Overview

The South Lawrence Trafficway (SLT) Supplemental Environmental Impact Statement (SEIS) has been initiated by the Kansas Department of Transportation (KDOT) and the Federal Highway Administration (FHWA) to evaluate the benefits and impacts of needed improvements for the SLT.

KDOT conducted the K-10 West Leg Concept Study from 2014-2016 which investigate the current and future needs and functions in the K-10/SLT West Section. This study considered alternatives for the future widening and upgrade of the corridor, which modified the current two-lane expressway design to a four-lane freeway design with limited access, grade separated interchanges in place of existing at-grade intersections. The concept study will be used as a reference document during the preparation of the SEIS.

The SEIS will further review the concept alternatives and evaluate the entire corridor for impacts and identify ways to minimize or avoid impacts to sensitive environmental features within the project study area. The SEIS will take about three years and will be completed in 2021.

What is a Purpose and Need Statement?

In an environmental document, the Purpose and Need Statement is essentially the guiding principles of the project that reflects issues the proposed improvements solve or address.

The Purpose and Need

The purpose of the SLT is to provide the traveling public with an efficient and cost-effective transportation facility for users of K-10 Highway and the connected state highway system. In addition, the purpose and need established in the 1990 EIS will be carried forward for the SEIS, which is to relieve congestion on the local street network within the City of Lawrence.

The proposed project is needed to:

- **Reduce congestion** and improve the traffic capacity to meet existing and future travel demands,
- **Enhance safety** to help address high crash locations within the study area,
- **Promote a multi-modal transportation system** by identifying opportunities to accommodate the needs of other transportation modes, and
- **Support local and regional growth** by providing and coordinating transportation connections to be consistent with planned and proposed community land use and development.
The Study Area
All City, County and Metropolitan Planning Organization (MPO) plans will be reviewed as alternatives are evaluated. This map shows some of the plans currently approved or under discussion that will influence growth and travel along the SLT.

Public Engagement Activities
As part of the SEIS, there are several opportunities for the public to learn about the project and provide input. Some of those activities include:

- Community Presentations—are available by request to learn more about the project.
- Public Meetings—three public information meetings will be held.
- Elected Officials Presentations/Coordination—presentations of the project status will occur at key milestones for public officials at a regularly scheduled meeting or other mutually agreed upon time.
- Drop-in Center/Kiosks—informational displays will be set up at community events or gathering spaces to share information about the project status.
- Online Surveys—two surveys will be developed and sent out electronically and placed on the project website to gather information from the public.
- Project Website—has been established to provide information and allow people to review project documents and provide comments.
- Advisory Group—An advisory group has been established to represent a broad range of community interests to help understand community concerns and assist the project team disseminate information.
- Stakeholder Meetings—individual or small group meeting where members of the project team are available to answer specific questions.
- Audio/Web Meeting—an online town hall to allow for broader participation from regional commuters or those who find it difficult to attend a public meeting. The time frame for this meeting will be determined.

How did we get here? A little project history:

Original EIS
- Relieve congestion on existing 23rd Street and Iowa Street by diverting through and local traffic from these two streets and Clinton Parkway.
- Intent was to improve local street network level of service for local traffic.

USACE East Leg EIS
- Provide a safe, efficient, environmentally sound and cost-effective transportation facility for K-10 users, surrounding state highway system, and alleviate congestion on Lawrence city streets.
- K-10 at Iowa and 23rd Streets is heavily congested due to high traffic volumes, poor access management, and insufficient capacity. Safety is also an issue.

SLT West Leg
Two-lane expressway opens to traffic.

FHWA East Leg EIS
Lead Federal Agency transitioned from USACE to FHWA and adopted 2003 Purpose and Need.

West Leg Concept Study
KDOT conducted the K-10 West Leg Concept Study from 2014-2016 to analyze improving safety and traffic flow, which included reevaluation of the 1990 EIS.

West Leg Concept Study
Proposed purpose and goals similar to previous EIS.
SLT East Leg opens to traffic.

September of 2018
SEIS begins.

Legend
- Study Area
- Growth Area

Ranch Estates
A planned residential development located about three-quarters of a mile north of the US-40 (6th Street)/SLT interchange on the west side of the SLT.

Lawrence Memorial Hospital Outpatient Facility
This facility, currently under construction, is located in the northeast quadrant of the US-40 (6th Street)/SLT interchange, just south of Rock Chalk Park.

The project study area also includes East 600 Road/Lecompton Road at Interstate 70 and US 40 from K-10 to E 600 Road.

Mercato 2nd Addition
A planned commercial subdivision located in the northeast quadrant of the US-40 (6th Street)/SLT interchange.

The Collegiate at Lawrence
A planned multi-family housing development located just northeast of the US-59 (Iowa Street)/SLT interchange.

The West Leg
Just north of I-70 at North 1800 Road (Farmer’s Tumpkie) to US-59/Iowa Street.

The East Leg
Begins at US-59/Iowa Street and continues to the existing K-102/3rd Street system interchange.

Langston Commons
A planned commercial development located in the northeast quadrant of the Bob Billings Parkway interchange.

Clinton Farms Development
A residential housing development located at the southwest corner of Bob Billings Parkway and K-10 Hwy.

Ranch Estates
A residential housing development located about three-quarters of a mile north of the US-40 (6th Street)/SLT interchange on the west side of the SLT.

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**Traffic and Safety**

Existing traffic and safety conditions along the SLT West Leg.

**Safety**

The frequency and severity of crashes are anticipated to increase along the corridor with no improvements to the K-10 West Leg.

- Rear end and angle side impact crashes make up 73% of all crashes on the SLT.
- Fatal crash rates are higher than on other similar Kansas highways.

**Traffic**

Traffic volumes, travel times, and intersection delay are expected to increase with no improvements to the K-10 West Leg.

The Future "No Action" Alternative represents the existing SLT East Leg from Iowa Street to K-10/23rd Street as a four lane freeway and the existing West Leg as a two-lane expressway from I-70 to Iowa Street/US-59.

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To learn more about the SEIS and its progress, please visit www.slt-ks.org