



HIGHWAY COMMITTEE MEETING
Wednesday, July 23, 2025
1:30 – 3:00 PM
MARC, Lewis & Clark Room, 2nd floor
600 Broadway, Kansas City, Missouri

NOTE: This upcoming Highway Committee meeting will be held **in-person and via webinar**. To join the meeting via webinar, please follow the virtual meeting and call-in instructions below.

ACTION	AGENDA ITEMS	PRESENTERS	TIME
	Welcome and Introductions	Co-chair	1:30
Approve	Highway Committee 03.26.2025 meeting summary	Co-chair	1:35
Approve	KDOT MTP Amendment, Project #1592	MARC Staff, KDOT Staff	1:40
Presentation	MoDOT PM2 Methodology	Megan Denkler & Brian Reagan, MODOT	1:55
Presentation	Resiliency Study Findings	Ryan Umberger, MARC Suseel Indrakanti, Cambridge Systematics	2:15
Presentation	Vision Zero/CSAP Listening Session	Bobby Evans, MARC	2:35
Presentation	Functional Class Call for Changes	Alicia Hunter, MARC	2:55

NEXT HIGHWAY COMMITTEE MEETING:
Regular Meeting: September 24th, 1:30 – 3:00 PM

Special Accommodations: Please notify MARC at (816) 474-4240 at least 48 hours in advance if you require special accommodations to attend this meeting (i.e., qualified interpreter, large print, reader, hearing assistance). MARC programs are non-discriminatory as stated by Title VI of the Civil Rights Act of 1964. For more information or to obtain a Title VI Complaint Form, call 816-474-4240 or visit our [webpage](#).

MARC HIGHWAY COMMITTEE

May 28, 2025

ATTENDANCE

Jack Messer, City of Overland Park, KS (Co-Chair)

Andrew Robertson, City of Olathe, KS

Mike Spickelmier, City of Lansing, KS

Sherri McIntyre, City of Liberty, MO

Charles Soules, City of Smithville

Jason Waldron, City of Kansas City, MO

Wes Minder, Platte County*

Ryan Sims, Johnson County*

Allison Smith, KDOT

Tom Degenhardt, Clay County

Todd LaTorella, City of Kansas City, MO

Selina Zapata-Bur, City of Kansas City, MO

Davonna Morre-Edeh, CDM-Smith

Kristin Weathers, Afinis Group

MARC Staff:

Martin Rivarola*

Ron Achelpol

Marc Hansen

Cy Splichal

Bobby Evans

Patrick Trouba

Alicia Hunter

Luis Zuniga

AGENDA:

- Welcome and Introductions
- Highway Committee 03/26/2025 meeting summary
- KDOT Pavement Condition Performance Measure Methodology
- Community Impact Analysis Update
- Freight Study Update
- Connected KC 2050 Update Engagement
- Roundtable Updates

MINUTES

Welcome and Introductions (Co-Chairs)

Welcome and introductions made by Martin Rivarola, MARC Assistant Transportation Director. See attendance for those present.

Highway Committee 03/26/2025 meeting summary (Co-Chairs)

Martin Rivarola considered a motion to approve the 01/22/2025 meeting summary. At the time Quorum had not been met and approval was delayed.

Connected Freight KC Plan 2050 – Davonna Morre-Edeh, CDM Smith

Davonna Morre-Edeh of CDM detailed the work completed for the Connected Freight KC Plan 2050 in collaboration with MARC Staff. The study area included 19 counties accounting for the jurisdictions of MARC, the Lawrence, KS MPO and the Pioneer Trails, MPO. The study included three phases: existing conditions, proactive planning, and future trends – along with significant

MARC HIGHWAY COMMITTEE

May 28, 2025

stakeholder engagement activity. Existing conditions captured a regional freight picture focused on infrastructure, freight assets, and first/last mile issues – with special attention to rural areas. Proactive planning factored in economic impacts, land use, and complete streets using a scenario planning framework. The future trends attempted to understand the impacts of a changing regulatory environment on the realm of freight. Three scenarios were analyzed to provide a picture of future conditions: baseline, utilizing existing conditions; Wild Wild West, summarized by unchecked economic development activity; and Shifting Patterns, where the regulatory landscape is less certain. All of this activity was undergirded by a stakeholder engagement scheme focused on reaching out beyond the typical stakeholders. The team spoke with economic development agencies and other entities such as the Lawrence/Douglas County Food Policy Council to factor in a wider range of views on the future of freight.

KDOT Pavement Condition Performance Measure Methodology – David Schwartz, KDOT

David began with an overview of KDOT's system conditions performance measures for 2023 and 2025. He then covered the data collection tools and methodology used to assess roadway and bridge conditions as well as the pavement condition metrics required by FHWA. David discussed interstate and non-interstate NHS pavement condition trends from 2014-2024. He finished the presentation by explaining the IKE program requirements' impact on the pavement condition assessment program at KDOT.

Community Impact Analysis Update - Bobby Evans, MARC

Bobby provided an update of the state of the Community Impact Analysis. Bobby detailed the previous work done under the Environmental Justice framework established by an Executive Order in 1994 including the most recent methodology used in the analysis. He then discussed changes in federal policy put forth through Executive Orders in the winter and spring of 2025. He then discussed the work MARC staff completed to comply with federal guidance while keeping as much of the work from the previous methodology as possible – including four options for what will ultimately be published.

Connected KC 2050 Update Engagement – Cy Splichal, MARC

Cy went over the final engagement for the Metropolitan Transportation Plan – Connected KC 2050. Cy explained scenario development, in particular the land use forecast using a [-population growth model. This showed that the population growth rate is slowing down compared to previous plans. Cy then discussed the engagement results reflecting a desire for infrastructure maintenance, health environment, increased transportation safety on all modes, and affordable housing. Engagement also showed that many are supportive of projects and programs that address the needs of disadvantaged populations as well as

MARC HIGHWAY COMMITTEE

May 28, 2025

regional investments in public transportation. Electric vehicles have mixed support. The plan contents were adjusted to reflect results of engagement. Cy finished with showing that the plan is currently in the final engagement and comment period. Remaining engagement activity is online.

Ron Achelpol mentioned that most of the commentary coming in on this plan is related to public transportation.

ROUNDTABLE UPDATES

Martin asked for Roundtable Updates. There were none.

The meeting adjourned at 2:46 PM.

Highway Committee

May 28, 2025

Please enter your name and organization in the chat window so that we may have an accurate record of attendance

Agenda

- 1) Welcome
- 2) VOTE: March 26, 2025 meeting summary
- 3) KDOT Pavement Condition Performance Measure Methodology
- 4) Community Impact Analysis Update
- 5) Freight Study Update
- 6) Connected KC 2050 Update Engagement
- 7) Roundtable Updates

VOTE: Approve the March 2025 Meeting Summary

Item #3

REPORT: KDOT Pavement Condition Performance Measure Methodology

Kansas System Condition Performance Measures

MARC Highway
Committee
5/28/2025



Kansas System Condition PMs

	2023 Target	2023 Actual	2025 Target	2025 Actual
Interstate % miles in Good	60%	73%	61 rev 70%	
		0.3%		
Non-Int % miles in Good	61%	60.3%		
Non-Int % miles in Poor	1.7%	1.4%		
% Bridge Deck Area in Good	72%	69.7%		

Data collection



FIGURE 7 *KDOT pavement data collection van*



Pavement Condition Rating

Metrics:

- IRI (roughness)
- Rutting
- Cracking
- Faulting

PL1 — GOOD



Segments that are smooth and exhibit few, if any, surface defects

PL2 — FAIR



Segments that appear to require routine maintenance to correct moderate surface defects.

PL3 — POOR



Segments that appear to require rehabilitation action beyond routine maintenance at the time of the survey

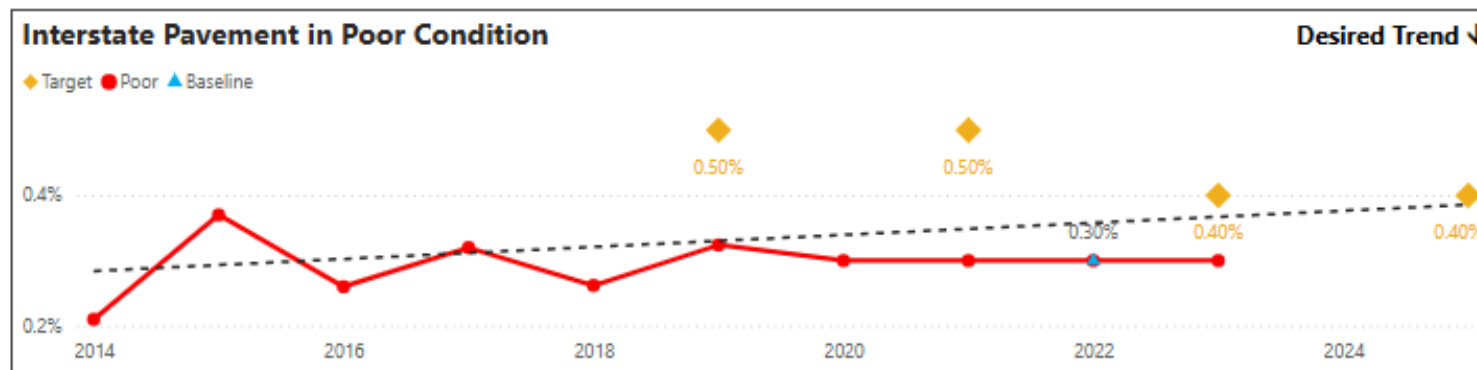
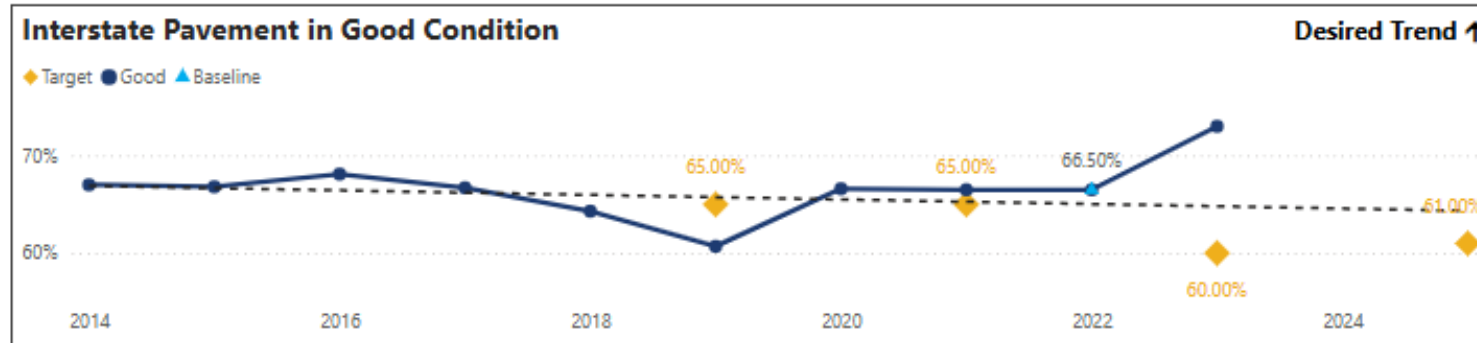
Interstate Pavement Trends

Interstate Pavement Conditions

Non - Interstate NHS Pavement Conditions

NHS Bridge Conditions

Kansas sets high standards for Interstate pavement performance. With 60% of the pavement area in good condition, and less than one-half percent in poor condition, this allows the users of the Interstate system in Kansas to rely on a smooth surface and minimize the damaging effects of potholes and joint deterioration. The Kansas TAMP has the goal of investing efficiently to keep the system in a state of good repair. KDOT programs projects with regard to Interstate Highway or National Highway System status using prioritization that accounts for state of good repair and route function.



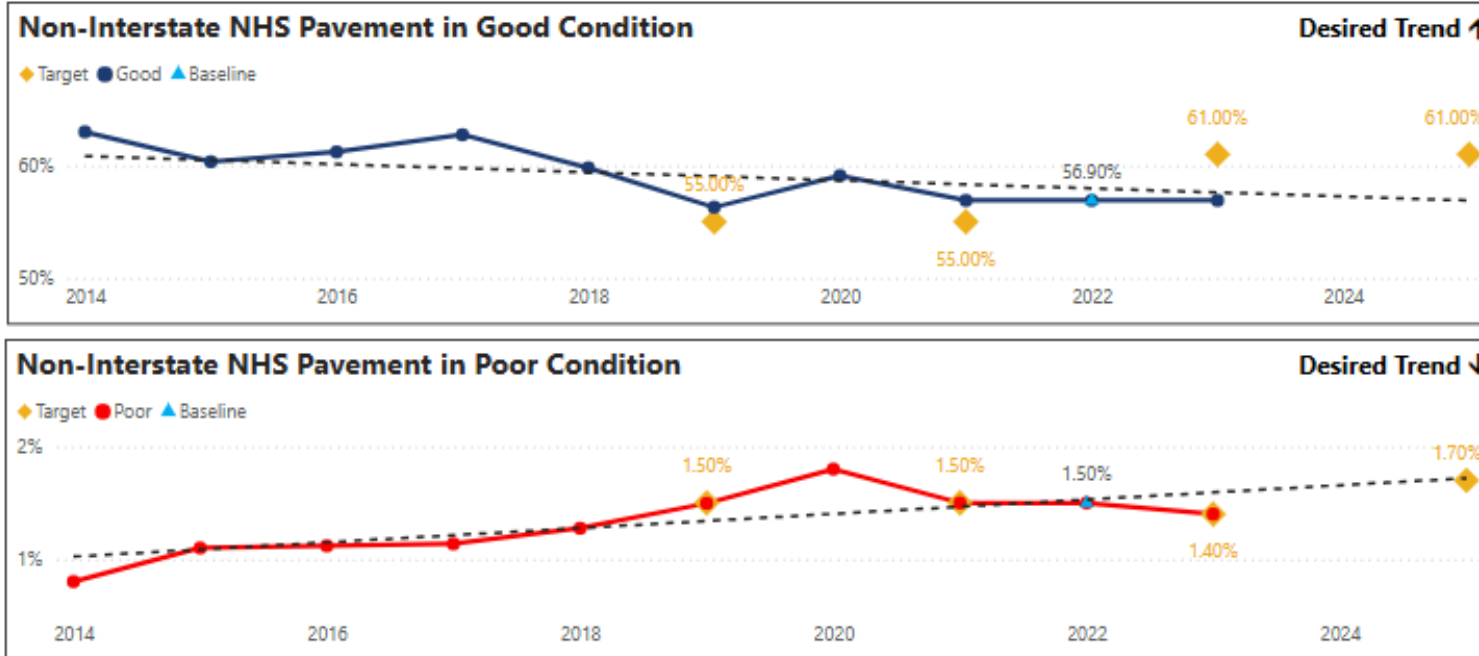
Non-Interstate NHS Pavement Trends

Interstate Pavement Conditions

Non - Interstate NHS Pavement
Conditions

NHS Bridge Conditions

Kansas sets high standards for non-Interstate NHS system pavement performance. With 61% of the pavement area in good condition, and 1.7% percent in poor condition, this will allow the users of the key NHS routes in Kansas to rely on a smooth surface and minimize the damaging effects of potholes and joint deterioration. An increasing share of "good" pavement is supported by the increased investment of the IKE (Eisenhower Legacy Transportation) Program. The Kansas TAMP has the goal of investing efficiently to keep the system in a state of good repair. KDOT programs projects with regard to Interstate Highway or National Highway System status using prioritization that accounts for state of good repair and route function. For more info, click [here](#).



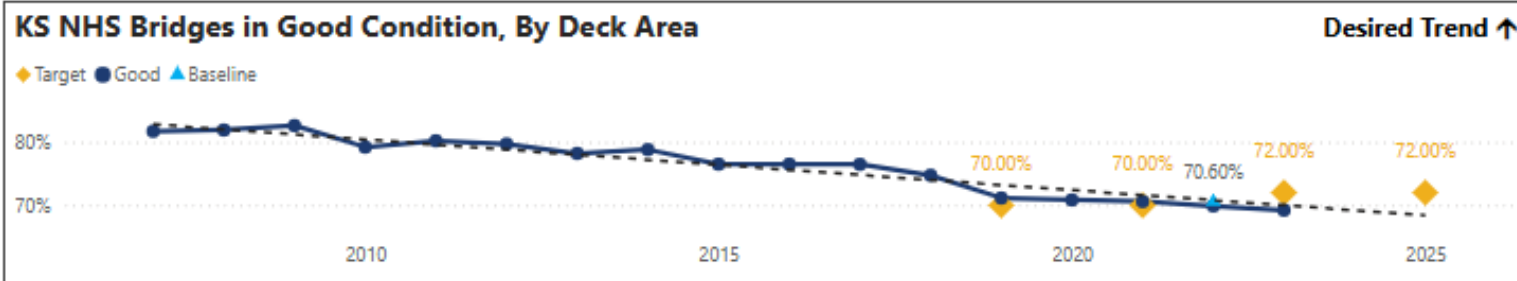
Bridge Condition Trends

Interstate Pavement Conditions

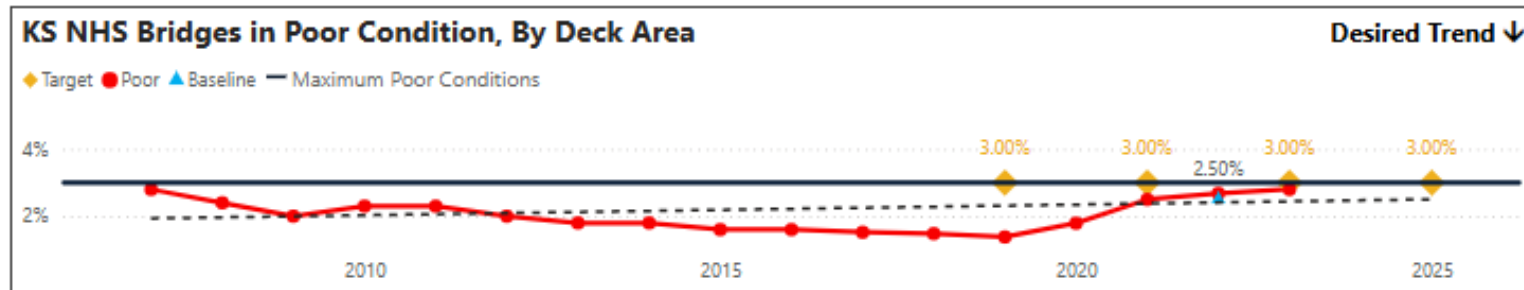
Non - Interstate NHS Pavement Conditions

NHS Bridge Conditions

Kansas sets high standards for NHS bridge performance based on the expectations of our stakeholders. With over 70% of the bridges (weighted by deck area) area in good condition, and less than three percent in poor condition, this will allow the users of the NHS in Kansas to rely on structures that do the job they were designed for, even though a large portion are nearing the end of their useful life. KDOT programs projects with regard to Interstate Highway or National Highway System status using prioritization that accounts for state of good repair and route function. During the development of the TAMP, Kansas' Bridge Management System was used to generate investment scenarios using the funding levels provided in the Eisenhower Legacy Transportation (IKE) program. The most optimal scenario was projected, and a target was chosen with a contingency factor built in. For more info, click [here](#).



KDOT had the opportunity to change the 2021 target in calendar year 2020 but kept it at 3% or lower.



IKE Program Requirements

- Preservation projects. The bill requires the Secretary to establish **targets** for **state highway system condition** that reflect reasonable, realistic expectations and use reasonable, sound, and accepted methods to determine the annual preservation investment needed to achieve such state targets and long-term cost effectiveness. The bill states it is the intent of the Legislature that the Secretary spend from the SHF an amount equal to or exceeding ten times the determined average annual preservation investment prior to completion of the program. The bill requires the Secretary to manage cash-flow and project lettings to provide reasonable assurance that preservation will be fully funded each year.

Item #4

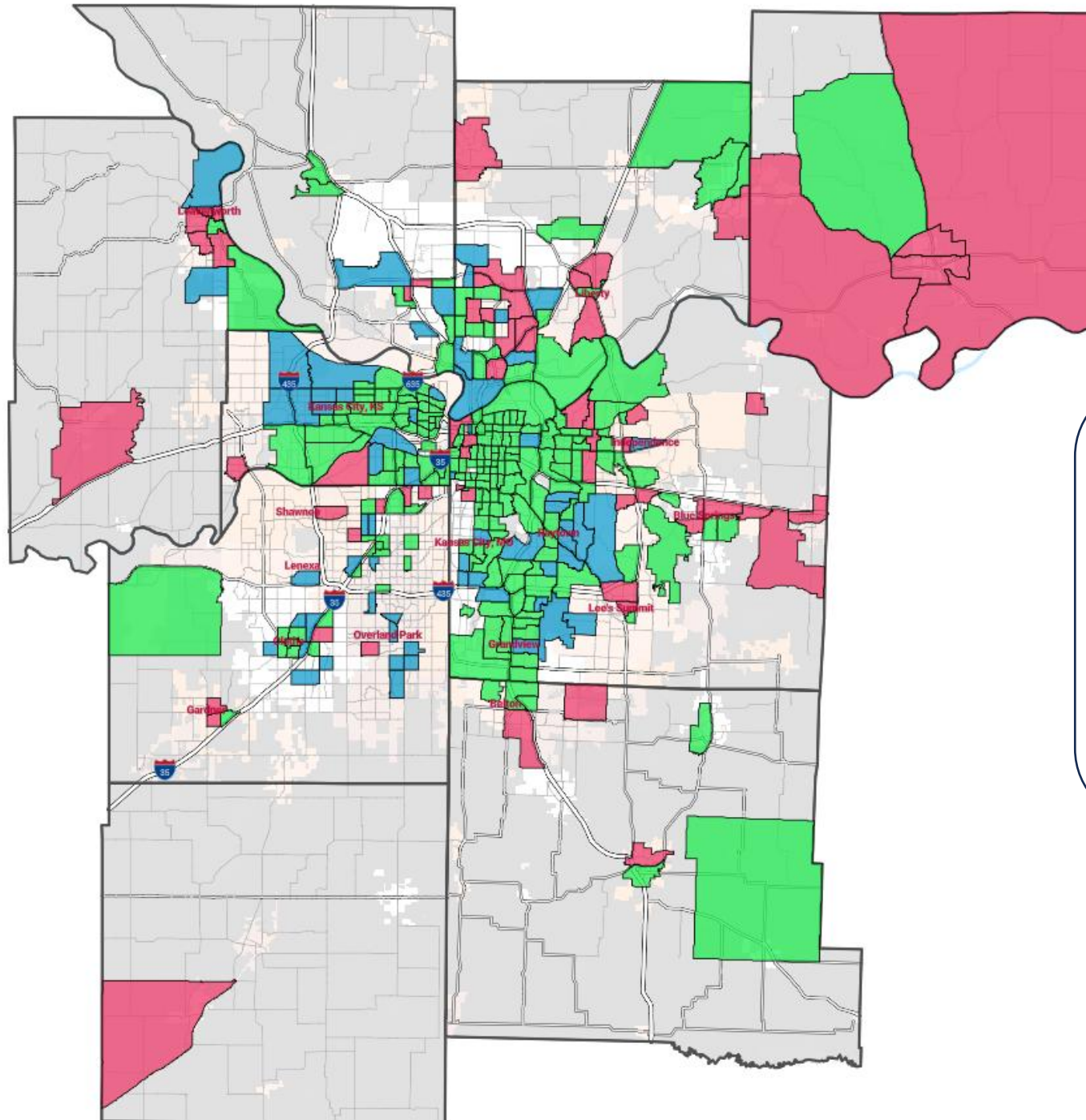
Report: Community Impact Analysis Update

Item #4 **Report:** Community Impact Analysis Update

What We Have Done Before

- **EO 12898 (1994)**

...assure that projects receiving federal funding do not result in disproportionate negative impacts (or denial of benefits) to communities of color and/or communities with low incomes.

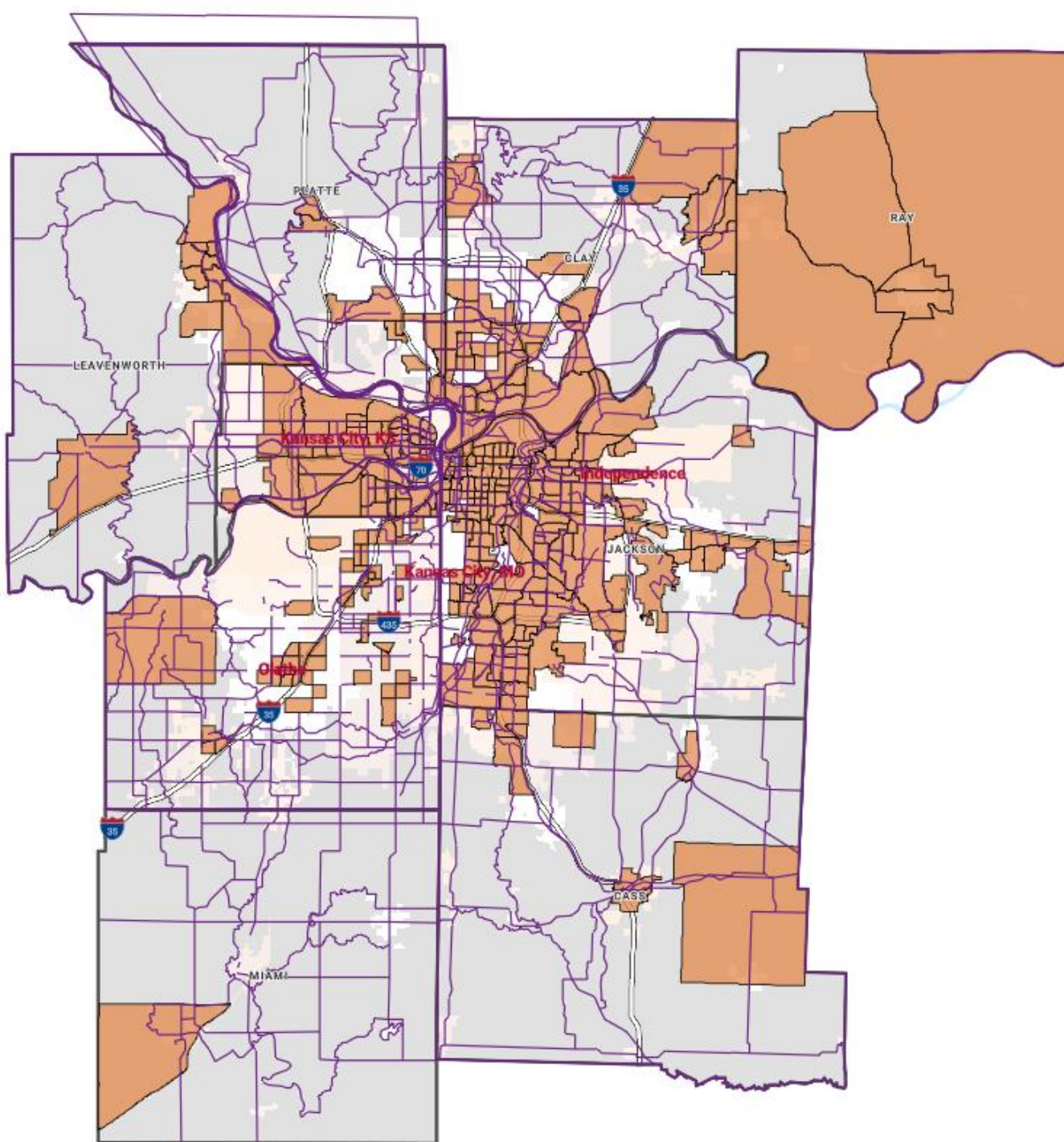


Previous Methodology

- POC + Low-Income
- People of Color (POC)
- Low-Income

Previous Methodology

-  EJ Communities
-  Projects



Item #4 **Report:** Community Impact Analysis Update

January 21, 2025 – *Trump Admin Rescinds EO 12898*



By the authority vested in me as President by the Constitution and the laws of the United States of America, it is hereby ordered:

Section 1. Purpose. Longstanding Federal civil-rights laws protect individual Americans from discrimination based on race, color, religion, sex, or national origin. These civil-rights

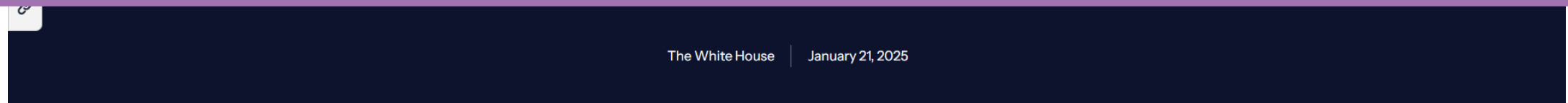
Item #4 **Report:** Community Impact Analysis Update

January 21, 2025 – *Trump Admin Rescinds EO 12898*



Sec. 3. Terminating Illegal Discrimination in the Federal Government. (a) The following executive actions are hereby revoked:

(i) Executive Order 12898 of February 11, 1994 (Federal Actions to Address Environmental Justice in Minority Populations and Low-Income Populations);



By the authority vested in me as President by the Constitution and the laws of the United States of America, it is hereby ordered:

Section 1. Purpose. Longstanding Federal civil-rights laws protect individual Americans from discrimination based on race, color, religion, sex, or national origin. These civil-rights

Item #4 **Report:** Community Impact Analysis Update

Moving Forward with the *CKC 2050 Update*

- Name Change: Community Impact Analysis
- Adjust text to suit guidance on DEI-related language

Four Options

1. **Proceed** with Community Impact Analysis – *as is*

2. **Delete** the Community Impact Analysis

3. **Major Change**

- Remove race references
- Adjust all maps and data

4. **Minor change**

- Remove story map
- Publish summary statement

Item #5

REPORT: Freight Study

Item #6

REPORT: Connected KC 2050 Update Engagement Efforts



HIGHWAY COMMITTEE

MAY 28, 2025

WHAT IS A METROPOLITAN TRANSPORTATION PLAN (MTP)?

- Required planning document for our metro. Update required every 5 years
- Sets vision, establishes goals and identifies regionally significant projects
- Guides how regional transportation system will be developed for next 25 years



Major streets and
highways



Public
transportation



Bike & pedestrian
accessibility

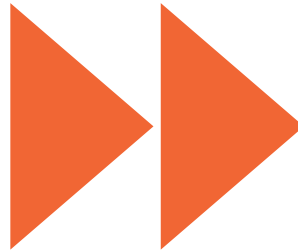


Freight
transportation

SCENARIO PLANNING

WE TESTED FOUR LAND USE DEVELOPMENT SCENARIOS TO SEE THE FUTURE:

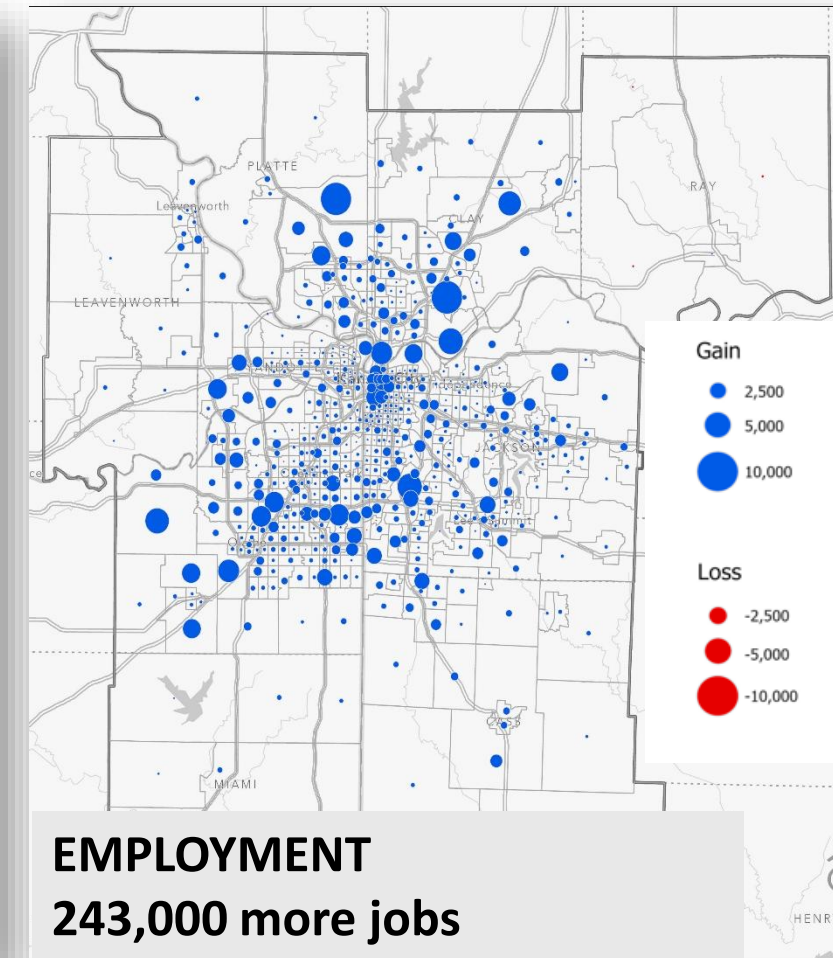
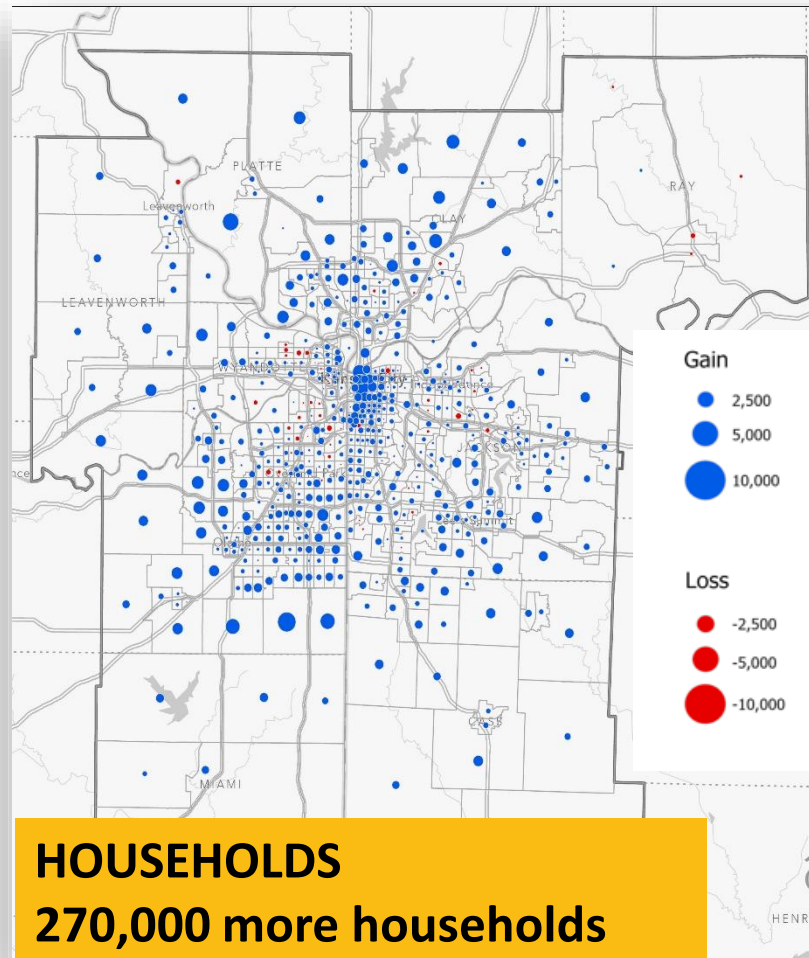
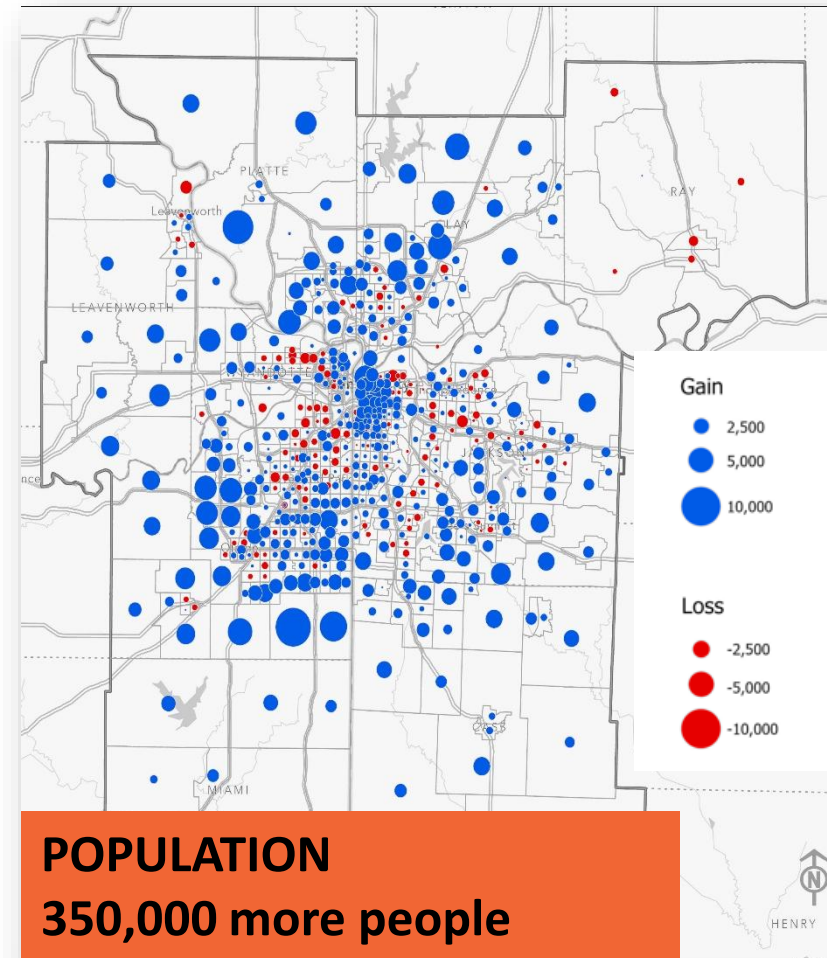
- Higher/lower than anticipated population growth rates vs. more compact/dispersed land use



WHAT WE LEARNED:

- *In slow growth and high growth futures, best investment and growth strategy = focused growth with heavy multimodal investments*

LAND USE FORECAST



Our rate of growth is slowing down. Our region is also becoming older and significantly more diverse. Households will also shrink in size.

FINANCIAL CAPACITY ANALYSIS

FORECAST

- Re-evaluate transportation funding through 2050
- Based on past and recent investment levels projected forward



OUTCOMES

- Funding sufficient for highway/roadway management, operations and limited expansion for economic development and congestion relief.
- No revenue forecasted for new transit projects or services as temporary COVID-19 federal funding ends

ENGAGEMENT & OUTREACH

MOST REGIONAL RESIDENTS...



Strongly support:

- Healthy environment = quality water and clear air
- Keeping roads and bridges in good condition
- Increased safety on all types of transportation modes
- Affordable housing as a major need

- Believe we should prioritize or support projects and programs that address the needs of disadvantaged populations
- Support regional or county-level investments in public transportation to expand transit options across the region



Electric vehicles met with mixed support

RECOMMENDATIONS

UPDATED POLICY FRAMEWORK



GOAL — HOUSING



**STRATEGY — DIGITAL
CONNECTIVITY and
HOUSING
COORDINATION**



**LANGUAGE
UPDATES**

FEDERAL POLICY LANDSCAPE

FEDERAL POLICY LANDSCAPE HAS SHIFTED

- Various executive orders and USDOT orders add additional scrutiny to:
 - Climate work
 - Diversity, equity and environmental justice considerations
 - Electric-vehicle related programs and strategies, among other areas
- 1994 Environmental Justice revoked



MARC PROPOSES TO REFRAME POLICY FRAMEWORK

- Various terms and work to be re-evaluated, reframed or repositioned.

PROJECT LIST

59
agencies

526
projects (\$25.1b)

240

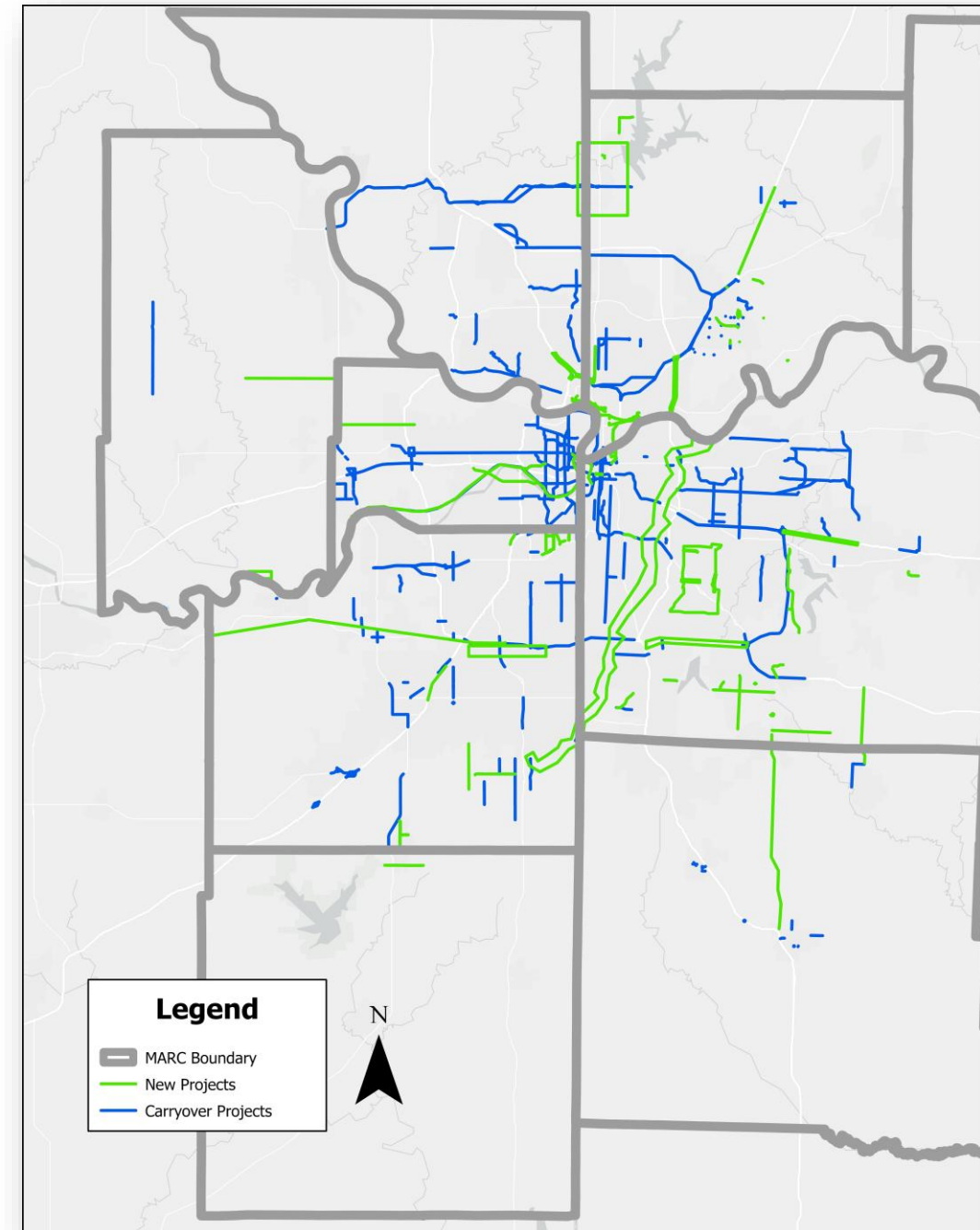
financially constrained projects

- 144 existing transportation system rehab (\$5.2b)
- 96 system expansion or new facilities (\$5.4b)


286

illustrative projects (\$14.5b)

Project categories: Kansas state system, Kansas local system, Missouri state system, Missouri local system and transit projects



PERFORMANCE-BASED PLANNING APPROACH

	 Met targets and holding steady or getting better	 Met targets but getting worse	 Did not meet targets but getting better	 Did not meet targets but getting worse
Safety measures	 <ul style="list-style-type: none">• Serious injury rate• Fatality rate			
	 <ul style="list-style-type: none">• Number of serious injuries• Number of fatalities• Number of non-motorized fatalities and serious injuries			
Infrastructure condition measures	 <ul style="list-style-type: none">• Percentage of bridges in good condition• Percentage of interstate pavement in good condition• Percentage of interstate pavement in poor condition			
	 <ul style="list-style-type: none">• Percentage of bridges in poor condition			
	 <ul style="list-style-type: none">• Percentage of non-interstate pavement in good condition• Percentage of non-interstate pavement in poor condition			
System performance measures	 <ul style="list-style-type: none">• Non-interstate travel time reliability• Interstate travel time reliability• Truck travel time reliability			
Voluntary environmental measures	 <ul style="list-style-type: none">• PM 2.5 levels			
	 <ul style="list-style-type: none">• Ozone levels			

Safety measures biggest immediate concern

Infrastructure condition measures trending positively (interstate system) but stalling or trending negatively (non-interstate)

System performance measures all on track to beat 2023 targets. We have a highly reliable roadway network with low congestion

Transportation choices reflect that most transportation system users rely on single-occupant vehicles and access to our transit system remains low

Environment & public health measures remain generally steady, but not making any progress

RECOMMENDED AREAS OF WORK (POST ADOPTION)



Invest more in transit —
Smart Moves
implementation



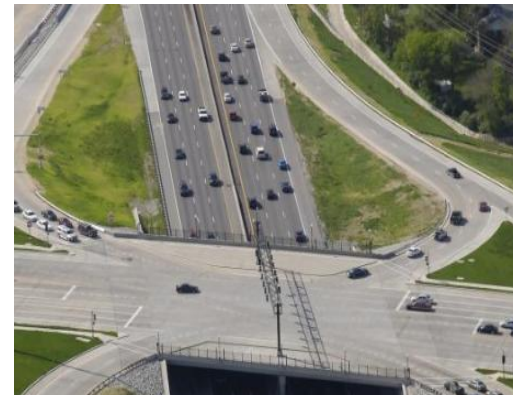
Continue Complete
Streets implementation
across region



MARC Committee
structure and process
review



Identify, select and
prioritize multimodal
freight projects

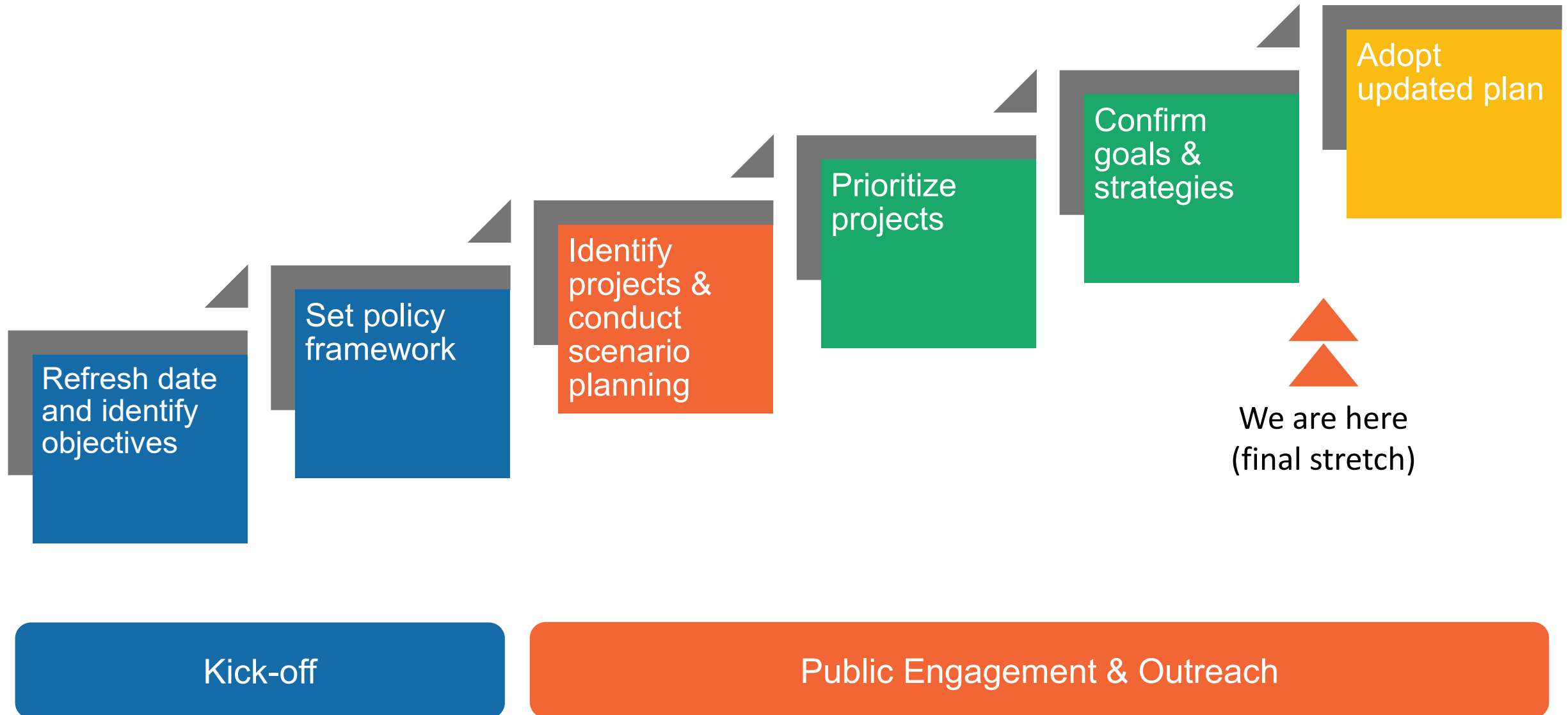


Reconsider
CMAQ funds
distribution targets



Support various
corridor planning
studies

UPDATE TIMELINE



FINAL ENGAGEMENT

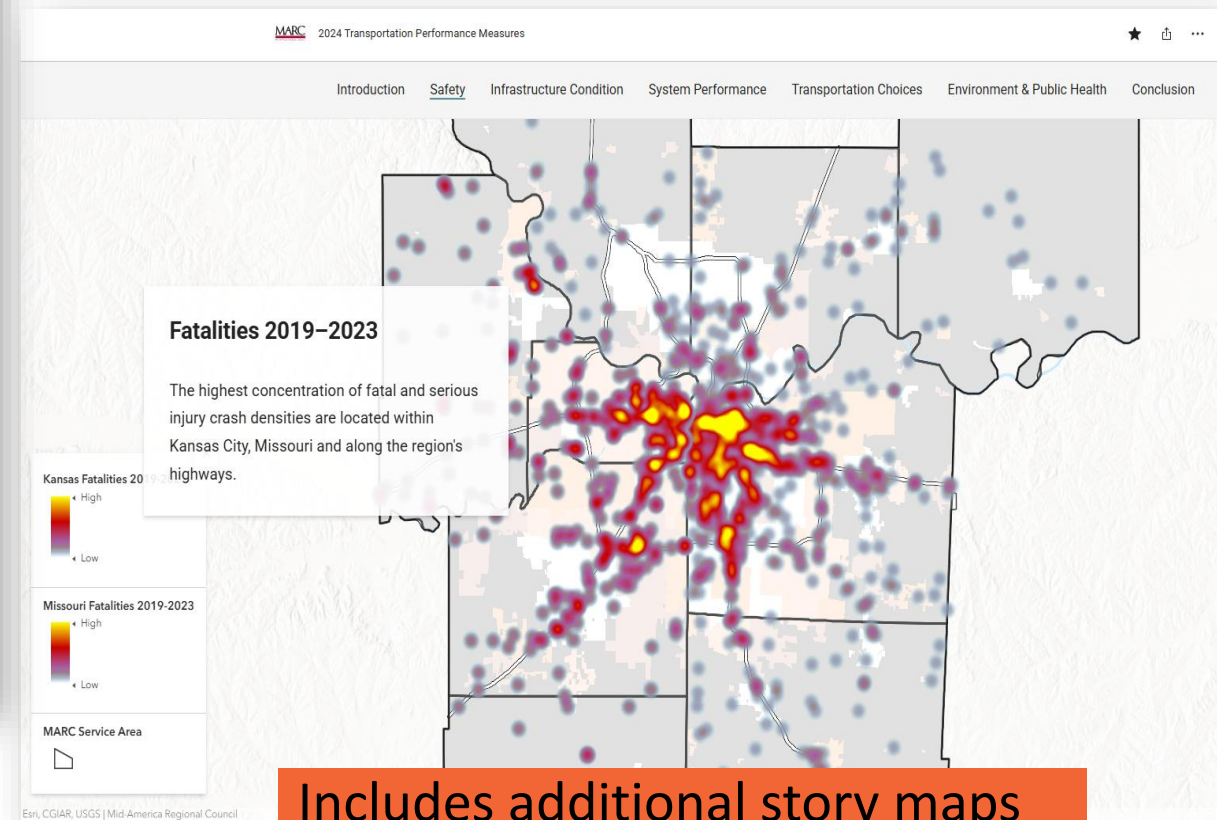
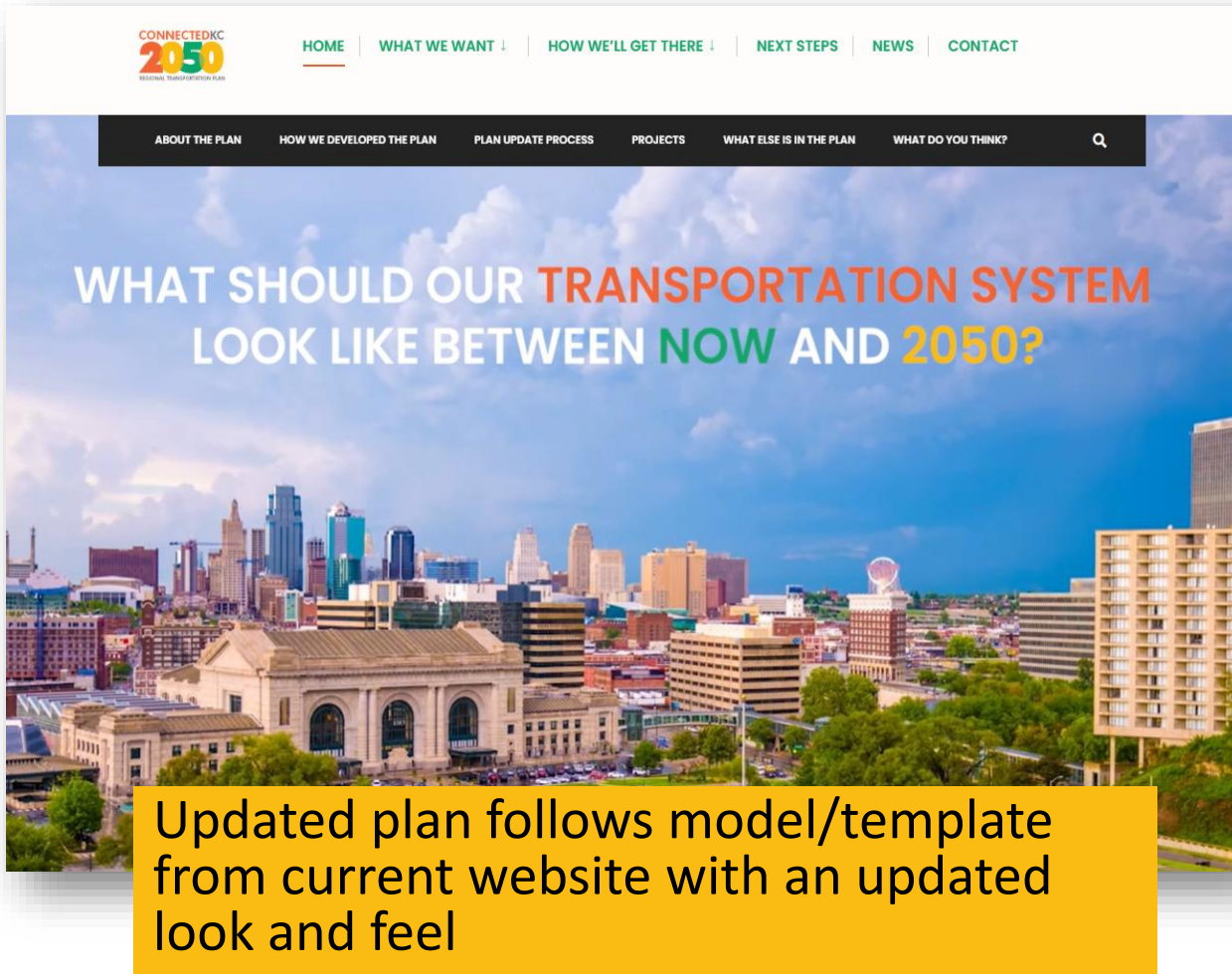
PLAN WEBSITE



update.connectedkc.org

PLAN WEBSITE

update.connectedkc.org



PLAN WEBSITE

CONNECTEDKC
2050
REGIONAL TRANSPORTATION PLAN

PROJECTS

Please note: The map of projects does not have every project included - based on the nature of the project, such as operational improvements, some projects do not have a specific location.

View by Organization

View by System

View by Primary Project Mode

View Projects with Comments

View Projects on Map

Illustrative Projects Printable Summary

Constrained Projects Printable Summary

Legend

Connected KC 2050 Projects

RTP 2050 Projects - Constrained
Connected KC 2050 Projects by Mode

Bridge

Highway/Roadway

Transit

Freight

Active Transportation

RTP 2050 Projects - Illustrative
Connected KC 2050 Projects by Mode

Bridge

Highway/Roadway

Transit

Freight

Active Transportation

Project page recently updated to display all constrained & illustrative projects. Comments on projects will be taken through comment period.

update.connectedkc.org

Connected KC 2050 Update Final Feedback

As we wrap up the update to Connected KC 2050, we want to hear your thoughts on this draft plan. Please take a few minutes to answer the following questions and share your thoughts.

6 Questions

START →

Internet access

If you have limited internet access, please give us a call at 816-474-4240 and we will talk through the plan and take any comments or feedback over the phone.

Other languages

You can use the translation drop-down in the lower right corner of this page to translate the plan into several different languages.

“What do you think?” portal will invite public comments through comment period.



FINAL ROUND OF ENGAGEMENT

- Public review and comment — open April 16 through May 30
- Stakeholder engagement — outreach to MARC & external stakeholder groups
- Website & social media — advertise plan & comment form
- Two open houses/Office hours at MARC offices
 - Tuesday, May 20 11 a.m.–6 p.m.
 - Tuesday, May 27 11 a.m.–6 p.m.
- Outcomes will be summarized and reported to TTPC in June 2025

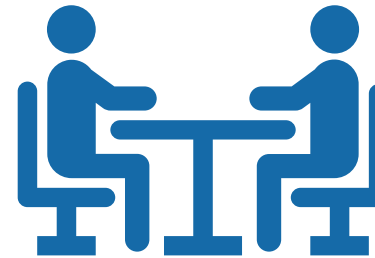
WHAT'S NEXT?



**Complete draft
plan
write up
(1Q ~ 2Q 2025)**



**Release draft plan
for public review
and comment
(April 2025)**



**Final round
of public
engagement
(May 2025)**



**Approval by TTPC
and MARC Board
of Directors
(June 2025)**





CONNECTEDKC
2050 **UPDATE**
REGIONAL TRANSPORTATION PLAN
THANK YOU!

update.connectedkc.org

Roundtable updates

Adjournment

Next meeting: July 23, 2025

Highway Committee Staff Report

ISSUE:

REPORT: *Connected KC 2050 Update Amendment #1 for public review and comment*

Project ID: 1592 - K-10: from the Douglas/Johnson County line east to the K-10/I-435 interchange in Lenexa

BACKGROUND:

Connected KC 2050 Update Amendment #1

In June of 2025, the MARC Board of Directors approved an update to Connected KC 2050 (CKC2050), the Kansas City region's long-range, Metropolitan Transportation Plan (MTP). Amendments are made to CKC2050 as new projects, funding, or programs arise. MARC's Public Participation Plan requires that proposed amendments to the MTP be released for public review and comment.

MARC has received a request from KDOT to amend one project (Project 1592) in CKC2050. The original project was a discovery phase for the K-10 Highway Corridor from the Douglas/Johnson County line to the K-10/I-435 interchange. The amendment is a request to begin implementation of two products resulting from the study. The projects associated with the amendment are part of the total estimated constrained project cost of \$500,000,000. Details of proposed Amendment #1 are displayed below.

PROJECT SPECIFIC INFORMATION

The intent and scope of the project in question, *Project 1592 – K-10: from the Douglas/Johnson County line east to the K-10/I-435 interchange in Lenexa*, were provided during the development of the CKC2050 update.

Intent

The intent of the project is to evaluate the capacity improvements needed along the K-10 corridor through a discovery phase, implementing efficiency and safety countermeasures, and making I-435/K-10 interchange improvements. As evaluation of the corridor has progressed through discovery, capacity improvement projects have begun to emerge and move towards implementation.

Scope

Motorists, freight, and transit are the modes that will be served by this project. Currently this is a 4-lane facility. Project length is 16.7 miles at this time. Safety countermeasures and complete major work activities are not known at this time but will be determined through the Discovery, or Preliminary Engineering phase of this project. Two initial projects

along the K-10 Corridor have emerged for implementation thus far. The first is Project # KA-6549-03: K-10 and Lone Elm Road Interchange. This project will construct a new interchange at Lone Elm and tie to the North and South auxiliary lanes along K-10 between K-7 and Woodland. This project is authorized for PE, ROW, and Util only with an expected let date in September 2026. The total project cost is expected to be \$40,930,750 in year of expenditure dollars. The other corridor improvement project will be Project # KA-6549-04: K-10 and Lexington Ave Interchange. This reconstruction project will include a reconfiguration of the K-10 and Lexington Avenue interchange. This project is authorized for PE, ROW, and Util only with an expected let date in September 2026. The total project cost is expected to be \$59,830,023 in year of expenditure dollars. Both projects are expected to make improvements that enhance safety and improve traffic flow from the Douglas/Johnson County line (Evening Star Road) to I-435.



Further evaluation of the corridor will continue as part of the discovery phase additional improvements will be developed. The scope of those additional improvements include potential widening to six lanes, pavement and bridge replacement, additional interchange improvements. It is anticipated that if additional through lanes are required, they would be added to the inside and that a median barrier would be added. The northbound I-435 to westbound K-10 ramp has a fairly tight horizontal curve that will be investigated for changes. Additional projects and financial capacity will be submitted to MARC for MTP inclusion consideration as they are incorporated into the relevant state transportation program.

KDOT Request: Implement two interchange projects from the K-10 Discovery Phase

Two projects from this larger examination of the corridor have emerged for implementation:

Existing CKC2050 Project ID	Project Location	Action	Anticipated Project Cost in MTP
--------------------------------	------------------	--------	---------------------------------------

1592	K-10: from the Douglas/Johnson County line east to the K-10/I-435 interchange in Lenexa		\$500,000,000
1592	K-10: Lone Elm Rd with tie to the North and South auxiliary lanes along K-10 between K-7 and Woodland	KA-6549-03: Construction of a new interchange at K-10 and Lone Elm Road as determined by the discovery phase	\$40,930,750
1592	K-10: Lexington Ave with tie to the North and South aux lanes along K-10 within De Soto city limits	KA-6549-04: Reconstruction of the interchange at K-10 and Lexington Avenue in Desoto as determined by the discovery phase	\$59,830,023

Policy Considerations

Metropolitan Transportation Plan amendments should follow policy guidance from CKC2050 and policies adopted therein. MARC staff assumes that consultation and coordination has occurred with the municipalities where the facilities will be located.

The Regional Bikeways and Trails Plan has identified the section of Lone Elm Rd where this proposed new interchange would be located as a planned location for a Multi-Use Path connecting two existing Multi-Use Paths to the north and south. The same plan identifies a trail on Lexington Ave south of K-10.

A PSP study, completed in 2023 titled “83rd Street and Lexington Ave Corridor Study” shows some planned roadway improvements located at 91st St and Lexington Ave. It is unclear if these interchange plans would pose a conflict.

Financial Capacity

This project is currently included in the financially constrained element of the CKC2050 update.

Recommendations

MARC staff recommend approval for these projects to be released for public review and comment assuming bicycle and pedestrian accommodations are provided through the interchanges - conforming with the Regional Bikeways and Trails plan – and that adequate consultation has occurred with Lenexa, Olathe, and DeSoto.

Next Steps

August 2025 - TTPC consideration to release for public review and comments for MTP Amendment #1.

Staff Contact

Bobby Evans

MTP Amendment Project ID: 1592

July 7, 2025

K-10: from the Douglas/Johnson County line east to the K-10/I-435 interchange in Lenexa

Intent: The intent of the project is to evaluate the capacity improvements needed along the K-10 corridor through a discovery phase, implementing efficiency and safety countermeasures, and making I-435/K-10 interchange improvements. As evaluation of the corridor has progressed through discovery, capacity improvement projects have begun to emerge and move towards implementation.

Scope: Motorists, freight, and transit are the modes that will be served by this project. Currently this is a 4-lane facility. Project length is 16.7 miles at this time. Safety countermeasures and complete major work activities are not known at this time but will be determined through the Discovery, or Preliminary Engineering phase of this project. Two initial projects along the K-10 Corridor have emerged for implementation thus far. The first is Project # KA-6549-03: K-10 and Lone Elm Road Interchange. This project will construct a new interchange at Lone Elm and tie to the North and South auxiliary lanes along K-10 between K-7 and Woodland. This project is authorized for PE, ROW, and Util only with an expected let date in September 2026. The total project cost is expected to be \$40,930,750 in year of expenditure dollars. The other corridor improvement project will be Project # KA-6549-04: K-10 and Lexington Ave Interchange. This reconstruction project will include a reconfiguration of the K-10 and Lexington Avenue interchange. This project is authorized for PE, ROW, and Util only with an expected let date in September 2026. The total project cost is expected to be \$59,830,023 in year of expenditure dollars. Both projects are expected to make improvements that enhance safety and improve traffic flow from the Douglas/Johnson county line (Evening Star Road) to I-435.



Further evaluation of the corridor will continue as part of the discovery phase additional improvements will be developed. The scope of those additional improvements include potential widening to six lanes, pavement and bridge replacement, additional interchange improvements. It is anticipated that if additional through lanes are required, they would be added to the inside and that a median barrier would be added. The northbound I-435 to westbound K-10 ramp has a fairly tight horizontal curve that will be investigated for changes. Additional projects and financial capacity will be submitted to MARC for MTP inclusion consideration as they are incorporated into the relevant state transportation program.

Funding:

Total Budget for Corridor Improvements in Connected KC 2050: \$500,000,000

KA-6549-03: K-10 and Lone Elm Road Interchange

	KA-6549-03							
	<i>Federal/State AC Amount</i>	<i>Source</i>	<i>Year</i>	<i>State</i>	<i>Local</i>	<i>Total</i>	<i>AC Amount</i>	<i>AC Conversion Year~Source</i>
Eng	0	~	2025	2444	0	2444.0	0	~
Row	0	~	2025	852	0	852.0	0	~
Util	96	ACNHP	~	24	0	120.0	96	2027~NHPP
Cons/Ce	0	~	~	0	0	0.0	0	~
Total	96	~	~	3320	0	3416.0	96	~

Location:	(cost in thousands) K-10: Lone Elm Rd with tie to the North and South auxiliary lanes along K-10 between K-7 and Woodland
Scope:	Construction of a new interchange at K-10 and Lone Elm Road as determined by the discovery phase
Note:	Project is authorized for PE, ROW, and UTIL Only. The total project cost is \$40,930 K and should be used for planning purposes only.

KA-6549-04: K-10 and Lexington Avenue Interchange

	KA-6549-04							
	<i>Federal/State AC Amount</i>	<i>Source</i>	<i>Year</i>	<i>State</i>	<i>Local</i>	<i>Total</i>	<i>AC Amount</i>	<i>AC Conversion Year~Source</i>
Eng	0	~	2025	4786.4	0	4786.4	0	~
Row	0	~	2025	2393.2	0	2393.2	0	~
Util	957.3	ACNHP	2026	239.3	0	1196.6	957.3	~
Cons/Ce	0	~	~	0	0	0.0	0	~
Total	957.3	~	~	7418.9	0	8376.2	957.3	~

Location :	(cost in thousands) K-10: Lexington Ave with tie to the North and South aux lanes along K-10 within De Soto city limits
Scope:	Reconstruction of the interchange at K-10 and Lexington Avenue in Desoto as determined by the discovery phase
Note:	Project is authorized for PE, ROW, and UTIL Only. The total project cost is \$59,830 K and should be used for planning purposes only.