

U.S. 69

Pittsburg Bypass



U.S. 69 Corridor Timeline

Building a 4-lane freeway in Crawford County and northern Cherokee County

1998

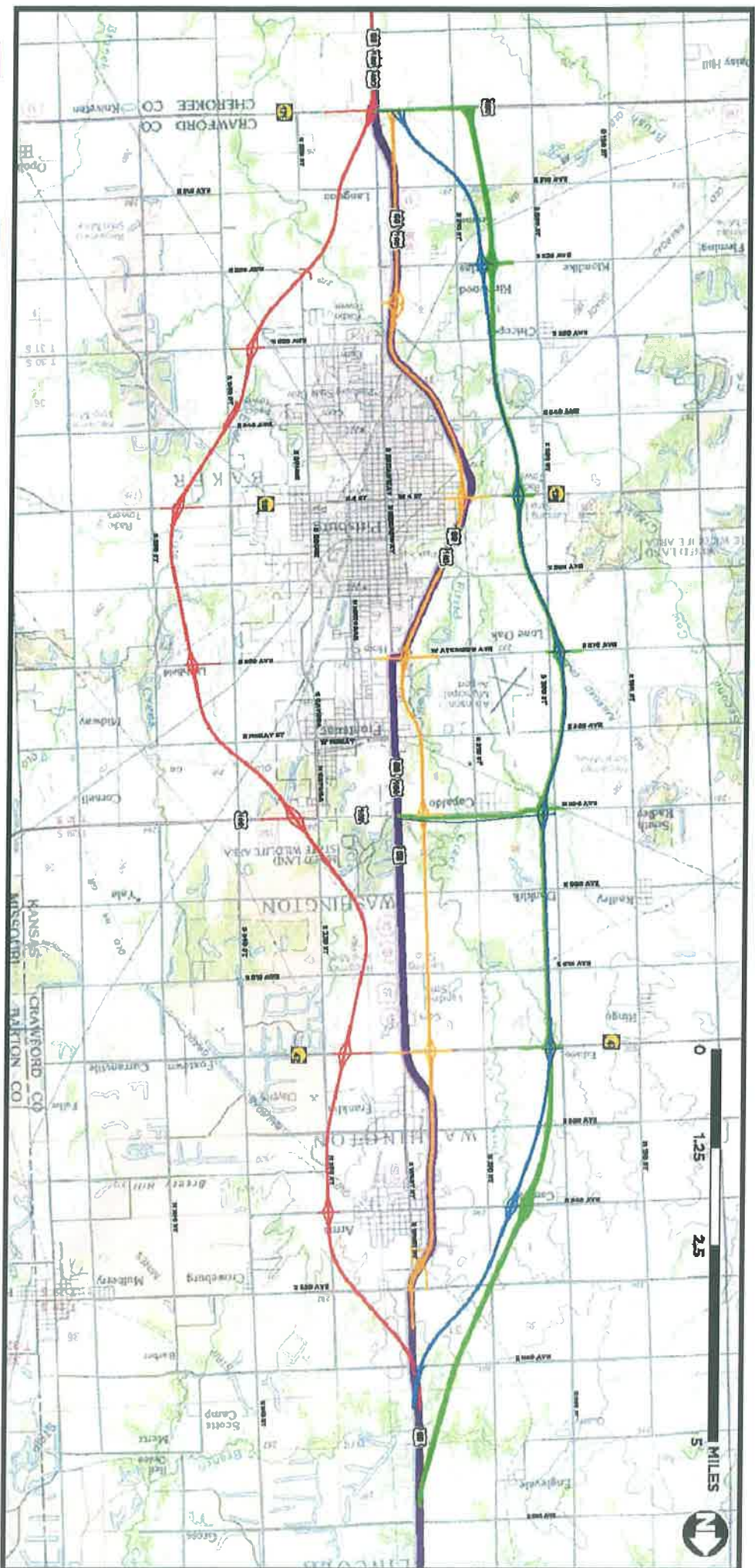
Preliminary engineering study begins to find an alignment to meet the long-term goal of providing a 4-lane freeway from

Kansas City to Oklahoma

1999

- Four alternatives developed and presented at public meeting: east, west, expand existing and do nothing
- Public preference was for expanding the existing alignment — also called the Middle Alternative

- Existing Alignment
- West Alignment
- East Alignment
- Middle Alignment



U.S. 69 Corridor Timeline, cont.

2000

- Preliminary design begins for Middle Alternative
- Design work suspended due to funding
- Local support for Middle Alternative erodes - concerns about impacts to existing businesses and relocations that would be required
- Preference for the West Alternative emerges

2001

Pittsburg, Arma, Frontenac,
Girard and Crawford County
sign resolution changing
support to the West
Alternative

U.S. 69 Corridor Timeline, cont.

2005

2006

2008

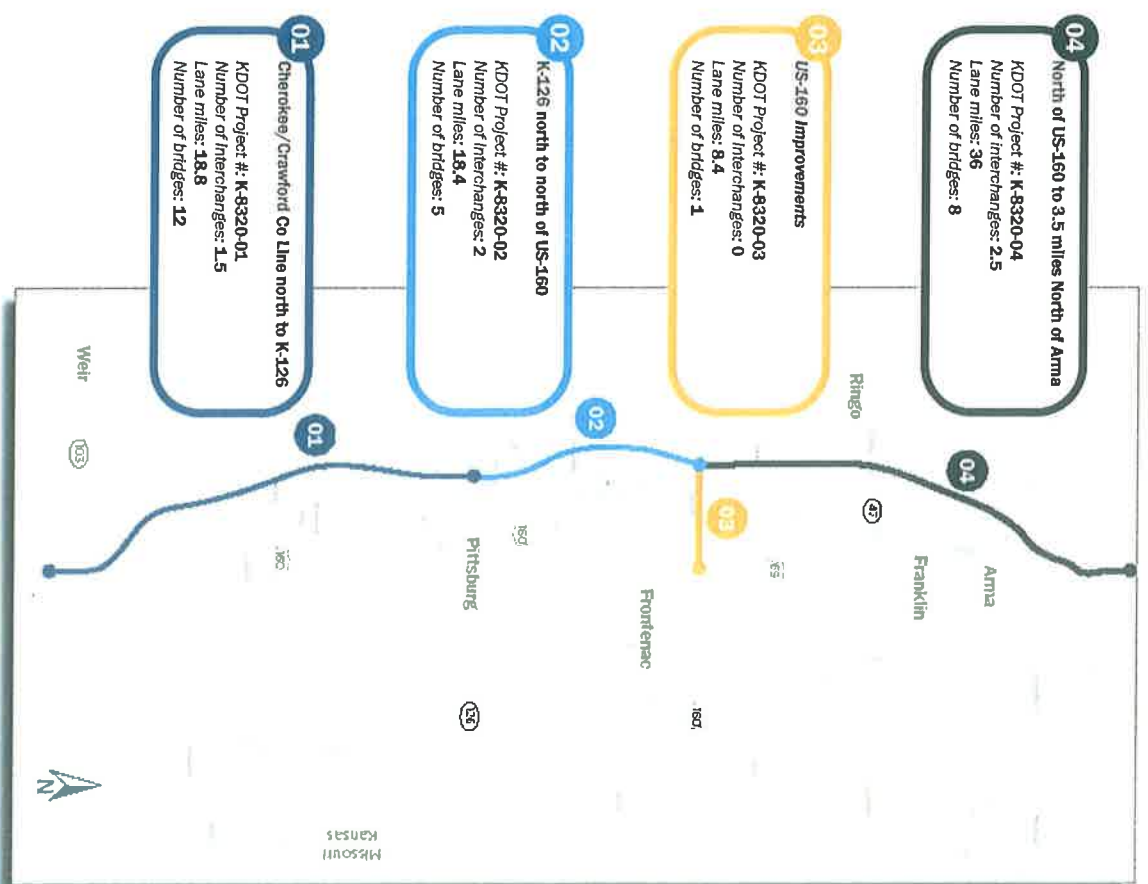
2011

2012

- Funding allows work to resume:
 - Identify a preferred alignment and complete an Environmental Assessment
 - Perform engineering design work
- Outreach to communities along the corridor
- Environmental Assessment finalized; West Alternative presented as the preferred alignment
- Public support continues for West Alternative

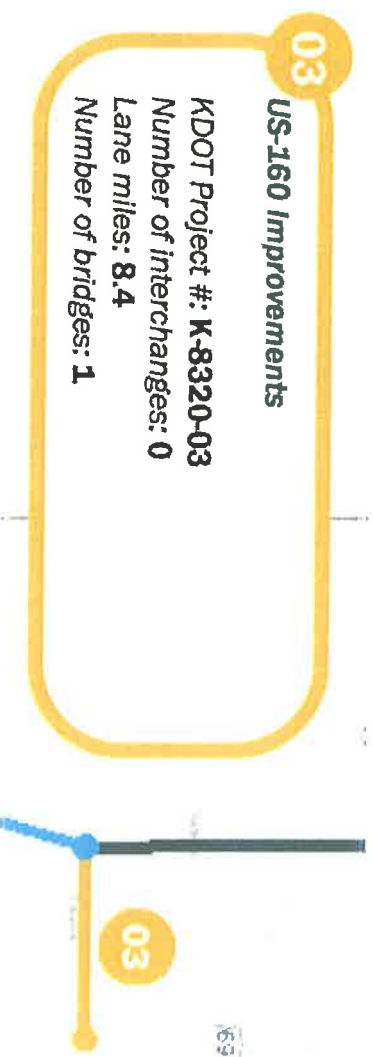
Where are we now?

- Cost estimate for bypass: \$400+ million
- 2019 & 2021 Local Consult attendees voiced support for bypass
- After 2021 Local Consult KDOT looked at the four phases of the bypass to determine next steps - Phase 3 was then added to the IKE development pipeline
- 4-lanes from Pittsburg to Kansas City completed in 2023



Where are we now?

- KDOT received \$13M federal earmark for Phase 3
- As originally designed, it would extend U.S. 160 to the west along what is now 590th Avenue for 2 miles, expanding the current 2-lane county road into a 4-lane highway
- Phase 3 is estimated to cost \$15 million



**Before moving
forward, KDOT wants
to hear from you.**



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