

2011-2012 STP/BR Program

Capacity Applications

Project Sponsor Data

Applicant: City of Basehor Phone Number: (913) 724-1370
 Contact: Carl Slaugh Email: cityadm@cityofbasehor.org
 Partner(s): Project Partner(s):

General Project Data

ID 109

Title: **155th Street Improvements from U.S. 24-40 Highway north to Hickory Street.**
 Description: Improve 2-lane chip and seal ditch section 155th Street from two to three lanes and add curb, gutter, storm sewer, sidewalks and street lights. Add turn lanes at the intersection of 155th Street and Parallel Road.
 Project Purpose: First of three phase project, widening the road from two to three lanes will decrease congestion, accommodate increased traffic and promote economic development. 15 new subdivisions in various stages of development with 2,480 platted lots, need improved roads for future.

Current TIP #:	Functional_Class: collector
Route: Leavenworth County Route 7	State: Kansas Length: 1.1
From: U.S. 24-40 Highway	Municipality 1: Basehor County 1: Leavenworth
To: Hickory Street	Municipality 2: County 2:
LRTP: <input type="checkbox"/> Decade:	Municipality 3: County 3:

Multi-Agency: Plan Name
 CIP: CIP Reference: CIP for the City of Basehor.

Local Goals:
 Funds Leveraged Local funding including state special city/county highway funds, 1% sales tax for street improvements
 Status of Plans: conceptual only Status of ROW: must be acquired

Category Specific Data

Is this a new road? <input type="checkbox"/>	Curr Com AADT/LN: 500
Current AADT/LN: 5894	2030 Com AADT/LN: 0
2030 AADT/LN: 7000	AADT Source: Basehor Street Dept. May 2004
Curr Thru Lanes: 1	Curr Turn Lane: 0
Prop Thru Lanes: 1	Prop Turn Lane: 1
Fatal Crashes: 0	Current LOS: B
Injury Crashes: 2	Future LOS: C
PDO Crashes: 7	LOS Source: Basehor computations

Extent to which the project addresses an identified system preservation need:

Local Land Use or Comprehensive Plan Local Economic Development Plan State Economic Development Plan

	<u>Current</u>	<u>Proposed</u>		<u>Current</u>	<u>Proposed</u>
Median:	None	None	Bike Lane	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Posted Speed:	30	35	Protective Barrier	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Outside Lane::	narrow	typical	Obstacle to Bus Stop	<input type="checkbox"/>	<input type="checkbox"/>
Pavement Condition:	typical	desirable	Sidewalk	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Sidewalk Separation:	adjacent	typical			

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Project includes environmental enhancements above and beyond NEPA requirements:

Remarks:

Project improves access to freight facilities:

Remarks:

Financial Phase Data **ID 109** **155th Street Improvements from U.S. 24-40 Highway north to Hickory Street.**

Phase	Year	Fund	Amount (1,000's)	Additional Financial Information
Construction	2011	STPM-KS	2319	
Construction	2011	Local	1216	

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Capacity Applications

Project Sponsor Data

Applicant: City of Leawood, Kansas Phone Number: 913 339-6700
 Contact: Joe C. Johnson Email: joej@leawood.org
 Partner(s): Project Partner(s): The City will be requesting funding from Johnson County through the CARS Program in the amount of 2.5 million dollars. This project will show up in their project submittal application 2009 - 2013

General Project Data

ID 120

Title: **Widening of 143rd Street to a 4-lane undivided section**
 Description: The project includes widening an existing 2-lane ditch street to a 4-lane roadway with curb and gutter, street lights, sidewalks, bike hike trail, traffic signals and landscaping. This is the final mile of 143rd Street that needs to be reconstructed to accommodate traffic.
 Project Purpose: 143rd is one of only 2 east west roads south of 135th to move traffic through Johnson County and into Missouri. East is M-150 and west 143rd is improved to 4-lane through Overland Park. The completion of M-150 increased traffic as drivers use 143rd to move west across Johnson County.
 Current TIP #: Functional_Class: collector
 Route: 143rd Street State: Kansas Length: 1
 From: Kenneth Road Municipality 1: Leawood County 1: Johnson
 To: Mission Road Municipality 2: County 2:
 LRTP: Decade: 2020 Municipality 3: County 3:

Multi-Agency: Plan Name
 CIP: CIP Reference: This project is identified for construction in 2012 in the City's Capital Improvement Program
 Local Goals: The road is being improved to meet the ordinance adopted by the city.
 Funds Leveraged: The City will be requesting 2.5 million from Johnson County's CARS Program. The City also has 630,000.00 in contributions from developers
 Status of Plans: conceptual only Status of ROW: must be acquired

Category Specific Data

Is this a new road? Curr Com AADT/LN: 100
 Current AADT/LN: 6000 2030 Com AADT/LN: 0
 2030 AADT/LN: 24000 AADT Source: Study conducted by BWR
 Curr Thru Lanes: 2 Curr Turn Lane: 0
 Prop Thru Lanes: 4 Prop Turn Lane: 2
 Fatal Crashes: 0 Current LOS: D
 Injury Crashes: 3 Future LOS: C
 PDO Crashes: 17 LOS Source: BWR looked at this section for the City

Extent to which the project addresses an identified system preservation need:
 This project will preserve the existing roadway that has been in place for over 50 years. The project will improve the ride ability and efficiency for people to leave their homes and get to work and other locations during their daily trips.

Local Land Use or Comprehensive Plan Local Economic Development Plan State Economic Development Plan

	<u>Current</u>	<u>Proposed</u>		<u>Current</u>	<u>Proposed</u>
Median:	None	None	Bike Lane	<input type="checkbox"/>	<input type="checkbox"/>
Posted Speed:	30	35	Protective Barrier	<input type="checkbox"/>	<input type="checkbox"/>
Outside Lane::	typical	typical	Obstacle to Bus Stop	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Pavement Condition:	undesirable	desirable	Sidewalk	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Sidewalk Separation:	adjacent	wide			

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Project includes environmental enhancements above and beyond NEPA requirements:

Remarks: The City will add approximately \$250,000 in landscaping to improve the area, provide screening to the residents along the road and improve esthetics of the area.

Project improves access to freight facilities:

Remarks: 143rd Street is the major route that runs through the through the bi-state industrial park to the east and also ties into M-150 on the east side of the bi-state industrial park. This final improvement to 143rd will allow better access to the industrial park and improved roads to move goods from the park.

Financial Phase Data			ID 120	Widening of 143rd Street to a 4-lane undivided section
Phase	Year	Fund	Amount (1,000's)	Additional Financial Information
Construction	2012	STPM-KS	4000	
Construction	2012	Local	6000	

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Capacity Applications

Project Sponsor Data

Applicant: City of Lenexa Phone Number: 913-477-7680
 Contact: Ron Norris Email: rnorris@ci.lenexa.ks.us
 Partner(s): Project Partner(s):

General Project Data

ID 122

Title: **87th Street from Renner to Ridgeview (phase3)**
 Description: Realignment and widening of 87th Street including storm sewer, street lights, sidewalks, street trees and fiberoptic communication. This roadway improvement is a key element of Lenexa City Center which is a sustainable pedestrian friendly project.

Project Purpose: This project is needed to provide the necessary capacity to support the existing and projected traffic volumes and to support the development of Lenexa City Center which is a sustainable pedestrian friendly project.

Current TIP #:	345111	Functional_Class:	minor arterial
Route:	87th Street	State:	Kansas Length: 0.6
From:	Renner	Municipality 1:	Lenexa County 1: Johnson
To:	Lennox	Municipality 2:	County 2:
LRTP: <input checked="" type="checkbox"/>	Decade: 2010	Municipality 3:	County 3:

Multi-Agency: Plan Name

CIP: CIP Reference: Is in current CIP

Local Goals: This project is an essential element of the City Center project which is a sustainable pedestrian friendly development.

Funds Leveraged This project will be partly funded by private development

Status of Plans: preliminary complete Status of ROW: must be acquired

Category Specific Data

Is this a new road? <input type="checkbox"/>	Curr Com AADT/LN: 100
Current AADT/LN: 2000	2030 Com AADT/LN: 0
2030 AADT/LN: 6700	AADT Source: Lenxa Traffic Model 2030
Curr Thru Lanes: 4	Curr Turn Lane: 0
Prop Thru Lanes: 6	Prop Turn Lane: 1
Fatal Crashes: 0	Current LOS: B
Injury Crashes: 13	Future LOS: D
PDO Crashes: 38	LOS Source: Estimated from traffic volumes

Extent to which the project addresses an identified system preservation need:

This project will provide additional capacity for 87th Street and a unique opportunity to incorporate improvements into a pedestrian friendly environment.

Local Land Use or Comprehensive Plan Local Economic Development Plan State Economic Development Plan

	<u>Current</u>	<u>Proposed</u>		<u>Current</u>	<u>Proposed</u>
Median:	None	restrictive	Bike Lane	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Posted Speed:	45	35	Protective Barrier	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Outside Lane::	typical	narrow	Obstacle to Bus Stop	<input type="checkbox"/>	<input type="checkbox"/>
Pavement Condition:	undesirable	desirable	Sidewalk	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Sidewalk Separation:	adjacent	wide			

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Capacity Applications

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Project includes environmental enhancements above and beyond NEPA requirements:

Remarks: This project will integrate storm water best management practices to address water quality and quantity treatment features. Lenexa has taken a lead in this region in setting an example to meet and exceed EPA storm water regulations.

Project improves access to freight facilities:

Remarks:

Financial Phase Data			ID 122	87th Street from Renner to Ridgeview (phase3)
Phase	Year	Fund	Amount (1,000's)	Additional Financial Information
Construction	2011	STPM-KS	5000	Local/developer funding for design, R/W and utility relocation.
Construction	2011	Local	15000	

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Capacity Applications

Project Sponsor Data

Applicant: City of Lenexa Phone Number: 913-477-7680
 Contact: Ron Norris Email: rnorris@ci.lenexa.ks.us
 Partner(s): Project Partner(s):

General Project Data

ID 123

Title: **College and Lackman intersection improvements**
 Description: Intersection improvements with additional operating capacity and improved LOS. Including dual left-turn lanes, exclusive right-turn lanes, median improvements, traffic signal modifications including pedestrian phasing, street lighting, sidewalks and fiberoptic communication.

Project Purpose: This project will provide improved traffic operations and reduced delay. This project will also provide pedestrian facilities along Lackman and College as well as traffic signal improvements to accommodate pedestrians.

Current TIP #:		Functional_Class:	minor arterial		
Route:	College	State:	Kansas	Length:	0.1
From:	Lackman	Municipality 1:	Lenexa	County 1:	Johnson
To:	Lackman	Municipality 2:		County 2:	
LRTP: <input type="checkbox"/>	Decade:	Municipality 3:		County 3:	

Multi-Agency: Plan Name

CIP: CIP Reference: Included in current CIP as unfunded project

Local Goals: This project will improve traffic flow in a growing and expanding area of the community.

Funds Leveraged Transportation Improvement Program (TIP) funds which are collected from developers will be used as part of the city's match.

Status of Plans: conceptual only Status of ROW: must be acquired

Category Specific Data

Is this a new road? <input type="checkbox"/>	Curr Com AADT/LN:	300
Current AADT/LN: 2900	2030 Com AADT/LN:	0
2030 AADT/LN: 3200	AADT Source:	Lenexa Traffic Model 2030
Curr Thru Lanes: 2	Curr Turn Lane:	1
Prop Thru Lanes: 2	Prop Turn Lane:	2
Fatal Crashes: 0	Current LOS:	D
Injury Crashes: 10	Future LOS:	E
PDO Crashes: 46	LOS Source:	Estimated

Extent to which the project addresses an identified system preservation need:

This project will provide needed capacity improvements for the College Boulevard corridor and Lackman Road corridor

Local Land Use or Comprehensive Plan Local Economic Development Plan State Economic Development Plan

	<u>Current</u>	<u>Proposed</u>		<u>Current</u>	<u>Proposed</u>
Median:	restrictive	restrictive	Bike Lane	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Posted Speed:	45	45	Protective Barrier	<input type="checkbox"/>	<input type="checkbox"/>
Outside Lane::	typical	typical	Obstacle to Bus Stop	<input type="checkbox"/>	<input type="checkbox"/>
Pavement Condition:	undesirable	desirable	Sidewalk	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Sidewalk Separation:	adjacent	typical			

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Capacity Applications

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Project includes environmental enhancements above and beyond NEPA requirements:

Remarks:

Project improves access to freight facilities:

Remarks: This is a key intersection in a highly industrialized area.

Financial Phase Data			ID 123	College and Lackman intersection improvements
Phase	Year	Fund	Amount (1,000's)	Additional Financial Information
Construction	2012	STPM-KS	1600	Local funding of design, R/W and utility relocation
Construction	2012	Local	400	

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Capacity Applications

Project Sponsor Data

Applicant: City of Olathe Phone Number: (913) 971-8542
 Contact: Keith Markway Email: kmarkway@olatheks.org
 Partner(s): Project Partner(s):

General Project Data

ID 134

Title: **K-7 Highway widening for left turn lanes.**
 Description: Widening of K-7 highway from Old 56 Highway to Santa Fe to allow the addition of left turn lanes.
 Project Purpose: Existing roadway is 4-lane undivided without turn lanes resulting in reduced capacity.
 Current TIP #: Functional_Class: principal arterial
 Route: K-7 Highway State: Kansas Length: 1.1
 From: Old 56 Highway Municipality 1: Olathe County 1: Johnson
 To: Santa Fe Municipality 2: County 2:
 LRTP: Decade: Municipality 3: County 3:

Multi-Agency: Plan Name
 CIP: CIP Reference:

Local Goals:

Funds Leveraged

Status of Plans: conceptual only Status of ROW: must be acquired

Category Specific Data

Is this a new road? Curr Com AADT/LN: 400
 Current AADT/LN: 5850 2030 Com AADT/LN: 0
 2030 AADT/LN: 8000 AADT Source: don't know
 Curr Thru Lanes: 4 Curr Turn Lane: 0
 Prop Thru Lanes: 4 Prop Turn Lane: 1
 Fatal Crashes: 0 Current LOS: E
 Injury Crashes: 38 Future LOS: B
 PDO Crashes: 294 LOS Source: dont know

Extent to which the project addresses an identified system preservation need:

Local Land Use or Comprehensive Plan Local Economic Development Plan State Economic Development Plan

	<u>Current</u>	<u>Proposed</u>		<u>Current</u>	<u>Proposed</u>
Median:	None	restrictive	Bike Lane	<input type="checkbox"/>	<input type="checkbox"/>
Posted Speed:	40	45	Protective Barrier	<input type="checkbox"/>	<input type="checkbox"/>
Outside Lane::	typical	typical	Obstacle to Bus Stop	<input type="checkbox"/>	<input type="checkbox"/>
Pavement Condition:	typical	typical	Sidewalk	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>
Sidewalk Separation:	adjacent	adjacent			

2011-2012 STP/BR Program

Capacity Applications

Application continued from previous page

Project includes environmental enhancements above and beyond NEPA requirements:

Remarks:

Project improves access to freight facilities:

Remarks:

Financial Phase Data		ID 134	K-7 Highway widening for left turn lanes.	
Phase	Year	Fund	Amount (1,000's)	Additional Financial Information
Construction	2012	STPM-KS	2400	
Construction	2012	Local	600	

2011-2012 STP/BR Program

Capacity Applications

Project Sponsor Data

Applicant: City of Olathe Phone Number: (913) 971-8542
Contact: Keith Markway Email: kmarkway@olatheks.org
Partner(s): Project Partner(s): Olathe 50%
Overland Park 50%

General Project Data

ID 141

Title: **143rd Street from Pflumm to Quivira**
Description: Reconstruction of 2-lane rural section roadway to 4-lane divided arterial standards.
Project Purpose: Improvements needed to provide capacity for increased traffic produced by continued development in the area.
Current TIP #: _____ Functional_Class: collector
Route: 143rd Street State: Kansas Length: 1
From: Pflumm Road Municipality 1: Olathe County 1: Johnson
To: Quivira Road Municipality 2: Overland Park County 2: _____
LRTP: Decade: _____ Municipality 3: _____ County 3: _____

Multi-Agency: Plan Name
CIP: CIP Reference:

Local Goals:

Funds Leveraged

Status of Plans: conceptual only Status of ROW: must be acquired

Category Specific Data

Is this a new road? Curr Com AADT/LN: 70
Current AADT/LN: 5850 2030 Com AADT/LN: 0
2030 AADT/LN: 12000 AADT Source: dont know
Curr Thru Lanes: 2 Curr Turn Lane: 1
Prop Thru Lanes: 4 Prop Turn Lane: 0
Fatal Crashes: 0 Current LOS: D
Injury Crashes: 2 Future LOS: B
PDO Crashes: 17 LOS Source: dont know

Extent to which the project addresses an identified system preservation need:

Local Land Use or Comprehensive Plan Local Economic Development Plan State Economic Development Plan

	<u>Current</u>	<u>Proposed</u>		<u>Current</u>	<u>Proposed</u>
Median:	None	restrictive	Bike Lane	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Posted Speed:	35	45	Protective Barrier	<input type="checkbox"/>	<input type="checkbox"/>
Outside Lane::	typical	typical	Obstacle to Bus Stop	<input type="checkbox"/>	<input type="checkbox"/>
Pavement Condition:	undesirable	desirable	Sidewalk	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Sidewalk Separation:	adjacent	adjacent			

2011-2012 STP/BR Program

Capacity Applications

Application continued from previous page

Project includes environmental enhancements above and beyond NEPA requirements:

Remarks:

Project improves access to freight facilities:

Remarks:

Financial Phase Data		ID 141	143rd Street from Pflumm to Quivira	
Phase	Year	Fund	Amount (1,000's)	Additional Financial Information
Construction	2011	STPM-KS	7200	
Construction	2011	Local	1800	

2011-2012 STP/BR Program

Capacity Applications

Project Sponsor Data

Applicant: City of Olathe Phone Number: (913) 971-8542
 Contact: Keith Markway Email: kmarkway@olatheks.org
 Partner(s): Project Partner(s):

General Project Data

ID 140

Title: **Santa Fe widening between Clairborne and Mur-Len**
 Description: Existing 4-lane undivided roadway will be reconstructed to a 6-lane divided roadway.
 Project Purpose: Existing roadway does not have capacity to carry traffic.
 Current TIP #: _____ Functional_Class: principal arterial
 Route: Santa Fe State: Kansas Length: 0.5
 From: Clairborne Road Municipality 1: Olathe County 1: Johnson
 To: Mur-Len Road Municipality 2: _____ County 2: _____
 LRTP: Decade: _____ Municipality 3: _____ County 3: _____

Multi-Agency: Plan Name
 CIP: CIP Reference: Included in city of Olathe's Capital Improvement Plan

Local Goals:

Funds Leveraged

Status of Plans: conceptual only Status of ROW: must be acquired

Category Specific Data

Is this a new road? Curr Com AADT/LN: 200
 Current AADT/LN: 9000 2030 Com AADT/LN: 0
 2030 AADT/LN: 13500 AADT Source: dont know
 Curr Thru Lanes: 4 Curr Turn Lane: 1
 Prop Thru Lanes: 6 Prop Turn Lane: 1
 Fatal Crashes: 0 Current LOS: F
 Injury Crashes: 49 Future LOS: D
 PDO Crashes: 570 LOS Source: dont know

Extent to which the project addresses an identified system preservation need:

Local Land Use or Comprehensive Plan Local Economic Development Plan State Economic Development Plan

	<u>Current</u>	<u>Proposed</u>		<u>Current</u>	<u>Proposed</u>
Median:	None	restrictive	Bike Lane	<input type="checkbox"/>	<input type="checkbox"/>
Posted Speed:	35	40	Protective Barrier	<input type="checkbox"/>	<input type="checkbox"/>
Outside Lane::	typical	typical	Obstacle to Bus Stop	<input type="checkbox"/>	<input type="checkbox"/>
Pavement Condition:	typical	desirable	Sidewalk	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Sidewalk Separation:	adjacent	adjacent			

2011-2012 STP/BR Program

Capacity Applications

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Project includes environmental enhancements above and beyond NEPA requirements:

Remarks:

Project improves access to freight facilities:

Remarks:

Financial Phase Data			ID 140	Santa Fe widening between Clairborne and Mur-Len
Phase	Year	Fund	Amount (1,000's)	Additional Financial Information
Construction	2012	STPM-KS	4800	
Construction	2012	Local	6000	

2011-2012 STP/BR Program

Capacity Applications

Project Sponsor Data

Applicant: City of Olathe Phone Number: (913) 971-8542
Contact: Keith Markway Email: kmarkway@olatheks.org
Partner(s): Project Partner(s): City of Olathe 40%
City of Lenexa 60%

General Project Data

ID 138

Title: **College Blvd. from Ridgeview Rd. to Renner Rd.**
Description: Reconstruction of a 2-lane rural standard roadway to a divided 4-lane arterial standard roadway
Project Purpose: Roadway improvements necessary to meet demands of increased traffic volumes due to development along College Blvd.
Current TIP #: Functional_Class: minor arterial
Route: College Boulevard State: Kansas Length: 1
From: Ridgeview Road Municipality 1: Olathe County 1: Johnson
To: Renner Road Municipality 2: Lenexa County 2:
LRTP: Decade: Municipality 3: County 3:

Multi-Agency: Plan Name
CIP: CIP Reference: Included in city of Olathe Capital Improvements Program

Local Goals:

Funds Leveraged

Status of Plans: conceptual only Status of ROW: must be acquired

Category Specific Data

Is this a new road? Curr Com AADT/LN: 20
Current AADT/LN: 2200 2030 Com AADT/LN: 0
2030 AADT/LN: 6000 AADT Source: dont know
Curr Thru Lanes: 2 Curr Turn Lane: 0
Prop Thru Lanes: 4 Prop Turn Lane: 1
Fatal Crashes: 0 Current LOS: E
Injury Crashes: 2 Future LOS: B
PDO Crashes: 15 LOS Source: dont know

Extent to which the project addresses an identified system preservation need:

Local Land Use or Comprehensive Plan Local Economic Development Plan State Economic Development Plan

	<u>Current</u>	<u>Proposed</u>		<u>Current</u>	<u>Proposed</u>
Median:	None	restrictive	Bike Lane	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Posted Speed:	45	45	Protective Barrier	<input type="checkbox"/>	<input type="checkbox"/>
Outside Lane::	typical	typical	Obstacle to Bus Stop	<input type="checkbox"/>	<input type="checkbox"/>
Pavement Condition:	undesirable	desirable	Sidewalk	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Sidewalk Separation:	adjacent	typical			

2011-2012 STP/BR Program

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Project includes environmental enhancements above and beyond NEPA requirements:

Remarks:

Project improves access to freight facilities:

Remarks:

Financial Phase Data		ID 138	College Blvd. from Ridgeview Rd. to Renner Rd.	
Phase	Year	Fund	Amount (1,000's)	Additional Financial Information
Construction	2011	STPM-KS	5600	
Construction	2011	Local	1400	

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Capacity Applications

Project Sponsor Data

Applicant: City of Olathe Phone Number: (913) 971-8542
 Contact: Keith Markway Email: kmarkway@olatheks.org
 Partner(s): Project Partner(s):

General Project Data

ID 137

Title: **Lone Elm Road, from Old 56 Hwy. to 151st Street**
 Description: Reconstruction of 2-lane road to a rural freeway including the reconstruction of the bridge over the BNSF railroad.
 Project Purpose: The project will provide additional capacity for increased traffic from the proposed Lone Elm/I-35 Interchange.
 Current TIP #: _____ Functional_Class: minor arterial
 Route: Lone Elm Road State: Kansas Length: 0.9
 From: Old 56 Highway Municipality 1: Olathe County 1: Johnson
 To: 151st Street Municipality 2: _____ County 2: _____
 LRTP: Decade: _____ Municipality 3: _____ County 3: _____

Multi-Agency: Plan Name
 CIP: CIP Reference: Project is included as beyond 2011.

Local Goals:

Funds Leveraged

Status of Plans: conceptual only Status of ROW: must be acquired

Category Specific Data

Is this a new road? Curr Com AADT/LN: 500
 Current AADT/LN: 8400 2030 Com AADT/LN: 0
 2030 AADT/LN: 10000 AADT Source: don't know
 Curr Thru Lanes: 2 Curr Turn Lane: 0
 Prop Thru Lanes: 4 Prop Turn Lane: 0
 Fatal Crashes: 0 Current LOS: D
 Injury Crashes: 11 Future LOS: C
 PDO Crashes: 85 LOS Source: don't know

Extent to which the project addresses an identified system preservation need:

Local Land Use or Comprehensive Plan Local Economic Development Plan State Economic Development Plan

	<u>Current</u>	<u>Proposed</u>		<u>Current</u>	<u>Proposed</u>
Median:	None	restrictive	Bike Lane	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Posted Speed:	45	45	Protective Barrier	<input type="checkbox"/>	<input type="checkbox"/>
Outside Lane::	typical	typical	Obstacle to Bus Stop	<input type="checkbox"/>	<input type="checkbox"/>
Pavement Condition:	typical	desirable	Sidewalk	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Sidewalk Separation:	adjacent	typical			

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Project includes environmental enhancements above and beyond NEPA requirements:

Remarks:

Project improves access to freight facilities:

Remarks:

Financial Phase Data		ID	137	Lone Elm Road, from Old 56 Hwy. to 151st Street	
Phase	Year	Fund	Amount (1,000's)	Additional Financial Information	
Construction	2011	STPM-KS	8000		
Construction	2011	Local	2000		

2011-2012 STP/BR Program

Capacity Applications

Project Sponsor Data

Applicant: City of Overland Park Phone Number: 913-895-6048
 Contact: Joe Archer Email: jearcher@opkansas.org
 Partner(s): Project Partner(s): The City of Lenexa Public Works Department has submitted this project in thier proposed 2008-2012 Capital Improvement Program.

General Project Data

ID 106

Title: **Quivira Road, I-435 to 99th Street**
 Description: Widen Quivira Road from four lanes to six lanes, modify and upgrade existing traffic signals as needed, upgrade streetlighting, and construct ADA compliant pedestrian facilities. Goal is to alleviate traffic congestion through this corridor.
 Project Purpose: With a current ADT of 30,200 and projected 2030 ADT of 42,000 the improvements are needed to alleviate traffic congestion through this corridor while improving access to Overland Park Regional Medical Center at I-435 and Quivira and Oak Park Regional Mall located at the northern end of the project.

Current TIP #: Functional_Class: principal arterial
 Route: Quivira Road State: Kansas Length: 1
 From: I-435 Municipality 1: Overland Park County 1: Johnson
 To: 99th Street Municipality 2: Lenexa County 2:
 LRTP: Decade: 2020 Municipality 3: County 3:

Multi-Agency: Plan Name
 CIP: CIP Reference: This project is in Overland Park's 2008-2012 CIP as project TH-0948 - Quivira Road, I-435 to 99th Street. It is scheduled for construction in 2011.
 Local Goals: This project meets the goals and objectives identified back in the mid 1970's when the City passed resolutions designating certain routes to be classified as thoroughfares. Quivira Road was designated as a thoroughfare to provide a minimum of four lanes of vehicular traffic and at least 120-foot right-of-way to allow for future widening to six lanes of vehicular traffic.

Funds Leveraged

Status of Plans: conceptual only Status of ROW: must be acquired

Category Specific Data

Is this a new road? Curr Com AADT/LN: 151
 Current AADT/LN: 7550 2030 Com AADT/LN: 0
 2030 AADT/LN: 10500 AADT Source: Overland Park Traffic Model 2030 projection
 Curr Thru Lanes: 4 Curr Turn Lane: 16
 Prop Thru Lanes: 6 Prop Turn Lane: 16
 Fatal Crashes: 0 Current LOS: D
 Injury Crashes: 41 Future LOS: C
 PDO Crashes: 144 LOS Source: HCM 2000 Urban Street

Extent to which the project addresses an identified system preservation need:

Widening is planned within the inside median as much as possible. Existing pavement would be left in place were possible and would receive a mill and overlay. The mill and overlay would address system preservation need due to an average PCI rating of 76. Sidewalk and curb would be replaced as required.

Local Land Use or Comprehensive Plan Local Economic Development Plan State Economic Development Plan

	<u>Current</u>	<u>Proposed</u>		<u>Current</u>	<u>Proposed</u>
Median:	restrictive	restrictive	Bike Lane	<input type="checkbox"/>	<input type="checkbox"/>
Posted Speed:	45	45	Protective Barrier	<input type="checkbox"/>	<input type="checkbox"/>
Outside Lane::	typical	typical	Obstacle to Bus Stop	<input type="checkbox"/>	<input type="checkbox"/>
Pavement Condition:	typical	desirable	Sidewalk	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>
Sidewalk Separation:	typical	adjacent			

2011-2012 STP/BR Program

Capacity Applications

Application continued from previous page

Project includes environmental enhancements above and beyond NEPA requirements:

Remarks:

Project improves access to freight facilities:

Remarks: This project will provide greater access to I-435 and I-35 which are major roadway facilities that connect to inter-state freight facilities and provide greater access to intermodal freight facilities in Johnson County, Kansas. In addition this project will also improve access to Overland Park Regional Medical Center located at I-435 and Quivira Road. Overland Park Regional Medical Center provides Emergency Services and serves as a Regional Trauma Center.

Financial Phase Data			ID 106	Quivira Road, I-435 to 99th Street
Phase	Year	Fund	Amount (1,000's)	Additional Financial Information
Construction	2011	STPM-KS	5317	
Construction	2011	Local	1330	

2011-2012 STP/BR Program

Capacity Applications

Project Sponsor Data

Applicant: City of Overland Park Phone Number: 913-895-6048
 Contact: Joe Archer Email: jearcher@opkansas.org
 Partner(s): Project Partner(s):

General Project Data

ID 97

Title: **Quivira Road, College Blvd. to 119th Street**
 Description: Widen Quivira Road from four lanes to six lanes, modify and upgrade existing traffic signals as needed, upgrade streetlighting, and construct ADA compliant pedestrian facilities. Goal is to alleviate traffic congestion through this corridor.
 Project Purpose: With a current ADT of 32,400 and projected 2030 ADT of 45,000 the improvements are needed to alleviate traffic congestion through this corridor while improving access to Johnson County Community College located at College Blvd. and Quivira Road.

Current TIP #:	Functional_Class:	principal arterial
Route: Quivira Road	State:	Kansas Length: 1
From: College Blvd.	Municipality 1:	Overland Park County 1: Johnson
To: 119th Street	Municipality 2:	Multi-City County 2:
L RTP: <input checked="" type="checkbox"/>	Decade: 2010	Municipality 3: Multi-City County 3:

Multi-Agency: Plan Name This project supports the Johnson County Community College's long range development plan.

CIP: CIP Reference: This project is in Overland Park's 2008-2012 CIP as project TH-0552 - Quivira Road, College Blvd. to 119th Street. It is scheduled for construction in 2012.

Local Goals: This project meets the goals and objectives identified back in the mid 1970's when the City passed resolutions designating certain routes to be classified as thoroughfares. Quivira Road was designated as a thoroughfare to provide a minimum of four lanes of vehicular traffic and at least 120-foot right-of-way to allow for future widening to six lanes of vehicular traffic.

Funds Leveraged

Status of Plans: conceptual only Status of ROW: must be acquired

Category Specific Data

Is this a new road? <input type="checkbox"/>	Curr Com AADT/LN:	162
Current AADT/LN: 8100	2030 Com AADT/LN:	0
2030 AADT/LN: 11250	AADT Source:	Overland Park Traffic Model 2030 projection
Curr Thru Lanes: 4	Curr Turn Lane:	15
Prop Thru Lanes: 6	Prop Turn Lane:	15
Fatal Crashes: 0	Current LOS:	E
Injury Crashes: 34	Future LOS:	C
PDO Crashes: 205	LOS Source:	HCM 2000 Urban Street

Extent to which the project addresses an identified system preservation need:

Widening is planned within the inside median as much as possible. Existing pavement would be left in place were possible and would receive a mill and overlay. The mill and overlay would address system preservation need due to an average PCI rating of 67. Sidewalk and curb would be replaced as required.

Local Land Use or Comprehensive Plan Local Economic Development Plan State Economic Development Plan

	<u>Current</u>	<u>Proposed</u>		<u>Current</u>	<u>Proposed</u>
Median:	restrictive	restrictive	Bike Lane	<input type="checkbox"/>	<input type="checkbox"/>
Posted Speed:	45	45	Protective Barrier	<input type="checkbox"/>	<input type="checkbox"/>
Outside Lane::	typical	typical	Obstacle to Bus Stop	<input type="checkbox"/>	<input type="checkbox"/>
Pavement Condition:	typical	desirable	Sidewalk	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>
Sidewalk Separation:	typical	adjacent			

2011-2012 STP/BR Program

Capacity Applications

Application continued from previous page

Project includes environmental enhancements above and beyond NEPA requirements:

Remarks:

Project improves access to freight facilities:

Remarks: This project will provide greater access to I-435 and I-35 which are major roadway facilities that connect to inter-state freight facilities and provide greater access to intermodal freight facilities in Johnson County, Kansas. In addition this project will also improve access to Johnson County Community College. With more than 34,000 students enrolled each semester, Johnson County Community College is the state's third largest institution of higher education.

Financial Phase Data			ID 97	Quivira Road, College Blvd. to 119th Street
Phase	Year	Fund	Amount (1,000's)	Additional Financial Information
Construction	2012	STPM-KS	5648	
Construction	2012	Local	1413	

2011-2012 STP/BR Program

Capacity Applications

Project Sponsor Data

Applicant: City of Shawnee Phone Number: 913-631-2500
 Contact: Doug Wesselschmidt Email: dwesselschmidt@ci.shawnee.ks.us
 Partner(s): Project Partner(s):

General Project Data

ID 149

Title: **Shawnee Mission Parkway Widening - Lackman Rd. to Renner Rd.**
 Description: Currently Shawnee Mission Parkway is a 4-lane, divided highway road section. This project would increase the Parkway to 6 through lanes and convert the roadway section to an urban arterial.
 Project Purpose: Shawnee Mission Pkwy is a 6-lane facility from Pflumm to I-35. The section from Lackman to Pflumm will be widened to a 6-lane facility during 2011. The widening of the section from Renner to Lackman will complete the 6-lane roadway from I-435 to I-35 in order to accomodate the increase in traffic.
 Current TIP #: Functional_Class: freeway-expressway
 Route: Shawnee Mission Parkway State: Kansas Length: 1
 From: Renner Road Municipality 1: Shawnee County 1: Johnson
 To: Lackman Road Municipality 2: County 2:
 LRTP: Decade: 2030 Municipality 3: County 3:

Multi-Agency: Plan Name This is a Johnson County CARS eligible route.
 CIP: CIP Reference: This project would be shown on Shawnee's 5-Year Capital Improvement Plan for 2012.
 Local Goals:
 Funds Leveraged This project would be eligible for Johnson County CARS funds.
 Status of Plans: conceptual only Status of ROW: no necessary

Category Specific Data

Is this a new road? Curr Com AADT/LN: 85
 Current AADT/LN: 8535 2030 Com AADT/LN: 0
 2030 AADT/LN: 17273 AADT Source: MARC Travel Demand Model - 2030
 Curr Thru Lanes: 4 Curr Turn Lane: 1
 Prop Thru Lanes: 6 Prop Turn Lane: 1
 Fatal Crashes: 0 Current LOS: C
 Injury Crashes: 7 Future LOS: C
 PDO Crashes: 34 LOS Source: ITE Manual

Extent to which the project addresses an identified system preservation need:
 Shawnee Mission Parkway is the main east-west thoroughfare through the City of Shawnee and this portion of Johnson County. It is essential to maintain the capacity of Shawnee Mission Parkway otherwise commute times increase, fuel consumption increases, air quality decreases and accidents will likely increase. Also, by preserving the capacity of the Parkway, traffic will less likely be tranferred to minor arterials such as Johnson Drive and Midland Drive.

Local Land Use or Comprehensive Plan Local Economic Development Plan State Economic Development Plan

	<u>Current</u>	<u>Proposed</u>		<u>Current</u>	<u>Proposed</u>
Median:	restrictive	restrictive	Bike Lane	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Posted Speed:	55	45	Protective Barrier	<input type="checkbox"/>	<input type="checkbox"/>
Outside Lane::	typical	typical	Obstacle to Bus Stop	<input type="checkbox"/>	<input type="checkbox"/>
Pavement Condition:	typical	desirable	Sidewalk	<input type="checkbox"/>	<input type="checkbox"/>
Sidewalk Separation:	wide	wide			

2011-2012 STP/BR Program

Capacity Applications

Application continued from previous page

Project includes environmental enhancements above and beyond NEPA requirements:

Remarks:

Project improves access to freight facilities:

Remarks: Shawnee Mission Parkway is the only designated truck route in the east-west direction in Shawnee. Therefore it is the only truck route that links K-7 Highway, I-435 and I-35 in Shawnee. While there are not any major distribution centers adjacent to the project location, this roadway serves the trucking and freight industry by linking these highway in this area of Johnson and Wyandotte counties.

Financial Phase Data			ID 149	Shawnee Mission Parkway Widening - Lackman Rd. to Renner Rd.
Phase	Year	Fund	Amount (1,000's)	Additional Financial Information
Construction	2012	STPM-KS	8575	
Construction	2012	Local	2150	

2011-2012 STP/BR Program

Capacity Applications

Project Sponsor Data

Applicant: City of Belton, Missouri / HNTB Corporation Phone Number: 913-312-4823
 Contact: Cliff Fain / Tom Rottinghaus Email: trottingha@hntb.com
 Partner(s): Project Partner(s):

General Project Data

ID 118

Title: **Y Highway Improvements - M-58 to Markey Parkway**
 Description: Widen the existing 2-lane shouldered highway to a 4-lane urban roadway w/raised median, sidewalks, and lighting. The goal is to widen / reconstruct the remaining 2522' of Y-Highway between U.S. 71 and M-58 which will complete a four lane roadway section becoming Belton's "front door".

Project Purpose: To reduce traffic congestion, improve safety, add hike & bike trail connectivity, and stimulate economic development. Future traffic projections identify a need for more roadway capacity and the current 2-lane roadway will be inadequate and unsafe.

Current TIP #: Functional_Class: minor arterial
 Route: Y State: Missouri Length: 0.48
 From: M-58 Municipality 1: Belton County 1: Cass
 To: Markey Parkway Municipality 2: County 2:
 LRTP: Decade: 2010 Municipality 3: County 3:

Multi-Agency: Plan Name

CIP: CIP Reference: Included in the Belton 5-Yr CIP

Local Goals: Promotes connectivity of Belton's Hike & Bike Trail Masterplan and the raised median will allow beautification/enhancement opportunities, keeping in mind that this roadway is one of Belton's main entrances into the community.

Funds Leveraged Through City Funds (CIP Tax = \$0 - pending passage of April 13, 2007 Bond Issue, and Impact Fees= \$0 - pending development of adjacent properties), and through future development funds (TIFF or TDD) that will not be assessed until development occurs adjacent to this roadway.

Status of Plans: does not apply Status of ROW: no necessary

Category Specific Data

Is this a new road? Curr Com AADT/LN: 824
 Current AADT/LN: 8240 2030 Com AADT/LN: 0
 2030 AADT/LN: 5783 AADT Source: Markey Pkwy Corridor Study , Dec. 2004
 Curr Thru Lanes: 2 Curr Turn Lane: 0
 Prop Thru Lanes: 4 Prop Turn Lane: 1
 Fatal Crashes: 0 Current LOS: D
 Injury Crashes: 32 Future LOS: D
 PDO Crashes: 105 LOS Source: Markey Pkwy Corridor Study , Dec. 2004

Extent to which the project addresses an identified system preservation need:

This project is important to the nearby U.S.71 MoDOT facility in terms of incident management. Y Highway has been identified by MoDOT in the "Kansas City Incident Management Program" as a vital link serving as a incident management route for nearby U.S. 71. Also, Route Y is the main entrance into the City of Belton, the main North -South route in the City and the main route directing traffic to the Belton Central Business District via Main Street.

Local Land Use or Comprehensive Plan Local Economic Development Plan State Economic Development Plan

	<u>Current</u>	<u>Proposed</u>		<u>Current</u>	<u>Proposed</u>
Median:	None	restrictive	Bike Lane	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>
Posted Speed:	45	45	Protective Barrier	<input type="checkbox"/>	<input type="checkbox"/>
Outside Lane::	typical	typical	Obstacle to Bus Stop	<input type="checkbox"/>	<input type="checkbox"/>
Pavement Condition:	undesirable	typical	Sidewalk	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Sidewalk Separation:	adjacent	typical			

2011-2012 STP/BR Program

Capacity Applications

Application continued from previous page

Project includes environmental enhancements above and beyond NEPA requirements:

Remarks:

Project improves access to freight facilities:

Remarks:

Financial Phase Data		ID 118	Y Highway Improvements - M-58 to Markey Parkway	
Phase	Year	Fund	Amount (1,000's)	Additional Financial Information
Construction	2011	STPM-MO	3583	This project was identified in 2006 to be the recipient of a congressional earmark of \$1,600,000.
Construction	2011	Local	896	

2011-2012 STP/BR Program

Capacity Applications

Project Sponsor Data

Applicant: City of Blue Springs Phone Number: 816-228-0121
 Contact: Oliver Degrade Email: odegrate@bluespringsgov.com
 Partner(s): Project Partner(s):

General Project Data

ID 103

Title: **Woods Chapel Rd from Interstate 70 to Valley View Place, Phase 1**
 Description: The Interchange at I-70 at Woods Chapel Rd and Woods Chapel Rd itself to the south of the interchange is very much in need of upgrading. Today this area operates at an existing level of service D with traffic volumes projected to double by 2030.
 Project Purpose: This roadway and interchange operate at a poor level of service with more development happening which will further compound the delay motorists are experiencing.
 Current TIP #: Functional_Class: minor arterial
 Route: Woods Chapel Rd State: Missouri Length: 0
 From: Interstate 70 Municipality 1: Blue Springs County 1: Jackson
 To: Valley View Place Municipality 2: Independence County 2:
 LRTP: Decade: 2020 Municipality 3: County 3:

Multi-Agency: Plan Name
 CIP: CIP Reference: The City of Blue Springs has Woods Chapel Rd from Interstate 70 southward to 40 Hwy shown on our 6 year Capital Improvement Plan broken down into 3 or 4 phases. A funding source has yet to be identified. This portion of Woods Chapel Rd is highest priority project the City has in regard to public roadway infrastructure.

Local Goals:
 Funds Leveraged The City has some money in escrow from development within the corridor but it only amounts to about \$100,000 and has been spent on survey to begin design and legals needed to begin right of way acquisition.
 Status of Plans: preliminary complete Status of ROW: must be acquired

Category Specific Data

Is this a new road? Curr Com AADT/LN: 0
 Current AADT/LN: 30000 2030 Com AADT/LN: 0
 2030 AADT/LN: 50000 AADT Source: Traffic study done by Transystems in 2004
 Curr Thru Lanes: 2 Curr Turn Lane: 1
 Prop Thru Lanes: 4 Prop Turn Lane: 3
 Fatal Crashes: 0 Current LOS: D
 Injury Crashes: 43 Future LOS: C
 PDO Crashes: 179 LOS Source: Highway Capacity Manual 2000

Extent to which the project addresses an identified system preservation need:
 This project would be the next improvement to take place after MoDOT improved Interstate 70 from I-470 to 7 Hwy that was completed in 2005. Due to MoDOT and FHWA substantial investment in the I-70 project it only makes sense to make the interchange at Woods Chapel Rd more efficient and able to capitalize upon the increased level of service of service of Interstate 70. This projects impact could come close to doubling the amount of vehicles able to access I-70 at peak demands.

Local Land Use or Comprehensive Plan Local Economic Development Plan State Economic Development Plan

	<u>Current</u>	<u>Proposed</u>		<u>Current</u>	<u>Proposed</u>
Median:	None	restrictive	Bike Lane	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Posted Speed:	35	35	Protective Barrier	<input type="checkbox"/>	<input type="checkbox"/>
Outside Lane::	narrow	typical	Obstacle to Bus Stop	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Pavement Condition:	undesirable	desirable	Sidewalk	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Sidewalk Separation:	adjacent	adjacent			

2011-2012 STP/BR Program

Capacity Applications

Application continued from previous page

Project includes environmental enhancements above and beyond NEPA requirements:

Remarks:

Project improves access to freight facilities:

Remarks:

Financial Phase Data		ID 103	Woods Chapel Rd from Interstate 70 to Valley View Place, Phase 1	
Phase	Year	Fund	Amount (1,000's)	Additional Financial Information
Construction	2011	STPM-MO	4000	
Construction	2011	Local	1000	

2011-2012 STP/BR Program

Capacity Applications

Project Sponsor Data

Applicant: City of Grain Valley Phone Number: 816-847-6220
 Contact: Jeff Fisher Email: jfisher@cityofgrainvalley.org
 Partner(s): Project Partner(s): The City's Cost Share w/ MoDOT was approved in March, 2007. The Project is estimated at \$22 million and the application was approved at \$18 million with a 50/50 split.

General Project Data

ID 130

Title: **Grain Valley I-70 Interchange (including US 40, Routes BB & AA, & Interchange Outer Roads)**
 Description: Projects 1-5; 40 Hwy & SE Outer Rd relocation, Route AA Upgrades south of US 40, I-70 & Route BB Improvements, North Outer Roads Relocation, & Kirby/James Rollo Improvements. Increase Capacity & Improve Safety by modifying the geometry & adding lanes.
 Project Purpose: The interchange is currently failing and with the growth the City is experiencing, it is critical that improvements are made to provide for an increase in capacity and safety. Using 2030 traffic projections and the current network, there is complete gridlock on all approaches at every intersection.

Current TIP #:	Functional_Class: minor arterial
Route: State Route AA	State: Missouri Length: 1
From: SW Eagle's Pkwy (Old AA Hwy)	Municipality 1: Grain Valley County 1: Jackson
To: Woodbury Dr	Municipality 2: County 2:
LRTP: <input checked="" type="checkbox"/> Decade: 2020	Municipality 3: County 3:

Multi-Agency: Plan Name In many ways this project would improve the State's ability to make I-70 a three lane corridor through Grain Valley as described in the I-70 State Study. This would also improve the ability of MoDOT, FHWA and the City to modify I-70 to a collector-distributor corridor through the City that is now an ultimate design concept the City is committed to and has been presented to the LRTP Committee recently.

CIP: CIP Reference: City of Grain Valley's CIP (2007-2011) identifies this project as a priority for the City to be funded through innovative financing and other funding mechanisms such as TDD and TIF. It also describes the Downtown Improvements to be made in the same period that are adjacent too and will complement the Interchange Improvements.

Local Goals: Although maybe not unique but very important to the City is the morale of our community. There is no question the City has struggled for an identity or an element of its community to be proud of. It is commonly referred to as a bedroom community near Blue Springs with little to offer. There are now enough rooftops to warrant economic development, but lacks the infrastructure in the core area to accomodate viable, attractive retail/office.

Funds Leveraged The amount of revenues available for these improvements that can reasonably be expected over the life of potential TIF redevelopment projects is approximately \$16 million. TDD are also expected to provide significant additional resources to finance improvement projects.

Status of Plans: conceptual only Status of ROW: must be acquired

Category Specific Data

Is this a new road? <input type="checkbox"/>	Curr Com AADT/LN: 303
Current AADT/LN: 7150	2030 Com AADT/LN: 0
2030 AADT/LN: 26950	AADT Source: MoDOT Analysis 2006
Curr Thru Lanes: 2	Curr Turn Lane: 2
Prop Thru Lanes: 4	Prop Turn Lane: 4
Fatal Crashes: 0	Current LOS: F
Injury Crashes: 13	Future LOS: B
PDO Crashes: 77	LOS Source: AASHTO

Extent to which the project addresses an identified system preservation need:

The project replaces numerous locations in need of maintenance work. Additionally, the current interchange does not have the traffic capacity to meet the current demand, creating unsafe conditions, restricting regional traffic flow and limiting economic development within the City.

Local Land Use or Comprehensive Plan Local Economic Development Plan State Economic Development Plan

	<u>Current</u>	<u>Proposed</u>		<u>Current</u>	<u>Proposed</u>
Median:	non restrictive	restrictive	Bike Lane	<input type="checkbox"/>	<input type="checkbox"/>
Posted Speed:	25	25	Protective Barrier	<input type="checkbox"/>	<input type="checkbox"/>
Outside Lane::	typical	typical	Obstacle to Bus Stop	<input type="checkbox"/>	<input type="checkbox"/>
Pavement Condition:	undesirable	desirable	Sidewalk	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Sidewalk Separation:	adjacent	typical			

2011-2012 STP/BR Program

Capacity Applications

Application continued from previous page

Project includes environmental enhancements above and beyond NEPA requirements:

Remarks: Landscaping will be included with the project. Consideration of the feasibility of storm water detention and improving water quality will also be included with the project.

Project improves access to freight facilities:

Remarks: The project improves access to each corner of the interchange by increasing capacity/safety and reducing congestion for existing industrial areas. In addition, the project will provide improvements that inherently will accommodate growth in the industrial and freight sectors.

Financial Phase Data			ID 130	Grain Valley I-70 Interchange (including US 40, Routes BB & AA, & Interchange Outer Roads)
Phase	Year	Fund	Amount (1,000's)	Additional Financial Information
Other	2011	STPM-MO	11600	\$22 mill total (Project 1-4, state system). Approved Cost Share App (project 1-3)-\$18 mill @ 50/50split. STP proposed for remaining \$4 mill for Project 4, \$9 mill for Projects 1-3, & NonState Projects @ \$1.5 mill. Total STP Request at 80%-\$11.6 mill
Other	2011	Local	2900	

2011-2012 STP/BR Program

Capacity Applications

Project Sponsor Data

Applicant: City of Kansas City Phone Number: 816-513-2506
Contact: Tom Degenhardt Email: tom_degenhardt@kcmo.org
Partner(s): Project Partner(s): The local match would be shared by City of Kansas City and City of Lee's Summit.

General Project Data

ID 98

Title: **Lee's Summit Road Corridor Improvement from 40-HWY to I-470 Interchange-Phase 1**
Description: Phase 1 -From Little Blue Road/Gregory Boulevard to Colbern Road; widen from 2-lanes to 4-lanes including horizontal and vertical realignment; turn lanes; traffic signals; Sidewalk; bikepath or on-lane.
Project Purpose: This is Phase 1 of planned improvement for a 6.25 miles of narrow 2-lane road with limited sight distance and horizontal and vertical curves. There have been several fatal accidents in the last decade.
Current TIP #: No Functional_Class: minor arterial
Route: Lee's Summit Road State: Missouri Length: 2.3
From: Little Blue/Gregory Municipality 1: Kansas City MO County 1: Jackson
To: Colbern Road Municipality 2: Lee's Summit County 2:
LRTP: Decade: 2030 Municipality 3: Multi-City County 3:

Multi-Agency: Plan Name Kansas City Missouri; City of Lee's Summit and Jackson County are partners in development of the corridor.

CIP: CIP Reference: Corridor study was funded by PIAC (Public Improvement Advisory Committee). There are also fund requests in FY 2010 and FY 2011 for design and right of way.

Local Goals:

Funds Leveraged Local funds from Kansas City, Missouri; City of Lee's Summit

Status of Plans: conceptual only Status of ROW: must be acquired

Category Specific Data

Is this a new road? Curr Com AADT/LN: 140
Current AADT/LN: 9300 2030 Com AADT/LN: 0
2030 AADT/LN: 18000 AADT Source: Kansas City Public Works 2007
Curr Thru Lanes: 2 Curr Turn Lane: 0
Prop Thru Lanes: 4 Prop Turn Lane: 1
Fatal Crashes: 1 Current LOS: C
Injury Crashes: 46 Future LOS: C
PDO Crashes: 131 LOS Source: Corridor Study and Lee's Summit model

Extent to which the project addresses an identified system preservation need:

The project will enhance the existing corridor by improving the roadway to current design standards for bad geometry, current and pending developments and airport access, thereby increasing safety and operations as well as maintaining or enhancing condition ratings.

Local Land Use or Comprehensive Plan Local Economic Development Plan State Economic Development Plan

	<u>Current</u>	<u>Proposed</u>		<u>Current</u>	<u>Proposed</u>
Median:	None	restrictive	Bike Lane	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Posted Speed:	40	45	Protective Barrier	<input type="checkbox"/>	<input type="checkbox"/>
Outside Lane::	narrow	typical	Obstacle to Bus Stop	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Pavement Condition:	typical	desirable	Sidewalk	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Sidewalk Separation:	adjacent	adjacent			

2011-2012 STP/BR Program

Capacity Applications

Application continued from previous page

Project includes environmental enhancements above and beyond NEPA requirements:

Remarks: Future phases of this project will interface with Little Blue Trace Trail along the Little Blue River and provide a direct bicycle and pedestrian connection to this regional facility. Consideration is also being given to design the facility within APWA's Best Management Practices (BMP) for stormwater control within the area of Lee's Summit Road that crosses the Little Blue River. (Applicable to overall project limits, but may not be to Phase 1.)

Project improves access to freight facilities:

Remarks: Lee's Summit Road provides direct access to a 1.3 million square foot industrial warehousing facility at the Space Center Summit. With the proposed Lee's Summit airport development, additional industrial activities are also anticipated. (Applicable to overall project limits. May not be applicable to Phase 1.)

Financial Phase Data ID 98 Lee's Summit Road Corridor Improvement from 40-HWY to I-470 Interchange-Phase 1

Phase	Year	Fund	Amount (1,000's)	Additional Financial Information
Construction	2012	STPM-MO	6000	
Construction	2012	Local	1500	

2011-2012 STP/BR Program

Capacity Applications

Project Sponsor Data

Applicant: City of Kansas City, Missouri Phone Number: 8165132598
 Contact: Wes Minder Email: wes_minder@kcmo.org
 Partner(s): Project Partner(s): Project is half in KCMO and half in Gladstone.

General Project Data

ID 162

Title: **Pleasant Valley Road - Antioch to Brighton**
 Description: Street improvements to 3 lane roadway including bike/ped accomodations and curb and gutter.
 Project Purpose: Pleasant Valley is an unimproved farm road that has been paved over the past 50 years. Project increases capacity, provides geometric safety improvements, and provides bike/ped accomodations.
 Current TIP #: Functional_Class: minor arterial
 Route: Pleasant Valley Road State: Missouri Length: 1.1
 From: Antioch Municipality 1: Kansas City MO County 1: Clay
 To: Brighton Municipality 2: Gladstone County 2:
 LRTP: Decade: 2010 Municipality 3: County 3:

Multi-Agency: Plan Name

CIP: CIP Reference:

Local Goals:

Funds Leveraged

Status of Plans: conceptual only

Status of ROW: all acquired

Category Specific Data

Is this a new road? Curr Com AADT/LN: 197
 Current AADT/LN: 1970 2030 Com AADT/LN: 0
 2030 AADT/LN: 5100 AADT Source: Pleasant Valley Road study
 Curr Thru Lanes: 2 Curr Turn Lane: 0
 Prop Thru Lanes: 2 Prop Turn Lane: 1
 Fatal Crashes: 0 Current LOS: A
 Injury Crashes: 6 Future LOS: B
 PDO Crashes: 18 LOS Source: Chapter 10 HCM Chapter 10

Extent to which the project addresses an identified system preservation need:

Local Land Use or Comprehensive Plan Local Economic Development Plan State Economic Development Plan

	<u>Current</u>	<u>Proposed</u>		<u>Current</u>	<u>Proposed</u>
Median:	None	None	Bike Lane	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Posted Speed:	35	45	Protective Barrier	<input type="checkbox"/>	<input type="checkbox"/>
Outside Lane::	narrow	wide	Obstacle to Bus Stop	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Pavement Condition:	undesirable	desirable	Sidewalk	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Sidewalk Separation:	adjacent	typical			

2011-2012 STP/BR Program

Capacity Applications

Application continued from previous page

Project includes environmental enhancements above and beyond NEPA requirements:

Remarks:

Project improves access to freight facilities:

Remarks:

Financial Phase Data		ID	162	Pleasant Valley Road - Antioch to Brighton	
Phase	Year	Fund	Amount (1,000's)	Additional Financial Information	
Construction	2011	STPM-MO	5000		
Construction	2011	Local	5000		

2011-2012 STP/BR Program

Capacity Applications

Project Sponsor Data

Applicant: City of Kansas City, Missouri Phone Number: 8165132598
 Contact: Wes Minder Email: wes_minder@kcmo.org
 Partner(s): Project Partner(s):

General Project Data

ID 154

Title: **Little Blue Road - Woodson to Noland**
 Description: Widen to 4 lanes
 Project Purpose: Widen to 4 lanes for capacity, geometric improvements for safety, and adding sidewalks.
 Current TIP #: Functional_Class: minor arterial
 Route: Little Blue State: Missouri Length: 1.94
 From: Woodson Municipality 1: Kansas City MO County 1: Jackson
 To: Noland Municipality 2: County 2:
 LRTP: Decade: 2030 Municipality 3: County 3:

Multi-Agency: Plan Name
 CIP: CIP Reference:

Local Goals:

Funds Leveraged

Status of Plans: conceptual only Status of ROW: must be acquired

Category Specific Data

Is this a new road? Curr Com AADT/LN: 182
 Current AADT/LN: 1820 2030 Com AADT/LN: 0
 2030 AADT/LN: 3591 AADT Source: assumed 3% growth
 Curr Thru Lanes: 2 Curr Turn Lane: 0
 Prop Thru Lanes: 2 Prop Turn Lane: 0
 Fatal Crashes: 0 Current LOS: A
 Injury Crashes: 10 Future LOS: A
 PDO Crashes: 19 LOS Source: Class 2 HCM Exhibit 10-7 v/c ratio

Extent to which the project addresses an identified system preservation need:

The pavement on Little Blue rates at a 70 out of a 100 which a 100 is new condition. The pavement would be resurfaced within the next 6 years.

Local Land Use or Comprehensive Plan Local Economic Development Plan State Economic Development Plan

	<u>Current</u>	<u>Proposed</u>		<u>Current</u>	<u>Proposed</u>
Median:	None	restrictive			
Posted Speed:	35	35	Bike Lane	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Outside Lane::	narrow	wide	Protective Barrier	<input type="checkbox"/>	<input type="checkbox"/>
Pavement Condition:	undesirable	desirable	Obstacle to Bus Stop	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Sidewalk Separation:	adjacent	typical	Sidewalk	<input type="checkbox"/>	<input checked="" type="checkbox"/>

2011-2012 STP/BR Program

Capacity Applications

Application continued from previous page

Project includes environmental enhancements above and beyond NEPA requirements:

Remarks:

Project improves access to freight facilities:

Remarks:

Financial Phase Data		ID	154	Little Blue Road - Woodson to Noland
Phase	Year	Fund	Amount (1,000's)	Additional Financial Information
Construction	2011	STPM-MO	10000	
Construction	2011	Local	10000	

2011-2012 STP/BR Program

Capacity Applications

Project Sponsor Data

Applicant: City of Kansas City, Missouri Phone Number: 8165132598
 Contact: Wes Minder Email: wes_minder@kcmo.org
 Partner(s): Project Partner(s):

General Project Data

ID 157

Title: **Green Hills Road - Barry to NW Platte Brooke Drive**
 Description: Widening to 4/3 lanes and intersection capacity improvements at 79th Street intersection. Providing bicycle and pedestrian accommodations. Upgrades 2 lane former MoDOT AA to improved 4/3 lane section with curb, storm drainage, and sidewalk.
 Project Purpose: Improve roadway capacity and safety for cars, bikes, and walkers. Replaces existing 22' foot wide highway designed in 1940 with an improved urban arterial street section with curb and gutter to prevent severe off-road accidents and separate pedestrians from the street.
 Current TIP #: Functional_Class: minor arterial
 Route: Green Hills Road State: Missouri Length: 1.2
 From: Barry Road Municipality 1: Kansas City MO County 1: Platte
 To: NW Platte Brooke Drive Municipality 2: Lake Waukomis County 2:
 LRTP: Decade: 2020 Municipality 3: County 3:

Multi-Agency: Plan Name This improvement continues the KCMO and Platte County plan for improving Green Hills Road. The County improved Green Hills Road north of Barry Road and the City will be completing the improvement south. The improvement also includes implementing an entrance improvement plan for the City of Lake Waukomis on one of the City's 2 entrances.
 CIP: CIP Reference: Project study was funded and completed using development impact fee dollars in 2005. The project has reviewed additional funds to start the preliminary design. The project has \$5.1M allocated in the current CIP from sales tax dollars for improvement.
 Local Goals: Project implements innovative stormwater treatments to improve water quality. Half of the project stormwater run-off will be directed into a water quality treatment BMP which will cause up to a 3 year storm to infiltrate so pollutants are removed. Project also provides accommodation for transit service by providing sidewalks and connections to the neighborhoods that use the project.
 Funds Leveraged Project has been started using developer assessed impact fee dollars. Current cost of the project to taxpayers to date is \$0.
 Status of Plans: conceptual only Status of ROW: must be acquired

Category Specific Data

Is this a new road? Curr Com AADT/LN: 376
 Current AADT/LN: 3765 2030 Com AADT/LN: 0
 2030 AADT/LN: 7650 AADT Source: 2005 Line Creek Traffic Model
 Curr Thru Lanes: 2 Curr Turn Lane: 0
 Prop Thru Lanes: 4 Prop Turn Lane: 1
 Fatal Crashes: 2 Current LOS: C
 Injury Crashes: 21 Future LOS: A
 PDO Crashes: 45 LOS Source: v/c ratios-Chapter 10 HCM

Extent to which the project addresses an identified system preservation need:
 Roadway has 30 rating for pavement condition. 100 is new. Overlay done in the 1990's is starting to crack and chip away from the edge of pavement. MoDOT road built in the 1940's, 60 years of overlayment are starting to fail. Edge breaking causes safety issues for cars and discourages bicycle users since 11' foot lanes exist. Project will also involve replacing a 50 year old water line which serves 70% of Platte Co and KCI. Waterline important since provides fire protection to KCI.

Local Land Use or Comprehensive Plan Local Economic Development Plan State Economic Development Plan

	<u>Current</u>	<u>Proposed</u>		<u>Current</u>	<u>Proposed</u>
Median:	None	None	Bike Lane	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Posted Speed:	40	40	Protective Barrier	<input type="checkbox"/>	<input type="checkbox"/>
Outside Lane::	narrow	wide	Obstacle to Bus Stop	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Pavement Condition:	undesirable	desirable	Sidewalk	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Sidewalk Separation:	adjacent	typical			

2011-2012 STP/BR Program

Capacity Applications

Application continued from previous page

Project includes environmental enhancements above and beyond NEPA requirements:

Remarks: 50% of storm drainage will drain into water quality BMP. Up to a 3 year storm will infiltrate and be cleansed by the earth.

Project improves access to freight facilities:

Remarks:

Financial Phase Data		ID 157	Green Hills Road - Barry to NW Platte Brooke Drive	
Phase	Year	Fund	Amount (1,000's)	Additional Financial Information
Construction	2011	STPM-MO	5000	Developer assessed impact fees will be used to fund design.
Construction	2011	Local	11000	

2011-2012 STP/BR Program

Capacity Applications

Project Sponsor Data

Applicant: City of Kansas City, Missouri Phone Number: 8165132598
 Contact: Wes Minder Email: wes_minder@kcmo.org
 Partner(s): Project Partner(s): Lake Waukomis and Platte Woods are very tiny. Both will fund landscape enhancements as part of the project. Since the project may or may not receive funds, they don't want to commit at this time.

General Project Data

ID 158

Title: **NW 72nd Street - MO 9 to Overland**
 Description: Street improvement including vertical, capacity, multi-modal improvements. Street is unimproved 22' county road that was annexed and has been overlaid continually. Project also includes improvements to the I-29 interchange and frontage roads..

Project Purpose: The project will provide geometric safety improvements, bicycle accommodations on the corridor, pedestrian accommodations connecting 2 schools, low income housing, and neighborhood shopping, improve traffic flow and capacity of the corridor and I-29 interchange which backs up traffic on the freeway.

Current TIP #:		Functional_Class:	minor arterial		
Route:	NW 72nd Street	State:	Missouri	Length:	1.1
From:	Missouri Route 9	Municipality 1:	Kansas City MO	County 1:	Platte
To:	Overland Drive	Municipality 2:	Platte Woods	County 2:	
LRTP: <input type="checkbox"/>	Decade:	Municipality 3:	Lake Waukomis	County 3:	

Multi-Agency: Plan Name Street improvements correspond with improvements being studied by MoDOT on I-29 interchange and the community beautification planned by Platte Woods and Lake Waukomis

CIP: CIP Reference: Funding for design is included in the current fiscal year.

Local Goals:

Funds Leveraged Preliminary concepts design done using developer assessed impact fees. Cost to date to taxpayers is \$0

Status of Plans: conceptual only Status of ROW: must be acquired

Category Specific Data

Is this a new road? <input type="checkbox"/>	Curr Com AADT/LN:	653
Current AADT/LN: 6530	2030 Com AADT/LN:	0
2030 AADT/LN: 9110	AADT Source:	2005 Line Creek Valley Traffic model
Curr Thru Lanes: 2	Curr Turn Lane:	0
Prop Thru Lanes: 3	Prop Turn Lane:	1
Fatal Crashes: 1	Current LOS:	D
Injury Crashes: 28	Future LOS:	B
PDO Crashes: 125	LOS Source:	HCM Chapter 10, Class 3 roadway v/c

Extent to which the project addresses an identified system preservation need:

72nd Street is a county gravel road that has been overlaid over the past 50 years. The improvement will construct a subgrade and base which will serve the next 50 years. The existing pavement rates as average on the pavement management system and will require resurfacing around 2012. Project will provide storm sewer and will reduce the erosion in the open ditches that require continual maintenance. Parts of MoDOT frontage road will be re-built.

Local Land Use or Comprehensive Plan Local Economic Development Plan State Economic Development Plan

	<u>Current</u>	<u>Proposed</u>		<u>Current</u>	<u>Proposed</u>
Median:	None	None	Bike Lane	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Posted Speed:	35	40	Protective Barrier	<input type="checkbox"/>	<input type="checkbox"/>
Outside Lane::	narrow	wide	Obstacle to Bus Stop	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Pavement Condition:	undesirable	desirable	Sidewalk	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Sidewalk Separation:	adjacent	typical			

2011-2012 STP/BR Program

Capacity Applications

Application continued from previous page

Project includes environmental enhancements above and beyond NEPA requirements:

Remarks: Project will utilize open interchange space to construct water quality treatment facility to filter run-off from the project. Project also drains into Lake Waukomis and will require erosion control that prevents all run-off during construction from leaving site.

Project improves access to freight facilities:

Remarks:

Financial Phase Data			ID 158	NW 72nd Street - MO 9 to Overland
Phase	Year	Fund	Amount (1,000's)	Additional Financial Information
Construction	2012	STPM-MO	5000	Developer assessed impact fees will be used to pay for engineering. MoDOT has contributed to concept study using its funds. Also, project may be included in Platte County's renewal of their 3/8th cent sales tax in 2011.
Construction	2012	Local	12000	

2011-2012 STP/BR Program

Capacity Applications

Project Sponsor Data

Applicant: City of Kansas City, Missouri Phone Number: 8165132598
 Contact: Wes Minder Email: wes_minder@kcmo.org
 Partner(s): Project Partner(s): MoDOT interchange to be built. At this time, MoDOT has offered to provide design for the project.

General Project Data

ID 160

Title: **NW 96th Street/169 Interchange**
 Description: 4 lane street improvement and interchange
 Project Purpose: US 169 is a freeway and served by a signalized intersection. Project builds an interchange and connect it with 96th Street. Project improves traffic flow on US 169, provide bike/ped accomodations over 169, remove at-grade intersection on high speed facility, and promote economic development.
 Current TIP #: Functional_Class: minor arterial
 Route: 96th Street State: Missouri Length: 1.1
 From: N Oak Municipality 1: Kansas City MO County 1: Clay
 To: Summit Street Municipality 2: County 2:
 LRTP: Decade: 2020 Municipality 3: County 3:

Multi-Agency: Plan Name
 CIP: CIP Reference: Project design has been funded by sales tax

Local Goals:

Funds Leveraged Project is an interchange on MoDOT facility and MoDOT has offered to design the project.
 Status of Plans: conceptual only Status of ROW: no necessary

Category Specific Data

Is this a new road? Curr Com AADT/LN: 150
 Current AADT/LN: 1500 2030 Com AADT/LN: 0
 2030 AADT/LN: 8000 AADT Source: MoDOT 2005 US 169 Corridor Study
 Curr Thru Lanes: 2 Curr Turn Lane: 0
 Prop Thru Lanes: 4 Prop Turn Lane: 0
 Fatal Crashes 52 Current LOS: F
 Injury Crashes: 16 Future LOS: B
 PDO Crashes: 2 LOS Source: MoDOT 2005 US 169 Corridor Study

Extent to which the project addresses an identified system preservation need:

Project vacates 95th Terrace and portions of 96th Street which were gravel roads paved over the past 50 years. Project will involve some minor re-construction of US 169 which will be needing improvement by 2012.

Local Land Use or Comprehensive Plan Local Economic Development Plan State Economic Development Plan

	<u>Current</u>	<u>Proposed</u>		<u>Current</u>	<u>Proposed</u>
Median:	None	restrictive	Bike Lane	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Posted Speed:	35	45	Protective Barrier	<input type="checkbox"/>	<input type="checkbox"/>
Outside Lane::	narrow	wide	Obstacle to Bus Stop	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Pavement Condition:	undesirable	desirable	Sidewalk	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Sidewalk Separation:	adjacent	wide			

2011-2012 STP/BR Program

Capacity Applications

Application continued from previous page

Project includes environmental enhancements above and beyond NEPA requirements:

Remarks: Storm water run-off from project will be treated in a water quality basin within the interchange open green space. Goal would be to treat up to a 5 year storm with infiltration.

Project improves access to freight facilities:

Remarks:

Financial Phase Data			ID 160	NW 96th Street/169 Interchange
Phase	Year	Fund	Amount (1,000's)	Additional Financial Information
Construction	2012	STPM-MO	7000	Project involves constructing an interchange on MoDOT facility. Innovative financing options will be obtained which would include federal, state, and local sources. Private interests such as a TDD or TIF will be explored.
Construction	2012	Local	7000	

2011-2012 STP/BR Program

Capacity Applications

Project Sponsor Data

Applicant: City of North Kansas City Phone Number: 816-333-4477
 Contact: Sabin Yanez Email: syanez@cfse.com
 Partner(s): Project Partner(s):

General Project Data

ID 119

Title: **Railroad Avenue Construction (I-29/35 to Mo 210)**

Description: This proposed new roadway project in North Kansas City will be constructed in concert with I-29/35 corridor improvements that are planned as part of the MoDOT Kclcon Design-Build Project. The proposed new roadway, Railroad Avenue, will connect the interchange at I-29/35 and 14th/16th Avenue and travel eastward to an at-grade intersection with existing MO 210. The proposed roadway will accommodate 2 through lanes and turn lanes and will include curb and gutters, closed drainage systems, lighting and intersection improvements and traffic signals.

Project Purpose: Traffic congestion has continued to grow throughout the City of North Kansas City and specifically along the Armour Road/MO 210 corridor. With this congestion growth has come a growth of freight traffic as well. The accident rate along this corridor averages 5 times greater than the state average for similar roadways. The city desires to improve east/west traffic movements within the community to help alleviate these conditions. This project will reduce the congestion along the Armour Road/Mo 210 corridor which will benefit mobility and safety. This roadway improvement will connect with MoDOT's proposed interchange improvements at 14th/16th Avenue and also provide for connectivity with the city's arterial network.

Current TIP #:	Functional_Class: minor arterial
Route: Railroad Avenue	State: Missouri Length: 1.25
From: I-29/35 @ 14th/16th Avenue	Municipality 1: North Kansas City County 1: Clay
To: MO Route 210	Municipality 2: County 2:
LRTP: <input type="checkbox"/> Decade:	Municipality 3: County 3:

Multi-Agency: Plan Name

CIP: CIP Reference: The City has included goals for the Railroad Avenue corridor in its City-wide Master Plan of 2003, and in its recent Capital Improvements Program. Professional Engineering phase services have been budgeted for and have begun. PE will continue through 2007-2008.

Local Goals:

Funds Leveraged

Status of Plans: conceptual only Status of ROW: must be acquired

Category Specific Data

Is this a new road? <input checked="" type="checkbox"/>	Curr Com AADT/LN: 0
Current AADT/LN: 0	2030 Com AADT/LN: 0
2030 AADT/LN: 3000	AADT Source: 2007 Traffic counts and traffic projections
Curr Thru Lanes: 0	Curr Turn Lane: 0
Prop Thru Lanes: 2	Prop Turn Lane: 1
Fatal Crashes: 0	Current LOS:
Injury Crashes: 0	Future LOS: B
PDO Crashes: 0	LOS Source: Highway Capacity Software/Synchro

Extent to which the project addresses an identified system preservation need:

To some extent, the construction of Railroad Avenue will provide some level of preservation to the Armour Road/MO 210 corridor because it will provide an additional east-west corridor specifically for the commercial districts south of Armour/210 and on either side of I-29/35. After the construction of the interstate system through NKC, these commercial districts were severed and traffic movements were forced to go towards Armour/210. The Railroad Avenue improvements will not only provide better east-west movement but will allow for improved access to I-29/35.

Local Land Use or Comprehensive Plan Local Economic Development Plan State Economic Development Plan

	<u>Current</u>	<u>Proposed</u>		<u>Current</u>	<u>Proposed</u>
Median:		restrictive	Bike Lane	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Posted Speed:	0	35	Protective Barrier	<input type="checkbox"/>	<input type="checkbox"/>
Outside Lane::		typical	Obstacle to Bus Stop	<input type="checkbox"/>	<input type="checkbox"/>
Pavement Condition:		desirable	Sidewalk	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Sidewalk Separation:		adjacent			

2011-2012 STP/BR Program

Capacity Applications

Application continued from previous page

Project includes environmental enhancements above and beyond NEPA requirements:

Remarks:

Project improves access to freight facilities:

Remarks: This roadway project is proposed to pass right through an existing zoned and active industrial area of North Kansas City on the east side of I-29/35. The proposed roadway would connect to an improved interchange access point at 14th/16th Avenue (to be constructed with the I-29/35 reconstruction). This improved access point will provide a faster and more direct route to the railyard and the container holding area used by the truck-train transfer facility. The proposed roadway would also provide a connection to MO 210 east of the I-29/35 & MO 210 interchange allowing for trucks to avoid this interchange completely.

Financial Phase Data		ID 119	Railroad Avenue Construction (I-29/35 to Mo 210)	
Phase	Year	Fund	Amount (1,000's)	Additional Financial Information
Construction	2011	STPM-MO	5019	
Construction	2011	Local	2500	

2011-2012 STP/BR Program

Capacity Applications

Project Sponsor Data

Applicant: Jackson County Public Works Phone Number: 816-881-4532
 Contact: John McClernon Email: jmccclernon@jacksongov.org
 Partner(s): Project Partner(s): Jackson County, City of Lee's Summit and FHWA

General Project Data

ID 111

Title: **Woods Chapel Road Improvements, I-470 to Liggett Road**
 Description: Horizontal and vertical re-alignment of Woods Chapel Road. The improved roadway will have 5 12'-wide lanes with enclosed drainage system, curb and gutter, a 5' sidewalk on the north and a 10' sidewalk on the south. It also includes constr of several new intersections for development
 Project Purpose: E-W link between Hwy 7 in Blue Springs and I-470 in Lee's Summit. Been in need of capacity improvements since the 1990's. Traffic cues 1-mile east of I-470 in morning. Fatality on the road 2 years ago also show the need for a wider, more forgiving road.

Current TIP #: 634028 Functional_Class: principal arterial
 Route: Woods Chapel Road State: Missouri Length: 2.1
 From: Interstate 470 Municipality 1: Lee's Summit County 1: Jackson
 To: Liggett Road Municipality 2: County 2:
 LRTP: Decade: 2030 Municipality 3: County 3:

Multi-Agency: Plan Name Jackson County Strategy for the Future
 CIP: CIP Reference: Lee's Summit CIP and Jackson County CIP

Local Goals:

Funds Leveraged

Status of Plans: preliminary complete Status of ROW: must be acquired

Category Specific Data

Is this a new road? Curr Com AADT/LN: 350
 Current AADT/LN: 14000 2030 Com AADT/LN: 0
 2030 AADT/LN: 21000 AADT Source: Jackson County Public Works, 2006
 Curr Thru Lanes: 2 Curr Turn Lane: 0
 Prop Thru Lanes: 4 Prop Turn Lane: 16
 Fatal Crashes: 1 Current LOS: C
 Injury Crashes: 0 Future LOS: C
 PDO Crashes: 0 LOS Source: AASHTO

Extent to which the project addresses an identified system preservation need:

Road already has inadequate capacity. Large developments currently going in along the road will exacerbate the problem.

Local Land Use or Comprehensive Plan Local Economic Development Plan State Economic Development Plan

	<u>Current</u>	<u>Proposed</u>		<u>Current</u>	<u>Proposed</u>
Median:	None	non restrictive	Bike Lane	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Posted Speed:	40	40	Protective Barrier	<input type="checkbox"/>	<input type="checkbox"/>
Outside Lane::	typical	typical	Obstacle to Bus Stop	<input type="checkbox"/>	<input type="checkbox"/>
Pavement Condition:	typical	desirable	Sidewalk	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Sidewalk Separation:	adjacent	adjacent			

2011-2012 STP/BR Program

Capacity Applications

Application continued from previous page

Project includes environmental enhancements above and beyond NEPA requirements:

Remarks: 10'-wide concrete bikepath through entire length of project

Project improves access to freight facilities:

Remarks:

Financial Phase Data			ID 111	Woods Chapel Road Improvements, I-470 to Liggett Road
Phase	Year	Fund	Amount (1,000's)	Additional Financial Information
Construction	2011	STPM-MO	5426	The est cost for constr of this proj is \$9.538M. The proj currently has \$2.756M of FY 2007 STP funding. This is only 28.9% of the constr cost. We are seeking an additional \$5.426M. The project has not received PS&E approval.
Construction	2011	Local	1908	

2011-2012 STP/BR Program

Capacity Applications

Project Sponsor Data

Applicant: Missouri Department of Transportation Phone Number: Jackie White
Contact: Jackie White Email: jaclyn.white@modot.mo.gov
Partner(s): Project Partner(s):

General Project Data

ID 139

Title: **Route 45 widening from Route 9 to Route K**
Description: The scope is to widen a 70-year old 2 lane highway from Rt 9 to Rt K. New construction will implement recommendations in the 1994 MIS & LSR done for Rt 45. This MoDOT Amendment 3 project is supported by local agencies, planning partners, & the public & was chosen in a statewide selection process.
Project Purpose: The purpose of this project is to identify a safe, efficient, environmentally sound, and economical transportation facility that meets the identified needs within the study corridor. The need is to improve safety, capacity, system linkage, accommodate economic development and transportation demand.
Current TIP #: 490077 Functional_Class: principal arterial
Route: 45 State: Missouri Length: 2.68
From: Route 9 Municipality 1: Parkville County 1: Platte
To: Route K Municipality 2: County 2:
LRTP: Decade: 2010 Municipality 3: County 3:

Multi-Agency: Plan Name Platte County has designed a comprehensive trail system called the Northland Trails Vision Plan. The trail system is intended to respond to broad and diverse community desires for increased opportunities for same non-motorized travel and recreation. Their plans display a shared use path along Hwy 45 from Walcott to Line Creek. MoDOT formed a partnership with Platte County to help drive forward a part of this trail system along our widened Hwy 45.

CIP: CIP Reference:

Local Goals:

Funds Leveraged

Status of Plans: preliminary complete Status of ROW: must be acquired

Category Specific Data

Is this a new road? Curr Com AADT/LN: 450
Current AADT/LN: 6450 2030 Com AADT/LN: 0
2030 AADT/LN: 23900 AADT Source: 2005
Curr Thru Lanes: 2 Curr Turn Lane: 0
Prop Thru Lanes: 4 Prop Turn Lane: 1
Fatal Crashes: 0 Current LOS: E
Injury Crashes: 45 Future LOS: B
PDO Crashes: 149 LOS Source: Location study report by HCM 2000

Extent to which the project addresses an identified system preservation need:

Local Land Use or Comprehensive Plan Local Economic Development Plan State Economic Development Plan

	<u>Current</u>	<u>Proposed</u>		<u>Current</u>	<u>Proposed</u>
Median:	None	restrictive	Bike Lane	<input type="checkbox"/>	<input type="checkbox"/>
Posted Speed:	45	45	Protective Barrier	<input type="checkbox"/>	<input type="checkbox"/>
Outside Lane::	typical	typical	Obstacle to Bus Stop	<input type="checkbox"/>	<input type="checkbox"/>
Pavement Condition:	typical	typical	Sidewalk	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Sidewalk Separation:	adjacent	adjacent			

2011-2012 STP/BR Program

Capacity Applications

Application continued from previous page

Project includes environmental enhancements above and beyond NEPA requirements:

Remarks:

Project improves access to freight facilities:

Remarks:

Financial Phase Data			ID 139	Route 45 widening from Route 9 to Route K
Phase	Year	Fund	Amount (1,000's)	Additional Financial Information
Construction	2011	STPM-MO	4000	Federal STP funds of \$12,000,000 will also be used for this project.
Construction	2011	State	3000	

2011-2012 STP/BR Program

Capacity Applications

Project Sponsor Data

Applicant: Riverside Phone Number: 816-372-9017
 Contact: Brent Miles Email: b miles@riversidemo.com
 Partner(s): Project Partner(s): Funds have been provided by Riverside, Kansas City, Gladstone and MoDOT

General Project Data

ID 126

Title: **Vivion Road improvements**
 Description: The Vivion Road corridor is in need of capacity and safety improvements to accomodate multiple modes of transportation. The corridor will be improved with additional roadway lanes, sidewalks, bike trails and improved transit stops.

Project Purpose: To improve the capacity and safety of the corridor for vehicles, pedestrians, bikes and transit operations.

Current TIP #: Functional_Class: principal arterial
 Route: US 69 in Missouri State: Missouri Length: 1.75
 From: Karen Street in Riverside Municipality 1: Multi-City County 1: Platte
 To: east of the US169 interchange Municipality 2: Riverside County 2: Clay
 LRTP: Decade: Municipality 3: Kansas City MO County 3:

Multi-Agency: Plan Name The improvements will implement the Vivion Road Corridor plan
 CIP: CIP Reference: It is included in Riverside's 2008-2012 Capital Improvement Plan and the Riverside Master Plan, and KCMO's major street plan.

Local Goals: It will implement the goals identified in the Vivion Road study

Funds Leveraged It will leverage both public and private funds. Public funds from Riverside, Kansas City, Gladstone and MoDOT and private funds from Garney Construction and Briarcliff Development

Status of Plans: does not apply Status of ROW: must be acquired

Category Specific Data

Is this a new road? Curr Com AADT/LN: 1000
 Current AADT/LN: 19500 2030 Com AADT/LN: 0
 2030 AADT/LN: 23000 AADT Source: Vivion Road Study, Table 2.3
 Curr Thru Lanes: 2 Curr Turn Lane: 0
 Prop Thru Lanes: 4 Prop Turn Lane: 2
 Fatal Crashes: 0 Current LOS: E
 Injury Crashes: 0 Future LOS: C
 PDO Crashes: 98 LOS Source: Intersection LOS from the Vivion Road Study

Extent to which the project addresses an identified system preservation need:

This segment of Vivion Road has the worst pavement and shoulders as well as the 2nd worst accident rate based on data from the Vivion Road study. These improvements will improve the pavement and will add curbs, sidewalks, bike paths and standard transit stops. The improvements will improve the safety of the corridor as well.

Local Land Use or Comprehensive Plan Local Economic Development Plan State Economic Development Plan

	<u>Current</u>	<u>Proposed</u>		<u>Current</u>	<u>Proposed</u>
Median:	None	restrictive	Bike Lane	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Posted Speed:	35	35	Protective Barrier	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Outside Lane::	narrow	typical	Obstacle to Bus Stop	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Pavement Condition:	undesirable	desirable	Sidewalk	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Sidewalk Separation:	adjacent	typical			

2011-2012 STP/BR Program

Capacity Applications

Application continued from previous page

Project includes environmental enhancements above and beyond NEPA requirements:

Remarks: Landscaping along the corridor and stream bed improvements to Line Creek are envisioned.

Project improves access to freight facilities:

Remarks: The improvement will improve the capacity of the roadway and allow better truck and car access to the industries along the corridor

Financial Phase Data			ID 126	Vivion Road improvements
Phase	Year	Fund	Amount (1,000's)	Additional Financial Information
Construction	2011	STPM-MO	8000	The Cities of Riverside, Kansas City, and Gladstone have all provided funds.
Construction	2011	Local	2700	Private funds are available for construction from Garney Construction and Briarcliff Development. MoDOT has provided a in kind donation for environmental investigations.