

# K-10

## SOUTH LAWRENCE TRAFFICWAY



U.S. Department of Transportation  
**Federal Highway Administration**



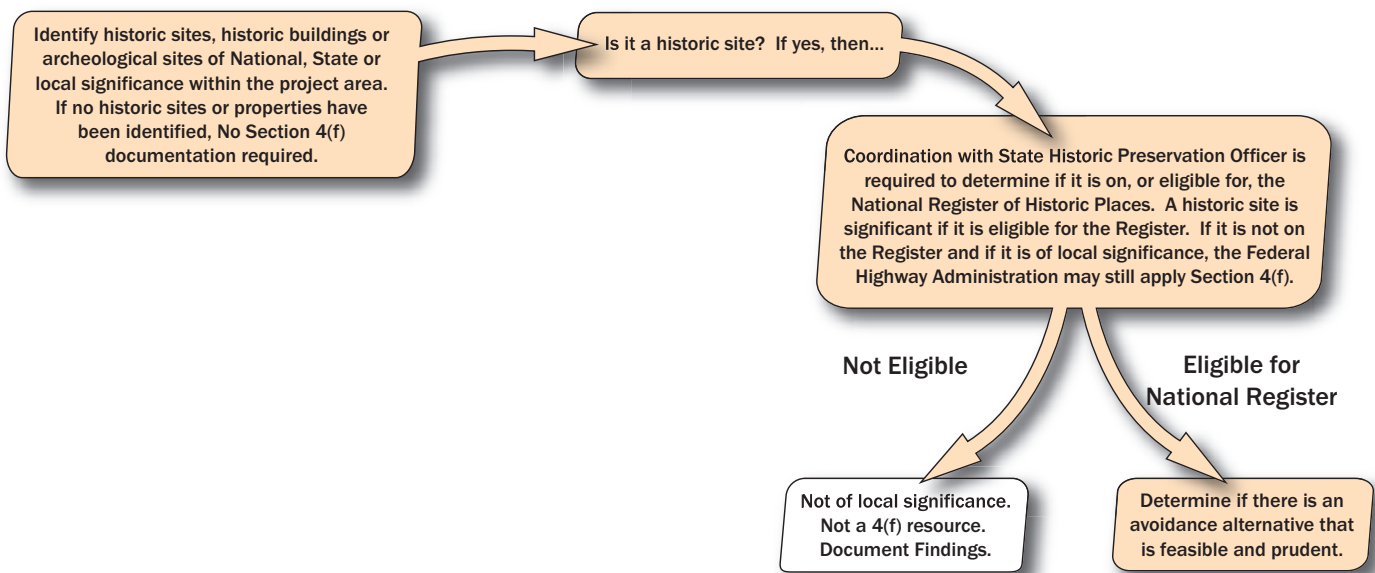
### Background Information

K-10 Highway is a primary route connecting Lawrence and Johnson County in Kansas. Under current conditions motorists traveling in either direction on K-10 Highway must transition from a two or four-lane controlled access highway to city streets in Lawrence. This transition contributes to congestion, pollution and higher crash rates within the city of Lawrence.

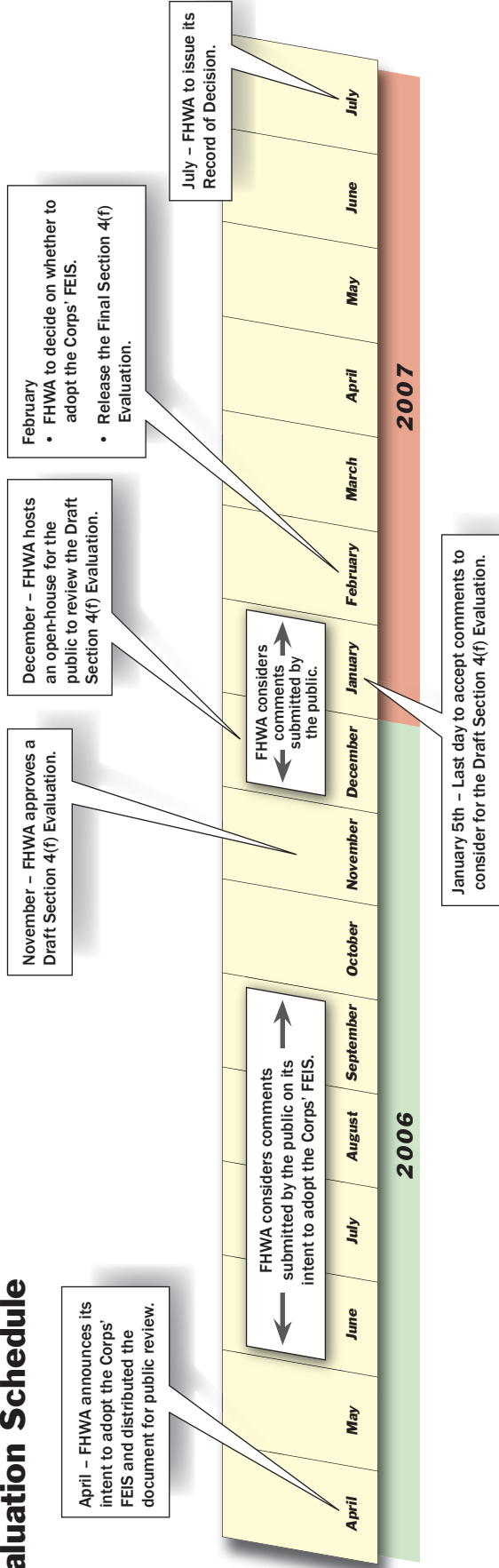
The purpose and need for the proposed project is to provide a safe, efficient, environmentally sound and cost-effective transportation facility for users of K-10 Highway and, to the extent possible, to alleviate congestion on Lawrence city streets.

In April, 2006, Federal Highway Administration (FHWA) announced its intent to adopt the approved U.S. Army Corps of Engineers' Final Environmental Impact Statement (FEIS), and requested comment on this action. In the document's Record of Decision, the Corps selected the 32nd Street Alignment B as the preferred alternative. FHWA is committed to preparing and coordinating the distribution of a Draft and Final Section 4(f) Evaluation for the project. The Evaluation examines potential impacts of the alternatives on historic properties, and also discusses measures to mitigate those impacts. After considering comments, FHWA will make a decision whether to adopt the Corps' FEIS, release the Final Section 4(f) Evaluation in the Spring 2007, and then issue its own Record of Decision.

### Section 4(f) Historic Sites Evaluation Process



## Evaluation Schedule



## Why Do a Section 4(f) Now?

A Section 4(f) Evaluation is required now because the Federal Highway Administration (FHWA) is involved in the project. The FHWA became involved in November 2005 because of a \$1.5 million federal appropriation to resume development of the project. Section 4(f) of the U.S. Department of Transportation (USDOT) Act of 1966 (as amended) applies only to actions undertaken by USDOT; that would include projects involving federal funding for transportation improvements. It is intended to protect publicly-owned land of a publicly-owned park; recreation area; wildlife and/or water fowl refuge of National, State or local significance; or land of a historic site of National, State or local significance from conversion to transportation use unless two provisions are met:

1. There is no feasible and prudent alternative to the use of the land from the property; and
2. The action includes all possible planning to minimize harm to the property resulting from such use.

## Funding

The construction cost estimate for the SLT ranges from \$123 to \$176 million in 2007 dollars. The \$1.5 million federal appropriation will not be sufficient to start construction of the project. No other federal or state funding has been identified, so no construction is scheduled.

## Comments:

Wendall L. Meyer  
Assistant Division Administrator  
FHWA Kansas Division Office  
6111 SW 29th Street, Suite 100  
Topeka, KS 66614-4271

## Questions:

[www.southlawrencetrafficway.org](http://www.southlawrencetrafficway.org)  
or call the Toll-free project hotline:  
**1-877-873-4384**



U.S. Department of Transportation  
**Federal Highway Administration**