I-635/I-35/US-69 Corridor

Length: 56 miles

Key Developments:
- Argentine Railyard
- Argosy Casino
- Corbin Park
- Corporate Woods
- Deer Creek
- Erickson Retirement Community
- Fairfax Industrial
- Indian Springs
- Johnson County Community College
- KCI Airport
- Oak Park Mall
- Parkway Place
- Prairie Fire
- Shawnee Mission Medical Center
DESCRIPTION OF THE CORRIDOR
The combination of these three freeways results in a north-south corridor from the Missouri River crossing that connects to the northern portion of Kansas City, Missouri, through Kansas City, Kansas, and providing regional freeway access to numerous communities in Johnson County and the eastern half of Miami County.

I-635 is a six lane freeway. The I-35 section of this corridor is one of the heaviest traveled sections of freeway in the 5-County region, and has eight lanes for most of its length. US-69 is currently a four lane freeway that is being widened to six lanes from 111th Street to 119th Street.

KEY DEVELOPMENT INFORMATION
This is a primary travel corridor that serves existing development and future growth areas in southern Overland Park and in Miami County. With the continued growth that is projected for these areas it may be necessary to apply a strategy for reducing congestion beyond simply adding freeway capacity.

US-69 provides access to the College Boulevard office park area and adjacent office areas. US-69 is adjacent to the highest concentration of employment in the 5-County region. US-69 also provides access to developing retail, mixed-use, and other major traffic generators along the 135th Street corridor. Very high population growth is projected in Overland Park between 135th and 199th.

US-69, like the east-west portion of I-435, provides direct access to the highest employment area in the 5-County region. It is important to maintain access to this area in order to sustain existing and encourage new economic activity. Projects are now being completed on US-69 north of I-435 and opportunities to add capacity to US-69 south of I-435 are being studied.

There is some population growth expected near the US-69 and I-435 interchange, and very high employment growth projected between I-435 and 135th Street. There is some employment growth expected between 135th Street and 179th Street.

TRAFFIC
Traffic projections for the year 2040 show the most growth on the US-69 and I-35 portions of this route. Traffic is expected to grow by as much as 74 percent in some segments of US-69, particularly between I-35 and 179th Street interchange.

Future congestion is expected on I-35 and on US-69 from the I-35 interchange south to College Boulevard. Peak period congestion is expected for 15 miles of the 56 mile corridor in the year 2040.

OTHER MODES
The Indian Springs Transit Center, adjacent to I-635, is a major transfer point for Wyandotte County transit services, including BRT service.

CORRIDOR CONNECTIONS
The I-635 and State Avenue interchange is a key connection for an area of redevelopment at the Indian Springs shopping center in Kansas City, Kansas. Traffic projections indicate the potential for some congestion in the future.

Congestion at the I-70 and I-635 interchange is also expected in the future. Short merge sections from the interchange ramps are one of the issues facing this interchange that impact the smooth flow of traffic.

At the I-35 and I-635 interchange there is a heavy movement of traffic during certain periods of the day, from northbound I-35 to northwest I-635 and from southbound I-635 to southbound I-35. During peak periods, these ramps are currently operating near capacity. Congestion will continue to develop in these areas as traffic volumes grow.

The I-35 and US-69 interchange north of I-35 and 87th Street is currently one of the most congested areas in the region. Completion of projects on I-35 and on US-69 between 75th Street and 95th Street allow high volumes of traffic to meet at this merge. Traffic projections show increased congestion in the future.

Significant congestion is expected along I-35 on both sides of the I-35 and Shawnee Mission Parkway interchange.

I-435 could serve as alternate routes if future traffic conditions make the US-69/I-35/I-635 corridor less attractive for north-south movements through the 5-County region.

EXPANSION & MODERNIZATION T-WORKS PROJECTS CURRENTLY FUNDED FOR CONSTRUCTION
In May 2010, the Kansas Legislature passed Transportation Works for Kansas (T-WORKS), an $8 billion 10-year transportation program. T-WORKS is designed to create jobs, preserve highway infrastructure, and provide multimodal economic development opportunities across the state. Table 14-10 lists the expansion and modernization project that is funded through T-WORKS along the I-635/I-35/US-69 corridor.

Table 14-10: T-WORKS Expansion and Modernization Projects Currently Funded for Construction

<table>
<thead>
<tr>
<th>Project Number</th>
<th>Location</th>
<th>Description</th>
<th>Construction Cost</th>
<th>Planned Year</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>US-69</td>
<td>Improvements from I-435/Quivira to 119th</td>
<td>$102 M</td>
<td>2011</td>
</tr>
</tbody>
</table>
The continued maintenance and operation of existing roadways and transit services must occur before other strategies are implemented on the I-635 corridor. A variety of strategies were considered to improve current and future traffic operations on I-635 through the year 2040. These strategies are shown in Table 14-11. Strategies that are recommended as part of a corridor package are shaded in blue; strategies that were not recommended during the 2020 to 2040 timeframe are not shaded. Each strategy was assigned an identifier code of a letter and number that are shown on the I-635 corridor map. An "S" indicates a system management strategy, a "D" indicates a demand management strategy, and a "C" indicates an added capacity strategy.

The table shows how each strategy scored for the criteria used to evaluate each of the 9 Desired Outcomes. Stakeholders determined that the 9 Desired Outcomes should be used in making transportation investment decisions. The total score for each strategy was determined by multiplying the individual outcome score by a weighting factor that was established by stakeholders for that desired outcome. The total cost is given in year 2020 dollars and includes the construction/implementation cost and 10 years of maintenance/operation cost. The Benefit Ratio was determined by dividing the Total Score by the Total Cost in $millions.

### System Management Strategies
These strategies seek to enhance traffic flow and reduce congestion through better management and operation of the existing transportation facilities.

#### S5: Implement ramp metering on US-69 between 119th Street and I-35
Ramp metering uses traffic signals on the entrance ramps to control the rate at which vehicles enter US-69. Ramp metering will improve safety and traffic flow on US-69.

#### C20: Reconfigure I-70 and I-635 interchange

#### C28: Widen US-69 to 6 lanes from 119th Street to 167th Street, includes interchange at 159th Street.

#### C29: Variable speed limits on US-69 from 143rd Street to I-35
Variable speed limits can reduce the speed limit on US-69 when there is considerable congestion ahead. This strategy is used to slow traffic before it reaches the congested area and to better allow that congestion to dissipate.

### Demand Management Strategies
These strategies address transportation needs by reducing the number of vehicles during the peak travel periods.

#### D11: Construct a Park & Ride facilities near the US-69 interchanges with 135th Street and with K-68.
Park & Ride facilities promote carpooling and transit use while offering the flexibility for travelers to use personal vehicles for errands either before or after their workday commute.

### Economic Impact

**Benefit Ratio is determined by dividing the Total Score of the strategy by the Total Cost in $millions. It provides a way to compare strategies.**

*Total Cost is in 2020 dollars and includes costs for constructing/implementing the strategy and 10 years of operation and maintenance costs.

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### Table 14-11: I-635/I-35/US-69 Corridor Strategy Package

<table>
<thead>
<tr>
<th>Strategies</th>
<th>Desired Outcomes (weighting factor)**</th>
<th>Total Score</th>
<th>Total Cost ($millions)*</th>
<th>Benefit Ratio**</th>
<th>Decade</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>S5</strong> Ramp Metering on US-69 from 119th St. to I-35</td>
<td>Mobility (15.5)</td>
<td>5.6</td>
<td>5.6</td>
<td>3.3</td>
<td>10.0</td>
</tr>
<tr>
<td><strong>C14</strong> I-635 &amp; I-35 interchange improvements</td>
<td>Mobility (15.0)</td>
<td>6.5</td>
<td>6.5</td>
<td>4.4</td>
<td>3.4</td>
</tr>
<tr>
<td><strong>D11</strong> Construct Park &amp; Ride facilities near 135th and K-68</td>
<td>Mobility (16.0)</td>
<td>4.4</td>
<td>3.3</td>
<td>3.3</td>
<td>7.3</td>
</tr>
<tr>
<td><strong>S16</strong> Lengthen acceleration lanes at I-635 and I-70 interchange</td>
<td>Mobility (12.5)</td>
<td>4.6</td>
<td>4.3</td>
<td>3.5</td>
<td>3.3</td>
</tr>
<tr>
<td><strong>C20</strong> Reconfigure I-70 and I-635 interchange</td>
<td>Mobility (12.5)</td>
<td>5.5</td>
<td>5.0</td>
<td>4.4</td>
<td>3.5</td>
</tr>
<tr>
<td><strong>C28</strong> Widen US-69 to 6 lanes from 119th St. to 167th St., includes interchange at 159th St.</td>
<td>Mobility (15.0)</td>
<td>8.4</td>
<td>3.3</td>
<td>3.7</td>
<td>6.2</td>
</tr>
<tr>
<td><strong>S21</strong> Variable speed limits on US-69 from 143rd St. to I-35</td>
<td>Mobility (12.5)</td>
<td>4.8</td>
<td>4.4</td>
<td>3.3</td>
<td>5.6</td>
</tr>
<tr>
<td><strong>C34</strong> Construct remaining phases of US-69 and I-435 interchange (Brown project, Blue project, and Yellow project)</td>
<td>Mobility (12.5)</td>
<td>8.1</td>
<td>3.3</td>
<td>3.7</td>
<td>4.5</td>
</tr>
<tr>
<td><strong>D28</strong> Bicycle / Pedestrian facilities: consider on all new or reconstructed bridges over I-635, I-35 or US-69</td>
<td>Mobility (16.0)</td>
<td>3.9</td>
<td>3.7</td>
<td>3.3</td>
<td>3.9</td>
</tr>
<tr>
<td><strong>D44</strong> Transit commuter service connecting Louisburg to connect with JO service</td>
<td>Mobility (15.0)</td>
<td>3.7</td>
<td>3.3</td>
<td>3.3</td>
<td>3.5</td>
</tr>
<tr>
<td><strong>C45</strong> Construct new interchange at US-69 and 159th St. (See C28)</td>
<td>Mobility (16.0)</td>
<td>5.5</td>
<td>1.0</td>
<td>3.3</td>
<td>4.0</td>
</tr>
</tbody>
</table>

*Total Cost is in 2020 dollars and includes costs for constructing/implementing the strategy and 10 years of operation and maintenance costs.

**Benefit Ratio** is determined by dividing the Total Score of the strategy by the Total Cost in $millions. It provides a way to compare strategies.

***The numbers in parenthesis below each Desired Outcome indicate the weight assigned as determined through stakeholder input.