

K-10 Capacity Improvements Project

Olathe City Council

KDOT Project No. 10-46 KA-6549-01

Publication No. KA-6549.PR.2024.02

February 6, 2024

Agenda

1. Project Schedule & Status
2. Level 2 Toll Study Results
3. Stakeholder Engagement Summary
4. Analysis of Alternatives at Clare Rd & Lone Elm Rd
5. Preliminary Implementation Plan

Project Schedule and Status

Activity	2023				2024			
	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4
Data Collection/Prelim Traffic/NEPA Boundary	[Olive bar]							
Notice of Intent			★					
Draft Purpose & Need				★				
Alternatives Impact Analysis			[Olive bar]		[Green bar]			
Preferred Alternative Analysis						[Green bar]		
Draft Environmental Assessment							★	
Public Hearing							★	
NEPA Decision								★

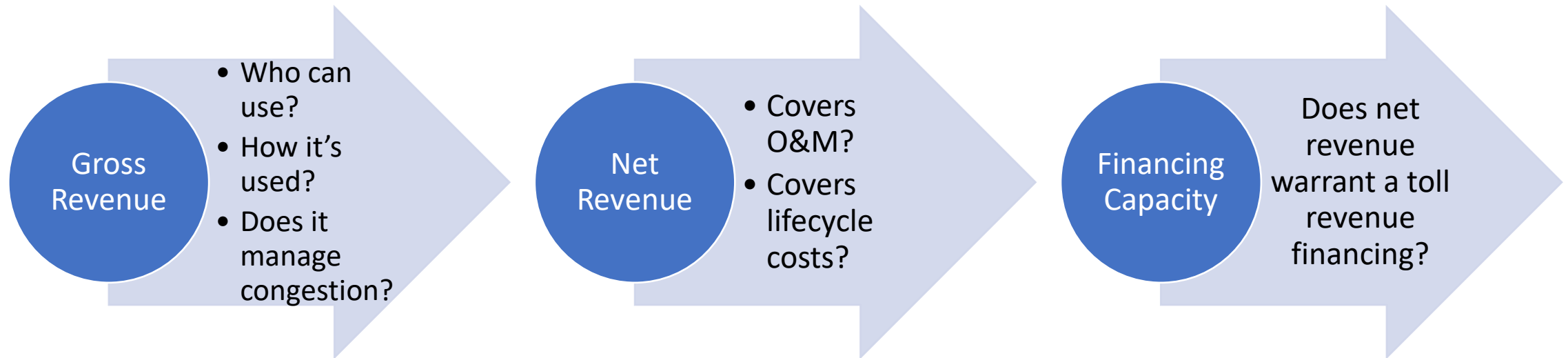
Level 2 Toll Study Results

Toll Feasibility Approach

Will lanes be utilized?

Is it revenue responsible?

Can debt support any capital costs?



New Features with Level 2 Study

- Updated land use and growth from 5-County model
- Analyze only segment east of Cedar Creek Pkwy (6 miles)
- 3 new/different access configurations
 - Hybrid
 - Open
 - Transitional
- Increased sophistication and level of detail
- Updated Traffic & Revenue assumptions

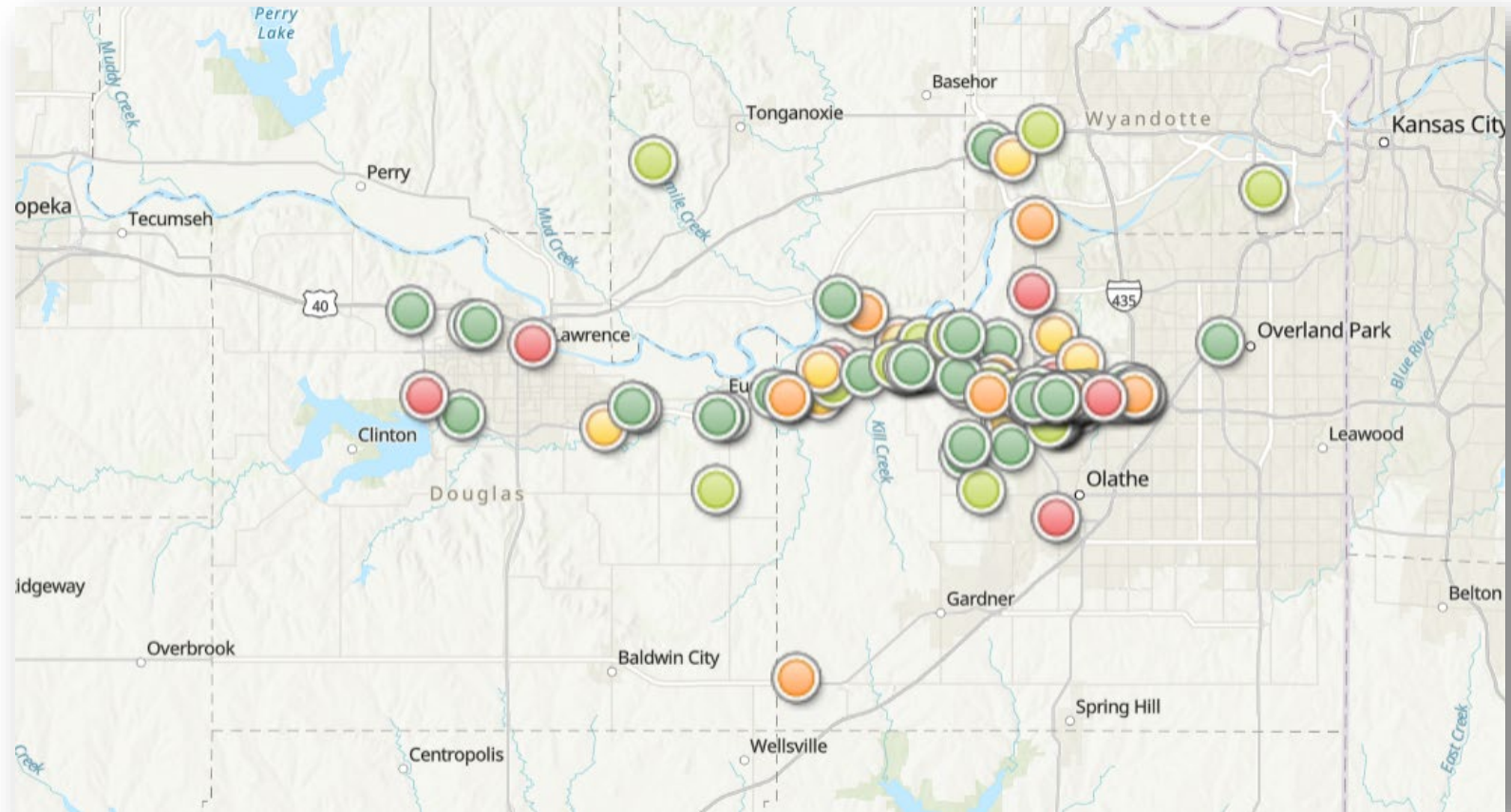
Level 2 Toll Study Results Summary

- Open and transitional alternatives are not revenue responsible.
- Hybrid alternative is revenue responsible, but tolls are not projected to increase above the minimum toll rates through 2050.
- Express lanes are not projected to provide a significant congestion management benefit.
- Hybrid alternative has a higher upfront capital cost (+\$45 million) than a highly functional toll-free alternative.
- Projected cumulative net revenue is not a significant source of local contribution.
- **Express Lanes are not KDOT's preferred strategy for K-10 Expansion.**
- **No request for Approval by Olathe and Lenexa City Councils, KTA Board, or State Finance Council.**

Stakeholder Engagement Summary

Public Meeting #1

- Open December 6th through January 5th
- Focused on Purpose & Need
- 459 participants
 - 283 Olathe residents
- 463 comments received
 - ~100 Olathe residents
- Common Themes
 - Safety
 - Congestion
 - Express Lanes
 - Access
 - Noise
 - ROW



Map shows geographical dispersion of comments. Dots are overlapping to show concentration of comments, so image isn't reflective of all comments.

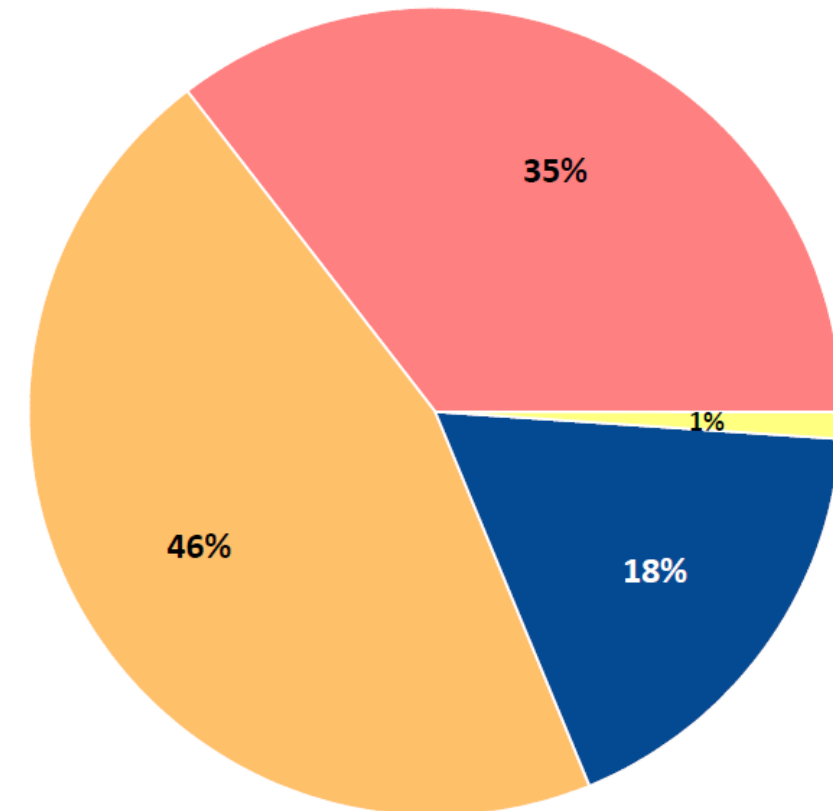
Colors indicate favorability towards the project.

Green is favorable, yellow is neutral, orange is leaning negative, and red is negative

Public Survey Results

Q8. How concerned are you with driver safety when you travel on K-10 between the Johnson/Douglas County line and I-435?

Would you say you are...
by percentage of respondents



% Very/Somewhat Concerned
85% Lenexa
81% Olathe
73% North/East of Corridor
86% West of Corridor

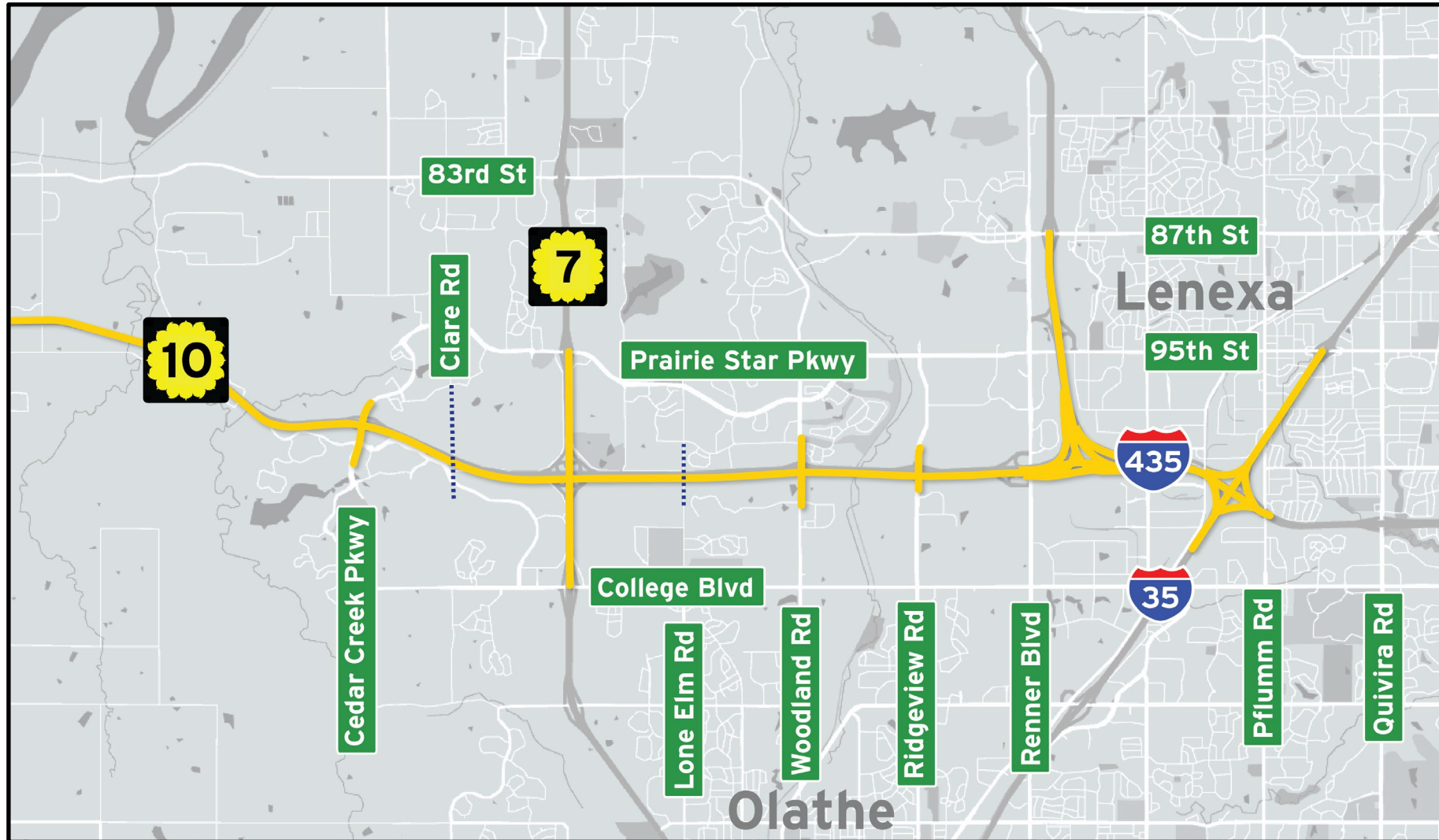
Very Concerned Somewhat Concerned Not Concerned Don't Know

Upcoming Stakeholder Engagement

- City Council Updates – Olathe, Lenexa, De Soto – February
- Public Survey #2 – February
- Presentations to Civic Organizations — As requested
- Public Meeting #2 – April – Alternatives Analysis
- Public Meeting #3 – Summer – Public Hearing for Environmental Assessment

Clare Road & Lone Elm Road

Alternatives at Clare Road & Lone Elm Road



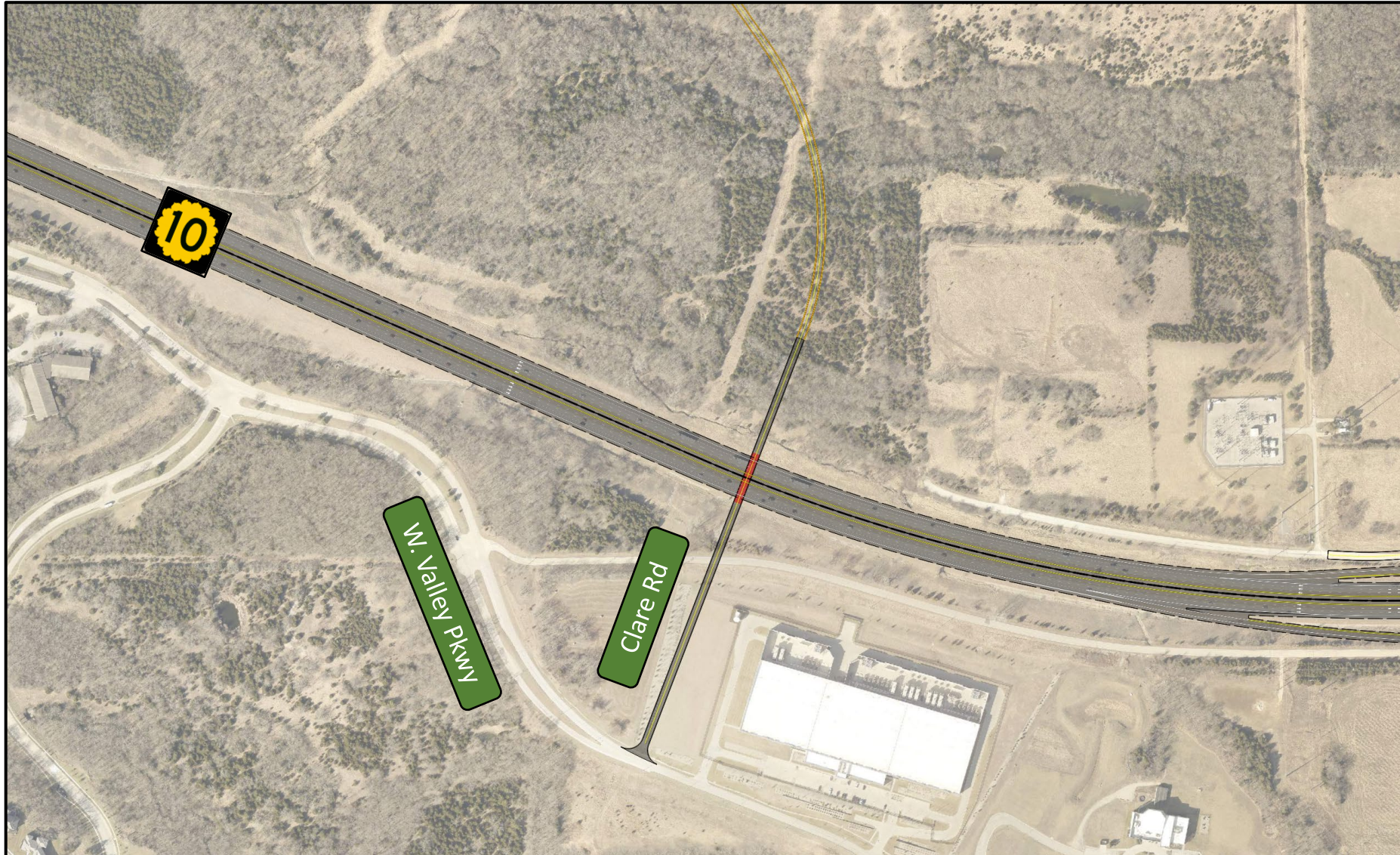
Evaluation Considerations

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

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Clare Road Overpass

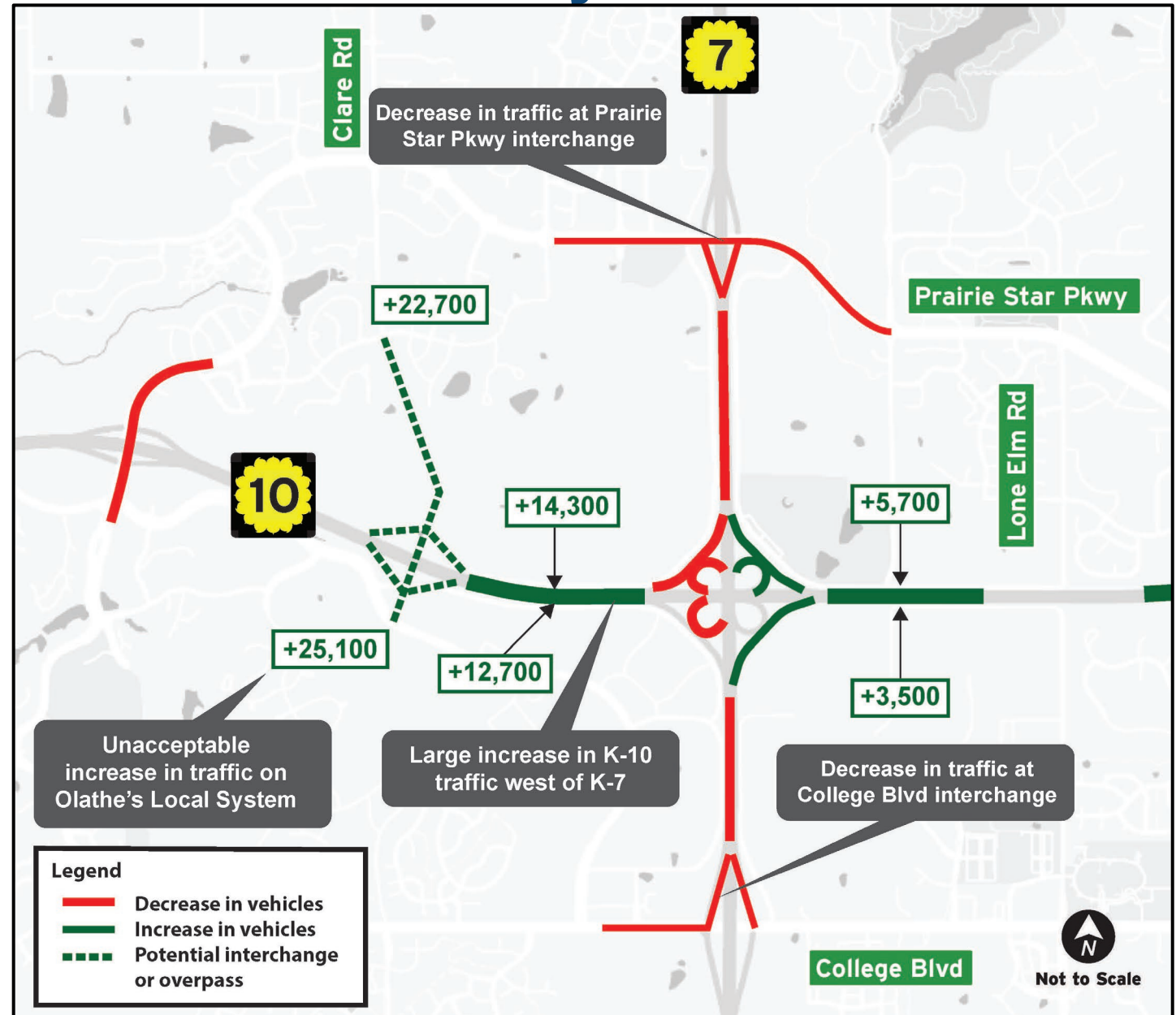


Clare Road Interchange



Interchange at Clare Road Traffic Redistribution – 2060 Build Daily Traffic

- Negatively impacts Olathe local roadways
- Ramp spacing and increased traffic detrimental to K-10 operations
- Interchange at Clare Road not recommended for additional analysis



Lone Elm Road Overpass

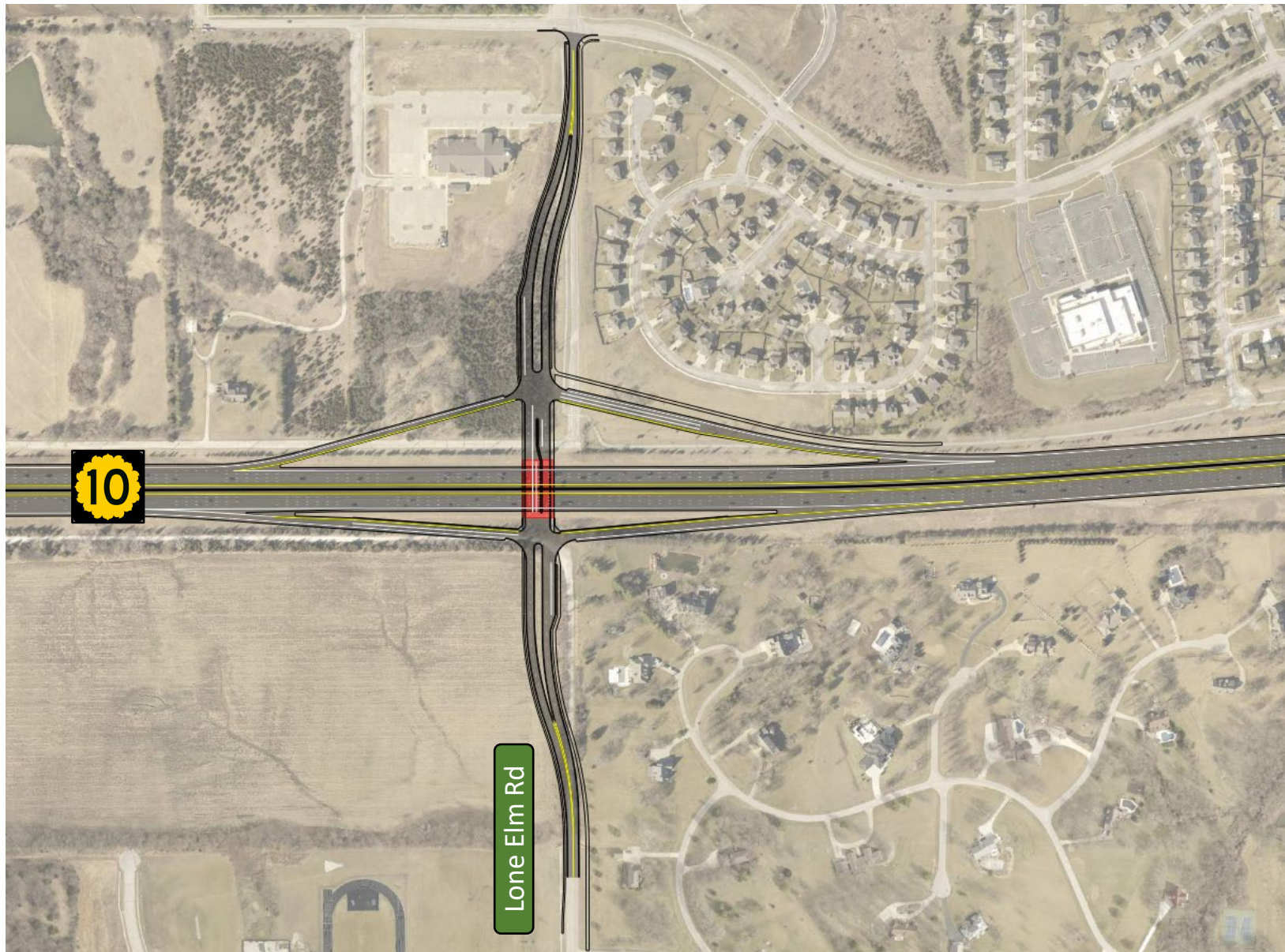


Lone Elm Road Design from Previous Study



- Impacts to private properties
- Did not function under projected 2060 traffic

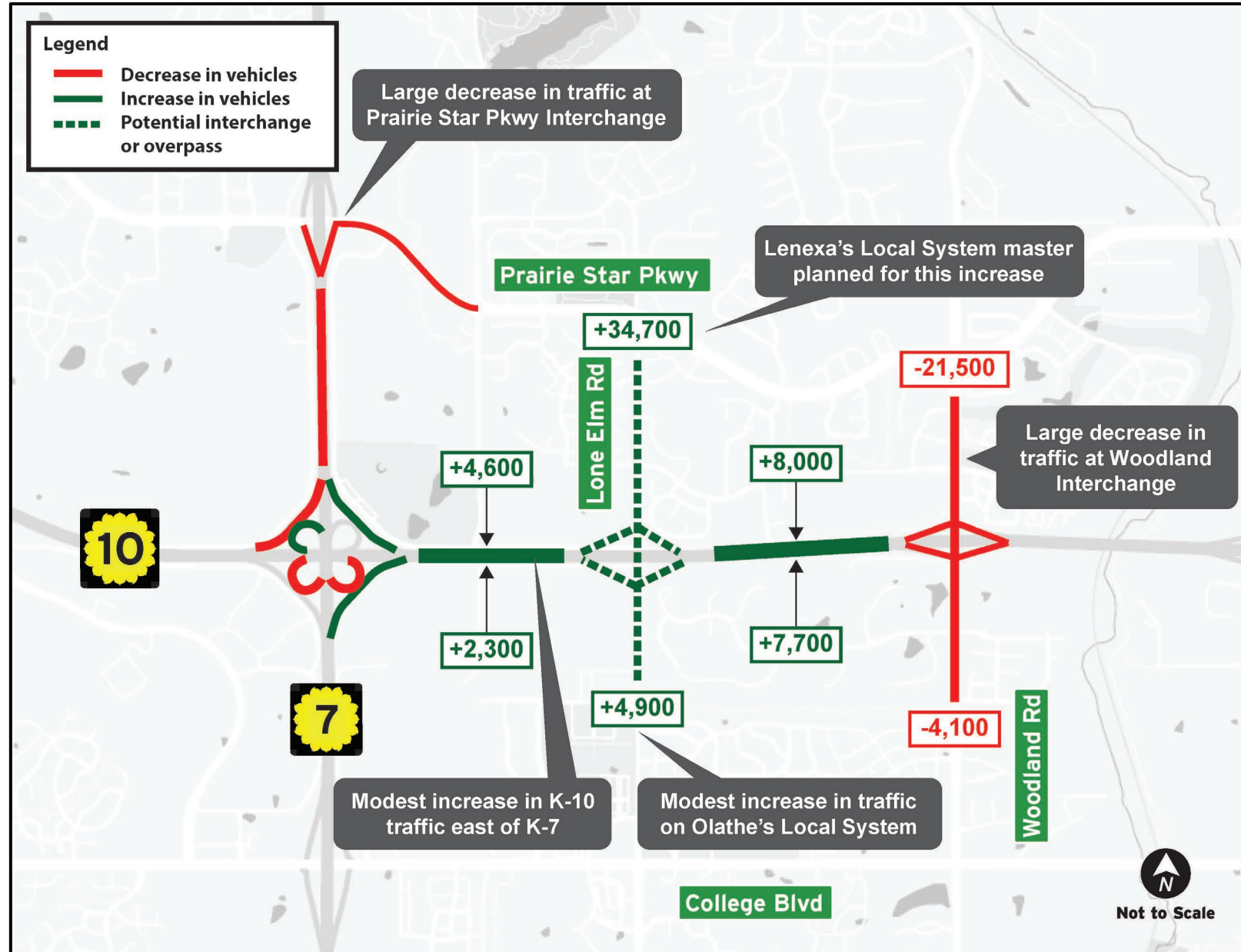
Lone Elm Road Modified Diamond Interchange



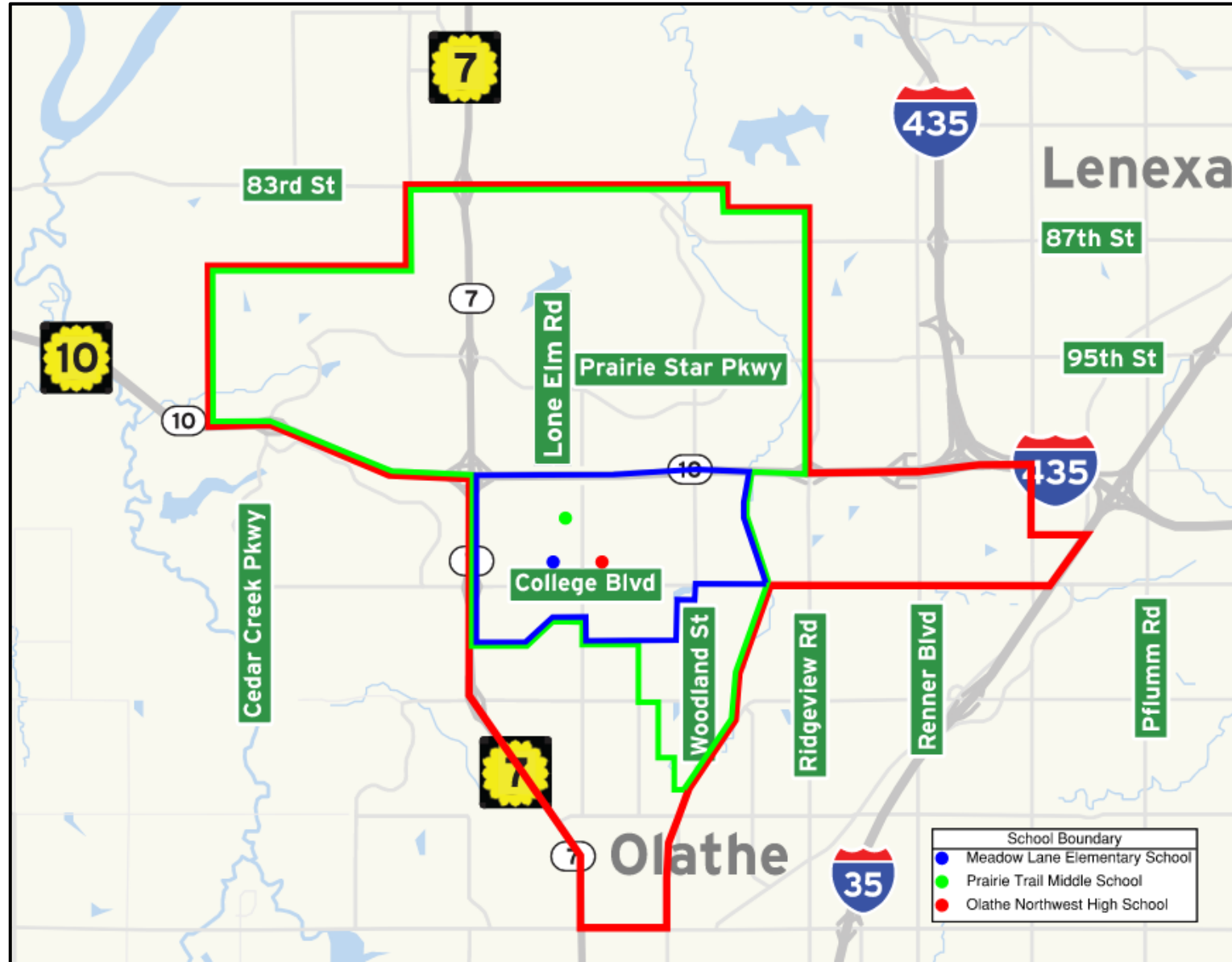
- Reduces impact to private properties
- Reduces utility impacts
- Operates well under projected 2060 traffic

Interchange at Lone Elm Road Traffic Redistribution – 2060 Build Daily Traffic

- Modest increase in traffic on Lone Elm Road
- Improves operations at Woodland Road interchange
- K-10 operates well under future traffic
- Continue evaluation of interchange at Lone Elm Road



Additional Analysis Needed School Traffic and Safety



Lone Elm Road & Clare Road Next Steps

- Do not advance Interchange Option at Clare Road
- Develop traffic redistribution for Overpass alternatives at Clare Road and Lone Elm Road – Does it provide any benefit to K-10?
- Complete Economic Impact Analysis
- Complete School Traffic and Safety Analysis
- Solicit public input on alternatives – Next Public Meeting, Surveys, Focus Groups
- Continue engagement with Olathe and Lenexa City Staff

Preliminary Implementation Plan

Preliminary Implementation Plan

Guiding Principles

- Focus on addressing existing or near-term traffic and safety problems first
- Consider infrastructure condition in implementation timing
- Greater flexibility with toll-free preferred alternative
- Be mindful of overall IKE program budget and statewide needs
- 3 “buckets”
 - IKE Program Improvements
 - 2030-2040 Improvements
 - 2040+ Improvements

Preliminary Implementation Plan All Improvements - \$1.1 Billion



Questions / Open Discussion