

K-10 Corridor Project

Lenexa City Council

KDOT Job Number: 10-46 KA-6549-01

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November 14, 2023

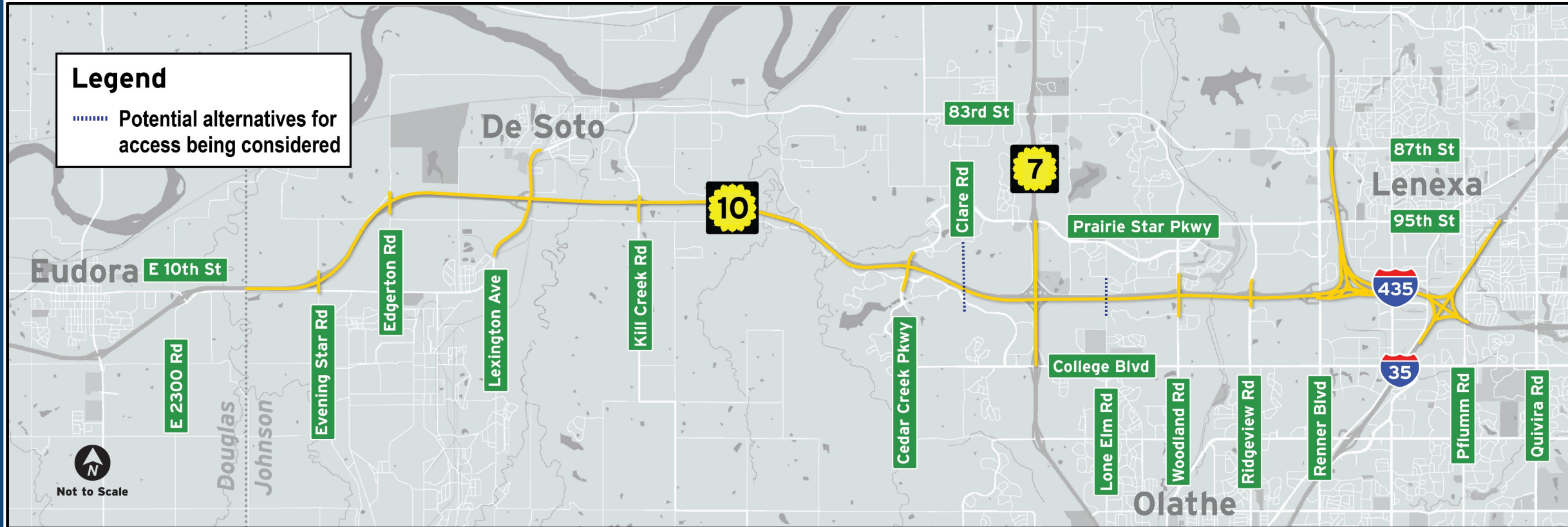
**Thank you for the
opportunity!**

Agenda

- Project Overview
- Existing & Future Conditions
- Project Purpose & Need
- Ongoing Work
- Express Lanes, Community Input, & Approval Process
- Planned Outreach

Project Overview

Project Area



Previous Studies

May 2005
K-10
Transportation
Study

**November
2006**
K-10
Interchanges
Study


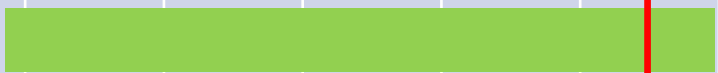


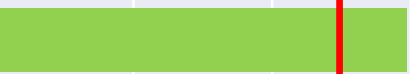
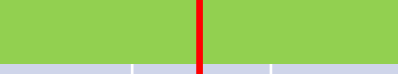



June 2009
K-10/Lone Elm
Road BIA
Report
(City of Lenexa)

May 2011
I-435/I-35/K-10
Interchange
Concept Study

Project Scope – Discovery Phase

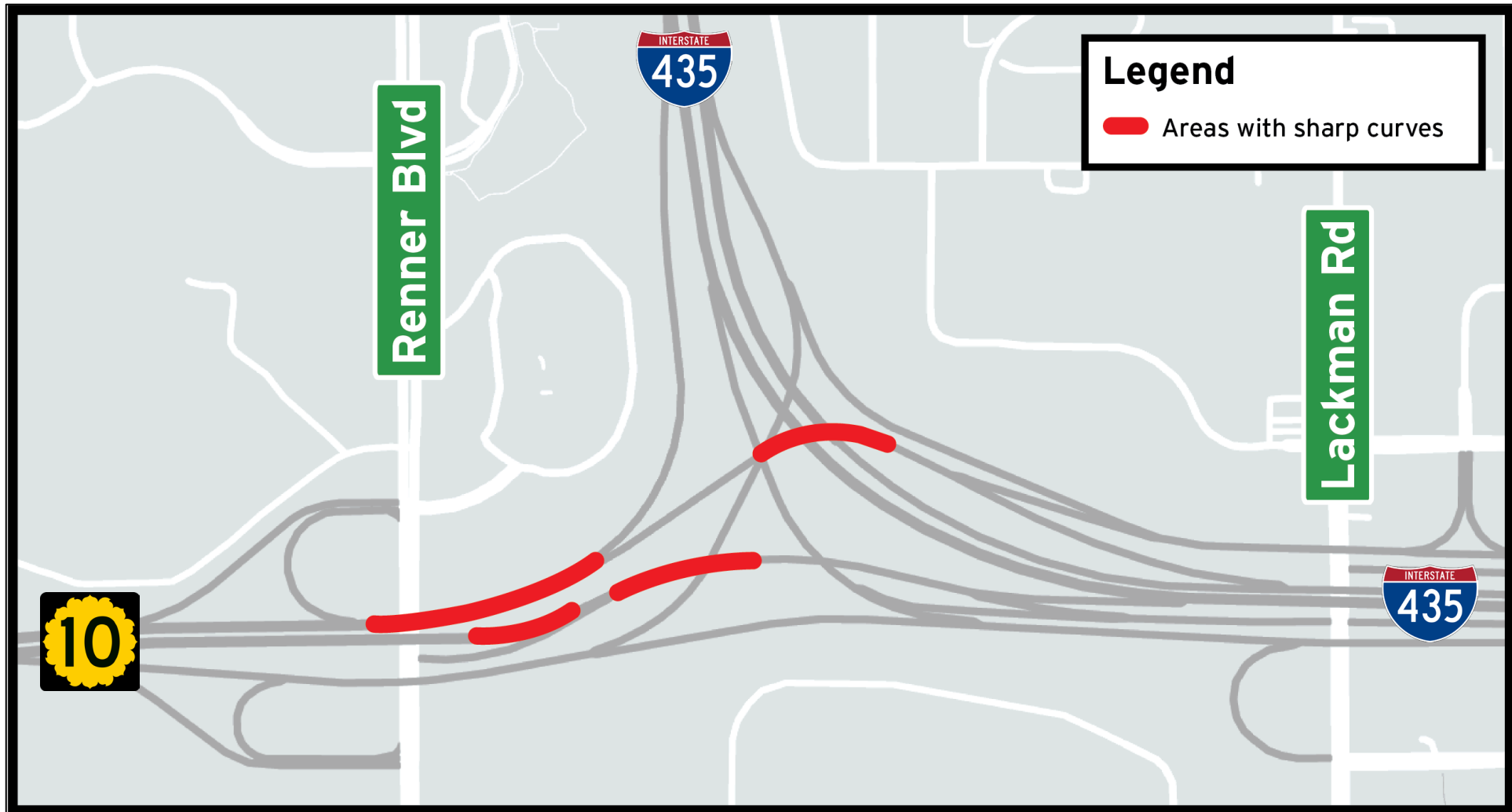
- Identify current and future corridor problems and needs
- Evaluate various improvements alternatives
- Select a Preferred Alternative
- Secure Federal Approvals
 - NEPA (Environmental Assessment)
 - Break-in-Access (Traffic)
- Develop Implementation Plan
 - Near, medium, long-term improvements
 - Delivery model(s) recommendations
 - Proposed schedule

Discovery Phase Schedule

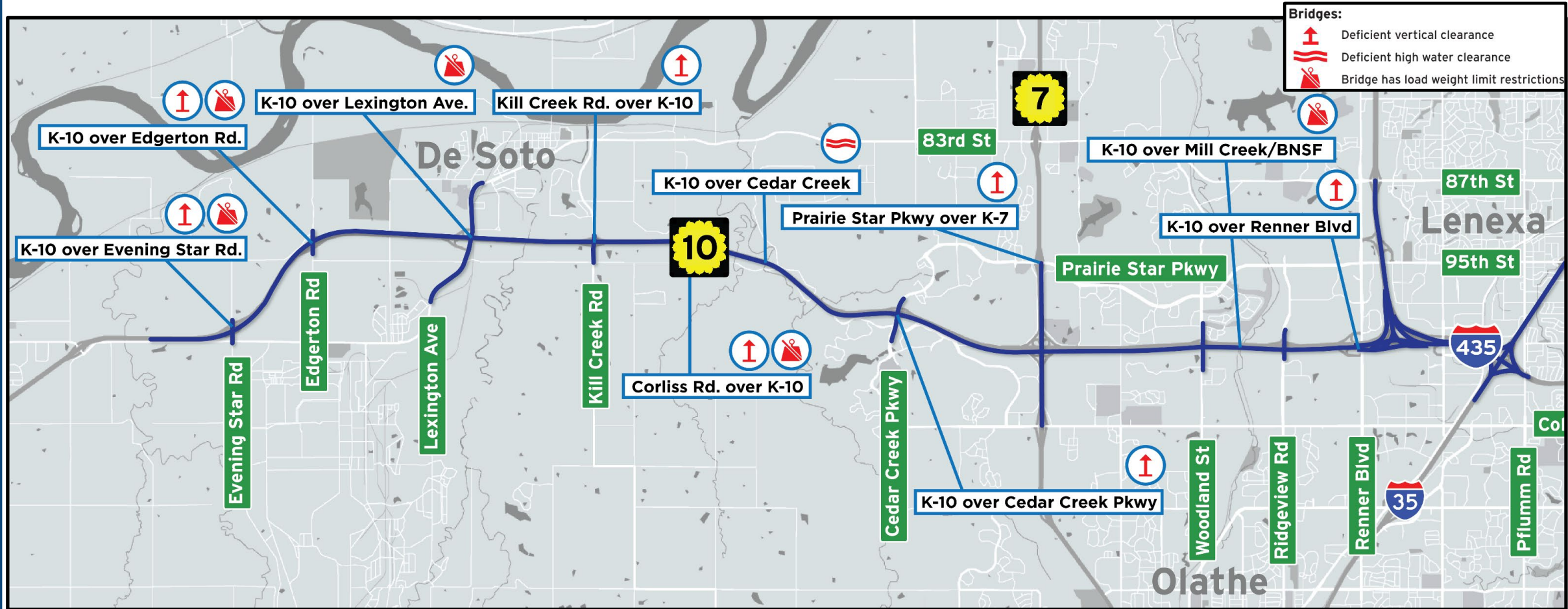
Activity	2022				2023				2024			
	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4
Project Initiation												
Survey/Data Collection												
Existing Conditions												
Initial Alternatives Development												
Tolling Studies												
Reasonable Alternatives												
Environmental Analysis/Approval												
Stakeholder/Public Engagement												

Existing & Future Conditions

Existing Conditions Roadway Deficiencies



Existing Conditions Bridge Deficiencies



Existing Conditions Average Daily Traffic (ADT)

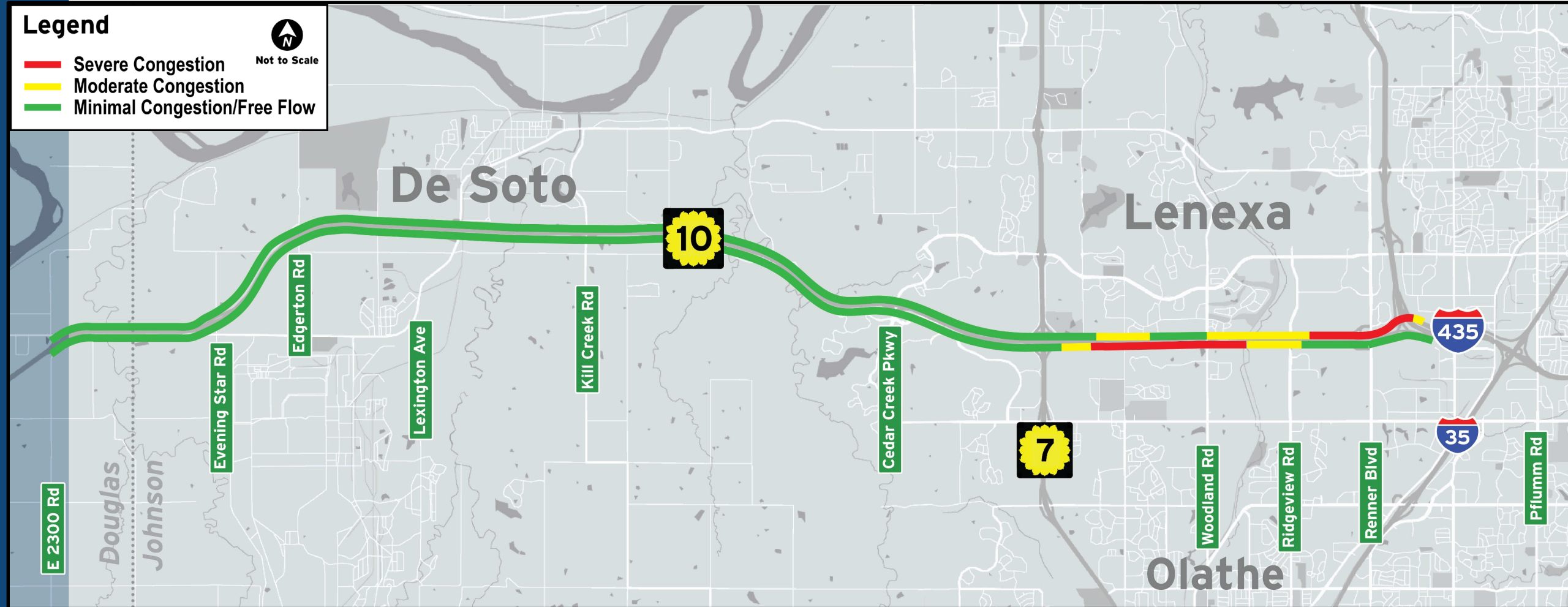


Existing Conditions Areas of Congestion

Legend

- Severe Congestion
- Moderate Congestion
- Minimal Congestion/Free Flow

Not to Scale



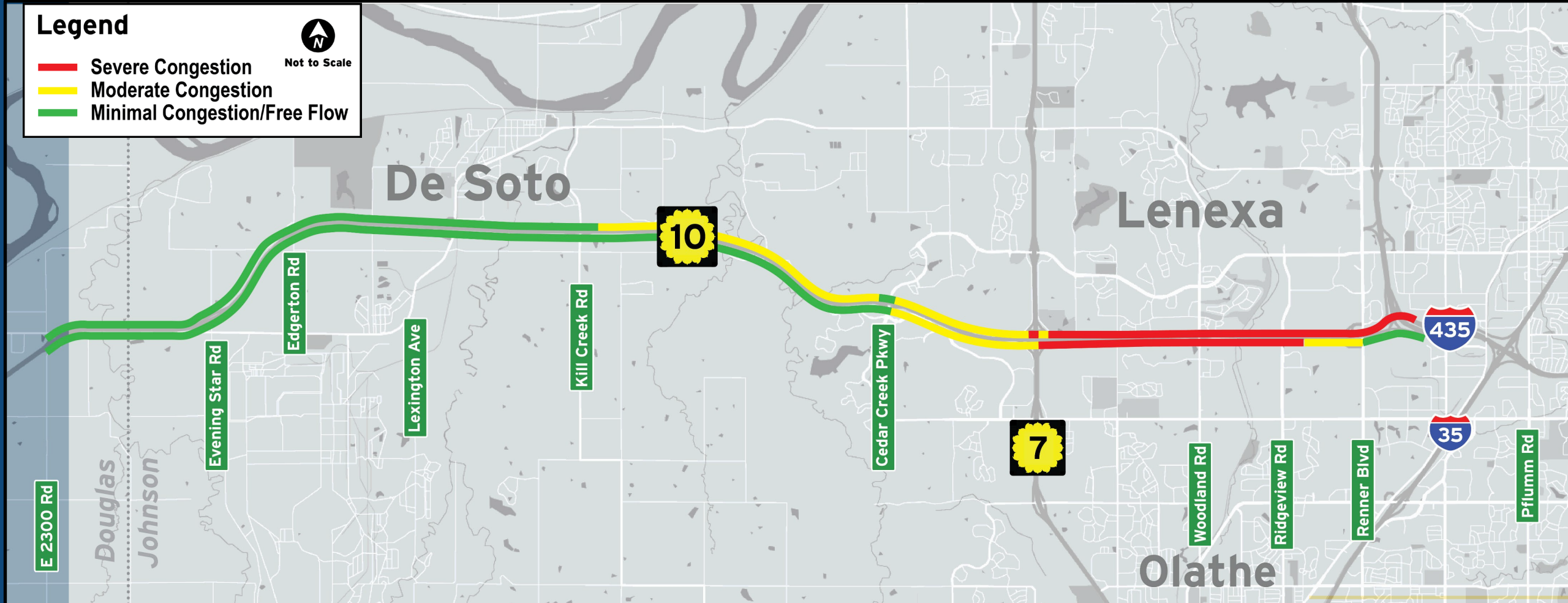
Future 2050 NO-BUILD Conditions Areas of Congestion

Legend

-  Severe Congestion
-  Moderate Congestion
-  Minimal Congestion/Free Flow



Not to Scale



Safety Focus Locations



Purpose & Need

- **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.

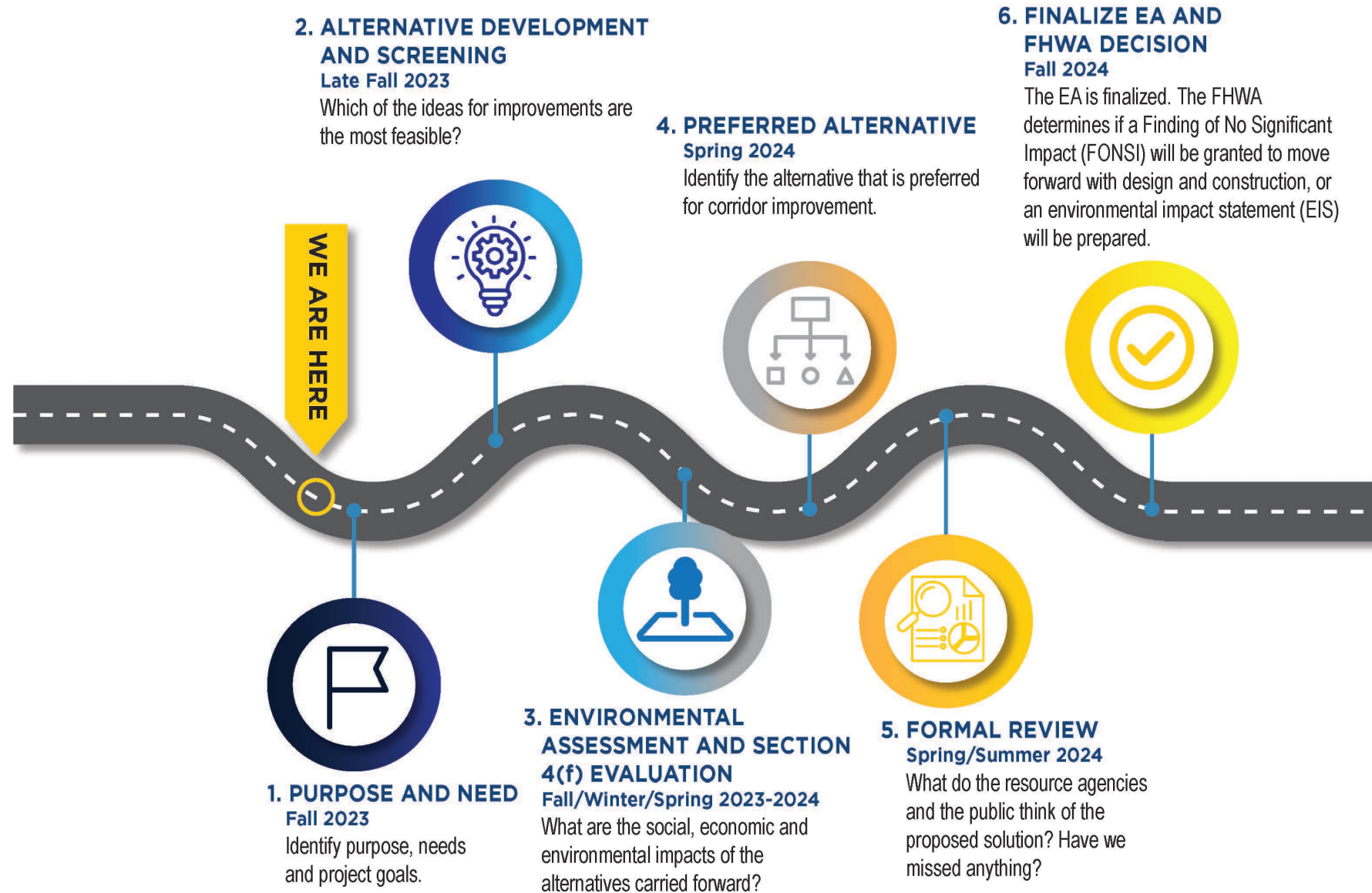
Ongoing Work

Options for Improving K-10

- No-Build
- Improve Alternate Routes
- Existing Capacity Management
 - Transportation System Management (TSM)
 - Transportation Demand Management (TDM)
- Multimodal
- Add Capacity – Traditional Widening
- Add Capacity – Express Toll Lanes



Environmental Assessment Process



Alternatives at Clare Rd. & Lone Elm Rd.

- No-Build
- Overpass
- Interchange



Clare Road



Lone Elm Road

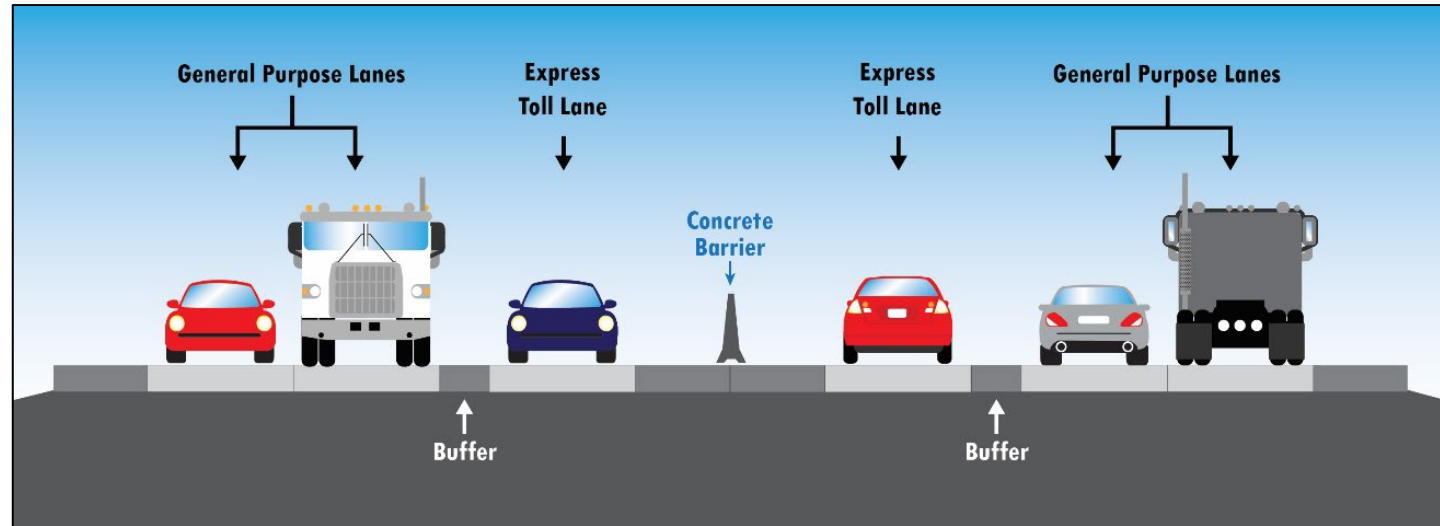
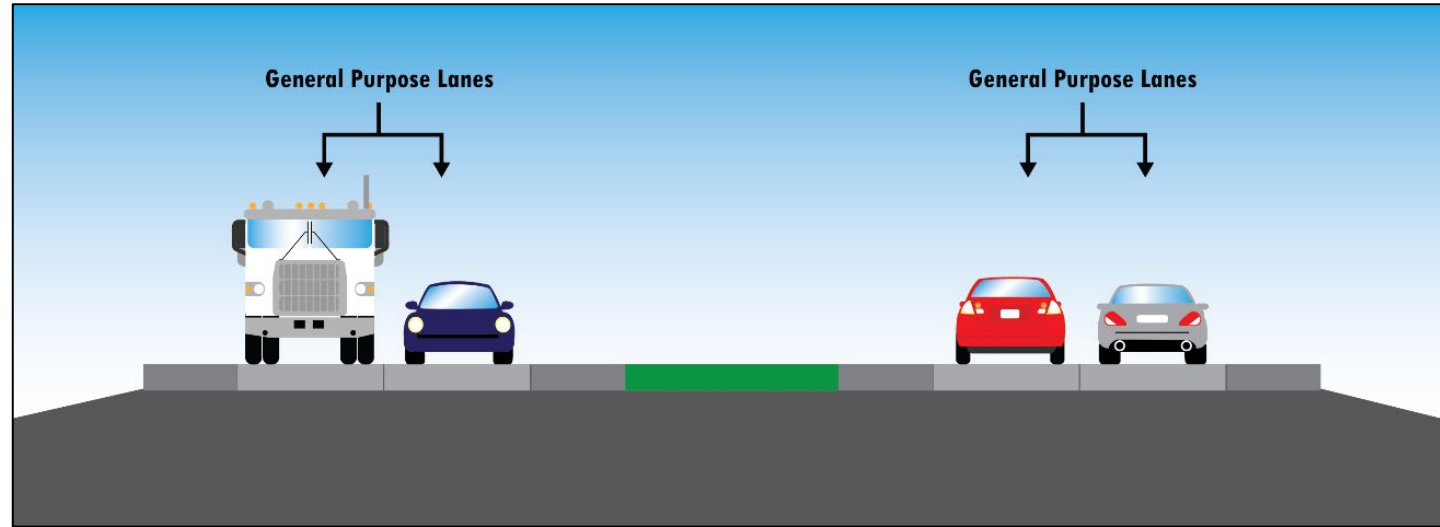


Evaluation Considerations

- Engineering
- Traffic & Safety
- Environmental impact
- Impact or benefit to the local street network
- Cost
- Economic benefit
- Public input
- Input from local staff & elected leaders

Express Lanes, Community Input, & Approval Process

Express Lanes Concept



Scan for ETL Video

Why Evaluate Express Lanes?

- Evaluated on projects where adding capacity (new lanes) is likely
- A better way to address congestion
- A tool for funding local contribution



Reduce
Congestion for
All Lanes



Ensure Trip
Reliability



Make
a Profit

Limits of Potential Express Lanes



Toll Project Requirements

KSA 68-20, 120

KSA 68-20, 120 grants authority to KDOT to develop toll projects

- No existing lane of any state highway can be tolled
- Tolls shall be charged on all users of the toll facility regardless of class, size, or kind of traffic
- Must include at least 1 public meeting
- All toll revenue must remain with that roadway

Toll Project Approval Process

KSA 68-20, 120



If technical results and community support are positive

Step 1

KDOT & Communities develop Joint Proposal for implementation



Step 2

Joint Proposal to KTA Board for review



Step 3

Final review by State Finance Council



Planned Outreach

Planned Outreach Public & Stakeholder Engagement Program

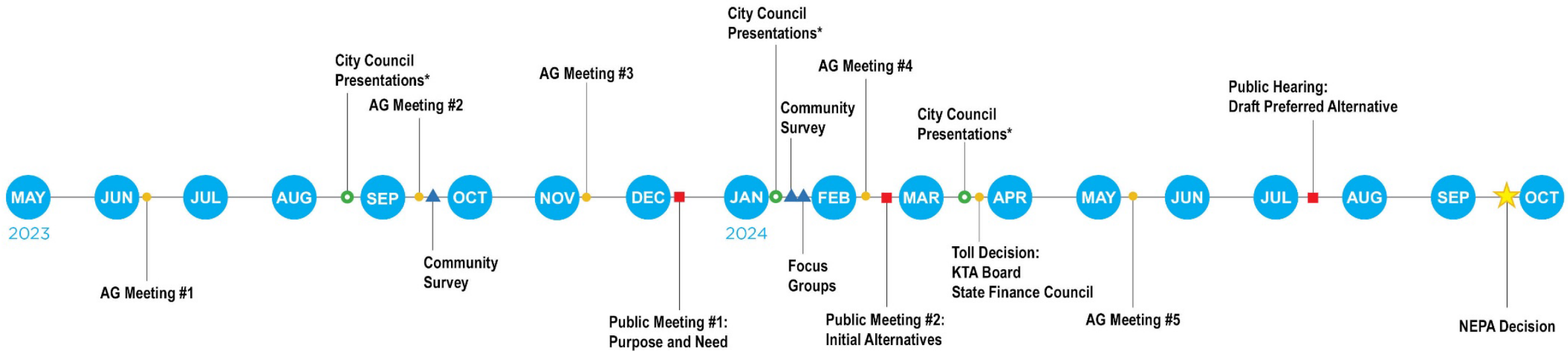
Extensive Engagement Opportunities

- 5 Advisory Group Meetings
- 3 Public Information Meetings (PIMs)
- Community organization presentations
- Electronic newsletters
- Community Surveys
- Focus Groups
- Specific social media accounts for K-10

Project webpage

www.K10.ksdot.gov

Planned Outreach Engagement Schedule



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

Legend

- Advisory Group (AG) Meetings
- Partner Consultation
- Public Meetings (PM)
- ▲ Survey or Focus Groups

Questions?

Thank you!

www.K10.ksdot.gov