

I-35 & Santa Fe Corridor Improvements

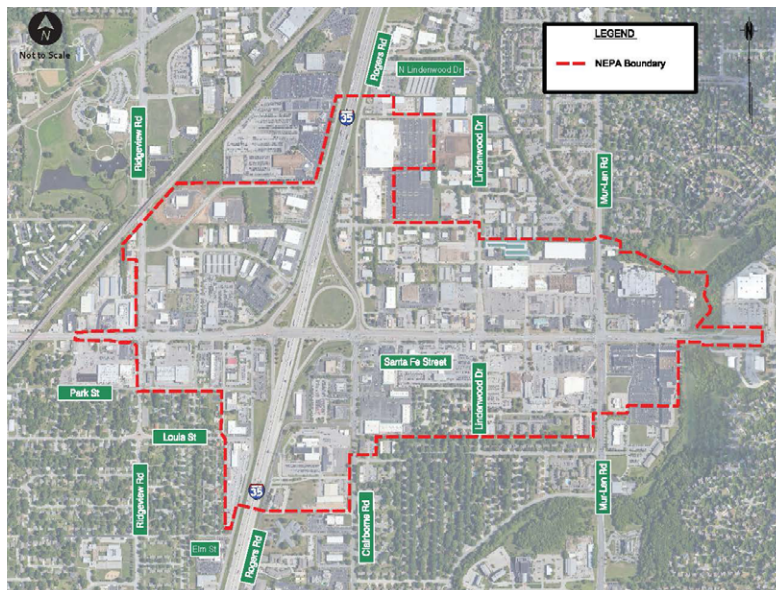


Project Overview

The I-35 and Santa Fe interchange and corridor is a busy and growing area. As the area continues to grow and redevelop, the I-35/Santa Fe interchange and corridor must enhance safety and accommodate ever-increasing traffic.

Since the summer of 2022, the City of Olathe, Kansas Department of Transportation (KDOT) and Federal Highway Administration (FHWA) have been evaluating the benefits and impacts of needed improvements to the corridor. The process for the federally required National Environmental Policy Act (NEPA) Environmental Assessment includes reviewing all initial concept alternatives for how it meets the Purpose and Need Statement that was proposed during the first public meeting held in April 2022.

Project Location



The NEPA boundary extends from west of Ridgeview to east of Mur-Len and from as far south as Elm Street up to just north of Spruce. This boundary defines the project area for which associated NEPA analysis may take place.

Purpose and Need

A Purpose and Need Statement describes the transportation problems that a proposed project is to address. The Purpose and Need of the I-35 and Santa Fe Corridor Improvements Project was presented to the public during the Public Information Meeting held in April 2022 to gather public input.

The purpose of the proposed improvements is to accommodate increased travel demands and improve safety at the I-35 and Santa Fe Street interchange and in the broader Santa Fe Street corridor from Ridgeview Road to Mur-Len Road. The proposed improvements are needed to:



Improve existing safety conditions through improved traffic operations, geometric improvements, and conformity with state and local access management policies



Improve existing and future traffic operations at the I-35 and Santa Fe Street interchange ramp terminals and at intersections in the Santa Fe corridor



Accommodate transportation mode choices and active transportation modes over I-35 and in the corridor

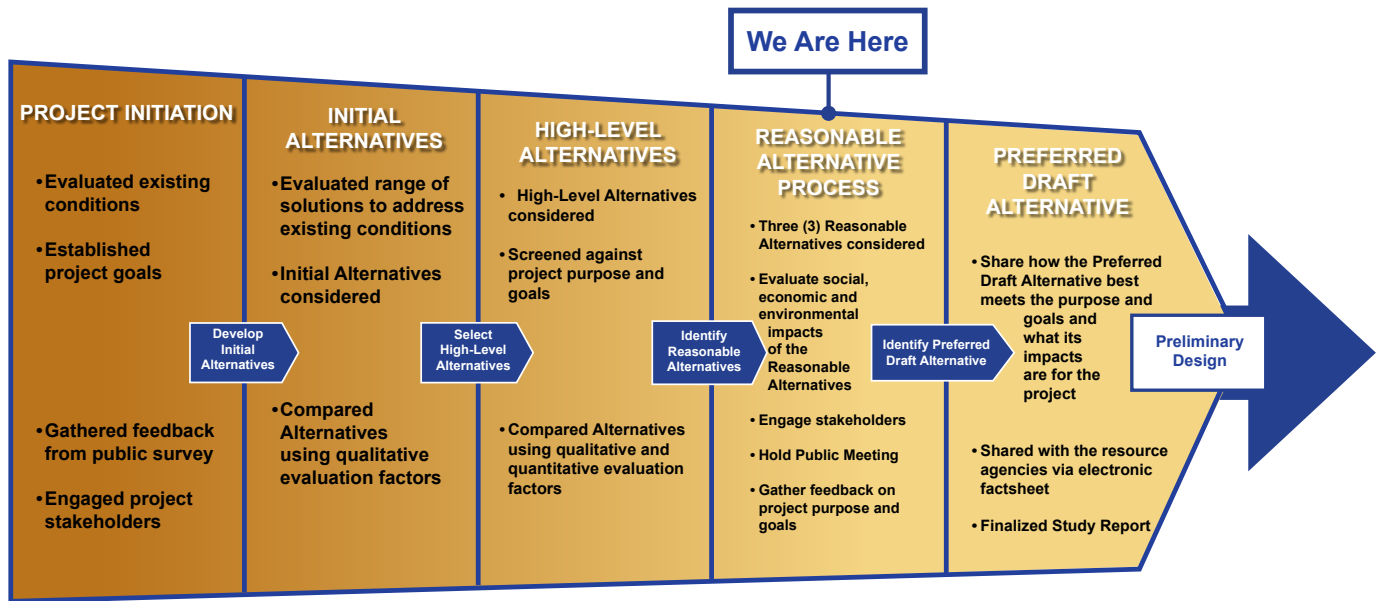


Support land use planning for economic development and redevelopment and growth

Alternative Process/Approach

The process to develop a preferred alternative starts with data collection, review, and determining the range of initial alternatives. Each of the alternatives are evaluated by how well they meet the Purpose and Need Statement.

The alternatives that best meet the Purpose and Need will be carried forward for additional screening and evaluation.



Reasonable Alternatives

Two interchange and corridor concepts are being evaluated further, relative to the Existing/No-Build, to determine how they meet the Purpose and Need based on several engineering factors during previous screening phases. Below indicates how each factor was rated for each Alternative.

Interchange Type	Evaluation Factor									Public Input
	Construction Cost*	2050 Traffic Operations*	Access Control and Safety*	Impacts to ROW & Utilities*	Multimodal Connectivity & Safety	Maintenance of Traffic during construction	Maintenance Cost	Reserve Capacity	Driver Expectancy	
Existing / No-Build	⊕	⊕	⊕	⊕	⊕	⊕	⊕	⊕	⊕	
Single-Point Urban Interchange (SPUI) and Corridor Improvements	⊕	⊕	⊕	⊕	⊕	⊕	⊕	⊕	⊕	
Diverging Diamond Interchange (DDI) and Corridor Improvements	⊕	⊕	⊕	⊕	⊕	⊕	⊕	⊕	⊕	

* Key factors/most heavily weighted



No Achievement



Some Achievement



Moderate Achievement



Substantial Achievement



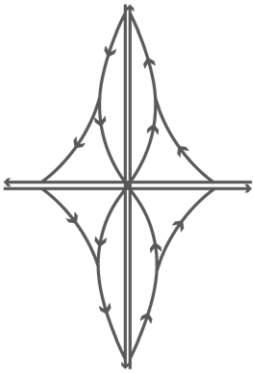
High Achievement

Reasonable Alternatives

The Project Team has worked through phases of alternative evaluations and have determined the Reasonable Alternatives as the following:

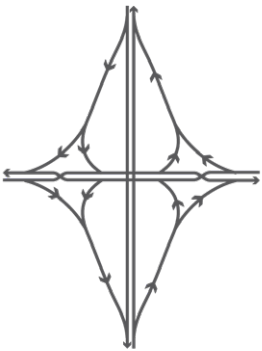
- ▶ No Build (no improvements)
- ▶ Single-Point Urban Interchange (SPUI) with corridor improvements
- ▶ Diverging Diamond Interchange (DDI) with corridor improvements

Single-Point Urban Interchange (SPUI)



Example: I-35 & 87th St.

Diverging Diamond Interchange (DDI)



Example: I-35 & 119th St.

Corridor Improvements

In addition to the interchange, the following improvements are being considered for the Santa Fe Corridor from Ridgeview to Mur-Len. These improvements will be included with both the DDI and SPUI alternatives.

- ▶ Increased roadway capacity from 5 to 6 continuous lanes from Ridgeview to Mur-Len, with turn lanes at various intersections to reduce travel times
- ▶ Access management modifications and local connections to improve traffic safety and reduce congestion
- ▶ Improved multi-modal bike and pedestrian accommodations including continuous connections of sidewalk and wider sidepath from Ridgeview to Mur-Len

**We want
your input**

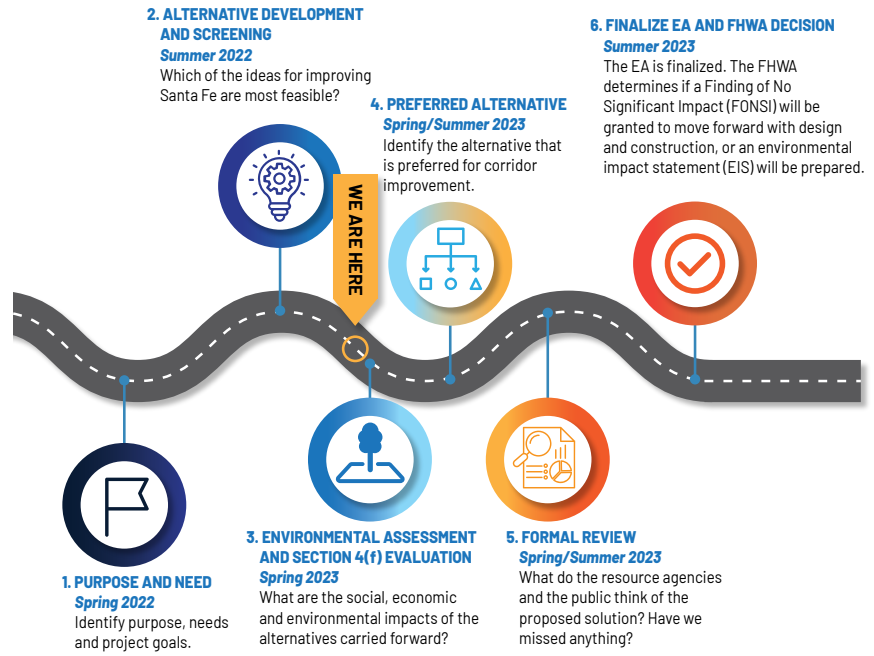
Please scan the QR code to provide your input on the Interchange and Corridor Factors.



Environmental Process

This graphic outlines the steps for developing the Environmental Assessment (EA). We are currently at Step 3 to determine what are the social, economic and environmental impacts of the alternatives carried forward. This will lead to a recommendation of a Preferred Alternative.

The FHWA determines if a Finding of No Significant Impact (FONSI) will be granted to move forward with design and construction, or an Environmental Impact Statement (EIS) will be prepared. The environmental process began in June 2022 and is expected to be completed by summer 2023.



Project Schedule

Upcoming Tasks

- ▶ Alternatives Public Meeting opportunities to gather input on Reasonable Alternatives (**We are Here**)
- ▶ Public Hearing to gather public input on the Environmental Assessment document and Preferred Alternative
- ▶ Evaluating Federal Grant Funding Opportunities

I-35 & Santa Fe Corridor Development Plan

	2022				2023				2024			
	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4
NEPA/Break-in-Access (Began 2021)		●				●	●					
Concept Design (Began 2021)								●				
Federal Grant Opportunities						●	●	●		●	●	●

- Public Meetings
- City of Olathe Funded

Stay Engaged

Visit the project webpage at:
www.olatheks.org/santafe

For more information, please contact:
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