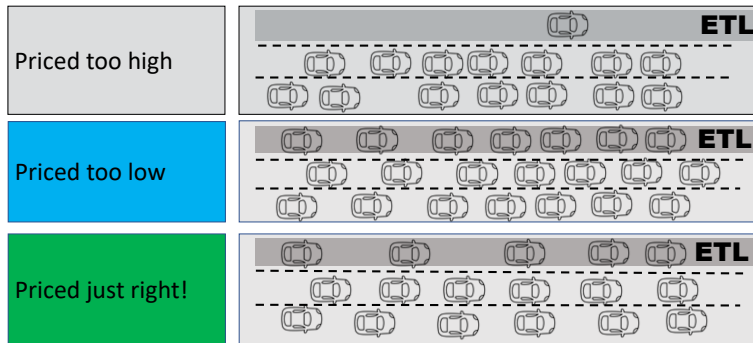


Express Toll Lanes Pricing on U.S. 69 Highway

RATES SET TO KEEP TRAFFIC MOVING IN ALL LANES



The objective of express toll lanes is to manage congestion on U.S. 69. To achieve that goal, toll rates must be carefully balanced with the level of traffic. If tolls are priced too high or too low, the roadway will not operate as desired.

If tolls are set too high – higher than drivers are willing to pay – then very few users will use the express toll lanes. As shown in the top line of the graphic to the left, the express toll lane is nearly empty, and the general-purpose lanes become congested.

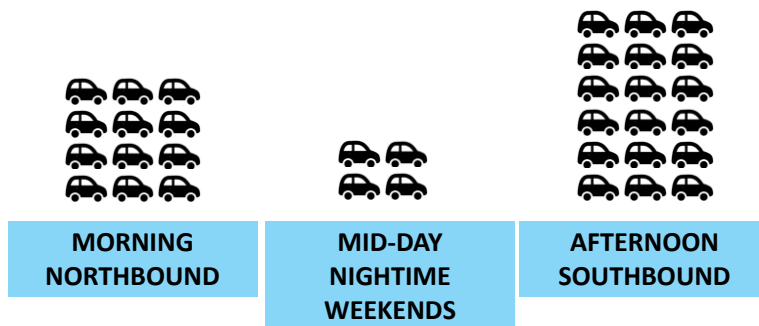
If the tolls are set too low, as shown in the middle of the graphic, too many drivers will use the express toll lanes and all lanes will become congested. Performance is the same as it would be with one additional general-purpose (toll-free) lane on U.S. 69.

When pricing is set correctly, the right number of drivers use the express toll lanes. Traffic is removed from the toll-free general-purpose lanes, and the express lanes remain free flowing.

Setting Rates to Manage Congestion

RATES SET TO MANAGE CONGESTION - 151ST STREET TO 103RD STREET

Partial corridor trip:	\$0.50	\$0.30	\$0.75
Full corridor trip:	\$1.50	\$0.65	\$1.75



Balancing toll rates to manage congestion means that the rates vary at different times of the day based on the level of traffic. Shown in the graphic at left are example costs anticipated for express toll lane trips on U.S. 69. The express toll lane rates vary based by time of the day and on whether a user is driving the full, six-mile length of the corridor or just a portion of the corridor.

For example, if someone drives the entire length of the corridor northbound during the morning rush hour, that trip could cost \$1.50. If someone only drives a portion of the corridor, say from 151st Street to 119th Street, that partial-length trip could cost \$0.50.

During off-peak times – mid-day, nighttime and weekends – the rates drop significantly because less traffic is using the highway. The rates drop to approximately \$.30 for a partial trip and \$.65 for a full-length trip.

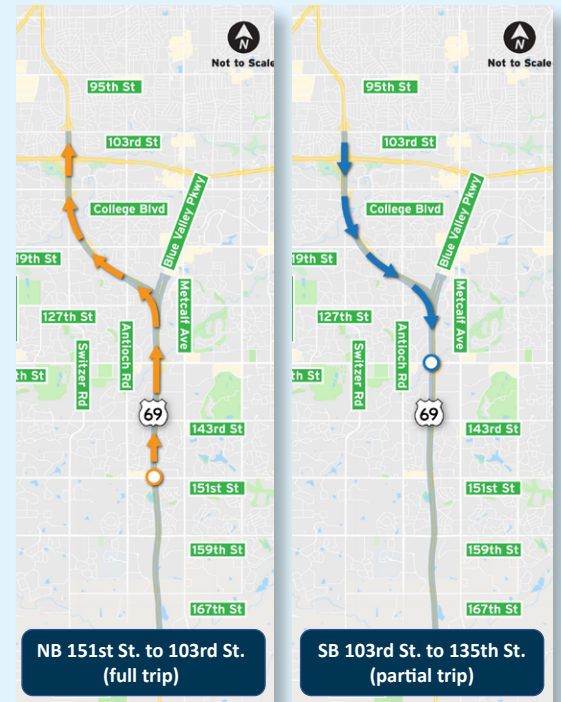
In the southbound direction during afternoon rush hour, the rates increase again as traffic increases. The rates are slightly higher in the afternoon because there is more congestion during the afternoon than in the morning rush hour.

Visualizing anticipated costs for a trip another way, the maps below show example trips and how toll costs would vary in the peak vs. off-peak times. Using the example of someone who gets on U.S. 69 at 151st Street and drives the entire corridor – headed downtown to work, for example – using the express toll lanes to make that trip during rush hour could cost \$1.50. That same trip on a weekend or other time that is not as busy could cost \$0.65.

Users Have Choices

Looking southbound, one of the most frequent trips users make is from the north end of the corridor – coming from downtown, for example – to the exit at 135th Street. During the afternoon rush hour, that trip could cost \$1.00. But outside the peak period – on a weekend, when the same driver is rushing to get to the soccer park for a game, for instance – that trip could cost \$0.35.

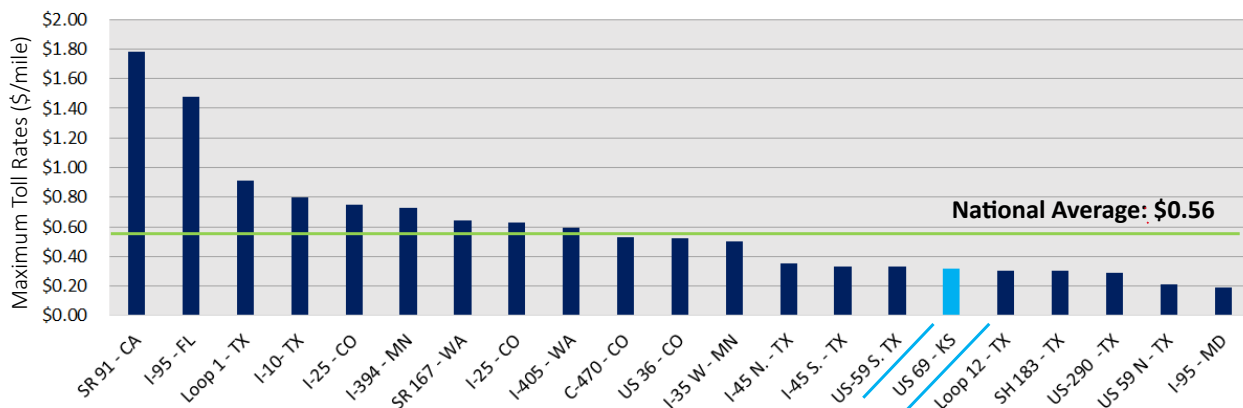
TRIP	PEAK	OFF-PEAK
151st St. to 103rd St. Northbound	\$1.50	\$0.65
103rd St. to 135th St. Southbound	\$1.00	\$0.35



U.S. 69 Toll Rates Would Be Lower Than the National Average

For U.S. 69, toll rates during the peak periods likely would be between \$0.25 and \$0.32 per mile, depending on the traveler’s direction. These rates are well below the national average of \$0.56 per mile – which is to be expected because Overland Park experiences lower levels of congestion than Houston, Miami or cities in California. Therefore, toll rates can be set lower on U.S. 69 and still ensure trip reliability.

RATES COVER COSTS AND MANAGE CONGESTION - U.S. 69 WILL BE BELOW THE NATIONAL AVERAGE



Contacts:

To learn more about the Project and sign up for email updates, please visit www.69Express.org

Steve Rockers, P.E.
 KDOT Project Manager
Steve.Rockers@ks.gov

Ann Melton
 KDOT Public Affairs
Ann.Melton@ks.gov