FEDERAL HIGHWAY ADMINISTRATION
FINDING OF NO SIGNIFICANT IMPACT
FOR
INTERSTATE 35 AND SANTA FE STREET INTERCHANGE
AND
SANTA FE CORRIDOR IMPROVEMENTS PROJECT

CITY OF OLATHE

JOHNSON COUNTY, KANSAS

FEDERAL PROJECT NUMBER: ACNHP-A636(401)
KDOT PROJECT NUMBER: 35-46 KA-6364-02
CITY OF OLATHE PROJECT NUMBER: 3-C-025-18

Submitted Pursuant to 42 U.S.C. 4332 (2)(c) and 49 U.S.C. 303

By the
Federal Highway Administration
Kansas Department of Transportation
and
City of Olathe, Kansas

The Federal Highway Administration (FHWA) has determined that the recommended alternative will have no significant impact on the human and natural environment. This finding of no significant impact is based on the attached Environmental Assessment (EA) dated August 2023, which has been independently evaluated by FHWA and determined to adequately and accurately discuss the need, environmental issues, and impacts of the proposed action and appropriate mitigation measures. It provides sufficient evidence and analysis for determining that an environmental impact statement is not required. The FHWA takes full responsibility for the accuracy, scope, and content of the attached EA.

10/31/2023
Date

Richard E. Buchanan
For FHWA

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1.1 Project Overview

The City of Olathe, in coordination with the Kansas Department of Transportation (KDOT) and the Federal Highway Administration (FHWA), are proposing to upgrade the existing I-35 and Santa Fe Street interchange and the adjacent Santa Fe Street corridor within the City of Olathe, Johnson County, Kansas. The project is intended to mitigate operational and safety challenges at the interchange and throughout the corridor. This Finding of No Significant Impact (FONSI) documents compliance with the National Environmental Policy Act (NEPA) and all other applicable environmental laws, Executive Orders, and related requirements.

Santa Fe Street is located approximately two-miles south of 119th Street and approximately one-mile north of Old Highway 56 along I-35 in Olathe, Johnson County, Kansas. The Santa Fe Street/Ridgeview Road intersection serves as the western project terminus and the Santa Fe Street/Mur-Len Road intersection is the eastern project terminus. This corridor includes the existing five-ramp partial cloverleaf interchange at I-35, with four ramp terminals and a northbound I-35 to westbound Santa Fe Street loop ramp. Improvements associated with the interchange will extend along I-35 no further than 2,500 feet north or south of Santa Fe Street. **Exhibit 1** shows the study area for the project.

1.2 Purpose and Need

The purpose of the proposed improvements is to accommodate increased travel demands and improve safety at the I-35 and Santa Fe Street interchange and in the broader Santa Fe Street corridor from Ridgeview Road to Mur-Len Road.

In December 2020, the City of Olathe completed the *Santa Fe Street Concept Study Report*, which identified multiple arterial and interchange operation and safety deficiencies throughout the project study area. Based upon study goals and priorities established in the *Santa Fe Street Concept Study Report*, the proposed improvements are needed to:

- **Improve existing safety conditions** through improved traffic operations, geometric improvements, and conformity with state and local access management policies;
- **Improve existing and future traffic operations** at the I-35 and Santa Fe Street interchange ramp terminals and at intersections throughout the Santa Fe Street corridor;
- **Accommodate transportation mode choices** and active transportation modes over I-35 and in the corridor; and
- **Support land use planning** for economic development, redevelopment, and growth.

1.3 Selected Alternative

The Single Point Urban Interchange (SPUI) Alternative was selected as the Preferred Alternative for the I-35 and Santa Fe Street Interchange and Santa Fe Street Corridor Improvements project.

The SPUI Alternative includes reconstructing the existing I-35 and Santa Fe Street modified folded diamond interchange (MFDI) to a SPUI configuration. The alternative also includes the following roadway and interchange improvement elements:

- Widening Santa Fe Street to a six-lane section with dedicated right and left-turn lanes at various intersections from Ridgeview Road to Mur-Len Road;
- Removal of the existing Clairborne Road intersection and relocation of the intersection to the east, and extending Rogers Road underneath Santa Fe Street to provide a direct connection;

- Closure of various median turn lanes, driveways, and median breaks;
- Reconfiguration of the existing street circulation networks adjacent to Santa Fe Street, including:
  - Extension of Lindenwood Drive to the north and south to connect with existing stubs and complete connections;
  - Realignment of Clairborne Road south of Santa Fe Street to connect with Rogers Road; and
  - Completion of the connection of Winchester Street between Santa Fe Street and Spruce Street.
- Realignment of the existing Santa Fe Street centerline to the north, avoiding greater property impacts to the south of Santa Fe Street.

The improvements to the interchange to incorporate the SPUI would alleviate backups on the ramp terminals reaching I-35, which in turn would reduce congestion on the mainline. Additionally, the SPUI interchange requires the smallest footprint, has the best performing travel times through the Santa Fe Street corridor, and has the most future reserve capacity compared to other alternatives considered.

1.4 Summary of Impacts

The EA evaluated resources present in the project study area for impacts that may occur due to the construction of or because of the proposed project. The EA documents the absence of significant impacts associated with the implementation of the Proposed Action. **Table 1** summarizes the impacts from the Preferred Alternative.

Table 1: Summary of Impacts

Resource	Measure	No-Build Alternative	Preferred Alternative
Community Resources (Police, Fire, Libraries, Hospitals, Places of Worship)	Quantity	0	1
Environmental Justice Impacts (Residential Displacements in EJ Areas)	Quantity	0	0
Economics	Positive / Negative Impacts	Negative	Positive
Parks and Recreation Areas, Trails, Section 4(f) Resources	Quantity and square feet	0	0
Bicycle and Pedestrian Facilities	Quantity and linear feet	0	0
Historical Sites or Districts	Quantity	0	0
Archeological Sites	Quantity	0	0
Section 6(f) Properties	Quantity	0	0
Full Property Acquisitions	Number / Acres	0	20 / 27.4
Partial Property Acquisitions	Number / Acres	0	31 / 1.3
Farmland Impacts	Acres	0	0
Wetland Impacts	Acres	0	0
Stream Impacts	Linear feet	0	0
Floodway Impacts	Acres	0	0
100-year Floodplain Impacts	Acres	0	0
500-year Floodplain Impacts	Acres	0	0
Threatened and Endangered Species Critical Habitat	Acres	0	0
Noise Impacts (2050 Design Year)	Sensitive receptors with impacts	24	18
Hazardous Material sites	Quantity and type	0	3

1.5 Changes to the EA

This section identifies the changes to the EA due to public and agency comments.

1. Page 3-10, Section 3.4.1 Environmental Justice Impacts – Revised the second paragraph to indicate Spanish language promotional information and fact sheets were included as part of the advertising for the NEPA Public Hearing that was held on September 14, 2023.

2. Page 3-26, Section 3.16.1 Air Quality and Greenhouse Gas Impacts – Revised the Preferred Alternative Impacts paragraph to "Construction of the Preferred Alternative is anticipated to maintain the existing air quality and provide an air quality benefit over the No-Build Alternative for the 2050 design year. The benefits can be seen in reduction of travel times and improvement of on/off-ramp exit queues, resulting in shorter time idling and reduction of greenhouse gas emissions. The Preferred Alternative will also improve transit operations for RideKC Route 403 along Santa Fe Street and improve sidewalks and bicycle accommodations along the corridor which would provide improved alternative transportation methods along the corridor."
3. Page 3-31, Section 3.19 Hazardous Materials – added the following paragraph before Section 3.19.1: "The Chemical Commodities Superfund Site is located approximately 0.6 miles to the west of the project study area. It is separated from the project study area by the BNSF railroad, which is located immediately east of the superfund site, and residential areas."
4. Page 3-32, Section 3.19.1 Hazardous Materials and Waste Impacts – added the following second paragraph to the Impacts of the Preferred Alternative heading: "The Chemical Commodities Superfund Site is far enough away from the construction limits of the Preferred Alternative, and separated by railroad embankment and residential areas, and will not be impacted by or cause impacts to the Preferred Alternative."
5. Page 4-3, Section 4.1.1 Public Meetings – revised the last paragraph as follows: "A third public information meeting, the NEPA public hearing, occurred September 14, 2023. At this meeting, participants had the opportunity to learn about the proposed Preferred Alternative and its potential impacts as well as discuss with the project team and leave comment. There were multiple opportunities to comment on the proposed project and its environmental effects. The public comment period ran from August 30 to October 16, 2023. In addition to the in-person public hearing, the following opportunities were available to review the EA or leave comments:
    - Hard copy documents of the EA were able at Olathe City Hall and the Indian Creek Library.
    - Virtual/on-demand public hearing materials, EA, and an online comment form were posted on the project webpage: www.olatheks.gov/santafe.
    - Comments could be submitted via email, USPS mail, attending the in-person Public Hearing, submitting comments online."
6. Page 4-3, Section 4.1.2 Stakeholder Meetings – added the following paragraph: "In addition, business managers along the corridor have had questions about the Preferred Alternative. The City has followed up with those individuals to discuss the project, schedule and any future next steps should the project move forward."
7. Page 4-7, Section 4.2.5 Tribal Coordination – added the following sentence to the end of the section: "Tribal coordination for commenting on the EA was initiated on September 1, 2023. The comment period ended on October 16, 2023, with no tribal responses being received."
8. Pages 4-8 to 4-14, added Section 4.3 summarizing the public and agency review of the EA from the September 14, 2023 to October 16, 2023 review period.
9. Pages 5-1 to 5-3, added a "Commitments" chapter as Chapter 5.0.
10. Page 6-1, Renumbered the "References" chapter to Chapter 6.0.

1.6 Consultation and Coordination

The EA was made available for public and agency review on September 1, 2023. Following publication of the EA, members of the public, identified Native American Tribes, and federal, state, and local resource and regulatory agencies were invited to submit comments on the proposed project. The review and comment period was open until October 16th for the public, resource and regulatory agencies, and Native American Tribes

Agency Comments

This section provides a summary of the agency review responses to the EA. The following agency comment letters were received on the EA:

- Correspondence from the U.S. Department of Agriculture, Natural Resources Conservation Service (NRCS) was received on September 1, 2023;
- Correspondence from the Kansas Water Office (KWO) was received on September 8, 20223;
- Correspondence from the Kansas Department of Health & Environment (KDHE) was received on September 27, 2023;
- Correspondence from the Kansas Department of Wildlife & Parks (KDWP) was received on September 27, 2023;
- Correspondence from the Mid-America Regional Council (MARC) was received on September 28, 2023;
- Correspondence from the Kansas Geological Survey was received on October 4, 2023;
- Correspondence from the U.S. Environmental Protection Agency (EPA) was received on October 5, 2023;

The NRCS commented that the project will not result in the permanent conversion of any farmland to nonagricultural use and the Farmland Protection Policy Act does not apply.

The Kansas Water Office commented that the Water Quality section 3.13 appears to ensure adequate protection of surface and groundwater in the area as long as best management practices are employed.

The KDHE commented that the project should not be delayed but the Applicant should (in the final application) address and clarify the questions or concerns attached to the response letter. The comments attached are as follows:

- Bureau of Waste Management – The City of Olathe and its contractor(s) should review the attached Technical Guidance Document and ensure all waste is properly disposed. ***Response*****:** *The Construction and Demolition Wastes and Clean Rubble Guidance Document will be utilized to ensure that all wastes are disposed of properly.*
- Bureau of Environmental Remediation (BER) – identified the following dry cleaner sites within the project study area: Imperial Cleaners (C4-046-71309), Pride Cleaners (C4-046-71310), and Olathe Cleaners (C4-046-72282). The BER went on to state that "depending on the final design and area of work, soil contamination from these sites may impact the project. Groundwater contamination is not expected to impact the project based on the proposed scope of work." The BER also identified the Chemical Commodities, Inc. Superfund site in proximity to the project, but not within the project study area. The BER determined that "due to the site location outside of the study boundaries, this site is not expected to impact the project." ***Response:*** *Pride Cleaners and Olathe Cleaners are currently outside the construction limits of the Preferred Alternative. Imperial Cleaners is within the construction limits and discussed in* ***Section 3.19.1****. The following condition is in* ***Section 3.19.1*** *and will be included as an environmental commitment: "Any soil excavated in the hazardous waste site locations is to be incorporated back into the direct area or tested and properly remediated. Any remediation will require the coordination and approval of KDHE."*
- Bureau of Water (BOW) – The BOW commented their support for the Preferred Alternative. They also commented that Notices of Intent for construction stormwater permits are to be submitted to BOW. Project plans and logistics are to be coordinated with the City of Olathe stormwater management program. BOW also emphasized sediment control at stream crossings.

The KDWP commented "results of our review indicate there will be no significant impacts to critical wildlife

habitats; therefore, no special mitigation measures are recommended. The project will not impact any public recreational areas, nor could we document any potential impacts to currently-listed threatened or endangered species or species in need of conservation. No Department of Wildlife and Parks permits or special authorizations will be needed if construction is started within one year, and no design changes are made in the project plans." KDWP also provided the following comments and general recommendations (when applicable):

- Avoid impacts to existing streams and rivers, adjacent riparian zones, wetlands, and native prairie and woodland areas.
- Minimize all bank or instream activity, particularly during general fish spawning season (March 1 – Aug. 31).
- Incorporate principles of low impact development (LID), such as permeable asphalt pavement, porous concrete, swales, bioretention, or raingardens. More info on LID: https://www.epa.gov/nps/urban-runoff-low-impact-development.
- Erosion control blankets can pose impacts for reptiles and amphibians by ensnaring and entrapping individuals moving over/through the mesh. We recommend using compost, mulch, or biodegradable/natural fiber blankets (coconut/coir fiber is common) as potential alternatives to plastic erosion control blankets. Such alternatives can also promote the growth of vegetation further improving bank stability. Though less preferable than the aforementioned options, loose-weave mesh is also acceptable, specifically types with weaves that are not welded at the intersections that would allow the opening to expand if an animal attempts to pass through.
- Avoid fuel spills or other contaminant releases. Have operational contingency plans (such as a Spill Prevention, Control, and Countermeasure plan), which comply with all applicable guidance from KDHE in place to respond to leaks and spills. For more information about SPCC plans, see: https://www.epa.gov/sites/production/files/documents/spccbluebroch.pdf.
- Implement and maintain standard erosion control Best Management Practices during all aspects of construction by installing sediment barriers (wattles, filter logs, rock check ditches, mulching, or any combination of these) across the entire construction area to prevent sediment and spoil from entering aquatic systems. Barriers should be maintained at high functioning capacity until construction is completed and vegetation is established. For more information on erosion BMPs go to: http://www.kdheks.gov/stormwater/#construct.
- Reseed disturbed areas with native warm-season grasses, forbs, and trees.

MARC commented that the P&N statement aligns with many of the policy goals/strategies of the region's metropolitan transportation plan (MTP), Connected KC 2050 (CKC2050). However, we do believe there is an opportunity for greater alignment between the I-35 and Santa Fee Corridor Improvements Project EA and CKC2050.

- Although most of regional goals/strategies included in the MTP are adequately reflected in the draft purpose and need, a focus on the goal to reduce greenhouse gas emissions as stated in the Healthy Environment goal is lacking. We have a concern that the lack of inclusion of this priority in the study's purpose statement can de-emphasize demand-management & system management strategies, including multi-modal transportation options, in the project improvement concepts to be evaluated. In order to improve alignment between this study and regional goals, we'd recommend the following notes:

  1) The study should be explicit about "healthy environment" goal and the need to reduce greenhouse gas emissions and ozone precursors in the project purpose statement as stated in the region's MTP.

  2) The study alternatives and screening criteria should elevate consideration of Travel Demand Management and Transportation Systems Management & Operations strategies, including arterial bus system service enhancement, consistent with the Congestion Management Process Toolbox,

Regional ITS Architecture and other plans. These strategies are often lower-cost ways of improving safety and travel reliability and should be considered before higher-cost expansion or reconstruction actions are deemed necessary.

3) Induced demand should be considered as an evaluation criteria for study alternatives with a goal of minimizing induced VMT or VMT per capita. Please consider impacts of increased traffic resulting from the expansion of this facility on both greenhouse gas (ghg) emissions and ozone precursors.

- **Response:** Thank you for your comment. The Purpose and Need for the I-35 and Santa Fe Street Interchange and Santa Fe Street Corridor Improvements project has been crafted to focus the project on addressing current and projected future traffic congestion along the Santa Fe and I-35 corridor. While the reduction of greenhouse gas emissions is not an explicit purpose of the project, the team believes that addressing the current and projected congestion issues along the corridor will have a positive impact on air quality by reducing idling and slow-moving traffic and shortening queues at on/off-ramps.

  Making the reduction of greenhouse gasses and a healthy environment an explicit project goal is something that is difficult to measure and prove through the alternative evaluation process for NEPA. Due to this it was purposely omitted as a project Purpose and Need element. However, construction of the Preferred Alternative is anticipated to maintain the existing air quality and provide an air quality benefit over the No-Build Alternative for the 2050 design year. The benefits can be seen in reduction of travel times and improvement of on/off-ramp exit queues, resulting in shorter time idling and reduction of greenhouse gas emissions. The Preferred Alternative will also improve transit operations for RideKC Route 403 along Santa Fe Street and improve sidewalks and bicycle accommodations along the corridor which would provide improved alternative transportation methods along the corridor.

  Induced demand has been considered as part of the travel demand scenario modeling for the project. **Table 2-1** and **Table 2-2** display the forecasted LOS for the SPUI and the Santa Fe Street corridor. Each segment in the northbound and southbound direction of I-35 is anticipated to operate at LOS D or better in both AM and PM peak hours for the design year 2050. Throughout the Sante Fe Street corridor, all signalized intersections at the SPUI interchange and along Santa Fe Street are projected to operate with acceptable LOS during both the AM and PM peak hours. All movements at unsignalized intersections operate acceptably (LOS D and above) during the AM and PM peak hours.

- Parks impacts. The document notes that no impacts will occur to the Indian Creek greenway. However, past transportation system investments contributed to substantial hydromodification of this stream in Olathe and throughout the watershed. The project may create an opportunity to conduct stream and riparian restoration activities to enhance the quality of the existing system, and to conduct ecosystem restoration activities that are proportional to previous natural system impacts from transportation facilities.
  - **Response:** Since there is currently no impact to streams, any stream restoration efforts would require additional permitting and hydraulic analysis that would add cost and time to the project.

- Bicycle connectivity – We appreciate the stated intent to coordinate proposed improvements with planned and proposed multimodal uses in the area. We would encourage review of regionally adopted plans such as Metrogreen and the Kansas City Regional Bikeway Plan for potential opportunities for improved regional connections.
  - **Response:** The Preferred Alternative will be continuing the sidewalk and trail system for

bicyclists and pedestrians through the I-35/Santa Fe Street interchange which would create safer access to the Indian Creek Trail for pedestrians coming from west of the I-35/Santa Fe Street interchange.

- Air quality impacts – The document states that MARC conducted a conformity analysis, which is unfortunately inaccurate. Given that our region may be on the verge of a nonattainment designation, the project should consider demonstrating that no additional ozone-forming pollutants will be emitted as a result of this project.
    - **Response:** The air quality impact section **3.16.1** has been revised.

- Right of way – Please consider planting of native vegetation in the cloverleaf or any other appropriate areas within the project right of way.
    - **Response:** Planting of native vegetation will be taken under consideration.

- Land use – There is a lack of tree canopy coverage in the project area which leads to heat island related issues thus creating assorted public and environmental health risks. Please consider addition of urban forest canopy in this area.
    - **Response:** The addition of an urban forest canopy will be taken under consideration.

The EPA comment was broken out into the following nine sections:

- Environmental Justice: The EPA did not document outreach to the EJ communities.
    - **Response:** EJ Outreach is included in Section 3.4.2.
- Templo Christiano Aposento Alto: The EPA mentions that the EA lacks information on avoidance or mitigation measures to be used.
    - **Response:** There was no alternative that met the Purpose and Need which avoided the Templo Christiano Aposento Alto. The Preferred Alternative requires less ROW acquisition than the diverging diamond alternative. The pastor attended the public hearing and was provided an overview of the Preferred Alternative including the taking of the Templo Christiano Aposento Alto and provided no comments during the public hearing or online through the project website. The City and KDOT will continue to work closely with Templo Christiano Aposento Alto owners to answer questions and provide relocation assistance.
- Air Quality Mitigation Measures: EPA listed air quality mitigation measures that could be utilized to mitigate temporary air quality impacts during construction. They also recommended the use of vegetative barriers to reduce the movement of roadway air pollutants into adjacent neighborhoods.
    - ***Response:*** *To the extent practicable, the air quality mitigation measures will be implemented during construction.*
- Wetlands and Waters of the U.S.: The EPA recommended coordinating with the USACE to resolve the NWI wetland discrepancy and include all copies of the coordination in the final EA.
    - **Response**: NWI wetlands are created using aerial imagery and have not been updated in the project area for decades. Since no wetlands were identified within the construction limits, and no streams will be impacted, Section 404 coordination with USACE is not warranted. The USACE was also provided a copy of the EA and no response was received during the comment period.
- Water Quality: The EPA recommends committing to the listed BMPs.
    - **Response:** The use of water quality BMPs is listed as a commitment.
- Hazardous Materials: The EPA recommended to identify the hazardous waste sites on a map, describe which sites are expected to be impacted, and describe what remediation efforts are expected to be implemented:
    - **Response:** The sites are shown on **Exhibit 3**-8 and four sites are identified as being acquired as part of the project. The main potential source of impact would be the presence of

contaminated soil in the vicinity of the hazardous material sites. The EA states that any soil excavated in the hazardous waste site locations is to be incorporated back into the direct area or tested and properly remediated. Any remediation will require the coordination and approval of KDHE. This is included as an environmental commitment.

- Chemical Commodities Superfund Site: The EPA mentioned that the Chemical Commodities Superfund Site is located near the project area but not included in the EA.
    - **Response:** The EA only discussed sites located within the project study area. The Superfund site is located over 0.6 miles west of the project study area. A paragraph mention the Superfund site has been added to show that it will not be impacted or cause impacts to the project. The Chemical Commodities Superfund Site is on the west side of the BNSF embankment and then further separated from the project by residential areas.
- Visual Environment Impacts: The EPA recommends committing to any proposed mitigation for visual impacts.
    - **Response:** At this stage no formal mitigation is being proposed as the visual environment will not substantially differ from the existing conditions.

The EPA also requested a copy of the Final Assessment when it becomes available. ***Response:*** *A digital copy of the FONSI will be provided to the EPA.*

Public Hearing

The public was invited to attend a Public Hearing on September 14, 2023. Seventeen attendees signed in at the registration table. However, being at the library near the front door, the meeting generated some participation from foot traffic and had a few people who stopped by to review information, pick up a factsheet and commented that did not formally sign in.

The meeting was an open house format meeting with no formal presentation. Boards were set up around the room with staff available to answer questions or provide additional information. The meeting also highlighted that the 30-day public comment period began when the Draft EA was signed by FHWA and KDOT and posted to the project website at www.olatheks.org/santafe for public and agency review.

Public Comment Summary

In general, the public is supportive of improvements to the I-35/Santa Fe Interchange and Corridor. Six people submitted comments in various ways through the comment period including at the in-person event, online, and on Facebook. Common themes in the submitted comments, verbal communication at the in-person meeting, and Facebook posts include:

- Support for the project overall
- Support for the SPUI
- Desire for the project to be completed quickly
- Concerns for right-of-way acquisitions

In addition to the written comments, the City of Olathe has had communication with local businesses since the alternatives were made public at the Spring 2023 public meeting. There is a concern from businesses about their future. As documented in the public materials, the project team considered a wide range of alternatives, and the Preferred Alternative best met the Purpose and Need. The SPUI alternative with the corridor improvements has a smaller footprint and requires less right-of-way impacts as compared to the DDI alternative.

Comments and responses are provided below.

Road/Design Comments:

Comment: I am so excited about this project. Great team. Great plan. Two thumbs up!
Response: No response requested.

Comment: Finally! This needed to be done years ago. Taking the northbound exit and trying to go east is absolutely insane! And then you add rush hour traffic. It's practically impossible. You also can't see anyone coming at you so it's extremely dangerous. I hope it's widened and made into a diverging diamond interchange like they did with 119th. I've tried avoiding this exit as best as I can for years however for the past few weeks now, I've had to take it every day to be able to get to my gym. It gives me anxiety every time. I live south so I'm forced to take the northbound exit and go east.
OR you should reroute the eastbound lane at the northbound exit to go underneath the bridge like you had the westbound lane and have two left turn lanes (inner lane being left turn only and the outer lane being left turn/straight coming out at the light that is already there, keeping the 1 right turn lane for those going west from the northbound exit. You'd need to add a lane if possible, going under the bridge to accommodate traffic and the new turn lanes. I also think adding a second exit lane for the southbound exit instead of one would help that side of the bridge like they have at the 151st street exit going southbound.
Response: No response requested.

Traffic, Road/Design, Pedestrian Access Comments:

Comment: I have to use this corridor multiple times a day and I strongly support the preferred alternative of an SPUI design to help alleviate traffic congestion. I am also in support of providing safer access for alternate modes of transportation (walking, biking) across the intersection.
Response: No response requested.

Comment: I have to use this corridor multiple times a day and I strongly support the preferred alternative of an SPUI design to help alleviate traffic congestion. I am also in support of providing safer access for alternate modes of transportation (walking, biking) across the intersection.
Response: No response requested.

Accessibility, Convenience, Environmental Comments:

Comment: In review of this plan - I have serious concerns and questions pertaining to the fate of small businesses along S. Clairborne, impacted by the cul-de-sac designs, (which will now deter traffic to their businesses), as well as the magnitude of effect the potential loss of their products and services will be to the community, should they be forced to relocate, or ultimately fail, during or after the transition period. 1) What is being proposed in specific compensation to those businesses, as well as to the public, to address these changes prior to, during, and after construction? 2) If the businesses move, where is the City proposing they go? (2a) Are they expected to survive the impact of both temporary and long term limitations to access on their own or is there a "strategic rescue" plan also being proposed? 3) If these commercial buildings become vacant as a result of this design, for any reason at all, what is the proposal to address the potential of abandoned buildings, loss of services, and degradation of residential property values and populations, that historically accompany such scenarios (ie: Bannister Mall - KC / and Mission Mall) - Both, whose closures and abandonment, created lasting and long term conditions of property, and quality of life diminishments for their surrounding communities.
Response: Thank you for your comments and attention to this important project. The Project team evaluated several alternatives, and the Preferred Alternative best meets the Purpose and Need as well as this alternative has a smaller footprint requiring less impacts to right-of-way. As the City moves forward with the Project,

they will work with property owners and businesses along the corridor through a formal process. Currently, there is not a set timeline for construction.

Safety, Traffic, Street Closure Comments:

Comment: While this is needed, I hope it does not drag out like the 119th street project did. I would like to not see this project last over 6 months if possible...bring crews to work around the clock to be efficient. The congestion backing into the neighborhoods will be terrible and unsafe to local children.
Response: Thank you for reviewing the EA document and submitting your comments. We appreciate you taking your time to provide feedback. The construction of the Preferred Alternative will be performed as efficiently as feasible while maintaining the safety of the construction workers and vehicles and pedestrians within the corridor.

1.7 Basis for Finding of No Significant Impact

The EA evaluated resources present in the project area for effects as they may occur for the construction of the I-35 and Santa Fe Street Interchange and Santa Fe Street Corridor Improvements project. The EA documents the absence of significant impacts associated with the implementation of the Preferred Alternative.

1.8 Special Conditions for Approval

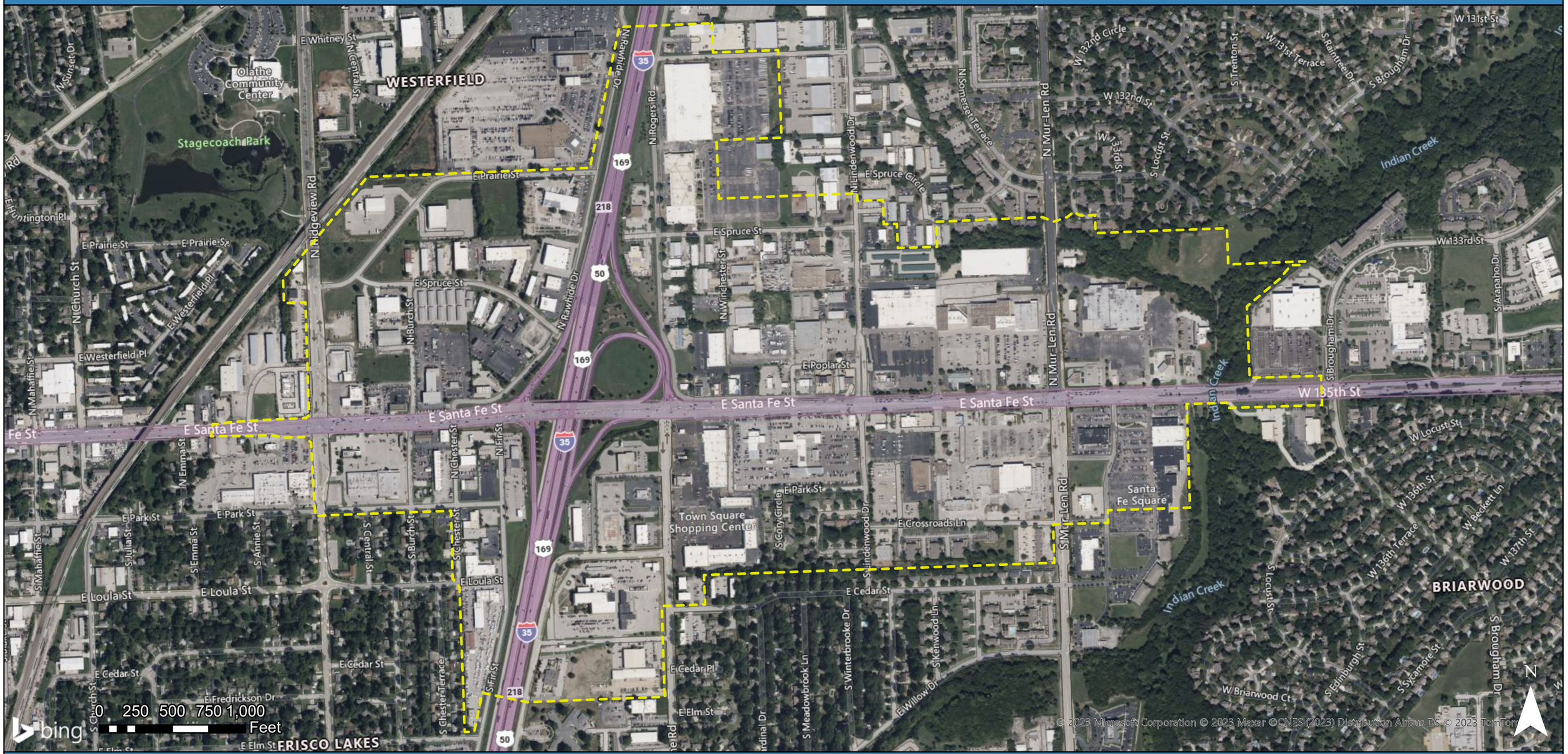
The following environmental commitments will be implemented during construction and permits will be obtained during final design and prior to construction of the project:

- The City of Olathe will ensure that the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, as amended, be carried out without discrimination based on race, color, national origin, religion, and age and in accordance with Title VI (the Civil Rights Act of 1964), the President's Executive Order on Environmental Justice, and the Americans with Disabilities Act. In accordance with the Uniform Act and the states' relocation programs, fair market compensation will be provided to property owners who are impacted by the proposed project.
- The official detour routes will be coordinated in tandem with the City of Olathe Public Works Department and the Contractor.
- A maintenance of traffic management plan will be developed and implemented by the contractor during the construction phase of the project.
- Construction phasing will be utilized to ensure that emergency response vehicles have access throughout the corridor.
- Targeted outreach to contact the Templo Christiano Aposento Alto house of worship and EJ populations will continue throughout the planning, design, and construction phases of the I-35/Santa Fe project to determine the best strategies to provide project benefits to all users of the Santa Fe corridor.
- Bicycle and pedestrian routes impacted by the Preferred Alternative will be replaced in-kind during project construction.
- If any changes to the stream impacts occur during the final design phase of the project, coordination with the DWR will be required to obtain a Stream Obstruction permit.
- The Contractor will obtain a National Pollutant Discharge Elimination System Construction Stormwater Permit from the Kansas Department of Health and Environment and develop a stormwater pollution prevention plan. This plan will utilize BMPs such as: seeding disturbed areas as soon as possible, installing ditch checks and silt fences at the outset of construction, minimizing disturbances to stream banks and riparian zones, and taking all necessary precautions to prevent

petroleum products from entering streams or wetlands. The contractor will be responsible for the monitoring of the BMPs and updating the SWPPP as necessary during project construction.

- A Land Disturbance Permit will be obtained from the City of Olathe.
- Any disturbed area that will be revegetated will be planted with native warm-season grasses, forbs, or trees.
- Compost, mulch, or biodegradable/natural fiber blankets (coconut/coir fiber is common) will be used as potential alternatives to plastic erosion control blankets for erosion control stabilization.
- Any soil excavated in the hazardous waste site locations (Imperial Cleaners, Town Square Shopping Center, Olathe Plaza Amoco, & Amoco #2131) is to be incorporated back into the direct area or tested and properly remediated. Any remediation will require the coordination and approval of KDHE.
- The Project Partners commit to re-evaluating potential project impacts should the scope of the improvements, project limits, existing conditions, or regulations pertaining to some aspect of the project change.
- The City of Olathe will ensure measures are taken to reduce fugitive dust and other emissions generated during construction. Emissions from construction would be controlled in accordance with emission standards prescribed under state and federal regulations. Materials resulting from clearing and grubbing, demolition, or other operations, except for materials to be retained, would be removed from the project area and disposed of by the contractor. A selection of Air quality BMPs that could be used include:
    - Use of vehicles equipped with zero-emission technologies or the most advanced emission control systems available.
    - Use of onsite renewable electricity generation and/or grid-based electricity rather than diesel-powered generators or other equipment.
    - Where appropriate, retrofit of older-tier or Tier) nonroad engines with an exhaust filtration device before it enters the construction site to capture diesel particulate matter.
    - Stabilization of open storage piles and disturbed areas by covering and/or applying water or chemical/organic dust palliative, where appropriate.

Exhibit 1: Project Study Area



NEPA Project Boundary

I-35 and Santa Fe Street Interchange and Santa Fe Corridor Improvements

OLATHE
KANSAS