

Public Information Meeting

Tuesday, September 13, 2022



KDOT is studying future improvements to East Kellogg in Wichita and Andover and is looking at those improvements in two phases: 1) From I-35/K-96 in east Wichita through 159th Street in Andover; and 2) From east of 159th Street to east of Prairie Creek Road in Andover.

To comply with the National Environmental Policy Act (NEPA), the Federal Highway Administration (FHWA), in cooperation with KDOT, initiated an Environmental Assessment for the complete project (Phases 1 and 2).

NEED

KDOT has identified the following initial needs along the East Kellogg corridor being studied:

- 1 Provide capacity to accommodate forecasted population growth and travel demand
- 2 Improve mobility and route continuity
- 3 Improve operational and safety performance within the corridor

PURPOSE

The purpose of the project is to provide a cost-effective, environmentally-sustainable, and safe transportation facility that improves mobility and connectivity to support current and forecasted increases in traffic.

PROJECT GOALS



Improve travel time reliability



Support economic growth in the region



Minimize duration of construction impacts in the region



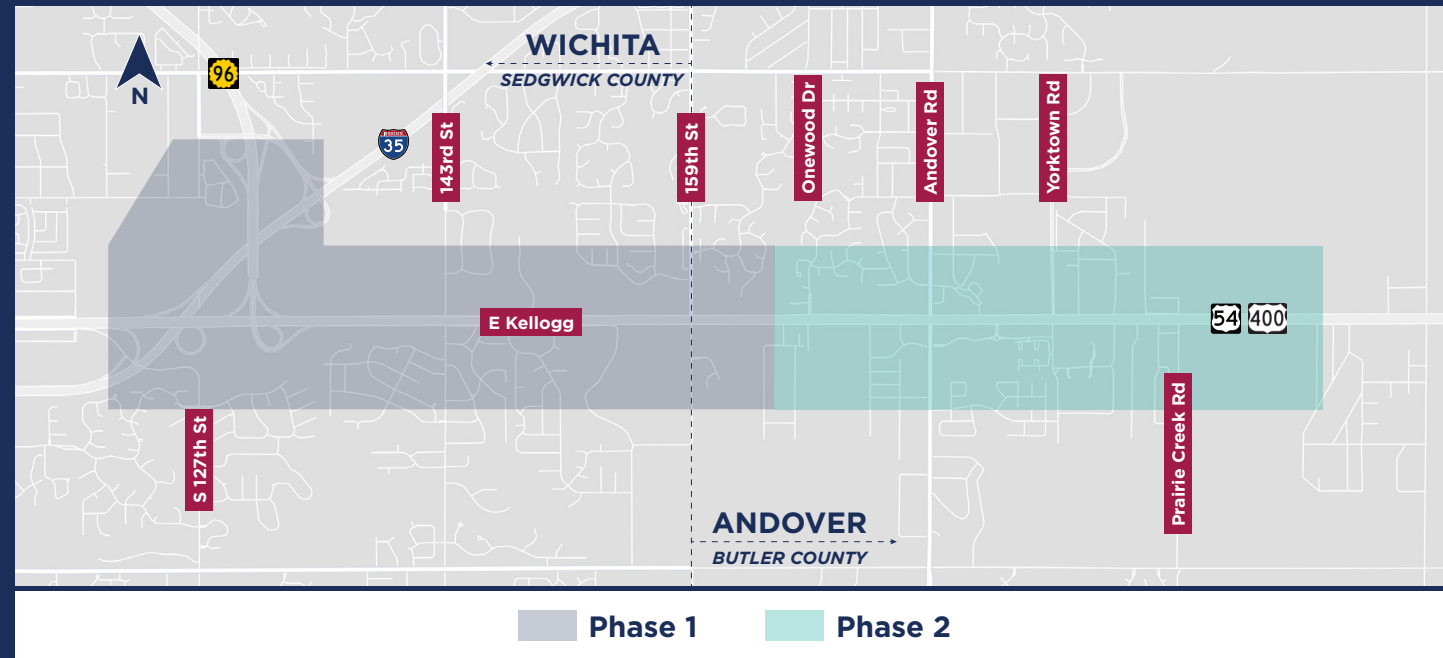
Deliver project efficiently and within budget

PHASE 1 & 2 DESIGNS

To view detailed proposed designs for Phase 1 & 2 of East Kellogg, visit eastkellogg.ksdotike.org



NEPA PROJECT CORRIDOR



Phase 1 is fully funded and final design/construction is anticipated to begin shortly after completion of the NEPA process. Phase 2 is being included in the Environmental Assessment so that FHWA approval can be obtained and the project can move forward for development when funding is available.

ONGOING ENVIRONMENTAL STUDIES

Through the environmental assessment process, KDOT coordinated and documented public and agency input on the need and purpose, proposed alternative and methods for determining impacts. In addition to the public, various state agencies and local governments engaged in the study process. KDOT reviewed existing and future land uses along the corridor, including:

- Potential traffic noise impacts and where noise barriers/walls may be considered
- Potential wetland impacts and where methods to avoid/minimize impacts should be considered
- Potential stormwater runoff and management issues
- Potential business and residential properties displaced
- Changes in access to community facilities – YMCA, schools, places of worship, etc.
- Potential incorporation of bike/pedestrian facilities and connections to existing/planned trail systems

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.

PHASE 1 SCHEDULE

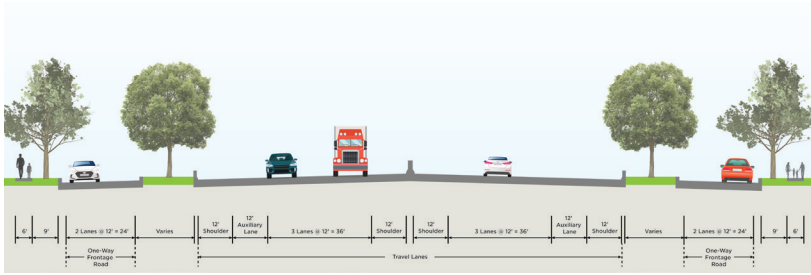


WHAT'S NEXT...

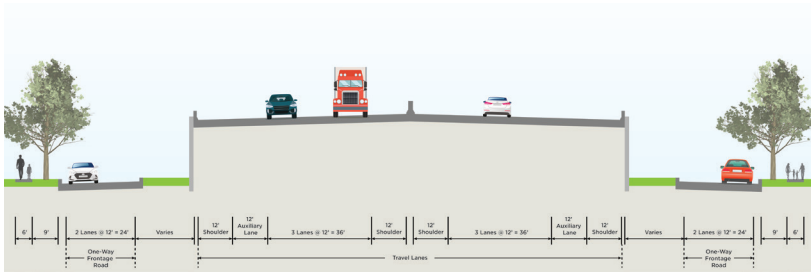
- ### Public Hearing - Fall 2022
- Share final environmental study findings
 - Show preferred alternative design concept
 - Gather feedback on the preferred alternative

DESIGN OPTIONS BEING CONSIDERED

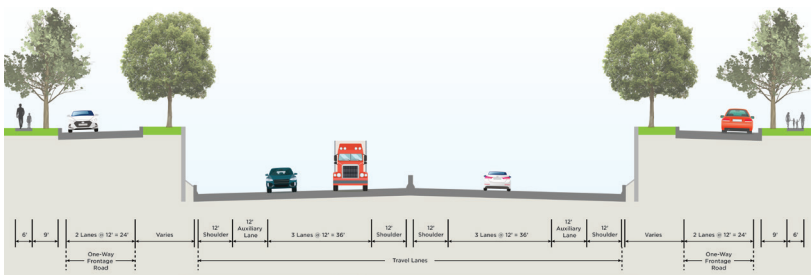
AT GRADE - Being Considered for Phase 1 & 2



ELEVATED - Being Considered for Phase 1 & 2



DEPRESSED - Being Considered for Phase 2



Design Needs/ Considerations:

- Will need 300-375 feet of right-of-way
- More right-of-way will be needed at interchanges and grade separations
- Designing a 6-lane divided, access-controlled freeway, with three travel lanes in each direction
- Designing 2-lane one-way frontage roads on each side
- A concrete barrier would separate the main driving lanes on the freeway
- Designing 6-foot-wide sidewalks on the outside of the frontage roads

SHARE YOUR THOUGHTS

Online:

eastkellogg.ksdotike.org



Scan the QR code to direct you to the online comment form.

Email:

eastkellogg@ksdotike.org

Phone:

(316) 841-2277

Mail:

KDOT Division of Communications
700 SW Harrison, 2nd Floor West,
Topeka, KS 66603-3754



ABOUT IKE

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 focused on making roads safer, supporting economic growth and creating more options and resources for Kansans and their communities.