



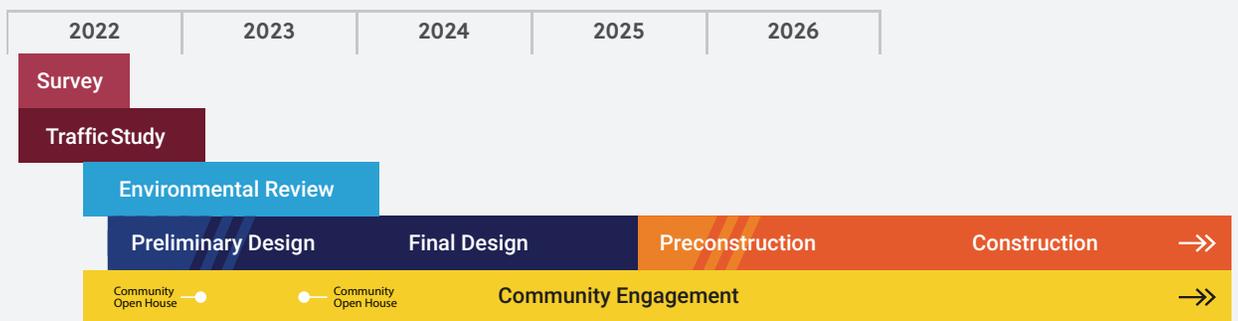
# WHAT IS THE K-96 IMPROVEMENTS PROJECT?

The K-96 Improvements Project aims to upgrade the corridor between I-135 and I-35. Improvements are needed to enhance safety, relieve traffic congestion, and increase capacity to keep Kansans moving.

Community engagement is important! Get involved online with our Map Activity to help us identify areas where you think improvements are needed.



## Project Timeline

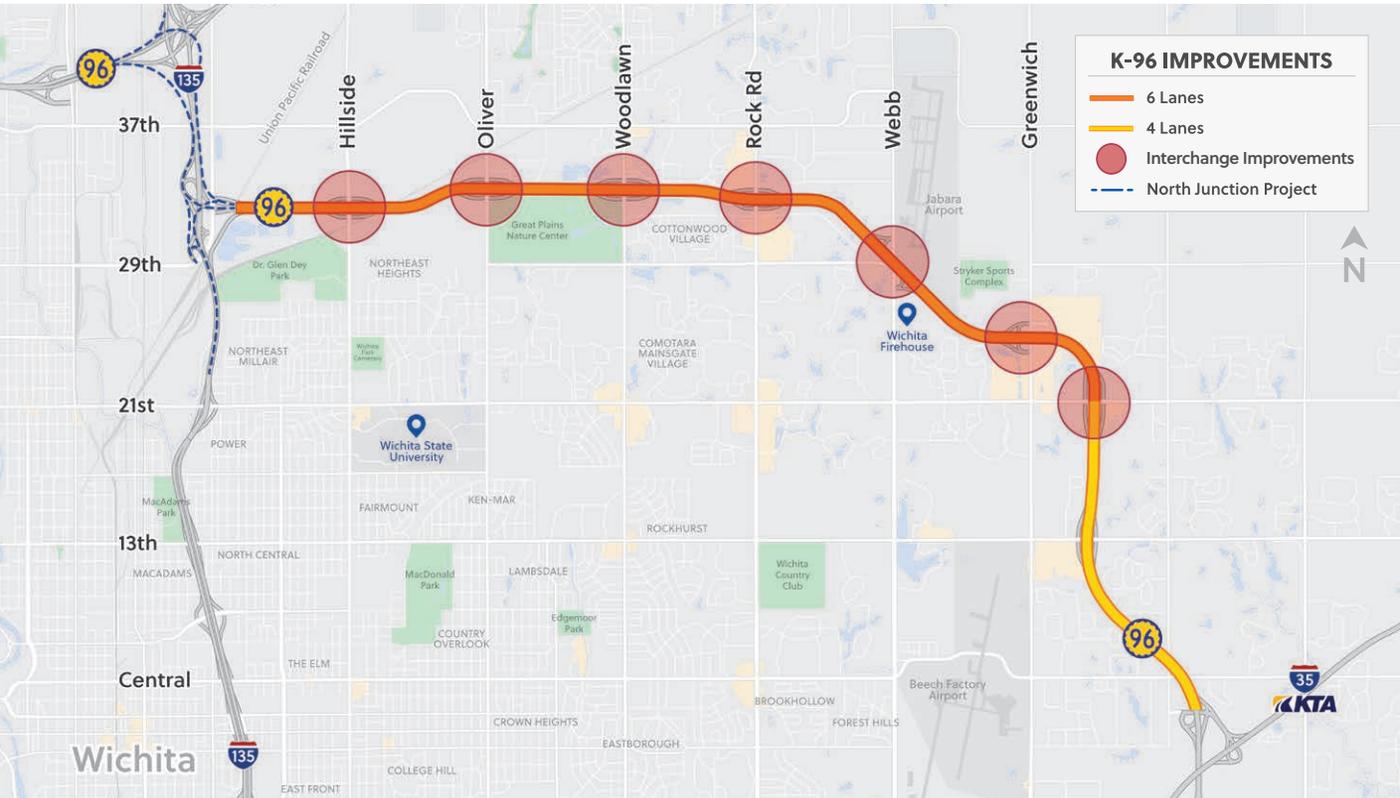


*\*The timeline is subject to change as the project evolves. While the project has an anticipated construction schedule, funding has not been allocated at this time. Following The Eisenhower Legacy Transportation Program (IKE Program) requirements, funding is not allocated for construction projects more than two years ahead of construction.*





# IMPROVEMENTS BENEFIT OUR COMMUNITIES



The K-96 Improvements Project extends from the K-96 and I-135 interchange (near Hydraulic Street) approximately 9.5 miles east/southeast to north of the K-96/US 54/400 interchange. The project will explore pavement replacement, adding new lanes and will include improvements to the Hillside, Oliver, Woodlawn, Rock, Webb, Greenwich, and 21st interchanges.

**INCREASE CAPACITY**

**Expands K-96**  
K-96 has more than 50,000 vehicles today and is expected to have nearly 100,000 vehicles by 2050.

**CONGESTION RELIEF**

**Better for you and the environment**  
Easing congestion will regulate travel during peak periods. Fewer cars idling on the roadway will decrease excess emissions.

**ENHANCED SAFETY**

**Safer and reliable roadway for users**  
The project will ease growing safety, travel-time reliability and congestion issues, where on average more than 200 accidents have occurred per year from 2015 to 2020.

**INTERCHANGE IMPROVEMENTS**

**Access K-96 with ease**  
Improved interchanges will reduce queuing on side roads and ramps.



## THE EISENHOWER LEGACY TRANSPORTATION PROGRAM

The Eisenhower Legacy Transportation Program, known as IKE, is a 10-year program that addresses highways, bridges, public transit, aviation, short-line rail and bike/pedestrian needs across Kansas. The program and associated projects are saving lives by making travel safer, reducing transportation costs for people and goods, and innovating our infrastructure to strengthen communities now and in the future.

IKE is a flexible, responsive, rolling program focused on right-sized, practical transportation improvements throughout the entire state. KDOT's goals are to leverage partnerships to foster economic growth, provide more transportation options to Kansans, and to be a strong problem-solving partner to communities by creating holistic transportation solutions.

IKE and its Program Management Consultant (PMC) model is making it possible for KDOT to advance \$1.2 billion in projects. More projects – more work – is hitting the streets faster.

Learn more at [www.ksdotike.org](http://www.ksdotike.org)



# PURPOSE OF PUBLIC MEETINGS

## TODAY'S OPEN HOUSE: FEBRUARY 2, 2023

- Inform community members of the Environmental Assessment process through the National Environmental Policy Act (NEPA)
- Collect feedback regarding the proposed K-96 Improvements Project
- Share design concepts for alternatives being studied
- Discuss ongoing environmental studies
- Gather feedback on alternative design options
- Discuss next steps in the NEPA process and project schedule

## UPCOMING PUBLIC HEARING: SUMMER 2023

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



# ENVIRONMENTAL ASSESSMENT

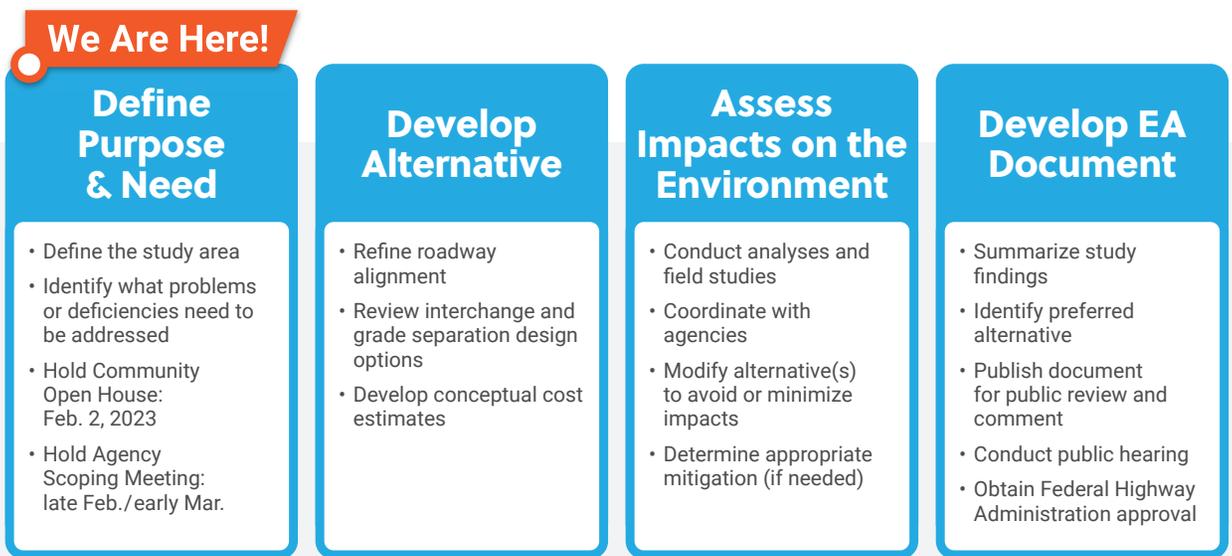
## WHAT IS AN ENVIRONMENTAL ASSESSMENT?

The Federal National Environmental Policy Act (NEPA) requires KDOT to complete an Environmental Assessment (EA) to document the impacts a transportation project may have on the human and natural environment.

We will review existing and future land uses along the corridor, identify potential historical and archaeological sites, survey wetland and habitats along the creeks crossing the study area, and conduct modeling to determine potential traffic noise impacts.

Through this process, we will coordinate and document public and agency input on the purpose and need, proposed alternative, methods for determining impacts, and mitigation. If required, in addition to the public, the US Army Corps of Engineers, US Fish and Wildlife Service, Native American tribes, various state agencies, and local governments will be engaged in the study process.

## STEPS OF AN ENVIRONMENTAL ASSESSMENT:





# ONGOING ENVIRONMENTAL STUDIES

The National Environmental Policy Act (NEPA) requires federal agencies, including the Federal Highway Administration (FHWA), to consider the environmental effects of projects that use federal funds or require federal agency approvals. KDOT will use federal funds on this project.



Potential storm water runoff and management issues



Potential business and residential properties displaced



Potential incorporation of bike/pedestrian facilities and connections to existing/planned trail systems



Potential wetland impacts and where methods to avoid/minimize impacts should be considered



Changes in access to community facilities: YMCA, schools, places of worship, and more



Potential traffic noise impacts and where noise barriers/walls may be considered



# PURPOSE & NEED

## PURPOSE

The purpose of the project is to provide a safe, reliable, and sustainable transportation facility that supports mobility needs and is flexible for all users.

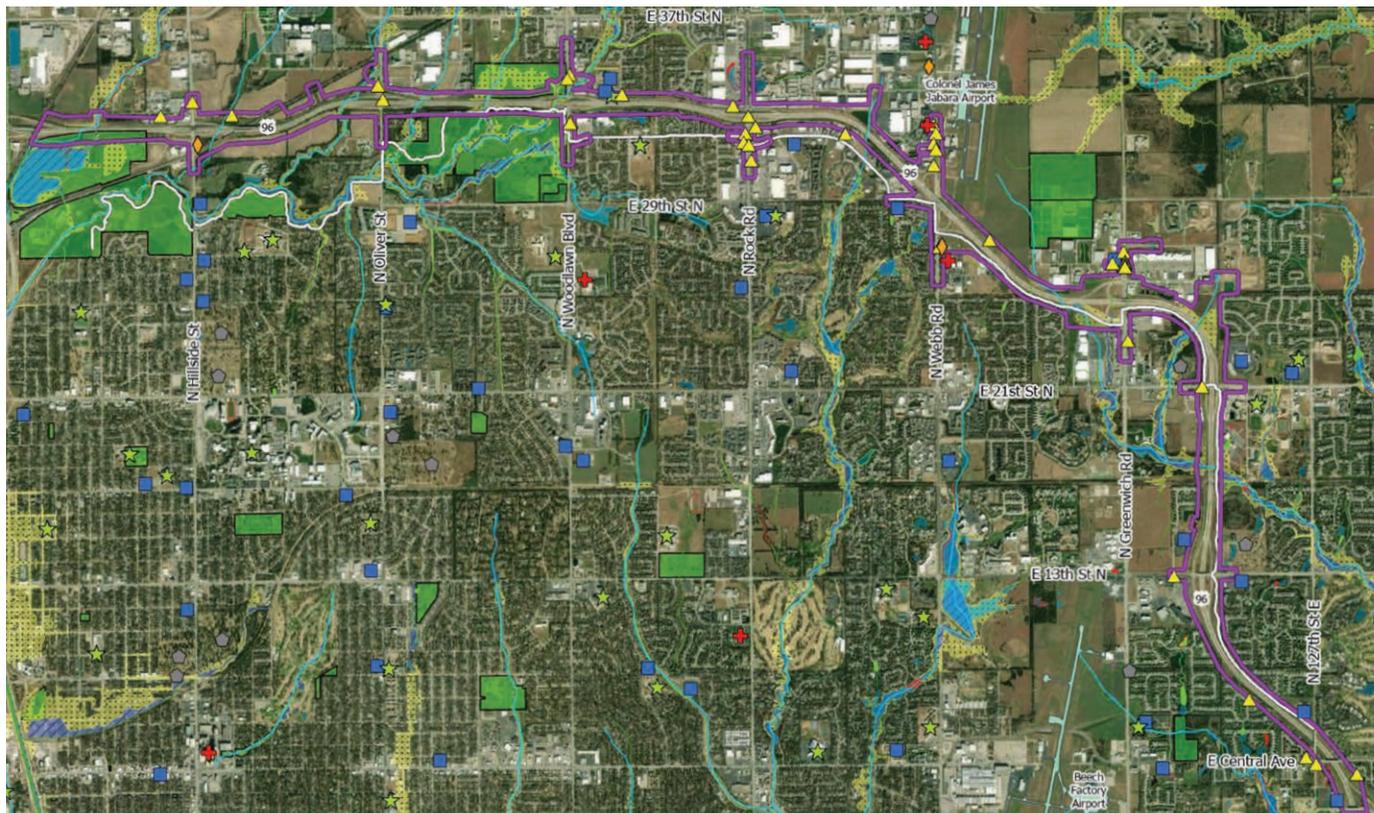
## NEED

KDOT has identified the following initial needs along the K-96 Improvements Project corridor being studied:

- Improve safety and address crash frequency and severity within the corridor
- Replace aging pavement
- Reduce congestion and improve traffic operations to meet existing and future travel demands
- Provide flexible choices by promoting a transportation system that accommodates the needs for all users and modes
- Support local and regional growth through coordinated transportation improvements consistent with planned and proposed community land use



# KEY RESOURCES & CONSTRAINTS



- Study Area
- Fire Station / EMS
- Medical Facility
- Hazardous Material Site
- Place of Worship
- School
- Cemetery
- K-96 Trail
- Stream (NHD)
- Airport
- Park
- 100 Year Floodplain (FEMA)
- Floodways (FEMA)
- Freshwater Emergent Wetland
- Freshwater Forested / Shrub Wetland
- Freshwater Pond
- Lake
- Riverine



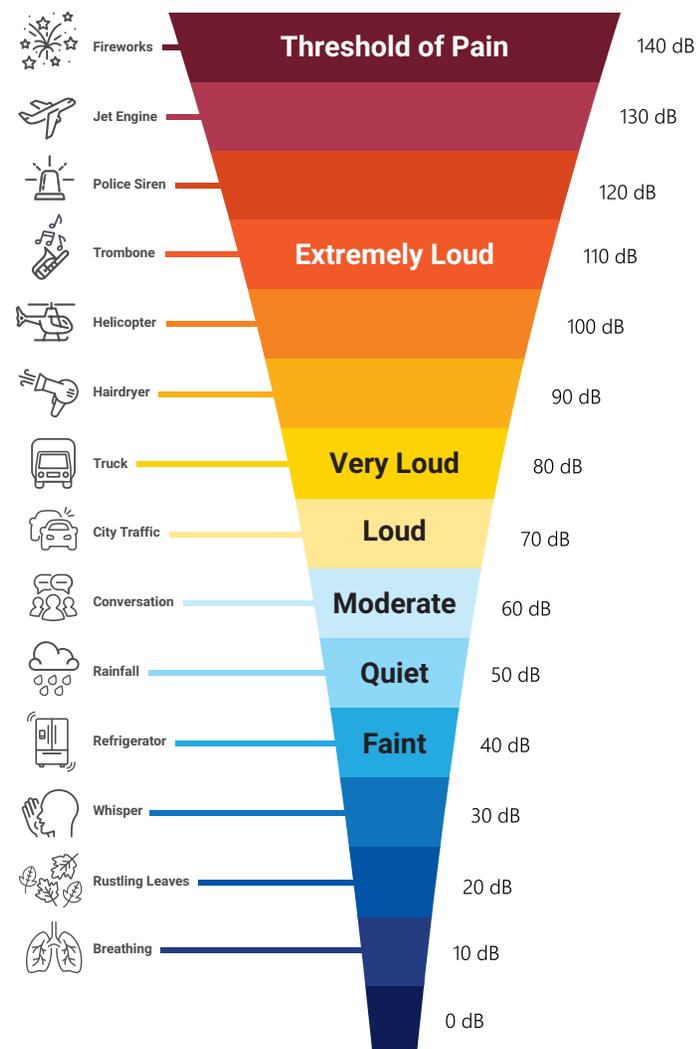
# NOISE MODELING

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

## TRAFFIC NOISE IMPACTS ARE IDENTIFIED WHEN:

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

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





# KDOT HIGHWAY TRAFFIC NOISE POLICY

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

## Feasibility

Safety & Maintenance

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Acoustics

## Reasonableness

Meets Noise Reduction Goals

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Cost Effectiveness Measured  
per benefitted Receptor

## Other Criteria

Presence of Utilities

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Zoning / Land Use /  
Development Compatibility