

2011-2012 STP/BR Program

Other Applications

Project Sponsor Data

Applicant: City of Overland Park Phone Number: 913-327-6634
Contact: Greg Ruether Email: greg.ruether@opkansas.org
Partner(s): Project Partner(s):

General Project Data

ID: 143

Title: **Turkey Creek Bicycle/Pedestrian Trail Facility**
Description: Construction of a 10' wide bicycle/pedestrian trail facility along the south side of Turkey Creek adjacent to the I-35 highway corridor. The trail surface is to be asphaltic concrete with an overall length of 6,518 lineal feet.
Purpose: This trail will provide for alternate modes of transportation to area retail and commercial centers, schools, offices, and rec
Current TIP #: Functional_Class: interstate
Route: Along south side of Turkey Creek, south of I-35 State: Kansas Length: 1.2
From: Metcalf Municipality 1: Overland Park County 1: Johnson
To: Antioch Municipality 2: County 2:
LRTP: Decade: 2010 Municipality 3: County 3:

Multi-Agency: Plan Name

CIP: CIP Reference: This project is currently in the City of Overland Park's 2008-2012 Capital Improvement Plan for construction in 2012.

Local Goals: On a local level, this project will provide a unique opportunity for citizens in northeastern Johnson County to have a trail system that connects neighborhoods to recreation facilities, schools, retail centers, and other destinations similar to what has been done in brownfield areas of the County. It will provide a key link along the Turkey Creek streamway and help preserve a natural wooded bluff in a portion of Johnson County which has limited green space and opportunities to create more.

Funds Leveraged

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

Category Specific Data

Extent to which the project will be used

This bicycle/pedestrian trail facility will be used by nearby residents to bike or walk to nearby community destinations such as recreation areas, schools, retail centers, office parks and commercial areas in lieu of driving a vehicle. The trail will also be used for recreational and health improvement purposes.

Extent to which the project addresses a need in an economic development plan

This greenway linkage segment provides an important one-mile connection between two significant north-south thoroughfares (Antioch Road and Metcalf Avenue), and will link to the existing trail system in the city of Merriam and a future linkage to the east in the city of Mission. This linkage is part of an adopted Kansas City regional plan (MARC MetroGreen Plan), county plan (Johnson County Streamway Park System), and local plan (Greenway Linkage Plan for Northern Overland Park).

Extent to which the project addresses an identified system preservation need

This project will serve to protect and enhance a prominent natural, heavy wooded bluff area that provides bank stabilization and water quality benefits along I-35, and serves as a visual barrier between the highway and nearby neighborhoods. This bluff area has long been identified as one of the last greenspace areas of significant size in northeast Johnson County that could be used for a greenway linkage corridor, recreational opportunity and preservation area linking several of communities.

Extent to which the project facilitates multiple transportation modes

This project complements the area transportation system by providing alternative methods and will reduce local vehicular traffic.

Extent to which the project serves planned development or redevelopment

This project is important to efforts by the City of Overland Park to preserve existing neighborhoods and encourage reinvestment in northeast Johnson County. The trail will be adjacent to several neighborhoods that are active in the city's Neighborhood Conservation Program, where the City has made significant reinvestment in upgrading residential streets to city standards. It will also tie into employment and retail areas that can encourage additional reinvestment into area homes and businesses.

Extent to which the project facilitates the movement of freight

Not applicable

Extent to which the project improves the built and natural environment

The scope of this project includes extensive bank stabilization, a series of retaining walls, drainage improvements, erosion control, and restoration work that will aid in preserving the 20 acre bluff area. Preserving and enhancing this area will result in improved habitat, protection of natural areas, and improved air and water quality.

Extent to which the project addresses an identified safety need

This trail will be an off-road system that extends over 1 mile without crossing or intersecting any major roadway.

2011-2012 STP/BR Program

Other Applications

Other relevant project informati

Other relevent information has been included separately with this application.

Financial Phase Data ID: 143 Turkey Creek Bicycle/Pedestrian Trail Facility

Phase	Year	Fund	Amount (1,000's)	Additional Financial Information
Construction	2012	STPM-KS	1456	
Construction	2012	Local	364	

2011-2012 STP/BR Program

Other Applications

Project Sponsor Data

Applicant: City of North Kansas City Phone Number: 816-274-6004
Contact: Pat Hawwer Email: dhurt@burnsmcd.com
Partner(s): Project Partner(s):

General Project Data

ID: 110

Title: **Burlington Street Median Improvements**
Description: Existing medians, curbs and landscaping will be removed and replaced. New medians will include aesthetic materials. Landscaping will include plantings that require little to no maintenance and bio-swales to help treat stormwater. An irrigation system may be included to help reduce maintenance.
Purpose: Existing curbs and medians are severely deteriorated and the landscaping is overgrown and unattractive. Both require co
Current TIP #: Functional_Class: principal arterial
Route: Missouri Route 9 State: Missouri Length: 1.6
From: North Oak Trafficway Municipality 1: North Kansas City County 1: Clay
To: 10th Avenue Municipality 2: County 2:
LRTP: Decade: Municipality 3: County 3:

Multi-Agency: Plan Name The improvements associated with this project will coordinate well with those promoted by the North Oak Corridor Plan. The City's desire for redevelopment along Burlington Street is also in line with the North Oak Corridor Plan. These improvements will assist in supporting business, protecting neighborhoods, improve connections between businesses and neighborhoods, improving other modes of travel, promote "green" approaches to development, and enhancing natural and landscaped areas.

CIP: CIP Reference: The local CIP included the conceptual design of this project in the 2006 fiscal year budget. Inclusion of this project for construction is dependent upon obtaining federal funding.

Local Goals:

Funds Leveraged The City of North Kansas City has committed 25% of the funding for this project from its Capital Improvements Program.

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

Category Specific Data

Extent to which the project will be used

Existing Burlington Street serves as a north-south gateway to both North Kansas City and Kansas City. This project will significantly improve the appearance of the corridor and eliminate many re-occurring maintenance issues that currently exist. As the land use in North Kansas City changes from industrial to commercial/retail/residential, the project will enhance the overall environment and augment the livable community that North Kansas City wishes to create.

Extent to which the project addresses a need in an economic development plan

As the land use in North Kansas City changes from industrial to commercial/retail/residential, the desire exists for a much more livable community. Replacement of the deteriorated medians, curbs and landscaping will significantly enhance the aesthetics of the corridor. As the land use changes, improved pedestrian and bike facilities will be needed. This project will address pedestrian enhancements at the new medians and will encourage walking as a form of transportation.

Extent to which the project addresses an identified system preservation need

The existing medians and landscaping along Burlington Street are severely deteriorated, overgrown, and unmanageable. Maintenance of the existing improvements are becoming far more common and placing a burden on City staff. Deterioration of the median curbs could ultimately result in damage to the existing pavement. As the existing landscaping continues to age, more and more maintenance can be expected. This project will look to utilize existing improvements that can remain in place.

Extent to which the project facilitates multiple transportation modes

As the land uses along Burlington Street change, walking and biking will become a more relevant mode of transportation. This project will include enhancements for pedestrian traffic by providing refuge areas within the medians for pedestrians as they attempt to cross the six lanes of Burlington Street. Additional improvements may also be incorporated as the project is coordinated with other studies such as the Bicycle/Pedestrian Missouri River Crossing Feasibility Study.

Extent to which the project serves planned development or redevelopment

As discussed, land use along Burlington Street in North Kansas City is slowly changing from industrial to commercial/retail/residential. As that continues, many changes will occur that improve the livability of the corridor. New medians with aesthetic elements, enhanced pedestrian facilities and improved landscaping will add to the overall vision of the roadway. Numerous private and public redevelopment projects are expected throughout North Kansas City, particularly along Burlington Street.

Extent to which the project facilitates the movement of freight

Although this project will not directly improve the ability to move freight, an indirect effect will be a reduction in maintenance activities that severely impact the capacity of the roadway. Currently, the AADT on Burlington Street is about 30,000 vehicles per day with about 8% trucks. Every time maintenance activities are required to repair or maintain the existing medians, the efficient movement of freight is compromised. This project will eliminate most of these maintenance activities.

2011-2012 STP/BR Program

Other Applications

Extent to which the project improves the built and natural environment

Existing median curbs that are deteriorated and landscaping that is overgrown and out-dated diminish the built and natural environment of the Burlington Street corridor. Features are being considered for the new medians that will improve and enhance the natural environment. Bio-swales are a consideration for this project as a means of improving storm water quality. New plantings within the median will include species that are better suited for the community and its environment.

Extent to which the project addresses an identified safety need

The biggest safety need that this project will address is the elimination of continuous maintenance of the existing medians. Traffic volumes are heavy enough throughout the corridor that any maintenance activity is considered both hazardous to the traveling public as well as City staff. Lane closures result in traffic backups and intersection disruptions. As congestion worsens as a result of maintenance activities, the chance of aggressive driving and additional traffic crashes increase.

Other relevant project informati

This project will increase the emphasis on maintaining the existing infrastructure by replacing or repairing the existing medians and landscaping. It will increase modal choice by improving pedestrian facilities. It will better integrate the infrastructure into the community by improving the aesthetics and coordinating with other revitalization efforts. And it will better manage the capacity of the roadway by eliminating many of the maintenance activities that currently effect traffic.

Financial Phase Data		ID: 110	Burlington Street Median Improvements	
Phase	Year	Fund	Amount (1,000's)	Additional Financial Information
Construction	2011	STPM-M	754500	0
Construction	2011	Local	251500	

2011-2012 STP/BR Program

Other 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): This project was initiated by the City of KC and requires modification to I-670, a MoDOT roadway. There is a cooperative agreement between MoDOT & KC for this purpose

General Project Data

ID: 121

Title: **MoDOT's participation in the roadway & bridge modifications required to expand Bartle Hall.**
Description: MoDOT's participation in the roadway & bridge modifications required to expand Bartle Hall. Work includes replacement of the Central & Wyandotte Bridges, & modifications to Central St. ramp.
Purpose: The purpose of this project is to support Kansas City's efforts to expand Bartle Hall by making modifications to the states
Current TIP #: Functional_Class: interstate
Route: 670 State: Missouri Length: 0.08
From: Central Street Municipality 1: Kansas City MO County 1: Jackson
To: Wyandotte Street Municipality 2: County 2:
LRTP: Decade: Municipality 3: County 3:
Multi-Agency: Plan Name
CIP: CIP Reference: City of Kansas City
Local Goals: Expansion of Bartle Hall
Funds Leveraged City of Kansas City is paying for any costs beyond what is outlined in the Cooperative agreement between MoDOT and the City of Kansas City dated March 17 2005
Status of Plans: final complete Status of ROW: all acquired

Category Specific Data

Extent to which the project will be used

Bartle Hall is Kansas City's main facility for convention and tourism. This facility will encourage tourism and attract visitors from across the United States and the world.

Extent to which the project addresses a need in an economic development plan

Bartle Hall is Kansas City's main facility for convention and tourism. This facility will encourage tourism and attract visitors from across the United States and the world.

Extent to which the project addresses an identified system preservation need

All modifications will bring safety features and facilities up to current MoDOT commission, FHWA, and AASHTO standards.

Extent to which the project facilitates multiple transportation modes

Pedestrian and sidewalks on new Central and Wyandotte bridges will be improved.

Extent to which the project serves planned development or redevelopment

Supports the redevelopment efforts of the Kansas City

Extent to which the project facilitates the movement of freight

This project does not affect to the movement of freight.

Extent to which the project improves the built and natural environment

All modifications will bring safety features and facilities up to current MoDOT commission, FHWA, and AASHTO standards.

Extent to which the project addresses an identified safety need

All modifications will bring safety features and facilities up to current MoDOT commission, FHWA, and AASHTO standards.

Other relevant project informati

No other relevant project information.

Financial Phase Data

ID: 121

MoDOT's participation in the roadway & bridge modifications required to expand Bartle Hall.

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