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# K-10 Corridor

Project Coordination Plan

November 2023



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# 1. Purpose of the Plan

To comply with National Environmental Policy Act (NEPA) requirements and Council on Environmental Quality regulations (40 CFR 1500 et seq.), the Kansas Department of Transportation (KDOT) and the Federal Highway Administration (FHWA), has initiated an Environmental Assessment (EA) for the K-10 Corridor. While not a Federal requirement for an EA, KDOT and FHWA are preparing a coordination plan to establish a schedule and process for coordinating public and agency participation and comment. KDOT anticipates the environmental review process for the K-10 Corridor project to move at an accelerated pace and this coordination plan is intended to facilitate necessary coordination in a proactive and timely manner. This coordination plan describes the planned coordination and key milestones for agency and public participation for the project.

## 2. Project Background

### 2.1. Project Location

The proposed project is located within the cities of Lenexa, Olathe, and De Soto in Johnson County, Kansas as well as unincorporated portions of Johnson County, Kansas. The overall study limits are on K-10 from west of the interchange at Evening Star Road to the I-435/I-35/K-10 interchange. Portions of I-435 from W 95<sup>th</sup> Street to I-35 and portions of I-35 at the I-435 Interchange are also included. Major roads at interchanges on K-10 are included within the study area, and include Evening Star Road, Edgerton Road, Lexington Avenue, Kill Creek Road, Cedar Creek Parkway/Canyon Creek Boulevard, Woodland Road, Ridgeview Road, and Renner Boulevard service interchanges. **Appendix A** contains the project study area map. The overall length is approximately 16.5 centerline miles along K-10.

### 2.2. Purpose and Need

The proposed project is needed to modernize and expand K-10 from the interchange at Evening Star Road to the I-435/I-35/K-10 interchange in Johnson County, Kansas.

The proposed project is needed to:

- **Enhance safety performance** to address high crash areas and congestion related crashes.
- **Improve traffic operations** by reducing congestion and delay within the corridor to meet existing and future travel demands.
- **Improve infrastructure** condition and address ongoing operations and maintenance needs impacting long-term travel reliability and life-cycle costs.
- **Provide flexible transportation** choices by accommodating the needs of all users and modes.
- **Support** local and regional growth through coordinated transportation improvements consistent with current and future land use.

## 2.3. Project History

K-10 is one of Kansas' most important and fastest growing corridors. Serving nearly 70,000 vehicles per day, K-10 provides a vital connection between the southwest region of the Greater Kansas City metro area to Lawrence and I-70. The K-10 Transportation Study was conducted by KDOT, MARC, and the Lawrence-Douglas County MPO in 2005. The purpose of the study was to identify needed future improvements for the K-10 corridor between the City of Lawrence and the Kansas City metro area. The study evaluated existing and future traffic conditions, developed mainline widening and interchange configurations, and provided public engagement activities.

Recognizing the importance of this corridor, KDOT has made significant investments starting with the K-10 Transportation Study, which lead to projects like the South Lawrence Trafficway (SLT) East Leg in Lawrence and the Johnson County Gateway at the I-435/I-35/K-10 Interchange. Progress continues with the SLT West Leg now in the Eisenhower Legacy Transportation (IKE) Program pipeline.

Although these investments addressed critical needs, challenges remain on K-10 including aging infrastructure throughout much of the corridor. Additionally, routine congestion during the morning and evening peak periods, particularly east of K-7, impacts commuter traffic daily. Geometric configurations are outdated and inadequate to support current demand and contribute to safety issues. K-10 is poised to experience unprecedented new growth dynamics. Planned development of a large manufacturing operation on the west end of the project corridor near De Soto is anticipated to further stress traffic conditions along the entire study corridor.

## 3. Initial Coordination

KDOT formally notified the FHWA of its intent to initiate the NEPA process as an EA for this project on September 25, 2023.

### 3.1. Notice of Intent

After project initiation, KDOT, in coordination with FHWA, will prepare a Notice of Intent (NOI) to prepare an EA. The NOI was published in the Kansas Register on October 12 and October 19, 2023. Copies will be included in Appendix B. This is the first step in the agency and public coordination process for the project.

### 3.2. Initial Coordination Package

KDOT, in coordination with FHWA, will prepare an initial coordination packet for distribution to agencies, tribes, officials and organizations identified in Table 1 in Section 3.2.4. This packet will be sent to agencies on 10/11/2023. This packet includes a letter inviting the agency to coordinate on the project, a project description detailing the project and a project study area map. The letter identifies the initial purpose and need for the project, details the history of the project, provides a summary of preliminary alternatives to be considered, and examples of environmental resources that will be considered throughout the course of the EA.

The study team will schedule a virtual scoping meeting with resource agencies to review the project. The initial coordination packet and meeting are meant to fulfill the scoping activities

point of collaboration. **Appendix C** will contain copies of response letters received from the agencies during the initial coordination process.

### 3.2.1. Lead Agencies

KDOT will serve as the lead state agency for the project. FHWA will serve as the lead federal agency. The Cities of Lenexa, Olathe, and De Soto; Johnson County, Kansas; and the Kansas Turnpike Authority (KTA) are also serving as planning partners during the study process. The environmental review, consultation and other actions as required by Federal law for this project will be carried out by KDOT and FHWA.

KDOT, in cooperation with FHWA, will:

- Identify cooperating and participating agencies in the environmental review process;
- Develop a coordination plan;
- Develop a public involvement plan;
- Initiate and carry out formal Tribal Consultation per Section 106 requirements;
- Solicit input on the project's purpose and need from the public and agencies;
- Finalize the purpose and need statement;
- Prepare and approve a Draft EA;
- Select the Proposed Action (Preferred Alternative);
- Prepare and approve a Final EA and a potential Finding of No Significant Impact (FONSI);
- Ensure environmental commitments are completed; and
- Manage the environmental review process and address/resolve any potential issues.

### 3.2.2. Cooperating Agencies

Cooperating agencies are those governmental agencies specifically requested by the lead agency to participate during the environmental evaluation process for the project. Cooperating agencies are federal agencies that have jurisdiction by law regarding aspects of the proposed project or special expertise pertaining to the project. KDOT, in coordination with FHWA, has determined that there will be no cooperating agencies for this project.

If new information reveals the need to request any agencies to serve as a cooperating agency, then KDOT in consultation with FHWA will issue that agency an invitation.

### 3.2.3. Participating Agencies

These are federal, tribal, and non-federal governmental agencies that may have an interest in the project because of their jurisdictional authority, special expertise and/or statewide interest. All federal, tribal, state, regional and local government agencies that may have an interest in the project are being invited to serve as participating agencies. Non-governmental organizations and private entities cannot serve as participating agencies.

For the K-10 Corridor EA, federal, tribal, state, regional, and local government agencies that may have an interest in the project will be invited to serve as participating agencies. Appendix C

will contain copies of the invitation letters to participating agencies which were included in the initial coordination package. Participating agencies are listed in section 3.2.4.

The roles and responsibilities of participating agencies include, but are not limited to:

- Participate in the scoping process;
- Participate in the NEPA process by providing input on the development of the purpose and need statement, and alternative screening process; and
- Identifying, as early, as practicable, any issues of concern regarding the project’s potential environmental or socioeconomic impacts. Participating agencies also may participate in the issue resolution process.
- Reviewing and providing comment on the EA.

If, during the progress of the project, new information indicates that an agency not previously requested to be a participating agency does indeed have authority, jurisdiction, acknowledged expertise or information relevant to the project, then KDOT, in consultation with FHWA, will promptly extend an invitation to that agency to be a participating agency.

Accepting the designation as a participating agency does not indicate project support and does not provide an agency with increased oversight or approval authority beyond its statutory limits, if applicable. Cooperating agencies are, by definition, participating agencies, but not all participating agencies are cooperating agencies. The roles and responsibilities of cooperating and participating agencies are very similar, but cooperating agencies have a slightly higher degree of authority, responsibility, and involvement in the environmental review process.

Comment periods for the public or participating agencies will not exceed 30 days unless a different comment period is established by the study team, lead agency, and all participating agencies.

### 3.2.4. Agency List

**Table 1** shows the Lead and Participating Agencies for the project.

**Table 1: List of Lead and Participating Agencies**

Agency	Role	Accepted Invitation*	Responsibility
Federal Highway Administration (FHWA)	Federal Lead Agency		Manage environmental review process; prepare and approve EA; provide opportunities for public and agency involvement
Kansas Department of Transportation (KDOT)	State Lead Agency		Manage environmental review process; prepare and approve EA; provide opportunities for public and agency involvement
U.S. Army Corps of Engineers (USACE)	Participating Agency	Y	Consultation
U.S. Fish and Wildlife Service (USFWS)	Participating Agency		Consultation

Agency	Role	Accepted Invitation*	Responsibility
U.S. Environmental Protection Agency (EPA)	Participating Agency	Y	Consultation
U.S. Department of the Interior, Office of Environmental Policy and Compliance	Participating Agency		Consultation
U.S. Department of Agriculture (USDA)	Participating Agency		Consultation
Natural Resources Conservation Service (NRCS)	Participating Agency		Consultation
Federal Emergency Management Agency (FEMA)	Participating Agency		Consultation
U.S. Department of the Interior, National Park Service, Midwest Region	Participating Agency		Consultation
Advisory Council on Historic Preservation	Participating Agency		Consultation
U.S. Department of the Interior, Bureau of Indian Affairs	Participating Agency		Consultation
U.S. Department of the Interior, Bureau of Indian Education	Participating Agency		Consultation
U.S. Department of the Interior, Office of the Regional Solicitor	Participating Agency		Consultation
U.S. Geological Survey	Participating Agency		Consultation
U.S. Department of Housing and Urban Development (HUD)	Participating Agency		Consultation
U.S. Department of Commerce, Denver Regional Office	Participating Agency		Consultation
U.S. Department of Energy, Office of NEPA Policy and Compliance	Participating Agency		Consultation
Kansas Department of Health and Environment	Participating Agency	Y	Consultation
Kansas Department of Wildlife & Parks	Participating Agency		Consultation
Kansas State Historical Society	Participating Agency	Y	Consultation
Kansas Water Office	Participating Agency	Y	Consultation

Agency	Role	Accepted Invitation*	Responsibility
Kansas Biological Survey	Participating Agency	Y	Consultation
Kansas Geological Survey	Participating Agency		Consultation
Kansas Forest Service	Participating Agency		Consultation
Kansas Department of Agriculture	Participating Agency		Consultation
Kansas Department of Commerce	Participating Agency		Consultation
Kansas Corporation Commission	Participating Agency		Consultation
City of De Soto	Participating Agency		Consultation
City of De Soto Public Works Department	Participating Agency		Consultation
City of Lenexa	Participating Agency	Y	Consultation
City of Lenexa Public Works Department	Participating Agency	Y	Consultation
City of Lenexa Parks & Recreation Department	Participating Agency	Y	Consultation
City of Olathe	Participating Agency	Y	Consultation
City of Olathe Public Works Operations	Participating Agency	Y	Consultation
City of Olathe Parks & Recreation Department	Participating Agency	Y	Consultation
De Soto Unified School District #232	Participating Agency	Y	Consultation
Shawnee Mission School District	Participating Agency		Consultation
Olathe School District	Participating Agency		Consultation
Blue Valley School District	Participating Agency		Consultation
Eudora School District	Participating Agency		Consultation
Johnson County	Participating Agency		Consultation
Johnson County Appraiser	Participating Agency		Consultation
Kansas Turnpike Authority	Participating Agency		Consultation
Mid-America Regional Council (MARC)	Participating Agency	Y	Consultation
Kansas Byways	Participating Agency		Consultation



Agency	Role	Accepted Invitation*	Responsibility
Federal Aviation Administration	Participating Agency		Consultation
Federal Railroad Administration	Participating Agency		Consultation
Federal Transit Administration (FTA), Region 7	Participating Agency		Consultation
Delaware Tribe of Indians	Participating Agency	Y	Consultation
Kaw Nation of Oklahoma	Participating Agency		Consultation
Osage Nation of Oklahoma	Participating Agency	Y	Consultation
Absentee Shawnee Tribe of Oklahoma	Participating Agency		Consultation
Eastern Shawnee Tribe of Oklahoma	Participating Agency		Consultation
Prairie Band Potawatomi Nation	Participating Agency	Y	Consultation
Wichita and Affiliated Tribes	Participating Agency		Consultation
Shawnee Tribe	Participating Agency		Consultation
Wyandotte Nation	Participating Agency		Consultation

\* A blank in this column indicates no official response to the request has been received.

## 4. Coordination Points

Lead agencies (KDOT and FHWA) for the project must agree that the project may move forward at key points including the agency coordination plan, purpose and need, range of alternatives and proposed action (preferred alternative), preliminary Draft EA, and combined Final EA/FONSI. As necessary these coordination points may be combined to facilitate the project schedule.

Participating agencies may be asked to review deliverables and provide feedback at collaboration points. The study team will address comments received from participating agencies before finalizing documents for official approval.

The lead agency (KDOT) will ensure information is presented to participating agencies at key points throughout the project through coordination. An agreed upon amount of time will be provided for agencies to review and submit feedback; this will typically be 30 days from receipt of the materials. Key coordination points for this project and anticipated dates for coordination are shown in **Table 2** (dates are approximate). **Appendix D** contains letters and responses for each coordination point during the project.

**Table 2: Anticipated Key Milestone and Deliverable Dates for Agency Reviews and Comments**

Task Name	Duration	Start	Finish
<b>Project Initiation</b>			
Kansas Register Notice of Intent Published	1 day	October 5, 2023	October 5, 2023
Agency Scoping Meeting	1 day	November 13, 2023	November 13, 2023
Review of Coordination Plan	30 days	November 13, 2023	December 13, 2023
Agency Concurrence: Coordination Plan	1 day	December 13, 2023	December 13, 2023
<b>Purpose and Need</b>			
Review of Purpose & Need	30 days	November 13, 2023	December 13, 2023
Agency Concurrence: Purpose & Need Statement	1 day	December 13, 2023	December 13, 2023
<b>Alternatives</b>			
Review of Alternatives and Selection of Proposed Action Memorandum	30 days	March 15, 2024	April 14, 2024
Agency Concurrence: Alternatives	1 day	April 14, 2024	April 14, 2024
<b>Draft EA</b>			
Draft EA - Agency & Public Review Period	30 days	June 20, 2024	July 20, 2024
Agency Concurrence: Draft EA	1 day	July 20, 2024	July 20, 2024
<b>Final EA &amp; FONSI</b>			
Final EA & FONSI Review Period	30 days	September 1, 2024	September 30, 2024
Final EA & FONSI Approval	1 day	September 30, 2024	September 30, 2024

## 5. Public Involvement and Stakeholder Outreach

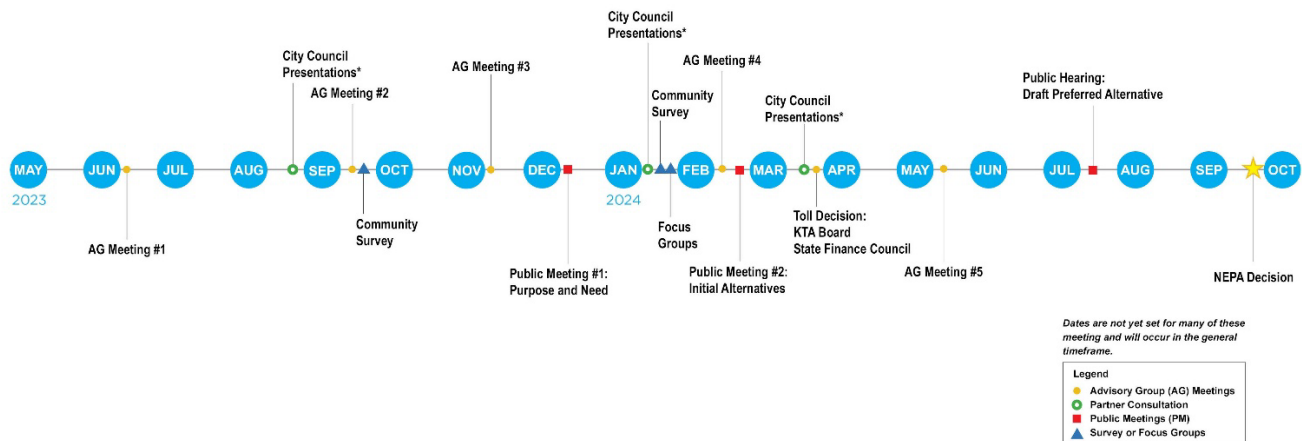
A comprehensive public involvement and stakeholder outreach program is being developed. A copy of the Stakeholder Engagement and Communications Plan showing key activities and points of contact with the public, stakeholders and project advisory group will be included in **Appendix E** (which will be completed at the beginning of Phase B of the project).

**Table 3 and Figure 1** show the general schedule for public involvement and stakeholder outreach identified for this project. This assumes a tolled alternative as the preferred alternative, which requires additional approvals. Should the preferred alternative not be tolled those activities would be dropped.

**Table 2: Public Outreach Schedule**

Date	Meeting
June 2023	Advisory Group Meeting 1
September 2023	Advisory Group Meeting 2
October 2023	Advisory Group Meeting 3
November 2023	Agency Coordination Meeting
December 2023	Public Meeting #1: Purpose and Need
January 2024	City Council Presentations
February 2024	Advisory Group Meeting 4
February 2024	Public Meeting #2: Alternatives
March 2024	City Council Presentations
TBD if needed	City Action on use of tolling (potentially 3 meetings with each community)
TBD if needed	KTA Action on use of tolling
TBD if needed	State Finance Council Action on use of tolling
May 2024	Advisory Group Meeting 5
July 2024	Anticipated Public Meeting #3: EA and Section 4(f) public and agency comment period. Section 4(f) requires a 45 day period.
September 2024	Anticipated Publication of Notice of Availability for Final EA/NEPA Decision
October 2024	Anticipated Publication of Approval of NEPA Decision and Final EA

**Figure 1: Public Outreach Timeline**



\*Dates are not yet set for many of these meetings and will occur in the general timeframe.

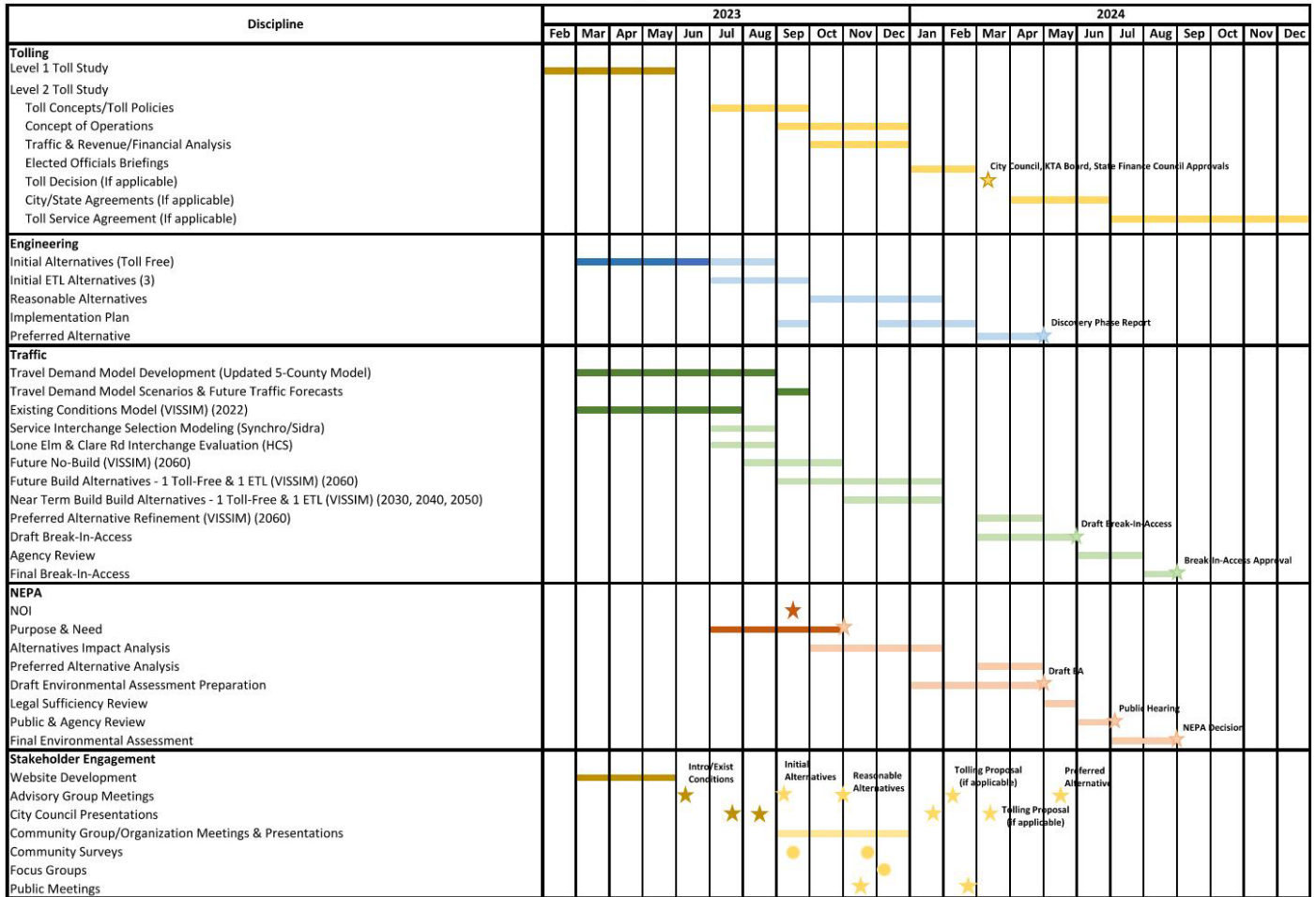
## 6. Project Schedule

The EA portion of the project is expected to be completed and approved by October 1, 2024. **Figure 2** contains the schedule for the completion of the EA assuming that an issuance of a Final EA & FONSI is received for this project. If a decision is made that an Environmental Impact Statement (EIS) with a Record of Decision (ROD) is required at any point during the

NEPA process, this schedule will need to be modified to meet the requirements of an EIS-level of documentation and coordination.

This schedule will be revised and updated as the project moves forward, and if additional information is discovered that requires schedule adjustments. Any updates to the project coordination plan and schedule will be provided to the participating agencies for the project.

**Figure 2: Project Schedule**



## 7. Revision History

The revision history log will be used to identify changes to the Coordination Plan.

Version	Date	Document Name	Revision description and why it was needed.
1	September 29, 2023	Project Coordination Plan	Original review draft distributed to KDOT and FHWA
2	November 13, 2023	Project Coordination Plan	Agency responses

## 8. Coordination Tracking

The following table will be used to track public and agency coordination milestones.

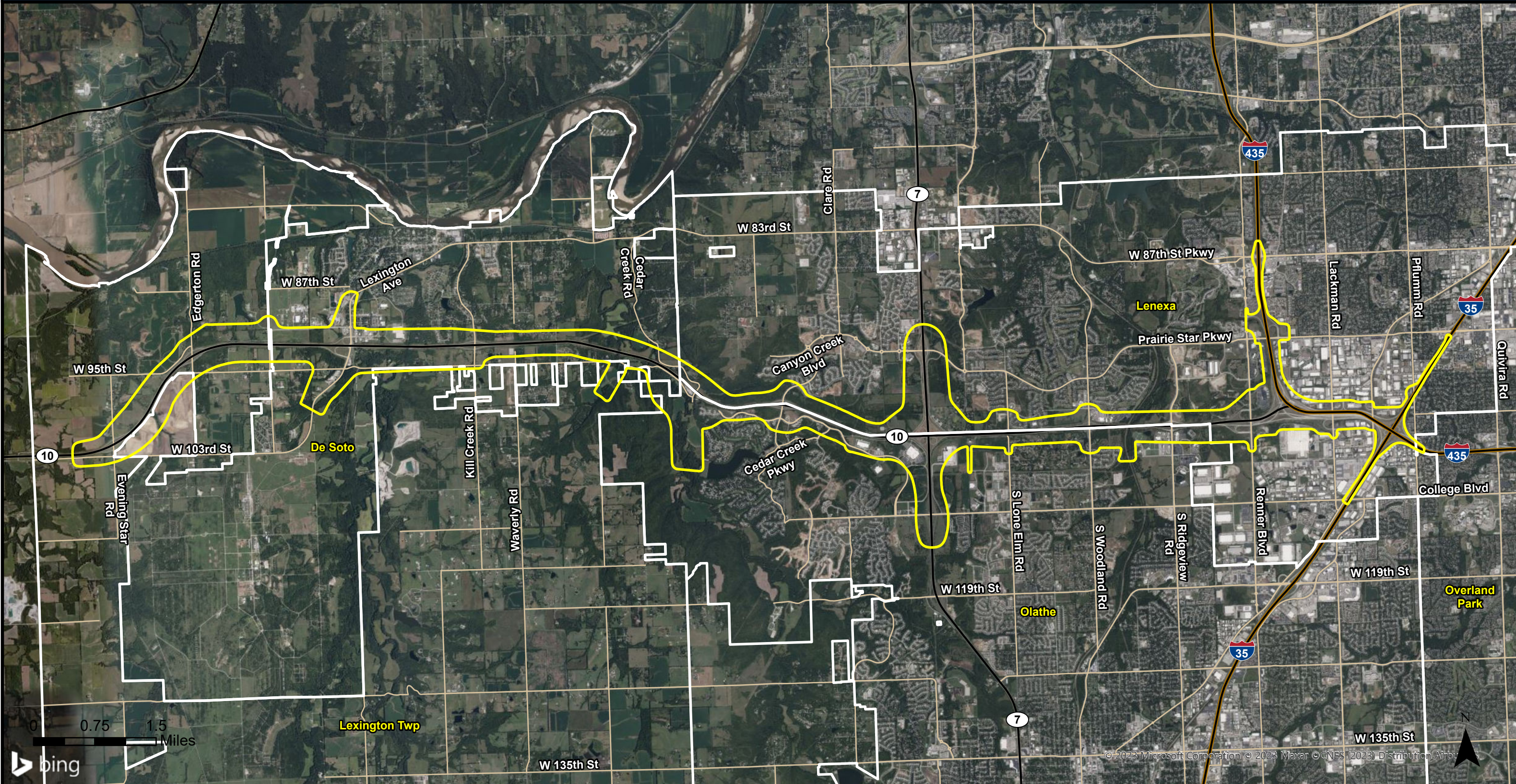
Coordination Milestone	Agency(ies) Responsible	Completion Date
Advisory Group Meeting #1	FHWA KDOT Local Stakeholders	May 25, 2023
Advisory Group Meeting #2	FHWA KDOT Local Stakeholders	September 25, 2023
Notice of Intent published in Kansas Register	KDOT	October 19, 2023
Invitation letter sent to participating agencies	KDOT	October 11, 2023
Initiate Section 106 Tribal Coordination	FHWA	October 11, 2023
Advisory Group Meeting #3	FHWA KDOT Local Stakeholders	
Agency Coordination Meeting	FHWA KDOT	November 13, 2023
Public Meeting #1	KDOT Public	
Collaboration on Coordination Plan	FHWA KDOT Participating Agencies	
Collaboration on Purpose and Need	FHWA KDOT Participating Agencies	
Advisory Group Meeting #4	FHWA KDOT Local Stakeholders	
Public Meeting #2	KDOT Public	
Advisory Group Meeting #5	FHWA KDOT Local Stakeholders	
Collaboration of Alternatives	FHWA KDOT Participating Agencies	
Review of Draft EA	FHWA KDOT Participating Agencies	
Public Meeting #3	KDOT Public	
Final EA & FONSI Review	FHWA KDOT Participating Agencies	
Issue Final EA & FONSI	FHWA KDOT	

APPENDIX A

# Project Study Area Map



# Study Area



**K-10 Capacity Improvements**  
KDOT # 10-46 KA-6549-01

- Legend**
- City Boundary
  - Study Area





APPENDIX B

# Notice of Intent



# Kansas Register

[Kansas Register](#) / [Issue 41 - October 12, 2023](#) / Kansas Department of Transportation

**Volume 42 - Issue 41 - October 12, 2023**

## State of Kansas

### Department of Transportation

#### Notice of Intent to Conduct Environmental Assessment

Public notice is hereby given that the Kansas Department of Transportation (KDOT), in cooperation with the Federal Highway Administration (FHWA), will prepare an Environmental Assessment (EA) for a proposal to modernize and expand the K-10 Corridor located in Johnson County, Kansas. The City of Olathe, the City of Lenexa, the City of De Soto, and Johnson County are serving as partners on the study.

The overall study limits on K-10 extend from west of the interchange at Evening Star Road to the I-435/I-35/K-10 interchange. The overall length is approximately 16.5 centerline miles along K-10. Major cross streets with service interchange access to K-10 included within the study area are Evening Star Road, Edgerton Road, Lexington Avenue, Kill Creek Road, Cedar Creek Parkway/Canyon Creek Boulevard, S. Woodland Road, S. Ridgeview Road, and Renner Boulevard. System interchanges within the study area include K-7 (from College Boulevard to Prairie Star Parkway) and I-435 (from 95th Street to Pflumm Road). Additionally, I-35 at the interchange with I-435/K-10 is included.

Within the EA, FHWA, and KDOT will evaluate a "No Action" alternative as well as expansion alternatives (tolled and non-tolled) for the K-10 study area as the proposed action. Roadway and interchange configurations will be evaluated throughout the corridor. The toll alternative will evaluate the potential benefits of express toll lanes for eastbound and westbound traffic to improve safety and improve congestion in the corridor. Roadway and interchange configurations will be evaluated throughout the corridor.

The FHWA and KDOT plan to prepare an EA for the project. The EA will analyze the potential social, economic, and environmental impacts resulting from the proposed project. The following issues will be specifically analyzed as part of the EA: impacts to the aquatic ecosystem, impacts to cultural resources; impacts to threatened and endangered species; impacts to floodplains; impacts to transportation; impacts to parks/recreation; environmental justice; and socioeconomics. This includes direct, indirect, and cumulative impacts. Other Federal approvals or permits that may be required; a Section 404 Permit from the U.S. Army Corps of Engineers (USACE), a floodplain development permit from the City of De Soto, the City of Lenexa, the City of Olathe, and Johnson County as well as water resource and floodplain permits from the Kansas Division of Water Resources.

A scoping and coordination process will be initiated that involves appropriate federal, state, and local agencies, as well as stakeholders and the public. This will continue throughout the study to engage the local and regional community, to obtain public input and to keep the public informed. Coordination meetings will be held as needed with affected/concerned local, state, tribal, and federal governmental entities. Public meetings will be held to gather input and share findings on the EA. The EA will be made available for public and agency review and comment prior to the final public meeting.

To ensure that the full range of issues related to the proposed action are addressed and all significant issues defined, comments and suggestions are invited from all interested parties. Comments or questions concerning the proposed action and the EA should be directed to FHWA or KDOT at the addresses provided below.

For further information, contact:

Federal Highway Administration, Kansas Division  
Richard Backlund, Division Administrator  
6111 SW 29th Street, Suite 100,  
Topeka, KS 66614-4271  
785-273-2600  
[hdaks@dot.gov](mailto:hdaks@dot.gov)

Kansas Department of Transportation  
Steven Cross, P.E., Road Design Leader/Project Manager  
Dwight D. Eisenhower State Office Building  
700 SW Harrison St.,  
Topeka, KS 66603-3745  
785-221-6441  
[Steven.Cross@ks.gov](mailto:Steven.Cross@ks.gov)

Calvin Reed  
Secretary  
Department of Transportation

**Doc. No. 051551**

# Kansas Register

[Kansas Register](#) / [Issue 42 - October 19, 2023](#) / Kansas Department of Transportation

**Volume 42 - Issue 42 - October 19, 2023**

## State of Kansas

### Department of Transportation

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The FHWA and KDOT plan to prepare an EA for the project. The EA will analyze the potential social, economic, and environmental impacts resulting from the proposed project. The following issues will be specifically analyzed as part of the EA: impacts to the aquatic ecosystem, impacts to cultural resources; impacts to threatened and endangered species; impacts to floodplains; impacts to transportation; impacts to parks/recreation; environmental justice; and socioeconomics. This includes direct, indirect, and cumulative impacts. Other Federal approvals or permits that may be required; a Section 404 Permit from the U.S. Army Corps of Engineers (USACE), a floodplain development permit from the City of De Soto, the City of Lenexa, the City of Olathe, and Johnson County as well as water resource and floodplain permits from the Kansas Division of Water Resources.

A scoping and coordination process will be initiated that involves appropriate federal, state, and local agencies, as well as stakeholders and the public. This will continue throughout the study to engage the local and regional community, to obtain public input and to keep the public informed. Coordination meetings will be held as needed with affected/concerned local, state, tribal, and federal governmental entities. Public meetings will be held to gather input and share findings on the EA. The EA will be made available for public and agency review and comment prior to the final public meeting.

To ensure that the full range of issues related to the proposed action are addressed and all significant issues defined, comments and suggestions are invited from all interested parties. Comments or questions concerning the proposed action and the EA should be directed to FHWA or KDOT at the addresses provided below.

For further information, contact:

Federal Highway Administration, Kansas Division  
Richard Backlund, Division Administrator  
6111 SW 29th Street, Suite 100,  
Topeka, KS 66614-4271  
785-273-2600  
[hdaks@dot.gov](mailto:hdaks@dot.gov)

Kansas Department of Transportation  
Steven Cross, P.E., Road Design Leader/Project Manager  
Dwight D. Eisenhower State Office Building  
700 SW Harrison St.,  
Topeka, KS 66603-3745  
785-221-6441  
[Steven.Cross@ks.gov](mailto:Steven.Cross@ks.gov)

Calvin Reed  
Secretary  
Department of Transportation

**Doc. No. 051551**

APPENDIX C

# Initial Coordination

## Samantha Prusak

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**Subject:** FW: K-10 Corridor Johnson County, Ks  
**Attachments:** 20231107141903959.pdf

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**From:** Steven Cross [KDOT] <[Steven.Cross@ks.gov](mailto:Steven.Cross@ks.gov)>  
**Sent:** Tuesday, November 7, 2023 2:39:14 PM  
**To:** Brandon Yarbrough <[byarbrough@HNTB.com](mailto:byarbrough@HNTB.com)>  
**Cc:** Cameron McGown <[CMcGown@HNTB.com](mailto:CMcGown@HNTB.com)>; Robyn Arthur <[RArthur@HNTB.com](mailto:RArthur@HNTB.com)>  
**Subject:** FW: K-10 Corridor Johnson County, Ks

See attached.

---

**From:** Judi Dunn [KDHE] <[Judi.Dunn@ks.gov](mailto:Judi.Dunn@ks.gov)>  
**Sent:** Tuesday, November 7, 2023 2:28 PM  
**To:** Steven Cross [KDOT] <[Steven.Cross@ks.gov](mailto:Steven.Cross@ks.gov)>  
**Subject:** K-10 Corridor Johnson County, Ks

Greetings Steven,

Attached is KDHE's response to the Kansas Dept of Transportation request for a project review for the K-10 Corridor Johnson County, Ks.

Sincerely,

*Judi Dunn*

Senior Administrative Specialist  
Kansas Department of Health and Environment  
Division of Environment, Office of the Director  
1000 SW Jackson Street, Suite 400  
Topeka, Kansas 66612-1367  
Phone: 785-291-3092  
Fax: 785-559-4264  
Email: [Judi.Dunn@ks.gov](mailto:Judi.Dunn@ks.gov)



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## Samantha Prusak

---

**Subject:** FW: Participating Agency Letter Response

---

**From:** Steven Cross [KDOT] <[Steven.Cross@ks.gov](mailto:Steven.Cross@ks.gov)>  
**Sent:** Tuesday, October 24, 2023 9:38 AM  
**To:** Brandon Yarbrough <[byarbrough@HNTB.com](mailto:byarbrough@HNTB.com)>  
**Cc:** Cameron McGown <[CMcGown@HNTB.com](mailto:CMcGown@HNTB.com)>; Robyn Arthur <[RArthur@HNTB.com](mailto:RArthur@HNTB.com)>  
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FYI

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Steven,

We received your letter of invitation to be a Participating Agency in the Environmental Assessment process. We are excited to participate. Please include Beth Wright at [eawright@olatheks.org](mailto:eawright@olatheks.org) and Mary Jaeger at [MJaeger@olatheks.org](mailto:MJaeger@olatheks.org) on the contact list to represent the Infrastructure section of the City of Olathe.

Please let me know if you need a formal letter as a response. We can certainly get one in the mail to you.

*Beth Wright, Deputy Public Works Director*

(913) 971-9061 | [OlatheKS.org](http://OlatheKS.org)

Public Works | City of Olathe, Kansas

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**Subject:** RE: Participating Agency Letter Response

Robyn,

John Brokus, Park Superintendent, Olathe will represent the interests of the Olathe Parks Department in the K10 Agency Coordination efforts. His email address is [JDBrockus@olatheks.org](mailto:JDBrockus@olatheks.org).

Please let us know if you need any additional information.

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**Subject:** FW: Participating Agency Letter Response

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Beth, you've updated your contacts, thank you. We will update the list below. Is there a person from your Parks Department you would like to designate, or will you and Mary coordinate that?

Thank you,  
Robyn



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List is here. All this gets them is our coordination mailings, it does not designate them to be on the advisory team or anything like that. Should they wish to have more involvement than just receiving coordination mailings, we will need to discuss another mechanism.

[AgencyandTribalCoordinationTracking\\_2022-10-24.xlsx](#)

We generally send to departments we think should be involved if we can track down contacts. If not we send to the mayor or city administrator. Then we update if we get a response to whoever is designated.

City of Lenexa	Participating Agency		Michael Boehm
City of Lenexa Public Works Department	Participating Agency		Nick Arena
City of Lenexa Parks & Recreation Department	Participating Agency		Logan Wagler
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**Brandon Yarbrough, AICP**  
Department Manager - Planning  
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Brandon,

Can you point me to the list of Agencies we sent the letter to so I can share with Olathe and Lenexa so that they can know who we contacted.

This came up in our discussion yesterday and they wanted to be aware of the different departments/agencies as part of NEPA and then potentially designate a representative .

Thanks,  
Robyn

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**Subject:** RE: Participating Agency Letter Response

Got it, thanks!

**Brandon Yarbrough, AICP**  
Department Manager - Planning  
HNTB Corporation  
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**Subject:** Participating Agency Letter Response

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Steven,

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Please let me know if you need a formal letter as a response. We can certainly get one in the mail to you.

*Beth Wright, Deputy Public Works Director*  
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Public Works | City of Olathe, Kansas

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## Samantha Prusak

---

**Subject:** FW: K-10 Improvements

---

**From:** Steven Cross [KDOT] <[Steven.Cross@ks.gov](mailto:Steven.Cross@ks.gov)>  
**Sent:** Monday, October 30, 2023 1:00 PM  
**To:** Brandon Yarbrough <[byarbrough@HNTB.com](mailto:byarbrough@HNTB.com)>  
**Cc:** Cameron McGown <[CMcGown@HNTB.com](mailto:CMcGown@HNTB.com)>; Robyn Arthur <[RArthur@HNTB.com](mailto:RArthur@HNTB.com)>  
**Subject:** FW: K-10 Improvements

See below.

---

**From:** Summerlin, Joe <[summerlin.joe@epa.gov](mailto:summerlin.joe@epa.gov)>  
**Sent:** Monday, October 30, 2023 12:07 PM  
**To:** Steven Cross [KDOT] <[Steven.Cross@ks.gov](mailto:Steven.Cross@ks.gov)>  
**Cc:** Sedlacek, Michael <[Sedlacek.Michael@epa.gov](mailto:Sedlacek.Michael@epa.gov)>; Kensinger, Justin <[Kensinger.Justin.R@epa.gov](mailto:Kensinger.Justin.R@epa.gov)>; Schafer, Jeannette <[schafer.jeannette@epa.gov](mailto:schafer.jeannette@epa.gov)>  
**Subject:** K-10 Improvements

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Mr. Cross:

Thank you for contacting the US Environmental Protection Agency concerning planned improvements to K-10 west of the interchange at Evening Star Road to the I-435/I-35/K-10 Interchange. Please send invitations for the interagency coordination meeting that will be held on November 13, 2023 at 1:00 PM. One or more of these people may attend:

Joe Summerlin: Senior NEPA Reviewer  
Mike Sedlacek: NEPA Reviewer  
Justin Kensinger: 404 Permitting  
Jeannette Schafer: 404 Permitting

If you have any questions or concerns please contact me at (913) 551-7029 or via email at [summerlin.joe@epa.gov](mailto:summerlin.joe@epa.gov).

Sincerely,

Joe Summerlin  
Senior NEPA Reviewer  
EPA Region 7

## Samantha Prusak

---

**Subject:** FW: K-10 Corridor, Johnson County, KS

---

**From:** Steven Cross [KDOT] <[Steven.Cross@ks.gov](mailto:Steven.Cross@ks.gov)>  
**Sent:** Monday, October 30, 2023 1:02 PM  
**To:** Brandon Yarbrough <[byarbrough@HNTB.com](mailto:byarbrough@HNTB.com)>  
**Cc:** Cameron McGown <[CMcGown@HNTB.com](mailto:CMcGown@HNTB.com)>; Robyn Arthur <[RArthur@HNTB.com](mailto:RArthur@HNTB.com)>  
**Subject:** FW: K-10 Corridor, Johnson County, KS

See below.

---

**From:** Alvie Cater <[ACater@usd232.org](mailto:ACater@usd232.org)>  
**Sent:** Friday, October 27, 2023 8:49 AM  
**To:** Steven Cross [KDOT] <[Steven.Cross@ks.gov](mailto:Steven.Cross@ks.gov)>  
**Subject:** K-10 Corridor, Johnson County, KS

**EXTERNAL:** This email originated from outside of the organization. Do not click any links or open any attachments unless you trust the sender and know the content is safe.

Hello, Mr. Cross.

This is Alvie Cater with USD 232 (De Soto). I am writing in response to your letter sent to Dr. Cory Gibson, superintendent of schools. Please accept this message as confirmation that USD 232 plans to participate in the interagency coordination meeting scheduled for November 13, at 1:00 p.m., regarding the K-10 Corridor.

We will watch for further instructions and meeting logistics.

Warmest regards,  
Alvie Cater

**Alvie L. Cater, II**

Assistant Superintendent, Administration & Communications  
Unified School District No. 232, Johnson County, KS  
35200 W. 91<sup>st</sup> Street  
De Soto, KS 66018  
[www.usd232.org](http://www.usd232.org)  
913-667-6200, x2154

## Samantha Prusak

---

**Subject:** FW: Environmental Assessment for K-10 Corridor, Johnson County

---

**From:** Steven Cross [KDOT] <[Steven.Cross@ks.gov](mailto:Steven.Cross@ks.gov)>  
**Sent:** Tuesday, October 31, 2023 9:14 AM  
**To:** Brandon Yarbrough <[byarbrough@HNTB.com](mailto:byarbrough@HNTB.com)>  
**Cc:** Cameron McGown <[CMcGown@HNTB.com](mailto:CMcGown@HNTB.com)>; Robyn Arthur <[RArthur@HNTB.com](mailto:RArthur@HNTB.com)>  
**Subject:** FW: Environmental Assessment for K-10 Corridor, Johnson County

See below.

---

**From:** Katrina Ringler [KSHS] <[Katrina.Ringler@ks.gov](mailto:Katrina.Ringler@ks.gov)>  
**Sent:** Tuesday, October 31, 2023 9:11 AM  
**To:** Steven Cross [KDOT] <[Steven.Cross@ks.gov](mailto:Steven.Cross@ks.gov)>  
**Cc:** Nikki Klarmann [KSHS] <[Nikki.Klarmann@ks.gov](mailto:Nikki.Klarmann@ks.gov)>; Robert Elder [KSHS] <[Robert.Elder@ks.gov](mailto:Robert.Elder@ks.gov)>  
**Subject:** Environmental Assessment for K-10 Corridor, Johnson County

Mr. Cross,

We received a letter notifying the State Historic Preservation Officer (SHPO) that an environmental assessment is being initiated for the project above. I understand that a virtual meeting is planned for November 13 at 1pm. Please forward the meeting link to myself and the two staff members copied on this email. We will plan to attend. The SHPO will ultimately need to review the project plans via our online submission portal, but we welcomed this opportunity to coordinate.

Sincere thanks,

**Katrina Ringler**

Deputy State Historic Preservation Officer  
Director, Cultural Resources Division  
Kansas Historical Society  
6425 SW 6th Avenue  
Topeka KS 66615-1099  
785-272-8681, ext. 217  
[Katrina.Ringler@ks.gov](mailto:Katrina.Ringler@ks.gov)

## Samantha Prusak

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**Subject:** RE: Participating Agency Letter Response

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Please let us know if you need any additional information.

*Beth Wright, Deputy Public Works Director*

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Public Works | City of Olathe, Kansas

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**Brandon Yarbrough, AICP**  
Department Manager - Planning  
HNTB Corporation  
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Department Manager - Planning  
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Public Works | City of Olathe, Kansas

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**Samantha Prusak**

---

**Subject:** FW: Transmittal of Correspondence NWK-2023-00699  
**Attachments:** 2023-10-31 Ack EA consulting agency 2023-00699.pdf

---

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**Subject:** FW: Transmittal of Correspondence NWK-2023-00699

FYI

---

**From:** Smith, Alicia Loren CIV USARMY CENWK (USA) <[Alicia.L.Smith@usace.army.mil](mailto:Alicia.L.Smith@usace.army.mil)>  
**Sent:** Tuesday, October 31, 2023 1:11 PM  
**To:** Steven Cross [KDOT] <[Steven.Cross@ks.gov](mailto:Steven.Cross@ks.gov)>  
**Cc:** Donahue, Brian T CIV USARMY CENWK (USA) <[Brian.T.Donahue@usace.army.mil](mailto:Brian.T.Donahue@usace.army.mil)>  
**Subject:** Transmittal of Correspondence NWK-2023-00699

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Mr. Cross,

Attached is correspondence concerning KDOT 10-46 KA-6549-01, NWK-2023-00699. Please contact Mr. Brian Donahue at 816-389-3703 or by email at [brian.t.donahue@usace.army.mil](mailto:brian.t.donahue@usace.army.mil) if you have any questions.

Thanks,  
Loren Smith  
Regulatory Assistant  
U.S. Army Corps of Engineers, Regulatory Branch  
601 E. 12th Street, Suite 402  
Kansas City, Missouri 64106-2896  
(816) 389-3467

General Office Email: [Regulatory.KansasCity@usace.army.mil](mailto:Regulatory.KansasCity@usace.army.mil)  
<http://www.nwk.usace.army.mil/Missions/RegulatoryBranch.aspx>

\*\*\*\*\*

Complete our Regulatory Service Survey at:  
<https://regulatory.ops.usace.army.mil/customer-service-survey/>

\*\*\*\*\*



DEPARTMENT OF THE ARMY  
U.S. ARMY CORPS OF ENGINEERS, KANSAS CITY DISTRICT  
601 E. 12<sup>TH</sup> STREET, 635 FEDERAL BUILDING  
KANSAS CITY, MO 64106-2824

October 31, 2023

Regulatory Branch  
(NWK-2023-00699)

Mr. Steven Cross  
Kansas Department of Transportation  
700 Southwest Harrison Street  
Topeka, KS 66603

Dear Mr. Cross:

This is in response to your recent letter regarding the initiation of an Environmental Assessment for the proposed improvement to a portion of K-10 Highway between I-35, west to the City of DeSoto, Kansas. Please reference your project number designation, KDOT 10-46 KA-6549-01. The proposed project study limits include approximately 16.5 miles of K-10 Highway within Johnson County, Kansas.

This project has been assigned Regulatory file number NWK-2023-00699 by our office. Please reference this number in all comments and/or inquiries to our office relating to this project. The Corps of Engineers has jurisdiction over all waters of the United States. Discharges of dredged or fill material in waters of the United States, including wetlands, require prior authorization from the Corps under Section 404 of the Clean Water Act (Title 33 United States Code Section 1344). The implementing regulation for this Act is found at Title 33 Code of Federal Regulations Parts 320-332.

Should the proposed improvements require the discharge of dredged or fill material in any waters of the United States, including wetlands, a Department of the Army (DA) permit may be required. However, if the proposed improvements do not require the discharge of dredged or fill material in any waters of the United States, including wetlands, a DA permit will not be required.

Thank you for your invitation to participate in the early coordination process and planning for this project. If you have any questions concerning this matter, please feel free to write or contact me at 816-389-3703 or by email at [brian.t.donahue@usace.army.mil](mailto:brian.t.donahue@usace.army.mil). This letter is only being sent to you electronically at [steven.cross@ks.gov](mailto:steven.cross@ks.gov).

Sincerely,

*Brian Donahue*

Brian Donahue  
Regulatory Project Manager

APPENDIX D

# Agency Coordination

APPENDIX E

# Stakeholder Engagement Plan

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# K-10 Corridor

Community Engagement Plan

November 2023



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[Appendix B – K-10 FAQs](#)

[Appendix C – Revised K-10 Style Guide](#)

[Appendix D – Branding](#)



# 1.0 Community Engagement Plan Overview

The Community Engagement Plan (Plan) details how information about the K-10 Capacity Improvements Project (Project or K-10 Corridor) will be shared with roadway users, residents and stakeholders from project initiation through construction and into initial Express Toll Lanes operations, should they prove feasible, and or through the Environmental Assessment.

## 1.1 Project Introduction

The Plan outlines engagement strategies and communication tactics to be used in support of the Project being conducted by the Kansas Department of Transportation (KDOT). The Project will analyze a portion of the K-10 corridor stretching from the Douglas County Line to I-435 at Pflumm Road that has experienced years of growing traffic volume, congestion and safety issues. The Project will:

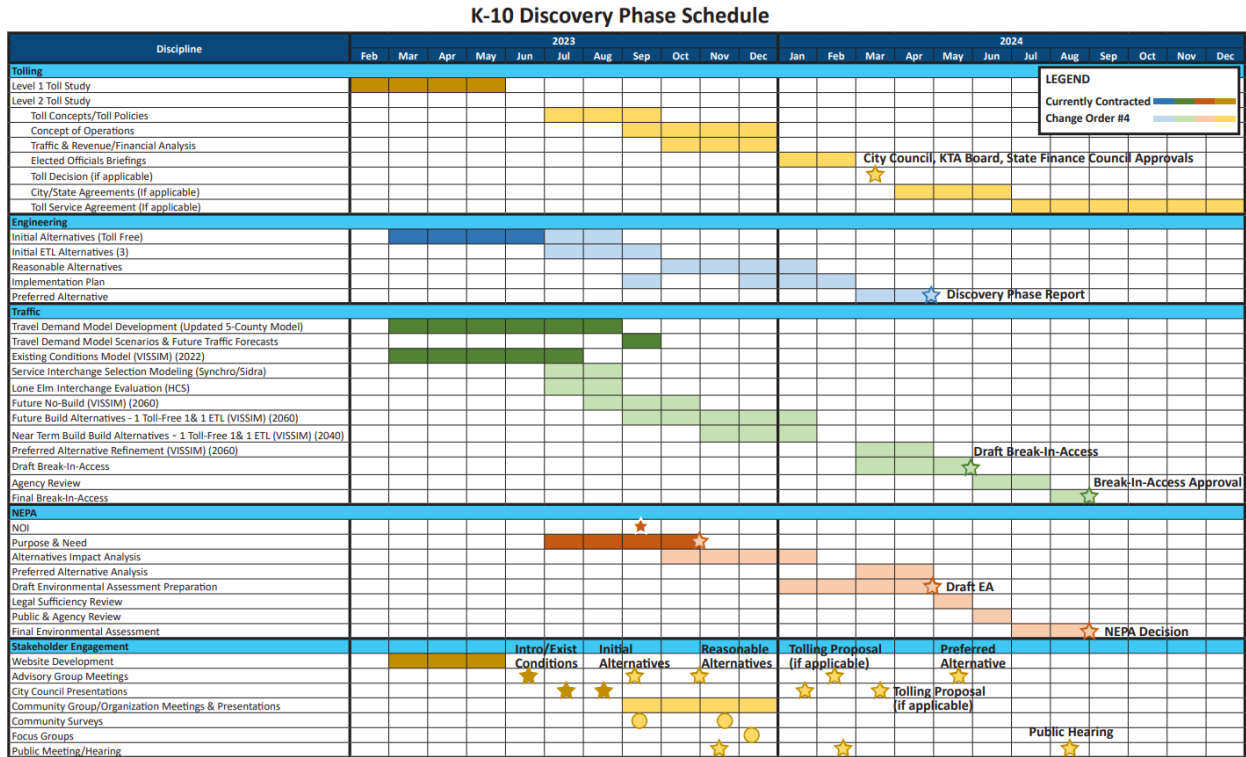
- Identify current and future corridor needs,
- Examine viable improvements for addressing corridor concerns and
- Present recommendations for future K-10 improvement strategies

## 1.2 Project Phasing

The Project will be conducted in four phases (**Figure 1**):

- **Phase A1: Discovery Phase and Phase 1 Toll Study**  
Phase A1 will consist of a Phase 1 Toll Study that will analyze the potential revenue to be generated by K-10. Additional Discovery Phase startup activities will take place as well including analyzing Existing Conditions, Project Initiation, developing the Purpose and Need and other Preliminary Engineering activities.
- **Phase A2: Completion of Discovery Phase and Preliminary Engineering Activities**  
Phase A2 will continue Discovery Phase, Preliminary Engineering Activities, develop and evaluate initial alternatives. One of the primary goals of this phase is to prepare and complete the NEPA process. If the Phase 1 Toll Study shows that tolling is a viable improvement option, a Phase 2 Toll Study analyzing revenue collection overtime will be completed.
- **Phase B and C: Preliminary Design, Right of Way activities and Final Design**  
Phase B will include Preliminary Design work and Right of Way activities. Final Design (Phase C) will be contracted when determined by KDOT.
- **Phase D: Design Services during Construction** Phase D will involve construction activities and Design Services. The Project will progress into this phase when authorized by KDOT.

# Figure 1: Project Schedule



## 1.3 Community Engagement Management

As part of the Project, KDOT will oversee all Project-related engagement and communication program decisions, implementation, and content creation. KDOT will be supported by the HNTB Engagement and Communication Team (E&C Team), which will be responsible for anticipating Project engagement and communication needs, developing appropriate recommendations for KDOT consideration, implementing KDOT-approved recommendations, and maintaining a record of reviews and approvals.

E&C Team activities and materials will be reviewed and approved by the KDOT Project Leads. KDOT reviews and approvals may include any or all the following individuals or groups:

- Secretary of Transportation
- KDOT Project Manager
- KDOT KC Metro Public Affairs Managers
- KDOT Public Involvement Team
- Project Partners
  - Federal Highway Administration
  - Lenexa

- Olathe
- De Soto
- Johnson County

Project Partners will be responsible for working in consultation with KDOT to identify their representative to be engaged in updates, reviews and approvals as appropriate in alignment with KDOT organizational and Project policies, procedures and schedules.

## 1.4 Community Engagement Framework

The Project will require the use of extensive, flexible engagement and communication strategies reaching inter- and intra-corridor communities and users throughout its four phases. While specific engagement and communication needs may change from phase to phase and from group to group, the main goals underpinning Project strategies and tactics will remain relatively constant and will include:

- Broadly informing K-10 travelers, stakeholders, and general public about the Project and its purpose, activities and potential outcomes;
- Conveniently providing target audiences with multiple opportunities to provide specific, actionable feedback to KDOT and its Project team that can be reflected in KDOT decision making; and
- Effectively anticipating and addressing potential stakeholder concerns in a fair and credible fashion.

## 1.5 Communication and Engagement Research

The E&C Team will collaborate with KDOT in periodically conducting research to identify and assess stakeholder perceptions about K-10's current and future operational issues, timing and type of preferred solutions, and awareness of and perceptions about express lanes.

All research will be conducted in a fashion consistent with normal professional practices and designed to provide accurate, unbiased information and insights to KDOT, Project Partners and the E&C Team. Groups and individuals contacted for research purposes will be demographically and geographically representative to K-10 usage and impacts. Research results will be used to develop overall Project engagement and communication strategies for achieving Project goals and guide in the refinement of:

- Target audiences

- Messaging
- Tactics
- Outcomes

## Research Tools

Research tools to be used will include:

- Previously conducted studies
- Phone and face-to-face interviews with:
  - Project Partners
  - Elected officials surrounding the corridor
  - Civic leaders
- Focus group interviews
- Electronic and paper surveys
- Feedback generated via:
  - Social media responses
  - Community presentations
  - Public meetings

## Project Advisory Group

Additionally, the E&C Team will organize and host on behalf of KDOT a Project Advisory Group that will meet periodically to provide KDOT with ongoing, meaningful input on potential solutions for safety, congestion, economic growth and other issues affecting K-10. It will be comprised of a demographically and geographically diverse group of individuals representing interest groups and organizations who are directly or indirectly affected by K-10 and how it operates.

## 1.6 Media and Communications Guidelines and Protocols

All media relations and public communications developed by the E&C team will be in full partnership with KDOT.

### 1.6.1 Media Relations (Traditional and Social)

Project-related media (traditional and social), communication contacts and requests will be handled by following the K-10 Media Protocol (**Appendix A**).

Such contacts and requests, and the response to them, can be characterized in two ways:

- **Proactive** - Outreach to media and/or other groups will be requested by KDOT or by its approval of an E&C Team recommendation to initiate specific outreach. Interaction will be handled by KDOT or by the E&C Team at KDOT's request.

Content review and approvals will be handled as outlined in the Media Protocol and in **1.3 Community Engagement Management**. Departures from this process can only be authorized by KDOT's Public Involvement Team, KDOT's Metro Public Affairs Team, or the KDOT K-10 Project Manager.

- **Reactive** - Media inquiries and responses will be handled by KDOT's KC Metro Public Affairs Managers or by the E&C Team at KDOT request. Responses will be handled in alignment with KDOT direction and the KDOT Project Communications Plan.

### 1.6.2 Additional Social Media Guidance

Social media requires additional guidance in terms of approach given its ever-growing importance as a communication channel, speed of primary and secondary transmission, risk of misunderstanding from its limited ability to convey detail and nuance, and potential for multiplicity of inaccurate counter sources.

KDOT and the E&C Team will ensure that the Project engages with the community in a timely, effective manner by responding to comments and questions, liking posts, sharing valuable content, and fulfilling the needs of the online audience. These forms of engagement will be monitored on Project-specific channels and relevant KDOT channels and tiered into three levels:

#### Low-Level Standard Questions/Non-controversial Comments

Non-controversial social media questions or events that require a response and for which there is existing approved content will be handled by the E&C Team, including on monitored non-Project social media. [KDOT's social media comment policy](#) will serve as guidance for the Project's social media user community and standards of behavior.

#### Mid-Level or New Questions/Issue Comments

Social media questions or events that require a response, and for which there is no existing approved content, will be approved by KDOT. The E&C Team will, within 24 hours, formulate and recommend a response to KDOT's Public Involvement Team, relevant Public Affairs Managers, and Project Manager for approval. The recommendation will be based on Project Goals, prior KDOT direction, contemporary best practices and guidance found in the most current edition of the [AASHTO State DOT Social Media Survey](#) (update in progress).

#### High Controversy/High Importance Comments

In the case of controversial social media questions or events that do not fit the criteria for Levels 1-2, The E&C Team will convene a Rapid Response Team the same day as the comment to formulate and recommend an appropriate course of action.

The Rapid Response Team will consist of such people as KDOT requires, but for this Plan is assumed to be initially composed of as many of the following individuals as can be gathered for immediate consultation:

- KDOT Special Projects Manager, or designee
- KDOT Metro Public Affairs Manager
- KDOT Public Involvement Specialist
- HNTB K-10 Engagement Manager and designees
- HNTB K-10 Project Manager
- KDOT K-10 Project Manager- especially for technical questions, will coordinate as necessary

This group will be tasked with rapidly developing responses and strategies to social media-driven questions, comments, and concerns to preempt or mitigate emerging issues before they can affect Project progress, or to better advise KDOT as to potential changes in Project processes and decision making.

### 1.6.3 Content Development

All Project-related materials will be developed to conform with the Project Style Guide (**Appendix C**), which is informed by KDOT's brand standards. Project-specific branding is created on a case-by-case basis as requested and approved by the Public Involvement Team. Project Partner organizations may have specific branding requirements in addition to what is contained in the Guide; these should be accommodated as possible within the guidelines for this Project. Issues not addressed in the Guide should be resolved as possible by referring to the following sources in the order shown:

1. [Associated Press Style Guide](#)
2. [Merriam-Webster Dictionary](#)
3. [U.S. Department of Transportation Resources](#)

## 2.0 Messaging

For purposes of the K-10 Project, engagement and communication activities will strategically deliver messaging to corridor users, stakeholders and those potentially affected in terms of:

- **Project need** - The corridor is aging and challenged by growing development surrounding the corridor, congestion and safety considerations.
- **Project purpose** - The Project will examine a wide range of potential solutions to determine what remedies make sense now and in the future for Kansas residents, businesses and travelers.
- **Express Toll Lane (ETL)** - Express lanes are an effective solution to short- and long-term congestion issues and will be one of several potential solutions studied to determine what will work best and what local communities prefer.
- **Project Timeline** – Environmental clearances are the first step in moving toward a construction improvement project.
- **Engagement** - Stakeholders will have many ways to learn about the Project and help the E&C Team find solutions that make sense for them, the corridor and others who are directly and indirectly affected.

Over time, messaging will be refined and expanded as events and needs dictate using:

- Ongoing Project and input described in **Section 1.5 Communication and Engagement Research**.
- Lessons learned from messaging, content and tactics utilized with other similar projects.
- The E&C Team will follow KDOT procedures for any language translation or interpretation based on stakeholder and community needs.

## 3.0 Tools

As described elsewhere in the Plan, the type of tools and the frequency with which they are deployed will be continually refined through ongoing research and stakeholder input. However, several specific tools will be created and deployed prior to and at Project initiation to ensure early, effective engagement of stakeholders. These include:

- **Advisory Committee** – This group will participate in up to five (5) Advisory Group meetings and be utilized to help disseminate messaging via established channels. Members will be recruited from local government entities, businesses, and not-for-profits to ensure personal, locational, organizational and usage diversity among representatives.
- **Elected Official/Community Leader Outreach and Information Sharing, Presentations**



- The E & C team, in coordination with KDOT, will conduct up to fifteen (15) presentations during the development of the EA. The team will present to various elected and public officials on the status of the project, as well as partner communities to provide additional information on the express tolling alternatives and funding options. The E&C team will develop all materials as requested by KDOT.
- **eNewsletters** – Project update emails will be distributed to the Public Involvement Management Application (PIMA) database and will deliver key messaging as appropriate in a timely manner. A regularly scheduled project newsletter will be used if the project moves into Phase II of the tolling study.
- **Website** – The Project website is set up, maintained and updated with the most up-to-date information and messaging. It will provide direct links to visit the ksdot.gov and IKE websites, register for public meetings, sign up for updates, submit comments, and share materials such as maps and fact sheets. Project partners will also add links from their websites to the project website to ensure cohesion amongst Project messaging. K-10 is approved for project-specific branding because of the high-profile nature of the project, level of community engagement, and the potential tolling component of messaging.
- **Media Relations** – Proactive media outreach will happen around key milestones press releases, including the public meeting, in coordination with KDOT communications.
- **Social Media** – The Project will use existing social media channels to reach a broad and diverse audience to share general information about the project. Since tolling is being considered as a solution of the project, the development of project specific social media channels will be executed in order to focus the tolling conversation on those forums and allow for quick responses. Social media content will be posted approximately one time per week or more often as needed around key messages, tolling information, public meetings and input opportunities. Select posts will be shared with the Advisory Committee and key stakeholders, such as Project Partners, for reposting. The Rapid Response Team will be engaged as need for these responses.
- **Audience & Content Public Opinion Research (ETC)** – Two opinion surveys, focus groups and six issue response surveys will be conducted to monitor transportation users' perceptions of alternatives, knowledge gaps and messaging opportunities.
- **Surveys**– Up to two online surveys to gather additional feedback on project alternatives and preferred recommendations. E&C Team with KDOT will draft language for KDOT review and will provide an executive summary of responses along with the results document.

- **Public Involvement Management Application (PIMA)** – A PIMA link will be developed to collect and manage stakeholder comments from public meetings, through the website and email sign-ups. It allows the E&C team to document and manage stakeholder interactions and comment responses.
- **Paid Advertising** – Paid advertising may be utilized as needed and is tentatively planned for use leading up to the public meeting to reach a broad and diverse audience.
- **Public Meetings**–There will be two meetings and one public hearing that will provide a presentation and exhibits for the general public. The public meetings and public hearing will be held in person and have a virtual, or on-demand component. The public meetings and public hearing will be promoted through multiple channels:
  - Meeting details distributed to the database via email/PIMA
  - Social media
  - News release
  - Utilize Advisory Group members and their distribution channels
  - Paid advertising
  - Project Website
- **Kiosks or Community Displays at Events**
  - At two key milestones, the E & C Team will develop kiosks or community displays which would be transitioned between two to three community locations – on site for 1-2 weeks in each location. During two events or festivals up to one staff member and a display will be available to promote the project and capture public input.
- **Community/Stakeholder Presentations** will continue to be given to interested and impacted stakeholders upon request. All meetings will be either in-person or virtual. Up to 8 (eight) presentations will be conducted during this phase.
- **Small Group Community Meetings/Meetings In A Box**
  - The E & C team will develop materials for community groups or residents to gather and share their thoughts on the K-10 alternatives and tolling options. Once responses are returned the team will summarize and log responses, providing a report to KDOT.
- **Stakeholder and Public Engagement Project Management**
  - HNTB will track and document communications using PIMA, documenting key messages, activities, comments, and public sentiment, providing a final engagement report/log digitally.
  - HNTB will conduct regular coordination and status meetings with KDOT and management meetings with oversight of the subconsultant team.

Tools and content will be deployed as appropriate in support of the following engagement schedule (**Figure 2**).



## 4.0 Performance Measures

Engagement activities are designed to create an ongoing dialogue between the E&C Team and stakeholders. The E&C Team will provide stakeholders with timely, accurate information and purposeful opportunities to offer specific, actionable feedback.

To ensure this dialog is taking place and is helping KDOT make informed Project-related decisions that best serve Kansas residents, businesses and travelers, the E&C Team will use the following performance measures to review results monthly, to determine the effectiveness of its actions and to refine engagement activities throughout the Project:

### **Advisory Group**

1. Advisory Group self-assessment of meetings/process via periodic surveys from Summer 2023 through Spring of 2024.
2. Secondary dissemination of Project information through communication channels which members individually control.
3. Advisory Group understanding and awareness of NEPA process and project issues and opportunities.

### **Stakeholder Meetings and Presentation**

1. Groups' self-assessment of meetings/process via periodic surveys
2. Secondary dissemination of Project information through communication channels which stakeholders individually control, (i.e., open house style meetings, feedback forms, etc.)
3. Groups' understanding and awareness of NEPA process and project issues and opportunities

### **Public Meetings**

1. Participant self-assessment of how welcoming, convenient, and meaningful they found participation opportunities to be through periodic PIMA and website surveys
2. E&C Team assessment of how well attendees understand why the Project is being undertaken, its decision-making process, potential solution strategies under consideration and final choices made based on PIMA feedback tenor, specificity and actionability

### **Surveys and Focus Groups**

1. Participation levels
2. Changes in Project knowledge

## **Website**

1. Average time on page
2. Average session duration
3. Changes in number of returning visitors
4. Changes in number of unique visitors
5. Abandonment rate
6. Number of shares
7. Number and tone of comments

## **Electronic Newsletters**

1. Number of subscribers versus those who unsubscribe
2. Number of forwards
3. Number and tenor of follow-up subscriber questions

## **Social Media**

1. Number of impressions
2. Number of shares
3. Number of subscribers versus those who unsubscribe
4. Number and tone of comments

## **Media Outreach**

1. Number and tenor of Project stories
2. Size of reach into total potential corridor audience
3. Changes in amount of engagement with the Project website based on specific coverage

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# Appendix A

# K-10 Media

# Protocol





# K-10 CAPACITY IMPROVEMENTS PROJECT PROTOCOL FOR MEDIA CONTACTS AND QUERIES

August 2022

## **Overview**

KDOT's Communications Team and HNTB's E&C Team (members of each listed-on p. 5) are designated as the point of contact for media queries, whether direct or indirectly requested. External media requests should be redirected to members of these teams, who will evaluate the potential benefits and risks, respond prior to the reporter's deadline and, as appropriate, identify and prepare spokespeople, coordinate interviews and provide relevant collateral materials.

## **Key Contacts**

Media inquiries or requests about K-10 Capacity Improvements Project should be directed for handling to either:

Delaney Tholen  
KC Metro Public Affairs Manager  
785-296-0192  
[Delaney.Tholen@ks.gov](mailto:Delaney.Tholen@ks.gov)

Or:

Robyn Arthur  
HNTB Public Involvement Manager  
rarthur@hntb.com

## **Process**

Media inquiries or requests will be managed as follows:

1. When KDOT or HNTB project or communication leads receives a media or community inquiry, the following information will be obtained for discussion and documentation in the PIMA media contact log:
  - a. Name, Title, Contact information (phone and email)
  - b. Media Outlet or Community Organization
  - c. Story angle or presentation/issue response sought and purpose
  - d. Requested interview will be directed to the correct spokesperson based on story angle, response sought and purpose.
  - e. Whether interview or community presentation will be live, hybrid or recorded (for broadcast outlets)
  - f. Available interview or presentation slots
  - g. Deadline for response
  - h. When story will run, if a media inquiry

2. The KDOT Director of Communications (in case of interview request.), KDOT Public Affairs Managers and KDOT Project Manager will confer regarding whether to accept or decline the request based on KDOT policies and preferences.
  - a. If the decision is made to decline the request, KDOT – or HNTB at KDOT’s request – will inform the group making the request.
  - b. HNTB will document the deliberation and results in the PIMA media contact log.
3. If KDOT decides to respond to the media inquiry or to the community request, then:
  - a. KDOT – or HNTB at KDOT’s request – will draft a response.
  - b. The draft response is reviewed by HNTB, the KDOT Public Involvement Specialist and KDOT Public Affairs Managers and approved in alignment with their respective internal policies.
  - c. KDOT – or HNTB at KDOT’s request – issues response.
  - d. HNTB documents in Log.
  - e. If the response involves providing a spokesperson or presenter:
    - i. KDOT – or HNTB at KDOT’s request – identifies the spokesperson or presenter along with potential content.
    - ii. The Draft response is reviewed and approved sequentially by HNTB and KDOT project leadership in alignment with their respective internal policies.
    - iii. KDOT and HNTB collaborate to provide the individual with appropriate background information, exhibits or other informational support. This includes but is not limited to:
      - 1) Providing the requesting organization, purpose, membership, questions or topics of interest.
      - 2) Presenting the reporter’s name, media outlet, requested topic/story angle, deadline and availability, coverage.
      - 3) Supplying talking points and other guidance.
      - 4) Discussing potential risks and help the spokesperson anticipate and prepare for challenging questions, when needed.
      - 5) Having someone present at the interview or presentation to provide material support.

Other notes and requirements

- A. Written responses will be distributed to media only after agreement from KDOT.
- B. The team member assigned to respond to the query will provide KDOT’s approved, written response or coordinate the spokesperson interview.
- C. No spokesperson’s direct contact information will be released to a reporter unless authorized by the spokesperson.
- D. The E&C team member assigned to respond to the query will update information in the media query log as the response process progresses. After the completion of a story, interview or a statement is published, the team member will add a link

or PDF of the story in the log, along with any comments about interactions with the reporter that would be useful for the team to know going forward.

- E. The E&C team will consider whether relevant media queries warrant additional, proactive communications or response. For example, the topic of an inquiry might inform newsletters, FAQ or other content.

### **Kansas Open Records Act**

Any media request for project records under the Kansas Open Records Act (KORA) should be submitted to KDOT through the following steps:

1. Go to the Access to Kansas Open Records request website [KDOT: https://www.ksdot.gov/bureaus/offchiefcoun/openrecords.asp](https://www.ksdot.gov/bureaus/offchiefcoun/openrecords.asp)
2. Complete the general online records request form under General Request.
3. When a team member is made aware of a potential KORA request, the team member should send an email with the following information:
  - Name of requestor or organization
  - Date/time of Request
  - Subject of and/or records requested at that time in request.
  - Email should be sent to the following:
    - A. KDOT Project Manager
    - B. KDOT Public Involvement Specialist lead
    - C. KDOT Public Affairs Manager
    - D. KDOT Legal
    - E. HNTB Project Manager

### **Proactive Media Outreach**

All K-10 Capacity Improvements Project materials developed by the HNTB E&C Team will be created in cooperation with the KDOT Public Involvement team and the Engagement and Communications team. Media materials, including news releases, advisories, fact sheets and story or interview pitches will, whenever possible, use previously approved messaging.

Prior to pitching interviews to the media, KDOT will identify the proposed spokesperson and confirm the individual's willingness and availability to participate in any interviews the pitch generates.

For any media materials that may be politically sensitive, KDOT will confirm facts and approve content before distribution. KDOT will also identify which team or team members are responsible for distribution and, if needed, who will follow up with media.

### **Media Materials**

Media interaction should be accompanied, whenever possible, with relevant data, imagery and messaging that is aligned with the K-10 Capacity Improvements Project narrative and communication strategy.

The KDOT communications team, KDOT Public Involvement team, and the HNTB E&C Team will regularly maintain and develop new and timely project information, including topical fact sheets, graphics, and newsletters. As relevant to story angles, team members may direct media to fact sheets or newsletters on the website or provide approved materials electronically via email along with select graphics and images deemed appropriate.

### **Reporting**

HNTB's E&C Team will monitor news coverage and provide KDOT with links to stories about the K-10 Capacity Improvements Project as they appear. At the end of each month, HNTB will also provide KDOT with a report of media coverage garnered that month, overall tone of the coverage, potential reach of and key themes communicated in each story and a cumulative account of overall tone of stories year-to-date.

# Appendix B

## K-10 FAQs



## **What is the K-10 Expansion Project?**

The Kansas Department of Transportation (KDOT) will study how best to modernize and expand state highway K-10 in Johnson County and surrounding areas beginning in the summer 2023-spring 2024. The study will examine current and future traffic, safety, and condition issues on K-10 between I-435 and the Johnson/Douglas County line and identify an alternative to move into the design phase. The design phase will take place after the environmental documentation is complete.

## **Why is the Project needed?**

State highway K-10 in Johnson County and surrounding areas and individual elements of it, such as interchanges, have been under study since at least 1999, [with the Kaw Connects Study and the K-10 Transportation Study in 2005](#). Since the early 2000s, the need to rebuild and expand K-10 to safely serve the region, address congestion and support economic vitality and quality of life was identified. However, budget challenges stopped the project from progressing. KDOT will take a fresh look at what will best serve Kansas residents, businesses and travelers and make sure current and emerging information and technology is used to thoughtfully plan future corridor actions.

## **Why is the Project being undertaken now?**

Nearly 700 Northeast Kansas residents and organizational leaders met with KDOT in December 2021 to identify their regional transportation [priorities](#). The Local Consult meeting participants expressed concern over increasing traffic and congestion on K-10. [KDOT responded by adding the K-10 expansion project to its Eisenhower Legacy Transportation Program \(IKE\) development pipeline](#). Since then, Governor Kelly announced plans to open a \$4 billion Panasonic electrical vehicle battery plant adjacent to K-10. This announcement adds additional momentum to identify improvements, so the highway continues to function safely with the anticipated traffic growth.

## **What will the Project examine?**

KDOT will examine ways that the K-10 project can:

- Improve safety;
- Reduce congestion and improve traffic operations to meet existing and future travel demands;
- Promote sustainability by addressing infrastructure condition and ongoing operations and maintenance needs;
- Support environmental stewardship;
- Improve long-term traveler reliability;
- Provide flexible mobility choices for all users and modes; and
- Accommodate local and regional growth.

## **How will the Project be conducted?**

In addition to significant data collection and technical analysis, KDOT will conduct continuous community discussions with Kansas residents, businesses, travelers, and other stakeholders to better understand their K-10-related transportation priorities and preferences. Public input will be used to help shape the decisions about potential future improvements to K-10. This feedback from those who rely on K-10 will be gathered through a variety of methods, including face-to-face meetings, community presentations, surveys, public meetings, traditional media, and social and electronic communication.

**What happens once design of the Project is complete?**

KDOT has not committed to funding construction at this time. That decision will be made when the study is complete, and KDOT can assess the potential project cost in the context of statewide transportation priorities and available local, state, and federal funding.

**How can people learn more about the Project as it progresses?**

*A project website has been established at: <https://k10.ksdot.gov>.*



# Appendix C

## K-10 Style Guide



All logos will be used together on all materials viewed by the public or media.

Other logos may include FHWA and municipal logos as needed. Municipal logos may include Olathe and Lenexa.

A media kit or template will be provided for media materials and press releases including all approved logos. This kit may be made available on the project website as needed.

The KDOT logo will be used in accordance with the KDOT Graphic Standards Guide. The standard IKE logo will be used unless otherwise requested by KDOT.

***Fonts for the K10 project will include:***

## **FUTURA for Print**

Futura is the dominant font for the majority of uses such as ads, collateral, signage, banners, etc. The Futura family fonts will be limited to two types in any printed piece.

## **Times New Roman**

Times New Roman is the preferred font for body copy in collateral materials and other printed long text documents.

## **Arial for Electronic**

Arial is the preferred font for use in electronic media such as websites, e-newsletters and email. Verdana is an acceptable substitute. If an item has both an electronic and printed component, Arial will be the default font.

# Appendix D

## Branding



K10 Corridor Project Logos – Same Color Specifications as KDOT

Color and Black and White Logo Treatments



## KDOT Approved Logos and Colors

### LOGO COLORS

The examples shown on this page and the following page are the **ONLY** acceptable color combinations permitted.

### LOGO COLOR SPECIFICATIONS



**KANSAS GOLD**  
(or PANTONE® 7409 C/U)  
Process 0c 33m 98y 0k  
RGB 241r 173g 2b



**KANSAS BLUE**  
(or PANTONE® 281 C/U)  
Process 100c 85m 0y 20k  
RGB 0r 37g 105b

The colors shown throughout this manual have not been evaluated by Pantone, Inc., for accuracy and may not match the PANTONE Color Standards. Consult current PANTONE Publications for accurate color. PANTONE® is the property of Pantone, Inc.

If a one-color logo is used on a color background (not white), it is permissible to use the one-color logo with a solid banner reversing out the Ad Astra Per Aspera.

### PREFERRED



### ALLOWED



### ALLOWED



### ALLOWED

