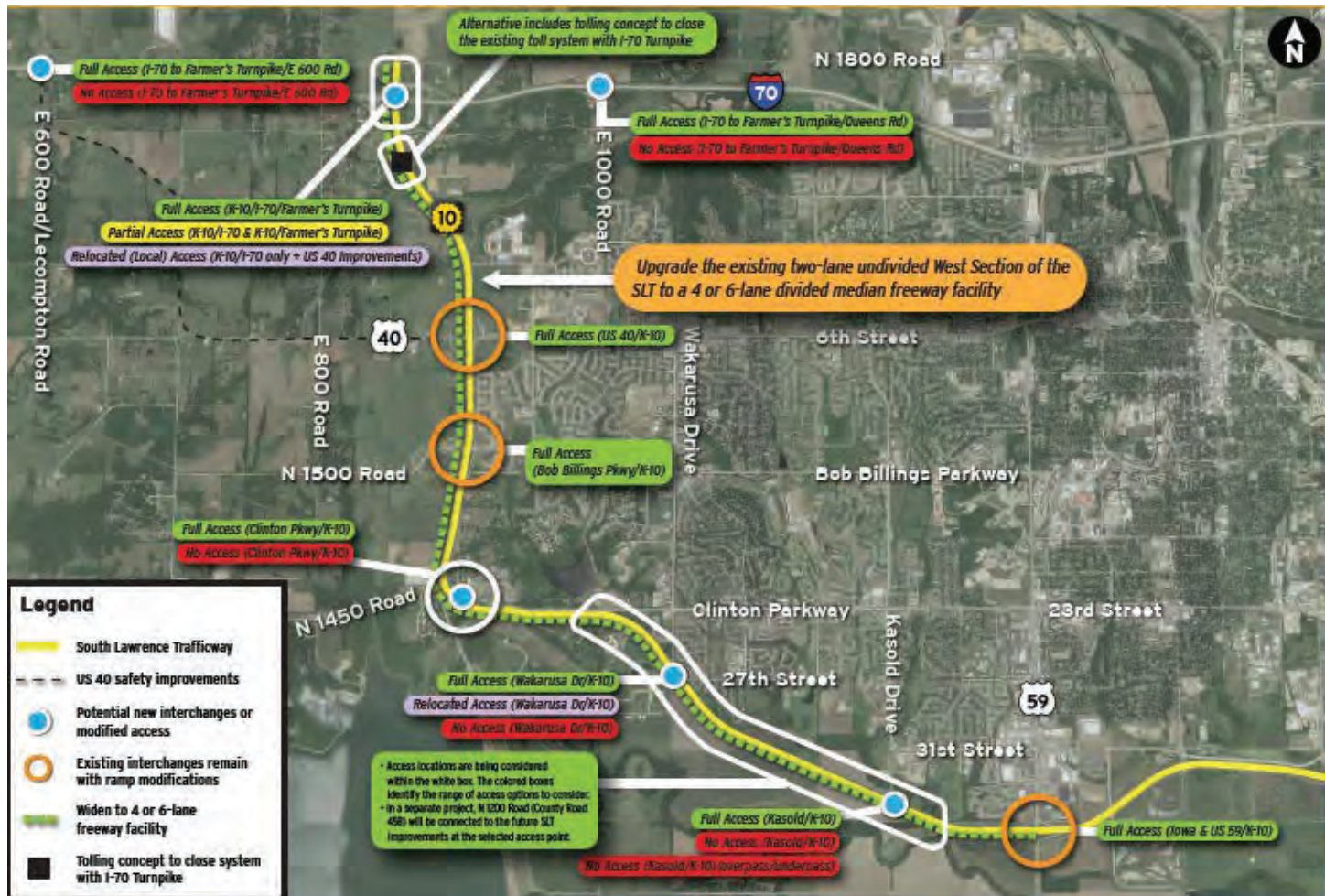
South Lawrence Trafficway

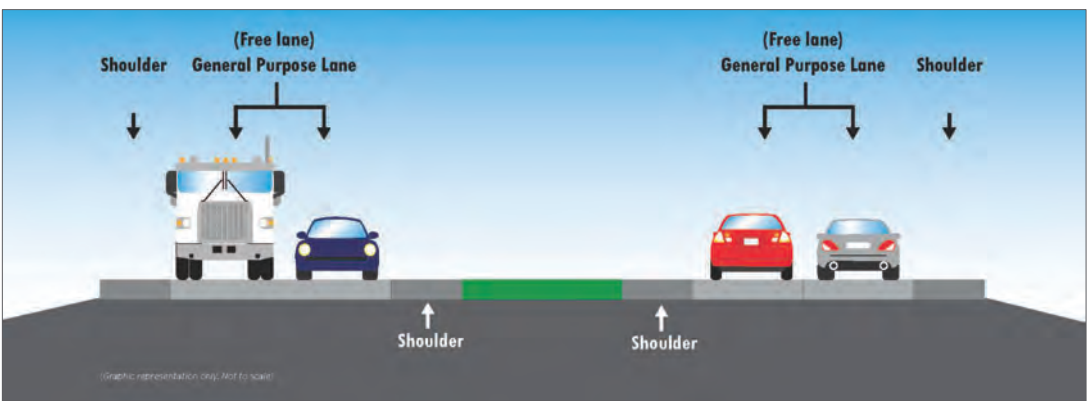
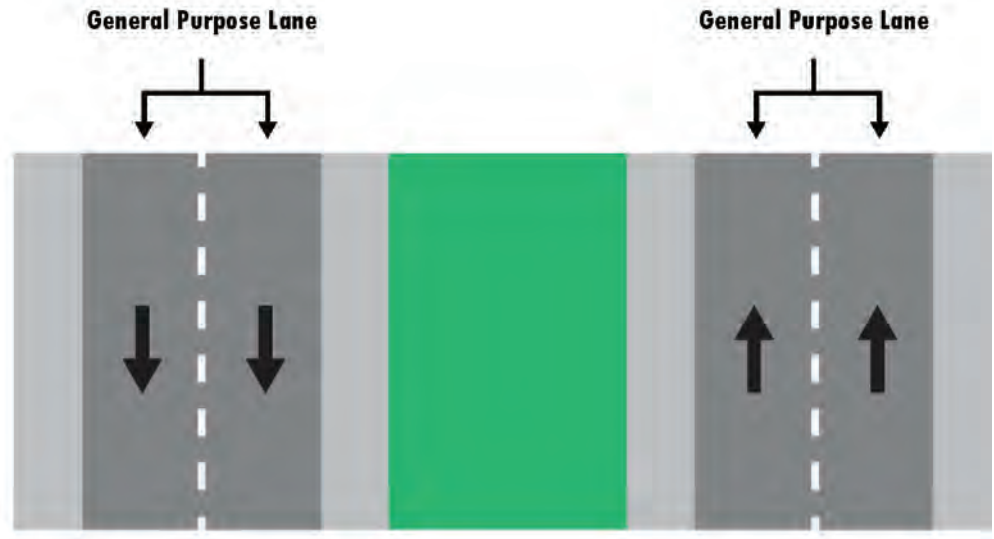
SEIS Process

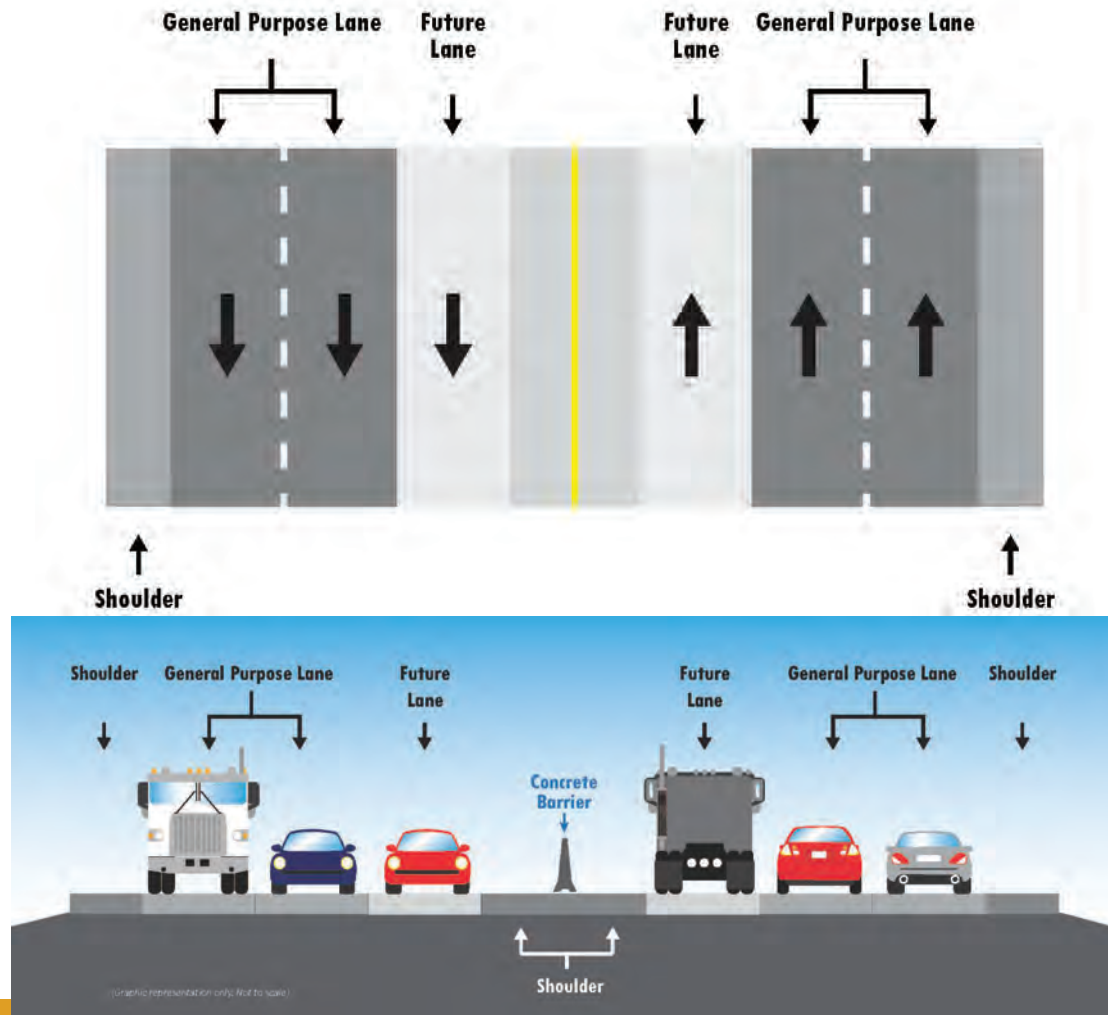
Reasonable Alternatives

- **No Action**
- **Build Alternative – Add Capacity Freeway**
- **Build Alternative – Add Capacity Tolled Highway**







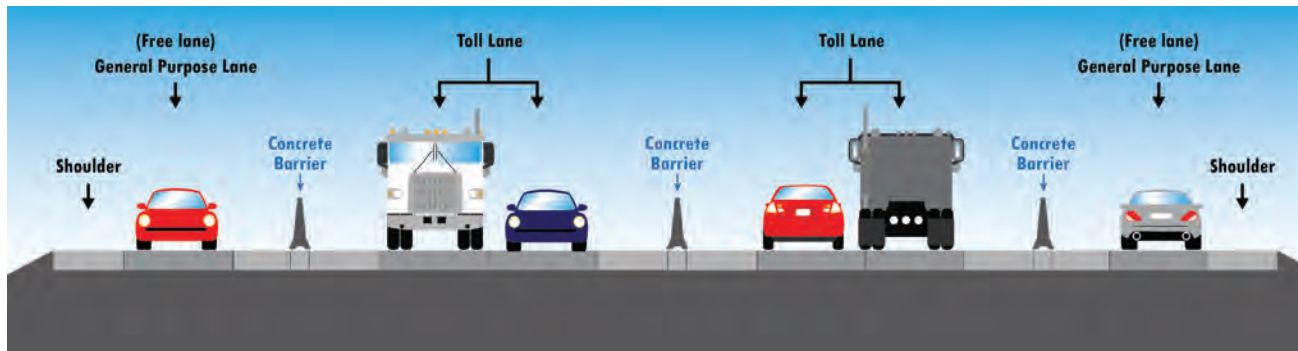
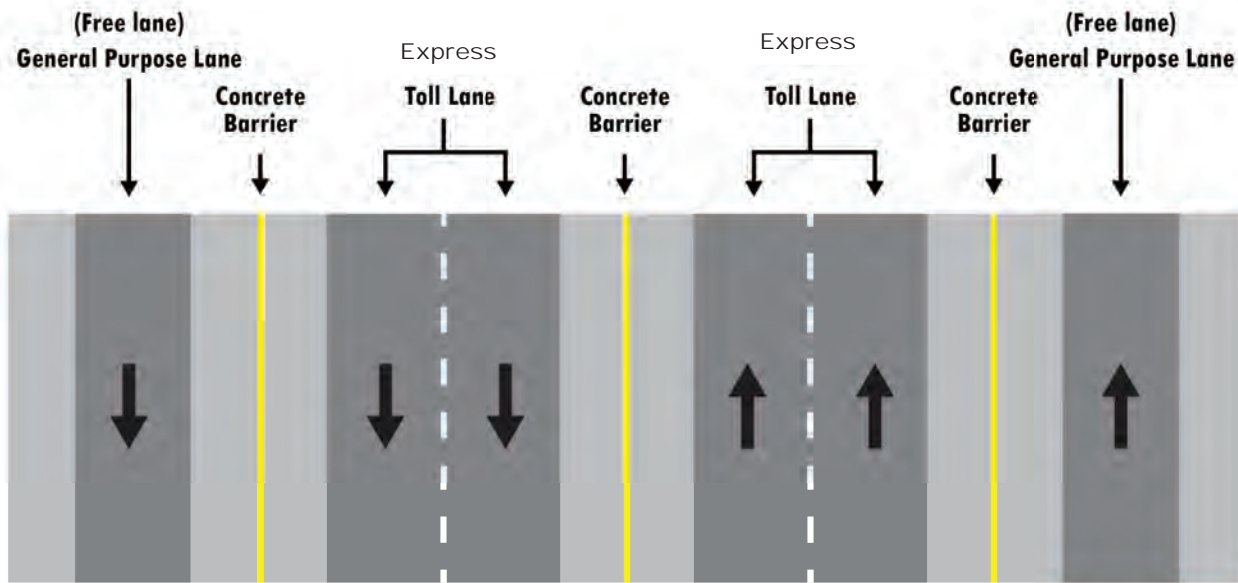


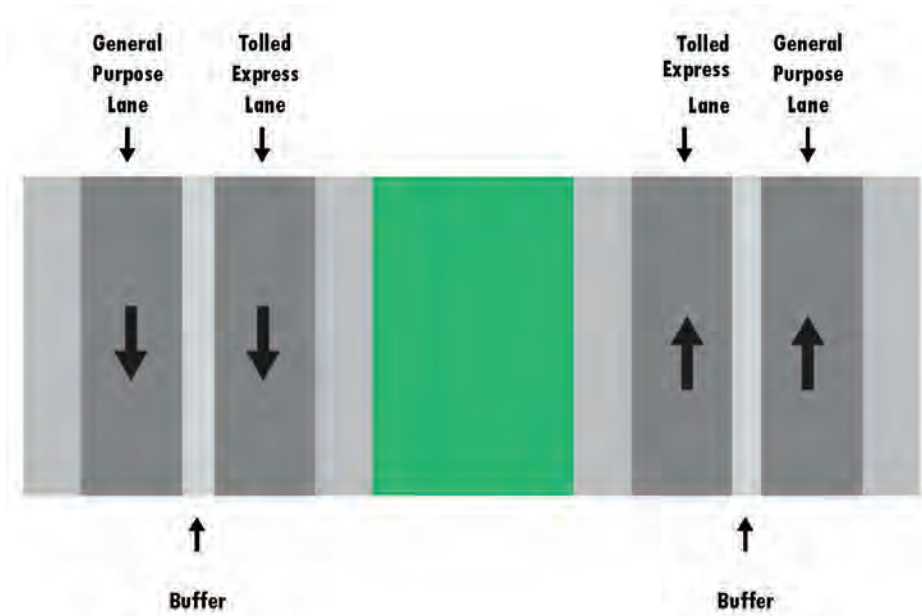
Since the Last Public Meeting...

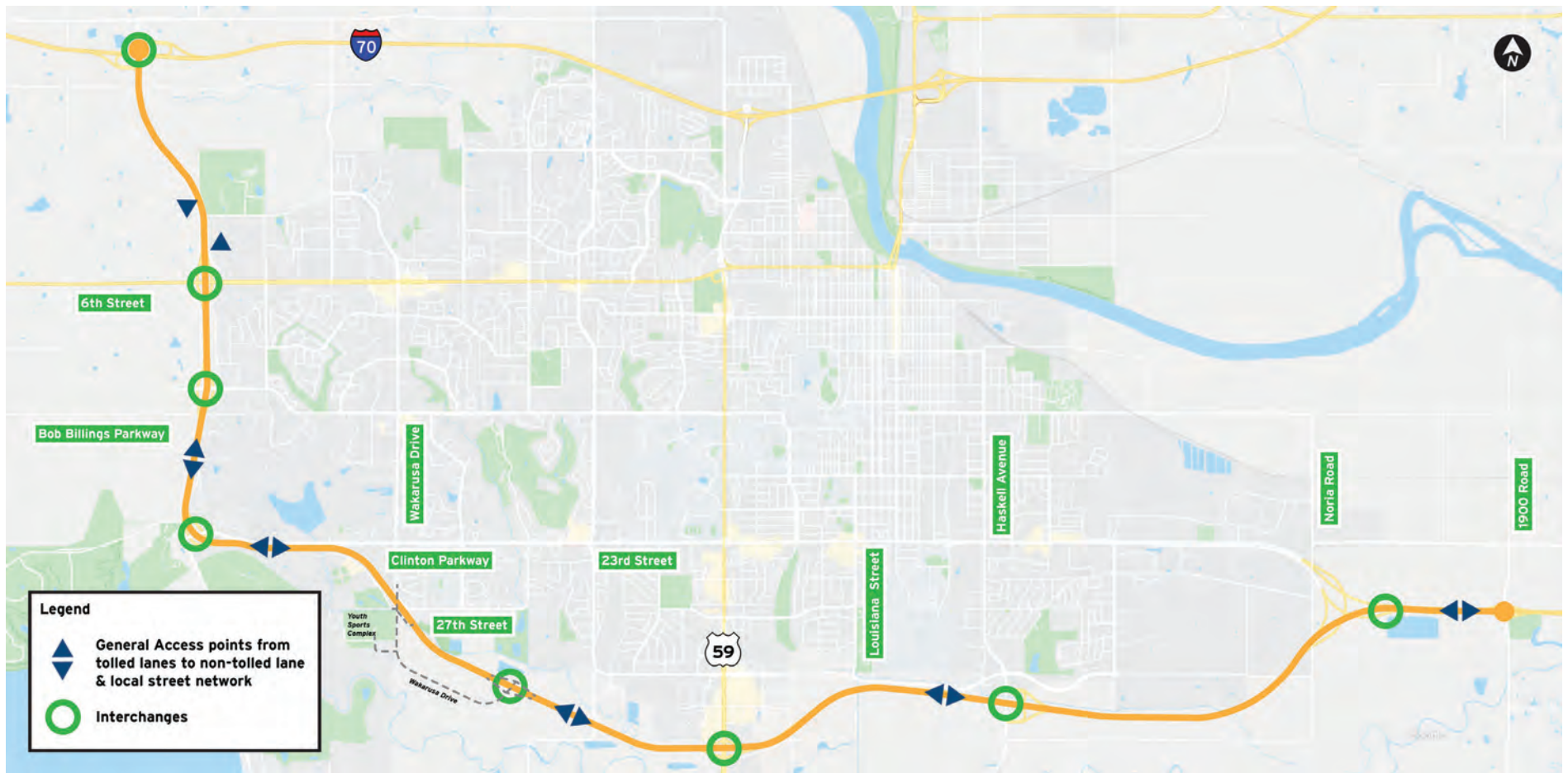
- **Tolling Legislation Passed - Kansas 2019 Legislative Session**
 - Existing lanes cannot be tolled
 - Tolling can only be collected on new capacity
 - Tolls collected on SLT could only be used on SLT
 - Communities have to ask KDOT to request tolling be evaluated further

Therefore, if tolling is to be considered as an option to help fund the project, a new tolling alternative had to be developed.

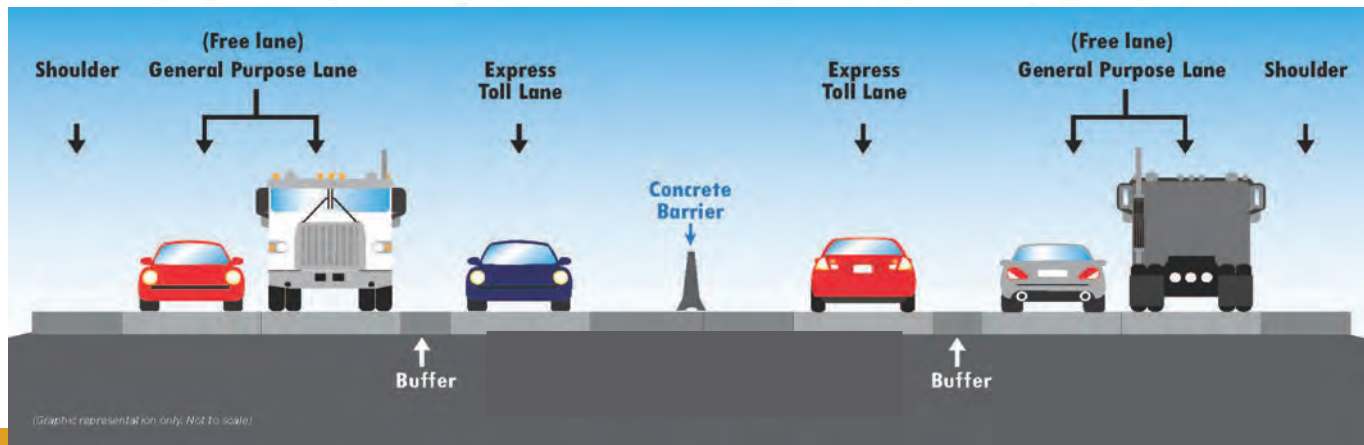
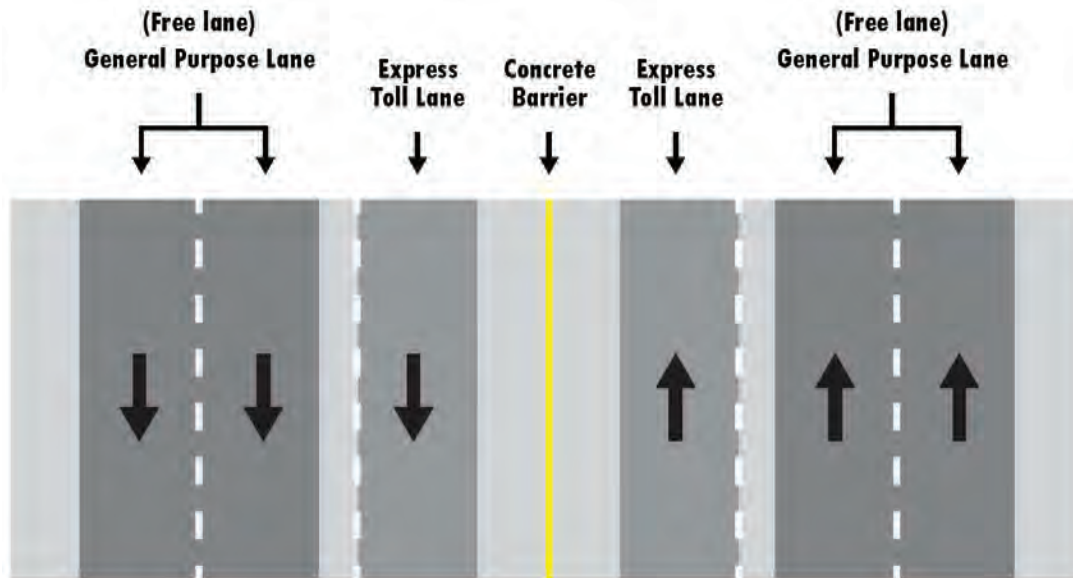
Range of Tolled Alternatives







East Leg



North End Alternatives



E 600 Rd

Lecompton Rd

1029

40

70

N 1750 Rd

E 800 Rd

N 1800 Rd

Farmer's Turnpike

438

E 600 Rd

Trailing Rd

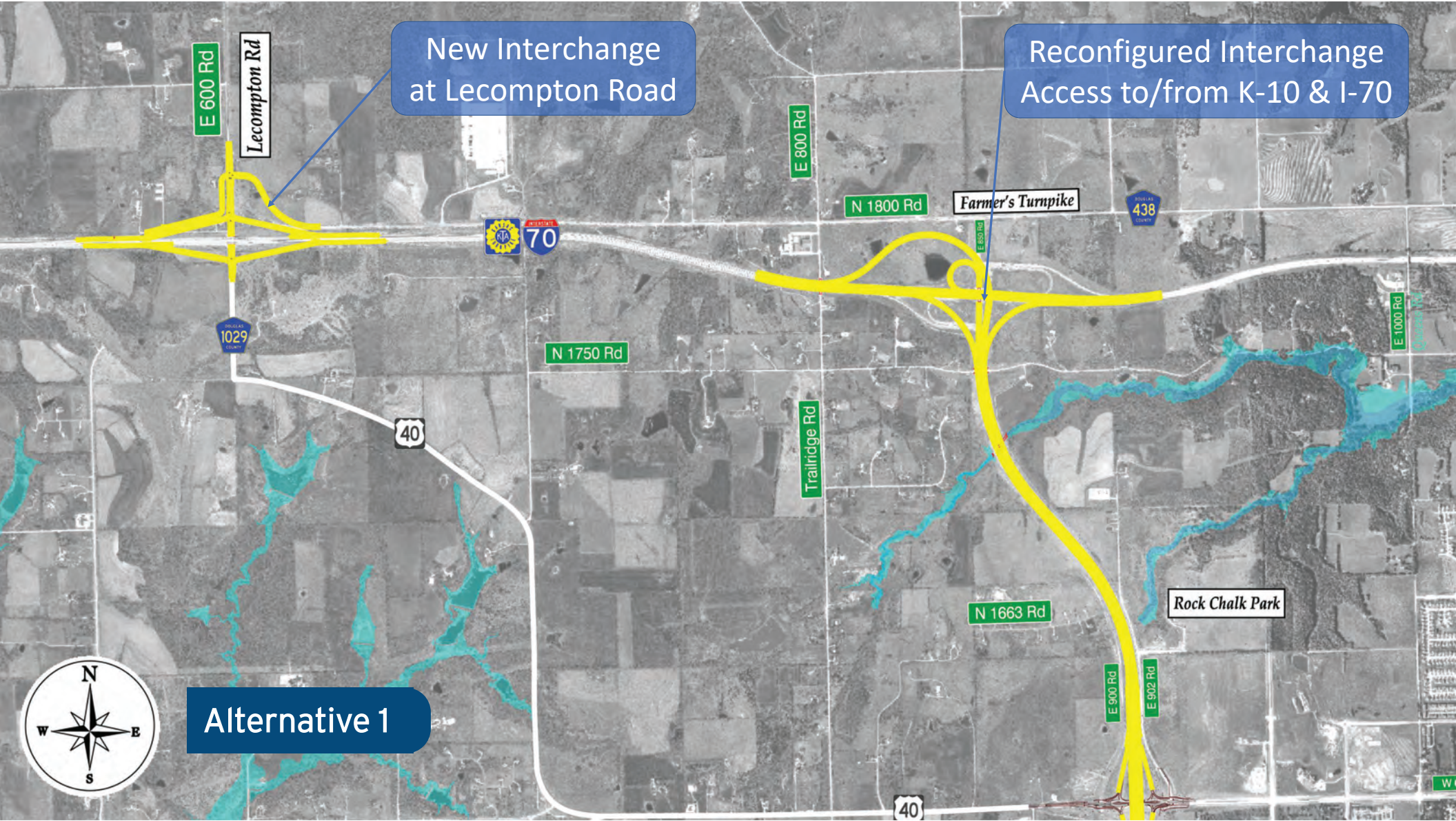
N 1663 Rd

Rock Chalk Park

E 900 Rd

E 902 Rd

E 1000 Rd



New Interchange at Lecompton Road

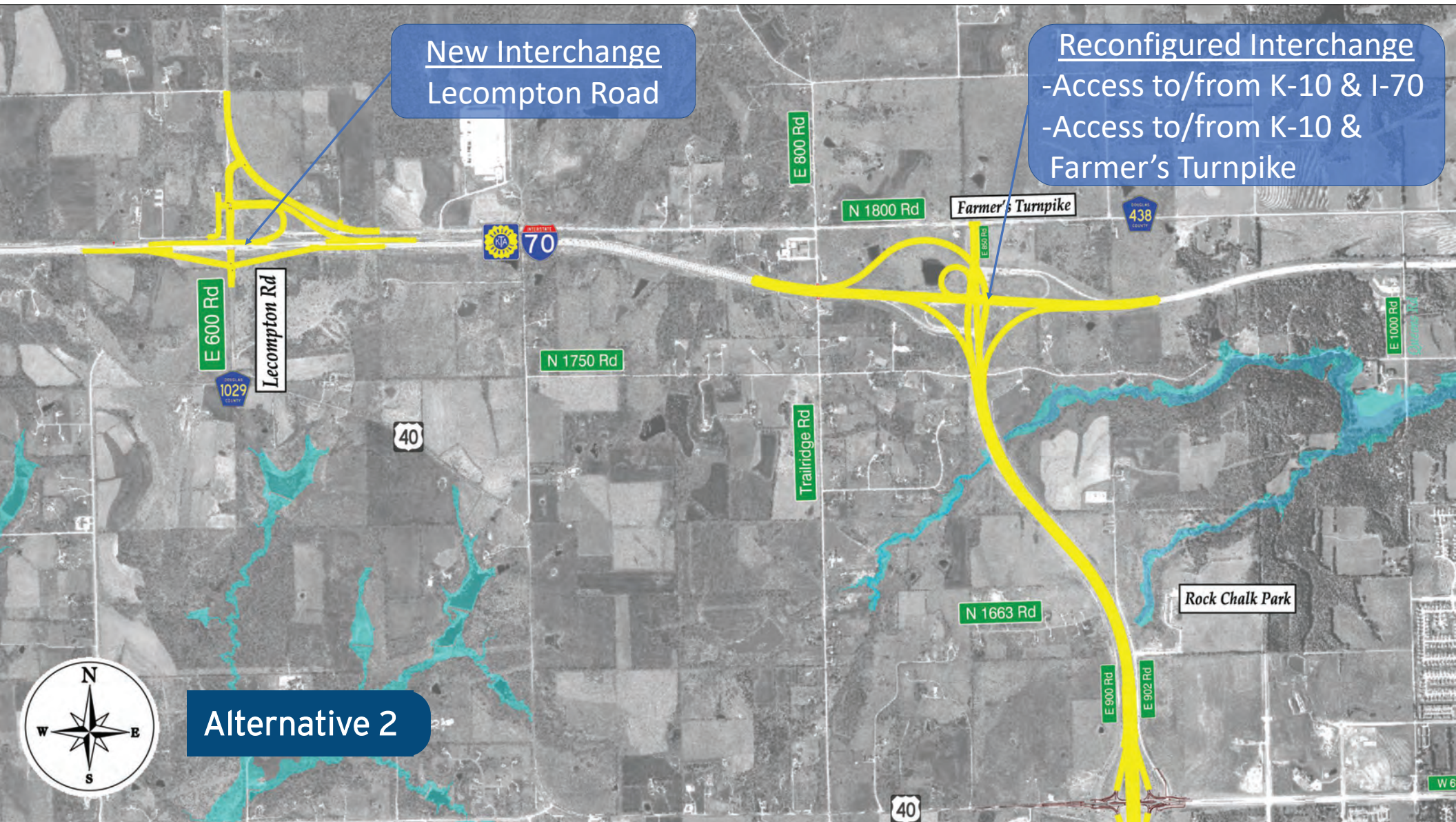
Reconfigured Interchange Access to/from K-10 & I-70

Alternative 1

New Interchange
Lecompton Road

Reconfigured Interchange
-Access to/from K-10 & I-70
-Access to/from K-10 & Farmer's Turnpike

Alternative 2



E 600 Rd
Lecompton Rd

E 800 Rd

N 1800 Rd

Farmer's Turnpike

438

70

1029

N 1750 Rd

40

Trailridge Rd

E 1000 Rd

N 1663 Rd

Rock Chalk Park

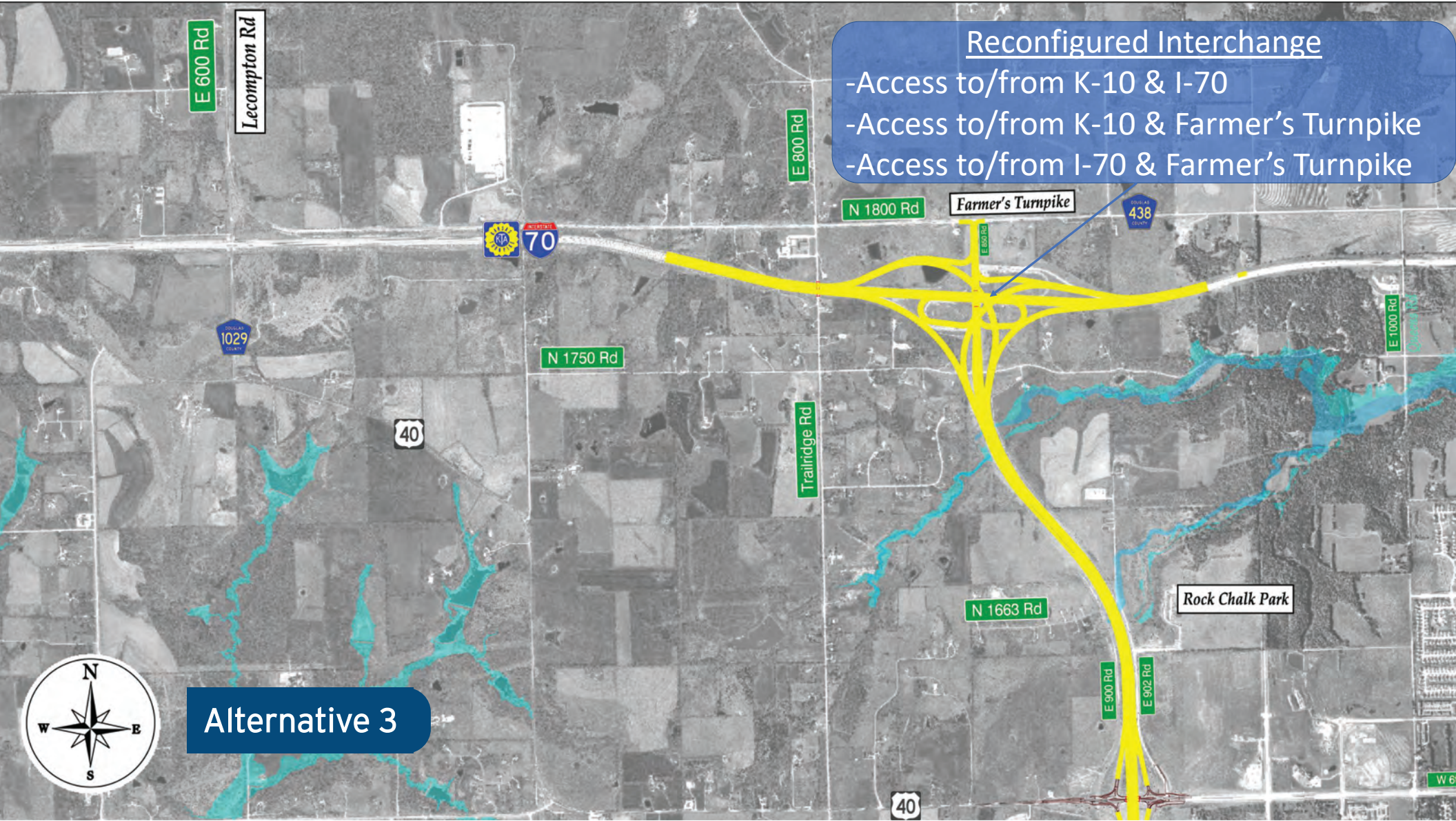
E 900 Rd

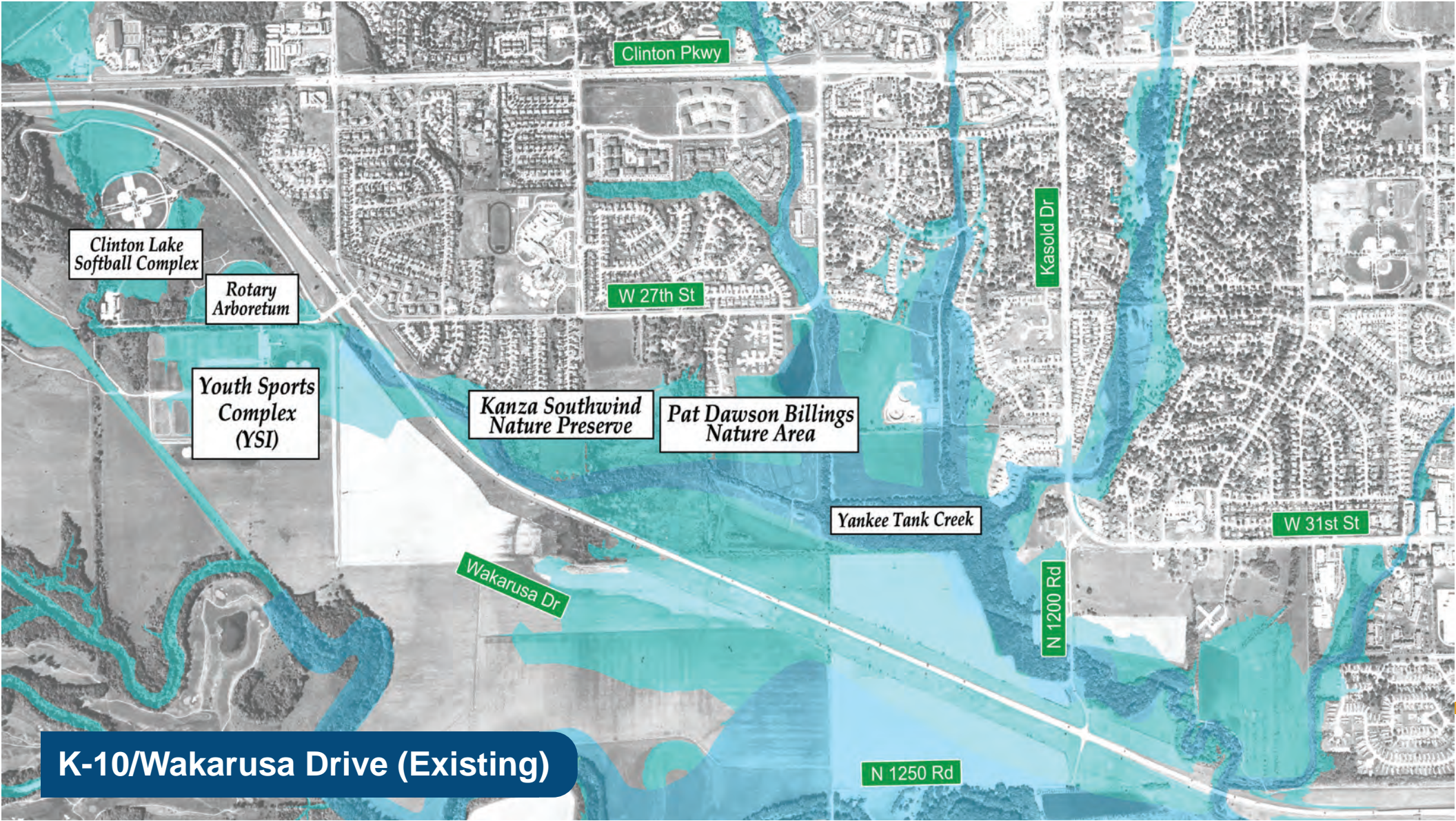
E 902 Rd

40

Reconfigured Interchange
-Access to/from K-10 & I-70
-Access to/from K-10 & Farmer's Turnpike
-Access to/from I-70 & Farmer's Turnpike

Alternative 3





Clinton Pkwy

W 27th St

Kasold Dr

W 31st St

N 1200 Rd

N 1250 Rd

Wakarusa Dr

Clinton Lake Softball Complex

Rotary Arboretum

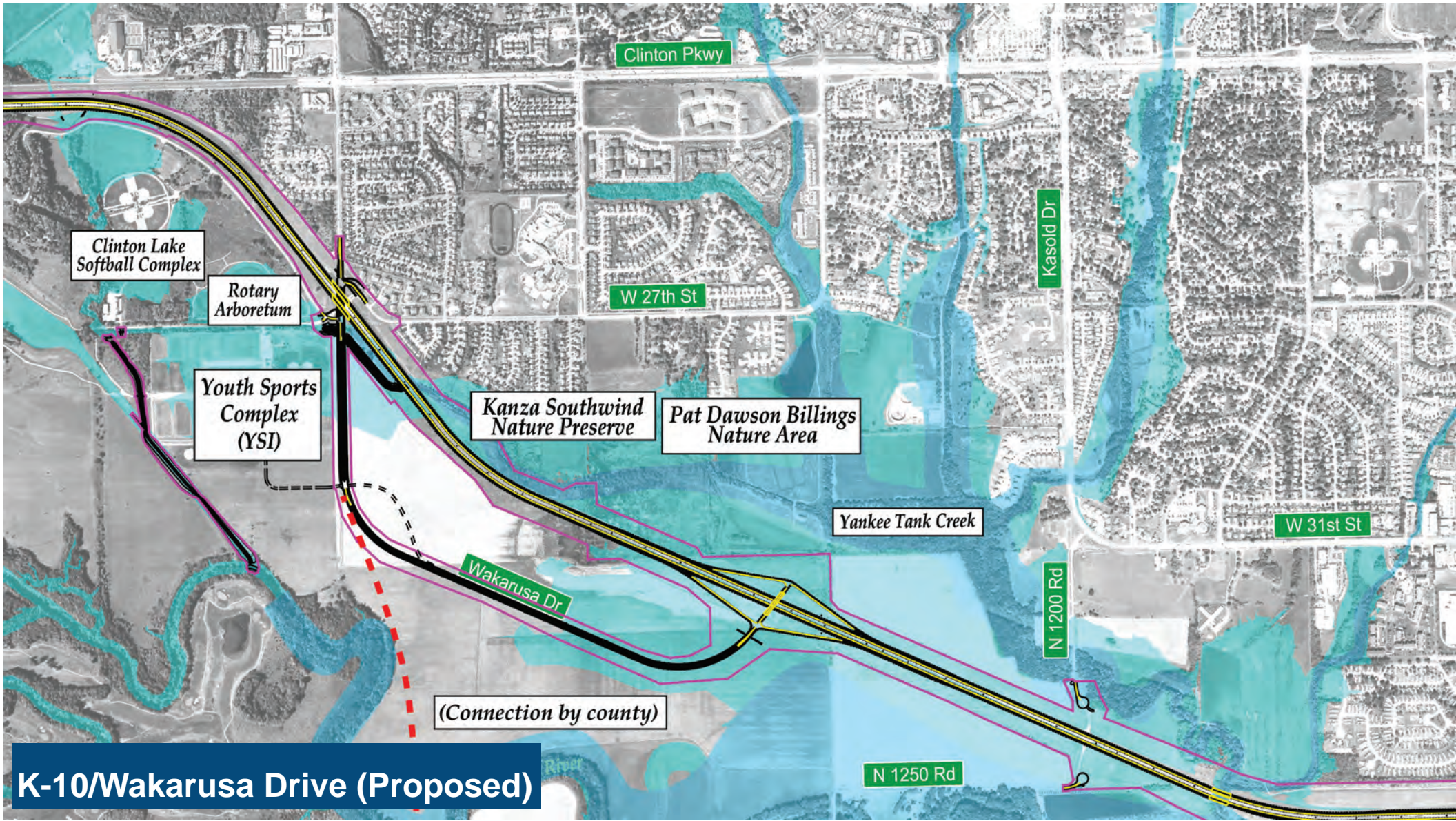
Youth Sports Complex (YSI)

Kanza Southwind Nature Preserve

Pat Dawson Billings Nature Area

Yankee Tank Creek

K-10/Wakarusa Drive (Existing)



Clinton Pkwy

W 27th St

Kasold Dr

W 31st St

N 1200 Rd

N 1250 Rd

Clinton Lake Softball Complex

Rotary Arboretum

Youth Sports Complex (YSI)

Kanza Southwind Nature Preserve

Pat Dawson Billings Nature Area

Yankee Tank Creek

Wakarusa Dr

(Connection by county)

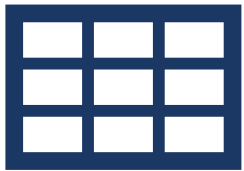
K-10/Wakarusa Drive (Proposed)

Focus Group Summary

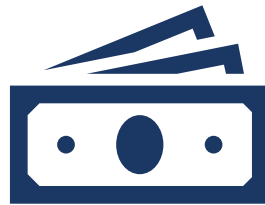
- Total of 7 focus groups
- 62 residents participated; 17 ZIP Codes represented: Lawrence, Olathe, Topeka residents
- Three major topics covered:
 - North end alternatives—overall support for Alternative 3
 - Tolled alternative—with the free lane option, tolling was better supported
 - Funding options

Reasonable Alternatives Evaluation Process

- Screening criteria and methodologies



- Funding considerations



- How alternatives will be evaluated and a preferred alternative identified



Next Steps



- Presentation to groups
 - Douglas County Commission—February 26
 - City of Lecompton City Council—March 2
 - City of Lawrence City Commission—March 17



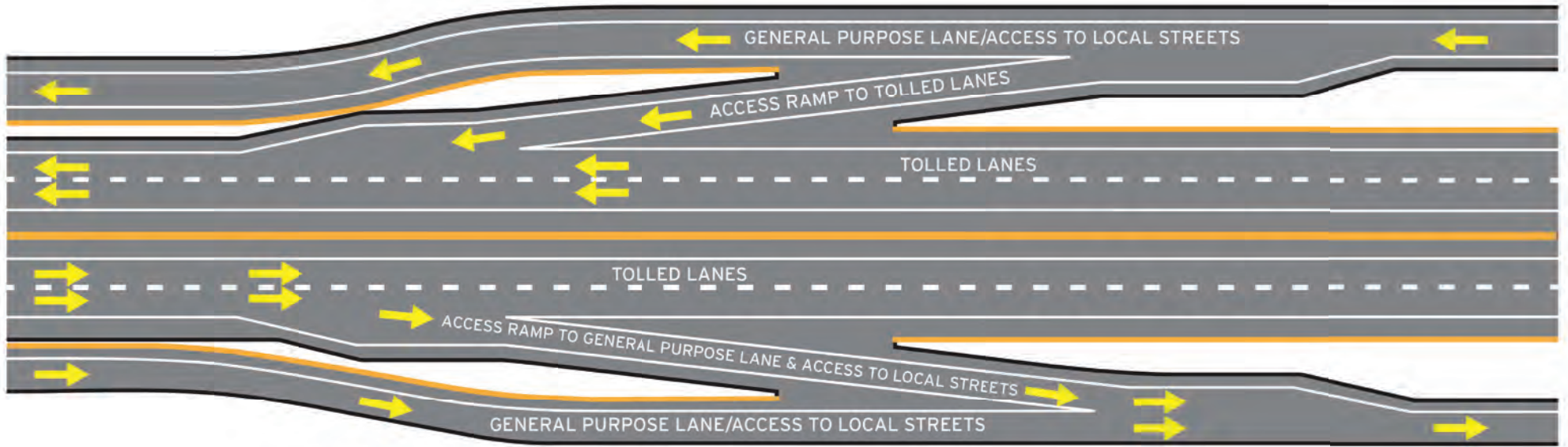
- Public Meeting—TBD—looking for April/May dates

- Questions?

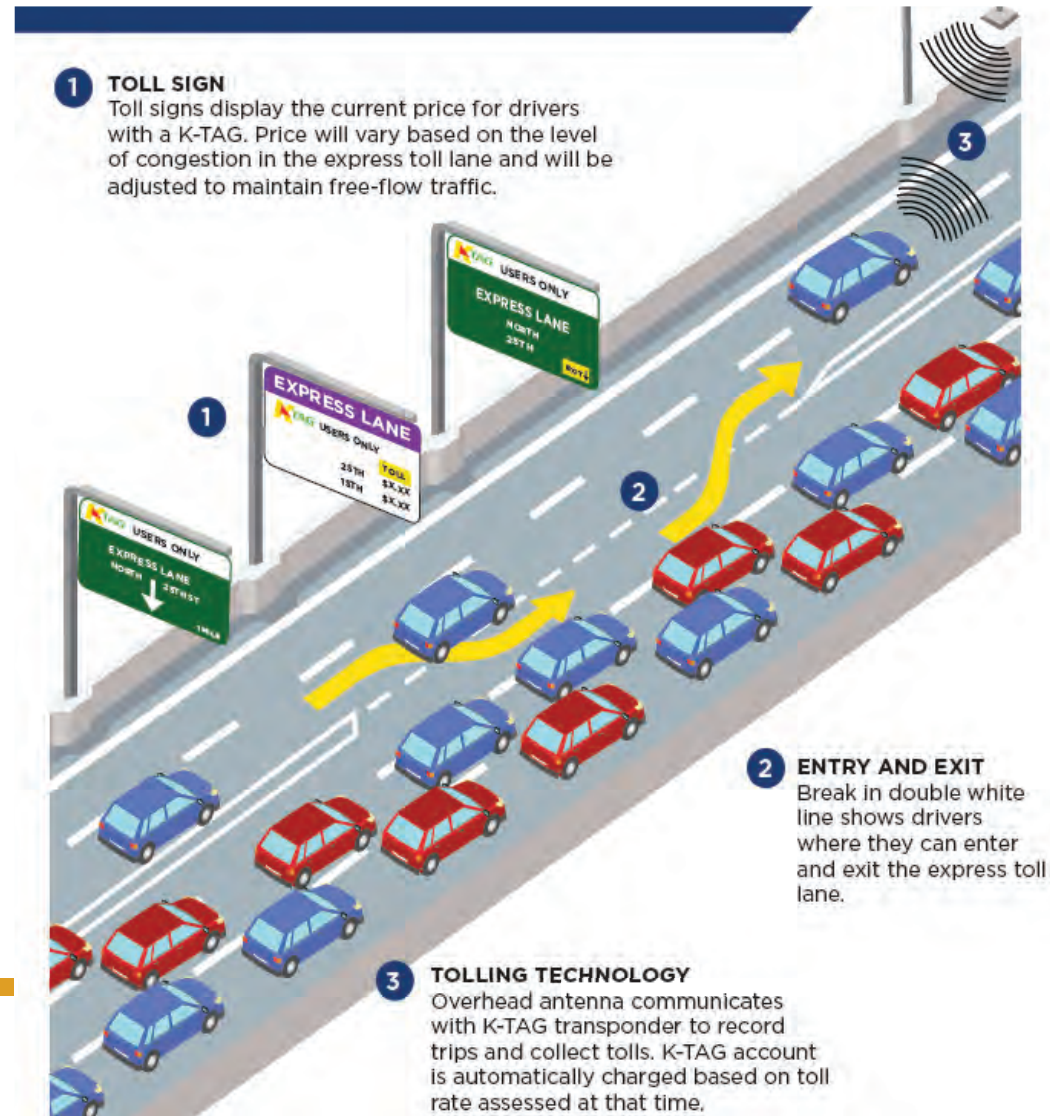
Thank you!

Legend

— Concrete Safety Barriers



How express toll lanes work—for getting in and out



South Lawrence Trafficway SEIS Public Officials Presentation

PROJECT #:
10-23 KA-3634-01
March 2, 2020

Today's Update

- New Tolled Alternative
- North End Alternatives
- Focus Groups
- Reasonable Alternatives Evaluation Process
- Next Steps



SLT SEIS:

Improvement Concept Alternatives Review and Consider new environmental impacts from 2016 Concept Study in the Study Area.



Purpose & Need Review:

Does the purpose and need make sense and fit the project?

Public Information meeting held.



SEIS Evaluation:

What are the impacts of each alternative? What is the best reasonable alternative?

Reasonable Alternatives:

How do the alternatives best meet the purpose and need for the project to work?

Public Information meeting held.



Public Hearing and Agency Review:

What do the Resource Agencies and the public think of the proposed solution or solutions? Have we missed anything?

SEIS - Draft SEIS available for comment



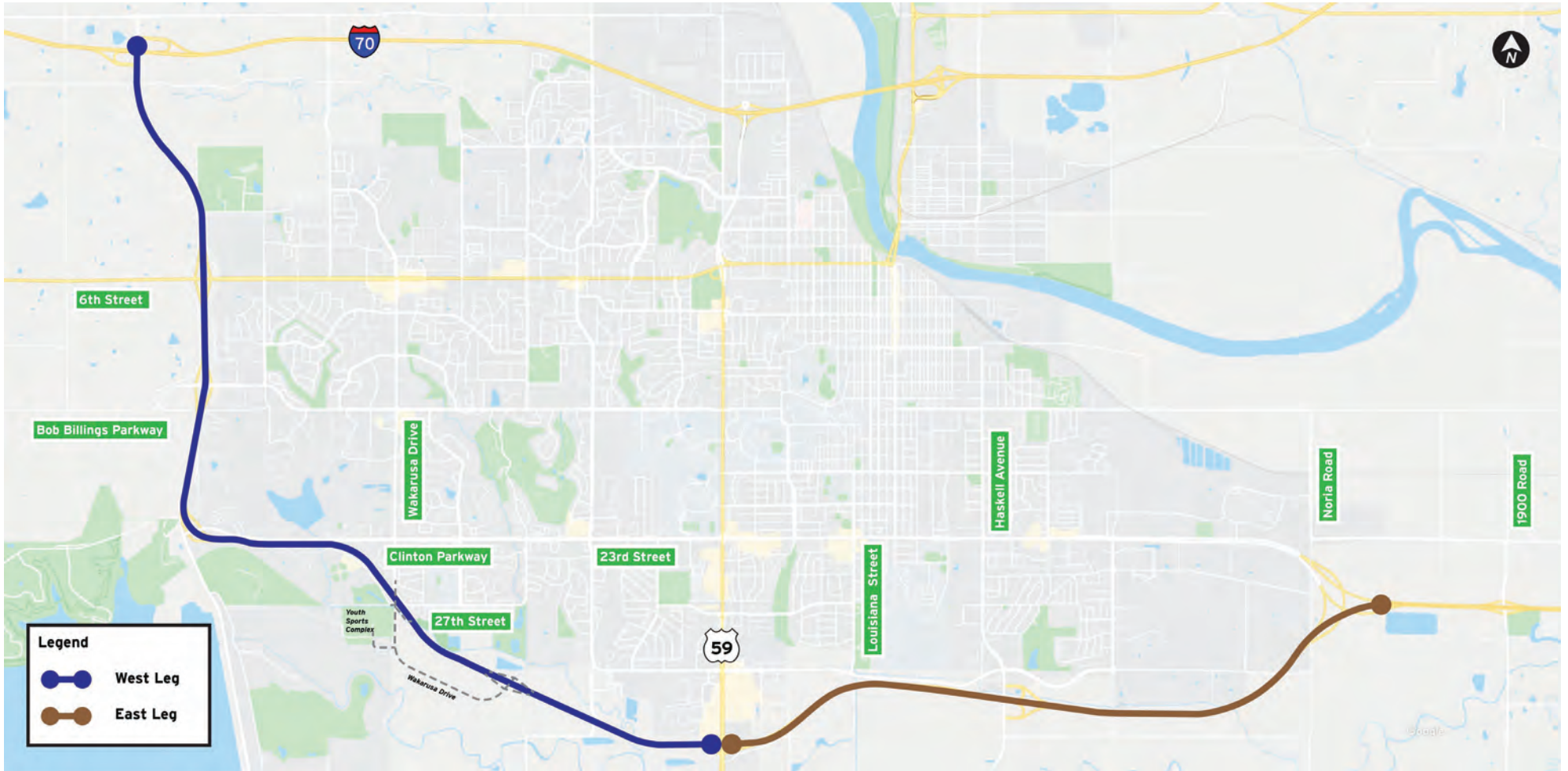
Final SEIS Record of Decision:

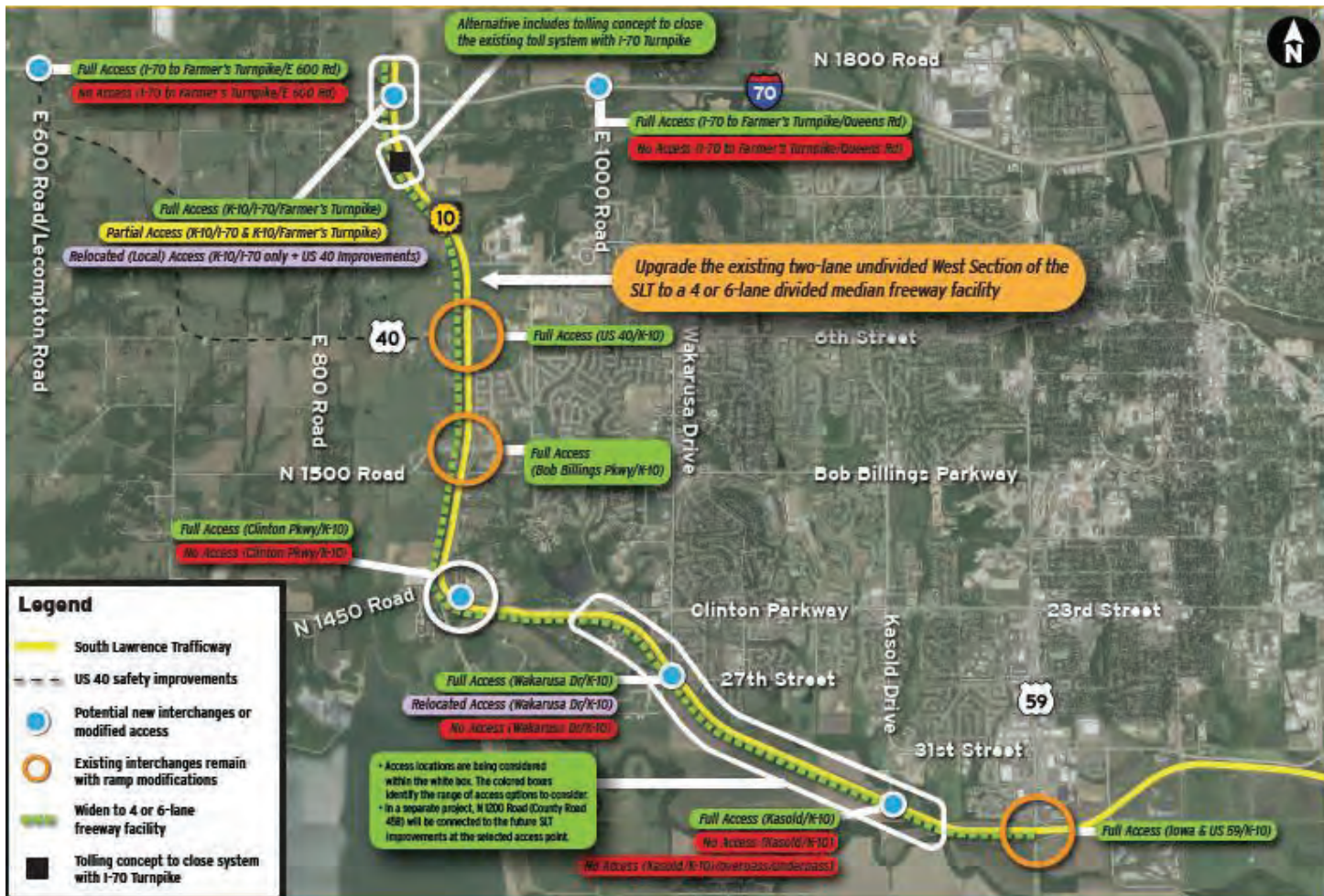
Identify the best reasonable alternative, based on purpose and need, impacts and public input. The SEIS is finalized when given federal approval, called a Record of Decision (ROD).

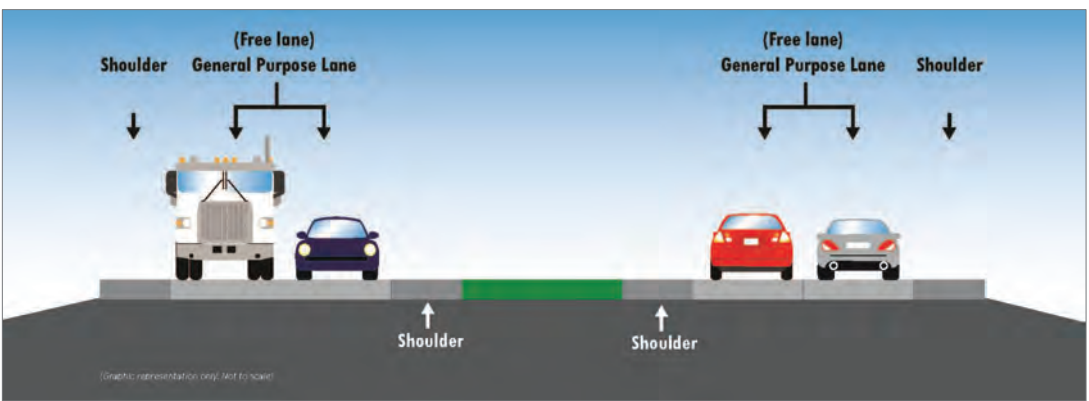
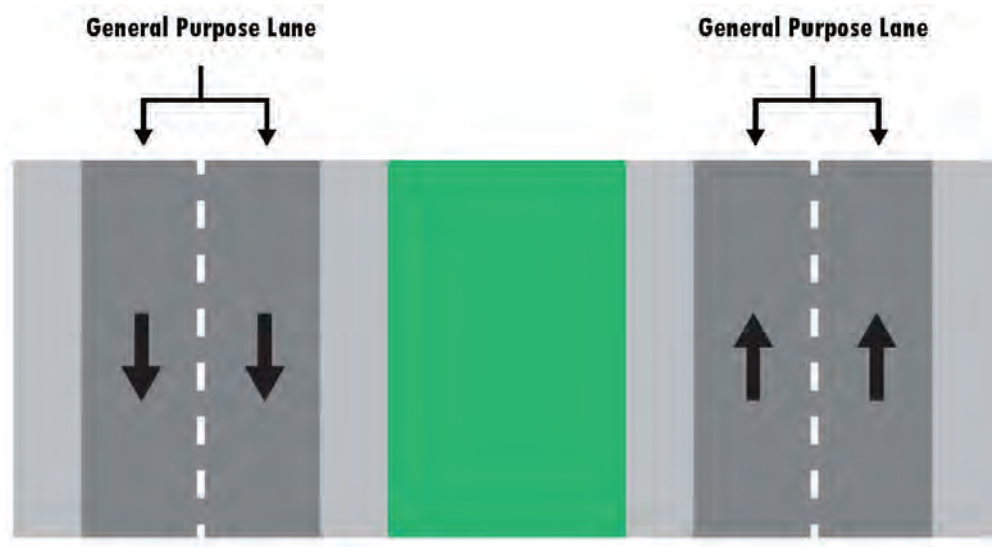


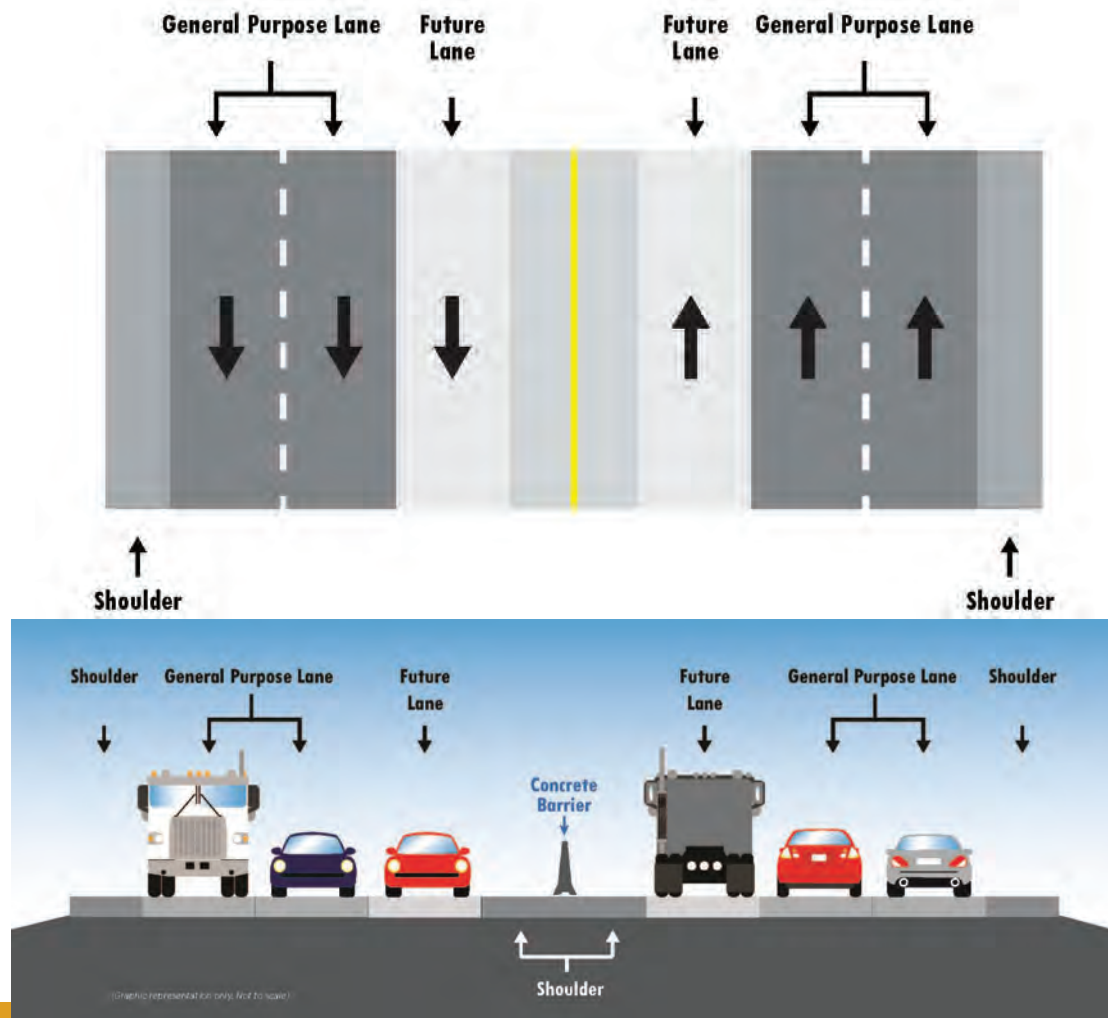
Reasonable Alternatives

- **No Action**
- **Build Alternative – Add Capacity Freeway**
- **Build Alternative – Add Capacity Tolled Highway**









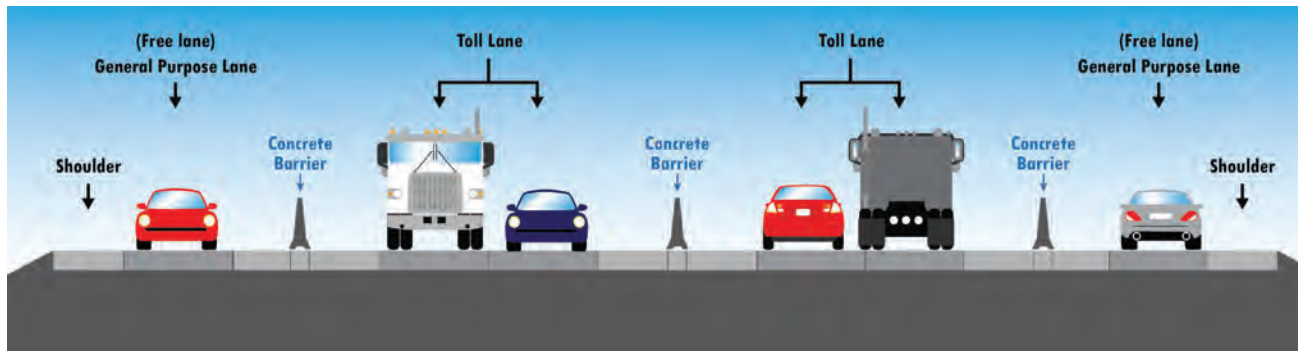
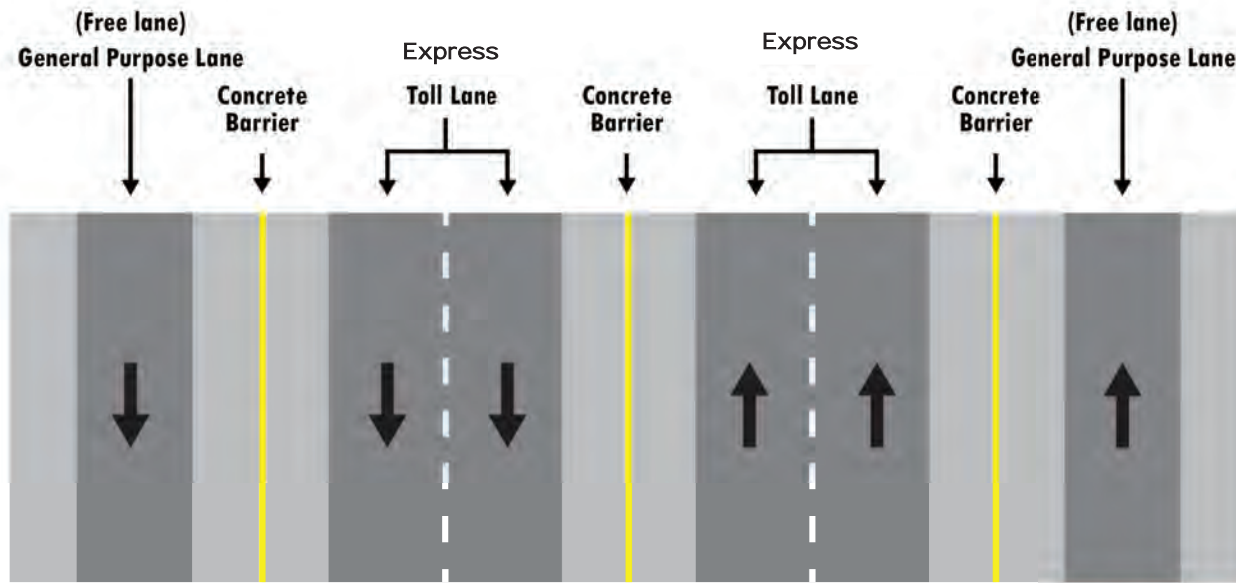
Since the Last Public Meeting...

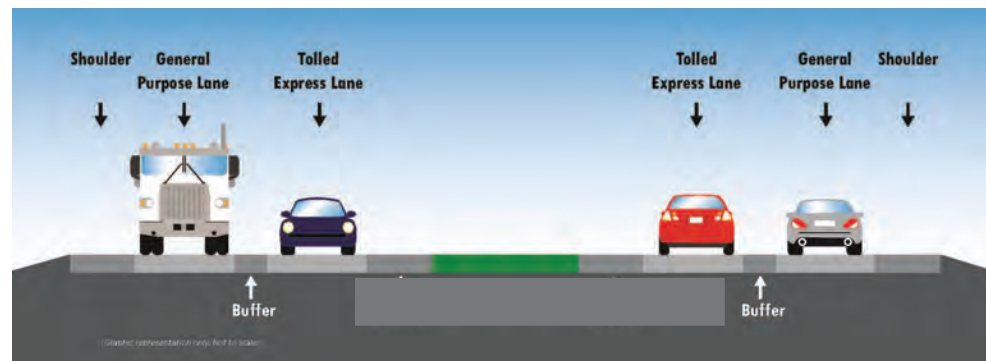
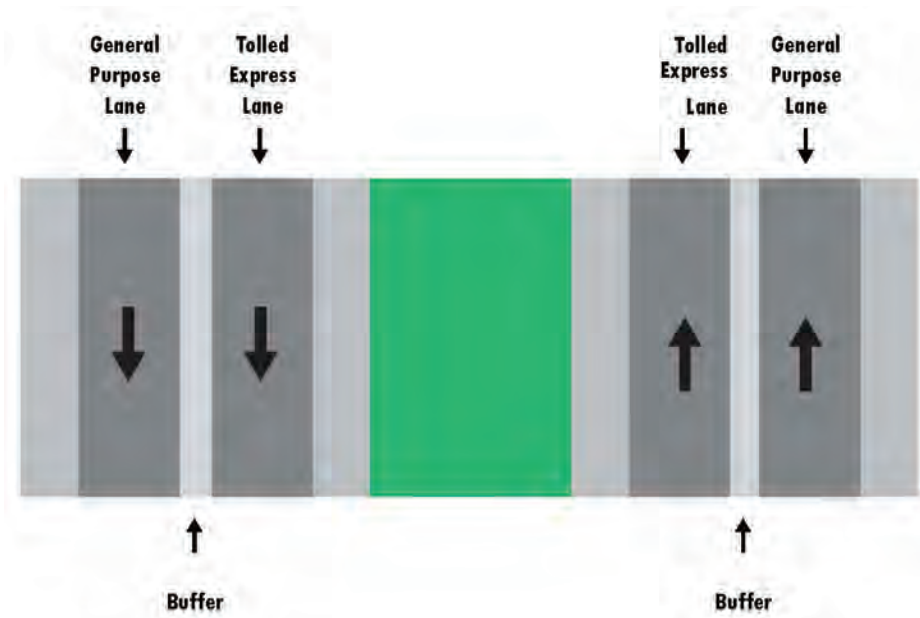
- **Tolling Legislation Passed - Kansas 2019 Legislative Session**
 - Existing lanes cannot be tolled
 - Tolling can only be collected on new capacity
 - Tolls collected on SLT could only be used on SLT
 - Communities have to ask KDOT to request tolling be evaluated further

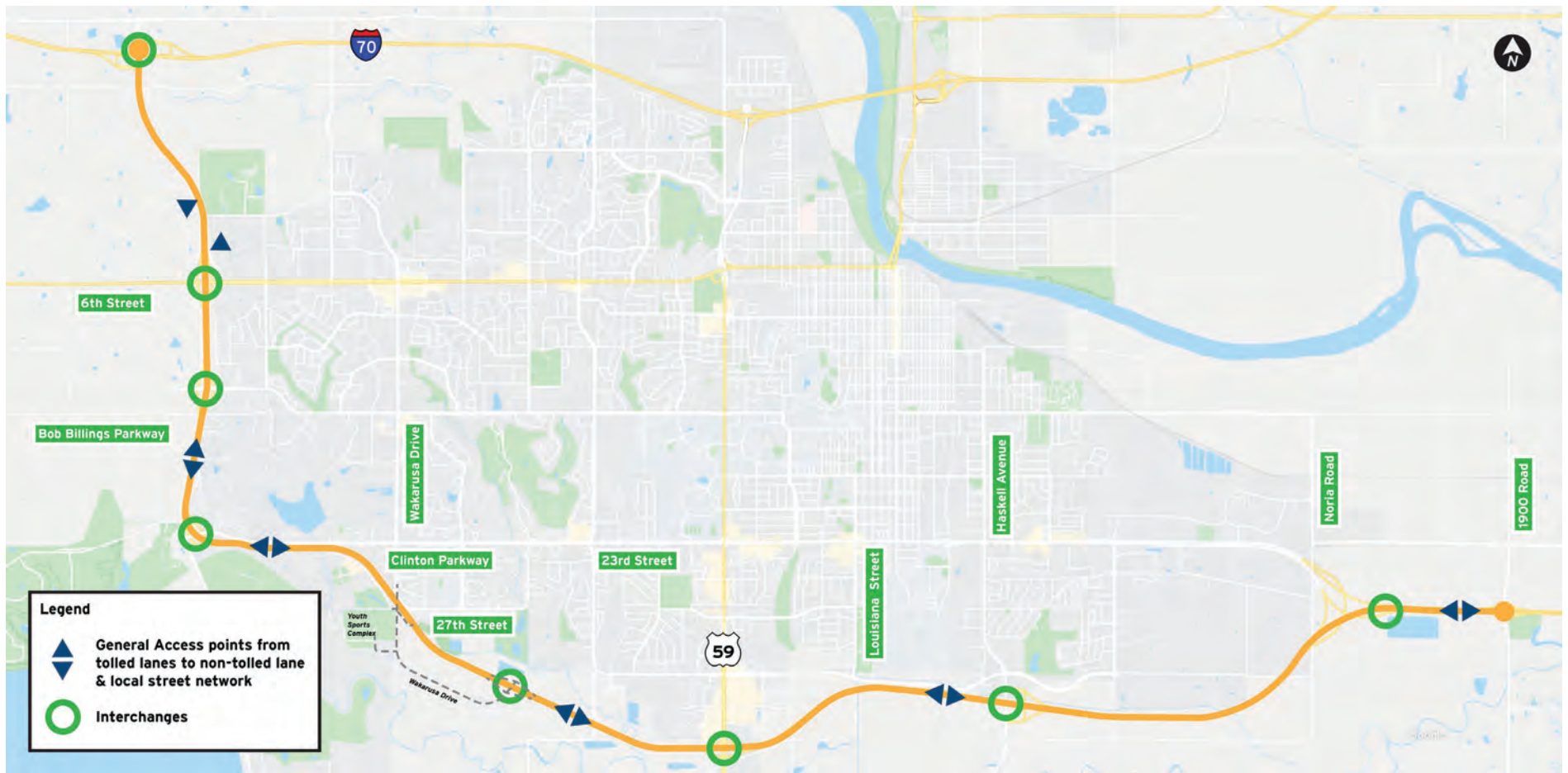
Therefore, if tolling is to be considered as an option to help fund the project, a new tolling alternative had to be developed.

Range of Tolled Alternatives

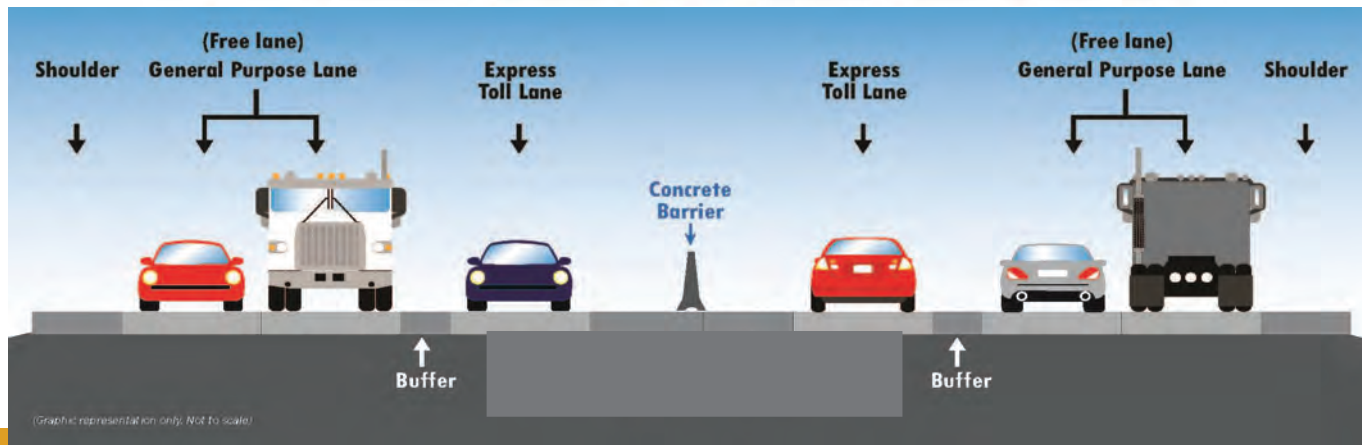
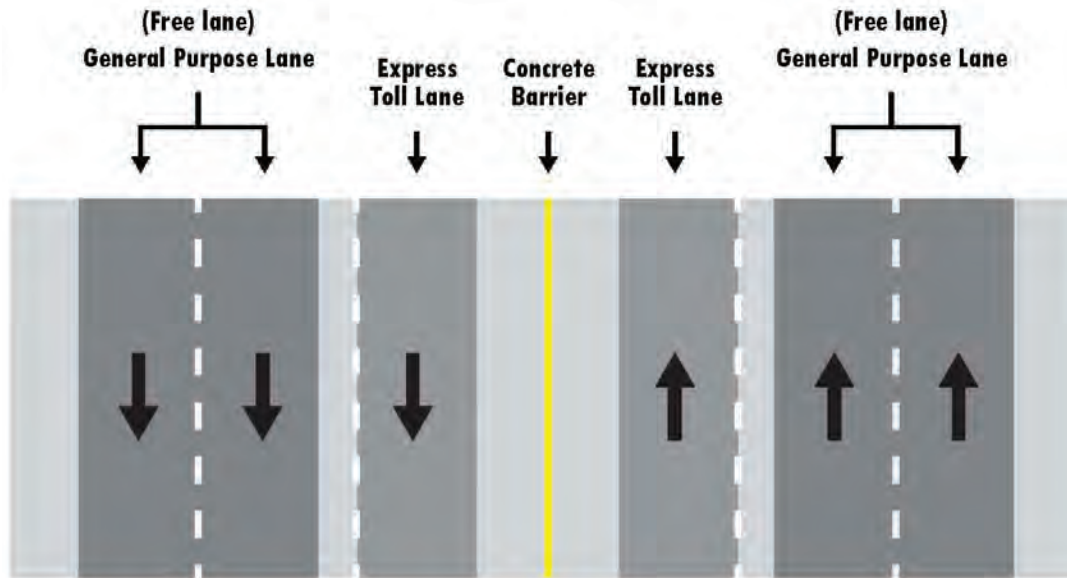
West Leg





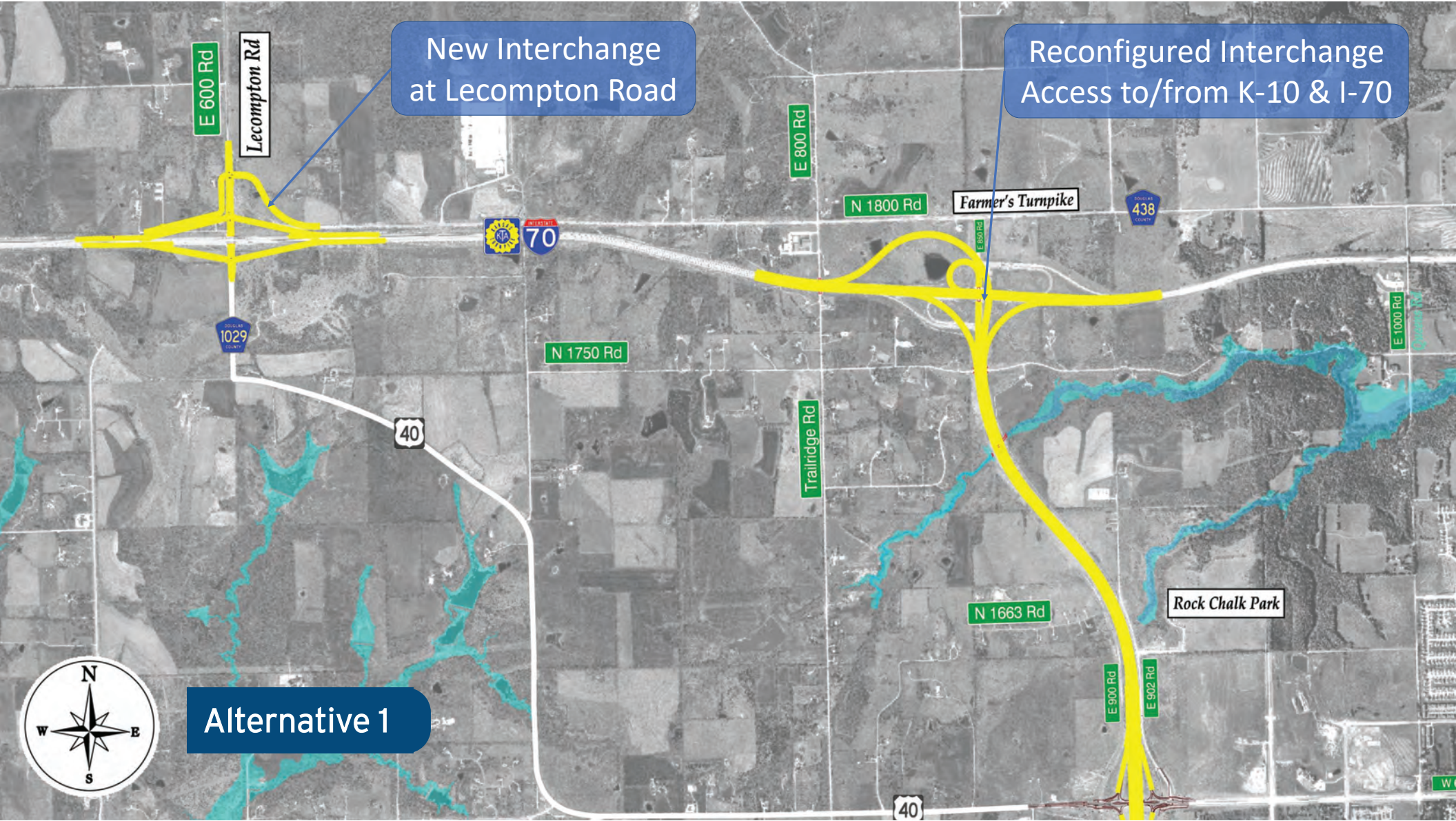


East Leg



North End Alternatives





New Interchange
at Lecompton Road

Reconfigured Interchange
Access to/from K-10 & I-70

Alternative 1



Rock Chalk Park

E 600 Rd
Lecompton Rd

E 800 Rd

N 1800 Rd

Farmer's Turnpike

N 1750 Rd

Trailridge Rd

N 1663 Rd

E 900 Rd

E 902 Rd

E 1000 Rd

70

1029

40

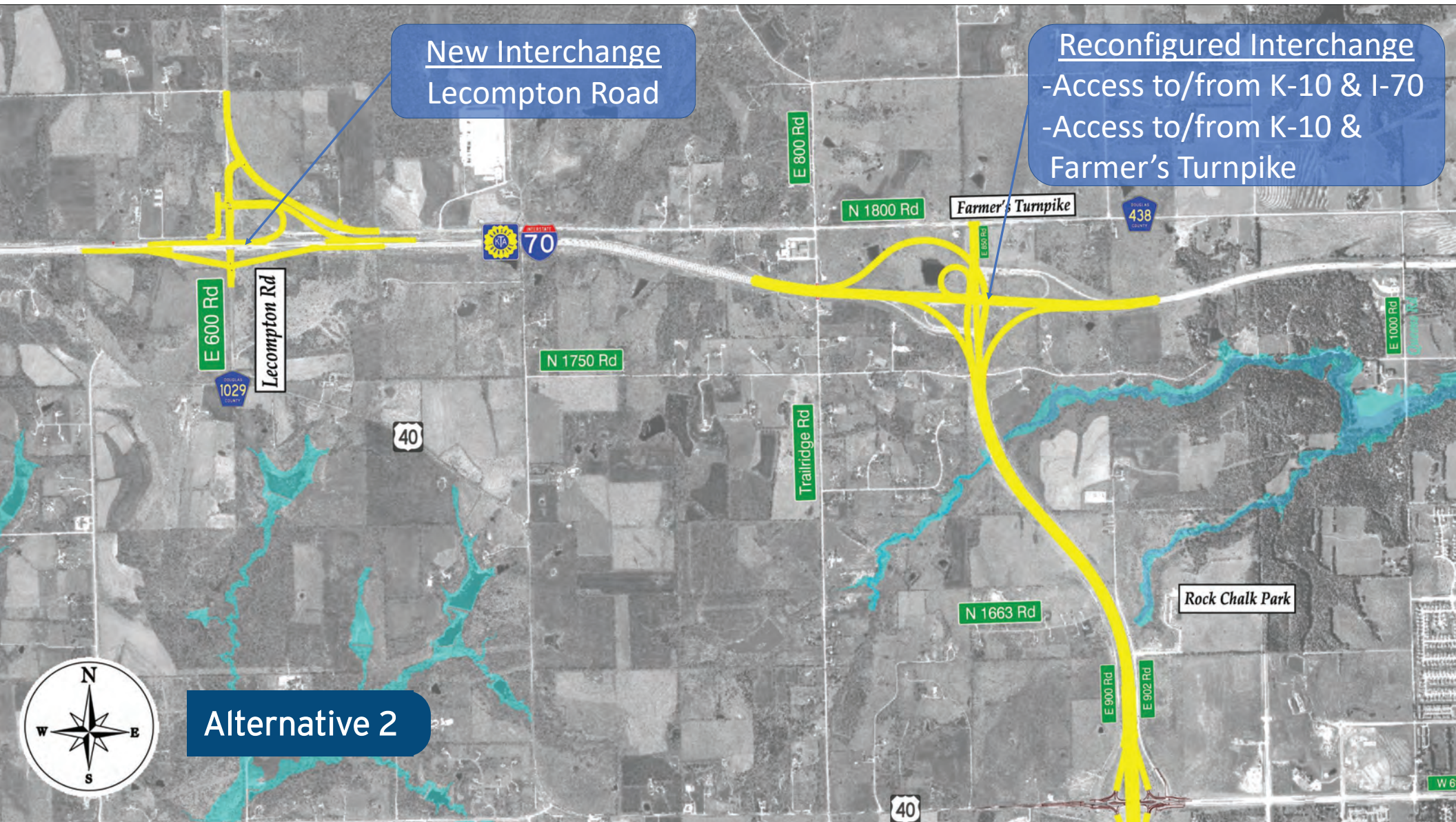
438

40

New Interchange
Lecompton Road

Reconfigured Interchange
-Access to/from K-10 & I-70
-Access to/from K-10 & Farmer's Turnpike

Alternative 2



E 600 Rd
Lecompton Rd

E 800 Rd

N 1800 Rd
Farmer's Turnpike

438

70

1029

N 1750 Rd

40

Trailridge Rd

E 1000 Rd

N 1663 Rd

Rock Chalk Park

E 900 Rd

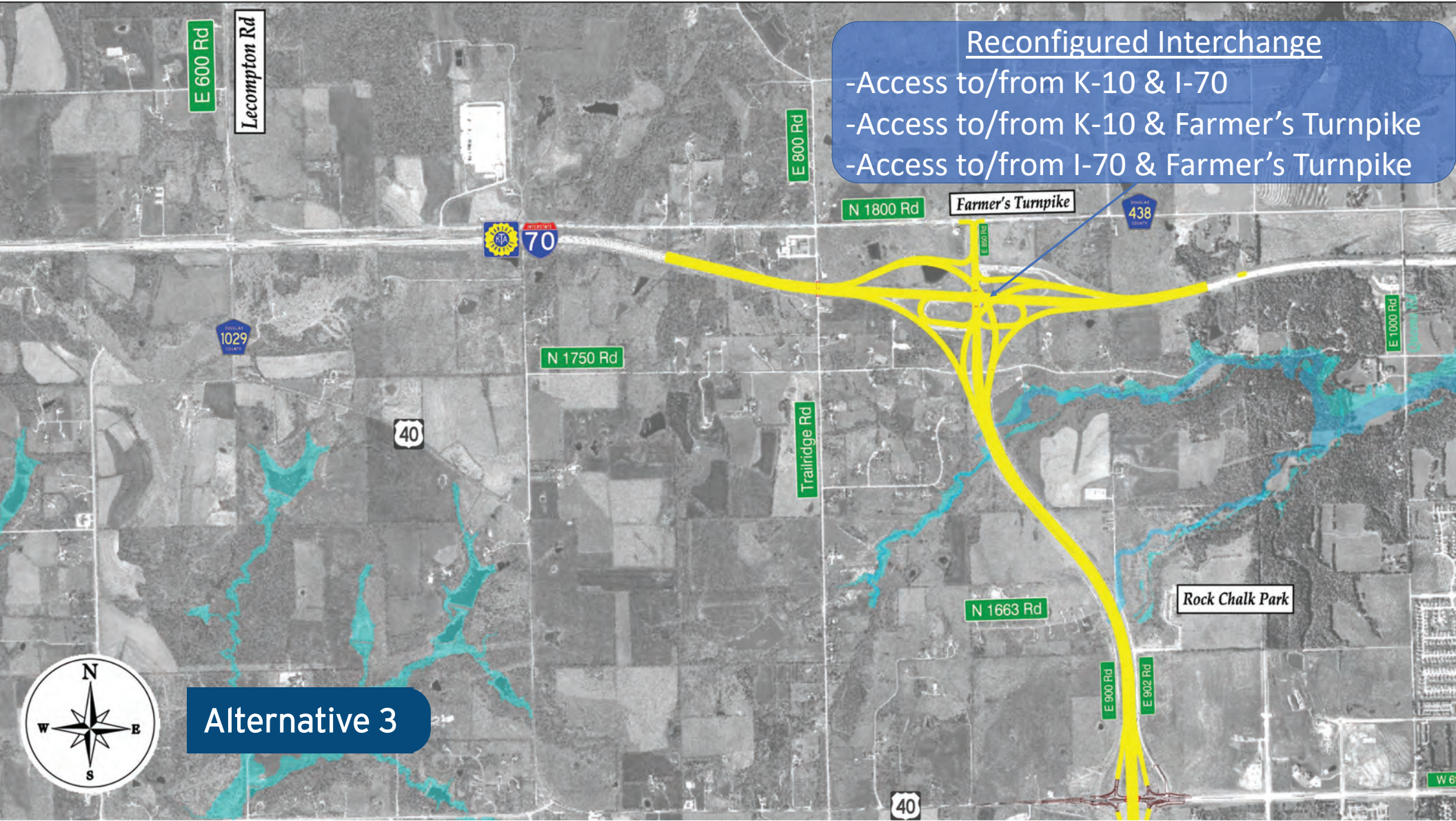
E 902 Rd

40

W 6

Reconfigured Interchange
-Access to/from K-10 & I-70
-Access to/from K-10 & Farmer's Turnpike
-Access to/from I-70 & Farmer's Turnpike

Alternative 3

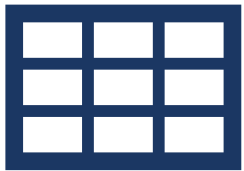


Focus Group Summary

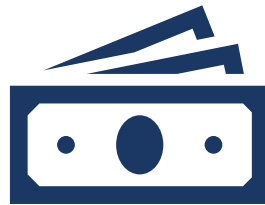
- Total of 7 focus groups
- 62 residents participated; 17 ZIP Codes represented: Lawrence, Olathe, Topeka residents
- Three major topics covered:
 - North end alternatives—overall support for Alternative 3
 - Tolloed alternative—with the free lane option, tolling was better supported
 - Funding options

Reasonable Alternatives Evaluation Process

- Screening criteria and methodologies



- Funding considerations



- How alternatives will be evaluated and a preferred alternative identified



Next Steps



- Presentation to groups
 - Douglas County Commission - February 26
 - City of Leocompton City Council - March 2
 - City of Lawrence City Commission - March 17



- Public Meeting – TBD ~ April/May
- Feedback/Updates – slt-ks.org
- Questions?

Thank you!

South Lawrence Trafficway SEIS Public Officials Presentation

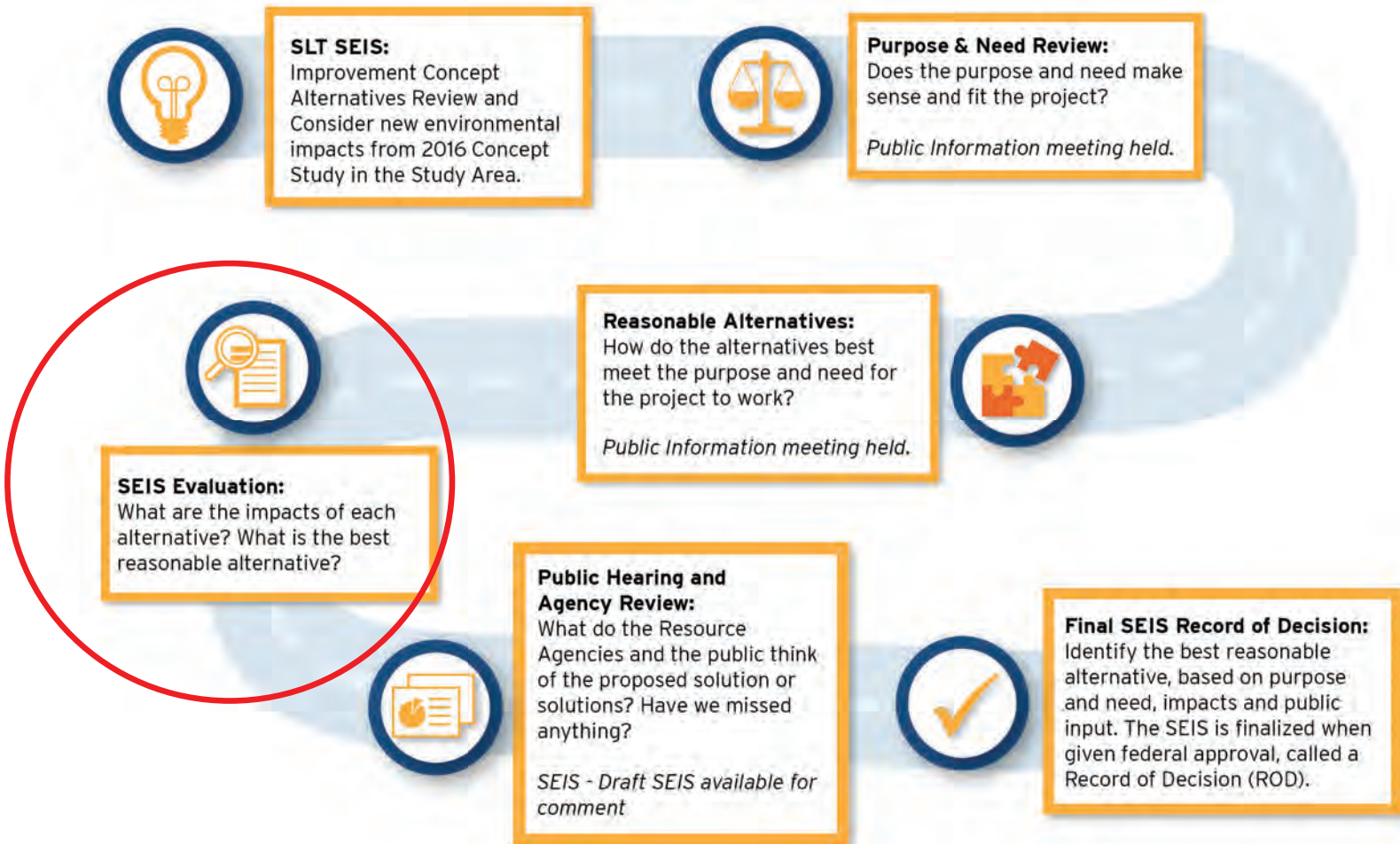
PROJECT #:

10-23 KA-3634-01

March 17, 2020

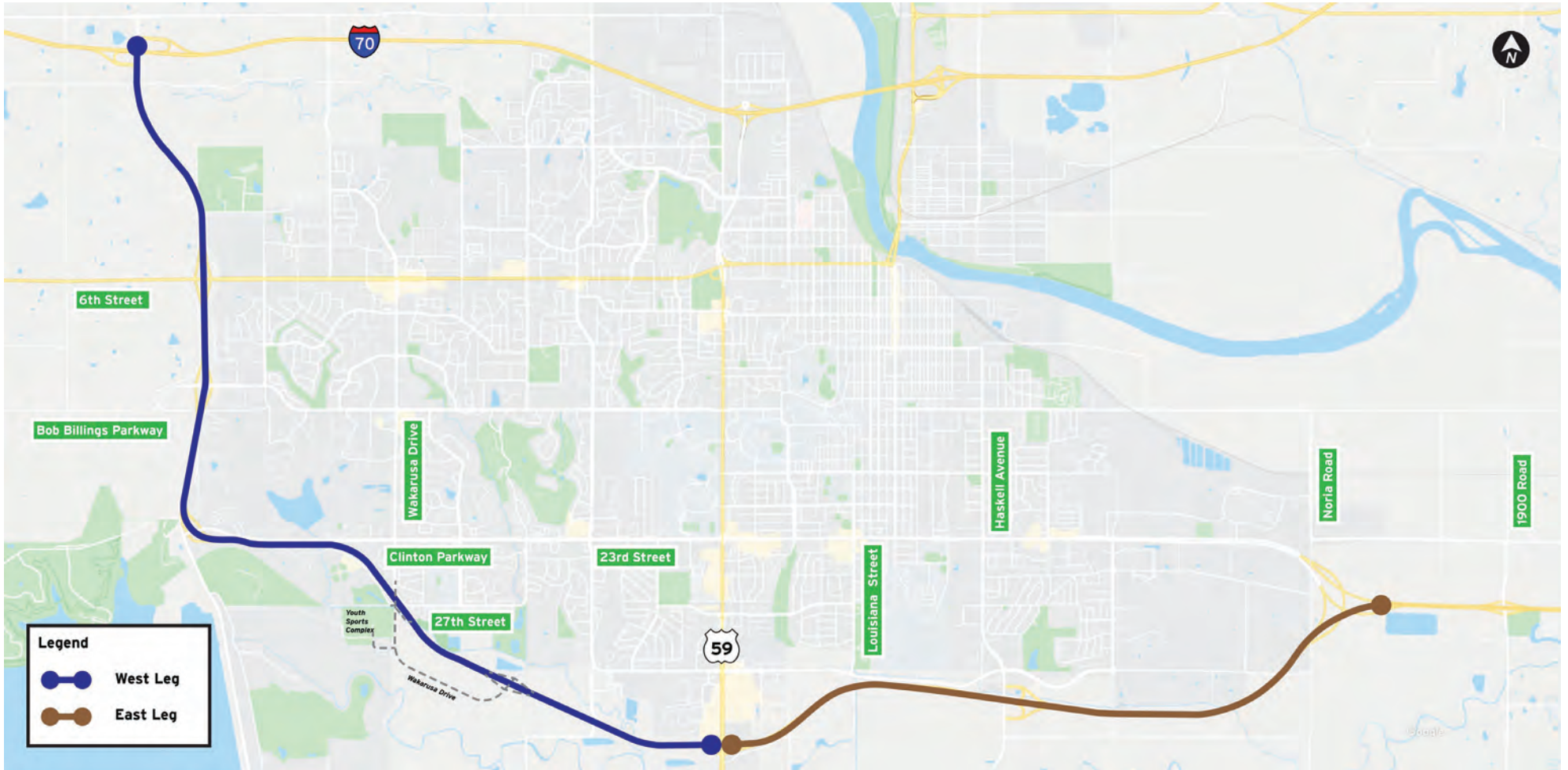
Today's Update

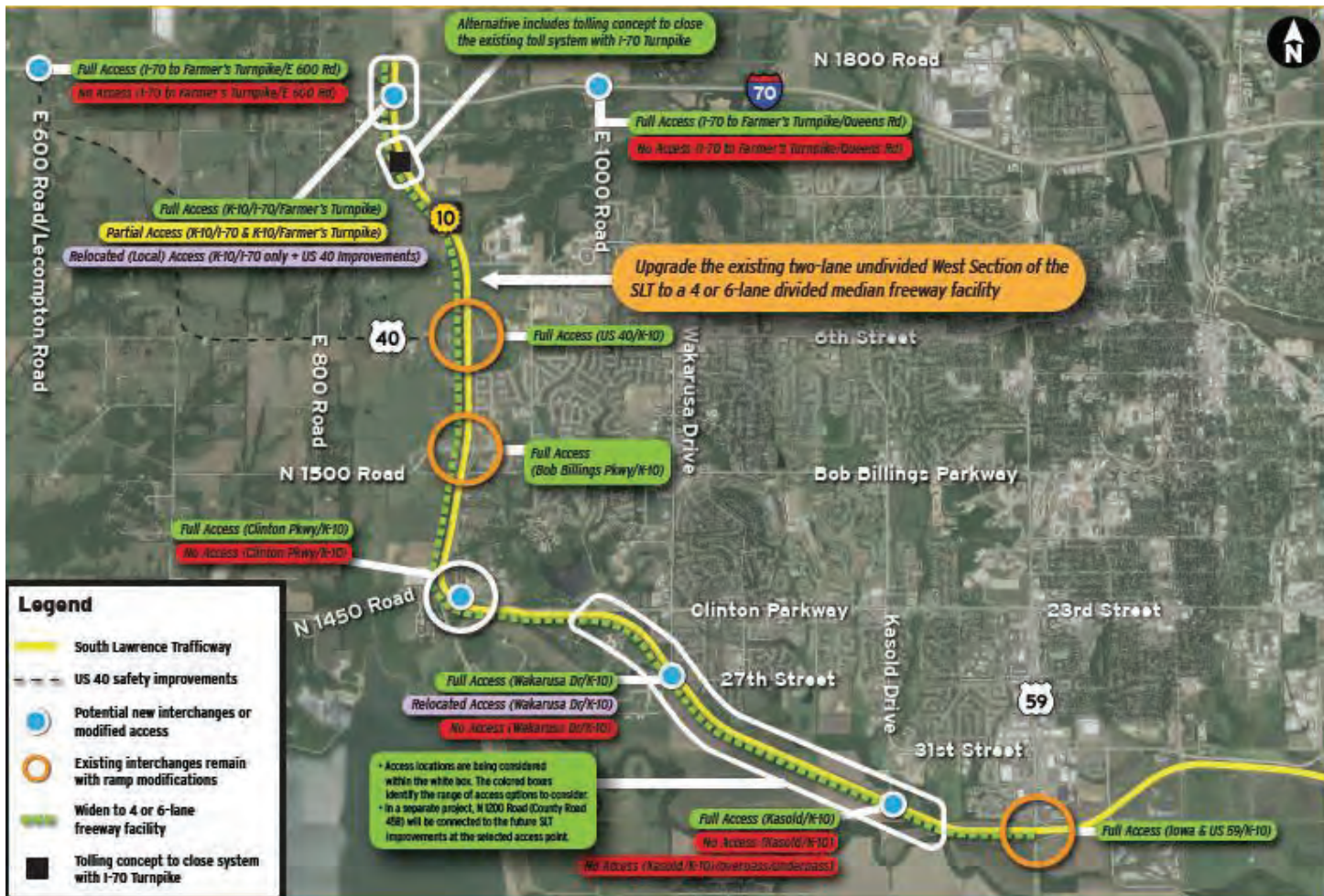
- New Tolled Alternative
- I-70 and K-10 Alternatives (North End)
- Focus Groups
- Reasonable Alternatives Evaluation Process
- Next Steps

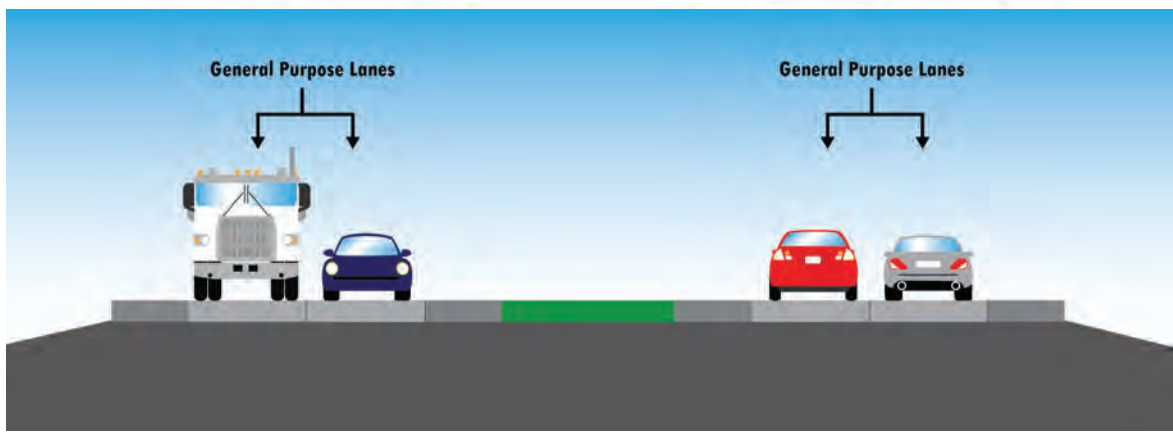
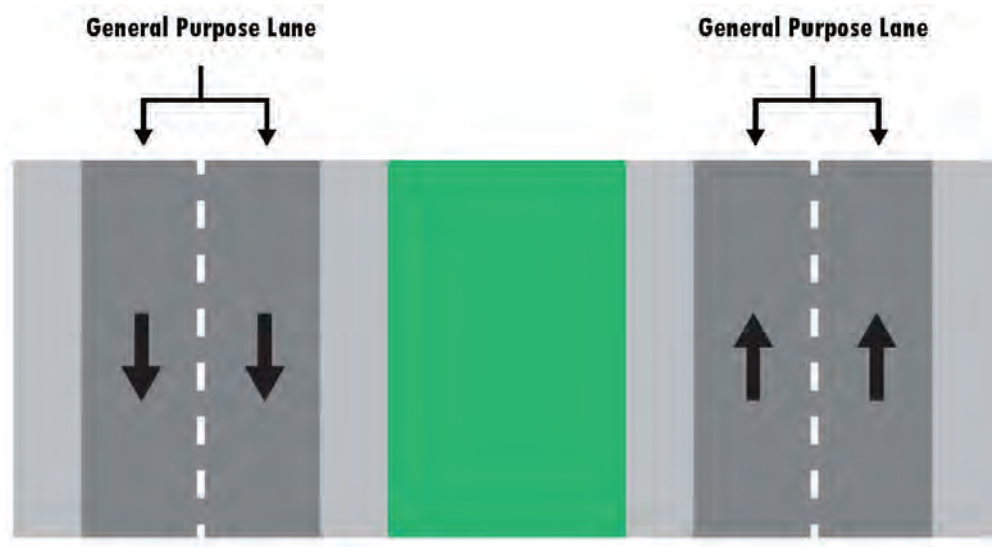


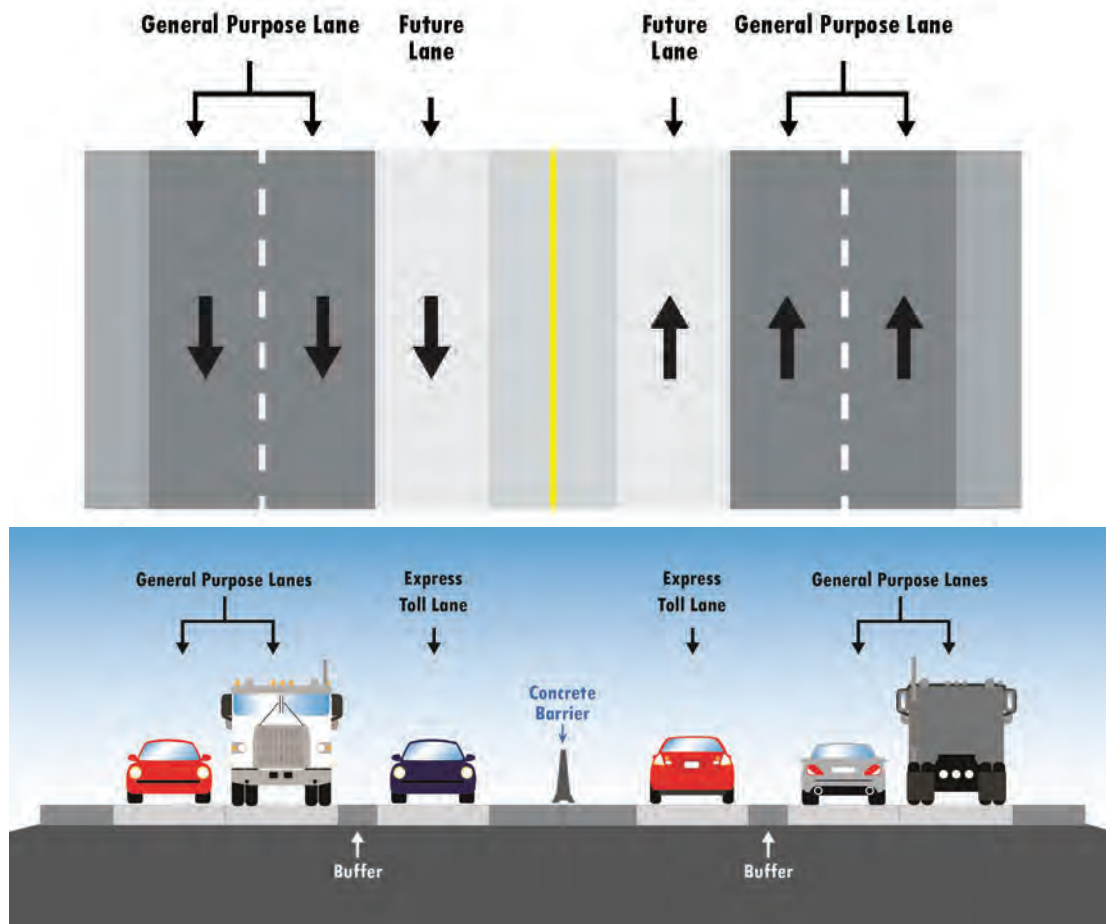
Reasonable Alternatives

- **No Action**
- **Build Alternative – Add Capacity Freeway**
- **Build Alternative – Add Capacity Tolled Highway**









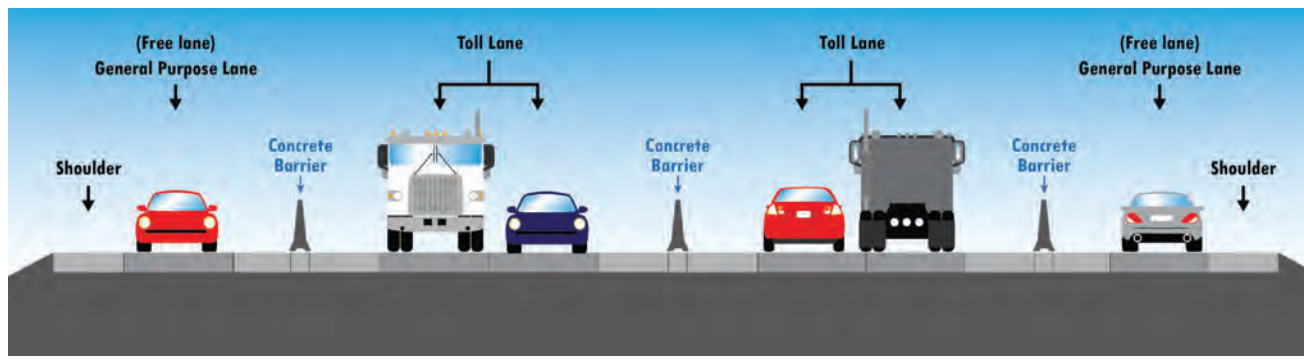
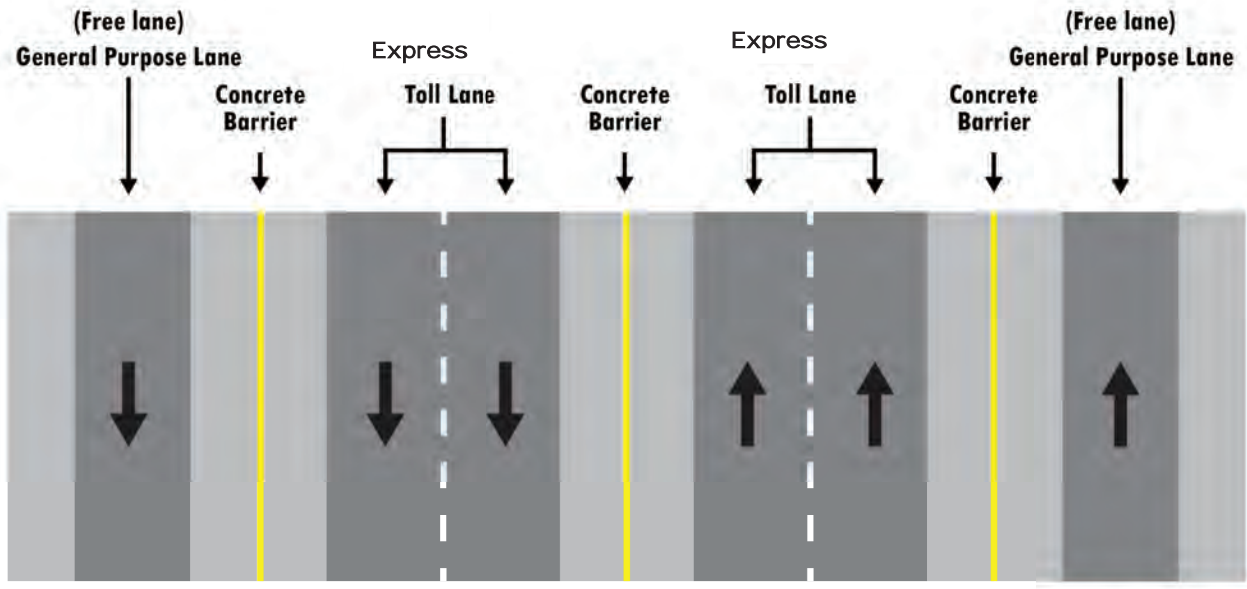
Since the Last Public Meeting...

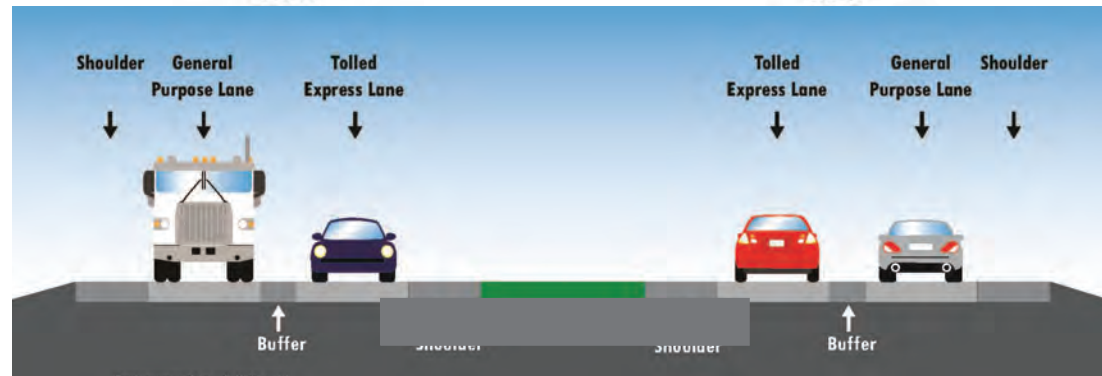
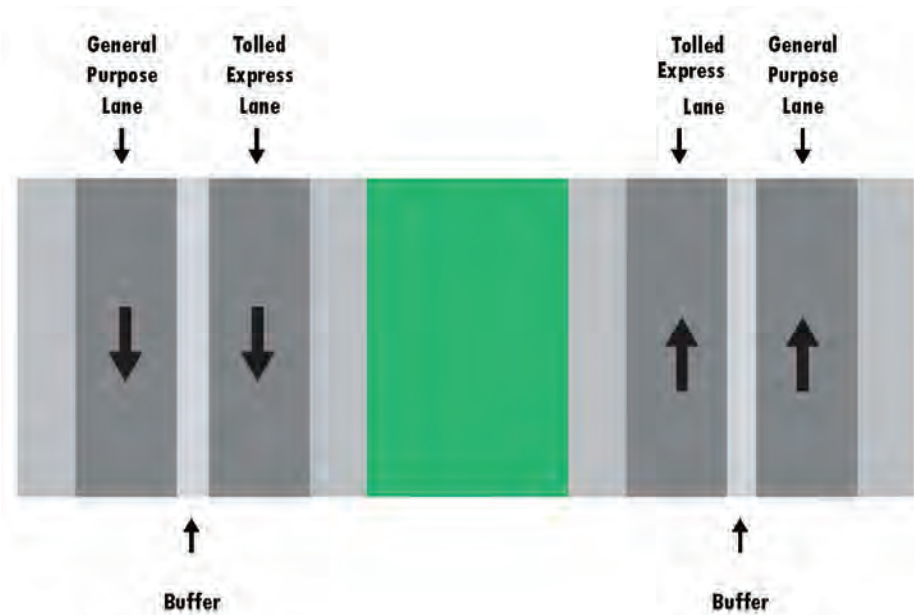
- **Tolling Legislation Passed - Kansas 2019 Legislative Session**
 - Existing lanes cannot be tolled
 - Tolling can only be collected on new capacity
 - Tolls collected on SLT could only be used on SLT
 - Communities have to ask KDOT to request tolling be evaluated further

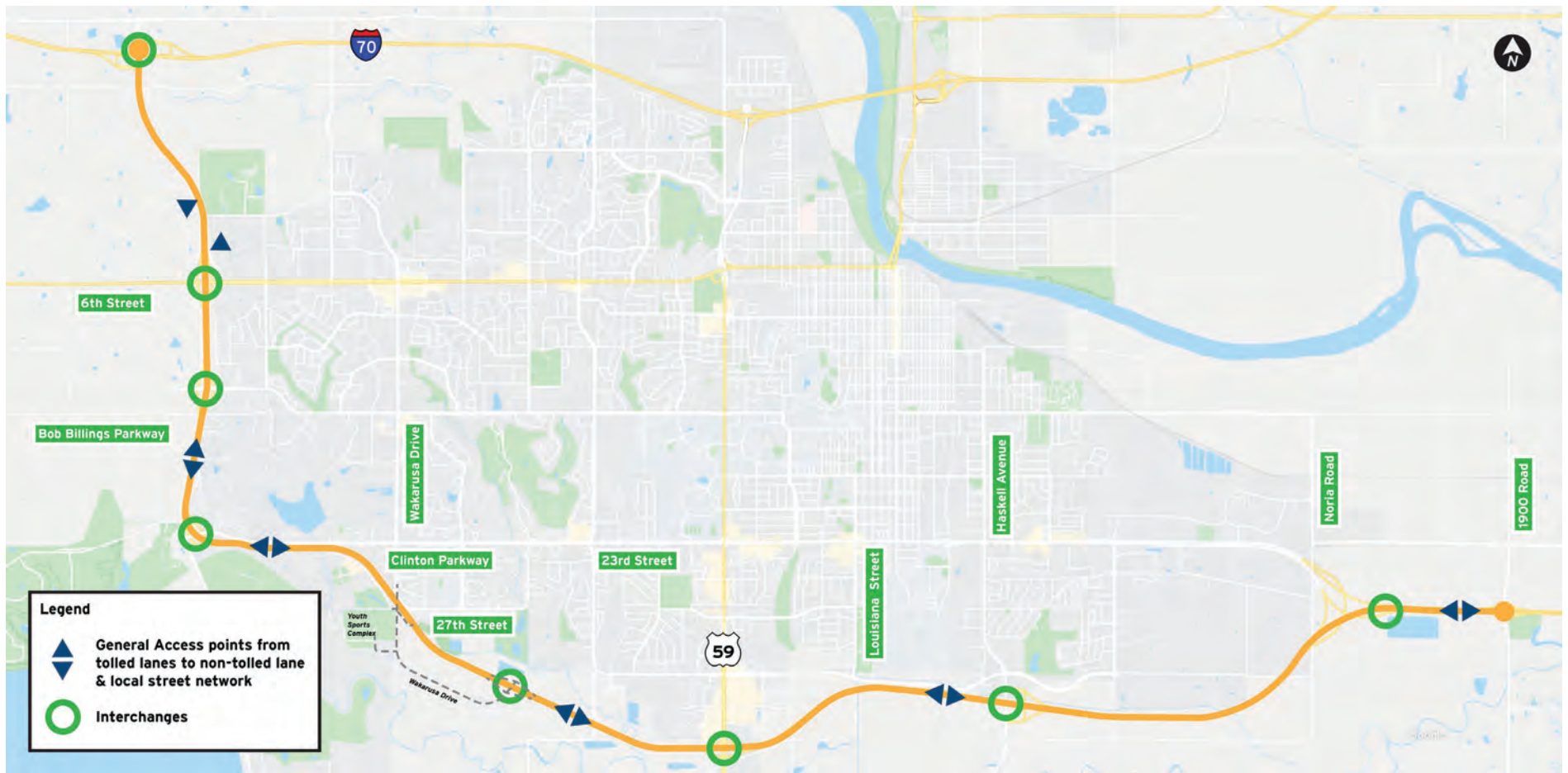
Therefore, if tolling is to be considered as an option to help fund the project, a new tolling alternative had to be developed.

Range of Tolled Alternatives

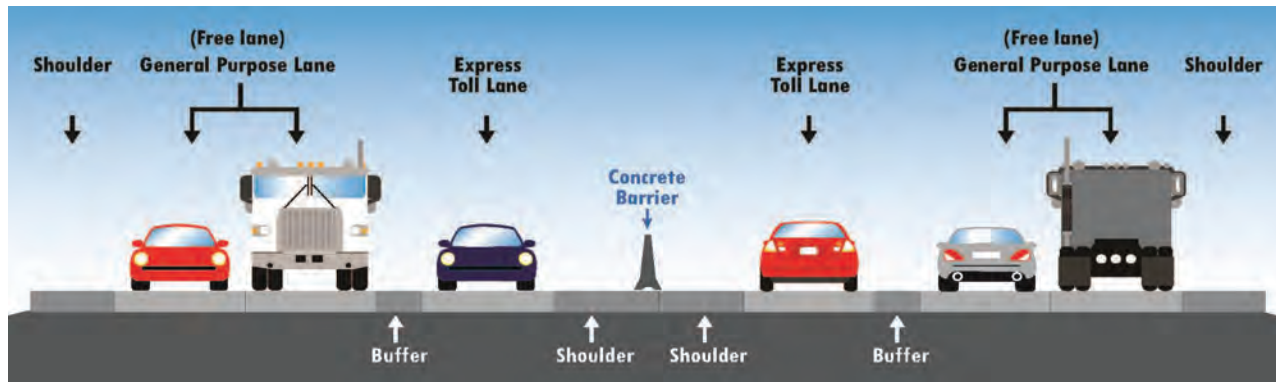
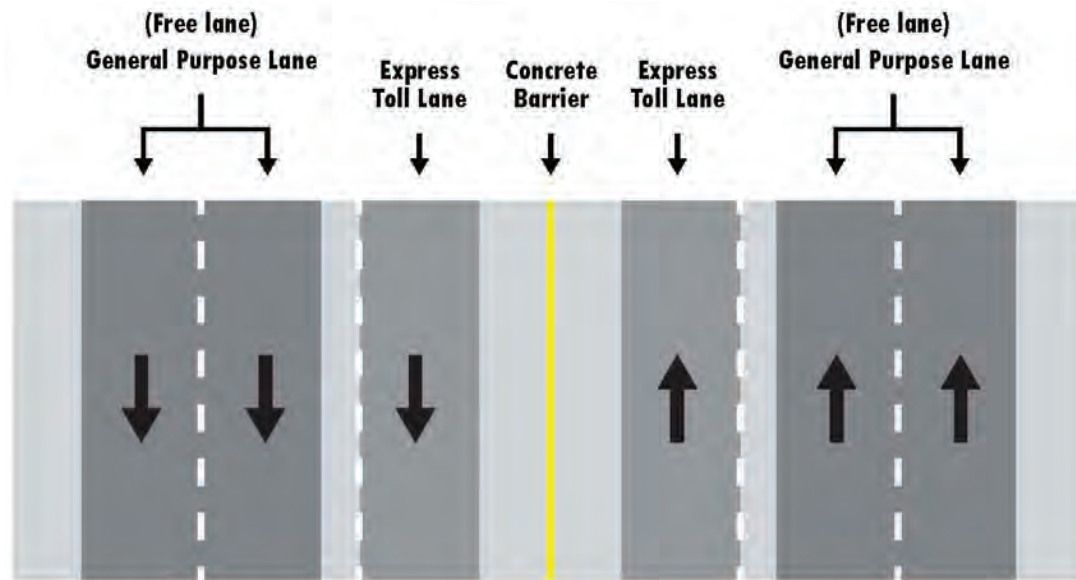
West Leg







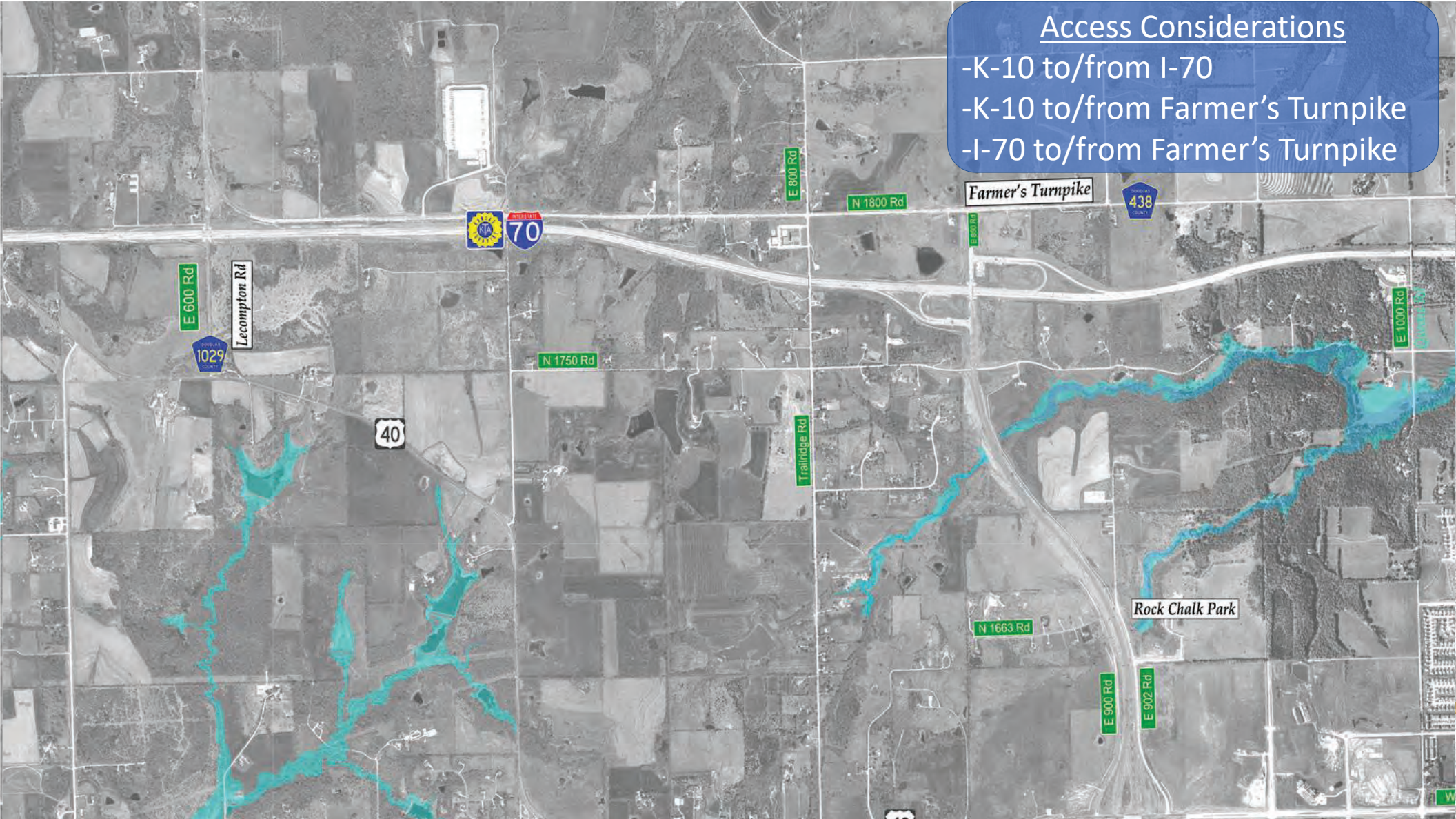
East Leg

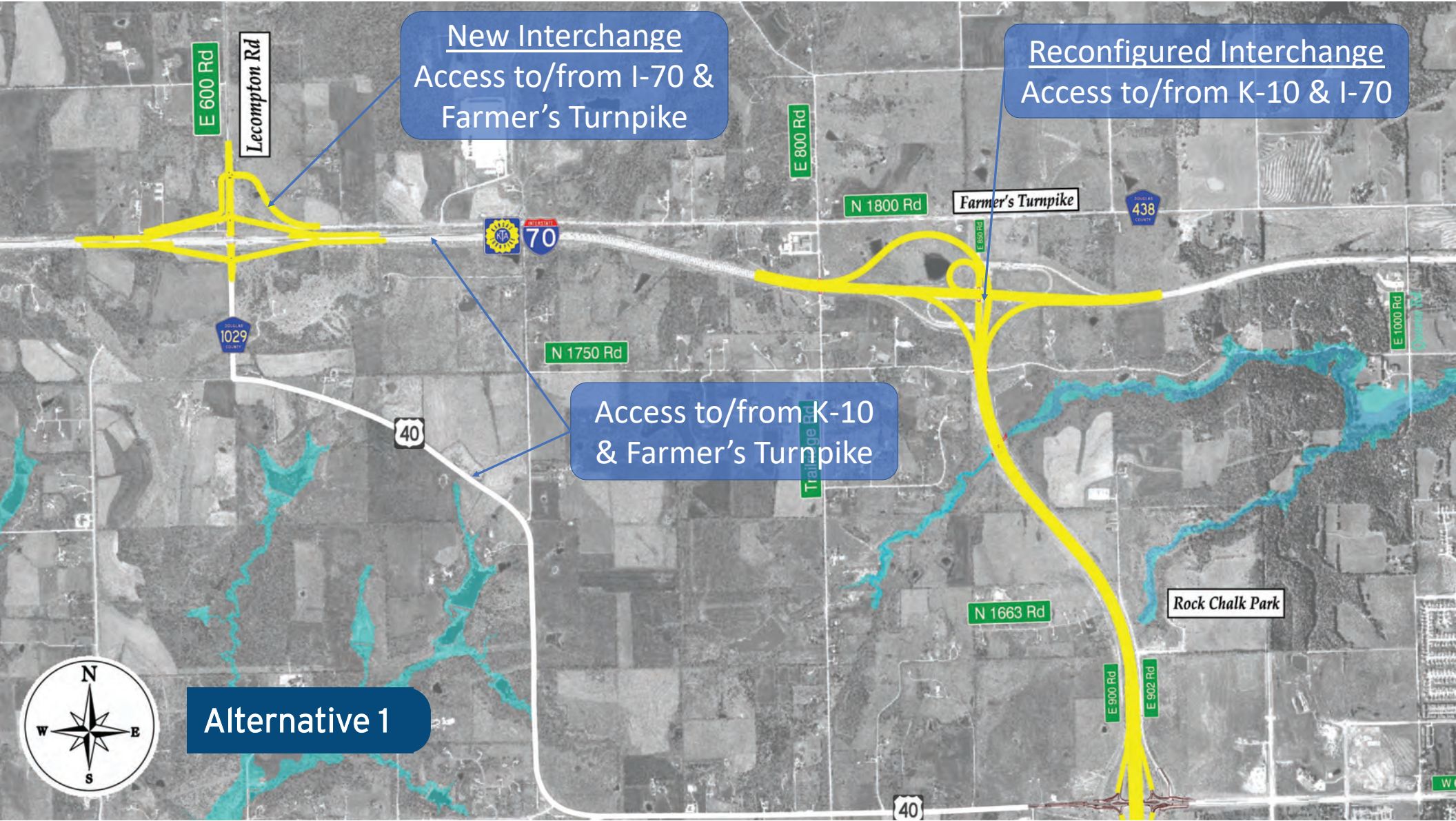


I-70 and K-10 Alternatives

Access Considerations

- K-10 to/from I-70
- K-10 to/from Farmer's Turnpike
- I-70 to/from Farmer's Turnpike





New Interchange
Access to/from I-70 &
Farmer's Turnpike

Reconfigured Interchange
Access to/from K-10 & I-70

Access to/from K-10
& Farmer's Turnpike

Alternative 1



Rock Chalk Park

E 600 Rd
Lecompton Rd

70

1029

40

N 1750 Rd

E 800 Rd

N 1800 Rd

Farmer's Turnpike

438

Trailage Rd

N 1663 Rd

E 900 Rd

E 902 Rd

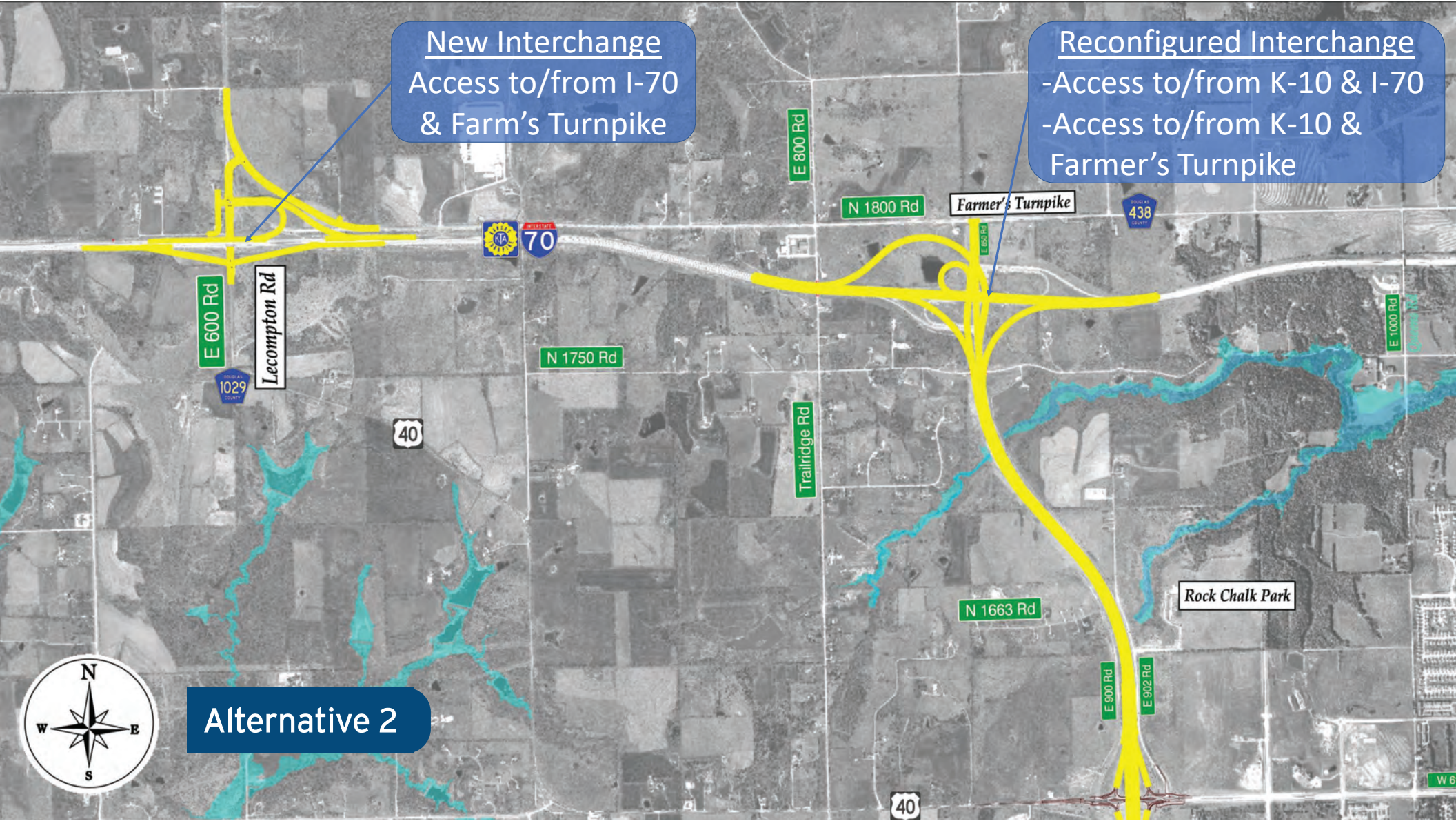
E 1000 Rd

40

New Interchange
Access to/from I-70
& Farm's Turnpike

Reconfigured Interchange
-Access to/from K-10 & I-70
-Access to/from K-10 & Farmer's Turnpike

Alternative 2



E 600 Rd
Lecompton Rd

E 800 Rd

N 1800 Rd
Farmer's Turnpike

438

70

1029

N 1750 Rd

40

Trailridge Rd

E 1000 Rd

N 1663 Rd

Rock Chalk Park

E 900 Rd

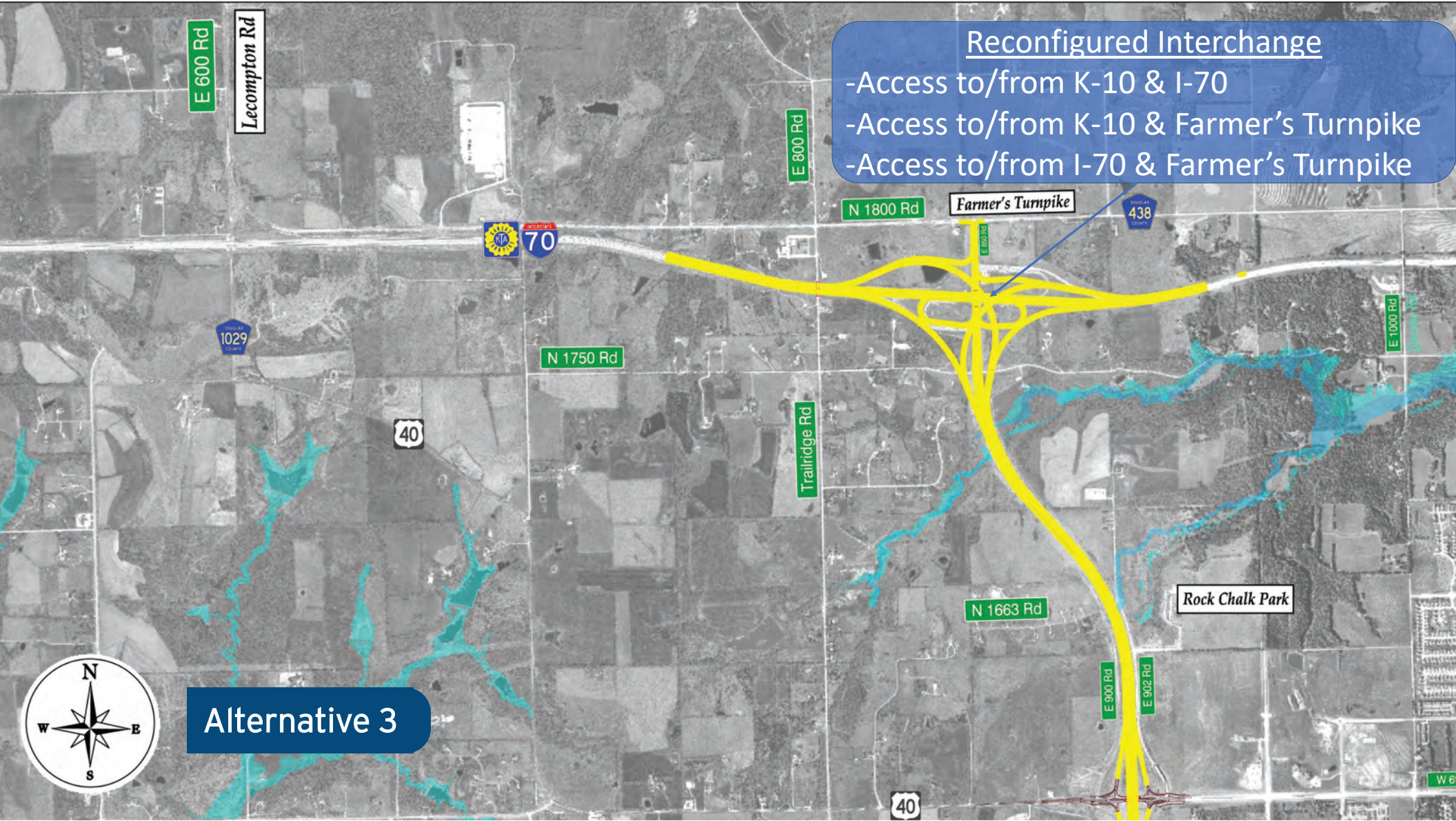
E 902 Rd

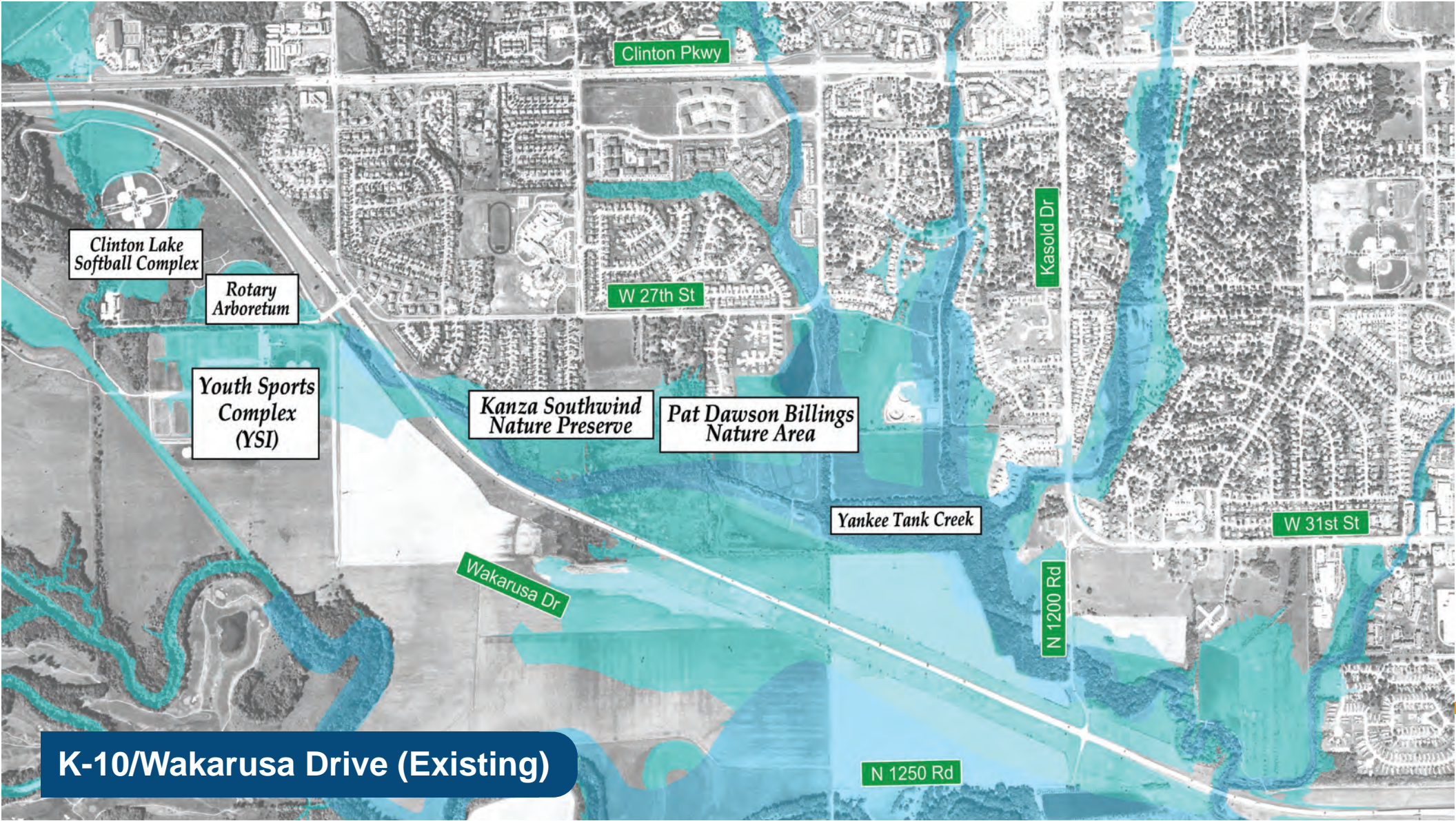
40

W 6

Reconfigured Interchange
-Access to/from K-10 & I-70
-Access to/from K-10 & Farmer's Turnpike
-Access to/from I-70 & Farmer's Turnpike

Alternative 3





Clinton Pkwy

W 27th St

Kasold Dr

W 31st St

N 1200 Rd

N 1250 Rd

Wakarusa Dr

Clinton Lake Softball Complex

Rotary Arboretum

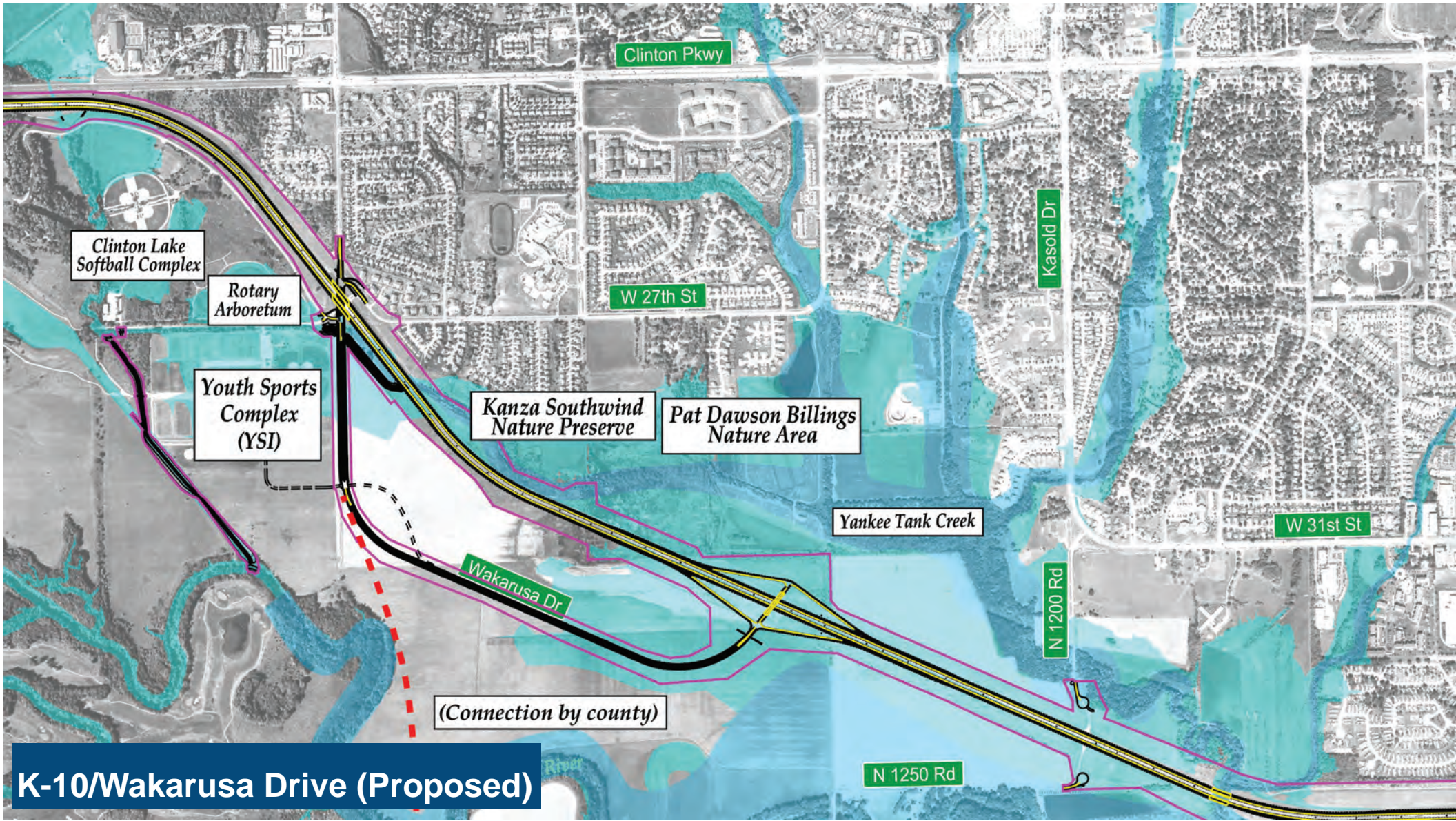
Youth Sports Complex (YSI)

Kanza Southwind Nature Preserve

Pat Dawson Billings Nature Area

Yankee Tank Creek

K-10/Wakarusa Drive (Existing)



Clinton Pkwy

W 27th St

Kasold Dr

W 31st St

N 1200 Rd

N 1250 Rd

Clinton Lake Softball Complex

Rotary Arboretum

Youth Sports Complex (YSI)

Kanza Southwind Nature Preserve

Pat Dawson Billings Nature Area

Yankee Tank Creek

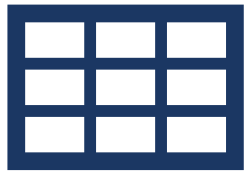
Wakarusa Dr

(Connection by county)

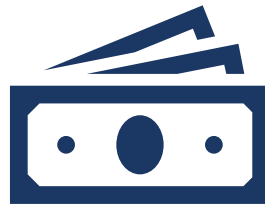
K-10/Wakarusa Drive (Proposed)

Reasonable Alternatives Evaluation Process

- Screening criteria and methodologies



- Funding considerations



- How alternatives will be evaluated and a preferred alternative identified



Focus Group Summary

- Total of 7 focus groups
- 62 residents participated; 17 ZIP Codes represented: Lawrence, Olathe, Topeka residents
- Three major topics covered:
 - North end alternatives—overall support for Alternative 3
 - Tolled alternative—with the free lane option, tolling was better supported
 - Funding options

Next Steps



- Presentation to groups
 - Douglas County Commission - February 26
 - City of Lecompton City Council - March 2
 - City of Lawrence City Commission - March 17



- Public Meeting – TBD ~ April/May
- Feedback/Updates – slt-ks.org
- Questions?

Thank you!

South Lawrence Trafficway SEIS Lawrence Chamber of Commerce

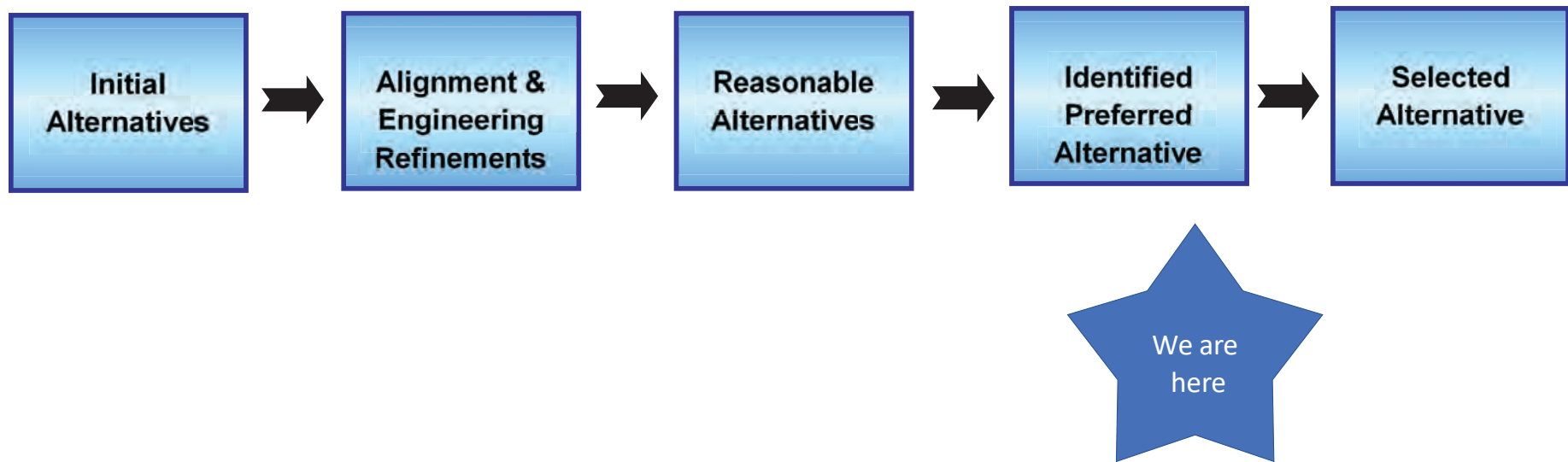
PROJECT #:

10-23 KA-3634-01

October 14, 2020

Welcome Agenda

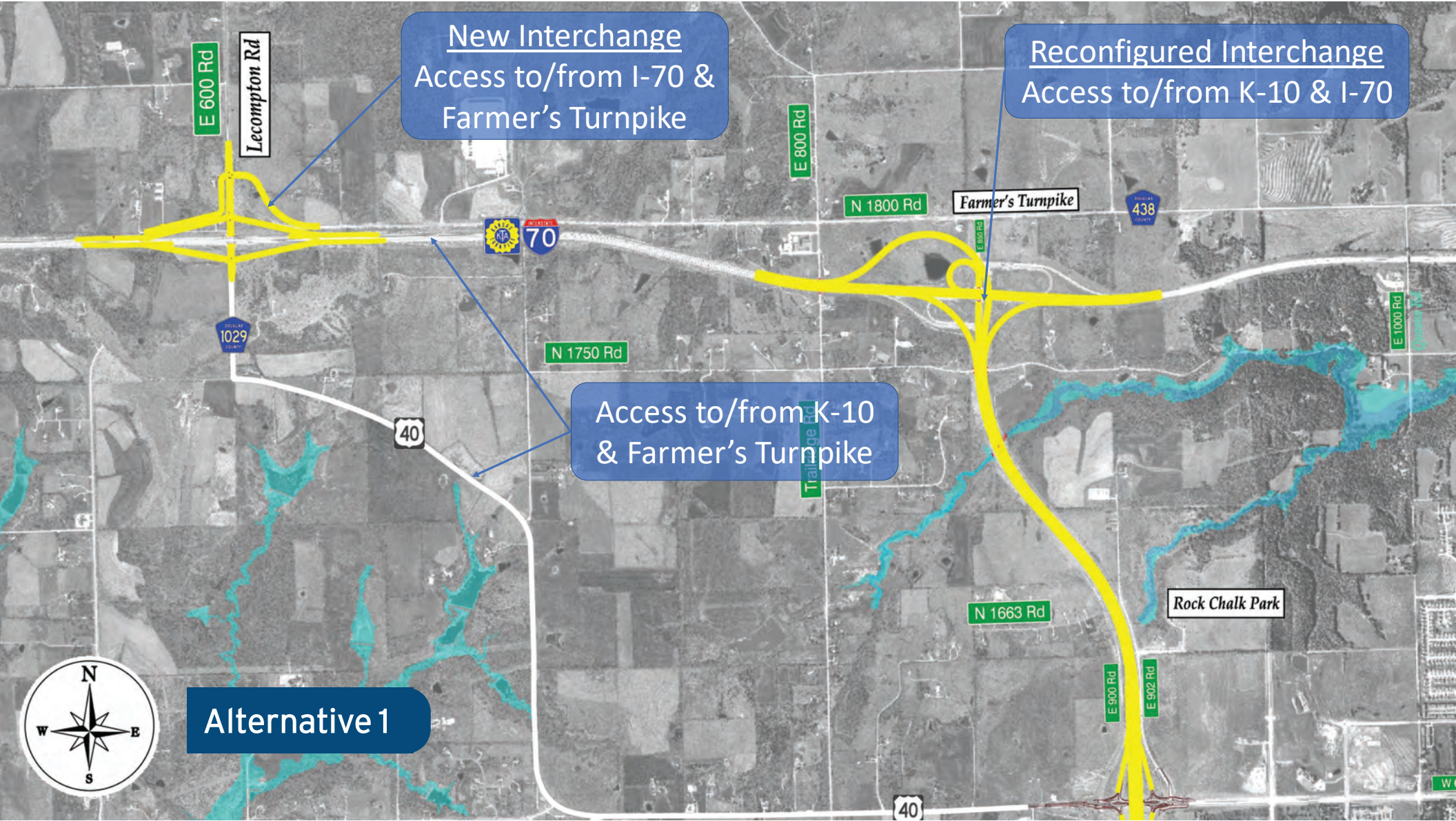
- Welcome and Introductions
- Reasonable alternatives screening process
 - Feedback on screening
- Interim safety improvements
- Public feedback on communications
- Next steps



K-10 and I-70 Interchange Screening

K-10 & I-70 Interchange Alternatives

- Alternative 1 (2 interchanges with NO access to Farmer's Turnpike from SLT)
- Alternative 2 (2 interchanges WITH access to Farmer's Turnpike from SLT)
- Alternative 3 (single but large interchange)



New Interchange
Access to/from I-70 &
Farmer's Turnpike

Reconfigured Interchange
Access to/from K-10 & I-70

Access to/from K-10
& Farmer's Turnpike

Alternative 1



Rock Chalk Park

E 600 Rd
Lecompton Rd

E 800 Rd

N 1800 Rd

Farmer's Turnpike

N 1750 Rd

Trailage Rd

N 1663 Rd

E 900 Rd

E 902 Rd

E 1000 Rd

70

1029

40

438

40

New Interchange
Access to/from I-70
& Farm's Turnpike

Reconfigured Interchange
-Access to/from K-10 & I-70
-Access to/from K-10 & Farmer's Turnpike

E 600 Rd

Lecompton Rd

1029

40

N 1750 Rd

E 800 Rd

N 1800 Rd

Farmers Turnpike

438

E 800 Rd

Trailridge Rd

E 1000 Rd

N 1663 Rd

Rock Chalk Park

E 900 Rd

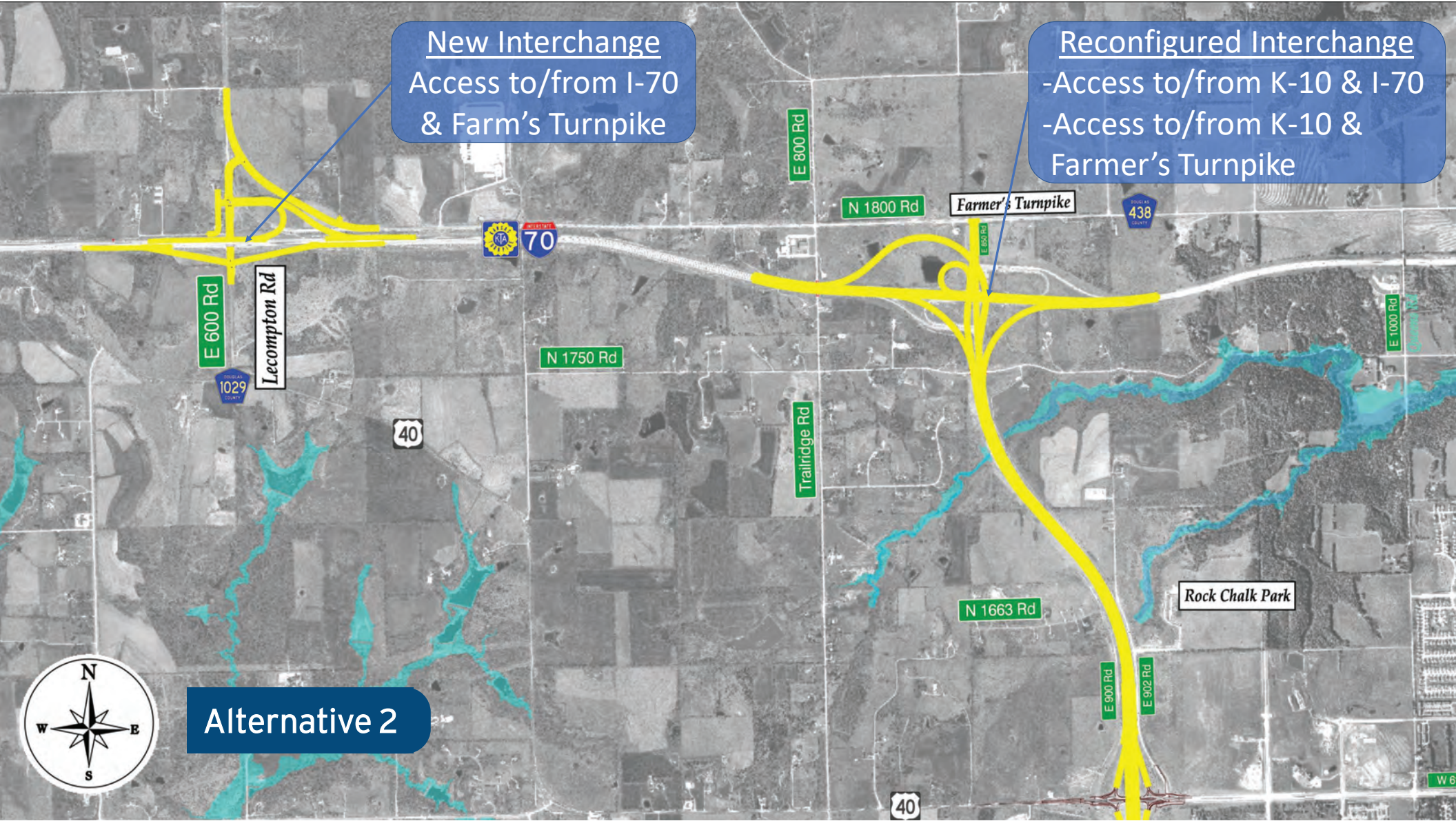
E 902 Rd

40

W 6



Alternative 2



E 600 Rd
Lecompton Rd

E 800 Rd

N 1800 Rd

Farmer's Turnpike

438

70

1029

N 1750 Rd

40

Trailridge Rd

E 1000 Rd

N 1663 Rd

Rock Chalk Park

E 900 Rd

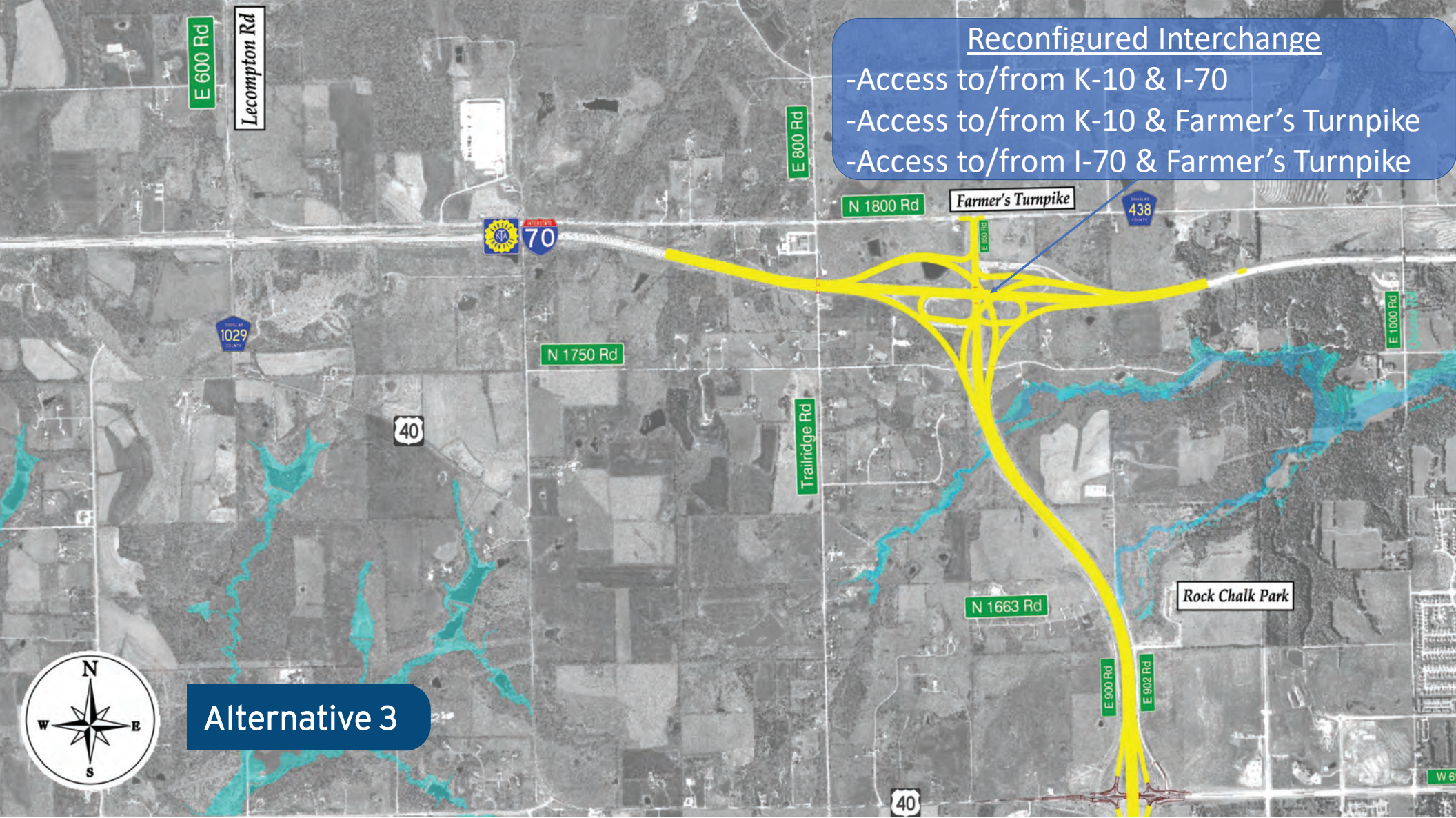
E 902 Rd

40

W 6

Reconfigured Interchange
-Access to/from K-10 & I-70
-Access to/from K-10 & Farmer's Turnpike
-Access to/from I-70 & Farmer's Turnpike

Alternative 3



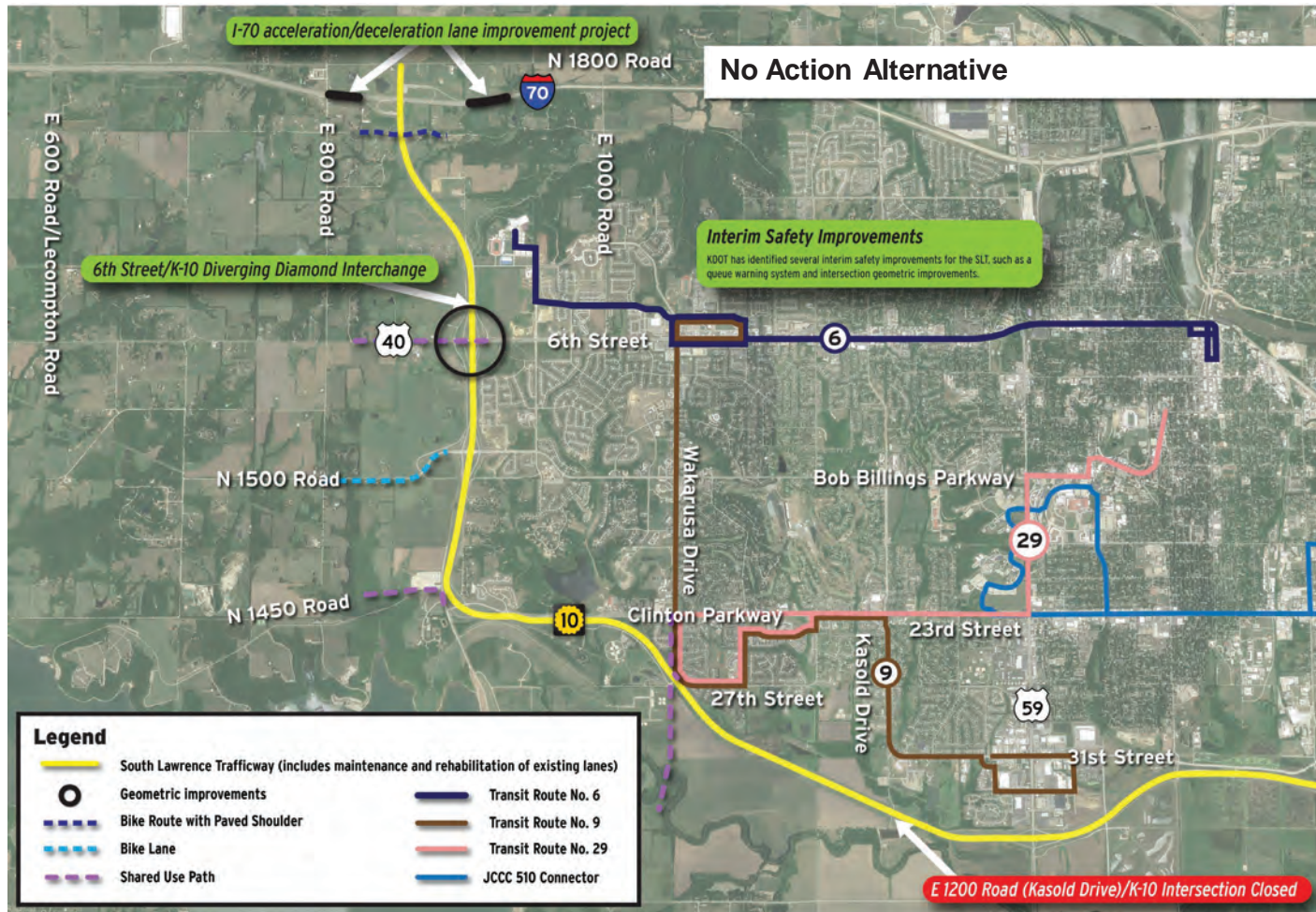
K-10 & I-70 Interchange Screening

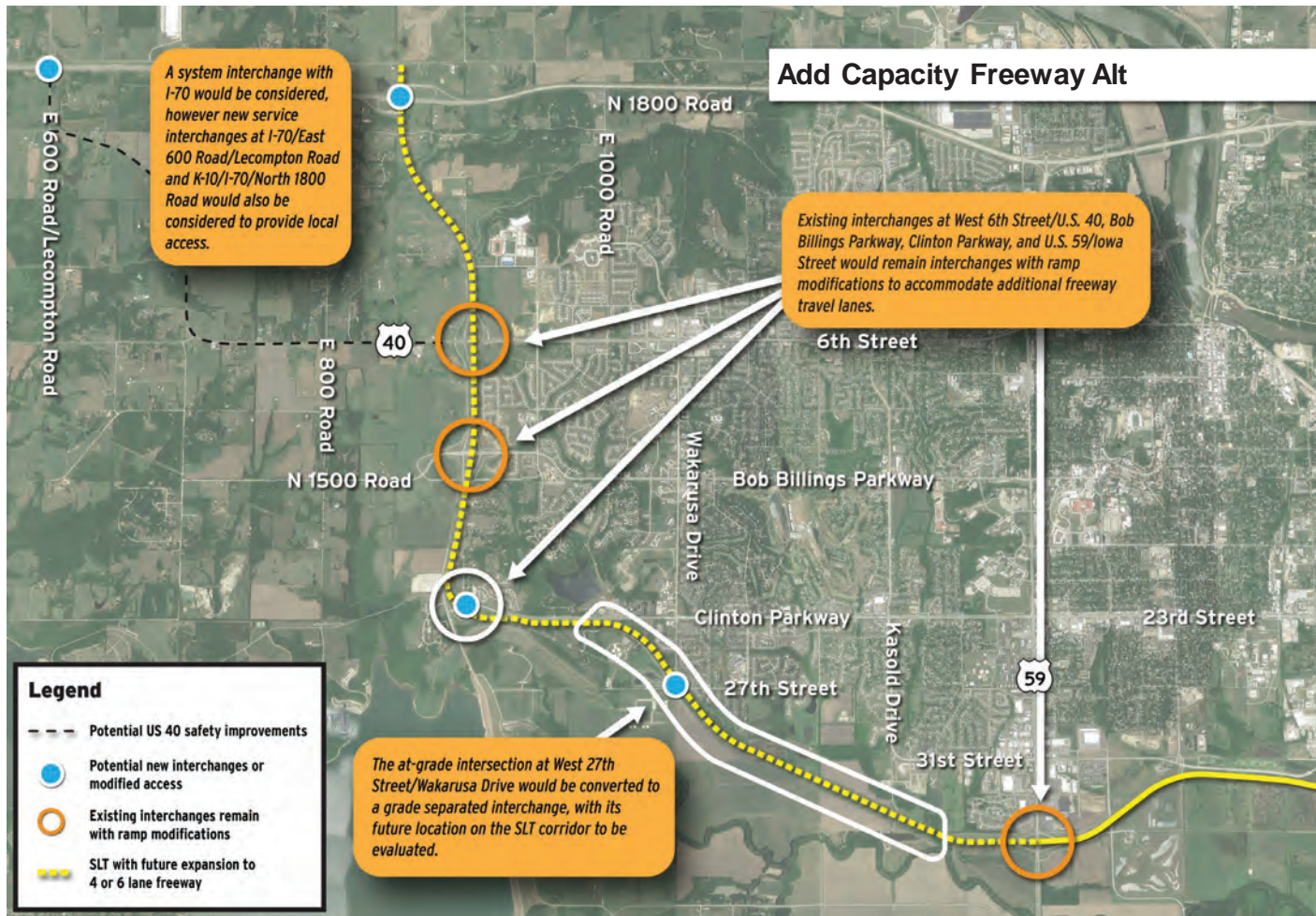
- **Traffic Operations Similar**
- **Alternative 3 – Identified Preferred Alternative**
 - Preferred access pattern of public
 - Avoids environmental red flags
 - Smallest right-of-way impact
 - Best anticipated safety performance
 - Highest cost alternative

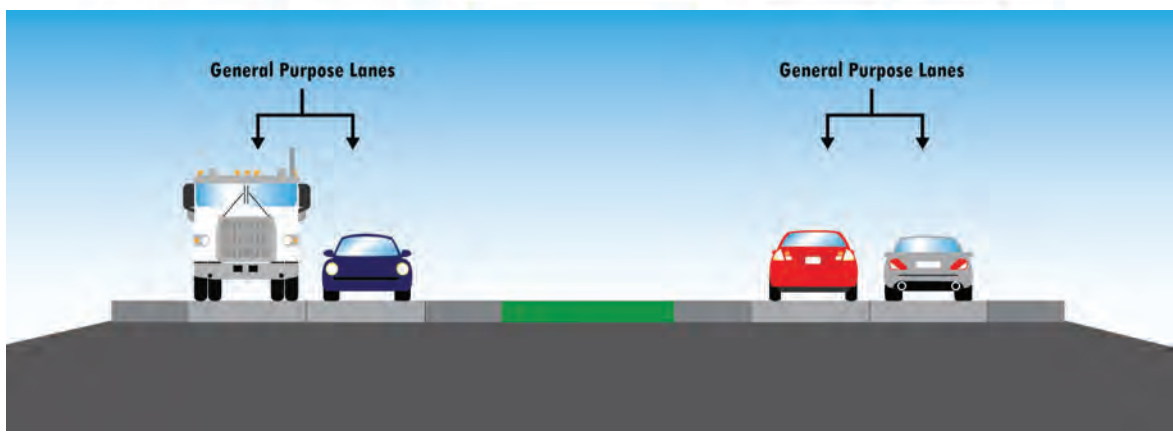
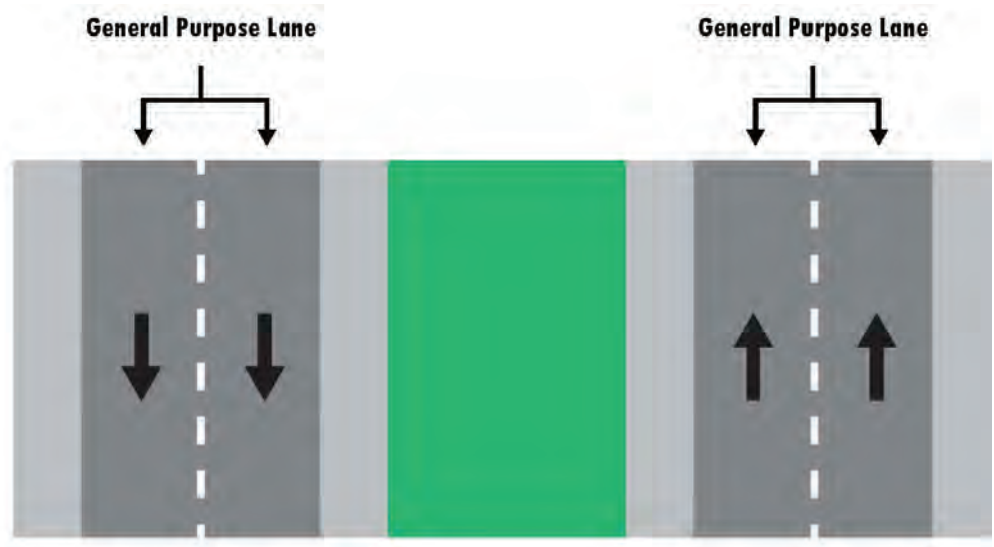
Reasonable Alternative Screening

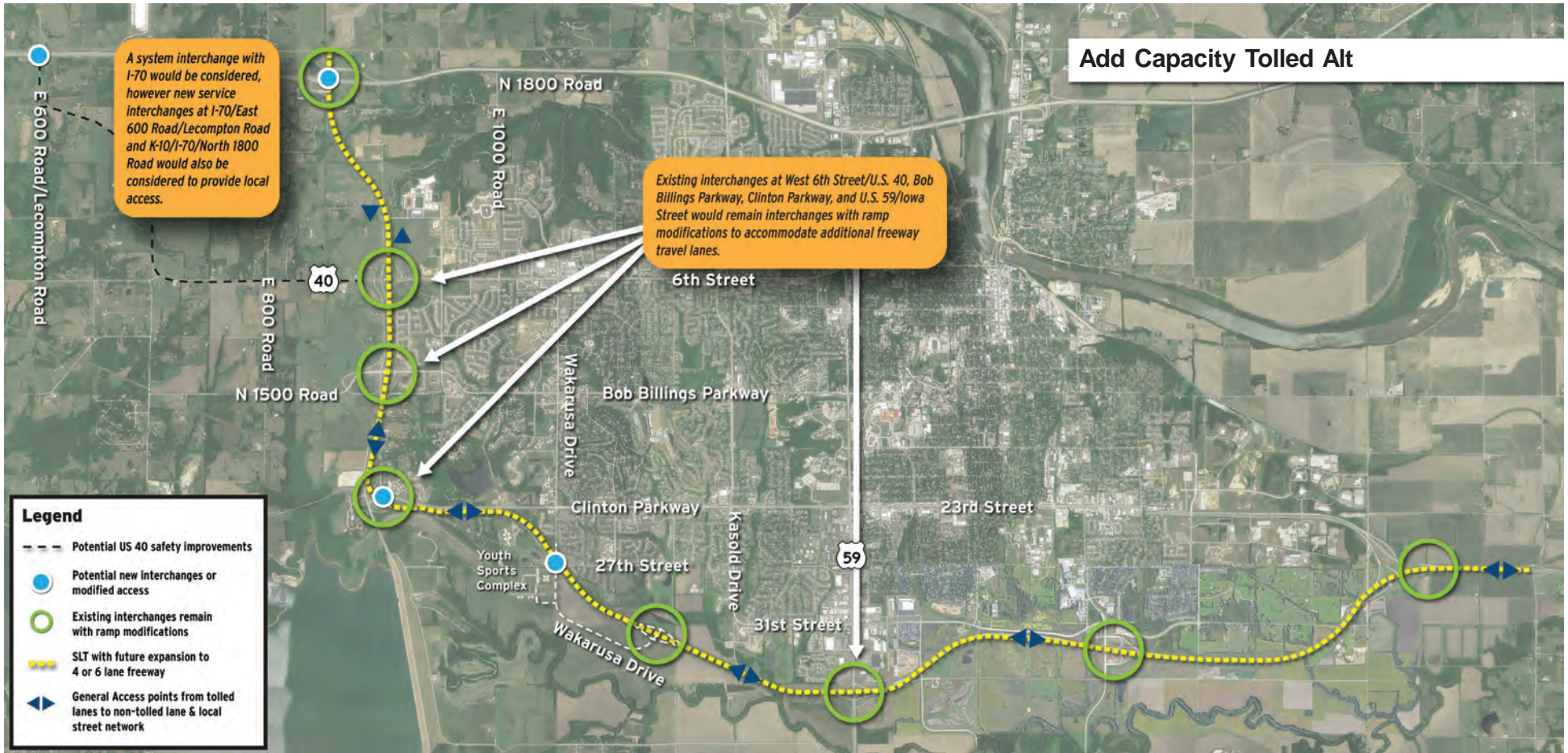
Reasonable Alternatives

- **No Action**
- **Build Alternative – Add Capacity Freeway**
- **Build Alternative – Add Capacity Tolled Highway**

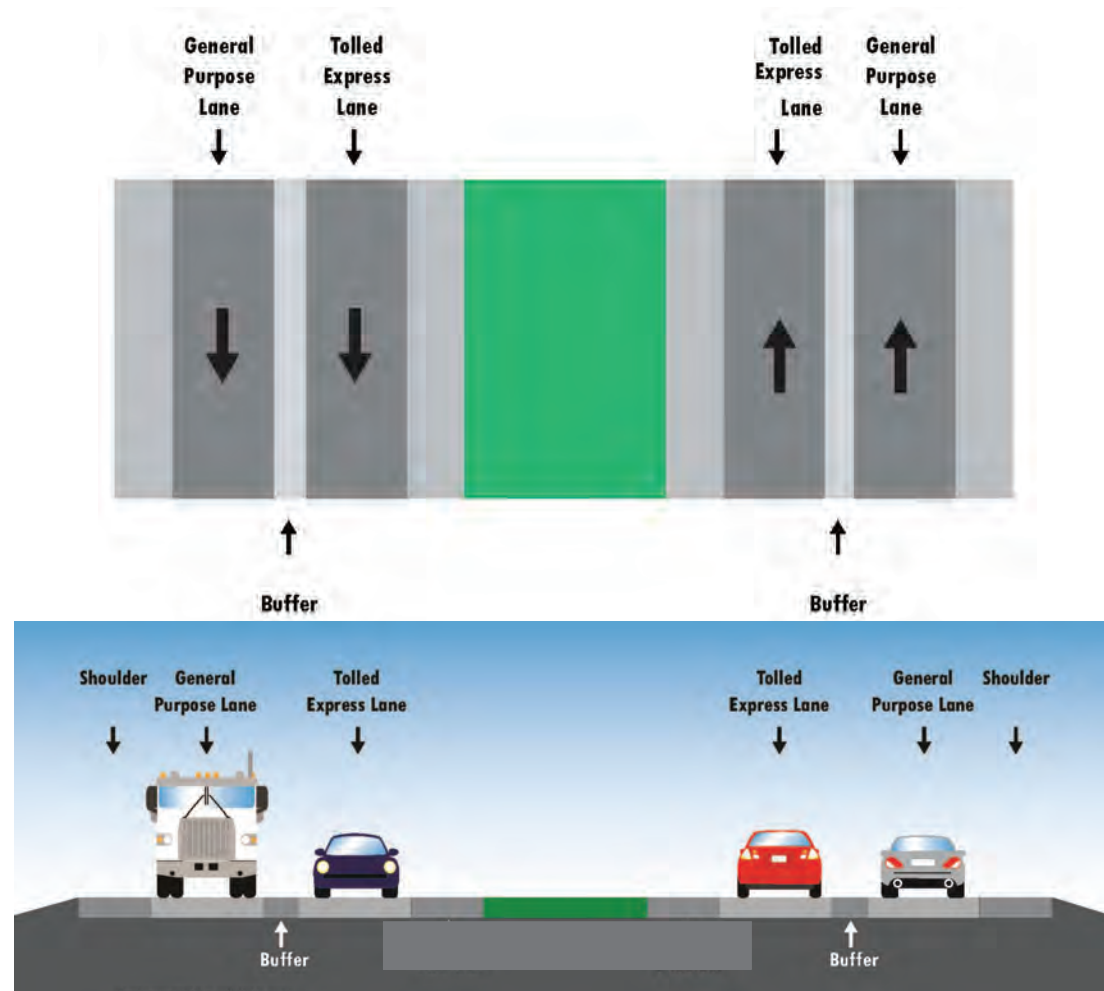








SLT | South Lawrence Trafficway **Add Capacity Tolled Highway Alternative**



South Lawrence Trafficway

Add Capacity Tolled Highway Alternative

Identified Preferred Alternative

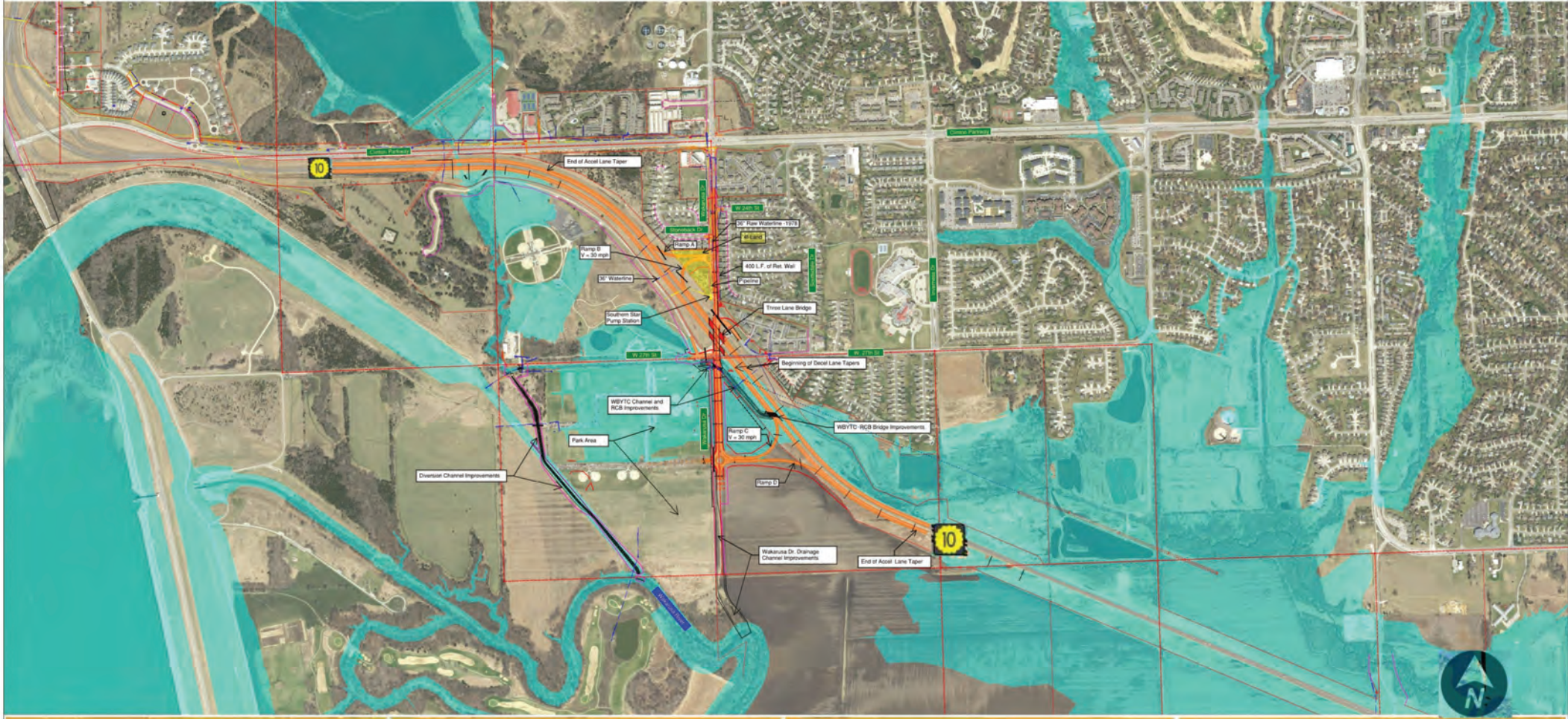
- **Similar Traffic Operations**
- **Similar Environmental and R/W Impacts**
- **Non-Tolled Freeway – Identified Preferred Alternative**
 - Low predicted utilization of Express Toll Lanes
 - Public feedback
 - Lower cost

Wakarusa Interchange Alternatives

Offset Diamond



Folded Diamond



Folded Diamond/Diamond Hybrid



Interim Safety Improvement Projects

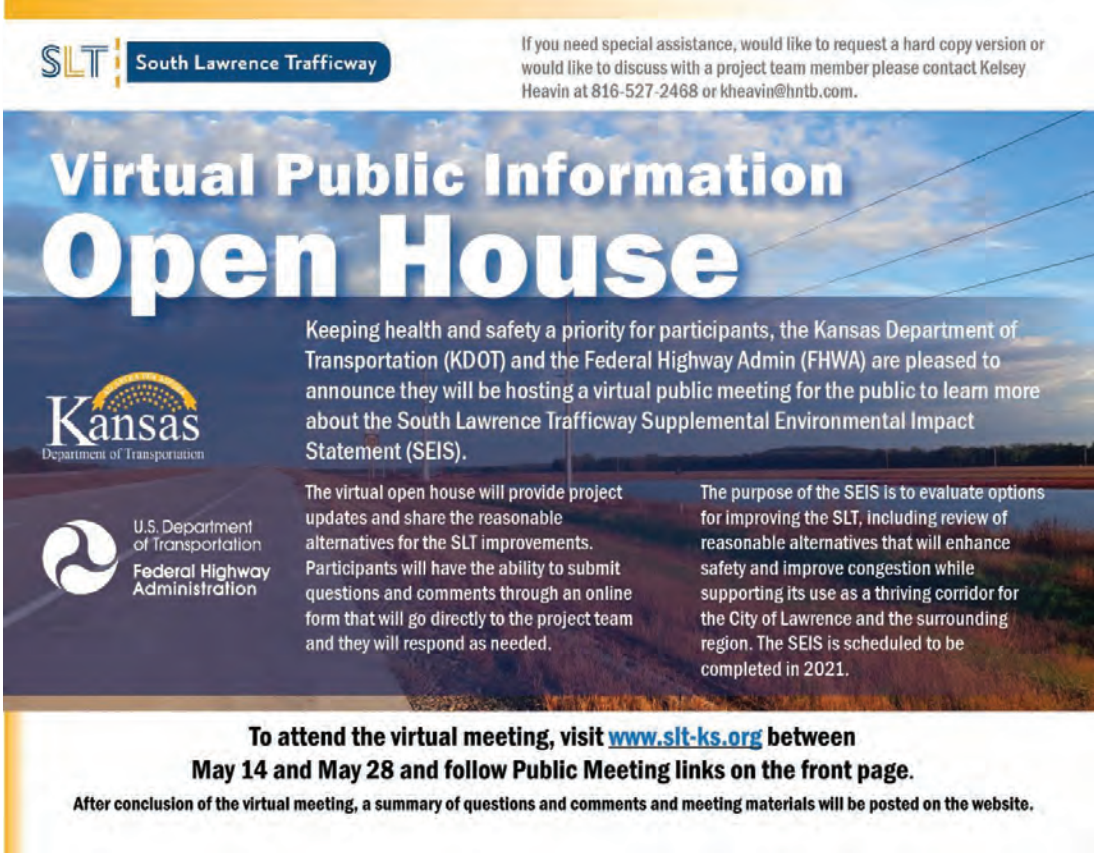
Interim Safety Improvements

- K-10/I-70 Interchange--Completed
 - Light Pole for K-10/Farmer's Turnpike
 - Pavement Markings and Rumble Strips
- K-10/27th Street/Wakarusa
 - Advanced Signal Warning System
 - Interim Intersection Improvements Study
 - Queue Backup Warning System
- SLT Corridor (I-70 to East 23rd Street Interchange)
 - Three (3) Dynamic Message Signs



Virtual Public Meeting

- May 14 to June 4, 2020 (*extended one week*)
 - Email notices
 - Advisory Group dissemination
 - Lawrence Journal World articles
 - City Council/Commission meetings
- Link to meeting posted on www.slt-ks.org
- 202 participants signed in
- 115 comments received



SLT | South Lawrence Trafficway

If you need special assistance, would like to request a hard copy version or would like to discuss with a project team member please contact Kelsey Heavin at 816-527-2468 or kheavin@hntb.com.

Virtual Public Information Open House

Keeping health and safety a priority for participants, the Kansas Department of Transportation (KDOT) and the Federal Highway Administration (FHWA) are pleased to announce they will be hosting a virtual public meeting for the public to learn more about the South Lawrence Trafficway Supplemental Environmental Impact Statement (SEIS).

The virtual open house will provide project updates and share the reasonable alternatives for the SLT improvements. Participants will have the ability to submit questions and comments through an online form that will go directly to the project team and they will respond as needed.

The purpose of the SEIS is to evaluate options for improving the SLT, including review of reasonable alternatives that will enhance safety and improve congestion while supporting its use as a thriving corridor for the City of Lawrence and the surrounding region. The SEIS is scheduled to be completed in 2021.

To attend the virtual meeting, visit www.slt-ks.org between May 14 and May 28 and follow Public Meeting links on the front page.

After conclusion of the virtual meeting, a summary of questions and comments and meeting materials will be posted on the website.

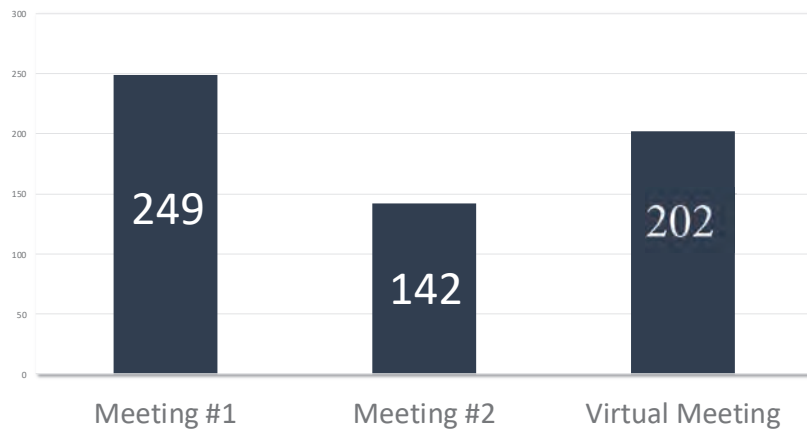
Kansas
Department of Transportation

U.S. Department of Transportation
Federal Highway Administration

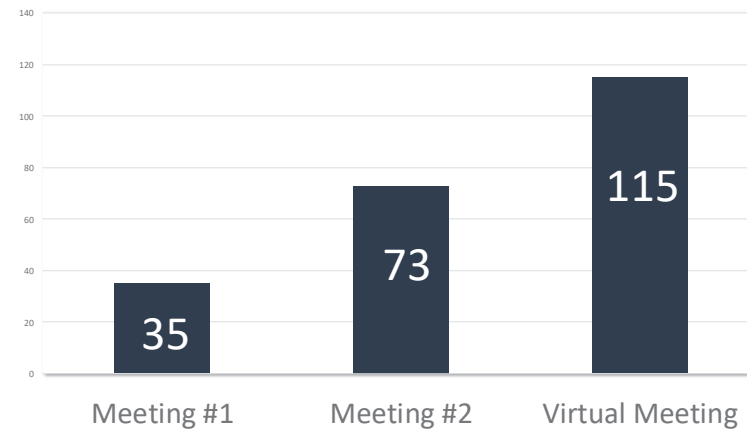
Virtual vs. Face-to-Face - By the numbers

93%
would attend
another virtual
public meeting

SLT Public Meeting Attendance



Number of comments received per public meeting



Next Steps



- Presentation to groups
 - Douglas County Commission
 - City of Lecompton City Council
 - City of Lawrence City Commission
- Public Hearing—fall—December timeframe
- Document review opportunities
 - Website
 - Libraries
 - City offices
- Questions?

Questions?

Thank you!

South Lawrence Trafficway SEIS Lawrence City Commission Update

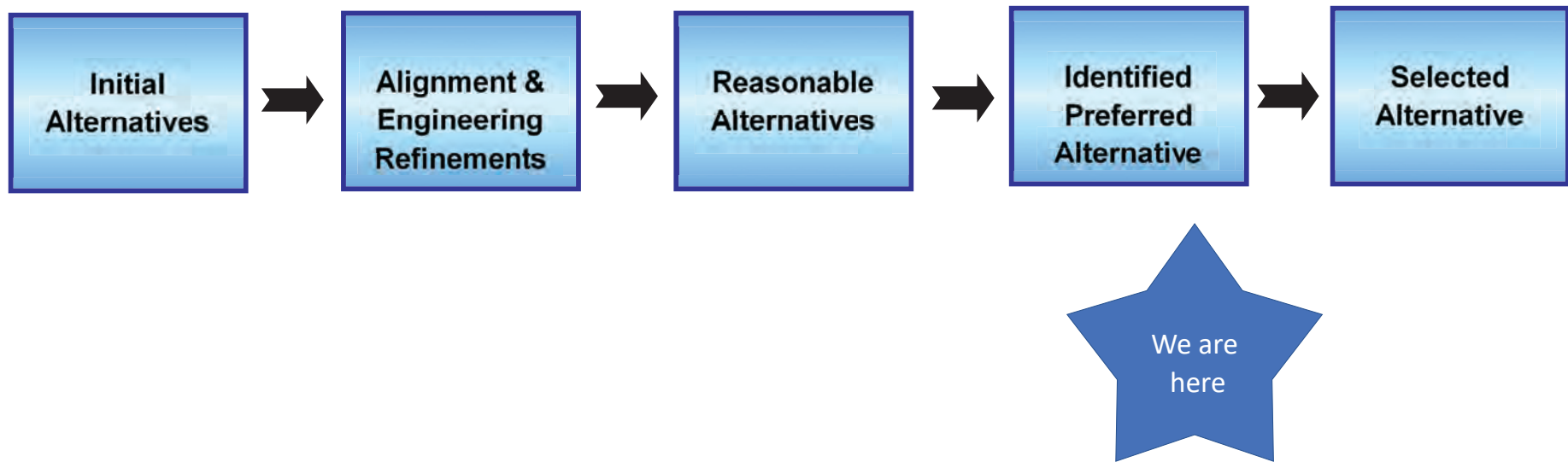
PROJECT #:

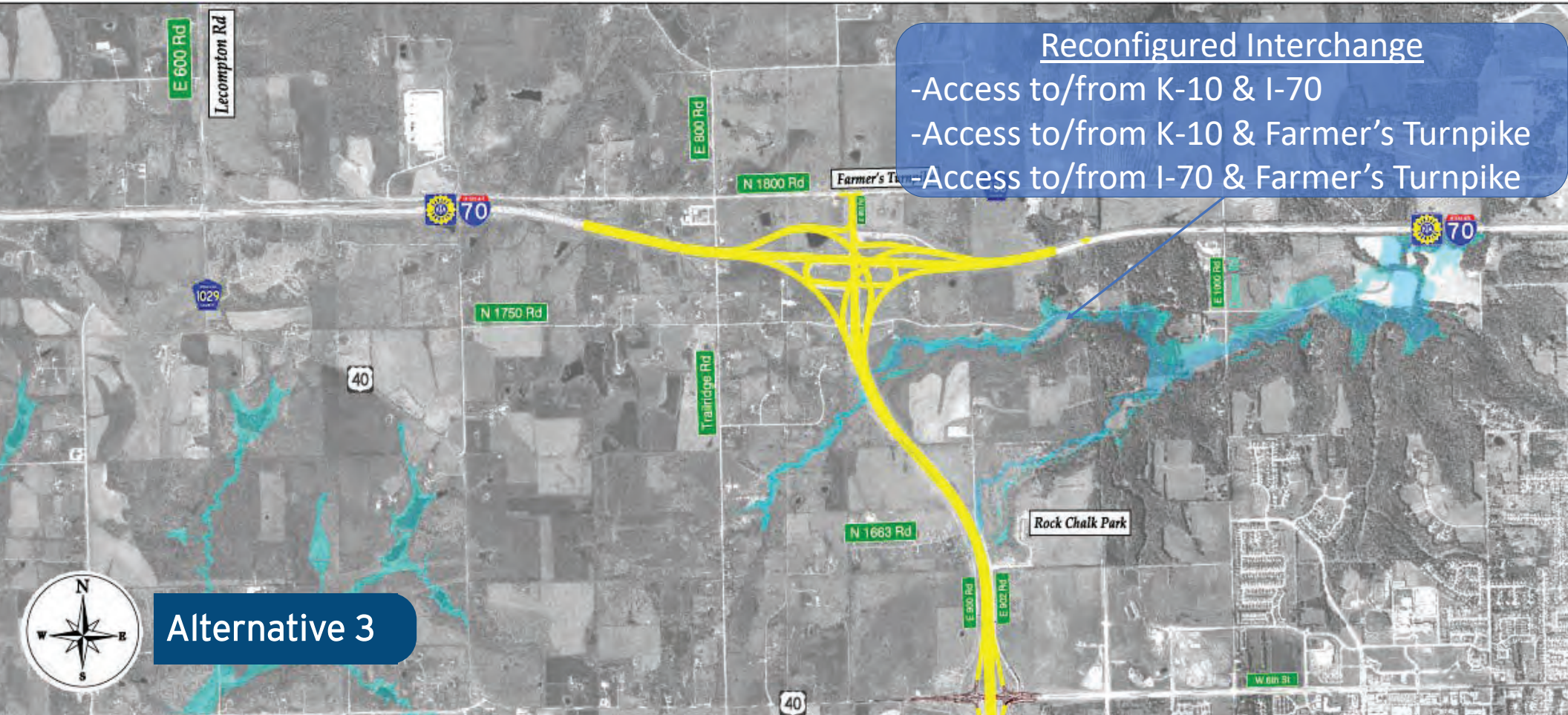
10-23 KA-3634-01

November 10, 2020

Welcome Agenda

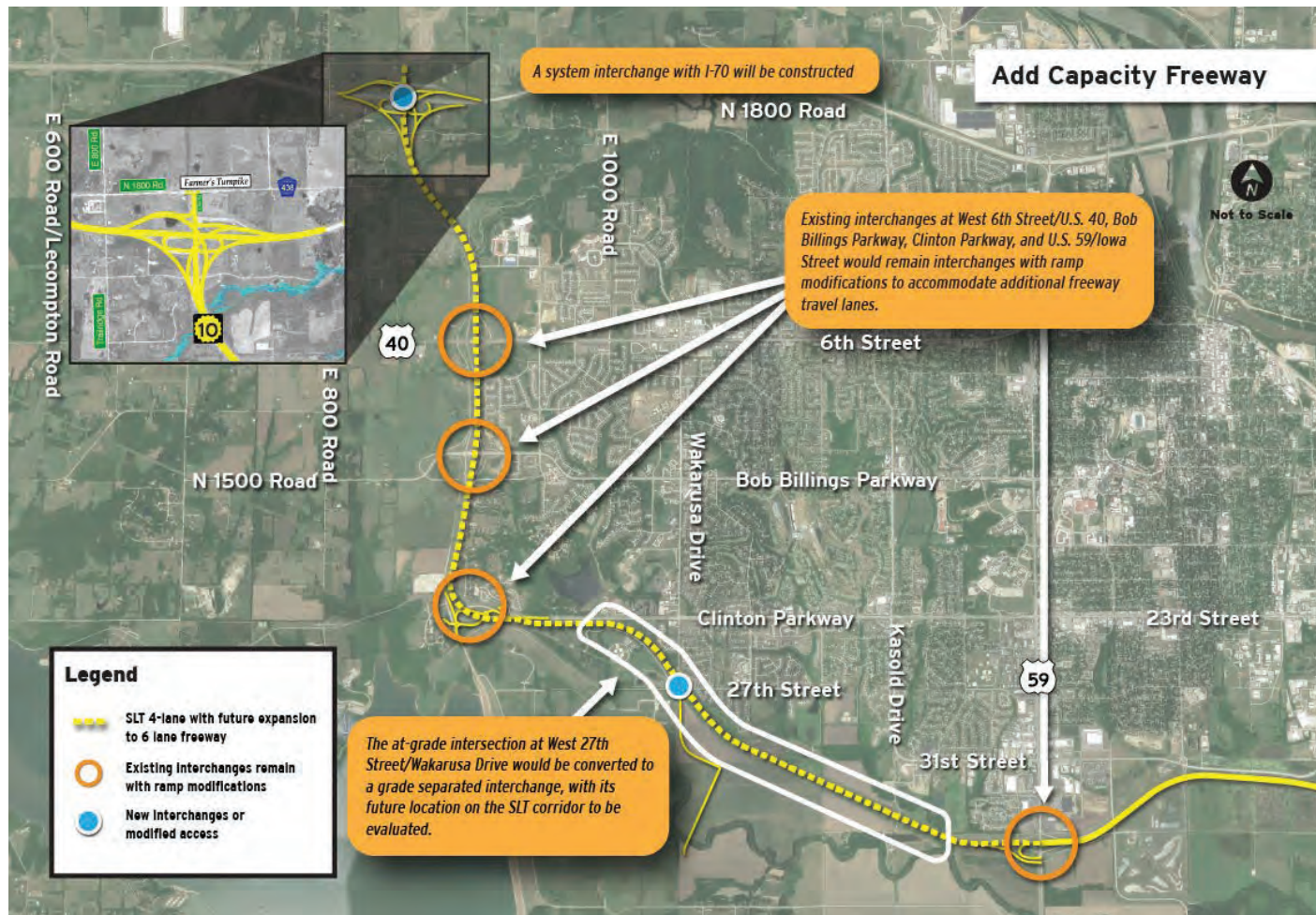
- Welcome and Introductions
- Reasonable alternatives screening process
- Wakarusa Interchange Alternative
- Summary of recent public engagement
- Next steps for Public Hearing

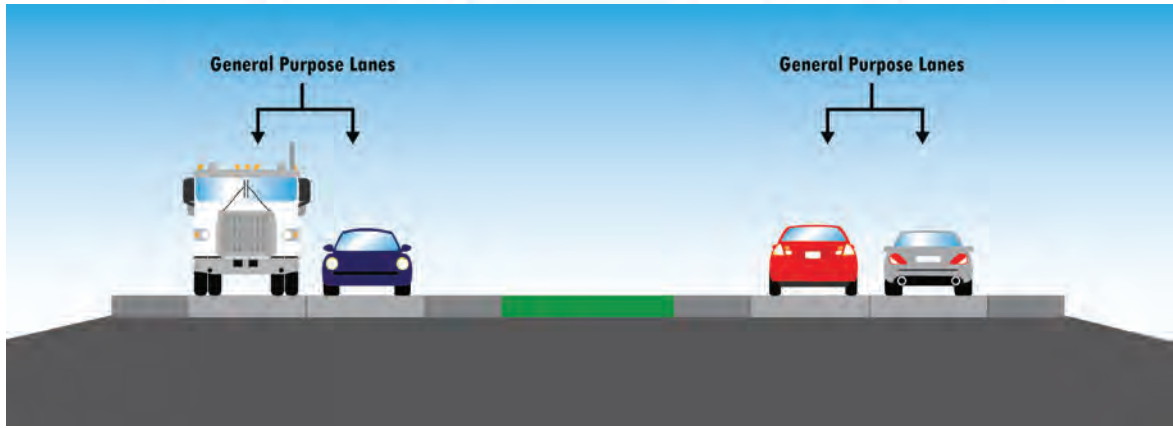
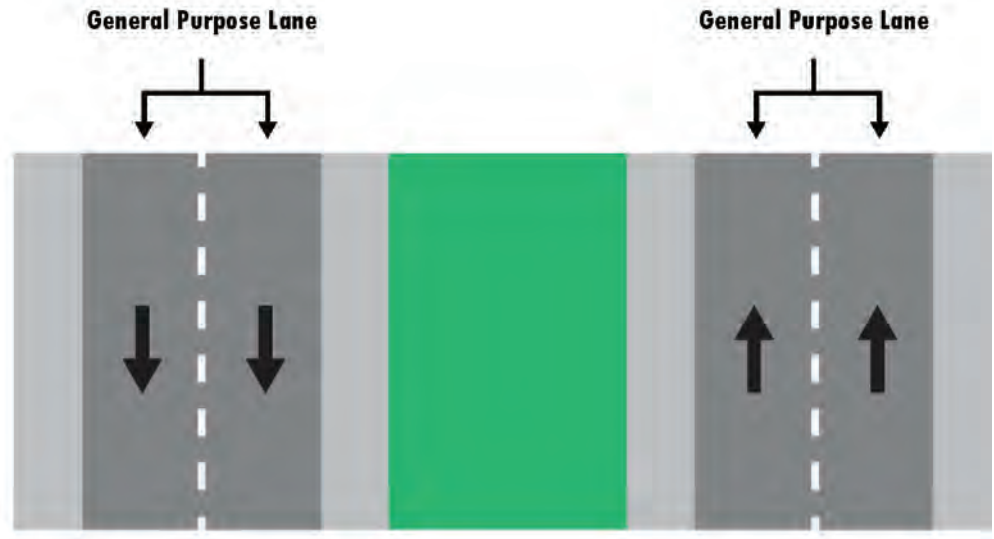




K-10 & I-70 Interchange Screening

- **Traffic Operations Similar**
- **Alternative 3 – Identified Preferred Alternative**
 - Preferred access pattern of public
 - Avoids environmental red flags
 - Smallest right-of-way impact
 - Best anticipated safety performance
 - Highest cost alternative





Identified Preferred Alternative

- **Similar Traffic Operations**
- **Similar Environmental and R/W Impacts**
- **Non-Tolled Freeway – Identified Preferred Alternative**
 - Low predicted utilization of Express Toll Lanes
 - Public feedback
 - Lower cost

Wakarusa Interchange Alternatives

Folded Diamond



Interim Safety Improvement Projects



SLT | South Lawrence Trafficway



SLT | South Lawrence Trafficway



SLT

South Lawrence Trafficway

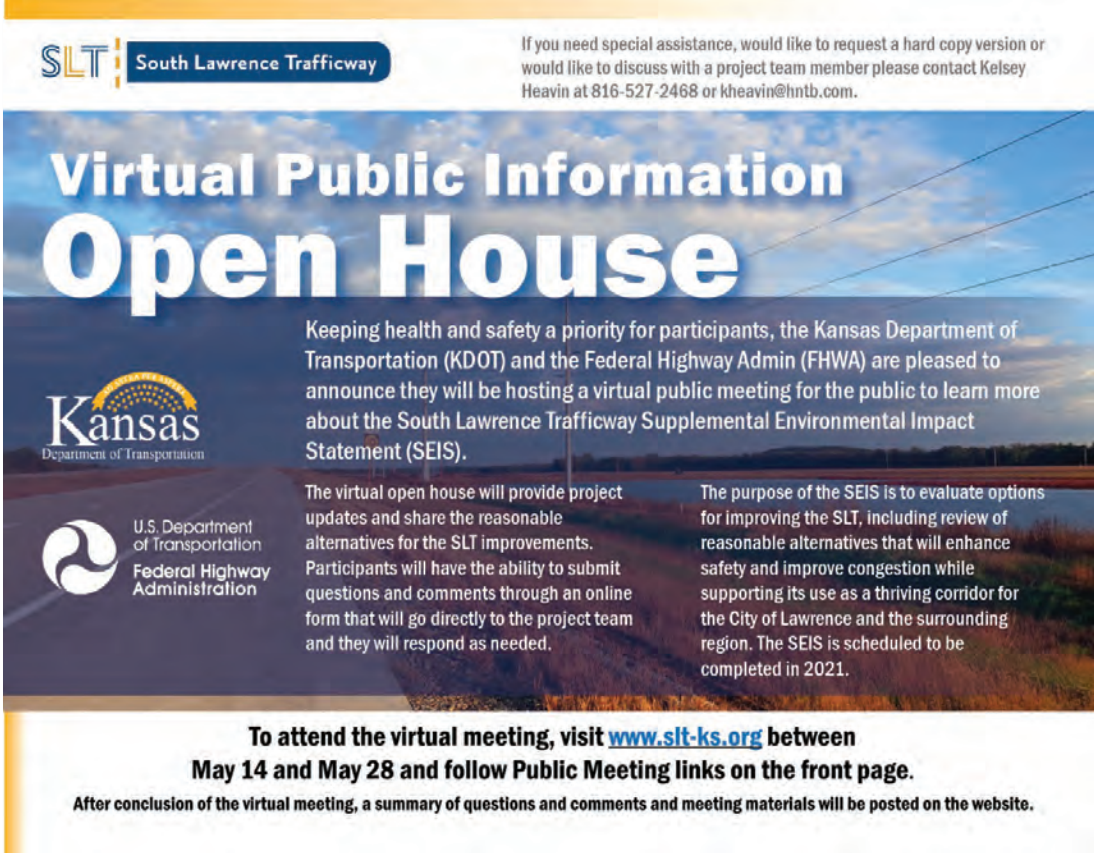
Interim Safety Improvements

- K-10/27th Street/
Wakarusa



Virtual Public Meeting

- May 14 to June 4, 2020 (*extended one week*)
 - Email notices
 - Advisory Group dissemination
 - Lawrence Journal World articles
 - City Council/Commission meetings
- Link to meeting posted on www.slt-ks.org
- 202 participants signed in
- 115 comments received



SLT | South Lawrence Trafficway

If you need special assistance, would like to request a hard copy version or would like to discuss with a project team member please contact Kelsey Heavin at 816-527-2468 or kheavin@hntb.com.

Virtual Public Information Open House

Keeping health and safety a priority for participants, the Kansas Department of Transportation (KDOT) and the Federal Highway Administration (FHWA) are pleased to announce they will be hosting a virtual public meeting for the public to learn more about the South Lawrence Trafficway Supplemental Environmental Impact Statement (SEIS).

The virtual open house will provide project updates and share the reasonable alternatives for the SLT improvements. Participants will have the ability to submit questions and comments through an online form that will go directly to the project team and they will respond as needed.

The purpose of the SEIS is to evaluate options for improving the SLT, including review of reasonable alternatives that will enhance safety and improve congestion while supporting its use as a thriving corridor for the City of Lawrence and the surrounding region. The SEIS is scheduled to be completed in 2021.

To attend the virtual meeting, visit www.slt-ks.org between May 14 and May 28 and follow Public Meeting links on the front page.

After conclusion of the virtual meeting, a summary of questions and comments and meeting materials will be posted on the website.

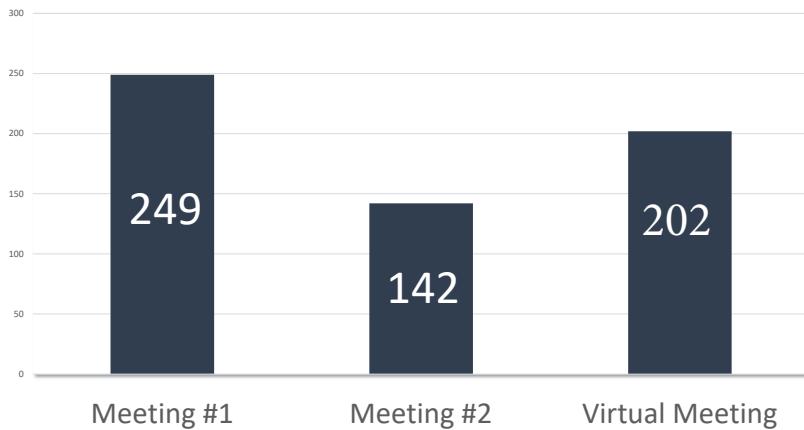
Kansas
Department of Transportation

U.S. Department of Transportation
Federal Highway Administration

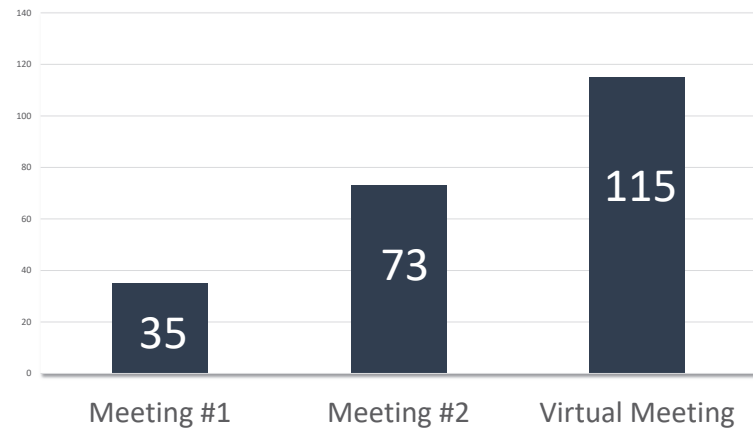
Virtual vs. Face-to-Face - By the numbers

93%
would attend
another virtual
public meeting

SLT Public Meeting Attendance



Number of comments received per public meeting



Next Steps



- Presentation to groups
 - City of Lawrence City Commission—Nov 10
 - City of Lecompton City Council—Nov 16
 - Douglas County Commission—Nov 18
- Public Hearing—December/January timeframe—virtual and in person options
- Document review opportunities
 - Website
 - Libraries
 - City offices

Questions?

Thank you!

South Lawrence Trafficway SEIS Lecompton City Council Update

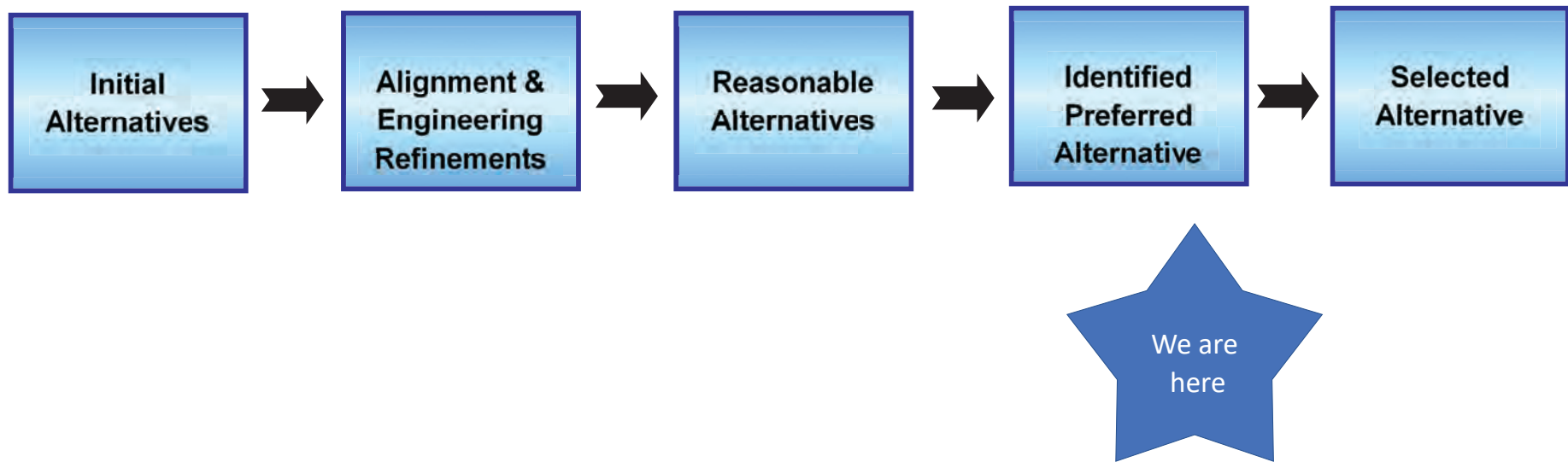
PROJECT #:
10-23 KA-3634-01
November 16, 2020

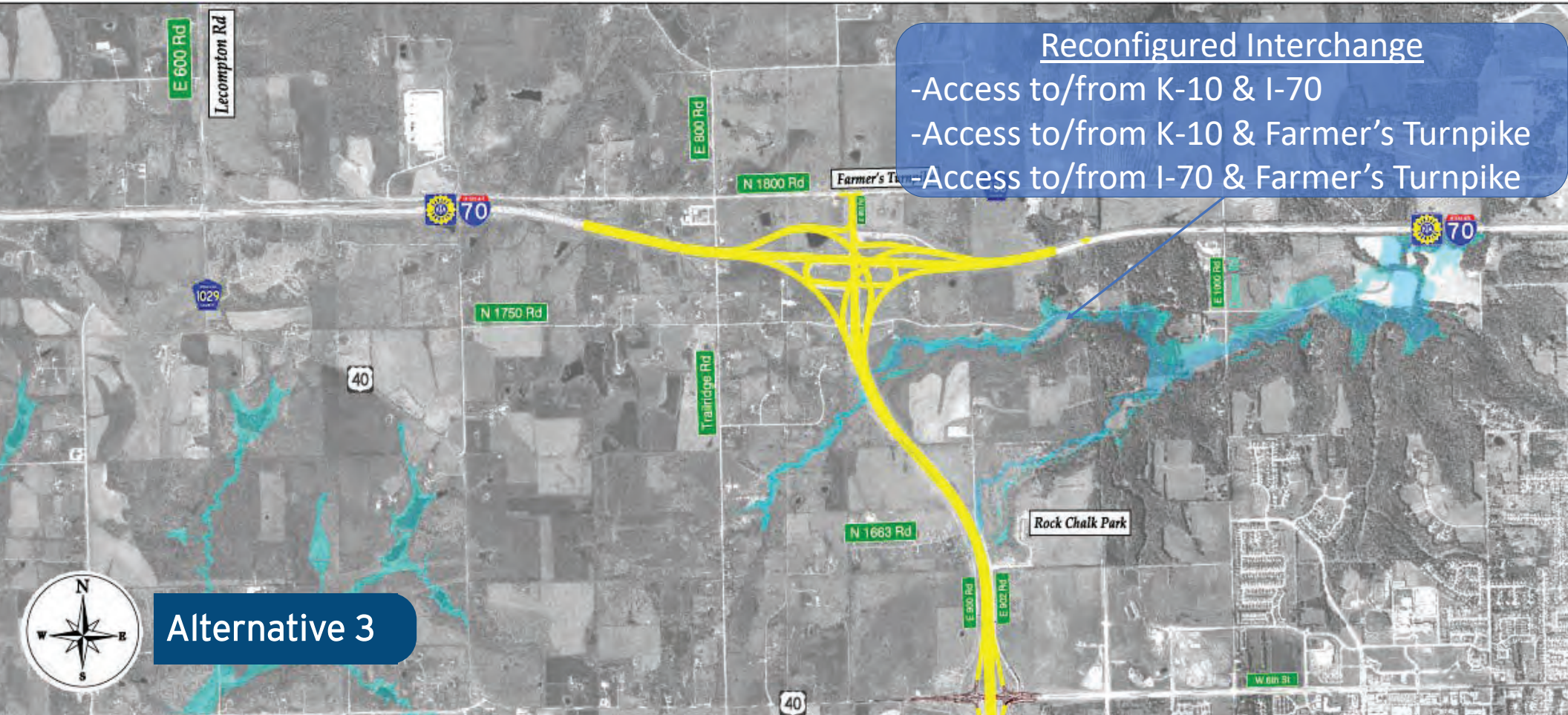


All information presented in this presentation is in draft form and should not be construed as final in anyway. It is for discussion purposes only

Welcome Agenda

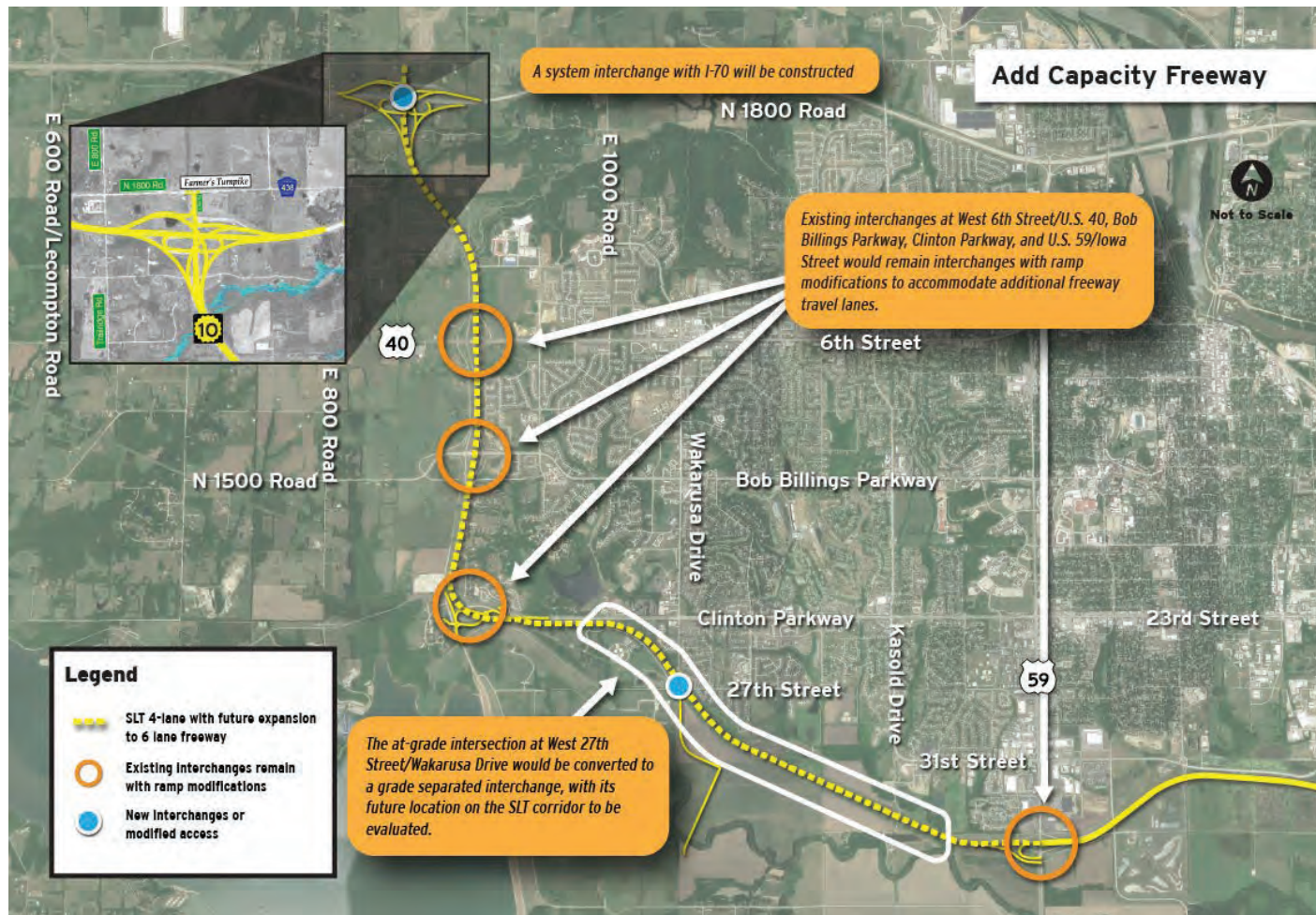
- Welcome and Introductions
- Reasonable alternatives screening process
- Wakarusa Interchange Alternative
- Summary of recent public engagement
- Next steps for Public Hearing

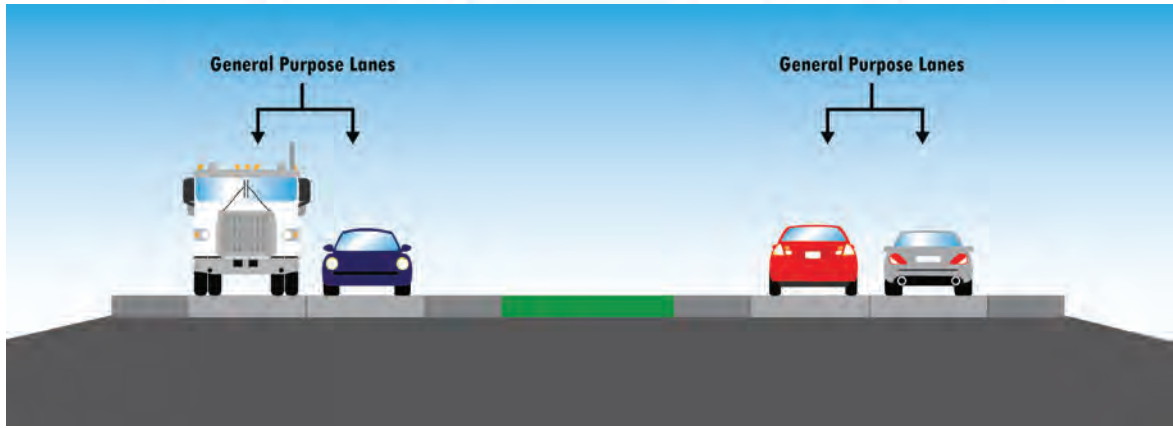
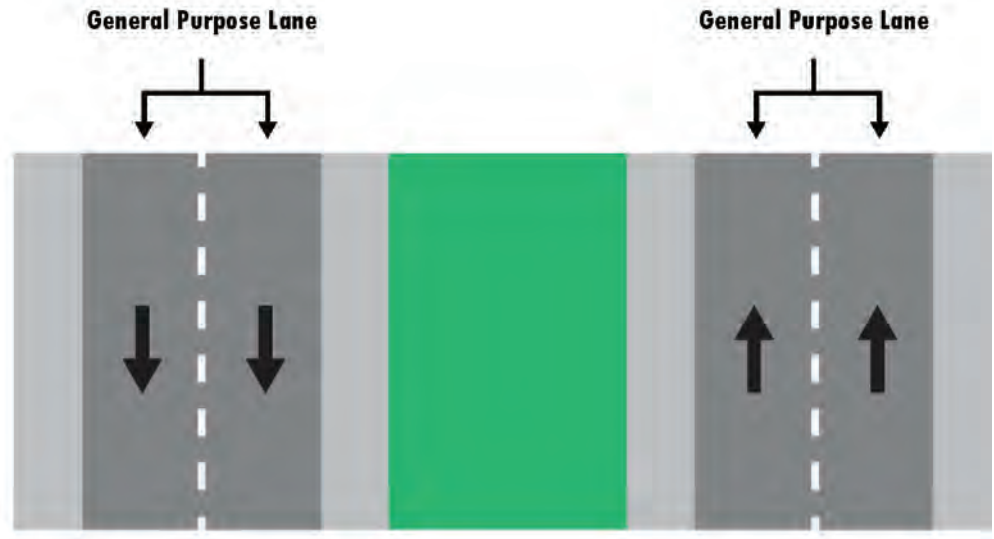




K-10 & I-70 Interchange Screening

- **Traffic Operations Similar**
- **Alternative 3 – Identified Preferred Alternative**
 - Preferred access pattern of public
 - Avoids environmental red flags
 - Smallest right-of-way impact
 - Best anticipated safety performance
 - Highest cost alternative





Identified Preferred Alternative

- **Similar Traffic Operations**
- **Similar Environmental and R/W Impacts**
- **Non-Tolled Freeway – Identified Preferred Alternative**
 - Low predicted utilization of Express Toll Lanes
 - Public feedback
 - Lower cost

Wakarusa Interchange Alternatives

Folded Diamond



Interim Safety Improvement Projects



SLT | South Lawrence Trafficway



SLT | South Lawrence Trafficway



SLT

South Lawrence Trafficway

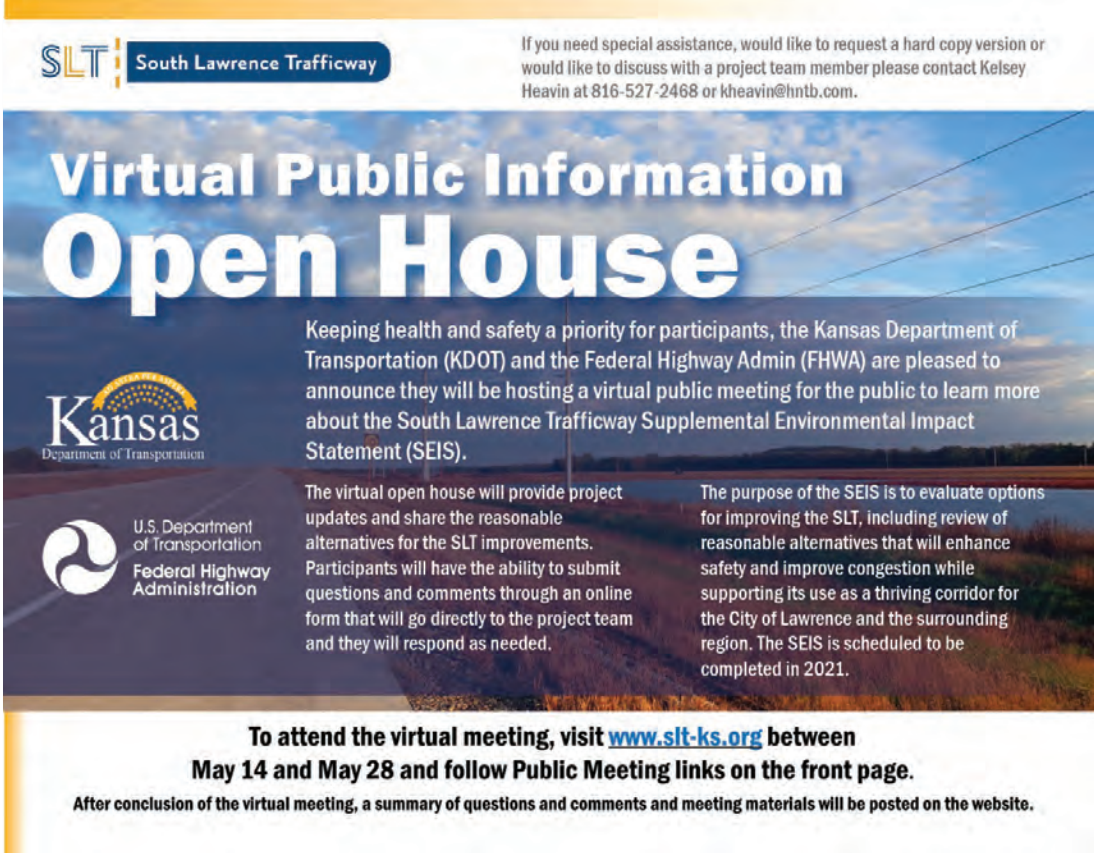
Interim Safety Improvements

- K-10/27th Street/
Wakarusa



Virtual Public Meeting

- May 14 to June 4, 2020 (*extended one week*)
 - Email notices
 - Advisory Group dissemination
 - Lawrence Journal World articles
 - City Council/Commission meetings
- Link to meeting posted on www.slt-ks.org
- 202 participants signed in
- 115 comments received



The poster features a background image of a road stretching into the distance under a blue sky with light clouds. At the top left is the SLT logo and the text 'South Lawrence Trafficway'. At the top right is contact information for Kelsey Heavin. The main title 'Virtual Public Information Open House' is in large white font. Below it are logos for the Kansas Department of Transportation and the U.S. Department of Transportation Federal Highway Administration. The text describes the purpose of the virtual open house and the SEIS process. At the bottom, it provides instructions on how to attend the meeting and where to find more information.

SLT | South Lawrence Trafficway

If you need special assistance, would like to request a hard copy version or would like to discuss with a project team member please contact Kelsey Heavin at 816-527-2468 or kheavin@hntb.com.

Virtual Public Information Open House

Keeping health and safety a priority for participants, the Kansas Department of Transportation (KDOT) and the Federal Highway Admin (FHWA) are pleased to announce they will be hosting a virtual public meeting for the public to learn more about the South Lawrence Trafficway Supplemental Environmental Impact Statement (SEIS).

The virtual open house will provide project updates and share the reasonable alternatives for the SLT improvements. Participants will have the ability to submit questions and comments through an online form that will go directly to the project team and they will respond as needed.

The purpose of the SEIS is to evaluate options for improving the SLT, including review of reasonable alternatives that will enhance safety and improve congestion while supporting its use as a thriving corridor for the City of Lawrence and the surrounding region. The SEIS is scheduled to be completed in 2021.

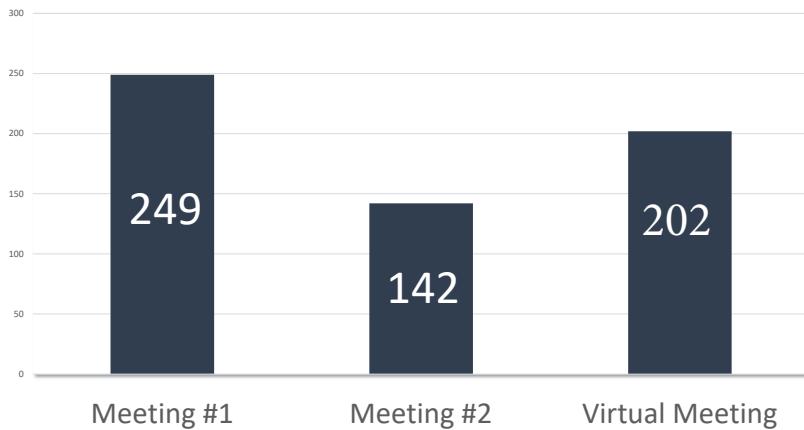
To attend the virtual meeting, visit www.slt-ks.org between May 14 and May 28 and follow Public Meeting links on the front page.

After conclusion of the virtual meeting, a summary of questions and comments and meeting materials will be posted on the website.

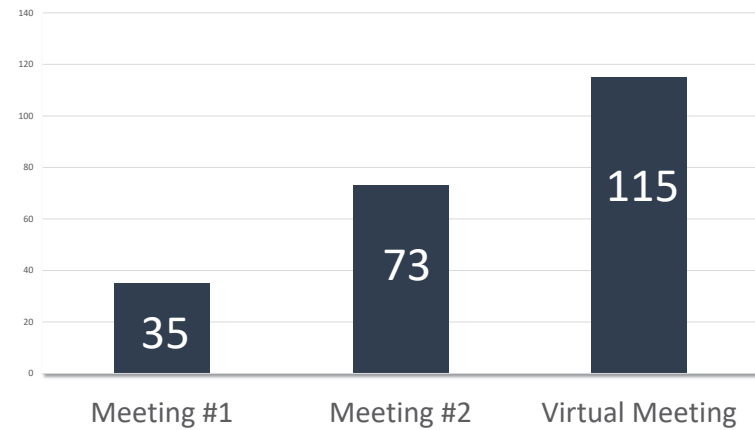
Virtual vs. Face-to-Face - By the numbers

93%
would attend
another virtual
public meeting

SLT Public Meeting Attendance



Number of comments received per public meeting



Next Steps



- Presentation to groups
 - City of Lawrence City Commission—Nov 10
 - City of Lecompton City Council—Nov 16
 - Douglas County Commission—Nov 18
- Public Hearing—December/January timeframe—virtual and in person options
- Document review opportunities
 - Website
 - Libraries
 - City offices

Questions?

Thank you!



South Lawrence Trafficway SEIS Douglas County Commission Update



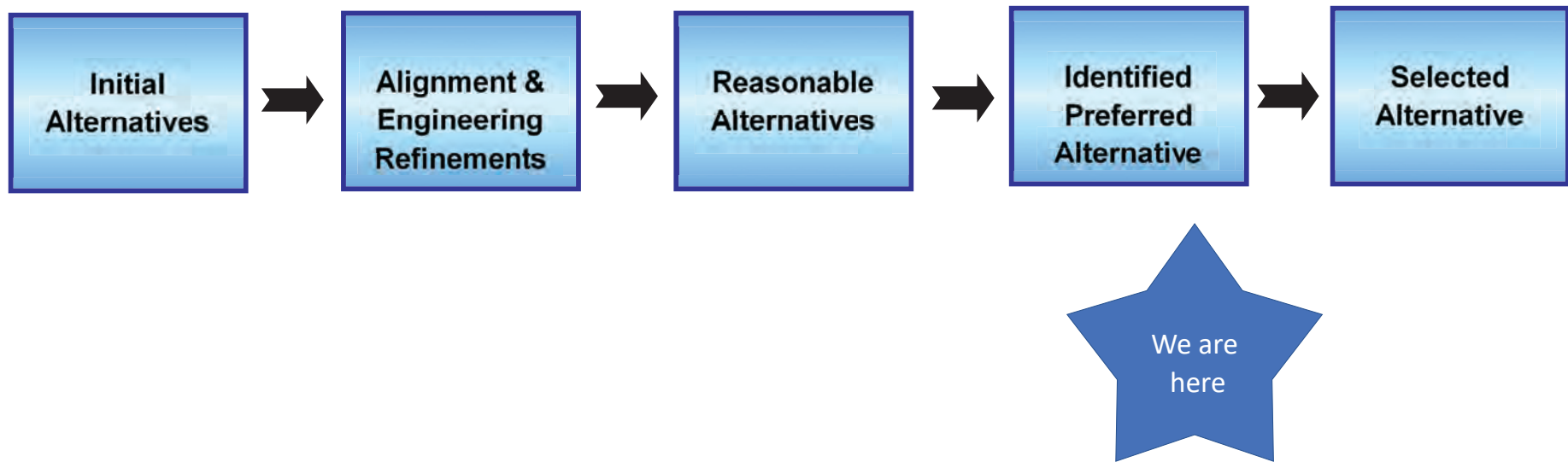
PROJECT #:
10-23 KA-3634-01
November 18, 2020

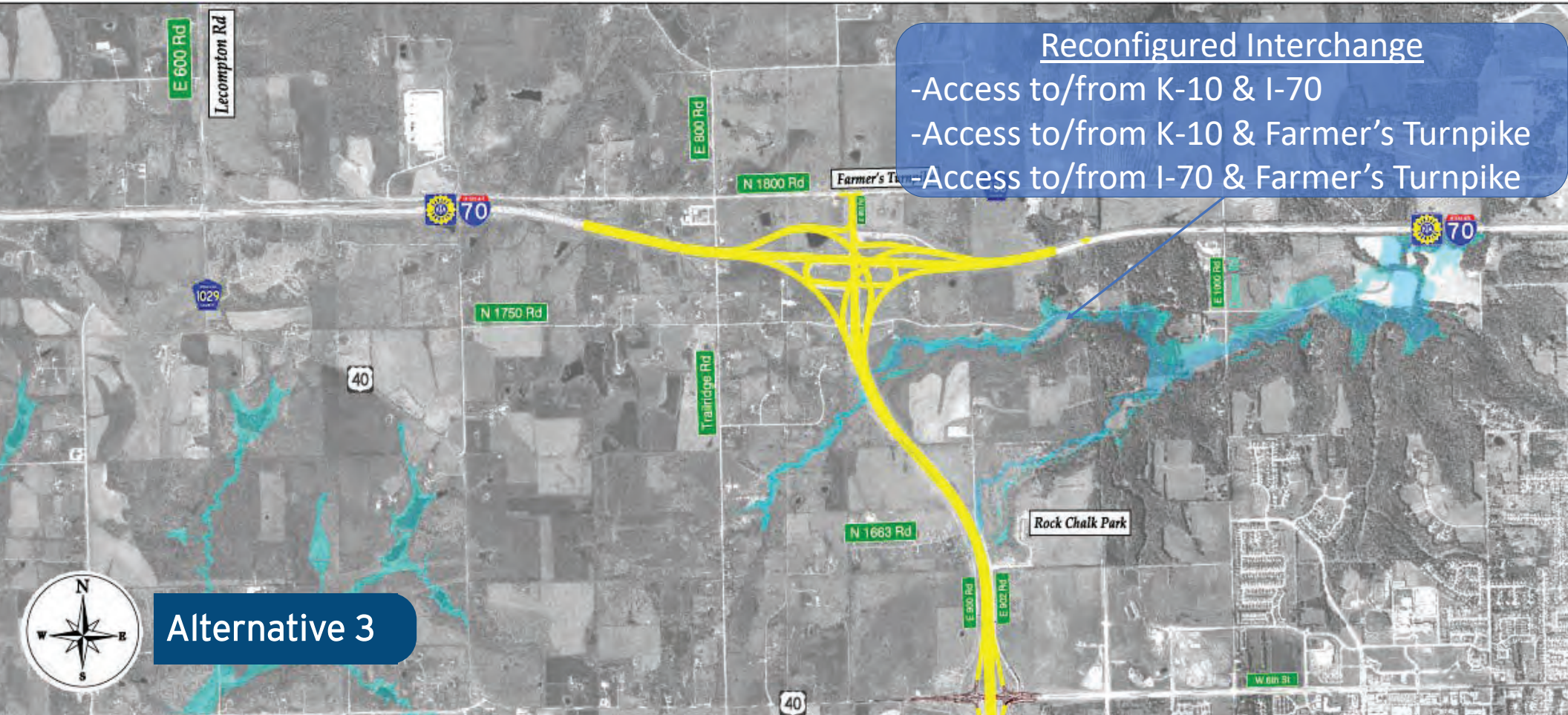


All information presented in this presentation is in draft form and should not be construed as final in anyway. It is for discussion purposes only

Welcome Agenda

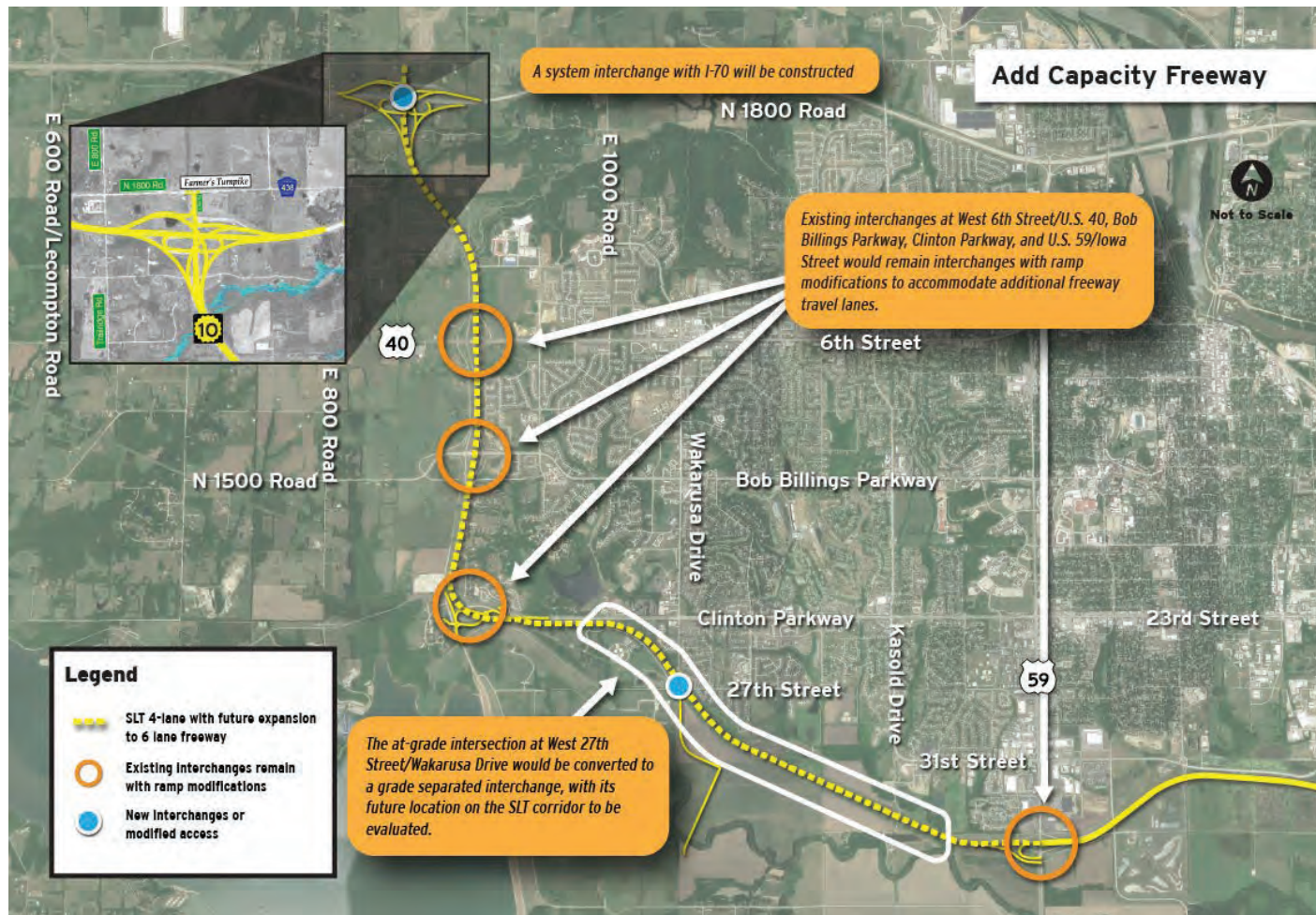
- Welcome and Introductions
- Reasonable alternatives screening process
- Wakarusa Interchange Alternative
- Summary of recent public engagement
- Next steps for Public Hearing

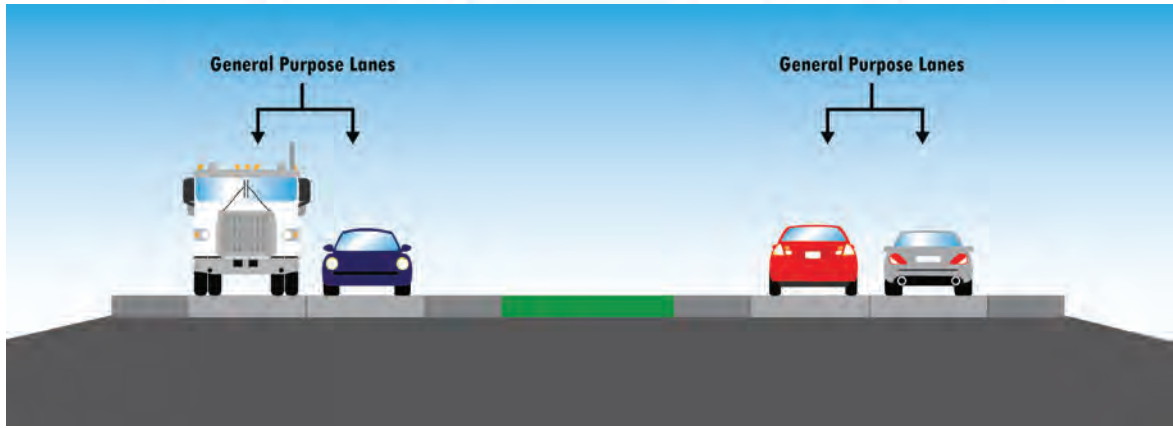
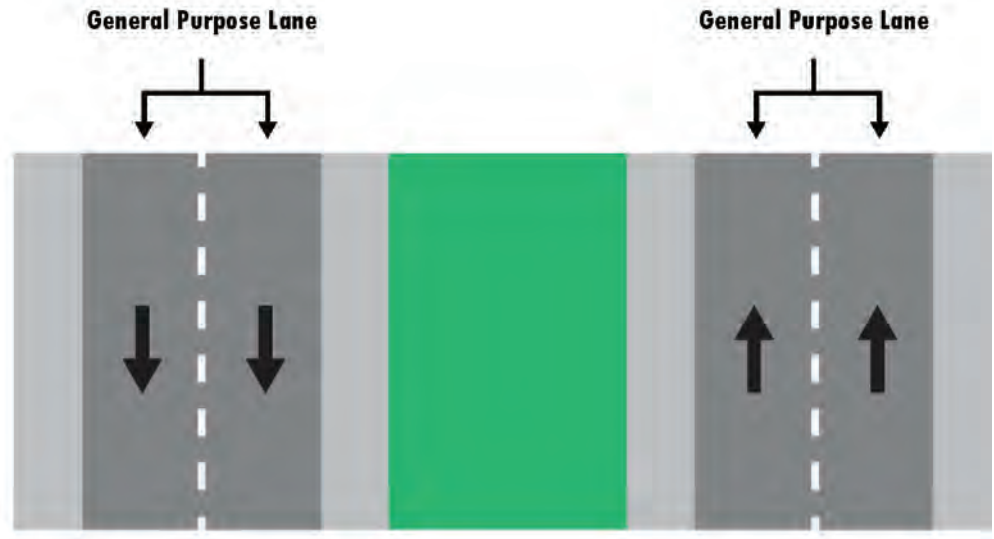




K-10 & I-70 Interchange Screening

- **Traffic Operations Similar**
- **Alternative 3 – Identified Preferred Alternative**
 - Preferred access pattern of public
 - Avoids environmental red flags
 - Smallest right-of-way impact
 - Best anticipated safety performance
 - Highest cost alternative





Identified Preferred Alternative

- **Similar Traffic Operations**
- **Similar Environmental and R/W Impacts**
- **Non-Tolled Freeway – Identified Preferred Alternative**
 - Low predicted utilization of Express Toll Lanes
 - Public feedback
 - Lower cost

Wakarusa Interchange Alternatives

Folded Diamond



Interim Safety Improvement Projects



SLT | South Lawrence Trafficway



SLT | South Lawrence Trafficway



SLT

South Lawrence Trafficway

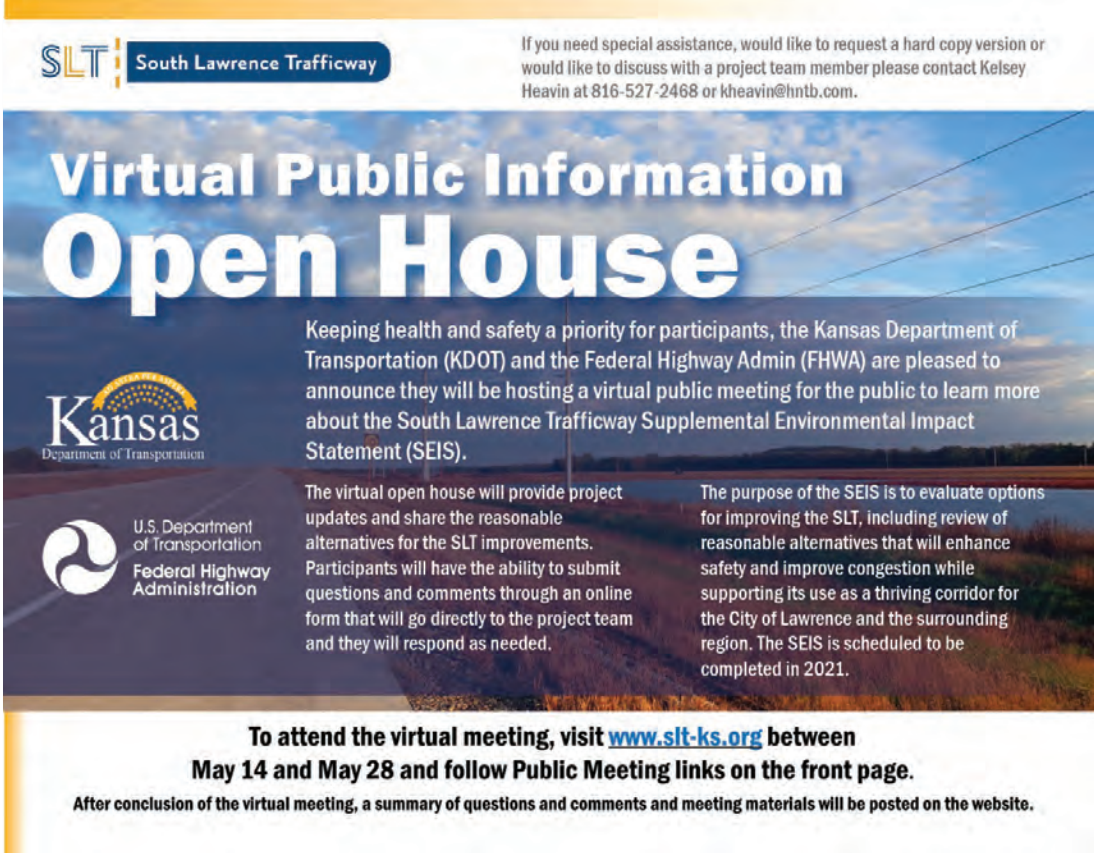
Interim Safety Improvements

- K-10/27th Street/
Wakarusa



Virtual Public Meeting

- May 14 to June 4, 2020 (*extended one week*)
 - Email notices
 - Advisory Group dissemination
 - Lawrence Journal World articles
 - City Council/Commission meetings
- Link to meeting posted on www.slt-ks.org
- 202 participants signed in
- 115 comments received



The poster features a background image of a road stretching into the distance under a blue sky with light clouds. At the top left is the SLT logo and the text 'South Lawrence Trafficway'. At the top right is a note about special assistance. The main title 'Virtual Public Information Open House' is in large white font. Below it are logos for the Kansas Department of Transportation and the U.S. Department of Transportation Federal Highway Administration. The text describes the purpose of the SEIS and the virtual open house. At the bottom, it provides instructions on how to attend the meeting and where to find more information.

SLT | South Lawrence Trafficway

If you need special assistance, would like to request a hard copy version or would like to discuss with a project team member please contact Kelsey Heavin at 816-527-2468 or kheavin@hntb.com.

Virtual Public Information Open House

Keeping health and safety a priority for participants, the Kansas Department of Transportation (KDOT) and the Federal Highway Administration (FHWA) are pleased to announce they will be hosting a virtual public meeting for the public to learn more about the South Lawrence Trafficway Supplemental Environmental Impact Statement (SEIS).

The virtual open house will provide project updates and share the reasonable alternatives for the SLT improvements. Participants will have the ability to submit questions and comments through an online form that will go directly to the project team and they will respond as needed.

The purpose of the SEIS is to evaluate options for improving the SLT, including review of reasonable alternatives that will enhance safety and improve congestion while supporting its use as a thriving corridor for the City of Lawrence and the surrounding region. The SEIS is scheduled to be completed in 2021.

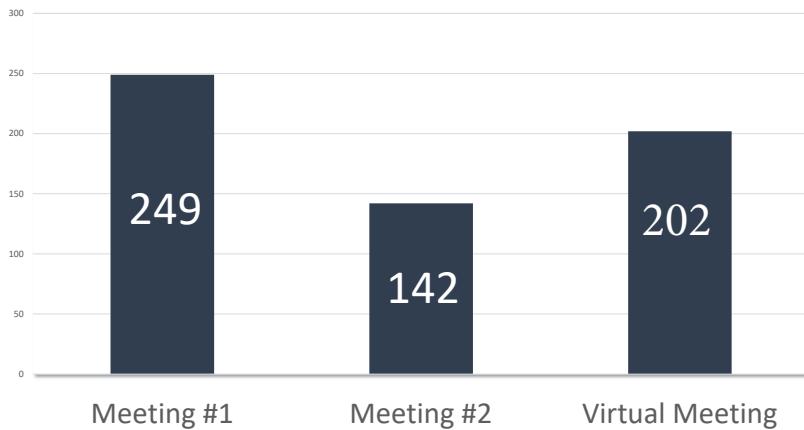
To attend the virtual meeting, visit www.slt-ks.org between May 14 and May 28 and follow Public Meeting links on the front page.

After conclusion of the virtual meeting, a summary of questions and comments and meeting materials will be posted on the website.

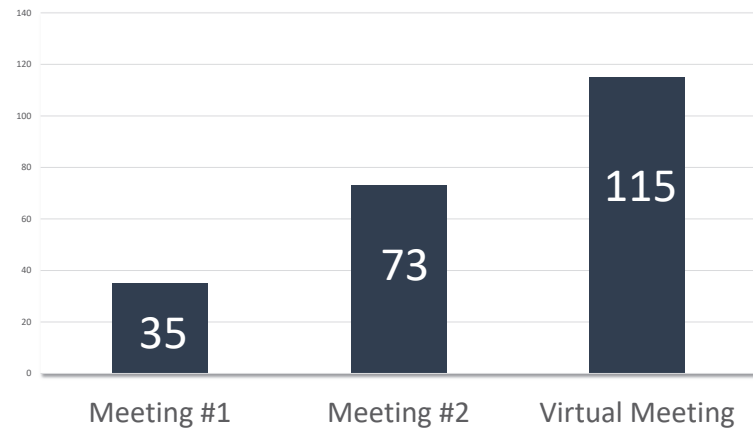
Virtual vs. Face-to-Face - By the numbers

93%
would attend
another virtual
public meeting

SLT Public Meeting Attendance



Number of comments received
per public meeting



Next Steps



- Presentation to groups
 - City of Lawrence City Commission—Nov 10
 - City of Lecompton City Council—Nov 16
 - Douglas County Commission—Nov 18
- Public Hearing—December/January timeframe—virtual and in person options
- Document review opportunities
 - Website
 - Libraries
 - City offices

Questions?

Thank you!



South Lawrence Trafficway SEIS Lawrence Rotary

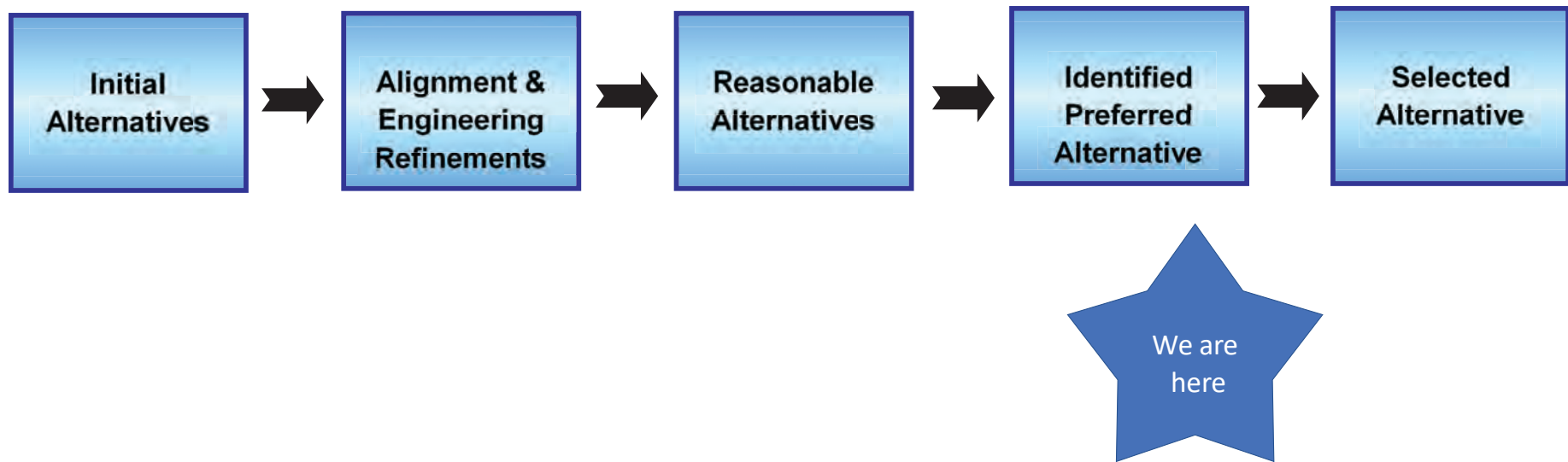
PROJECT #:

10-23 KA-3634-01

January 11, 2021

Welcome Agenda

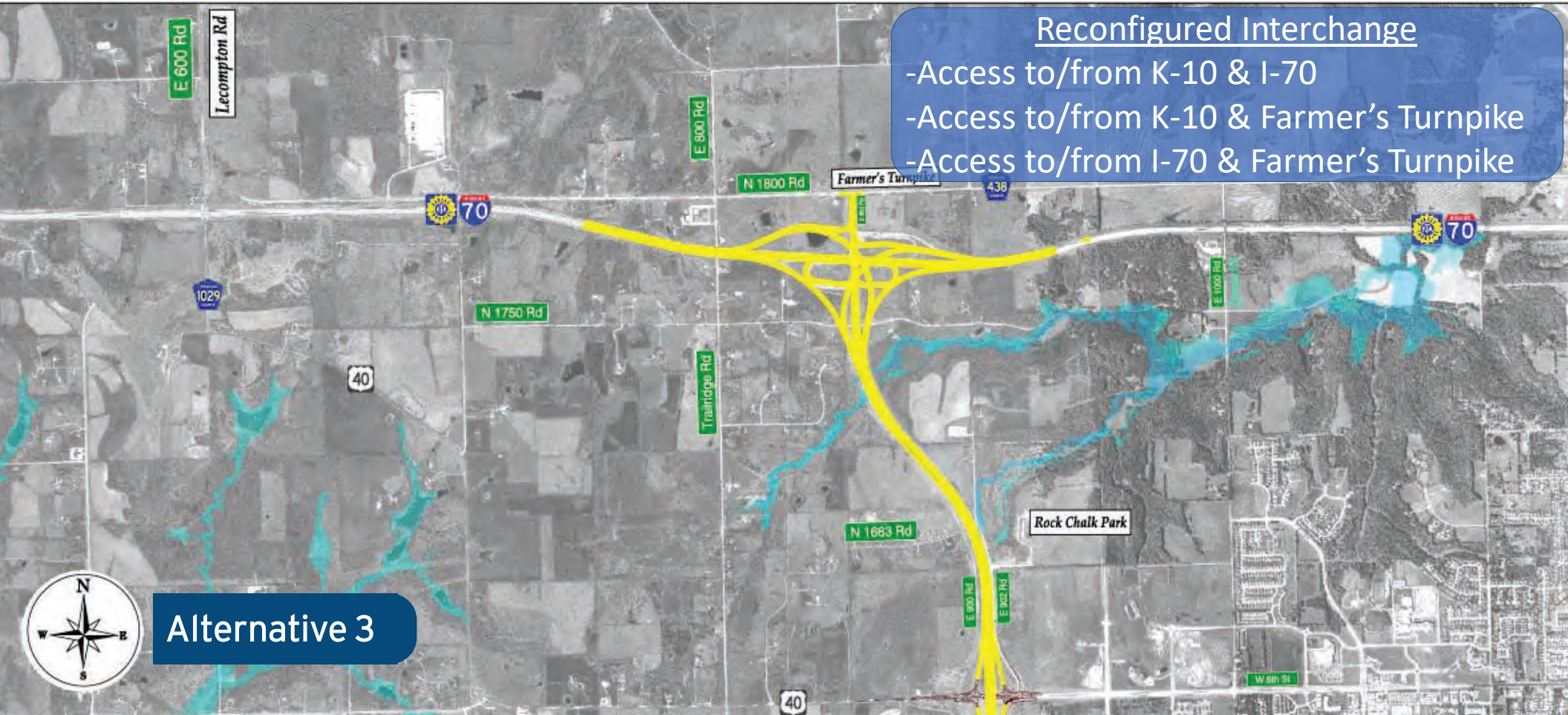
- Welcome and Introductions
- Reasonable Alternatives Screening Process
- Wakarusa Interchange Alternative
- Summary of Recent Public Engagement
- Next Steps for Public Hearing



K-10 & I-70 Interchange

- **Alternative 3 – Identified Preferred Alternative**
 - Preferred access pattern of public
 - Avoids environmental red flags
 - Smallest right-of-way impact
 - Best anticipated safety performance
 - Highest cost alternative



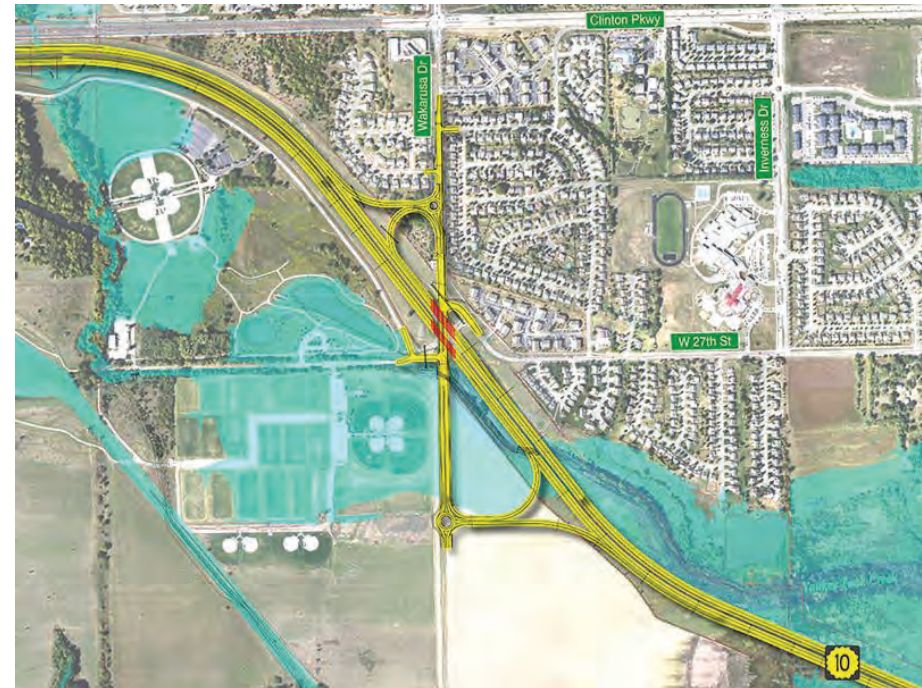


- Reconfigured Interchange
- Access to/from K-10 & I-70
 - Access to/from K-10 & Farmer's Turnpike
 - Access to/from I-70 & Farmer's Turnpike

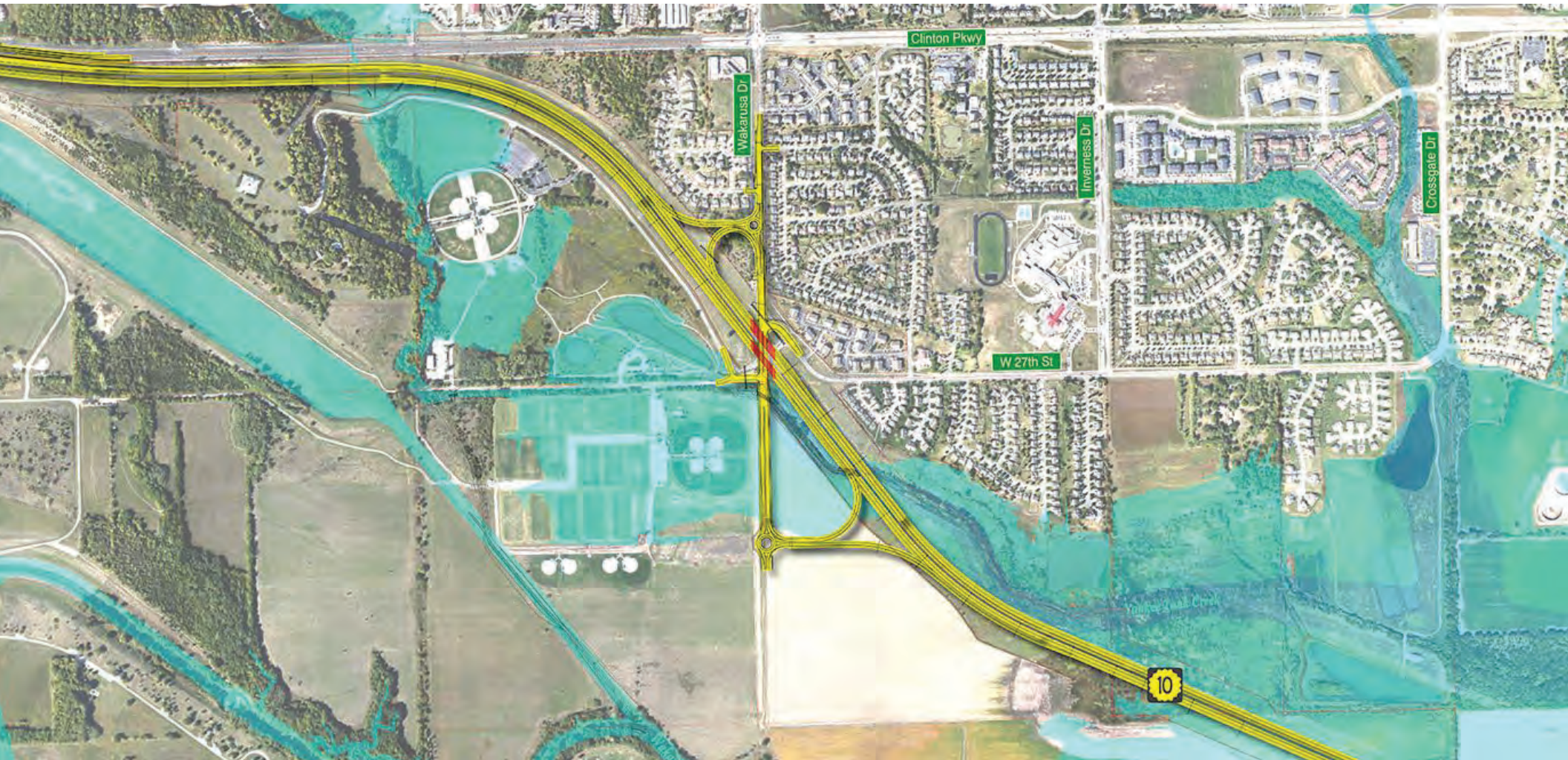
Alternative 3

Wakarusa Interchange

- 3 Alternatives Considered
- **Folded Diamond – Identified Preferred Alternative**
 - Direct Access to Wakarusa
 - Most Conventional Access
 - Similar Operations to other Alternatives

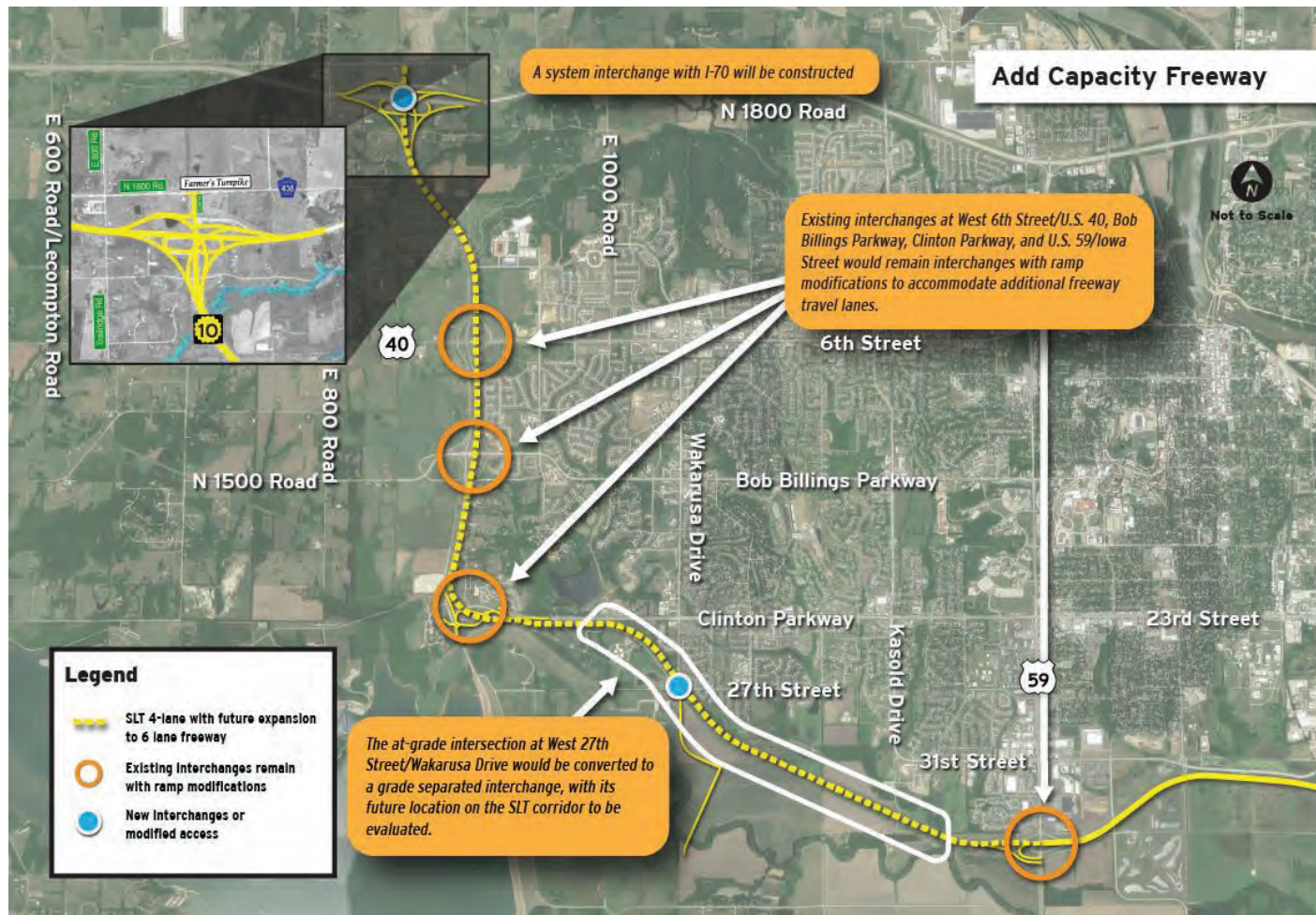


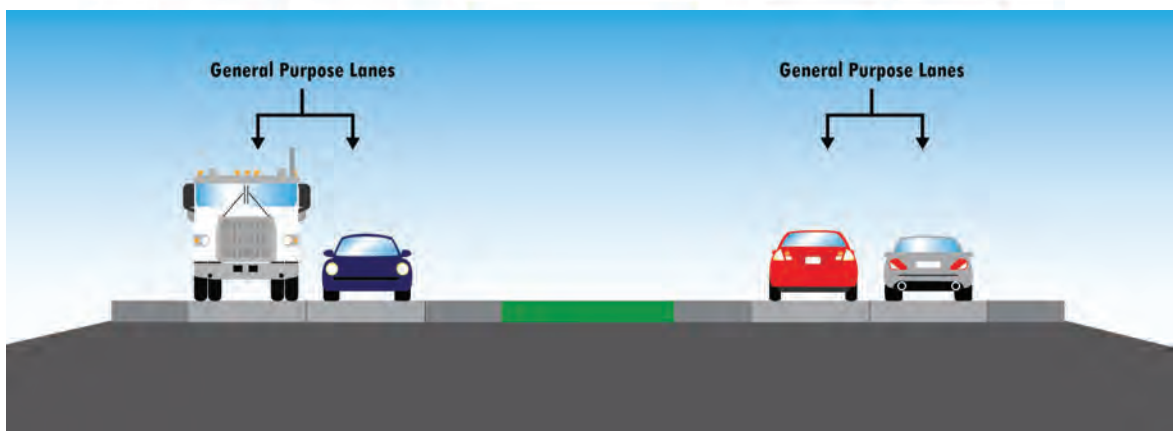
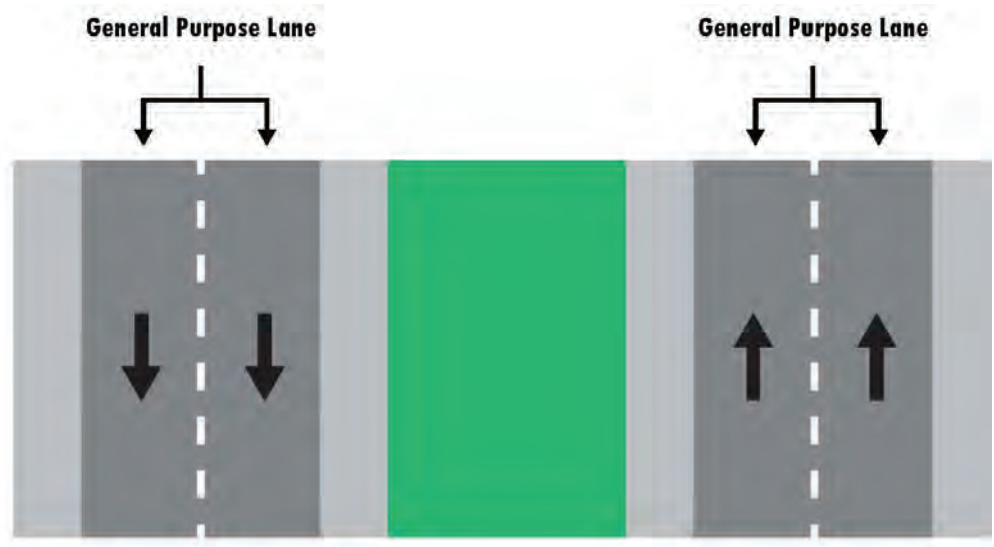
Folded Diamond – Identified Preferred Alternative



SLT West Leg Alternatives

- **3 Alternatives – No Action, Tolled Highway, & Non-Tolled Freeway**
- **Non-Tolled Freeway – Identified Preferred Alternative**
 - Met Traffic Operation Needs
 - Low predicted use of Express Toll Lanes
 - Public feedback
 - Lower cost





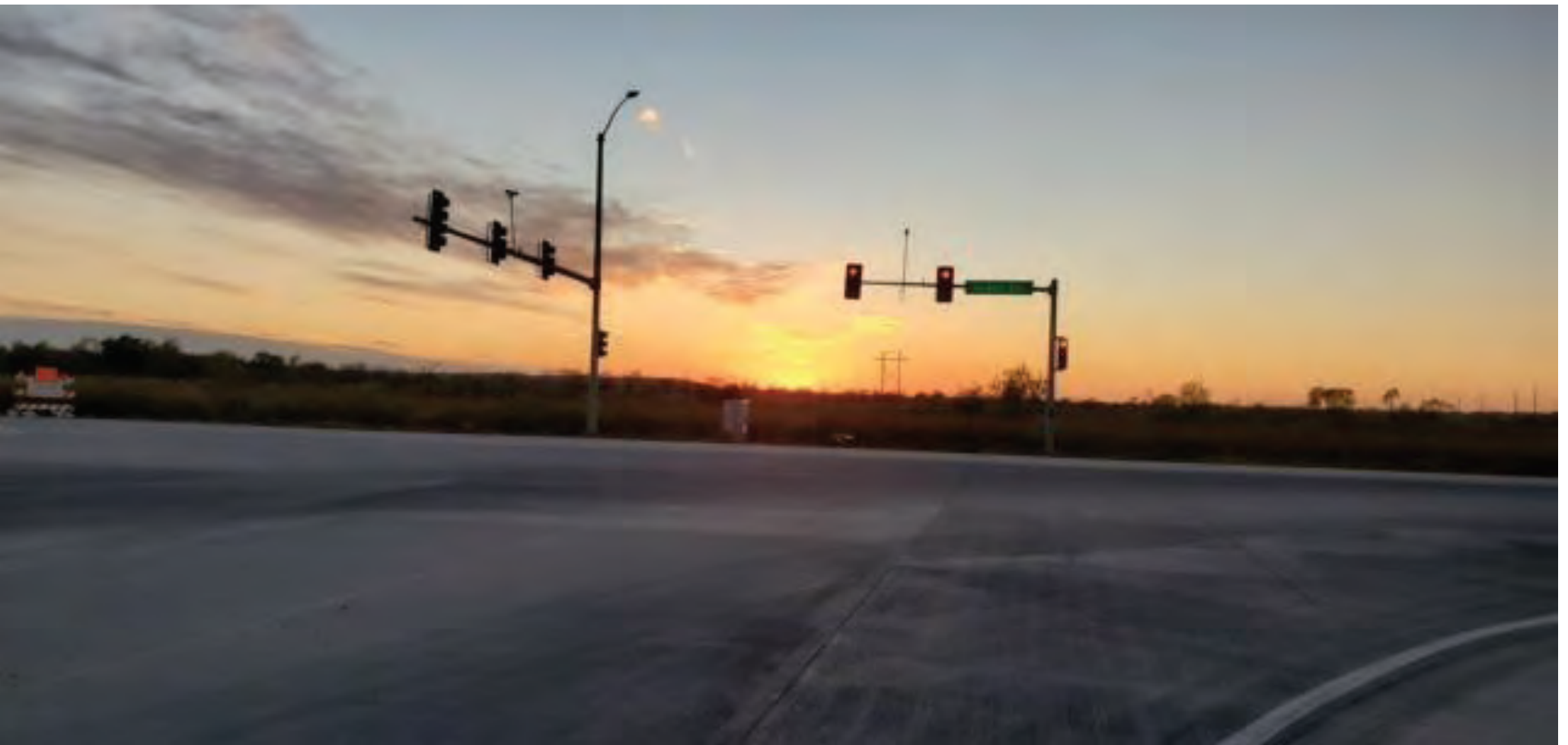
Interim Safety Improvement Projects

Interim Safety Improvements

- K-10/I-70 Interchange--Completed
 - Light Pole for K-10/Farmer's Turnpike
 - Pavement Markings and Rumble Strips
- K-10/27th Street/Wakarusa
 - Advanced Signal Warning System
 - Interim Intersection Improvements Study
 - Queue Backup Warning System
- SLT Corridor (I-70 to East 23rd Street Interchange)
 - Three (3) Dynamic Message Signs



SLT | South Lawrence Trafficway



SLT | South Lawrence Trafficway



SLT

South Lawrence Trafficway

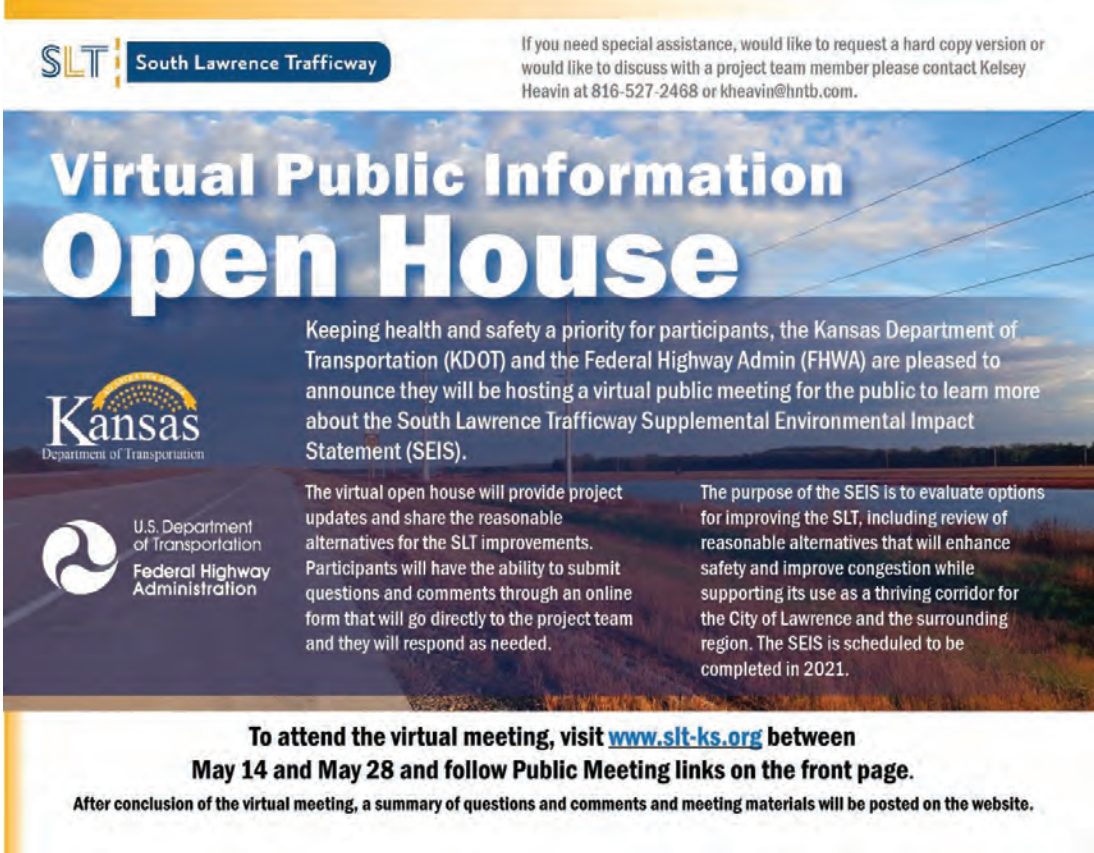
Interim Safety Improvements

- K-10/27th Street/
Wakarusa



Virtual Public Meeting

- May 14 to June 4, 2020 (*extended one week*)
 - Email notices
 - Advisory Group dissemination
 - Lawrence Journal World articles
 - City Council/Commission meetings
- Link to meeting posted on www.slt-ks.org
- 202 participants signed in
- 115 comments received



SLT | South Lawrence Trafficway

If you need special assistance, would like to request a hard copy version or would like to discuss with a project team member please contact Kelsey Heavin at 816-527-2468 or kheavin@hntb.com.

Virtual Public Information Open House

Keeping health and safety a priority for participants, the Kansas Department of Transportation (KDOT) and the Federal Highway Administration (FHWA) are pleased to announce they will be hosting a virtual public meeting for the public to learn more about the South Lawrence Trafficway Supplemental Environmental Impact Statement (SEIS).

The virtual open house will provide project updates and share the reasonable alternatives for the SLT improvements. Participants will have the ability to submit questions and comments through an online form that will go directly to the project team and they will respond as needed.

The purpose of the SEIS is to evaluate options for improving the SLT, including review of reasonable alternatives that will enhance safety and improve congestion while supporting its use as a thriving corridor for the City of Lawrence and the surrounding region. The SEIS is scheduled to be completed in 2021.

To attend the virtual meeting, visit www.slt-ks.org between May 14 and May 28 and follow Public Meeting links on the front page.

After conclusion of the virtual meeting, a summary of questions and comments and meeting materials will be posted on the website.

Kansas
Department of Transportation

U.S. Department of Transportation
Federal Highway Administration

Recent Activities/Next Steps



- Presentation to groups
 - City of Lawrence City Commission—Nov 10
 - City of Lecompton City Council—Nov 16
 - Douglas County Commission—Nov 18



- Public Hearing—February
 - Virtual and in person options
 - Check website for latest information
- Document review opportunities
 - Website
 - Libraries
 - City offices

Questions?

www.slt-ks.org

Thank you!