

IMMEDIATE RELEASE

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KDOT determines express toll lanes are not preferred solution for K-10 corridor capacity improvements

Through the K-10 Capacity Improvements Project, the Kansas Department of Transportation (KDOT), is studying the need for added capacity and other improvements on the 16.5-mile segment of the K-10 corridor, from I-435 in Johnson County to the Douglas/Johnson County line.

As part of this project, KDOT is evaluating various improvement solutions, including whether adding express toll lanes would be a viable solution for managing congestion and improving safety along the corridor – now and into the future. The express lanes solution would add one express toll lane in each direction, while the two existing general-purpose lanes in each direction would remain toll-free.

KDOT has concluded express toll lanes are not the preferred solution for the K-10 corridor because:

- **The express lanes solution would not provide a significant congestion management benefit over a toll-free solution.** Based on projected traffic volumes, travel patterns and access point locations, existing and future congestion and safety issues on K-10 can be addressed by reasonable and cost-effective toll-free improvements.
- **It would cost approximately \$45 million more to construct the express lanes solution because of the additional required infrastructure.** This additional infrastructure would include direct access ramps at certain locations, tolling equipment and additional pavement marking and signing. Adding toll-free, general-purpose lanes can address congestion and safety concerns on K-10 at a lower cost.

- **Express lanes are not projected to generate significant excess revenue.** Based on projected traffic through the year 2060, toll rates for the express lanes solution are anticipated to remain at or near the minimum toll rates even during peak travel times. At the minimum toll rates, revenues generated by the express lanes would likely cover costs for ongoing operations and maintenance, but would not produce significant excess revenues that could be used to offset costs for construction or be considered as a local contribution to the project.

Part of the KDOT [Eisenhower Legacy Transportation Program](#) (IKE), the K-10 Capacity Improvements Project was announced in December 2021. The 16.5-mile K-10 corridor spans De Soto, Lenexa and Olathe, supporting existing and future development in eastern Kansas and the Kansas City metropolitan area.

K-10 is the principal highway linking Johnson and Douglas counties, two of the fastest-growing counties in Kansas. Areas around K-10 are rapidly urbanizing, with brisk commercial, industrial and residential development expected to continue.

As the K-10 Capacity Improvements study progresses, the [project website](#) will include the latest information on the project. The project team expects to conclude the study in fall 2024. To learn more and sign up for project updates, visit <https://k10.ksdot.gov/>.

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