



COMMUNITY ENGAGEMENT GOALS

TODAY'S PUBLIC HEARING: APRIL 11, 2024

- Share Draft Environmental Assessment findings
- Show Preferred Design Alternatives
- Gather feedback on the Preferred Design Alternatives and Draft Environmental Assessment

FIRST OPEN HOUSE: FEBRUARY 2, 2023

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



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.

PROJECT TIMELINE



*The timeline is subject to change as the project evolves. Following the Eisenhower Legacy Transportation Program (IKE) requirements, funding is not allocated for construction projects more than two years ahead of construction. Currently construction is anticipated to take four years to complete and could begin as early as 2027. After the completion of the Environmental Assessment, the right-of-way process may begin. If selected for the IKE construction pipeline, final design activities will include utilities relocation.

This project is being delivered by the Eisenhower Legacy Transportation Program (IKE). IKE is a nearly \$10 billion investment in the future of Kansas. This 10-year program and the transportation improvements it will deliver play a key role in making roads safer, supporting economic growth and creating more options and resources for Kansans and their communities.

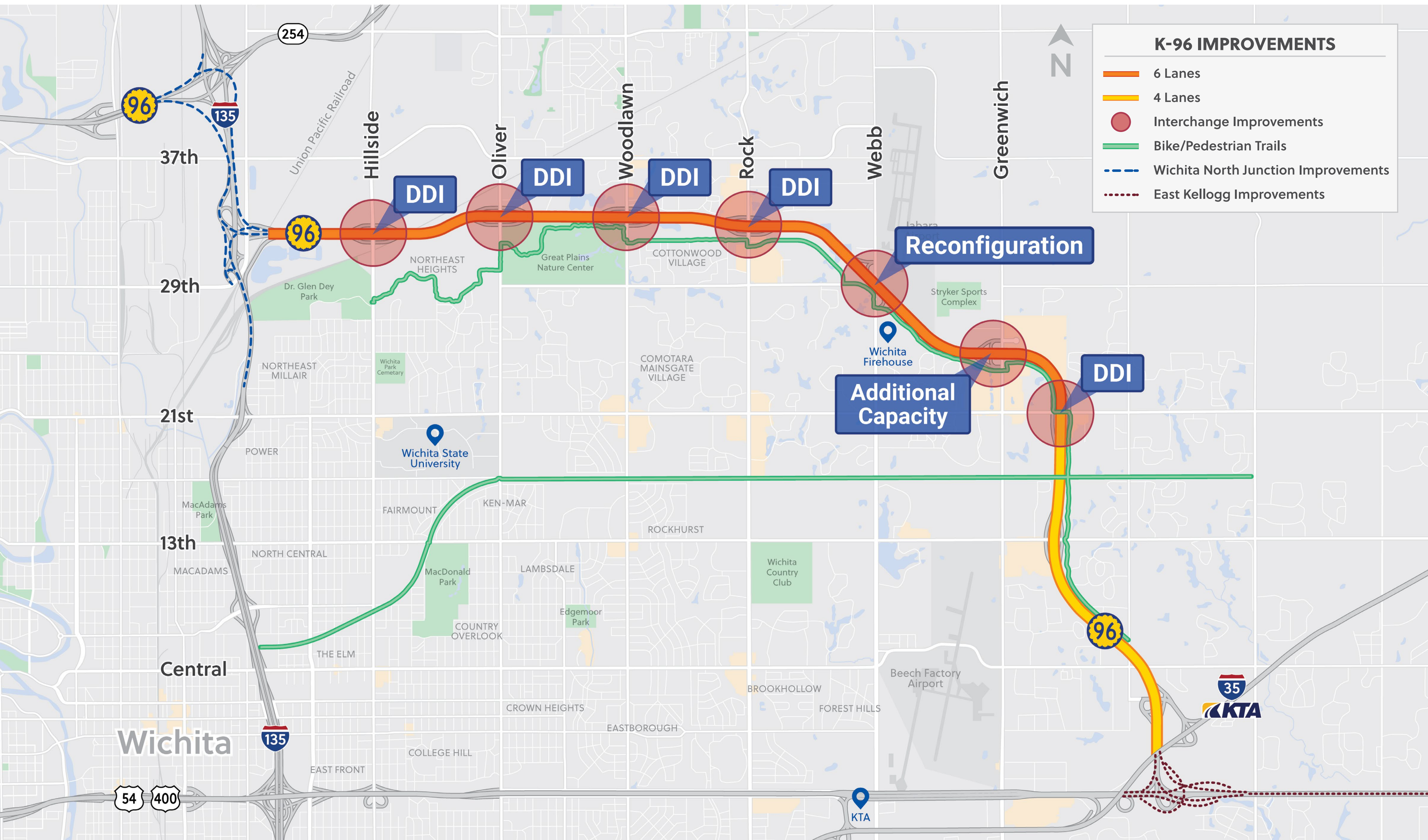


IKE TRANSPORTATION PARTNERS





IMPROVEMENTS BENEFIT OUR COMMUNITIES



The K-96 Improvements Project extends from the K-96 and I-135 interchange (near Hydraulic Avenue) approximately 9.5 miles east/southeast to north of the K-96/U.S. 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 Street 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

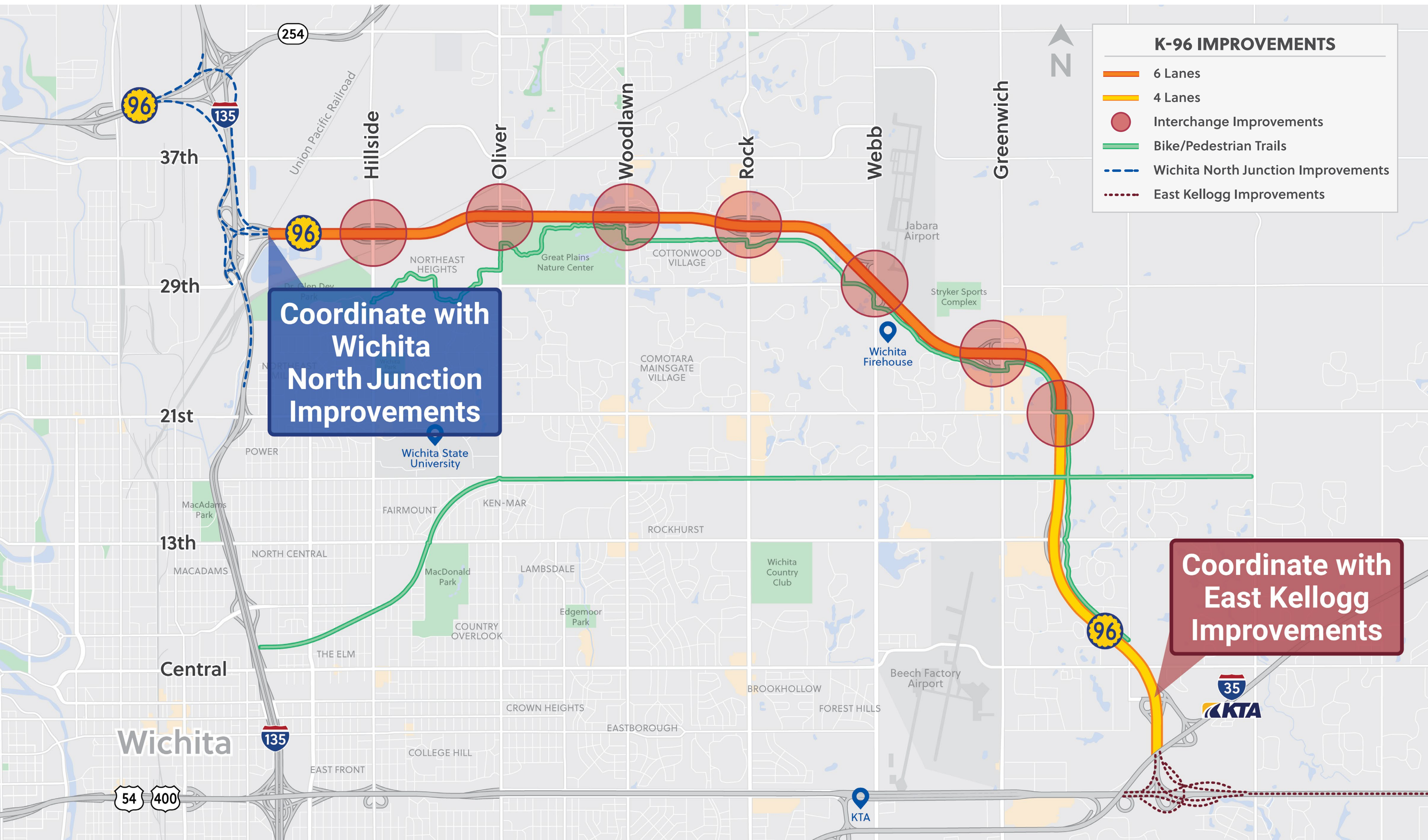
Safe and reliable roadway for users
The project will enhance safety and travel-time reliability along the corridor, where on average more than 200 crashes have occurred per year from 2015 to 2020.

INTERCHANGE IMPROVEMENTS

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



NORTH JUNCTION & EAST KELLOGG PROJECT COORDINATION



**Coordinate with
Wichita
North Junction
Improvements**

**Coordinate with
East Kellogg
Improvements**

The K-96 Improvements Project is separate from the Wichita North Junction Project and East Kellogg Project. The majority of the Wichita North Junction Project impacting K-96 is anticipated to be completed before the K-96 Improvements Project construction starts.

Since the K-96 Improvements Project limits meet at these two locations, project teams are collaborating closely to provide an improved highway system for the region.

**Wichita North Junction
Improvements**
(affecting I-135, I-235, and K-254)



**East Kellogg
Improvements**
(modernizing East Kellogg Ave from K-96 to 159th St.)





This project is being delivered as part of
**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.

Learn more at [IKE.ksdot.gov](https://ike.ksdot.gov)





ENVIRONMENTAL ASSESSMENT

WHAT IS AN ENVIRONMENTAL ASSESSMENT?

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

This Environmental Assessment includes:

- Review of existing and future land uses along the corridor
- Identification of potential historical and archaeological sites
- Survey of wetland and habitats along creeks crossing the study area
- Modeling to determine potential traffic noise impacts
- Other social and natural environment analyses as necessary and appropriate

STEPS OF AN ENVIRONMENTAL ASSESSMENT:

We Are Here!

Define Purpose & Need

- Define the study area
- Identify what problems or deficiencies need to be addressed
- Community Open House: February 2, 2023
- Agency Scoping Meeting: March 1, 2023

Alternatives & Environmental Impacts

- Refine roadway alignment and review interchange and grade separation design options
- Develop cost estimates
- Conduct analyses, field studies, and modify alternatives to minimize impacts
- Coordinate with agencies to determine if mitigation is needed

Develop Environmental Assessment

- Summarize study findings
- Identify preferred alternative
- Publish document for public review and comment
- Convene Public Hearing: April 11, 2024
- Obtain Federal Highway Administration approval

Finalize Environmental Assessment

- Accept public comments from March 27–May 15, 2024
- Review and implement comments
- Request finding of No Significant Impact and start right-of-way process

Through this process, KDOT is coordinating and documenting public and agency input about the Purpose and Need, proposed alternatives, and methods for determining impacts and mitigation. In addition, the U.S. Army Corps of Engineers, U.S. Fish and Wildlife Service, Federally Recognized Native American Tribes, various state agencies and local governments are engaging in the study process.



ENVIRONMENTAL STUDIES

The National Environmental Policy Act requires federal agencies, including the Federal Highway Administration, to consider the environmental effects of projects that use federal funds.

STUDIES INCLUDE, BUT ARE NOT LIMITED TO:



Stormwater runoff and management



Business and residential properties displaced



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



Avoiding and/or minimizing impacts to wetlands and other environmental considerations



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



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



PUBLIC COMMENT PERIOD NOW OPEN

Public Comment Period is open
until May 15, 2024.

Please provide your input before that date.



WAYS TO VIEW & PROVIDE FEEDBACK ON THE DRAFT ENVIRONMENTAL ASSESSMENT



TODAY! at our Comments Station



ONLINE: provide feedback using
the Online Comment Form



IN PERSON at these locations: provide
feedback using the Online Comment Form
or mail-in Comment Form provided

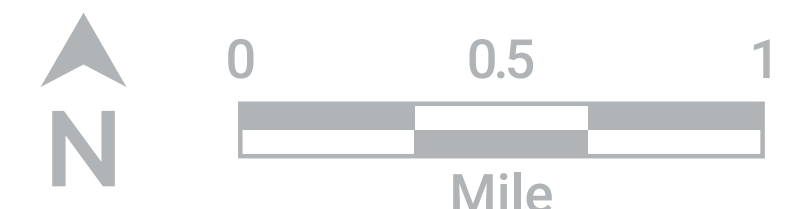
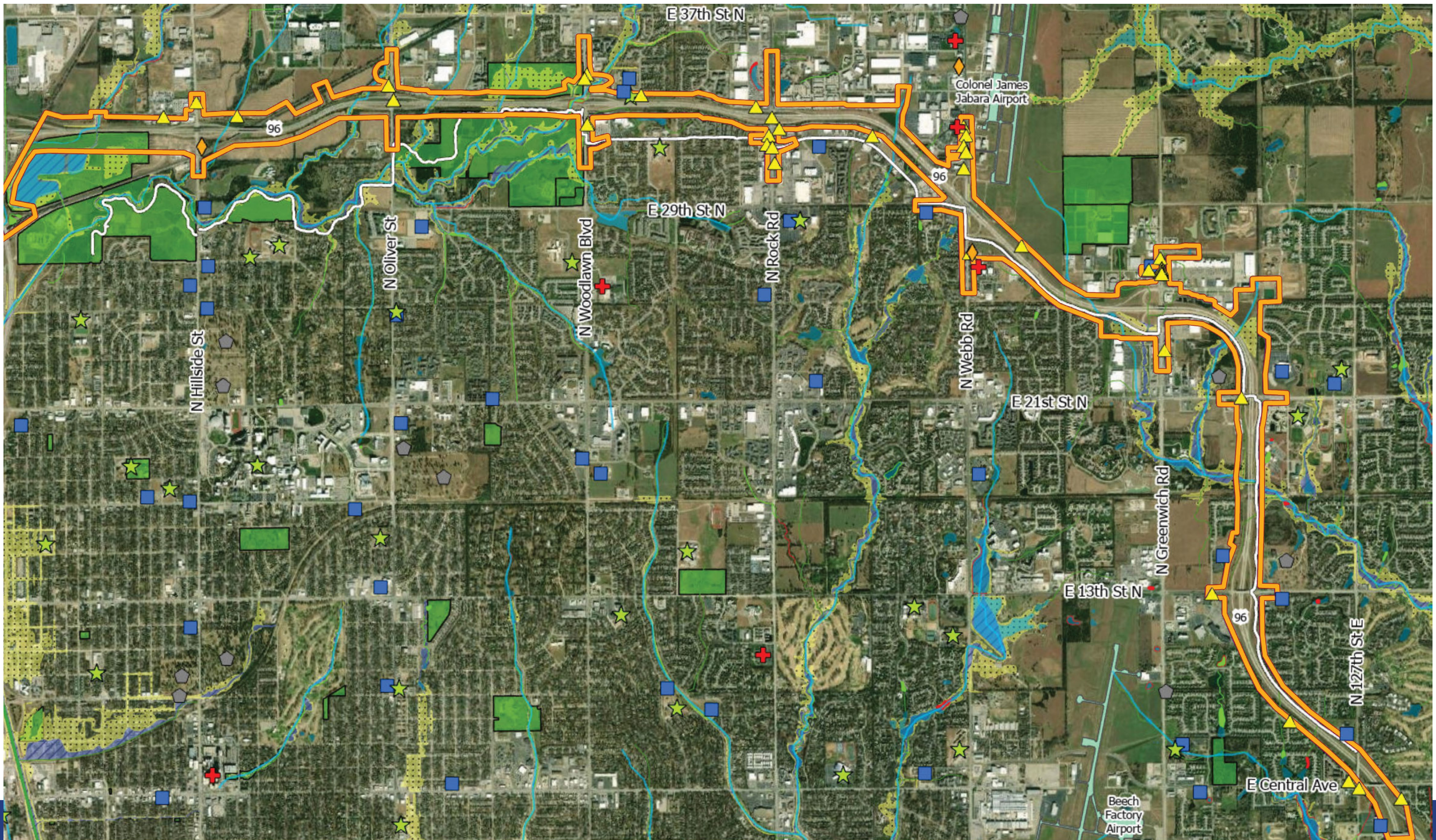
- » Atwater Neighborhood Resource Center*
2755 East 19th St N., Wichita, KS 67214
- » Rockwell Branch Library*
5939 East 9th St., Wichita, KS 67208

**during normal business hours*

Your comments on this project and its proposed impacts are important.



KEY RESOURCES, CONSTRAINTS, & PROJECT IMPACTS



- 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 & POLICY

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



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

NOISE BARRIER CRITERIA:

Feasibility

Safety & Maintenance

Acoustics

Reasonableness

Meets Noise Reduction Goals

Cost Effectiveness Measured per Benefited Receptor

Other Criteria

Presence of Utilities

Zoning / Land Use / Development Compatibility