

# Public Hearing

Thursday, November 17, 2022

## EAST KELLOGG K-96 to Prairie Creek Rd

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.

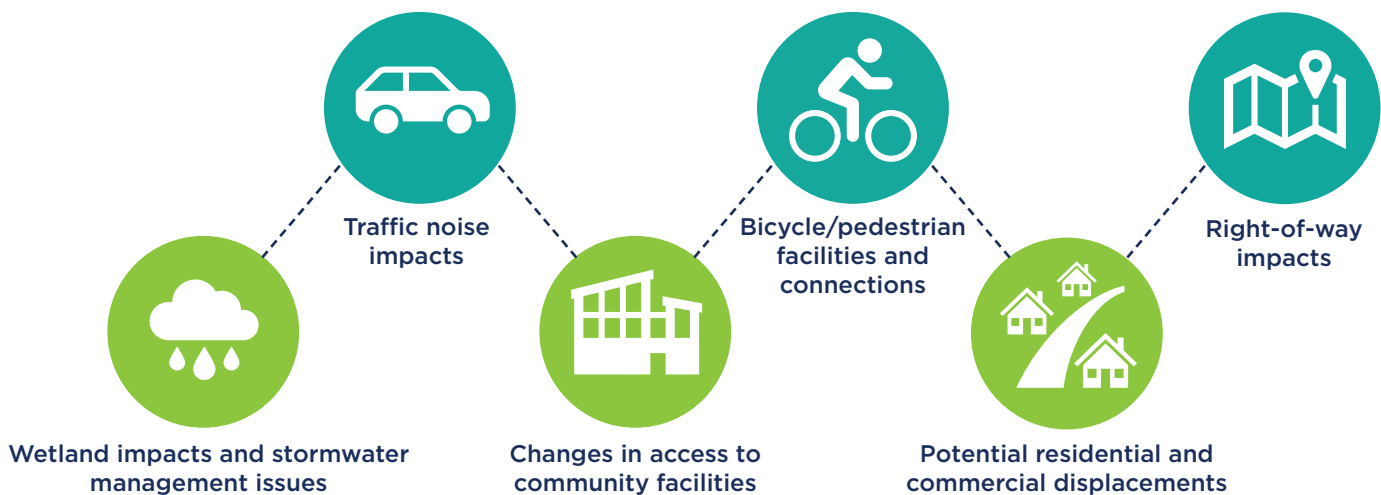
To comply with the National Environmental Policy Act (NEPA), the Federal Highway Administration (FHWA), in cooperation with KDOT, completed an Environmental Assessment for the entire project (phases 1 and 2). This meeting will provide the draft Environmental Assessment document for viewing and public comment.

Public input is a critical part of the KDOT project development process. Feedback received at the previous public meeting helped inform the following design changes:

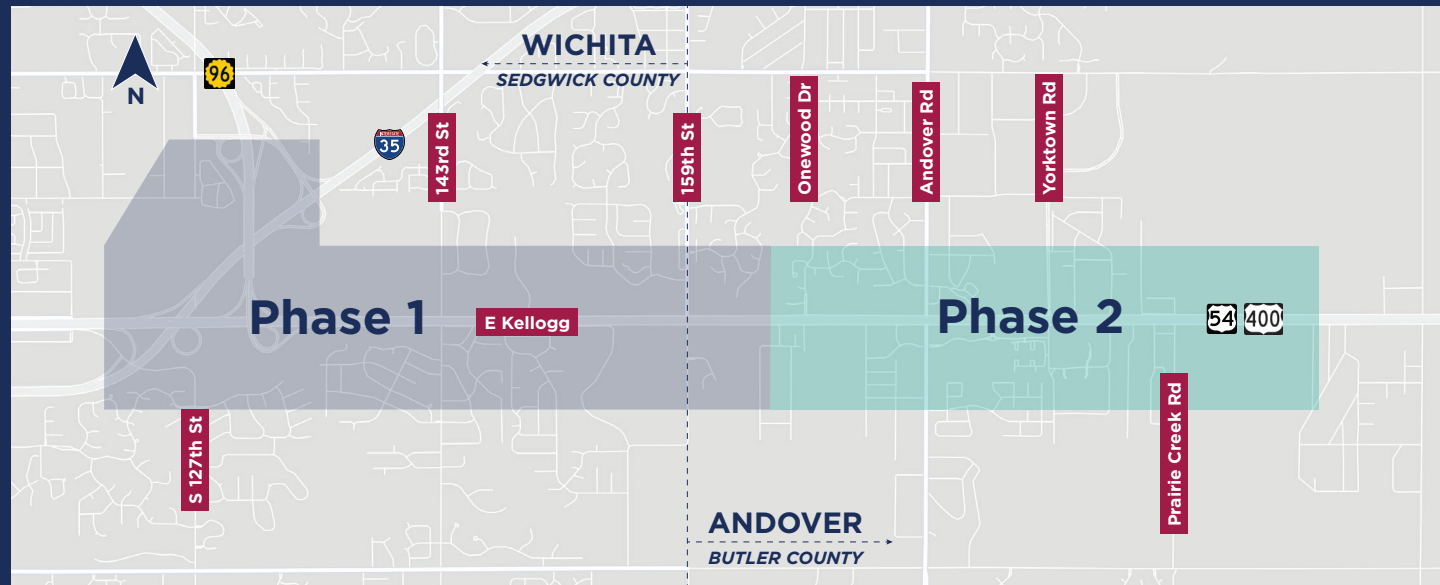
- 1 Revised access and median openings
- 2 Shifted the north backage road in Phase 1 farther away from residential properties

### ENVIRONMENTAL STUDY RESULTS

The study team reviewed public feedback from the September public meeting, completed environmental assessments and preliminary traffic analyses and evaluated the alternative designs along the corridor. The preferred alternative is recommended to reduce the number of impacts to properties, the environment and the community, as well as improve safety and traffic flow. Each design option was evaluated for:



# NEPA PROJECT CORRIDOR



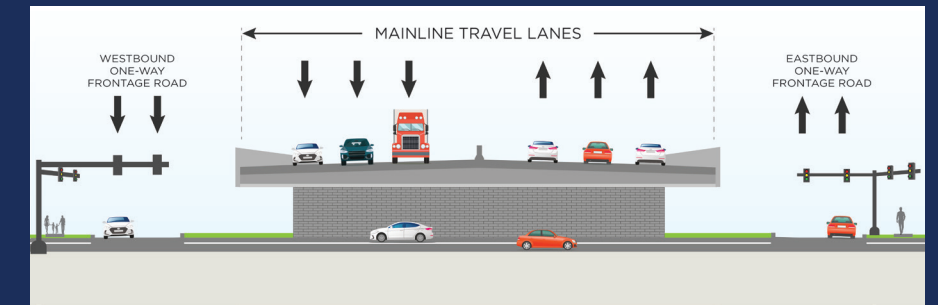
Phase 1 of the East Kellogg corridor project is fully funded for construction. Phase 2 is being included in the Environmental Assessment so that FHWA approval can be obtained, and the project can move forward for development when funding is available.

# PHASE 1 & 2 DESIGN

## PHASE 1 PREFERRED OPTION: ELEVATED

*From: I-35 to 159th Street*

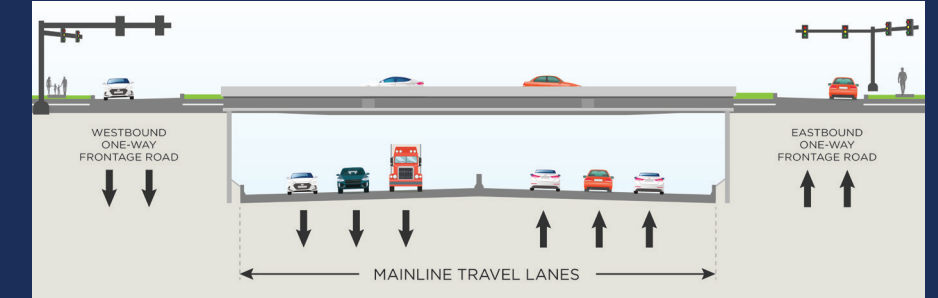
Impacted Intersections on East Kellogg: 143rd Street and 159th Street



## PHASE 2 PREFERRED OPTION: DEPRESSED

*From: East of 159th Street to east of Prairie Creek Road*

Impacted Intersections on East Kellogg: Onewood Drive, Andover Road, Yorktown Road



To view detailed proposed design maps for Phase 1 & 2 of East Kellogg and to see the changes from the previous meeting, visit [eastkellogg.ksdotike.org](http://eastkellogg.ksdotike.org).

# NOISE STUDY RESULTS

### The impacts identified in the East Kellogg noise analysis were:



#### NO-BUILD SCENARIO

Six receptors (properties) would be impacted

OR



#### BUILD SCENARIO

Two receptors (properties) would be impacted

As part of the environmental study process, KDOT conducted noise modeling to determine if noise barriers were needed along the corridor. The study looked at existing noise levels and future noise levels were forecasted based on projected traffic increases. The study analyzed future noise impacts for two scenarios:

1. If the project is not built (No-Build Scenario) and
2. If the project is built (Build Scenario)

For the types of receptors in the East Kellogg study area (residences, apartments, hotels and public recreation facilities), noise impacts are identified if either:

1. The noise levels reach 66 dB(A) or more; or
2. The future noise level exceeds the existing noise levels by 10 dB(A) or more.

### WHAT IS A RECEPTOR?

A receptor is a location that may be impacted by changes in noise levels. The receptors for the East Kellogg noise study were residences, apartments, hotels and public recreational facilities.

The results found that the construction of the proposed **East Kellogg improvements would reduce the noise levels for some areas.** That is because:

- US-54/East Kellogg is moving further away from some receptors. In the area at East Kellogg & 143rd St., the new roadway would be about 100 feet further to the north.
- The removal of traffic signals will reduce the noise of starting and stopping vehicles.
- The planned speed limit and the projected volume of trucks in the future are not expected to create more noise.

Based on the noise analysis results, the predicted change in noise levels and the number of impacted properties are low enough that a noise barrier is not warranted along the corridor.

KDOT's Highway Traffic Noise Policy and Guidance requires a minimum of three first-row receptors be impacted to warrant a noise barrier.



# PHASE 1 SCHEDULE

KDOT is working to determine when Phase 1 will begin construction and will share that information when a timeline is determined.

In the meantime, KDOT will begin preparing the Phase 1 corridor for construction, which includes the right-of-way appraisal and acquisition process as well as utility relocation.



# SHARE YOUR THOUGHTS



### Online:

[eastkellogg.ksdotike.org](http://eastkellogg.ksdotike.org)



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

### Email:

[eastkellogg@ksdotike.org](mailto:eastkellogg@ksdotike.org)

### Phone:

(316) 217-0356

### Mail:

KDOT Division of Communications  
700 SW Harrison, 2nd Floor West,  
Topeka, KS 66603-3745

All public hearing materials and the Environmental Assessment can be viewed online at [eastkellogg.ksdotike.org](http://eastkellogg.ksdotike.org), and an online comment form will be provided on the project website from Nov. 17 to Dec. 2. Hard copies of the Environmental Assessment are available at the Wichita Public Library (Rockwell Branch), 5939 E. 9th St. N and the Andover Public Library, 1511 E. Central Ave. from Nov. 2 to Dec. 2.



## ABOUT IKE

IKE—The Eisenhower Legacy Transportation Program—is a roughly \$10 billion investment in the future of Kansas. This program and the transportation improvements it will deliver will improve safety, modernize infrastructure and create jobs across Kansas.