Constrained Connected KC 2050 Projects

Rehabilitation Projects*

Project ID	Project Title	Sponsor	Location	Project Score	Year of Expenditure Dollars (millions $) 2020-2029	2030-2039	2040-2050	Project Description	Primary Mode	When Added
1280	Kansas Avenue Improvements	Bonner Springs	Between 134th Street and 142nd Street	19			7.73	Project includes widening of Kansas Avenue to accommodate pedestrian and vehicle traffic. Improvements include curb and gutter, sidewalks, storm sewers, street lighting, and replacement signing.	Highway/ roadway	2020 Update
1277	South 134th Street Improvements	Bonner Springs	Metropolitan to Kansas Avenu	18			10.45	Improvements include curb and gutter, sidewalks, storm sewer, pavement markings, street lighting, and replacement signage. Project will significantly enhance pedestrian and driver safety.	Highway/ roadway	2020 Update
1281	Metropolitan Avenue Improvement	Bonner Springs	Between Nettleton Avenue and Western City Limits	14			12.33	Widening of Metropolitan Avenue. Improvements include curb and gutter, sidewalks, grading improvements, storm sewer, pavement markings, street lighting, and replacement signing.	Highway/ roadway	2020 Update
1513	83rd Street Railroad Bridge Replacement	DeSoto	83rd Street - Bridge over US Government Railroad	34			4.8	Replace the functionally obsolete and low load rating bridge over BNSF & US Army Railroad at the only grade separation for the north half of town. Would provide the only ADA accessible sidewalk across the RR and greatly improve walkability and safe pedestrian/bicycle path to the middle and high schools. The bridge is corroding, losing concrete, and the substandard barrier is failing; if not replaced, will require significant repairs and possible loss of east-west access for emergency vehicles. Long range planning for De Soto includes a possible rail connection to future development at the old Sunflower Ammunition Plant. This bridge provides 18.5' vertical clearance, compared to current 23.5' standards. Providing 23.5' clearance opens up the possibility of future passenger rail development through town. A new bridge provides pedestrian and ADA connection to the residential area west of 83rd St., continued safe passage of emergency vehicles, and pedestrian access to schools.	Bridge	2020 Update
1445	NE 72nd Street Complete Street Improvements	Gladstone	NE/NW 72nd Street - N. Broadway to Missouri Route 1	127		7.8		Project will include a new sidewalk on south side, ADA sidewalk improvements on the north side, intersection and traffic signal upgrades at N. Woodland, N. Troost, N. Oak Trafficway, and N. Broadway, and new asphalt pavement. City will evaluate the potential of a road diet to further accommodate bike lanes and reduce costs at intersections.	Active Transportation	2020 Update

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Updated on 6/4/2020

Rehabilitation Projects*

Project ID	Project Title	Sponsor	Location	Project Score	Year of Expenditure Dollars (millions $) 2020-2029	2030-2039	2040-2050	Project Description	Primary Mode	When Added
1467	N. Oak Trafficway Complete Street Improvements	Gladstone	N. Oak Trafficway - NE Englewood Road to NE 77th Street (north City limits)	123		24.96		Project will include new sidewalks, bike facilities, traffic signal upgrades, and new asphalt pavement to serve all users. City will evaluate the potential of a road diet to further accommodate bike lanes and reduce costs at intersections. Improves access to transit facilities.	Highway/ roadway	2020 Update
1452	N. Broadway Complete Street Improvement Project	Gladstone	N. Broadway from NW Englewood Road to NW 72nd Street	115		15.6		Primary users will motorists, pedestrians, bikes, transit users, and limited freight. Typical cross section will consist of 5 foot sidewalks on each side of the roadway and striped on-street bike lanes in each direction.	Highway/ roadway	2020 Update
1448	N. Antioch Road Complete Street Improvements	Gladstone	N. Antioch Road from NE 68th Terrace to NE 72nd Street	75	2.01			The project will add bike lanes and sidewalks where none exist. Completes a missing link in the bike/ped network.	Highway/ roadway	2020 Update
1193	MO - Highway 2 (South Street) Culvert over Muddy Creek Trib.	Harrisonville	Missouri Route 2 1,450 feet east of the intersection with Independence Street	60		2.02		This project will replace a 1930s era single span bridge/culvert with no base. Due to its inadequate capacity it has resulted in flooding of numerous homes and because of its narrow width has resulted in fatal vehicular accidents. The primary users will be vehicular and pedestrian traffic. Automobiles use this arterial route for commutes to work and shop as this is 1 of only 2 east-west routes through the city. It also serves as a major route to schools with the athletic fields and middle school located immediately north of the site. A large number of school children cross Route 2 at this location and the road is too narrow so a separate span bridge is adjacent to the culvert. The culvert under the road is too small and results in frequent flooding of homes upstream, inundation of the road, and flooding of the pedestrian bridge.	Highway/ roadway	2020 Update
1315	MO - Highway 7 at Interstate 49, Plaza Drive & Westchester	Harrisonville	MO Highway 7 intersections with I-49, Plaza Drive, and Westchester Drive to railroad crossing.	50		6.08		This project will address traffic congestion that is worsening as the Highway 7 corridor develops. Motorists, freight, and pedestrians will all benefit with safer intersections and wider pavement sections. The extension of sidewalks will allow residents to access this developing commercial area.	Highway/ roadway	2020 Update

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Rehabilitation Projects*

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1228	MO - HIghway 2 (South Street) at Independence Intersection Improvements	Harrisonville	Missouri Route 2 and South Independence Street Intersection	36		1.71		As shown on the attached drawing, this project will increase the turning radius and provide dedicated turn lanes to facilitate the flow of large truck vehicles. This site is located on MoDOT Highway Route 2 and City of Harrisonvilles Independence Street. Large trucks moving freight to other destinations situates these vehicles in with local commuters including school bus traffic. Inadequate widths have caused interactions between the trucks and cars resulting in a high accident rate.	Highway/ roadway	2020 Update
1241	Houston Lake Bridge	Houston Lake	Houston Lake Dr and NW Edgewater Trail	34			0.62	The project would replace our dilapidated wooden bridge and bringing it up to current standards, allowing the bridge to once again be used by motorists, pedestrians, bicyclists, and emergency vehicles.	Bridge	2020 Update
1163	Truman Connect	Independence	24 Hwy, Bess Truman Pkwy, Winner Rd, Sterling Ave, 40 Hwy; from 40 Hwy & Blue Ridge Cutoff to 24 Hwy & 291.	162	8.19			The project will create a multi-modal spine along major streets in western Independence connecting transportation users of all types along 8 miles of roadway. The project will create a continuous, ADA-compliant route in the oldest and densest parts of Independence as well as some of the neighborhoods with the greatest needs for non-motorist transportation options. The construction of ADA-compliant sidewalks, bike facilities (bike lanes, cycle tracks, etc), lighting enhancements, signal upgrades, ramp improvements, transit stop enhancements will be done using an Aging Lens that supports usage by all users regardless of financial or physical ability. The project will also convert the existing 4-lane Sterling Avenue to a 3-lane section with dedicated, separated bike facilities and upgrade the sidewalks along the corridor. The project will complete connections such as the Rock Creek Trail and Three Trails Retracement, and will establish a continuous connection from 291 & 24 Hwy to the future Rock Island terminus at the Truman Sports Complex.	Active Transportation	2020 Update
1261	Noland Road Complete Streets	Independence	24 Hwy, College St, Truman Rd, Walnut, E. 23rd Street,E. Gudgell Ave., E. 35th Street, 39th Street, Lynn Court, Interstate 70 Hwy, 44th Street, 40 Hwy	140	8.60	10.65	14.28	In an effort to promote Economic Vitality, increase vibrancy and promote quality development, this project would provide new ADA compliant sidewalks and ramps, push button pedestrian signals, dedicated bike lanes and transit stops improvements. The intent is to provide a multi-modal transportation network that encourages multi-modal use (motor vehicle, pedestrian, transit, bicyclists), provides connections to current bus transit routes and allows for the safe and efficient movement of people. The project will convert existing, dual continuous left-turn lanes to a single two-way left turn lane and utilize the remaining right-of-way to implement dedicated bike facilities along the length of the corridor.	Active Transportation	2020 Update

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1055	Winner Road Improvements	Independence	The Winner Road Improvement project would be a three lane minor arterial with bike lanes and sidewalks on both sides. It would start at Winner/M-24 Highway then head south through Truman Road/M-12 Highway, then head south and east through the Englewood Art/Business District to Sterling Ave.	134		5.61	7.52	Winner Rd would be primarily a motorist/transit route but with a high school that needs modifications for pedestrian, bicycle and bus use. Safety and better functionality would be the ultimate goals. The "Winner Road, 24 Hwy to Sterling" project supports various policy goals outlined in the "Transportation Outlook 2040". This project emphasizes a Complete Street design to improve both vehicular and non-motorized mobility for all area residents. Building a Complete Street will improve walkability by replacing a beaten path where no sidewalks exist between 24 Hwy and Van Horn High School. It will connect the Brookside, Fairmount, Mount Washington, Van Horn High School, Maywood, and Englewood Art/Business areas with a safer three lane minor arterial with sidewalks and bike lanes on both sides. It will complete a sidewalk loop trail from Sterling Avenue along Winner Road to 24 Hwy then east to Sterling Avenue then south back to Winner Road. This complete street project will better connect residents to the Transit stops at 24 Hwy and Truman Rd (M-12)with additional stops along Winner Rd. to Sterling Ave. This project supports place making goals and supports Creating Quality Places by creating linkage to the 12th Street/Truman Road Corridor, a proposed MetroGreen Greenway and promoting pedestrian/bicycle friendly access and incorporating natural elements to the design. It supports public health through improved air quality, walk-ability, greenscaping and the use of non motorized modes of transportation. It also accesses public transit hubs. In places, people are walking in or next to the street at grade with no sidewalk or curb. The improved sidewalks and bike lanes will provide separation between the motor vehicles and bikes and pedestrians. This project will place crosswalks and new pedestrian signals at signalized intersections. Safety will be significantly improved for all users and it will optimize traffic flow for the traveling public and freight.	Active Transportation	2020 Update

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Rehabilitation Projects*

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1056	Holke Road Improvements	Independence	The Holke Road Project would be a three lane design with curbs and bike lanes and sidewalks on both sides. It would start at M-78 Hwy and Swope Drive then south to Holke Road then east past several subdivisions and two athletic complexes to Jackson Drive. The intersections are Swope, Viking, Speck, Seminole, Arrowhead, Powahatan, Ringo, and Jackson Drive. This would better connect the Subdivisions south of Holke Rd. and the property north of Holke Rd. to existing bus stops on M-78 Hwy and to schools on Speck and east of Jackson Dr. There are also four churches, and three athletic complexes along and just north of Holke Rd.	119		4.68	6.27	This section of Holke Road is an east west Major Collector by classification but currently is a rural road that acts as a connector for several subdivisions to the south and many rural homes between Holke Road and M-78 Hwy and connects them to M-78 Hwy for east west travel and Jackson Drive for north south travel to commercial districts and schools and churches and athletic complexes and other Major Arterials. As a Complete Street project people could walk and bike to some of these locations as Jackson Drive has a sidewalk and a bike trail which also connects to medical facilities a hospital, restaurants, shopping centers and to the Little Blue Parkway and the Little Blue Trace Trail at several cross streets.	Active Transportation	2020 Update

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Project ID	Project Title	Sponsor	Location	Project Score	Year of Expenditure Dollars (millions $) 2020-2029	2030-2039	2040-2050	Project Description	Primary Mode	When Added
1060	Jackson Drive Improvements	Independence	The project constructs Jackson Drive between 78 Highway and Bundschu Road. There would be intersection improvements at 78 Highway, Truman Road, Salisbury Road, and Bundschu Road.	97	30.24			The primary user of the street will be motorists. Jackson Drive is an arterial street that carries north-south traffic through eastern Independence. A sidewalk will be build along Jackson Drive for use by pedestrians. A shared bike/ped trail will be built along the other side of Jackson Drive for use by bicyclists. Transit service is provided along Jackson Drive, south of 78 Highway, which is the limit of prior Jackson Drive improvements. It is expected that transit service will be extended on a new Jackson Drive as it is completed.	Highway/ roadway	2020 Update
1162	Kentucky Road Improvements	Independence	Kentucky Road from River Blvd to U.S. 24 Highway, Intersections at: River, Liberty, Courtney Road, Dickinson, 291, Jennings, Whitney, and 24 Hwy.	87		14.82	19.85	This project will widen Kentucky Road from a 2-lane section suitable primarily for motor vehicles to a 3-lane section that accommodates bicycles and pedestrians and enhances access to transit facilities. The project includes the replacement of the Kentucky Road Bridge over Mill Creek and improves the intersection of Kentucky & 24 Hwy.	Highway/ roadway	2020 Update
1455	Kansas River Bridge at De Soto, KS	Johnson County	From the intersection of Wyandotte and 82nd Streets in De Soto, north across the BNSF Railway and the Kansas River to touchdown on Leavenworth County Route 2 (166th St.)	65		21.84		The purpose of the project is to replace an aging structure that provides one of the few crossings of the Kansas River in the western portion of the metropolitan area; a link that will be vital as development in the western metropolitan region continues. The primary users will be motorists. Pedestrian and bicyclists will also benefit with the addition of cross-sectional elements that are conducive to active transportation modes. Although this is not a freight route, the elimination of the load posting would benefit the movement of local freight.	Bridge	2020 Update

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1556	US 169/I-70 Planning and Environmental Linkages Study Implementation	Kansas City, MO	I-35, I-70, I-670, Missouri Route 9 within the CBD freeway loop	165	315.00			This project implements reasonable strategies as determined of the US 169/I-70 Beyond the Loop Planning and Environmental Linkages (PEL) Study including rebuilding I-70, operational improvement on I-670, and mitigating environmental issues created by the urban expressways with capping portions of the freeway loop. The PEL report and associated appendixes are available at http://www.beyondtheloopkc.com/. The depressed and cut and cover freeways separated numerous neighborhoods and have hindered the economic vitality of the original part of the Kansas City region. The intent of this project is to rebuild infrastructure that was built in the 1950's in compliance with the PEL study and where possible restore the historic street grid network between the River Market, Columbus Park, Crossroads, East Paseo, Central Business District (CBD). The project will also include a cycle tracks and pedestrian connections as outlined in the BikeKC plan. The project will assist in freight movement by improving the I-670 portion of the loop which includes one of the nation's top 100 freight bottlenecks with the I-670/US 71 interchange.	Highway/ roadway	2020 Update

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1279	Missouri Route 9 from 3rd Street to Admiral	Kansas City, MO	Missouri Route 9 from 3rd Street to Admiral including the I-70 interchange	161	34.65			This project implements a phase of the US 169/I-70 Beyond the Loop Planning and Environmental Linkages (PEL) Study Project Area E: Missouri Route 9. The PEL report and associated appendixes are available at http://www.beyondtheloopkc.com/. Route 9 serves as a major North/South connection from the Central Business District of Kansas City to North Kansas City and points further north. The trajectory of Route 9 carries the elevated highway over the Missouri River via the Heart of America Bridge and through the River Market and Columbus Park neighborhoods. Due to it being elevated, the highway acts as a definitive border between these two neighborhoods. With the construction of Highway 9, Independence Avenue, which historically ran East/West uninterrupted from the Pendleton Heights neighborhood to the River Market, is forced to deviate to make room for the ramps and connections needed for the Highway 9/North Loop connection. From the perspective of land use and value, the areas adjacent to Highway 9 have been depressed since the construction of Highway 9. Furthermore, Columbus Park is physically isolated from surrounding neighborhoods because of highway and railway infrastructure on all four sides. The intent of this project is to reduce the states asset obligations by removing multiple 30+ year old bridges, the retaining walls necessary for the elevated highway and restore the historic street grid network between the River Market, Columbus Park, and Central Business District (CBD). The project will also include a cycle track and pedestrian connections from the Heart of America Bridge to Admiral Boulevard and similar improvements along the reconnected Independence Avenue. The project will assist in freight movement by having a better connection from I-70 to the Heart of America Bridge to serve the North Kansas City and Harlem industrial areas.	Highway/ roadway	2020 Update

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Updated on 6/4/2020

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1470	Line Creek Parkway (formerly Waukomis Drive) Complete Streets Project Segment 1	Kansas City, MO	Waukomis Drive from NW 62nd Street and terminate at NW 68th Street	151	22.68			Complete street reconstruction of the existing Waukomis Drive Road from NW 62nd Street to NW 68th Street to a modern complete street parkway which will become Line Creek Parkway. The existing road was built in 1942 by MoDOT and subsequently the section north of I-29 was transferred to KCMO. Project will provide a sidewalk on one side of the street, a ten foot multi-purpose path on the other, a two lane grass median divided parkway with turn lanes as necessary and on-street bike facilities. The project will connect the residents of the Line Creek Valley to Line Creek and Hopewell Elementary Schools and allow a safe route to school and will also connect to the Line Creek Trail, Line Creek Community Center, Line Creek Park, and the Englewood Boulevard complete street reconstruction currently underway. Project will include proper street lighting necessary for an urban area, safe transit stops for ATA users, and storm water mitigation. It may be a joint with Platte County taking as previous phases of Waukomis Drive/Line Creek Parkway upgrades have occurred.	Highway/ roadway	2020 Update
1496	Tiffany Springs Parkway (now NE 96th) Complete Street Reconstruction	Kansas City, MO	NE 96th Street between North Oak to Maplewoods Pkwy	151	11.84			Project reconstructs the narrow two lane unimproved NE 96th Street between North Oak and Maplewoods Parkway to a two lane with landscaped median and turn lanes urban complete street Parkway. It will rebuild the corridor within existing right of way and add a ten foot multipurpose trail that will complete a missing gap from where the Tiffany Springs Parkway bike lanes and multi use trail terminates at North Oak. Project will connect to an environmental justice tract and on ATA transit Route 237.	Highway/ roadway	2020 Update

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1446	Route AA/Waukomis Drive Complete Streets Reconstruction	Kansas City, MO	Missouri Route AA (Waukomis Drive) from US 69 to Englewood Road. Includes the I-29 interchange	149			31.35	Complete street reconstruction of the existing Waukomis Drive Road from US 69/Vivion Road to Englewood Road to a modern urban complete street. The existing road was built in 1942 by MoDOT and subsequently the section north of I-29 was transfered to KCMO. Project will provide a sidewalk on one side of the street, a ten foot multi-purpose path on the other, three lanes as necessary and on-street bike facilities. The project will connect the residents of Riverside and Northmoor to Line Creek Elementary to allow a safe route to school and will also connect to the Line Creek Trail, Line Creek Community Center, Line Creek Park, and the Englewood Boulevard complete street reconstruction currently underway. Project will include proper street lighting necessary for an urban area, safe transit stops for ATA users, and stormwater mitigation. It is a joint project with Platte County taking the lead in partnership with Northmoor and Kansas City.	Highway/ roadway	2020 Update
1530	Gillham Rd Reconstruction	Kansas City, MO		145		7.8		Reconstruct existing road to the Gillham Road Bike Connections PSP Plan.	Active Transportation	2020 Update
1527	Grand Boulevard Streetscape	Kansas City, MO		143	10.08			Project reconstructs Grand Boulevard to the Making Grand Grand Streetscape Plan from 3rd Street to Pershing. The project will rebuild the street and upgrade it include separated bicycle facilities. It will be designed to maintain the character of the area as desired by residents during the Downtown Area planning process. Project will include constructing an urban complete street with sidewalks, streetlights, bike lanes, and curbing.	Active Transportation	2020 Update
1528	Broadway Blvd Reconstruction	Kansas City, MO		136		14.04		Implement the recommendations of the Midtown Complete Streets Plan with the goal of improving the multi-modal environment of the corridor and development of activity centers as described in the Midtown Area Plan	Active Transportation	2020 Update

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1533	Tiffany Springs Parkway between I-435 to I-29	Kansas City, MO	Tiffany Springs Parkway from I-435 to I-29 including new interchange at Farley Hampton Road and I-435	118		45.24		Project is being built on the south side of KCI International Airport and will serve expanded air freight operations and logistics park including the existing KCI Intermodal Center by building direct connections to both I-435 and I-29. Complete street construction of a modern complete street parkway which will become Tiffany Springs Parkway. The project will also upgrade the existing parts of the corridor to a complete street with sidewalks and a multi-purpose trail. Project will provide a sidewalk on one side of the street, a ten foot multi-purpose path on the other, a two or four lane grass median divided parkway with turn lanes as necessary and on-street bike facilities. Project will also pave the ramps for the I-435 and Farley Hampton Road interchange which was graded when I-435 was built but not paved. The project will connect provide for an alternative route on the south side of KCI Airport and serves as a connection to two interstates and the I-29 and KCI office and industrial jobs corridor, Tiffany Springs Park, and the Route 152 Trail. Project will include proper street lighting necessary for an urban area, transit stops for future transit service, and storm water mitigation.	Highway/ roadway	2020 Update
1532	Gregory Boulevard Reconstruction	Kansas City, MO		113		3.12		RECONSTRUCT EXISTING ROAD TO BOULEVARD STANDARDS from Troost to The Paseo.	Active Transportation	2020 Update
1543	Red Bridge Reconstruction	Kansas City, MO		93	22.17			RECONSTRUCT EXISTING ROAD to Boulevard Standards	Active Transportation	2020 Update
1424	Troost Avenue Streetscape	Kansas City, MO	23rd to Bannister Avenue	75	44.10			To complete Streetscape along Troost which had been initiated by the Troost Bridge Project at Brush Creek and the Troost MAX. Primary users will be the motorists, peds, transit riders and bicyclists.	Active Transportation	2020 Update
1481	Blue Ridge Blvd Streetscape	Kansas City, MO	I-470 to 107th Street	74	3.65			Streetscape improvements to commercial node at 87th and Blue Ridge Blvd utilizing the "Retail" streetscape guidelines as recommended in the Hickman Mills Area Plan. Primary users will be the motorists, peds, transit riders and bicyclists.	Active Transportation	2020 Update

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1361	Ararat Drive	Kansas City, MO	Sni-a-Bar Road to Eastwood Trafficway	67	1.89			Sidewalks, transit stop enhancements (2 stops), bike lanes, road diet, pedestrian crossings and a roundabout at Sni-a-bar Road intersection. Primary users will be the motorists, peds, transit riders and bicyclists.	Active Transportation	2020 Update
1344	350 Hwy Streetscape Improvements and Intersection Enhancements	Kansas City, MO	Westridge Road to Unity Village	66	2.52			Create streetscape and pedestrian improvements at mixed use node as recommended in the Knobtown Land Use and Development Plan. Primary users will be the motorists, peds, transit riders and freight.	Active Transportation	2020 Update
1326	18th Street Connector	Kansas City, MO	Between Summit Street and The Paseo	65	138.60			This project involves a streetscape project that connects the 18th and Vine District, the Crossroads Arts District and the Westside Neighborhood. Primary users will be the motorists, peds, transit riders and bicyclists.	Active Transportation	2020 Update
1416	Red Bridge Road Streetscape	Kansas City, MO	From Hickman Mills Drive east 1,500 feet (Old Hickman Mills area)	64	1.26			Hickman Mills Area Plan identifies Blue Ridge Blvd as one of 2 Primary Image Streets for the community and provides detailed streetscape improvement recommendations at key nodes including 87th Street, Bannister Road, I-470 and Red bridge Road. Primary users will be the motorists, peds, transit riders and bicyclists.	Active Transportation	2020 Update
1394	Main Street Streetscape	Kansas City, MO	30th to 38th Street	62	7.30			To implement the recommendations of the Main Street Corridor Land Use and Development and subsequent Main Street Streetscape Plan. Primary users will be the motorists, peds, transit riders and bicyclists.	Active Transportation	2020 Update
1458	22nd/23rd Street Reconstruction	Kansas City, MO	Benton to I-70	61	13.60			This project involves a streetscape project that connects the 18th and Vine District, the Crossroads Arts District and the Westside Neighborhood. The project is 8250 feet. Improvements should provide additional traffic, pedestrian and bike safety and capacity.	Highway/ roadway	2020 Update
1400	North Oak Corridor Streetscape	Kansas City, MO	N 32nd Street to Englewood Boulevard and one block east and west of North Oak	56	30.87			Winnwood Area Plan, adopted by Resolution 090442 to create a Streetscape Plan that is intended to provide the framework for aesthetically pleasing streetscape elements that promote the corridor plan's policies.	Active Transportation	2020 Update

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1368	Cookingham Dr Reconstruction	Kansas City, MO	I-29 to I-35	54	20.16			Reconstruction of the existing roadway, bike lanes and pedestrian amenities	Active Transportation	2020 Update
1426	Woodland Reconstruction	Kansas City, MO	Shoal Creek Pkwy to I-435	48		25.27		RECONSTRUCT EXISTING ROAD AND WIDEN TO 4 LANES.	Highway/ roadway	2020 Update
1371	Elmwood Mixed Use Node	Kansas City, MO	St. John Avenue from Kensington to Lawn.	42	1.26			This project will involve the design and construction of curbs and sidewalks, pedestrian crossing improvements, replacement of storm inlets, street lighting, street plantings, street furniture, planting beds and associated appurtenances. Primary users will be the motorists, peds, transit riders and bicyclists.	Active Transportation	2020 Update
1304	I-35 and Gardner Road Diverging Diamond Interchange (DDI)	KDOT	I-35, Gardner Rd	70	12.60	31.2		The intent of the project is to construct an interchange that will serve current and future traffic demand in this area of southwest Johnson County and address congestion issues. The primary users will be motorists and freight entering and exiting the BNSF Intermodal Facility and warehouse developments. With the associated bridge replacement, non motorized travelers and future transit riders will be accomodated in a much more safe and practical manner.	Highway/ roadway	2020 Update
1311	Lewis and Clark Viaduct Phase 2	KDOT	I-70	67		241.8		The intent of this project is to replace rehabilitation and/or replacement of the nine Lewis and Clark Viaduct bridges and associated roadway improvements within the study area that facilitates safe and efficient traveler mobility Improve infrastructure condition, enhance safety, improve traveler mobility and accessibility, and support KCKs economic (re)development initiatives. The primary users would be motorists, non motorized users, and freight shippers Phase 1 of the Lewis and Clark Viaduct projects will be completed in Spring 2020. Phase 2, the EB bridge, will continue to undergo annual bridge inspections. Its condition is a trigger for us to decide when to move forward with replacement project.	Bridge	2020 Update
1287	I-435/State Ave Diverging Diamond Interchange (DDI)	KDOT	I-435/State Ave Interchange	60		29.71		Reconstruction of the interchange to a diverging diamond interchange (DDI) to replace an existing partial cloverleaf configuration. Motorists and freight would be the primary users of the improvement and transit riders on Route 101 that travels through the interchange. Bicyclists and pedestrians will also be primary users along State Ave.	Highway/ roadway	2020 Update

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1302	18th Street Bridge Replacement	KDOT	US-69	56		93.6		The intent of this project is to replace a bridge that is near its useful life--which was extended by extensive repairs in 2018. Motorists and freight will be the primary users of this bridge carrying them across the Kansas River. Peak/midday transit service is provided by UGT/KCATA along the 18th Street Corridor. Additional transit riders may also become users of the facility should a higher level of service be implemented along the corridor in the future. The bridge spans both the Kansas River and BNSF rail lines. There is a potential for bike/ped users to be accommodated, on the bridge but this is largely unknown at this time and is pending the outcome of the18th Street Bridge Replacement Study.	Bridge	2020 Update
1173	County Road 30 Improvement	Leavenworth County	County Road 30 from Easton to Tonganoxie.	27	15.12			This project will improve County Road 30 from Easton to Tonganoxie for capacity and safety.	Highway/ roadway	2020 Update
1438	Ward Road & Persels Road Intersection Improvements	Lees Summit	Intersection of Ward Road and Persels Road	86	3.15			Widen Ward Road for left-turn lanes and re-align the north Persels intersection to match the south Persels intersection (an existing offset intersection controlled by two traffic signals in close proximity), consolidate traffic signals and improve pedestrian and bicycle access. The crossing of Ward Road is a walking route to elementary and middle schools and the Rock Island Corridor Trail crosses this intersection as well. Motorists, pedestrians, cyclists, freight and transit riders will benefit from these improvements.	Highway/ roadway	2020 Update
1297	Lackman from 101st to 105th - capacity and operational improvements	Lenexa	Lackman from 101st to 105th	49		9.36		This project will provide facilities for all road users as identified in our Complete Streets study. Additional traffic lanes for vehicles and freight, sidewalks for pedestrians and mixed-use trail for cyclists.	Highway/ roadway	2020 Update
1296	95th Street from Renner to Loiret - capacity and operational improvements	Lenexa	95th Street from Renner to Loiret	49		10.92		This project will provide facilities for all road users as identified in our Complete Streets study. Additional traffic lanes for vehicles and freight, sidewalks for pedestrians and mixed-use trail for cyclists.	Highway/ roadway	2020 Update
1048	Mize Boulevard from 83rd Street to Prairie Star Parkway - 2 lane	Lenexa	Mize Boulevard from 83rd Street to Prairie Star Parkway	45		18.72		This project will provide facilities for all road users as identified in our Complete Streets study. Additional traffic lanes and connections for vehicles and freight, sidewalks for pedestrians and mixed-use trail for cyclists.	Highway/ roadway	2020 Update

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Updated on 6/4/2020

Rehabilitation Projects*

Project ID	Project Title	Sponsor	Location	Project Score	Year of Expenditure Dollars (millions $) 2020-2029	2030-2039	2040-2050	Project Description	Primary Mode	When Added
1255	Clare from Prairie Star Parkway to K-10 - New 4-lane roadway	Lenexa	Clare from Prairie Star Parkway to K-10 - New 4-lane roadway	40		14.82		This project will provide facilities for all road users as identified in our Complete Streets study. Additional traffic lanes for vehicles and freight, sidewalks for pedestrians and mixed-use trail for cyclists.	Highway/ roadway	2020 Update
1468	Liberty Traffic Signal ITS Upgrades - 11 Intersections	Liberty	11 traffic signals located at various locations in the city limits of Liberty, Missouri.	92	2.52			Intent of the project is to improve traffic flow at signalized intersections, provide pedestrian interconnectivity, and allow for more modern monitoring of traffic situations. Currently, during peak periods many of the signalized intersection back up. Staff must visit each site in order to make adjustments. Primary users will be vehicles, trucks, heavy trucks with freight, and pedestrians.	Highway/ roadway	2020 Update
1475	Birmingham Road Improvements	Liberty	Birmingham Road from Ruth Ewing to Holt Drive	41	2.39			Improve existing roadway to current standards and add sidewalks.	Highway/ roadway	2020 Update
1176	Active Traffic Management/Dynamic Lane Management Design and Development (KS)	MARC	I-435 between Lenexa/I-35 interchange through the I-49 interchange	86	13.60			Develop and deploy Active Traffic Management solution on the southern section of Interstate 435 to manage traffic congestion in AM/PM peak periods. Active traffic management (ATM) is the ability to dynamically manage recurrent and non-recurrent congestion based on prevailing and predicted traffic conditions. Focusing on trip reliability, it maximizes the effectiveness and efficiency of the facility. It increases throughput and safety through the use of integrated systems with new technology to optimize performance. ATM approaches focus on influencing travel behavior with respect to lane/facility choices and operations. ATM strategies can be deployed singularly to address a specific need such as the utilizing adaptive ramp metering to control traffic flow or can be combined to meet system-wide needs of congestion management, traveler information, and safety resulting in synergistic performance gains. In cases in which MARC is listed as the sponsor, local governments or other entities with land use jurisdiction would need to implement projects.	Highway/ roadway	2020 Update

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Rehabilitation Projects*

Project ID	Project Title	Sponsor	Location	Project Score	Year of Expenditure Dollars (millions $) 2020-2029	2030-2039	2040-2050	Project Description	Primary Mode	When Added
1575	Active Traffic Management/Dynamic Lane Management Design and Development (MO)	MARC	I-435 between Lenexa/I-35 interchange through the I-49 interchange	86	6.80	8.42	11.28	Develop and deploy Active Traffic Management solution on the southern section of Interstate 435 to manage traffic congestion in AM/PM peak periods. Active traffic management (ATM) is the ability to dynamically manage recurrent and non-recurrent congestion based on prevailing and predicted traffic conditions. Focusing on trip reliability, it maximizes the effectiveness and efficiency of the facility. It increases throughput and safety through the use of integrated systems with new technology to optimize performance. ATM approaches focus on influencing travel behavior with respect to lane/facility choices and operations. ATM strategies can be deployed singularly to address a specific need such as the utilizing adaptive ramp metering to control traffic flow or can be combined to meet system-wide needs of congestion management, traveler information, and safety resulting in synergistic performance gains. In cases in which MARC is listed as the sponsor, local governments or other entities with land use jurisdiction would need to implement projects.	Highway/ roadway	2020 Update
1288	Expansion and Enhancement of the Operation Green Light Program in the Kansas City Region (KS)	MARC	May include existing traffic signals that are online and are intergrated into the OGL program as well as new intersections in the region	68	0.88	1.09	1.46	Enhancement of the Operation Green Light Program in Kansas City: This will include expansion of OGL to cover more arterial miles in the metro area, formalized arterial diversion route programs on both OGL routes and non-OGL routes, greater coordination between OGL and KC Scout, and, in the future, providing signal data to connected vehicles via roadside equipment or third party providers. In cases in which MARC is listed as the sponsor, local governments or other entities with land use jurisdiction would need to implement projects.	Active Transportation	2020 Update
1576	Expansion and Enhancement of the Operation Green Light Program in the Kansas City Region (MO)	MARC	May include existing traffic signals that are online and are intergrated into the OGL program as well as new intersections in the region	68	1.36	1.68	2.25	Enhancement of the Operation Green Light Program in Kansas City: This will include expansion of OGL to cover more arterial miles in the metro area, formalized arterial diversion route programs on both OGL routes and non-OGL routes, greater coordination between OGL and KC Scout, and, in the future, providing signal data to connected vehicles via roadside equipment or third party providers. In cases in which MARC is listed as the sponsor, local governments or other entities with land use jurisdiction would need to implement projects.	Active Transportation	2020 Update

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Updated on 6/4/2020

Rehabilitation Projects*

Project ID	Project Title	Sponsor	Location	Project Score	Year of Expenditure Dollars (millions $) 2020-2029	2030-2039	2040-2050	Project Description	Primary Mode	When Added
1441	Implement Dynamic Lanes / Managed Lanes on Regional Interstates (KS)	MARC	Routes include several of the major interstate routes in the Kansas City Region, I-35, I-435, I-470 and I-29.	51	1.76	2.18	2.92	Implement Dynamic Lanes/Managed Lanes on major area interstates with multi-purpose traffic management gantries over the highway that can provide for dynamic lane assignments, lane management, variable pricing, variable speed limits, traveler information, bus only lane assignments, etc. to control access and actively manage traffic. Primary users / beneficiaries are vehicles and transit riders. In cases in which MARC is listed as the sponsor, local governments or other entities with land use jurisdiction would need to implement projects.	Active Transportation	2020 Update
1577	Implement Dynamic Lanes / Managed Lanes on Regional Interstates (MO)	MARC	Routes include several of the major interstate routes in the Kansas City Region, I-35, I-435, I-470 and I-29.	51	2.64	3.27	4.38	Implement Dynamic Lanes/Managed Lanes on major area interstates with multi-purpose traffic management gantries over the highway that can provide for dynamic lane assignments, lane management, variable pricing, variable speed limits, traveler information, bus only lane assignments, etc. to control access and actively manage traffic. Primary users / beneficiaries are vehicles and transit riders. In cases in which MARC is listed as the sponsor, local governments or other entities with land use jurisdiction would need to implement projects.	Active Transportation	2020 Update

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Updated on 6/4/2020

Rehabilitation Projects*

Project ID	Project Title	Sponsor	Location	Project Score	Year of Expenditure Dollars (millions $) 2020-2029	2030-2039	2040-2050	Project Description	Primary Mode	When Added
1439	Dynamic Message Board Arterial Expansion and All-Inclusive Transportation Dashboard (KS)	MARC	Some of the routes include diversion routes including Shawnee Mission Parkway, Antioch, Quivira, 95th, 87th, US 71, US 40, Rt 350, M-9, Bannister Road and others	45	1.13	1.4	1.88	Expand the use of Dynamic Message Signs on arterials adjacent to key freeway decision points as well as other key arterials. Also develop an integrated software dashboard that merges existing transportation information that includes several transportation modes integrated into one source. Dynamic Message Signs provide information to users about traffic incidents, travel times and restrictions before they enter the freeway corridor or information along the arterial route so they can make an informed decision about the route they choose. The use of DMS will be adjacent to Intermodal Facility freeway entrances, major freeway entrances and key locations on critical arterials. Also, with the above advancement, an all-Inclusive Transportation Dashboard would be developed. Through the use of one website/mobile app, trip information on all modes of travel is displayed to the user allowing them to make the best decision with regard to mode and expected travel times. This data would include real-time transit schedules, interstate travel times, incident data, car-sharing availability, ride-hailing service availability, streetcar arrival times, bike-share locations and availability, etc. The dashboard could be developed and funded through a private Transit Management Association and/or advertising and even includes incentivization in order to encourage multi-modalism. In cases in which MARC is listed as the sponsor, local governments or other entities with land use jurisdiction would need to implement projects.	Active Transportation	2020 Update

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Updated on 6/4/2020

Rehabilitation Projects*

Project ID	Project Title	Sponsor	Location	Project Score	Year of Expenditure Dollars (millions $) 2020-2029	2030-2039	2040-2050	Project Description	Primary Mode	When Added
1578	Dynamic Message Board Arterial Expansion and All-Inclusive Transportation Dashboard (MO)	MARC	Some of the routes include diversion routes including Shawnee Mission Parkway, Antioch, Quivira, 95th, 87th, US 71, US 40, Rt 350, M-9, Bannister Road and others	45	1.68	2.09	2.8	Expand the use of Dynamic Message Signs on arterials adjacent to key freeway decision points as well as other key arterials. Also develop an integrated software dashboard that merges existing transportation information that includes several transportation modes integrated into one source. Dynamic Message Signs provide information to users about traffic incidents, travel times and restrictions before they enter the freeway corridor or information along the arterial route so they can make an informed decision about the route they choose. The use of DMS will be adjacent to Intermodal Facility freeway entrances, major freeway entrances and key locations on critical arterials. Also, with the above advancement, an all-Inclusive Transportation Dashboard would be developed. Through the use of one website/mobile app, trip information on all modes of travel is displayed to the user allowing them to make the best decision with regard to mode and expected travel times. This data would include real-time transit schedules, interstate travel times, incident data, car-sharing availability, ride-hailing service availability, streetcar arrival times, bike-share locations and availability, etc. The dashboard could be developed and funded through a private Transit Management Association and/or advertising and even includes incentivization in order to encourage multi-modalism. In cases in which MARC is listed as the sponsor, local governments or other entities with land use jurisdiction would need to implement projects.	Active Transportation	2020 Update
1258	intersection improvements to reduce congestion and enhance safety	MoDOT	Various intersections throughout the MARC region will be included based on need at the time of implementation. Example routes include MO-350 from 63rd to Noland, MO-291 from I-70 to US-24, US-40 from I-435 to Woods Chapel Road and US-24 from I-435 to MO-291.	101	8.40	10.4	13.93	The purpose of this project is to reduce congestion and enhance safety at various intersections for motorists, pedestrians and bicyclists.	Highway/ roadway	2020 Update

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Updated on 6/4/2020

Rehabilitation Projects*

Project ID	Project Title	Sponsor	Location	Project Score	Year of Expenditure Dollars (millions $) 2020-2029	2030-2039	2040-2050	Project Description	Primary Mode	When Added
1285	I-70 Corridor Improvements from EIS	MoDOT	Interstate 70 from Paseo Boulevard to U.S. 40	101	126.00			There are five main purposes for this project: 1. Improve Safety along the corridor by reducing the crash rates and crash severity along I-70. 2. Reduce Congestion by removing key bottlenecks, reduce potential for ramp back-up onto the freeway, and improve multimodal travel times in coordination with plans put forward by local and regional agencies. 3. Restore And Maintain Existing Infrastructure by improving bridge and pavement conditions on I-70 and implement cost-effective investment alternatives. 4. Improve Accessibility by providing travel options for all residents, increase safe access across I-70 for non-motorized travel, and support local and regional land use plans. 5. Improve Good Movement by improving the efficiency of freight movement on I-70.	Highway/ roadway	2020 Update
1236	I-70 and I-470 Interchange Improvement	MoDOT	Interstate 70 and Interstate 470	100		85.8		The project purpose is to improve the operational and safety features of this interchange. The project may consist of constructing a new turbine interchange with ramp modifications, signing, bridge and roadway improvements or some sort of collector-distributor partial turbine. The preferred alternative has not been decided. This interchange is located in Independence, Missouri which is one of the largest suburbs of metropolitan Kansas City. The existing system will be improved by creating direct connections without cloverleaf ramps to provide greater mobility, reliability and a safer system by reducing the number of decision points and conflict points. While providing this greater level of service to the public, the freight and transit communities will also benefit from the reduced travel time, greater reliability and safety improvements. The I-470 and I-70 interchange serves 191,595 vehicles per day and 64,639 trucks/buses per day. This project is part of the National Highway Freight Network Routes as a Primary Highway Freight System Route.	Bridge	2020 Update
1259	Interchange operation and safety improvements	MoDOT	Various routes throughout the MARC region based on the determined need at the time of implementation.	98	41.99	51.99	69.66	The intent of the project is to improve travel times and reduce congestion for the primary users of motorists and freight. However, bike/ped improvements will also enhance non-motorized transportation.	Highway/ roadway	2020 Update

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Updated on 6/4/2020

Rehabilitation Projects*

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1353	I-35/I-670/US-71 Downtown Loop Improvements	MoDOT	I-35, I-670 and US-71	97		234		There are several purposes for this project: 1. Improve Safety along the corridor by reducing the crash rates and crash severity. 2. Reduce congestion by removing key bottlenecks, reduce potential for ramp back-up onto the freeway, and improve multimodal travel times in coordination with plans put forward by local and regional agencies. 3. Restore and Maintain Existing Infrastructure by improving bridge and pavement conditions on I-35, I-670 and US-71 and implement cost-effective investment alternatives. 4. Improve Goods Movement by improving the efficiency of freight movement on the interstate.	Highway/ roadway	2020 Update
1257	Strategic pedestrian safety improvements	MoDOT	The improvements potentially include but are not limited to sections of Route 78 in Independence from I-435 to MO-291, MO-7 in Blue Springs from Pink Hill Road to Mason School Road and US-69 in Kansas City from I-29 to I-35.	89	25.20			This project will increase pedestrian mobility and safety by providing sidewalks, ADA upgrades and other improvements for pedestrians at various locations.	Active Transportation	2020 Update
1204	KCScout ITS Operations	MoDOT	Various Counties and Various Routes in the Urban Kansas City District	58	27.30	33.8	45.28	The primary users of the system will be all the users of the system. The beneficiaries of the project are ALL the users of the state highway facilities. The Scout system is developed to monitor the highways and provide quick action to clear incidents, assist law enforcement and the public. KC Scout is designed to lessen traffic jams by improving rush hour speeds, increasing safety by decreasing the number of rush-hour accidents and improving emergency response to traffic situations by clearing incidents quickly and safely.	Other	2020 Update

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Updated on 6/4/2020

Rehabilitation Projects*

Project ID	Project Title	Sponsor	Location	Project Score	Year of Expenditure Dollars (millions $) 2020-2029	2030-2039	2040-2050	Project Description	Primary Mode	When Added
1442	Emergency Response Operations - Missouri	MoDOT	Various Counties and Various Routes in the Urban Kansas City District	45	12.60	15.6	20.9	The primary users of the system will benefit from Emergency Response. The beneficiaries of the project are ALL the users of the state highway facilities. The ER team is developed to monitor the highways and provide quick action to clear incidents, assist law enforcement and the public. KC Scout is designed to lessen traffic jams by improving rush hour speeds, increasing safety by decreasing the number of rush-hour accidents and improving emergency response to traffic situations by clearing incidents quickly and safely. Emergency Response and KC Scout work very closely to identify areas that need attention and take action.	Other	2020 Update
1535	Santa Fe and Ridgeview Road	Olathe	Santa Fe and Ridgeview Road Olathe MARC 2050 Submittal Project Number "106" in attached documents shapefile	95	6.42			Capacity improvement at the intersection of Santa Fe and Ridgeview Road	Highway/ roadway	2020 Update
1063	Woodland Road and K-10 Interchange	Olathe	Woodland and K-10 Interchange (Olathe MARC 2050 Submittal Project Number "34" in attached documents shapefile)	89		3.12		Add capacity to the interchange at the intersection of Woodland Road and K10 Hwy. Adding lanes and turn lanes at ramp terminals and potentially adding roundabouts or traffic signals at ramp terminals of the interchange will improve safety and capacity for both crossing thoroughfares. Motorists, pedestrians, transit riders, bicyclists, and trucks will all benefit from the added safety measures.	Highway/ roadway	2020 Update
1340	Kansas City Road from Ridgeview to Santa Fe	Olathe	Kansas City Road	84			8.36	Widen KC Road, between Ridgeview and Santa Fe to add bike lanes. (Approximately 1.0 mile) Installing sidewalks and shared use paths. Expected outcomes are added capacity and amenities for bicyclists, reduced and more reliable travel times, safer travel for all modes of transportation.	Highway/ roadway	2020 Update
1065	135th Street and I-35 Interchange	Olathe	135th Street and I-35 Interchange (Olathe MARC 2050 Submittal Project Number "35" in attached documents shapefile)	80	31.50			Interchange capacity improvement, with primary users including motorists, pedestrians, bicyclists, and freight.	Highway/ roadway	2020 Update

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Updated on 6/4/2020

Rehabilitation Projects*

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1083	151st Street and I-35/US-169 Interchange	Olathe	151st Street and I-35/US-169 Interchange Olathe MARC 2050 Submittal Project Number "58" in attached documents shapefile	78		23.4		Interchange capacity improvement with primary users included motorists, pedestrians, bicyclists, and freight.	Highway/ roadway	2020 Update
1082	167th and US-169/K-7	Olathe	167th Street Olathe MARC 2050 Submittal Project Number "59" in attached documents shapefile	74		18.72		Grade Separation over BNSF Railroad and US-169/K-7	Highway/ roadway	2020 Update
1084	Moonlight Road/Prairie Star Parkway and K-10 Interchange	Olathe	K-10 Olathe MARC 2050 Submittal Project Number "57" in attached documents shapefile	72		23.4		New interchange needed on K-10 Hwy to serve increase demand due to economic development (and extension of Prairie Star Parkway from the City of Lenexa)	Highway/ roadway	2020 Update
1085	BNSF Grade Separation, Harold Street and Woodland Road	Olathe	BNSF Railroad (Olathe MARC 2050 Submittal Project Number "56" in attached documents shapefile)	70		202.8		Railroad grade separation at Harold/127th Street and Woodland Road	Highway/ roadway	2020 Update
1077	Kansas City Road from the north city limits to Renner Road	Olathe	Kansas City Road (Olathe MARC 2050 Submittal Project Number "45" in attached documents shapefile)	68		7.8		Add on-street bike lanes	Highway/ roadway	2020 Update
1068	119th and K-7 Interchange	Olathe	119th and K-7 Interchange (Olathe MARC 2050 Submittal Project Number "36" in attached documents shapefile)	66		4.68		Interchange capacity improvement.	Highway/ roadway	2020 Update

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Updated on 6/4/2020

Rehabilitation Projects*

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1342	Metcalf Avenue - 75th to 83rd	Overland Park	Metcalf Avenue	104		21.06		The intent of the project is to maximize mobility and access to existing and future land uses along the corridor, address system preservation and maintenance needs, provide for alternative transportation modes and improve system performance, efficiency and safety. The primary users will be motorists, pedestrians, and bicyclists. Motorists will benefit from the addition of turn lanes and safety of the reconstructed roadway. Bicyclists will be able to utilize the flex space when provided as a multi-use path. Pedestrians will be able to utilize the sidewalks to negotiate the entire corridor and intersections. Transit riders will be able to utilize the pedestrian improvements and the transit stop at 75th and Metcalf.	Highway/ roadway	2020 Update
1434	Merriam Drive - Antioch to 47th	Overland Park	Merriam Drive	88		15.6		The intent of the project is to maximize mobility and access to existing and future land uses along the corridor, address system preservation and maintenance needs, provide for alternative transportation modes and improve system performance, efficiency, and safety. The primary users will be motorists, pedestrians and bicyclists. Motorists will benefit from the increased capacity and safety of the reconstructed roadway which includes additional turn lanes and intersection improvements. Bicyclists will be able to utilize the on-street bike lanes to negotiate the entire corridor and intersections. Pedestrians will be able to utilize the reconstructed sidewalks and new sidewalks to negotiate the entire corridor and intersections.	Highway/ roadway	2020 Update
1032	Antioch Road - 167th to 179th	Overland Park	Antioch Road	83	20.79			The intent of the project is to maximize mobility and access to existing and future land uses along the corridor, address system preservation and maintenance needs, provide for alternative transportation modes and improve system performance, efficiency, and safety. The primary users will be motorists, pedestrians and bicyclists. Motorists will benefit from the increased capacity and safety of the reconstructed roadway which includes shoulders and turn lanes. Motorists, pedestrians and bicyclists will all benefit from the construction of a new bridge over Coffee Creek that will provide a missing link connection along Antioch Road. Bicyclists will be able to utilize the paved shoulders/bike lanes to negotiate the entire corridor and intersections. Pedestrians will be able to utilize the sidewalks to negotiate the entire corridor and intersections.	Highway/ roadway	2020 Update

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Updated on 6/4/2020

Rehabilitation Projects*

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1147	Metcalf Avenue - 167th to 183rd	Overland Park	Metcalf Road	81	27.72			The intent of the project is to maximize mobility and access to existing and future land uses along the corridor, address system preservation and maintenance needs, provide for alternative transportation modes and improve system performance, efficiency, and safety. The primary users will be motorists, pedestrians and bicyclists. Motorists will benefit from the increased capacity and safety of the reconstructed roadway which includes shoulders and turn lanes. Motorists, pedestrians and bicyclists will all benefit from the construction of a new bridge over the Blue River. Bicyclists will be able to utilize the paved shoulders/bike lanes to negotiate the entire corridor and intersections. Pedestrians will be able to utilize the sidewalks to negotiate the entire corridor and intersections.	Highway/ roadway	2020 Update
1195	167th Street - Switzer to Antioch	Overland Park	167th Street	81	12.60			The intent of the project is to maximize mobility and access to existing and future land uses along the corridor, address system preservation and maintenance needs, provide for alternative transportation modes and improve system performance, efficiency, and safety. The primary users will be motorists, pedestrians and bicyclists. Motorists will benefit from the increased capacity and safety of the reconstructed roadway which includes shoulders and turn lanes. Bicyclists will be able to utilize the paved shoulders/bike lanes to negotiate the entire corridor and intersections. Pedestrians will be able to utilize the sidewalks to negotiate the entire corridor and intersections.	Highway/ roadway	2020 Update
1185	Antioch Road - 179th to 199th	Overland Park	Antioch Road	76		42.9		The intent of the project is to maximize mobility and access to existing and future land uses along the corridor, address system preservation and maintenance needs, provide for alternative transportation modes and improve system performance, efficiency, and safety. The primary users will be motorists, pedestrians and bicyclists. Motorists will benefit from the increased capacity and safety of the reconstructed roadway which includes shoulders and turn lanes. Bicyclists will be able to utilize the paved shoulders/bike lanes to negotiate the entire corridor and intersections. Pedestrians will be able to utilize the sidewalks to negotiate the entire corridor and intersections.	Highway/ roadway	2020 Update

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Updated on 6/4/2020

Rehabilitation Projects*

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1199	Kenneth Road - 145th to 159th	Overland Park	Kenneth Road	76		25.74		The intent of the project is to maximize mobility and access to existing and future land uses along the corridor, address system preservation and maintenance needs, provide for alternative transportation modes and improve system performance, efficiency, and safety. The primary users will be motorists, pedestrians and bicyclists. Motorists will benefit from the increased capacity and safety of the reconstructed roadway which includes shoulders and turn lanes. Motorists, pedestrians and bicyclists will all benefit from the construction of a new overpass at the railroad that will eliminate the existing at grade crossing and provide a safer connection. Bicyclists will be able to utilize the paved shoulders/bike lanes to negotiate the entire corridor and intersections. Pedestrians will be able to utilize the sidewalks to negotiate the entire corridor and intersections.	Highway/ roadway	2020 Update
1194	Quivira Road - 179th to 191st	Overland Park	Quivira Road	76	20.79			The intent of the project is to maximize mobility and access to existing and future land uses along the corridor, address system preservation and maintenance needs, provide for alternative transportation modes and improve system performance, efficiency, and safety. The primary users will be motorists, pedestrians and bicyclists. Motorists will benefit from the increased capacity and safety of the reconstructed roadway which includes shoulders and turn lanes. Motorists, pedestrians and bicyclists will all benefit from the construction of a new bridge over Wolf Creek that will provide a missing link connection along Quivira Road. Bicyclists will be able to utilize the paved shoulders/bike lanes to negotiate the entire corridor and intersections. Pedestrians will be able to utilize the sidewalks to negotiate the entire corridor and intersections.	Highway/ roadway	2020 Update
1205	Kenneth/State Line Road - 159th to 199th	Overland Park	Kenneth/State Line Road	72		85.8		The intent of the project is to maximize mobility and access to existing and future land uses along the corridor, address system preservation and maintenance needs, provide for alternative transportation modes and improve system performance, efficiency, and safety. The primary users will be motorists, pedestrians and bicyclists. Motorists will benefit from the increased capacity and safety of the reconstructed roadway which includes shoulders and turn lanes. Bicyclists will be able to utilize the paved shoulders/bike lanes to negotiate the entire corridor and intersections. Pedestrians will be able to utilize the sidewalks to negotiate the entire corridor and intersections.	Highway/ roadway	2020 Update

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Updated on 6/4/2020

Rehabilitation Projects*

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1025	Route 9 Corridor Complete Streets Improvements	Parkville	MO-Hwy 9 (Lakeview Dr. to Mattox Rd.)	114	16.88			Implementation of the adopted Route 9 Corridor Study (2015 Planning Sustainable Places project) which includes Complete Streets improvements along a three-mile stretch of MO-Hwy 9 from Parkville, Mo. to Riverside, Mo. in order to improve safety, mobility, stormwater management and multimodal accessibility. Includes (where possible) 3-lane sections with 5 ft. sidewalk, a 10-ft. multiuse trail, curbs, drains, bioswales and other stormwater infrastructure, new traffic signals and access control.	Highway/ roadway	2020 Update
1133	MO-Hwy FF Corridor Improvements	Parkville	MO-Hwy FF (MO-Hwy 9 to Union Chapel Rd./NW River Rd.)	40		43.52		Improve the safety of a two-mile stretch of MO-Hwy FF as it runs along steep cliffs overlooking the Missouri River and Platte Landing area and the embankment continues to erode each year. This project will also provide access to the Missouri Riverfront Trail, as well as increasing safety to vehicles and pedestrian traffic where MO-Hwy FF intersects with Main St. and MO-Hwy 9 in downtown Parkville, Mo.	Highway/ roadway	2020 Update

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Rehabilitation Projects*

Project ID	Project Title	Sponsor	Location	Project Score	Year of Expenditure Dollars (millions $) 2020-2029	2030-2039	2040-2050	Project Description	Primary Mode	When Added
1482	E. Broadway from Route C (Main Street) to E. 3rd Street	Peculiar	E. Broadway from Route C (Main Street) to E. 3rd Street is a planned two-lane major collector street that runs east/west, providing access to the regional highway system by way of an interchange with I-49, via Rt. C. The intersection at E. 3rd Street & Rt. C is a stop sign and a flashing red light for the side street movements, with uninterrupted flow along Rt. C. The City's 2008 Comprehensive Plan identified E. Broadway as a secondary transportation priority. Peculiar's 2015 Comprehensive Plan update identified the E Broadway Corridor as an important capital improvement, currently serving the existing the downtown business district within the city limits of Peculiar. With the I-49/Peculiar Way interchange completed, the E Broadway Corridor is	85	1.26			E. Broadway from Route C (Main Street) to E. 3rd Street project is proposed in conjunction with the completed new interchange at Peculiar Way & I-49 (formerly known as 211th Street and U.S. 71 Highway); and in conjunction with Peculiar Way (West)/211th Street (East) from Y Hwy to J Hwy. The Peculiar Way (West)/211th Street (East) projects will be a separate Regional Transportation 2050 project submission. Peculiar's land-use plan calls for this project to be connected to the City's downtown region. E. Broadway from Route C (Main Street) to E. 3rd Street Harper Road will be a primary east/west traffic mover connected to this center, near the downtown region of Peculiar; and will serve as one planned segment of a major collector road linking the City with cities and counties to the north and south. The current condition of the project's 0.2 miles has two lanes of asphalt paving, with a 25-foot cross-section, with no curbs or gutters, from Route C (Main Street) to E. 3rd Street, including the intersection of C Hwy and E. Broadway. The section of E. Broadway from Route C (Main Street) to E. 3rd Street is currently developed land. This is a project request so the repairs/upgrades will take place during the construction phase. When completed, the E. Broadway from Route C (Main Street) to E. 3rd Street Corridor will be a major collector Complete Street, with a standard three-lane road with shoulders, for approximately 0.2 miles, from Route C (Main Street) to E. 3rd Street with dedicated left turn lanes.	Highway/ roadway	2020 Update

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Updated on 6/4/2020

Rehabilitation Projects*

Project ID	Project Title	Sponsor	Location	Project Score	Year of Expenditure Dollars (millions $) 2020-2029	2030-2039	2040-2050	Project Description	Primary Mode	When Added
			one of the City's top transportation priorities. This project is the next step following the Peculiar's 2015 Comprehensive Plan update, which developed Corridor alignment options and recommended the option the City is pursuing with this project.							

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Updated on 6/4/2020

Rehabilitation Projects*

Project ID	Project Title	Sponsor	Location	Project Score	Year of Expenditure Dollars (millions $) 2020-2029	2030-2039	2040-2050	Project Description	Primary Mode	When Added
1484	Intersection of YY Hwy, Peculiar Drive and Summerskill Road	Peculiar	The askewed intersection of Hwy YY, Peculiar Drive and Summerskill Road located in Peculiar MO; connecting Missouri state routes Hwy YY and Peculiar Drive, and the City of Peculair's Summskill Road; improving the askewed 4-way intersection into a roundabout intersection. The City's 2008 Comprehensive Plan did identify the askew intersection as a secondary transportation priority. Peculiar's 2015 Comprehensive Plan update identified the askewed intersection of Hwy YY, Peculiar Drive and Summerskill Road as an important capital improvement, within the city limits of Peculiar. With the I-49/Peculiar Way interchange completed, the askewed intersection of Hwy YY, Peculiar Drive and Summerskill Road is one of the City's top transportation priorities. This project is the next	84		0.78		Improvements to the askewed intersection of Hwy YY, Peculiar Drive and Summerskill Road could be to consider a roundabout as an option. A dual lane roundabout that incorporates the intesections of Hwy YY (west leg), Peculiar Drive (north and south legs) and Summerskill Road (east leg). This configuration provided a more direct route for east/west traffic between at Peculiar Drive. The proposed roundabout would require significant property acquisition. The improvements at the askewed intersection of Hwy YY, Peculiar Drive and Summerskill Road are proposed in conjunction with the completed new interchange at Peculiar Way & I-49 (formerly known as 211th Street and U.S. 71 Highway); and in conjunction with Peculiar Way (West)/211th Street (East) from Y Hwy to J Hwy. The Peculiar Way (West)/211th Street (East) project will be a separate Regional Transportation 2050 project submission. Peculiar's future land-use plan calls for this area to be connected to the City's future commercial center. Peculiar Drive will be a primary north/south traffic mover connected to this center, along the west part of Peculiar; and will serve as one planned segment of a major collector road linking the City with cities and counties to the north and south. This is a project request so the repairs/upgrades will take place during the construction phase. When completed, the roundabout intersection will be a major collector Complete Street.	Highway/ roadway	2020 Update

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Rehabilitation Projects*

Project ID	Project Title	Sponsor	Location	Project Score	Year of Expenditure Dollars (millions $) 2020-2029	2030-2039	2040-2050	Project Description	Primary Mode	When Added
			step following the Peculiar's 2015 Comprehensive Plan update, which developed the intersection alignment options and recommended the option the City is pursuing with this project.							
1525	Boardman Road and 163rd Street Improvements	Pleasant Hill	All work occurring on 163rd Street west of 7 Highway and on Boardman Street from 163rd Street south to Paul Street in downtown Pleasant Hill. Intersections occur at Boardman and 175th Street and many other intersections in downtown Pleasant Hill. No major intersection work is anticipated.	60	7.56			This improves the pavement condition along 163rd Street and Boardman Road which serves the only bypass roadway from the north side of Pleasant Hill to downtown and the more densely populated areas of Pleasant Hill. Improvement of this roadway system including flood mitigation and stormwater control will alleviate vehicular traffic on 7 Highway, especially during peak rush hour time periods.	Highway/ roadway	2020 Update
1214	Mission Road Improvements	Prairie Village	Mission and 71st, Mission and 75, Mission and 83rd, Mission and Somerset, Mission and 95th	60		12.16	16.3	The project will help connect two recognized activity nodes within Prairie Village. At a local level, it will encourage pedestrians to participate in active transportation by connecting local activity nodes of parks, shops, churches. The project will provide a way to increase access to transit. And the pavement will be rehabilitated in order to continue to meet the needs of the traveling public, the delivery of materials to businesses meeting regional demands, and transit schedules bringing Kansas Citians to both special events and daily work.	Highway/ roadway	2020 Update

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Updated on 6/4/2020

Rehabilitation Projects*

Project ID	Project Title	Sponsor	Location	Project Score	Year of Expenditure Dollars (millions $) 2020-2029	2030-2039	2040-2050	Project Description	Primary Mode	When Added
1211	75th Street Improvements	Prairie Village	75th and Nall, 75th and Mission, 75th and State Line	59		9.2	12.33	The project will help connect two recognized activity nodes, one being downtown Overland Park, Kansas and the other being the Waldo area in Kansas City, Missouri. At a local level, it will encourage pedestrians to participate in active transportation by connecting local activity nodes of parks, shops, churches. The project will provide a way to increase access to transit. And the pavement will be rehabilitated in order to continue to meet the needs of the traveling public, the delivery of materials to businesses meeting regional demands, and transit schedules bringing Kansas Citians to both special events and daily work.	Highway/ roadway	2020 Update
1456	Rosedale University Town Complete Streets Project	Unified Government	39th Street and Rainbow Boulevard from 47th Avenue to Southwest Boulevard	134	30.24			This project is intended to create a multi-modal environment where motorists, pedestrians, transit users, and people on bikes can use the transportation system safely and effectively. With the growth in the area, driven by the University of Kansas Hospital and Medical Center, the Unified Government is pursing land use and transportation strategies that will create a mode shift from single occupancy vehicles to walking, biking, and transit. This includes increasing the housing supply through land use and zoning strategies and providing transportation facilities that enable people to walk, bike and use transit. This shift is necessary to ensure the continued functionality of the transportation system. The current growth trends cannot be accommodated with the current mode split without significant roadway capacity increases that would create an unsustainable maintenance burden and are contrary to the adopted vision and goals of the community. The project provides a pedestrian and bicycle connection between the proposed bike lanes on 47th Street, the 39th Street corridor, and the existing bike lanes on Southwest Boulevard. This fills a critical gap in the bicycle connectivity network between Johnson County, Wyandotte County, and Kansas City, Missouri while serving a major destination and employment center, the University of Kansas Hospital and Medical Center.	Active Transportation	2020 Update

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Rehabilitation Projects*

Project ID	Project Title	Sponsor	Location	Project Score	Year of Expenditure Dollars (millions $) 2020-2029	2030-2039	2040-2050	Project Description	Primary Mode	When Added
1504	Turner Diagonal Corridor Improvements, K-32 to Leavenworth Rd.	Unified Government	Turner Diagonal and Kansas Highway 32, Turner Diagonal and Interstate 70	84	37.80			The primary users of these improvements will be daily motorists, as this route serves as a major connection route for K-12 schools, local community college traffic, and residents utilizing the commercial facilities long State Ave. Secondary to daily local traffic, recent developments, and those currently in planning stages, have opened portions of this corridor to larger light industrial traffic, like the new Amazon Distribution Center and proposed Commercial/Industrial Park in development on the Northeast corner of I-70 and Turner Diagonal. All improvements that will be made will also add elements to improve the walking and biking abilities along this corridor.	Highway/ roadway	2020 Update
1558	State Highway System Improvements	Unified Government	a. I-70 Corridor; I-70 and 110th, I-70 and I-435, I-70 and I-635, I-70 and 18th b. I-35 Corridor; County Line to State Line c. K-7 Corridor; State Ave to Marxen d. I-435 Corridor; I-70 to Parallel	74	399.00	494	661.83	The intent of this project is to make upgrades to the state highway system where it meets the local street systems. Proposed improvements would benefit mainly motorists, however, improvements would allow for accommodations to be made to improve pedestrian safety at dangerous intersections as well as allow for accommodations for bicyclists where accommodations were not provided in the past. This project would be broken up into smaller projects focused on specific intersections, interchanges, corridors, and bridges. Improvements to the State Highway system will allow for coordinated improvements with local agencies which could reduce traffic congestion, improve safety, and allow for greater accommodations for all modes of transportation.	Highway/ roadway	2020 Update
				Subtotal	**1,650.35**	**2147.77**	**990.76**			

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Updated on 6/4/2020

Other Constrained Projects

Project ID	Project Title	Sponsor	Location	Project Score	Year of Expenditure Dollars (millions $) 2020-2029	2030-2039	2040-2050	Project Description	Primary Mode	When Added
1509	155th Street Improvement	Basehor	155th Street north from Wolf Creek Parkway to Leavenworth Road, there will be multiple intersections that this project will both affect and improve. 155th and Parallel Rd, 155th (Roundabout) and Elm Street (alignment of intersection), 155th Street and Leavenworth Road (Roundabout). The project will affect other intersections but they will not be improved necessarily because of traffic flow issues but they will be improved during construction.	85	11.08			The intent of this project is to improve overall safety for motorists and non-motorists alike. This would involve improvements such as widening the existing street to a minimum of three lanes, two travel lanes and one center-left hand turn lane. These improvements would be to include our newly adopted policy to provide a 10 wide Multi-Use Path for pedestrian, bicycle traffic along with a 5 wide sidewalk on the opposite side of the roadway. The improvements to 155th Street will make the corridor easily accessible for freight movement.	Highway/ roadway	2020 Update
1529	Parallel Road	Basehor	Parallel Road from 163rd Street to K-7, several intersections along the route will be reconfigured/redesigned, including 155th Street and Parallel Road, these improvements include the construction of a roundabout at this intersection.	85		21.84		The intent of this project would be to improve a two lane street in an effort to bring it up to arterial standards, this would include widening from two lanes to four, per city standards, the road construction project will include a 10 wide MUP on one side of the road and a 5 wide sidewalk on the opposite side. Per the Comprehensive Plan of Basehor, we indicate Parallel Road would be become a minor arterial and carry a large number of vehicles. The primary users would consist of motorists, pedestrians, bicyclists and freight.	Highway/ roadway	2020 Update

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Updated on 6/4/2020

Other Constrained Projects

Project ID	Project Title	Sponsor	Location	Project Score	Year of Expenditure Dollars (millions $) 2020-2029	2030-2039	2040-2050	Project Description	Primary Mode	When Added
1514	Donahoo Road	Basehor	Donahoo Road @ K-7 Highway, Donahoo Rd @ 147th Street, Donahoo Rd @ 155th Street	67	12.60			This project will consist of a new roadway approximately 2 miles in length that would serve as a direct connection point between the north side of Basehor proper and K-7 Highway as well as the new 147th Street expansion project completed by Leavenworth County in 2018. This new road construction project will include the construction of a bridge to traverse a large drainage way, it would also be constructed to Basehors current Arterial Street Design criteria, these requirements include the construction of a 10 wide MUP for both pedestrian and bicyclists.	Highway/ roadway	2020 Update
1519	MetroGreen Trail	Basehor	Section of trail from State Avenue north towards Farimount Road/Basehor Sports Complex	50			3.76	The city of Basehor has 2 large swaths of the MetroGreen trail system that traverse our city. We have a section on the east side as well as a section that dissects the city and continues to our western side. The MetroGreen trail system could/would link our northern and southern portions of Basehor. We would ultimately look to connect the eastern portion of the trail system to our baseball/softball/football and soccer complex (Field of Dreams) thus providing a vital link to one of our most used public facilities.	Active Transportation	2020 Update
1450	Share Use Mobility Expansion and Renewal (MO)	BikeWalkKC	N/a	78	2.52	1.56		This project focuses on two parts. 1) Renewal of the current bike share system by replacing bikes, kiosks, docks, and other equipment as they reach the end of their useful life. 2) Expansion of the shared use mobility network with addition of more bikes and stations, plus the introduction of new technologies like e-bikes, scooters, and other technologies that might emerge during the planning horizon. Bicyclists are the primary users, with significant multi-modal crossover with transit and pedestrians.	Active Transportation	2020 Update
1574	Share Use Mobility Expansion and Renewal (KS)	BikeWalkKC	N/a	78	0.84	1.04	1.39	This project focuses on two parts. 1) Renewal of the current bike share system by replacing bikes, kiosks, docks, and other equipment as they reach the end of their useful life. 2) Expansion of the shared use mobility network with addition of more bikes and stations, plus the introduction of new technologies like e-bikes, scooters, and other technologies that might emerge during the planning horizon. Bicyclists are the primary users, with significant multi-modal crossover with transit and pedestrians.	Active Transportation	2020 Update

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Other Constrained Projects

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1573	Regional Safe Routes to School Programming (KS)	BikeWalkKC	N/a	54	1.26	1.56	2.09	This project continues existing Safe Routes to School on-infrastructure funding currently being provided by BikeWalkKC and in partnership with other jurisdictions. It includes Youth Bicycle Education and walking school bus programs at K-12 school sites, technical assistance and student travel planning for schools and school districts, and other outreach and encouragement events. The primary audience is K-12 school students.	Active Transportation	2020 Update
1038	Woods Chapel Road - Phase 2	Blue Springs	Woods Chapel Road from US-40 to Walnut Street	90	13.86			Due to increasing traffic growth along Woods Chapel Road corridor, this project is a continuation of phased improvements in order to increase roadway capacity and provider multimodal accommodations. Phase 1 of the project from I-70 to Walnut Street was completed in Fall 2016, which included a DDI at I-70. This project, Phase 2, will improve the existing two-lane roadway from Walnut Street to US-40 to a three-lane roadway with a continuous center turn lane and right-turn lanes where warranted. The improvements will include bicycle lanes and sidewalk on both sides of the roadway to provide connectivity for bicyclists, pedestrians, and mobility aid users. Intersection improvements at Woods Chapel Road and US-40 intersection will also be incorporated into the project. The project corridor provides access for transit users to a park-and-ride and transit stop located near Woods Chapel Road and I-70, which provides access to the RideKC system via Route I-70.	Highway/ roadway	2020 Update
1276	138th Street Improvements	Bonner Springs	Kansas Hwy 32 to Kansas Avenue	72	12.47			Includes widening of a narrow two lane ditched road to a standard width three lane curb and gutter street. Improvements include curb and gutter, sidewalks, storm sewer, pavement markings, street lighting, and replacement signage.	Highway/ roadway	2020 Update
1274	Nettleton Avenue Extension	Bonner Springs	Kansas Hwy 7	35			7.31	The project includes the construction of a standard width three lane curb and gutter street. Improvements include curb and gutter, sidewalks, storm sewers, pavement markings, street lighting, and replacement signage. Enhanced access for pedestrian and bicycle traffic to/from commercial areas. Primary users will be motorists, pedestrians, bicyclists, freight transit.	Highway/ roadway	2020 Update
1399	207th Street Expansion	Edgerton	207th Street: from 8th Street to Sunflower	15			27.17	Widening of existing roadway. This segment is a primary truck route, connecting 56 Highway and Interstate 35. This segment is anticipated to serve potential development of residential/commercial, connecting motorists to services and major highways.	Highway/ roadway	2020 Update

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Other Constrained Projects

Project ID	Project Title	Sponsor	Location	Project Score	Year of Expenditure Dollars (millions $) 2020-2029	2030-2039	2040-2050	Project Description	Primary Mode	When Added
1186	98th Street Connector	Edwardsville	98th St from K-32 (Edwardsville) to State Avenue (KCK)	86		15.6		The project is approximately 4 miles in length between K-32 in Edwardsville and State Avenue in KCK. Primary users will be motorist with secondary users being transit, pedestrians, bicyclists and freight.	Highway/ roadway	2020 Update
1282	Edwardsville Drive - Phase 2	Edwardsville	Edwardsville Phase 2 will be from approximately Speaker Road on the north to approximately 800 north of Shelton on the south.	79		14.35		Upgrade the last section of Edwardsville Drive between I-70 and K-32 Highway. Primary users will be motorists, pedestrians, bicyclists and freight. Roadway portions north and south of the project area have been completed or currently in the TIP (Riverview Crossroad Project).	Highway/ roadway	2020 Update
1272	Riverview Avenue	Edwardsville	Riverview Avenue from Turner Diagonal to Leavenworth County line (142nd St). The project crosses all three jurisdictions in Wyandotte County and includes several interchanges connecting to I-70 including at Turner Diagonal, 78th St, 110th St and K-7.	73		27.3	36.57	The project is approximately 10 miles in length between Turner Diagonal in KCK and 142nd St in Bonner Springs. The primary users will be motorist with secondary users being transit, bicyclists, pedestrians and freight	Highway/ roadway	2020 Update

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Updated on 6/4/2020

Other Constrained Projects

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1022	US 56 & I-35 Interchange Improvements	Gardner	US-56 (175th Street) and I-35 interchange	80		24.96		The existing interchange is a large rural diamond with a single loop ramp. The ultimate interchange improvements will address the future interchange configuration including ramp locations to minimize the interchange footprint and the addition of thru lanes on US-56/175th Street. In the near-term, improvements will be needed to accommodate development poised to occur east of the interchange. These improvements will most likely include installation of traffic signals and turn lanes at the ramp intersections. The project will be designed to accommodate all vehicle types and provide access across I-35 for pedestrians and bicyclists. With the addition of KCATA transit routes from downtown KC to Gardner and Edgerton, the interchange will assist in improving local and regional mobility, increase long-term economic development and attract and retain residents and businesses by connecting people to regional jobs.	Highway/ roadway	2020 Update
1171	US-56, Moonlight Rd to I-35 & New Century interchange	Gardner	US 56, interchange at New Century Parkway	70		78		The purpose of the project is to widen the existing 4-lane roadway to a 6-lane section and reconfigure the interchange at New Century Parkway. KDOT's US-56 Corridor Management Plan shows minor changes to the interchange that would eliminate the existing signalized intersection at Old US-56. But the larger question is whether this massive interchange is really needed at all. An at-grade intersection could likely adequately serve traffic, result in a more gentle grade west of New Century Parkway, open up land for development, lower a vertical element in the vicinity of the airport flight path, dramatically reduce maintenance costs (eliminating a bridge and a great deal of pavement), improve pedestrian and bicycle safety, potentially better connect the city (by allowing, for example, a connection to Lincoln Lane that could help relieve the Main Street / Moonlight Road intersection), and lower vehicular speeds. A detailed study would be needed to support such a change, but the potential benefits could justify further investigation.	Highway/ roadway	2020 Update
1210	US 56 Improvements- West City Limits to Poplar	Gardner	US 56 (Main Street)	67		15.6		Widen US-56 to a 4-lane road, including a traffic signal at the intersection with Waverly Road. The intersection should also be reconstructed/restriped at that time to provide for left and right turn lanes. Primary users will be motorists and freight connected with the intermodal facility.	Highway/ roadway	2020 Update

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Updated on 6/4/2020

Other Constrained Projects

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1341	Gladstone Parkway (68th Street)	Gladstone	Gladstone City limits at at approximately N. Broadway and NW 68th Street to N. Oak Trafficway and NE 70th Street.	111	16.38			Project will provide a direct connection to/from N. Oak Trafficway and downtown Gladstone to/from Highway 169. Amenities will serve motorists, pedestrians, transit users, bicyclists, and limited freight. Project will improve traffic safety at the intersection of N. Broadway and NW 68th Street. Project will include a 10ft wide concrete trail that will ultimately connect the Shoal Creek Trail System to the Line Creek Trail system via NW 68th Street and the Linden Connector. Improves access to downtown KCMO, downtown airport, and KCI. Improves connectivity to N Oak which is currently being studied by KCATA for BRT expansion. Improves access to neighborhoods such as Hamilton Heights. Serves environmental justice tracts along N. Broadway and N. Oak.	Highway/ roadway	2020 Update
1454	Vivion Road Trail Extension	Gladstone	Vivion Road (US-169) at I29	87		1.87		Construction of a 10 foot wide concrete trail within the City limits of Gladstone from approximately Hwy 169 to Old Pike Road.	Active Transportation	2020 Update
1264	39th Street Improvements - West City Limits to Crysler Avenue	Independence	Intersections within the 39th Street project limits are US 40 Highway, Blue Ridge Boulevard, Sterling Avenue & Crysler Avenue.	127	2.52	3.12		This project is a continuation of the first phase of improvements to the 39th Street corridor. The first phase (Noland Road to Crysler Avenue) was completed in 2011. The project would include a 3-lane roadway (2 vehicle traffic through lanes and a center turn lane), on-road bike lanes for cyclists on each side of the street and an ADA-compliant sidewalk for pedestrians and mobility aid users. The bicycle lanes and the sidewalks would improve safety and accessibility for pedestrians and cyclists. Also included in the scope of this project are drainage improvements with curb and gutter and a new storm sewer system. This project supports ongoing investments in the area. The construction of the project will create a safer route for residents in neighborhoods along the corridor to nearby activity centers using alternative transportation choices and motorized vehicles, thereby allowing residents to age in place.	Highway/ roadway	2020 Update

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Updated on 6/4/2020

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1238	35th Street Complete Street	Independence	35th Street Intersections: US 40, Blue Ridge Blvd, Sterling Ave, Crysler Ave, Noland Rd, Lees Summit Rd	125	10.08	12.48		This project includes a three lane roadway (2 vehicle traffic through lanes with a center turn lane) to improve safety and travel time reliability for motorists and freight. Currently there are unconnected sidewalks and no bike lanes along the corridor. The current system does not adequately serve all transportation modes. The proposed project will provide bike facilities for cyclists on and ADA-compliant sidewalks for pedestrians and mobility aid users. The bicycle facilities and the sidewalks would improve safety and accessibility for pedestrians and cyclists using transit along north/south roads and to parks and activity centers. This project will create inter-connectivity for all transportation modes.	Active Transportation	2020 Update
1269	Truman Road Improvements - Vista Avenue to M-7 Highway	Independence	Truman Road is Missouri Route 12. Intersections with other routes include Route M-78 (23rd Street) and M-7 Highway at the east terminus of the project. Other significant intersections are at Little Blue Parkway and future Jackson Drive (east of existing Van Maele Road). The intersections at M-78 and Little Blue Parkway have already been constructed, but may require minor modifications.	104	44.10			The project will improve existing Truman Road (Route 12) from two lanes to four lanes. Curb and gutter, sidewalks, bicycle facilities, storm sewers, a bridge, street lights, relocated power lines and all necessary turn lanes will be constructed. At this time, there is no transit route along this area of Truman Road, but improvements to the roadway (which currently has a more rural design with shoulders and ditches) would make transit routes possible in the future as the area continues to develop. Existing industrial areas along Truman Road would have a viable alternate freight access point to the east of M-78 at M-7 Highway. A new four lane bridge would replace an obsolete two lane bridge over the Little Blue River, just east of the Little Blue Parkway intersection. The new bridge would include dedicated bicycle and pedestrian facilities. There would also be a connection point to the Little Blue Trace Park along the Little Blue River.	Highway/ roadway	2020 Update
1165	Bundschu Road Improvements	Independence	Bundschu Road between Susquehanna Ridge and M-7 Highway	100		31.2		The existing roadway is a partially improved roadway that will be widened on the existing alignment with the addition of a center two-way left turn lane, curb and gutter, enclosed storm drain system. A multi-use path is proposed on the north side of the roadway and a sidewalk is proposed along the south side of the roadway. Primary users include multi-modal transportation users with improved access to Fire Station, Parks, Elementary Schools, Little Blue Trace Trail & Nature Preserve, and Transit stops located on US-24 highway.	Active Transportation	2020 Update

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1233	Salisbury Road Complete Streets	Independence	Salisbury & Jones Road (future Jackson Drive - major arterial). Salisbury & Ponca Drive	97	5.22	6.47		The project will complete the expansion of the existing roadway to 3-lane collector, from Missouri 291 to N Jones Road. As part of the expansion, horizontal and vertical alignment will also be improved to match necessary design parameters. Sidewalks will be installed and bike facilities will be incorporated to expand multimodal transportation options throughout. Additionally, the Independence Athletic Complex, located near the middle of this segment of Salsibury Road, serves the region with several sports fields, including soccer, football, baseball and softball.	Highway/ roadway	2020 Update
1164	RD Mize Road Improvements	Independence	RD Mize Road - Eureka Road to Pink Hill Road; intersection of Pink Hill Road; and Pink Hill Road to Duncan Road.	95	9.45	11.7		RD Mize Road from Eureka Road to Pink Hill Road will be improved from a two lane road to a three lane road with a center two way left turn lane. RD Mize Road from Pink Hill Road south to its intersection with Woods Chapel Road will be improved from a two lane road to a four lane road. The entire roadway will be widened on the existing alignment and make improvements to horizontal curvature at two locations, install curb and gutters, enclosed storm drain system and an eight foot shared use path will be placed on one side of the road with a five-foot sidewalk on the other. Continuous street lighting will be installed throughout the corridor. The existing temporary span wire signal at Pink Hill Road and R D Mize road will be removed and installation of a roundabout will be constructed. This project connects local neighborhoods in Independence and Blue Springs to the Little Blue Trace trail system, as well as, local elementary and middle schools located on R D Mize Road. The primary users will be motorists, pedestrians, and bicyclists, with additional connectivity provided to transit facilities. Additional project improvements will include a bridge replacement over the Little Blue River and will include the addition of sidewalk and/or sidewalk connections to the existing little blue trace trail system.	Active Transportation	2020 Update
1498	Platte Purchase Drive Reconstruction and Interchange Improvement	Kansas City, MO	Platte Purchase MO 152 to Cookingham Drive and Platte Purchase/152 Interchange	147	31.12			Project reconstructs the narrow two lane unimproved Platte Purchase between the south side of the MO 152 interchange to a four lane with landscaped median and turn lanes urban complete street. It will also improve the MO 152 interchange and add a ten foot multipurpose trail. Project is adjacent to an environmental justice tract and connects to the Route 152 Trail which provides for connections the MetroGreen Line Creek Trail.	Highway/ roadway	2020 Update

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Other Constrained Projects

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1560	BikeKC Plan Implementation	Kansas City, MO	Citywide program	144	50.40			Implementation of the newly updated Bike KC Master Plan will include construction of low-stress bikeways througout the city in order to provide a safe, comfortable alternative form of transportation for citizens throughout the City. The Bike KC Master Plan network identifies 658 centerline miles of facilities in three categories – major separation, minor separation, and shared streets. Many of these routes will involve retrofiting existing roadways, while others will be folded into larger roadway projects that expand or bring roadways up to City standards. Implementation of this program will help the City achieve its goals of a more multimodal, sustainable transportation system.	Active Transportation	2020 Update
1499	Tiffany Springs Parkway between I-29 and US 169	Kansas City, MO	Tiffany Springs Parkway from I-29 to Platte Purchase Drive which includes existing Tiffany Springs Parkway corridor and NW 100th Street	141		49.6		Complete street reconstruction of the existing streets in the Twin Creeks area such as NW 100th Street to a modern complete street parkway which will become Tiffany Springs Parkway. The project will also upgrade the existing parts of the corridor to a complete street with sidewalks and a multi-purpose trail. Project will provide a sidewalk on one side of the street, a ten foot multi-purpose path on the other, a four lane grass median divided parkway with turn lanes as necessary and on-street bike facilities. The project will connect the residents of the Twin Creeks area to the I-29 and KCI jobs corridor, Platte Purchase Park, and the Second Creek Trail. Project will include proper street lighting necessary for an urban area, transit stops for future transit service, and storm water mitigation.	Highway/ roadway	2020 Update
1559	Parvin Road Complete Street Reconstruction	Kansas City, MO	Extension of corridor from the intersection of Waukomis Drive at NW 68th Street to Barry Road	122	18.90			Complete street construction of the Line Creek Parkway from NW 68th Street to Barry Road as a modern complete street parkway Project will provide a sidewalk on one side of the street, a ten foot multi-purpose path on the other, a two lane grass median divided parkway with turn lanes as necessary and on-street bike facilities. The project will connect the residents of the Line Creek Valley to Hopewell Elementary Schools and planned third Park Hill High School and allow a safe route to schools and will also connect to the Line Creek Trail, Line Creek Community Center, Line Creek Park, and the Englewood Boulevard complete street reconstruction currently underway. Project will include proper street lighting necessary for an urban area, safe transit stops for ATA users, and storm water mitigation. It may be a joint with Platte County taking as previous phases of Line Creek Parkway upgrades have occurred.	Highway/ roadway	2020 Update

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Updated on 6/4/2020

Other Constrained Projects

Project ID	Project Title	Sponsor	Location	Project Score	Year of Expenditure Dollars (millions $) 2020-2029	2030-2039	2040-2050	Project Description	Primary Mode	When Added
1526	Line Creek Parkway – Old Stagecoach to NW 108th Street	Kansas City, MO	Line Creek Parkway from Old Stage Coach to NW 108th Street	115	21.79			The project will construct a two lane Line Creek Parkway from the current termination of Line Creek Parkway at Old Stage Coach and construct it north to NW 108th Street along the west side of Platte Purchase Park.	Highway/ roadway	2020 Update
1542	Line Creek Parkway Complete Streets Project Segment 2	Kansas City, MO	Extension of corridor from the intersection of Waukomis Drive at NW 68th Street to Barry Road	113		23.4		Complete street construction of the Line Creek Parkway from NW 68th Street to Barry Road as a modern complete street parkway Project will provide a sidewalk on one side of the street, a ten foot multi-purpose path on the other, a two lane grass median divided parkway with turn lanes as necessary and on-street bike facilities. The project will connect the residents of the Line Creek Valley to Hopewell Elementary Schools and planned third Park Hill High School and allow a safe route to schools and will also connect to the Line Creek Trail, Line Creek Community Center, Line Creek Park, and the Englewood Boulevard complete street reconstruction currently underway. Project will include proper street lighting necessary for an urban area, safe transit stops for ATA users, and storm water mitigation. It may be a joint with Platte County taking as previous phases of Line Creek Parkway upgrades have occurred.	Highway/ roadway	2020 Update
1549	Ambassador Drive Extension to Mexico City Ave	Kansas City, MO	Ambassador Drive extension from I-435 to Mexico City Avenue	107	36.54			Project is being built on the northeast side of KCI International Airport and will serve expanded air freight operations and future logistics park including the expanding KCI Intermodal operations by building direct connections to both I-435 and I-29. The project will extend Ambassador Drive over I-435 and connect to Mexico City with improvements to the interchange to accommodate new industrial and air freight intermodal facilities. he project will also upgrade the existing parts of the corridor to a complete street with sidewalks and a multi-purpose trail. Project will provide a sidewalk on one side of the street, a ten foot multi-purpose path on the other, a two or four lane grass median divided parkway with turn lanes as necessary and on-street bike facilities. The project will connect provide for an alternative route on the northeast side of KCI Airport and serves as a connection to two interstates and the I-29 and KCI office and industrial jobs corridor. Project will include proper street lighting necessary for an urban area, transit stops for future transit service, and storm water mitigation.	Highway/ roadway	2020 Update

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Other Constrained Projects

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1431	Briarcliff Pkwy Reconstruction	Kansas City, MO		86	10.08			Reconstruct existing road and widen to 4 lanes and boulevard standards for motorist, pedestrian and bicyclists.	Active Transportation	2020 Update
1377	Gregory Blvd Reconstruction	Kansas City, MO	I-435 to Blue Ridge Cut-Off	78	17.26			Reconstruct existing roadway and widen to four lanes with bike lanes. Primary users will be the motorists, peds, transit riders and bicyclists.	Highway/ roadway	2020 Update

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Updated on 6/4/2020

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1009	Fast and Frequent Service: Independence Avenue Bus Rapid Transit	KCATA	Improvements along existing 24 Independence route, with adjustments recommended by the Independence Avenue BRT Feasibility Study. Primary improvements are along Independence Avenue within Kansas City, Missouri.	142	76.60			Independence Avenue BRT is a near-term recommendation of the Smart Moves 3.0 transit plan, which envisions a mobility landscape that includes efficient, high-ridership transit service linked by well-located mobility hubs where riders can transfer from one fixed route to another or connect with mobility services to get where they need to go. The project will enhance an existing high-ridership transit corridor, with new transit stations with high-quality amenities including shelters, smart kiosks, and level boarding. These facilities will vastly improve the ability for residents and employees to access the system in a safe and comfortable manner. These improvements will also improve travel time and service reliability on the corridor, as well as provide enhanced connections between routes and other transportation modes at mobility hubs. The feasibility plan also calls for protected bike lanes to be integrated along the Independence Avenue portion of the corridor, implementing a major bicycle infrastructure corridor as recommended by the BikeKC Plan. Existing transit users will be the primary users of these improvements, but will also allow non-transit users to begin utilizing the system. In addition, the planned protected bike lanes will be utilized by existing cyclists and allow more people to bicycle in the corridor. The intent of this project is to make using transit and mobility services an attractive and viable option for more Kansas City area residents and workers. Expanding the region's transit system (in terms of route options, frequency of service, and days of service) will not only benefit those who choose to or depend on transit (i.e. transit riders) but others as well. For instance, expanding the transit system and increasing ridership will take more cars off the road, thereby decreasing traffic for those that choose to/must drive. This decreased traffic will also benefit bicyclists and pedestrians in terms of making their travel safer and more pleasant as well as improving air quality. Decreased traffic/congestion will also benefit the movement of freight as well.	Transit	2020 Update

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Updated on 6/4/2020

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1348	Fast and Frequent Service: Burlington/North Oak Enhanced Transit	KCATA	Improvements along existing 201 North Oak route, with adjustments recommended by the North Oak Transit Improvements Study to be completed in 2019 and additional planning and design efforts. Primary improvements are along Burlington Street in North Kansas City and North Oak in Kansas City, Missouri. Secondary improvements may occur on Barry Road in Kansas City, Missouri.	139	33.26			The enhanced Burlington/North Oak route is planned to be approximately 16 miles long, extending from Crown Center and Downtown Kansas City, Missouri to Boardwalk Square near I-29 & M-152 Highway in northern Kansas City, Missouri. Fast and Frequent transit service with enhanced amenities on the Burlington/North Oak corridor is a near-term recommendation of the Smart Moves 3.0 transit plan, which envisions a mobility landscape that includes efficient, high-ridership transit service linked by well-located mobility hubs where riders can transfer from one fixed route to another or connect with mobility services to get where they need to go. The project will enhance the existing transit spine of the Northland, with frequent bus service utilizing new transit stations with high-quality amenities. These facilities will vastly improve the ability for residents and employees to access the system in a safe and comfortable manner. These improvements will also improve travel time and service reliability on the corridor, as well as provide enhanced connections between routes and other transportation modes at mobility hubs. The ongoing North Oak Transit Improvement Study is currently evaluating the corridor to formulate specific recommendations. Collaboration with an additional study focused on streetscape and active transportation enhancements will improve other transportation modes as well. Existing transit users will be the primary users of these improvements, but will also allow non-transit users to begin utilizing the system. In addition, the current planning process is proceeding concurrently with a process to evaluate improved bicycle and pedestrian facilities on the corridor. It is anticipated that the future transit improvement project will incorporate the facilities recommended by this plan as well. The intent of this project is to make using transit and mobility services an attractive and viable option for more Kansas City area residents and workers. Expanding the region's transit system (in terms of route options, frequency of service, and days of service) will not only benefit those who choose to or depend on transit (i.e. transit riders) but others as well. For instance, expanding the transit system and increasing ridership will take more cars off the road, thereby decreasing traffic for those that choose to/must drive. This decreased traffic will also benefit bicyclists and pedestrians in terms of making their travel safer and more pleasant as well as improving air quality. Decreased traffic/congestion will also benefit the movement of freight as well.	Transit	2020 Update

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1582	Fast and Frequent Service: 401 - Metcalf Plaza (to Downtown OP)	KCATA	Future improvements to following routes:•401 Metcalf-Plaza	137	9.39	11.63	15.58	This project will develop Fast & Frequent transit services along key corridors as defined by existing high-ridership services and by the SmartMoves 3.0 regional transit plan. Fast and Frequent signifies a transit system with headways 15 minutes or less. Fast and Frequent routes on the following key routes/corridors would provide an efficient way to move through the region and access key destinations and transfer points:401 – Metcalf-Plaza•The 401 route provides residents of Johnson County, Kansas and Jackson County, Missouri access to destinations such as shopping along Blue Valley Parkway and Rosana Square and access to educational centers like Johnson County Community College and University of Missouri, Kansas City. Major employment centers, such as the Sprint Campus are served as well. The intent of this project is to make using transit and mobility services an attractive and viable option for more Kansas City area residents and workers. Expanding the region's transit system (in terms of route options, frequency of service, and days of service) will not only benefit those who choose to or depend on transit (i.e. transit riders) but others as well. For instance, expanding the transit system and increasing ridership will take more cars off the road, thereby decreasing traffic for those that choose to/must drive. This decreased traffic will also benefit bicyclists and pedestrians in terms of making their travel safer and more pleasant as well as improving air quality. Decreased traffic/congestion will also benefit the movement of freight as well.	Transit	2020 Update

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1350	Fast and Frequent Service: 31st/rock Island Corridor (to stadiums)	KCATA	Future improvements to following route:•31 31st Street/ Rock Island Corridor (to the stadiums)	137	19.68	16.24		This project will develop Fast & Frequent transit services along key corridors as defined by existing high-ridership services and by the SmartMoves 3.0 regional transit plan. Fast and Frequent signifies a transit system with headways 15 minutes or less. Fast and Frequent routes on the following key routes/corridors would provide an efficient way to move through the region and access key destinations and transfer points:31st / Rock Island Corridor •The Linwood/Rock Island Corridor represents a connection between the people of Kansas City, Raytown, and Lee's Summit. While the 31 31st Street route provides service along 31st Street to Blue Ridge Crossing, currently the only service provided approximately adjacent to the Rock Island corridor is the 550 Lee's Summit Express. This corridor could provide service to the Truman Sports Complex as well as employment centers in the three cities served.The intent of this project is to make using transit and mobility services an attractive and viable option for more Kansas City area residents and workers. Expanding the region's transit system (in terms of route options, frequency of service, and days of service) will not only benefit those who choose to or depend on transit (i.e. transit riders) but others as well. For instance, expanding the transit system and increasing ridership will take more cars off the road, thereby decreasing traffic for those that choose to/must drive. This decreased traffic will also benefit bicyclists and pedestrians in terms of making their travel safer and more pleasant as well as improving air quality. Decreased traffic/congestion will also benefit the movement of freight as well.	Transit	2020 Update

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Updated on 6/4/2020

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1581	Fast and Frequent Service: 101 - State Ave	KCATA	Future improvements to following route•101 State Ave.	137		11.98	24.07	This project will develop Fast & Frequent transit services along key corridors as defined by existing high-ridership services and by the SmartMoves 3.0 regional transit plan. Fast and Frequent signifies a transit system with headways 15 minutes or less. Fast and Frequent routes on the following key routes/corridors would provide an efficient way to move through the region and access key destinations and transfer points:101 – State Ave. •The 101 provides access to both Kansas City, Kansas and Kansas City, Missouri. Riders are able to access both city's downtown areas as well as key transfer locations in Downtown Kansas City, Missouri and a Park & Ride at 47th and State Avenue. The intent of this project is to make using transit and mobility services an attractive and viable option for more Kansas City area residents and workers. Expanding the region's transit system (in terms of route options, frequency of service, and days of service) will not only benefit those who choose to or depend on transit (i.e. transit riders) but others as well. For instance, expanding the transit system and increasing ridership will take more cars off the road, thereby decreasing traffic for those that choose to/must drive. This decreased traffic will also benefit bicyclists and pedestrians in terms of making their travel safer and more pleasant as well as improving air quality. Decreased traffic/congestion will also benefit the movement of freight as well.	Transit	2020 Update
1324	I-70/K-7 Interchange KA-1003-10 (Phase 5)	KDOT	K-7 and K-7 and Kansas Ave.	62	37.80	85.64		Reconstruction, capacity and safety improvements of the I-70/K-7 interchange. The interchange concept includes interchanges at I-70, 130th St, Kansas Ave. K-7 and I-70 will have C-D roads to separate thru traffic from ramp traffic. Primary users will be motorists and freight, but design accommodates transit and provides crossing points for bike/ped at the Kansas Ave and 130th Street interchanges.	Highway/ roadway	2020 Update
1328	I-70/K-7 Interchange KA-1003-11/15 (Phases 6 and 10)	KDOT	I-70 and K-7	60	195.42			Reconstruction, capacity and safety improvements of the I-70/K-7 interchange. The interchange concept includes interchanges at I-70, 130th St, Kansas Ave. K-7 and I-70 will have C-D roads to separate thru traffic from ramp traffic. Primary users will be motorists and freight, but design accommodates transit and provides crossing points for bike/ped at the Kansas Ave and 130th Street interchanges.	Highway/ roadway	2020 Update

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1331	I-70/K-7 Interchange KA-1003-12 (Phase 7)	KDOT	I-70 and K-7	60		149.13		Reconstruction, capacity and safety improvements of the I-70/K-7 interchange. The interchange concept includes interchanges at I-70, 130th St, Kansas Ave. K-7 and I-70 will have C-D roads to separate thru traffic from ramp traffic. Primary users will be motorists and freight, but design accommodates transit and provides crossing points for bike/ped at the Kansas Ave and 130th Street interchanges.	Highway/ roadway	2020 Update
1305	Johnson County Gateway Phase 2; inclusive of K-10/K-7 Interchange	KDOT	Various	56	430.99			Reconstruction and capacity improvements to the I-435/I-35/K-10 interchanges. This will consist of Phase 2 of planned concept improvements. This project may also be inclusive of the reconfiguration of the K-10/K-7 interchange. Primary users of this facility are motorists, transit riders along I-35 (bus on shoulder), and freight shippers.	Highway/ roadway	2020 Update
1317	US-69 Improvements Phase 1: 135th Street to I-435	KDOT	US-69	47	211.68	65.52		The intent of this project is to conduct system expansion with the addition of through lanes C-D roads, and addition of auxiliary lanes. System condition will be addressed with the new pavement from reconstruction. The primary users will be motorists and freight. The intent of the project is to also address significant safety issues that have resulted in corridor already experiencing crash rates above the statewide average .	Highway/ roadway	2020 Update
1033	147 Street Reconstruction (4-H Road to McIntyre Road)	Lansing	The project continues the redevelopment plan for DeSoto Road/147th Street. Intersections are 4-H Road,Ridge Drive, Cottonwood Drive, including McIntyre Road.	40	14.61			This project will include the reconstruction of the rural-type, two-lane 147th Street to current standard three-lane facility to accommodate growing traffic demand. It also includes replacement of functionally obsolete road culverts as well as construction of a ten-foot bicycle path and five-foot pedestrian sidewalk in accordance with Trails Master Plan and city policy. Primary users include motorists, pedestrians, and bicyclists. Construction of bio-swales will be included where efficient.	Highway/ roadway	2020 Update
1035	West Gilman Road Construction	Lansing	The project connects State Highway 73/7 to 147th Street. 147th Street ties to Eisenhower Road to the north and Fairmount Road to the South.	36		7.8		This project will include the construction an expansion of the rural-type, two-lane Gilman Road to current standard three-lane facility to establish further economic development. It also includes construction of a ten-foot bicycle path and five-foot pedestrian sidewalk in accordance with Trails Master Plan and city policy. Primary users include motorists, pedestrians, and bicyclists. Construction of bioswales will be included where efficient.	Highway/ roadway	2020 Update

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1034	4-H Road Reconstruction	Lansing	The project connects State Highway 73/7 to 147th Street. 147th Street ties to Eisenhower Road to the north and Fairmount Road to the South.	36		8.73		This project will include the reconstruction of the rural-type, two-lane 4-H Road to current standard three-lane facility to accommodate growing traffic demand. It also includes construction of a ten-foot bicycle path and five-foot pedestrian sidewalk in accordance with Trails Master Plan and city policy. Primary users include motorists, pedestrians, and bicyclists. Construction of bioswales will be included where efficient.	Highway/ roadway	2020 Update
1031	DeSoto Road (4-H Road to Ida Street), including intersection approaches	Lansing	The project connects to linking street (4-H Road) that ties to State Highway 73/3. Intersections are 4-H Road and West Mary Street, which are significant collector connecting streets.	28		12.48		This project will include the reconstruction of the rural-type, two-lane DeSoto Road to current standard three-lane facility to accommodate growing traffic demand. It also includes replacement of a functionally obsolete bridge as well as construction of a ten-foot bicycle path and five-foot pedestrian sidewalk in accordance with Trails Master Plan and city policy. Primary users include motorists, pedestrians, and bicyclists. Construction of bio-swales will be included where efficient.	Highway/ roadway	2020 Update
1539	Muncie Road west of 10th Avenue	Leavenworth	None	49		11.7		Two lane suburban arterial with left turn lanes at major intersections designed to modern standards with bicycle and pedestrian modes considered in the initial design. Possible traffic signal at both 10th Street and 20th Street if warranted. Expected to be designed to modern roadway standards, include both a sidewalk (5) and trail (8-10), incorporate modern water quality and water quantity features.	Highway/ roadway	2020 Update
1547	Michals Road - Phase 2 - Tongonoxie Road to 167th	Leavenworth	None	47		7.33		Two lane suburban arterial with left turn lanes at major intersections designed to modern standards with bicycle and pedestrian modes considered in the initial design. Expected to be designed to modern roadway standards, include both a sidewalk (5) and trail (8-10), incorporate modern water quality and water quantity features.	Highway/ roadway	2020 Update
1552	175th Street between Michals Road and K92	Leavenworth	None	45	7.05			Two lane suburban arterial with left turn lanes at major intersections designed to modern standards with bicycle and pedestrian modes considered in the initial design. Expected to be designed to modern roadway standards, include both a sidewalk (5) and trail (8-10), incorporate modern water quality and water quantity features.	Highway/ roadway	2020 Update

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1557	Limit Street - 22nd Street - K92	Leavenworth	None	44			26.33	Two lane suburban arterial with left turn lanes at major intersections designed to modern standards with bicycle and pedestrian modes considered in the initial design. Expected to be designed to modern roadway standards, include both a sidewalk (5) and trail (8-10), incorporate modern water quality and water quantity features.	Highway/ roadway	2020 Update
1540	Michals Road - Phase 1 (167th to 175th)	Leavenworth	None	44	8.44			Two lane suburban arterial with left turn lanes at major intersections designed to modern standards with bicycle and pedestrian modes considered in the initial design. Expected to be designed to modern roadway standards, include both a sidewalk (5) and trail (8-10), incorporate modern water quality and water quantity features.	Highway/ roadway	2020 Update
1167	County Road 5 Improvements	Leavenworth County	County Road 5 from Leavenworth to Tonganoxie.	25			52.25	This project will improve County Road 5 from Leavenworth to Tonganoxie to improve capacity and safety.	Highway/ roadway	2020 Update
1267	Scherer Road - Sampson Road to M291 Highway	Lees Summit	Scherer Road from Sampson Road to M291 Highway	92	28.35			The project will reconstruct an inadequate rural roadway to an urban multi-lane, multi-modal transportation corridor supporting all users (motorists, pedestrians, transit riders, bicyclist and freight). The project is along a major arterial that extends between M-291 and Sampson Road. West of Sampson road, Scherer Parkway continues as an existing four-lane urban thoroughfare crossing multiple jurisdictions and Interstate 49 to the west.	Highway/ roadway	2020 Update
1266	Pryor Road - Longview Road to M150 Highway	Lees Summit	Pryor Road from Longview Road to M-150 Highway	90	18.90			The project will reconstruct and widen Pryor Road from M-150 Highway to Longview Road, an existing two-lane, 45 mph, shouldered major arterial that continues north of Longview Road with an improved multi-lane urban street section to an interchange at Interstate 470. The project will add curb, storm sewer, sidewalk, shared-use path, turn lanes, medians, access management, street lighting, traffic signals, etc. The primary users include motorists, pedestrians, and bicyclists.	Highway/ roadway	2020 Update
1306	Mixed-use trail along Quivira Road from 87th Street to 91st Street	Lenexa	Mixed-use trail along Quivira Road from 87th Street to 91st Street over I-35.	57			6.27	This project will provide a mixed-use trail for bicycles and pedestrians.	Active Transportation	2020 Update

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1303	Extension of Turkey Creek Trail	Lenexa	Extension of Turkey Creek Trail roughly following Marshall Drive from 75th Street to 87th Street then roughly following Santa Fe Trail Drive from 87th Street to the south city limits.	52			20.9	This project will provide a mixed-use trail for bicycles and pedestrians.	Active Transportation	2020 Update
1307	Lone Elm Road from K-10 to Prairie Star Parkway - 4-lane	Lenexa	Lone Elm Road from K-10 to Prairie Star Parkway	49		6.24		This project will provide facilities for all road users as identified in our Complete Streets study. Additional traffic lanes for vehicles and freight, sidewalks for pedestrians and mixed-use trail for cyclists.	Highway/ roadway	2020 Update
1047	83rd Street from Gleason to west city limits - widen and improve to 4-lane divided	Lenexa	83rd Street from Gleason to west city limits	49		49.92		This project will provide facilities for all road users as identified in our Complete Streets study. Additional traffic lanes for vehicles and freight, sidewalks for pedestrians and mixed-use trail for cyclists.	Highway/ roadway	2020 Update
1436	87th/83rd Street from K-7 to Haven - Widen and improve 4-lane divided	Lenexa	87th/83rd Street from K-7 to Haven	49		59.28		This project will provide facilities for all road users as identified in our Complete Streets study. Additional traffic lanes for vehicles and freight, sidewalks for pedestrians and mixed-use trail for cyclists.	Highway/ roadway	2020 Update
1301	College Boulevard from Lackman to Pflumm - widen to 6-lanes	Lenexa	College Boulevard from Lackman to Pflumm	48		7.8		This project will provide facilities for all road users as identified in our Complete Streets study. Additional traffic lanes for vehicles and freight, sidewalks for pedestrians and mixed-use trail for cyclists.	Highway/ roadway	2020 Update
1298	College Boulevard from Renner to Lackman - widen to 6-lane	Lenexa	College Boulevard from Renner to Lackman	47			14.63	This project will provide facilities for all road users as identified in our Complete Streets study. Additional traffic lanes for vehicles and freight, sidewalks for pedestrians and mixed-use trail for cyclists.	Highway/ roadway	2020 Update

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1295	Ridgeview Road from Prairie Star Parkway to 87th Street - New 2 lane	Lenexa	Ridgeview Road from Prairie Star Parkway to 87th Street	44		30.73		This project will provide facilities for all road users as identified in our Complete Streets study. Additional traffic lanes and connections for vehicles and freight, sidewalks for pedestrians and mixed-use trail for cyclists.	Highway/ roadway	2020 Update
1049	Prairie Star Parkway from Canyon Creek Boulevard to K-10 Highway - new 4-lane divided roadway	Lenexa	Prairie Star Parkway from Canyon Creek Boulevard to K-10 Highway	43		15.6		This project will provide facilities for all road users as identified in our Complete Streets study. Additional traffic lanes for vehicles and freight, sidewalks for pedestrians and mixed-use trail for cyclists.	Highway/ roadway	2020 Update
1290	99th/101st Street from Canyon Creek Blvd. to Lone Elm - New 4-lane	Lenexa	99th/101st Street from Canyon Creek Blvd. to Lone Elm	41		53.04		This project will provide facilities for all road users as identified in our Complete Streets study. Additional traffic lanes for vehicles and freight, sidewalks for pedestrians and bile lanes for cyclists.	Highway/ roadway	2020 Update
1336	Johnson Co Combined Regional Bikeway Network and MetroGreen Trail System	MARC	2,000 plus miles of the Regional Bikeway Network and 1,000 plus miles of the MetroGreen Trail System.	139	81.27	100.62	134.8	This project provides a planning level estimate of resources necessary to complete the regional bikeway network and MetroGreen trail system. The primary users are bicyclists and pedestrians. In cases in which MARC is listed as the sponsor, local governments or other entities with land use jurisdiction would need to implement projects.	Active Transportation	2020 Update
1337	Leavenworth Co Combined Regional Bikeway Network and MetroGreen Trail System	MARC	2,000 plus miles of the Regional Bikeway Network and 1,000 plus miles of the MetroGreen Trail System.	139	38.22	47.31	63.39	This project provides a planning level estimate of resources necessary to complete the regional bikeway network and MetroGreen trail system. The primary users are bicyclists and pedestrians. In cases in which MARC is listed as the sponsor, local governments or other entities with land use jurisdiction would need to implement projects.	Active Transportation	2020 Update
1339	Wyandotte Co Combined Regional Bikeway Network and MetroGreen Trail System	MARC	2,000 plus miles of the Regional Bikeway Network and 1,000 plus miles of the MetroGreen Trail System.	139	29.86	36.97	49.53	This project provides a planning level estimate of resources necessary to complete the regional bikeway network and MetroGreen trail system. The primary users are bicyclists and pedestrians. In cases in which MARC is listed as the sponsor, local governments or other entities with land use jurisdiction would need to implement projects.	Active Transportation	2020 Update

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Updated on 6/4/2020

Other Constrained Projects

Project ID	Project Title	Sponsor	Location	Project Score	Year of Expenditure Dollars (millions $) 2020-2029	2030-2039	2040-2050	Project Description	Primary Mode	When Added
1335	Platte Co Combined Regional Bikeway Network and MetroGreen Trail System	MARC	2,000 plus miles of the Regional Bikeway Network and 1,000 plus miles of the MetroGreen Trail System.	139	32.76	20.28		This project provides a planning level estimate of resources necessary to complete the regional bikeway network and MetroGreen trail system. The primary users are bicyclists and pedestrians. In cases in which MARC is listed as the sponsor, local governments or other entities with land use jurisdiction would need to implement projects.	Active Transportation	2020 Update
1334	Jackson Co Combined Regional Bikeway Network and MetroGreen Trail System	MARC	2,000 plus miles of the Regional Bikeway Network and 1,000 plus miles of the MetroGreen Trail System.	139	44.52	27.56		This project provides a planning level estimate of resources necessary to complete the regional bikeway network and MetroGreen trail system. The primary users are bicyclists and pedestrians. In cases in which MARC is listed as the sponsor, local governments or other entities with land use jurisdiction would need to implement projects.	Active Transportation	2020 Update
1332	Clay Co Combined Regional Bikeway Network and MetroGreen Trail System	MARC	2,000 plus miles of the Regional Bikeway Network and 1,000 plus miles of the MetroGreen Trail System.	139	30.65	37.95		This project provides a planning level estimate of resources necessary to complete the regional bikeway network and MetroGreen trail system. The primary users are bicyclists and pedestrians. In cases in which MARC is listed as the sponsor, local governments or other entities with land use jurisdiction would need to implement projects.	Active Transportation	2020 Update
1330	Cass Co Combined Regional Bikeway Network and MetroGreen Trail System	MARC	2,000 plus miles of the Regional Bikeway Network and 1,000 plus miles of the MetroGreen Trail System.	137	32.76	20.28		This project provides a planning level estimate of resources necessary to complete the regional bikeway network and MetroGreen trail system. The primary users are bicyclists and pedestrians. In cases in which MARC is listed as the sponsor, local governments or other entities with land use jurisdiction would need to implement projects.	Active Transportation	2020 Update
1338	Miami Co Combined Regional Bikeway Network and MetroGreen Trail System	MARC	2,000 plus miles of the Regional Bikeway Network and 1,000 plus miles of the MetroGreen Trail System.	135	56.91	70.46	94.39	This project provides a planning level estimate of resources necessary to complete the regional bikeway network and MetroGreen trail system. The primary users are bicyclists and pedestrians. In cases in which MARC is listed as the sponsor, local governments or other entities with land use jurisdiction would need to implement projects.	Active Transportation	2020 Update

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Updated on 6/4/2020

Other Constrained Projects

Project ID	Project Title	Sponsor	Location	Project Score	Year of Expenditure Dollars (millions $) 2020-2029	2030-2039	2040-2050	Project Description	Primary Mode	When Added
1571	MetroGreen stream and ecosystem restoration (KS) - Phase 1	MARC	MetroGreen corridors, including: •Missouri River •Kansas River •Blue River •Fishing River •Grand River •Little Blue River •Platte River •Cedar Creek •Pine Creek •Second Creek •Shoal Creek •Stranger Creek •North Brush Creek (Platte County) •I-435 Corridor •KATY Trail Connection •Wyandotte/Leavenworth County Line Connection	89	38.80	20.59		The transportation policy framework includes goals to conserve air and water quality, conserve and restore natural resources, and advance climate resilience. The MetroGreen plan envisioned a multi-benefit system of corridors that linked social cohesion, environmental quality and alternative transportation. However, investments in the system have focused on recreational trails. This project would benefit MetroGreen users, as well as all watershed residents that would garner the ecosystem service benefits from landscape scale restoration. The project would include multiple elements, such as riparian restoration, stream restoration, application of stormwater best management practices to reduce the volume of flows from transportation-related outfalls, wetland restoration, stream buffers, or tree planting and native landscaping - all in ways that create system connectivity, enhance the public realm, and maximize green infrastructure benefits using a triple bottom line lens. In cases in which MARC is listed as the sponsor, local governments or other entities with land use jurisdiction would need to implement projects.	Active Transportation	2020 Update

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Project ID	Project Title	Sponsor	Location	Project Score	Year of Expenditure Dollars (millions $) 2020-2029	2030-2039	2040-2050	Project Description	Primary Mode	When Added
1157	MetroGreen stream and ecosystem restoration (MO)	MARC	MetroGreen corridors, including: •Missouri River •Kansas River •Blue River •Fishing River •Grand River •Little Blue River •Platte River •Cedar Creek •Line Creek •Second Creek •Shoal Creek •Stranger Creek •North Brush Creek (Platte County) •I-435 Corridor •KATY Trail Connection •Wyandotte/Leavenworth County Line Connection	89	55.44	34.32		The transportation policy framework includes goals to conserve air and water quality, conserve and restore natural resources, and advance climate resilience. The MetroGreen plan envisioned a multi-benefit system of corridors that linked social cohesion, environmental quality and alternative transportation. However, investments in the system have focused on recreational trails. This project would benefit MetroGreen users, as well as all watershed residents that would garner the ecosystem service benefits from landscape scale restoration. The project would include multiple elements, such as riparian restoration, stream restoration, application of stormwater best management practices to reduce the volume of flows from transportation-related outfalls, wetland restoration, stream buffers, or tree planting and native landscaping - all in ways that create system connectivity, enhance the public realm, and maximize green infrastructure benefits using a triple bottom line lens. In cases in which MARC is listed as the sponsor, local governments or other entities with land use jurisdiction would need to implement projects.	Active Transportation	2020 Update
1572	Electric Vehicle Carshare Program for Low-Income Communities (KS)	MARC	Multiple - exact locations of carshare stations will be determined through further study.	85	3.36	4.16	5.57	The intent of this project is to provide an EV carsharing network for low-income communities as a means to provide 1) an additional mobility option for low-income residents who cannot afford or would like the option not to own a personal vehicle, 2) a zero-emission transportation option that can help decrease harmful emissions that disproportionately affect the health of low-income and minority populations and contribute to climate change, and 3) greater accessibility to jobs, healthy food, healthcare and other opportunities. In cases in which MARC is listed as the sponsor, local governments or other entities with land use jurisdiction would need to implement projects.	Other	2020 Update

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Updated on 6/4/2020

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Project ID	Project Title	Sponsor	Location	Project Score	Year of Expenditure Dollars (millions $) 2020-2029	2030-2039	2040-2050	Project Description	Primary Mode	When Added
1289	Electric Vehicle Carshare Program for Low-Income Communities (MO)	MARC	Multiple - exact locations of carshare stations will be determined through further study.	85	10.08	6.24		The intent of this project is to provide an EV carsharing network for low-income communities as a means to provide 1) an additional mobility option for low-income residents who cannot afford or would like the option not to own a personal vehicle, 2) a zero-emission transportation option that can help decrease harmful emissions that disproportionately affect the health of low-income and minority populations and contribute to climate change, and 3) greater accessibility to jobs, healthy food, healthcare and other opportunities. In cases in which MARC is listed as the sponsor, local governments or other entities with land use jurisdiction would need to implement projects.	Other	2020 Update
1570	Native landscaping on highway rights of way (KS)	MARC	All state highway facility rights of way.	63	5.88	7.28	9.75	Native vegetation along highway right of way helps accomplish multiple goals: heat island reduction, climate resilience, public health, air and water quality protection. Primary users are motorists using state highways, as well as watershed residents affected by environmental impacts associated with highways. In cases in which MARC is listed as the sponsor, local governments or other entities with land use jurisdiction would need to implement projects.	Highway/ roadway	2020 Update
1536	135th Street and Greenwood Street Intersection	Olathe	135th Street and Greenwood Street Intersection (Olathe MARC 2050 Submittal Project Number “98” in attached documents shapefile)	99	1.13			(Approximately 0.2 mile) This project will include eastbound right turn lane on 135th Street and a southbound right turn lane on Greenwood Street in Alden Center, which includes Academy Sports, Menards and other Proposed developments. Expected outcomes are added capacity, reduced and more reliable travel times, safer travel for all modes of transportation. The City of Olathe entered into a development agreement with Alden Properties, LLC to construct the improvements at the intersection.	Highway/ roadway	2020 Update
1124	Black Bob Road from 119th Street to 127th Street	Olathe	Black Bob Road (Olathe MARC 2050 Submittal Project Number “27” in attached documents shapefile)	93	7.56			Widen Blackbob from 119th Street to 127th Street from 4 to 6 lanes. (Approximately 1 mile) Adding additional thru and turn lanes. Installing bike lanes. Installing sidewalks and shared use paths. Expected outcomes are added capacity, reduced and more reliable travel times, safer travel for all modes of transportation.	Highway/ roadway	2020 Update

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1531	119th Street and Pflumm Road Intersection	Olathe	119th Street and Pflumm Road Intersection (Olathe MARC 2050 Submittal Project Number "97" in attached documents shapefile)	92	3.27			(Approximately 0.2 mile) This project will include right turn lanes and dual left turn lanes for all legs of the intersection to address safety and capacity concerns in the area. Expected outcomes are added capacity, reduced and more reliable travel times, safer travel for all modes of transportation. This is a joint project between the City of Olathe and the City of Overland Park. The design and construction of the project will be administered by the City of Olathe. 52 accidents occurred at this intersection in 2016-2017 resulting in one of the higher crash rates of the Citys intersections. 45 of the crashes were rear end crashes. AADT is nearly 40,000 vehicles. The addition of turn lanes will improve safety at the intersection and reduce delays.	Highway/ roadway	2020 Update
1123	Black Bob from 127th Street to 135th Street	Olathe	Black Bob Road (Olathe MARC 2050 Submittal Project Number "26" in attached documents shapefile)	90	16.38			Widen Blackbob from 127th Street to 135th Streetfrom 4 lanes to 6 lanes (Approximately 1 mile) Adding additional thru and turn lanes. Installing bike lanes. Installing sidewalks and shared use paths. Expected outcomes are added capacity, reduced and more reliable travel times, safer travel for all modes of transportation.	Highway/ roadway	2020 Update
1512	138th Street and Black Bob Road Intersection	Olathe	138th Street and Black Bob Road Intersection (Olathe MARC 2050 Submittal Project Number "32" in attached documents shapefile)	90	1.26			Widen 138th Street, add turn lanes on all approaches of the intersection of Black Bob Road for added capacity (Approximately 0.2 mile) Installing bike lanes on the approaches. Installing sidewalks and shared use paths. Expected outcomes are added capacity, reduced and more reliable travel times, safer travel for all modes of transportation.	Highway/ roadway	2020 Update
1119	Ridgeview from College Blvd to 119th Street	Olathe	Ridgeview Road	89	7.56			Widen Ridgeview Road, between College Blvd to 119th Street from 4 to 6 lanes. (Approximately 1 miles) Adding additional thru and turn lanes. Installing bike lanes. Installing sidewalks and shared use paths. Expected outcomes are added capacity, reduced and more reliable travel times, safer travel for all modes of transportation.	Highway/ roadway	2020 Update

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1278	151st Street from Old 56 Hwy to Lone Elm	Olathe	151st Street	89	18.90			Widen 151st Street, between Old 56 Hwy and Lone Elm Road from 2 to 4 lanes. (Approximately 1 miles) Construct missing link between Lone Elm and Old 56 Hwy. Adding additional thru and turn lanes at intersections. Installing bike lanes. Installing sidewalks and shared use paths. Expected outcomes are added capacity, reduced and more reliable travel times, safer travel for all modes of transportation.	Highway/ roadway	2020 Update
1125	119th Street from Ridgeview to Renner	Olathe	119th Street (Olathe MARC 2050 Submittal Project Number "28" in attached documents shapefile)	88	7.56			Widen 119th Street from Ridgeview to Renner from 4 to 6 lanes. (Approximately 1 mile) Adding additional thru and turn lanes. Installing bike lanes, sidewalks and shared use paths. Expected outcomes are added capacity, reduced and more reliable travel times, safer travel for all modes of transportation.	Highway/ roadway	2020 Update
1161	135th Street from Black Bob to Pflumm	Olathe	135th Street	87	7.56			Widen 135th Street, between Pflumm and Black Bob from 4 to 6 lanes. (Approximately 1 mile) Adding additional thru and turn lanes. Installing bike lanes. Installing sidewalks and shared use paths. Expected outcomes are added capacity, reduced and more reliable travel times, safer travel for all modes of transportation.	Highway/ roadway	2020 Update
1111	Ridgeview from 151st Street to 159th Street	Olathe	Ridgeview Rd (Olathe MARC 2050 Submittal Project Number "19" in attached documents shapefile)	86	16.38			Widen Ridgeview from 151st Street to 159th Street from a 2 lane to a 4 lane divided arterial. (Approximately 1 mile) Adding additional thru and turn lanes. Installing bike lanes. Installing sidewalks and shared use paths. Expected outcomes are added capacity, reduced and more reliable travel times, safer travel for all modes of transportation.	Highway/ roadway	2020 Update
1062	135th from Clairborne to Mur-Len	Olathe	135th Street	85	10.08			Widen 135th Street, between Clairborne and Mur-Len from 4 to 6 lanes. (Approximately 0.5 mile) Adding additional thru and turn lanes. Installing bike lanes. Installing sidewalks and shared use paths. Expected outcomes are added capacity, reduced and more reliable travel times, safer travel for all modes of transportation.	Highway/ roadway	2020 Update
1073	119th Street from Black Bob Road to Pflumm Road	Olathe	119th Street Olathe MARC 2050 Submittal Project Number "65" in attached documents shapefile	85			25.08	Widen 119th Blackbob to Pflumm from 4 to 6 lanes.	Highway/ roadway	2020 Update

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1101	143rd Street from Hedge Lane to Parker Street/K-7	Olathe	143rd Street Olathe MARC 2050 Submittal Project Number "70" in attached documents shapefile	84			6.27	Widen 143rd Street between Hedge Lane and Parker Street/K-7 from 2-lanes to 3-lanes.	Highway/ roadway	2020 Update
1225	133rd from Rawhide to Mur-Len	Olathe	133rd Street (Missing Link) (Olathe MARC 2050 Submittal Project Number "94" in attached documents shapefile)	84			31.35	Construct Overpass over I-35 Hwy between Rawhide Street and Rogers Road at approximately 133rd Street and extend the new link of 133rd Street to Mur-len Road. All modes of transportation would be targeted to use this new link as bike, pedestrian, and transit facilities would all be incorporated with this project.	Highway/ roadway	2020 Update
1148	Kansas City Road from Renner to Ridgeview	Olathe	Kansas City Road	84	1.38			Widen KC Road, between Renner and Ridgeview from 5 to 6 lanes. (Approximately 1.5 miles) Adding additional thru and turn lanes. Installing bike lanes. Installing sidewalks and shared use paths. Expected outcomes are added capacity, reduced and more reliable travel times, safer travel for all modes of transportation.	Highway/ roadway	2020 Update
1160	135th Street from Mur-Len to Black Bob	Olathe	135th Street	84	7.56			Widen 135th Street, between Mur-Len and Black Bob from 4 to 6 lanes. (Approximately 1 mile) Adding additional thru and turn lanes. Installing bike lanes. Installing sidewalks and shared use paths. Expected outcomes are added capacity, reduced and more reliable travel times, safer travel for all modes of transportation.	Highway/ roadway	2020 Update
1086	Old 56 Highway from K-7 to Cedar Creek Bridge	Olathe	Old 56 Highway (Olathe MARC 2050 Submittal Project Number "54" in attached documents shapefile)	84		9.36		Capacity improvement from a rural 2 lane to 4 lane divided arterial	Highway/ roadway	2020 Update
1064	135th Street from Ridgeview to Clairborne	Olathe	135th Street (Olathe MARC 2050 Submittal Project Number "17" in attached documents shapefile)	84	10.08			Widen 135th Street, between Ridgeview and Clairborne from 4 to 6 lanes. (Approximately 1 mile) Adding additional thru and turn lanes. Installing bike lanes. Installing sidewalks and shared use paths. Expected outcomes are added capacity, reduced and more reliable travel times, safer travel for all modes of transportation.	Highway/ roadway	2020 Update

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1143	Ridgeview from KC Road to 135th Street	Olathe	Ridgeview Road	83		9.36		Widen Ridgeview Road, from KC Road to 135th Street from 4 to 6 lanes. (Approximately 0.8 miles) Adding additional thru and turn lanes. Installing bike lanes. Installing sidewalks and shared use paths. Expected outcomes are added capacity, reduced and more reliable travel times, safer travel for all modes of transportation.	Highway/ roadway	2020 Update
1131	167th Street from Clare Road to Lone Elm Road	Olathe	167th Street Olathe MARC 2050 Submittal Project Number “80” in attached documents shapefile	83			25.08	Widen 167th Street from a 3-lane street to a 4-lane divided arterial from Clare Road to Lone Elm Road.	Highway/ roadway	2020 Update
1146	Black Bob from 135th Street to 139th Street	Olathe	Black Bob Road	83	2.52			Widen Black Bob Road, between 135th St and 139th St from 4 to 6 lanes. (Approximately 0.5 mile) Adding additional thru and turn lanes. Installing bike lanes. Installing sidewalks and shared use paths. Expected outcomes are added capacity, reduced and more reliable travel times, safer travel for all modes of transportation.	Highway/ roadway	2020 Update
1120	Ridgeview from 119th Street to KC Road	Olathe	Ridgeview Road	83	12.60			Widen Ridgeview Road, from KC Road to 119th Street from 4 to 6 lanes. (Approximately 1.5 miles) Adding additional thru and turn lanes. Installing bike lanes. Installing sidewalks and shared use paths. Expected outcomes are added capacity, reduced and more reliable travel times, safer travel for all modes of transportation.	Highway/ roadway	2020 Update
1159	135th Street from Hedge Lane to K-7	Olathe	135th Street	83		20.28		Widen 135th Street, between Hedge Land and K-7 from 4 to 6 lanes. (Approximately 1 mile) Adding additional thru and turn lanes. Installing bike lanes. Installing sidewalks and shared use paths. Expected outcomes are added capacity, reduced and more reliable travel times, safer travel for all modes of transportation.	Highway/ roadway	2020 Update
1474	Santa Fe and Parker/K-7 Intersection	Olathe	Santa Fe and Parker/K-7 Intersection. (Olathe MARC 2050 Submittal Project Number “89” in attached documents shapefile)	83		7.8		Make capacity improvements at the intersection of Santa Fe Street and Parker/K-7 Hwy. The 2016 Olathe Transportation Master Plan identified this intersection as potentially unclude Displaced Left-Turns on multiple legs of the intersection. Or a small "Windmill" interchange could be constructed removing the at-grade intersection. By removing the at-grade intersection it will improve capacity and safety for both crossing thoroughfares. Motorists, pedestrians, transit riders, bicyclists, and trucks will all benefit from the added capacity and safety measures.	Highway/ roadway	2020 Update

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1102	143rd Street from Parker Street/K-7 to Harrison Street	Olathe	143rd Street Olathe MARC 2050 Submittal Project Number "71" in attached documents shapefile	83			12.54	Capacity improvement from a 2 lane to 3 lane	Highway/ roadway	2020 Update
1039	Ridgeview Rd from K-10 to College Blvd	Olathe	Ridgeview Rd	82	7.56			Capacity Improvement project widening Ridgeview Rd from 4 lane divided arterial to 6 lanes between K10 interchange and College Blvd. Primary users will be Motorists, Freight, and Transit. Supplemental users would be bike/pedestrian.	Highway/ roadway	2020 Update
1534	Woodland Road from K-10 to College Boulevard	Olathe	Woodland Road Olathe MARC 2050 Submittal Project Number "107" in attached documents shapefile	81	15.62			Widen Woodland Road between K-10 and College Blvd	Highway/ roadway	2020 Update
1112	Ridgeview from 159th Street to 167th Street	Olathe	Ridgeview Rd (Olathe MARC 2050 Submittal Project Number "20" in attached documents shapefile)	81	5.04			Widen Ridgeview from 159th Street to 167th Street from a 2 lane to a 4 lane. (Approximately 1 mile) Adding additional thru and turn lanes. Installing bike lanes. Installing sidewalks and shared use paths. Expected outcomes are added capacity, reduced and more reliable travel times, safer travel for all modes of transportation.	Highway/ roadway	2020 Update
1115	Mur-len from 151st to 159th	Olathe	Mur-Len Road (Olathe MARC 2050 Submittal Project Number "23" in attached documents shapefile)	81	3.78			Widen Mur-len from 151st to 159th from a 3 lane arterial to a 4 lane divided arterial. (Approximately 1 mile) Adding additional thru and turn lanes. Installing bike lanes. Installing sidewalks and shared use paths. Expected outcomes are added capacity, reduced and more reliable travel times, safer travel for all modes of transportation.	Highway/ roadway	2020 Update
1144	Old 56 Hwy from Bridge to 151st Street	Olathe	Old 56 Hwy	81		20.28		Widen Old 56 Hwy, between bridge and 151st St from 2 to 4 lanes. (Approximately 1 miles) Adding additional thru and turn lanes. Installing bike lanes. Installing sidewalks and shared use paths. Expected outcomes are added capacity, reduced and more reliable travel times, safer travel for all modes of transportation.	Highway/ roadway	2020 Update

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1118	Lone Elm from 171st Street to 183rd Street	Olathe	Lone Elm Road	80	5.04			Widen Lone Elm Road, between 171st Street to 183rd Street from 2 to 4 lanes. (Approximately 1.6 miles) Adding additional thru and turn lanes. Installing bike lanes. Installing sidewalks and shared use paths. Expected outcomes are added capacity, reduced and more reliable travel times, safer travel for all modes of transportation.	Highway/ roadway	2020 Update
1114	Lone Elm/Parker from 119th to Harold	Olathe	Lone Elm/Parker (Olathe MARC 2050 Submittal Project Number "22" in attached documents shapefile)	80	10.08			Widen Lone Elm/Parker from 119th to Harold. (Approximately 1 mile) Adding additional thru and turn lanes. Installing bike lanes. Installing sidewalks and shared use paths. Expected outcomes are added capacity, reduced and more reliable travel times, safer travel for all modes of transportation.	Highway/ roadway	2020 Update
1145	College Blvd from west city limits to Clare	Olathe	College Blvd	80	25.20			Widen College Blvd, and make connection between West city limits and Clare Rd from 2 to 4 lanes. (Approximately 2.5 miles) Adding additional thru and turn lanes. Installing bike lanes. Installing sidewalks and shared use paths. Expected outcomes are added capacity, reduced and more reliable travel times, safer travel for all modes of transportation.	Highway/ roadway	2020 Update
1092	Pflumm Road from 151st Street to 159th Street	Olathe	Pflumm Road (Olathe MARC 2050 Submittal Project Number "49" in attached documents shapefile)	79		20.28		Capacity improvement from a 2 lane to 4 lane divided arterial	Highway/ roadway	2020 Update
1087	151st Street from northbound I-35 ramps to Mahaffie Street	Olathe	151st Street (Olathe MARC 2050 Submittal Project Number "54" in attached documents shapefile)	79		20.28		Widen 151st Street 6-lanes	Highway/ roadway	2020 Update
1098	Ridgeview Road from 167th Street to 175th Street	Olathe	Ridgeview Road Olathe MARC 2050 Submittal Project Number "67" in attached documents shapefile	79			27.17	Capacity improvement from a 2 lane county road to 4 lane divided arterial	Highway/ roadway	2020 Update

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1099	Black Bob Road from 167th Street to 175th Street	Olathe	Black Bob Road Olathe MARC 2050 Submittal Project Number "68" in attached documents shapefile	79			27.17	Widen Black Bob Road from a 2 lane county road to 4 lane divided arterial	Highway/ roadway	2020 Update
1097	159th Street from Brougham Drive to Black Bob Road	Olathe	159th Street Olathe MARC 2050 Submittal Project Number "66" in attached documents shapefile	78			27.17	Capacity improvement from a 2 lane county road to 4 lane divided arterial	Highway/ roadway	2020 Update
1358	K10 Hwy and Cedar Creek Parkway Interchange	Olathe	K10 Hwy and Cedar Creek Parkway Interchange (Olathe MARC 2050 Submittal Project Number "92" in attached documents shapefile)	78		3.12		Add capacity to the interchange at the intersection of Cedar Creek Parkway and K10 Hwy. Adding lanes and turn lanes at ramp terminals and potentially adding roundabouts or traffic signals at ramp terminals of the interchange will improve safety and capacity for both crossing thoroughfares. Motorists, pedestrians, transit riders, bicyclists, and trucks will all benefit from the added safety measures.	Highway/ roadway	2020 Update
1356	183rd and US-169/K7 Interchange	Olathe	183rd and US-169/K7 Hwy Interchange (Olathe MARC 2050 Submittal Project Number "91" in attached documents shapefile)	78		15.6		Construct an interchange at the intersection of 183rd and US-169/K7 Hwy. Removing the at-grade intersection and constructing an interchange will improve safety for both crossing thoroughfares. Motorists, pedestrians, transit riders, bicyclists, and trucks will all benefit from the added safety measures.	Highway/ roadway	2020 Update
1117	175th Street from K-7 Hwy to Ridgeview	Olathe	175th Street	78	16.38			Widen 175th Street, between K-7 Hwy to Ridgeview from 2 to 4 lanes. (Approximately 1.3 miles) Adding additional thru and turn lanes. Installing bike lanes. Installing sidewalks and shared use paths. Expected outcomes are added capacity, reduced and more reliable travel times, safer travel for all modes of transportation.	Highway/ roadway	2020 Update

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1221	175th and US-169/K7 Interchange	Olathe	175th and US-169/K7 Hwy Interchange (Olathe MARC 2050 Submittal Project Number "90" in attached documents shapefile)	77		15.6		Construct an interchange at the intersection of 175th and US-169/K7 Hwy. Removing the at-grade intersection and constructing an interchange will improve safety for both crossing thoroughfares. Motorists, pedestrians, transit riders, bicyclists, and trucks will all benefit from the added safety measures.	Highway/ roadway	2020 Update
1121	Hedge Lane from 167th to 175th	Olathe	Hedge Lane (Olathe MARC 2050 Submittal Project Number "24" in attached documents shapefile)	77	5.04			Widen Hedge Lane from 167th to 175th from a rural 2 lane to a 3 lane arterial (Approximately 1 mile) Adding additional thru and turn lanes. Installing bike lanes. Installing sidewalks and shared use paths. Expected outcomes are added capacity, reduced and more reliable travel times, safer travel for all modes of transportation.	Highway/ roadway	2020 Update
1091	Woodland Road from College Boulevard to 119th Street	Olathe	Woodland Road	77		6.24		Capacity improvements from 2 lane to 4 lane divided arterial	Highway/ roadway	2020 Update
1127	175th Street from Ridgeview Road to Mur-Len Road	Olathe	175th Street Olathe MARC 2050 Submittal Project Number "77" in attached documents shapefile	77			12.54	Capacity improvement from 3 lane street to 4 lane divided arterial	Highway/ roadway	2020 Update
1076	151st Street from West City Limits to Old 56 Hwy	Olathe	151st Street (Olathe MARC 2050 Submittal Project Number "44" in attached documents shapefile)	77		23.4		Capacity improvement from a 2 lane to 4 lane divided arterial	Highway/ roadway	2020 Update

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1508	New Collector Street, from College Blvd to 119th Street	Olathe	New Collector Street, from College Blvd to 119th Street (Olathe MARC 2050 Submittal Project Number "31" in attached documents shapefile)	77	6.30			Construct a new Collector Street between College Blvd and 119th Street (Approximately 1.0 mile) Adding thru and turn lanes. Installing bike lanes. Installing sidewalks and shared use paths. Expected outcomes are added capacity, reduced and more reliable travel times, safer travel for all modes of transportation.	Highway/ roadway	2020 Update
1069	159th Street from Lone Elm Road to K-7/US-169	Olathe	159th Street, 159th Street and Lone Elm Road intersection, 159th Street and K-7/US-169 intersection. (Olathe MARC 2050 Submittal Project Number "39" in attached documents shapefile)	76		20.28		Capacity improvement from a 2 lane to 4 lane	Highway/ roadway	2020 Update
1126	119th Extension, Woodland Rd to Nelson Rd	Olathe	119th Street (Olathe MARC 2050 Submittal Project Number "29" in attached documents shapefile)	76	16.38			Extend 119th, Woodland Rd to Nelson Rd (Approximately 0.6 mile) Adding thru and turn lanes. Installing bike lanes. Installing sidewalks and shared use paths. Expected outcomes are added capacity, reduced and more reliable travel times, safer travel for all modes of transportation.	Highway/ roadway	2020 Update
1217	119th Street from Moonlight Road to Clare Road	Olathe	119th Street, from Moonlight Road to Clare Road. (Olathe MARC 2050 Submittal Project Number "88" in attached documents shapefile)	76			16.72	Capacity improvement by increasing this roadway from a 2 lane rural road to a 3 lane arterial roadway which will include adding lanes, bike lanes, shared use paths, sidewalk, street lights, curb and gutter, and storm sewer. Potential traffic signal installations may occur at intersections with other arterial streets throughout this corridor. Improvements will result in added capacity, connectivity, improved travel times, and will encourage multimodal transportation.	Highway/ roadway	2020 Update

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Updated on 6/4/2020

Other Constrained Projects

Project ID	Project Title	Sponsor	Location	Project Score	Year of Expenditure Dollars (millions $) 2020-2029	2030-2039	2040-2050	Project Description	Primary Mode	When Added
1253	119th Street from Lone Elm to Iowa Street	Olathe	119th Street	76	5.04			Widen 119th Street, between Iowa and Lone Elm from 2 to 4 lanes. (Approximately 1/2 mile) Adding additional thru and turn lanes. Installing bike lanes. Installing sidewalks and shared use paths. Expected outcomes are added capacity, reduced and more reliable travel times, safer travel for all modes of transportation.	Highway/ roadway	2020 Update
1090	127th Street from Ridgeview Road to Kansas City Road	Olathe	127th Street (Olathe MARC 2050 Submittal Project Number "51" in attached documents shapefile)	75	5.04			Capacity improvement from a 2 lane to 4 lane divided arterial	Highway/ roadway	2020 Update
1067	Lone Elm Road from 159th Street to 167th Street	Olathe	Lone Elm Road, Lone Elm and 167th Street intersection. (Olathe MARC 2050 Submittal Project Number "38" in attached documents shapefile)	75		12.48		Capacity improvements from a rural 2 lane to 4 lane divided arterial. This segment of Lone Elm Road is a part of the regional bike plan.	Highway/ roadway	2020 Update
1216	Black Bob Road/Lackman Road from 175th Street to 183rd Street	Olathe	Black Bob Road/Lackman Road between 175th and 183rd. Intersections are Black Bob/Lackman at 175th, and one at 183rd. (Olathe MARC 2050 Submittal Project Number "86" in attached documents shapefile)	75			8.36	Black Bob/Lackman is currently a two-lane road, and will be enhanced to a four-lane divided arterial. Adding additional thru and turn lanes at intersections. Installing bike lanes, sidewalks, and shared use paths. Expected outcomes are added capacity, reduced and more reliable travel times, safer travel for all modes of transportation.	Highway/ roadway	2020 Update
1541	Ridgeview Road from 143rd Street to 151st Street	Olathe	Ridgeview Road Olathe MARC 2050 Submittal Project Number "105" in attached documents shapefile	75	4.19	5.19	6.96	Widen Ridgeview Road between 143rd Street and 151st Street	Highway/ roadway	2020 Update

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Other Constrained Projects

Project ID	Project Title	Sponsor	Location	Project Score	Year of Expenditure Dollars (millions $) 2020-2029	2030-2039	2040-2050	Project Description	Primary Mode	When Added
1440	133rd Street from Mur-Len to Brougham	Olathe	133rd Street (Missing Link) (Olathe MARC 2050 Submittal Project Number "95" in attached documents shapefile)	75			20.9	Extend the new link of 133rd Street from Mur-len Road to Brougham Drive. All modes of transportation would be targeted to use this new link as bike, pedestrian, and transit facilities would all be incorporated with this project.	Highway/ roadway	2020 Update
1113	Quivira from 143rd to 151st	Olathe	Quivira Road Olathe MARC 2050 Submittal Project Number "21" in attached documents shapefile)	75	10.08			Widen Quivira from 143rd Street to 151st Street. (Approximately 1 mile)from a rural 2 lane to a 3 lane arterial. Adding additional thru and turn lanes. Installing bike lanes. Installing sidewalks and shared use paths. Expected outcomes are added capacity, reduced and more reliable travel times, safer travel for all modes of transportation.	Highway/ roadway	2020 Update
1108	Cedar Creek Parkway from 119th Street to 127th Street	Olathe	Cedar Creek Parkway Olathe MARC 2050 Submittal Project Number "X" in attached documents shapefile	74			31.35	Construct missing link of Cedar Creek Parkway between 119th Street and 127th Street	Highway/ roadway	2020 Update
1089	143rd Street from Lakeshore Drive to Hedge Lane	Olathe	143rd Street (Olathe MARC 2050 Submittal Project Number "52" in attached documents shapefile)	74		4.68		Capacity improvement from a rural 2 lane to 3 lane	Highway/ roadway	2020 Update
1122	175th Street from Hedge Lane to Lone Elm	Olathe	175th Street (Olathe MARC 2050 Submittal Project Number "25" in attached documents shapefile)	74	3.78			Widen 175th Street from Hedge Lane to Lone Elm from a rural two lane to a 4 lane divided arterial (Approximately 1 mile) Adding additional thru and turn lanes. Installing bike lanes. Installing sidewalks and shared use paths. Expected outcomes are added capacity, reduced and more reliable travel times, safer travel for all modes of transportation.	Highway/ roadway	2020 Update

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Other Constrained Projects

Project ID	Project Title	Sponsor	Location	Project Score	Year of Expenditure Dollars (millions $) 2020-2029	2030-2039	2040-2050	Project Description	Primary Mode	When Added
1104	119th Street from Iowa to Woodland	Olathe	119th Street	74	5.04			Widen 119th Street, between Iowa and Woodland from 2 to 4 lanes. (Approximately 1/2 mile) Adding additional thru and turn lanes. Installing bike lanes. Installing sidewalks and shared use paths. Expected outcomes are added capacity, reduced and more reliable travel times, safer travel for all modes of transportation.	Highway/ roadway	2020 Update
1075	175th Street from Lone Elm Road to K-7/US-169	Olathe	175th Street (Olathe MARC 2050 Submittal Project Number "43" in attached documents shapefile)	73		20.28		Capacity improvement from a rural two-lane to four-lane divided arterial	Highway/ roadway	2020 Update
1129	175th Street from Mur-Len Road to Black Bob/Lackman Road	Olathe	175th Street Olathe MARC 2050 Submittal Project Number "78" in attached documents shapefile	73			12.54	Capacity improvement from 3 lane street to 4 lane divided arterial	Highway/ roadway	2020 Update
1079	175th Street from Mur-Len Road to Black Bob Road	Olathe	175th Street (Olathe MARC 2050 Submittal Project Number "46" in attached documents shapefile)	73		20.28		Capacity improvement from a rural 2 lane to 3 lane.	Highway/ roadway	2020 Update
1109	119th Street from K-7 to Lone Elm	Olathe	119th Street (Olathe MARC 2050 Submittal Project Number "18" in attached documents shapefile)	73	16.38			Widen 119th Street, between K-7 and Lone Elm from 2 to 4 lanes. (Approximately 1 mile) Adding additional thru and turn lanes. Installing bike lanes. Installing sidewalks and shared use paths. Expected outcomes are added capacity, reduced and more reliable travel times, safer travel for all modes of transportation.	Highway/ roadway	2020 Update
1106	Cedar Creek Parkway from College Boulevard to 119th Street	Olathe	Cedar Creek Parkway Olathe MARC 2050 Submittal Project Number "73" in attached documents shapefile	73			25.08	Construct missing link of Cedar Creek Parkway	Highway/ roadway	2020 Update

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Other Constrained Projects

Project ID	Project Title	Sponsor	Location	Project Score	Year of Expenditure Dollars (millions $) 2020-2029	2030-2039	2040-2050	Project Description	Primary Mode	When Added
1476	127th, Hedge Lane to Parker/K-7	Olathe	127th Street (Missing Link) (Olathe MARC 2050 Submittal Project Number "93" in attached documents shapefile)	72			10.45	Construct new arterial link of 127th Street from Hedge Lane to Parker/K-7 Hwy. All modes of transportation would be targeted to use this new link as bike, pedestrian, and transit facilities would all be incorporated with this project.	Highway/ roadway	2020 Update
1460	183rd Street, Ridgeview Road to Mur-Len Road	Olathe	183rd Street, from Ridgeview Road to Mur-Len Road. (Olathe MARC 2050 Submittal Project Number "83" in attached documents shapefile)	71			8.36	Improve 183rd Street from a 2 lane rural road to a city street with turn lanes at intersections. New street alignment and right-of-way will be positioned for future 4-lane divided arterial expansion. Improvements will result in added capacity, safer travel, and encourage multimodal transportation.	Highway/ roadway	2020 Update
1072	135th Street from the West City Limits to Lakeshore Drive	Olathe	135th Street (Olathe MARC 2050 Submittal Project Number "41" in attached documents shapefile)	71		7.8		Capacity improvement from a 2 lane to 4 lane divided arterial	Highway/ roadway	2020 Update
1457	183rd Street, Woodland Road to Ridgeview Road	Olathe	183rd Street, from Woodland Road to Ridgeview Road. (Olathe MARC 2050 Submittal Project Number "82" in attached documents shapefile)	71			8.36	Improve 183rd Street from a 2 lane rural road to a city street with turn lanes at intersections. New street alignment and right-of-way will be positioned for future 4-lane divided arterial expansion. Improvements will result in added capacity, safer travel, and encourage multimodal transportation.	Highway/ roadway	2020 Update
1110	Cedar Creek Parkway from 127th Street to 135th Street	Olathe	Cedar Creek Parkway Olathe MARC 2050 Submittal Project Number "75" in attached documents shapefile	70			25.08	Construct missing link of Cedar Creek Parkway between 127th Street to 135th Street	Highway/ roadway	2020 Update

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Other Constrained Projects

Project ID	Project Title	Sponsor	Location	Project Score	Year of Expenditure Dollars (millions $) 2020-2029	2030-2039	2040-2050	Project Description	Primary Mode	When Added
1116	Cedar Creek Parkway from 135th Street to 143rd Street	Olathe	Cedar Creek Parkway Olathe MARC 2050 Submittal Project Number "76" in attached documents shapefile	70			25.08	Construct missing link of Cedar Creek Parkway	Highway/ roadway	2020 Update
1074	175th Street from Ridgeview Road to Mur-Len Road	Olathe	175th Street (Olathe MARC 2050 Submittal Project Number "42" in attached documents shapefile)	69		20.28		Capacity improvement from a rural 2 lane to 3 lane	Highway/ roadway	2020 Update
1128	183rd Street, Lone Elm Road to Woodland Road	Olathe	183rd Street, from Lone Elm Road to Woodland Road. 183rd and US-169/K-7 interchange project limits will be within this corridor. (Olathe MARC 2050 Submittal Project Number "81" in attached documents shapefile)	69			8.36	Improve 183rd Street from a 2 lane rural road to a city street with turn lanes at intersections. New Street alignment and right-of-way will be positioned for future 4-lane divided arterial expansion. Intersection improvements with KDOT at US-169/K-7 will look to increase transit safety, by adding an interchange. Improvements will result in added capacity, safer travel, and improved intersection with the highway.	Highway/ roadway	2020 Update
1461	183rd Street, Mur-Len Road to Black Bob Road	Olathe	183rd Street, from Mur-Len Road to Black Bob Road. (Olathe MARC 2050 Submittal Project Number "84" in attached documents shapefile)	69			8.36	Improve 183rd Street from a 2 lane rural road to a city street with turn lanes at intersections. New street alignment and right-of-way will be positioned for future 4-lane divided arterial expansion. Improvements will result in added capacity, safer travel, and encourage multimodal transportation.	Highway/ roadway	2020 Update

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Project ID	Project Title	Sponsor	Location	Project Score	Year of Expenditure Dollars (millions $) 2020-2029	2030-2039	2040-2050	Project Description	Primary Mode	When Added
1088	Clare Road from College Boulevard to 119th Street	Olathe	Clare Road (Olathe MARC 2050 Submittal Project Number "53" in attached documents shapefile)	68		4.68		Capacity improvement from a rural 2 lane to 3 lane	Highway/ roadway	2020 Update
1080	Black Bob Road from 159th Street to 167th Street	Olathe	Black Bob Road (Olathe MARC 2050 Submittal Project Number "47" in attached documents shapefile)	67		20.28		Capacity improvement from a 2 lane to 4 lane.	Highway/ roadway	2020 Update
1548	Mahaffie Circle between 151st Street and Old 56 Highway	Olathe	Mahaffie Circle Olathe MARC 2050 Submittal Project Number "103" in attached documents shapefile	66	16.75			New Mahaffie Circle between 151st Street and Old 56 Highway	Highway/ roadway	2020 Update
1316	Metcalf Avenue Pedestrian Improvements - 87th to I-435	Overland Park	Metcalf Avenue	112	25.20			Streetscaping and hardscaping to create a more favorable pedestriam realm along Metcalf from 87th Street south to I-435 in alignment with the Citys Vision Metcalf plan. Primary users will be pedestrians, transit riders, and bicyclists.	Active Transport ation	2020 Update
1254	119th Street - Pflumm to US-69	Overland Park	119th Street	88		41.02		The intent of the project is to maximize mobility and access to existing and future land uses along the corridor, address system preservation and maintenance needs, provide for alternative transportation modes and improve system performance, efficiency, and safety. The primary users will be motorists, pedestrians and bicyclists. Motorists will benefit from the increased capacity and safety of the widened roadway which includes additional through lanes and turn lanes. Pedestrians and bicyclists will be able to utilize the upgraded sidewalks, shared use paths and trail connections to negotiate the entire corridor and intersections. Transit riders would benefit from the integration of transit stops into the streetscape.	Highway/ roadway	2020 Update

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Other Constrained Projects

Project ID	Project Title	Sponsor	Location	Project Score	Year of Expenditure Dollars (millions $) 2020-2029	2030-2039	2040-2050	Project Description	Primary Mode	When Added
1271	Antioch Road - 119th to 135th	Overland Park	Antioch Road	87		32.76		The intent of the project is to maximize mobility and access to existing and future land uses along the corridor, address system preservation and maintenance needs, provide for alternative transportation modes and improve system performance, efficiency, and safety. The primary users will be motorists, pedestrians and bicyclists. Motorists will benefit from the increased capacity and safety of the widened roadway which includes additional through lanes and turn lanes. Pedestrians will be able to utilize the upgraded sidewalks and trail connections to negotiate the entire corridor and intersections. Bicyclists will be able to utilize the new bike lanes to negotiate the entire corridor and intersections.	Highway/ roadway	2020 Update
1300	167th Street - Antioch to Metcalf	Overland Park	167th Street	87	45.00			The intent of the project is to maximize mobility and access to existing and future land uses along the corridor, address system preservation and maintenance needs, provide for alternative transportation modes and improve system performance, efficiency, and safety. The primary users will be motorists, pedestrians and bicyclists. Motorists will benefit from the increased capacity and safety of the reconstructed roadway which includes additional through lanes, turn lanes and interchange reconfiguration. Motorists, pedestrians and bicyclists will all benefit from the addition of streetlighting throughout the entire corridor. Bicyclists will be able to utilize the on-street buffered bike lanes to negotiate the entire corridor and intersections. Pedestrians will be able to utilize the upgraded sidewalks and trail connections to negotiate the entire corridor and intersections.	Highway/ roadway	2020 Update
1396	119th Street - Nall to Roe	Overland Park	119th Street	86		8.26		The intent of the project is to maximize mobility and access to existing land uses along the corridor, address system preservation and maintenance needs, provide for alternative transportation modes and improve system performance, efficiency, and safety. The primary users will be motorists, pedestrians and bicyclists. Motorists will benefit from the increased capacity and safety of the widened roadway which includes additional through lanes and turn lanes. Pedestrians and bicyclists will be able to utilize the upgraded sidewalks, shared use paths and trail connections to negotiate the entire corridor and intersections.	Highway/ roadway	2020 Update

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Other Constrained Projects

Project ID	Project Title	Sponsor	Location	Project Score	Year of Expenditure Dollars (millions $) 2020-2029	2030-2039	2040-2050	Project Description	Primary Mode	When Added
1263	Metcalf Avenue - 119th to 135th	Overland Park	Metcalf Avenue	86		32.76		The intent of the project is to maximize mobility and access to existing and future land uses along the corridor, address system preservation and maintenance needs, provide for alternative transportation modes and improve system performance, efficiency, and safety. The primary users will be motorists, pedestrians and bicyclists. Motorists will benefit from the increased capacity and safety of the widened roadway which includes additional through lanes and turn lanes. Pedestrians and bicyclists will be able to utilize the upgraded sidewalks, shared use paths and trail connections to negotiate the entire corridor and intersections. Transit riders would benefit from the integration of transit stops into the streetscape.	Highway/ roadway	2020 Update
1275	Antioch Road - 135th to 167th	Overland Park	Antioch Road	85			87.78	The intent of the project is to maximize mobility and access to existing and future land uses along the corridor, address system preservation and maintenance needs, provide for alternative transportation modes and improve system performance, efficiency, and safety. The primary users will be motorists, pedestrians and bicyclists. Motorists will benefit from the increased capacity and safety of the widened roadway which includes additional through lanes and turn lanes. Pedestrians will be able to utilize the upgraded sidewalks and trail connections to negotiate the entire corridor and intersections. Bicyclists will be able to utilize the new bike lanes to negotiate the entire corridor and intersections. Transit riders would benefit from the integration of transit stops into the streetscape.	Highway/ roadway	2020 Update
1265	Metcalf Avenue - 135th to 159th	Overland Park	Metcalf Avenue	85		49.14		The intent of the project is to maximize mobility and access to existing and future land uses along the corridor, address system preservation and maintenance needs, provide for alternative transportation modes and improve system performance, efficiency, and safety. The primary users will be motorists, pedestrians and bicyclists. Motorists will benefit from the increased capacity and safety of the widened roadway which includes additional through lanes and turn lanes. Pedestrians and bicyclists will be able to utilize the upgraded sidewalks, shared use paths and trail connections to negotiate the entire corridor and intersections. Transit riders would benefit from the integration of transit stops into the streetscape.	Highway/ roadway	2020 Update

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Project ID	Project Title	Sponsor	Location	Project Score	Year of Expenditure Dollars (millions $) 2020-2029	2030-2039	2040-2050	Project Description	Primary Mode	When Added
1251	Quivira Road - 119th to 143rd	Overland Park	Quivira Road	84		49.14		The intent of the project is to maximize mobility and access to existing and future land uses along the corridor, address system preservation and maintenance needs, provide for alternative transportation modes and improve system performance, efficiency, and safety. The primary users will be motorists, pedestrians and bicyclists. Motorists will benefit from the increased capacity and safety of the widened roadway which includes additional through lanes and turn lanes. Pedestrians and bicyclists will be able to utilize the upgraded sidewalks, shared use paths and trail connections to negotiate the entire corridor and intersections. Transit riders would benefit from the integration of transit stops into the streetscape.	Highway/ roadway	2020 Update
1260	135th Street - Pflumm to Switzer	Overland Park	135th Street	84			49.32	The intent of the project is to maximize mobility and access to existing and future land uses along the corridor, address system preservation and maintenance needs, provide for alternative transportation modes and improve system performance, efficiency, and safety. The primary users will be motorists, pedestrians and bicyclists. Motorists will benefit from the increased capacity and safety of the widened roadway which includes additional through lanes and turn lanes. Pedestrians and bicyclists will be able to utilize the upgraded sidewalks, shared use paths and trail connections to negotiate the entire corridor and intersections.	Highway/ roadway	2020 Update
1208	Quivira Road - 159th to 179th	Overland Park	Quivira Road	81			70.64	The intent of the project is to maximize mobility and access to existing and future land uses along the corridor, address system preservation and maintenance needs, provide for alternative transportation modes and improve system performance, efficiency, and safety. The primary users will be motorists, pedestrians and bicyclists. Motorists will benefit from the increased capacity and safety of the widened roadway which includes additional through lanes and turn lanes. Motorists, pedestrians and bicyclists will all benefit from the addition of streetlighting throughout the entire corridor. Bicyclists will be able to utilize the on-street buffered bike lanes to negotiate the entire corridor and intersections. Pedestrians will be able to utilize the upgraded sidewalks and trail connections to negotiate the entire corridor and intersections.	Highway/ roadway	2020 Update

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Project ID	Project Title	Sponsor	Location	Project Score	Year of Expenditure Dollars (millions $) 2020-2029	2030-2039	2040-2050	Project Description	Primary Mode	When Added
1283	151st Street - Antioch to Metcalf	Overland Park	151st Street	80		16.38		The intent of the project is to maximize mobility and access to existing and future land uses along the corridor, address system preservation and maintenance needs, provide for alternative transportation modes and improve system performance, efficiency, and safety. The primary users will be motorists, pedestrians and bicyclists. Motorists will benefit from the increased capacity and safety of the widened roadway which includes additional through lanes and turn lanes. Pedestrians and bicyclists will be able to utilize the upgraded sidewalks, shared use paths and trail connections to negotiate the entire corridor and intersections.	Highway/ roadway	2020 Update
1230	Antioch Road - 167th to 179th (Phase II)	Overland Park	Antioch Road	79			42.42	The intent of the project is to maximize mobility and access to existing and future land uses along the corridor, address system preservation and maintenance needs, provide for alternative transportation modes and improve system performance, efficiency, and safety. The primary users will be motorists, pedestrians and bicyclists. Motorists will benefit from the increased capacity and safety of the widened roadway which includes additional through lanes and turn lanes. Motorists, pedestrians and bicyclists will all benefit from the addition of streetlighting throughout the entire corridor. Bicyclists will be able to utilize the on-street buffered bike lanes to negotiate the entire corridor and intersections. Pedestrians will be able to utilize the upgraded sidewalks and trail connections to negotiate the entire corridor and intersections.	Highway/ roadway	2020 Update
1231	167th Street - Quivira to Antioch	Overland Park	167th Street	77			56.43	The intent of the project is to maximize mobility and access to existing and future land uses along the corridor, address system preservation and maintenance needs, provide for alternative transportation modes and improve system performance, efficiency, and safety. The primary users will be motorists, pedestrians and bicyclists. Motorists will benefit from the increased capacity and safety of the widened roadway which includes additional through lanes and turn lanes. Motorists, pedestrians and bicyclists will all benefit from the addition of streetlighting throughout the entire corridor. Bicyclists will be able to utilize the on-street buffered bike lanes to negotiate the entire corridor and intersections. Pedestrians will be able to utilize the upgraded sidewalks and trail connections to negotiate the entire corridor and intersections.	Highway/ roadway	2020 Update

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1246	175th/179th Street - Lackman to Metcalf	Overland Park	175th/179th Street	76		105.3		The intent of the project is to maximize mobility and access to existing and future land uses along the corridor, address system preservation and maintenance needs, provide for alternative transportation modes and improve system performance, efficiency, and safety. The primary users will be motorists, pedestrians and bicyclists. Motorists will benefit from the increased capacity and safety of the reconstructed roadway which includes additional through lanes and turn lanes. Motorists, pedestrians and bicyclists will all benefit from the addition of street lighting throughout the entire corridor. Bicyclists will be able to utilize the new bike lanes to negotiate the entire corridor and intersections. Pedestrians will be able to utilize the new sidewalks and trail connections to negotiate the entire corridor and intersections.	Highway/ roadway	2020 Update
1198	159th Street - Mission to Kenneth	Overland Park	159th Street	76		17.16		The intent of the project is to maximize mobility and access to existing and future land uses along the corridor, address system preservation and maintenance needs, provide for alternative transportation modes and improve system performance, efficiency, and safety. The primary users will be motorists, pedestrians and bicyclists. Motorists will benefit from the increased capacity and safety of the reconstructed roadway which includes shoulders and turn lanes. Motorists, pedestrians and bicyclists will all benefit from the construction of a new overpass at the railroad that will eliminate the existing at grade crossing and provide a safer connection. Bicyclists will be able to utilize the paved shoulders/bike lanes to negotiate the entire corridor and intersections. Pedestrians will be able to utilize the sidewalks to negotiate the entire corridor and intersections.	Highway/ roadway	2020 Update
1449	87th Street/Santa Fe Drive - US-69 to 83rd	Overland Park	87th Street/Santa Fe Drive	75		7.8		Streetscaping and hardscaping to create a more favorable pedestriam realm along 87th Street from US-69 east and north to 83rd Street. Primary users will be pedestrians and bicyclists.	Active Transport ation	2020 Update

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Project ID	Project Title	Sponsor	Location	Project Score	Year of Expenditure Dollars (millions $) 2020-2029	2030-2039	2040-2050	Project Description	Primary Mode	When Added
1239	199th Street - Antioch to US-69	Overland Park	199th Street	74		10.92		The intent of the project is to maximize mobility and access to existing and future land uses along the corridor, address system preservation and maintenance needs, provide for alternative transportation modes and improve system performance, efficiency and safety. The primary users will be motorists, pedestrians and bicyclists. Motorists will benefit from the increased capacity and safety of the reconstructed roadway which includes additional through lanes and turn lanes. Motorists, pedestrians and bicyclists will all benefit from the addition of street lighting throughout the entire corridor. Bicyclists will be able to utilize the new shared use paths. Pedestrians will be able to utilize the new sidewalks and shared use paths to negotiate the entire corridor and intersections.	Highway/ roadway	2020 Update
1234	151st Street - Chadwick to State Line	Overland Park	151st Street	71		20.28		The intent of the project is to maximize mobility and access to existing and future land uses along the corridor, address system preservation and maintenance needs, provide for alternative transportation modes and improve system performance, efficiency, and safety. The primary users will be motorists, pedestrians and bicyclists. Motorists will benefit from the increased capacity and safety of the reconstructed roadway which includes additional through lanes and turn lanes. Motorists, pedestrians and bicyclists will all benefit from the addition of street lighting throughout the entire corridor. Bicyclists will be able to utilize the new bike lanes to negotiate the entire corridor and intersections. Pedestrians will be able to utilize the new sidewalks and trail connections to negotiate the entire corridor and intersections.	Highway/ roadway	2020 Update
1453	Downtown Parking Structure	Overland Park		63		14.66		The intent of the project is to provide motorists access to the activity center of downtown Overland Park. Parking for transit could be provided through coordination with KCATA. Primary users will be pedestrians and transit riders.	Other	2020 Update
1215	Brush Creek Trail at Windsor Park	Prairie Village		39	0.88			The trail system was conceived first and foremost to provide alternate modes of transportation along safe corridors for walking, running, biking and generally moving about the city. This segment consists of construction of a 10 foot wide shared use path meant for pedestrians and bicyclists.	Active Transport ation	2020 Update

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1152	Lackman Road - Johnson Drive to 75th Street	Shawnee	Lackman Road provides direct access to Shawnee Mission Parkway.	115	12.60			The existing cross-section along Lackman Road varies from a 4-lane curbed section roadway and transitions to a 2-lane ditch section road at the north end. The project will provide reconstruction and widening of Lackman Road from 63rd Street to 75th Street, new street construction between 63rd Street and Johnson Drive, and bridge repair and resurfacing within the structure over Shawnee Mission Parkway. This will include updating storm sewer, sidewalk/multi-purpose trail, street-lighting, and pavement markings.	Highway/ roadway	2020 Update
1286	Shawnee Mission Parkway Expansion Project - Pflumm Road to I-435	Shawnee	Shawnee Mission Parkway is directly accessible through the interchange at I-435.	113		23.4		Shawnee Mission Parkway is a 4-lane ditch section major arterial that is the Citys main East-West trafficway. This project would widen the existing roadway to 6-lanes for increased efficiencies, provide improved drainage, provide new bridge structures over Renner Road, provide improvements to the ramps at Maurer Road and Lackman Road, and enhance connections to existing pedestrian and bicycle routes.	Highway/ roadway	2020 Update
1150	Shawnee Mission Parkway Expansion Project - I-435 to K-7 Highway	Shawnee	Shawnee Mission Parkway is directly accessible through the interchanges at I-435 and K-7 Highway	111		54.6		Shawnee Mission Parkway is a 4-lane ditch section major arterial that is the Citys main East-West trafficway. This project would widen the existing roadway to 6-lanes for increased efficiencies, provide improved drainage, expand existing bridge structures over I-435 and K-7 Highway, and enhance connections to existing pedestrian and bicycle routes.	Highway/ roadway	2020 Update
1149	Midland Drive Improvements - I-435 to Barker Road	Shawnee	Midland Drive provides direct access to I-435 and Shawnee Mission Parkway.	107	15.75			The existing Midland Drive is a narrow 2-lane ditch section road that serves as a major connection between 1-435 to Shawnee Mission Parkway/Barker Road. This segment of roadway serves as an alternative route to Shawnee Mission Parkway and is over-utilized, based on the current roadway section. The project will provide reconstruction and widening of Midland Drive, including on-street bicycle lanes, a recreational trail on one side and a sidewalk on the other side, new LED street lighting, signing, pavement markings, storm sewer facilities and other improvements. The improvements will connect into an existing bicycle route and provide for a pedestrian friendly corridor.	Highway/ roadway	2020 Update

**Rehabilitation projects are projects that rehabilitate existing infrastructure and were automatically constrained*

Updated on 6/4/2020

Other Constrained Projects

Project ID	Project Title	Sponsor	Location	Project Score	Year of Expenditure Dollars (millions $) 2020-2029	2030-2039	2040-2050	Project Description	Primary Mode	When Added
1153	Woodland Road - 71st Street to 7900 Block	Shawnee		97	10.20			This section of Woodland Road is 1.5 miles in length and designated as future minor arterial road. The existing road is a narrow asphalt ditch section road with a below standard horizontal alingment. The improved street will follow a new alignment from 71st Street to the 7900 block and connect 75th Street from the west. This project will include grading, widening, new asphalt, new curbs, sidewalk/recreational trail, bridge structures, streetlights, storm drainage facilities, and other appurtenant works.	Highway/ roadway	2020 Update

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Other Constrained Projects

Project ID	Project Title	Sponsor	Location	Project Score	Year of Expenditure Dollars (millions $) 2020-2029	2030-2039	2040-2050	Project Description	Primary Mode	When Added
1501	KCK Urban Trail System and Missouri River Bike Loop	Unified Government	The Major streets that make up the KCK Urban Trail System include State Avenue, Central Avenue, Park Drive, Quindaro Boulevard, 18th Street, 10th Street, and 5th/6th Streets. The network also includes enhancements to the the Jersey Creek trail system and using abandoned rail right-of-way to create off-street trails. It includes the proposed levee trail along the Kansas and Missouri Rivers. The Missouri River Bike Loop includes high quality bike infrastructure that connects Kansas City, Kansas; Riverside, Missouri; North Kansas City, Missouri; and Kansas City, Missouri. Much of this network is already constructed or in the planning stage. This network will provide access to an enormous number of jobs within the metro core as well as a recreational amenity	140	42.84			The intent of the project is to connect neighborhoods and destinations in the core of Kansas City, Kansas and to connect the cities of Kansas City, Kansas; Riverside, Missouri; North Kansas City, Missouri; and Kansas City, Missouri with a high quality pedestrian and bicycle network. The KCK Greenway Urban Trail System entails planning for and implementation of an urban trail network serving the urban core of Kansas City, Kansas. The network would connect neighborhoods, parks, schools, retail areas, office areas, and the Fairfax Industrial District. The trail would connect to the US-169 bridge, which includes a trail connection to Riverside, Missouri. It also includes the Lewis and Clark viaduct trail, which connects to Kansas City, Missouri. Much of this network is already complete: The Lewis and Clark viaduct trail, the Jersey Creek trails, off street trails on 5th Street, the 10th Street bike lanes, and the Central Avenue sharrows are all completed.	Active Transportation	2020 Update

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Other Constrained Projects

Project ID	Project Title	Sponsor	Location	Project Score	Year of Expenditure Dollars (millions $) 2020-2029	2030-2039	2040-2050	Project Description	Primary Mode	When Added
			around our regions most significant natural resource - -the confluence of the Kansas and Missouri Rivers.							
1523	Village West Bike Ped	Unified Government	State Avenue from N. 91st Street to N. 142nd Street. Parallel Parkway from N. 91st Street to N. 142nd Street	114	8.06			This project is intended support the future trail network by providing additional cross-county connections, local and regional trails and bicycle routes that serve a variety of needs, ages and physical abilities. The Trial Network will include three types of trials; regional, local and greenways. The designated user focus would be pedestrians, bicyclists and other users of non-motorized means.	Active Transportation	2020 Update
1538	Leavenworth Rd. Corridor Improvements Projects, 78th Street to K-7	Unified Government	Leavenworth Road and Interstate 435, Leavenworth Road and Kansas Highway 7	89	33.60	41.6	55.73	The primary users of these improvements will be daily motorists, as this route serves as a major connection route for K-12 schools, local park traffic, and residents utilizing the commercial facilities long Leavenworth Road. Secondary to daily local traffic, recent developments, and those currently in planning stages, have opened portions of this corridor to larger light industrial traffic. All improvements that will be made will also add elements to improve the walking and biking abilities along this corridor.	Highway/ roadway	2020 Update
1554	Donahoo Road Reconstruction, Hutton Road to 115th Street	Unified Government		69	7.56			The primary users of these improvements will be daily motorists. As mentioned previously, this is the final section of the Donahoo Road corridor that has yet to be improved from its current rural county standard to a modern urban roadway. This section has 4 residential neighborhoods with access points along this roadway is a direct path to the Piper School Districts elementary, middle, and high school, as well as their sporting fields.	Highway/ roadway	2020 Update
1551	118th Street and 123rd Street Reconstruction Projects	Unified Government		68			156.75	The primary users of these improvements will be daily motorists, as this route serves as a major connection route for K-12 schools, local park traffic, and residents utilizing the commercial facilities long 118th Street and 123rd Street. Secondary to daily local traffic, recent developments, and those currently in planning stages, have opened portions of this corridor to larger light industrial traffic. All improvements that will be made will also add elements to improve the walking and biking abilities along this corridor	Highway/ roadway	2020 Update

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Other Constrained Projects

Project ID	Project Title	Sponsor	Location	Project Score	Year of Expenditure Dollars (millions $) 2020-2029	2030-2039	2040-2050	Project Description	Primary Mode	When Added
1245	Bike/Pedestrian Bridge Crossing the Kansas River Near K-7	Unified Government	Kansas River, near K-7	62	20.66			There are very few bridges crossing the Kansas River that can safely accommodate pedestrian or bicycle traffic. This project will identify an appropriate location for an exclusive pedestrian and cyclists bridge crossing the Kansas River, near the K-7 highway. The bridge would represent a safe alternative for non-vehicular transportation and serve as a connector for sidewalks, bike trails, and walking paths on both sides of the river. The bridge would preferably connect to or cross K-32 in some manner, both because of K-32's route parallel with the Kansas River and because of efforts in the K-32 Corridor Master Plan to incorporate bicycle/pedestrian accommodations. Additionally, MARC's MetroGreen plan recommends the development of a multiuse trail along K-7. There have been initial discussions between the City of Bonner Springs and KDOT about installing a portion of the trail on K-7 over K-32 that could connect to the City's parks.	Active Transportation	2020 Update
1244	Metropolitan Avenue Improvements	Unified Government	Interstate-635 to 55th Street	42	5.16			As Metropolitan Avenue is one of the major east-west thoroughfares in Kansas City, Kansas, the project is intended to serve many different users. However, there will be greater emphasis establish a multimodal transportation paradigm on Metropolitan Avenue in order to create more organic acceptance and normalization of biking, walking, and using public transportation on and around Metropolitan Avenue.	Highway/ roadway	2020 Update
				Subtotal	**2,423.16**	**2219.47**	**1525.15**			
				Grand Total	**4,073.51**	**4,367.24**	**2,515.91**			

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