

# 2009-2010 STP/BR Program

## Bridge Applications

### Project Sponsor

Applicant: Merriam Phone Number: 913-322-5523  
Contact: Beth Linn Email: bethl@merriam.org  
Partner(s):  Project Partner(s):

### General Project Data

ID: 20

Title: Shawnee Mission Parkway Bridge Replacement  
Description: The 2004 Biennial Bridge Inspection found the Shawnee Mission Parkway bridge over Turkey Creek Tributary structurally deficient. The older section of this structure, built in 1936, is in poor condition with a sufficiency rating of 25.2. The project includes complete replacement of the structure.

Current TIP #: No Functional\_Class: Principal Arterial  
Route: Turkey Creek Tributary (Shawnee Msn Pkwy at Mastin) State: Kansas Length: 0  
From: just west of Shawnee Mission Parkway Municipality 1: Merriam County 1: Johnson  
To: just east of Shawnee Mission Parkway Municipality 2: County 2:  
L RTP:  Decade: Municipality 3: County 3:

Multi-Agency:  Plan Name

CIP:  CIP Reference: This project was included in the 2005-2009 Capital Improvement Plan. However when the plan was developed, the critical nature of the bridge was not known. The current plan includes \$130,000 for repairs. Further investigation by GBA and city staff made it apparent that repairs would not be sufficient. The City plans to use the allocated funds to design the bridge replacement. The 2006-2010 plan would include funding for complete replacement of the bridge.

Local Goals: One of the priorities and values included in the 2005 City of Merriam budget is to "continue aggressive infrastructure improvements." This bridge has a sufficiency rating below 30 and been recommended for removal or rehabilitation. The City recognizes that the structure will continue to worsen and complete replacement is the best solution.

Funds Leveraged: The City of Merriam's Capital Improvement Plan is funded by several sources including city and county sales tax dollars. In addition, the City issued a general obligation bond in November 2003 with dollars allocated to bridge repairs. This is the funding source the City would use for the design.

Status of Plans: Conceptual Only Status of ROW: None Necessary

### Category Specific Data

Current AADT/LN: 5931 Current Com AADT/LN: 0  
2030 AADT/LN: 9730 2030 Com AADT/LN: 0  
Curr Thru Ln: 3 AADT Source: KDOT KC Metro Area Traffic Count Map Nov 2004  
Prop ThruLn: 3 Curr Turn Ln: 1  
Detour: 0 Prop Turn Ln: 1  
Fatal Crashes: 0 Deck Rating: 1  
Injury Crashes: 0 Substructure Rating: 1  
PDO Crashes : 2 Superstructure Rating: 4

Other Modes Addressed by Project Design: Bicycle  Pedestrian  Transit

Project improves a bicycle connection between complimentary land uses:

Remarks:

Project improves a pedestrian connection between complimentary land uses:

Remarks: The area around this bridge is all commercial including several restaurants. The new bridge would likely include the addition of a sidewalk to allow for safe pedestrian traffic in the area.

Extent to which the project serves planned development/redevelopment:

The Shawnee Mission Parkway Bridge serves an established commercial area.

Project includes environmental enhancements above and beyond NEPA requirements:

Remarks:

### Financial Phase Data

ID 20

Shawnee Mission Parkway Bridge Replacement

Phase	Year	Fund	Amount (1,000's)	Additional Financial Information
Construction	2010	BRM-KS	1200	City of Merriam would use funds from 2003 General Obligation Bond Issue to fund design of bridge replacement. The local funding for the construction would be added to the 2006-2010 Capital Improvement Plan which includes revenue from several sources.
Construction	2010	Local	300	

## 2009-2010 STP/BR Program Capacity Applications

### Project Sponsor

Applicant: City of Leawood, Kansas Phone Number: 9133396700  
 Contact: Joe C. Johnson Email: joej@leawood.org  
 Partner(s):  Project Partner(s): Funding for this project will come in part from Johnson County CARS Program. The project will be submitted for inclusion in the 2007 -2011 Program. We are requesting 2 million in funding.

### General Project Data

**ID 24**

Title: 143rd Street Road Improvements - Nall to Mission Road  
 Description: Improve existing 2-lane ditch street to a 4-lane undivided curb & gutter street, with stormsewer, street lights, sidewalks on one side and 10-foot bike/hike trail on the other. Also includes the signalization of 143rd and Mission Road.

Current TIP #:	Functional_Class: Collector
Route: 143rd Street	State: Kansas Length: 1
From: Nall Avenue	Municipality 1: Leawood County 1: Johnson
To: Mission Road	Municipality 2: County 2:
LRTP: <input type="checkbox"/> Decade:	Municipality 3: County 3:

Multi-Agency:  Plan Name

CIP:  CIP Reference: This project is identified in the City's CIP for construction in 2010. The City's 2006-2010 CIP has been adopted by the Planning Commission and City Council

Local Goals: The City of Leawood, by ordinance has established the South Leawood Transportation Fee. The fee collected is to be used to construct improvements for the movement of traffic through concentrated activities. The design standard as set by ordinance is a 4 lane undivided street as identified in the description of the project.

Funds Leveraged Johnson County CARS Program \$2,000,000.00  
 Developer Escrow Funds \$900,000.00

Status of Plans: Conceptual Only Status of ROW: Must Be Aquired

### Category Specific Data

Is this a new road? <input type="checkbox"/>	Curr Com AADT/LN: 100
Current AADT/LN: 5400	2030 Com AADT/LN: 0
2030 AADT/LN: 6000	AADT Source: City's Comprehensive Model developed by BWR
Curr Thru Lanes: 2	Curr Turn Lane: 0
Prop Thru Lanes: 4	Prop Turn Lane: 2
Fatal Crashes: 0	Current LOS: D
Injury Crashes: 1	Future LOS: C
PDO Crashes: 14	LOS Source: BWR looked at this section for the City

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

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

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

Project includes environmental enhancements above and beyond NEPA requirements:

Remarks: The City has budgeted funds in the amount of 300,000.00 to re-landscape the area with the road improvements to buffer the adjacent property owners and minimize noise from the roadway.

Project improves access to freight facilities:

Remarks: 143rd Street runs through the Bi-State Industrial Park located in both Leawood and Kansas City, MO. 143rd Street also ties directly into M-150 just east of the Kansas Missouri State Line. 143rd Street also provides aces from M-150 west to I-35. Once all of 143rd is upgraded, it will provide a safer alternate route to cross south Johnson County other than 135th Street.

### Financial Phase Data

**ID 24**

**143rd Street Road Improvements - Nall to Mission Road**

## 2009-2010 STP/BR Program

### Capacity Applications

Phase	Year	Fund	Amount (1,000's)	Additional Financial Information
Construction	2010	STPM-KS	3000	The City will have an additional 6 million dollars in cost it is responsible for over that amount shown for construction. That includes design, inspection, easements, utilities, and landscaping.
Construction	2010	Local	3600	

# 2009-2010 STP/BR Program

## Capacity Applications

### Project Sponsor

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

### General Project Data

**ID 48**

Title: Monticello Road from 91st Street to Prairie Star Parkway (95th St) (phase 2)  
 Description: Improve 2-lane narrow roadway to meet current design standards with curb and gutter, storm sewer, street lighting, sidewalks and multi-use trail including a bridge over Coon Creek. Also incorporated into the project is enhanced stormwater treatment.

Current TIP #:	345075	Functional_Class:	Collector
Route:	Monticello	State:	Kansas
From:	Prairie Star Parkway (95th St)	Municipality 1:	Lenexa
To:	91st Street	Municipality 2:	
LRTP: <input checked="" type="checkbox"/>	Decade: 2010	Municipality 3:	

Multi-Agency:  Plan Name

CIP:  CIP Reference: CIP project #1104

Local Goals: This is the second phase of a project that has already received federal funding and approval. This project provides access to a major lake and park development that has been identified as very important to the community. This project will also address development needs along the corridor.

#### Funds Leveraged

Status of Plans: Final Complete Status of ROW: Must Be Acquired

### Category Specific Data

Is this a new road? <input type="checkbox"/>	Curr Com AADT/LN:	20
Current AADT/LN: 500	2030 Com AADT/LN:	0
2030 AADT/LN: 5000	AAADT Source:	Lenexa Traffic Model
Curr Thru Lanes: 2	Curr Turn Lane:	0
Prop Thru Lanes: 2	Prop Turn Lane:	1
Fatal Crashes: 0	Current LOS:	F
Injury Crashes: 0	Future LOS:	C
PDO Crashes: 5	LOS Source:	The roadway is currently inadequate.

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

This project improves an existing roadway providing improved capacity and traffic service to an inefficient and inadequate roadway.

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

	<u>Current</u>	<u>Proposed</u>		<u>Current</u>	<u>Proposed</u>
Median:	None	restrictive	Bike Lane	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Posted Speed:	25	35	Protective Barrier	<input type="checkbox"/>	<input type="checkbox"/>
Outside Lane::	narrow	typical	Obstacle to Bus Stop	<input type="checkbox"/>	<input type="checkbox"/>
Pavement Condition:	undesirable	desirable	Sidewalk	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Sidewalk Separation:	adjacent	typical			

Project includes environmental enhancements above and beyond NEPA requirements:

Remarks: This roadway project incorporates enhanced water quality treatment features that will mitigate the impacts of the storm water runoff. Also this project utilizes roundabout intersections along the corridor which are more efficient with less delays providing lower vehicle emissions and fuel consumption.

Project improves access to freight facilities:

Remarks:

### Financial Phase Data

**ID 48**

**Monticello Road from 91st Street to Prairie Star Parkway (95th St) (phase 2)**

# 2009-2010 STP/BR Program

## Capacity Applications

Phase	Year	Fund	Amount (1,000's)	Additional Financial Information
Construction	2009	STPM-KS	4960	
Construction	2009	Local	1240	

## 2009-2010 STP/BR Program Capacity Applications

### Project Sponsor

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

### General Project Data

**ID 56**

Title: 87th Street Parkway from Pflumm Road to Renner Boulevard (phase 3)  
 Description: Roadway improvements including mill and overlay, street lighting, enhanced pedestrian facilities, turn lanes and auxiliary through lanes. Also included are features that will improve water quality.

Current TIP #: 345097 Functional\_Class: Principal Arterial  
 Route: 87th Street Parkway State: Kansas Length: 2  
 From: Pflumm Road Municipality 1: Lenexa County 1: Johnson  
 To: Renner Boulevard Municipality 2: County 2:  
 LRTP:  Decade: 2010 Municipality 3: County 3:

Multi-Agency:  Plan Name  
 CIP:  CIP Reference: CIP project #1144

Local Goals: Enhanced street scape which will continue the theme developed along the corridor. Public has shown support for the project through the public process that was followed in the corridor study. The corridor study was adopted by the Governing Body.

### Funds Leveraged

Status of Plans: Conceptual Only Status of ROW: Must Be Aquired

### Category Specific Data

Is this a new road?  Curr Com AADT/LN: 300  
 Current AADT/LN: 6000 2030 Com AADT/LN: 0  
 2030 AADT/LN: 7000 AADT Source: 87th St. Parkway Traffic Study  
 Curr Thru Lanes: 4 Curr Turn Lane: 1  
 Prop Thru Lanes: 4 Prop Turn Lane: 2  
 Fatal Crashes: 0 Current LOS: D  
 Injury Crashes: 103 Future LOS: C  
 PDO Crashes: 396 LOS Source: Average intersection from 87th Traffic Study

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

This project enhances and improves an already existing primary corridor.

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

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

Project includes environmental enhancements above and beyond NEPA requirements:

Remarks: This roadway project incorporates enhanced water quality treatment features that will mitigate the impacts of the stormwater runoff.

Project improves access to freight facilities:

Remarks: This corridor provides access to several industrial areas and serves as a major truck route through the metropolitan area with access to I-35 and I-435.

### Financial Phase Data

**ID 56**

**87th Street Parkway from Pflumm Road to Renner Boulevard (phase 3)**

Phase	Year	Fund	Amount (1,000's)	Additional Financial Information
Construction	2009	STPM-KS	9280	The total cost of construction for this project is estimated to be \$11.6 million. Current federal funding is \$2,700,000. The requested federal funding is for an additional \$6,580,000 for a total federal request of \$9,280,000 (80% of \$11.6 million).
Construction	2009	Local	2320	

**2009-2010 STP/BR Program**

Capacity Applications

# 2009-2010 STP/BR Program

## Capacity Applications

### Project Sponsor

Applicant: City of Olathe Phone Number: 913-971-8680  
 Contact: Shane Swope Email: sswope@olatheks.org  
 Partner(s):  Project Partner(s): Johnson County  
 KDOT  
 Private Property Owners

### General Project Data

ID 23

Title: Lone Elm Rd Interchange at I-35  
 Description: New Interchange at Lone Elm Road and I-35. I-35 will be widened from 4 to 6 lanes. Lone Elm Road will be improved to a four lane divided arterial from 151st Street to 159th Street with two new 2 lane bridges over I-35. 159th Street will be improved with a new bridge over I-35.

Current TIP #: 349190 Functional\_Class: Minor Arterial  
 Route: Lone Elm Rd. State: Kansas Length: 1  
 From: 151st street Municipality 1: Olathe County 1: Johnson  
 To: 159th Street Municipality 2: County 2:  
 LRTP:  Decade: 2010 Municipality 3: County 3:

Multi-Agency:  Plan Name CARNP  
 CIP:  CIP Reference: This project is listed in Olathe's Capital Improvements Plan. Construction funding is available 2008-2009.  
 Local Goals: Opens up 3,000 acres for economic development, primarily industrial and commercial.  
 Funds Leveraged Non Federal Public Funds: City of Olathe- \$18.5 million  
 Private Funds: \$4 million  
 JoCo CARS: estimated \$4.7 million  
 Status of Plans: Preliminary Complete Status of ROW: Must Be Acquired

### Category Specific Data

Is this a new road?  Curr Com AADT/LN: 1050  
 Current AADT/LN: 4100 2030 Com AADT/LN: 0  
 2030 AADT/LN: 11740 AADT Source: Synchro HCM 2025  
 Curr Thru Lanes: 2 Curr Turn Lane: 0  
 Prop Thru Lanes: 4 Prop Turn Lane: 1  
 Fatal Crashes: 0 Current LOS: C  
 Injury Crashes: 1 Future LOS: C  
 PDO Crashes: 16 LOS Source: CORSIM, HCM 2000

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

This project will improve and enhance the existing Lone Elm Road and 159th Street that are currently deficient two lane unimproved rural roads. Both Lone Elm and 159th St will be vital access points to industrial and commercial development in this region. Project will improve Lone Elm to a 4 lane roadway that will add capacity and safety for motorists and replace a 50 year old bridge. 159th St will have improved access east/west with the construction of a new bridge over I-35. Safety will be improved by making 159th St a continuous roadway, where the existing 159th St traffic will no longer use Lone Elm Road Bridge.

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

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

Project includes environmental enhancements above and beyond NEPA requirements:

Remarks:

Project improves access to freight facilities:

Remarks: Improves Access to Trans Am trucking, Quarries on 151st Street, Tyson Foods Warehouse, and the National Service Center. Alternative Access to Olathe Medical Center. Opens up development in a 1 mile radius of the project of 1200 Acres of industrial and 500 acres commercial planned development.

# 2009-2010 STP/BR Program

## Capacity Applications

Financial Phase Data			ID 23	Lone Elm Rd Interchange at I-35
Phase	Year	Fund	Amount (1,000's)	Additional Financial Information
Construction	2009	STPM-KS	10000	2002 TCSP funds Design \$1,982,615
Construction	2009	Local	18500	2005 HDP funds Design/ROW \$1,000,000
				2005 Federal earmarked funds ROW \$5,750,000
				2008 Construction STPs \$2,700,000

# 2009-2010 STP/BR Program

## Capacity Applications

### Project Sponsor

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

### General Project Data

ID 21

Title: College Blvd, Pflumm Road to U.S. 69  
 Description: Widen College Blvd. from four to six lanes. Goal is to alleviate traffic congestion through this corridor. College Blvd. is currently six lanes from Nall Ave. to U.S. 69. This project would extend the six lane section east two miles to Pflumm Road. A portion of this project is in the TIP #350112.

Current TIP #:	Functional_Class: Minor Arterial
Route: College Blvd	State: Kansas Length: 2
From: Pflumm Road	Municipality 1: Overland Park County 1: Johnson
To: U.S. 69	Municipality 2: Lenexa County 2:
LRTP: <input checked="" type="checkbox"/> Decade: 2010	Municipality 3: County 3:

Multi-Agency:  Plan Name This project provides connection as identified on KDOT's planned System Enhancement Project for I-435 and U.S. 69. Furthermore, it supports the Johnson County Community College's long range development plan.

CIP:  CIP Reference: A portion of this project is in Overland Park's 2006-2010 CIP as project TH-0852 - College Blvd., Quivira Rd to U.S. 69. It is scheduled for construction in 2009.

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

Funds Leveraged \$1,807,000 Non-Federal Public Funds from Johnson County CARS Program in 2009.

Status of Plans: Conceptual Only Status of ROW: Must Be Acquired

### Category Specific Data

Is this a new road? <input type="checkbox"/>	Curr Com AADT/LN: 151
Current AADT/LN: 7550	2030 Com AADT/LN: 0
2030 AADT/LN: 6170	AADT Source: Overland Park Traffic Model 2020 projection
Curr Thru Lanes: 4	Curr Turn Lane: 13
Prop Thru Lanes: 6	Prop Turn Lane: 16
Fatal Crashes: 0	Current LOS: E
Injury Crashes: 53	Future LOS: D
PDO Crashes: 313	LOS Source: HCM 2000 Urban Street

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

Widening is planned within the inside median as much as possible. Existing pavement would be left in place were possible and would receive a mill and overlay. The mill and overlay would address system preservation need due to an average PCI rating of 50.

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

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

Project includes environmental enhancements above and beyond NEPA requirements:

Remarks:

Project improves access to freight facilities:

Remarks: The project would improve access to Lenexa's industrial and distribution center located one mile west of College and Pflumm. Furthermore it would improve access to Johnson County Community College. With more than 34,000 students enrolled in credit and continuing education classes each semester, Johnson County Community College is the state's third largest institution of higher education.

### Financial Phase Data

ID 21

College Blvd, Pflumm Road to U.S. 69

## 2009-2010 STP/BR Program

### Capacity Applications

Phase	Year	Fund	Amount (1,000's)	Additional Financial Information
Construction	2009	STPM-KS	8064	
Construction	2009	Local	2016	

# 2009-2010 STP/BR Program

## Capacity Applications

### Project Sponsor

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

### General Project Data

ID 67

Title: 127th Street, Metcalf Ave. to Nall Ave.  
Description: Reconstruct 127th St. to a four-lane thoroughfare with curb & gutter, stormsewers, streetlights, sidewalks and an 8'-10' wide bicycle/pedestrian facility along the east quarter mile. This project would replace the existing two-lane roadway and improve safety, capacity and traffic flow.

Current TIP #: Functional\_Class: Collector  
Route: 127th Street State: Kansas Length: 1  
From: Metcalf Ave. Municipality 1: Overland Park County 1: Johnson  
To: Nall Ave. Municipality 2: County 2:  
LRTP:  Decade: Municipality 3: County 3:

Multi-Agency:  Plan Name

CIP:  CIP Reference: This project is in Overland Park's 2006-2010 CIP as project TH-0726 – 127th Street, Metcalf Ave. to Nall Ave. It is scheduled for construction in 2010.

Local Goals: This project meets the goals and objectives identified back in the mid 1970's when the City passed resolutions designating certain routes to be classified as thoroughfares. 127th Street was designated as a thoroughfare to provide a minimum of four lanes of vehicular traffic and at least 120-foot right-of-way.

Funds Leveraged \$2,088,000 Non-Federal Public Funds from Johnson County CARS Program in 2010 and \$367,400 Non-Federal Public Funds from Developer Escrow Accounts.

Status of Plans: Conceptual Only Status of ROW: Must Be Acquired

### Category Specific Data

Is this a new road?  Curr Com AADT/LN: 53  
Current AADT/LN: 2650 2030 Com AADT/LN: 0  
2030 AADT/LN: 4000 AADT Source: Overland Park Traffic Model 2020 projection  
Curr Thru Lanes: 2 Curr Turn Lane: 4  
Prop Thru Lanes: 4 Prop Turn Lane: 12  
Fatal Crashes: 0 Current LOS: A  
Injury Crashes: 4 Future LOS: A  
PDO Crashes: 24 LOS Source: Free flow speed compared to base speed

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

Existing roadway is in need of annual maintenance and pavement patching do to its unimproved condition and PCI rating of 79 which will worsen in the next five years. Complete removal and replacement would address system preservation need and improve roadway safety.

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

	<u>Current</u>	<u>Proposed</u>		<u>Current</u>	<u>Proposed</u>
Median:	None	restrictive	Bike Lane	<input type="checkbox"/>	<input type="checkbox"/>
Posted Speed:	30	45	Protective Barrier	<input type="checkbox"/>	<input type="checkbox"/>
Outside Lane::	typical	typical	Obstacle to Bus Stop	<input type="checkbox"/>	<input type="checkbox"/>
Pavement Condition:	undesirable	desirable	Sidewalk	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Sidewalk Separation:	adjacent	typical			

Project includes environmental enhancements above and beyond NEPA requirements:

Remarks:

Project improves access to freight facilities:

Remarks:

### Financial Phase Data

ID 67

127th Street, Metcalf Ave. to Nall Ave.

# 2009-2010 STP/BR Program

## Capacity Applications

Phase	Year	Fund	Amount (1,000's)	Additional Financial Information
Construction	2010	STPM-KS	3956	
Construction	2010	Local	989	

# 2009-2010 STP/BR Program

## Capacity Applications

### Project Sponsor

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

### General Project Data

ID 66

Title: Antioch Road, I-435 to 119th Street  
 Description: Widen Antioch Road from four lanes to six lanes. This project is necessary in order to handle traffic volumes from the new interchange to be constructed at I-435 and Antioch in 2005.

Current TIP #: Functional\_Class: Minor Arterial  
 Route: Antioch Road State: Kansas Length: 1  
 From: I-435 Municipality 1: Overland Park County 1: Johnson  
 To: 119th Street Municipality 2: County 2:  
 LRTP:  Decade: 2010 Municipality 3: County 3:

Multi-Agency:  Plan Name This project provides connection as identified on KDOT's planned System Enhancement Project for I-435 and Antioch Road Interchange.

CIP:  CIP Reference: A portion of this project is in Overland Park's 2006-2010 CIP as project TH-0853 – Antioch Road, I-435 to College Blvd. It is scheduled for construction in 2010.

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

Funds Leveraged \$770,000 Non-Federal Public Funds from Johnson County CARS Program in 2010.

Status of Plans: Conceptual Only Status of ROW: Must Be Acquired

### Category Specific Data

Is this a new road?  Curr Com AADT/LN: 128  
 Current AADT/LN: 6375 2030 Com AADT/LN: 0  
 2030 AADT/LN: 5500 AADT Source: Overland Park Traffic Model 2020 projection  
 Curr Thru Lanes: 4 Curr Turn Lane: 24  
 Prop Thru Lanes: 6 Prop Turn Lane: 24  
 Fatal Crashes: 1 Current LOS: D  
 Injury Crashes: 23 Future LOS: C  
 PDO Crashes: 166 LOS Source: HCM 2000 Urban Street

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

Widening is planned to the outside with existing pavement being left in place were possible. Existing pavement would receive a mill and overlay. The mill and overlay would address system preservation need.

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

	<u>Current</u>	<u>Proposed</u>		<u>Current</u>	<u>Proposed</u>
Median:	restrictive	restrictive	Bike Lane	<input type="checkbox"/>	<input type="checkbox"/>
Posted Speed:	40	45	Protective Barrier	<input type="checkbox"/>	<input type="checkbox"/>
Outside Lane::	typical	typical	Obstacle to Bus Stop	<input type="checkbox"/>	<input type="checkbox"/>
Pavement Condition:	typical	desirable	Sidewalk	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>
Sidewalk Separation:	adjacent	adjacent			

Project includes environmental enhancements above and beyond NEPA requirements:

Remarks:

Project improves access to freight facilities:

Remarks:

### Financial Phase Data

ID 66

Antioch Road, I-435 to 119th Street

## 2009-2010 STP/BR Program

### Capacity Applications

Phase	Year	Fund	Amount (1,000's)	Additional Financial Information
Construction	2010	STPM-KS	8280	
Construction	2010	Local	2070	

## 2009-2010 STP/BR Program

### Capacity Applications

#### Project Sponsor

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

#### General Project Data

ID 65

Title: Switzer Road, 143rd Street to 151st Street  
 Description: Reconstruct Switzer Rd. to a four-lane thoroughfare with curb & gutter, stormsewers, streetlights, sidewalks and an 8'-10' wide bicycle/pedestrian facility. This project would replace the existing two-lane roadway and improve safety, capacity and traffic flow along the developing Switzer corridor.

Current TIP #: \_\_\_\_\_ Functional\_Class: Collector  
 Route: Switzer Road State: Kansas Length: 1  
 From: 143rd Street Municipality 1: Overland Park County 1: Johnson  
 To: 151st Street Municipality 2: \_\_\_\_\_ County 2: \_\_\_\_\_  
 LRTP:  Decade: \_\_\_\_\_ Municipality 3: \_\_\_\_\_ County 3: \_\_\_\_\_

Multi-Agency:  Plan Name

CIP:  CIP Reference: This project is in Overland Park's 2006-2010 CIP as project TH-0850 – Switzer Road, 143rd Street to 151st Street. It is scheduled for construction in 2009.

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

Funds Leveraged \$7,776 Non-Federal Public Funds from Developer Escrow Account.

Status of Plans: Conceptual Only Status of ROW: Must Be Acquired

#### Category Specific Data

Is this a new road?  Curr Com AADT/LN: 39  
 Current AADT/LN: 1950 2030 Com AADT/LN: 0  
 2030 AADT/LN: 3250 AADT Source: Overland Park Traffic Model 2020 projection  
 Curr Thru Lanes: 2 Curr Turn Lane: 5  
 Prop Thru Lanes: 4 Prop Turn Lane: 12  
 Fatal Crashes: 0 Current LOS: A  
 Injury Crashes: 4 Future LOS: A  
 PDO Crashes: 21 LOS Source: Free flow speed compared to base speed

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

Existing roadway is in need of annual maintenance and pavement patching do to its unimproved condition and PCI rating of 53 which will worsen over the next four years. Complete removal and replacement would address system preservation need and improve roadway safety.

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

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

Project includes environmental enhancements above and beyond NEPA requirements:

Remarks:

Project improves access to freight facilities:

Remarks:

#### Financial Phase Data

ID 65

Switzer Road, 143rd Street to 151st Street

## 2009-2010 STP/BR Program

### Capacity Applications

Phase	Year	Fund	Amount (1,000's)	Additional Financial Information
Construction	2009	STPM-KS	4686	
Construction	2009	Local	1172	

# 2009-2010 STP/BR Program

## Capacity Applications

### Project Sponsor

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

### General Project Data

**ID 64**

Title: 143rd Street, Quivira Road to Switzer Road  
 Description: Reconstruct 143rd St. to a four-lane thoroughfare with curb & gutter, stormsewers, streetlights, sidewalks and an 8'-10' wide bicycle/pedestrian facility. This project would replace the existing two-lane roadway and improve safety, capacity and traffic flow along the developing 143rd St. corridor.

Current TIP #:	Functional_Class: Collector
Route: 143rd Street	State: Kansas Length: 1
From: Quivira Road	Municipality 1: Overland Park County 1: Johnson
To: Switzer Road	Municipality 2: Olathe County 2:
LRTP: <input type="checkbox"/>	Decade: Municipality 3: County 3:

Multi-Agency:  Plan Name This project, being adjacent to the City of Olathe, would complete a portion of their thoroughfare improvement plan.

CIP:  CIP Reference: This project is in Overland Park's 2006-2010 CIP as project TH-0501 – 143rd Street, Quivira to Switzer. It is scheduled for construction in 2009.

Local Goals: This project meets the goals and objectives identified back in the mid 1970's when the City passed resolutions designating certain routes to be classified as thoroughfares. 143rd Street was designated as a thoroughfare to provide a minimum of four lanes of vehicular traffic and at least 120-foot right-of-way.

Funds Leveraged \$2,348,000 Non-Federal Public Funds from Johnson County CARS Program in 2009.

Status of Plans: Preliminary Complete Status of ROW: Must Be Aquired

### Category Specific Data

Is this a new road? <input type="checkbox"/>	Curr Com AADT/LN: 87
Current AADT/LN: 4350	2030 Com AADT/LN: 0
2030 AADT/LN: 3250	AADT Source: Overland Park Traffic Model 2020 projection
Curr Thru Lanes: 2	Curr Turn Lane: 0
Prop Thru Lanes: 4	Prop Turn Lane: 8
Fatal Crashes: 0	Current LOS: A
Injury Crashes: 5	Future LOS: A
PDO Crashes: 19	LOS Source: Free flow speed compared to base speed

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

Portions of the existing roadway is in need of periodic maintenance and pavement patching do to its unimproved condition and PCI rating of 63 which will worsen in the next four years. Complete removal and replacement would address system preservation need and improve roadway safety.

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

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

Project includes environmental enhancements above and beyond NEPA requirements:

Remarks:

Project improves access to freight facilities:

Remarks:

### Financial Phase Data

**ID 64**

**143rd Street, Quivira Road to Switzer Road**

# 2009-2010 STP/BR Program

## Capacity Applications

Phase	Year	Fund	Amount (1,000's)	Additional Financial Information
Construction	2009	STPM-KS	6016	
Construction	2009	Local	1504	

# 2009-2010 STP/BR Program

## Capacity Applications

### Project Sponsor

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

### General Project Data

**ID 27**

Title: Renner Road Improvements - 5700 block to 6700 block  
 Description: Currently Renner Rd is a 2-lane ditch section road north of 65th St. Development including the city's new justice center and fire station will increase traffic and the need for safety. Project would improve the road to a 2-lane major collector road with a continuous left turn lane and bicycle lanes

Current TIP #: No Functional\_Class: Collector  
 Route: Renner Road State: Kansas Length: 1  
 From: North of Johnson Drive Municipality 1: Shawnee County 1: Johnson  
 To: South of Shawnee Mission Parkway Municipality 2: County 2:  
 LRTP:  Decade: Municipality 3: County 3:

Multi-Agency:  Plan Name

CIP:  CIP Reference: Will be included in the 2006 - 2010 CIP when updated in June '05.

Local Goals: Part of the MARC study for new urbanism development and alternative transportation modes. This study the area between Johnson Dr. and Shawnee Mission Pkwy. and between Maurer Rd. and I-435. Renner Road is in the middle of this area.

Funds Leveraged This project would be eligible for Johnson County CARS funds in the amount of \$640,000.

Status of Plans: Conceptual Only Status of ROW: Must Be Acquired

### Category Specific Data

Is this a new road?  Curr Com AADT/LN: 50  
 Current AADT/LN: 1525 2030 Com AADT/LN: 0  
 2030 AADT/LN: 5150 AADT Source: Based on 5% increase per year.  
 Curr Thru Lanes: 2 Curr Turn Lane: 0  
 Prop Thru Lanes: 2 Prop Turn Lane: 1  
 Fatal Crashes: 0 Current LOS: B  
 Injury Crashes: 9 Future LOS: B  
 PDO Crashes: 21 LOS Source: ITE Manual

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

Renner Rd. in this particular area is located 1/4 mile from I-435 and parallels it. Therefore it will serve as access road to land that is developing and will continue to develop adjacent to the east side of I-435. The land that Renner Road will serve is identified as commercial, office and service on the City's comprehensive plan. To preserve the flow of traffic to this area, Renner Road needs to be improve to city major collector standards.

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

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

Project includes environmental enhancements above and beyond NEPA requirements:

Remarks: This project will include sidewalks and on-street bicycle lanes which will accomodate alternate modes of transportation for the residential development on the east side to the office, commercial and services uses on the west side. A small lake currently exists on the east side of Renner. This lake would be preserved which provides water quality improvements along this waterway.

Project improves access to freight facilities:

Remarks:

### Financial Phase Data

**ID 27**

**Renner Road Improvements - 5700 block to 6700 block**

## 2009-2010 STP/BR Program

### Capacity Applications

Phase	Year	Fund	Amount (1,000's)	Additional Financial Information
Construction	2009	STPM-KS	5120	This project would be eligible for Johnson County CARS funding.
Construction	2009	Local	1280	

# 2009-2010 STP/BR Program

## Capacity Applications

### Project Sponsor

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

### General Project Data

**ID 26**

Title: Shawnee Mission Parkway Widening - Pflumm Rd. to Lackman Rd.  
 Description: This section of the Pkwy has a highway cross section with grass median separating four lanes of traffic with shoulders. The increase of traffic on the Pkwy will require the need for additional lanes. This project would widen the road to a 6-lane arterial road. It would have a raised curbed median.

Current TIP #: No Functional\_Class: Principal Arterial  
 Route: Shawnee Mission Parkway State: Kansas Length: 1  
 From: Pflumm Road Municipality 1: Shawnee County 1: Johnson  
 To: Lackman Road Municipality 2: County 2:  
 LRTP:  Decade: Municipality 3: County 3:

Multi-Agency:  Plan Name Part of the initial scope of Operation Greenlight was the Shawnee Mission Parkway corridor. This proposed capacity improvement compliments the efforts of Operation Greenlight.  
 CIP:  CIP Reference: This project will be included in the update of the City's CIP for 2006 - 2010 which will be during June 2005.  
 Local Goals: The City's Circulation Plan reflects the future configuration of collector and arterial roads. The Circulation Plan should be considered a local goal and objective.  
 Funds Leveraged This project would be eligible for Johnson County CARS funds of approximately \$1,045,000.  
 Status of Plans: Conceptual Only Status of ROW: None Necessary

### Category Specific Data

Is this a new road?  Curr Com AADT/LN: 300  
 Current AADT/LN: 7250 2030 Com AADT/LN: 0  
 2030 AADT/LN: 10000 AADT Source: Based on 3% increase per year.  
 Curr Thru Lanes: 4 Curr Turn Lane: 0  
 Prop Thru Lanes: 6 Prop Turn Lane: 0  
 Fatal Crashes: 0 Current LOS: C  
 Injury Crashes: 7 Future LOS: B  
 PDO Crashes: 34 LOS Source: Highway Capacity Manual 2000

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

The Parkway is the main east/west corridor in Shawnee as well as the north part of Johnson County. As development occurs within two or three miles on either side of the Parkway, traffic on the Parkway increases. This project is necessary to maintain the flow of traffic to keep businesses viable along this corridor. Widening to 6 lanes has already occurred east of Pflumm to I-35.

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

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

Project includes environmental enhancements above and beyond NEPA requirements:

Remarks: The project would include landscaping to provide screening between the 6-lane facility and any single family residences that are adjacent to the Parkway. A sound wall may be used if it is determined through a noise study that it is necessary.

Project improves access to freight facilities:

Remarks: The Bayer Animal Health Headquarters, Manufacturing facility and Warehouse facility is located on Shawnee Mission Parkway, east of this proposed project. Bayer and other businesses would benefit from capacity improvements on Shawnee Mission Parkway in order to access I-35 and I-435.

### Financial Phase Data

**ID 26**

**Shawnee Mission Parkway Widening - Pflumm Rd. to Lackman Rd.**

## 2009-2010 STP/BR Program

### Capacity Applications

Phase	Year	Fund	Amount (1,000's)	Additional Financial Information
Construction	2010	STPM-KS	8360	This project would be eligible for Johnson County CARS funds.
Construction	2010	Local	2090	

# 2009-2010 STP/BR Program

## Capacity Applications

### Project Sponsor

Applicant: UNIFIED GOVERNMENT OF WYCO/KCK Phone Number: 913-573-5700  
 Contact: FREDERICK BACKUS Email: fbackus@wycokck.org  
 Partner(s):  Project Partner(s):

### General Project Data

**ID 54**

Title: State Avenue Improvements - 86th Street to Turner Diagonal  
 Description: Improvements include additional turn lanes, reconfiguration and rebuilding of medians, installation of sidewalks, reconstruction of curbs, rehabilitation of pavements, traffic signal upgrades and interconnection.

Current TIP #: \_\_\_\_\_ Functional\_Class: Principal Arterial  
 Route: US 24/40 State: Kansas Length: 2  
 From: 86th Street Municipality 1: Kansas City KS County 1: Wyandotte  
 To: Turner Diagonal (US 40) Municipality 2: \_\_\_\_\_ County 2: \_\_\_\_\_  
 LRTP:  Decade: \_\_\_\_\_ Municipality 3: \_\_\_\_\_ County 3: \_\_\_\_\_

Multi-Agency:  Plan Name

CIP:  CIP Reference: The local share of funding for this project is in the UG's Capital Improvements plan.

Local Goals:

Funds Leveraged

Status of Plans: Conceptual Only

Status of ROW: None Necessary

### Category Specific Data

Is this a new road?  Curr Com AADT/LN: 190  
 Current AADT/LN: 3466 2030 Com AADT/LN: 0  
 2030 AADT/LN: 4333 AADT Source: In-house analysis for 2030  
 Curr Thru Lanes: 6 Curr Turn Lane: 1  
 Prop Thru Lanes: 6 Prop Turn Lane: 2  
 Fatal Crashes: 0 Current LOS: D  
 Injury Crashes: 14 Future LOS: C  
 PDO Crashes: 56 LOS Source: Highway Capacity Software Version 3.1

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

State Avenue is a vital commercial corridor that lacks certain features such as adequate turn lanes, traffic signal coordination, and suitable pedestrian access (currently there are no sidewalks), as well as bus turn outs. In addition, curb replacement, drainage improvements, and pavement rehabilitation will preserve the facility and extend it's useful life.

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

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

Project includes environmental enhancements above and beyond NEPA requirements:

Remarks:

Project improves access to freight facilities:

Remarks:

### Financial Phase Data

**ID 54**

**State Avenue Improvements - 86th Street to Turner Diagonal**

Phase	Year	Fund	Amount (1,000's)	Additional Financial Information
Construction	2009	STPM-KS	3875	
Construction	2009	Local	1350	

# 2009-2010 STP/BR Program

## Capacity Applications

### Project Sponsor

Applicant: UNIFIED GOVERNMENT OF WYCO/KCK Phone Number: 913-573-5700  
 Contact: FREDERICK BACKUS Email: fbackus@wycokck.org  
 Partner(s):  Project Partner(s):

### General Project Data

ID 38

Title: 78th Street Improvements  
 Description: Improvements would add left turn lanes, traffic signal improvements, realignment of side streets to correct offset intersections, all to improve corridor efficiency and safety. Also enhanced sidewalks for better pedestrian access.  
 Current TIP #: Functional\_Class: Minor Arterial  
 Route: 78th Street State: Kansas Length: 1  
 From: I-70 Municipality 1: Kansas City KS County 1: Wyandotte  
 To: State Avenue (US 24/40) Municipality 2: County 2:  
 LRTP:  Decade: Municipality 3: County 3:

Multi-Agency:  Plan Name

CIP:  CIP Reference: The Unified Governments Capital Improvements Plan provides funding for the local share of this project, beginning with engineering in 2007.

Local Goals:

Funds Leveraged

Status of Plans: Conceptual Only Status of ROW: Must Be Acquired

### Category Specific Data

Is this a new road?  Curr Com AADT/LN: 1000  
 Current AADT/LN: 6000 2030 Com AADT/LN: 0  
 2030 AADT/LN: 8300 AADT Source: Burns & McDonnell 2001 Corridor Study  
 Curr Thru Lanes: 4 Curr Turn Lane: 0  
 Prop Thru Lanes: 4 Prop Turn Lane: 1  
 Fatal Crashes: 1 Current LOS: E  
 Injury Crashes: 9 Future LOS: C  
 PDO Crashes: 34 LOS Source: Highway Capacity Software Version 3.1

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

The 78th Street corridor is a main link between the Interstate system and the highly commercialized State Avenue corridor. The safe efficient movement of traffic on 78th is essential to the commercial viability of the State Ave area. Also the potential for commercial development along 78th is great, but desperately needs safe managed ingress and egress. This project will achieve these goals.

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

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

Project includes environmental enhancements above and beyond NEPA requirements:

Remarks:

Project improves access to freight facilities:

Remarks:

### Financial Phase Data

ID 38

### 78th Street Improvements

Phase	Year	Fund	Amount (1,000's)	Additional Financial Information
Construction	2009	STPM-KS	3000	The above does not reflect the estimated \$375,000 in engineering fees, and \$1,250,000 in right-of-way costs, all from local funds.
Construction	2009	Local	750	

## 2009-2010 STP/BR Program

### Operations Applications

Phase	Year	Fund	Amount (1,000's)	Additional Financial Information		
Other	2009	STPM-M	2240	Phase Start Year	Source	Cost
Other	2009	Local	800	Other 2009	STPM-KS	\$960
				Other 2010	STPM-MO	\$1440
				Other 2010	STPM-KS	\$960

# 2009-2010 STP/BR Program

## Operations Applications

### Project Sponsor

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

### General Project Data

**ID 47**

Title: Intelligent Transportation Communication Network Upgrade (phase 2)  
 Description: Continuation of the fiberoptic communication network for intelligent transportation system for the City of Lenexa. Portions of this network will be used by Operation Green Light for communication.

Current TIP #: Functional\_Class: Minor Arterial  
 Route: Various State: Kansas Length: 12  
 From: Various Municipality 1: Lenexa County 1: Johnson  
 To: Various Municipality 2: County 2:  
 LRTP:  Decade: Municipality 3: County 3:

Multi-Agency:  Plan Name Portions of the communication network will be used by Operation Green Light, by other adjacent communities and provide connection to the county.

CIP:  CIP Reference: CIP Project #6021

Local Goals: This project will also provide communication between public facilities as well as provide connectivity to the county.

Funds Leveraged This project utilizes existing conduit which was recently installed as part of the utility duct bank.

Status of Plans: Conceptual Only Status of ROW: None Necessary

### Category Specific Data

Current AADT/LN: 3750		Curr Com AADT/LN: 375
2030 AADT/LN: 6000		2030 Com AADT/LN: 0
Curr Entry Vol:: 9		AADT Source: Lenexa Traffic Model
2030 Entry Vol:: 9		Curr Turn Lane: 1
Current CVR: 9		Prop Turn Lane: 1
2030 CVR: 9		Fatal Crashes: 1
Curr Thru Lanes: 4		Injury Crashes: 15
Prop Thru Lanes: 4		PDO Crashes: 120

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

This project will enhance and improve traffic operations along all major corridors within the City of Lenexa providing a communication network for existing and proposed traffic signals within the city as well as video monitoring along the major corridors for observation and incident management.

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

Project facilitates multiple transportation modes:

Modifies or improves a roadway or sidewalk facility:

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

This project will facilitate traffic flow along the corridor which will be beneficial to all modes of traffic including transit, bicycle and pedestrian. Several of the corridors that will be served are existing transit routes.

Project includes environmental enhancements above and beyond NEPA requirements:

Remarks This project will help reduce air pollution by decreasing travel time and improving traffic flow.

Project improves access to freight facilities:

Remarks Several major corridors in Lenexa serve significant industrial development including Lackman Road, Pflumm Road, 95th Street, 87th Street, College Boulevard, Quivira Road Renner Boulevard and interchanges with I-435, I-35, and K-10.

### Financial Phase Data

**ID 47**

**Intelligent Transportation Communication Network Upgrade (phase 2)**

## 2009-2010 STP/BR Program

### Operations Applications

Phase	Year	Fund	Amount (1,000's)	Additional Financial Information
Construction	2009	STPM-KS	800	Portions of this project utilize conduit that has already been installed.
Construction	2009	Local	200	

# 2009-2010 STP/BR Program

## Operations Applications

### Project Sponsor

Applicant: City of Overland Park  
 Contact: Joe Archer  
 Partner(s):  Project Partner(s):

Phone Number: 913-895-6048  
 Email: jearcher@opkansas.org

### General Project Data

**ID 61**

Title: 2010 OPTCS - Phase 10  
 Description: This project will provide fiber optic cable and conduit along 103rd Street as well as ITS devices (CCTV cameras, DMS's and 2070 controllers). This project will allow better coordinated signals and is part of OGL.

Current TIP #:	No	Functional_Class:	Minor Arterial
Route:	103rd Street	State:	Kansas
From:	Quivira	Municipality 1:	Overland Park
To:	Mission (east city limit)	Municipality 2:	Leawood
LRTP: <input checked="" type="checkbox"/>	Decade: 2010	Municipality 3:	

Multi-Agency:  Plan Name This implements the jointly funded Communications Masterplan Study between OP and MARC.

CIP:  CIP Reference: This is part of the OP 2006 - 2010 CIP as project number TS-0833.

Local Goals: This will help reduce congestion (a stated goal of OP) along 103rd Street. Also, 103rd Street is a diversion route for freeway traffic and is part of the incident management plan for OP. This will also facilitate fiber connections to other nearby cities, a goal for the Johnson County communities.

Funds Leveraged OP will provide a 20% match for the construction costs.

Status of Plans: Conceptual Only Status of ROW: None Necessary

### Category Specific Data

Current AADT/LN:	5650	Curr Com AADT/LN:	113
2030 AADT/LN:	5650	2030 Com AADT/LN:	0
Curr Entry Vol::	0	AADT Source:	OP Traffic Model 2024
2030 Entry Vol::	0	Curr Turn Lane:	1
Current CVR:	0	Prop Turn Lane:	1
2030 CVR:	0	Fatal Crashes	0
Curr Thru Lanes:	4	Injury Crashes:	101
Prop Thru Lanes:	4	PDO Crashes:	488

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

This will allow our currently constructed 4-lane thoroughfare to remain in place by providing better coordinated signals and preserving the character of the area.

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

Project facilitates multiple transportation modes:

Modifies or improves a roadway or sidewalk facility:

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

This is an existing bus line and by providing better coordinated traffic signals, busses will be able to travel quicker without going through significant congestion.

Project includes environmental enhancements above and beyond NEPA requirements:

Remarks By providing coordinated traffic signals that can be managed from a central location, a significant amount of pollutants will be removed from the air.

Project improves access to freight facilities:

Remarks 103rd Street provides direct access to the interstate system and is a truck route in KS and MO. Reduced congestion will improve the ability to move shipments more rapidly along this corridor.

### Financial Phase Data

**ID 61**

**2010 OPTCS - Phase 10**

## 2009-2010 STP/BR Program

### Operations Applications

Phase	Year	Fund	Amount (1,000's)	Additional Financial Information
Construction	2010	STPM-KS	800	
Construction	2010	Local	200	



## 2009-2010 STP/BR Program

### Operations Applications

Phase	Year	Fund	Amount (1,000's)	Additional Financial Information
Construction	2009	STPM-KS	720	
Construction	2009	Local	180	

# 2009-2010 STP/BR Program

## Safety Applications

### Project Sponsor

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

### General Project Data

ID: 35

Title: 83rd Street widening and sight distance improvements from Gleason to west city limits.  
Description: Widening to provide left-turn lanes and shoulders. Improvements to profile to correct intersection sight distance problems. Also included are storm drainage improvements, water quality improvements and street lighting.

Current TIP #: Functional\_Class: Minor Arterial  
Route: 83rd Street State: Kansas Length: 2  
From: Gleason Municipality 1: Lenexa County 1: Johnson  
To: west city limits Municipality 2: County 2:  
LRTP:  Decade: 2020 Municipality 3: County 3:

Multi-Agency:  Plan Name

CIP:  CIP Reference: CIP Project #1128

Local Goals: This project corrects an identified safety issue along the corridor. Several new schools are being developed along this corridor that will utilize intersections with serious sight distance problems. This project will also address development needs along the corridor.

### Funds Leveraged

Status of Plans: Preliminary Complete Status of ROW: Must Be Acquired

### Category Specific Data

Project Type:	Engineering	Curr Com AADT/LN:	125
Current AADT/LN:	2500	2030 Com AADT/LN:	0
2030 AADT/LN:	6000	AAADT Source:	Lenexa Traffic Model
Curr Thru Lanes:	2	Curr Turn Lane:	0
Prop Thru Lanes:	2	Prop Turn Lane:	1
Fatal Crashes	0	Injury Crashes:	10
PDO Crashes:	25		

Project addresses an identified high-priority safety need:

Addresses all crash severity types:  Targets drivers under 21:  Targets drivers over 65:

Targets drivers on local roads:  Addresses increasing seat belt usage:

Improves Highway-Rail grade crossing safety:  Improves bus or transit rider safety:

Improves Bicycle or Pedestrian Safety:

The project will provide wider travel lanes and a paved shoulder which will improve bicycle and pedestrian safety.

### Financial Phase Data

ID: 35

83rd Street widening and sight distance improvements from Gleason to west city limits.

Phase	Year	Fund	Amount (1,000's)	Additional Financial Information
Construction	2009	STPM-KS	5600	
Construction	2009	Local	1400	

# 2009-2010 STP/BR Program

## Other Applications

### Project Sponsor

Applicant: MARC Phone Number: 816-474-4240  
Contact: Aaron Bartlett Email: abartlett@marc.org  
Partner(s):  Project Partner(s):

### General Project Data

ID: 59

Title: Explore KC by foot or bicycle. Phase 2  
Description: Explore KC is the Mid-America Regional Council's campaign to promote walking and bicycling for transportation purposes. Ultimately, the aim of this work is to increase safety of bicycle and walking while increasing number of walking and bicycling trips as a percentage of all trips.

Current TIP #: Functional\_Class: Minor Arterial  
Route: Network State: Bi-State Length: 0  
From: Network Municipality 1: Multi-City County 1: Region-Wide  
To: Network Municipality 2: County 2:  
LRTP:  Decade: 2010 Municipality 3: County 3:

Multi-Agency:  Plan Name Education and encouragment are seen a vital components of an urban bicyle and pedestrian program. Bicycle transportation plans published for the Missouri (Clay, Jackson, Platte and Northern Cass Counties) and Kansas (Johnson and Wyandotte Counties) sides of the metropolitan region in January and May 1996, respectively identified the need for education and encouragment in the KC region.

CIP:  CIP Reference:

Local Goals:

Funds Leveraged

Status of Plans: Does Not Apply Status of ROW: None Necessary

### Category Specific Data

#### Extent to which the project will be used

The funding of this project has a far-reaching demographic base. Some of the products and events include: Regional Bikeway Map 2004, College Bicycle Safety Brochure, 2nd Annual Bicycle Commuter Challenge, Billboard Campaign, and Favorite Places Survey. The project benefits communities in Kansas and Missouri by educating citizens about bicycle and pedestrian safety and the proper use of bicycle/pedestrian facilities.

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

Citizens are looking for places where walking and bicycling are an option. It is not only a quality of life issue but an economic issue as well. People will naturally gravitate to places that offer these amenities. It's important for communities not only to provide those opportunities but often to advertise their location

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

While sidewalks and bikeways cost less to build this project does not address an identified system preservation need.

#### Extent to which the project facilitates multiple transportation modes

The bicycle and pedestrian are often over looked and hindered by land use and transportation network design. This project provides an important antidote to that trend.

#### Extent to which the project serves planned development or redevelopment

Many communities are rediscovering walking and bicycling as viable transportation options for areas that redeveloping. This project supports this trend by increasing public awareness of the importance of walkable and bikable communities.

#### Extent to which the project facilitates the movement of freight

This project does not address freight

#### Extent to which the project improves the built and natural environment

Walking and bicycling are completly environmentally friendly and extent to which more people walk or bicycle rather than drive this will have a possitive impact on the natural environment.

#### Extent to which the project addresses an identified safety need

Safety is a primary focus of Explore KC. Pedestrian safety has been identified as a concern in the Kansas City Regional Transportation Safety Blueprint. In the past 3 years 65deaths and 228disabling injuries have been recorded in the KC region. One way to improve safety is to begin teaching children at an early age about traffic dangers. One strategy of this plan is to increase pedestrian safety education programs in schools..

#### Other relevant project informati

This project would continue funding the Explore KC campaign after CMAQ funding runs out.

### Financial Phase Data

ID: 59

Explore KC by foot or bicycle. Phase 2

Thursday, July 07, 2005

## 2009-2010 STP/BR Program

### Other Applications

Phase	Year	Fund	Amount (1,000's)	Additional Financial Information
Other	2009	STPM-M	80	Funding is requested for 2009 and 2010. \$80,000 each year.
Other	2010	Local	20	

# 2009-2010 STP/BR Program

## Other Applications

### Project Sponsor

Applicant: MARC Phone Number: 816/474-4240  
Contact: Ron Achelpohl Email: rona@marc.org  
Partner(s):  Project Partner(s):

### General Project Data

ID: 57

Title: REGIONAL RIDESHARE PROGRAM  
Description: THE REGIONAL RIDESHARE PROGRAM PROMOTES THE USE OF ALTERNATIVE MODES OF COMMUTING, TELECOMMUTE PROGRAMS, FLEXIBLE WORK SCHEDULES, PARKING MANAGEMENT PROGRAMS AND WORKING WITH SCHOOLS TO EDUCATE YOUNG PEOPLE ON THE VALUE OF ALTERNATIVE MODES.

Current TIP #: 970041 Functional\_Class: Interstate  
Route: N/A State: Bi-State Length: 0  
From: N/A Municipality 1: Multi-City County 1: Region-Wide  
To: N/A Municipality 2: County 2:  
LRTP:  Decade: 2010 Municipality 3: County 3:

Multi-Agency:  Plan Name

CIP:  CIP Reference:

Local Goals:

Funds Leveraged

Status of Plans: Does Not Apply

Status of ROW: None Necessary

### Category Specific Data

#### Extent to which the project will be used

The regional RideShare program currently provides commuter information to 130 employers representing approximately 50,000 commuters in Greater Kansas City.

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

The RideShare program is not identified in any local, regional or state economic development plan.

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

N/A

#### Extent to which the project facilitates multiple transportation modes

The RideShare program facilitates multiple transportation modes by promoting the use of carpools, public transportation, bicycling and walking and telecommuting. The program also provides information about road construction activities and road closures to commuters.

#### Extent to which the project serves planned development or redevelopment

N/A

#### Extent to which the project facilitates the movement of freight

N/A

#### Extent to which the project improves the built and natural environment

The RideShare program reduces traffic congestion and, therefore, air pollution by reducing SOV trips for commuters in Greater Kansas City.

#### Extent to which the project addresses an identified safety need

The RideShare program provides information on safe commuting practices to program participants.

#### Other relevant project informati

N/A

### Financial Phase Data

ID: 57

### REGIONAL RIDESHARE PROGRAM

Phase	Year	Fund	Amount (1,000's)	Additional Financial Information
Other	2009	STPM-M	199	Phase Start Year Source Cost (In Thousands)
Other	2009	Local	83	Other 2009 STPM-KS \$133
				Other 2010 STPM-MO \$208
				Other 2010 STPM-KS \$139

# 2009-2010 STP/BR Program

## Other Applications

### Project Sponsor

Applicant: MARC Phone Number: 816/474-4240  
Contact: Ron Achelpohl Email: rona@marc.org  
Partner(s):  Project Partner(s): 19 Cities; MoDOT and KDOT

### General Project Data

ID: 36

Title: OPERATION GREEN LIGHT  
Description: OPERATIONS FOR REGIONAL TRAFFIC MANAGEMENT AND CONTROL. ARTERIAL TRAFFIC SIGNAL COORDINATION PROJECT. 593 INTERSECTIONS ON PRIORITY CORRIDORS ( 212-KS AND 381-MO)  
Current TIP #: 970029 Functional\_Class: Principal Arterial  
Route: Various State: Bi-State Length: 0  
From: NA Municipality 1: Multi-City County 1: Region-Wide  
To: NA Municipality 2: County 2:  
LRTP:  Decade: 2010 Municipality 3: County 3:

Multi-Agency:  Plan Name Operation Green Light implements the multi-agency feasibility study completed in 2000; is an integral part of the Regional ITS Architecture; and implements recommendations of the Kansas and Missouri State Implementatin Plans for regional air quality.

CIP:  CIP Reference: This project is in the region's current TIP.

Local Goals:

Funds Leveraged

Status of Plans: Preliminary Complete Status of ROW: None Necessary

### Category Specific Data

#### Extent to which the project will be used

OGI will enhance traffic signal operations at 593 intersections on high-volume major and minor arterial roadways throughout the region.

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

OGI will maintain or improve travel times to a variety of important regional activity centers and commercial corridors throughout the region, however, OGI is not identified in any known economic development plans.

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

The project will maintain and enhance the operation of the OGI regional Advanced Traffic Management System, which was developed and implemented using suballocated federal funds.

#### Extent to which the project facilitates multiple transportation modes

OGI provides the capability of allowing transit vehicle priority operations on regional arterial roadways. Several potential "Rapid Rider" routes in the regional Smart Moves transit service plan overlap OGI routes, so as that system is deployed, OGI may be managed to accomodate enhanced transit operations.

#### Extent to which the project serves planned development or redevelopment

OGI will maintain or enhance regional mobility and access to important regional activity centers. OGI will not directly promote development or redevelopment.

#### Extent to which the project facilitates the movement of freight

OGI involves signalized intersections at locations on the regional Congestion Management System network and at access points to the region's freeway and interstate highway systems. OGI will maintain or enhance regional mobility and access to important regional activity centers.

#### Extent to which the project improves the built and natural environment

OGI will provide significant reductions to VOC and NOx emissions which are precursors to ground level ozone, the region's primary air pollutant.

#### Extent to which the project addresses an identified safety need

Periodically updating traffic signal timing plans through OGI will reduce motor vehicle crashes caused by obsolete timing plans. OGI will also work in partnership with Kansas City Scout to manage traffic incidents and reduce secondary crashes caused by traffic incidents.

#### Other relevant project informati

N/A

### Financial Phase Data

ID: 36

OPERATION GREEN LIGHT

## 2009-2010 STP/BR Program

### Other Applications

Phase	Year	Fund	Amount (1,000's)	Additional Financial Information		
Other	2009	STPM-M	2240	Phase Start Year	Source	Cost
Other	2009	Local	800	Other 2009	STPM-KS	\$960
				Other 2010	STPM-MO	\$1440
				Other 2010	STPM-KS	\$960