



Visit the project webpage.

Project Overview:

The K-10 Corridor Capacity Improvements Project will identify and evaluate potential improvements to enhance safety and improve traffic flow from the Douglas/Johnson county line (Evening Star Road) to I-435.

As part of the Environmental Assessment process alternatives for improvement are being considered, which include:

- K-10 widening from the Douglas/Johnson county line to I-435.
- Evaluate potential overpasses or interchanges at K-10/Clare Road and K-10/Lone Elm Road.
- Improvements at K-10/K-7 and K-10/I-435/I-35 system interchanges.
- Transit, technology and other non-roadway improvement opportunities.
- Interchange improvements at the 12 starred locations below.

IKE—The Eisenhower Legacy Transportation Program—is a roughly \$10 billion investment in the future of Kansas. This 10-year program and the transportation improvements it will deliver play a key role in making roads safer, supporting economic growth and creating more options and resources for Kansans and their communities.

i At-A-Glance:

Cost Estimate	\$1.16 billion
Distance	16.5 miles
Scope	Improvements include potential widening to six lanes, pavement and bridge replacement, interchange improvements
Status	Discovery Phase/IKE Development Pipeline. Not currently funded for construction.



The project area spans 16.5 miles and includes the cities of De Soto, Lenexa and Olathe.



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For more information, please visit k10.ksdot.gov/
This information can be made available in accessible formats by contacting 785-296-3585 for voice/711 for hearing impaired.



Alternative Considerations:

KDOT is reviewing the feasibility of additional options that do not widen K-10 but may relieve congestion and enhance safety in the corridor. These options don't meet the Purpose and Need but can be considered in addition to widening the highway.

- Improve Alternate Routes—make improvements to local arterial roads such as College Boulevard, Prairie Star Parkway, etc. to relieve congestion on K-10.
- Existing Capacity Management—integrate Transportation Systems Management (TSM) such as ramp metering and dynamic message signs to help manage congestion on the corridor. Encourage Transportation Demand Management (TDM) such as carpooling, staggered work hours and telecommuting to relieve congestion.
- Multimodal/Transit—provide multimodal transit options to accommodate needs of all users and modes. Includes evaluation of transit options and bike/pedestrian facilities.

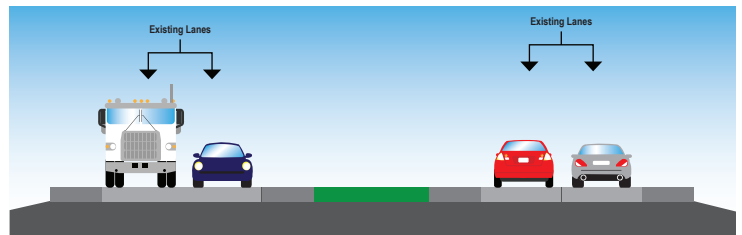
KDOT also evaluated whether adding express toll lanes would be a viable solution to managing congestion and enhancing safety along the corridor—now and in the future. The express lanes solution would add one express lane in each direction, while two existing general purpose lanes would remain toll-free.

KDOT concluded that while the Add-Capacity-Express Toll Lanes was considered a Reasonable Alternative to address the Purpose and Need, it did not meet all the screening criteria for Reasonable Alternatives.

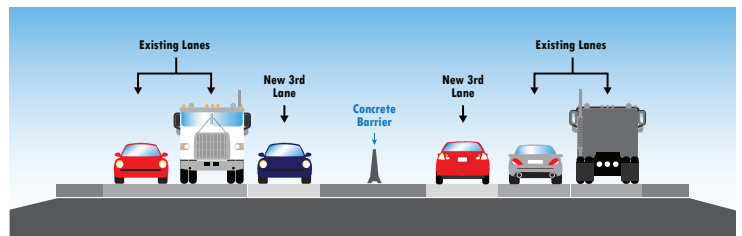
The Express Toll Lane option will not move forward.

KDOT is evaluating whether adding a third lane in each direction would be a viable solution for managing congestion and enhancing safety along the corridor. The additional lane would be added on the inside of the existing lanes. Auxiliary lanes will also be analyzed between interchanges.

Cross Section - Existing



Cross Section - Lanes Added to Inside



Important Dates:

Spring 2024

Draft Environmental Assessment Document available

Summer 2024

Public Meeting/Hearing

Fall 2024

NEPA decision



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