

Appendix D

Section 4(f) Coordination

Section 4(f) Decision Process

K-10 Capacity Improvements EA

91st Street Bike Lane

Overview

The potential Section 4(f) property is the 91st Street Bike Lane. The K-10 Capacity Improvements project Preferred Alternative will impact the 91st Street Bike Lane. The 91st Street Bike Lane is a designated bike lane with separate striping on 91st Street from Sunflower Road to Lexington Avenue and is within right-of-way owned by KDOT or the City of De Soto. The City of De Soto manages the Bike Lane.

It is the contention of the Kansas Department of Transportation that:

- The 91st Street Bike Lane is a 4(f) resource;
- The widening of 91st Street will require temporary closure of the bike lane during construction;
- Impacts to the 91st Street Bike Lane cannot be avoided;
- Impacts are minimized by utilizing the minimum amount of property necessary for construction of the K-10 Capacity Improvements Preferred Alternative;
- A *de minimis* impact finding is appropriate.

Step 1: Is it 4(f)?

The 91st Street Bike Lane is a five-foot-wide dedicated on-road bike lane identified by a solid white stripe along the outside lanes of 91st Street and bike lane pavement markings. It extends from Sunflower Road to Lexington Avenue. There are no additional recreational facilities within the bike lane. The bike lane is not specifically designated for transportation or recreational use by the City of De Soto, therefore, it has the potential to be a recreational resource and qualify as a 4(f) resource.

► FHWA CONCURRENCE POINT

Step 2: Is there a use of the 4(f) property?

Approximately 942 feet of the 91st Street Bike Lane will be impacted due to grading and contouring improvements to 91st Street west of Lexington Avenue. The alignment of the bike lane will be modified to match that of the widened roadway. Temporary closures will impact recreational use of the Bike Lane during construction. No recreational uses will be permanently impacted by the K-10 Capacity Improvements Preferred Alternative.

► FHWA CONCURRENCE POINT

Step 3: Can the 4(f) property be avoided?

Widening of 91st Street west of Lexington Avenue is necessary to accommodate the improvements associated with the reconfiguration of the Lexington Avenue/K-10 interchange and the improvements to the 91st Street/Lexington Avenue roundabout. These modifications are necessary to improve the safety along the K-10 corridor and makes avoidance of impacts to the 91st Street Bike Lane impossible and not practical.

▶ FHWA CONCURRENCE POINT

Step 4: Can the impacts to the 4(f) property be minimized?

The impacts to the 91st Street Bike Lane have been minimized by impacting the minimum amount of property necessary to construct the improvements to 91st Street west of Lexington Avenue. The length of temporary closure of the bike lane will be minimized through project scheduling.

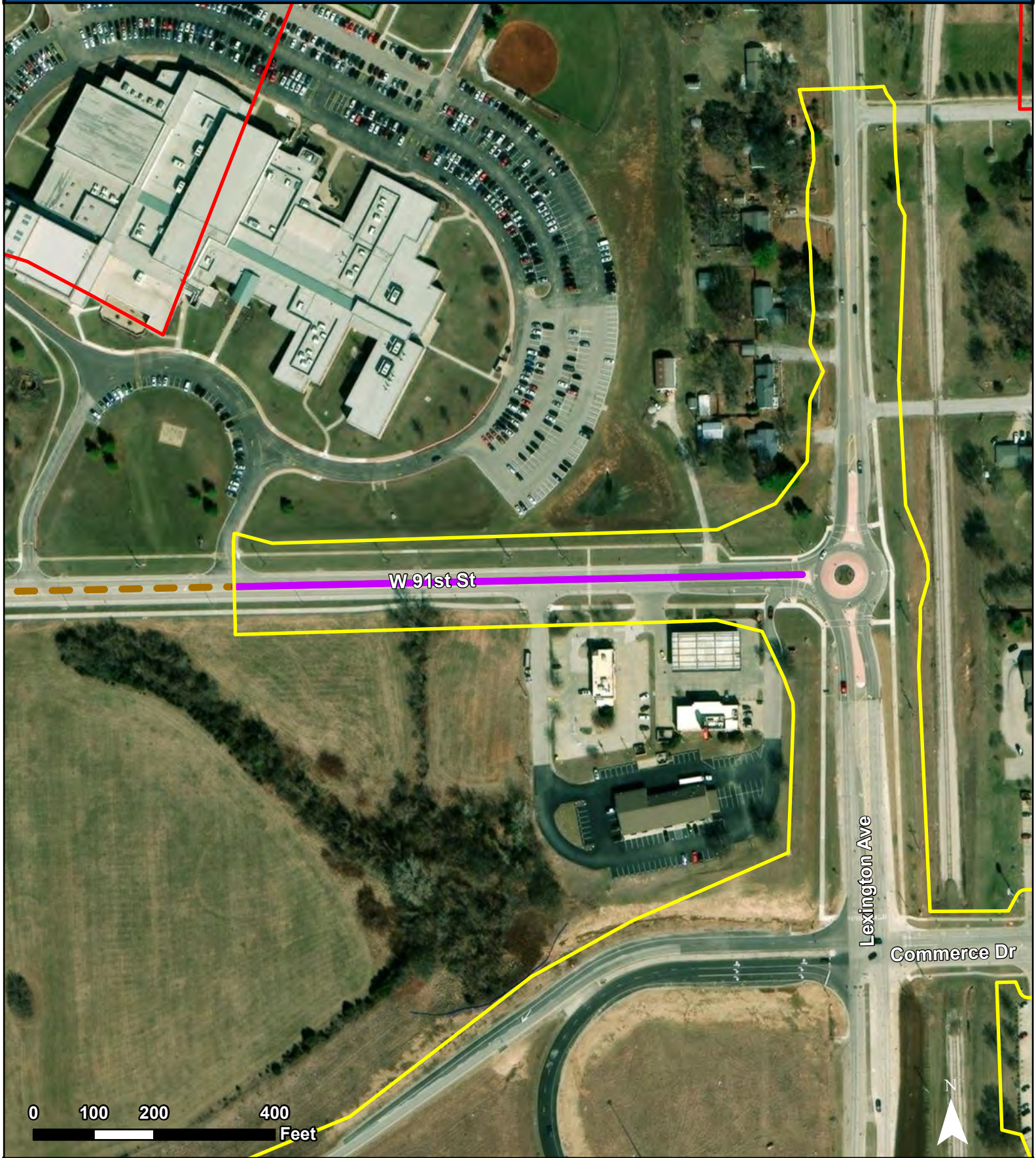
▶ FHWA CONCURRENCE POINT

Step 5: What documentation is needed?





The portion of the Section 4(f) resource to be impacted will be permanently realigned and will experience temporary closures during construction. It is a dedicated on-road bike lane containing no additional recreational amenities. The public notice and comment requirements would be met through the requirements of the NEPA environmental assessment (EA) documentation process currently underway; however, the Section 4(f) review will require a 45 day comment period instead of the 30 day comment period for the EA. All received comments and responses would be documented within the administrative record produced for the EA, and written concurrence from the City of De Soto, KDOT, and FHWA would be obtained. As a result, a *de minimis* finding is appropriate and a formal Section 4(f) evaluation is not required.

▶ FHWA CONCURRENCE POINT

K-10 Corridor Section 4(f) - 91st Street Bike Lane



K-10 Capacity Improvements
KDOT # 10-46 KA-6549-01

-  Study Area
-  Construction Limits
-  Bike Lane Impacts
-  Bike Lane



Section 4(f) Decision Process K-10 Capacity Improvements EA 91st Street Trail

Overview

The potential Section 4(f) property is the 91st Street Trail. The K-10 Capacity Improvements project Preferred Alternative will impact the 91st Street Trail. The 91st Street Trail is within right-of-way owned by the City of De Soto and the City of De Soto is responsible for managing the trail.

It is the contention of the Kansas Department of Transportation that:

- The 91st Street Trail is a 4(f) resource;
- The widening of 91st Street will straighten the trail and cause a slight shift (5-10 feet) to the horizontal alignment to portions of the trail and lengthening the trail approximately three feet;
- Impacts to the 91st Street Trail cannot be avoided;
- Impacts are minimized by utilizing the minimum amount of property necessary for construction of the K-10 Capacity Improvements Preferred Alternative;
- A *de minimis* impact finding is appropriate.

Step 1: Is it 4(f)?

The 91st Street Trail is a multi-use trail on the south side of W. 91st Street west of Lexington Avenue. The trail totals one mile and is classified as a Shared Use Path by the Mid-America Regional Council. It consists of a shared use sidewalk eight feet in width adjacent to the eastbound traffic lanes and has no additional recreational amenities.

► FHWA CONCURRENCE POINT

Step 2: Is there a use of the 4(f) property?

Approximately 878 feet of the 91st Street Trail will be impacted due to grading and contouring improvements to 91st Street west of Lexington Avenue. These impacts include the straightening of the trail and a slight horizontal shift (5-10 feet) to sections of the trail. Temporary closures will impact recreational use of the trail during construction. No recreational uses will be permanently impacted by the K-10 Capacity Improvements Preferred Alternative.

► FHWA CONCURRENCE POINT

Step 3: Can the 4(f) property be avoided?

Widening of 91st Street west of Lexington Avenue is necessary due to accommodate the improvements associated with the reconfiguration of the Lexington Avenue/K-10 interchange and the improvements to the 91st Street/Lexington Avenue roundabout. The proximity of the trail to 91st Street makes the avoidance of impacts to the 91st Street Trail impossible.

▶ FHWA CONCURRENCE POINT

Step 4: Can the impacts to the 4(f) property be minimized?

The impacts to the 91st Street Trail have been minimized by impacting the minimum amount of property necessary to construct the improvements to 91st Street west of Lexington Avenue. The length of temporary closure of the trail will be minimized through project scheduling.

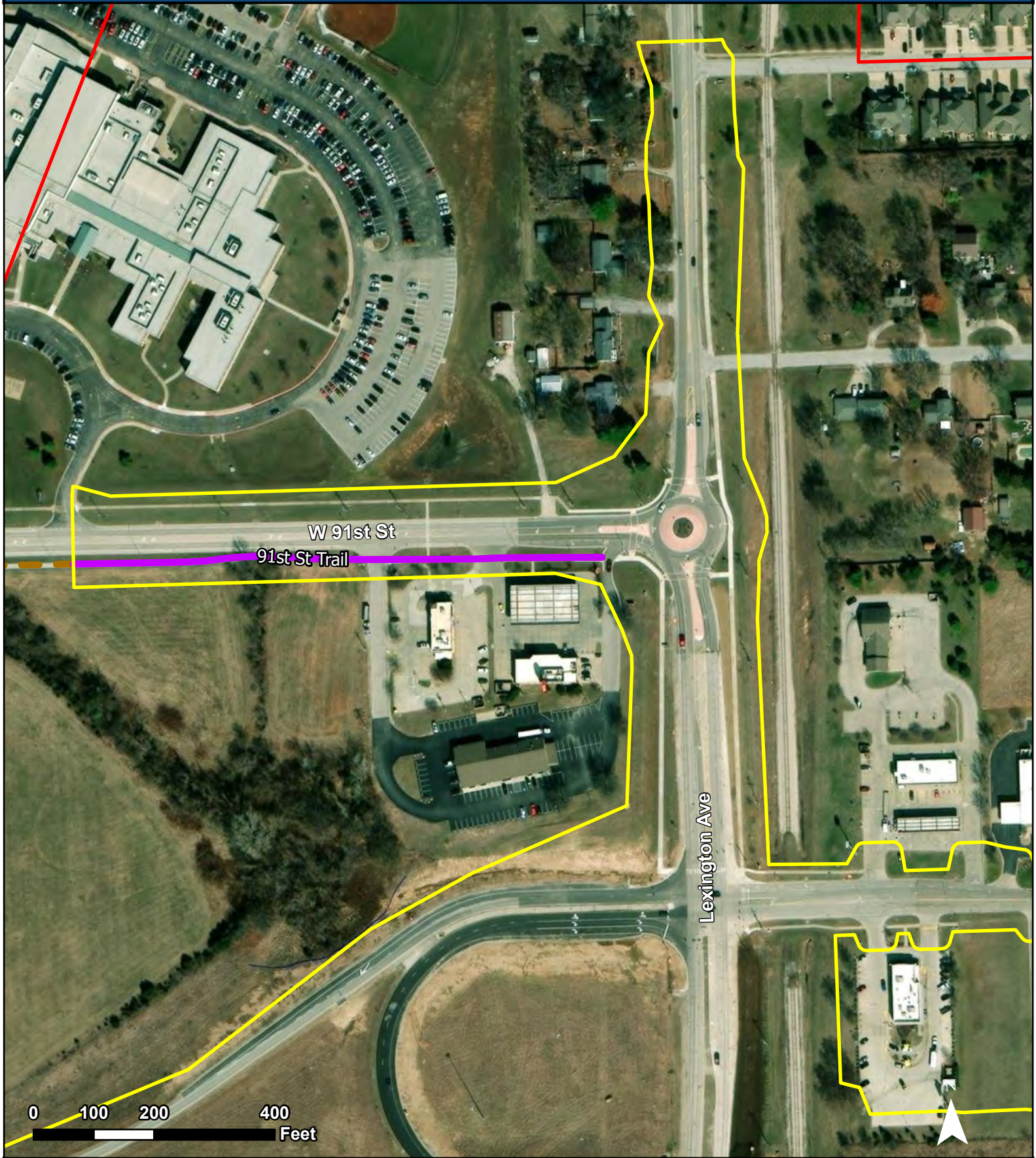
▶ FHWA CONCURRENCE POINT

Step 5: What documentation is needed?

The portion of the Section 4(f) resource to be impacted will be straightened with a slight horizontal shift and will experience temporary closures during construction. It is a multi-use trail containing no additional recreational amenities. The public notice and comment requirements would be met through the requirements of the NEPA environmental assessment (EA) documentation process currently underway; however, the Section 4(f) review will require a 45 day comment period instead of the 30 day comment period for the EA. All received comments and responses would be documented within the administrative record produced for the EA, and written concurrence from the City of De Soto, KDOT, and FHWA would be obtained. As a result, a de minimis finding is appropriate and a formal Section 4(f) evaluation is not required.

▶ FHWA CONCURRENCE POINT

K-10 Corridor Section 4(f) - 91st Street Trail



K-10 Capacity Improvements
KDOT # 10-46 KA-6549-01

-  Study Area
-  Construction Limits
-  91st Street Trail
-  Trail Impacts



Section 4(f) Decision Process K-10 Capacity Improvements EA Lexington Avenue Trail

Overview

The potential Section 4(f) property is the Lexington Avenue Trail. The K-10 Capacity Improvements project Preferred Alternative will impact the Lexington Avenue Trail. The Lexington Avenue Trail is within right-of-way parcels owned by KDOT and the City of De Soto with the City of De Soto responsible for managing the trail.

It is the contention of the Kansas Department of Transportation that:

- The Lexington Avenue Trail is a 4(f) resource;
- The reconfiguration of the Lexington Avenue/K-10 interchange will require shifting a portion of the trail at the 91st Street roundabout to the east by approximately 45-50 feet which will increase the length of the trail by approximately 13 feet;
- Impacts to the Lexington Avenue Trail cannot be avoided;
- Impacts are minimized by utilizing the minimum amount of property necessary for construction of the K-10 Capacity Improvements Preferred Alternative;
- A *de minimis* impact finding is appropriate.

Step 1: Is it 4(f)?

The Lexington Avenue Trail is approximately two-miles-long and is classified as a Shared Use Path by the Mid-America Regional Council. The trail begins at the intersection of Lexington Avenue and Commerce Drive. The trail then heads north along the east side of Lexington Avenue past the Lexington Trails Middle School where it exits the study area. It continues along the east/south side of Lexington Avenue until it reaches the De Soto Aquatic Center where it switches to the north/west side of the roadway until the trail ends at Valley Spring Drive. The section of the trail within the study area is approximately eight-feet-wide. The trail connects to the 91st Street Trail, which ends on the west side of Lexington Avenue, and to the Kill Creek Streamway Trail to the east.

The Lexington Avenue Trail is designated as part of the American Discovery Trail, which is a cross country trail stretching from Cape Henlopen State Park in Delaware to Ft. Reyes National Seashore in California. The American Discovery Trail is a network of existing trails operated by local, state, and federal agencies. The organization of the trail network as the American Discovery Trail is overseen by the Non-Profit American Discovery Trail Society. It has no specific regulations or protections other than those for the existing trail system that it utilizes.

► FHWA CONCURRENCE POINT

Step 2: Is there a use of the 4(f) property?

Approximately 1,391 feet of the Lexington Avenue Trail will be impacted due to grading and contouring associated with the reconfiguration of the Lexington Avenue/K-10 interchange. These impacts include the re-alignment of the trail to the east (approximately 45-50 feet), along the 91st Street roundabout, to accommodate extending the outside lane of the 91st Street roundabout. The slight horizontal shift will increase the trail length by approximately 13 feet. Temporary closures will impact recreational use of the trail during construction. No recreational uses will be permanently impacted by the K-10 Capacity Improvements Preferred Alternative.

► FHWA CONCURRENCE POINT

Step 3: Can the 4(f) property be avoided?

Reconfiguration of the Lexington Avenue/K-10 interchange is necessary to improve the safety along the K-10 corridor.

► FHWA CONCURRENCE POINT

Step 4: Can the impacts to the 4(f) property be minimized?

The impacts to the Lexington Avenue Trail have been minimized by impacting the minimum amount of property necessary to reconfigure the Lexington Avenue/K-10 interchange. The length of temporary closure of the trail will be minimized through project scheduling.

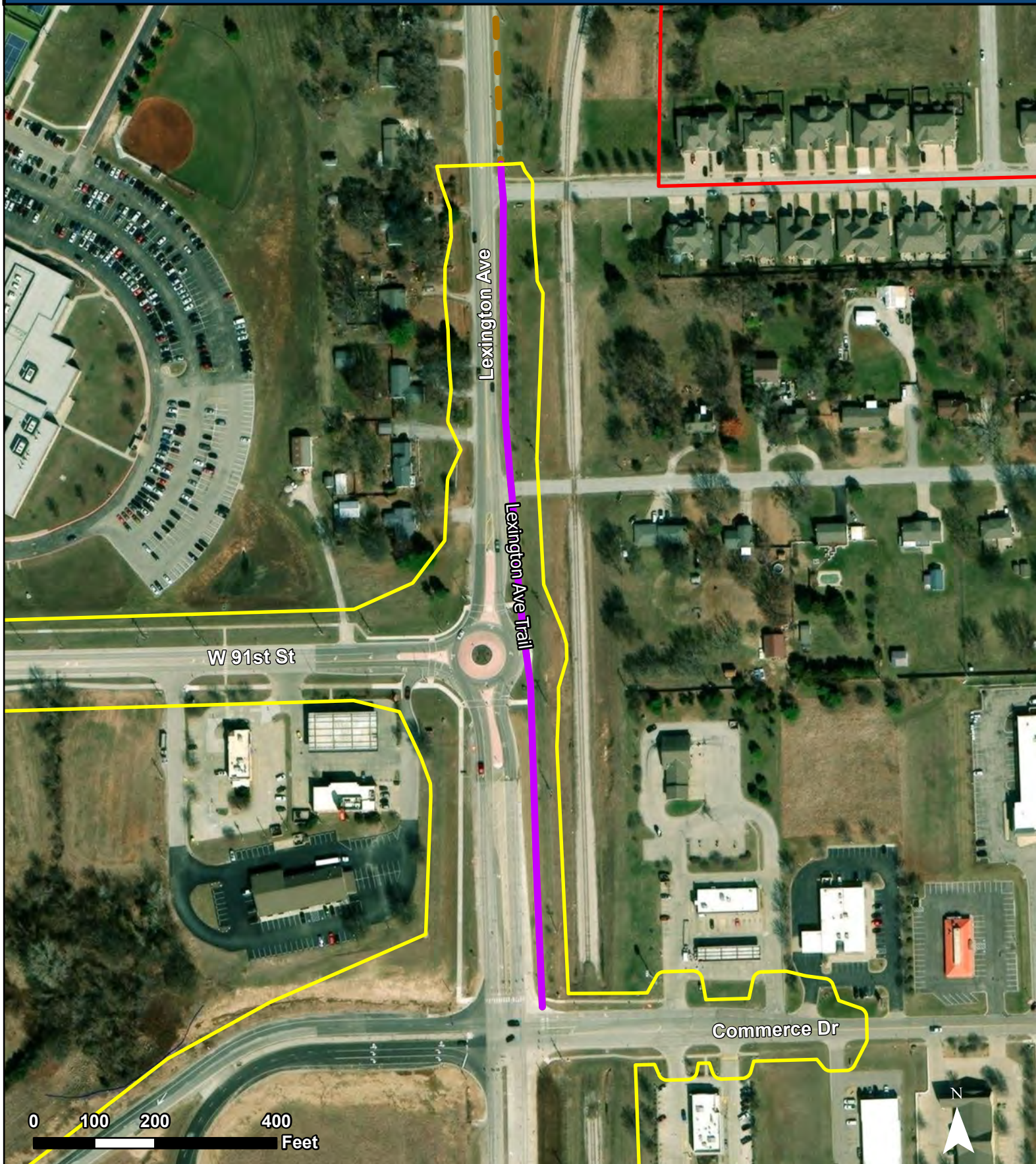
► FHWA CONCURRENCE POINT

Step 5: What documentation is needed?

The portion of the Section 4(f) resource to be impacted will be permanently realigned and will experience temporary closures during construction. It is a shared use path containing no additional recreational amenities. The public notice and comment requirements would be met through the requirements of the NEPA EA documentation process currently underway; however, the Section 4(f) review will require a 45 day comment period instead of the 30 day comment period for the EA. All received comments and responses would be documented within the administrative record produced for the EA, and written concurrence from the City of De Soto, KDOT, and FHWA would be obtained. As a result, a *de minimis* finding is appropriate and a formal Section 4(f) evaluation is not required.

► FHWA CONCURRENCE POINT

K-10 Corridor Section 4(f) - Lexington Avenue Trail



K-10 Capacity Improvements
KDOT # 10-46 KA-6549-01

-  Study Area
-  Construction Limits
-  Lexington Avenue Trail
-  Trail Impacts



Section 4(f) Decision Process K-10 Capacity Improvements EA Prairie Star Parkway Trail

Overview

The potential Section 4(f) property is the Prairie Star Parkway Trail. The K-10 Capacity Improvements project Preferred Alternative will impact the Prairie Star Parkway Trail. The Prairie Star Parkway Trail is within right-of-way parcels owned by KDOT and the City of Lenexa with the City of Lenexa responsible for managing the trail.

It is the contention of the Kansas Department of Transportation that:

- The Prairie Star Parkway Trail is a 4(f) resource;
- The reconfiguration of the Prairie Star Parkway/K-7 interchange will require a slight realignment of the trail on the south side of Prairie Star Parkway west of Hedge Lane Terrace. The trail will also be extended allowing for connections to the trail on the east side of K-7;
- Impacts to the Prairie Star Parkway Trail cannot be avoided;
- Impacts are minimized by utilizing the minimum amount of property necessary for construction of the K-10 Capacity Improvements Preferred Alternative;
- A *de minimis* impact finding is appropriate.

Step 1: Is it 4(f)?

The Prairie Star Parkway Trail consists of two separate sections along both sides of Prairie Star Parkway. Approximately 2.8 miles of the trail is located along the south side of Prairie Star Parkway from West 60 Park at the west end of Prairie Star Parkway ending at Lone Elm Road to the east. Another approximate 2.1-mile-long section of trail is located along the north side of Prairie Star Parkway from Woodland Road to the west and Renner Boulevard to the east. The Prairie Star Parkway Trail is classified as a Shared Use Path by the Mid-America Regional Council. The trail consists of a ten-foot-wide shared use sidewalk on the south side and an eight-foot-wide shared use sidewalk on the north side with no additional recreational facilities. The Prairie Star Parkway trail connects to the Gary L. Haller and Renner Road trails. Sections of the Prairie Star Parkway Trail are designated as part of the American Discovery Trail, which is a cross country trail stretching from Cape Henlopen State Park in Delaware to Ft. Reyes National Seashore in California. The American Discovery Trail is a network of existing trails operated by local, state, and federal agencies. The organization of the trail network as the American Discovery Trail is overseen by the Non-Profit American Discovery Trail Society. It has no specific regulations or protections other than those for the existing trail system that it utilizes.

► FHWA CONCURRENCE POINT

Step 2: Is there a use of the 4(f) property?

Approximately 456 feet of the Prairie Star Parkway Trail will be impacted due to grading and contouring associated with the reconfiguration of the Prairie Star Parkway/K-7 interchange. These impacts include the slight re-alignment of the trail to the south (approximately 5-10 feet) to accommodate the on-ramp to southbound K-7. The trail will also be extended through the interchange and connect to the sidewalk along the north side of Prairie Star Parkway. Temporary closures will impact recreational use of the trail during construction. No recreational uses will be permanently impacted by the K-10 Capacity Improvements Preferred Alternative.

► FHWA CONCURRENCE POINT

Step 3: Can the 4(f) property be avoided?

Reconfiguration of the Prairie Star Parkway/K-7 interchange is necessary to improve the safety along the K-10 corridor making avoidance of impacts impossible.

► FHWA CONCURRENCE POINT

Step 4: Can the impacts to the 4(f) property be minimized?

The impacts to the Prairie Star Parkway Trail have been minimized by impacting the minimum amount of property necessary to reconfigure the Prairie Star Parkway/K-7 interchange. The impact will also be mitigated by allowing for a connection to the trail on the east side of K-7. The length of temporary closure of the trail will be minimized through project scheduling.

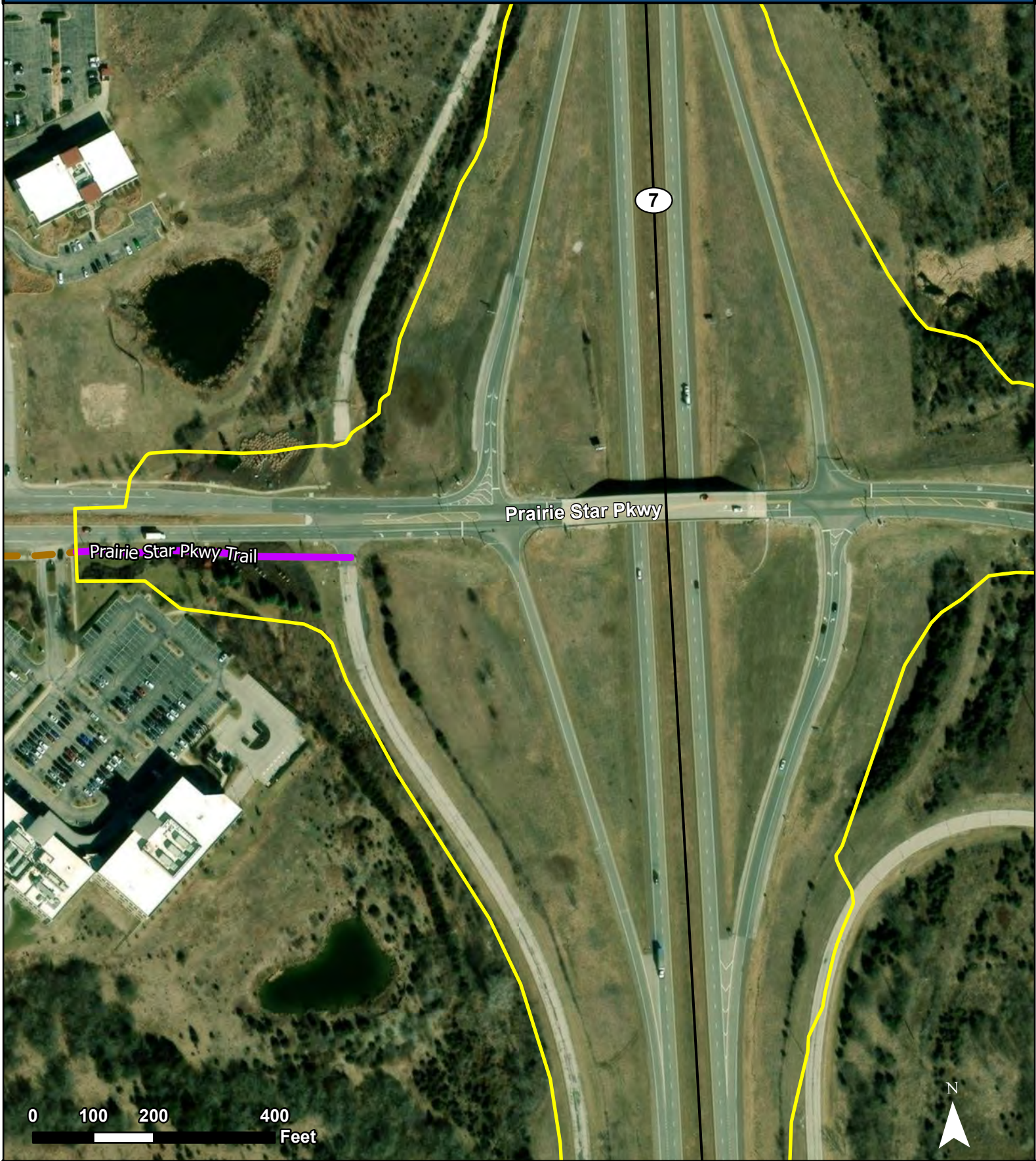
► FHWA CONCURRENCE POINT

Step 5: What documentation is needed?





The portion of the Section 4(f) resource to be impacted will be permanently slightly realigned and will experience temporary closures during construction. It is a multi-use trail containing no additional recreational amenities. The public notice and comment requirements would be met through the requirements of the NEPA environmental assessment (EA) documentation process currently underway; however, the Section 4(f) review will require a 45 day comment period instead of the 30 day comment period for the EA. All received comments and responses would be documented within the administrative record produced for the EA, and written concurrence from the City of Lenexa, KDOT, and FHWA would be obtained. As a result, a de minimis finding is appropriate and a formal Section 4(f) evaluation is not required.

► FHWA CONCURRENCE POINT

K-10 Corridor Section 4(f) - Prairie Star Parkway Trail



K-10 Capacity Improvements
KDOT # 10-46 KA-6549-01

-  Study Area
-  Construction Limits
-  Prairie Star Pkwy Trail
-  Trail Impacts



Section 4(f) Decision Process K-10 Capacity Improvements EA Coon Creek Greenway

Overview

The potential Section 4(f) property is the Coon Creek Greenway. The K-10 Capacity Improvements project Preferred Alternative will impact the Coon Creek Greenway. The Coon Creek Greenway is within right-of-way owned by the City of Lenexa and the City of Lenexa is responsible for managing the Coon Creek Greenway.

It is the contention of the Kansas Department of Transportation that:

- The Coon Creek Greenway is a 4(f) resource;
- The grading associated with the Prairie Star Parkway/K-7 interchange will require temporary impacts to Coon Creek Greenway;
- Impacts to the Coon Creek Greenway cannot be avoided;
- Impacts are minimized by utilizing the minimum amount of property necessary for construction of the K-10 Capacity Improvements Preferred Alternative;
- A *de minimis* impact finding is appropriate.

Step 1: Is it 4(f)?

Coon Creek Greenway is an approximate 40.4-acre park located east of K-7 with 22.6 acres north of Prairie Star Parkway and 17.8 acres south of Prairie Star Parkway. Coon Creek Greenway is heavily wooded and has a paved, walking trail which connects to Black Hoof Park to the north.

► FHWA CONCURRENCE POINT

Step 2: Is there a use of the 4(f) property?

The K-10 Capacity Improvements Preferred Alternative will impact approximately 0.1 acres of the Coon Creek Greenway. These impacts are grading and contouring in nature and due to the improvements associated with the reconfiguration of the Prairie Star Parkway/K-7 interchange. No portions of the Coon Creek Greenway will be acquired as part of the project, the City of Lenexa will retain ownership of the entire property. The area of the park impacted is the southwest corner of the property on the north side of Prairie Star Parkway. This portion of the park is unimproved and contains no recreational facilities, therefore no recreational uses will be impacted by the K-10 Capacity Improvements Preferred Alternative.

► FHWA CONCURRENCE POINT

Step 3: Can the 4(f) property be avoided?

The improvements to the Prairie Star Parkway/K-7 interchange are necessary to improve the safety along the K-10 corridor. The impacts to the Coon Creek Greenway property can't be avoided due to the proximity to Prairie Star Parkway.

▶ FHWA CONCURRENCE POINT

Step 4: Can the impacts to the 4(f) property be minimized?

The grading impacts to the Coon Creek Greenway have been minimized by impacting the minimum amount of property necessary to construct the Prairie Star Parkway/K-7 interchange improvements. An extension of the existing sidewalk on the north side of Prairie Star Parkway will be constructed adjacent to the park property and will connect to an extension of the Prairie Star Parkway Trail on the south side of Prairie Star Parkway.

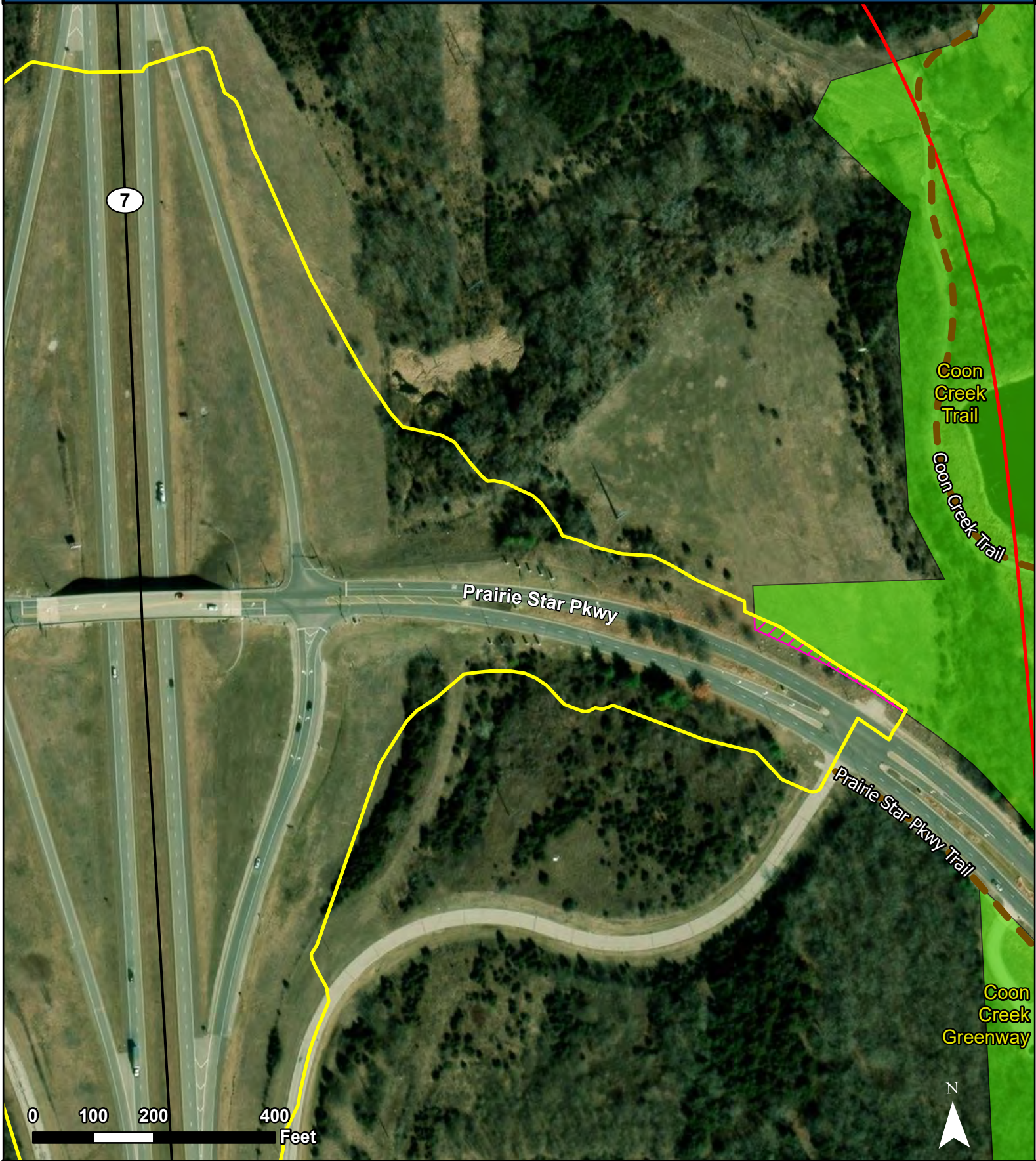
▶ FHWA CONCURRENCE POINT

Step 5: What documentation is needed?






The portion of the Section 4(f) resource to be impacted is not actively used by park patrons. It is an open space area with no recreational facilities. The public notice and comment requirements would be met through the requirements of the NEPA environmental assessment (EA) documentation process currently underway; however, the Section 4(f) review will require a 45 day comment period instead of the 30 day comment period for the EA. All received comments and responses would be documented within the administrative record produced for the EA, and written concurrence from the City of Lenexa, KDOT, and FHWA would be obtained. As a result, a de minimis finding is appropriate and a formal Section 4(f) evaluation is not required.

▶ FHWA CONCURRENCE POINT

K-10 Corridor Section 4(f) - Coon Creek Trail/Greenway



K-10 Capacity Improvements
KDOT # 10-46 KA-6549-01

-  Study Area
-  Construction Limits
-  Coon Creek Greenway
-  Park Impacts
-  Coon Creek Trail

Kansas
Department of Transportation

 **KTO** CORRIDOR

Section 4(f) Decision Process K-10 Capacity Improvements EA K-10 Trail

Overview

The potential Section 4(f) property is the K-10 Trail. The K-10 Capacity Improvements project Preferred Alternative will impact the K-10 Trail. The K-10 Trail is within right-of-way parcels owned by KDOT and the City of Lenexa with the City of Lenexa responsible for managing the trail.

It is the contention of the Kansas Department of Transportation that:

- The K-10 Trail is a 4(f) resource;
- The construction of the Lone Elm Road/K-10 interchange will cause a realignment of the K-10 Trail due to the addition of a K-10 westbound off-ramp to Lone Elm Road which will shorten the trail by approximately 130 feet. However, approximately 1,135 feet of additional sidewalk will be constructed on the west side of Lone Elm Road connecting to the trail;
- The reconfiguration of the Woodland Road/K-10 interchange will cause grading impacts to the K-10 Trail causing the trail alignment to shift to the northwest in the vicinity of Woodland Road;
- Impacts to the K-10 Trail cannot be avoided;
- Impacts are minimized by utilizing the minimum amount of property necessary for construction of the K-10 Capacity Improvements Preferred Alternative;
- *A de minimis* impact finding is appropriate.

Step 1: Is it 4(f)?

The K-10 Trail is a multi-use trail on the north side of K-10 from Woodland Road to Lone Elm Road. The trail totals 1.5 miles and is classified as a Shared Use Path by the Mid-America Regional Council. This trail is ten feet in width and has no additional recreational amenities.

► FHWA CONCURRENCE POINT

Step 2: Is there a use of the 4(f) property?

Approximately 3,472 feet of the K-10 Trail will be impacted due to grading and contouring improvements associated with the widening of K-10 between Woodland Road and Lone Elm Road and the construction of the K-10/Lone Elm Road interchange. These impacts include the realignment of the K-10 Trail as it begins to approach Lone Elm Road to accommodate the addition of the K-10 off-ramp to Lone Elm Road and the slight realignment of the section of trail that connects to the Woodland Road Trail.

The K-10 Trail will be realigned along the west end where it crosses Lone Elm Road. Instead of crossing Lone Elm Road, the trail will continue along the east side of Lone Elm Road, connecting to the sidewalk on the south side of 101st Street. However, a new sidewalk will be constructed along the west side of Lone Elm Road which will allow for an additional path for pedestrians. Temporary closures will also impact

recreational use of the trail during construction. No recreational uses will be permanently impacted by the K-10 Capacity Improvements Preferred Alternative.

▶ FHWA CONCURRENCE POINT

Step 3: Can the 4(f) property be avoided?

The widening of K-10 and construction of the Lone Elm Road/K-10 interchange and the trail running adjacent to K-10 make impacts to the K-10 Trail unavoidable except with a no-build option.

▶ FHWA CONCURRENCE POINT

Step 4: Can the impacts to the 4(f) property be minimized?

The impacts to the K-10 Trail have been minimized by impacting the minimum amount of property necessary to construct the improvements to K-10 and the Lone Elm/K-10 interchange. The length of temporary closure of the trail will be minimized through project scheduling.

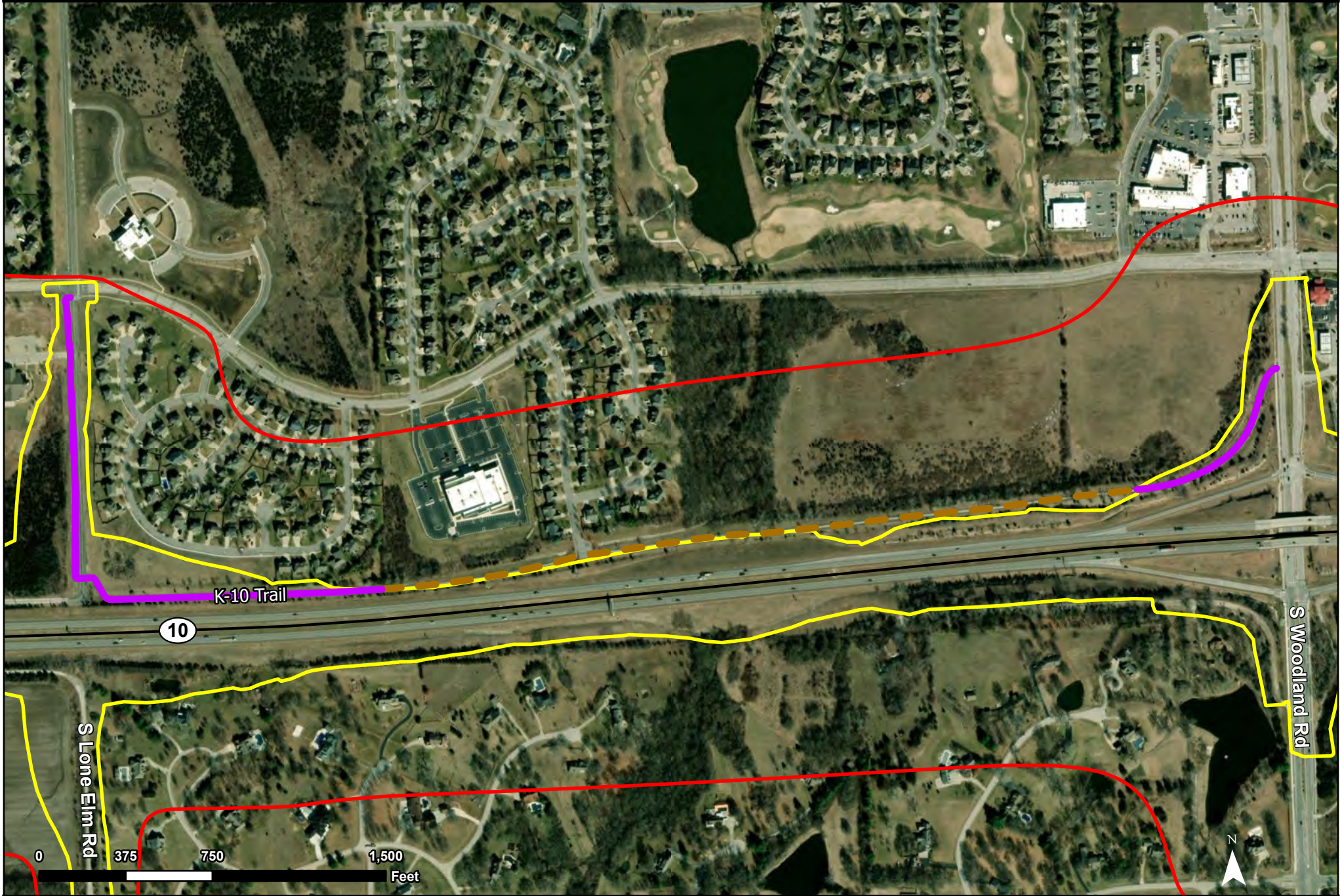
▶ FHWA CONCURRENCE POINT

Step 5: What documentation is needed?

Portions of the Section 4(f) resource to be impacted will be permanently realigned and will experience temporary closures during construction. It is a multi-use trail containing no additional recreational amenities. The public notice and comment requirements would be met through the requirements of the NEPA environmental assessment (EA) documentation process currently underway; however, the Section 4(f) review will require a 45 day comment period instead of the 30 day comment period for the EA. All received comments and responses would be documented within the administrative record produced for the EA, and written concurrence from the City of Lenexa, KDOT, and FHWA would be obtained. As a result, a de minimis finding is appropriate and a formal Section 4(f) evaluation is not required.

▶ FHWA CONCURRENCE POINT

K-10 Corridor Section 4(f) - K-10 Trail



K-10 Capacity Improvements

KDOT # 10-46 KA-6549-01

-  Study Area
-  Construction Limits
-  K-10 Trail
-  Trail Impacts



Section 4(f) Decision Process K-10 Capacity Improvements EA Woodland Road Trail

Overview

The potential Section 4(f) property is the Woodland Road Trail. The K-10 Capacity Improvements project Preferred Alternative will impact the Woodland Road Trail. The Woodland Road Trail is within right-of-way owned by the KDOT with the City of Lenexa responsible for managing the trail.

It is the contention of the Kansas Department of Transportation that:

- The Woodland Road Trail is a 4(f) resource;
- The reconfiguration of the Woodland Road/K-10 interchange will require an eastward shift of the trail as it passes through the interchange;
- Impacts to the Woodland Road Trail cannot be avoided;
- Impacts are minimized by utilizing the minimum amount of property necessary for construction of the K-10 Capacity Improvements Preferred Alternative;
- *A de minimis* impact finding is appropriate.

Step 1: Is it 4(f)?

The Woodland Road Trail is located along the west side of Woodland Road and is split into two segments. The northern segment is approximately 0.7 miles long and runs south from W. 91st Street. The southern segment is approximately 0.2 miles long and runs north through the Woodland Road/K-10 interchange until it connects with the K-10 Trail. The trail totals 0.9 miles and is classified as a Shared Use Path by the Mid-America Regional Council. The trail consists of a ten-foot-wide shared use sidewalk and has no recreational facilities.

► FHWA CONCURRENCE POINT

Step 2: Is there a use of the 4(f) property?

Approximately 971 feet of the Woodland Road Trail will be impacted due to grading and contouring associated with the reconfiguration of the Woodland Road/K-10 interchange. These impacts include shifting the section of the trail that runs through the interchange approximately 50 feet to the east to accommodate the interchange reconfiguration. The trail will travel through the center of the interchange and return to the west side of Woodland Road north of K-10. Temporary closures will impact recreational use of the trail during construction. No recreational uses will be permanently impacted by the K-10 Capacity Improvements Preferred Alternative.

► FHWA CONCURRENCE POINT

Step 3: Can the 4(f) property be avoided?

The reconfiguration of the Woodland Road/K-10 interchange is necessary to improve the safety along the K-10 corridor and makes avoidance of impacts to the Woodland Road Trail impossible and not practical.

▶ FHWA CONCURRENCE POINT

Step 4: Can the impacts to the 4(f) property be minimized?

The impacts to the Woodland Road Trail have been minimized by impacting the minimum amount of property necessary to reconfigure the Woodland Road/K-10 interchange. The length of temporary closure of the trail will be minimized through project scheduling.

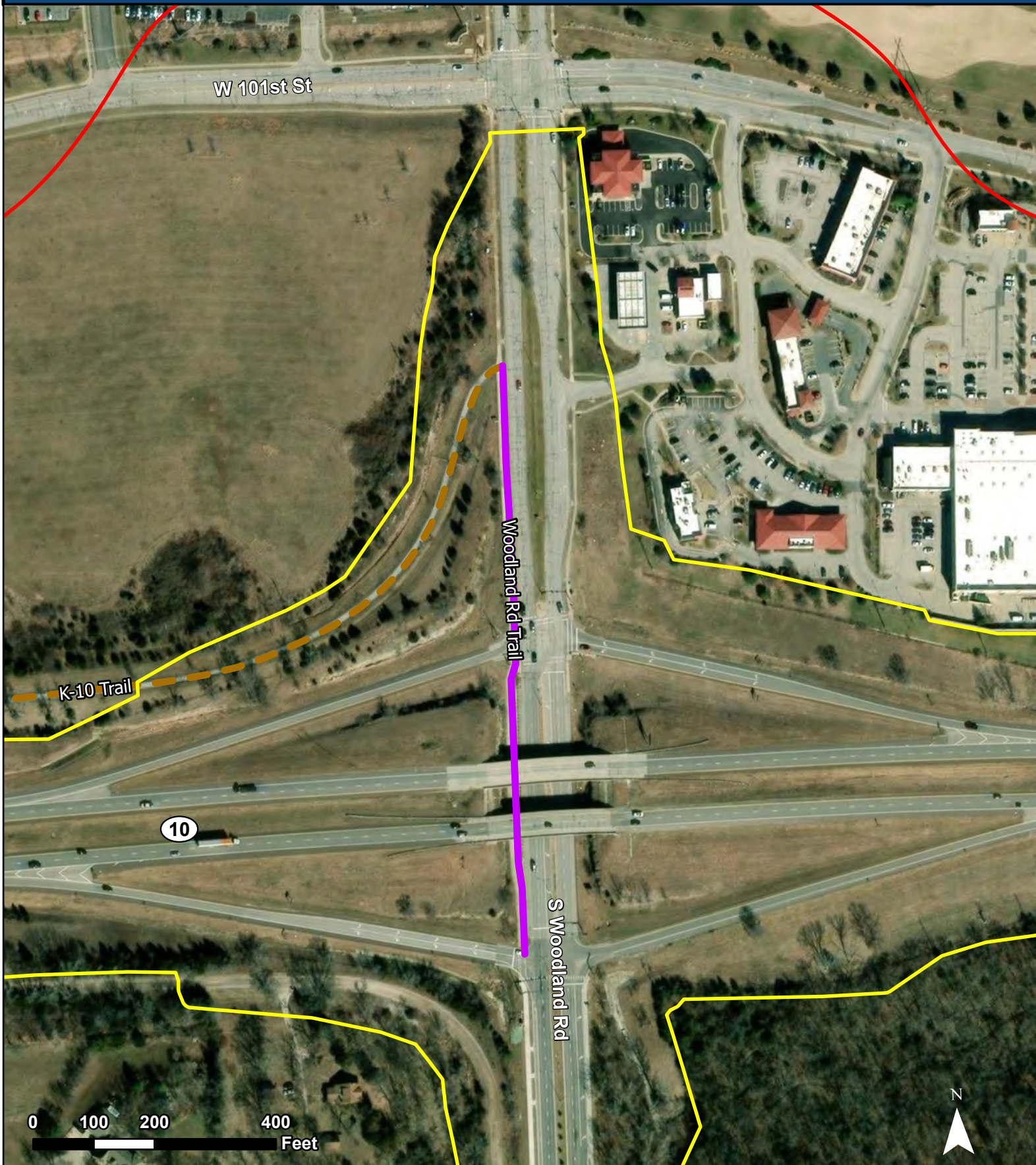
▶ FHWA CONCURRENCE POINT

Step 5: What documentation is needed?

The portion of the Section 4(f) resource to be impacted will be permanently realigned and will experience temporary closures during construction. It is a multi-use trail containing no additional recreational amenities. The public notice and comment requirements would be met through the requirements of the NEPA environmental assessment (EA) documentation process currently underway; however, the Section 4(f) review will require a 45 day comment period instead of the 30 day comment period for the EA. All received comments and responses would be documented within the administrative record produced for the EA, and written concurrence from the City of Lenexa, KDOT, and FHWA would be obtained. As a result, a de minimis finding is appropriate and a formal Section 4(f) evaluation is not required.

▶ FHWA CONCURRENCE POINT

K-10 Corridor Section 4(f) - Woodland Road Trail



K-10 Capacity Improvements
KDOT # 10-46 KA-6549-01

-  Study Area
-  Construction Limits
-  Trail
-  Trail Impacts



Section 4(f) Decision Process K-10 Capacity Improvements EA 95th Street Trail

Overview

The potential Section 4(f) property is the 95th Street Trail. The K-10 Capacity Improvements project Preferred Alternative will impact the 95th Street Trail. The 95th Street Trail is within right-of-way parcels owned by KDOT and the City of Lenexa with the City of Lenexa responsible for managing the trail.

It is the contention of the Kansas Department of Transportation that:

- The 95th Street Trail is a 4(f) resource;
- The improvements to the 95th Street/I-435 interchange and the replacement of the 95th Street bridge spanning I-435 will require slightly shifting the trail to the north by approximately 5-10 feet and shorten the trail approximately 10 feet;
- Impacts to the 95th Street Trail cannot be avoided;
- Impacts are minimized by utilizing the minimum amount of property necessary for construction of the K-10 Capacity Improvements Preferred Alternative;
- A *de minimis* impact finding is appropriate.

Step 1: Is it 4(f)?

The 95th Street Trail is a multi-use trail on the north side of W. 95th Street. The trail totals 1.7 miles and is classified as a Shared Use Path by the Mid-America Regional Council. It consists of a shared use sidewalk eight feet in width on the north side of 95th Street, adjacent to the westbound traffic lanes and has no additional recreational amenities. The 95th Street Trail connects to the Prairie Star Parkway and Renner Road trails.

► FHWA CONCURRENCE POINT

Step 2: Is there a use of the 4(f) property?

Approximately 2,117.1 feet of the 95th Street Trail will be impacted due to grading and contouring improvements to 95th Street west of Loiret Boulevard. These impacts include the re-alignment of the trail slightly to the north (approximately 5 -10 feet) to accommodate improvements to the 95th Street/I-435 interchange to include the addition of an I-435 southbound off-ramp to 95th Street and an I-435 southbound on-ramp from 95th Street. Temporary closures will impact recreational use of the trail during construction. No recreational uses will be permanently impacted by the K-10 Capacity Improvements Preferred Alternative.

► FHWA CONCURRENCE POINT

Step 3: Can the 4(f) property be avoided?

The improvements to the 95th Street/I-435 interchange are necessary to improve the safety along the K-10 corridor. The proximity of the trail to 95th Street makes avoidance of impacts to the trail impossible.

▶ FHWA CONCURRENCE POINT

Step 4: Can the impacts to the 4(f) property be minimized?

The impacts to the 95th Street Trail have been minimized by impacting the minimum amount of property necessary to construct the improvements to the 95th Street/I-435 interchange. The length of temporary closure of the trail will be minimized through project scheduling.

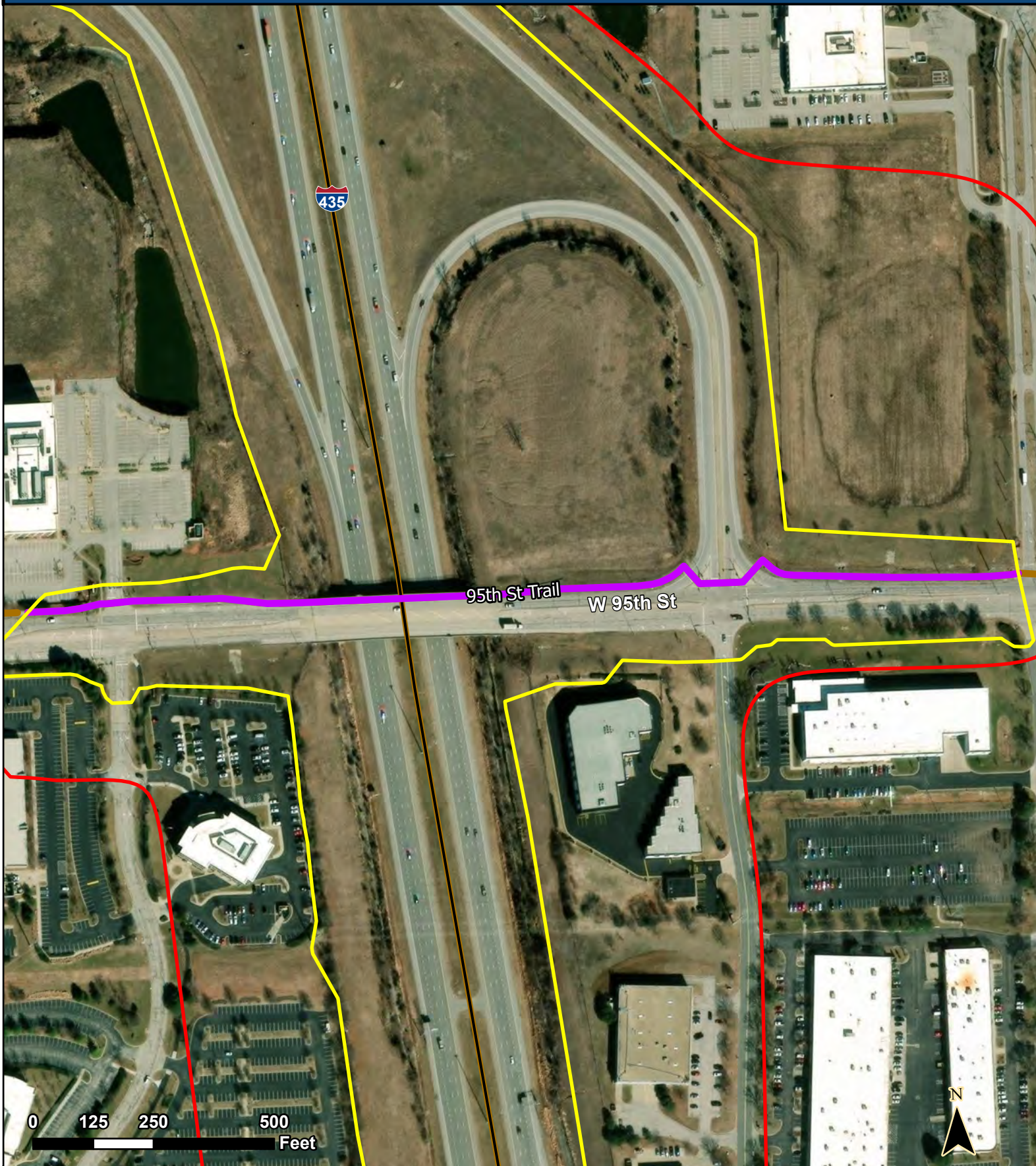
▶ FHWA CONCURRENCE POINT

Step 5: What documentation is needed?

The portion of the Section 4(f) resource to be impacted will be permanently realigned and will experience temporary closures during construction. It is a multi-use trail containing no additional recreational amenities. The public notice and comment requirements would be met through the requirements of the NEPA environmental assessment (EA) documentation process currently underway; however, the Section 4(f) review will require a 45 day comment period instead of the 30 day comment period for the EA. All received comments and responses would be documented within the administrative record produced for the EA, and written concurrence from the City of Lenexa, KDOT, and FHWA would be obtained. As a result, a de minimis finding is appropriate and a formal Section 4(f) evaluation is not required.

▶ FHWA CONCURRENCE POINT

K-10 Corridor Section 4(f) - 95th Street Trail



K-10 Capacity Improvements
KDOT # 10-46 KA-6549-01

-  Study Area
-  Construction Limits
-  95th Street Trail
-  Trail Impacts

Section 4(f) Decision Process K-10 Capacity Improvements EA College Boulevard Trail

Overview

The potential Section 4(f) property is the College Boulevard Trail. The K-10 Capacity Improvements project Preferred Alternative will impact the College Boulevard Trail. The College Boulevard Trail is within right-of-way owned by KDOT with the City of Olathe responsible for managing the trail.

It is the contention of the Kansas Department of Transportation that:

- The College Boulevard Trail is a 4(f) resource;
- The grading associated with the K-7 southbound off-ramp to College Boulevard will require temporary impacts to the College Boulevard Trail;
- Impacts to the College Boulevard Trail cannot be avoided;
- Impacts are minimized by utilizing the minimum amount of property necessary for construction of the K-10 Capacity Improvements Preferred Alternative;
- A *de minimis* impact finding is appropriate.

Step 1: Is it 4(f)?

The College Boulevard Trail is a multi-use 2.9-mile-long trail. It is classified as a Shared Use Path by the Mid-America Regional Council. The trail runs on the north and south sides of College Boulevard between S. Lone Elm Road to the west and Renner Boulevard to the east. The trail consists of a ten-foot-wide shared use sidewalk and connects to the South Lone Elm Road, Woodland Road, and Gary L. Haller trails.

► FHWA CONCURRENCE POINT

Step 2: Is there a use of the 4(f) property?

Approximately 38 feet of the College Boulevard Trail will be impacted due to grading associated with the K-7 southbound off-ramp to College Boulevard. These impacts will be temporary. The trail will be reconstructed in place after the construction of the K-7 southbound off-ramp is completed. Temporary closures will impact recreational use of the trail during construction. No recreational uses will be permanently impacted by the K-10 Capacity Improvements Preferred Alternative.

► FHWA CONCURRENCE POINT

Step 3: Can the 4(f) property be avoided?

The construction of the K-7 southbound off-ramp to College Boulevard is necessary to improve the safety along the K-10 corridor. The impacts to the College Boulevard Trail can't be avoided due to the proximity to the current K-7 southbound off-ramp to College Boulevard.

▶ FHWA CONCURRENCE POINT

Step 4: Can the impacts to the 4(f) property be minimized?

The impacts to the College Boulevard Trail have been minimized by impacting the minimum amount of property necessary to construct the K-7 southbound off-ramp to College Boulevard. The length of temporary closure of the trail will be minimized through project scheduling.

▶ FHWA CONCURRENCE POINT

Step 5: What documentation is needed?




The portion of the Section 4(f) resource to be impacted will be replaced in kind with no changes to the alignment. It is a multi-use trail containing no additional recreational amenities. The public notice and comment requirements would be met through the requirements of the NEPA environmental assessment (EA) documentation process currently underway; however, the Section 4(f) review will require a 45 day comment period instead of the 30 day comment period for the EA. All received comments and responses would be documented within the administrative record produced for the EA, and written concurrence from the City of Olathe, KDOT, and FHWA would be obtained. As a result, a de minimis finding is appropriate and a formal Section 4(f) evaluation is not required.

▶ FHWA CONCURRENCE POINT

K-10 Corridor Section 4(f) - College Boulevard Trail



K-10 Capacity Improvements
KDOT # 10-46 KA-6549-01

-  Study Area
-  Construction Limits
-  College Blvd Trail
-  Trail Impacts



Section 4(f) Decision Process K-10 Capacity Improvements EA Woodland Road Bike Lane

Overview

The potential Section 4(f) property is the Woodland Road Bike Lane. The K-10 Capacity Improvements project Preferred Alternative will impact the Woodland Road Bike Lane. The Woodland Road Bike Lane is a designated bike lane with separate striping on Woodland Road from K-10 to Northgate Street and is within right-of-way owned by the KDOT. The City of Olathe maintains the Bike Lane.

It is the contention of the Kansas Department of Transportation that:

- The Woodland Road Bike Lane is a 4(f) resource;
- The reconfiguration of the Woodland Road/K-10 interchange will require closing the bike lane until construction is completed;
- Impacts to the Woodland Road Bike Lane cannot be avoided;
- Impacts are minimized by utilizing the minimum amount of property necessary for construction of the K-10 Capacity Improvements Preferred Alternative;
- A *de minimis* impact finding is appropriate.

Step 1: Is it 4(f)?

The Woodland Road Bike Lane is a five-foot-wide dedicated on-road bike lane identified by a solid white stripe along the outside lanes of Woodland Road and bike lane pavement markings. It extends from K-10 south to Northgate Road. There are no additional recreational facilities within the bike lane. The bike lane is not specifically designated for transportation recreational use by the City of Olathe therefore, it has the potential to be a recreational resource and qualify as a 4(f) resource.

► FHWA CONCURRENCE POINT

Step 2: Is there a use of the 4(f) property?

Approximately 628 feet of the Woodland Road Bike Lane will be impacted due to grading and contouring associated with the reconfiguration of the Woodland Road/K-10 interchange. The alignment of the bike lane will be modified to match that of the roadway within the reconfigured interchange. Temporary closures will impact recreational use of the bike lane during construction. No recreational uses will be permanently impacted by the K-10 Capacity Improvements Preferred Alternative.

► FHWA CONCURRENCE POINT

Step 3: Can the 4(f) property be avoided?

The reconfiguration of the Woodland Road/K-10 interchange is necessary to improve the safety along the K-10 corridor and makes avoidance of impacts to the Woodland Road Bike Lane impossible and not practical.

▶ FHWA CONCURRENCE POINT

Step 4: Can the impacts to the 4(f) property be minimized?

The impacts to the Woodland Road Bike Lane have been minimized by impacting the minimum amount of property necessary to reconfigure the Woodland Road/K-10 interchange. The length of temporary closure of the bike lane will be minimized through project scheduling.

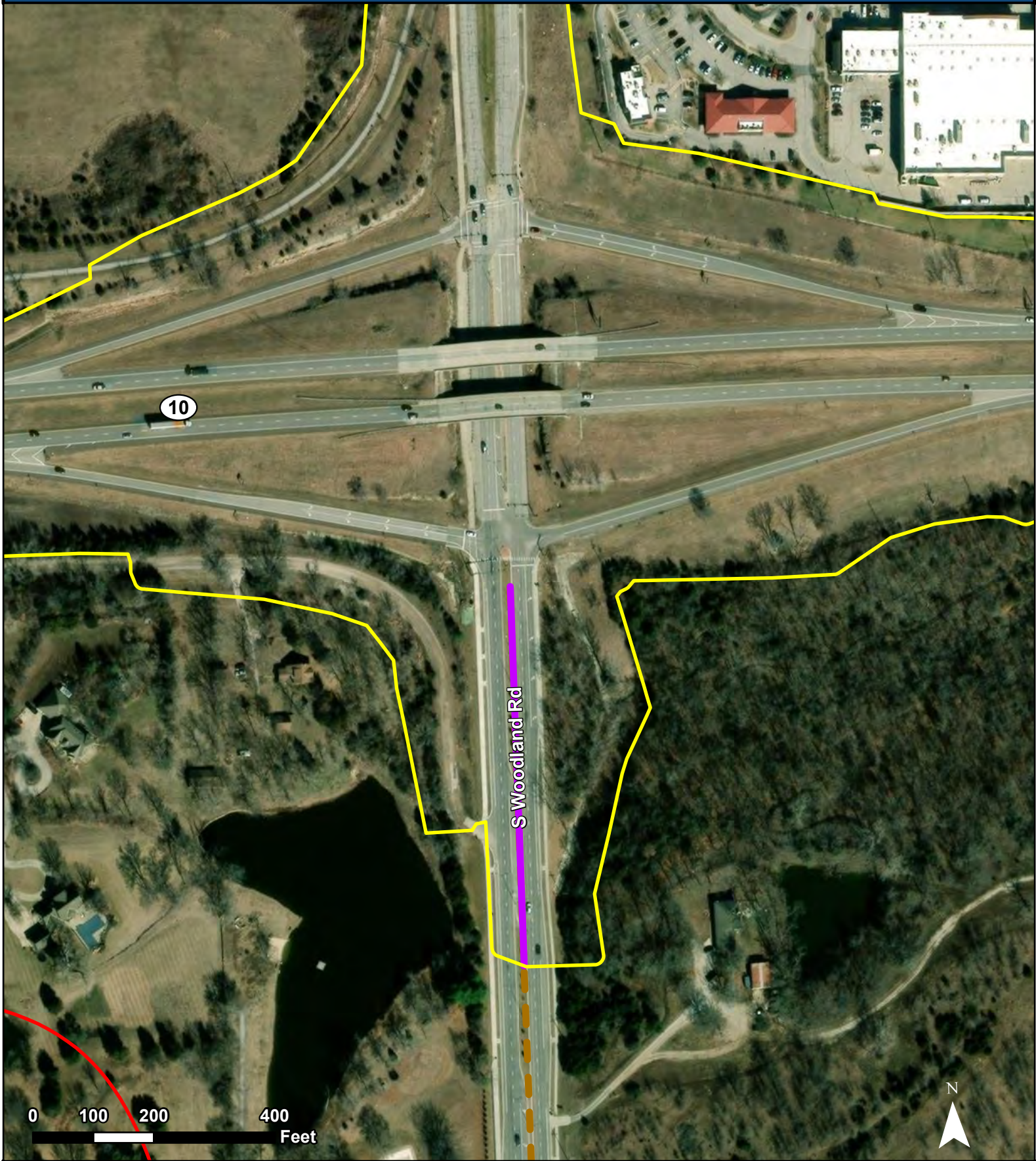
▶ FHWA CONCURRENCE POINT

Step 5: What documentation is needed?





The portion of the Section 4(f) resource to be impacted will be permanently realigned and will experience temporary closures during construction. It is a dedicated on-road bike lane containing no additional recreational amenities. The public notice and comment requirements would be met through the requirements of the NEPA environmental assessment (EA) documentation process currently underway; however, the Section 4(f) review will require a 45 day comment period instead of the 30 day comment period for the EA. All received comments and responses would be documented within the administrative record produced for the EA, and written concurrence from the City of Olathe, KDOT, and FHWA would be obtained. As a result, a *de minimis* finding is appropriate and a formal Section 4(f) evaluation is not required.

▶ FHWA CONCURRENCE POINT

K-10 Corridor Section 4(f) - Woodland Road Bike Lane



K-10 Capacity Improvements
KDOT # 10-46 KA-6549-01

-  Study Area
-  Construction Limits
-  Bike Lane Impacts
-  Bike Lane



Section 4(f) Decision Process K-10 Capacity Improvements EA Meadowlane Trail

Overview

The potential Section 4(f) property is the Meadowlane Trail. The K-10 Capacity Improvements project Preferred Alternative will impact the Meadowlane Trail. The Meadowlane Trail is within right-of-way owned by the City of Olathe with the City of Olathe responsible for managing the trail.

It is the contention of the Kansas Department of Transportation that:

- The Meadowlane Trail is a 4(f) resource;
- The grading associated with the improvements to S Lone Elm Road will require temporary impacts to the Meadowlane Trail;
- Impacts to the Meadowlane Trail cannot be avoided;
- Impacts are minimized by utilizing the minimum amount of property necessary for construction of the K-10 Capacity Improvements Preferred Alternative;
- A *de minimis* impact finding is appropriate.

Step 1: Is it 4(f)?

The Meadowlane Trail is a multi-use trail and is classified as an asphalt trail by the city of Olathe and a Shared Use Path by MARC. The trail is split into two portions. The western portion travels behind two residential developments and is a 1.2-mile-long, ten-foot-wide asphalt trail that connects to the South Lone Elm Road and W 107th Street trails. The eastern portion is located off W 106th Street and is a 0.5-mile-long asphalt trail that connects to the Meadowlane Greenway.

► FHWA CONCURRENCE POINT

Step 2: Is there a use of the 4(f) property?

Approximately 282 feet of the Meadowlane Trail will be impacted due to grading associated with improvements to S Lone Elm Road. The trail will be reconstructed in place after the construction of the improvements to S Lone Elm Road are completed. Temporary closures will impact recreational use of the trail during construction. No recreational uses will be permanently impacted by the K-10 Capacity Improvements Preferred Alternative.

► FHWA CONCURRENCE POINT

Step 3: Can the 4(f) property be avoided?

Due to the proximity of the trail to S Lone Elm Road, the impacts to the Meadowlane Trail are unavoidable.

► FHWA CONCURRENCE POINT

Step 4: Can the impacts to the 4(f) property be minimized?

The impacts to the Meadowlane Trail have been minimized by impacting the minimum amount of property necessary to construct the improvements to S Lone Elm Road. The length of temporary closure of the trail will be minimized through project scheduling.

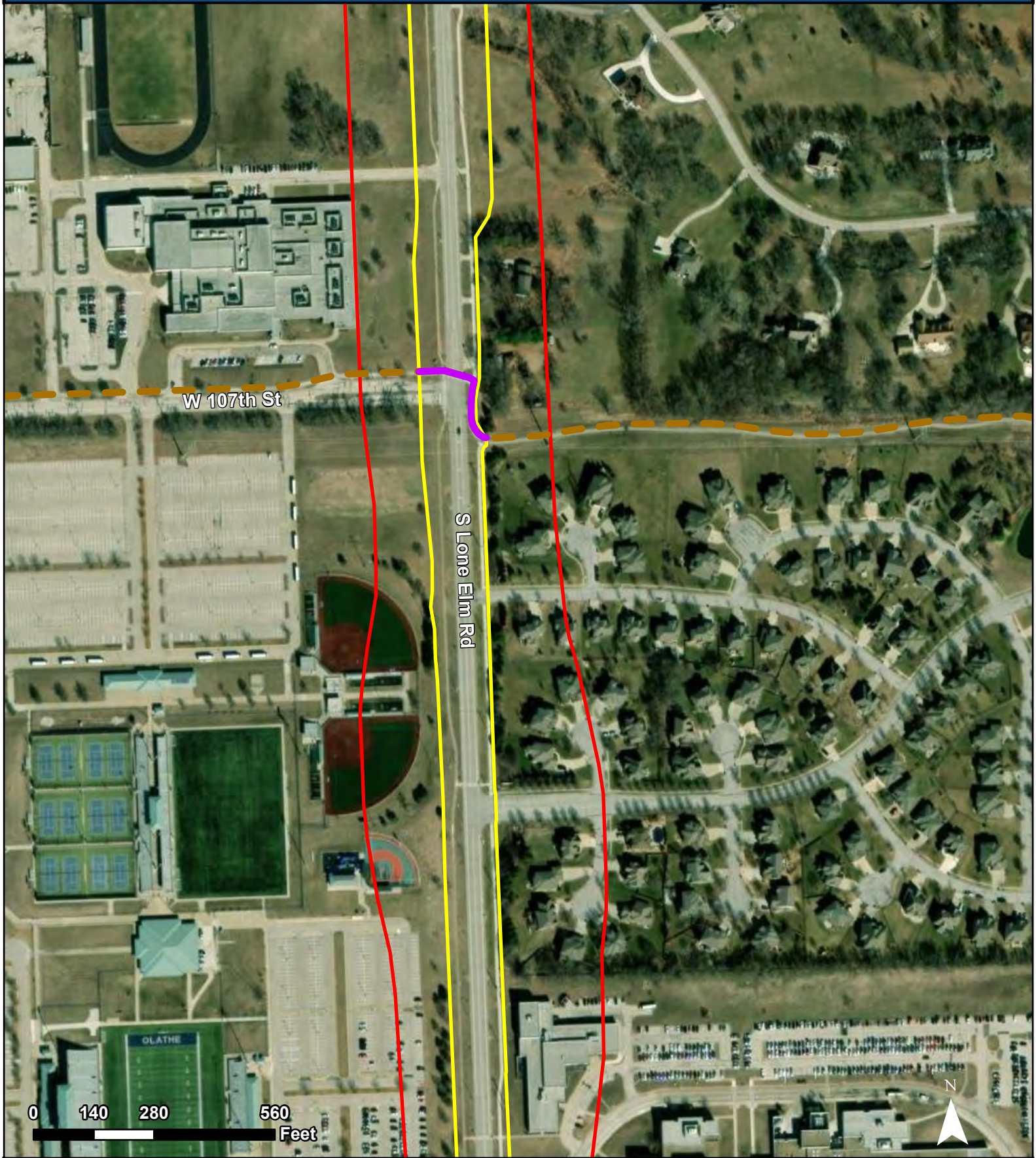
► FHWA CONCURRENCE POINT

Step 5: What documentation is needed?





The portion of the Section 4(f) resource to be impacted will be replaced in kind with no changes to the alignment. It is a multi-use trail containing no additional recreational amenities. The public notice and comment requirements would be met through the requirements of the NEPA environmental assessment (EA) documentation process currently underway; however, the Section 4(f) review will require a 45 day comment period instead of the 30 day comment period for the EA. All received comments and responses would be documented within the administrative record produced for the EA, and written concurrence from the City of Olathe, KDOT, and FHWA would be obtained. As a result, a de minimis finding is appropriate and a formal Section 4(f) evaluation is not required.

► FHWA CONCURRENCE POINT

K-10 Corridor Section 4(f) - Meadowlane Trail



K-10 Capacity Improvements
KDOT # 10-46 KA-6549-01

-  Study Area
-  Construction Limits
-  Trail
-  Trail Impacts



Section 4(f) Decision Process

K-10 Capacity Improvements EA

S Lone Elm Road Shared Use Path and Bike Lane

Overview

The potential Section 4(f) properties are the the S Lone Elm Road shared use path and bike lane. The K-10 Capacity Improvements project Preferred Alternative will impact the S Lone Elm Road shared use path and bike lane. The S Lone Elm Road shared use path is within right-of-way owned by the City of Olathe with the City of Olathe responsible for managing the shared use path.

It is the contention of the Kansas Department of Transportation that:

- The S Lone Elm Road shared use path and bike lane are 4(f) resources;
- The construction of the K-10/Lone Elm Road interchange and widening of S Lone Elm Road will require temporary closure of the shared use path during construction;
- Impacts to the S Lone Elm Road shared use path cannot be avoided;
- Impacts are minimized by utilizing the minimum amount of property necessary for construction of the K-10 Capacity Improvements Preferred Alternative;
- A *de minimis* impact finding is appropriate.

Step 1: Is it 4(f)?

The S Lone Elm Road shared use path is an eight-foot-wide path adjacent to the east side of S Lone Elm Road. It begins approximately 0.2 miles north of W 107th Street and continues south to College Boulevard. The S Lone Elm Road Bike Lane is a designated bike lane with separate striping. It is located along both sides of the roadway and consists of two marked segments separated by segments of S Lone Elm Road without a marked bike lane. There are no additional recreational facilities within the shared use path or bike lane.

► FHWA CONCURRENCE POINT

Step 2: Is there a use of the 4(f) property?

Approximately 2,924 feet of the S Lone Elm Road shared use path and 1,926 feet of the S Lone Elm Bike Lane will be impacted due to grading and contouring improvements associated with construction of the K-10/Lone Elm Road interchange and widening of S Lone Elm Road to four lanes down to College Boulevard. Temporary closures will impact recreational use of the shared use path and bike lane during construction. No recreational uses will be permanently impacted by the K-10 Capacity Improvements Preferred Alternative.

▶ **FHWA CONCURRENCE POINT**

Step 3: Can the 4(f) property be avoided?

Construction of the K-10/Lone Elm Road interchange is necessary to improve the safety along the K-10 corridor and makes avoidance of impacts to the S Lone Elm Road shared use path impossible and not practical.

▶ **FHWA CONCURRENCE POINT**

Step 4: Can the impacts to the 4(f) property be minimized?

The impacts to the S Lone Elm Road shared use path have been minimized by impacting the minimum amount of property necessary to construct the K-10/Lone Elm Road interchange and the expansion of S Lone Elm Road to four-lanes down to College Boulevard. The length of temporary closure of the shared use path will be minimized through project scheduling.

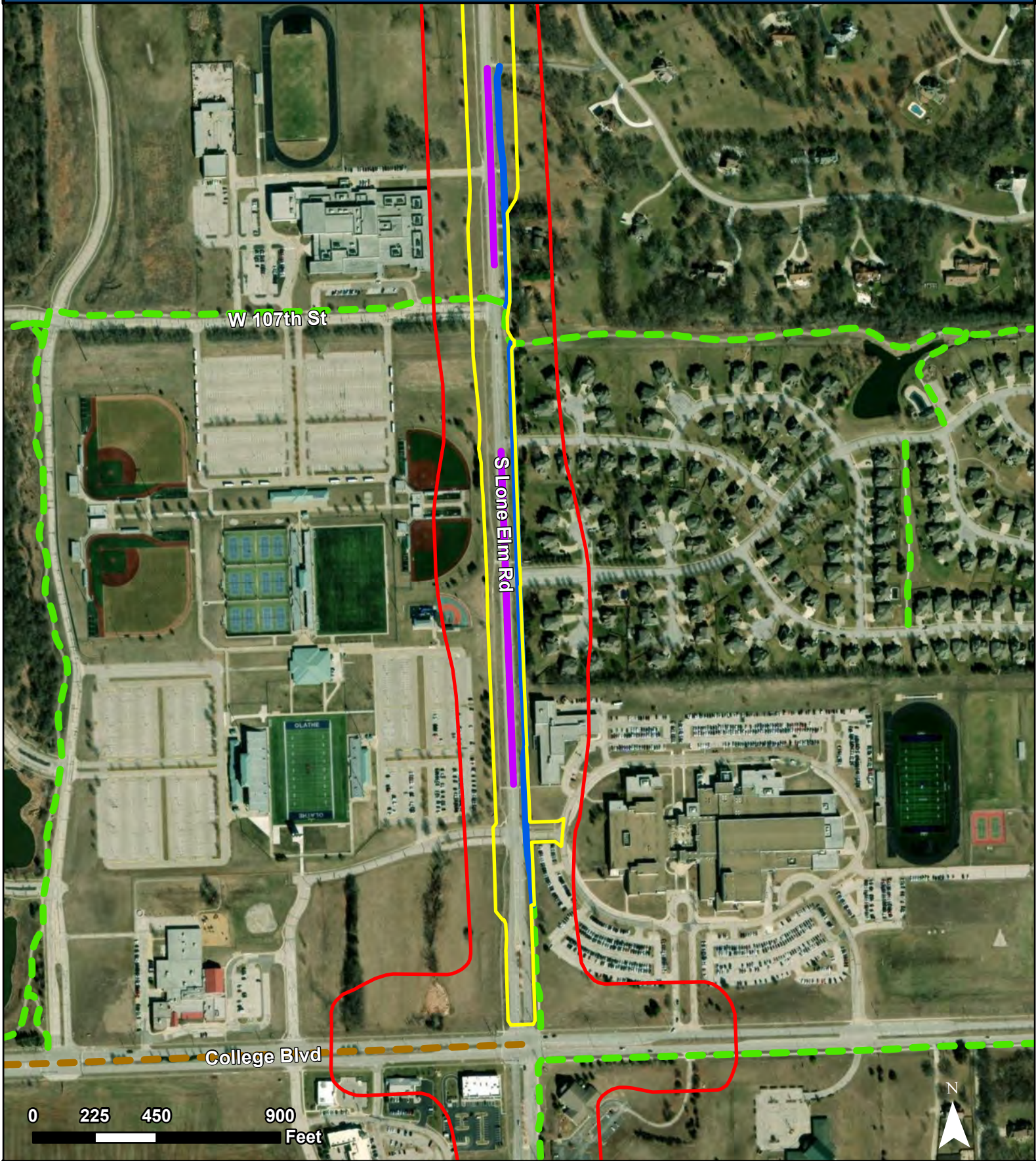
▶ **FHWA CONCURRENCE POINT**

Step 5: What documentation is needed?

The portion of the Section 4(f) resources to be impacted will experience temporary closures during construction. The resources are a shared use path adjacent to the east side of S Lone Elm Road and sections of a dedicated bike lane, neither containing additional recreational amenities. The public notice and comment requirements would be met through the requirements of the NEPA environmental assessment (EA) documentation process currently underway; however, the Section 4(f) review will require a 45 day comment period instead of the 30 day comment period for the EA. All received comments and responses would be documented within the administrative record produced for the EA, and written concurrence from the City of Olathe, KDOT, and FHWA would be obtained. As a result, a *de minimis* finding is appropriate and a formal Section 4(f) evaluation is not required.

▶ **FHWA CONCURRENCE POINT**

K-10 Corridor Section 4(f) - Lone Elm Road Shared Use Path and Bike Lane



K-10 Capacity Improvements
KDOT # 10-46 KA-6549-01

-  Study Area
-  Construction Limits
-  Bike Lane
-  Bike Lane Impacts
-  Shared Use Path Impacts
-  Shared Use Path

Section 4(f) Decision Process K-10 Capacity Improvements EA Ridgeview Road Trail

Overview

The potential Section 4(f) property is the Ridgeview Road Trail. The K-10 Capacity Improvements project Preferred Alternative will impact the Ridgeview Road Trail. The Ridgeview Road Trail is within right-of-way owned by KDOT with the City of Olathe responsible for managing the trail.

It is the contention of the Kansas Department of Transportation that:

- The Ridgeview Road Trail is a 4(f) resource;
- The Ridgeview Road Trail is located on a bridge crossing over K-10 and will not be impacted by the K-10 Capacity Improvement Preferred Alternative;
- A *No impact to Section 4(f) resources* finding is appropriate.

Step 1: Is it 4(f)?

The Ridgeview Road Trail is a 1.2-mile-long multi-use, hard surface trail. It is classified as a Shared Use Path by MARC. The trail is ten feet in width and runs adjacent to Ridgeview Road between Prairie Star Parkway to the north and K-10 to the south. The trail connects to the Prairie Star Parkway Trail to the north.

► FHWA CONCURRENCE POINT

Step 2: Is there a use of the 4(f) property?

The Ridgeview Road Trail is located on a bridge that spans K-10 and will not be impacted by the K-10 Capacity Improvements Preferred Alternative.

► FHWA CONCURRENCE POINT

Step 3: Can the 4(f) property be avoided?

The Ridgeview Road Trail will not be impacted by construction of the K-10 Capacity Improvements Preferred Alternative.

► FHWA CONCURRENCE POINT

Step 4: Can the impacts to the 4(f) property be minimized?

The Ridgeview Road Trail will not be impacted by construction of the K-10 Capacity Improvements Preferred Alternative.

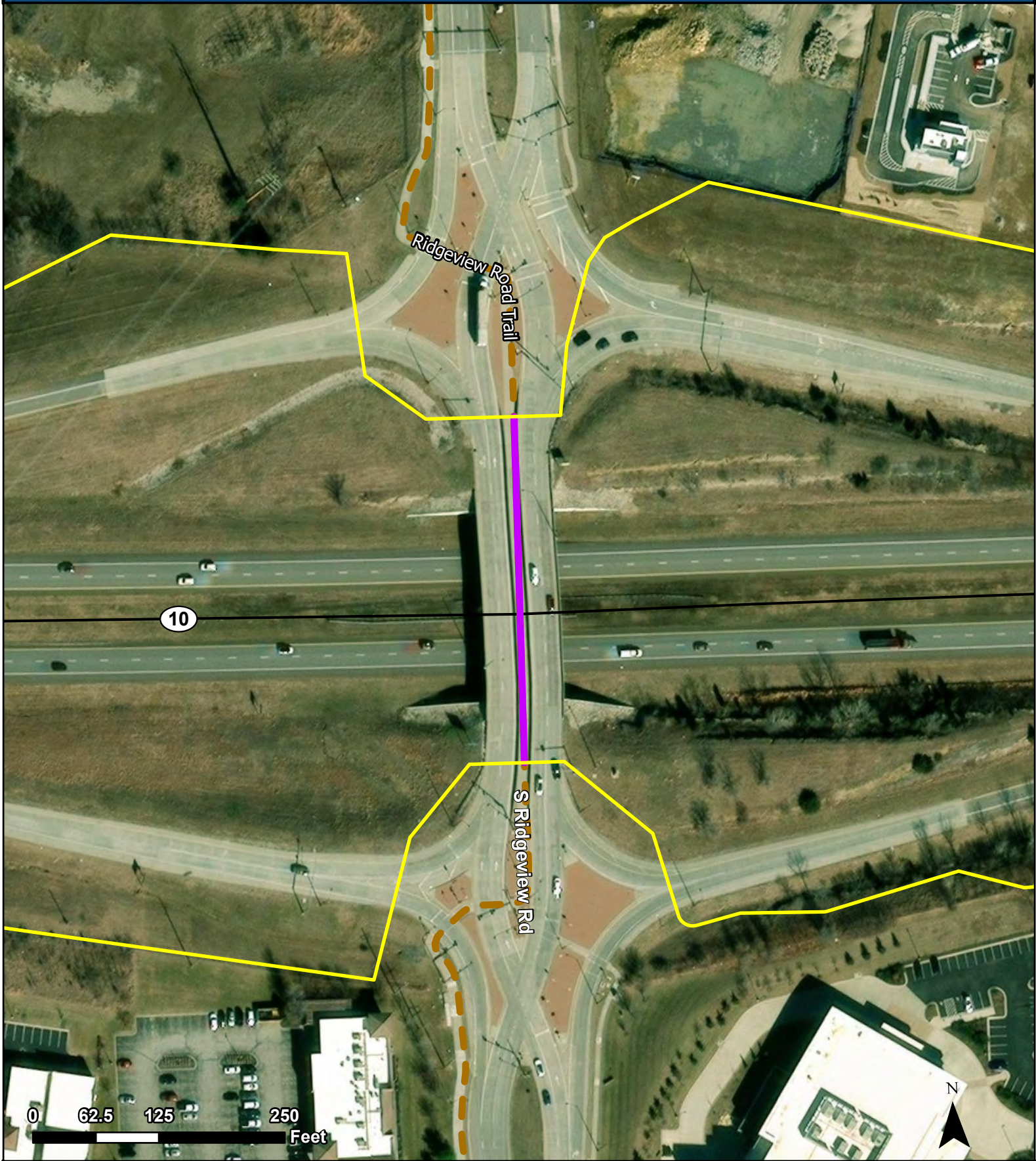
► FHWA CONCURRENCE POINT

Step 5: What documentation is needed?


There will be no impacts associated with the construction of the K-10 Capacity Improvements Preferred Alternative. As a result, a *no Section 4(f) impacts* finding is appropriate, and a formal Section 4(f) evaluation is not required.

▶ FHWA CONCURRENCE POINT

K-10 Corridor Section 4(f) - Ridgeview Road Trail



K-10 Capacity Improvements
KDOT # 10-46 KA-6549-01

-  Study Area
-  Construction Limits
-  Ridgeview Road Trail
-  Trail Impacts



Section 4(f) Decision Process K-10 Capacity Improvements EA Kill Creek Streamway Trail

Overview

The potential Section 4(f) property is the Kill Creek Streamway Trail. The K-10 Capacity Improvements project Preferred Alternative will not directly impact the Kill Creek Streamway Trail. The Kill Creek Streamway Trail is within right-of-way owned by KDOT with the Johnson County Parks and Recreation Department responsible for managing the trail.

It is the contention of the Kansas Department of Transportation that:

- The Kill Creek Streamway Trail is a 4(f) resource;
- The widening of K-10 will require replacing the bridges that cross over the trail and Kill Creek;
- Temporary closure of the Kill Creek Streamway Trail cannot be avoided;
- Impacts are minimized by ensuring the trail property is not directly impacted by the construction of the K-10 Capacity Improvements Preferred Alternative;
- A *de minimis* impact finding is appropriate.

Step 1: Is it 4(f)?

The Kill Creek Streamway Trail, sections of which are located within the Kill Creek Streamway Park, is split into two sections totaling approximately 8.9 miles and is classified as a Shared Use Path by MARC. The northern section of the trail crosses the study area and is approximately three mile-long. This trail is ten feet wide and connects to the Lexington Avenue Trail to the north. The section of the trail impacted by construction of the Preferred Alternative is not located within the boundary of the Kill Creek Streamway Park.

► FHWA CONCURRENCE POINT

Step 2: Is there a use of the 4(f) property?

Approximately 262 feet of the Kill Creek Streamway Trail will be temporarily impacted due to the widening of K-10 requiring replacement of the bridges that cross Kill Creek and the Kill Creek Streamway Trail. These impacts include the temporary closure of the trail during the replacement of the K-10 bridges over the trail. Temporary closures will impact recreational use of the trail during construction. No recreational uses will be permanently impacted by the K-10 Capacity Improvements Preferred Alternative.

► **FHWA CONCURRENCE POINT**

Step 3: Can the 4(f) property be avoided?

Replacement of the K-10 bridges that cross the trail is necessary to accommodate the widening of K-10.

► **FHWA CONCURRENCE POINT**

Step 4: Can the impacts to the 4(f) property be minimized?

The impacts to the Kill Creek Streamway Trail have been minimized by limiting the impacts to temporary trail closures and not physically impacting the trail. The trail will only be closed during the replacement of the bridges that carry K-10 over Kill Creek and will be minimized through project scheduling. To minimize the impact of construction on trail users, a temporary structure with safety lighting will be provided to allow use of the trail during construction. The temporary structure will allow the trail to remain open during project construction, except during certain overhead construction activities, such as girder placement. The trail closures will be coordinated with Johnson County Parks and Recreation Department, will occur overnight, and will be short-term in nature. Prior to any necessary trail closures, the public will be notified and trail closure signs will be posted on the north and south sides of K-10.

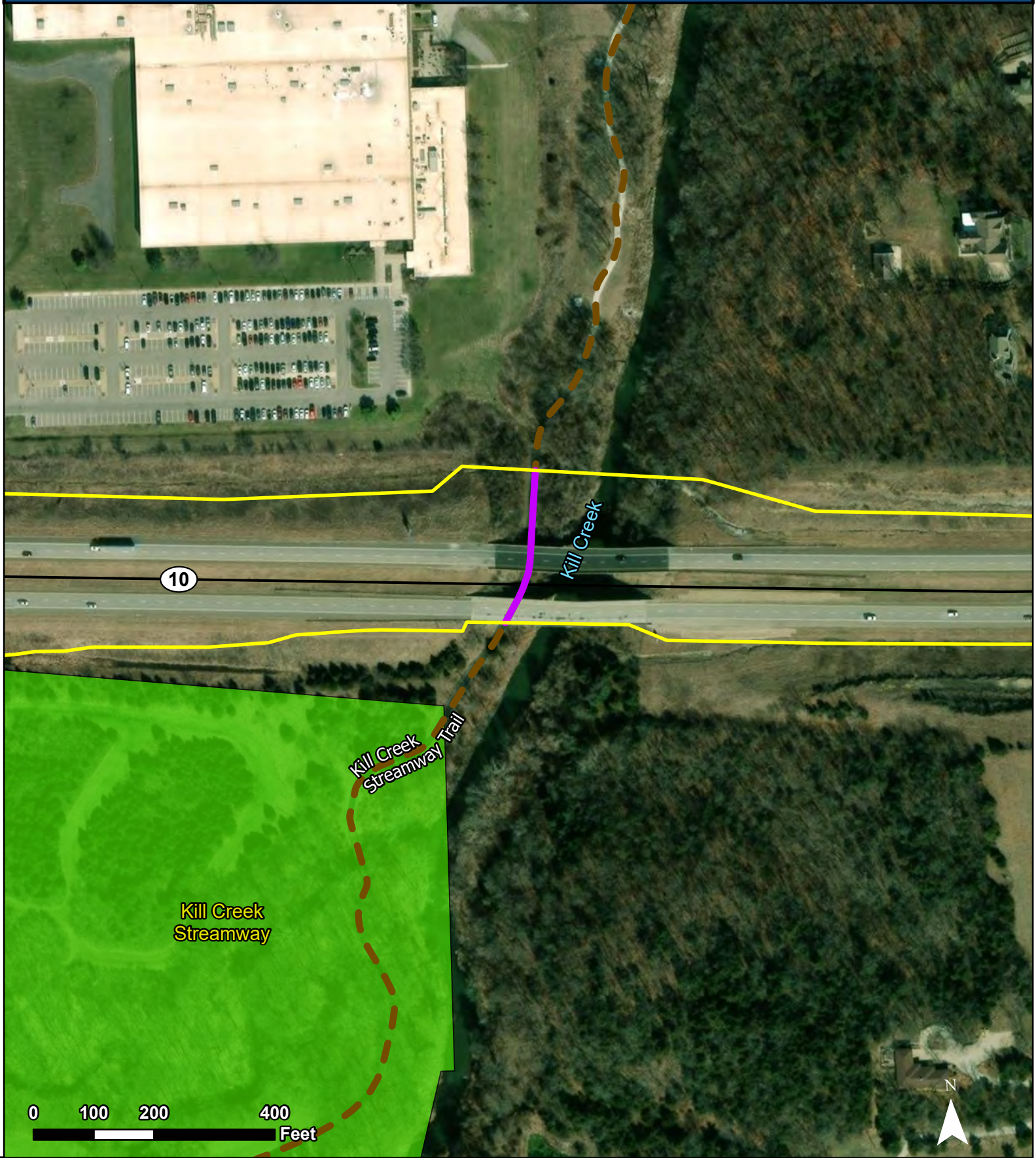
► **FHWA CONCURRENCE POINT**

Step 5: What documentation is needed?






The portion of the Section 4(f) resource to be impacted will experience temporary closures during construction. It is a multi-use trail containing no additional recreational amenities. The public notice and comment requirements would be met through the requirements of the NEPA environmental assessment (EA) documentation process currently underway; however, the Section 4(f) review will require a 45 day comment period instead of the 30 day comment period for the EA. All received comments and responses would be documented within the administrative record produced for the EA, and written concurrence from the Johnson County Parks and Recreation Department, KDOT, and FHWA would be obtained. As a result, a de minimis finding is appropriate and a formal Section 4(f) evaluation is not required.

► **FHWA CONCURRENCE POINT**

K-10 Corridor Section 4(f) - Kill Creek Streamway Trail



K-10 Capacity Improvements
KDOT # 10-46 KA-6549-01

-  Study Area
-  Construction Limits
-  Kill Creek Streamway
-  Kill Creek Streamway Trail
-  Trail Impacts



Section 4(f) Decision Process

K-10 Capacity Improvements EA

Mill Creek Streamway Park & Gary L. Haller Trail

Overview

The potential Section 4(f) property is the Mill Creek Streamway Park. The K-10 Capacity Improvements Project Preferred Alternative will impact the Mill Creek Streamway Park's property. The Mill Creek Streamway Park is within a parcel owned by the Johnson Count Parks and Recreation Department (JCPRD). The JCPRD manages the park.

It is the contention of the Kansas Department of Transportation that:

- The Mill Creek Streamway Park is a 4(f) resource;
- The Mill Creek Streamway Park impacts are to property that contains the Gary L. Haller Trail;
- Impacts to the Gary L. Haller Trail include a slight shift, approximately eight feet, to the east with no impact to the overall length of the trail;
- Impacts to the Mill Creek Streamway Park and Gary L. Haller Trail cannot be avoided;
- Impacts are minimized by utilizing the minimum amount of property necessary for construction of the K-10 Capacity Improvements Preferred Alternative;
- A *de minimis* impact finding is appropriate.

Step 1: Is it 4(f)?

Mill Creek Streamway Park is a linear park located north and south of K-10 between I-435 and K-7. The park contains approximately 17 miles of pedestrian and bicycle trails, three miles of equestrian trails, shelters, and open spaces for jogging, hiking, and picnicking. There are multiple access points and areas for parking. Within the park is the Gary L. Haller Trail, which is 13.8-miles long and connects to Shawnee Mission Park to the north.

The park is listed as having received Land and Water Conservation Fund (LWCF) funds making it a Section 6(f) resource. Coordination with the Section 6(f) contact for Kansas, the Kansas Department of Wildlife and Parks (KDWP), identified the southern portion of the Section 6(f) boundary ending just north of Shawnee Mission Parkway. Therefore, the portion of Mill Creek Streamway Park within the study area is not a Section 6(f) resource.

The Gary L. Haller Trail is classified as a Shared Use Path by the Mid-America Regional Council. This trail is ten feet in width and connects to Shawnee Mission Park to the north. There are various recreational facilities along the trail within Mill Creek Streamway Park. The trail crosses the study area below K-10 between Ridgeview Road

and Woodland Road. The section of the Gary L. Haller Trail within the study area is designated as part of the American Discovery Trail, which is a cross country trail stretching from Cape Henlopen State Park in Delaware to Ft. Reyes National Seashore in California. The American Discovery Trail is a network of existing trails operated by local, state, and federal agencies. The organization of the trail network as the American Discovery Trail is overseen by the Non-Profit American Discovery Trail Society. It has no specific regulations or protections other than those for the existing trail system that it utilizes.

► FHWA CONCURRENCE POINT

Step 2: Is there a use of the 4(f) property?

The K-10 Capacity Improvements Preferred Alternative will impact approximately 0.1 acres of the Mill Creek Streamway Park and approximately 842 feet of the Gary L. Haller Trail. The impacts to Mill Creek Streamway Park are grading and contouring in nature and due to the widening of K-10 and the replacement of the bridges spanning Mill Creek and the BNSF railroad tracks. No portions of the Mill Creek Streamway Park will be acquired as part of the project, the JCPRD will retain ownership of the entire property. The area of the park impacted is the northernmost portion of the property on the south side of K-10. This portion of the park contains the Gary L. Haller Trail and is adjacent to the Olathe soccer complex.

Approximately 842 feet of the Gary L. Haller Trail will be impacted due to bridge replacement and grading and contouring improvements to K-10 between Woodland Road and Ridgeview Road. The impacts to the Gary L. Haller Trail include a slight shift, approximately eight feet, to the east with no impact to the overall length of the trail. The section of trail is anticipated to be closed until the bridge replacement is completed. No recreational uses will be permanently impacted by the K-10 Capacity Improvements Project Preferred Alternative.

► FHWA CONCURRENCE POINT

Step 3: Can the 4(f) property be avoided?

The widening of K-10 and replacement of the bridges spanning Mill Creek and the BNSF railroad tracks is necessary to improve the safety along the K-10 corridor. The impacts to the Mill Creek Streamway Park and Gary L. Haller Trail property can't be avoided due to the proximity to K-10.

► FHWA CONCURRENCE POINT

Step 4: Can the impacts to the 4(f) property be minimized?

The grading impacts to Mill Creek Streamway Park and Gary L. Haller Trail have been minimized by impacting the minimum amount of property necessary to widen K-10

and replace the bridges spanning Mill Creek and the BNSF railroad tracks. The length of temporary closure of the Gary L. Haller trail will be minimized through project scheduling. To minimize the impact of construction on trail users, a temporary structure with safety lighting will be provided to allow use of the trail during construction. The temporary structure will allow the trail to remain open during project construction, except during certain overhead construction activities, such as girder placement. A detour will be provided to minimize the impacts associated with the temporary closure of the trail. The trail closures will be coordinated with Johnson County Parks and Recreation Department and the public will be notified. Trail closure signs, with a detour map, will be placed along the Gary L. Haller trail at the connection to the Prairie Star Parkway Trail, at the north end of the detour, at the Ridgeview Road Trail access parking lot, and at the south end of the detour near the soccer complex. A trail detour map is attached.

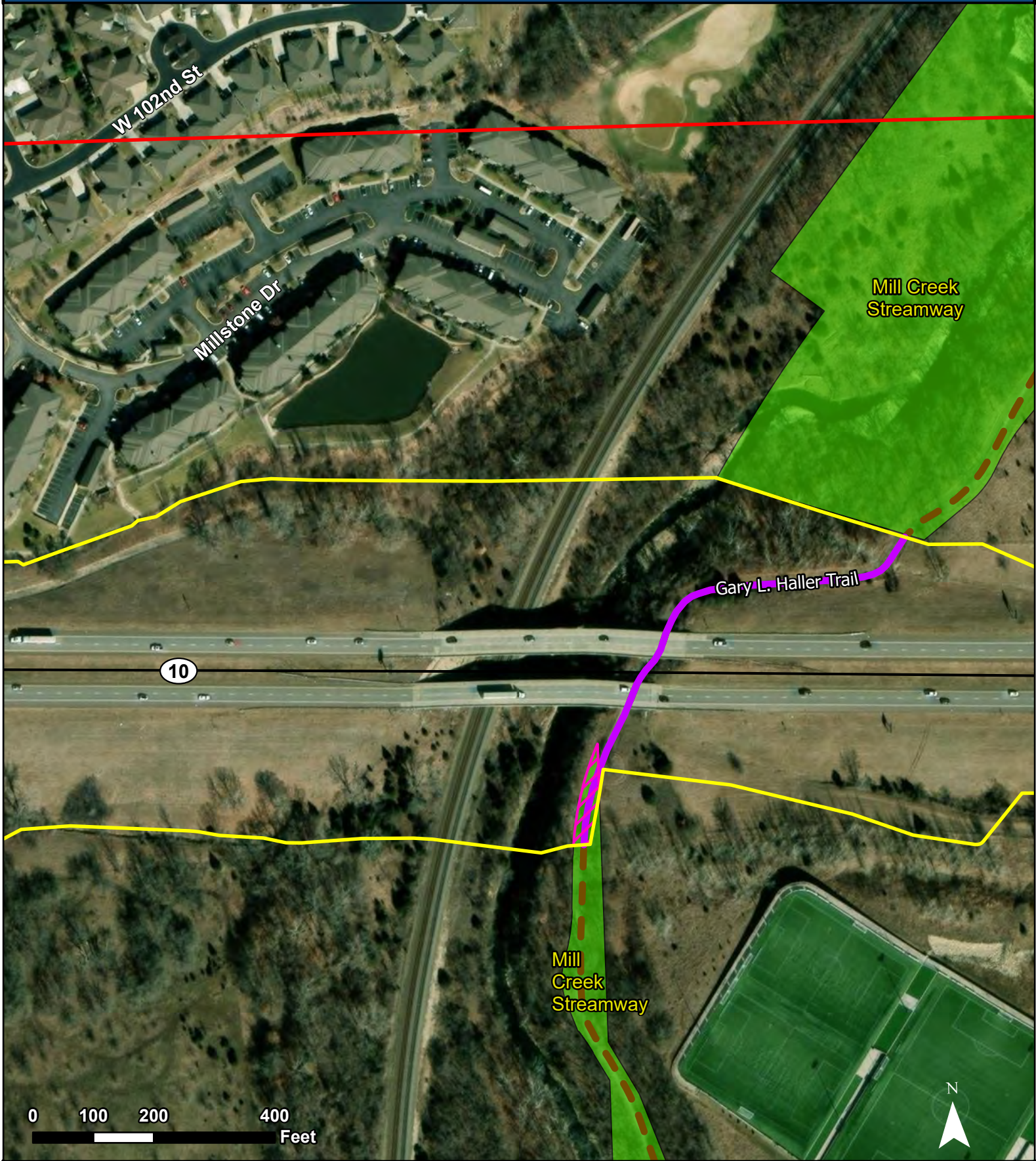
► FHWA CONCURRENCE POINT

Step 5: What documentation is needed?

The portion of the Section 4(f) resource to be impacted will require a slight shift of the Gary L. Haller Trail, approximately eight feet, to the east with no impact to the overall length of the trail. The portion of the park property being impacted is primarily open space. The public notice and comment requirements would be met through the requirements of the NEPA environmental assessment (EA) documentation process currently underway; however, the Section 4(f) review will require a 45 day comment period instead of the 30 day comment period for the EA. All received comments and responses would be documented within the administrative record produced for the EA, and written concurrence from the JCPRD, KDOT, and FHWA would be obtained. As a result, a de minimis finding is appropriate and a formal Section 4(f) evaluation is not required.

► FHWA CONCURRENCE POINT

K-10 Corridor Section 4(f) - Mill Creek Streamway Park



K-10 Capacity Improvements
KDOT # 10-46 KA-6549-01

-  Study Area
-  Construction Limits
-  Mill Creek Streamway
-  Gary L. Haller Trail
-  Park Impacts
-  Trail Impacts



K-10 Corridor Section 4(f) - Gary L. Haller Trail Detour



K-10 Capacity Improvements
 KDOT # 10-46 KA-6549-01

- Study Area
- Construction Limits
- Mill Creek Streamway
- Gary L. Haller Trail
- Park Impacts
- Trail Impacts
- Trail Detour



Section 4(f) Decision Process K-10 Capacity Improvements EA Renner Ridge Corporate Center Trail

Overview

The potential Section 4(f) property is the Renner Ridge Corporate Center Trail. The K-10 Capacity Improvements project Preferred Alternative will impact the Renner Ridge Corporate Center Trail. The Renner Ridge Corporate Center Trail is within right-of-way owned by KDOT and parcels owned by private corporations. The impacted section of trail is within KDOT ROW and a parcel owned by CPC Ventures, Inc. The trail is identified through the Johnson County Automated Information Mapping System (AIMS) as a local trail being managed by a private agency.

It is the contention of the Kansas Department of Transportation that:

- The Renner Ridge Corporate Center Trail is not a 4(f) resource and no further Section 4(f) analysis is required.

Step 1: Is it 4(f)?

The Renner Ridge Corporate Center Trail is a multi-use trail that goes through a business park (Renner Ridge Corporate Park). The trail totals one mile and is classified as a Shared Use Path by the Mid-America Regional Council. It consists of an eight-foot-wide shared use sidewalk with no additional recreational facilities. The Renner Ridge Corporate Center Trail connects to the bike lane and trail along Prairie Star Parkway. Since the trail is on property owned and managed by a private entity, it is not considered a Section 4(f) resource and no further Section 4(f) analysis is required.

► FHWA CONCURRENCE POINT

Step 2: Is there a use of the 4(f) property?

Not applicable since the Renner Ridge Corporate Center Trail is not a Section 4(f) resource.

► FHWA CONCURRENCE POINT

Step 3: Can the 4(f) property be avoided?

Not applicable since the Renner Ridge Corporate Center Trail is not a Section 4(f) resource.

► FHWA CONCURRENCE POINT

Step 4: Can the impacts to the 4(f) property be minimized?

Not applicable since the Renner Ridge Corporate Center Trail is not a Section 4(f) resource.

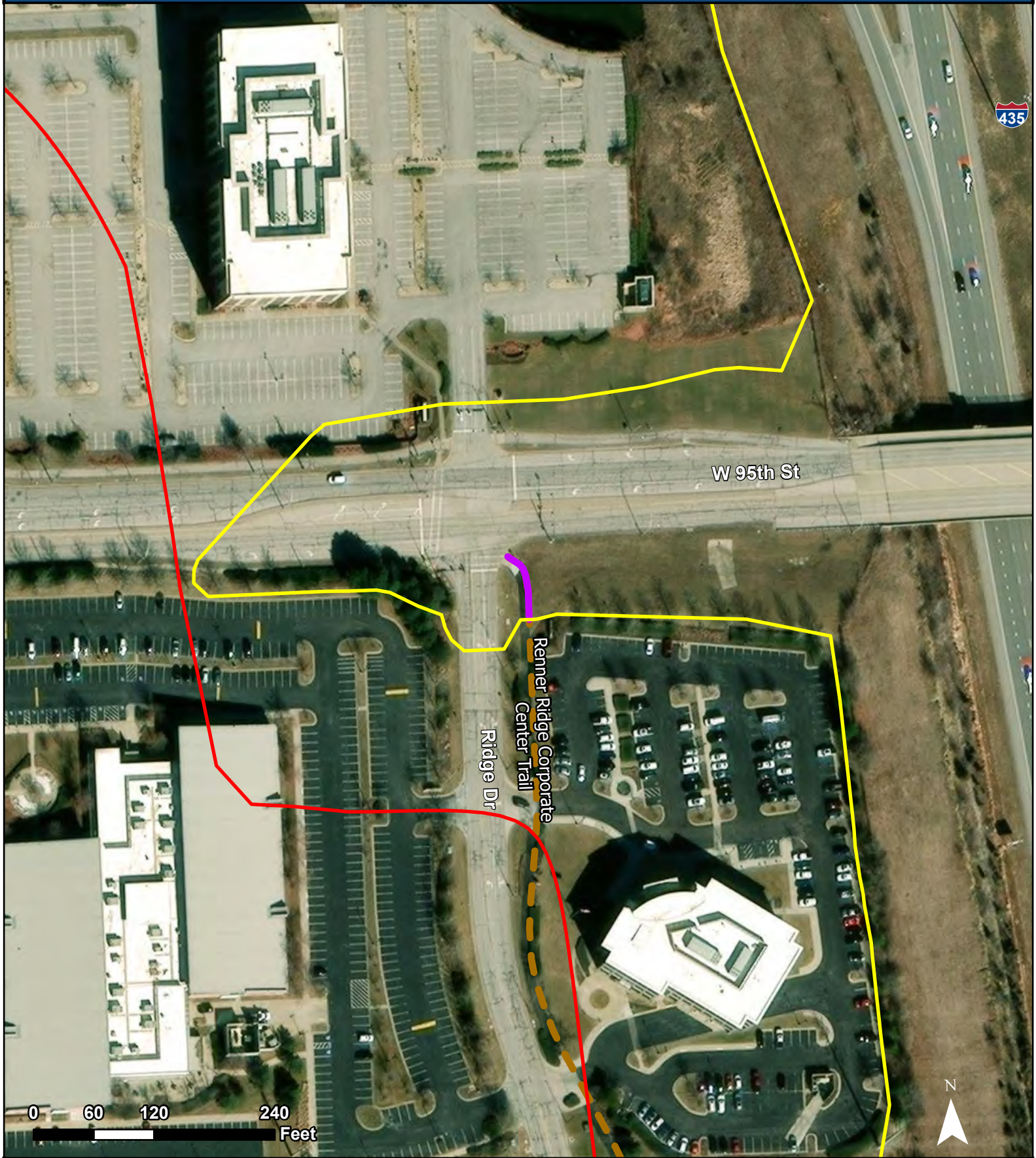
► FHWA CONCURRENCE POINT

Step 5: What documentation is needed?

The Renner Ridge Corporate Center Trail is not a Section 4(f) resource so there is no requirement for public notice or comment period.

▶ FHWA CONCURRENCE POINT

K-10 Corridor Section 4(f) - Renner Ridge Corporate Center Trail



K-10 Capacity Improvements
KDOT # 10-46 KA-6549-01

- Study Area
- Construction Limits
- Renner Ridge Corporate Center Trail
- Trail Impacts



DE SOTO

KANSAS

June 21, 2024

Mr. Steven Cross
Kansas Department of Transportation
700 SW Harrison Street
Topeka, KS 66603

RE: K-10 Corridor Study
91st Street and Lexington Bike Lane/Shared Use Path

Dear Mr. Cross,

The City of De Soto has been an active member in the development of strategies and alternatives for the proposed improvements to K-10 and in particular the improvements to the interchange at K-10 and Lexington. We are aware that there will be likely impacts along 91st Street bike lanes and shared use path along 91st and Lexington as a result of the interchange improvements.

We understand there will be temporary closures of these facilities to accommodate the road improvements needed for the interchange improvements. It is also our understanding that these facilities will be reconstructed as part of the improvements.

The City is in agreement that the temporary closures and reconstruction of these facilities is very minor. We look forward to continued cooperation with the Kansas Department of Transportation as this study moves forward.

Sincerely,



Joe C. Johnson, PE
Director of Public Works

City of De Soto
32905 W 84th Street
De Soto, KS 66018



June 6, 2024

Mr. Steven Cross
Kansas Department of Transportation
700 SW Harrison Street
Topeka, KS 66603

Re: K-10 Capacity Improvements
Section 4(f) Properties in Lenexa, KS

Dear Mr. Cross:

The City of Lenexa has been an active member in the development of strategies and alternatives for the proposed K-10 Capacity Improvements. With the proximity of these roads near many of Lenexa's trail and greenway systems, we are aware that there would likely be impacts as a result of implementing the project. The trails and greenways impacted by the K-10 Improvements include:

- Prairie Star Parkway Trail
- Coon Creek Trail/Greenway
- K-10 Trail
- Woodland Road Trail

The City of Lenexa has expended great effort in developing its trails and recreation facilities. These facilities are a significant part of the overall amenities that make Lenexa a desirable community. The City of Lenexa understands that there are no feasible or prudent alternatives to the proposed road widening and interchanges. The City understands the need for this project and understands that other alternatives to address the traffic congestion and safety issues on K-10 could potentially be more disruptive to the City's trails and greenway facilities.

It is our understanding that the primary impacts are related to temporary trail closures and minor trail realignments. The Section 4(f) report and the Environmental Assessment prepared for this project identify the impacts which are relatively minor and do not impose on the overall functionality of the trails and greenway facilities. In each case, nearby trails/sidewalks are available as detour routes which will minimize impact to users.

The majority of the impacts to the trails will be temporary and are associated with the widening of the existing roads adjacent to the trails. We understand these projects have been designed to minimize the impacts to the trails system.



We appreciate participating with the Kansas Department of Transportation on this project and look forward to additional coordination as the project proceeds.

Sincerely,
City of Lenexa, Kansas

A handwritten signature in blue ink, appearing to read "Tim Green".

Tim Green, P.E.
City Engineer/Deputy Director Community Development

cc: Logan Wagler, Parks & Recreation Director
Scott McCullough, Community Development Director



September 18, 2024

Mr. Steven Cross
Kansas Department of Transportation
700 SW Harrison Street
Topeka, KS 66603

Re: K-10 Capacity Improvements EA - Public Parks and Bike/Hike Trail System

Dear Mr. Cross:

The City of Olathe has been an active member in the development of strategies and alternatives for the proposed improvements for the K-10 Capacity Improvements. With the proximity of these roads near many of Olathe's parks and trail systems, we are aware that there will likely be impacts to the parks and trails as a result of implementing these projects. The parks and trails which could be impacted by the K-10 Capacity Improvements projects include:

- College Boulevard Trail
- Woodland Road Trail
- Meadowlane Trail
- S Lone Elm Road Shared Use Path and Bike Lane

The City of Olathe has expended great effort in developing its park, trails, bike lanes and other recreation facilities. For the most part, these facilities are a significant part of the overall amenities that make Olathe a desirable community. The City of Olathe understands that there are no feasible or prudent alternatives to the proposed road widening and interchanges. The City of Olathe understands the need for this project and understands that other alternatives to address the traffic congestion and safety issues on K-10 could potentially be more disruptive to the City of Olathe parks, trails, bike lanes and other recreation facilities.

It is our understanding that the primary impacts to individual parks, trails, shared use paths, bike lanes and other recreation facilities will be related to linear impacts where the road widening, and ramps are adjacent to our facilities. The Section 4(f) report and the Environmental Assessment prepared for this project identify the temporary easements required for construction and the permanent acquisitions required for right-of-way. These identified impacts are relatively minor and do not impose on the overall functionality of the parks and other facilities. The park areas and other facilities affected are primarily those segments of the parks and other facilities already located adjacent to the K-10 corridor or arterials directly connecting to these corridors such as: College Blvd, Woodland Road, and Lone Elm Road.

The majority of the impacts to the park and other facilities will be temporary and are associated with the widening of the existing roads adjacent to the parks and other facilities. We understand these projects have been designed to minimize the acquisition of parks and other facilities' property for the road right-of-way.

During construction of the projects, we understand that there will be temporary closures of the College Boulevard Trail, Woodland Road Trail, Meadowlane Trail and S Lone Elm Road Shared Use Path and Bike Lanes. The closure and duration of impacts to these shared use paths and trail sections are undetermined at this time. Official detour routes will need to be coordinated in tandem with the City of Olathe Engineering and Parks departments and the Contractors as projects progress.

We appreciate participating with the Kansas Department of Transportation on this project and look forward to additional coordination as the project proceeds.

Sincerely,



Beth Wright
Deputy Director, Infrastructure
City of Olathe

Cc: Tod Hueser
Johnny Brockus
Therese Vink



JOHNSON COUNTY
Park & Recreation
District

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2024

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EXECUTIVE DIRECTOR
Jeff Stewart

OUR MISSION

To enrich our community through excellence in parks, recreation, culture, education, and public service.

JCPRD ADMINISTRATION BUILDING

7900 Renner Road
Shawnee Mission, KS 66219
913-438-7275 (PARK)



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October 3, 2024

Mr. Steven Cross
Kansas Department of Transportation
700 SW Harrison Street
Topeka, KS 66603

Re: K-10 Capacity Improvements EA - Public Parks and Bike/Hike Trail System

Dear Mr. Cross:

Johnson County Park and Recreation District (JCPRD) has been an active member in the development of strategies and alternatives for the proposed improvements for the K-10 Capacity Improvements. With the proximity of these roads near JCPRD trail systems, we are aware that there will likely be impacts as a result of implementing these projects. Specifically, the Kill Creek and Mill Creek Streamway Trails could be impacted by the K- 10 Capacity Improvements.

JCPRD has expended great effort in developing its park, trails, bike lanes and other recreation facilities. These facilities are a significant part of the overall amenities that make Johnson County a desirable community. JCPRD understands that there are no feasible or prudent alternatives to the proposed road widening and interchanges. JCPRD understands the need for this project and understands that other alternatives to address the traffic congestion and safety issues on K-10 could potentially be more disruptive to the JCPRD parks, trails, bike lanes and other recreation facilities.

It is our understanding that the primary impacts to individual parks, trails, shared use paths, bike lanes and other recreation facilities will be related to linear impacts where the road widening, and ramps are adjacent to our facilities. The Section 4(f) report and the Environmental Assessment prepared for this project identify the temporary easements required for construction and the permanent acquisitions required for right-of-way. These identified impacts are relatively minor and do not impose on the overall functionality of the parks and other facilities. The park areas and other facilities affected are primarily those segments of the parks and other facilities already located adjacent to the K-10 corridor at Kill Creek Road and west of Ridgeview Road along Mill Creek.

The majority of the impacts to the park and other facilities will be temporary and are associated with the widening of the existing roads adjacent to the parks and other facilities. We understand these projects have been designed to minimize the acquisition of parks and other facilities' property for the road right-of-way.

During construction of the projects, we understand that there will be temporary closures of the Kill Creek Streamway Trail and Mill Creek Streamway Trail. The

closure and duration of impacts to this trail section are undetermined at this time. Official closures and the necessary signage, public notifications, and the implementation of temporary structures that would allow the trail to remain open will need to be coordinated in tandem with the JCPRD and the Contractors as projects progress.

We appreciate participating with the Kansas Department of Transportation on this project and look forward to additional coordination as the project proceeds.

Sincerely,



Jeff Stewart

Executive Director of Parks and Recreation