

2011-2012 STP/BR Program

Operations Applications

Project Sponsor Data

Applicant: Mid-America Regional Council RideShare Program Phone Number: 816-701-8201
 Contact: Marge Gasnick Email: mgasnick@marc.org
 Partner(s): Project Partner(s):

General Project Data

ID 95

Title: **Regional RideShare Program**
 Description: RideShare's services include free online carpool matching, Guaranteed Ride Home taxi service, employer outreach and referral to appropriate transportation services via the 842-RIDE telephone line. RideShare assists more than 3,000 commuters per year.

Project Purpose: Due to the size of the MARC region, RideShare develops a marketing plan each year to reach the widest audience possible. This project will enable RideShare to update its network of highway signs and procure advertising via television, internet and radio.

Current TIP #:	970041	Functional_Class:	interstate
Route:	none	State:	Bi-State Length: 0
From:	none	Municipality 1:	Multi-City County 1: Region-Wide
To:	none	Municipality 2:	Multi-City County 2:
L RTP: <input checked="" type="checkbox"/>	Decade: 2010	Municipality 3:	Multi-City County 3:

Multi-Agency: Plan Name

CIP: CIP Reference:

Local Goals: RideShare is also included in the region's Clean Air Action Plan as a means of reducing vehicle emissions in the region, thereby maintaining acceptable air quality standards. On Ozone Alert days, carpooling is publicized as one of the primary strategies to prevent ground-level ozone formation.

Funds Leveraged: RideShare signs are currently located in various jurisdictions throughout the region. Jurisdictions have been or will be approached to cover at least 20% of the cost of making and installing the signs. Media and other advertising outlets will be asked to discount advertising prices by 20%.

Status of Plans: preliminary complete Status of ROW: no necessary

Category Specific Data

Current AADT/LN:	0	Curr Com AADT/LN:	0
2030 AADT/LN:	0	2030 Com AADT/LN:	0
Curr Entry Vol::	0	AADT Source:	0
2030 Entry Vol::	0	Curr Turn Lane:	0
Current CVR:	0	Prop Turn Lane:	0
2030 CVR:	0	Fatal Crashes	0
Curr Thru Lanes:	0	Injury Crashes:	0
Prop Thru Lanes:	0	PDO Crashes:	0

Extent to which the project addresses an identified system preservation need:
 None

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

Project facilitates multiple transportation modes:

Modifies or improves a roadway or sidewalk facility:

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

RideShare promotes alternatives to driving alone. The program offers free carpool matching, Guaranteed Ride Home service for carpoolers, vanpoolers, Johnson County Transit riders and bicyclists and works with regional employers. The updated highway signs will strengthen one of the primary ways many commuters learn about RideShare, and therefore other commute options.

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Operations Applications

Project includes environmental enhancements above and beyond NEPA requirements:

Remarks

Project improves access to freight facilities:

Remarks

Financial Phase Data			ID 95	Regional RideShare Program
Phase	Year	Fund	Amount (1,000's)	Additional Financial Information
Other	2011	STPM-KS	40	2011 request is for both KS and MO. RideShare also makes the same funding request for 2012. For row 2, matching funds will be a combination of advertising discounts and local government match for sign creation and installation.
Other	2011	Local	10	

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Operations Applications

Project Sponsor Data

Applicant: City of Grandview, Missouri Phone Number: 816-316-4855
 Contact: Lawrence N. Creek Email: lcreek@ci.grandview.mo.us
 Partner(s): Project Partner(s):

General Project Data

ID 102

Title: **Botts Road**
 Description: Reconstruction and widening of a 24 ft roadway with ditches, to 38 ft wide including curb and gutter. The project includes sidewalks.
 Project Purpose: The street divides a residential district on the east and an industrial district on the west. A continuous left turn lane is proposed to improve the safe turning movements for both types of traffic.
 Current TIP #: Functional_Class: collector
 Route: Botts Road State: Missouri Length: 0.5
 From: 139th St Municipality 1: Grandview County 1: Jackson
 To: 135th St Municipality 2: Multi-City County 2:
 LRTP: Decade: Municipality 3: Multi-City County 3:

Multi-Agency: Plan Name
 CIP: CIP Reference: The project is included in Grandview's 2007 Capital Improvements Plan for construction in FY2011- that plan has not been published as of this date therefore a copy of the 2006 plan plus 2007 revision page is being submitted.
 Local Goals: The project is identified as the missing segment of N-S industrial collector parallel to and east of KC Southern railroad.
 Funds Leveraged Grandview's Transportation Sales Tax identified this project for funding.
 Status of Plans: conceptual only Status of ROW: must be acquired

Category Specific Data

Current AADT/LN: 960	Curr Com AADT/LN: 87
2030 AADT/LN: 1500	2030 Com AADT/LN: 0
Curr Entry Vol:: 0	ADT Source: Grandview Public Works 2007
2030 Entry Vol:: 0	Curr Turn Lane: 0
Current CVR: 0	Prop Turn Lane: 1
2030 CVR: 0	Fatal Crashes: 0
Curr Thru Lanes: 1	Injury Crashes: 0
Prop Thru Lanes: 1	PDO Crashes: 0

Extent to which the project addresses an identified system preservation need:
 The segment immediately south of this one to the city limits was improved in 2003. Kansas City plans to improve the segment from the city limits to Mo 150 in 2008. To the north of this segment, 5th St, was improved in 2004. Other than a couple of asphalt overlays this segment has not had any improvements done in over 30 years.

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

Project facilitates multiple transportation modes:
 Modifies or improves a roadway or sidewalk facility:

	<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:	35	35	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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Operations Applications

Project includes environmental enhancements above and beyond NEPA requirements:

Remarks

Project improves access to freight facilities:

Remarks Botts Rd is a major connector to the Richard Gebaur Industrial complex

Financial Phase Data			ID 102	Botts Road
Phase	Year	Fund	Amount (1,000's)	Additional Financial Information
Construction	2011	STPM-M	1000	
Construction	2011	Local	250	

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Operations 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 107

Title: **Replace/rehabilitate metal bin wall along northbound US 169 lanes.**
 Description: MoDOT's goal is to rehab/replace this 5200' long metal wall that is deteriorating. We may repair the existing wall, encapitulate it with sheet pile or soldier pile walls, grout stabilize the backfill sand, or completely remove the existing wall, backfill soils, & construct an MSE wall in its place.
 Project Purpose: This wall was constructed in the 1950's & is showing signs of corrosion & losses of sand fill. The wall could deteriorate to where complete failure occurs. If it fails, the sand fill will spill onto BNSF's mainline tracks & Northbound US-169 will be closed to traffic until repairs are made.
 Current TIP #: NO Functional_Class: freeway-expressway
 Route: US 169 NB State: Missouri Length: 1
 From: north of downtown airport Municipality 1: Kansas City MO County 1: Clay
 To: south of Route 9 interchange Municipality 2: North Kansas City County 2:
 L RTP: 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

Current AADT/LN: 20000	Curr Com AADT/LN: 1800
2030 AADT/LN: 20000	2030 Com AADT/LN: 0
Curr Entry Vol:: 0	AA DT Source: 2007
2030 Entry Vol:: 0	Curr Turn Lane: 0
Current CVR: 0	Prop Turn Lane: 0
2030 CVR: 0	Fatal Crashes: 2
Curr Thru Lanes: 0	Injury Crashes: 11
Prop Thru Lanes: 0	PDO Crashes: 22

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

This 5200' wall sits atop the levee next to the MO River, was constructed in mid 1950's, & supports NB US 169. It is corroding & small amounts of sand fill have fallen out. East of the wall sits Burlington Northern & Santa Fe Railroad North classification yard. Adjacent to the wall are mainline tracks that extend into Downtown Kansas City over the Hannibal bridge & the MO. River. If failure occurs sand fill will spill onto the tracks & US 169 NB will be closed until repairs are made.

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

Project facilitates multiple transportation modes:

Modifies or improves a roadway or sidewalk facility:

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

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Operations Applications

Project includes environmental enhancements above and beyond NEPA requirements:

Remarks

Project improves access to freight facilities:

Remarks

Financial Phase Data			ID 107	Replace/rehabilitate metal bin wall along northbound US 169 lanes.
Phase	Year	Fund	Amount (1,000's)	Additional Financial Information
Construction	2011	STPM-M	3000	STP-MO federal funds-\$5800. The total estimate costs of the project is \$11 million.
Construction	2011	State	2200	

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Operations 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 108

Title: **Bicycle/pedestrian facility over the Missouri River on the Heart of America Bridge.**
 Description: This project will retrofit the bridge to provide a barrier-separated crossing for bicyclists & pedestrians across the river from KC to North KC. Includes tying into local road system & fencing for safety of bicycle/pedestrian travelers.
 Project Purpose: There are currently no separated bicycle/pedestrian facilities over the Missouri River. This need is documented in the Interstate 29/35 Environmental Impact Statement and FHWA's concurrence with its January 12, 2007 Record of Decision.
 Current TIP #: NO Functional_Class: principal arterial
 Route: MO 9 State: Missouri Length: 0.4
 From: 10th Ave in North KC Municipality 1: Kansas City MO County 1: Clay
 To: 3rd Street in KC Municipality 2: North Kansas City County 2: Jackson
 LRTP: Decade: 2010 Municipality 3: County 3:

Multi-Agency: Plan Name This project is also on the MetroGreen plan, Kansas City's bike plan, the Northland Vision Trails Plan and MARC's Regional bikeway plan.

CIP: CIP Reference:

Local Goals: Supports MARC River Crossing Bicycle/Pedestrian Policy.

Funds Leveraged

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

Category Specific Data

Current AADT/LN: 5942	Curr Com AADT/LN: 891
2030 AADT/LN: 4910	2030 Com AADT/LN: 0
Curr Entry Vol:: 0	AADT Source: 2007 I-29/35 EIS
2030 Entry Vol:: 0	Curr Turn Lane: 0
Current CVR: 0	Prop Turn Lane: 0
2030 CVR: 0	Fatal Crashes 1
Curr Thru Lanes: 4	Injury Crashes: 5
Prop Thru Lanes: 4	PDO Crashes: 7

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

Does not address system preservation. Provides system enhancement.

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

Project facilitates multiple transportation modes:

Modifies or improves a roadway or sidewalk facility:

	<u>Current</u>	<u>Proposed</u>		<u>Current</u>	<u>Proposed</u>
Median:	restrictive	restrictive	Bike Lane	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>
Posted Speed:	45	45	Protective Barrier	<input type="checkbox"/>	<input checked="" 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	typical			

Provides a bicycle/pedestrian facility over the Missouri River from Kansas City to North Kansas City. Connects to transit stops along Route 9 on the north side of the river in North Kansas City and the south side in Kansas City.

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Operations Applications

Project includes environmental enhancements above and beyond NEPA requirements:

Remarks

Project improves access to freight facilities:

Remarks

Financial Phase Data	ID 108	Bicycle/pedestrian facility over the Missouri River on the Heart of America Bridge.
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Phase	Year	Fund	Amount (1,000's)	Additional Financial Information
Construction	2011	STPM-M	2800	MoDOT is applying for \$500,000 in enhancement funds for this project. If we are approved for enhancement funds the funds requested from STP would be reduced by the amount approved by enhancement funds.
Construction	2011	State	700	

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Operations Applications

Project Sponsor Data

Applicant: City of Independence
Contact: John Powell
Partner(s): Project Partner(s):

Phone Number: 816-325-7606
Email: jpowell@indepmo.org

General Project Data

ID 116

Title: **35th Street Improvements, Chrysler to Noland Road**

Description: The project will reconstruct 35th Street into a three lane street, with a center turn lane, with curbs and gutters, storm sewers, and sidewalks. It will improve safety and reduce travel delay on 35th Street.

Project Purpose: The project will add a center turn lane to improve safety for vehicles turning at intersections and drives. The curbs and gutters will eliminate the roadside ditches. The sidewalks will provide improved pedestrian access. The project will improve safety and enhance the neighborhood.

Current TIP #: no
Route: 35th Street
From: Chrysler Avenue
To: Noland Road
LRTP: Decade:
Functional_Class: minor arterial
State: Missouri
Municipality 1: Independence
Municipality 2:
Municipality 3:
Length: 0.87
County 1: Jackson
County 2:
County 3:

Multi-Agency: Plan Name

CIP: CIP Reference:

Local Goals: The project will include sidewalks for pedestrian use. It will connect to prior STP funded projects at each end of the project, the Chrysler Avenue Improvements and the 35th and Noland Intersection Improvements.

Funds Leveraged

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

Category Specific Data

Current AADT/LN: 6595	Curr Com AADT/LN: 100
2030 AADT/LN: 8290	2030 Com AADT/LN: 0
Curr Entry Vol:: 0	AADT Source: marc
2030 Entry Vol:: 0	Curr Turn Lane: 0
Current CVR: 0	Prop Turn Lane: 1
2030 CVR: 0	Fatal Crashes: 0
Curr Thru Lanes: 1	Injury Crashes: 5
Prop Thru Lanes: 1	PDO Crashes: 15

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

35th Street is classified as a minor arterial. It currently is a two lane street with roadside ditches. The project will reconstruct the street to a minor arterial standard.

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

Project facilitates multiple transportation modes:

Modifies or improves a roadway or sidewalk facility:

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

2011-2012 STP/BR Program

Operations Applications

Project includes environmental enhancements above and beyond NEPA requirements:

Remarks

Project improves access to freight facilities:

Remarks

Financial Phase Data **ID 116** **35th Street Improvements, Crysler to Noland Road**

Phase	Year	Fund	Amount (1,000's)	Additional Financial Information
Construction	2012	STPM-M	2800	
Construction	2012	Local	700	

2011-2012 STP/BR Program

Operations Applications

Project Sponsor Data

Applicant: City of Independence
Contact: John Powell
Partner(s): Project Partner(s):

Phone Number: 816-325-7606
Email: jpowell@indepmo.org

General Project Data

ID 124

Title: **M-78 Highway and Truman Road Intersection Improvements**
Description: The project will reconstruct the intersection to reduce the skew angle, add turn lanes, and install traffic signals.
Project Purpose: The project improves safety and reduces travel delay by reducing the skew angle, adding turn lanes, and installing signals. The current intersection is at a 45 degree angle, with single lane approaches, and four way stop signs.
Current TIP #: no
Route: 78 Highway and Truman Road Intersection
From: 78 Highway and
To: Truman Road
LRTP: Decade:
Functional_Class: principal arterial
State: Missouri
Municipality 1: Independence
Municipality 2:
Municipality 3:
Length: 0.6
County 1: Jackson
County 2:
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

Current AADT/LN: 8241	Curr Com AADT/LN: 124
2030 AADT/LN: 11607	2030 Com AADT/LN: 0
Curr Entry Vol: 12528	AADT Source: City traffic counts and MARC data
2030 Entry Vol: 17645	Curr Turn Lane: 2
Current CVR: 1	Prop Turn Lane: 2
2030 CVR: 1	Fatal Crashes: 0
Curr Thru Lanes: 1	Injury Crashes: 1
Prop Thru Lanes: 1	PDO Crashes: 10

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

This project improves the intersection of two arterial streets that currently is at a severe angle. It will improve safety and capacity. The project is approximately one-half mile from the Little Blue Parkway, which is to be constructed in 2010. Traffic volumes are expected to greatly increase after that year.

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

Project facilitates multiple transportation modes:

Modifies or improves a roadway or sidewalk facility:

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

2011-2012 STP/BR Program

Operations Applications

Project includes environmental enhancements above and beyond NEPA requirements:

Remarks

Project improves access to freight facilities:

Remarks The project will improve access to the Truman Road Industrial Park East, the Barbour Concrete plant, and the Independence Power and Light power plant.

Financial Phase Data ID 124 M-78 Highway and Truman Road Intersection Improvements

Phase	Year	Fund	Amount (1,000's)	Additional Financial Information
Construction	2011	STPM-M	1800	
Construction	2011	Local	450	

2011-2012 STP/BR Program

Operations Applications

Project Sponsor Data

Applicant: City of Independence
Contact: John Powell
Partner(s): Project Partner(s):

Phone Number: 816-325-7606
Email: jpowell@indepmo.org

General Project Data

ID 127

Title: **Salisbury Road Improvements, east of 291 Highway**
Description: The project will reconstruct Salisbury Road, east of 291 Highway, into a three lane street, including a center turn lane, with curbs, sidewalks, and storm sewers.
Project Purpose: Salisbury is a two lane street with five intersections and multiple drive accesses. The project adds a center turn lane, curbs, sidewalks, and storm sewers, to improve safety and capacity.
Current TIP #: no
Route: Salisbury Road
From: 291 Highway
To: Cemetery Road
LRTP: Decade:
Functional_Class: collector
State: Missouri
Municipality 1: Independence
Municipality 2:
Municipality 3:
Length: 0.95
County 1: Jackson
County 2:
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

Current AADT/LN: 5056	Curr Com AADT/LN: 51
2030 AADT/LN: 7120	2030 Com AADT/LN: 0
Curr Entry Vol:: 0	AADT Source: marc
2030 Entry Vol:: 0	Curr Turn Lane: 0
Current CVR: 0	Prop Turn Lane: 1
2030 CVR: 0	Fatal Crashes: 1
Curr Thru Lanes: 1	Injury Crashes: 14
Prop Thru Lanes: 1	PDO Crashes: 11

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

The project will improve safety in an established neighborhood by adding a center turn lane. There have been a significant number of injury accidents on Salisbury. It will add sidewalks for greater pedestrian safety.

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

Project facilitates multiple transportation modes:

Modifies or improves a roadway or sidewalk facility:

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

2011-2012 STP/BR Program

Operations Applications

Project includes environmental enhancements above and beyond NEPA requirements:

Remarks

Project improves access to freight facilities:

Remarks Salisbury Road is an access route to the Geospace Industrial Park.

Financial Phase Data			ID 127	Salisbury Road Improvements, east of 291 Highway
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Phase	Year	Fund	Amount (1,000's)	Additional Financial Information
Construction	2012	STPM-M	2800	
Construction	2012	Local	700	

2011-2012 STP/BR Program

Operations Applications

Project Sponsor Data

Applicant: City of Independence Phone Number: 816-325-7606
 Contact: John Powell Email: jpowell@indepmo.org
 Partner(s): Project Partner(s):

General Project Data

ID 128

Title: **Bundschu Road, Jackson Drive to Powell Road**
 Description: The project will reconstruct Bundschu into a three lane street, including a center turn lane, with curbs, sidewalks, and storm sewers.
 Project Purpose: Bundschu Road is a two lane street without curbs and with roadside ditches. The project will improve safety and capacity by adding a center turn lane, curbs, sidewalks, and storm sewers.
 Current TIP #: no Functional_Class: collector
 Route: Bundschu Road State: Missouri Length: 1.02
 From: Jackson Drive Municipality 1: Independence County 1: Jackson
 To: Powell Road 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

Current AADT/LN: 3795	Curr Com AADT/LN: 38
2030 AADT/LN: 5345	2030 Com AADT/LN: 0
Curr Entry Vol:: 0	AADT Source: city counts
2030 Entry Vol:: 0	Curr Turn Lane: 0
Current CVR: 0	Prop Turn Lane: 1
2030 CVR: 0	Fatal Crashes: 0
Curr Thru Lanes: 1	Injury Crashes: 5
Prop Thru Lanes: 1	PDO Crashes: 2

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

The project improves safety and capacity by adding the center turn lane. The sidewalks improve pedestrian safety.

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

Project facilitates multiple transportation modes:

Modifies or improves a roadway or sidewalk facility:

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

2011-2012 STP/BR Program

Operations Applications

Project includes environmental enhancements above and beyond NEPA requirements:

Remarks

Project improves access to freight facilities:

Remarks

Financial Phase Data	ID 128	Bundschu Road, Jackson Drive to Powell Road
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Phase	Year	Fund	Amount (1,000's)	Additional Financial Information
Construction	2012	STPM-M	3120	
Construction	2012	Local	780	

2011-2012 STP/BR Program

Operations Applications

Project Sponsor Data

Applicant: Missouri Department of Transportation Phone Number: 816-622-0425
 Contact: Susan Barry Email: susan.barry@modot.mo.gov
 Partner(s): Project Partner(s):

General Project Data

ID 131

Title: **Signal Improvements 24 @ Wallace**
 Description: Install mast arm signals at US 24 and Wallace Ave.
 Project Purpose: Improve visibility of signal heads and improve pavement marking at intersection which improves safety; lower maintenance costs associated with mast arm signals compared to span wire signals; improve aesthetics of intersection; longer life span of mast arm signals.

Current TIP #: Functional_Class: principal arterial
 Route: US 24 State: Missouri Length: 0.1
 From: just west of Wallace Ave. Municipality 1: Kansas City MO County 1: Jackson
 To: just east of Wallace Ave. 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: no necessary

Category Specific Data

Current AADT/LN: 0	Curr Com AADT/LN: 0
2030 AADT/LN: 0	2030 Com AADT/LN: 0
Curr Entry Vol:: 24520	AADT Source: 1% increase in traffic per year
2030 Entry Vol:: 30826	Curr Turn Lane: 0
Current CVR: 1	Prop Turn Lane: 0
2030 CVR: 1	Fatal Crashes: 0
Curr Thru Lanes: 6	Injury Crashes: 2
Prop Thru Lanes: 6	PDO Crashes: 3

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

Span wires have a shorter life span than mast arms. Wires are exposed to the weather, increasing deterioration. High winds cause shaking which can cut through wire. Wires stretch requiring multiple visits to the signal for maintenance or replacement. On windy days the signal heads are not as visible due to the wind blowing the heads around. We have begun a focus on maintaining what we have. Installing mast arm signals would reduce maintenance costs, helping us achieve this goal.

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

Project facilitates multiple transportation modes:

Modifies or improves a roadway or sidewalk facility:

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

2011-2012 STP/BR Program

Operations Applications

Project includes environmental enhancements above and beyond NEPA requirements:

Remarks

Project improves access to freight facilities:

Remarks

Financial Phase Data ID 131 Signal Improvements 24 @ Wallace

Phase	Year	Fund	Amount (1,000's)	Additional Financial Information
Construction	2011	STPM-M	200	
Construction	2011	State	50	

2011-2012 STP/BR Program

Operations Applications

Project Sponsor Data

Applicant: Missouri Department of Transportation Phone Number: 816-622-0425
Contact: Susan Barry Email: susan.barry@modot.mo.gov
Partner(s): Project Partner(s):

General Project Data

ID 132

Title: **Signal Improvements 40 @ Blue Ridge Cutoff**
Description: Install signal mast arms at US 40 and Blue Ridge Cutoff. Improve pavement markings at intersection.
Project Purpose: Improve visibility of signal heads and improve pavement marking at intersection which improves safety; lower maintenance costs associated with mast arm signals compared to span wire signals; improve aesthetics of intersection; longer life span of mast arm signals.
Current TIP #: Functional_Class: principal arterial
Route: US 40 State: Missouri Length: 0.1
From: just west of Blue Ridge Cutoff Municipality 1: Independence County 1: Jackson
To: just east of Blue Ridge Cutoff Municipality 2: Kansas City MO 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

Current AADT/LN: 0	Curr Com AADT/LN: 0
2030 AADT/LN: 0	2030 Com AADT/LN: 0
Curr Entry Vol:: 31460	AADT Source: 1% increase in traffic per year
2030 Entry Vol:: 39550	Curr Turn Lane: 4
Current CVR: 0	Prop Turn Lane: 4
2030 CVR: 0	Fatal Crashes: 0
Curr Thru Lanes: 8	Injury Crashes: 8
Prop Thru Lanes: 8	PDO Crashes: 30

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

Span wires have a shorter life span than mast arms. Wires are exposed to the weather, increasing deterioration. High winds cause shaking which can cut through wire. Wires stretch requiring multiple visits to the signal for maintenance or replacement. On windy days the signal heads are not as visible due to the wind blowing the heads around. We have begun a focus on maintaining what we have. Installing mast arm signals would reduce maintenance costs, helping us achieve this goal.

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

Project facilitates multiple transportation modes:

Modifies or improves a roadway or sidewalk facility:

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

2011-2012 STP/BR Program

Operations Applications

Project includes environmental enhancements above and beyond NEPA requirements:

Remarks

Project improves access to freight facilities:

Remarks

Financial Phase Data ID 132 Signal Improvements 40 @ Blue Ridge Cutoff

Phase	Year	Fund	Amount (1,000's)	Additional Financial Information
Construction	2011	STPM-M	240	
Construction	2011	State	60	

2011-2012 STP/BR Program

Operations Applications

Project Sponsor Data

Applicant: Missouri Department of Transportation Phone Number: 816-622-0425
 Contact: Susan Barry Email: susan.barry@modot.mo.gov
 Partner(s): Project Partner(s):

General Project Data

ID 133

Title: **Signal Improvement I-470 @ Lakewood Way NB ramps**
 Description: Install mast arm signals at I-470 @ Lakewood Way Northbound ramps. Improve pavement markings at intersection.
 Project Purpose: Improve visibility of signal heads and improve pavement marking at intersection which improves safety; lower maintenance costs associated with mast arm signals compared to span wire signals; improve aesthetics of intersection; longer life span of mast arm signals.

Current TIP #: Functional_Class: interstate
 Route: I-470 NB ramps State: Missouri Length: 0.1
 From: Just south of Lakewood Way Municipality 1: Lee's Summit County 1: Jackson
 To: Just north of Lakewood Way 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: no necessary

Category Specific Data

Current AADT/LN: 0	Curr Com AADT/LN: 0
2030 AADT/LN: 0	2030 Com AADT/LN: 0
Curr Entry Vol:: 14783	AADT Source: 2% increase in traffic per year
2030 Entry Vol:: 23311	Curr Turn Lane: 3
Current CVR: 0	Prop Turn Lane: 3
2030 CVR: 0	Fatal Crashes: 0
Curr Thru Lanes: 2	Injury Crashes: 5
Prop Thru Lanes: 2	PDO Crashes: 17

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

Span wires have a shorter life span than mast arms. Wires are exposed to the weather, increasing deterioration. High winds cause shaking which can cut through wire. Wires stretch requiring multiple visits to the signal for maintenance or replacement. On windy days the signal heads are not as visible due to the wind blowing the heads around. We have begun a focus on maintaining what we have. Installing mast arm signals would reduce maintenance costs, helping us achieve this goal.

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

Project facilitates multiple transportation modes:

Modifies or improves a roadway or sidewalk facility:

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

2011-2012 STP/BR Program

Operations Applications

Project includes environmental enhancements above and beyond NEPA requirements:

Remarks

Project improves access to freight facilities:

Remarks

Financial Phase Data ID 133 Signal Improvement I-470 @ Lakewood Way NB ramps

Phase	Year	Fund	Amount (1,000's)	Additional Financial Information
Construction	2011	STPM-M	200	
Construction	2011	State	50	

2011-2012 STP/BR Program

Operations Applications

Project Sponsor Data

Applicant: Missouri Department of Transportation Phone Number: 816-622-0425
Contact: Susan Barry Email: susan.barry@modot.mo.gov
Partner(s): Project Partner(s):

General Project Data

ID 135

Title: **Signal Improvements 291 @ 210**
Description: Install mast arm signals at MO 291 @ MO 210, both sets of ramps. Improve pavement markings at intersection.
Project Purpose: Improve visibility of signal heads and improve pavement marking at intersection which improves safety; lower maintenance costs associated with mast arm signals compared to span wire signals; improve aesthetics of intersection; longer life span of mast arm signals.
Current TIP #: Functional_Class: freeway-expressway
Route: MO 291 State: Missouri Length: 0.25
From: Just west of MO 291 SB ramps Municipality 1: River Bend County 1: Jackson
To: Just east of MO 291 NB Ramps 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: no necessary

Category Specific Data

Current AADT/LN: 0	Curr Com AADT/LN: 0
2030 AADT/LN: 0	2030 Com AADT/LN: 0
Curr Entry Vol:: 16832	AADT Source: 2% increase in traffic per year
2030 Entry Vol:: 26542	Curr Turn Lane: 4
Current CVR: 0	Prop Turn Lane: 4
2030 CVR: 0	Fatal Crashes: 0
Curr Thru Lanes: 2	Injury Crashes: 9
Prop Thru Lanes: 2	PDO Crashes: 23

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

Span wires have a shorter life span than mast arms. Wires are exposed to the weather, increasing deterioration. High winds cause shaking which can cut through wire. Wires stretch requiring multiple visits to the signal for maintenance or replacement. On windy days the signal heads are not as visible due to the wind blowing the heads around. We have begun a focus on maintaining what we have. Installing mast arm signals would reduce maintenance costs, helping us achieve this goal.

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

Project facilitates multiple transportation modes:

Modifies or improves a roadway or sidewalk facility:

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

2011-2012 STP/BR Program

Operations Applications

Project includes environmental enhancements above and beyond NEPA requirements:

Remarks

Project improves access to freight facilities:

Remarks

Financial Phase Data

ID 135

Signal Improvements 291 @ 210

Phase	Year	Fund	Amount (1,000's)	Additional Financial Information
Construction	2011	STPM-M	320	
Construction	2011	State	80	

2011-2012 STP/BR Program

Operations Applications

Project Sponsor Data

Applicant: Missouri Department of Transportation Phone Number: 816-622-0425
Contact: Susan Barry Email: susan.barry@modot.mo.gov
Partner(s): Project Partner(s):

General Project Data

ID 136

Title: **Signal Improvements US 40 @ Tierney**
Description: Install mast arm signals at US 40 @ Tierney Dr. Improve pavement markings at intersection.
Project Purpose: Improve visibility of signal heads and improve pavement marking at intersection which improves safety; lower maintenance costs associated with mast arm signals compared to span wire signals; improve aesthetics of intersection; longer life span of mast arm signals.
Current TIP #: Functional_Class: principal arterial
Route: US 40 State: Missouri Length: 0.1
From: Just west of Tierney Municipality 1: Independence County 1: Jackson
To: Just east of Tierney 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: no necessary

Category Specific Data

Current AADT/LN: 0	Curr Com AADT/LN: 0
2030 AADT/LN: 0	2030 Com AADT/LN: 0
Curr Entry Vol:: 22381	AADT Source: 2% increase in traffic per year
2030 Entry Vol:: 35293	Curr Turn Lane: 2
Current CVR: 1	Prop Turn Lane: 2
2030 CVR: 1	Fatal Crashes: 1
Curr Thru Lanes: 4	Injury Crashes: 2
Prop Thru Lanes: 4	PDO Crashes: 4

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

Span wires have a shorter life span than mast arms. Wires are exposed to the weather, increasing deterioration. High winds cause shaking which can cut through wire. Wires stretch requiring multiple visits to the signal for maintenance or replacement. On windy days the signal heads are not as visible due to the wind blowing the heads around. We have begun a focus on maintaining what we have. Installing mast arm signals would reduce maintenance costs, helping us achieve this goal.

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

Project facilitates multiple transportation modes:

Modifies or improves a roadway or sidewalk facility:

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

2011-2012 STP/BR Program

Operations Applications

Project includes environmental enhancements above and beyond NEPA requirements:

Remarks

Project improves access to freight facilities:

Remarks

Financial Phase Data ID 136 Signal Improvements US 40 @ Tierney

Phase	Year	Fund	Amount (1,000's)	Additional Financial Information
Construction	2011	STPM-M	200	
Construction	2011	State	50	

2011-2012 STP/BR Program

Operations Applications

Project Sponsor Data

Applicant: Unified Government Phone Number: 913-573-5700
 Contact: Frederick A. Backus, P.E. Email: fbackus@wycokck.org
 Partner(s): Project Partner(s):

General Project Data

ID 148

Title: **State Avenue Improvements -- 94th Street to 82nd Street**
 Description: Improve drainage, upgrade signalization including coordination, replace curbs, add sidewalks, add street lighting in unlit areas, replace/repair/resurface pavement, add turn lanes, provide access management.
 Project Purpose: Intent is to provide a general upgrade of corridor to better handle increased traffic from anticipated commercial and residential development as the mid-county area comes together with the rapidly expanding western county.
 Current TIP #: Functional_Class: principal arterial
 Route: US 24/40 (designation to be removed in 2009.) State: Kansas Length: 1.5
 From: K-7 Municipality 1: Kansas City KS County 1: Wyandotte
 To: Intercity Viaduct Municipality 2: County 2:
 LRTP: Decade: Municipality 3: County 3:

Multi-Agency: Plan Name This corridor is currently being studied by the UG and KCATA for a possible BRT route or MAX route in the future. To the extent possible, this project will accomodate and coordinate with any proposed transit improvements.
 CIP: CIP Reference: Yes, this project is in the UG's Capital Plan, but is underfunded. The federal assistance is required to allow the corridor to be developed appropriately in a planned manner.
 Local Goals: The project promotes the goal of bringing neighborhoods or areas of the City together for a more unified development of the whole community, not just isolated areas.
 Funds Leveraged
 Status of Plans: conceptual only Status of ROW: must be acquired

Category Specific Data

Current AADT/LN: 3500	Curr Com AADT/LN: 280
2030 AADT/LN: 5400	2030 Com AADT/LN: 0
Curr Entry Vol:: 0	AADT Source: In-house projections for 2030
2030 Entry Vol:: 0	Curr Turn Lane: 0
Current CVR: 0	Prop Turn Lane: 1
2030 CVR: 0	Fatal Crashes: 1
Curr Thru Lanes: 4	Injury Crashes: 13
Prop Thru Lanes: 4	PDO Crashes: 64

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

The State Avenue corridor is a critical principle arterial that is a through route across the entire center of KCK. It is the true backbone of the transportation system, and the upgrade and expansion of it to accomodate incresed traffic demands is essential. The coordination with Transit groups is critical also because State Avenue is the backbone of their system and this project can assist in preserving that.

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

Project facilitates multiple transportation modes:
 Modifies or improves a roadway or sidewalk facility:

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

The project will provide sidewalks for the first time on this critical corridor, allowing pedestrians from adjacent residential areas to be able to access other areas as well as being able to get to the transit sytem. The transit system will be enhanced by providing designated areas outside the through lanes for bus stops, and/or implementing other improvements identified in the in-going Transit Study of the corridor.

2011-2012 STP/BR Program

Operations Applications

Project includes environmental enhancements above and beyond NEPA requirements:

Remarks

Project improves access to freight facilities:

Remarks There is a major truck terminal on State Avenue approximately 1/4 mile to the west of the western edge of this project. To the extent that many of those vehicles desire to go east toward Turner Diagonal and/or I-70, there access will be enhanced.

Financial Phase Data			ID 148	State Avenue Improvements -- 94th Street to 82nd Street
Phase	Year	Fund	Amount (1,000's)	Additional Financial Information
Construction	2011	STPM-KS	5000	It is estimated that preliminary engineering will be about \$480,000, and right-of-way will be another \$920,000, all in local funds.
Construction	2011	Local	1500	

2011-2012 STP/BR Program

Operations Applications

Project Sponsor Data

Applicant: City of Kansas City, Missouri Phone Number: 816-513-9317
Contact: Srinivasa R. Veeramallu Email: srinivasa_veeramallu@kcmo.org
Partner(s): Project Partner(s):

General Project Data

ID 156

Title: **Broadway - Southwest Blvd Interconnect - Phase 1**
Description: The project proposes interconnecting & upgrading the controllers, cabinets and other necessary appurtenances to facilitate real-time communication between traffic signal equipment and the traffic control center to improve safety, capacity & efficiency of the signal system.
Project Purpose: Interconnecting traffic signals along Broadway & Southwest Blvd will provide capability to improve traffic progression & reduce driver frustration. The project will provide City with the capability to remotely monitor and manage traffic flow during the peak traffic events.

Current TIP #: Functional_Class: minor arterial
Route: Broadway - Southwest Blvd State: Missouri Length: 1.15
From: Broadway @17th & Southwest Blvd @19th Municipality 1: Kansas City MO County 1: Jackson
To: Broadway @ Southwest Blvd & Southwest B Municipality 2: County 2:
L RTP: Decade: Municipality 3: County 3:

Multi-Agency: Plan Name
CIP: CIP Reference: 2011

Local Goals:

Funds Leveraged

Status of Plans: conceptual only Status of ROW: no necessary

Category Specific Data

Current AADT/LN: 16500	Curr Com AADT/LN: 500
2030 AADT/LN: 25000	2030 Com AADT/LN: 0
Curr Entry Vol:: 0	AADT Source: Growth Factor Method, 2004
2030 Entry Vol:: 0	Curr Turn Lane: 0
Current CVR: 0	Prop Turn Lane: 0
2030 CVR: 0	Fatal Crashes: 0
Curr Thru Lanes: 2	Injury Crashes: 30
Prop Thru Lanes: 2	PDO Crashes: 180

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

The proposed project utilizes existing technology solutions to establish communication links to the traffic control equipment in the field to provide capability to operate the corridor more efficiently. Also, the project aims to maximize the existing traffic signal infrastructure investment by optimizing traffic signal timings to improve traffic progression.

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

Project facilitates multiple transportation modes:

Modifies or improves a roadway or sidewalk facility:

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

2011-2012 STP/BR Program

Operations Applications

Project includes environmental enhancements above and beyond NEPA requirements:

Remarks

Project improves access to freight facilities:

Remarks

Financial Phase Data

ID 156

Broadway - Southwest Blvd Interconnect - Phase 1

Phase	Year	Fund	Amount (1,000's)	Additional Financial Information
Construction	2011	STPM-M	310000	
Construction	2011	Local	78000	

2011-2012 STP/BR Program

Operations Applications

Project Sponsor Data

Applicant: City of Kansas City, Missouri Phone Number: 816-513-9317
 Contact: Srinivasa R. Veeramallu Email: srinivasa_veeramallu@kcmo.org
 Partner(s): Project Partner(s):

General Project Data

ID 159

Title: **18th St - 19th St Interconnect - Phase 1**
 Description: The project proposes interconnecting & upgrading the controllers, cabinets and other necessary appurtenances to facilitate real-time communication between traffic signal equipment and the traffic control center to improve safety, capacity & efficiency of the signal system.
 Project Purpose: Interconnecting traffic signals along 18th-19th St will provide capability to improve traffic progression & reduce driver frustration. The project will provide City with the capability to remotely monitor and manage traffic flow during the peak traffic events.

Current TIP #: Functional_Class: minor arterial
 Route: 18th-19th St State: Missouri Length: 1.2
 From: 18th @ Baltimore, 19th @ Holmes Municipality 1: Kansas City MO County 1: Jackson
 To: Charlotte Municipality 2: County 2:
 LRTP: Decade: Municipality 3: County 3:

Multi-Agency: Plan Name
 CIP: CIP Reference: 2011

Local Goals:

Funds Leveraged

Status of Plans: conceptual only Status of ROW: no necessary

Category Specific Data

Current AADT/LN: 12000	Curr Com AADT/LN: 300
2030 AADT/LN: 18000	2030 Com AADT/LN: 0
Curr Entry Vol:: 0	AADT Source: Growth Factor Method, 2004
2030 Entry Vol:: 0	Curr Turn Lane: 0
Current CVR: 0	Prop Turn Lane: 0
2030 CVR: 0	Fatal Crashes 1
Curr Thru Lanes: 2	Injury Crashes: 40
Prop Thru Lanes: 2	PDO Crashes: 118

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

The proposed project utilizes existing technology solutions to establish communication links to the traffic control equipment in the field to provide capability to operate the corridor more efficiently. Also, the project aims to maximize the existing traffic signal infrastructure investment by optimizing traffic signal timings to improve traffic progression.

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

Project facilitates multiple transportation modes:

Modifies or improves a roadway or sidewalk facility:

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

2011-2012 STP/BR Program

Operations Applications

Project includes environmental enhancements above and beyond NEPA requirements:

Remarks

Project improves access to freight facilities:

Remarks

Financial Phase Data ID 159 18th St - 19th St Interconnect - Phase 1

Phase	Year	Fund	Amount (1,000's)	Additional Financial Information
Construction	2011	STPM-M	300000	
Construction	2011	Local	75000	

2011-2012 STP/BR Program

Operations Applications

Project Sponsor Data

Applicant: City of Kansas City, Missouri Phone Number: 816-513-9317
Contact: Srinivasa R. Veeramallu Email: srinivasa_veeramallu@kcmo.org
Partner(s): Project Partner(s):

General Project Data

ID 161

Title: **19th St - 20th St Interconnect - Phase 1**
Description: The project proposes interconnecting & upgrading the controllers, cabinets and other necessary appurtenances to facilitate real-time communication between traffic signal equipment and the traffic control center to improve safety, capacity & efficiency of the signal system.
Project Purpose: Interconnecting traffic signals along 19th & 20th St will provide capability to improve traffic progression & reduce driver frustration. The project will provide City with the capability to remotely monitor and manage traffic flow during the peak traffic events.

Current TIP #: Functional_Class: collector
Route: 19th -20th St State: Missouri Length: 1.2
From: 19th @ Baltimore & 20th @ Main Municipality 1: Kansas City MO County 1: Jackson
To: 19th @ Oak & 20th @ Oak Municipality 2: County 2:
LRTP: Decade: Municipality 3: County 3:

Multi-Agency: Plan Name
CIP: CIP Reference: 2011

Local Goals:

Funds Leveraged

Status of Plans: conceptual only Status of ROW: no necessary

Category Specific Data

Current AADT/LN: 12000	Curr Com AADT/LN: 300
2030 AADT/LN: 18000	2030 Com AADT/LN: 0
Curr Entry Vol:: 0	AADT Source: Growth Factor Method, 2004
2030 Entry Vol:: 0	Curr Turn Lane: 0
Current CVR: 0	Prop Turn Lane: 0
2030 CVR: 0	Fatal Crashes 1
Curr Thru Lanes: 2	Injury Crashes: 31
Prop Thru Lanes: 2	PDO Crashes: 112

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

The proposed project utilizes existing technology solutions to establish communication links to the traffic control equipment in the field to provide capability to operate the corridor more efficiently. Also, the project aims to maximize the existing traffic signal infrastructure investment by optimizing traffic signal timings to improve traffic progression.

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

Project facilitates multiple transportation modes:

Modifies or improves a roadway or sidewalk facility:

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

2011-2012 STP/BR Program

Operations Applications

Project includes environmental enhancements above and beyond NEPA requirements:

Remarks

Project improves access to freight facilities:

Remarks

Financial Phase Data ID 161 19th St - 20th St Interconnect - Phase 1

Phase	Year	Fund	Amount (1,000's)	Additional Financial Information
Construction	2011	STPM-M	300000	
Construction	2011	Local	75000	