

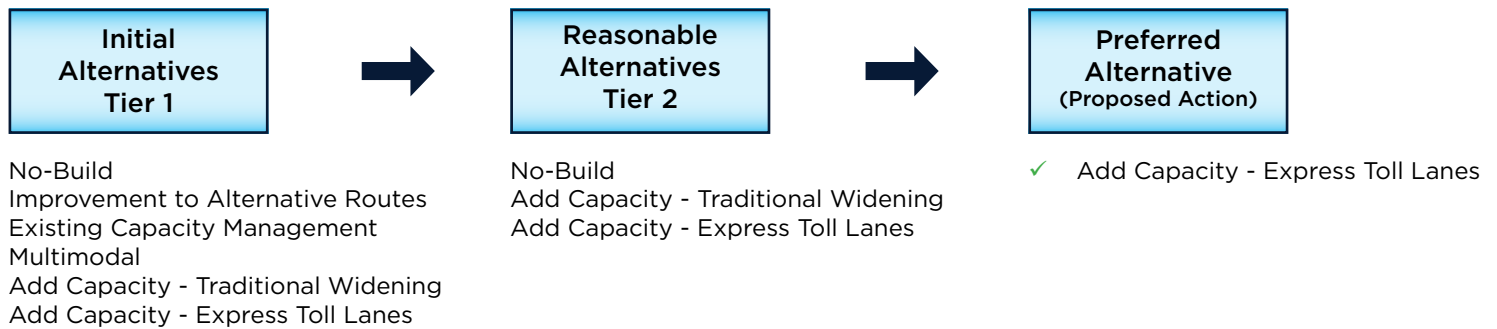
## INTRODUCTION

The U.S. 69 Expansion Project or 69Express, is examining how best to improve one of the state’s busiest highways to address growing safety, travel time reliability and congestion issues in the study corridor, which stretches from 103rd Street to 179th Street, all in Overland Park. As part of that process, an Environmental Assessment is underway to evaluate potential solutions and look at what impacts there might be on the natural and built environments.

This fact sheet summarizes the alternatives reviewed and how a recommended alternative was selected. For more details on the screening process, please review the [Alternatives Screening Memo](#).

The U.S. 69 Express study team received community consent from the Overland Park City Council, the KTA Board, and the Kansas State Finance Council for the Express Toll Lanes Alternative as required by Kansas Statute KSA 68,20-120 in June of 2021. With those approvals, the Express Toll Lanes Alternative was confirmed to be a viable alternative to be analyzed under the Tier 2 screening as a Reasonable Alternative.

## THE ALTERNATIVES EVALUATION PROCESS



The alternatives evaluation process includes a screening of the alternatives to determine which require further consideration. The Initial Alternatives Screening, or Tier 1, is conducted using Screening Criteria established for the project, encompassing elements of the Purpose and Need, the Natural and Human Environment, Engineering and Costs and Public and Stakeholder Input. The initial screening is qualitative in nature as described later in this document. Under the Tier 1 screening, all Initial Alternatives were evaluated first against the Purpose and Need criteria established for the project. In addition to the No-Build Alternative, only those alternatives that satisfied the Purpose and Need criteria as standalone alternatives were carried through for additional screening against Natural and Human Environment criteria, Engineering and Cost criteria, and Public Stakeholder criteria.

Through the screening of the Reasonable Alternatives, a Preferred Alternative, or Proposed Action, will be selected. This Preferred Alternative will be the alternative that meets the Purpose and Need for the project while avoiding,

minimizing or mitigating impacts to both the natural and human environment, and considers engineering and costs, and public and stakeholder input. The figure illustrates the alternatives development process for the project.

More information on the initial alternatives can be found [here](#).

## SCREENING CRITERIA

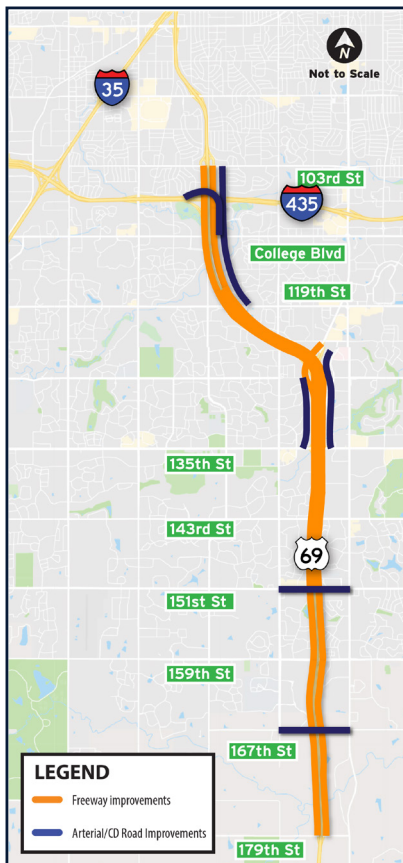
Screening Criteria were developed across four broad categories covering various aspects of the project and community input.

Screening Criteria Categories:

- Project Purpose and Need
- Natural and Human Environment
- Engineering and Cost
- Public and Stakeholder Input

# Comparing the Two Alternatives

## Add Capacity - Traditional Widening



### ADD CAPACITY - TRADITIONAL WIDENING

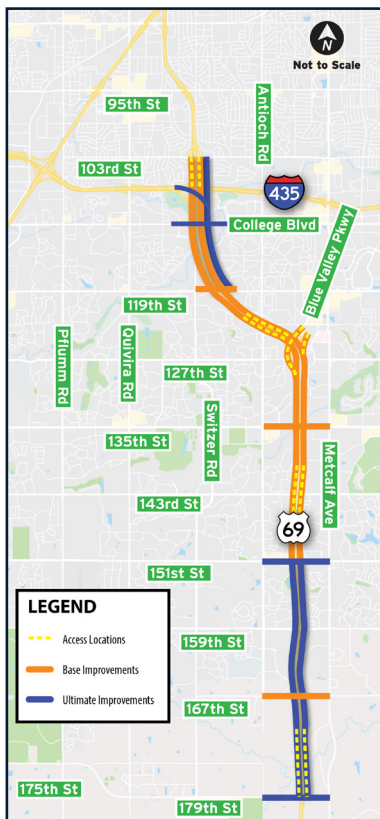
This alternative considers the reconstruction of pavement and bridges along the corridor and constructing an additional lane in each direction of travel. The alternative also incorporates the additional capacity to improve connections to and from interchange ramps along the corridor, such as collector/distributor roads (like the ramps used to access Roe and Nall on I-435) and auxiliary lanes, which provide a continuous lane of travel between closely spaced interchange entrance ramps and exit ramps.

Geometric and condition improvements include:

- Add an additional travel lane in each direction;
- Reconfigure interchange at I-435;
- Reconfigure interchange at Blue Valley Parkway;
- Improvements to local interchanges and supporting cross streets; and
- Reconstruction of existing pavement and bridges.

Improvements would be constructed in phases. Decisions on phasing would be based on funding availability and when traffic congestion and safety needs warrant the improvements along the corridor. For this analysis the full buildout of the alternative prior to the project design year is considered when rating against the screening criteria.

## Add Capacity - Express Toll Lanes



### ADD CAPACITY - EXPRESS TOLL LANES

This alternative includes adding an additional lane in each direction that would provide express toll service along the corridor by managing congestion in the lanes through pricing, vehicle eligibility and access strategies. This alternative also includes the reconstruction of bridges and pavement in the corridor and other geometric improvements noted above.

With the Express Toll Lanes Alternative, the two lanes in each direction that exist today would remain free of any tolls as required by law. An additional Express Toll Lane would then be added in each direction and constructed to the inside, in the current median of the corridor. Locations, where travelers can enter or exit the Express Toll Lanes, would be indicated with a break in the double stripe lines and on overhead messaging signs.

A toll would be charged only to motorists who choose to enter and use the Express Toll Lane. The toll price charged would vary depending on the length of the trip and the amount of traffic congestion on the corridor. The more traffic congestion there is along the corridor, the higher the toll to help manage the reliability of the trip in the Express Toll Lanes. Typically, that would mean that the highest tolls would be charged during morning and evening rush hours; lower tolls during less busy times of the day.

	Express Toll Lanes	Traditional Widening
<b>Infrastructure Improvements</b>		
Complete pavement and bridge replacement	✓	✓
Blue Valley Parkway Interchange	✓	✓
I-435 Interchange	✓	✓
Auxiliary lanes between interchanges	✓	✓
Arterial street improvements	✓	✓
Bike/Pedestrian improvements	✓	✓
<b>Engineering Attributes</b>		
Reduce congestion	✓	✓
Ensure long-term trip reliability	✓	
Fewer phases/fewer construction impacts	✓	
<b>Environmental Attributes</b>		
Smaller footprint	✓	
Traffic further from homes and businesses	✓	
Lower environmental impact	✓	
Transit friendly	✓	
Bike/Pedestrian enhancements	✓	✓

## NATURAL AND HUMAN ENVIRONMENT SCREENING

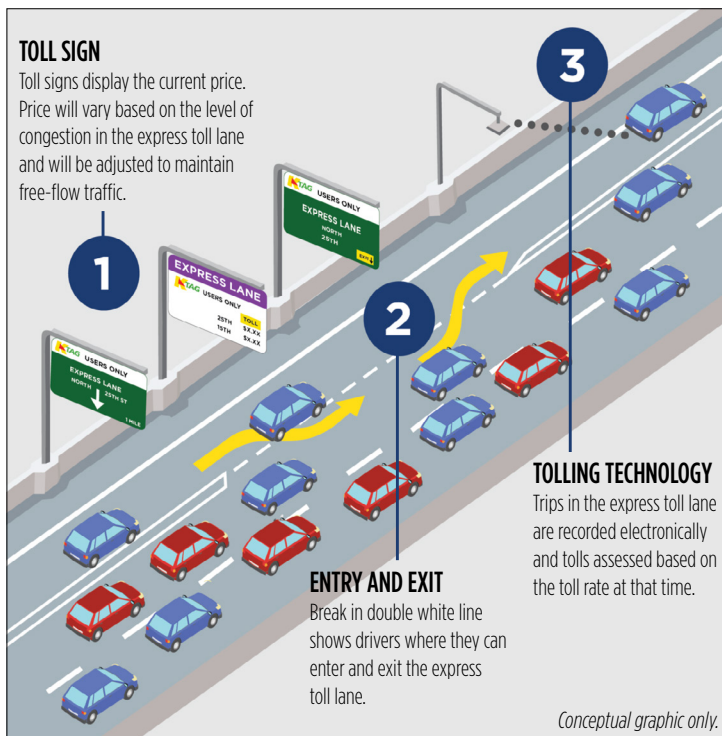
The Express Toll Lanes Alternative is shown to have fewer Natural and Human Environment impacts than the Traditional Widening Alternative. This includes fewer displacements and floodplain, stream, habitat, and Section 4(f) impacts to parks, trails, and bike routes. This is due to the overall smaller footprint of the Express Toll Lanes Alternative over the Traditional Widening Alternative.

## ENGINEERING AND COST SCREENING

From an engineering and cost standpoint, the Express Toll Lanes Alternative has a construction cost that is \$90 million less than the Traditional Widening Alternative. The Express Toll Lanes Alternative has fewer right-of-way impacts and displacements and is expected to be completed on a quicker construction schedule.

## NO-BUILD

The No-Build Alternative, while not a Reasonable Alternative, was carried forward for evaluation as a point of comparison against the Build Alternatives. The No-Build Alternative does not meet the Purpose and Need for the project and was not selected as the Recommended Preferred Alternative due to the presence of a constructible, fundable, and viable Build Alternative that met the Purpose and Need for the project.



The Express Toll Lanes will operate at typical highway speeds and toll collection would be all electronic with no stopping to pay cash at toll plazas. Toll collection would be assessed electronically by reading a toll tag, such as K-TAG or by reading the vehicle's license plate and charging through video tolling.

## RECOMMENDED PREFERRED ALTERNATIVE (PROPOSED ACTION)

The Express Toll Lanes Alternative was selected as the Recommended Preferred Alternative, designated as the Proposed Action for the U.S. 69 Expansion Project. The Express Toll Lanes Alternative best meets the Purpose and Need of the project, addresses congestion and traffic safety concerns within the corridor, results in fewer impacts to the natural and human environment, and provides a lower-cost solution.

The Express Toll Lanes Alternative met the Purpose and Need of the project by:



**Improving Safety** – Express Toll Lanes are expected to reduce congestion along the U.S. 69 Corridor, reducing congestion-related crashes such as rear-end, sideswipe and sudden changes in speed. Improvements to crossings over or under U.S. 69 are anticipated to improve bicycle and pedestrian safety along crossroads.



**Providing Flexible Choices** – Express Toll Lanes provide long-term flexibility and adaptability to ever changing traffic conditions over the life of the roadway. The dynamic nature of Express Toll Lanes provides flexibility as well as reliability that a traditional widening project cannot provide. The alternative provides for improvements to bicycle and pedestrian facilities throughout the corridor.



**Reducing Congestion** – Through the use of managed lanes, the Express Toll Lanes Alternative is expected to provide improvements to travel level of service, increase the overall corridor's travel speed and increase the corridor's throughput over the No-Build Alternative.



**Accommodating Local and Regional Growth** – The Express Toll Lanes Alternative improves connections and addresses congestion throughout the U.S. 69 corridor, both characteristics of local and regional plans for the corridor. The reduction in congestion for the entire corridor, not just those utilizing the managed lanes provides equitable access to jobs and opportunities to all users.



**Promoting Sustainability** – The overall smaller project footprint and ability to manage congestion through dynamic pricing promotes environmental sustainability while addressing existing roadway and bridge infrastructure deficiencies. Through the use of Express Toll Lanes the corridor's travel time will be more consistent.

For more information on the full screening review and evaluation process, please review the [Alternative Screening Memo](#).

## CONTACTS

To learn more about the Project and sign up for email updates, please visit [www.69Express.org](http://www.69Express.org)

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