



LEAVENWORTH COUNTY

Priorities for Progress: Connecting Community Opportunities

A Prioritization Plan for Transportation Capital Improvement Projects

AUGUST 2023

DRAFT



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Advisory Committee

- Ron Achelpohl // *Mid-America Regional Council*
- George Brajkovic // *City of Tonganoxie*
- Brian Faust // *City of Leavenworth*
- Greg Kaaz // *Leavenworth County Port Authority*
- Paul Kramer // *City of Leavenworth*
- Ken Miller // *City of Lansing*
- Michael Moriarty // *KDOT*
- Bill Noll // *Leavenworth County Public Works*
- Leslee Rivarola // *City of Basehor*
- Michael Spickelmier // *City of Lansing*
- Tim Vandall // *City of Lansing*

Consultant Team

- Jeff McKerrow // *Kimley-Horn*
- Anthony Gallo // *Kimley-Horn*
- Riley Mitts // *Kimley-Horn*
- Jayne Siemens // *Venice Communications*



Kimley-Horn and Associates, Inc.
805 Pennsylvania Avenue, Suite 150
Kansas City, MO 64105
816.652.0350



Venice Communications
Shawnee, KS 66216

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SECTION 1

Introduction and Plan Purpose

The Leavenworth County Region, including the cities of Basehor, Lansing, Leavenworth, and Tonganoxie, along with the County of Leavenworth and the Leavenworth County Port Authority (LCPA), in cooperation with MARC and KDOT, is working to prioritize transportation investments in the coming years. Over the past few decades, there have been numerous studies on transportation infrastructure in and around the Leavenworth County region. These studies have focused on projects that range from modest investments to grand visions of new freeways and river crossings. **With these wide-ranging studies, however, comes the question: what projects do the leaders, stakeholders, and general public in the region want to prioritize to seek regional, state, or federal funding?**

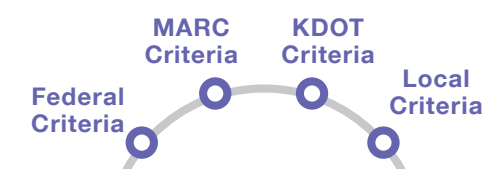
The goal of this planning effort was to focus on how these various transportation projects—most of which have not advanced beyond the conceptual study phase—will enhance economic development (access to jobs and freight corridors), safety, mobility (moving vehicular traffic, bicycles, pedestrians, and transit), and transportation equity within the region. This prioritization plan seeks to best position the communities within Leavenworth County—rural and municipal—to compete for and obtain funding to advance transportation projects. The plan has been branded as Priorities for Progress: Connecting Community Opportunities (referred to as “P4P” throughout this document).

1.1 Plan Process

The flow chart to the right summarizes P4P process:

- **Criteria Development** (described further in **Section 2**): criteria and evaluation metrics were established to evaluate potential transportation projects, taking into account criteria and priorities associated with regional (MARC), state (KDOT), and federal funding sources, as well as priorities echoed by County stakeholders and the general public through a targeted engagement process (described further in **Section 4**).
- **Project Definition** (described further in **Section 3**): based on a review of previous studies over the past 20 years, as well as a County-wide call for projects from stakeholders and the general public, an initial set of projects was identified for screening and evaluation. This project list was refined following the stakeholder and public engagement process (described further in **Section 4**).
- **Project Evaluation, Analysis, and Prioritization** (described further in **Section 5**): the refined set of proposed transportation projects were evaluated through an extensive tabulation of project metrics and ultimately scored against various categories (e.g., safety, economic development, equity). Updated project cost estimates were also prepared, allowing for an assessment of cost-effectiveness against calculated project benefits typically recognized by the U.S. Department of Transportation. Ultimately, using weighting for the various categories, the set of projects can be scored and ranked according to different funding sources to recommend which projects the County should target for those different funding sources.

Criteria Development



ENGAGEMENT

LEAVENWORTH COUNTY CRITERIA

Refine

PRIORITIZATION TOOL/ANALYSIS

ENGAGEMENT

DRAFT PLAN

WORK SESSIONS

FINAL REPORT/ADOPTION

Project Definition



ENGAGEMENT

PROJECT LIST

Refine

SECTION 2

Targeted Funding Sources and Evaluation Criteria

Most, if not all, of the transportation projects that are shown in this plan cannot reasonably be funded solely using local tax dollars and funding sources. Typically, large transportation infrastructure projects are designed and constructed using a variety of external funding sources in combination with local funds. These external funding sources are typically competitive processes in which projects from Leavenworth County would be competing against projects from other counties, regions, or states to obtain funding.

The project team coordinated with MARC, KDOT, Leavenworth County, and the local jurisdictions to establish criteria for evaluating the projects described in upcoming sections of this document. Ultimately, these criteria need to tie back to applicable external funding sources—whether that funding is at the regional (MARC), state (KDOT), or federal level. The following sections provide more information on potential funding sources and their evaluation criteria.

While each of these have differing priorities and specific metrics used for evaluation, many common themes can be found across these sources:

- › Safety
- › Mobility/capacity
- › Economic impact
- › State of good repair
- › Equity
- › Partnerships
- › Alignment with regional plans
- › Sustainability
- › Project readiness

2.1 Regional Level (MARC)

As the Metropolitan Planning Organization (MPO) for the Kansas City metro area, MARC has the responsibility and discretion to allocate federal formula-based funding to counties in the metro area. Two specific MARC funding programs are most applicable to the projects identified in this plan:

- › **Surface Transportation Block Grant (STBG):** this program has significant flexibility, as eligible projects include roadway projects on the federal-aid highway system, capital improvements for public transportation, transportation safety projects, and bicycle and pedestrian projects. Priority is typically given to projects that increase emphasis on maintaining existing transportation infrastructure, increase modal choice, better integrate projects into the community, and better manage roadway capacity.
- › **STBG Set-Aside for Transportation Alternatives:** this program is a set-aside specifically targeting smaller transportation projects such as pedestrian and bicycle facilities, recreational trails, and safe routes to school projects.

For both of these programs, any city in the County, the County itself, KDOT, or KCATA can apply, and the projects are evaluated through a competitive application process outlined by the Kansas Surface Transportation Program (STP) Priorities Committee. Both the STBG and STBG Set-Aside programs typically favor projects that enhance MARC’s three pillars:

- › **VIBRANT:** Economic vitality, place-making, and equity
- › **CONNECTED:** Providing transportation choices, safety and security, maintaining system condition, and improving system performance
- › **GREEN:** Enhancing public health and the environment and mitigating climate change and energy use

These programs also generally are focused on implementation (project readiness) and past engagement, so typical projects seeking these funding buckets should have already had some conceptual design and, more importantly, public feedback regarding the project. The next call for MARC projects under the STBG and STBG Set-Aside programs is anticipated to be in Spring 2024.

Additionally, for projects that have not advanced yet into detailed design and environmental review, MARC sponsors the **Planning Sustainable Places (PSP) program** to advance detailed local planning and project development activities. Similar to the STBG programs and consistent with MARC’s regional priorities, this program typically favors projects that further the creation of “vibrant places that offer a mix of options for housing, jobs, services, and recreation; connected places with a variety of transportation options; and green places that support healthy living and a healthy natural environment.” As an example, the Leavenworth County Transit Plan was one of the projects in the 2017 PSP program. This program is administered on a bi-annual basis, with one year being a call for projects and studies and the following year being used to conduct those projects and studies. The next call for MARC PSP projects will be in 2024.

Finally, MARC regularly solicits projects for consideration in the current **long-range Metropolitan Transportation Plan (MTP)**. When this occurs, this is not an actual application for specific funding; however, inclusion in the Plan is a requirement in some cases and a boost in others for future funding opportunities. The current listing of projects included in the MTP originates from a call for projects conducted in early 2019 as well as an additional call in 2021. Many of the projects identified in the P4P effort are currently shown in the current MARC MTP (Connected KC 2050)¹ as either “fiscally constrained” (projects for which projected future financial resources could support) or “illustrative”. Coordination with MARC staff to add any proposed project to the MTP will be required prior to securing regional funding. MARC anticipates a call for projects to update the MTP later in 2023.



¹ <https://connectedkc.org/projects/>

2.2 State Level (KDOT)

KDOT's **Eisenhower Legacy Transportation Program (IKE)**² is a 10-year program that addresses highway, bridges, public transit, aviation, short-line rail, and bike/pedestrian needs across Kansas. This is a rolling program in which major highway modernization and expansion projects are selected every two years, rather than once a decade as in previous programs. This program funds both project development and construction, and as such is set up with two separate project pipelines: projects start in the "development" pipeline and then progress to the "construction" pipeline, allowing the development pipeline to continue to be replenished.

The IKE program dedicates specific funding amounts for each KDOT district; for example, in District 1, where Leavenworth County is located, there is a minimum of \$500 million allocated for modernization and expansion and another \$1.3 billion (guaranteed) for system preservation.

- › Modernization projects can include roadway projects mitigating issues such as narrow shoulders, unsafe intersections, tight curves, or pavement issues. These projects are typically evaluated based on issues such as geometrics/safety, capacity, pavement structure or surface condition, and other factors such as route continuity or previous investments.
- › Expansion projects can include projects such as highway widenings, new highways, or new interchanges. These projects are evaluated based on engineering factors (current and future congestion, truck traffic, and safety), economic factors (gross regional product and traveler benefit versus cost), and local input through KDOT's Local Consult process³.

For KDOT Modernization and Expansion projects through the IKE Program, applicable projects include adding new interchanges or reconstructing interchanges, new highway alignments, or highway widenings. Projects historically are located on KDOT-owned or maintained facilities, or a new facility that would likely be owned or maintained by KDOT. Multimodal projects such as transit implementation and multi-use trails are also eligible.

Every two years, KDOT undertakes the Local Consult public engagement process to gather feedback on potential expansion and modernization projects for each region. This Local Consult process is critical for communicating to KDOT which projects are of highest priority in each region. As an example, the K-92 Centennial Bridge reconstruction project was a priority project for District 1 that came out of the 2019 Local Consult process. In the 2021 Local Consult project, a new K-5 alignment was considered as a potential project, but it was not identified as a medium or high priority from participants during that process. In general, most of the District 1 projects considered during the first two Local Consult rounds (2019 and 2021) are located outside of Leavenworth County. The next round of Local Consult for the IKE Program is scheduled for Fall 2023.

As more than 80 percent of the roadways across Kansas are not owned and maintained by KDOT, KDOT also administers various funding sources to support locally-owned (city or county) roadways. One such program of note is the **High Risk Rural Road (HRRR) program**, which provides funding for improvements specifically to address safety issues. This program is applicable for a number of smaller-scale projects identified in this effort, including projects identified in the County's 2021 Local Road Safety Plan. KDOT has a variety of other funding options as well, often for smaller projects. An overview of those options can be found at <https://ike.ksdot.gov/community/resources>.

² <https://ike.ksdot.gov/>

³ <https://ike.ksdot.gov/projects/local-consult-process>



2.3 Federal Level

At the federal level, there are more than a dozen competitive grants through USDOT available for project funding. Following the passage of the 2021 Infrastructure Investment and Jobs Act (IIJA), the funding allocation for many existing competitive grant programs has increased, and several new competitive grant programs have been introduced. For projects in Leavenworth County being evaluated as part of this planning effort, the following competitive grant programs are suggested as most applicable:

- › **Infrastructure for Rebuilding America (INFRA)** grants program⁴, which is actually made up of three separate discretionary grant opportunities (INFRA, Mega, and Rural Surface Transportation). This program provides funding for large multimodal freight or highway projects of national or regional significance, with a minimum award of \$25 million. Projects should have received or substantially completed all permitting and approvals, including National Environmental Policy Act (NEPA) analysis (environmental review process) prior to submitting an application, and the majority of non-federal, matching funding should be secured. No projects in Kansas have received an INFRA grant award since the program’s inception in 2016; in Missouri, the I-70 Rocheport Bridge (Missouri River crossing) project received an \$81.2 million grant in 2019.
- › **Rebuilding American Infrastructure with Sustainability and Equity (RAISE)** grant program⁵ (formerly the BUILD and TIGER grant programs), which is also intended for projects with significant local or regional impact. These are typically multi-modal, multi-jurisdictional projects that are more difficult to support through traditional state or local DOT programs. Funding is available for both planning and capital projects. Recent project selections have generally been for projects intending to improve accessibility for all modes and support racial equity and economic growth, especially in federally-designated historically disadvantaged communities and areas of persistent poverty. In 2022, several projects in Kansas or the Kansas City metro area received awards, including:

USDOT’s INFRA and RAISE grant programs are intended for large multi-jurisdictional (and typically multi-modal) projects of regional or national significance.

The SS4A program funds safety action plans, which can be used to advance planning and concept design for intersection- or corridor-level projects focused on reducing roadway injuries and deaths.

- › The Flint Hills Trail project for constructing nearly 40 miles of trails in Kansas (\$24.8 million, capital)
- › The Old Smoky Hill River Bridge Replacement project, replacing seven bridges in Salina (\$22.1 million, capital)
- › The Noland Multimodal Corridor in Independence, Missouri (\$10.1 million, capital)
- › The Bi-State Sustainable Reinvestment Corridor connecting Wyandotte County through Kansas City, Missouri, to Independence (\$5.6 million, planning)
- › The US 71 Reconnecting Neighborhoods project in Kansas City, Missouri (\$5 million, planning)

- › **Safe Streets for All (SS4A)** grant program⁶, which funds projects focused on transportation safety and preventing roadway deaths and series injuries. This is a new program from the IIJA that provides approximately \$1 billion annually

⁴ <https://www.transportation.gov/grants/infra-grants-program>

⁵ <https://www.transportation.gov/RAISEgrants>

⁶ <https://www.transportation.gov/grants/SS4A>

through two separate funding buckets: (1) Planning and Demonstration grants to develop, complete, or supplement a comprehensive safety action plan; and (2) Implementation grants to implement projects and strategies identified in an action plan. Agencies must have an action plan in place (that may or may not be funded through a Planning and Demonstration grant) prior to applying for Implementation grant funding. In the first round of funding awarded in early 2023, Leavenworth County and Leavenworth City each received \$280,000 for completing an action plan, and many other jurisdictions in Kansas and in the Kansas City metro area received between \$100,000 and \$1 million to complete an action plan. In Kansas, KDOT also provided support for the 20% local match requirement and is continuing that support program in 2023. Once a jurisdiction has an action plan in place, Implementation grant awards are available for larger funding amounts (estimated to be between \$2.5 and \$25 million), but the process is much more competitive. For the first round of funding awarded in early 2023, only 37 projects around the country received Implementation grant awards, none of which were in Kansas or Missouri.




2.4 Summary of Funding Sources

Table 1 summarizes the major potential external funding sources available to the Leavenworth County region for funding transportation project planning, design, and construction. Note that some of these require a local match contribution.

Section 6 provides a discussion of which projects may be most applicable to these various funding sources.



Table 1. Summary of Major Potential External Funding Sources.

FUNDING SOURCE	FUNDING OPPORTUNITY	TYPICAL PROJECTS	EXAMPLE LOCAL PROJECTS	KEY EVALUATION CRITERIA	NEXT CALL FOR PROJECTS
 Regional Level: MARC <i>These represent Federal formula-based funding to counties in the greater Kansas City metro area that MARC has discretion to allocate.</i>	Surface Transportation Block Grant Program (STBG)	Roadway projects on federal-aid highway system, capital improvements for public transportation, and multimodal projects	155th Street Improvements in Basehor	“Vibrant” - Economic Vitality, Place Making, and Equity “Connected” - Transportation Choices, Safety and Security, System Condition, and System Performance “Green” - Public Health, Environment, Climate Change and Energy Use Other—Implementation (e.g., Project Readiness) and Engagement	2024
	STBG Set-Aside for Transportation Alternatives	Smaller projects including pedestrian and bicycle facilities and recreational trails	Parallel Road and 158th Street Bicycle/Pedestrian Improvements in Basehor Basehor Civic Campus Trails Vilas Street ADA and Sidewalk Upgrades (City of Leavenworth)		
	Planning Sustainable Places (PSP)	Planning studies (prior to detailed design and environmental review), with a focus on placemaking, multimodal connections, and green infrastructure	Leavenworth County Transit Plan Basehor Downtown Corridor Improvement Plan Mission City-Wide Bike/Pedestrian and Trail Connections Study DeSoto 83rd and Lexington Corridor Study 79th Street (Overland Park) Corridor Study Rainbow Boulevard Complete Street Plan		
 State Level: KDOT <i>This represents funding that KDOT provides for individual projects through the IKE Program.</i>	KDOT Modernization Projects	Narrow shoulders, unsafe intersections, tight curves Traffic congestion Pavement issues (subsurface pavement issues/rough pavement surface)	K-92 Centennial Bridge replacement—development pipeline K-10/US 40 (South Lawrence Trafficway)—construction pipeline	Geometrics/Safety, Capacity, Pavement Structure, Pavement Surface, Other Factors (e.g., route continuity, previous investments) Engineering Factors: Current Congestion, Future Congestion, Truck Traffic, Safety Economic Factors: Gross Regional Produce*/Cost, Traveler Benefit **/Cost Local Input: Other Factors (route continuity, previous investments)	Fall 2023
	KDOT Expansion Projects	Adding new lanes, New interchanges, New highways	US 69 in Johnson County expansion—construction pipeline K-99 in Wabaunsee County reconstruction with 10-foot shoulder—construction pipeline K-10/US 40 DDI interchange—construction pipeline		
 Federal Level: USDOT Competitive Grants <i>More than a dozen grants available, but we want to focus on those most applicable to projects in Leavenworth County.</i>	Infrastructure for Rebuilding America (INFRA)/MEGA/RURAL Grants Note: Minimum award is \$25 million, 20% local or state match required	Large multimodal freight or highway projects of national or regional significance; projects that “improve safety, generate economic benefits, reduce congestion, enhance resiliency, and hold the greatest promise to eliminate freight bottlenecks and improve critical freight movements.”	I-70 Rocheport Bridge (Missouri River crossing) is the only project in Kansas or Missouri to be awarded since the program’s inception in 2016	Safety, Sustainability/Climate Change, Quality of Life, Mobility/Connectivity, Economic Opportunity, State of Good Repair, Innovation, Partnerships, Equity, Project Readiness Safety Equity	Annual
	Rebuilding American Infrastructure with Sustainability and Equity (RAISE) Grants Note: Maximum award is \$45 million, Up to 100% of project cost could be covered by federal government, Formerly known as BUILD and TIGER grants	Projects with a significant local or regional impact	Flint Hills Trail project for constructing nearly 40 miles of trails in Kansas (\$24.8M, capital) Old Smoky Hill River Bridge Replacement project in Salina (\$22.1M, capital) Noland Multimodal Corridor in Independence (\$10.1M, capital) Bi-State Sustainable Reinvestment Corridor connecting Wyandotte County through KCMO to Independence (\$5.6M, planning) US 71 Reconnecting Neighborhoods project in KCMO (\$5M, planning)		
	Safe Streets for All (SS4A) Grants Note: 2 funding buckets—planning/demonstration and implementation Must have an Action Plan in place in order to apply for implementation funds Planning/demonstration grants typically \$100K - \$1M+ 20% local match required; KDOT currently providing 10% or more	Planning and implementation of transportation safety projects to to prevent roadway deaths and serious injuries	Leavenworth County Action Plan grant (\$280K) City of Leavenworth Action Plan grant (\$280K) City of Lawrence Action Plan grant (\$160K) Unified Government of Wyandotte County/KCK Action Plan grant (\$1M) City of Olathe Action Plan grant (\$280K)		

SECTION 3

Project Identification and Definition

The first step in this project prioritization effort was to actually identify and define which projects should be considered for advancement and seeking funding. This process began by compiling and reviewing nearly 30 planning documents and studies – ranging from major corridor studies to comprehensive plans – that have been conducted since 2000. From these documents, a suite of initial projects was identified and shared with project stakeholders and the general public for input and further feedback (see **Section 3**). These projects were then subjected to an independent evaluation process (see **Section 4**) that tabulated estimated costs, benefits, and overall project need.

Table 2 summarizes various transportation planning efforts that have taken place in or included Leavenworth County since 2000. These efforts range from county-wide comprehensive planning efforts to localized intersection or corridor studies.

Each of these documents was reviewed to identify applicable projects that have been recommended but not yet been funded or constructed.

Table 3 summarizes the projects that were identified for initial screening and stakeholder review as part of the P4P effort. These projects are shown on a map in **Figure 1** and are labeled according to the map IDs provided in the table. The projects shown in the table and map were presented to a project advisory committee, project stakeholder groups, and the general public as part of the engagement process described in **Section 4**. A few of these projects were screened out and not considered for further evaluation; some projects were combined into larger projects; and overall, most projects were carried forward for a more detailed evaluation described in **Section 5**.

Table 2. Previous Plans and Studies Reviewed.

YEAR	PLAN/STUDY	SPONSORING AGENCY(S)	DESCRIPTION
2000	Kansas Rail Feasibility Study	KDOT	Study analyzing the economics and logistics of expanding passenger rail service in Kansas.
2000	Major Corridor Study—Topeka to Kansas City	KDOT/Kansas Turnpike Association (KTA)	Study to identify and evaluate a wide variety of transportation investment alternatives for the future transportation demand between Kansas City and Topeka.
2002	Kansas Statewide Long Range Transportation Plan	KDOT	Plan developed to guide future transportation program development in Kansas and to meet the requirements of the Transportation Equity Act for the 21st Century; provides statewide policy and recommendations.
2006	K-7 Corridor Management Plan	KDOT/KTA/MARC/Leavenworth, Johnson, Wyandotte, and Miami Counties	Collaborative study to determine the long-term facility type and access requirements of the K-7 corridor and surrounding street network from the City of Leavenworth in Leavenworth County to the City of Spring Hill in Miami County. Recommended a series of improvements along the corridor including interchanges at select locations in Leavenworth County and other safety and operational improvements.
2006	KDOT Rail Plan	KDOT	An overview of existing rail use and conditions in Kansas as well as a plan for future rail maintenance and expansion.
2007	US 24/40 Corridor Study	Leavenworth County/KDOT/MARC/Cities of Tonganoxie and Basehor	Study to protect and preserve the transportation investments within the US-24/40 corridor between Tonganoxie and Basehor by maintaining a high level of mobility, safety, and catalyzing economic growth along the corridor. Recommended a corridor plan to manage traffic, access, land development density, and design standards along US 24/40.
2008	Kansas Statewide Long Range Transportation Plan 2008	KDOT	Recurring Statewide LRTP update; evaluated the current status and future needs of all modes of the Kansas transportation system; provides statewide policy and recommendations
2008	T-Link Program	KDOT	Statewide initiative to identify transportation projects for the KDOT Comprehensive Transportation Plan. Leavenworth County and independent Cities prepared a list of projects that are most important to their communities and transportation networks.
2009	Kansas Statewide Freight Study	KDOT	Study to address critical statewide freight needs and issues.
2010	T-Works	KDOT	10-Year transportation program to provide framework and funding for a list of specific transportation projects identified in Kansas. Precursor to KDOT's current IKE Program.
2013	KDOT 5 County Study	KDOT/MARC/Lawrence – Douglas County MPO	Study to assess the changing transportation needs of Douglas, Johnson, Leavenworth, Miami, and Wyandotte Counties with a specific focus on traffic safety and operations. Identified strategies to upgrade the transportation system to accommodate fast regional growth and prioritize transportation funding to projects that have the greatest benefit/need. Recommendations include a study to realign K-5 between I-435 and K-7, enhancements to the K-7 corridor, widening of the K-92 Centennial Bridge, and a proposed Outer Loop highway from Leavenworth to Harrisonville, MO.

Table 2. Previous Plans and Studies Reviewed (Continued).

YEAR	PLAN/STUDY	SPONSORING AGENCY(S)	DESCRIPTION
2014	Lansing 2030 Comprehensive Plan	City of Lansing	City's most recent comprehensive plan for land use and transportation; identified need to overcome Sevenmile/Ninemile creek barriers that restrict north-south connections and recommended improvements to K-5 to increase access to KCI Airport and the Kansas City metropolitan area.
2016	Route 92 Centennial Bridge Study	KDOT	Advanced preliminary engineering study to replace Centennial Bridge including bridge type, size, location, probable costs, potential funding mechanisms, and a preliminary environmental review.
2017	Patriot Highway	Privately-funded study	Preliminary alignment for the proposed Patriot Highway running from MO-152 and I-435 in Platte County, through Lansing, west of Basehor and looping down through Johnson County to Cass County, MO; does not include any study of traffic operations or other due diligence planning efforts.
2017	Tonganoxie Comprehensive Plan Update	City of Tonganoxie	City's most recent comprehensive plan update; outlines the City's vision for future development of public amenities including design guidelines for parks, roadway cross sections, and trail systems; highlights future trail connections to the MetroGreen trails, generally along streamway corridors, and shows many major streets being upgraded to complete streets.
2018	Leavenworth County Transit Plan	MARC/RideKC	Study to determine a feasible transit solution within Leavenworth City to provide citizens with better access to jobs, activity centers, and opportunities. Recommended flexible, on-demand transit service for predefined service limits within the City of Leavenworth with potential expansion to the City of Lansing.
2019	Kansas Statewide Connected and Autonomous Vehicle Vision Plan	KDOT	Visioning plan to utilize connected and autonomous vehicles to facilitate a safer, more efficient transportation network that spurs economic development. Outlines next steps, deployment considerations, and operational considerations for incorporating connected and autonomous vehicles to Kansas roadways.
2020	Connected KC 2050	MARC/Kansas City Metro Area Cities	The Kansas City metro's federally mandated long-range transportation plan; identifies a series of financially-constrained and illustrative projects aimed at a regional vision and needs. Identifies list of specific transportation projects, many of which are in Leavenworth County, and various metrics for each, including project purpose, description, scope, funding, and priority.
2020	Eastern Gateway Study	Leavenworth County	Study evaluating a potential connection across the Missouri River from K-7 in Leavenworth County, Kansas to I-435 and MO-152 in Platte County, Missouri. The study evaluated the impacts of the new connection to travel patterns, travel times, and outlined next steps for the project.
2020	Golden Road Area Traffic	Kaw Valley Companies, Inc.	Traffic impact study for a new sand mining location located at 166th Street and Golden Road in Leavenworth County. Study recommends a few minor improvements to intersections near the proposed site to accommodate truck traffic.
2020	Leavenworth City Comprehensive Plan	City of Leavenworth	City's most recent comprehensive plan update; serves as a guide for how the City of Leavenworth should develop into the future, specifically related to land use, housing, parks and recreation, economic development, capital facilities, utilities, and transportation.
2020	Leavenworth County Comprehensive Plan	Leavenworth County	County's most recent comprehensive plan update; plan for the next 10 to 20 years that articulates the county's community-driven goals and objectives related to land use, development, transportation, mobility, parks, open space, community facilities, and infrastructure. The plan contains a high-level transportation plan, but also recommends the county adopt a transportation specific masterplan, update county road design standards, and identifies various other ways to set the county up for long term success. The Transportation Plan component recommends several new/upgraded major corridors, including a Missouri River crossing south of the City of Leavenworth (the Eastern Gateway); upgrades to K-5; a western bypass of the City of Leavenworth; a new east-west major corridor near Dempsey Road; and an improved western north-south major corridor between Eudora, Tonganoxie, and K-7 north of Leavenworth.
2021	Leavenworth County Local Road Safety Plan	KDOT/Leavenworth County	Study that provides a framework to assist local public authorities to identify, analyze, and prioritize roadway safety improvement projects for local County-owned roads. Designed to assist local public authorities in prioritizing projects that will have the biggest impact on safety based on the crash types and high-risk roadway characteristics in their jurisdiction. The study recommends 10 specific proactive safety improvement projects intended to reduce fatalities and serious injuries.
2022	MARC Regional Bikeway Plan	MARC	Plan to expand active transportation choices for area residents over a 2,000-mile network of on-road and off-road facilities that spans eight counties in the bi-state Kansas City region.
2022	MARC Transportation Improvement Program	MARC	List of projects in the Kansas City Metro area to receive federal funds and projects that are of regional significance to be implemented over the next three to five years. Each project has various metrics including the year of obligation, the projected cost, project extents, and a brief description.
2022	Basehor Comprehensive Plan	City of Basehor	City's most recent comprehensive plan update; identifies long term land use, parks and recreation, natural resources, and transportation goals. The plan establishes transportation goals to fill in sidewalk gaps, provide better connectivity to adjacent communities, and recommends planning to construct a new interchange with I-70.
2022	Basehor Active Transportation Plan	City of Basehor	Study exploring sidewalk, trails, and bicycle facilities to improve connectivity to key areas of Basehor. Recommendations consist of a masterplan that includes greenway, bicycle, and park facilities. The recommended greenway facilities are generally aligned with the MARC MetroGreen Plan.

Table 3. Initial Identified Transportation Projects in Leavenworth County.

MAP ID	PROJECT NAME	PROJECT TYPE	DESCRIPTION	PREVIOUS PLAN REFERENCE(S)
M-1	Patriot Highway	New Major Roadway	New highway from MO-152/I-435 in Missouri across the Missouri River to Lansing before turning south and running parallel to K-7 west of Basehor/east of Tonganoxie and continuing south into Johnson County. Would have interchanges with K-7, US-24/40 (State Avenue), and I-70.	N/A
M-2	Leavenworth City Western Bypass	New Major Roadway	Create an improved north-south arterial corridor west of City of Leavenworth between the 187th Street/Tonganoxie Road split and K-7 north and west of the City, mainly using existing alignments. Upgrade 187th Street (CR 29) between Tonganoxie Road and K-92; upgrade K-92 between 187th Street and 183rd Street; upgrade 183rd Street/179th Street between K-92 and K-7; upgrade intersections of K-92 with 183rd Street and 187th Street as roundabouts; upgrade intersection of K-7 and 179th Street as roundabout. This facility is shown in the 2020 Leavenworth County Comprehensive Plan.	LVCO Comprehensive Plan
M-3	K-5 Improvements/ Realignment	New Major Roadway	Create an improved northwest-to-southeast connection between K-7 in Lansing and I-435 in Wyandotte County by upgrading K-5 to a new higher-capacity alignment. Upgrade McIntyre Road east of K-7; upgrade Wolcott Road from McIntyre Road to Hutton Road (wider shoulders, flatten curves, clear zone/sight distance). Create new alignment for K-5 near Hutton Road to facilitate a direct connection to I-435. This facility is shown in the 2020 Leavenworth County Comprehensive Plan.	KDOT 5-County Study Lansing Comprehensive Plan LVCO Comprehensive Plan
M-4	Eastern Gateway	New Major Roadway	Create new major regional facility across the Missouri River connecting Leavenworth County to Platte County in Missouri and the MO-152/I-435 freeways, mainly on new alignments. Widen and improve McIntyre Road/Wolcott Drive east of K-7 to a 4-lane highway with shoulders and median to Tontine Road. Construct a new 4-lane crossing of the Missouri River. In Missouri, construct a new 4-lane highway with shoulders and median. Include a connection to MO-45 and tie into MO-152 at the interchange with I-435. This project would likely include a reconfiguration of the MO-152/I-435 interchange to a full system interchange and modifications to the tie-in to Missouri State Highway N west of I-435.	Eastern Gateway Study LVCO Comprehensive Plan MARC Long Range Transportation Plan
M-5	US 24 Extension— Perry to Tonganoxie	New Major Roadway	New highway directly between Tonganoxie and Perry (Jefferson County). This would be designated as US-24, which currently is aligned with US-40 from Tonganoxie to Lawrence and US-59 from Lawrence to Perry.	Major Corridor Study – Topeka to Kansas City
M-6	US 24 Realignment (Douglas/ Leavenworth)	New Major Roadway	New alignment for US-24 north of Lawrence between US-40 and US-59 to bypass going into Lawrence.	Major Corridor Study – Topeka to Kansas City
M-7	East Lawrence Bypass	New Major Roadway	New north-south highway from near where US-40/K-32 come together in southwest Leavenworth County across the Kansas River connecting to K-10 in Douglas County.	Major Corridor Study – Topeka to Kansas City
M-8	Outer Beltway/Outer Loop	New Major Roadway	New limited-access highway running from the City of Leavenworth south and west to Tonganoxie, south into Johnson County, and then turning east near the Johnson/Miami border to run east/west into Missouri.	Major Corridor Study – Topeka to Kansas City KDOT 5-County Study
I-1	158th/I-70 Interchange	New Interchange	Construct new modern diamond interchange with I-70/Kansas Turnpike; provide bicycle and pedestrian accommodations along 158th Street through interchange.	MARC Long Range Transportation Plan
I-2	I-70 and 166th St	New Interchange	New interchanges with Kansas Turnpike (I-70) to improve access to Basehor and eastern Leavenworth County	MARC Long Range Transportation Plan
I-3	K-7/Parallel Interchange	New Interchange	Convert existing at-grade signalized intersection to grade-separated interchange as shown in the 2006 K-7 Corridor Plan. This interchange is proposed to be a standard diamond interchange. Note that this intersection is currently under construction in 2023 for a Restricted Crossing U-Turn (RCUT) configuration.	K-7 Corridor Management Plan KDOT 5-County Study

Table 3. Initial Identified Transportation Projects in Leavenworth County (Continued).

MAP ID	PROJECT NAME	PROJECT TYPE	DESCRIPTION	PREVIOUS PLAN REFERENCE(S)
I-4	K-7/Leavenworth Interchange	New Interchange	Convert existing at-grade signalized intersection to grade-separated interchange as shown in the 2006 K-7 Corridor Plan. This interchange is proposed to be a standard diamond interchange.	K-7 Corridor Management Plan KDOT 5-County Study
I-5	K-7/Donahoo Interchange	New Interchange	Convert existing at-grade intersection (stop control for Donahoo Road) to grade-separated interchange as shown in the 2006 K-7 Corridor Plan. This interchange is proposed to be a modified diamond interchange with roundabouts.	K-7 Corridor Management Plan KDOT 5-County Study
I-6	K-7/Hollingsworth Interchange	New Interchange	Convert existing at-grade intersection (stop control for Hollingsworth Road) to grade-separated interchange as shown in the 2006 K-7 Corridor Plan. This interchange is proposed to be a modified diamond interchange with roundabouts.	K-7 Corridor Management Plan KDOT 5-County Study
I-7	K-7/McIntyre Interchange	New Interchange	Convert existing at-grade intersection (stop control for McIntyre Road) to grade-separated interchange as shown in the 2006 K-7 Corridor Plan. This interchange is proposed to be a standard diamond interchange.	K-7 Corridor Management Plan KDOT 5-County Study
I-8	K-7/Fairmount Interchange	New Interchange	Convert existing at-grade signalized intersection to grade-separated interchange as shown in the 2006 K-7 Corridor Plan. This interchange is proposed to be a standard diamond interchange.	K-7 Corridor Management Plan KDOT 5-County Study
L-1	Muncie Road Extension (West of 10th Ave)	New Local Roadways	Construct approximately 1-mile extension of Muncie Road between 10th Avenue and 20th Street in City of Leavenworth; would be a 2-lane suburban roadway including sidewalk and bike/pedestrian pathway (multi-use trail).	MARC Long Range Transportation Plan
L-2	Limit Street Extension (West of 20th St)	New Local Roadway	Construct approximately 1.25-mile extension of Limit Street between existing Limit Street/22nd Street intersection and K-92; include sidewalk and bike/pedestrian pathway (multi-use trail); would be a 2-lane suburban arterial. This would include an upgrade of existing Limit Street between 20th Street and 22nd Street.	MARC Long Range Transportation Plan
L-3	West Gilman Road Extension	New Local Roadway	Construct approximately 1-mile extension of Gilman Road between Willow Street and DeSoto Road/147th Street in City of Lansing; would be a 3-lane facility with 10-foot multi-use path on one side and 5-foot sidewalk on opposite side.	MARC Long Range Transportation Plan
L-4	Donahoo Road Extension (K-7 to 155th)	New Local Roadway	Construct approximately 2-mile extension of Donahoo Road west from K-7 to 155th Street as a 2-lane roadway; add 10-foot wide multi-use path on one side and 5' sidewalk on the opposite side; implement to-be-determined safety and operational improvements at multiple intersections (K-7, 147th Street, 155th Street), such as roundabouts or signalization.	MARC Long Range Transportation Plan
L-5	243rd Street Connection	New Local Roadways	Approximately 2-mile extension of 243rd Street south from Hollingsworth Road across Tonganoxie Creek to K-16. Would support project R-15 (243rd Street Improvements north of Hollingsworth Road).	MARC Long Range Transportation Plan
R-1	Centennial (K-92) Bridge	Roadway Widening/Improvements	Replacement of existing 2-lane Centennial Bridge with new 4-lane bridge and bike/pedestrian accommodations.	Route 92 Centennial Bridge Study MARC Long Range Transportation Plan
R-2	K-7 Corridor Improvements	Roadway Widening/Upgrade	Improvements along the K-7 corridor between the City of Lansing and Wyandotte County beyond construction of new interchanges, including removal of at-grade driveways, new frontage roads, and new median U-turn crossovers.	K-7 Corridor Management Plan KDOT 5-County Study

Table 3. Initial Identified Transportation Projects in Leavenworth County (Continued).

MAP ID	PROJECT NAME	PROJECT TYPE	DESCRIPTION	PREVIOUS PLAN REFERENCE(S)
R-3	Tonganoxie—Eisenhower Corridor	Roadway Widening/Upgrade	<p>Create improved southwest-to-northeast regional arterial corridor between the City of Tonganoxie and the City of Leavenworth, mainly via upgrades and safety improvements to existing alignments. This facility is shown in the 2020 Leavenworth County Comprehensive Plan. This facility would entail: creating a direct connection between Tonganoxie Road and US 24/40 via Laming Road; upgrading Tonganoxie Road/CR 5 between US 24/40 and 187th Street; upgrading 187th Street/CR 29 between Hollingsworth Road and Eisenhower Road; upgrading Eisenhower Road between 187th Street/Tonganoxie Road and 155th Street; and upgrading intersections along the corridor to reduce skew or provide signalization/roundabouts (Tonganoxie Road/Parallel Road, Tonganoxie Road/187th Street/Hollingsworth Road, 187th Street/Eisenhower Road, Eisenhower Road/Bauserman Road, Tonganoxie Road/Eisenhower Road). Include parallel 10-foot shared use path along all new or upgraded facilities.</p> <p>Note that safety improvements along Tonganoxie Road segments (1) between Tonganoxie City Limits and 195th Street/Mitchell Road intersection and (2) between 195th Street/Mitchell Road intersection and Dempsey Road are called out in the 2021 County Local Road Safety Plan. This generally consists of improvements to roadside conditions, such as adding a 2-foot shoulder and flattened fore slopes, providing a larger clear zone outside of the roadway, and adding rumble strips. These safety improvements would likely be implemented throughout the corridor as part of the facility upgrades. Additionally, safety improvements at the 187th Street/Eisenhower Road intersection are called out in 2021 County Local Road Safety Plan. This generally consists of realigning the intersection approaches to reduce or eliminate skew. This type of improvement would likely be implemented at other critical intersections along the corridor where intersection skew presents safety concerns.</p>	LVCO Local Road Safety Plan LVCO Comprehensive Plan
R-4	County Road 30 Improvements	Roadway Widening/Upgrade	The MARC Metropolitan Transportation Plan calls for improving CR 30 to a modern 2-lane arterial between Easton and Tonganoxie (K-192 to K-92 to K-16), providing a north-south connection in the western portion of the County. This would entail an upgrade of the 235th Street corridor between K-16 and K-92 from gravel to paved for segments that are not yet paved. This project could also include improvements to roadside conditions along the length of the corridor, such as adding a 2-foot shoulder and flattened fore slopes, providing a larger clear zone outside of the roadway, and adding rumble strips.	MARC Long Range Transportation Plan
R-5	175th St Improvements (Michals to K-92)	Roadway Widening/Upgrade	Reconstruct approximately 1-mile of 175th Street, an existing gravel road (in Leavenworth County) between Michals Road and K-92, to a paved 2-lane suburban arterial; include sidewalk and bike/pedestrian pathway (multi-use trail).	MARC Long Range Transportation Plan
R-6	147th St Reconstruction (4-H Road to McIntyre Road)	Roadway Widening/Upgrade	Reconstruct approximately 2.5-miles of rural 2-lane 147th Street between 4-H Road and McIntyre Road to a 3-lane facility (center two-way left turn lane) with a 10' multi-use path on one side and 5-foot sidewalk on opposite side.	MARC Long Range Transportation Plan
R-7	155th St Widening/Improvements in Basehor	Roadway Widening/Upgrade	Upgrade and widen existing 155th Street in the City of Basehor between Wolf Creek Parkway and Elm Street to 3+ lanes (center two-way left turn lane); add 10' wide multi-use path on one side and 5-foot sidewalk on the opposite side. Construct roundabouts at 155th Street/Parallel Road intersection (noted in Parallel Road widening project) and 155th Street/Leavenworth Road intersections; improve alignment of 155th Street/Elm Street intersection. Note that this project is an improvement to an existing facility within the City of Basehor, whereas the separate 158th Street/155th Street project would create a new alignment to the west of this corridor.	MARC Long Range Transportation Plan
R-8	US 24/40 Improvements	Roadway Widening/Upgrade	Improvements to US-24/40 (State Avenue) from K-7 to Tonganoxie: full access only at designated intersections; installation of median barrier and right-in/right-out intersections; new frontage roads running parallel to improve safety and relieve congestion.	US 24/40 Corridor Study
R-9	Leavenworth—Johnson Connector (County Road 1)	Roadway Widening/Upgrade	Improvements to County Road 1 (222nd Street) from Kansas River/Eudora to Tonganoxie.	LVCO Comprehensive Plan
R-10	Michals Road Phase 1 (167th to 175th)	New Local Roadway	Reconstruct/construct new alignment of existing Michals Road between 167th Street and 17th Street in Leavenworth County; include sidewalk and bike/pedestrian pathway (multi-use trail); would be a 2-lane suburban arterial.	MARC Long Range Transportation Plan

Table 3. Initial Identified Transportation Projects in Leavenworth County (Continued).

MAP ID	PROJECT NAME	PROJECT TYPE	DESCRIPTION	PREVIOUS PLAN REFERENCE(S)
R-11	Michals Road Phase 2 (167th to Tonganoxie)	New Local Roadway	Reconstruct/construct new alignment of existing Michals Road between 167th Street and Tonganoxie Road (partially in City of Leavenworth and partially in Leavenworth County); include sidewalk and bike/pedestrian pathway (multi-use trail); would be a 2-lane suburban arterial.	MARC Long Range Transportation Plan
R-12	147th St (DeSoto Road) Reconstruction (4-H Road to Ida Street)	Roadway Widening/ Upgrade	Reconstruct approximately 1-mile of rural 2-lane 147th Street/DeSoto Road between 4-H Road and Ida Street to a 3-lane facility (center two-way left turn lane) with 10-foot multi-use path on one side and 5-foot sidewalk on opposite side; replace bridge over Sevenmile Creek.	MARC Long Range Transportation Plan
R-13	4-H Road Reconstruction (K-7 to 147th)	Roadway Widening/ Upgrade	Reconstruct approximately 1-mile of rural 2-lane 4-H road between 147th Street and K-7 to a 3-lane facility (center two-way left turn lane) with 10-foot multi-use path on one side and 5-foot sidewalk on opposite side.	MARC Long Range Transportation Plan
R-14	Dempsey Road E-W Connection	New Local Roadway	Create a regional east-west 2-lane major arterial (45 to 55 mph) between K-7 and K-16 near McLouth generally following the existing Dempsey Road alignment. Upgrade existing gravel facilities to modern 2-lane paved arterials with shoulder and adequate sight distance. Provide appropriate improvements at intersections (e.g., changes to stop control, roundabouts, signalization) to facilitate east-west travel along the corridor. This facility is shown in the 2020 Leavenworth County Comprehensive Plan.	LVCO Comprehensive Plan
R-15	243rd Street Improvement	Roadway Widening/ Upgrade	Upgrade existing gravel 243rd Street north of Hollingsworth Road north to K-92 to a 2-lane paved roadway. Would support project L-5 (new 243rd Street connection south to K-16).	LVCO Comprehensive Plan
R-16	Parallel Road Widening	Roadway Widening/ Upgrade	Reconstruct and widen approximately 3-miles of Parallel Road from K-7 to 163rd Street through the City of Basehor, including widening from 2 to 4 lanes; add 10-foot wide multi-use path on one side and 5-foot sidewalk on opposite side; construct roundabout at 155th Street/Parallel Rd intersection.	MARC Long Range Transportation Plan
R-17	155th St Safety Improvements	Segment Safety Improvements	Safety improvements identified in 2021 County Local Road Safety Plan along 155th Street from Donahoo Road to Fairmount Road.	LVCO Local Road Safety Plan
R-18	Kansas Ave Safety Improvements— 158th to 142nd	Segment Safety Improvements	Implement safety improvements along Kansas Avenue as shown in the 2021 County Local Road Safety Plan. This generally consists of improvements to roadside conditions, such as adding a 2-foot shoulder and flattened fore slopes, providing a larger clear zone outside of the roadway, and adding rumble strips.	LVCO Local Road Safety Plan
R-19	158th St/Golden Road Safety Improvements	Segment Safety Improvements	Safety improvements identified in 2021 County Local Road Safety Plan along 158th Street/Golden Road from 166th Street to Kansas Ave.	LVCO Local Road Safety Plan
R-20	Fairmount Road Safety Improvements— Tonganoxie Road to K-7/US-73	Segment Safety Improvements	Implement safety improvements along Fairmount Road as shown in the 2021 County Local Road Safety Plan. This generally consists of improvements to roadside conditions, such as adding a 2-foot shoulder and flattened fore slopes, providing a larger clear zone outside of the roadway, and adding rumble strips.	LVCO Local Road Safety Plan
R-21	Millwood Rd (CR 14) Safety Improvements —243rd to K-7/US-73	Segment Safety Improvements	Implement safety improvements along Millwood Road as shown in the 2021 County Local Road Safety Plan. This generally consists of improvements to roadside conditions, such as adding a 2-foot shoulder and flattened fore slopes, providing a larger clear zone outside of the roadway, and adding rumble strips.	LVCO Local Road Safety Plan



Table 3. Initial Identified Transportation Projects in Leavenworth County (Continued).

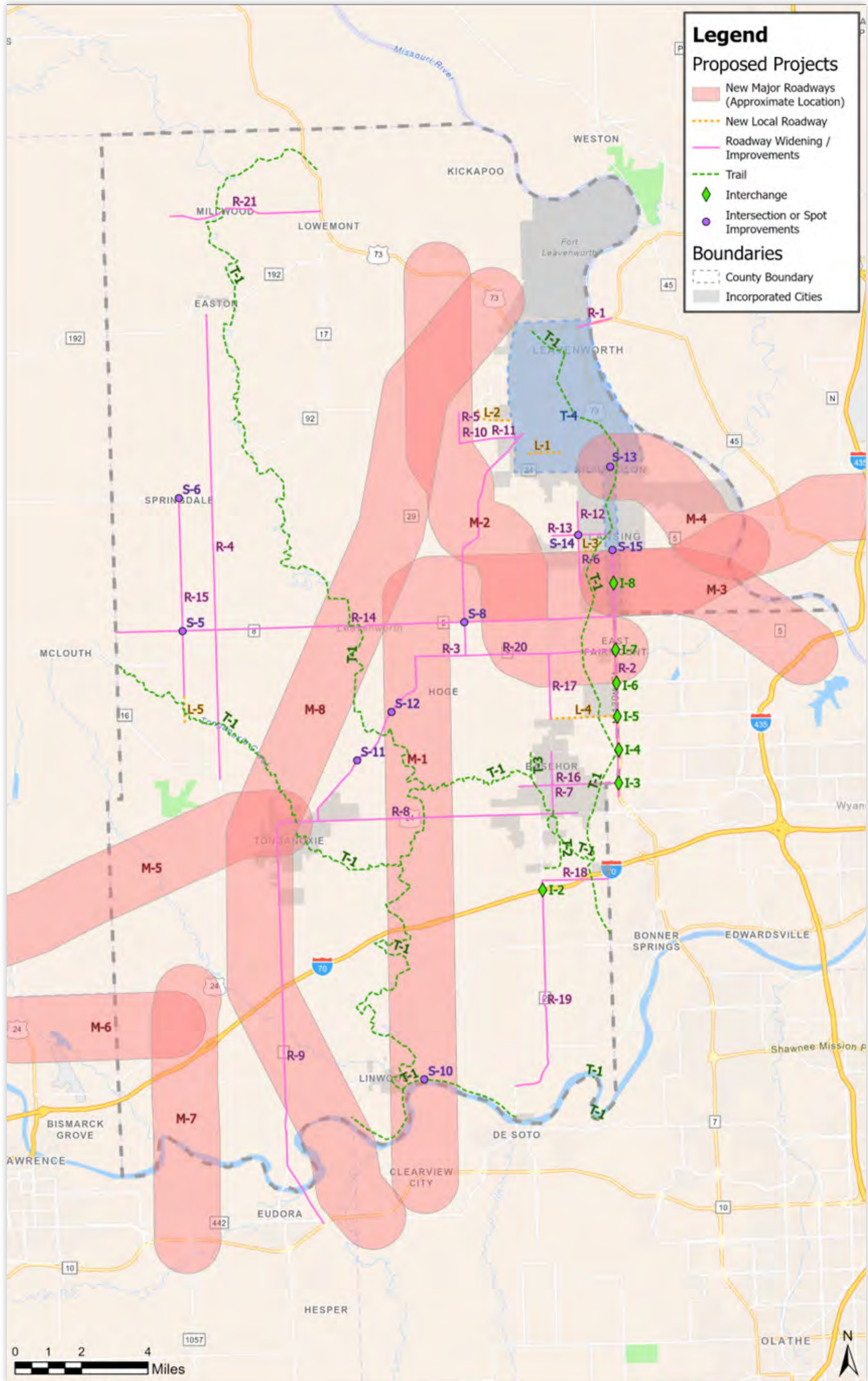
MAP ID	PROJECT NAME	PROJECT TYPE	DESCRIPTION	PREVIOUS PLAN REFERENCE(S)
S-1	K-32 and 158th St	Intersection Safety Improvements	Safety improvements at this intersection.	N/A
S-2	K-16 and Sandusky Road	Intersection Safety Improvements	Safety improvements at this intersection.	LVCO Local Road Safety Plan
S-3	Rural Roundabout at K-92/Tonganoxie Road Extension	Intersection Safety Improvements	Potential rural roundabout location identified in the 2020 Leavenworth County Comprehensive Plan.	LVCO Comprehensive Plan
S-4	Rural Roundabout at Dempsey Rd/Tonganoxie Road Extension	Intersection Safety Improvements	Potential rural roundabout location identified in the 2020 Leavenworth County Comprehensive Plan.	LVCO Comprehensive Plan
S-5	Rural Roundabout at Dempsey Road and 243rd Street	Intersection Safety Improvements	Construct roundabout at this intersection as noted in the 2020 Leavenworth County Comprehensive Plan.	LVCO Comprehensive Plan
S-6	Rural Roundabout at K-92 and 243rd Street	Intersection Safety Improvements	Construct roundabout at this intersection as noted in the 2020 Leavenworth County Comprehensive Plan.	LVCO Comprehensive Plan
S-7	Rural Roundabout at US-73/Tonganoxie Road Extension	Intersection Safety Improvements	Potential rural roundabout location identified in the 2020 Leavenworth County Comprehensive Plan.	LVCO Comprehensive Plan
S-8	175th St/Dempsey Rd Intersection Safety Improvements	Intersection Safety Improvements	Implement safety improvements at the 175th Street/Dempsey Road intersection as shown in the 2021 County Local Road Safety Plan. This generally consists of realigning the intersection approaches to reduce or eliminate skew.	LVCO Local Road Safety Plan
S-9	187th/Eisenhower Safety Improvements	Intersection Safety Improvements	Safety improvements at this intersection identified in 2021 County Local Road Safety Plan.	LVCO Local Road Safety Plan
S-10	189th St/Golden Road Intersection Safety Improvements	Intersection Safety Improvements	Implement safety improvements on the curve where 189th Street and Golden Road come together as shown in the 2021 County Local Road Safety Plan. This generally consists of improvements to roadside conditions, such as adding a 2-foot shoulder, and installing high friction surface treatment along the curve.	LVCO Local Road Safety Plan



Table 3. Initial Identified Transportation Projects in Leavenworth County (Continued).

MAP ID	PROJECT NAME	PROJECT TYPE	DESCRIPTION	PREVIOUS PLAN REFERENCE(S)
S-11	Tonganoxie Road Safety Improvements—Tonganoxie City Limits to 195th/Mitchell	Intersection Safety Improvements	Safety improvements identified in 2021 County Local Road Safety Plan from Tonganoxie City limits to 195th Street/Mitchell Road intersection.	LVCO Local Road Safety Plan
S-12	Tonganoxie Road Safety Improvements—195th/Mitchell to Dempsey	Intersection Safety Improvements	Safety improvements identified in 2021 County Local Road Safety Plan from 195th Street/Mitchell Road intersection to Dempsey Road intersection.	LVCO Local Road Safety Plan
S-13	K-7/Eisenhower Street Improvements	Intersection Safety Improvements	Improvements to existing signalized intersection at K-7/Eisenhower Street in City of Lansing to improve safety and traffic congestion. This project has been completed and was not carried forward in evaluation.	Lansing CIP
S-14	DeSoto Road (147th Street)/4H Road Roundabout	Intersection Safety Improvements	Construct roundabout at this intersection in City of Lansing (currently an all-way stop-controlled intersection).	Lansing CIP
S-15	K-7/Gilman Road Traffic Signal	Intersection Safety Improvements	Construct traffic signal at this intersection in City of Lansing (currently a two-way stop-controlled intersection for Gilman Road).	Lansing CIP
T-1	Leavenworth County Combined Regional Bikeway Network and MetroGreen Trail System	Trail	Implement recommended bikeway and trail system from Greater Kansas City Regional Bikeway Plan and MARC MetroGreen Trail plan. This represents a County-wide implementation of the trail system.	MARC Long Range Transportation Plan
T-2	Basehor MetroGreen Trail Extension—BLMS to State	Trail	Construct 2.1-mile trail going from 155th Street/Wolf Creek Parkway to Basehor-Linwood Middle School.	MARC Long Range Transportation Plan
T-3	MetroGreen Trail Extension—Parallel to City Park	Trail	Construct 1.3-mile trail going from 158th Street/Parallel Parkway to City Park on Leavenworth Road.	MARC Long Range Transportation Plan
T-4	Focused Demand-Response Transit Service in Leavenworth-Lansing	Transit Service Area	Provide demand-response transit service in the Leavenworth-Lansing area, initially as a pilot project. This represents Alternative 1 from the 2018 KCATA Leavenworth County Transit Plan and is focused on intra-city travel in Leavenworth City with potential expansion to Lansing. In the near-term, this would be flexible on-demand service in a predefined area within the City of Leavenworth, with 12 to 20 person capacity vehicles focused on weekday (Monday through Friday) 6 A.M. to 6 P.M.	MARC/RideKC LVCO Transit Plan

Figure 1. Initial Identified Set of Proposed Transportation Projects in Leavenworth County.



SECTION 4

Stakeholder and Public Engagement

This planning effort featured an extensive county-wide engagement effort intended to gather refreshed information from the public about their interests, concerns and ideas; learn by processing public input and trends into a concrete criteria and prioritization process; and create a vision by unveiling a recommended capital improvement project prioritization. Ultimately, the feedback received from the stakeholder and public engagement process was used to identify new projects, screen out other projects, and refine the scope of several projects initially identified and described in the previous section. This feedback also helped shape an understanding of priorities across the County.

4.1 Advisory Committee

A project advisory committee was established including staff representatives from the cities of Basehor, Lansing, Leavenworth, and Tonganoxie, Leavenworth County, LCPA, MARC, and KDOT. This advisory committee met monthly to guide project direction and facilitate coordination with targeted community stakeholders and the general public.

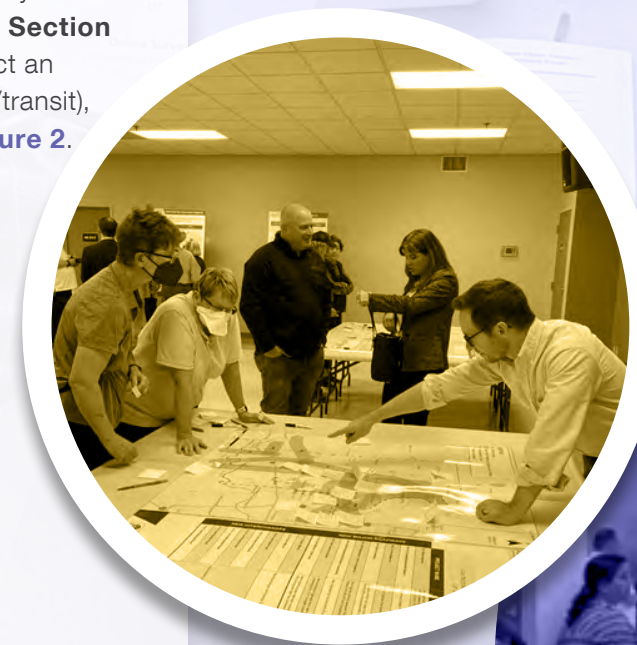
4.2 Stakeholder Engagement

First Round – Fall 2022

A first round of stakeholder meetings was held virtually in Fall 2022 with the groups shown in **Table 4**, with 41 participants in total who attended these meetings. During these meetings, the project purpose was reiterated, and stakeholders were allowed to review and comment on the preliminary set of identified projects, including major new facilities, spot improvements, and updated roadways. Project funding options (described previously in **Section 2**), including evaluation criteria associated with those funding options, were also presented and reviewed. Stakeholders were asked to conduct an exercise in which they were tasked with choosing “top three” priorities from six main categories: safety, congestion, mobility (bike/pedestrian/transit), economic impact/new jobs and investments, equity/access to jobs, and sustainability/climate change. Those priorities are summarized in **Figure 2**.

Table 4. Fall 2022 Stakeholder Engagement Meetings.

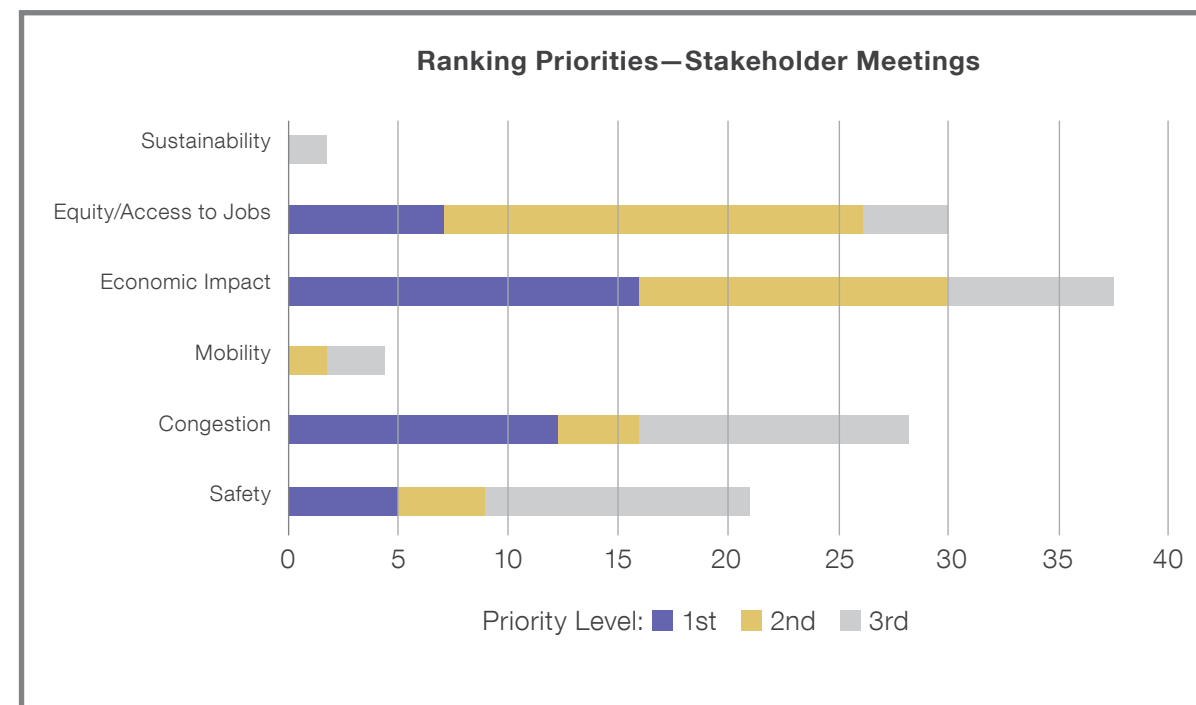
DATE/TIME	STAKEHOLDER GROUP
October 26, 2022	Existing Industries
	Economic Development Commission (EDC)/Port Authorities
	Chambers/School Districts
October 31, 2022	Industry/Community Developers
	Citizens/Community Leaders
November 2, 2022	Elected Officials/KCATA



The following summarizes the major themes echoed by stakeholders across the Fall 2022 meetings:

- › Desire to improve/increase connections between communities
- › Importance of K-7 as the main north-south transportation corridor for the County
- › Support for providing bicycle accommodations
- › Desire to balance quality of life/amenities with preserving a rural environment
- › Desire for enhanced regional access
 - » East across the Missouri River to MO-152/KCI Airport
 - » South across the Kansas River to Johnson and Douglas Counties (e.g., the new Panasonic battery manufacturing facility in DeSoto)
- › Preference to improving local roadways as opposed to constructing new facilities
- › With regard to the proposed Eastern Gateway project providing a new crossing of the Missouri River that would connect to MO-152, MoDOT currently does not have any plans for this extension, but the City of Parkville may be interested.

Figure 2. Summary of priorities from Fall 2022 stakeholder meetings.



Second Round – Spring 2023

A second round of stakeholder meetings was held in-person in Spring 2023 with the groups shown in Table 5. At these meetings, stakeholders weighed in on the project evaluation process, recommending additional evaluation metrics and providing additional input for grouping projects together or breaking out projects into separate components. Stakeholders were given an initial look at the interactive project evaluation tool, which was made available online for a virtual online public meeting in May 2023.

Table 5. Spring 2023 Stakeholder Engagement Meetings.

DATE/TIME	STAKEHOLDER GROUP
March 22, 2023	City of Basehor
April 3, 2023	City of Tonganoxie
April 4, 2023	City of Leavenworth
April 5, 2023	Leavenworth County Port Authority
April 6, 2023	City of Lansing

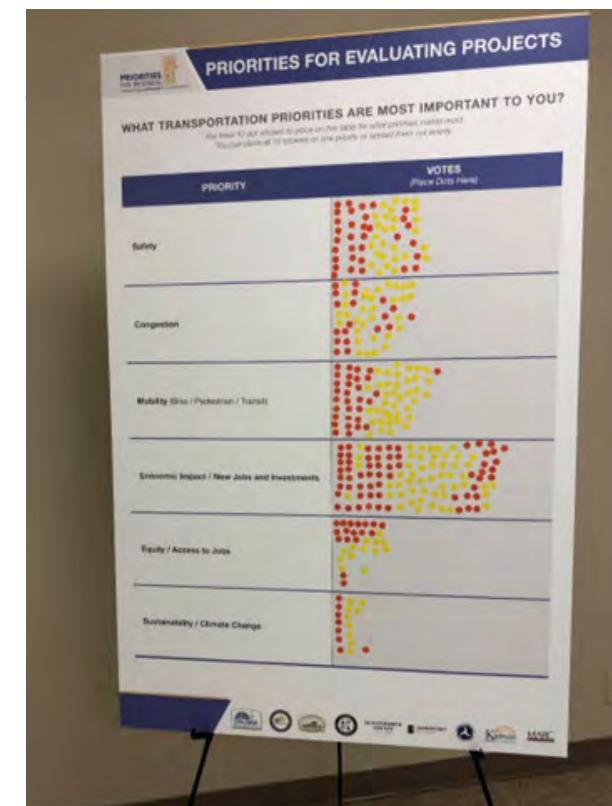
4.3 Public Engagement

Public Open House and Online Public Meeting – Fall 2022

Two public open house meetings were held in Fall 2022:

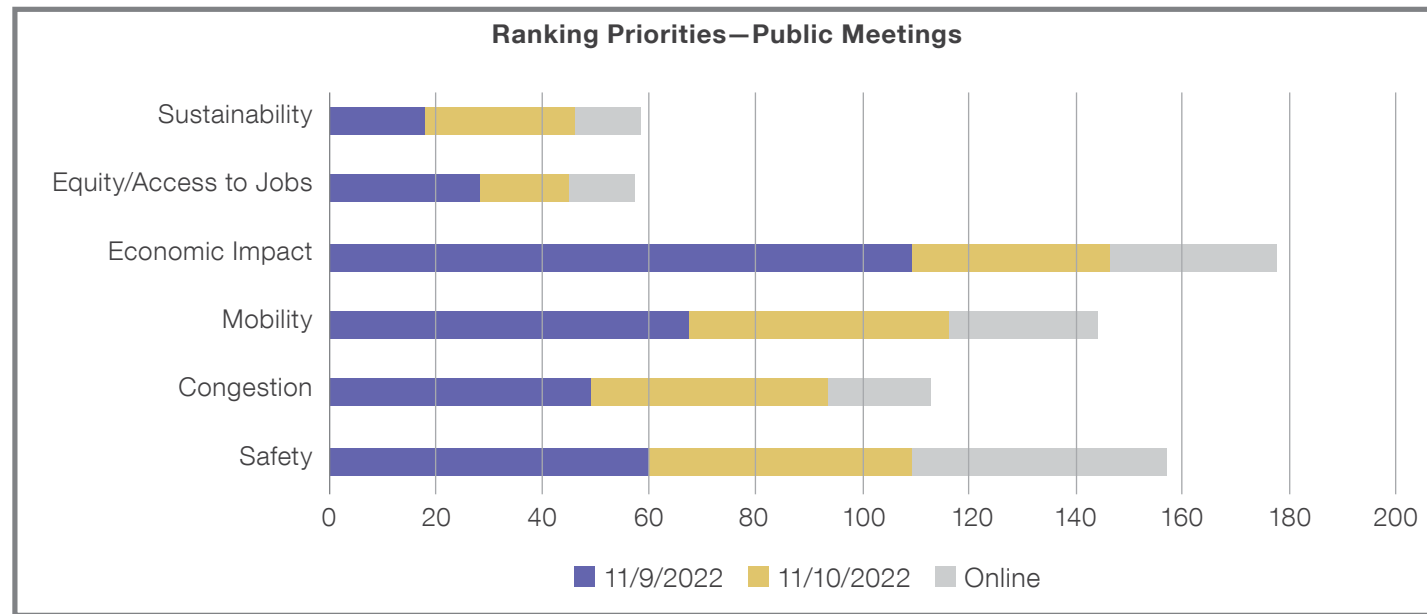
- › November 9th – Lansing Community Center
- › November 10th – Basehor Community Library

During these meetings, stations were set up providing an introduction and background on the project purpose. Large roll-plot maps showing the initial set of proposed projects were laid out on tables, with one table showing major new facilities and one showing proposed spot improvements and upgraded roadways. Attendees could comment on projects using post-its, and these post-it comments were compiled and reviewed. Boards were also provided summarizing potential project funding options (see Section 2). Finally, similar to the exercise conducted with various project stakeholders, participants were given 10 “sticky dots” to divide amongst the same six general transportation priorities – safety, congestion, mobility (bike/pedestrian/transit), economic impact/new jobs and investments, equity/access to jobs, and sustainability/climate change. Participants could use all 10 dots on a single category or divide up as they saw fit; an example board from one of the open houses is shown to the left.



At this same time and through the month of November 2022, an online virtual public meeting was available. This open house allowed stakeholders and the general public to review the same boards showing the maps of proposed projects and potential funding sources. An online interactive web map allowed users to virtually add “post-it” comments on projects, and a survey was provided to conduct the same “divide a hypothetical \$10 among six priorities” exercise. In total, 73 attendees participated in the in-person open houses, and an additional 55 comments were provided on the online interactive web map. The priorities echoed by public open house attendees, including the online input, are summarized in **Figure 3**.

Figure 3. Summary of priorities from Fall 2022 public open house meetings.



The following summarizes the major themes echoed by the general public across the Fall 2022 in-person and online open houses:

- Desire to improve access to Panasonic/DeSoto (planned employment centers south of the Kansas River)
- Improvements needed at several spot locations (traffic operations or safety)
- Desire for bicycle routes and trails
- Desire for visibility and transparency in the process
- Some support for a new “outer loop” highway (west of I-435 and K-7), but not along new alignments (upgrades to existing alignments)
- Little support for projects along new alignments, such as the proposed Patriot Highway or new facilities in the southwest area of the County (e.g., East Lawrence Bypass, new US 24/40 alignment into Jefferson County)

Online Public Meeting – Spring 2023

A second online public meeting was held in Spring 2023 following the evaluation and scoring of all candidate projects (see **Section 5**). Within the online virtual meeting space, stakeholders and members of the general public were given the ability to view the list of refined projects and explore additional detail related to those projects, including their evaluation metrics, through an interactive project map and an interactive project scoring tool.

4.4 Public Officials’ Briefings

In March and April of 2023, several public officials’ briefings were held to update elected officials on the project, sharing the same information that was presented in the second round of stakeholder meetings. The Leavenworth County Commission, as well as the city councils’ of Basehor, Lansing, Leavenworth, and Tonganoxie were given the opportunity to weigh in on the project evaluation process, evaluation metrics and a preview of the project evaluation tool.

4.5 Refined Transportation Project Definitions

Following the stakeholder and public engagement process in Fall 2022, **Table 6** summarizes the projects that were ultimately carried forward and recommended for further study and evaluation as part of the P4P effort. These projects are shown on a map in **Figure 4** and are labeled according to the map IDs provided in the table. The evaluation and prioritization of these projects is discussed in the following section.



Table 6. Refined Set of Proposed Transportation Projects in Leavenworth County.

MAP ID	PROJECT NAME	PROJECT TYPE	DESCRIPTION	PREVIOUS PLAN REFERENCE(S)
R-1	Fairmount Road Safety Improvements—Tonganoxie Road to K-7/US-73	Segment Safety Improvements	Implement safety improvements along Fairmount Road as shown in the 2021 County Local Road Safety Plan. This generally consists of improvements to roadside conditions, such as adding a 2-foot shoulder and flattened foreslopes, providing a larger clear zone outside of the roadway, and adding rumble strips.	LVCO Local Road Safety Plan
R-2	Kansas Ave Safety Improvements—158th to 142nd	Segment Safety Improvements	Implement safety improvements along Kansas Avenue as shown in the 2021 County Local Road Safety Plan. This generally consists of improvements to roadside conditions, such as adding a 2-foot shoulder and flattened foreslopes, providing a larger clear zone outside of the roadway, and adding rumble strips.	LVCO Comprehensive Plan
I-3	Rural Roundabout at K-92 and 243rd Street	Intersection Safety Improvements	Construct roundabout at this intersection as noted in the 2020 Leavenworth County Comprehensive Plan.	LVCO Comprehensive Plan
I-4	Rural Roundabout at Dempsey Road and 243rd Street	Intersection Safety Improvements	Construct roundabout at this intersection as noted in the 2020 Leavenworth County Comprehensive Plan.	LVCO Comprehensive Plan
R-5	Millwood Rd (CR 14) Safety Improvements—243rd to K-7/US-73	Segment Safety Improvements	Implement safety improvements along Millwood Road as shown in the 2021 County Local Road Safety Plan. This generally consists of improvements to roadside conditions, such as adding a 2-foot shoulder and flattened foreslopes, providing a larger clear zone outside of the roadway, and adding rumble strips.	LVCO Local Road Safety Plan
I-6	175th St/ Dempsey Rd Intersection Safety Improvements	Intersection Safety Improvements	Implement safety improvements at the 175th Street/Dempsey Road intersection as shown in the 2021 County Local Road Safety Plan. This generally consists of realigning the intersection approaches to reduce or eliminate skew.	LVCO Local Road Safety Plan
I-7	189th St/ Golden Road Intersection Safety Improvements	Intersection Safety Improvements	Implement safety improvements on the curve where 189th Street and Golden Road come together as shown in the 2021 County Local Road Safety Plan. This generally consists of improvements to roadside conditions, such as adding a 2-foot shoulder, and installing high friction surface treatment along the curve.	LVCO Local Road Safety Plan
R-8	158th/155th St Street Corridor (US 24/40 to K-32) not including new interchange at I-70	Roadway Widening/ Upgrade	Upgrade 158th Street between US 24/40 and K-32 (shoulders, clear zone, curb and gutter/drainage, etc.). This project would tie into (1) the 158th Street Improvements from US 24/40 to K-32 and (2) the 158th Street Improvements from K-32 to Kill Creek Road (Kansas River Crossing) as part of an overall upgraded north-south corridor west of K-7.	Basehor Comprehensive Plan
I-8	158th/I-70 Interchange	New Interchange	Construct new modern diamond interchange with I-70/Kansas Turnpike; provide bicycle and pedestrian accommodations along 158th Street through interchange.	MARC Long Range Transportation Plan/Basehor Comprehensive Plan
I-9	K-7/Hollingsworth Interchange	New Interchange	Convert existing at-grade intersection (stop control for Hollingsworth Road) to grade-separated interchange as shown in the 2006 K-7 Corridor Plan. This interchange is proposed to be a modified diamond interchange with roundabouts.	K-7 Corridor Management Plan, KDOT 5-County Study

Table 6. Refined Set of Proposed Transportation Projects in Leavenworth County (Continued).

MAP ID	PROJECT NAME	PROJECT TYPE	DESCRIPTION	PREVIOUS PLAN REFERENCE(S)
I-10	K-7/Parallel Interchange	New Interchange	Convert existing at-grade signalized intersection to grade-separated interchange as shown in the 2006 K-7 Corridor Plan. This interchange is proposed to be a standard diamond interchange. Note that this intersection is currently under construction in 2023 for a Restricted Crossing U-Turn (RCUT) configuration.	K-7 Corridor Management Plan, KDOT 5-County Study
I-11	K-7/Donahoo Interchange	New Interchange	Convert existing at-grade intersection (stop control for Donahoo Road) to grade-separated interchange as shown in the 2006 K-7 Corridor Plan. This interchange is proposed to be a modified diamond interchange with roundabouts.	K-7 Corridor Management Plan, KDOT 5-County Study
I-12	K-7/McIntyre Interchange	New Interchange	Convert existing at-grade intersection (stop control for McIntyre Road) to grade-separated interchange as shown in the 2006 K-7 Corridor Plan. This interchange is proposed to be a standard diamond interchange.	K-7 Corridor Management Plan, KDOT 5-County Study
I-13	K-7/Leavenworth Interchange	New Interchange	Convert existing at-grade signalized intersection to grade-separated interchange as shown in the 2006 K-7 Corridor Plan. This interchange is proposed to be a standard diamond interchange.	K-7 Corridor Management Plan, KDOT 5-County Study
I-14	K-7/Fairmount Interchange	New Interchange	Convert existing at-grade signalized intersection to grade-separated interchange as shown in the 2006 K-7 Corridor Plan. This interchange is proposed to be a standard diamond interchange.	K-7 Corridor Management Plan, KDOT 5-County Study
R-15	Michals Road Phase 2 (167th to Tonganoxie)	New Local Roadway	Reconstruct/construct new alignment of existing Michals Road between 167th Street and Tonganoxie Road (partially in City of Leavenworth and partially in Leavenworth County); include sidewalk and bike/pedestrian pathway (multi-use trail); would be a 2-lane suburban arterial.	MARC Long Range Transportation Plan
R-16	West Gilman Road Extension	New Local Roadway	Construct approximately 1-mile extension of Gilman Road between Willow Street and DeSoto Road/147th Street in City of Lansing; would be a 3-lane facility with 10' multi-use path on one side and 5-foot sidewalk on opposite side.	MARC Long Range Transportation Plan
R-17	Muncie Road Extension (West of 10th Ave)	New Local Roadway	Construct approximately 1-mile extension of Muncie Road between 10th Avenue and 20th Street in City of Leavenworth; would be a 2-lane suburban roadway including sidewalk and bike/pedestrian pathway (multi-use trail).	MARC Long Range Transportation Plan
R-18	Michals Road Phase 1 (167th to 175th)	New Local Roadway	Reconstruct/construct new alignment of existing Michals Road between 167th Street and 17th Street in Leavenworth County; include sidewalk and bike/pedestrian pathway (multi-use trail); would be a 2-lane suburban arterial.	MARC Long Range Transportation Plan
R-19	Donahoo Road Extension (K-7 to 155th)	New Local Roadway	Construct approximately 2-mile extension of Donahoo Road west from K-7 to 155th Street as a 2-lane roadway; add 10-foot wide multi-use path on one side and 5-foot sidewalk on the opposite side; implement to-be-determined safety and operational improvements at multiple intersections (K-7, 147th Street, 155th Street), such as roundabouts or signalization.	MARC Long Range Transportation Plan
R-20	Limit Street Extension (West of 20th St)	New Local Roadway	Construct approximately 1.25-mile extension of Limit Street between existing Limit Street/22nd Street intersection and K-92; include sidewalk and bike/pedestrian pathway (multi-use trail); would be a 2-lane suburban arterial. This would include an upgrade of existing Limit Street between 20th Street and 22nd Street.	MARC Long Range Transportation Plan
R-21	Dempsey Road E-W Connection	New Local Roadway	Create a regional east-west 2-lane major arterial (45 to 55 mph) between K-7 and K-16 near McLouth generally following the existing Dempsey Road alignment. Upgrade existing gravel facilities to modern 2-lane paved arterials with shoulder and adequate sight distance. Provide appropriate improvements at intersections (e.g., changes to stop control, roundabouts, signalization) to facilitate east-west travel along the corridor. This facility is shown in the 2020 Leavenworth County Comprehensive Plan.	LVCO Comprehensive Plan
R-22	West Tonganoxie Bypass (US 24-40 to K-32)	New Major Roadway	Create an improved north-south arterial corridor between K-32 and Tonganoxie, mainly on existing alignments. Upgrade the CR 1 corridor between K-32 and US 24/40 south of Tonganoxie. At the north end of the CR 1 corridor, straighten the alignment to continue running north-south and have US 24/40 tie into CR 1. Improve US 24/40 between CR 1 and Tonganoxie Road around the west and north sides of Tonganoxie or create a bypass on a new alignment further to the west and north.	LVCO Comprehensive Plan

Table 6. Refined Set of Proposed Transportation Projects in Leavenworth County (Continued).

MAP ID	PROJECT NAME	PROJECT TYPE	DESCRIPTION	PREVIOUS PLAN REFERENCE(S)
R-23	Leavenworth City Western Bypass	New Major Roadway	Create an improved north-south arterial corridor west of City of Leavenworth between the 187th Street/Tonganoxie Road split and K-7 north and west of the City, mainly using existing alignments. Upgrade 187th Street (CR 29) between Tonganoxie Road and K-92; upgrade K-92 between 187th Street and 183rd Street; upgrade 183rd Street/179th Street between K-92 and K-7; upgrade intersections of K-92 with 183rd Street and 187th Street as roundabouts; upgrade intersection of K-7 and 179th Street as roundabout. This facility is shown in the 2020 Leavenworth County Comprehensive Plan.	LVCO Comprehensive Plan
R-24	K-5 Improvements/ Realignment	New Major Roadway	Create an improved northwest-to-southeast connection between K-7 in Lansing and I-435 in Wyandotte County by upgrading K-5 to a new higher-capacity alignment. Upgrade McIntyre Road east of K-7; upgrade Wolcott Road from McIntyre Road to Hutton Road (wider shoulders, flatten curves, clear zone/sight distance). Create new alignment for K-5 near Hutton Road to facilitate a direct connection to I-435. This facility is shown in the 2020 Leavenworth County Comprehensive Plan.	LVCO Comprehensive Plan
R-25	20th Street Extension/McIntyre Road Extension	New Major Roadway	Extend and connect two arterials in the Cities of Leavenworth and Lansing to improve regional connectivity and provide alternative high-capacity facilities west of K-7. This project would tie into the 158th/20th Connector as part of an overall upgraded north-south corridor. The 20th Street Extension would consist of: extending existing S 20th Street in the City of Leavenworth south from its current terminus at Eisenhower Road as a 4-lane roadway to the intersection of Gilman Road and 159th Street; upgrading the intersection of new 20th Street extension, Gilman Road, and 159th Street (roundabout or new traffic signal); and upgrading 159th Street south of Gilman Road. The McIntyre Road Extension would consist of: extending McIntyre Road west from its current terminus at 147th Street to the intersection with 159th Street (new alignment); upgrading the intersection of 159th Street/McIntyre Road Extension (roundabout or new traffic signal); upgrading McIntyre Road between 147th Street and K-7; and upgrading McIntyre Road at K-7 (new traffic signal or interchange). Include parallel 10-foot shared use path along all new or upgraded facilities.	LVCO Comprehensive Plan/Conversations with Stakeholders
R-26	158th/20th Connector (Basehor to Leavenworth)	New Major Roadway	Extend and upgrade north-south arterials to provide an alternative high-capacity facility west of K-7. This project would tie into (1) the proposed 20th Street Extension/McIntyre Road Extension and (2) 158th Street Improvements from US 24/40 to K-32 as part of an overall upgraded north-south corridor. Improvements associated with this project would include: upgrading existing 159th Street/Dempsey Road/155th Street roadway south of McIntyre Road to Donahoo Road (shoulders, clear zone, curb & gutter/drainage, etc.); creating a new alignment for 158th Street north of Parallel Road in the City of Basehor through Leavenworth Road to Donahoo Road, turning north and east to meet the upgraded 155th Street corridor at Donahoo Road; upgrading 158th Street between Parallel Road and US 24/40; upgrading the intersections of 155th Street/Fairmount Road, 155th Street/Hollingsworth Road, 155th Street/Donahoo Road/158th Street, 158th Street/Leavenworth Road, and 158th Street/Parallel Road (e.g., roundabouts, signalization). Include parallel 10-foot shared use path along all new or upgraded facilities. Incorporate safety improvements as shown in 2021 County Local Road Safety Plan (155th St Safety Improvements—Donahoo to Fairmount), which generally consist of improvements to roadside conditions, such as adding a 2-foot shoulder and flattened foreslopes, providing a larger clear zone outside of the roadway, and adding rumble strips. These safety improvements would likely be implemented throughout the corridor as part of the facility upgrades.	LVCO Local Road Safety Plan
R-27	Eastern Gateway (North Connection)	New Major Roadway	Construct a new bypass east of K-7 generally following the existing K-5 alignment to tie into the larger Eastern Gateway project (crossing the Missouri River and connecting to MO-152 and I-435). This facility would tie into K-7 at the Eisenhower Road intersection at its north end and connect to the Eastern Gateway facility at its south end, providing a more direct connection between the City of Leavenworth and the Eastern Gateway.	Eastern Gateway Study LVCO Comprehensive Plan MARC Long Range Transportation Plan
R-28	158th Street: K-32 to Kill Creek Road (Kansas River Crossing)	New Major Roadway	Upgrade 158th Street/Golden Road south of K-32 to Golden Road as part of a larger alternative high-capacity north-south facility west of K-7. This project would tie into the proposed 158th Street Improvements from US 24/40 to K-32. This project would consist of: creating a new alignment south of Golden Road and east of the current CR-2 crossing of the Kansas River; creating a new crossing of the Kansas River that ties into Kill Creek Road in DeSoto at W 83rd Street; upgrading intersections with 158th Street Extension/Golden Road and 158th Street Extension/W 83rd Street (new roundabout or traffic signal); implementing safety improvements along 158th Street/Golden Road as shown in 2021 County Local Road Safety Plan (158th St/Golden Road Safety Improvements—166th St to Kansas Ave). These safety improvements generally consist of improvements to roadside conditions, such as adding a 2-foot shoulder and flattened foreslopes, providing a larger clear zone outside of the roadway, and adding rumble strips. These safety improvements would likely be implemented throughout the corridor as part of the facility upgrades.	LVCO Local Road Safety Plan



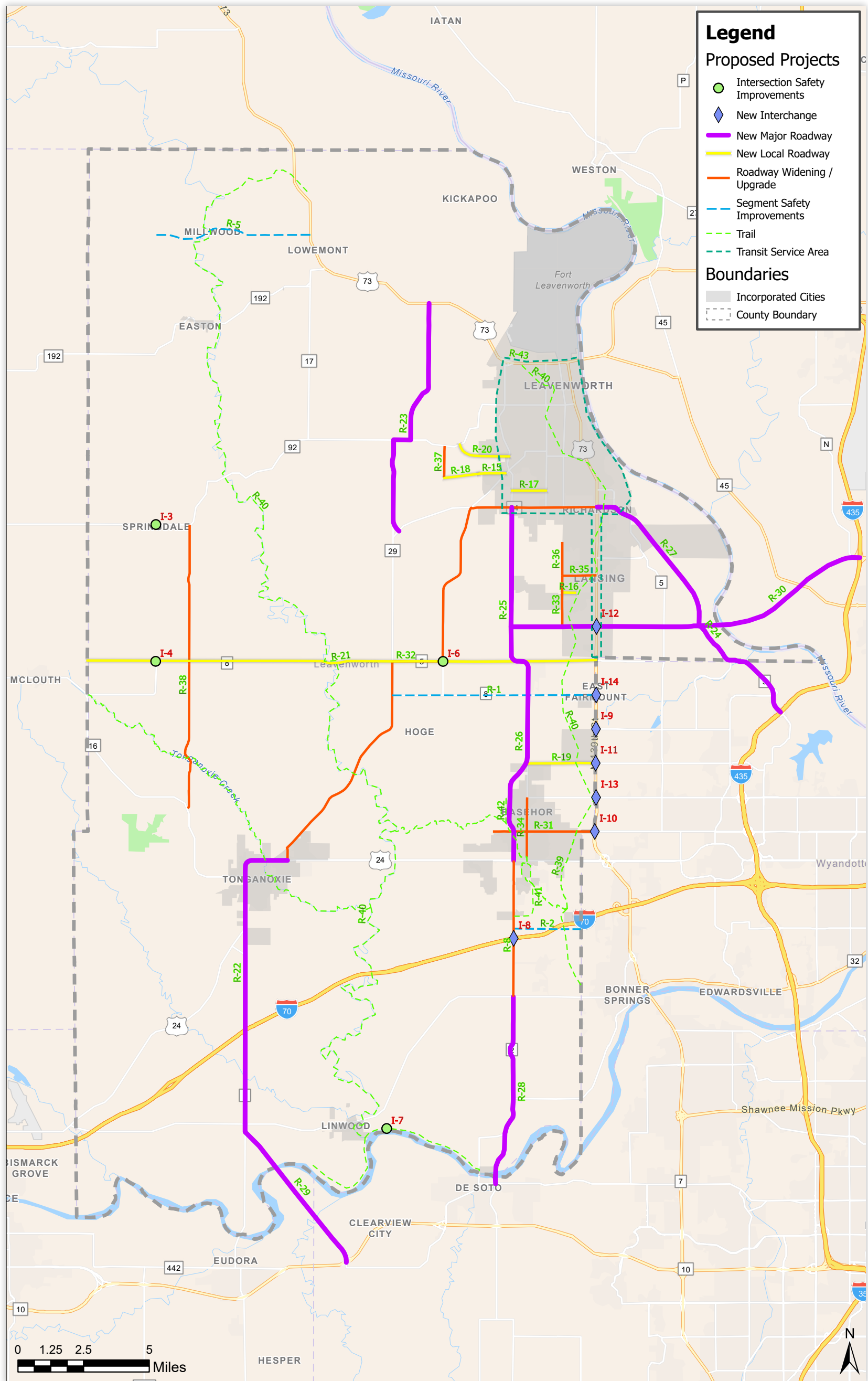
Table 6. Refined Set of Proposed Transportation Projects in Leavenworth County (Continued).

MAP ID	PROJECT NAME	PROJECT TYPE	DESCRIPTION	PREVIOUS PLAN REFERENCE(S)
R-29	West K-10 Connection (West KS River Crossing)	New Major Roadway	Create new north-south facility crossing the Kansas River on the west side of the County, connecting K-32 in Leavenworth County to K-10 east of Eudora and west of DeSoto in Douglas County. This project would entail creating a new alignment from CR 1 just south of K-32 to K-10 via Evening Star Road in Douglas County and would include a new bridge crossing of the Kansas River.	LVCO Comprehensive Plan
R-30	Eastern Gateway	New Major Roadway	Create new major regional facility across the Missouri River connecting Leavenworth County to Platte County in Missouri and the MO-152/I-435 freeways, mainly on new alignments. Widen and improve McIntyre Road/Wolcott Drive east of K-7 to a 4-lane highway with shoulders and median to Tontine Road. Construct a new 4-lane crossing of the Missouri River. In Missouri, construct a new 4-lane highway with shoulders and median. Include a connection to MO-45 and tie into MO-152 at the interchange with I-435. This project would likely include a reconfiguration of the MO-152/I-435 interchange to a full system interchange and modifications to the tie-in to Missouri State Highway N west of I-435.	Eastern Gateway Study LVCO Comprehensive Plan MARC Long Range Transportation Plan
R-31	Parallel Road Widening	Roadway Widening/ Upgrade	Reconstruct and widen approximately 3-miles of Parallel Road from K-7 to 163rd Street through the City of Basehor, including widening from 2- to 4-lanes; add 10-foot wide multi-use path on one side and 5-foot sidewalk on opposite side; construct roundabout at 155th Street/Parallel Rd intersection.	MARC Long Range Transportation Plan
R-32	Tonganoxie—Eisenhower Corridor	Roadway Widening/ Upgrade	Create improved southwest-to-northeast regional arterial corridor between the City of Tonganoxie and the City of Leavenworth, mainly via upgrades and safety improvements to existing alignments. This facility is shown in the 2020 Leavenworth County Comprehensive Plan. This facility would entail: creating a direct connection between Tonganoxie Road and US 24/40 via Laming Road; upgrading Tonganoxie Road/CR 5 between US 24/40 and 187th Street; upgrading 187th Street/CR 29 between Hollingsworth Road and Eisenhower Road; upgrading Eisenhower Road between 187th Street/Tonganoxie Road and 155th Street; and upgrading intersections along the corridor to reduce skew or provide signalization/roundabouts (Tonganoxie Road/Parallel Road, Tonganoxie Road/187th Street/Hollingsworth Road, 187th Street/Eisenhower Road, Eisenhower Road/Bauserman Road, Tonganoxie Road/Eisenhower Road). Include parallel 10' shared use path along all new or upgraded facilities. Note that safety improvements along Tonganoxie Road segments (1) between Tonganoxie City Limits and 195th Street/Mitchell Road intersection and (2) between 195th Street/Mitchell Road intersection and Dempsey Road are called out in the 2021 County Local Road Safety Plan. This generally consists of improvements to roadside conditions, such as adding a 2-foot shoulder and flattened foreslopes, providing a larger clear zone outside of the roadway, and adding rumble strips. These safety improvements would likely be implemented throughout the corridor as part of the facility upgrades. Additionally, safety improvements at the 187th Street/Eisenhower Road intersection are called out in 2021 County Local Road Safety Plan. This generally consists of realigning the intersection approaches to reduce or eliminate skew. This type of improvement would likely be implemented at other critical intersections along the corridor where intersection skew presents safety concerns.	LVCO Local Road Safety Plan LVCO Comprehensive Plan
R-33	147th St Reconstruction (4-H Road to McIntyre Road)	Roadway Widening/ Upgrade	Reconstruct approximately 2.5-miles of rural 2-lane 147th Street between 4-H Road and McIntyre Road to a 3-lane facility (center two-way left turn lane) with a 10' multi-use path on one side and 5-foot sidewalk on opposite side.	MARC Long Range Transportation Plan
R-34	155th St Widening/ Improvements in Basehor	Roadway Widening/ Upgrade	Upgrade and widen existing 155th Street in the City of Basehor between Wolf Creek Parkway and Elm Street to 3+ lanes (center two-way left turn lane); add 10' wide multi-use path on one side and 5-foot sidewalk on the opposite side. Construct roundabouts at 155th Street/Parallel Road intersection (noted in Parallel Road widening project) and 155th Street/Leavenworth Road intersections; improve alignment of 155th Street/Elm Street intersection. Note that this project is an improvement to an existing facility within the City of Basehor, whereas the separate 158th Street/155th Street project would create a new alignment to the west of this corridor.	MARC Long Range Transportation Plan
R-35	4-H Road Reconstruction (K-7 to 147th)	Roadway Widening/ Upgrade	Reconstruct approximately 1-mile of rural 2-lane 4-H road between 147th Street and K-7 to a 3-lane facility (center two-way left turn lane) with 10-foot multi-use path on one side and 5-foot sidewalk on opposite side.	MARC Long Range Transportation Plan

Table 6. Refined Set of Proposed Transportation Projects in Leavenworth County (Continued).

MAP ID	PROJECT NAME	PROJECT TYPE	DESCRIPTION	PREVIOUS PLAN REFERENCE(S)
R-36	147th St (DeSoto Road) Reconstruction (4-H Road to Ida Street)	Roadway Widening/ Upgrade	Reconstruct approximately 1-mile of rural 2-lane 147th Street/DeSoto Road between 4-H Road and Ida Street to a 3-lane facility (center two-way left turn lane) with 10-foot multi-use path on one side and 5-foot sidewalk on opposite side; replace bridge over Sevenmile Creek.	MARC Long Range Transportation Plan
R-37	175th St Improvements (Michals to K-92)	Roadway Widening/ Upgrade	Reconstruct approximately 1 mile of 175th Street, an existing gravel road (in Leavenworth County) between Michals Road and K-92, to a paved 2-lane suburban arterial; include sidewalk and bike/pedestrian pathway (multi-use trail).	MARC Long Range Transportation Plan
R-38	County Road 30 Improvements	Roadway Widening/ Upgrade	The MARC Metropolitan Transportation Plan calls for improving CR 30 to a modern 2-lane arterial between Easton and Tonganoxie (K-192 to K-92 to K-16), providing a north-south connection in the western portion of the County. This would entail an upgrade of the 235th Street corridor between K-16 and K-92 from gravel to paved for segments that are not yet paved. This project could also include improvements to roadside conditions along the length of the corridor, such as adding a 2-foot shoulder and flattened foreslopes, providing a larger clear zone outside of the roadway, and adding rumble strips.	MARC Long Range Transportation Plan
R-39	Basehor MetroGreen Trail	Trail	Construct sections of the MetroGreen Trail system within the City of Basehor. This project includes the section of trail from State Avenue north toward Fairmount Road/Basehor Sports Complex.	MARC Long Range Transportation Plan
R-40	Leavenworth County Combined Regional Bikeway Network and MetroGreen Trail System	Trail	Implement recommended bikeway and trail system from Greater Kansas City Regional Bikeway Plan and MARC MetroGreen Trail plan. This represents a County-wide implementation of the trail system.	MARC Long Range Transportation Plan
R-41	Basehor MetroGreen Trail Extension—BLMS to State	Trail	Construct 2.1-mile trail going from 155th Street/Wolf Creek Parkway to Basehor-Linwood Middle School.	MARC Long Range Transportation Plan
R-42	MetroGreen Trail Extension—Parallel to City Park	Trail	Construct 1.3-mile trail going from 158th Street/Parallel Parkway to City Park on Leavenworth Road.	MARC Long Range Transportation Plan
R-43	Focused Demand-Response Transit Service in Leavenworth-Lansing	Transit Service Area	Provide demand-response transit service in the Leavenworth-Lansing area, initially as a pilot project. This represents Alternative 1 from the 2018 KCATA Leavenworth County Transit Plan and is focused on intra-city travel in Leavenworth City with potential expansion to Lansing. In the near-term, this would be flexible on-demand service in a predefined area within the City of Leavenworth, with 12 to 20 person capacity vehicles focused on weekday (Monday through Friday) 6 A.M. to 6 P.M. service.	MARC/RideKC LVCO Transit Plan

Figure 4. Refined Set of Proposed Transportation Projects in Leavenworth County.



SECTION 5

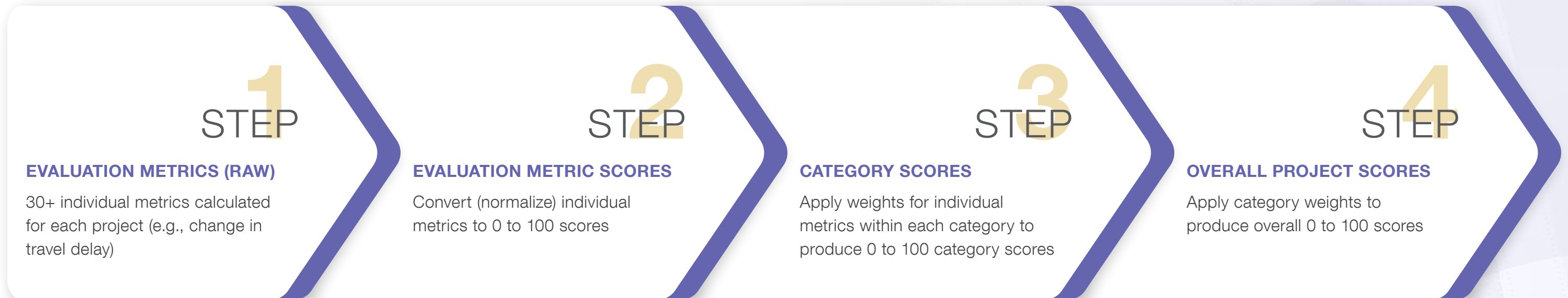
Project Evaluation

This section summarizes the process used to evaluate the more than 40 projects examined in this planning effort. **Figure 5** provides an overview of the evaluation process. Every project was evaluated across more than 30 potential metrics (Step 1; for example, change in travel delay or vehicle miles traveled associated with a project). Each of those metrics was then normalized into a 0 to 100 score, with 0 being the lowest and 100 being the highest (Step 2). These individual metric scores were then aggregated into category scores (Step 3; for example, traffic operations and user delay was a compilation of four individual metrics). Each project ended up with 8 unique category scores, which can be combined into an overall project

score by assigning weights to each category (Step 4). The weights for each category can and should vary depending on the priorities of the entity evaluating each project—and depending on the priorities of the external entities reviewing grant applications for funding.

Project costs, including capital costs and projected operations and maintenance costs, were also developed independently for each project and incorporated into a “cost effectiveness” category as part of the project evaluations.

Figure 5.



5.1 Data Sources for Evaluation

The following data sources were utilized to help develop the project evaluation metrics described in **Section 5.2**:

- › **MARC Travel Demand Forecast Model**⁷: the project team coordinated with MARC staff to conduct a series of base-year (2015) and future-year (2050) travel demand runs. Various travel demand model scenarios were developed with one or more major proposed projects incorporated; the outputs from these runs could then be compared against a “No-Build” scenario to evaluate planning-level impacts with the project in place.
- › **KDOT Historic Crash Data**⁸: provided by KDOT for all of Leavenworth County showing crashes from 2016 through 2021; includes a breakdown of details such as crash severity (e.g., fatal/injury/property damage only) and crash type (e.g., run-off-road, head-on).
- › **Traffic Count Data**: current traffic count estimates were obtained from a variety of sources, including KDOT⁹, Replica¹⁰, and the MARC model.
- › **Census Data**: to support the access-based metrics described below, census data at the block group level was obtained, including population data from the 2020 Decennial Census¹¹ and employment data (2019) from the Longitudinal Employer-Household Dynamics (LEHD) dataset¹².
- › **GIS layers**: provided by City, County, and KDOT staff, including parcel layers across the County, jurisdictional land use layers, the National Bridge Inventory (NBI) for Kansas, and others.
- › **Open-source datasets using OpenStreetMap**¹³: for key destinations in the region, which were used to support the access-based metrics described in the next section.

Access-Based Analyses

- › This planning effort placed an emphasis on access-based metrics, which are prominently used for evaluating projects, especially for federal competitive grants and federal formula funds that are allocated competitively through MARC. Access-based metrics go beyond traditional mobility-based metrics such as “what is my reduction in travel time” to quantify what additional jobs, population, and amenities can be reached due to that reduction in travel time. **Figure 6** provides an example of a 30-minute driving travel shed on the regional roadway network for a trip starting in the City of Lansing. The travel shed map shown on top in purple shading shows how far a driver can travel from that point in 10-, 20-, and 30-minutes. The travel shed map shown below in yellow shading shows those same 10-, 20-, and 30-minute travel sheds, but with one example project in place (the Eastern Gateway). These two travel sheds are then overlaid on top of each other in **Figure 7**, which emphasizes the differences in the travel sheds with and without the project in place.
- › Within those travel sheds are a quantifiable number of people, jobs, and key destinations, such as schools, parks, community centers, grocery stores, and healthcare facilities. This can be calculated using the underlying census data (jobs and population) and key destination data. The access-based metrics used in the project evaluations for this planning effort calculate “how many more people” or “how many more jobs” are accessible with a proposed project in place.

⁷ <https://www.marc.org/data-maps/forecasts/travel-demand-forecast-model>

⁸ <https://www.ksdot.gov/bureaus/offchiefcoun/openrecords.asp>

⁹ <https://www.ksdot.gov/burtransplan/maps/mapstrafficdist.asp>

¹⁰ <https://www.replicahq.com/aadt-data>

¹¹ <https://data.census.gov/table>

¹² <https://lehd.ces.census.gov/data/>

¹³ <https://www.openstreetmap.org/>

Figure 6. Example of 30-Minute Driving Travel Sheds from Lansing: Baseline (Left) vs. With Eastern Gateway Project in Place (Right).

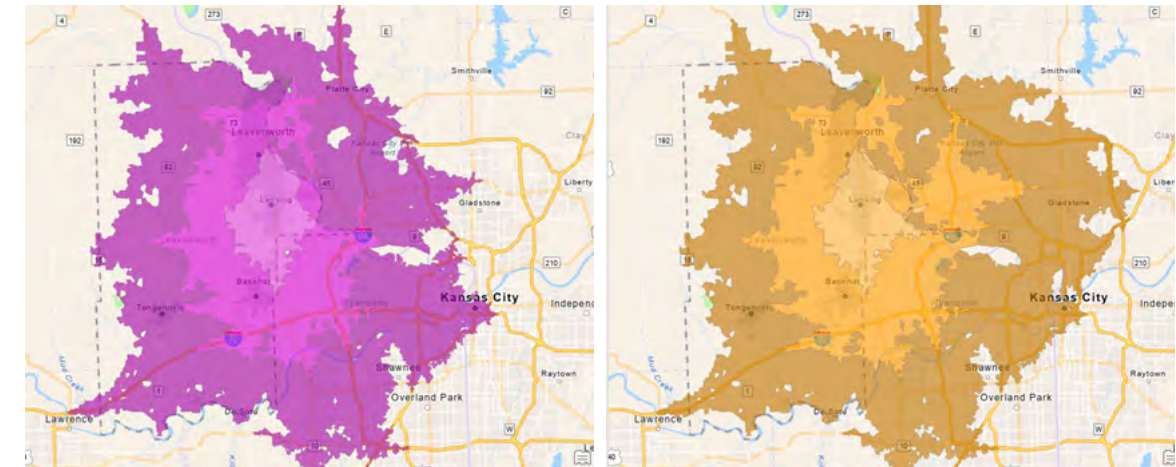
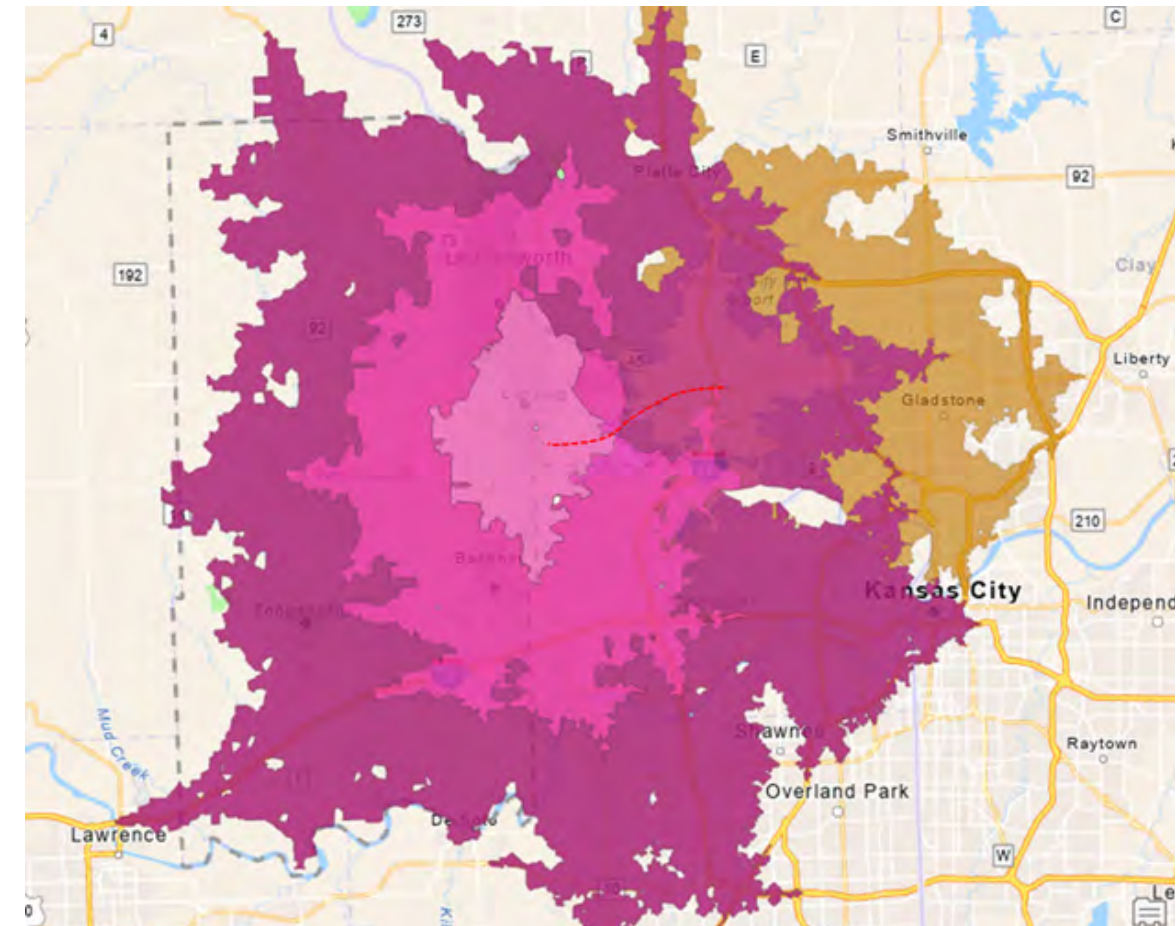


Figure 7. Example of Change in 30-Minute Driving Travel Shed: From Lansing, with Eastern Gateway Project in Place.



5.2 Evaluation Metrics

Table 7 summarizes the evaluation metrics that were calculated for each of the identified projects. These metrics have been broken up into several categories based on feedback from the project advisory committee and project stakeholders. The following sections describe the calculations done for each evaluation metric. The resultant “raw” values for each metric were converted into 0 to 100 scores, with 0 being the lowest possible score and 100 being the highest. Each category score is calculated by weighting and summing the individual metric scores according to the breakdowns noted in the following sections.

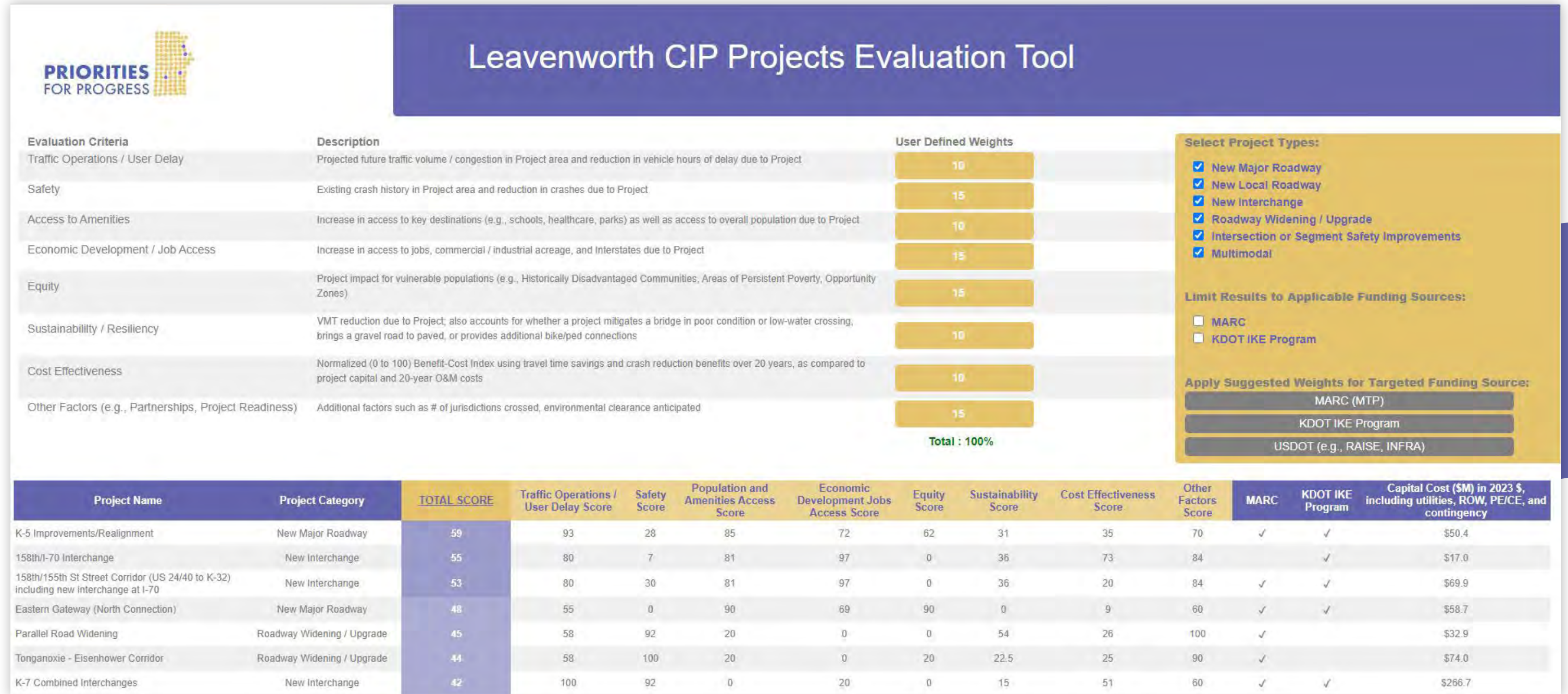
Appendix A contains worksheets created for each project providing a project profile (location map, description, etc.) and a breakdown of project evaluation metrics and category scores. Overall scores are intentionally not provided for each project. Projects should ultimately be scored based upon a set of weights for each category that reflects the priorities of the agency doing the evaluation. To aid in this exercise, the project team developed an interactive tool that was made available to the project advisory committee and to the general public via the Spring 2023 online public meeting. This tool allowed for a user to modify weights for each of the eight categories and see the resultant scores. As an example, **Figure 8** shows example outputs from the online tool. **Section 6** provides more discussion on the top-scoring projects for different category weights tailored for specific funding sources.



Table 7. Summary of Project Evaluation Metrics.

TRAFFIC OPERATIONS/ USER DELAY	SAFETY	ACCESS TO AMENITIES AND POPULATION	ECONOMIC DEVELOPMENT/ JOBS ACCESS	EQUITY	SUSTAINABILITY/ RESILIENCY	COST EFFECTIVENESS	OTHER FACTORS
Traffic volume	Crash history (total)	Increase in key destinations in 30-min drive	Increase in jobs in 30-min drive	Project located in Area of Persistent Poverty, Historically Disadvantaged Community, or Opportunity Zone	Change in VMT due to project	Capital cost (including utilities, right-of-way (ROW), preliminary and construction engineering)	Partnerships (# of jurisdictions crossed)
Future congestion	Crash history (fatal/injury)	Increase in population in 30-min drive	Increase in acres of commercial/industrial in County in 15-min drive	Increase in jobs in 30-min drive for disadvantaged census areas	Project mitigates deteriorating bridge(s)	Operations and maintenance cost (20 years)	Previous Planning History
Travel delay reduction	Projected crash reduction (total)	Increase in quality-of-life destinations in County in 15-min drive	Increase in number of block groups within 15-min drive of I-70 or I-435	Increase in key destinations in 30-min drive for disadvantaged census areas	Project brings gravel roadway to paved	Cost Effectiveness (Benefit-Cost Index)	Projected environmental clearance required (CE/EA/EIS)
	Projected crash reduction (fatal/injury)	Proximity to schools	Acres of agricultural (undeveloped) land within ½ mile of new interchanges	Increase in population in 30-min drive for disadvantaged census areas	Project located on planned bike route		
		Proximity to parks and recreation			Project fills a bike/sidewalk system gap		

Figure 8. Example Outputs from Online Project Prioritization Tool.



Traffic Operations and User Delay Category

Traffic Volume: future (2050) traffic volume in project area from MARC regional travel demand model; considers traffic volume on new facilities for projects that add new facilities to the network.

Future Congestion: future (2050) maximum volume-to-capacity ratio from MARC travel demand model without the project in place.

Travel Delay Reduction: projected change in average daily vehicle hours of delay with project in place (using MARC model); considers an influence area for each project to capture changes in delay associated with a new facility as well as nearby and parallel facilities that may also see changes in traffic volume and delay.

Safety Category

Existing Crash History: number of crashes per year in project vicinity over the past six years (2016-2021) using crash data from KDOT; separate metrics were compiled for total crashes and fatal/injury crashes.

Project Crash Reduction: projected reduction in crashes per year in project vicinity due to project using planning-level crash modification factors (CMFs) based on project descriptions; separate metrics were compiled for reduction in total crashes and reduction in fatal/injury crashes.

Economic Development/Access to Jobs Category

Access to Jobs: average increase in the number of jobs within a 30-minute drive with project in place; metric is an average across all census block groups in the County.

Access to Commercial/Industrial Development: average increase in the number of acres of commercial- or industrial-identified land use within the County within a 15-minute drive with project in place; considers future land use plans from each jurisdiction in the County; metric is an average across all census block groups in the County.

Freight Access: increase in the number of census block groups within a 15-minute drive of an Interstate (I-70 or I-435) interchange with project in place.

Land Development Access (new interchanges only): number of acres of agricultural land within ½ mile of any new interchange project compiled for reduction in total crashes and reduction in fatal/injury crashes.

Access to Population and Amenities Category

Access to Key Destinations: average increase in the number of key destinations (grocery stores, parks and public spaces, healthcare facilities, and community facilities such as schools, community centers, and post offices) within a 30-minute drive with project in place; metric is an average across all census block groups in the County.

Access to Population: average increase in population reachable within a 30-minute drive with project in place; metric is an average across all census block groups in the County.

Quality of Life: average increase in the number of key destinations within the County within a 15-minute drive; metric is an average across all census block groups in the County.

Proximity to Schools: project is within ¼ mile of a school.

Proximity to Parks and Recreation: project is within ¼ mile of a park or public space.

METRIC	WEIGHT WITHIN TRAFFIC OPERATIONS AND USER DELAY CATEGORY
Traffic Volume	25%
Future Congestion	25%
Travel Delay Reduction	50%
Total	100%

METRIC	WEIGHT WITHIN SAFETY CATEGORY
Existing Crash History – Total Crashes	5%
Existing Crash History – Fatal and Injury Crashes	25%
Project Crash Reduction – Total Crashes	20%
Project Crash Reduction – Fatal & Injury Crashes	50%
Total	100%

METRIC	WEIGHT WITHIN ECONOMIC DEVELOPMENT/ ACCESS TO JOBS CATEGORY
Access to Jobs	30%
Access to Commercial/Industrial Development	30%
Freight Access	20%
Land Development Access (new interchanges only)	20%
Total	100%

METRIC	WEIGHT WITHIN ACCESS TO POPULATION AND AMENITIES CATEGORY
Access to Key Destinations	30%
Access to Population	40%
Quality of Life	10%
Proximity to Schools	10%
Proximity to Parks and Recreation	10%
Total	100%

Equity Category

Project located in Area of Persistent Poverty (APP), Historically Disadvantaged Community (HDC), or Opportunity Zone (OZ)

- APPs and HDCs are defined by the USDOT for the RAISE grant program by the IJJA. Within Leavenworth County, APPs represent any census tract in which the poverty rate is at least 20 percent and HDCs represent additional qualifying census tracts identified by the Office of Management and Budget's (OMB's) Justice40 initiative.
- OZs are low-income communities identified under the Tax Cuts and Jobs Act of 2017, with the intent of spurring economic growth and job creation while providing tax benefits to investors.
- Within Leavenworth County, all APPs, HDCs, and OZs are located within the City of Leavenworth.

Access to Jobs (Equity): average increase in the number of jobs within a 30-minute drive with project in place; metric is an average across census block groups in the County that are within an APP, HDC, or OZ.

Access to Key Destinations (Equity): average increase in the number of key destinations within a 30-minute drive with project in place; metric is an average across census block groups in the County that are within an APP, HDC, or OZ.

Access to Population (Equity): average increase in population within a 30-minute drive with project in place; metric is an average across census block groups in the County that are within an APP, HDC, or OZ.

Sustainability/Resiliency Category

Vehicle Miles Traveled (VMT) Reduction: projected change in average daily VMT with project in place (using MARC model); considers an influence area for each project to capture changes in VMT associated with a new facility as well as nearby and parallel facilities that may also see changes in VMT.

Bridge Condition: project would replace a bridge currently rated in fair or poor condition according to the National Bridge Inventory.

State of Good Repair: project would mitigate a low-water crossing or bring a gravel road to paved.

Bike Route: project is located on a planned bike route in the County's Comprehensive Plan or MARC's Regional Trails and Bikeways Map.

System Connectivity: project fills a bike/sidewalk system gap or provides a bicycle/pedestrian facility on non-residential streets.

Cost Effectiveness Category

Benefit-Cost Index: a normalized (0 to 100) index using travel time savings and crash reduction benefits over 20 years, as compared to project capital and 20-year operations and maintenance (O&M) costs. The travel time savings and crash reduction benefits were calculated using the California Department of Transportation (Caltrans) Life-Cycle Benefit/Cost Analysis Model (Cal-B/C)¹⁴.

This is the only metric within this category, and as such is weighted at 100% for this category.

Other Metrics Category

Partnerships: to capture the potential for partnerships on project funding, this metric counts the number of jurisdictions crossed (city, county, state) for each project.

Previous Planning History: this metric looks at a project's status within MARC's current Metropolitan Transportation Plan (MTP), such as whether the project is noted as "illustrative" or "financially constrained" or whether the project is not yet included in the MTP. It also examines whether the project is documented in a previous study or conceptual planning effort.

Projected Environmental Clearance Required: the projected environmental review process required; either Categorical Exclusion (CE), Environmental Assessment (EA), or Environmental Impact Statement (EIS).

¹⁴ <https://dot.ca.gov/programs/transportation-planning/division-of-transportation-planning/data-analytics-services/transportation-economics>

METRIC	WEIGHT WITHIN EQUITY CATEGORY
Project Located in Area of Persistent Poverty	10%
Project Located in Historically Disadvantaged Community	10%
Project Located in Opportunity Zone	10%
Access to Jobs (APP/HDC/OZ Census Block Groups)	40%
Access to Key Destinations (APP/HDC/OZ Census Block Groups)	20%
Access to Population (APP/HDC/OZ Census Block Groups)	10%
Total	100%

METRIC	WEIGHT WITHIN SUSTAINABILITY/RESILIENCY CATEGORY
VMT Reduction	40%
Bridge Condition	15%
State of Good Repair	15%
Bike Route	15%
System Connectivity	15%
Total	100%

METRIC	WEIGHT WITHIN OTHER METRICS CATEGORY
Partnerships	20%
Previous Planning History	20%
Projected Environmental Clearance Required	60%
Total	100%

5.3 Project Costs

Planning-level cost estimates were prepared or updated for all projects and are summarized in **Table 8**. These are all shown in 2023 dollars.

Appendix B provides detailed cost estimate worksheets for each project, providing line-item estimates for various project elements.

Following the independent evaluation of more than 40 potential transportation projects across the Leavenworth County region, several next steps have been identified. In addition, based on the project evaluations and the criteria associated with various external funding sources, recommendations are provided for which projects are likely to be most applicable to those funding sources. In general, many of the projects identified in this plan have not advanced beyond (or even

Table 8. Summary of Project Cost Estimates.

PROJECT NAME	PROJECT CATEGORY	CAPITAL COST (\$M) IN 2023 \$, INCLUDING UTILITIES, ROW, PE/CE, AND CONTINGENCY	ANNUAL OPERATIONS AND MAINTENANCE COSTS (\$M)
Fairmount Road Safety Improvements—Tonganoxie Road to K-7/US-73	Segment Safety Improvements	\$6,600,000	N/A*
Kansas Ave Safety Improvements—158th to 142nd	Segment Safety Improvements	\$2,500,000	N/A*
Rural Roundabout at K-92 and 243rd Street	Intersection Safety Improvements	\$9,100,000	N/A*
Rural Roundabout at Dempsey Road and 243rd Street	Intersection Safety Improvements	\$9,100,000	N/A*
Millwood Rd (CR 14) Safety Improvements—243rd to K-7/US-73	Segment Safety Improvements	\$5,300,000	N/A*
175th St/Dempsey Rd Intersection Safety Improvements	Intersection Safety Improvements	\$2,800,000	N/A*
189th St/Golden Road Intersection Safety Improvements	Intersection Safety Improvements	\$500,000	N/A*
158th/155th St Street Corridor (US 24/40 to K-32)—not including new interchange at I-70	Roadway Widening/Upgrade	\$42,900,000	\$90,000
158th/I-70 Interchange	New Interchange	\$27,000,000	\$3,000
K-7/Hollingsworth Interchange	New Interchange	\$44,500,000	\$8,000
K-7/Parallel Interchange	New Interchange	\$44,500,000	\$8,000
K-7/Donahoo Interchange	New Interchange	\$44,500,000	\$8,000
K-7/McIntyre Interchange	New Interchange	\$44,500,000	\$8,000
K-7/Leavenworth Interchange	New Interchange	\$44,500,000	\$8,000
K-7/Fairmount Interchange	New Interchange	\$44,500,000	\$8,000
Michals Road Phase 2 (167th to Tonganoxie)	New Local Roadway	\$5,900,000	\$11,000
West Gilman Road Extension	New Local Roadway	\$2,900,000	\$10,000
Muncie Road Extension (West of 10th Ave)	New Local Roadway	\$5,500,000	\$10,000
Michals Road Phase 1 (167th to 175th)	New Local Roadway	\$6,100,000	\$11,000
Donahoo Road Extension (K-7 to 155th)	New Local Roadway	\$9,900,000	\$20,000
Limit Street Extension (West of 20th St)	New Local Roadway	\$6,900,000	\$13,000

*Project is an upgrade to an existing facility; it is not expected to have a significant impact on current operations and maintenance costs

Table 8. Summary of Project Cost Estimates (Continued).

PROJECT NAME	PROJECT CATEGORY	CAPITAL COST (\$M) IN 2023 \$, INCLUDING UTILITIES, ROW, PE/CE, AND CONTINGENCY	ANNUAL OPERATIONS AND MAINTENANCE COSTS (\$M)
Dempsey Road E-W Connection	New Local Roadway	\$35,700,000	\$55,000
West Tonganoxie Bypass (US 24-40 to K-32)	New Major Roadway	\$81,900,000	\$178,000
Leavenworth City Western Bypass	New Major Roadway	\$94,200,000	\$146,000
K-5 Improvements/Realignment	New Major Roadway	\$50,400,000	\$129,000
20th Street Extension/McIntyre Road Extension	New Major Roadway	\$65,300,000	\$117,000
158th/20th Connector (Basehor to Leavenworth)	New Major Roadway	\$90,900,000	\$188,000
Eastern Gateway (North Connection)*	New Major Roadway	\$58,700,000	\$126,000
158th Street: K-32 to Kill Creek Road (Kansas River Crossing)	New Major Roadway	\$66,200,000	\$90,000
West K-10 Connection (West KS River Crossing)	New Major Roadway	\$68,100,000	\$145,000
Eastern Gateway*	New Major Roadway	\$201,900,000	\$278,000
Parallel Road Widening	Roadway Widening/Upgrade	\$32,900,000	\$75,000
Tonganoxie—Eisenhower Corridor	Roadway Widening/Upgrade	\$74,000,000	N/A*
147th St Reconstruction (4-H Road to McIntyre Road)	Roadway Widening/Upgrade	\$13,800,000	\$25,000
155th St Widening/Improvements in Basehor	Roadway Widening/Upgrade	\$27,000,000	\$18,000
4-H Road Reconstruction (K-7 to 147th)	Roadway Widening/Upgrade	\$5,500,000	\$10,000
147th St (DeSoto Road) Reconstruction (4-H Road to Ida Street)	Roadway Widening/Upgrade	\$7,500,000	\$14,000
175th St Improvements (Michals to K-92)	Roadway Widening/Upgrade	\$11,100,000	\$20,000
County Road 30 Improvements	Roadway Widening/Upgrade	\$16,200,000	\$65,000
Basehor MetroGreen Trail	Trail	\$4,100,000	\$9,000
Leavenworth County Combined Regional Bikeway Network and MetroGreen Trail System	Trail	\$56,500,000	\$127,000
Basehor MetroGreen Trail Extension—BLMS to State	Trail	\$1,200,000	\$3,000
Basehor MetroGreen Trail Extension—Parallel to City Park	Trail	\$800,000	\$2,000
Focused Demand-Response Transit Service in Leavenworth-Lansing	Transit Service Area	\$600,000	\$1,725,000
K-7 Combined Interchanges	New Interchange	\$266,700,000	\$47,000

* The cost of the entire Easter Gateway project, including the Northern Connection, is estimated at \$260.6 million.

SECTION 6

Next Steps for Leavenworth County Region

6.1 Highest Scoring Projects

Table 9 shows the highest scoring projects for each of the evaluation categories (aside from the “Other Factors”) category. Several projects score highly across multiple categories and are likely to be the most attractive for seeking external funding.

With varying from year to year, construction costs have generally increased at an inflation rate of 6% per year over the past 20 years. Care should be taken to adjust cost estimates in the future taking inflation into account.



Table 9. Highest Scoring Projects by Category.

EVALUATION CATEGORY	EXAMPLE HIGH-SCORING PROJECTS
Traffic Operations/ User Delay	<ul style="list-style-type: none"> › K-7 Interchanges – either all 6 interchanges combined or the highest-scoring interchanges (K-7/Fairmount, K-7/Leavenworth, K-7/Parallel) › K-5 Improvements/Realignment › 158th/I-70 Interchange
Safety	<ul style="list-style-type: none"> › Tonganoxie – Eisenhower Corridor › K-7 Interchanges (all 6 interchanges combined) › Parallel Road Widening › Fairmount Road Safety Improvements
Population and Amenities Access	<ul style="list-style-type: none"> › Eastern Gateway (North Connection) – requires separate Eastern Gateway project, which also scores high in this category › K-5 Improvements/Realignment › 158th/155th Street Corridor (US 24/40 to K-32), including new interchange at I-70
Economic Development and Jobs Access	<ul style="list-style-type: none"> › 158th/155th Street Corridor (US 24/40 to K-32), including new interchange at I-70 › K-5 Improvements/Realignment › Eastern Gateway (North Connection) – requires separate Eastern Gateway project, which also scores high in this category › West K-10 Connection (West Kansas River Crossing)
Equity	<ul style="list-style-type: none"> › Eastern Gateway (North Connection) – requires separate Eastern Gateway or K-5 Improvements projects, which also scores high in this category › K-5 Improvements/Realignment › Leavenworth City Western Bypass › Focused Demand-Response Transit Service in Leavenworth/Lansing
Sustainability/ Resiliency	<ul style="list-style-type: none"> › Basehor MetroGreen Trail and its two proposed extensions › Leavenworth County Combined Regional Bikeway Network and MetroGreen Trail Systems › Focused Demand-Response Transit Service in Leavenworth/Lansing
Cost Effectiveness	<ul style="list-style-type: none"> › K-7 Interchanges – either all 6 interchanges combined or the highest-scoring interchanges (K-7/Fairmount, K-7/Leavenworth, K-7/Parallel) › 189th St/Golden Road Intersection Safety Improvements › 158th Street/I-70 Interchange

6.2 Project-Specific Notes

- › The proposed I-70 (Kansas Turnpike) and 158th Street interchange would involve improvements to a facility owned and operated by the Kansas Turnpike Authority (KTA). As KTA is not a federalized agency, it cannot receive federal funds (including federal pass-through funds from MARC) unless it were to completely overhaul several elements of its underlying business. In practice, this is not feasible and KTA does not utilize federal funds. Thus, while the I-70/158th interchange scores highly across several different categories, this project will need to be advanced with local, state, or KTA funds.
- › The proposed Eastern Gateway project is the highest-cost individual project that was identified and carried forward for evaluation. As this project proposes a new crossing of the Missouri River into another state, it would require significant coordination with a large number of stakeholders: KDOT and MoDOT, USDOT, the Army Corp of Engineers, and individual counties and jurisdictions. This is also the only project that was carried forward for evaluation that is likely to require an EIS a process that can take well over a year to complete. This project could be a candidate for pursuing a large federal grant such as an INFRA grant, but would need to advance through more detailed study and design as well as a potentially lengthy environmental review process associated with the EIS.
- › Several projects that were identified are shown as separate projects but could be packaged together in the future. For example:
 - › There are 6 interchanges along K-7, several of which are in close proximity to each other near the Wyandotte County border.
 - › The Eastern Gateway (North Connection) project does not make sense to advance unless the Eastern Gateway project or K-5 Improvements are advanced.
 - › There are several separate projects along the 158th Street corridor to create a north-south high-capacity arterial parallel to K-7: the 20th Street/McIntyre Road extensions, the 158th/20th connection through Basehor, the 158th improvements south of US 24/40 to K-32, the 158th/I-70 interchange, and the 158th Street crossing of the Kansas River to Kill Creek Road. In particular, the two projects between Basehor and Leavenworth could be packaged together to improve the connections between these two communities.
 - › The West Tonganoxie Bypass (US 24/40 to K-32) should not proceed unless the Tonganoxie Road corridor and West K-10 Connection (West Kansas River Crossing) projects have been implemented or are nearing implementation.

6.3 Recommendations for Targeting External Funding

KDOT (IKE Program) – Fall 2023

The **KDOT IKE program** will fund project development, including concept and detailed design, if local and regional stakeholders echo consensus around priorities, starting with the upcoming 2023 Local Consult process. Many smaller local projects that do not impact KDOT roadways are not eligible for this funding bucket.

Projects likely to score highly for receiving KDOT IKE program funding include (in this order):

1. **K-5 Improvements/Realignment**
2. **K-7 Combined Interchanges (or individual interchanges)**
3. **Leavenworth City Western Bypass**
4. **West K-10 Connection (West Kansas River Crossing) and the West Tonganoxie Bypass (US 24/40 to K-32)**
5. **Eastern Gateway:** note that adding this project to KDOT’s development pipeline could aid in using these funds as potential matching funds for a USDOT RAISE planning grant.

Separate from the KDOT IKE program, projects targeting safety improvements that were identified in the County’s 2021 Local Road Safety Plan should seek **HRRR funding**. The highest-scoring safety projects likely to be eligible for HRRR funding include various spot improvements along the Tonganoxie-Eisenhower corridor, Fairmount Road safety improvements, Millwood Road safety improvements, and the Kansas Avenue safety improvements.

USDOT Competitive Grants (INFRA/RAISE/SS4A)—Annual

The various federal competitive grant programs provide funding for planning, design, and/or construction, but certain large competitive grants are generally focused on shovel-ready projects. Below are a set of suggested recommended projects for targeting specific USDOT grant programs:

- › **RAISE grant program:** this program has recently focused awards on major regional projects supporting racial equity and economic growth, especially in federally-designated historically disadvantaged communities and areas. Funding is available for planning and design (as opposed to only being available for construction). The most applicable project for this program could also be the **Eastern Gateway** project (including the northern extension). The Eastern Gateway project, coupled with its northern extension into Leavenworth City, was shown through this planning effort to significantly improve access to jobs, population, and key regional destinations in those federally-designated equity areas in Leavenworth City by better connecting those areas with the greater Kansas City metro area. Note that the access-based analysis in this planning effort was focused solely on the auto mode, but the Eastern Gateway project could be framed as a project to demonstrably connect disadvantaged communities in the region with its major population and job centers. A RAISE grant could be pursued for planning purposes; this grant application would likely need *active* political support from local and state officials in both Kansas and Missouri in order to be successful (i.e., active lobbying from U.S. Representatives and/or Senators), as well as MoDOT and KDOT support. If KDOT supports this project through the IKE program development pipeline, those funds could potentially be pursued as matching funds for a RAISE planning grant.
- › **INFRA grant program:** as this program has a minimum award of \$25 million and is focused on construction projects of regional or national significance, the most applicable project would be the Eastern Gateway project. However, this project will need to have advanced through preliminary design and environmental review (likely an EIS), in addition to having secured funding for a local match. While this grant is eligible to cover up to 80% of the cost, it is more typical



to fund just 30% to 50% of the total project cost. For the Eastern Gateway, this means that a significant match would need to be identified from non-federal sources.

› **SS4A grant program:**

- › The Cities of Basehor, Tonganoxie, and Lansing are recommended to apply for SS4A Planning and Demonstration grants in either 2023 or 2024 and complete a community safety action plan to become eligible for Implementation grant funding.
- › As Leavenworth County and Leavenworth City have already received SS4A funding to complete a safety action plan, they should proceed with completing those plans in 2023 and early 2024 and seek to apply for Implementation grant funding in 2024. While the specific projects for implementation should be dictated following those planning processes, these are likely to be at the intersection or corridor level. As the Leavenworth County action plan will likely advance the efforts of the 2021 Local Road Safety Plan, one notable project would be packaging together various safety improvements along the Tonganoxie – Eisenhower corridor as a corridor-level project.

Each of the programs mentioned above are administered on an annual basis.

MARC (STBG/STBG Set-Aside/PSP) – Spring 2024

Any project seeking MARC funding through the **STBG or STBG Set-Aside program** must be on a classified arterial or collector roadway according to MARC. Further, these funds are historically used for construction only and the local entities (cities or counties) should be prepared to advance design, environmental review, and ROW acquisition in advance of funding availability. Through the MARC process, the funding for construction is generally not available for several years, allowing the communities to advance the projects design. A cost-benefit analysis is not required.

Projects likely to score highly for receiving MARC funding (assuming more detailed study with findings that generally align with the metrics from this plan, in addition to conceptual design) include:

1. K-5 Improvements/Realignment
2. 158th/155th Street Corridor (not including the actual I-70 interchange, which must be funded by the Kansas Turnpike Association or local funds)
3. Parallel Road Widening—note that it is recommended to reframe this project as “improvements,” as this project includes much-needed bicycle and pedestrian facilities, as well as intersection safety improvements.
4. Tonganoxie – Eisenhower Corridor Improvements
5. Focused Demand-Response Transit Service in Leavenworth-Lansing

The next call for MARC projects under the STBG and STBG Set-Aside programs is anticipated to be in Spring 2024.

The region or individual municipalities could also seek to use the MARC **PSP program** to advance more detailed study and conceptual design. As the PSP program is targeted toward multimodal projects that enhance sustainability, applications for any roadway segment or corridor improvements should emphasize accommodations for bicycles and pedestrians, and the access to jobs, people, and destinations that those accommodations provide. This program is administered on a bi-annual basis, with one year being a call for projects and studies and the following year being used to conduct those projects and studies. The next call for MARC PSP projects will also be in 2024, and this program was undersubscribed in Kansas in the most recent call for projects (2022). A 20% local match is required. Recommended

projects for the MARC PSP program would be multimodal corridor studies or plans for nodal activity centers. A few potential opportunities for this program could include:

- › Combining the 158th Street (north of Basehor) and 20th Street Extension/McIntyre Road extension projects into a study of how to enhance connectivity among Basehor, Lansing, and Leavenworth west of K-7, especially if there is a focus on connecting underserved populations with bicycle and pedestrian accommodations, accommodating future transit, and integration with the regional MetroGreen Trail network.
- › Conducting a “Kansas River Crossing Study” to explore upgrades to existing crossings south from Leavenworth County or the creation of a new crossing, especially if there is a focus on connecting underserved populations to new job centers south of the river, providing a bike/pedestrian crossing of the river (neither existing bridge crossing has accommodations), and opening up access to parks and recreation.



6.4 Recommendations by Jurisdiction

Entire Region

- › Issue letters of support for the following projects for KDOT's consideration in the 2023 IKE Program Local Consult Process (Fall 2023):
 - › K-5 Improvements/Realignment
 - › K-7 Combined Interchanges (or individual interchanges)
 - › Leavenworth City Western Bypass
 - › West K-10 Connection (West Kansas River Crossing) and the West Tonganoxie Bypass (US 24/40 to K-32)
 - › Eastern Gateway, including North Connection
- › Issue letters of support for the following projects for MARC's consideration for inclusion in the MTP update (likely Summer 2023) (projects must be on the MTP to be eligible for grant applications):
 - › 20th Street Extension/McIntyre Road Extension
 - › 158th/20th Connector (Basehor to Leavenworth)
 - › West K-10 Connection (West KS River Crossing)
- › Issue letters of support for the following projects for MARC's consideration for the STBG program (2024):
 - › Parallel Road Widening/Improvements
 - › Focused Demand-Response Transit Service in Leavenworth-Lansing
- › Issue letters of support for Eastern Gateway, including the North Connection, for USDOT's consideration for a RAISE grant (2024).

Leavenworth County

- › **Various Projects – KDOT IKE Program Local Consult Process (Fall 2023):** Coordinate with KDOT and the jurisdictions noted below for the following projects to be included:
 - › K-5 Improvements/Realignment – in coordination with City of Lansing, City of Leavenworth, and Unified Government of Wyandotte County/KCK
 - › K-7 Combined Interchanges (or individual interchanges) – in coordination with City of Lansing and Unified Government of Wyandotte County/KCK
 - › Leavenworth City Western Bypass – in coordination with City of Leavenworth
 - › West K-10 Connection (West Kansas River Crossing) and the West Tonganoxie Bypass (US 24/40 to K-32) – in coordination with City of Tonganoxie and Douglas County
- › **Eastern Gateway, including North Connection:** Coordinate with City of Lansing/City of Leavenworth on inclusion in KDOT IKE Program Local Consult process (Fall 2023); intent would be to add project to KDOT's development pipeline and obtain funds to use as matching funds for a USDOT RAISE planning grant. Coordinate with MoDOT, as well as local and state elected officials in Kansas and Missouri, to garner active political support for project. Once there is active political support on both sides of the Missouri River, apply for a USDOT RAISE planning grant to advance planning, preliminary design, and environmental review. This project should include the northern extension into Leavenworth City, which was shown through this planning effort to significantly improve access to jobs, population, and other key regional destinations in federally-designated equity areas in Leavenworth City by better connecting those areas with the greater Kansas City metro area.
- › **I-70/158th Interchange:** Coordinate with Kansas Turnpike Authority and City of Basehor on funding and next phase of study/preliminary design for a proposed I-70/158th Street interchange; this likely will include a study of projected toll revenue from the new interchange. Coordinate with KDOT to potentially utilize the Lawrence-Kansas City travel demand model being developed for ongoing K-10 studies to support this analysis. Federal funds cannot be used for this project.
- › **Various Projects – Inclusion in MARC MTP (Summer 2023):** Submit the following projects to MARC for inclusion in MTP during next call for projects, as these are not yet shown in the MTP:
 - › 158th/155th Street Corridor (US 24/40 to K-32) – in coordination with City of Basehor
 - › Dempsey Road E-W Connection
 - › West Tonganoxie Bypass (US 24-40 to K-32) – in coordination with City of Tonganoxie
 - › Leavenworth City Western Bypass – in coordination with City of Leavenworth
- › **Various Projects – MARC PSP Program (2024):** Apply for the following projects to be studied in-depth through the MARC PSP program (2024):
 - › “North-South Connections Study” that combines the 158th Street corridor (north of Basehor) and 20th Street Extension/McIntyre Road extension projects into a study of how to enhance connectivity among Basehor, Lansing, and Leavenworth west of K-7, with a focus on connecting underserved populations with bicycle and pedestrian accommodations, accommodating future transit, and integration with the regional MetroGreen Trail network



- » “Kansas River Crossing Study” to explore upgrades to existing crossings south from Leavenworth County or the creation of a new crossing, with a focus on connecting underserved populations to new job centers south of the river, providing a bike/pedestrian crossing of the river (neither existing bridge crossing has accommodations), and opening up access to parks and recreation
- » **Various Projects – HRRR funding through KDOT (Rolling Basis):** Apply for HRRR funding through KDOT for the following projects:
 - » Tonganoxie-Eisenhower Corridor
 - » Fairmount Road Safety Improvements – Tonganoxie Road to K-7/US-73
 - » Millwood Road (CR 14) Safety Improvements – 243rd to K-7/US-73
 - » Kansas Avenue Safety Improvements – 158th to 142nd
 - » 175th/Dempsey Road Intersection Safety Improvements
 - » 189th/Golden Road Intersection Safety Improvements
- » **County Safety Action Plan (2023):** Incorporate the following projects into the County’s Safety Action Plan (already funded through an SS4A grant award) to better position for future implementation funding:
 - » Fairmount Road Safety Improvements–Tonganoxie Road to K-7/US-73
 - » Kansas Avenue Safety Improvements–158th to 142nd
 - » Millwood Road (CR 14) Safety Improvements–243rd to K-7/US-73
 - » Tonganoxie-Eisenhower Corridor
 - » 175th/Dempsey Road Intersection Safety Improvements
 - » 189th/Golden Road Intersection Safety Improvements
 - » Rural Roundabout at K-92 and 243rd Street (study applicability)
 - » Rural Roundabout at Dempsey Road and 243rd Street (study applicability)
- » **SS4A Implementation:** Once the County’s Safety Action Plan is complete, apply for SS4A Implementation grant funding or other implementation funding sources for safety-related improvements for those projects identified as the highest priority in that plan. As the Leavenworth County action plan will likely advance the efforts of the 2021 Local Road Safety Plan, one notable project would be packaging together safety various improvements along the Tonganoxie–Eisenhower corridor as a corridor-level project.
- » **Local Projects:** Advance design and construction of the following projects locally, potentially through development of adjacent parcels:
 - » County Road 30 Improvements
- » **Bikeways and Trails:** Divide County Combined Regional Bikeway Network and MetroGreen Trail System project into implementable segments. Coordinate internally to explore ways to implement requirements for streamway trail construction as part of stream buffer regulations.

City of Basehor

- » **I-70/158th Street Interchange:** In coordination with Leavenworth County, coordinate with KTA on funding and next phase of study/preliminary design (see note above).
- » **158th/155th Street Corridor (US 24/40 to K-32), 158th/20th Connector, and 20th Street/McIntyre Road Extensions:** In coordination with Leavenworth County and Cities of Lansing/Leavenworth, apply through MARC PSP program for “North-South Connections Study” (2024; see note above) and submission of projects for inclusion in MTP for next call for projects (likely Summer 2023; see note above)
- » **Parallel Road Widening/Improvements:** Re-frame project as “Parallel Road Improvements”, as this project includes much-needed bicycle and pedestrian facilities, as well as intersection safety improvements. Advance detailed design, environmental review (if applicable), and ROW acquisition through local funding. Submit project through MARC STBG or STBG Set-Aside program to obtain funding for construction and implementation (2024).
- » **Local Projects:** Advance design and construction of the following projects locally, potentially through development of adjacent parcels:
 - » 155th Street Widening/Improvements
 - » Donahoo Road Extension–in coordination with Leavenworth County
- » **Local Safety Improvements:** Apply for SS4A Planning and Demonstration grant in either 2023 or 2024 and complete a community safety action plan to become eligible for Implementation grant funding. Through this plan, identify specific high-priority projects at targeted locations to apply for SS4A Implementation grant funding or other implementation funding sources (e.g., HSIP sources through KDOT).
- » **Bikeways and Trails:** Advance design locally for the Basehor MetroGreen Trail and proposed Trail Extension projects (Basehor-Linwood Middle School to State and Parallel to Basehor City Park, potentially through development of adjacent parcels. MARC STBG Set-Aside program should be targeted for funding construction (2024).

City of Lansing

- » **K-5 Improvements/Realignment:** Coordinate with Leavenworth County, City of Leavenworth, and KDOT on inclusion in 2023 IKE Program Local Consult Process (see note above under Leavenworth County)
- » **Eastern Gateway, including North Connection:** Coordinate with Leavenworth County, City of Leavenworth, and KDOT on inclusion in 2023 IKE Program Local Consult Process (see note above under Leavenworth County).
- » **158th/155th Street Corridor (US 24/40 to K-32), 158th/20th Connector, and 20th Street/McIntyre Road Extensions:** In coordination with Leavenworth County and Cities of Basehor/Leavenworth, apply through MARC PSP program for “North-South Connections Study” (2024; see note above) and submission of projects for inclusion in MTP for next call for projects (likely Summer 2023; see note above)
- » **Focused Demand-Response Transit Service in Leavenworth-Lansing:** Submit project to MARC for STBG/STBG Set-Aside funding for implementation (2024). Note that given the recommendations from the KCATA study, this project should be led by the City of Leavenworth.
- » **K-7 Interchanges:** coordinate with Leavenworth County and KDOT for inclusion in 2023 IKE Program Local Consult Process (see note above under Leavenworth County). Note that only the proposed K-7/McIntyre interchange is in the City of Lansing.

- › **Local Projects:** Advance design and construction of the following projects locally, potentially through development of adjacent parcels:
 - › 147th Street Reconstruction (4-H to McIntyre)
 - › 4-H Road Reconstruction (K-7 to 147th)
 - › 147th Street/DeSoto Road Reconstruction (4-H to Ida)
 - › West Gilman Road Extension
- › **Local Safety Improvements:** Apply for SS4A Planning and Demonstration grant in either 2023 or 2024 and complete a community safety action plan to become eligible for Implementation grant funding. Through this plan, identify specific high-priority projects at targeted locations to apply for SS4A Implementation grant funding or other implementation funding sources (e.g., HSIP sources through KDOT).

City of Leavenworth

- › **K-5 Improvements/Realignment:** Coordinate with Leavenworth County, City of Lansing, and KDOT on inclusion in 2023 IKE Program Local Consult Process (see note above under Leavenworth County)
- › **Eastern Gateway, including North Connection:** Coordinate with Leavenworth County, City of Lansing, and KDOT on inclusion in 2023 IKE Program Local Consult Process (see note above under Leavenworth County).
- › **Leavenworth City Western Bypass:** Coordinate with Leavenworth County and KDOT on inclusion in 2023 IKE Program Local Consult Process (see note above under Leavenworth County).
- › **158th/155th Street Corridor (US 24/40 to K-32), 158th/20th Connector, and 20th Street/McIntyre Road Extensions:** in coordination with Leavenworth County and Cities of Basehor/Lansing, apply through MARC PSP program for “North-South Connections Study” (2024; see note above) and submission of projects for inclusion in MTP for next call for projects (likely Summer 2023; see note above)
- › **Focused Demand-Response Transit Service in Leavenworth-Lansing:** Submit project to MARC for STBG/STBG Set-Aside funding for implementation (2024). Given the recommendations from the KCATA study, this project should be led by the City of Leavenworth.
- › **Local Projects:** Advance design and construction of the following projects locally, potentially through development of adjacent parcels:
 - › Michals Road Phase 1 (167th to 175th) – in coordination with Leavenworth County
 - › Michals Road Phase 2 (167th to Tonganoxie Road) – in coordination with Leavenworth County
 - › Limit Street Extension (west of 10th Street) – in coordination with Leavenworth County
 - › 175th Street Improvements (Michals to K-92) – in coordination with Leavenworth County
 - › Muncie Road Extension (West of 10th Avenue)
- › **Local Safety Improvements:** Complete City safety action plan (already funded through SS4A program) to identify city-wide strategies and priorities for improving safety. Through this plan, identify specific high-priority projects at targeted locations to apply for SS4A Implementation grant funding or other implementation funding sources (e.g., HSIP sources through KDOT).

City of Tonganoxie

- › **Tonganoxie-Eisenhower Corridor:** Coordinate with Leavenworth County on various safety improvements along Tonganoxie Road for inclusion in the County’s Safety Action Plan and any application for SS4A Implementation funding, HRRR funding, or other safety-related implementation funding sources.
- › **West K-10 Connection (West Kansas River Crossing) and the West Tonganoxie Bypass (US 24/40 to K-32):** Coordinate with Leavenworth County, Douglas County, and KDOT for inclusion in 2023 IKE Program Local Consult Process (see note above under Leavenworth County). Coordinate with these entities on any MARC PSP efforts studying Kansas River crossings.
- › **Local Safety Improvements:** Apply for SS4A Planning and Demonstration grant in either 2023 or 2024 and complete a community safety action plan to become eligible for Implementation grant funding. Through this plan, identify specific high-priority projects at targeted locations to apply for SS4A Implementation grant funding or other implementation funding sources (e.g., HSIP sources through KDOT).



6.5 Conclusion

Over the past 20 years, the Leavenworth County region, including the independent Cities and the unincorporated County, have struggled to come together and agree on priorities for transportation investments, and as a result, infrastructure funding has been steered elsewhere toward other jurisdictions in the Kansas City metro area or across Kansas. This **Priorities for Progress** plan seeks to reverse that trend and achieve consensus County-wide, identifying mutual-benefit opportunities that will better connect our communities. Following the independent evaluation of more than 40 potential transportation projects across the region, several projects have been identified that would likely be attractive to external funding sources.

It is recommended that the City Councils of Tonganoxie, Basehor, Lansing, and Leavenworth, along with the Leavenworth County Commission, adopt resolutions of support for this study's findings and the initial prioritization of projects for the different funding sources.

For **KDOT's IKE Program**, which is anticipated to be soliciting projects through the Local Consult process later in 2023, it is recommended that the following projects be submitted for consideration:

1. K-5 Improvements/Realignment
2. K-7 Combined Interchanges (or individual interchanges)
3. Leavenworth City Western Bypass
4. West K-10 Connection (West Kansas River Crossing) and the West Tonganoxie Bypass (US 24/40 to K-32)
5. Eastern Gateway (at this stage, this project should be submitted for the Project Development pipeline to utilize KDOT funding as a match for the RAISE grant discussed below).

For the **USDOT Competitive Grants**, which are solicited annually, it is recommended that the following projects be submitted for consideration:

1. The Eastern Gateway project should be submitted for a planning study through the RAISE grant program. As previously mentioned, this project would require support from KDOT, MoDOT, MARC, and active legislative support from U.S. Representatives and Senators.
2. The cities of Tonganoxie, Basehor, and Lansing should submit for the SS4A Planning and Demonstration Grants.

For **MARC's STBG and STBG Set-Aside Program**, which is anticipated to have a call for projects in 2024, it is recommended that the following projects be submitted for consideration:

1. K-5 Improvements/Realignment
2. 158th/155th Street Corridor (not including the actual I-70 interchange, which must be funded by the Kansas Turnpike Authority or local funds)
3. Parallel Road Widening—note that it is recommended to reframe this project as “improvements,” as this project includes much-needed bicycle and pedestrian facilities, as well as intersection safety improvements.
4. Tonganoxie – Eisenhower Corridor Improvements
5. Focused Demand-Response Transit Service in Leavenworth-Lansing

For **MARC's PSP Program**, which is anticipated to have a call for projects in 2024, it is recommended that the following projects be submitted for planning work that will better position them for STBG funding in subsequent years:

1. Combining the 158th Street (north of Basehor) and 20th Street Extension/McIntyre Road extension projects into a study of how to enhance connectivity among Basehor, Lansing, and Leavenworth west of K-7, with a focus on connecting underserved populations with bicycle and pedestrian accommodations, accommodating future transit, and integration with the regional MetroGreen Trail network.
2. Conducting a “Kansas River Crossing Study” to explore upgrades to existing crossings south from Leavenworth County or the creation of a new crossing, with a focus on connecting underserved populations to new job centers south of the river, providing a bike/pedestrian crossing of the river (neither existing bridge crossing has accommodations), and opening up access to parks and recreation.



APPENDIX A
Project Profiles and Scoring Worksheets

DRAFT

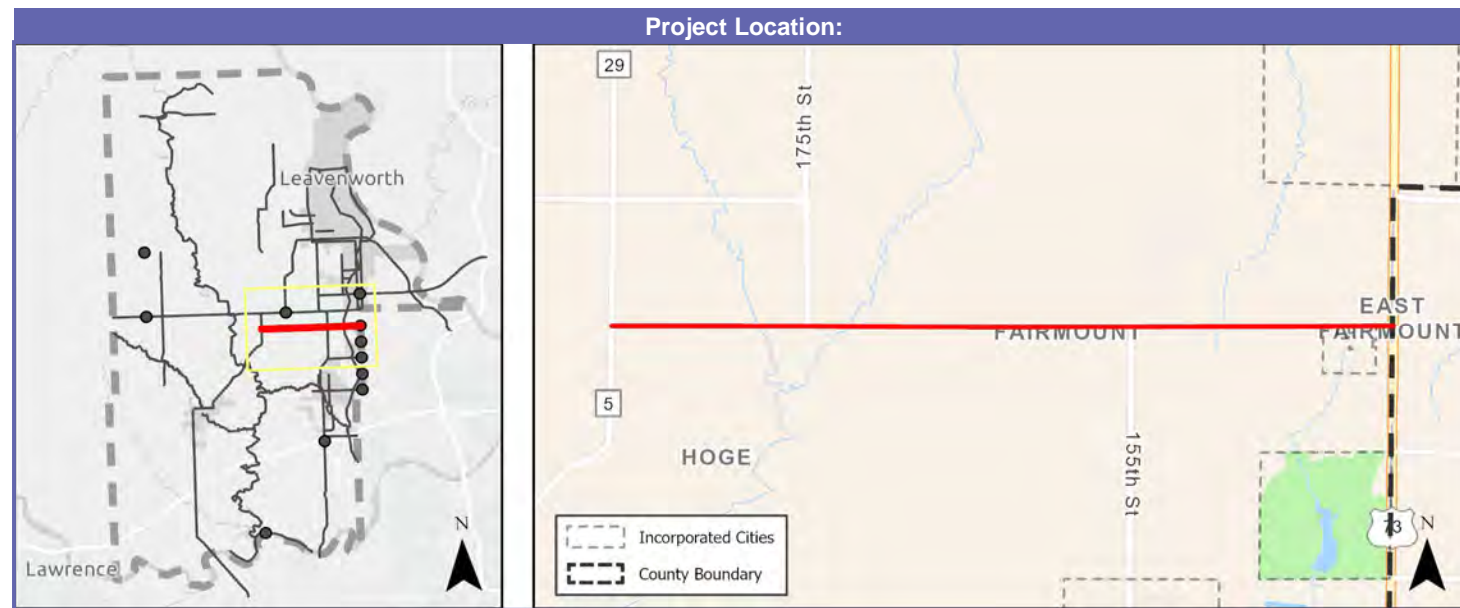
Project Profile

Fairmount Road Safety Improvements - Tonganoxie Road to K-7/US-73

Segment Safety Improvements



Source: LVCO Local Road Safety Plan



Project Description:

Implement safety improvements along Fairmount Road as shown in the 2021 County Local Road Safety Plan. This generally consists of improvements to roadside conditions, such as adding a 2' shoulder and flattened foreslopes, providing a larger clear zone outside of the roadway, and adding rumble strips.

Next Steps:

- Leavenworth County: Apply for HRRR funding through KDOT
- Leavenworth County: Incorporate into County Safety Action Plan (funded through SS4A grant award)

Funding Sources:

Applicable for MARC Funding	NO
Applicable for KDOT IKE Program Funding	NO

Project Scoring:

Category	Score	Analyzed Metrics	
Traffic Operations / User Delay	35	Daily Traffic Volume (Vehicles)	2,200
		Future Congestion (Volume-to-Capacity Ratio)	0.79
		Travel Delay Reduction (Change in Daily Vehicle Hours of Delay)	-
Safety	90	Existing Crash History (Number of Crashes/Year)	7.30
		Fatal and Injury Crash History (Number of Crashes/Year)	2.80
		Project Crash Reduction (Crashes/Year)	-1.70
		Fatal and Injury Project Crash Reduction (Crashes/Year)	-0.60
Population and Amenity Access	10	Increase in Population within a 30-Minute Drive	-
		Increase in Attractions within a 30-Minute Drive	-
		Increase in Key Community Destinations (in Leavenworth County) within a 15-Minute Drive	-
		Within 1/4 Mile of School(s)	NO
		Within 1/4 Mile of Park(s)	YES
Economic Development / Jobs Access	0	Increase in Jobs within a 30-Minute Drive	-
		Increase in Acres of Commercial/Industrial within a 30-Minute Drive	-
		Increase in Number of Census Block Groups within 15-Minute Drive of I-70 or I-435	-
Equity	0	Acres of Undeveloped Land within 1/2 Mile of Proposed Interchange (If Applicable)	-
		Impacts an Area of Persistent Poverty	NO
		Impacts a Historically Disadvantaged Community	NO
		Impacts an Opportunity Zone	NO
		Increase in Population within a 30-Minute Drive*	-
Sustainability	0	Increase in Jobs within a 30-Minute Drive*	-
		Increase in Attractions within a 30-Minute Drive*	-
		Change in Vehicle Miles Traveled (VMT)	-
		Project Impacts a Bridge in Fair or Poor Condition	NO
		Project Converts a Gravel Roadway to Paved or Impacts a Low-Water Crossing	NO
Cost Effectiveness	22	Project is Located on Planned Bike Route	NO
		Project Fills Bike/Sidewalk System Gap or Provides a Bike/Ped Facility	NO
Other	90	Capital Cost	\$6,600,000
		Annual Operations and Maintenance Cost	\$0
		Partnerships (Number of Jurisdictions Crossed)	4
		Previous Plan History	Previous Planning Study or Illustrative Project in MARC MTP
		Projected Environmental Clearance	Categorical Exclusion

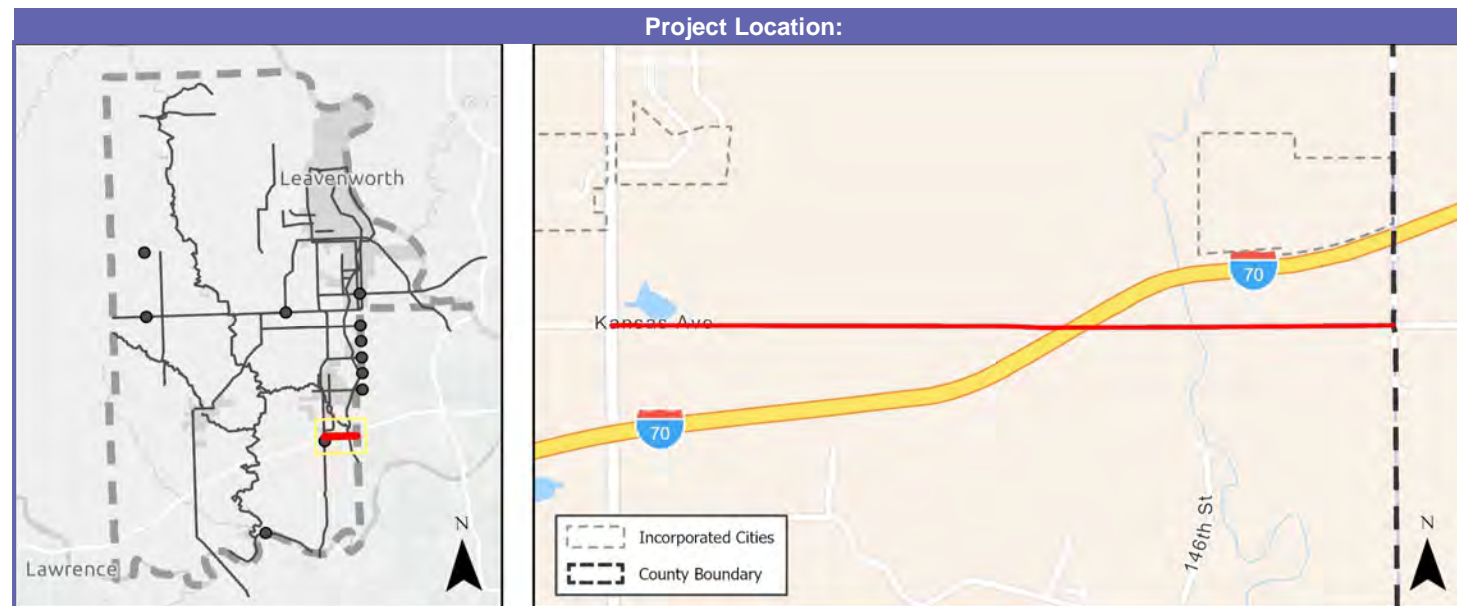
*for Areas of Persistent Poverty, Historically Disadvantaged Communities, or Opportunity Zones

Project Profile

Kansas Ave Safety Improvements - 158th to 142nd
Segment Safety Improvements



Source: LVCO Local Road Safety Plan



Project Description:

Implement safety improvements along Kansas Avenue as shown in the 2021 County Local Road Safety Plan. This generally consists of improvements to roadside conditions, such as adding a 2' shoulder and flattened foreslopes, providing a larger clear zone outside of the roadway, and adding rumble strips.

Next Steps:

- Leavenworth County: Apply for HRRR funding through KDOT
- Leavenworth County: Incorporate into County Safety Action Plan (funded through SS4A grant award)

Funding Sources:

Applicable for MARC Funding	NO
Applicable for KDOT IKE Program Funding	NO

Project Scoring:

Category	Score	Analyzed Metrics	
Traffic Operations / User Delay	3	Daily Traffic Volume (Vehicles)	100
		Future Congestion (Volume-to-Capacity Ratio)	0.02
		Travel Delay Reduction (Change in Daily Vehicle Hours of Delay)	-
Safety	79	Existing Crash History (Number of Crashes/Year)	2.50
		Fatal and Injury Crash History (Number of Crashes/Year)	1.00
		Project Crash Reduction (Crashes/Year)	-0.90
		Fatal and Injury Project Crash Reduction (Crashes/Year)	-0.40
Population and Amenity Access	10	Increase in Population within a 30-Minute Drive	-
		Increase in Attractions within a 30-Minute Drive	-
		Increase in Key Community Destinations (in Leavenworth County) within a 15-Minute Drive	-
		Within 1/4 Mile of School(s)	YES
		Within 1/4 Mile of Park(s)	NO
Economic Development / Jobs Access	0	Increase in Jobs within a 30-Minute Drive	-
		Increase in Acres of Commercial/Industrial within a 30-Minute Drive	-
		Increase in Number of Census Block Groups within 15-Minute Drive of I-70 or I-435	-
Equity	0	Acres of Undeveloped Land within 1/2 Mile of Proposed Interchange (If Applicable)	-
		Impacts an Area of Persistent Poverty	NO
		Impacts a Historically Disadvantaged Community	NO
		Impacts an Opportunity Zone	NO
		Increase in Population within a 30-Minute Drive*	-
Sustainability	0	Increase in Jobs within a 30-Minute Drive*	-
		Increase in Attractions within a 30-Minute Drive*	-
		Change in Vehicle Miles Traveled (VMT)	-
		Project Impacts a Bridge in Fair or Poor Condition	NO
		Project Converts a Gravel Roadway to Paved or Impacts a Low-Water Crossing	NO
Cost Effectiveness	36	Project is Located on Planned Bike Route	NO
		Project Fills Bike/Sidewalk System Gap or Provides a Bike/Ped Facility	NO
Other	84	Capital Cost	\$2,475,000
		Annual Operations and Maintenance Cost	\$0
		Partnerships (Number of Jurisdictions Crossed)	3
		Previous Plan History	Previous Planning Study or Illustrative Project in MARC MTP
		Projected Environmental Clearance	Categorical Exclusion

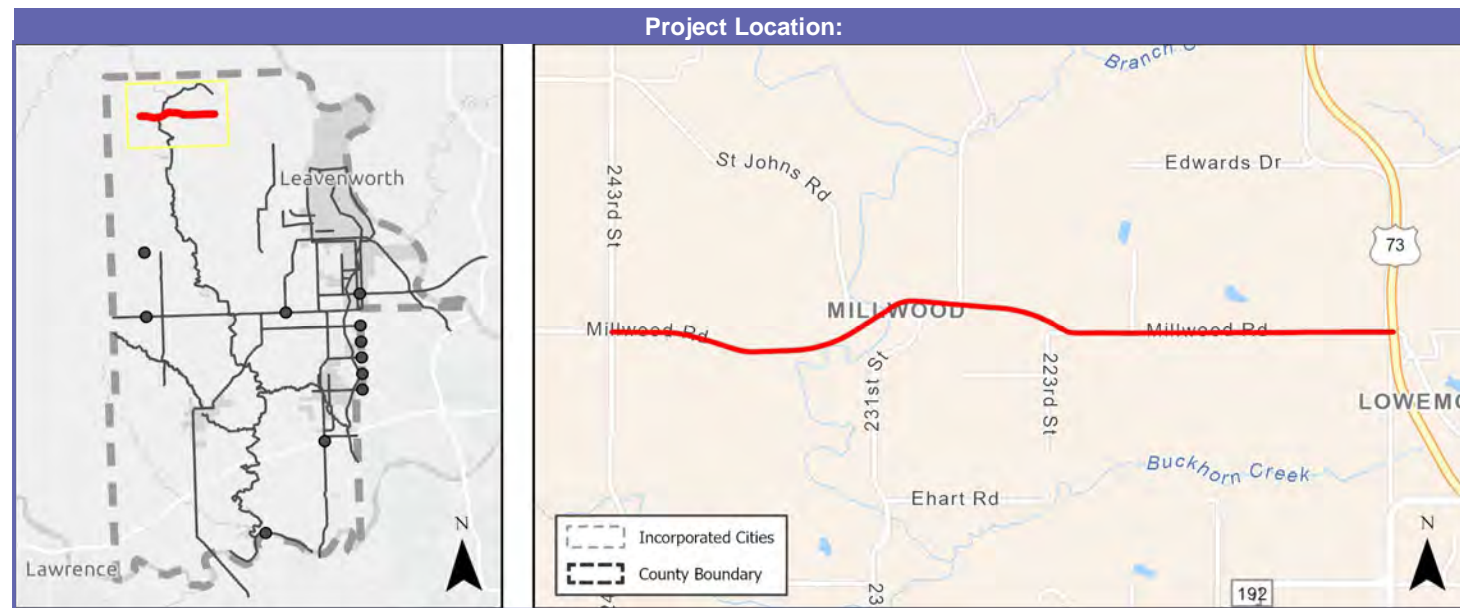
*for Areas of Persistent Poverty, Historically Disadvantaged Communities, or Opportunity Zones

Project Profile

Millwood Rd (CR 14) Safety Improvements - 243rd to K-7/US-73
 Segment Safety Improvements



Source: LVCO Local Road Safety Plan



Project Description:
 Implement safety improvements along Millwood Road as shown in the 2021 County Local Road Safety Plan. This generally consists of improvements to roadside conditions, such as adding a 2' shoulder and flattened foreslopes, providing a larger clear zone outside of the roadway, and adding rumble strips.

Next Steps:

- Leavenworth County: Apply for HRRR funding through KDOT
- Leavenworth County: Incorporate into County Safety Action Plan (funded through SS4A grant award)

Funding Sources:

Applicable for MARC Funding	NO
Applicable for KDOT IKE Program Funding	NO

Project Scoring:			
Category	Score	Analyzed Metrics	
Traffic Operations / User Delay	5	Daily Traffic Volume (Vehicles)	900
		Future Congestion (Volume-to-Capacity Ratio)	0.00
		Travel Delay Reduction (Change in Daily Vehicle Hours of Delay)	-
Safety	87	Existing Crash History (Number of Crashes/Year)	3.80
		Fatal and Injury Crash History (Number of Crashes/Year)	1.80
		Project Crash Reduction (Crashes/Year)	-1.00
		Fatal and Injury Project Crash Reduction (Crashes/Year)	-0.50
Population and Amenity Access	0	Increase in Population within a 30-Minute Drive	-
		Increase in Attractions within a 30-Minute Drive	-
		Increase in Key Community Destinations (in Leavenworth County) within a 15-Minute Drive	-
		Within 1/4 Mile of School(s)	NO
		Within 1/4 Mile of Park(s)	NO
Economic Development / Jobs Access	0	Increase in Jobs within a 30-Minute Drive	-
		Increase in Acres of Commercial/Industrial within a 30-Minute Drive	-
		Increase in Number of Census Block Groups within 15-Minute Drive of I-70 or I-435	-
Equity	0	Acres of Undeveloped Land within 1/2 Mile of Proposed Interchange (If Applicable)	-
		Impacts an Area of Persistent Poverty	NO
		Impacts a Historically Disadvantaged Community	NO
		Impacts an Opportunity Zone	NO
		Increase in Population within a 30-Minute Drive*	-
Sustainability	0	Increase in Jobs within a 30-Minute Drive*	-
		Increase in Attractions within a 30-Minute Drive*	-
		Change in Vehicle Miles Traveled (VMT)	-
		Project Impacts a Bridge in Fair or Poor Condition	NO
		Project Converts a Gravel Roadway to Paved or Impacts a Low-Water Crossing	NO
Cost Effectiveness	24	Project is Located on Planned Bike Route	NO
		Project Fills Bike/Sidewalk System Gap or Provides a Bike/Ped Facility	NO
Other	78	Capital Cost	\$5,280,000
		Annual Operations and Maintenance Cost	\$0
		Partnerships (Number of Jurisdictions Crossed)	2
		Previous Plan History	Previous Planning Study or Illustrative Project in MARC MTP
		Projected Environmental Clearance	Categorical Exclusion

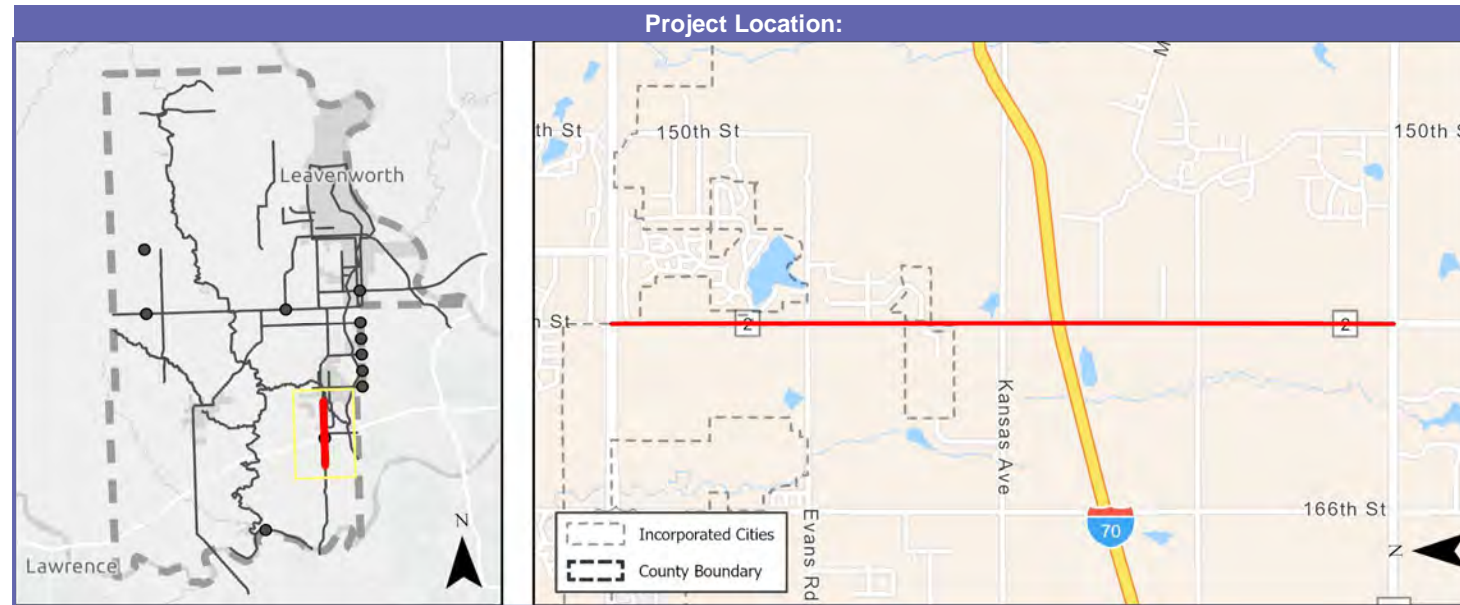
*for Areas of Persistent Poverty, Historically Disadvantaged Communities, or Opportunity Zones

Project Profile

158th/155th St Street Corridor (US 24/40 to K-32) not including new interchange at I-70
 Roadway Widening / Upgrade



Source: Basehor Comprehensive Plan



Project Description:
 Upgrade 158th Street between US 24/40 and K-32 (shoulders, clear zone, curb & gutter/drainage, etc.). This project would tie into (1) the 158th Street Improvements from US 24/40 to K-32 and (2) the 158th Street Improvements from K-32 to Kill Creek Road (Kansas River Crossing) as part of an overall upgraded north-south corridor west of K-7.

Next Steps:

- Leavenworth County + City of Basehor: Submit project to MARC for inclusion in MTP during next call for projects (likely Summer 2023)
- Leavenworth County + City of Basehor: Advance detailed design, environmental review (if applicable), and right-of-way acquisition through local funding. Submit project through MARC STBG program to obtain funding for construction and implementation

Funding Sources:

Applicable for MARC Funding	YES
Applicable for KDOT IKE Program Funding	NO

Project Scoring:			
Category	Score	Analyzed Metrics	
Traffic Operations / User Delay	15	Daily Traffic Volume (Vehicles)	1,535
		Future Congestion (Volume-to-Capacity Ratio)	0.10
		Travel Delay Reduction (Change in Daily Vehicle Hours of Delay)	0
Safety	86	Existing Crash History (Number of Crashes/Year)	14.30
		Fatal and Injury Crash History (Number of Crashes/Year)	4.30
		Project Crash Reduction (Crashes/Year)	-1.15
		Fatal and Injury Project Crash Reduction (Crashes/Year)	-0.38
Population and Amenity Access	0	Increase in Population within a 30-Minute Drive	0
		Increase in Attractions within a 30-Minute Drive	0
		Increase in Key Community Destinations (in Leavenworth County) within a 15-Minute Drive	0
		Within 1/4 Mile of School(s)	YES
		Within 1/4 Mile of Park(s)	YES
Economic Development / Jobs Access	0	Increase in Jobs within a 30-Minute Drive	0
		Increase in Acres of Commercial/Industrial within a 30-Minute Drive	0
		Increase in Number of Census Block Groups within 15-Minute Drive of I-70 or I-435	0
		Acres of Undeveloped Land within 1/2 Mile of Proposed Interchange (If Applicable)	0
Equity	0	Impacts an Area of Persistent Poverty	NO
		Impacts a Historically Disadvantaged Community	NO
		Impacts an Opportunity Zone	NO
		Increase in Population within a 30-Minute Drive*	-
		Increase in Jobs within a 30-Minute Drive*	-
Sustainability	0	Increase in Attractions within a 30-Minute Drive*	-
		Change in Vehicle Miles Traveled (VMT)	0
		Project Impacts a Bridge in Fair or Poor Condition	NO
		Project Converts a Gravel Roadway to Paved or Impacts a Low-Water Crossing	NO
		Project is Located on Planned Bike Route	NO
Cost Effectiveness	5	Project Fills Bike/Sidewalk System Gap or Provides a Bike/Ped Facility	NO
		Capital Cost	\$52,914,000
Other	74	Annual Operations and Maintenance Cost	\$90,000
		Partnerships (Number of Jurisdictions Crossed)	3
		Previous Plan History	No Previous Study
		Projected Environmental Clearance	Categorical Exclusion

*for Areas of Persistent Poverty, Historically Disadvantaged Communities, or Opportunity Zones

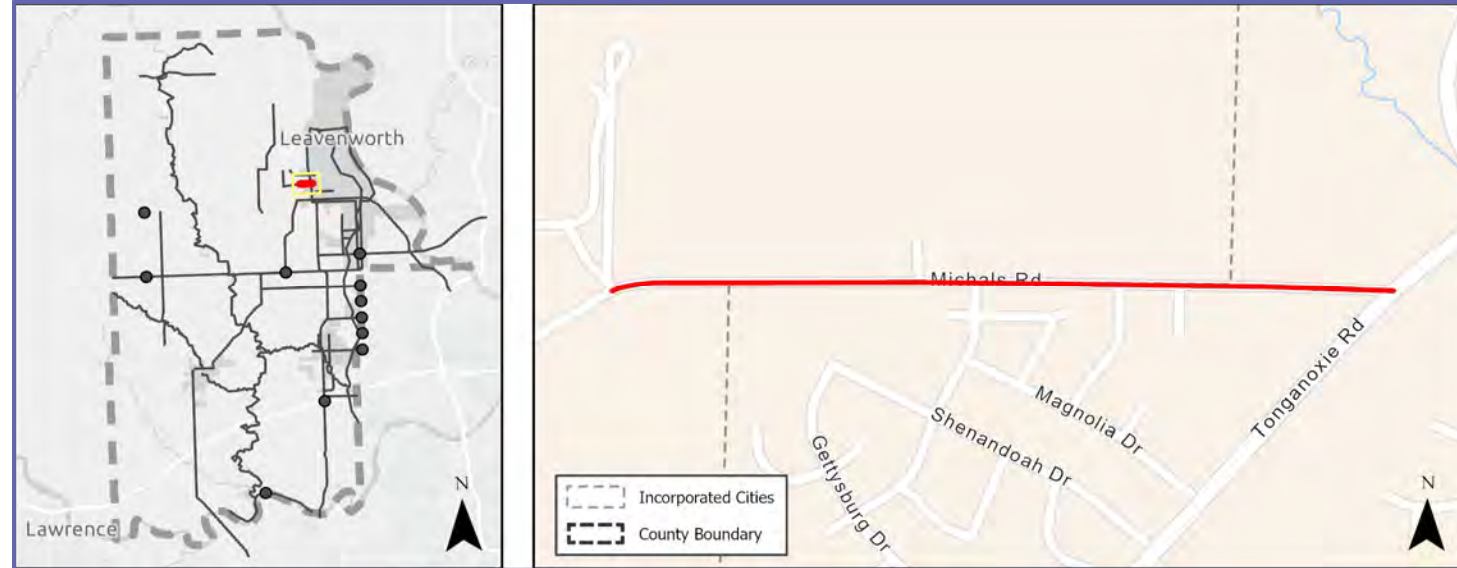
Project Profile

Michals Road Phase 2 (167th to Tonganoxie)
New Local Roadway



Source: MARC Long Range Transportation Plan

Project Location:



Project Description:

Reconstruct/construct new alignment of existing Michals Road between 167th Street and Tonganoxie Road (partially in City of Leavenworth and partially in Leavenworth County); include sidewalk and bike/pedestrian pathway (multi-use trail); would be a 2-lane suburban arterial.

Next Steps:

- City of Leavenworth + Leavenworth County: Advance design and construction locally, potentially through development of adjacent parcels

Funding Sources:

Applicable for MARC Funding	YES
Applicable for KDOT IKE Program Funding	NO

Project Scoring:

Category	Score	Analyzed Metrics	
Traffic Operations / User Delay	15	Daily Traffic Volume (Vehicles)	0
		Future Congestion (Volume-to-Capacity Ratio)	0.00
		Travel Delay Reduction (Change in Daily Vehicle Hours of Delay)	-6
Safety	0	Existing Crash History (Number of Crashes/Year)	0.00
		Fatal and Injury Crash History (Number of Crashes/Year)	0.00
		Project Crash Reduction (Crashes/Year)	N/A
		Fatal and Injury Project Crash Reduction (Crashes/Year)	N/A
Population and Amenity Access	0	Increase in Population within a 30-Minute Drive	-
		Increase in Attractions within a 30-Minute Drive	-
		Increase in Key Community Destinations (in Leavenworth County) within a 15-Minute Drive	-
		Within 1/4 Mile of School(s)	NO
		Within 1/4 Mile of Park(s)	NO
Economic Development / Jobs Access	0	Increase in Jobs within a 30-Minute Drive	-
		Increase in Acres of Commercial/Industrial within a 30-Minute Drive	-
		Increase in Number of Census Block Groups within 15-Minute Drive of I-70 or I-435	-
Equity	0	Acres of Undeveloped Land within 1/2 Mile of Proposed Interchange (If Applicable)	-
		Impacts an Area of Persistent Poverty	NO
		Impacts a Historically Disadvantaged Community	NO
		Impacts an Opportunity Zone	NO
		Increase in Population within a 30-Minute Drive*	-
		Increase in Jobs within a 30-Minute Drive*	-
Sustainability	15	Increase in Attractions within a 30-Minute Drive*	-
		Change in Vehicle Miles Traveled (VMT)	-
		Project Impacts a Bridge in Fair or Poor Condition	NO
		Project Converts a Gravel Roadway to Paved or Impacts a Low-Water Crossing	NO
		Project is Located on Planned Bike Route	NO
Cost Effectiveness	5	Project Fills Bike/Sidewalk System Gap or Provides a Bike/Ped Facility	YES
		Capital Cost	\$5,907,000
Other	94	Annual Operations and Maintenance Cost	\$11,000
		Partnerships (Number of Jurisdictions Crossed)	3
		Previous Plan History	Constrained Project in MARC MTP
		Projected Environmental Clearance	Categorical Exclusion

*for Areas of Persistent Poverty, Historically Disadvantaged Communities, or Opportunity Zones

Project Profile

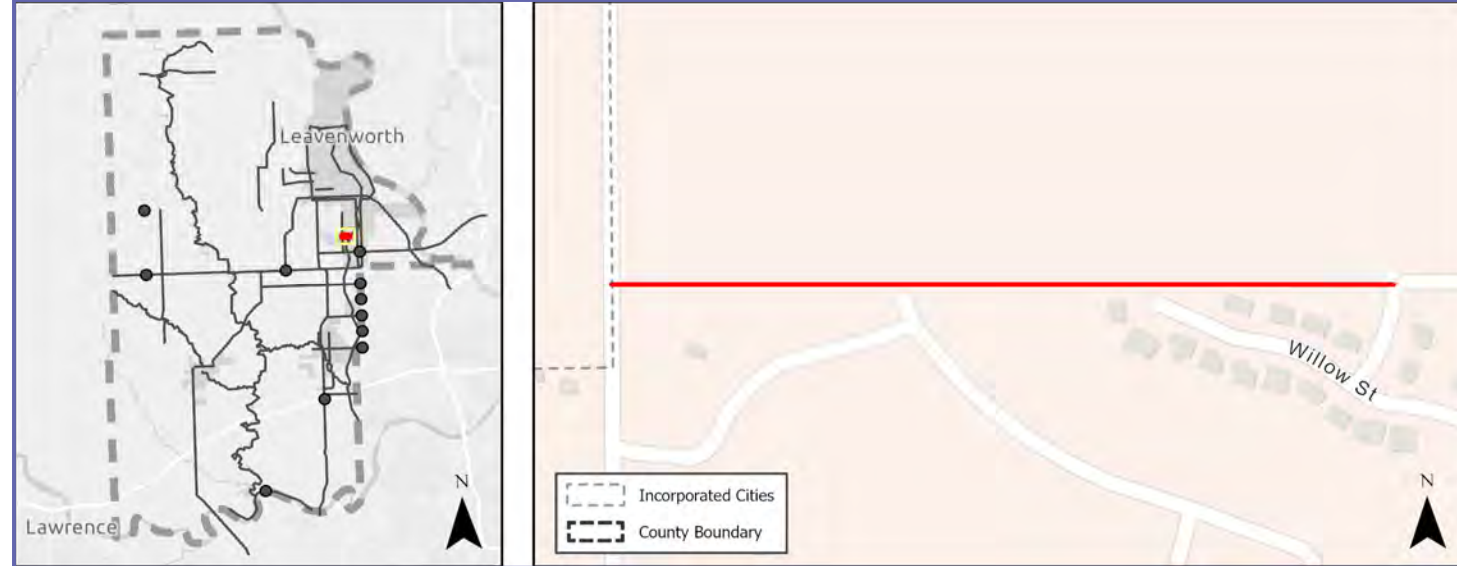
West Gilman Road Extension

New Local Roadway



Source: MARC Long Range Transportation Plan

Project Location:



Project Description:

Construct approximately 1 mile extension of Gilman Road between Willow Street and DeSoto Road/147th Street in City of Lansing; would be a 3-lane facility with 10' multi-use path on one side and 5' sidewalk on opposite side.

Next Steps:

- City of Lansing: Advance design and construction locally, potentially through development of adjacent parcels

Funding Sources:

Applicable for MARC Funding	YES
Applicable for KDOT IKE Program Funding	NO

Project Scoring:

Category	Score	Analyzed Metrics	
Traffic Operations / User Delay	18	Daily Traffic Volume (Vehicles)	3,700
		Future Congestion (Volume-to-Capacity Ratio)	0.00
		Travel Delay Reduction (Change in Daily Vehicle Hours of Delay)	-
Safety	0	Existing Crash History (Number of Crashes/Year)	N/A
		Fatal and Injury Crash History (Number of Crashes/Year)	N/A
		Project Crash Reduction (Crashes/Year)	N/A
		Fatal and Injury Project Crash Reduction (Crashes/Year)	N/A
Population and Amenity Access	20	Increase in Population within a 30-Minute Drive	9
		Increase in Attractions within a 30-Minute Drive	-
		Increase in Key Community Destinations (in Leavenworth County) within a 15-Minute Drive	-
		Within 1/4 Mile of School(s)	YES
		Within 1/4 Mile of Park(s)	YES
Economic Development / Jobs Access	0	Increase in Jobs within a 30-Minute Drive	0
		Increase in Acres of Commercial/Industrial within a 30-Minute Drive	-
		Increase in Number of Census Block Groups within 15-Minute Drive of I-70 or I-435	-
Equity	0	Acres of Undeveloped Land within 1/2 Mile of Proposed Interchange (If Applicable)	-
		Impacts an Area of Persistent Poverty	NO
		Impacts a Historically Disadvantaged Community	NO
		Impacts an Opportunity Zone	NO
		Increase in Population within a 30-Minute Drive*	-
		Increase in Jobs within a 30-Minute Drive*	-
Sustainability	15	Increase in Attractions within a 30-Minute Drive*	-
		Change in Vehicle Miles Traveled (VMT)	-
		Project Impacts a Bridge in Fair or Poor Condition	NO
		Project Converts a Gravel Roadway to Paved or Impacts a Low-Water Crossing	NO
		Project is Located on Planned Bike Route	NO
Cost Effectiveness	3	Project Fills Bike/Sidewalk System Gap or Provides a Bike/Ped Facility	YES
		Capital Cost	\$2,888,000
Other	94	Annual Operations and Maintenance Cost	\$10,000
		Partnerships (Number of Jurisdictions Crossed)	3
		Previous Plan History	Constrained Project in MARC MTP
		Projected Environmental Clearance	Categorical Exclusion

*for Areas of Persistent Poverty, Historically Disadvantaged Communities, or Opportunity Zones

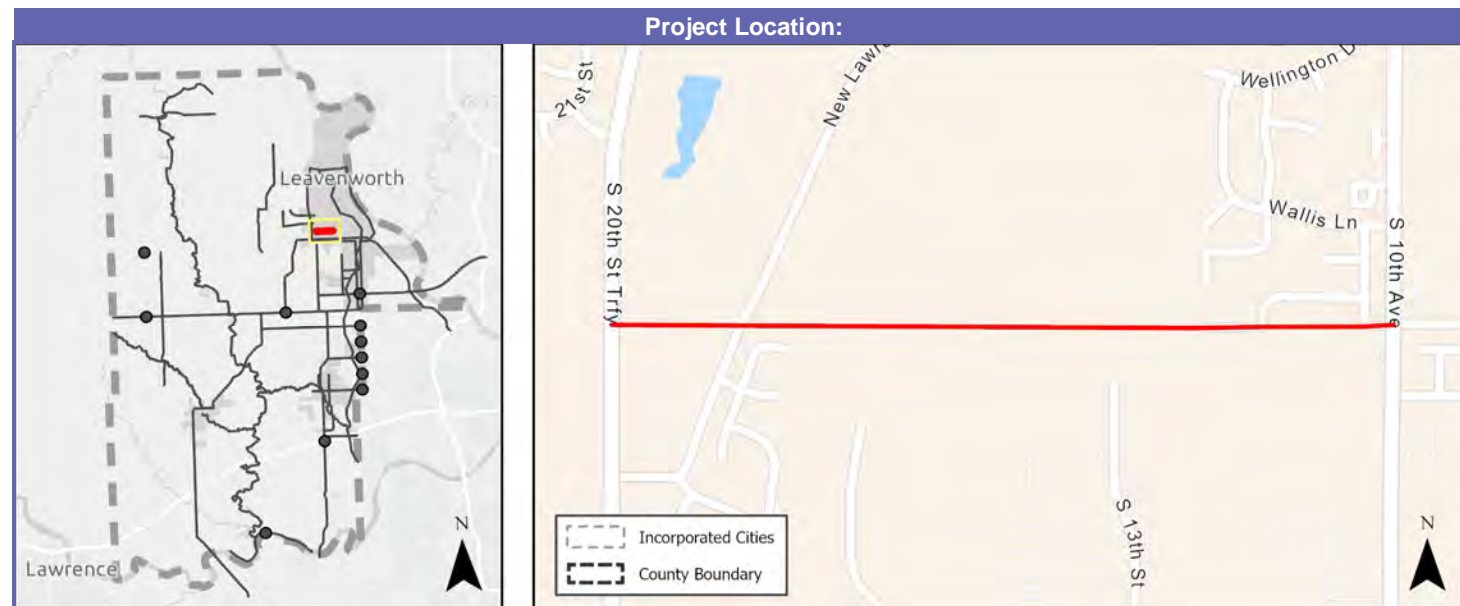
Project Profile

Muncie Road Extension (West of 10th Ave)

New Local Roadway



Source: MARC Long Range Transportation Plan



Project Description:
 Construct approximately 1 mile extension of Muncie Road between 10th Avenue and 20th Street in City of Leavenworth; would be a 2-lane suburban roadway including sidewalk and bike/pedestrian pathway (multi-use trail).

Next Steps:

- City of Leavenworth: Advance design and construction locally, potentially through development of adjacent parcels

Funding Sources:	
Applicable for MARC Funding	YES
Applicable for KDOT IKE Program Funding	NO

Project Scoring:			
Category	Score	Analyzed Metrics	
Traffic Operations / User Delay	5	Daily Traffic Volume (Vehicles)	200
		Future Congestion (Volume-to-Capacity Ratio)	0.00
		Travel Delay Reduction (Change in Daily Vehicle Hours of Delay)	-
Safety	0	Existing Crash History (Number of Crashes/Year)	0.00
		Fatal and Injury Crash History (Number of Crashes/Year)	N/A
		Project Crash Reduction (Crashes/Year)	N/A
		Fatal and Injury Project Crash Reduction (Crashes/Year)	N/A
Population and Amenity Access	31	Increase in Population within a 30-Minute Drive	1,555
		Increase in Attractions within a 30-Minute Drive	5
		Increase in Key Community Destinations (in Leavenworth County) within a 15-Minute Drive	0.06
		Within 1/4 Mile of School(s)	NO
		Within 1/4 Mile of Park(s)	NO
Economic Development / Jobs Access	30	Increase in Jobs within a 30-Minute Drive	505
		Increase in Acres of Commercial/Industrial within a 30-Minute Drive	6.4
		Increase in Number of Census Block Groups within 15-Minute Drive of I-70 or I-435	-
Equity	3	Acres of Undeveloped Land within 1/2 Mile of Proposed Interchange (If Applicable)	-
		Impacts an Area of Persistent Poverty	NO
		Impacts a Historically Disadvantaged Community	NO
		Impacts an Opportunity Zone	NO
		Increase in Population within a 30-Minute Drive*	128
		Increase in Jobs within a 30-Minute Drive*	23
Sustainability	15	Increase in Attractions within a 30-Minute Drive*	-
		Change in Vehicle Miles Traveled (VMT)	-
		Project Impacts a Bridge in Fair or Poor Condition	NO
		Project Converts a Gravel Roadway to Paved or Impacts a Low-Water Crossing	NO
		Project is Located on Planned Bike Route	NO
Cost Effectiveness	3	Project Fills Bike/Sidewalk System Gap or Provides a Bike/Ped Facility	YES
		Capital Cost	\$5,528,000
Other	94	Annual Operations and Maintenance Cost	\$10,000
		Partnerships (Number of Jurisdictions Crossed)	3
		Previous Plan History	Constrained Project in MARC MTP
		Projected Environmental Clearance	Categorical Exclusion

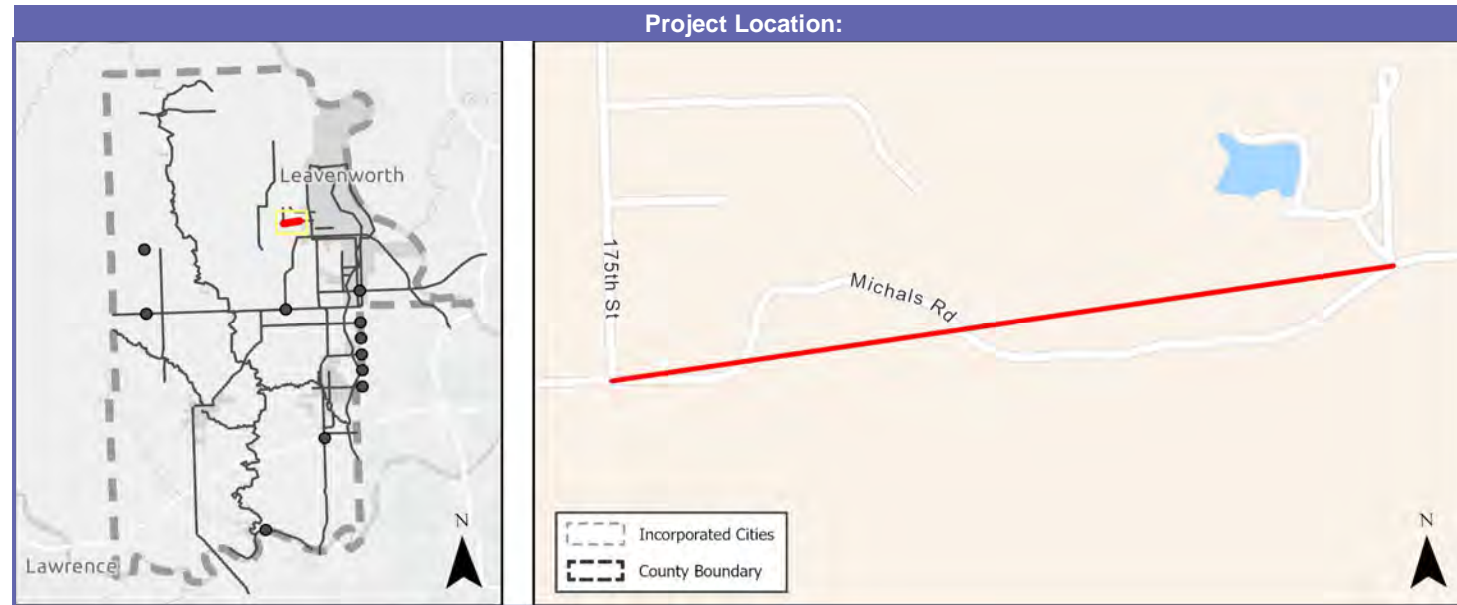
*for Areas of Persistent Poverty, Historically Disadvantaged Communities, or Opportunity Zones

Project Profile

Michals Road Phase 1 (167th to 175th)
New Local Roadway



Source: MARC Long Range Transportation Plan



Project Description:
Reconstruct/construct new alignment of existing Michals Road between 167th Street and 17th Street in Leavenworth County; include sidewalk and bike/pedestrian pathway (multi-use trail); would be a 2-lane suburban arterial.

Next Steps:

- City of Leavenworth + Leavenworth County: Advance design and construction locally, potentially through development of adjacent parcels

Funding Sources:

Applicable for MARC Funding	YES
Applicable for KDOT IKE Program Funding	NO

Project Scoring:

Category	Score	Analyzed Metrics	
Traffic Operations / User Delay	15	Daily Traffic Volume (Vehicles)	0
		Future Congestion (Volume-to-Capacity Ratio)	0.00
		Travel Delay Reduction (Change in Daily Vehicle Hours of Delay)	-6
Safety	19	Existing Crash History (Number of Crashes/Year)	0.50
		Fatal and Injury Crash History (Number of Crashes/Year)	0.20
		Project Crash Reduction (Crashes/Year)	-0.10
		Fatal and Injury Project Crash Reduction (Crashes/Year)	0.00
Population and Amenity Access	0	Increase in Population within a 30-Minute Drive	-
		Increase in Attractions within a 30-Minute Drive	-
		Increase in Key Community Destinations (in Leavenworth County) within a 15-Minute Drive	-
		Within 1/4 Mile of School(s)	NO
		Within 1/4 Mile of Park(s)	NO
Economic Development / Jobs Access	0	Increase in Jobs within a 30-Minute Drive	-
		Increase in Acres of Commercial/Industrial within a 30-Minute Drive	-
		Increase in Number of Census Block Groups within 15-Minute Drive of I-70 or I-435	-
Equity	0	Acres of Undeveloped Land within 1/2 Mile of Proposed Interchange (If Applicable)	-
		Impacts an Area of Persistent Poverty	NO
		Impacts a Historically Disadvantaged Community	NO
		Impacts an Opportunity Zone	NO
		Increase in Population within a 30-Minute Drive*	-
Sustainability	15	Increase in Jobs within a 30-Minute Drive*	-
		Increase in Attractions within a 30-Minute Drive*	-
		Change in Vehicle Miles Traveled (VMT)	-
		Project Impacts a Bridge in Fair or Poor Condition	NO
		Project Converts a Gravel Roadway to Paved or Impacts a Low-Water Crossing	NO
Cost Effectiveness	6	Project is Located on Planned Bike Route	NO
		Project Fills Bike/Sidewalk System Gap or Provides a Bike/Ped Facility	YES
Other	88	Capital Cost	\$6,080,000
		Annual Operations and Maintenance Cost	\$11,000
		Partnerships (Number of Jurisdictions Crossed)	2
		Previous Plan History	Constrained Project in MARC MTP
		Projected Environmental Clearance	Categorical Exclusion

*for Areas of Persistent Poverty, Historically Disadvantaged Communities, or Opportunity Zones

Project Profile

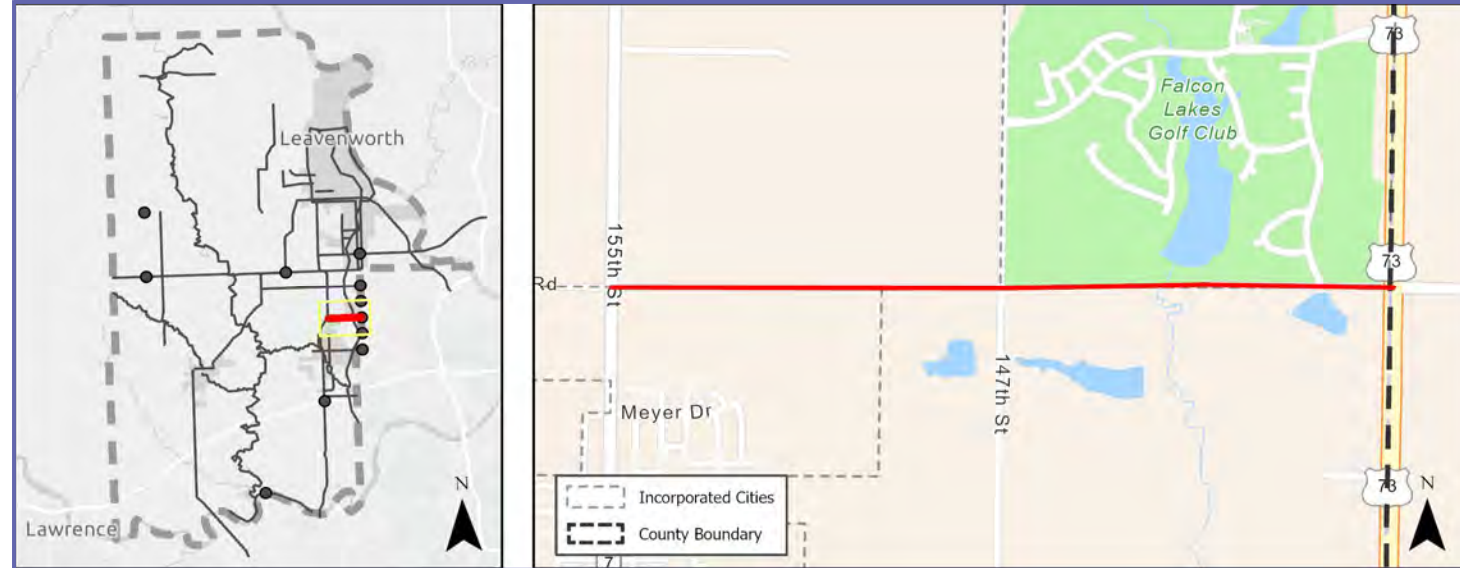
Donahoo Road Extension (K-7 to 155th)

New Local Roadway



Source: MARC Long Range Transportation Plan

Project Location:



Project Description:

Construct approximately 2-mile extension of Donahoo Road west from K-7 to 155th Street as a 2-lane roadway; add 10' wide multi-use path on one side and 5' sidewalk on the opposite side; implement to-be-determined safety and operational improvements at multiple intersections (K-7, 147th Street, 155th Street), such as roundabouts or signalization.

Next Steps:

- City of Basehor + Leavenworth County: Advance design and construction locally, potentially through development of adjacent parcels. Coordinate with KDOT and Unified Government on potential interchange at K-7

Funding Sources:

Applicable for MARC Funding	YES
Applicable for KDOT IKE Program Funding	NO

Project Scoring:

Category	Score	Analyzed Metrics	
Traffic Operations / User Delay	30	Daily Traffic Volume (Vehicles)	1,200
		Future Congestion (Volume-to-Capacity Ratio)	0.00
		Travel Delay Reduction (Change in Daily Vehicle Hours of Delay)	-17
Safety	0	Existing Crash History (Number of Crashes/Year)	N/A
		Fatal and Injury Crash History (Number of Crashes/Year)	N/A
		Project Crash Reduction (Crashes/Year)	N/A
		Fatal and Injury Project Crash Reduction (Crashes/Year)	N/A
Population and Amenity Access	4	Increase in Population within a 30-Minute Drive	11
		Increase in Attractions within a 30-Minute Drive	0
		Increase in Key Community Destinations (in Leavenworth County) within a 15-Minute Drive	-
		Within 1/4 Mile of School(s)	NO
		Within 1/4 Mile of Park(s)	NO
Economic Development / Jobs Access	3	Increase in Jobs within a 30-Minute Drive	0
		Increase in Acres of Commercial/Industrial within a 30-Minute Drive	-
		Increase in Number of Census Block Groups within 15-Minute Drive of I-70 or I-435	-
		Acres of Undeveloped Land within 1/2 Mile of Proposed Interchange (If Applicable)	-
Equity	0	Impacts an Area of Persistent Poverty	NO
		Impacts a Historically Disadvantaged Community	NO
		Impacts an Opportunity Zone	NO
		Increase in Population within a 30-Minute Drive*	-
		Increase in Jobs within a 30-Minute Drive*	-
Sustainability	19	Increase in Attractions within a 30-Minute Drive*	-
		Change in Vehicle Miles Traveled (VMT)	-82
		Project Impacts a Bridge in Fair or Poor Condition	NO
		Project Converts a Gravel Roadway to Paved or Impacts a Low-Water Crossing	NO
		Project is Located on Planned Bike Route	NO
Cost Effectiveness	7	Project Fills Bike/Sidewalk System Gap or Provides a Bike/Ped Facility	YES
		Capital Cost	\$9,900,000
Other	70	Annual Operations and Maintenance Cost	\$20,000
		Partnerships (Number of Jurisdictions Crossed)	4
		Previous Plan History	Constrained Project in MARC MTP
		Projected Environmental Clearance	Environmental Assessment

*for Areas of Persistent Poverty, Historically Disadvantaged Communities, or Opportunity Zones

Project Profile

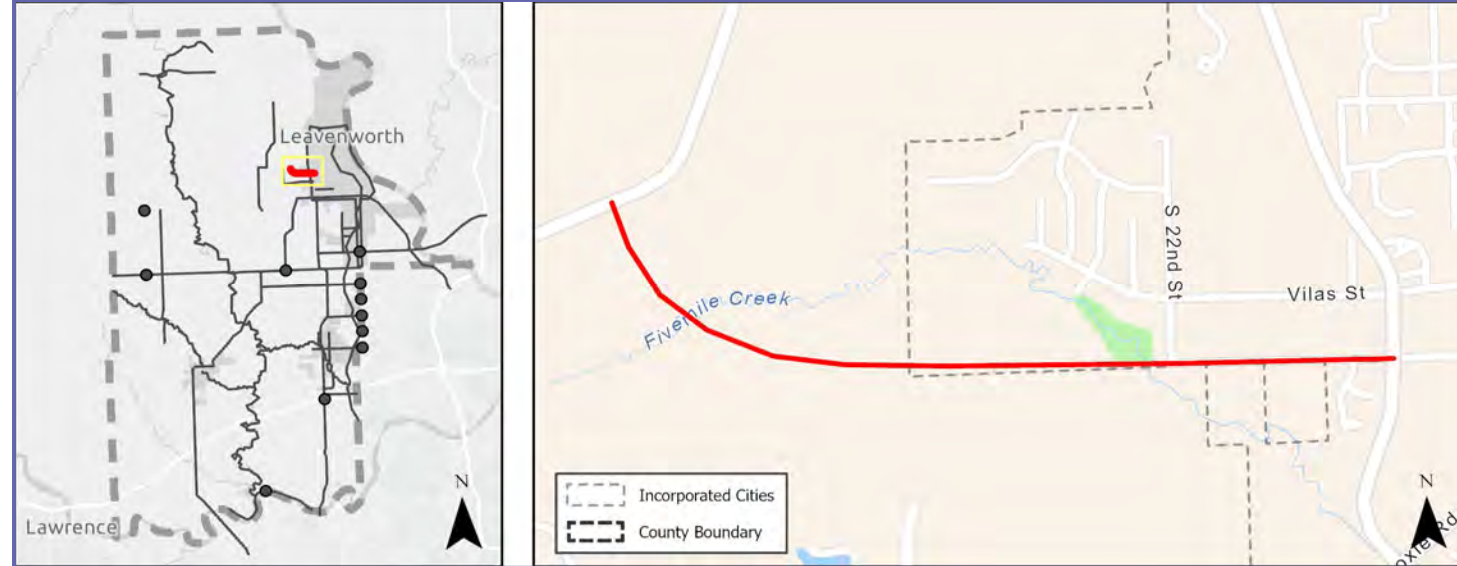
Limit Street Extension (West of 20th St)

New Local Roadway



Source: MARC Long Range Transportation Plan

Project Location:



Project Description:

Construct approximately 1.25-mile extension of Limit Street between existing Limit Street/22nd Street intersection and K-92; include sidewalk and bike/pedestrian pathway (multi-use trail); would be a 2-lane suburban arterial. This would include an upgrade of existing Limit Street between 20th Street and 22nd Street.

Next Steps:

- City of Leavenworth + Leavenworth County: Advance design and construction locally, potentially through development of adjacent parcels

Funding Sources:

Applicable for MARC Funding	YES
Applicable for KDOT IKE Program Funding	NO

Project Scoring:

Category	Score	Analyzed Metrics	
Traffic Operations / User Delay	25	Daily Traffic Volume (Vehicles)	1,600
		Future Congestion (Volume-to-Capacity Ratio)	0.00
		Travel Delay Reduction (Change in Daily Vehicle Hours of Delay)	10
Safety	0	Existing Crash History (Number of Crashes/Year)	N/A
		Fatal and Injury Crash History (Number of Crashes/Year)	N/A
		Project Crash Reduction (Crashes/Year)	N/A
		Fatal and Injury Project Crash Reduction (Crashes/Year)	N/A
Population and Amenity Access	14	Increase in Population within a 30-Minute Drive	55
		Increase in Attractions within a 30-Minute Drive	0
		Increase in Key Community Destinations (in Leavenworth County) within a 15-Minute Drive	0.15
		Within 1/4 Mile of School(s)	NO
		Within 1/4 Mile of Park(s)	NO
Economic Development / Jobs Access	15	Increase in Jobs within a 30-Minute Drive	7
		Increase in Acres of Commercial/Industrial within a 30-Minute Drive	0.8
		Increase in Number of Census Block Groups within 15-Minute Drive of I-70 or I-435	-
Equity	2	Acres of Undeveloped Land within 1/2 Mile of Proposed Interchange (If Applicable)	-
		Impacts an Area of Persistent Poverty	NO
		Impacts a Historically Disadvantaged Community	NO
		Impacts an Opportunity Zone	NO
		Increase in Population within a 30-Minute Drive*	96
Increase in Jobs within a 30-Minute Drive*	-		
Sustainability	23	Increase in Attractions within a 30-Minute Drive*	-
		Change in Vehicle Miles Traveled (VMT)	-89
		Project Impacts a Bridge in Fair or Poor Condition	NO
		Project Converts a Gravel Roadway to Paved or Impacts a Low-Water Crossing	NO
		Project is Located on Planned Bike Route	NO
Project Fills Bike/Sidewalk System Gap or Provides a Bike/Ped Facility	YES		
Cost Effectiveness	0	Capital Cost	\$6,910,000
		Annual Operations and Maintenance Cost	\$12,500
Other	64	Partnerships (Number of Jurisdictions Crossed)	3
		Previous Plan History	Constrained Project in MARC MTP
		Projected Environmental Clearance	Environmental Assessment

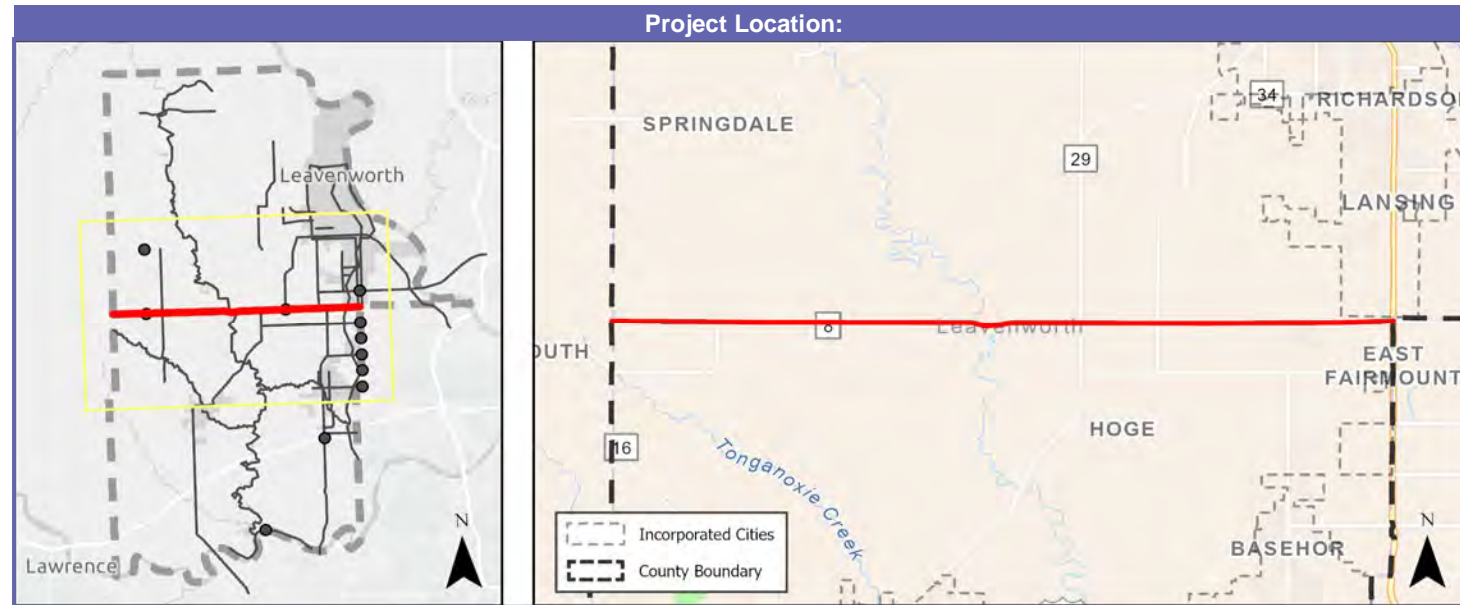
*for Areas of Persistent Poverty, Historically Disadvantaged Communities, or Opportunity Zones

Project Profile

Dempsey Road E-W Connection
New Local Roadway



Source: LVCO Comprehensive Plan



Project Description:
Create a regional east-west 2-lane major arterial (45 to 55 mph) between K-7 and K-16 near McLouth generally following the existing Dempsey Road alignment. Upgrade existing gravel facilities to modern 2-lane paved arterials with shoulder and adequate sight distance. Provide appropriate improvements at intersections (e.g., changes to stop control, roundabouts, signalization) to facilitate east-west travel along the corridor. This facility is shown in the 2020 Leavenworth County Comprehensive Plan.

Next Steps:
• Leavenworth County: Submit project to MARC for inclusion in MTP during next call for projects (likely Summer 2023)

Funding Sources:	
Applicable for MARC Funding	YES
Applicable for KDOT IKE Program Funding	NO

Project Scoring:			
Category	Score	Analyzed Metrics	
Traffic Operations / User Delay	30	Daily Traffic Volume (Vehicles)	500
		Future Congestion (Volume-to-Capacity Ratio)	0.21
		Travel Delay Reduction (Change in Daily Vehicle Hours of Delay)	-13
Safety	0	Existing Crash History (Number of Crashes/Year)	N/A
		Fatal and Injury Crash History (Number of Crashes/Year)	N/A
		Project Crash Reduction (Crashes/Year)	N/A
		Fatal and Injury Project Crash Reduction (Crashes/Year)	N/A
Population and Amenity Access	37	Increase in Population within a 30-Minute Drive	850
		Increase in Attractions within a 30-Minute Drive	10
		Increase in Key Community Destinations (in Leavenworth County) within a 15-Minute Drive	0.43
		Within 1/4 Mile of School(s)	NO
		Within 1/4 Mile of Park(s)	NO
Economic Development / Jobs Access	27	Increase in Jobs within a 30-Minute Drive	1,165
		Increase in Acres of Commercial/Industrial within a 30-Minute Drive	2.8
		Increase in Number of Census Block Groups within 15-Minute Drive of I-70 or I-435	-
Equity	0	Acres of Undeveloped Land within 1/2 Mile of Proposed Interchange (If Applicable)	-
		Impacts an Area of Persistent Poverty	NO
		Impacts a Historically Disadvantaged Community	NO
		Impacts an Opportunity Zone	NO
		Increase in Population within a 30-Minute Drive*	27
Increase in Jobs within a 30-Minute Drive*	-		
Increase in Attractions within a 30-Minute Drive*	-		
Sustainability	23	Change in Vehicle Miles Traveled (VMT)	37,458
		Project Impacts a Bridge in Fair or Poor Condition	YES (Fair)
		Project Converts a Gravel Roadway to Paved or Impacts a Low-Water Crossing	YES
		Project is Located on Planned Bike Route	NO
		Project Fills Bike/Sidewalk System Gap or Provides a Bike/Ped Facility	NO
Cost Effectiveness	4	Capital Cost	\$35,658,000
		Annual Operations and Maintenance Cost	\$55,100
Other	60	Partnerships (Number of Jurisdictions Crossed)	4
		Previous Plan History	Previous Planning Study or Illustrative Project in MARC MTP
		Projected Environmental Clearance	Environmental Assessment

*for Areas of Persistent Poverty, Historically Disadvantaged Communities, or Opportunity Zones

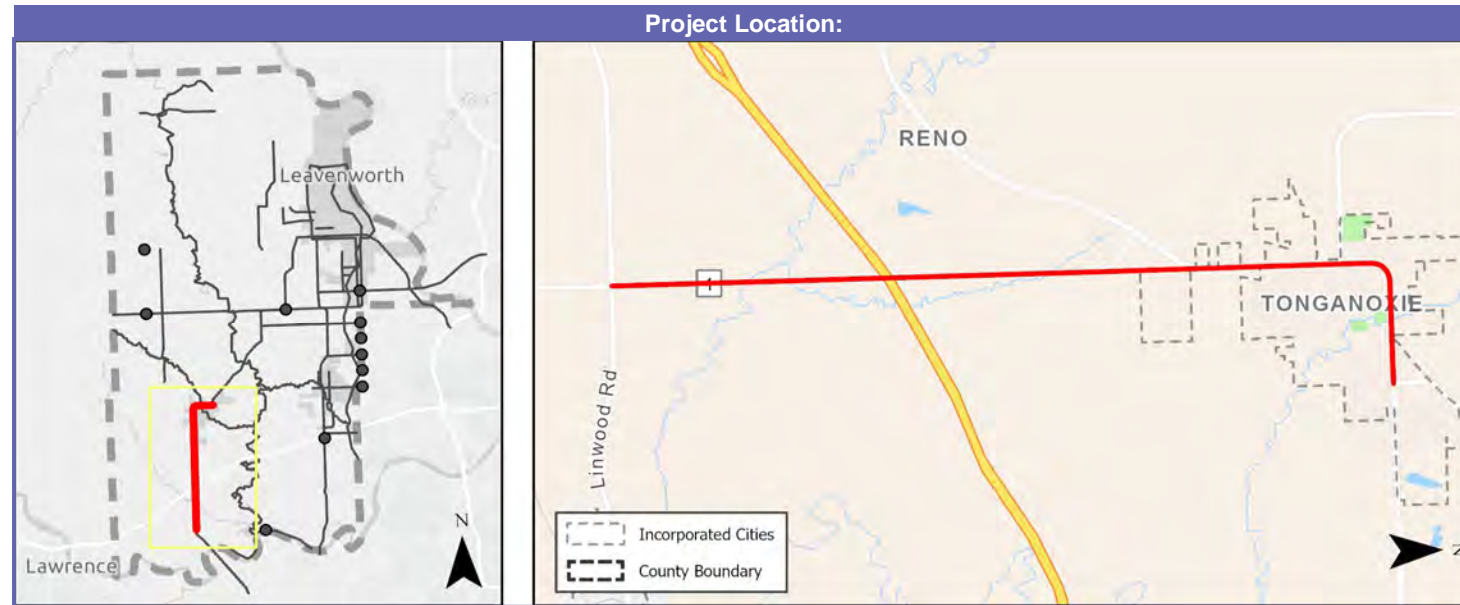
Project Profile

West Tonganoxie Bypass (US 24-40 to K-32)

New Major Roadway



Source: LVCO Comprehensive Plan



Project Description:

Create an improved north-south arterial corridor between K-32 and Tonganoxie, mainly on existing alignments. Upgrade the CR 1 corridor between K-32 and US 24/40 south of Tonganoxie. At the north end of the CR 1 corridor, straighten the alignment to continue running north-south and have US 24/40 tie into CR 1. Improve US 24/40 between CR 1 and Tonganoxie Road around the west and north sides of Tonganoxie or create a bypass on a new alignment further to the west and north.

Next Steps:

- Leavenworth County + City of Tonganoxie: Submit project to MARC for inclusion in MTP during next call for projects (likely Summer 2023)
- Leavenworth County + City of Tonganoxie: Coordinate with KDOT on inclusion in 2023 IKE Program Local Consult process (Fall 2023)

* Entire Region: Issue Letter of Support for Project for KDOT's consideration

Funding Sources:

Applicable for MARC Funding	YES
Applicable for KDOT IKE Program Funding	YES

Project Scoring:

Category	Score	Analyzed Metrics	
Traffic Operations / User Delay	28	Daily Traffic Volume (Vehicles)	1,100
		Future Congestion (Volume-to-Capacity Ratio)	0.00
		Travel Delay Reduction (Change in Daily Vehicle Hours of Delay)	-4
Safety	0	Existing Crash History (Number of Crashes/Year)	N/A
		Fatal and Injury Crash History (Number of Crashes/Year)	N/A
		Project Crash Reduction (Crashes/Year)	N/A
		Fatal and Injury Project Crash Reduction (Crashes/Year)	N/A
Population and Amenity Access	72	Increase in Population within a 30-Minute Drive	6,765
		Increase in Attractions within a 30-Minute Drive	61
		Increase in Key Community Destinations (in Leavenworth County) within a 15-Minute Drive	0.52
		Within 1/4 Mile of School(s)	NO
		Within 1/4 Mile of Park(s)	YES
Economic Development / Jobs Access	60	Increase in Jobs within a 30-Minute Drive	4,027
		Increase in Acres of Commercial/Industrial within a 30-Minute Drive	15.4
		Increase in Number of Census Block Groups within 15-Minute Drive of I-70 or I-435	5
Equity	0	Acres of Undeveloped Land within 1/2 Mile of Proposed Interchange (If Applicable)	-
		Impacts an Area of Persistent Poverty	NO
		Impacts a Historically Disadvantaged Community	NO
		Impacts an Opportunity Zone	NO
		Increase in Population within a 30-Minute Drive*	-
Increase in Jobs within a 30-Minute Drive*	-		
Sustainability	20	Increase in Attractions within a 30-Minute Drive*	-
		Change in Vehicle Miles Traveled (VMT)	-2,881
		Project Impacts a Bridge in Fair or Poor Condition	YES (Fair)
		Project Converts a Gravel Roadway to Paved or Impacts a Low-Water Crossing	NO
		Project is Located on Planned Bike Route	NO
Cost Effectiveness	3	Project Fills Bike/Sidewalk System Gap or Provides a Bike/Ped Facility	NO
		Capital Cost	\$81,947,000
Other	84	Annual Operations and Maintenance Cost	\$178,000
		Partnerships (Number of Jurisdictions Crossed)	3
		Previous Plan History	Previous Planning Study or Illustrative Project in MARC MTP
		Projected Environmental Clearance	Categorical Exclusion

*for Areas of Persistent Poverty, Historically Disadvantaged Communities, or Opportunity Zones

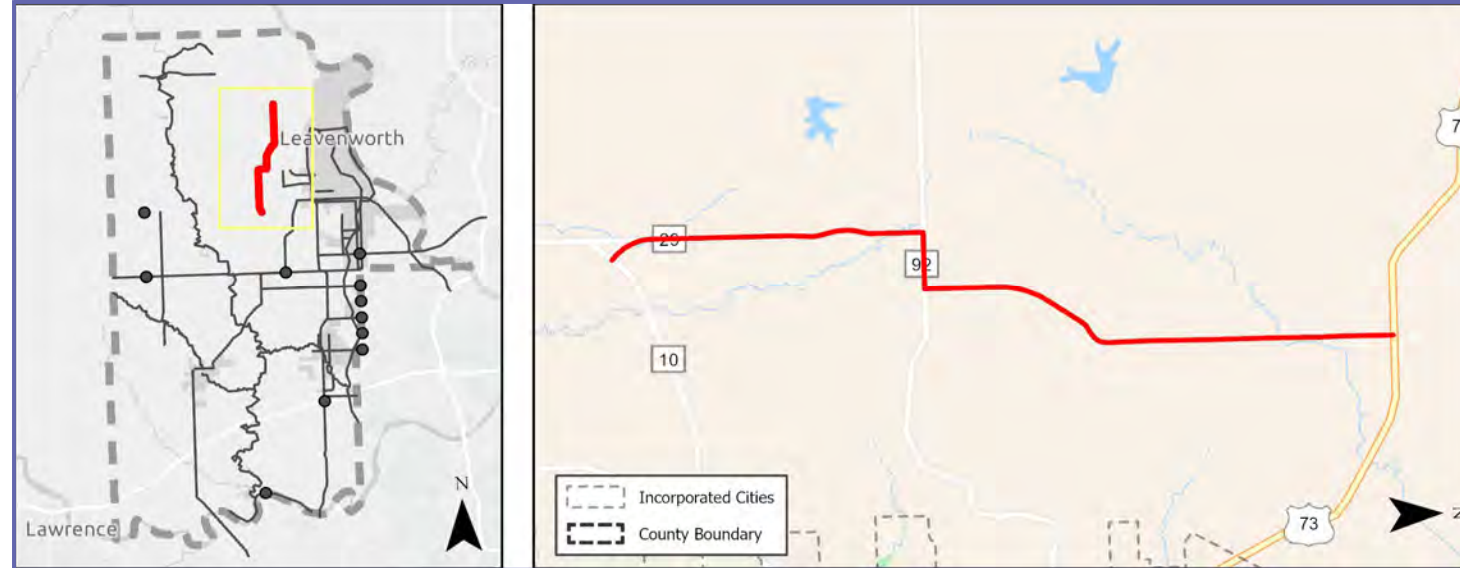
Project Profile

Leavenworth City Western Bypass
New Major Roadway



Source: LVCO Comprehensive Plan

Project Location:



Project Description:

Create an improved north-south arterial corridor west of City of Leavenworth between the 187th Street/Tonganoxie Road split and K-7 north and west of the City, mainly using existing alignments. Upgrade 187th Street (CR 29) between Tonganoxie Road and K-92; upgrade K-92 between 187th Street and 183rd Street; upgrade 183rd Street/179th Street between K-92 and K-7; upgrade intersections of K-92 with 183rd Street and 187th Street as roundabouts; upgrade intersection of K-7 and 179th Street as roundabout. This facility is shown in the 2020 Leavenworth County Comprehensive Plan.

Next Steps:

- Leavenworth County + City of Leavenworth: Submit project to MARC for inclusion in MTP during next call for projects (likely Summer 2023)
- Leavenworth County + City of Leavenworth: Coordinate with KDOT on inclusion in 2023 IKE Program Local Consult process (Fall 2023)
- * Entire Region: Issue Letter of Support for Project for KDOT's consideration

Funding Sources:

Applicable for MARC Funding	YES
Applicable for KDOT IKE Program Funding	YES

Project Scoring:

Category	Score	Analyzed Metrics	
Traffic Operations / User Delay	65	Daily Traffic Volume (Vehicles)	9,000
		Future Congestion (Volume-to-Capacity Ratio)	0.18
		Travel Delay Reduction (Change in Daily Vehicle Hours of Delay)	-176
Safety	0	Existing Crash History (Number of Crashes/Year)	N/A
		Fatal and Injury Crash History (Number of Crashes/Year)	N/A
		Project Crash Reduction (Crashes/Year)	N/A
		Fatal and Injury Project Crash Reduction (Crashes/Year)	N/A
Population and Amenity Access	33	Increase in Population within a 30-Minute Drive	687
		Increase in Attractions within a 30-Minute Drive	2
		Increase in Key Community Destinations (in Leavenworth County) within a 15-Minute Drive	0.13
		Within 1/4 Mile of School(s)	YES
		Within 1/4 Mile of Park(s)	NO
Economic Development / Jobs Access	18	Increase in Jobs within a 30-Minute Drive	171
		Increase in Acres of Commercial/Industrial within a 30-Minute Drive	0.3
		Increase in Number of Census Block Groups within 15-Minute Drive of I-70 or I-435	-
Equity	37	Acres of Undeveloped Land within 1/2 Mile of Proposed Interchange (If Applicable)	-
		Impacts an Area of Persistent Poverty	NO
		Impacts a Historically Disadvantaged Community	NO
		Impacts an Opportunity Zone	NO
		Increase in Population within a 30-Minute Drive*	693
Increase in Jobs within a 30-Minute Drive*	149		
Increase in Attractions within a 30-Minute Drive*	2		
Sustainability	36	Change in Vehicle Miles Traveled (VMT)	-5,510
		Project Impacts a Bridge in Fair or Poor Condition	YES (Fair)
		Project Converts a Gravel Roadway to Paved or Impacts a Low-Water Crossing	NO
		Project is Located on Planned Bike Route	NO
Cost Effectiveness	7	Project Fills Bike/Sidewalk System Gap or Provides a Bike/Ped Facility	NO
		Capital Cost	\$94,186,000
Other	78	Annual Operations and Maintenance Cost	\$146,100
		Partnerships (Number of Jurisdictions Crossed)	2
		Previous Plan History	Previous Planning Study or Illustrative Project in MARC MTP
		Projected Environmental Clearance	Categorical Exclusion

*for Areas of Persistent Poverty, Historically Disadvantaged Communities, or Opportunity Zones

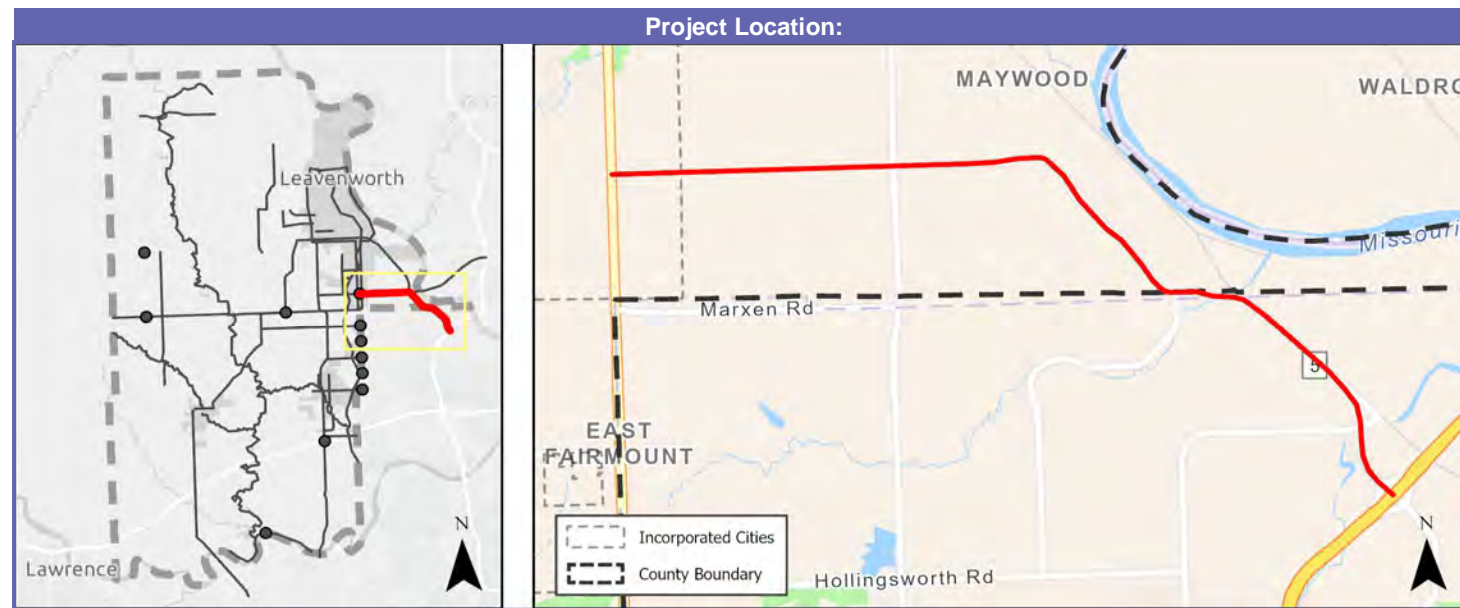
Project Profile

K-5 Improvements/Realignment

New Major Roadway



Source: LVCO Comprehensive Plan



Project Description:
 Create an improved northwest-to-southeast connection between K-7 in Lansing and I-435 in Wyandotte County by upgrading K-5 to a new higher-capacity alignment. Upgrade McIntyre Road east of K-7; upgrade Wolcott Road from McIntyre Road to Hutton Road (wider shoulders, flatten curves, clear zone/sight distance). Create new alignment for K-5 near Hutton Road to facilitate a direct connection to I-435. This facility is shown in the 2020 Leavenworth County Comprehensive Plan.

Next Steps:

- Leavenworth County + City of Leavenworth + City of Lansing: Coordinate with KDOT and Unified Government of Wyandotte County/KCK on inclusion in 2023 IKE Program Local Consult process (Fall 2023)
- * Entire Region: Issue Letter of Support for Project for KDOT's consideration

Funding Sources:

Applicable for MARC Funding	YES
Applicable for KDOT IKE Program Funding	YES

Project Scoring:			
Category	Score	Analyzed Metrics	
Traffic Operations / User Delay	93	Daily Traffic Volume (Vehicles)	20,200
		Future Congestion (Volume-to-Capacity Ratio)	0.83
		Travel Delay Reduction (Change in Daily Vehicle Hours of Delay)	-762
Safety	47	Existing Crash History (Number of Crashes/Year)	10.80
		Fatal and Injury Crash History (Number of Crashes/Year)	2.50
		Project Crash Reduction (Crashes/Year)	N/A
		Fatal and Injury Project Crash Reduction (Crashes/Year)	N/A
Population and Amenity Access	0	Increase in Population within a 30-Minute Drive	29,831
		Increase in Attractions within a 30-Minute Drive	153
		Increase in Key Community Destinations (in Leavenworth County) within a 15-Minute Drive	0.38
		Within 1/4 Mile of School(s)	YES
		Within 1/4 Mile of Park(s)	NO
Economic Development / Jobs Access	8	Increase in Jobs within a 30-Minute Drive	20,034
		Increase in Acres of Commercial/Industrial within a 30-Minute Drive	14.2
		Increase in Number of Census Block Groups within 15-Minute Drive of I-70 or I-435	8
Equity	0	Acres of Undeveloped Land within 1/2 Mile of Proposed Interchange (If Applicable)	-
		Impacts an Area of Persistent Poverty	NO
		Impacts a Historically Disadvantaged Community	NO
		Impacts an Opportunity Zone	NO
		Increase in Population within a 30-Minute Drive*	23,678
Sustainability	0	Increase in Jobs within a 30-Minute Drive*	9,840
		Increase in Attractions within a 30-Minute Drive*	91
		Change in Vehicle Miles Traveled (VMT)	-3,030
		Project Impacts a Bridge in Fair or Poor Condition	NO
		Project Converts a Gravel Roadway to Paved or Impacts a Low-Water Crossing	NO
Cost Effectiveness	100	Project is Located on Planned Bike Route	YES
		Project Fills Bike/Sidewalk System Gap or Provides a Bike/Ped Facility	NO
Other	48	Capital Cost	\$50,438,000
		Annual Operations and Maintenance Cost	\$128,600
		Partnerships (Number of Jurisdictions Crossed)	4
		Previous Plan History	Constrained Project in MARC MTP
		Projected Environmental Clearance	Environmental Assessment

*for Areas of Persistent Poverty, Historically Disadvantaged Communities, or Opportunity Zones

Project Profile

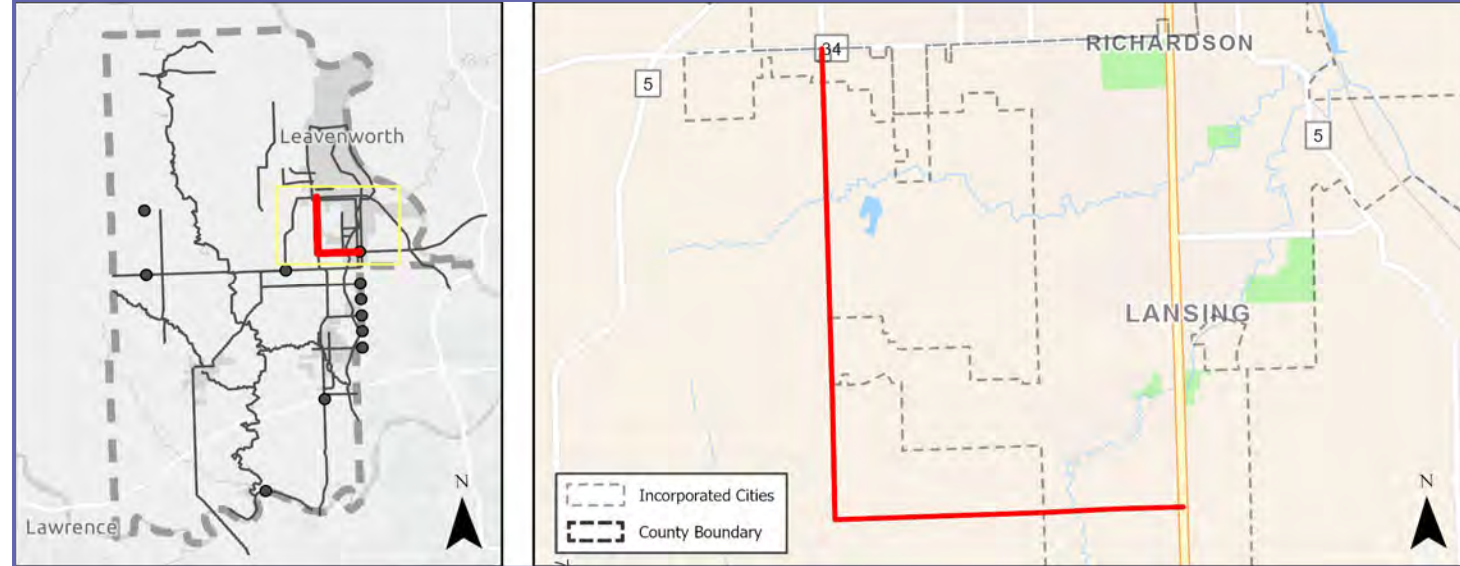
20th Street Extension / McIntyre Road Extension

New Major Roadway



Source: LVCO Comprehensive Plan/Conversations with Stakeholders

Project Location:



Project Description:

Extend and connect two arterials in the Cities of Leavenworth and Lansing to improve regional connectivity and provide alternative high-capacity facilities west of K-7. This project would tie into the 158th / 20th Connector as part of an overall upgraded north-south corridor. The 20th Street Extension would consist of: extending existing S 20th Street in the City of Leavenworth south from its current terminus at Eisenhower Road as a 4-lane roadway to the intersection of Gilman Road and 159th Street; upgrading the intersection of new 20th Street extension, Gilman Road, and 159th Street (roundabout or new traffic signal); and upgrading 159th Street south of Gilman Road. The McIntyre Road Extension would consist of: extending McIntyre Road west from its current terminus at 147th Street to the intersection with 159th Street (new alignment); upgrading the intersection of 159th Street/McIntyre Road Extension (roundabout or new traffic signal); upgrading McIntyre Road between 147th Street and K-7; and upgrading McIntyre Road at K-7 (new traffic signal or interchange). Include parallel 10' shared use path along all new or upgraded facilities.

Next Steps:

- Leavenworth County + City of Leavenworth + City of Lansing: Apply through the MARC PSP program (2024) for a "North-South Connections Study" that combines the 158th Street corridor (north of Basehor) and 20th Street Extension / McIntyre Road extension projects into a study of how to enhance connectivity among Basehor, Lansing, and Leavenworth west of K-7, with a focus on connecting underserved populations with bicycle and pedestrian accommodations, accommodating future transit, and integration with the regional MetroGreen Trail network
- * Entire Region: Issue Letter of Support for Project for MARC's consideration

Funding Sources:

Applicable for MARC Funding	YES
Applicable for KDOT IKE Program Funding	NO

Project Scoring:

Category	Score	Analyzed Metrics	
Traffic Operations / User Delay	5	Daily Traffic Volume (Vehicles)	700
		Future Congestion (Volume-to-Capacity Ratio)	0.00
		Travel Delay Reduction (Change in Daily Vehicle Hours of Delay)	0
Safety	0	Existing Crash History (Number of Crashes/Year)	N/A
		Fatal and Injury Crash History (Number of Crashes/Year)	N/A
		Project Crash Reduction (Crashes/Year)	N/A
		Fatal and Injury Project Crash Reduction (Crashes/Year)	N/A
Population and Amenity Access	70	Increase in Population within a 30-Minute Drive	4,895
		Increase in Attractions within a 30-Minute Drive	43
		Increase in Key Community Destinations (in Leavenworth County) within a 15-Minute Drive	0.94
		Within 1/4 Mile of School(s)	YES
		Within 1/4 Mile of Park(s)	YES
		Economic Development / Jobs Access	49
Increase in Acres of Commercial/Industrial within a 30-Minute Drive	11.1		
Increase in Number of Census Block Groups within 15-Minute Drive of I-70 or I-435	1		
Acres of Undeveloped Land within 1/2 Mile of Proposed Interchange (If Applicable)	-		
Equity	28	Impacts an Area of Persistent Poverty	NO
		Impacts a Historically Disadvantaged Community	NO
		Impacts an Opportunity Zone	NO
		Increase in Population within a 30-Minute Drive*	306
		Increase in Jobs within a 30-Minute Drive*	82
		Increase in Attractions within a 30-Minute Drive*	2
Sustainability	15	Change in Vehicle Miles Traveled (VMT)	589
		Project Impacts a Bridge in Fair or Poor Condition	NO
		Project Converts a Gravel Roadway to Paved or Impacts a Low-Water Crossing	NO
		Project is Located on Planned Bike Route	NO
		Project Fills Bike/Sidewalk System Gap or Provides a Bike/Ped Facility	YES
Cost Effectiveness	3	Capital Cost	\$65,342,000
		Annual Operations and Maintenance Cost	\$117,100
Other	44	Partnerships (Number of Jurisdictions Crossed)	3
		Previous Plan History	No Previous Study
		Projected Environmental Clearance	Environmental Assessment

*for Areas of Persistent Poverty, Historically Disadvantaged Communities, or Opportunity Zones

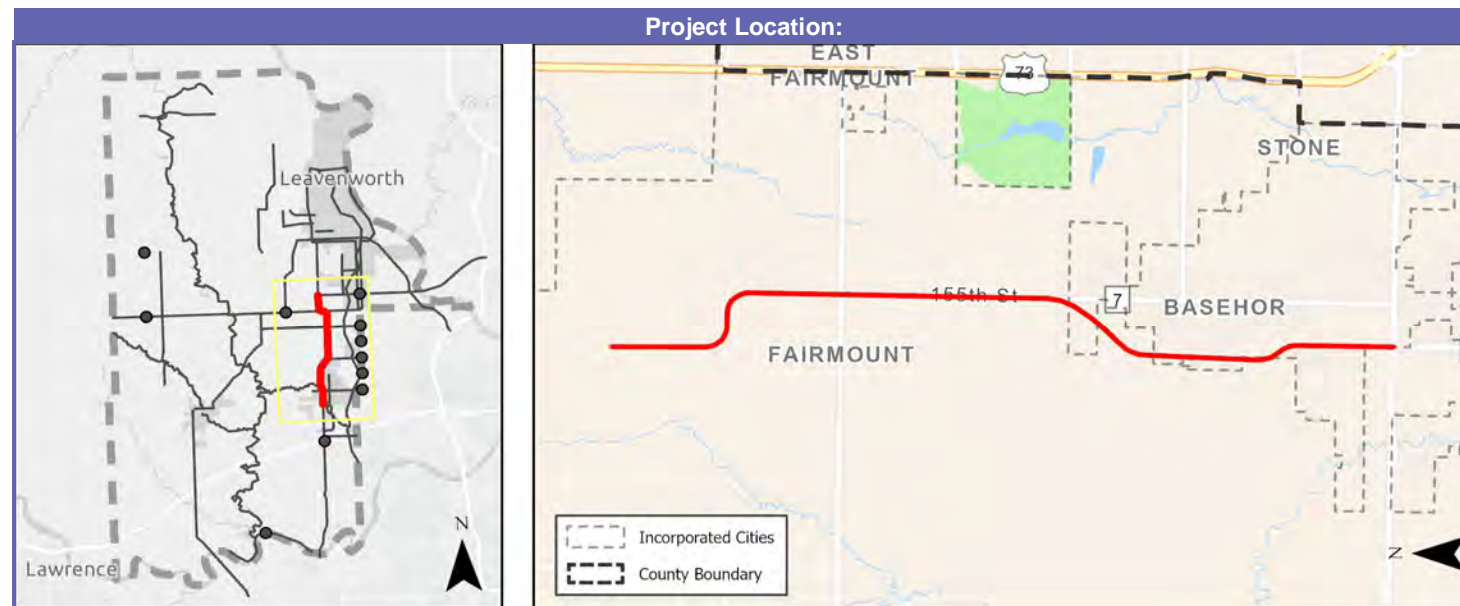
Project Profile

158th / 20th Connector (Basehor to Leavenworth)

New Major Roadway



Source: LVCO Local Road Safety Plan



Project Description:
 Extend and upgrade north-south arterials to provide an alternative high-capacity facility west of K-7. This project would tie into (1) the proposed 20th Street Extension / McIntyre Road Extension and (2) 158th Street Improvements from US 24/40 to K-32 as part of an overall upgraded north-south corridor. Improvements associated with this project would include: upgrading existing 159th Street / Dempsey Road / 155th Street roadway south of McIntyre Road to Donahoo Road (shoulders, clear zone, curb & gutter/drainage, etc.); creating a new alignment for 158th Street north of Parallel Road in the City of Basehor through Leavenworth Road to Donahoo Road, turning north and east to meet the upgraded 155th Street corridor at Donahoo Road; upgrading 158th Street between Parallel Road and US 24/40; upgrading the intersections of 155th Street/Fairmount Road, 155th Street/Hollingsworth Road, 155th Street/Donahoo Road/158th Street, 158th Street/Leavenworth Road, and 158th Street/Parallel Road (e.g., roundabouts, signalization). Include parallel 10' shared use path along all new or upgraded facilities. Incorporate safety improvements as shown in 2021 County Local Road Safety Plan (155th St Safety Improvements - Donahoo to Fairmount), which generally consist of improvements to roadside conditions, such as adding a 2' shoulder and flattened foreslopes, providing a larger clear zone outside of the roadway, and adding rumble strips. These safety improvements would likely be implemented throughout the corridor as part of the facility upgrades.

Next Steps:
 • Leavenworth County + City of Leavenworth + City of Basehor + City of Lansing: Apply through the MARC PSP program (2024) for a "North-South Connections Study" that combines the 158th Street corridor (north of Basehor) and 20th Street Extension / McIntyre Road extension projects into a study of how to enhance connectivity among Basehor, Lansing, and Leavenworth west of K-7, with a focus on connecting underserved populations with bicycle and pedestrian accommodations, accommodating future transit, and integration with the regional MetroGreen Trail network
 * Entire Region: Issue Letter of Support for Project for MARC's consideration

Funding Sources:

Applicable for MARC Funding	YES
Applicable for KDOT IKE Program Funding	NO

Project Scoring:			
Category	Score	Analyzed Metrics	
Traffic Operations / User Delay	45	Daily Traffic Volume (Vehicles)	1,100
		Future Congestion (Volume-to-Capacity Ratio)	0.00
		Travel Delay Reduction (Change in Daily Vehicle Hours of Delay)	-70
Safety	74	Existing Crash History (Number of Crashes/Year)	8.00
		Fatal and Injury Crash History (Number of Crashes/Year)	1.80
		Project Crash Reduction (Crashes/Year)	-0.60
		Fatal and Injury Project Crash Reduction (Crashes/Year)	-0.20
Population and Amenity Access	44	Increase in Population within a 30-Minute Drive	1,300
		Increase in Attractions within a 30-Minute Drive	9
		Increase in Key Community Destinations (in Leavenworth County) within a 15-Minute Drive	0.22
		Within 1/4 Mile of School(s)	NO
		Within 1/4 Mile of Park(s)	YES
Economic Development / Jobs Access	37	Increase in Jobs within a 30-Minute Drive	1,146
		Increase in Acres of Commercial/Industrial within a 30-Minute Drive	5.7
		Increase in Number of Census Block Groups within 15-Minute Drive of I-70 or I-435	1
Equity	12	Acres of Undeveloped Land within 1/2 Mile of Proposed Interchange (If Applicable)	-
		Impacts an Area of Persistent Poverty	NO
		Impacts a Historically Disadvantaged Community	NO
		Impacts an Opportunity Zone	NO
		Increase in Population within a 30-Minute Drive*	168
		Increase in Jobs within a 30-Minute Drive*	57
Sustainability	15	Increase in Attractions within a 30-Minute Drive*	1
		Change in Vehicle Miles Traveled (VMT)	-
		Project Impacts a Bridge in Fair or Poor Condition	NO
		Project Converts a Gravel Roadway to Paved or Impacts a Low-Water Crossing	NO
		Project is Located on Planned Bike Route	NO
Cost Effectiveness	5	Project Fills Bike/Sidewalk System Gap or Provides a Bike/Ped Facility	YES
		Capital Cost	\$90,884,000
Other	44	Annual Operations and Maintenance Cost	\$187,500
		Partnerships (Number of Jurisdictions Crossed)	3
		Previous Plan History	No Previous Study
		Projected Environmental Clearance	Environmental Assessment

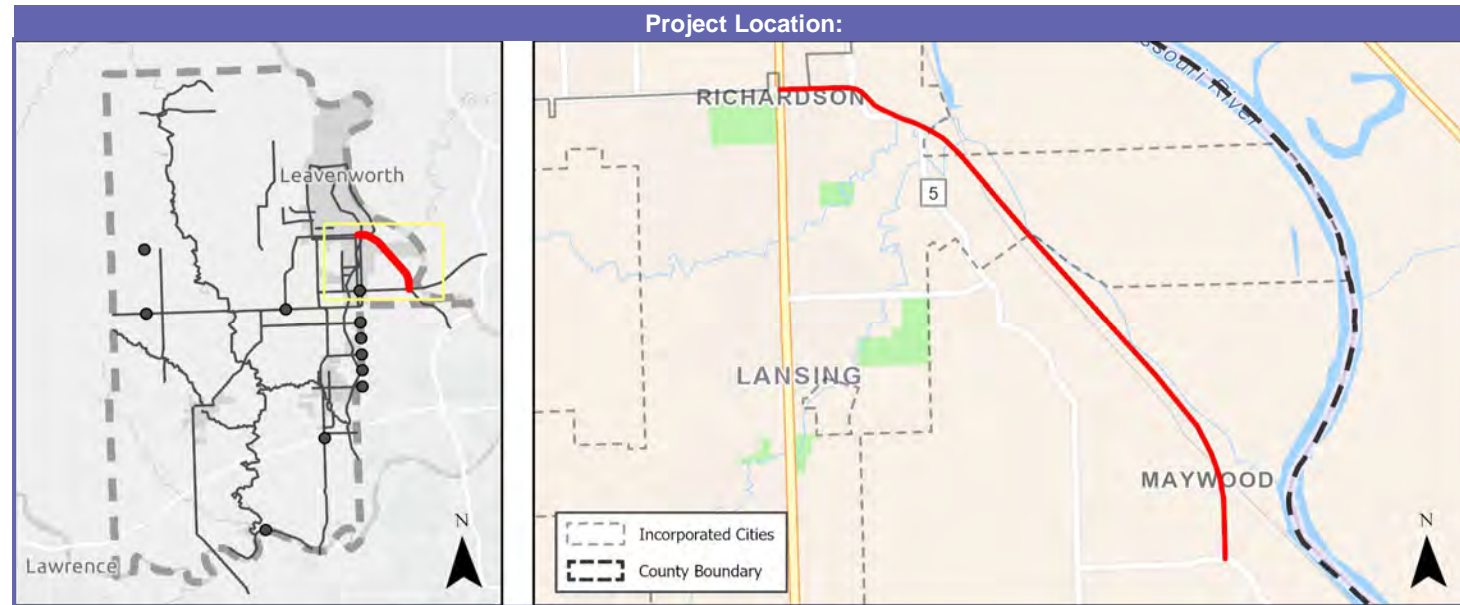
*for Areas of Persistent Poverty, Historically Disadvantaged Communities, or Opportunity Zones

Project Profile

Eastern Gateway (North Connection)
New Major Roadway



Source: Eastern Gateway Study, LVCO Comprehensive Plan, MARC Long Range Transportation Plan



Project Description:
Construct a new bypass east of K-7 generally following the existing K-5 alignment to tie into the larger Eastern Gateway project (crossing the Missouri River and connecting to MO-152 and I-435). This facility would tie into K-7 at the Eisenhower Road intersection at its north end and connect to the Eastern Gateway facility at its south end, providing a more direct connection between the City of Leavenworth and the Eastern Gateway.

Next Steps:

- Leavenworth County + City of Leavenworth + City of Lansing: Coordinate with KDOT on inclusion in 2023 IKE Program Local Consult process (Fall 2023); intent would be to add project to KDOT's development pipeline and obtain funds to use a matching funds for a USDOT RAISE planning grant
- Leavenworth County + City of Leavenworth + City of Lansing + KDOT: Coordinate with MoDOT, as well as local and state elected officials in Kansas and Missouri, to garner active political support for project. Once there is active political support on both sides of the Missouri River, apply for a USDOT RAISE planning grant to advance planning, preliminary design, and environmental review. This project should include the northern extension into Leavenworth City, which was shown through this planning effort to significantly improve access to jobs, population, and other key regional destinations in federally-designated equity areas in Leavenworth City by better connecting those areas with the greater Kansas City metro area.

* Entire Region: Issue Letter of Support for Project for KDOT and USDOT's consideration

Funding Sources:

Applicable for MARC Funding	YES
Applicable for KDOT IKE Program Funding	YES

		Project Scoring:	
Category	Score	Analyzed Metrics	
Traffic Operations / User Delay	55	Daily Traffic Volume (Vehicles)	16,700
		Future Congestion (Volume-to-Capacity Ratio)	0.00
		Travel Delay Reduction (Change in Daily Vehicle Hours of Delay)	-148
Safety	0	Existing Crash History (Number of Crashes/Year)	0.00
		Fatal and Injury Crash History (Number of Crashes/Year)	N/A
		Project Crash Reduction (Crashes/Year)	N/A
		Fatal and Injury Project Crash Reduction (Crashes/Year)	N/A
Population and Amenity Access	90	Increase in Population within a 30-Minute Drive	25,952
		Increase in Attractions within a 30-Minute Drive	77
		Increase in Key Community Destinations (in Leavenworth County) within a 15-Minute Drive	0.9
		Within 1/4 Mile of School(s)	YES
		Within 1/4 Mile of Park(s)	YES
Economic Development / Jobs Access	67	Increase in Jobs within a 30-Minute Drive	12,597
		Increase in Acres of Commercial/Industrial within a 30-Minute Drive	12.7
		Increase in Number of Census Block Groups within 15-Minute Drive of I-70 or I-435	8
Equity	90	Acres of Undeveloped Land within 1/2 Mile of Proposed Interchange (If Applicable)	-
		Impacts an Area of Persistent Poverty	YES
		Impacts a Historically Disadvantaged Community	YES
		Impacts an Opportunity Zone	NO
		Increase in Population within a 30-Minute Drive*	53,579
Increase in Jobs within a 30-Minute Drive*	20,896		
Sustainability	0	Increase in Attractions within a 30-Minute Drive*	140
		Change in Vehicle Miles Traveled (VMT)	169,597
		Project Impacts a Bridge in Fair or Poor Condition	NO
		Project Converts a Gravel Roadway to Paved or Impacts a Low-Water Crossing	NO
		Project is Located on Planned Bike Route	NO
Cost Effectiveness	9	Project Fills Bike/Sidewalk System Gap or Provides a Bike/Ped Facility	NO
		Capital Cost	\$58,738,000
Other	60	Annual Operations and Maintenance Cost	\$126,000
		Partnerships (Number of Jurisdictions Crossed)	4
		Previous Plan History	Previous Planning Study or Illustrative Project in MARC MTP
		Projected Environmental Clearance	Environmental Assessment

*for Areas of Persistent Poverty, Historically Disadvantaged Communities, or Opportunity Zones

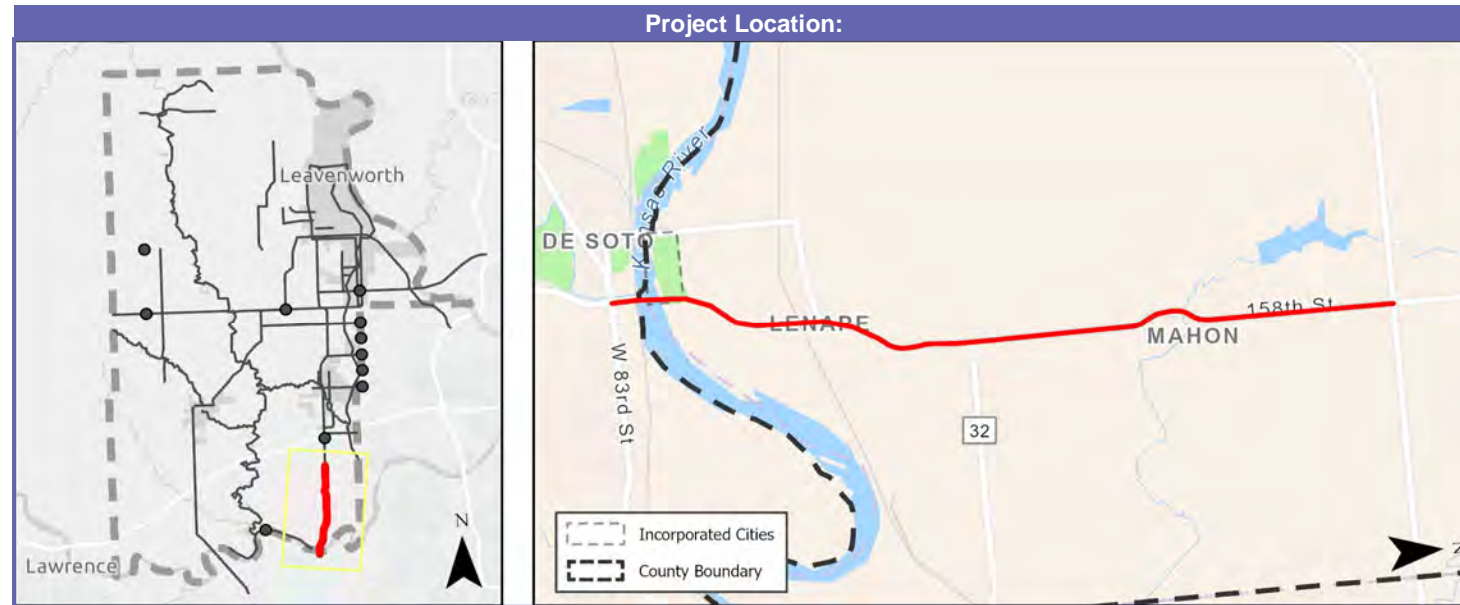
Project Profile

158th Street: K-32 to Kill Creek Road (Kansas River Crossing)

New Major Roadway



Source: LVCO Local Road Safety Plan



Project Description:
 Upgrade 158th Street/Golden Road south of K-32 to Golden Road as part of a larger alternative high-capacity north-south facility west of K-7. This project would tie into the proposed 158th Street Improvements from US 24/40 to K-32. This project would consist of: creating a new alignment south of Golden Road and east of the current CR-2 crossing of the Kansas River; creating a new crossing of the Kansas River that ties into Kill Creek Road in DeSoto at W 83rd Street; upgrading intersections with 158th Street Extension/Golden Road and 158th Street Extension/W 83rd Street (new roundabout or traffic signal); implementing safety improvements along 158th Street/Golden Road as shown in 2021 County Local Road Safety Plan (158th St/Golden Road Safety Improvements - 166th St to Kansas Ave). These safety improvements generally consist of improvements to roadside conditions, such as adding a 2' shoulder and flattened foreslopes, providing a larger clear zone outside of the roadway, and adding rumble strips. These safety improvements would likely be implemented throughout the corridor as part of the facility upgrades.

Next Steps:

- Leavenworth County: Coordinate with Johnson/Douglas counties and apply through the MARC PSP program (2024) for a "Kansas River Crossing Study" to explore upgrades to existing crossings south from Leavenworth County or the creation of a new crossing, with a focus on connecting underserved populations to new job centers south of the river, providing a bike/ped crossing of the river (neither existing bridge crossing has accommodations), and opening up access to parks and recreation
- * Entire Region: Issue Letter of Support for Project for MARC's consideration

Funding Sources:

Applicable for MARC Funding	YES
Applicable for KDOT IKE Program Funding	NO

Project Scoring:			
Category	Score	Analyzed Metrics	
Traffic Operations / User Delay	35	Daily Traffic Volume (Vehicles)	2,500
		Future Congestion (Volume-to-Capacity Ratio)	0.00
		Travel Delay Reduction (Change in Daily Vehicle Hours of Delay)	-35
Safety	59	Existing Crash History (Number of Crashes/Year)	3.00
		Fatal and Injury Crash History (Number of Crashes/Year)	1.30
		Project Crash Reduction (Crashes/Year)	-0.10
		Fatal and Injury Project Crash Reduction (Crashes/Year)	-0.10
Population and Amenity Access	37	Increase in Population within a 30-Minute Drive	1,828
		Increase in Attractions within a 30-Minute Drive	8
		Increase in Key Community Destinations (in Leavenworth County) within a 15-Minute Drive	0.03
		Within 1/4 Mile of School(s)	NO
		Within 1/4 Mile of Park(s)	NO
Economic Development / Jobs Access	24	Increase in Jobs within a 30-Minute Drive	1,640
		Increase in Acres of Commercial/Industrial within a 30-Minute Drive	0.1
		Increase in Number of Census Block Groups within 15-Minute Drive of I-70 or I-435	-
Equity	0	Acres of Undeveloped Land within 1/2 Mile of Proposed Interchange (If Applicable)	-
		Impacts an Area of Persistent Poverty	NO
		Impacts a Historically Disadvantaged Community	NO
		Impacts an Opportunity Zone	NO
		Increase in Population within a 30-Minute Drive*	-
Increase in Jobs within a 30-Minute Drive*	-		
Increase in Attractions within a 30-Minute Drive*	-		
Sustainability	24	Change in Vehicle Miles Traveled (VMT)	-4,253
		Project Impacts a Bridge in Fair or Poor Condition	NO
		Project Converts a Gravel Roadway to Paved or Impacts a Low-Water Crossing	NO
		Project is Located on Planned Bike Route	NO
		Project Fills Bike/Sidewalk System Gap or Provides a Bike/Ped Facility	NO
Cost Effectiveness	5	Capital Cost	\$66,242,000
		Annual Operations and Maintenance Cost	\$90,000
Other	44	Partnerships (Number of Jurisdictions Crossed)	3
		Previous Plan History	No Previous Study
		Projected Environmental Clearance	Environmental Assessment

*for Areas of Persistent Poverty, Historically Disadvantaged Communities, or Opportunity Zones

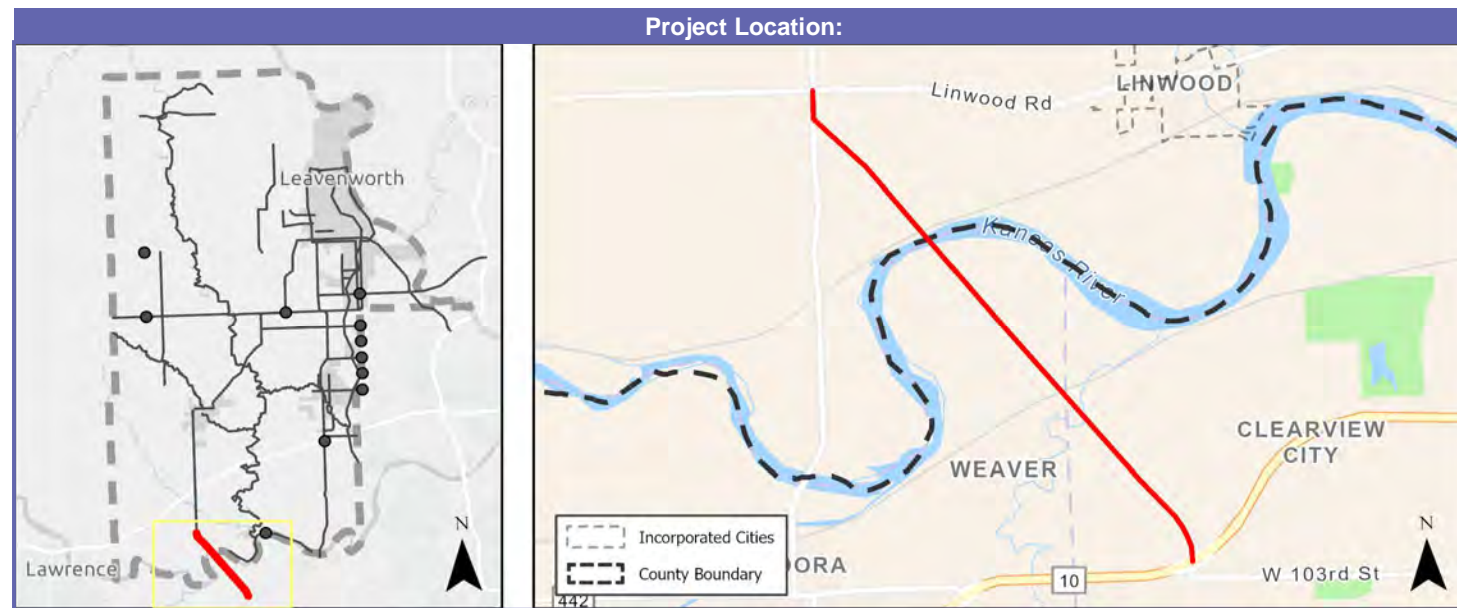
Project Profile

West K-10 Connection (West KS River Crossing)

New Major Roadway



Source: LVCO Comprehensive Plan



Project Description:

Create new north-south facility crossing the Kansas River on the west side of the County, connecting K-32 in Leavenworth County to K-10 east of Eudora and west of DeSoto in Douglas County. This project would entail creating a new alignment from CR 1 just south of K-32 to K-10 via Evening Star Road in Douglas County and would include a new bridge crossing of the Kansas River.

Next Steps:

- Leavenworth County: Coordinate with Johnson/Douglas counties and apply through the MARC PSP program (2024) for a "Kansas River Crossing Study" to explore upgrades to existing crossings south from Leavenworth County or the creation of a new crossing, with a focus on connecting underserved populations to new job centers south of the river, providing a bike/ped crossing of the river (neither existing bridge crossing has accommodations), and opening up access to parks and recreation
- * Entire Region: Issue Letter of Support for Project for MARC's consideration

Funding Sources:

Applicable for MARC Funding	YES
Applicable for KDOT IKE Program Funding	YES

Project Scoring:

Category	Score	Analyzed Metrics	
Traffic Operations / User Delay	58	Daily Traffic Volume (Vehicles)	6,900
		Future Congestion (Volume-to-Capacity Ratio)	0.00
		Travel Delay Reduction (Change in Daily Vehicle Hours of Delay)	-265
Safety	0	Existing Crash History (Number of Crashes/Year)	N/A
		Fatal and Injury Crash History (Number of Crashes/Year)	N/A
		Project Crash Reduction (Crashes/Year)	N/A
		Fatal and Injury Project Crash Reduction (Crashes/Year)	N/A
Population and Amenity Access	62	Increase in Population within a 30-Minute Drive	6,765
		Increase in Attractions within a 30-Minute Drive	61
		Increase in Key Community Destinations (in Leavenworth County) within a 15-Minute Drive	0.52
		Within 1/4 Mile of School(s)	NO
		Within 1/4 Mile of Park(s)	NO
Economic Development / Jobs Access	60	Increase in Jobs within a 30-Minute Drive	4,027
		Increase in Acres of Commercial/Industrial within a 30-Minute Drive	15.4
		Increase in Number of Census Block Groups within 15-Minute Drive of I-70 or I-435	5
		Acres of Undeveloped Land within 1/2 Mile of Proposed Interchange (If Applicable)	-
Equity	0	Impacts an Area of Persistent Poverty	NO
		Impacts a Historically Disadvantaged Community	NO
		Impacts an Opportunity Zone	NO
		Increase in Population within a 30-Minute Drive*	-
		Increase in Jobs within a 30-Minute Drive*	-
Sustainability	40	Increase in Attractions within a 30-Minute Drive*	-
		Change in Vehicle Miles Traveled (VMT)	-41,482
		Project Impacts a Bridge in Fair or Poor Condition	NO
		Project Converts a Gravel Roadway to Paved or Impacts a Low-Water Crossing	NO
		Project is Located on Planned Bike Route	NO
Cost Effectiveness	12	Project Fills Bike/Sidewalk System Gap or Provides a Bike/Ped Facility	NO
		Capital Cost	\$68,085,000
Other	54	Annual Operations and Maintenance Cost	\$145,300
		Partnerships (Number of Jurisdictions Crossed)	3
		Previous Plan History	Previous Planning Study or Illustrative Project in MARC MTP Environmental Assessment
		Projected Environmental Clearance	

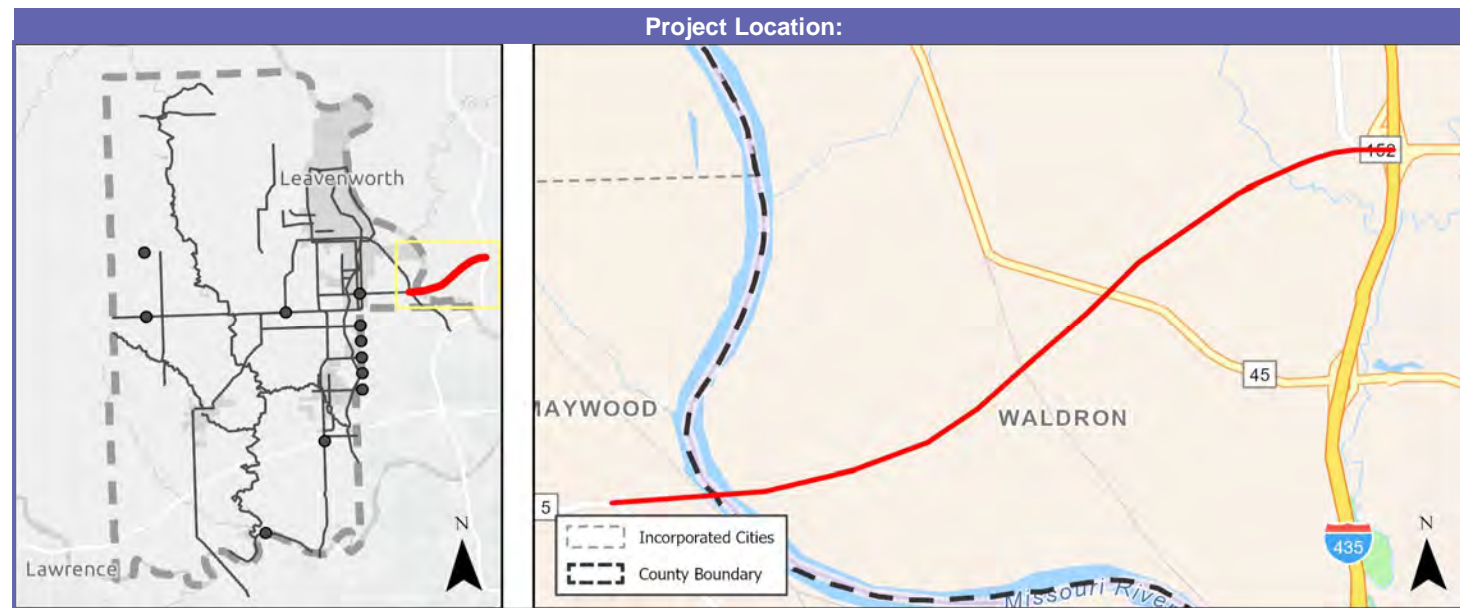
*for Areas of Persistent Poverty, Historically Disadvantaged Communities, or Opportunity Zones

Project Profile

**Eastern Gateway
New Major Roadway**



Source: MARC Long Range Transportation Plan



Project Description:
 Create new major regional facility across the Missouri River connecting Leavenworth County to Platte County in Missouri and the MO-152/I-435 freeways, mainly on new alignments. Widen and improve McIntyre Road/Wolcott Drive east of K-7 to a 4-lane highway with shoulders and median to Tontine Road. Construct a new 4-lane crossing of the Missouri River. In Missouri, construct a new 4-lane highway with shoulders and median. Include a connection to MO-45 and tie into MO-152 at the interchange with I-435. This project would likely include a reconfiguration of the MO-152/I-435 interchange to a full system interchange and modifications to the tie-in to Missouri State Highway N west of I-435.

Next Steps:

- Leavenworth County + City of Leavenworth + City of Lansing: Coordinate with KDOT on inclusion in 2023 IKE Program Local Consult process (Fall 2023); intent would be to add project to KDOT's development pipeline and obtain funds to use a matching funds for a USDOT RAISE planning grant
- Leavenworth County + City of Leavenworth + City of Lansing + KDOT: Coordinate with MoDOT, as well as local and state elected officials in Kansas and Missouri, to garner active political support for project. Once there is active political support on both sides of the Missouri River, apply for a USDOT RAISE planning grant to advance planning, preliminary design, and environmental review. This project should include the northern extension into Leavenworth City, which was shown through this planning effort to significantly improve access to jobs, population, and other key regional destinations in federally-designated equity areas in Leavenworth City by better connecting those areas with the greater Kansas City metro area

* Entire Region: Issue Letter of Support for Project for KDOT and USDOT's consideration

Funding Sources:

Applicable for MARC Funding	YES
Applicable for KDOT IKE Program Funding	YES

		Project Scoring:	
Category	Score	Analyzed Metrics	
Traffic Operations / User Delay	63	Daily Traffic Volume (Vehicles)	8,200
		Future Congestion (Volume-to-Capacity Ratio)	0.00
		Travel Delay Reduction (Change in Daily Vehicle Hours of Delay)	-660
Safety	0	Existing Crash History (Number of Crashes/Year)	N/A
		Fatal and Injury Crash History (Number of Crashes/Year)	N/A
		Project Crash Reduction (Crashes/Year)	N/A
		Fatal and Injury Project Crash Reduction (Crashes/Year)	N/A
Population and Amenity Access	80	Increase in Population within a 30-Minute Drive	31,009
		Increase in Attractions within a 30-Minute Drive	87
		Increase in Key Community Destinations (in Leavenworth County) within a 15-Minute Drive	-
		Within 1/4 Mile of School(s)	YES
		Within 1/4 Mile of Park(s)	NO
Economic Development / Jobs Access	40	Increase in Jobs within a 30-Minute Drive	11,761
		Increase in Acres of Commercial/Industrial within a 30-Minute Drive	0
		Increase in Number of Census Block Groups within 15-Minute Drive of I-70 or I-435	3
Equity	51	Acres of Undeveloped Land within 1/2 Mile of Proposed Interchange (If Applicable)	-
		Impacts an Area of Persistent Poverty	NO
		Impacts a Historically Disadvantaged Community	NO
		Impacts an Opportunity Zone	NO
		Increase in Population within a 30-Minute Drive*	27,737
Increase in Jobs within a 30-Minute Drive*	9,144		
Increase in Attractions within a 30-Minute Drive*	75		
Sustainability	0	Change in Vehicle Miles Traveled (VMT)	68,050
		Project Impacts a Bridge in Fair or Poor Condition	NO
		Project Converts a Gravel Roadway to Paved or Impacts a Low-Water Crossing	NO
		Project is Located on Planned Bike Route	NO
Cost Effectiveness	10	Project Fills Bike/Sidewalk System Gap or Provides a Bike/Ped Facility	NO
		Capital Cost	\$201,893,000
Other	36	Annual Operations and Maintenance Cost	\$277,600
		Partnerships (Number of Jurisdictions Crossed)	4
		Previous Plan History	Previous Planning Study or Illustrative Project in MARC MTP
		Projected Environmental Clearance	Environmental Impact Statement

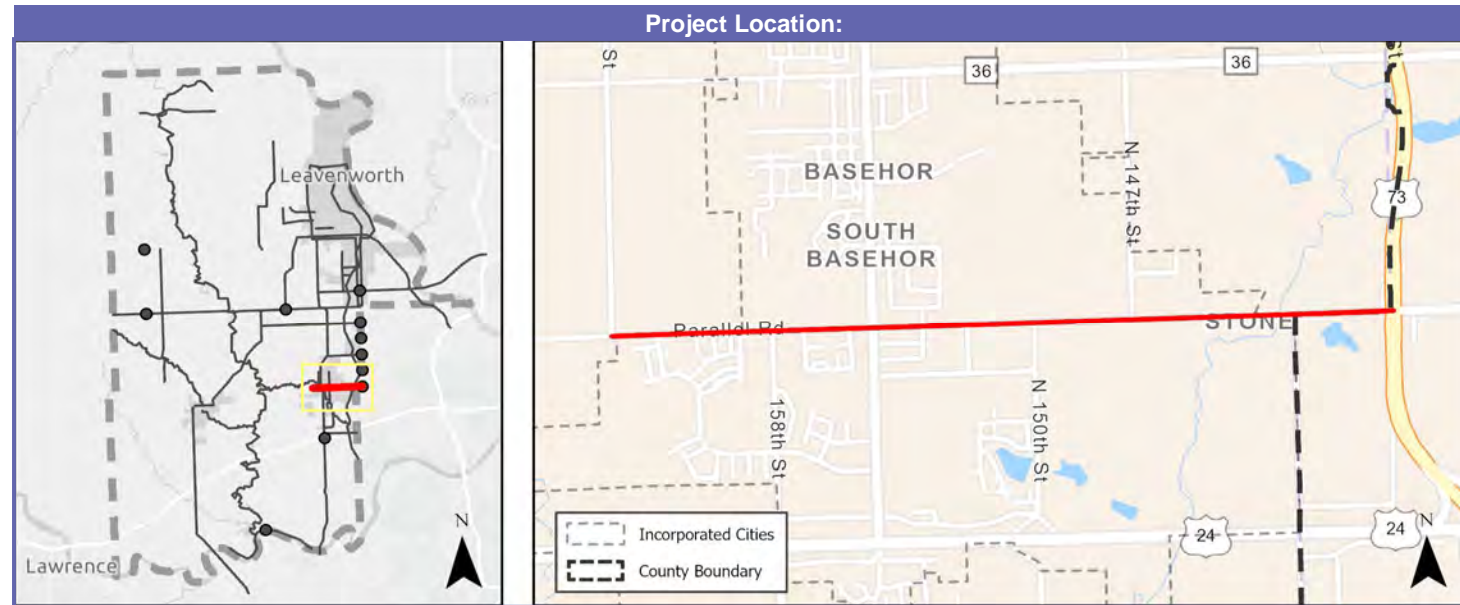
*for Areas of Persistent Poverty, Historically Disadvantaged Communities, or Opportunity Zones

Project Profile

Parallel Road Widening
Roadway Widening / Upgrade



Source: MARC Long Range Transportation Plan



Project Description:

Reconstruct and widen approximately 3 miles of Parallel Road from K-7 to 163rd Street through the City of Basehor, including widening from 2 to 4 lanes; add 10' wide multi-use path on one side and 5' sidewalk on opposite side; construct roundabout at 155th Street/Parallel Rd intersection.

Next Steps:

- City of Basehor: Suggest reframing project as "Parallel Road Improvements", as this project includes much-needed bicycle and pedestrian facilities, as well as intersection safety improvements
- City of Basehor: Advance detailed design, environmental review (if applicable), and right-of-way acquisition through local funding. Submit project through MARC STBG or STBG Set-Aside program to obtain funding for construction and implementation (2024)

* Entire Region: Issue Letter of Support for Project for MARC's consideration

Funding Sources:

Applicable for MARC Funding	YES
Applicable for KDOT IKE Program Funding	NO

Project Scoring:

Category	Score	Analyzed Metrics	
Traffic Operations / User Delay	58	Daily Traffic Volume (Vehicles)	2,300
		Future Congestion (Volume-to-Capacity Ratio)	0.47
		Travel Delay Reduction (Change in Daily Vehicle Hours of Delay)	-65
Safety	92	Existing Crash History (Number of Crashes/Year)	6.80
		Fatal and Injury Crash History (Number of Crashes/Year)	1.00
		Project Crash Reduction (Crashes/Year)	-3.20
		Fatal and Injury Project Crash Reduction (Crashes/Year)	-0.70
Population and Amenity Access	20	Increase in Population within a 30-Minute Drive	-
		Increase in Attractions within a 30-Minute Drive	-
		Increase in Key Community Destinations (in Leavenworth County) within a 15-Minute Drive	-
		Within 1/4 Mile of School(s)	YES
		Within 1/4 Mile of Park(s)	YES
Economic Development / Jobs Access	0	Increase in Jobs within a 30-Minute Drive	-
		Increase in Acres of Commercial/Industrial within a 30-Minute Drive	-
		Increase in Number of Census Block Groups within 15-Minute Drive of I-70 or I-435	-
Equity	0	Acres of Undeveloped Land within 1/2 Mile of Proposed Interchange (If Applicable)	-
		Impacts an Area of Persistent Poverty	NO
		Impacts a Historically Disadvantaged Community	NO
		Impacts an Opportunity Zone	NO
		Increase in Population within a 30-Minute Drive*	-
Sustainability	50	Increase in Jobs within a 30-Minute Drive*	-
		Increase in Attractions within a 30-Minute Drive*	-
		Change in Vehicle Miles Traveled (VMT)	-3,381
		Project Impacts a Bridge in Fair or Poor Condition	NO
		Project Converts a Gravel Roadway to Paved or Impacts a Low-Water Crossing	NO
Cost Effectiveness	12	Project is Located on Planned Bike Route	YES
		Project Fills Bike/Sidewalk System Gap or Provides a Bike/Ped Facility	YES
Other	100	Capital Cost	\$32,861,000
		Annual Operations and Maintenance Cost	\$75,000
		Partnerships (Number of Jurisdictions Crossed)	4
		Previous Plan History	Constrained Project in MARC MTP
		Projected Environmental Clearance	Categorical Exclusion

*for Areas of Persistent Poverty, Historically Disadvantaged Communities, or Opportunity Zones

Project Profile

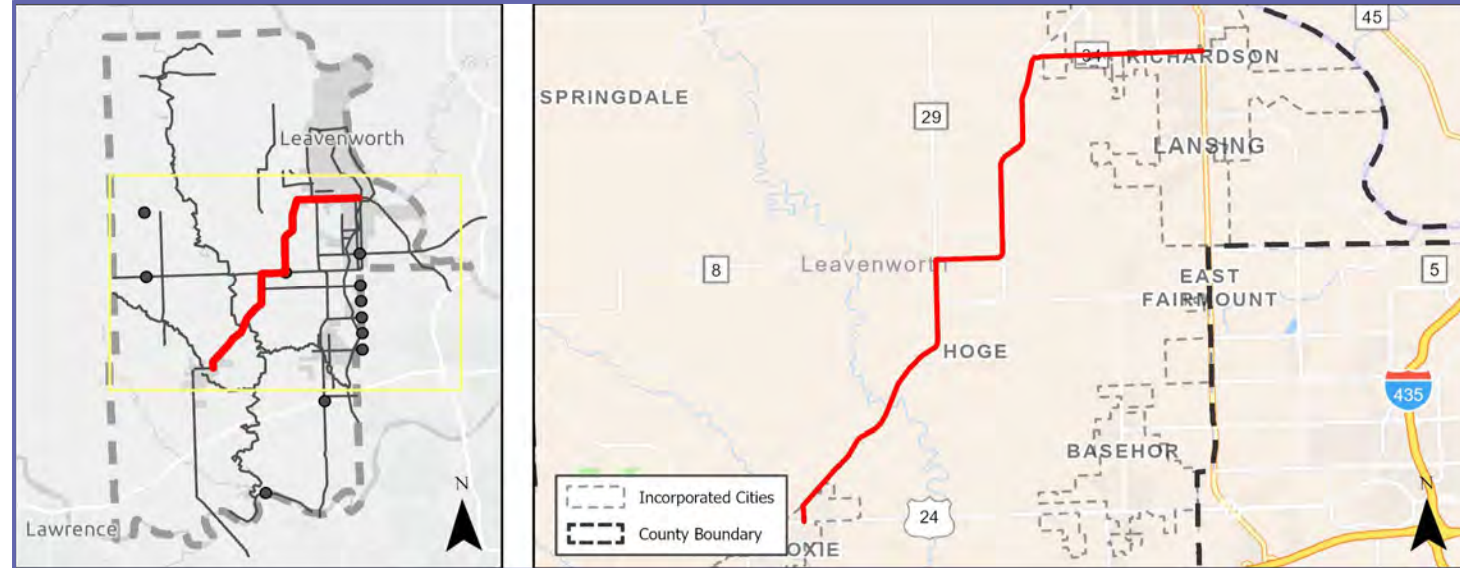
Tonganoxie - Eisenhower Corridor

Roadway Widening / Upgrade



Source: LVCO Local Road Safety Plan

Project Location:



Project Description:

Create improved southwest-to-northeast regional arterial corridor between the City of Tonganoxie and the City of Leavenworth, mainly via upgrades and safety improvements to existing alignments. This facility is shown in the 2020 Leavenworth County Comprehensive Plan. This facility would entail: creating a direct connection between Tonganoxie Road and US 24/40 via Laming Road; upgrading Tonganoxie Road/CR 5 between US 24/40 and 187th Street; upgrading 187th Street/CR 29 between Hollingsworth Road and Eisenhower Road; upgrading Eisenhower Road between 187th Street/Tonganoxie Road and 155th Street; and upgrading intersections along the corridor to reduce skew or provide signalization/roundabouts (Tonganoxie Road/Parallel Road, Tonganoxie Road/187th Street/Hollingsworth Road, 187th Street/Eisenhower Road, Eisenhower Road/Bauserman Road, Tonganoxie Road/Eisenhower Road). Include parallel 10' shared use path along all new or upgraded facilities.

Note that safety improvements along Tonganoxie Road segments (1) between Tonganoxie City Limits and 195th Street/Mitchell Road intersection and (2) between 195th Street/Mitchell Road intersection and Dempsey Road are called out in the 2021 County Local Road Safety Plan. This generally consists of improvements to roadside conditions, such as adding a 2' shoulder and flattened foreslopes, providing a larger clear zone outside of the roadway, and adding rumble strips. These safety improvements would likely be implemented throughout the corridor as part of the facility upgrades. Additionally, safety improvements at the 187th Street/Eisenhower Road intersection are called out in 2021 County Local Road Safety Plan. This generally consists of realigning the intersection approaches to reduce or eliminate skew. This type of improvement would likely be implemented at other critical intersections along the corridor where intersection skew presents safety concerns.

Next Steps:

- Leavenworth County: Incorporate into County Safety Action Plan (funded through SS4A grant award)
- Leavenworth County: Apply for HRRR funding through KDOT for targeted spot locations
- Leavenworth County + City of Leavenworth + City of Tonganoxie: Consider packaging into a suite of corridor improvements between Tonganoxie and Leavenworth to apply for an SS4A Implementation grant
- Leavenworth County + City of Leavenworth + City of Tonganoxie: Regardless of whether or not an SS4A Implementation grant is obtained, local funds could be used to advance design along the corridor, which could then be packaged into a project application to MARC for STBG funding or to KDOT for HSIP funding

Funding Sources:

Applicable for MARC Funding	YES
Applicable for KDOT IKE Program Funding	NO

Project Scoring:

Category	Score	Analyzed Metrics	
Traffic Operations / User Delay	55	Daily Traffic Volume (Vehicles)	1,400
		Future Congestion (Volume-to-Capacity Ratio)	0.43
		Travel Delay Reduction (Change in Daily Vehicle Hours of Delay)	-136
Safety	100	Existing Crash History (Number of Crashes/Year)	99.83
		Fatal and Injury Crash History (Number of Crashes/Year)	27.00
		Project Crash Reduction (Crashes/Year)	-7.12
		Fatal and Injury Project Crash Reduction (Crashes/Year)	-2.59
Population and Amenity Access	20	Increase in Population within a 30-Minute Drive	-
		Increase in Attractions within a 30-Minute Drive	-
		Increase in Key Community Destinations (in Leavenworth County) within a 15-Minute Drive	-
		Within 1/4 Mile of School(s)	YES
		Within 1/4 Mile of Park(s)	YES
Economic Development / Jobs Access	0	Increase in Jobs within a 30-Minute Drive	-
		Increase in Acres of Commercial/Industrial within a 30-Minute Drive	-
		Increase in Number of Census Block Groups within 15-Minute Drive of I-70 or I-435	-
		Acres of Undeveloped Land within 1/2 Mile of Proposed Interchange (If Applicable)	-
Equity	20	Impacts an Area of Persistent Poverty	YES
		Impacts a Historically Disadvantaged Community	YES
		Impacts an Opportunity Zone	NO
		Increase in Population within a 30-Minute Drive*	-
		Increase in Jobs within a 30-Minute Drive*	-
Sustainability	23	Increase in Attractions within a 30-Minute Drive*	-
		Change in Vehicle Miles Traveled (VMT)	-
		Project Impacts a Bridge in Fair or Poor Condition	YES (Fair)
		Project Converts a Gravel Roadway to Paved or Impacts a Low-Water Crossing	NO
		Project is Located on Planned Bike Route	NO
Cost Effectiveness	14	Project Fills Bike/Sidewalk System Gap or Provides a Bike/Ped Facility	YES
		Capital Cost	\$73,966,000
Other	90	Annual Operations and Maintenance Cost	\$0
		Partnerships (Number of Jurisdictions Crossed)	4
		Previous Plan History Projected Environmental Clearance	Previous Planning Study or Illustrative Project in MARC MTP Categorical Exclusion

*for Areas of Persistent Poverty, Historically Disadvantaged Communities, or Opportunity Zones

Project Profile

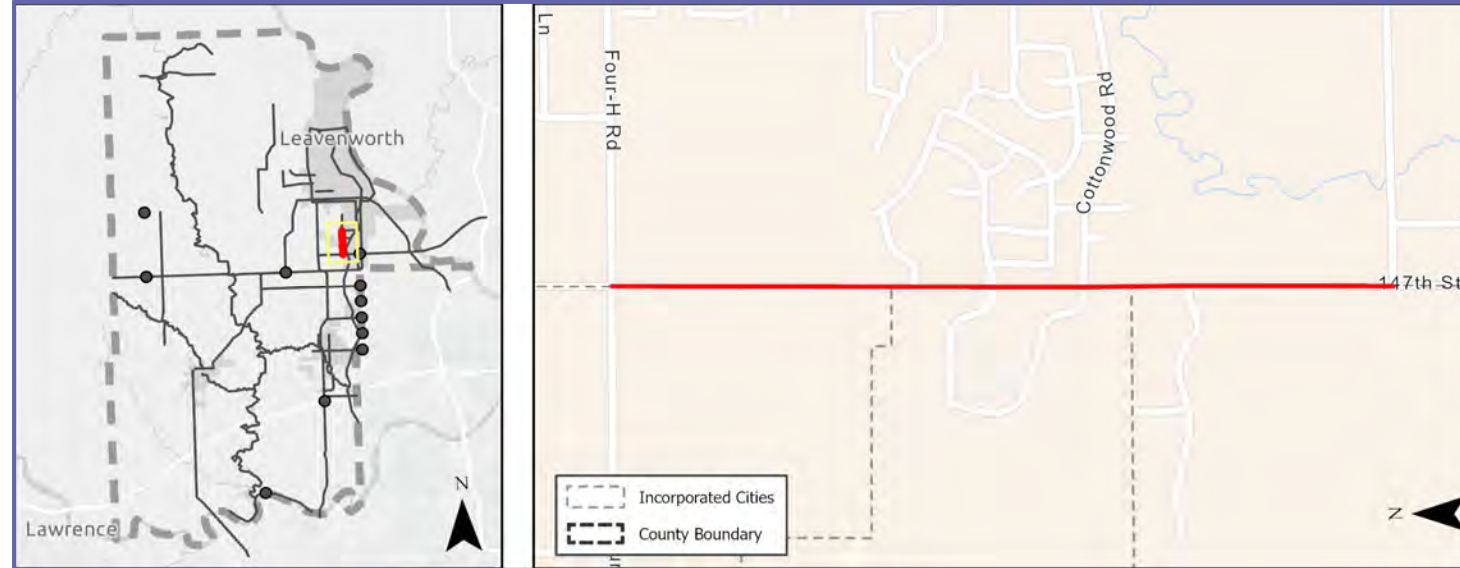
147th St Reconstruction (4-H Road to McIntyre Road)

Roadway Widening / Upgrade



Source: MARC Long Range Transportation Plan

Project Location:



Project Description:

Reconstruct approximately 2.5 miles of rural 2-lane 147th Street between 4-H Road and McIntyre Road to a 3-lane facility (center two-way left turn lane) with a 10' multi-use path on one side and 5' sidewalk on opposite side.

Next Steps:

- City of Lansing: Advance design and construction locally, potentially through development of adjacent parcels

Funding Sources:

Applicable for MARC Funding	YES
Applicable for KDOT IKE Program Funding	NO

Project Scoring:

Category	Score	Analyzed Metrics	
Traffic Operations / User Delay	13	Daily Traffic Volume (Vehicles)	600
		Future Congestion (Volume-to-Capacity Ratio)	0.00
		Travel Delay Reduction (Change in Daily Vehicle Hours of Delay)	-
Safety	59	Existing Crash History (Number of Crashes/Year)	4.70
		Fatal and Injury Crash History (Number of Crashes/Year)	0.50
		Project Crash Reduction (Crashes/Year)	-1.20
		Fatal and Injury Project Crash Reduction (Crashes/Year)	-0.10
Population and Amenity Access	10	Increase in Population within a 30-Minute Drive	-
		Increase in Attractions within a 30-Minute Drive	-
		Increase in Key Community Destinations (in Leavenworth County) within a 15-Minute Drive	-
		Within 1/4 Mile of School(s)	NO
		Within 1/4 Mile of Park(s)	YES
Economic Development / Jobs Access	0	Increase in Jobs within a 30-Minute Drive	-
		Increase in Acres of Commercial/Industrial within a 30-Minute Drive	-
		Increase in Number of Census Block Groups within 15-Minute Drive of I-70 or I-435	-
Equity	0	Acres of Undeveloped Land within 1/2 Mile of Proposed Interchange (If Applicable)	-
		Impacts an Area of Persistent Poverty	NO
		Impacts a Historically Disadvantaged Community	NO
		Impacts an Opportunity Zone	NO
		Increase in Population within a 30-Minute Drive*	-
		Increase in Jobs within a 30-Minute Drive*	-
Sustainability	15	Increase in Attractions within a 30-Minute Drive*	-
		Change in Vehicle Miles Traveled (VMT)	-
		Project Impacts a Bridge in Fair or Poor Condition	NO
		Project Converts a Gravel Roadway to Paved or Impacts a Low-Water Crossing	NO
		Project is Located on Planned Bike Route	NO
Cost Effectiveness	5	Project Fills Bike/Sidewalk System Gap or Provides a Bike/Ped Facility	YES
		Capital Cost	\$13,819,000
Other	94	Annual Operations and Maintenance Cost	\$25,000
		Partnerships (Number of Jurisdictions Crossed)	3
		Previous Plan History	Constrained Project in MARC MTP
		Projected Environmental Clearance	Categorical Exclusion

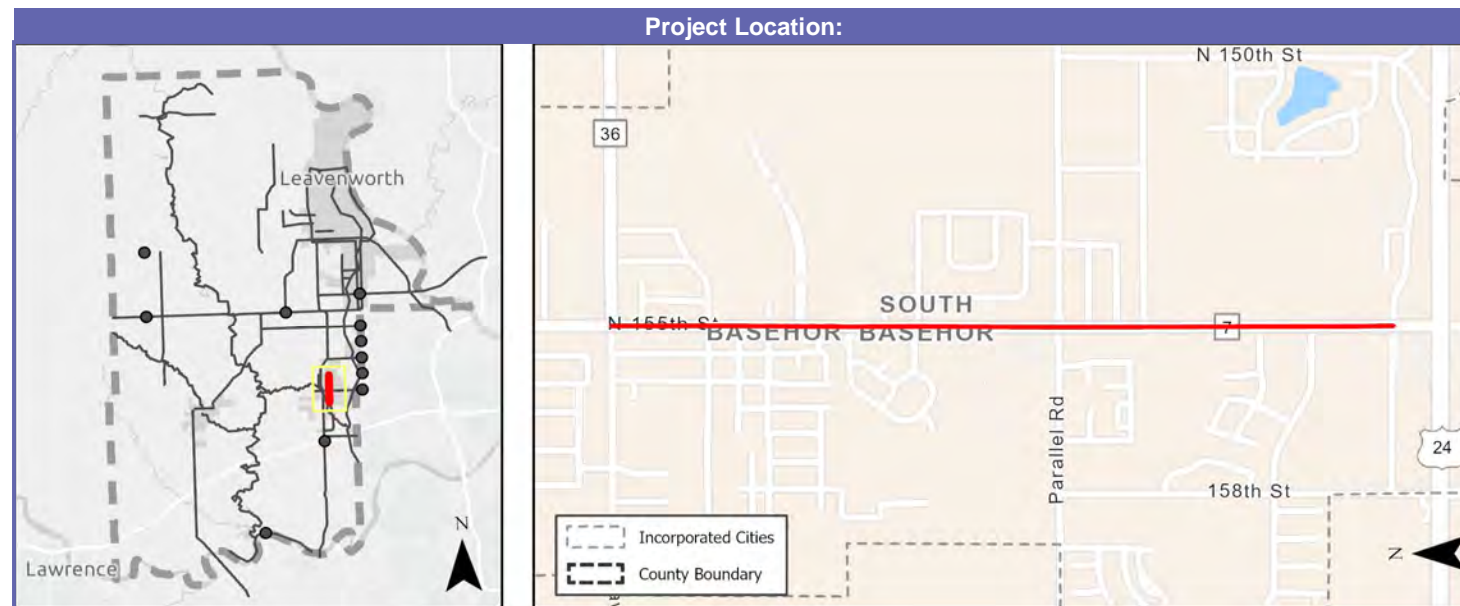
*for Areas of Persistent Poverty, Historically Disadvantaged Communities, or Opportunity Zones

Project Profile

155th St Widening / Improvements in Basehor
Roadway Widening / Upgrade



Source: MARC Long Range Transportation Plan



Project Description:
Upgrade and widen existing 155th Street in the City of Basehor between Wolf Creek Parkway and Elm Street to 3+ lanes (center two-way left turn lane); add 10' wide multi-use path on one side and 5' sidewalk on the opposite side. Construct roundabouts at 155th Street/Parallel Road intersection (noted in Parallel Road widening project) and 155th Street/Leavenworth Road intersections; improve alignment of 155th Street/Elm Street intersection. Note that this project is an improvement to an existing facility within the City of Basehor, whereas the separate 158th Street/155th Street project would create a new alignment to the west of this corridor.

Next Steps:

- City of Basehor: Advance design and construction locally, potentially through development of adjacent parcels

Funding Sources:

Applicable for MARC Funding	YES
Applicable for KDOT IKE Program Funding	NO

Project Scoring:			
Category	Score	Analyzed Metrics	
Traffic Operations / User Delay	20	Daily Traffic Volume (Vehicles)	2,600
		Future Congestion (Volume-to-Capacity Ratio)	0.00
		Travel Delay Reduction (Change in Daily Vehicle Hours of Delay)	-
Safety	77	Existing Crash History (Number of Crashes/Year)	9.70
		Fatal and Injury Crash History (Number of Crashes/Year)	1.20
		Project Crash Reduction (Crashes/Year)	-2.60
		Fatal and Injury Project Crash Reduction (Crashes/Year)	-0.30
Population and Amenity Access	10	Increase in Population within a 30-Minute Drive	-
		Increase in Attractions within a 30-Minute Drive	-
		Increase in Key Community Destinations (in Leavenworth County) within a 15-Minute Drive	-
		Within 1/4 Mile of School(s)	NO
		Within 1/4 Mile of Park(s)	YES
Economic Development / Jobs Access	0	Increase in Jobs within a 30-Minute Drive	-
		Increase in Acres of Commercial/Industrial within a 30-Minute Drive	-
		Increase in Number of Census Block Groups within 15-Minute Drive of I-70 or I-435	-
Equity	0	Acres of Undeveloped Land within 1/2 Mile of Proposed Interchange (If Applicable)	-
		Impacts an Area of Persistent Poverty	NO
		Impacts a Historically Disadvantaged Community	NO
		Impacts an Opportunity Zone	NO
		Increase in Population within a 30-Minute Drive*	-
Sustainability	15	Increase in Jobs within a 30-Minute Drive*	-
		Increase in Attractions within a 30-Minute Drive*	-
		Change in Vehicle Miles Traveled (VMT)	-
		Project Impacts a Bridge in Fair or Poor Condition	NO
		Project Converts a Gravel Roadway to Paved or Impacts a Low-Water Crossing	NO
Cost Effectiveness	5	Project is Located on Planned Bike Route	NO
		Project Fills Bike/Sidewalk System Gap or Provides a Bike/Ped Facility	YES
Other	84	Capital Cost	\$27,035,000
		Annual Operations and Maintenance Cost	\$18,000
		Partnerships (Number of Jurisdictions Crossed)	3
		Previous Plan History	Previous Planning Study or Illustrative Project in MARC MTP
		Projected Environmental Clearance	Categorical Exclusion

*for Areas of Persistent Poverty, Historically Disadvantaged Communities, or Opportunity Zones

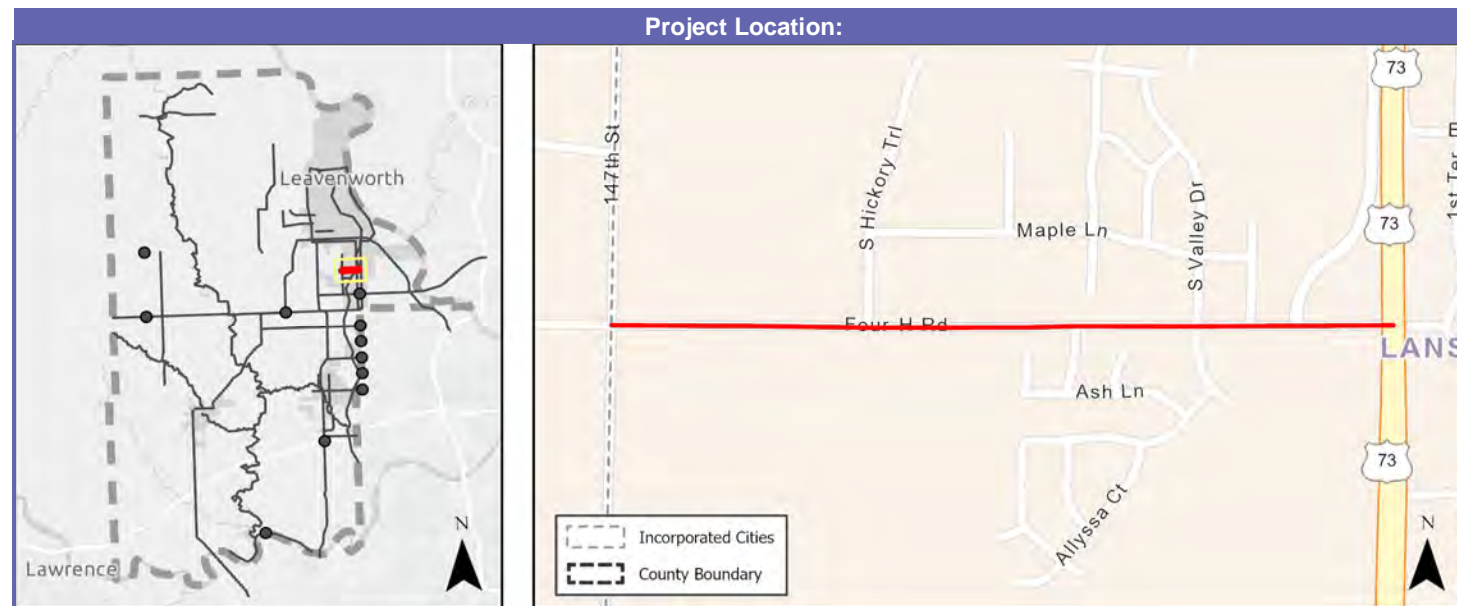
Project Profile

4-H Road Reconstruction (K-7 to 147th)

Roadway Widening / Upgrade



Source: MARC Long Range Transportation Plan



Project Description:
 Reconstruct approximately 1 mile of rural 2-lane 4-H road between 147th Street and K-7 to a 3-lane facility (center two-way left turn lane) with 10' multi-use path on one side and 5' sidewalk on opposite side.

Next Steps:

- City of Lansing: Advance design and construction locally, potentially through development of adjacent parcels

Funding Sources:	
Applicable for MARC Funding	YES
Applicable for KDOT IKE Program Funding	NO

Project Scoring:			
Category	Score	Analyzed Metrics	
Traffic Operations / User Delay	35	Daily Traffic Volume (Vehicles)	1,900
		Future Congestion (Volume-to-Capacity Ratio)	1.00
		Travel Delay Reduction (Change in Daily Vehicle Hours of Delay)	-
Safety	48	Existing Crash History (Number of Crashes/Year)	3.80
		Fatal and Injury Crash History (Number of Crashes/Year)	0.30
		Project Crash Reduction (Crashes/Year)	-1.00
		Fatal and Injury Project Crash Reduction (Crashes/Year)	-0.10
Population and Amenity Access	1	Increase in Population within a 30-Minute Drive	-
		Increase in Attractions within a 30-Minute Drive	-
		Increase in Key Community Destinations (in Leavenworth County) within a 15-Minute Drive	-
		Within 1/4 Mile of School(s)	NO
		Within 1/4 Mile of Park(s)	NO
Economic Development / Jobs Access	0	Increase in Jobs within a 30-Minute Drive	-
		Increase in Acres of Commercial/Industrial within a 30-Minute Drive	-
		Increase in Number of Census Block Groups within 15-Minute Drive of I-70 or I-435	-
Equity	0	Acres of Undeveloped Land within 1/2 Mile of Proposed Interchange (If Applicable)	-
		Impacts an Area of Persistent Poverty	NO
		Impacts a Historically Disadvantaged Community	NO
		Impacts an Opportunity Zone	NO
		Increase in Population within a 30-Minute Drive*	-
		Increase in Jobs within a 30-Minute Drive*	-
Sustainability	15	Increase in Attractions within a 30-Minute Drive*	-
		Change in Vehicle Miles Traveled (VMT)	-
		Project Impacts a Bridge in Fair or Poor Condition	NO
		Project Converts a Gravel Roadway to Paved or Impacts a Low-Water Crossing	NO
		Project is Located on Planned Bike Route	NO
Cost Effectiveness	7	Project Fills Bike/Sidewalk System Gap or Provides a Bike/Ped Facility	YES
		Capital Cost	\$5,528,000
Other	94	Annual Operations and Maintenance Cost	\$10,000
		Partnerships (Number of Jurisdictions Crossed)	3
		Previous Plan History	Constrained Project in MARC MTP
		Projected Environmental Clearance	Categorical Exclusion

*for Areas of Persistent Poverty, Historically Disadvantaged Communities, or Opportunity Zones

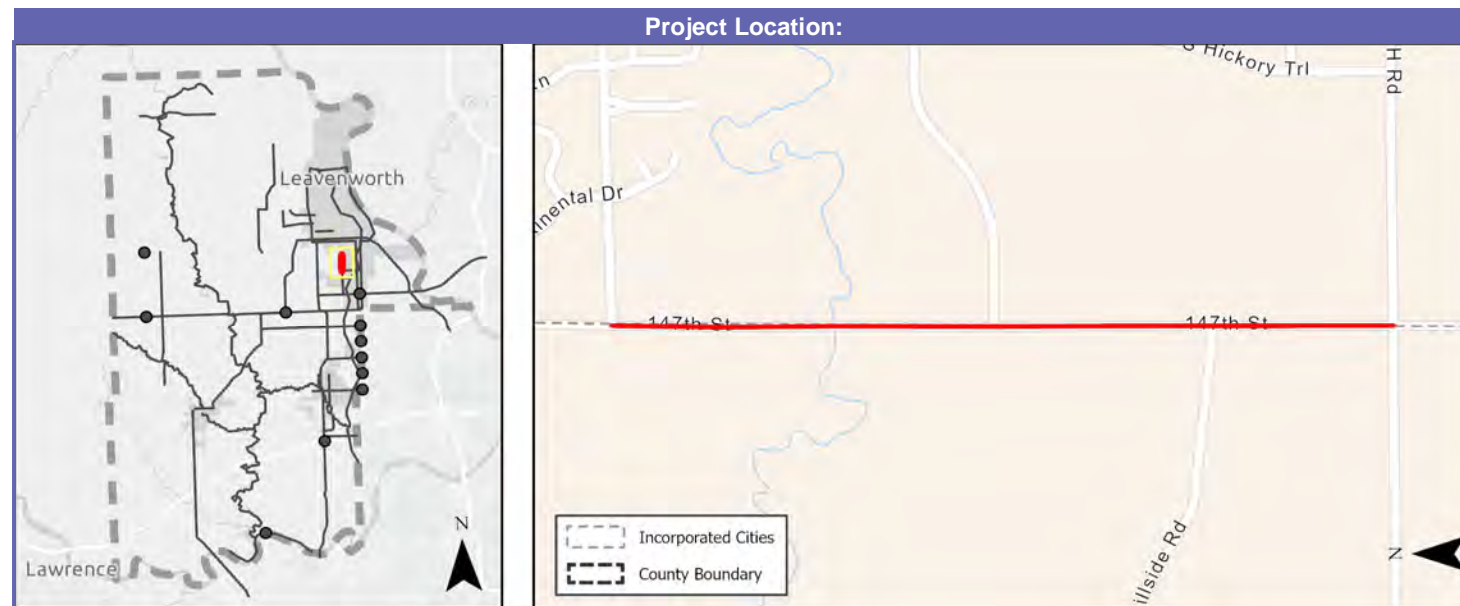
Project Profile

147th St (DeSoto Road) Reconstruction (4-H Road to Ida Street)

Roadway Widening / Upgrade



Source: MARC Long Range Transportation Plan



Project Description:

Reconstruct approximately 1 mile of rural 2-lane 147th Street/DeSoto Road between 4-H Road and Ida Street to a 3-lane facility (center two-way left turn lane) with 10' multi-use path on one side and 5' sidewalk on opposite side; replace bridge over Sevenmile Creek.

Next Steps:

- City of Lansing: Advance design and construction locally, potentially through development of adjacent parcels

Funding Sources:

Applicable for MARC Funding	YES
Applicable for KDOT IKE Program Funding	NO

Project Scoring:

Category	Score	Analyzed Metrics	
Traffic Operations / User Delay	33	Daily Traffic Volume (Vehicles)	3,300
		Future Congestion (Volume-to-Capacity Ratio)	0.00
		Travel Delay Reduction (Change in Daily Vehicle Hours of Delay)	-
Safety	65	Existing Crash History (Number of Crashes/Year)	3.30
		Fatal and Injury Crash History (Number of Crashes/Year)	0.80
		Project Crash Reduction (Crashes/Year)	-0.80
		Fatal and Injury Project Crash Reduction (Crashes/Year)	-0.20
Population and Amenity Access	10	Increase in Population within a 30-Minute Drive	-
		Increase in Attractions within a 30-Minute Drive	-
		Increase in Key Community Destinations (in Leavenworth County) within a 15-Minute Drive	-
		Within 1/4 Mile of School(s)	NO
		Within 1/4 Mile of Park(s)	YES
Economic Development / Jobs Access	0	Increase in Jobs within a 30-Minute Drive	-
		Increase in Acres of Commercial/Industrial within a 30-Minute Drive	-
		Increase in Number of Census Block Groups within 15-Minute Drive of I-70 or I-435	-
Equity	0	Acres of Undeveloped Land within 1/2 Mile of Proposed Interchange (If Applicable)	-
		Impacts an Area of Persistent Poverty	NO
		Impacts a Historically Disadvantaged Community	NO
		Impacts an Opportunity Zone	NO
		Increase in Population within a 30-Minute Drive*	-
Sustainability	23	Increase in Jobs within a 30-Minute Drive*	-
		Increase in Attractions within a 30-Minute Drive*	-
		Change in Vehicle Miles Traveled (VMT)	-
		Project Impacts a Bridge in Fair or Poor Condition	YES (Fair)
		Project Converts a Gravel Roadway to Paved or Impacts a Low-Water Crossing	NO
Cost Effectiveness	9	Project is Located on Planned Bike Route	NO
		Project Fills Bike/Sidewalk System Gap or Provides a Bike/Ped Facility	YES
Other	94	Capital Cost	\$7,475,000
		Annual Operations and Maintenance Cost	\$13,800
		Partnerships (Number of Jurisdictions Crossed)	3
		Previous Plan History	Constrained Project in MARC MTP
		Projected Environmental Clearance	Categorical Exclusion

*for Areas of Persistent Poverty, Historically Disadvantaged Communities, or Opportunity Zones

Project Profile

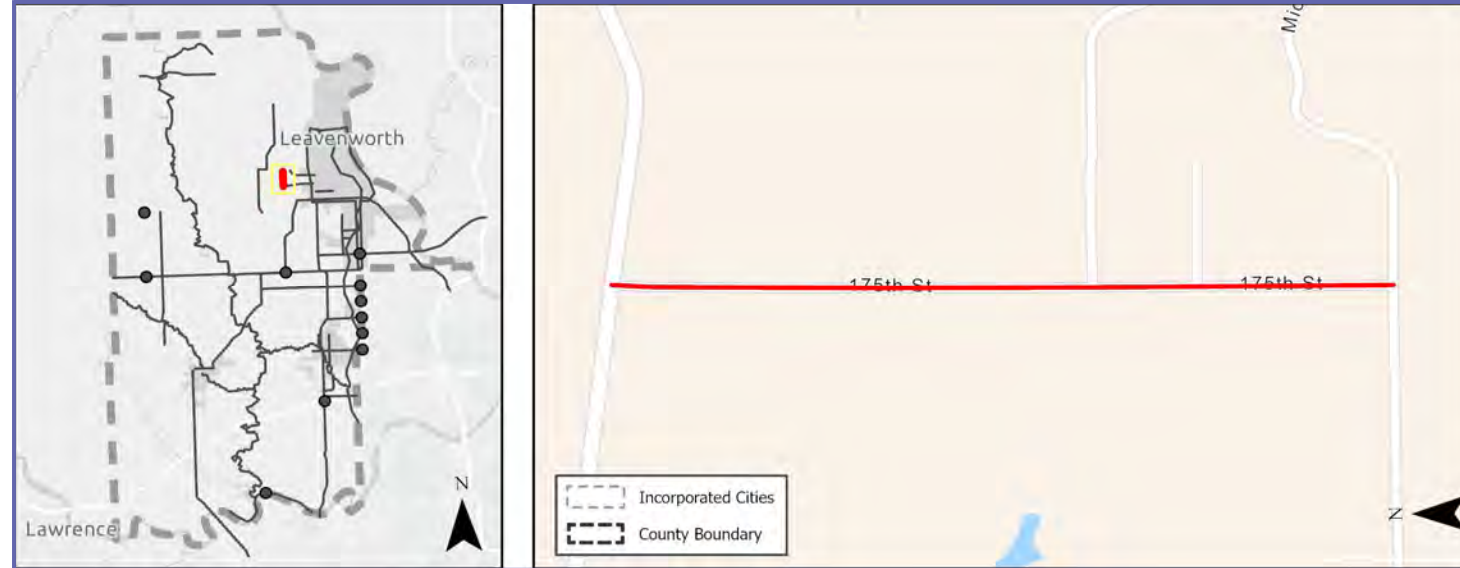
175th St Improvements (Michals to K-92)

Roadway Widening / Upgrade



Source: MARC Long Range Transportation Plan

Project Location:



Project Description:

Reconstruct approximately 1 mile of 175th Street, an existing gravel road (in Leavenworth County) between Michals Road and K-92, to a paved 2-lane suburban arterial; include sidewalk and bike/ped pathway (multi-use trail).

Next Steps:

- City of Leavenworth + Leavenworth County: Advance design and construction locally, potentially through development of adjacent parcels

Funding Sources:

Applicable for MARC Funding	YES
Applicable for KDOT IKE Program Funding	NO

Project Scoring:

Category	Score	Analyzed Metrics	
Traffic Operations / User Delay	15	Daily Traffic Volume (Vehicles)	0
		Future Congestion (Volume-to-Capacity Ratio)	0.00
		Travel Delay Reduction (Change in Daily Vehicle Hours of Delay)	-6
Safety	8	Existing Crash History (Number of Crashes/Year)	0.20
		Fatal and Injury Crash History (Number of Crashes/Year)	0.00
		Project Crash Reduction (Crashes/Year)	0.00
		Fatal and Injury Project Crash Reduction (Crashes/Year)	0.00
Population and Amenity Access	0	Increase in Population within a 30-Minute Drive	-
		Increase in Attractions within a 30-Minute Drive	-
		Increase in Key Community Destinations (in Leavenworth County) within a 15-Minute Drive	-
		Within 1/4 Mile of School(s)	NO
		Within 1/4 Mile of Park(s)	NO
Economic Development / Jobs Access	0	Increase in Jobs within a 30-Minute Drive	-
		Increase in Acres of Commercial/Industrial within a 30-Minute Drive	-
		Increase in Number of Census Block Groups within 15-Minute Drive of I-70 or I-435	-
Equity	0	Acres of Undeveloped Land within 1/2 Mile of Proposed Interchange (If Applicable)	-
		Impacts an Area of Persistent Poverty	NO
		Impacts a Historically Disadvantaged Community	NO
		Impacts an Opportunity Zone	NO
		Increase in Population within a 30-Minute Drive*	-
Sustainability	30	Increase in Jobs within a 30-Minute Drive*	-
		Increase in Attractions within a 30-Minute Drive*	-
		Change in Vehicle Miles Traveled (VMT)	-
		Project Impacts a Bridge in Fair or Poor Condition	NO
		Project Converts a Gravel Roadway to Paved or Impacts a Low-Water Crossing	YES
Cost Effectiveness	4	Project is Located on Planned Bike Route	NO
		Project Fills Bike/Sidewalk System Gap or Provides a Bike/Ped Facility	YES
Other	88	Capital Cost	\$11,055,000
		Annual Operations and Maintenance Cost	\$20,000
		Partnerships (Number of Jurisdictions Crossed)	2
		Previous Plan History	Constrained Project in MARC MTP
		Projected Environmental Clearance	Categorical Exclusion

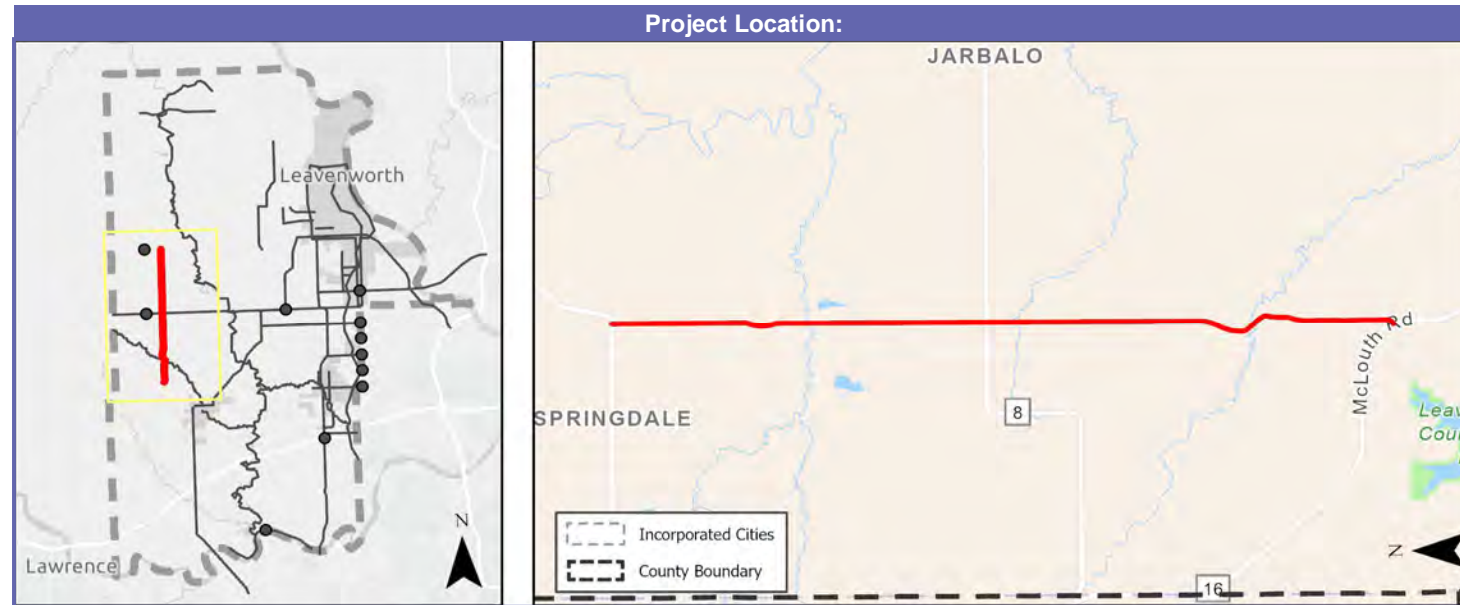
*for Areas of Persistent Poverty, Historically Disadvantaged Communities, or Opportunity Zones

Project Profile

County Road 30 Improvements
Roadway Widening / Upgrade



Source: MARC Long Range Transportation Plan



Project Description:

The MARC Metropolitan Transportation Plan calls for improving CR 30 to a modern 2-lane arterial between Easton and Tonganoxie (K-192 to K-92 to K-16), providing a north-south connection in the western portion of the County. This would entail an upgrade of the 235th Street corridor between K-16 and K-92 from gravel to paved for segments that are not yet paved. This project could also include improvements to roadside conditions along the length of the corridor, such as adding a 2' shoulder and flattened foreslopes, providing a larger clear zone outside of the roadway, and adding rumble strips.

Next Steps:

- Leavenworth County: Advance design and construction locally

Funding Sources:

Applicable for MARC Funding	YES
Applicable for KDOT IKE Program Funding	NO

Project Scoring:

Category	Score	Analyzed Metrics	
Traffic Operations / User Delay	43	Daily Traffic Volume (Vehicles)	800
		Future Congestion (Volume-to-Capacity Ratio)	0.00
		Travel Delay Reduction (Change in Daily Vehicle Hours of Delay)	-110
Safety	24	Existing Crash History (Number of Crashes/Year)	6.50
		Fatal and Injury Crash History (Number of Crashes/Year)	1.50
		Project Crash Reduction (Crashes/Year)	0.10
		Fatal and Injury Project Crash Reduction (Crashes/Year)	0.00
Population and Amenity Access	24	Increase in Population within a 30-Minute Drive	131
		Increase in Attractions within a 30-Minute Drive	0
		Increase in Key Community Destinations (in Leavenworth County) within a 15-Minute Drive	0.02
		Within 1/4 Mile of School(s)	YES
		Within 1/4 Mile of Park(s)	NO
Economic Development / Jobs Access	6	Increase in Jobs within a 30-Minute Drive	51
		Increase in Acres of Commercial/Industrial within a 30-Minute Drive	0
		Increase in Number of Census Block Groups within 15-Minute Drive of I-70 or I-435	-
Equity	0	Acres of Undeveloped Land within 1/2 Mile of Proposed Interchange (If Applicable)	-
		Impacts an Area of Persistent Poverty	NO
		Impacts a Historically Disadvantaged Community	NO
		Impacts an Opportunity Zone	NO
		Increase in Population within a 30-Minute Drive*	-
Sustainability	15	Increase in Jobs within a 30-Minute Drive*	-
		Increase in Attractions within a 30-Minute Drive*	-
		Change in Vehicle Miles Traveled (VMT)	-
		Project Impacts a Bridge in Fair or Poor Condition	NO
		Project Converts a Gravel Roadway to Paved or Impacts a Low-Water Crossing	YES
Cost Effectiveness	17	Project is Located on Planned Bike Route	NO
		Project Fills Bike/Sidewalk System Gap or Provides a Bike/Ped Facility	NO
Other	88	Capital Cost	\$16,187,000
		Annual Operations and Maintenance Cost	\$64,600
		Partnerships (Number of Jurisdictions Crossed)	2
		Previous Plan History	Constrained Project in MARC MTP
		Projected Environmental Clearance	Categorical Exclusion

*for Areas of Persistent Poverty, Historically Disadvantaged Communities, or Opportunity Zones

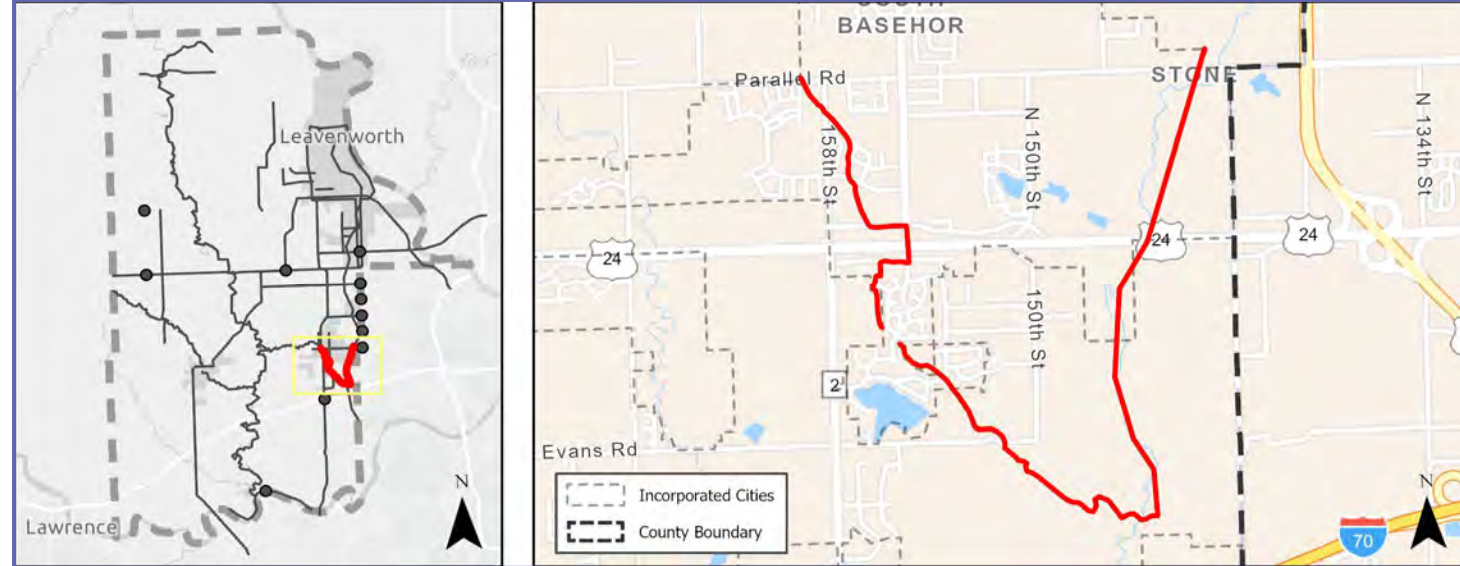
Project Profile

Basehor MetroGreen Trail
Trail



Source: MARC Long Range Transportation Plan

Project Location:



Project Description:

Construct sections of the MetroGreen Trail system within the City of Basehor. This project includes the section of trail from State Avenue north toward Fairmount Road/Basehor Sports Complex.

Next Steps:

- City of Basehor: Advance design locally, potentially through development of adjacent parcels. MARC STBG Set-Aside program could be used to fund construction.

Funding Sources:

Applicable for MARC Funding	YES
Applicable for KDOT IKE Program Funding	NO

Project Scoring:

Category	Score	Analyzed Metrics	
Traffic Operations / User Delay	N/A	Daily Traffic Volume (Vehicles)	0
		Future Congestion (Volume-to-Capacity Ratio)	0.00
		Travel Delay Reduction (Change in Daily Vehicle Hours of Delay)	-
Safety	N/A	Existing Crash History (Number of Crashes/Year)	0.00
		Fatal and Injury Crash History (Number of Crashes/Year)	0.00
		Project Crash Reduction (Crashes/Year)	0.00
		Fatal and Injury Project Crash Reduction (Crashes/Year)	0.00
Population and Amenity Access	30	Increase in Population within a 30-Minute Drive	-
		Increase in Attractions within a 30-Minute Drive	-
		Increase in Key Community Destinations (in Leavenworth County) within a 15-Minute Drive	1
		Within 1/4 Mile of School(s)	YES
		Within 1/4 Mile of Park(s)	YES
Economic Development / Jobs Access	N/A	Increase in Jobs within a 30-Minute Drive	-
		Increase in Acres of Commercial/Industrial within a 30-Minute Drive	-
		Increase in Number of Census Block Groups within 15-Minute Drive of I-70 or I-435	-
		Acres of Undeveloped Land within 1/2 Mile of Proposed Interchange (If Applicable)	-
Equity	0	Impacts an Area of Persistent Poverty	NO
		Impacts a Historically Disadvantaged Community	NO
		Impacts an Opportunity Zone	NO
		Increase in Population within a 30-Minute Drive*	-
		Increase in Jobs within a 30-Minute Drive*	-
		Increase in Attractions within a 30-Minute Drive*	-
Sustainability	70	Change in Vehicle Miles Traveled (VMT)	-
		Project Impacts a Bridge in Fair or Poor Condition	NO
		Project Converts a Gravel Roadway to Paved or Impacts a Low-Water Crossing	NO
		Project is Located on Planned Bike Route	YES
		Project Fills Bike/Sidewalk System Gap or Provides a Bike/Ped Facility	YES
Cost Effectiveness	N/A	Capital Cost	\$4,125,000
		Annual Operations and Maintenance Cost	\$90,000
Other	94	Partnerships (Number of Jurisdictions Crossed)	3
		Previous Plan History	Constrained Project in MARC MTP
		Projected Environmental Clearance	Categorical Exclusion

*for Areas of Persistent Poverty, Historically Disadvantaged Communities, or Opportunity Zones

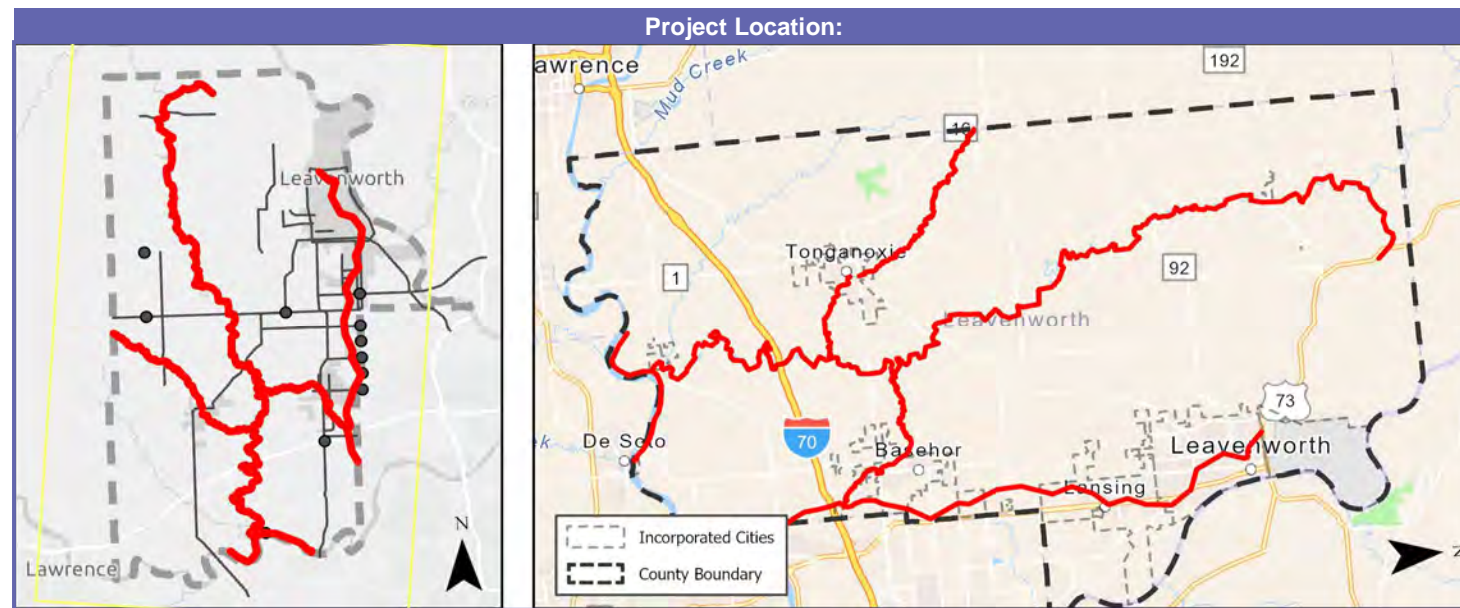
Project Profile

Leavenworth County Combined Regional Bikeway Network and MetroGreen Trail System

Trail



Source: MARC Long Range Transportation Plan



Project Description:
 Implement recommended bikeway and trail system from Greater Kansas City Regional Bikeway Plan and MARC MetroGreen Trail plan. This represents a County-wide implementation of the trail system.

Next Steps:
 • Leavenworth County: Divide project into implementable segments. Coordinate internally to explore ways to implement requirements for streamway trail construction as part of stream buffer regulations

Funding Sources:	
Applicable for MARC Funding	YES
Applicable for KDOT IKE Program Funding	NO

Project Scoring:			
Category	Score	Analyzed Metrics	
Traffic Operations / User Delay	N/A	Daily Traffic Volume (Vehicles)	0
		Future Congestion (Volume-to-Capacity Ratio)	0.00
		Travel Delay Reduction (Change in Daily Vehicle Hours of Delay)	-
Safety	N/A	Existing Crash History (Number of Crashes/Year)	0.00
		Fatal and Injury Crash History (Number of Crashes/Year)	0.00
		Project Crash Reduction (Crashes/Year)	0.00
		Fatal and Injury Project Crash Reduction (Crashes/Year)	0.00
Population and Amenity Access	20	Increase in Population within a 30-Minute Drive	-
		Increase in Attractions within a 30-Minute Drive	-
		Increase in Key Community Destinations (in Leavenworth County) within a 15-Minute Drive	1
		Within 1/4 Mile of School(s)	NO
		Within 1/4 Mile of Park(s)	YES
Economic Development / Jobs Access	N/A	Increase in Jobs within a 30-Minute Drive	-
		Increase in Acres of Commercial/Industrial within a 30-Minute Drive	-
		Increase in Number of Census Block Groups within 15-Minute Drive of I-70 or I-435	-
Equity	20	Acres of Undeveloped Land within 1/2 Mile of Proposed Interchange (If Applicable)	-
		Impacts an Area of Persistent Poverty	YES
		Impacts a Historically Disadvantaged Community	YES
		Impacts an Opportunity Zone	NO
		Increase in Population within a 30-Minute Drive*	-
		Increase in Jobs within a 30-Minute Drive*	-
Sustainability	70	Increase in Attractions within a 30-Minute Drive*	-
		Change in Vehicle Miles Traveled (VMT)	-
		Project Impacts a Bridge in Fair or Poor Condition	NO
		Project Converts a Gravel Roadway to Paved or Impacts a Low-Water Crossing	NO
		Project is Located on Planned Bike Route	YES
Cost Effectiveness	N/A	Project Fills Bike/Sidewalk System Gap or Provides a Bike/Ped Facility	YES
		Capital Cost	\$56,507,000
Other	100	Annual Operations and Maintenance Cost	\$3,000
		Partnerships (Number of Jurisdictions Crossed)	6
		Previous Plan History	Constrained Project in MARC MTP
		Projected Environmental Clearance	Categorical Exclusion

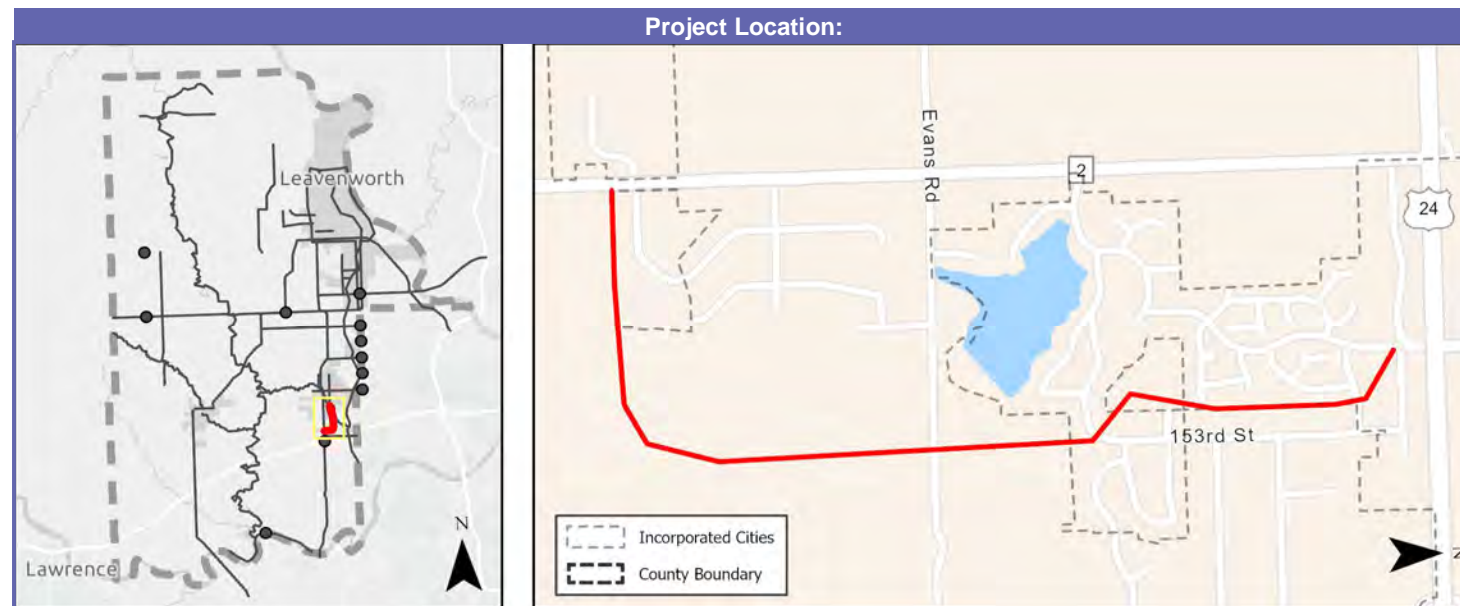
*for Areas of Persistent Poverty, Historically Disadvantaged Communities, or Opportunity Zones

Project Profile

Basehor MetroGreen Trail Extension - BLMS to State Trail



Source: MARC Long Range Transportation Plan



Project Description:
Construct 2.1 mile trail going from 155th Street/Wolf Creek Parkway to Basehor-Linwood Middle School.

Next Steps:

- City of Basehor: Advance design locally, potentially through development of adjacent parcels. MARC STBG Set-Aside program could be used to fund construction.

Funding Sources:	
Applicable for MARC Funding	YES
Applicable for KDOT IKE Program Funding	NO

Project Scoring:			
Category	Score	Analyzed Metrics	
Traffic Operations / User Delay	N/A	Daily Traffic Volume (Vehicles)	0
		Future Congestion (Volume-to-Capacity Ratio)	0.00
		Travel Delay Reduction (Change in Daily Vehicle Hours of Delay)	-
Safety	N/A	Existing Crash History (Number of Crashes/Year)	0.00
		Fatal and Injury Crash History (Number of Crashes/Year)	0.00
		Project Crash Reduction (Crashes/Year)	0.00
		Fatal and Injury Project Crash Reduction (Crashes/Year)	0.00
Population and Amenity Access	30	Increase in Population within a 30-Minute Drive	-
		Increase in Attractions within a 30-Minute Drive	-
		Increase in Key Community Destinations (in Leavenworth County) within a 15-Minute Drive	1
		Within 1/4 Mile of School(s)	YES
		Within 1/4 Mile of Park(s)	YES
Economic Development / Jobs Access	N/A	Increase in Jobs within a 30-Minute Drive	-
		Increase in Acres of Commercial/Industrial within a 30-Minute Drive	-
		Increase in Number of Census Block Groups within 15-Minute Drive of I-70 or I-435	-
		Acres of Undeveloped Land within 1/2 Mile of Proposed Interchange (If Applicable)	-
Equity	0	Impacts an Area of Persistent Poverty	NO
		Impacts a Historically Disadvantaged Community	NO
		Impacts an Opportunity Zone	NO
		Increase in Population within a 30-Minute Drive*	-
		Increase in Jobs within a 30-Minute Drive*	-
Sustainability	70	Increase in Attractions within a 30-Minute Drive*	-
		Change in Vehicle Miles Traveled (VMT)	-
		Project Impacts a Bridge in Fair or Poor Condition	NO
		Project Converts a Gravel Roadway to Paved or Impacts a Low-Water Crossing	NO
		Project is Located on Planned Bike Route	YES
Cost Effectiveness	N/A	Project Fills Bike/Sidewalk System Gap or Provides a Bike/Ped Facility	YES
		Capital Cost	\$1,213,000
Other	84	Annual Operations and Maintenance Cost	\$0
		Partnerships (Number of Jurisdictions Crossed)	3
		Previous Plan History Projected Environmental Clearance	Previous Planning Study or Illustrative Project in MARC MTP Categorical Exclusion

*for Areas of Persistent Poverty, Historically Disadvantaged Communities, or Opportunity Zones

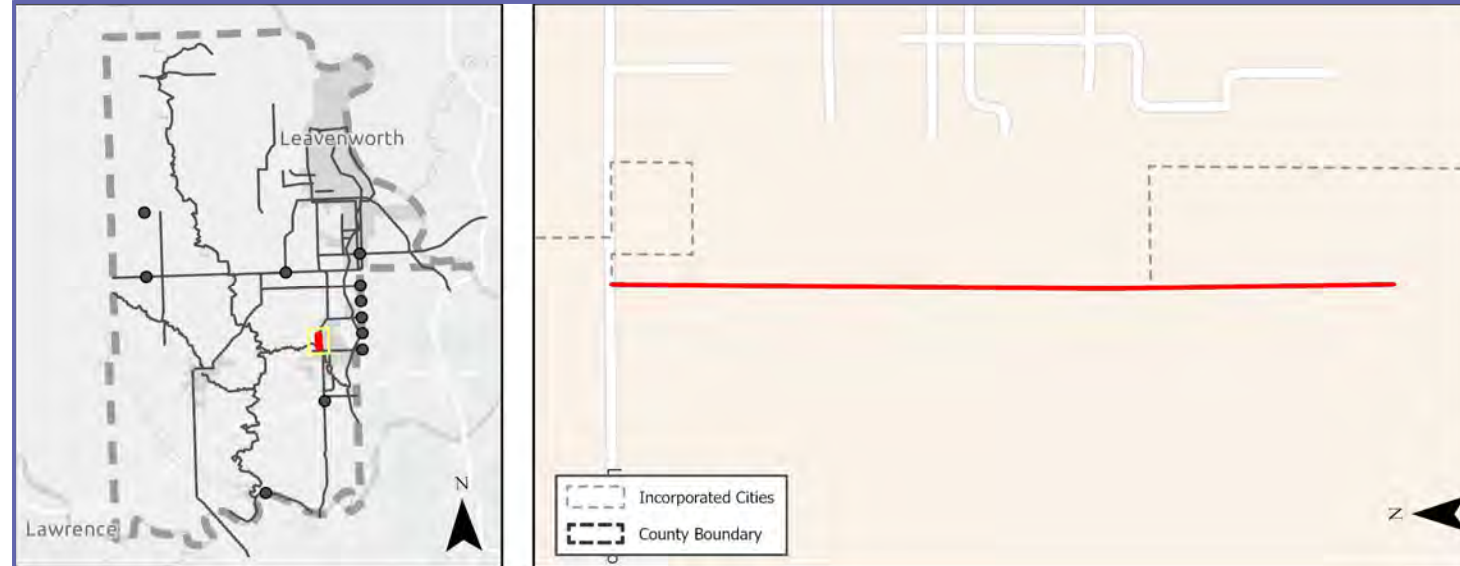
Project Profile

MetroGreen Trail Extension - Parallel to City Park Trail



Source: MARC Long Range Transportation Plan

Project Location:



Project Description:

Construct 1.3 mile trail going from 158th Street/Parallel Parkway to City Park on Leavenworth Road.

Next Steps:

- City of Basehor: Advance design locally, potentially through development of adjacent parcels. MARC STBG Set-Aside program could be used to fund construction.

Funding Sources:

Applicable for MARC Funding	YES
Applicable for KDOT IKE Program Funding	NO

Project Scoring:

Category	Score	Analyzed Metrics	
Traffic Operations / User Delay	N/A	Daily Traffic Volume (Vehicles)	0
		Future Congestion (Volume-to-Capacity Ratio)	0.00
		Travel Delay Reduction (Change in Daily Vehicle Hours of Delay)	-
Safety	N/A	Existing Crash History (Number of Crashes/Year)	0.00
		Fatal and Injury Crash History (Number of Crashes/Year)	0.00
		Project Crash Reduction (Crashes/Year)	0.00
		Fatal and Injury Project Crash Reduction (Crashes/Year)	0.00
Population and Amenity Access	30	Increase in Population within a 30-Minute Drive	-
		Increase in Attractions within a 30-Minute Drive	-
		Increase in Key Community Destinations (in Leavenworth County) within a 15-Minute Drive	1
		Within 1/4 Mile of School(s)	YES
		Within 1/4 Mile of Park(s)	YES
Economic Development / Jobs Access	N/A	Increase in Jobs within a 30-Minute Drive	-
		Increase in Acres of Commercial/Industrial within a 30-Minute Drive	-
		Increase in Number of Census Block Groups within 15-Minute Drive of I-70 or I-435	-
		Acres of Undeveloped Land within 1/2 Mile of Proposed Interchange (If Applicable)	-
Equity	0	Impacts an Area of Persistent Poverty	NO
		Impacts a Historically Disadvantaged Community	NO
		Impacts an Opportunity Zone	NO
		Increase in Population within a 30-Minute Drive*	-
		Increase in Jobs within a 30-Minute Drive*	-
Sustainability	70	Increase in Attractions within a 30-Minute Drive*	-
		Change in Vehicle Miles Traveled (VMT)	-
		Project Impacts a Bridge in Fair or Poor Condition	NO
		Project Converts a Gravel Roadway to Paved or Impacts a Low-Water Crossing	NO
		Project is Located on Planned Bike Route	YES
Cost Effectiveness	N/A	Project Fills Bike/Sidewalk System Gap or Provides a Bike/Ped Facility	YES
		Capital Cost	\$751,000
Other	84	Annual Operations and Maintenance Cost	\$0
		Partnerships (Number of Jurisdictions Crossed)	3
		Previous Plan History Projected Environmental Clearance	Previous Planning Study or Illustrative Project in MARC MTP Categorical Exclusion

*for Areas of Persistent Poverty, Historically Disadvantaged Communities, or Opportunity Zones

Project Profile

Focused Demand-Response Transit Service in Leavenworth-Lansing

Transit Service Area



Source: MARC /RideKC LVCO Transit Plan

Project Location:



Project Description:

Provide demand-response transit service in the Leavenworth-Lansing area, initially as a pilot project. This represents Alternative 1 from the 2018 KCATA Leavenworth County Transit Plan and is focused on intra-city travel in Leavenworth City with potential expansion to Lansing. In the near-term, this would be flexible on-demand service in a predefined area within the City of Leavenworth, with 12 to 20 person capacity vehicles focused on weekday (M-F) 6a-6p service.

Next Steps:

- City of Leavenworth + City of Lansing: Submit project to MARC for STBG/STBG Set-Aside funding for implementation (2024)

Funding Sources:

Applicable for MARC Funding	YES
Applicable for KDOT IKE Program Funding	NO

Project Scoring:

Category	Score	Analyzed Metrics	
Traffic Operations / User Delay	N/A	Daily Traffic Volume (Vehicles)	0
		Future Congestion (Volume-to-Capacity Ratio)	0.00
		Travel Delay Reduction (Change in Daily Vehicle Hours of Delay)	-
Safety	N/A	Existing Crash History (Number of Crashes/Year)	0.00
		Fatal and Injury Crash History (Number of Crashes/Year)	0.00
		Project Crash Reduction (Crashes/Year)	0.00
		Fatal and Injury Project Crash Reduction (Crashes/Year)	0.00
Population and Amenity Access	30	Increase in Population within a 30-Minute Drive	-
		Increase in Attractions within a 30-Minute Drive	-
		Increase in Key Community Destinations (in Leavenworth County) within a 15-Minute Drive	1
		Within 1/4 Mile of School(s)	YES
		Within 1/4 Mile of Park(s)	YES
		Economic Development / Jobs Access	N/A
Increase in Acres of Commercial/Industrial within a 30-Minute Drive	-		
Increase in Number of Census Block Groups within 15-Minute Drive of I-70 or I-435	-		
Acres of Undeveloped Land within 1/2 Mile of Proposed Interchange (If Applicable)	-		
Equity	30	Impacts an Area of Persistent Poverty	YES
		Impacts a Historically Disadvantaged Community	YES
		Impacts an Opportunity Zone	YES
		Increase in Population within a 30-Minute Drive*	-
		Increase in Jobs within a 30-Minute Drive*	-
Sustainability	55	Increase in Attractions within a 30-Minute Drive*	-
		Change in Vehicle Miles Traveled (VMT)	-
		Project Impacts a Bridge in Fair or Poor Condition	NO
		Project Converts a Gravel Roadway to Paved or Impacts a Low-Water Crossing	NO
		Project is Located on Planned Bike Route	NO
Cost Effectiveness	N/A	Project Fills Bike/Sidewalk System Gap or Provides a Bike/Ped Facility	YES
		Capital Cost	\$550,000
Other	100	Annual Operations and Maintenance Cost	\$1,725,000
		Partnerships (Number of Jurisdictions Crossed)	4
		Previous Plan History	Constrained Project in MARC MTP
		Projected Environmental Clearance	Categorical Exclusion

*for Areas of Persistent Poverty, Historically Disadvantaged Communities, or Opportunity Zones

Project Profile

Rural Roundabout at K-92 and 243rd Street
Intersection Safety Improvements



Source: LVCO Comprehensive Plan

Project Location:



Project Description:

Construct roundabout at this intersection as noted in the 2020 Leavenworth County Comprehensive Plan.

Next Steps:

- Leavenworth County: Study applicability/need for project as part of County Safety Action Plan (funded through SS4A grant award). This project was not found to have a significant crash history based on analysis from this planning effort

Funding Sources:

Applicable for MARC Funding	NO
Applicable for KDOT IKE Program Funding	NO

Project Scoring:

Category	Score	Analyzed Metrics	
Traffic Operations / User Delay	15	Daily Traffic Volume (Vehicles)	2,500
		Future Congestion (Volume-to-Capacity Ratio)	0.00
		Travel Delay Reduction (Change in Daily Vehicle Hours of Delay)	-
Safety	7	Existing Crash History (Number of Crashes/Year)	0.00
		Fatal and Injury Crash History (Number of Crashes/Year)	0.00
		Project Crash Reduction (Crashes/Year)	0.00
		Fatal and Injury Project Crash Reduction (Crashes/Year)	0.00
Population and Amenity Access	0	Increase in Population within a 30-Minute Drive	-
		Increase in Attractions within a 30-Minute Drive	-
		Increase in Key Community Destinations (in Leavenworth County) within a 15-Minute Drive	-
		Within 1/4 Mile of School(s)	NO
		Within 1/4 Mile of Park(s)	NO
Economic Development / Jobs Access	0	Increase in Jobs within a 30-Minute Drive	-
		Increase in Acres of Commercial/Industrial within a 30-Minute Drive	-
		Increase in Number of Census Block Groups within 15-Minute Drive of I-70 or I-435	-
		Acres of Undeveloped Land within 1/2 Mile of Proposed Interchange (If Applicable)	-
Equity	0	Impacts an Area of Persistent Poverty	NO
		Impacts a Historically Disadvantaged Community	NO
		Impacts an Opportunity Zone	NO
		Increase in Population within a 30-Minute Drive*	-
		Increase in Jobs within a 30-Minute Drive*	-
Sustainability	0	Increase in Attractions within a 30-Minute Drive*	-
		Change in Vehicle Miles Traveled (VMT)	-
		Project Impacts a Bridge in Fair or Poor Condition	NO
		Project Converts a Gravel Roadway to Paved or Impacts a Low-Water Crossing	NO
		Project is Located on Planned Bike Route	NO
Cost Effectiveness	3	Project Fills Bike/Sidewalk System Gap or Provides a Bike/Ped Facility	NO
		Capital Cost	\$9,075,000
Other	78	Annual Operations and Maintenance Cost	\$0
		Partnerships (Number of Jurisdictions Crossed)	2
		Previous Plan History Projected Environmental Clearance	Previous Planning Study or Illustrative Project in MARC MTP Categorical Exclusion

*for Areas of Persistent Poverty, Historically Disadvantaged Communities, or Opportunity Zones

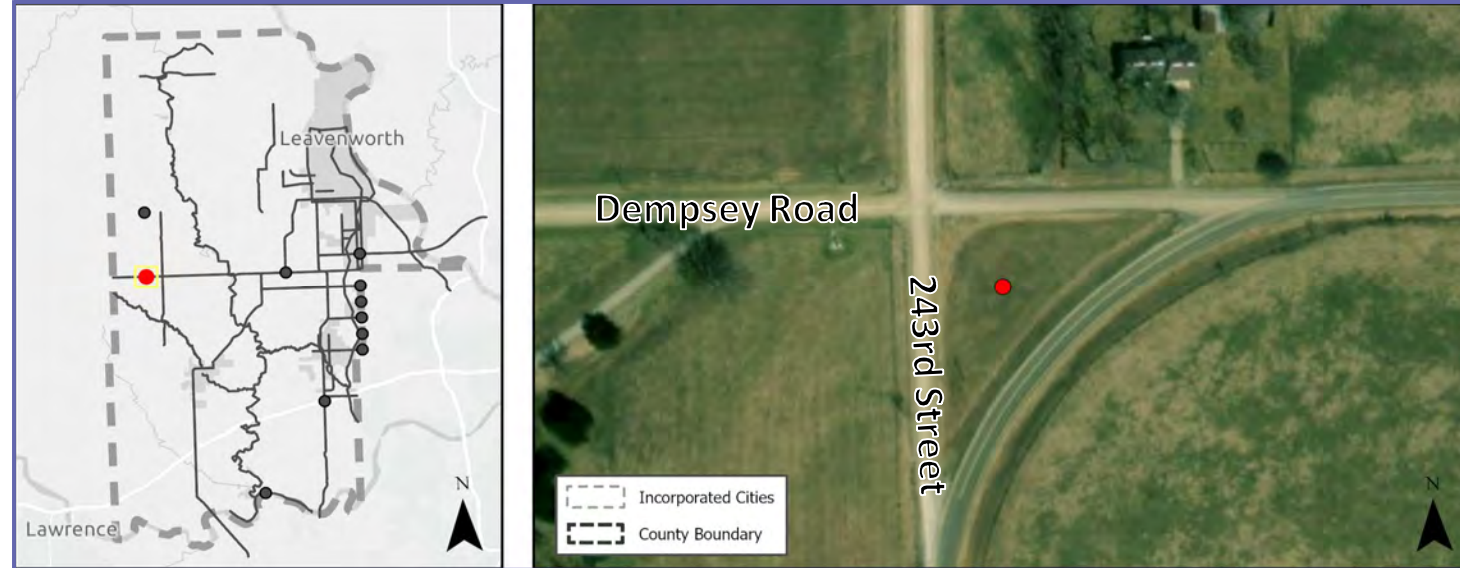
Project Profile

Rural Roundabout at Dempsey Road and 243rd Street
Intersection Safety Improvements



Source: LVCO Comprehensive Plan

Project Location:



Project Description:

Construct roundabout at this intersection as noted in the 2020 Leavenworth County Comprehensive Plan.

Next Steps:

• Leavenworth County: Study applicability/need for project as part of County Safety Action Plan (funded through SS4A grant award). This project was not found to have a significant crash history based on analysis from this planning effort

Funding Sources:

Applicable for MARC Funding	NO
Applicable for KDOT IKE Program Funding	NO

Project Scoring:

Category	Score	Analyzed Metrics	
Traffic Operations / User Delay	3	Daily Traffic Volume (Vehicles)	200
		Future Congestion (Volume-to-Capacity Ratio)	0.01
		Travel Delay Reduction (Change in Daily Vehicle Hours of Delay)	-
Safety	7	Existing Crash History (Number of Crashes/Year)	0.00
		Fatal and Injury Crash History (Number of Crashes/Year)	0.00
		Project Crash Reduction (Crashes/Year)	0.00
		Fatal and Injury Project Crash Reduction (Crashes/Year)	0.00
Population and Amenity Access	0	Increase in Population within a 30-Minute Drive	-
		Increase in Attractions within a 30-Minute Drive	-
		Increase in Key Community Destinations (in Leavenworth County) within a 15-Minute Drive	-
		Within 1/4 Mile of School(s)	NO
		Within 1/4 Mile of Park(s)	NO
Economic Development / Jobs Access	0	Increase in Jobs within a 30-Minute Drive	-
		Increase in Acres of Commercial/Industrial within a 30-Minute Drive	-
		Increase in Number of Census Block Groups within 15-Minute Drive of I-70 or I-435	-
		Acres of Undeveloped Land within 1/2 Mile of Proposed Interchange (If Applicable)	-
Equity	0	Impacts an Area of Persistent Poverty	NO
		Impacts a Historically Disadvantaged Community	NO
		Impacts an Opportunity Zone	NO
		Increase in Population within a 30-Minute Drive*	-
		Increase in Jobs within a 30-Minute Drive*	-
Sustainability	0	Change in Vehicle Miles Traveled (VMT)	-
		Project Impacts a Bridge in Fair or Poor Condition	NO
		Project Converts a Gravel Roadway to Paved or Impacts a Low-Water Crossing	NO
		Project is Located on Planned Bike Route	NO
		Project Fills Bike/Sidewalk System Gap or Provides a Bike/Ped Facility	NO
Cost Effectiveness	3	Capital Cost	\$9,075,000
		Annual Operations and Maintenance Cost	\$0
Other	78	Partnerships (Number of Jurisdictions Crossed)	2
		Previous Plan History	Previous Planning Study or Illustrative Project in MARC MTP
		Projected Environmental Clearance	Categorical Exclusion

*for Areas of Persistent Poverty, Historically Disadvantaged Communities, or Opportunity Zones

Project Profile

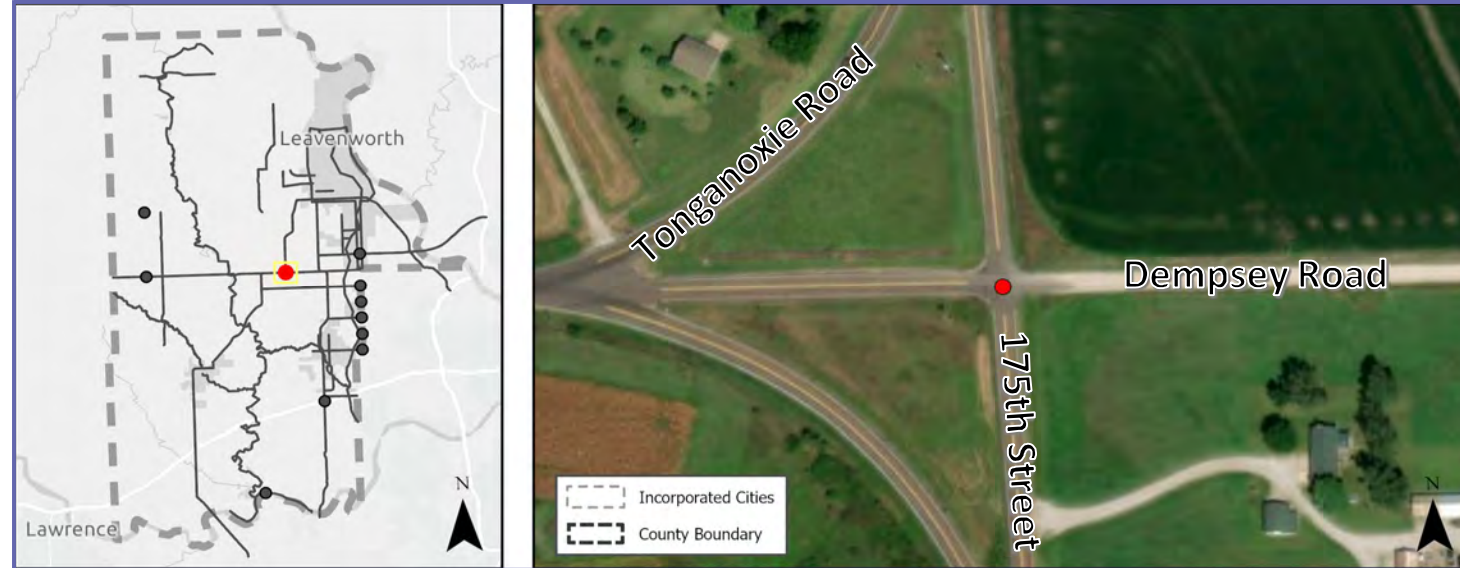
175th St/Dempsey Rd Intersection Safety Improvements

Intersection Safety Improvements



Source: LVCO Local Road Safety Plan

Project Location:



Project Description:

Implement safety improvements at the 175th Street / Dempsey Road intersection as shown in the 2021 County Local Road Safety Plan. This generally consists of realigning the intersection approaches to reduce or eliminate skew.

Next Steps:

- Leavenworth County: Apply for HRRR funding through KDOT
- Leavenworth County: Incorporate into County Safety Action Plan (funded through SS4A grant award)

Funding Sources:

Applicable for MARC Funding	NO
Applicable for KDOT IKE Program Funding	NO

Project Scoring:

Category	Score	Analyzed Metrics	
Traffic Operations / User Delay	25	Daily Traffic Volume (Vehicles)	2,500
		Future Congestion (Volume-to-Capacity Ratio)	0.00
		Travel Delay Reduction (Change in Daily Vehicle Hours of Delay)	-
Safety	42	Existing Crash History (Number of Crashes/Year)	1.00
		Fatal and Injury Crash History (Number of Crashes/Year)	0.20
		Project Crash Reduction (Crashes/Year)	-0.30
		Fatal and Injury Project Crash Reduction (Crashes/Year)	0.00
Population and Amenity Access	0	Increase in Population within a 30-Minute Drive	-
		Increase in Attractions within a 30-Minute Drive	-
		Increase in Key Community Destinations (in Leavenworth County) within a 15-Minute Drive	-
		Within 1/4 Mile of School(s)	NO
		Within 1/4 Mile of Park(s)	NO
Economic Development / Jobs Access	0	Increase in Jobs within a 30-Minute Drive	-
		Increase in Acres of Commercial/Industrial within a 30-Minute Drive	-
		Increase in Number of Census Block Groups within 15-Minute Drive of I-70 or I-435	-
Equity	0	Acres of Undeveloped Land within 1/2 Mile of Proposed Interchange (If Applicable)	-
		Impacts an Area of Persistent Poverty	NO
		Impacts a Historically Disadvantaged Community	NO
		Impacts an Opportunity Zone	NO
		Increase in Population within a 30-Minute Drive*	-
Sustainability	0	Increase in Jobs within a 30-Minute Drive*	-
		Increase in Attractions within a 30-Minute Drive*	-
		Change in Vehicle Miles Traveled (VMT)	-
		Project Impacts a Bridge in Fair or Poor Condition	NO
		Project Converts a Gravel Roadway to Paved or Impacts a Low-Water Crossing	NO
Cost Effectiveness	6	Project is Located on Planned Bike Route	NO
		Project Fills Bike/Sidewalk System Gap or Provides a Bike/Ped Facility	NO
Other	78	Capital Cost	\$2,805,000
		Annual Operations and Maintenance Cost	\$0
		Partnerships (Number of Jurisdictions Crossed)	2
		Previous Plan History	Previous Planning Study or Illustrative Project in MARC MTP
		Projected Environmental Clearance	Categorical Exclusion

*for Areas of Persistent Poverty, Historically Disadvantaged Communities, or Opportunity Zones

Project Profile

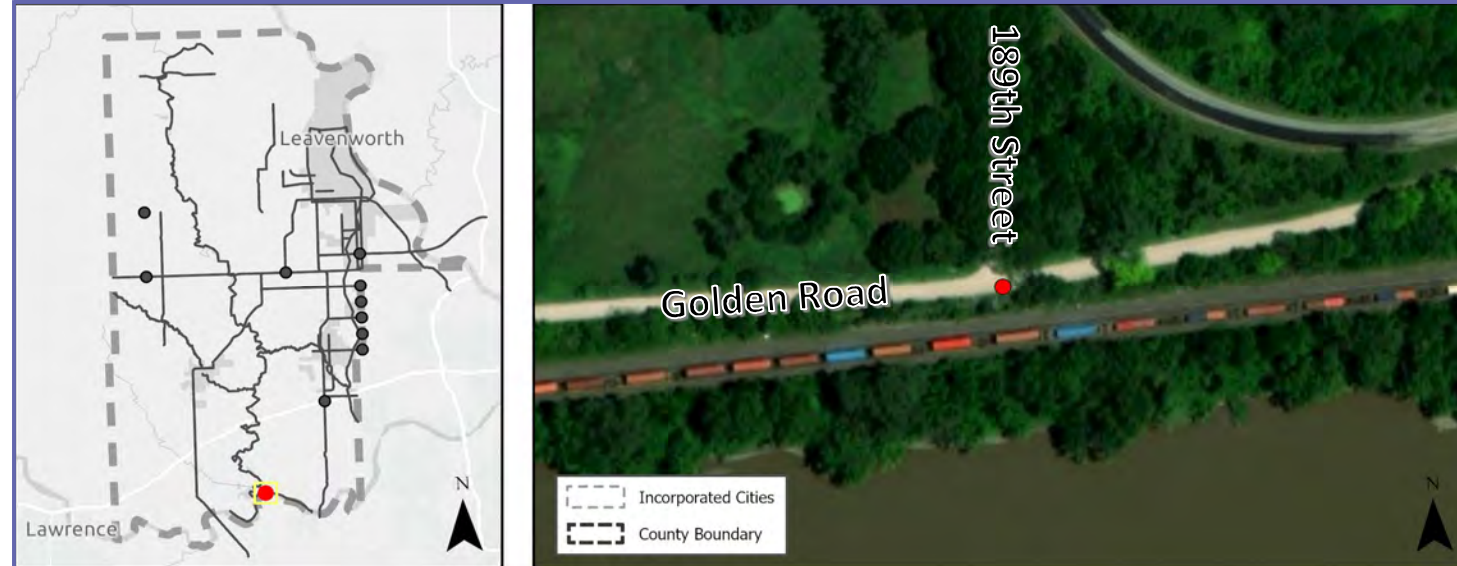
189th St/Golden Road Intersection Safety Improvements
Intersection Safety Improvements



Source: LVCO Local Road Safety Plan

37

Project Location:



Project Description:

Implement safety improvements on the curve where 189th Street and Golden Road come together as shown in the 2021 County Local Road Safety Plan. This generally consists of improvements to roadside conditions, such as adding a 2' shoulder, and installing high friction surface treatment along the curve.

Next Steps:

- Leavenworth County: Apply for HRRR funding through KDOT
- Leavenworth County: Incorporate into County Safety Action Plan (funded through SS4A grant award)

Funding Sources:

Applicable for MARC Funding	NO
Applicable for KDOT IKE Program Funding	NO

Project Scoring:

Category	Score	Analyzed Metrics	
Traffic Operations / User Delay	23	Daily Traffic Volume (Vehicles)	1,800
		Future Congestion (Volume-to-Capacity Ratio)	0.00
		Travel Delay Reduction (Change in Daily Vehicle Hours of Delay)	-
Safety	53	Existing Crash History (Number of Crashes/Year)	0.80
		Fatal and Injury Crash History (Number of Crashes/Year)	0.50
		Project Crash Reduction (Crashes/Year)	-0.20
		Fatal and Injury Project Crash Reduction (Crashes/Year)	-0.20
Population and Amenity Access	0	Increase in Population within a 30-Minute Drive	-
		Increase in Attractions within a 30-Minute Drive	-
		Increase in Key Community Destinations (in Leavenworth County) within a 15-Minute Drive	-
		Within 1/4 Mile of School(s)	NO
		Within 1/4 Mile of Park(s)	NO
Economic Development / Jobs Access	0	Increase in Jobs within a 30-Minute Drive	-
		Increase in Acres of Commercial/Industrial within a 30-Minute Drive	-
		Increase in Number of Census Block Groups within 15-Minute Drive of I-70 or I-435	-
Equity	0	Acres of Undeveloped Land within 1/2 Mile of Proposed Interchange (If Applicable)	-
		Impacts an Area of Persistent Poverty	NO
		Impacts a Historically Disadvantaged Community	NO
		Impacts an Opportunity Zone	NO
		Increase in Population within a 30-Minute Drive*	-
		Increase in Jobs within a 30-Minute Drive*	-
Sustainability	0	Increase in Attractions within a 30-Minute Drive*	-
		Change in Vehicle Miles Traveled (VMT)	-
		Project Impacts a Bridge in Fair or Poor Condition	NO
		Project Converts a Gravel Roadway to Paved or Impacts a Low-Water Crossing	NO
		Project is Located on Planned Bike Route	NO
Cost Effectiveness	87	Project Fills Bike/Sidewalk System Gap or Provides a Bike/Ped Facility	NO
		Capital Cost	\$470,000
Other	78	Annual Operations and Maintenance Cost	\$0
		Partnerships (Number of Jurisdictions Crossed)	2
		Previous Plan History	Previous Planning Study or Illustrative Project in MARC MTP
		Projected Environmental Clearance	Categorical Exclusion

*for Areas of Persistent Poverty, Historically Disadvantaged Communities, or Opportunity Zones

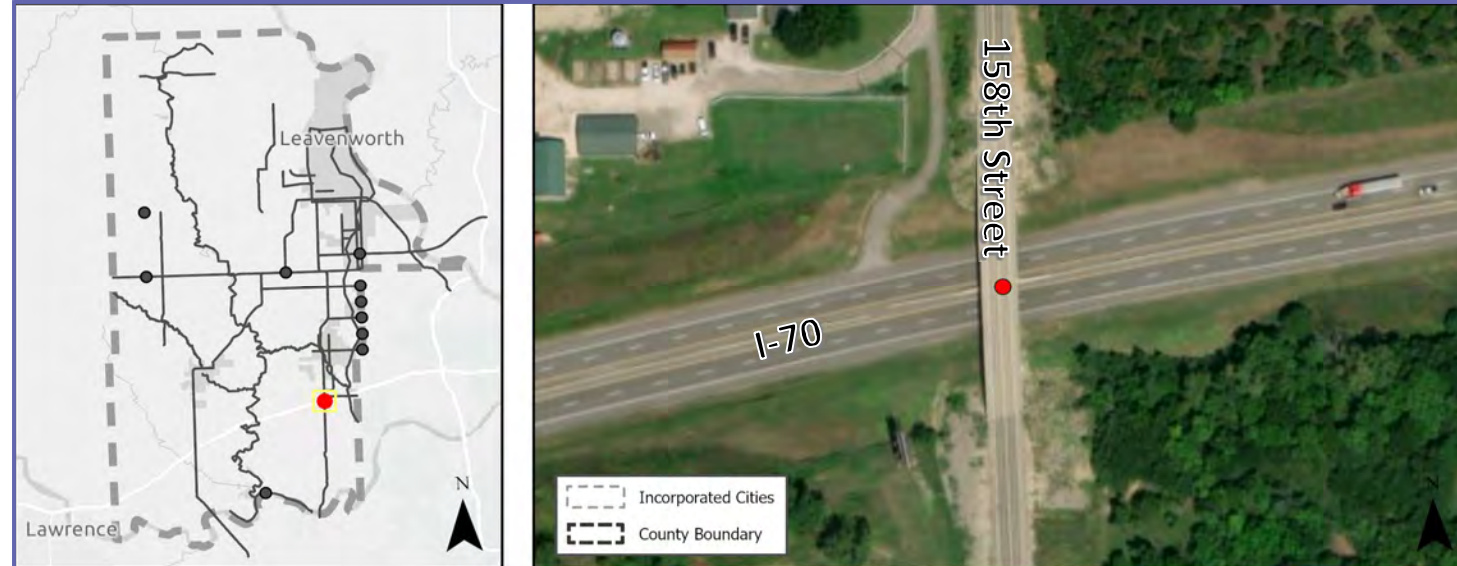
Project Profile

158th/I-70 Interchange
New Interchange



Source: MARC Long Range Transportation Plan

Project Location:



Project Description:

Construct new modern diamond interchange with I-70/Kansas Turnpike; provide bicycle and pedestrian accommodations along 158th Street through interchange.

Next Steps:

• Leavenworth County + City of Basehor: Coordinate with Kansas Turnpike Authority on funding and next phase of study/preliminary design; likely will include a study of projected toll revenue from new interchange; coordinate with KDOT to potentially utilize Lawrence-Kansas City travel demand model being developed for ongoing K-10 studies

Funding Sources:

Applicable for MARC Funding	NO
Applicable for KDOT IKE Program Funding	YES

Project Scoring:

Category	Score	Analyzed Metrics	
Traffic Operations / User Delay	80	Daily Traffic Volume (Vehicles)	10,000
		Future Congestion (Volume-to-Capacity Ratio)	0.50
		Travel Delay Reduction (Change in Daily Vehicle Hours of Delay)	-536
Safety	7	Existing Crash History (Number of Crashes/Year)	0.00
		Fatal and Injury Crash History (Number of Crashes/Year)	0.00
		Project Crash Reduction (Crashes/Year)	0.00
		Fatal and Injury Project Crash Reduction (Crashes/Year)	0.00
Population and Amenity Access	81	Increase in Population within a 30-Minute Drive	13,842
		Increase in Attractions within a 30-Minute Drive	59
		Increase in Key Community Destinations (in Leavenworth County) within a 15-Minute Drive	0.35
		Within 1/4 Mile of School(s)	YES
		Within 1/4 Mile of Park(s)	YES
Economic Development / Jobs Access	97	Increase in Jobs within a 30-Minute Drive	8,439
		Increase in Acres of Commercial/Industrial within a 30-Minute Drive	21
		Increase in Number of Census Block Groups within 15-Minute Drive of I-70 or I-435	16
Equity	0	Acres of Undeveloped Land within 1/2 Mile of Proposed Interchange (If Applicable)	403.7
		Impacts an Area of Persistent Poverty	NO
		Impacts a Historically Disadvantaged Community	NO
		Impacts an Opportunity Zone	NO
		Increase in Population within a 30-Minute Drive*	-
Sustainability	36	Increase in Jobs within a 30-Minute Drive*	-
		Increase in Attractions within a 30-Minute Drive*	-
		Change in Vehicle Miles Traveled (VMT)	-37,241
		Project Impacts a Bridge in Fair or Poor Condition	NO
		Project Converts a Gravel Roadway to Paved or Impacts a Low-Water Crossing	NO
Cost Effectiveness	73	Project is Located on Planned Bike Route	NO
		Project Fills Bike/Sidewalk System Gap or Provides a Bike/Ped Facility	NO
Other	84	Capital Cost	\$17,000,000
		Annual Operations and Maintenance Cost	\$3,055
		Partnerships (Number of Jurisdictions Crossed)	3
		Previous Plan History	Previous Planning Study or Illustrative Project in MARC MTP
		Projected Environmental Clearance	Categorical Exclusion

*for Areas of Persistent Poverty, Historically Disadvantaged Communities, or Opportunity Zones

Project Profile

K-7/Hollingsworth Interchange
New Interchange



Source: K-7 Corridor Management Plan, KDOT 5-County Study

Project Location:



Project Description:

Convert existing at-grade intersection (stop control for Hollingsworth Road) to grade-separated interchange as shown in the 2006 K-7 Corridor Plan. This interchange is proposed to be a modified diamond interchange with roundabouts.

Next Steps:

- Leavenworth County: Coordinate with KDOT and Unified Government of Wyandotte County/KCK on inclusion in 2023 IKE Program Local Consult process (Fall 2023).
- * Entire Region: Issue Letter of Support for Project for KDOT's consideration

Funding Sources:

Applicable for MARC Funding	YES
Applicable for KDOT IKE Program Funding	YES

Project Scoring:

Category	Score	Analyzed Metrics	
Traffic Operations / User Delay	88	Daily Traffic Volume (Vehicles)	45,700
		Future Congestion (Volume-to-Capacity Ratio)	0.53
		Travel Delay Reduction (Change in Daily Vehicle Hours of Delay)	-220
Safety	45	Existing Crash History (Number of Crashes/Year)	0.30
		Fatal and Injury Crash History (Number of Crashes/Year)	0.20
		Project Crash Reduction (Crashes/Year)	-0.20
		Fatal and Injury Project Crash Reduction (Crashes/Year)	-0.10
Population and Amenity Access	0	Increase in Population within a 30-Minute Drive	-
		Increase in Attractions within a 30-Minute Drive	-
		Increase in Key Community Destinations (in Leavenworth County) within a 15-Minute Drive	-
		Within 1/4 Mile of School(s)	NO
		Within 1/4 Mile of Park(s)	NO
Economic Development / Jobs Access	4	Increase in Jobs within a 30-Minute Drive	-
		Increase in Acres of Commercial/Industrial within a 30-Minute Drive	-
		Increase in Number of Census Block Groups within 15-Minute Drive of I-70 or I-435	-
Equity	0	Acres of Undeveloped Land within 1/2 Mile of Proposed Interchange (If Applicable)	47.3
		Impacts an Area of Persistent Poverty	NO
		Impacts a Historically Disadvantaged Community	NO
		Impacts an Opportunity Zone	NO
		Increase in Population within a 30-Minute Drive*	-
Sustainability	15	Increase in Jobs within a 30-Minute Drive*	-
		Increase in Attractions within a 30-Minute Drive*	-
		Change in Vehicle Miles Traveled (VMT)	-
		Project Impacts a Bridge in Fair or Poor Condition	NO
		Project Converts a Gravel Roadway to Paved or Impacts a Low-Water Crossing	NO
Cost Effectiveness	15	Project is Located on Planned Bike Route	YES
		Project Fills Bike/Sidewalk System Gap or Provides a Bike/Ped Facility	NO
Other	54	Capital Cost	\$44,450,000
		Annual Operations and Maintenance Cost	\$0
		Partnerships (Number of Jurisdictions Crossed)	3
		Previous Plan History	Previous Planning Study or Illustrative Project in MARC MTP
		Projected Environmental Clearance	Environmental Assessment

*for Areas of Persistent Poverty, Historically Disadvantaged Communities, or Opportunity Zones

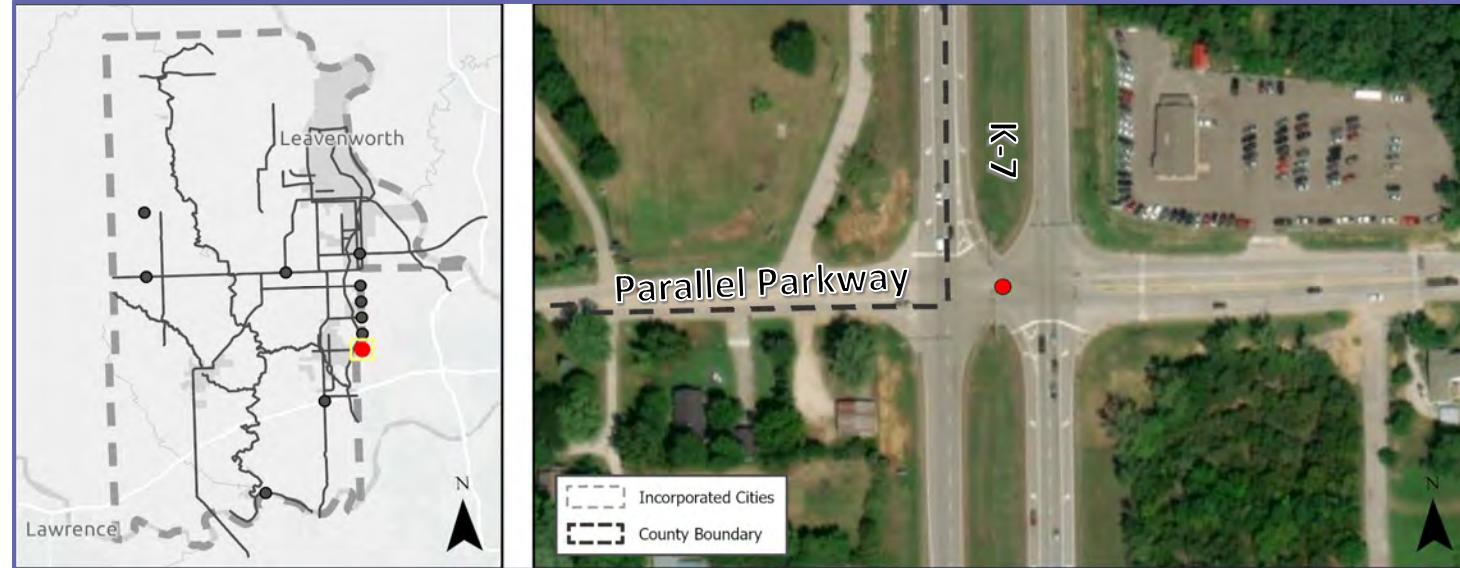
Project Profile

K-7/Parallel Interchange
New Interchange



Source: K-7 Corridor Management Plan, KDOT 5-County Study

Project Location:



Project Description:

Convert existing at-grade signalized intersection to grade-separated interchange as shown in the 2006 K-7 Corridor Plan. This interchange is proposed to be a standard diamond interchange. Note that this intersection is currently under construction in 2023 for a Restricted Crossing U-Turn (RCUT) configuration.

Next Steps:

- Leavenworth County: Coordinate with KDOT and Unified Government of Wyandotte County/KCK on inclusion in 2023 IKE Program Local Consult process (Fall 2023).
- * Entire Region: Issue Letter of Support for Project for KDOT's consideration

Funding Sources:

Applicable for MARC Funding	YES
Applicable for KDOT IKE Program Funding	YES

Project Scoring:

Category	Score	Analyzed Metrics	
Traffic Operations / User Delay	90	Daily Traffic Volume (Vehicles)	50,300
		Future Congestion (Volume-to-Capacity Ratio)	0.29
		Travel Delay Reduction (Change in Daily Vehicle Hours of Delay)	-1,770
Safety	15	Existing Crash History (Number of Crashes/Year)	0.33
		Fatal and Injury Crash History (Number of Crashes/Year)	0.00
		Project Crash Reduction (Crashes/Year)	-0.17
		Fatal and Injury Project Crash Reduction (Crashes/Year)	0.00
Population and Amenity Access	0	Increase in Population within a 30-Minute Drive	-
		Increase in Attractions within a 30-Minute Drive	-
		Increase in Key Community Destinations (in Leavenworth County) within a 15-Minute Drive	-
		Within 1/4 Mile of School(s)	NO
		Within 1/4 Mile of Park(s)	NO
Economic Development / Jobs Access	0	Increase in Jobs within a 30-Minute Drive	-
		Increase in Acres of Commercial/Industrial within a 30-Minute Drive	-
		Increase in Number of Census Block Groups within 15-Minute Drive of I-70 or I-435	-
Equity	0	Acres of Undeveloped Land within 1/2 Mile of Proposed Interchange (If Applicable)	9.2
		Impacts an Area of Persistent Poverty	NO
		Impacts a Historically Disadvantaged Community	NO
		Impacts an Opportunity Zone	NO
		Increase in Population within a 30-Minute Drive*	-
		Increase in Jobs within a 30-Minute Drive*	-
Sustainability	15	Increase in Attractions within a 30-Minute Drive*	-
		Change in Vehicle Miles Traveled (VMT)	-
		Project Impacts a Bridge in Fair or Poor Condition	NO
		Project Converts a Gravel Roadway to Paved or Impacts a Low-Water Crossing	NO
		Project is Located on Planned Bike Route	YES
Cost Effectiveness	92	Project Fills Bike/Sidewalk System Gap or Provides a Bike/Ped Facility	NO
		Capital Cost	\$44,450,000
Other	48	Annual Operations and Maintenance Cost	\$0
		Partnerships (Number of Jurisdictions Crossed)	2
		Previous Plan History	Previous Planning Study or Illustrative Project in MARC MTP Environmental Assessment
		Projected Environmental Clearance	

*for Areas of Persistent Poverty, Historically Disadvantaged Communities, or Opportunity Zones

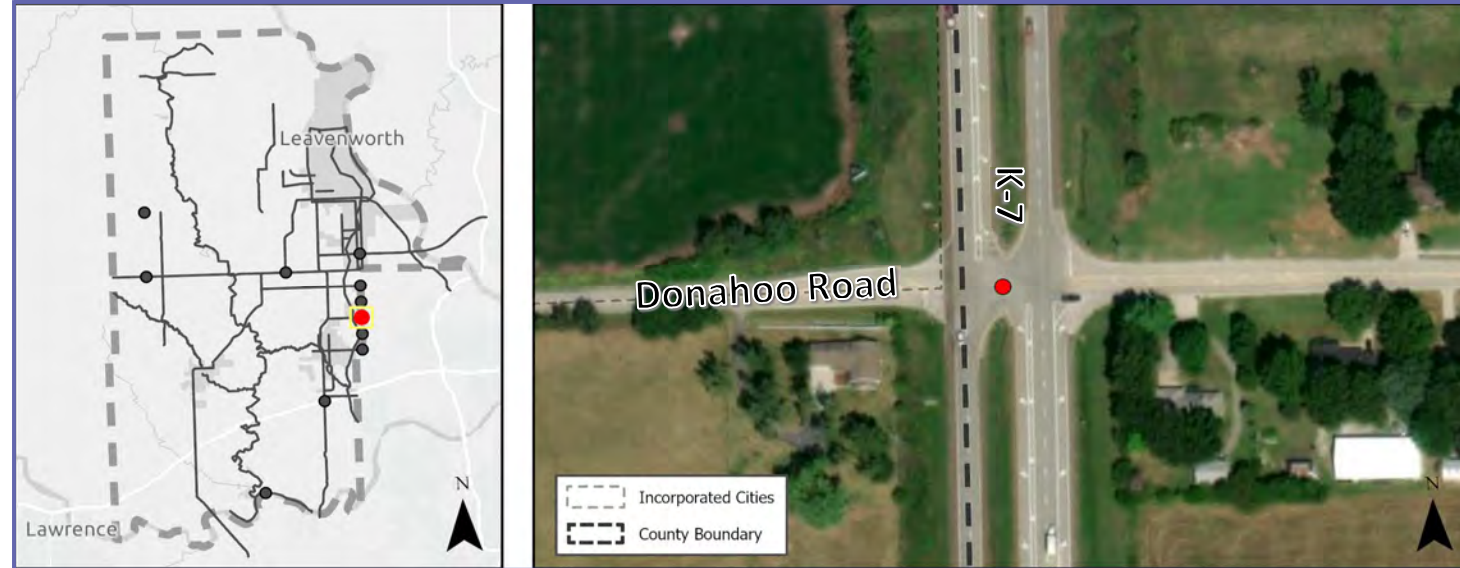
Project Profile

K-7/Donahoo Interchange
New Interchange



Source: K-7 Corridor Management Plan, KDOT 5-County Study

Project Location:



Project Description:

Convert existing at-grade intersection (stop control for Donahoo Road) to grade-separated interchange as shown in the 2006 K-7 Corridor Plan. This interchange is proposed to be a modified diamond interchange with roundabouts.

Next Steps:

- Leavenworth County: Coordinate with KDOT and Unified Government of Wyandotte County/KCK on inclusion in 2023 IKE Program Local Consult process (Fall 2023).
- * Entire Region: Issue Letter of Support for Project for KDOT's consideration

Funding Sources:

Applicable for MARC Funding	YES
Applicable for KDOT IKE Program Funding	YES

Project Scoring:

Category	Score	Analyzed Metrics	
Traffic Operations / User Delay	68	Daily Traffic Volume (Vehicles)	45,500
		Future Congestion (Volume-to-Capacity Ratio)	0.26
		Travel Delay Reduction (Change in Daily Vehicle Hours of Delay)	-100
Safety	12	Existing Crash History (Number of Crashes/Year)	0.20
		Fatal and Injury Crash History (Number of Crashes/Year)	0.00
		Project Crash Reduction (Crashes/Year)	-0.10
		Fatal and Injury Project Crash Reduction (Crashes/Year)	0.00
Population and Amenity Access	0	Increase in Population within a 30-Minute Drive	-
		Increase in Attractions within a 30-Minute Drive	-
		Increase in Key Community Destinations (in Leavenworth County) within a 15-Minute Drive	-
		Within 1/4 Mile of School(s)	NO
		Within 1/4 Mile of Park(s)	NO
Economic Development / Jobs Access	12	Increase in Jobs within a 30-Minute Drive	-
		Increase in Acres of Commercial/Industrial within a 30-Minute Drive	-
		Increase in Number of Census Block Groups within 15-Minute Drive of I-70 or I-435	-
Equity	0	Acres of Undeveloped Land within 1/2 Mile of Proposed Interchange (If Applicable)	59.9
		Impacts an Area of Persistent Poverty	NO
		Impacts a Historically Disadvantaged Community	NO
		Impacts an Opportunity Zone	NO
		Increase in Population within a 30-Minute Drive*	-
		Increase in Jobs within a 30-Minute Drive*	-
Sustainability	0	Increase in Attractions within a 30-Minute Drive*	-
		Change in Vehicle Miles Traveled (VMT)	-
		Project Impacts a Bridge in Fair or Poor Condition	NO
		Project Converts a Gravel Roadway to Paved or Impacts a Low-Water Crossing	NO
		Project is Located on Planned Bike Route	NO
Cost Effectiveness	8	Project Fills Bike/Sidewalk System Gap or Provides a Bike/Ped Facility	NO
		Capital Cost	\$44,450,000
Other	60	Annual Operations and Maintenance Cost	\$0
		Partnerships (Number of Jurisdictions Crossed)	4
		Previous Plan History	Previous Planning Study or Illustrative Project in MARC MTP Environmental Assessment
		Projected Environmental Clearance	

*for Areas of Persistent Poverty, Historically Disadvantaged Communities, or Opportunity Zones

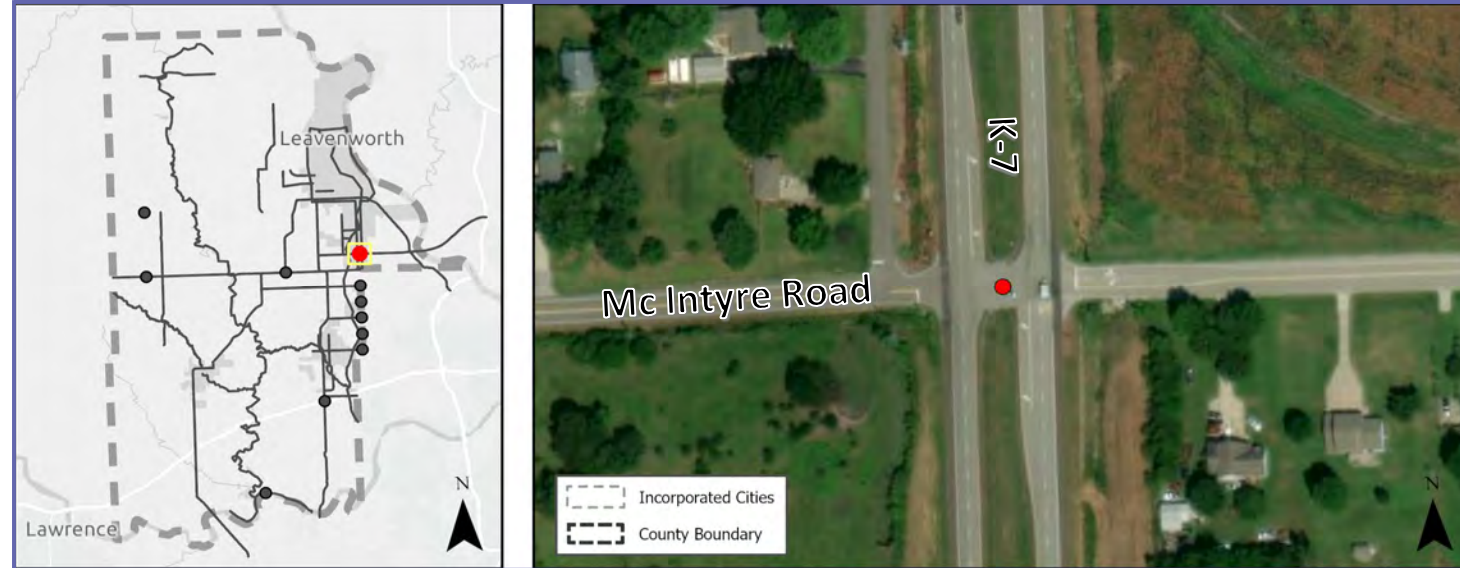
Project Profile

K-7/McIntyre Interchange
New Interchange



Source: K-7 Corridor Management Plan, KDOT 5-County Study

Project Location:



Project Description:

Convert existing at-grade intersection (stop control for McIntyre Road) to grade-separated interchange as shown in the 2006 K-7 Corridor Plan. This interchange is proposed to be a standard diamond interchange.

Next Steps:

- Leavenworth County + City of Lansing: Coordinate with KDOT on inclusion in 2023 IKE Program Local Consult process (Fall 2023).
- * Entire Region: Issue Letter of Support for Project for KDOT's consideration

Funding Sources:

Applicable for MARC Funding	YES
Applicable for KDOT IKE Program Funding	YES

Project Scoring:

Category	Score	Analyzed Metrics	
Traffic Operations / User Delay	48	Daily Traffic Volume (Vehicles)	33,700
		Future Congestion (Volume-to-Capacity Ratio)	0.10
		Travel Delay Reduction (Change in Daily Vehicle Hours of Delay)	-50
Safety	54	Existing Crash History (Number of Crashes/Year)	1.50
		Fatal and Injury Crash History (Number of Crashes/Year)	0.30
		Project Crash Reduction (Crashes/Year)	-0.80
		Fatal and Injury Project Crash Reduction (Crashes/Year)	-0.20
Population and Amenity Access	0	Increase in Population within a 30-Minute Drive	-
		Increase in Attractions within a 30-Minute Drive	-
		Increase in Key Community Destinations (in Leavenworth County) within a 15-Minute Drive	-
		Within 1/4 Mile of School(s)	NO
		Within 1/4 Mile of Park(s)	NO
Economic Development / Jobs Access	18	Increase in Jobs within a 30-Minute Drive	-
		Increase in Acres of Commercial/Industrial within a 30-Minute Drive	-
		Increase in Number of Census Block Groups within 15-Minute Drive of I-70 or I-435	-
Equity	0	Acres of Undeveloped Land within 1/2 Mile of Proposed Interchange (If Applicable)	229.8
		Impacts an Area of Persistent Poverty	NO
		Impacts a Historically Disadvantaged Community	NO
		Impacts an Opportunity Zone	NO
		Increase in Population within a 30-Minute Drive*	-
		Increase in Jobs within a 30-Minute Drive*	-
Sustainability	0	Increase in Attractions within a 30-Minute Drive*	-
		Change in Vehicle Miles Traveled (VMT)	-
		Project Impacts a Bridge in Fair or Poor Condition	NO
		Project Converts a Gravel Roadway to Paved or Impacts a Low-Water Crossing	NO
		Project is Located on Planned Bike Route	NO
Cost Effectiveness	6	Project Fills Bike/Sidewalk System Gap or Provides a Bike/Ped Facility	NO
		Capital Cost	\$44,450,000
Other	54	Annual Operations and Maintenance Cost	\$0
		Partnerships (Number of Jurisdictions Crossed)	3
		Previous Plan History	Previous Planning Study or Illustrative Project in MARC MTP Environmental Assessment
		Projected Environmental Clearance	

*for Areas of Persistent Poverty, Historically Disadvantaged Communities, or Opportunity Zones

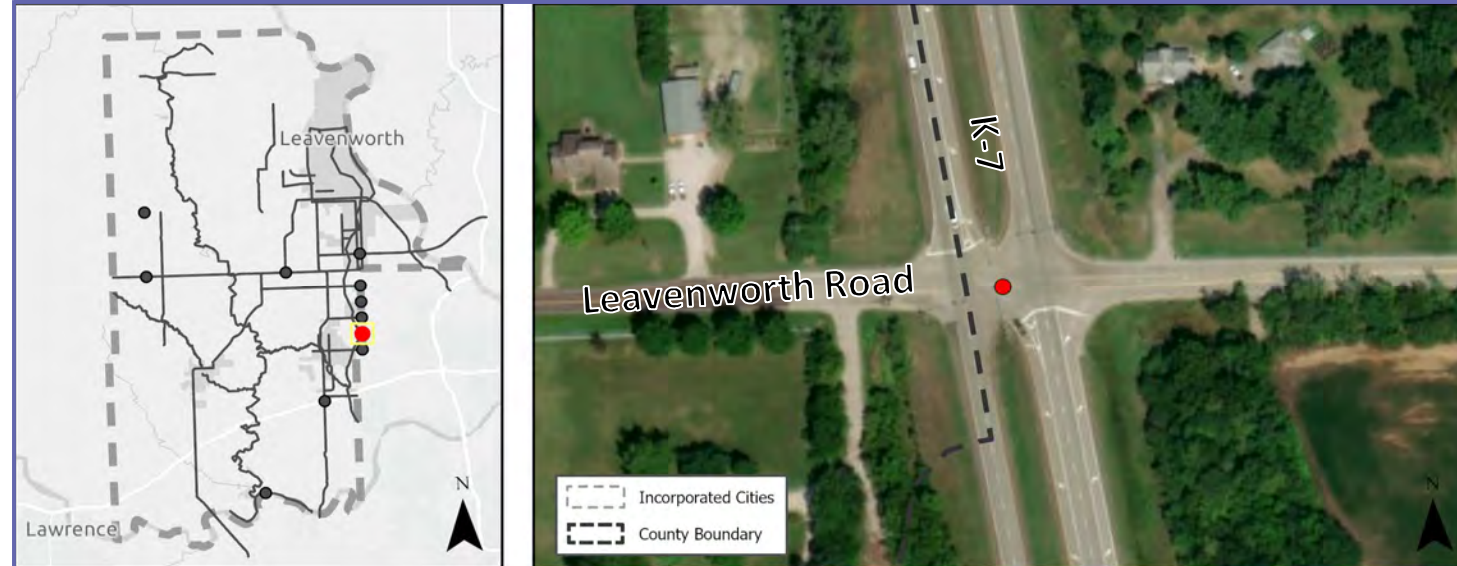
Project Profile

K-7/Leavenworth Interchange
New Interchange



Source: K-7 Corridor Management Plan, KDOT 5-County Study

Project Location:



Project Description:

Convert existing at-grade signalized intersection to grade-separated interchange as shown in the 2006 K-7 Corridor Plan. This interchange is proposed to be a standard diamond interchange.

Next Steps:

- Leavenworth County: Coordinate with KDOT and Unified Government of Wyandotte County/KCK on inclusion in 2023 IKE Program Local Consult process (Fall 2023).
- * Entire Region: Issue Letter of Support for Project for KDOT's consideration

Funding Sources:

Applicable for MARC Funding	YES
Applicable for KDOT IKE Program Funding	YES

Project Scoring:

Category	Score	Analyzed Metrics	
Traffic Operations / User Delay	93	Daily Traffic Volume (Vehicles)	54,200
		Future Congestion (Volume-to-Capacity Ratio)	0.00
		Travel Delay Reduction (Change in Daily Vehicle Hours of Delay)	-1,930
Safety	27	Existing Crash History (Number of Crashes/Year)	0.70
		Fatal and Injury Crash History (Number of Crashes/Year)	0.20
		Project Crash Reduction (Crashes/Year)	-0.30
		Fatal and Injury Project Crash Reduction (Crashes/Year)	-0.10
Population and Amenity Access	85	Increase in Population within a 30-Minute Drive	-
		Increase in Attractions within a 30-Minute Drive	-
		Increase in Key Community Destinations (in Leavenworth County) within a 15-Minute Drive	-
		Within 1/4 Mile of School(s)	NO
		Within 1/4 Mile of Park(s)	NO
Economic Development / Jobs Access	70	Increase in Jobs within a 30-Minute Drive	-
		Increase in Acres of Commercial/Industrial within a 30-Minute Drive	-
		Increase in Number of Census Block Groups within 15-Minute Drive of I-70 or I-435	-
Equity	62	Acres of Undeveloped Land within 1/2 Mile of Proposed Interchange (If Applicable)	50.6
		Impacts an Area of Persistent Poverty	NO
		Impacts a Historically Disadvantaged Community	NO
		Impacts an Opportunity Zone	NO
		Increase in Population within a 30-Minute Drive*	-
		Increase in Jobs within a 30-Minute Drive*	-
Sustainability	31	Increase in Attractions within a 30-Minute Drive*	-
		Change in Vehicle Miles Traveled (VMT)	-
		Project Impacts a Bridge in Fair or Poor Condition	NO
		Project Converts a Gravel Roadway to Paved or Impacts a Low-Water Crossing	NO
		Project is Located on Planned Bike Route	NO
Cost Effectiveness	36	Project Fills Bike/Sidewalk System Gap or Provides a Bike/Ped Facility	NO
		Capital Cost	\$44,450,000
Other	70	Annual Operations and Maintenance Cost	\$0
		Partnerships (Number of Jurisdictions Crossed)	2
		Previous Plan History	Previous Planning Study or Illustrative Project in MARC MTP Environmental Assessment
		Projected Environmental Clearance	

*for Areas of Persistent Poverty, Historically Disadvantaged Communities, or Opportunity Zones

Project Profile

K-7/Fairmount Interchange
New Interchange



Source: K-7 Corridor Management Plan, KDOT 5-County Study

Project Location:



Project Description:

Convert existing at-grade signalized intersection to grade-separated interchange as shown in the 2006 K-7 Corridor Plan. This interchange is proposed to be a standard diamond interchange.

Next Steps:

- Leavenworth County: Coordinate with KDOT and Unified Government of Wyandotte County/KCK on inclusion in 2023 IKE Program Local Consult process (Fall 2023).
- * Entire Region: Issue Letter of Support for Project for KDOT's consideration

Funding Sources:

Applicable for MARC Funding	YES
Applicable for KDOT IKE Program Funding	YES

Project Scoring:

Category	Score	Analyzed Metrics	
Traffic Operations / User Delay	98	Daily Traffic Volume (Vehicles)	43,500
		Future Congestion (Volume-to-Capacity Ratio)	1.00
		Travel Delay Reduction (Change in Daily Vehicle Hours of Delay)	-1,560
Safety	72	Existing Crash History (Number of Crashes/Year)	2.00
		Fatal and Injury Crash History (Number of Crashes/Year)	0.70
		Project Crash Reduction (Crashes/Year)	-1.00
		Fatal and Injury Project Crash Reduction (Crashes/Year)	-0.30
Population and Amenity Access	0	Increase in Population within a 30-Minute Drive	-
		Increase in Attractions within a 30-Minute Drive	-
		Increase in Key Community Destinations (in Leavenworth County) within a 15-Minute Drive	-
		Within 1/4 Mile of School(s)	NO
		Within 1/4 Mile of Park(s)	NO
Economic Development / Jobs Access	14	Increase in Jobs within a 30-Minute Drive	-
		Increase in Acres of Commercial/Industrial within a 30-Minute Drive	-
		Increase in Number of Census Block Groups within 15-Minute Drive of I-70 or I-435	-
Equity	0	Acres of Undeveloped Land within 1/2 Mile of Proposed Interchange (If Applicable)	120.3
		Impacts an Area of Persistent Poverty	NO
		Impacts a Historically Disadvantaged Community	NO
		Impacts an Opportunity Zone	NO
		Increase in Population within a 30-Minute Drive*	-
		Increase in Jobs within a 30-Minute Drive*	-
Sustainability	0	Increase in Attractions within a 30-Minute Drive*	-
		Change in Vehicle Miles Traveled (VMT)	-
		Project Impacts a Bridge in Fair or Poor Condition	NO
		Project Converts a Gravel Roadway to Paved or Impacts a Low-Water Crossing	NO
		Project is Located on Planned Bike Route	NO
Cost Effectiveness	83	Project Fills Bike/Sidewalk System Gap or Provides a Bike/Ped Facility	NO
		Capital Cost	\$44,450,000
Other	48	Annual Operations and Maintenance Cost	\$0
		Partnerships (Number of Jurisdictions Crossed)	2
		Previous Plan History	Previous Planning Study or Illustrative Project in MARC MTP Environmental Assessment
		Projected Environmental Clearance	

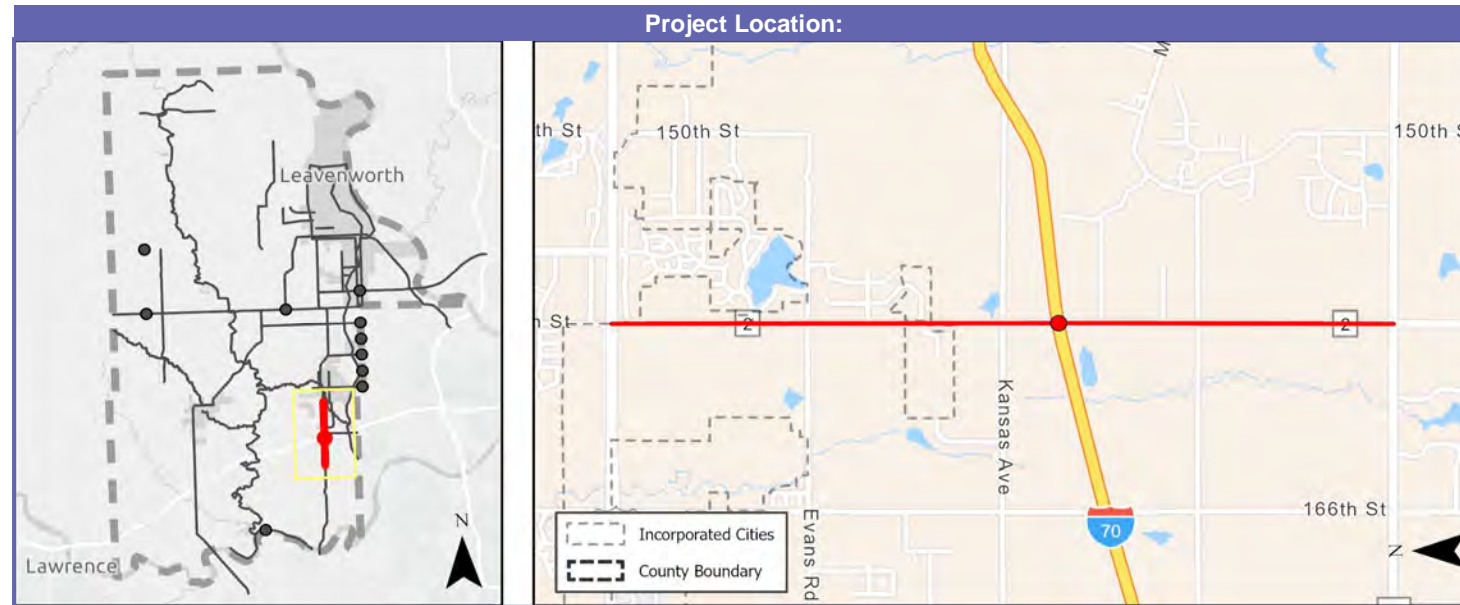
*for Areas of Persistent Poverty, Historically Disadvantaged Communities, or Opportunity Zones

Project Profile

158th/155th St Street Corridor (US 24/40 to K-32) including new interchange at I-70
 Roadway Widening / Upgrade and New Interchange



Source: MARC Long Range Transportation Plan



Project Description:
 Upgrade 158th Street between US 24/40 and K-32 (shoulders, clear zone, curb & gutter/drainage, etc.). This project would tie into (1) the 158th Street Improvements from US 24/40 to K-32 and (2) the 158th Street Improvements from K-32 to Kill Creek Road (Kansas River Crossing) as part of an overall upgraded north-south corridor west of K-7. Project also includes the construction of a new modern diamond interchange with I-70/Kansas Turnpike; provide bicycle and pedestrian accommodations along 158th Street through interchange.

Next Steps:

- Leavenworth County + City of Basehor: Coordinate with Kansas Turnpike Authority on funding and next phase of study/preliminary design; likely will include a study of projected toll revenue from new interchange; coordinate with KDOT to potentially utilize Lawrence-Kansas City travel demand model being developed for ongoing K-10 studies
- Leavenworth County + City of Basehor: Submit project to MARC for inclusion in MTP during next call for projects (likely Summer 2023)
- Leavenworth County + City of Basehor: Advance detailed design, environmental review (if applicable), and right-of-way acquisition through local funding. Submit project through MARC STBG program to obtain funding for construction and implementation

Funding Sources:

Applicable for MARC Funding	NO
Applicable for KDOT IKE Program Funding	YES

Project Scoring:

Category	Score	Analyzed Metrics	
Traffic Operations / User Delay	80	Daily Traffic Volume (Vehicles)	10,000
		Future Congestion (Volume-to-Capacity Ratio)	0.50
		Travel Delay Reduction (Change in Daily Vehicle Hours of Delay)	-536
Safety	30	Existing Crash History (Number of Crashes/Year)	14.33
		Fatal and Injury Crash History (Number of Crashes/Year)	4.33
		Project Crash Reduction (Crashes/Year)	N/A
		Fatal and Injury Project Crash Reduction (Crashes/Year)	N/A
Population and Amenity Access	81	Increase in Population within a 30-Minute Drive	13,842
		Increase in Attractions within a 30-Minute Drive	59
		Increase in Key Community Destinations (in Leavenworth County) within a 15-Minute Drive	0.35
		Within 1/4 Mile of School(s)	YES
		Within 1/4 Mile of Park(s)	YES
Economic Development / Jobs Access	97	Increase in Jobs within a 30-Minute Drive	8,439
		Increase in Acres of Commercial/Industrial within a 30-Minute Drive	21
		Increase in Number of Census Block Groups within 15-Minute Drive of I-70 or I-435	16
		Acres of Undeveloped Land within 1/2 Mile of Proposed Interchange (If Applicable)	404
Equity	0	Impacts an Area of Persistent Poverty	NO
		Impacts a Historically Disadvantaged Community	NO
		Impacts an Opportunity Zone	NO
		Increase in Population within a 30-Minute Drive*	-
		Increase in Jobs within a 30-Minute Drive*	-
Sustainability	36	Change in Vehicle Miles Traveled (VMT)	-37,241
		Project Impacts a Bridge in Fair or Poor Condition	NO
		Project Converts a Gravel Roadway to Paved or Impacts a Low-Water Crossing	NO
		Project is Located on Planned Bike Route	NO
		Project Fills Bike/Sidewalk System Gap or Provides a Bike/Ped Facility	NO
Cost Effectiveness	20	Capital Cost	\$69,900,000
		Annual Operations and Maintenance Cost	\$93,100
Other	84	Partnerships (Number of Jurisdictions Crossed)	3
		Previous Plan History	Previous Planning Study or Illustrative Project in MARC MTP
		Projected Environmental Clearance	Categorical Exclusion

*for Areas of Persistent Poverty, Historically Disadvantaged Communities, or Opportunity Zones

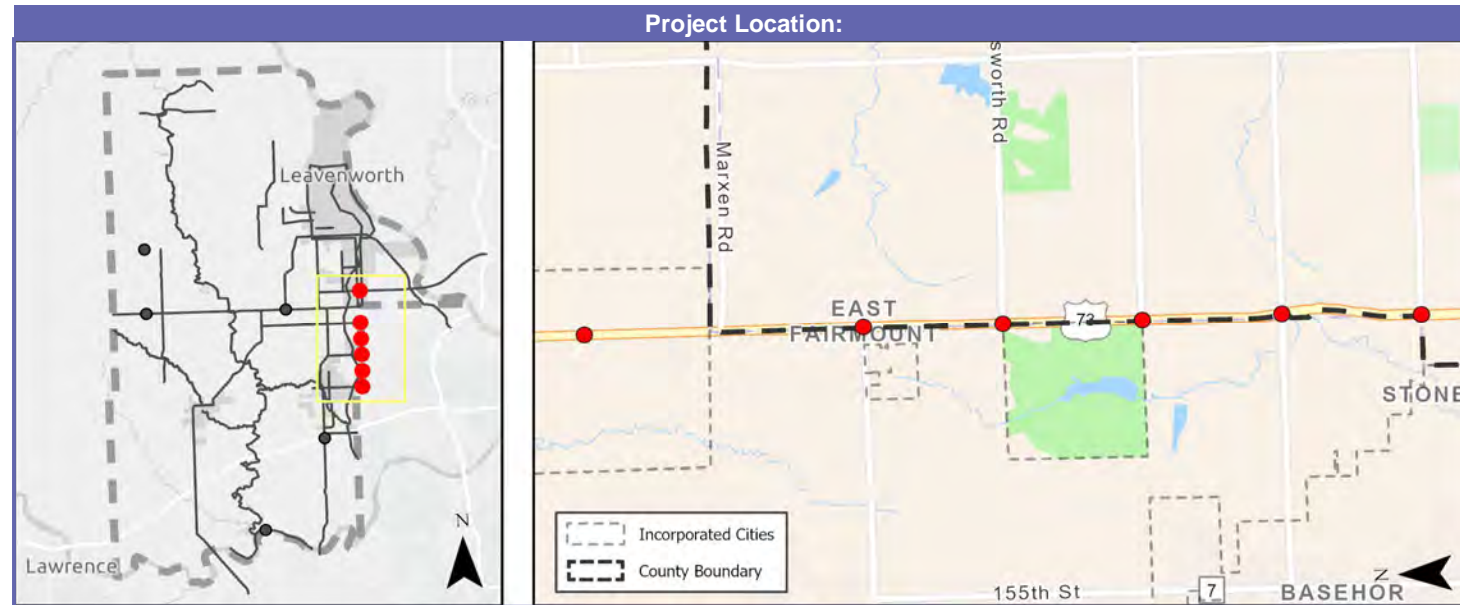
Project Profile

K-7 Combined Interchanges

New Interchanges



Source: K-7 Corridor Management Plan, KDOT 5-County Study



Project Description:
 Convert six existing at-grade intersections to grade-separated interchanges as shown in the 2006 K-7 Corridor Plan. This includes intersections with Parallel Parkway, Leavenworth Road, Donahoo Road, Hollingsworth Road, Fairmount Road, and McIntyre Road.

Next Steps:

- Leavenworth County: Coordinate with KDOT and Unified Government of Wyandotte County/KCK on inclusion in 2023 IKE Program Local Consult process (Fall 2023).
- * Entire Region: Issue Letter of Support for Project for KDOT's consideration

Funding Sources:	
Applicable for MARC Funding	YES
Applicable for KDOT IKE Program Funding	YES

Project Scoring:			
Category	Score	Analyzed Metrics	
Traffic Operations / User Delay	100	Daily Traffic Volume (Vehicles)	45,500
		Future Congestion (Volume-to-Capacity Ratio)	0.82
		Travel Delay Reduction (Change in Daily Vehicle Hours of Delay)	-5,630
Safety	92	Existing Crash History (Number of Crashes/Year)	5.00
		Fatal and Injury Crash History (Number of Crashes/Year)	1.33
		Project Crash Reduction (Crashes/Year)	-2.50
		Fatal and Injury Project Crash Reduction (Crashes/Year)	-0.67
Population and Amenity Access	0	Increase in Population within a 30-Minute Drive	-
		Increase in Attractions within a 30-Minute Drive	-
		Increase in Key Community Destinations (in Leavenworth County) within a 15-Minute Drive	-
		Within 1/4 Mile of School(s)	-
		Within 1/4 Mile of Park(s)	-
Economic Development / Jobs Access	20	Increase in Jobs within a 30-Minute Drive	-
		Increase in Acres of Commercial/Industrial within a 30-Minute Drive	-
		Increase in Number of Census Block Groups within 15-Minute Drive of I-70 or I-435	-
Equity	0	Acres of Undeveloped Land within 1/2 Mile of Proposed Interchange (If Applicable)	517
		Impacts an Area of Persistent Poverty	NO
		Impacts a Historically Disadvantaged Community	NO
		Impacts an Opportunity Zone	NO
		Increase in Population within a 30-Minute Drive*	-
Sustainability	15	Increase in Jobs within a 30-Minute Drive*	-
		Increase in Attractions within a 30-Minute Drive*	-
		Change in Vehicle Miles Traveled (VMT)	-
		Project Impacts a Bridge in Fair or Poor Condition	NO
		Project Converts a Gravel Roadway to Paved or Impacts a Low-Water Crossing	NO
Cost Effectiveness	51	Project is Located on Planned Bike Route	YES
		Project Fills Bike/Sidewalk System Gap or Provides a Bike/Ped Facility	NO
Other	60	Capital Cost	\$266,700,000
		Annual Operations and Maintenance Cost	\$46,800
		Partnerships (Number of Jurisdictions Crossed)	4
		Previous Plan History	Previous Planning Study or Illustrative Project in MARC MTP
		Projected Environmental Clearance	Environmental Assessment

*for Areas of Persistent Poverty, Historically Disadvantaged Communities, or Opportunity Zones



APPENDIX B
Project Cost Estimate Worksheets

DRAFT

Fairmount Road Safety Improvements - Tonganoxie Road to K-7/US-73



2023 Construction Year
6% Inflation

#	Description	Quantity	Unit Cost	Unit	Extension
Rehabilitation					
	Mill & Overlay	0.0	\$35,000	Lane-Mile	\$ -
	Pavement Replacement	0.0	\$875,000	Lane-Mile	\$ -
Roadway Construction					
	Urban 5-Lane Road	0.0	\$6,900,000	mile	\$ -
	Suburban 2-Lane Road	0.0	\$3,000,000	mile	\$ -
	Rural 2-Lane Road	0.0	\$2,800,000	mile	\$ -
	Paving Gravel 2-Lane	0.0	\$1,400,000	mile	\$ -
	Shoulder Widening	0.0	\$690,000	mile	\$ -
	Interchange - Urban	0	\$28,000,000	each	\$ -
	Interchange - Rural	0	\$17,000,000	each	\$ -
Traffic Control					
	Traffic Signal	0	\$345,000	each	\$ -
	Roundabout	0	\$5,500,000	each	\$ -
Structures					
	Major River Bridge	0	\$380	sf	\$ -
	Standard Bridge	0	\$200	sf	\$ -
	Local Bridge Multi-Span	0	\$690,000	each	\$ -
	Local Bridge Single-Span	0	\$140,000	each	\$ -
Trails					
	10' concrete trail	0.0	\$350,000	mile	\$ -
Other					
	Local Road Safety Improvement Plan Improvements	1.0	\$4,000,000	\$ -	\$ 4,000,000

	Sub-Total	\$ 4,000,000
	Contingencies	\$ 1,000,000.00
	Total Construction Cost	\$ 5,000,000.00
	Utilities =	\$ 100,000.00
	ROW =	\$ 250,000.00
	Preliminary Engineering =	\$ 750,000.00
	Construction Engineering =	\$ 500,000.00
	GRAND TOTAL =	\$ 6,600,000.00
	Construction Maintenance Roadway (20-yr life)	0.0 Lane-Mile \$ 5,000.00 \$ -
	Construction Maintenance Bridges (50-yr life)	0 SF \$ 0.65 \$ -
	Total O&M	\$ -

	Travel Time Benefit (20-Year Horizon)	\$ -
	Crash Reduction Benefit (20-Year Horizon)	\$ 6,587,526.98
	Benefit Cost Index	-

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Kansas Ave Safety Improvements - 158th to 142nd



2023 Construction Year
6% Inflation

#	Description	Quantity	Unit Cost	Unit	Extension
Rehabilitation					
	Mill & Overlay	0.0	\$35,000	Lane-Mile	\$ -
	Pavement Replacement	0.0	\$875,000	Lane-Mile	\$ -
Roadway Construction					
	Urban 5-Lane Road	0.0	\$6,900,000	mile	\$ -
	Suburban 2-Lane Road	0.0	\$3,000,000	mile	\$ -
	Rural 2-Lane Road	0.0	\$2,800,000	mile	\$ -
	Paving Gravel 2-Lane	0.0	\$1,400,000	mile	\$ -
	Shoulder Widening	0.0	\$690,000	mile	\$ -
	Interchange - Urban	0	\$28,000,000	each	\$ -
	Interchange - Rural	0	\$17,000,000	each	\$ -
Traffic Control					
	Traffic Signal	0	\$345,000	each	\$ -
	Roundabout	0	\$5,500,000	each	\$ -
Structures					
	Major River Bridge	0	\$380	sf	\$ -
	Standard Bridge	0	\$200	sf	\$ -
	Local Bridge Multi-Span	0	\$690,000	each	\$ -
	Local Bridge Single-Span	0	\$140,000	each	\$ -
Trails					
	10' concrete trail	0.0	\$350,000	mile	\$ -
Other					
	Local Road Safety Improvement Plan Improvements	1.0	\$1,500,000	\$ -	\$ 1,500,000

	Sub-Total	\$ 1,500,000
	Contingencies	\$ 375,000.00
	Total Construction Cost	\$ 1,875,000.00
	Utilities =	\$ 37,500.00
	ROW =	\$ 93,750.00
	Preliminary Engineering =	\$ 281,250.00
	Construction Engineering =	\$ 187,500.00
	GRAND TOTAL =	\$ 2,475,000.00
	Construction Maintenance Roadway (20-yr life)	0.0 Lane-Mile \$ 5,000.00 \$ -
	Construction Maintenance Bridges (50-yr life)	0 SF \$ 0.65 \$ -
	Total O&M	\$ -

	Travel Time Benefit (20-Year Horizon)	\$ -
	Crash Reduction Benefit (20-Year Horizon)	\$ 4,289,870.80
	Benefit Cost Index	-

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Millwood Rd (CR 14) Safety Improvements - 243rd to K-7/US-73



2023 Construction Year
6% Inflation

#	Description	Quantity	Unit Cost	Unit	Extension
Rehabilitation					
	Mill & Overlay	0.0	\$35,000	Lane-Mile	\$ -
	Pavement Replacement	0.0	\$875,000	Lane-Mile	\$ -
Roadway Construction					
	Urban 5-Lane Road	0.0	\$6,900,000	mile	\$ -
	Suburban 2-Lane Road	0.0	\$3,000,000	mile	\$ -
	Rural 2-Lane Road	0.0	\$2,800,000	mile	\$ -
	Paving Gravel 2-Lane	0.0	\$1,400,000	mile	\$ -
	Shoulder Widening	0.0	\$690,000	mile	\$ -
	Interchange - Urban	0	\$28,000,000	each	\$ -
	Interchange - Rural	0	\$17,000,000	each	\$ -
Traffic Control					
	Traffic Signal	0	\$345,000	each	\$ -
	Roundabout	0	\$5,500,000	each	\$ -
Structures					
	Major River Bridge	0	\$380	sf	\$ -
	Standard Bridge	0	\$200	sf	\$ -
	Local Bridge Multi-Span	0	\$690,000	each	\$ -
	Local Bridge Single-Span	0	\$140,000	each	\$ -
Trails					
	10' concrete trail	0.0	\$350,000	mile	\$ -
Other					
	Local Road Safety Improvement Plan Improvements	1.0	\$3,200,000	\$ -	\$ 3,200,000

	Sub-Total	\$ 3,200,000
	Contingencies	\$ 800,000.00
	Total Construction Cost	\$ 4,000,000.00
	Utilities =	\$ 80,000.00
	ROW =	\$ 200,000.00
	Preliminary Engineering =	\$ 600,000.00
	Construction Engineering =	\$ 400,000.00
	GRAND TOTAL =	\$ 5,280,000.00
	Construction Maintenance Roadway (20-yr life)	0.0 Lane-Mile \$ 5,000.00 \$ -
	Construction Maintenance Bridges (50-yr life)	0 SF \$ 0.65 \$ -
	Total O&M	\$ -

	Travel Time Benefit (20-Year Horizon)	\$ -
	Crash Reduction Benefit (20-Year Horizon)	\$ 5,741,801.63
	Benefit Cost Index	-

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Michals Road Phase 2 (167th to Tonganoxie)



2023 Construction Year
6% Inflation

#	Description	Quantity	Unit Cost	Unit	Extension
Rehabilitation					
	Mill & Overlay	0.0	\$35,000	Lane-Mile	\$ -
	Pavement Replacement	0.0	\$875,000	Lane-Mile	\$ -
Roadway Construction					
	Urban 5-Lane Road	0.0	\$6,900,000	mile	\$ -
	Suburban 2-Lane Road	1.1	\$3,000,000	mile	\$ 3,300,000
	Rural 2-Lane Road	0.0	\$2,800,000	mile	\$ -
	Paving Gravel 2-Lane	0.0	\$1,400,000	mile	\$ -
	Shoulder Widening	0.0	\$690,000	mile	\$ -
	Interchange - Urban	0	\$28,000,000	each	\$ -
	Interchange - Rural	0	\$17,000,000	each	\$ -
Traffic Control					
	Traffic Signal	0	\$345,000	each	\$ -
	Roundabout	0	\$5,500,000	each	\$ -
Structures					
	Major River Bridge	0	\$380	sf	\$ -
	Standard Bridge	0	\$200	sf	\$ -
	Local Bridge Multi-Span	0	\$690,000	each	\$ -
	Local Bridge Single-Span	0	\$140,000	each	\$ -
Trails					
	10' concrete trail	0.8	\$350,000	mile	\$ 280,000
Other					
		0.0	\$0	\$ -	\$ -

	Sub-Total	\$ 3,580,000
	Contingencies	\$ 895,000.00
	Total Construction Cost	\$ 4,475,000.00
	Utilities =	\$ 89,500.00
	ROW =	\$ 223,750.00
	Preliminary Engineering =	\$ 671,250.00
	Construction Engineering =	\$ 447,500.00
	GRAND TOTAL =	\$ 5,907,000.00
	Construction Maintenance Roadway (20-yr life)	0.0 Lane-Mile \$ 5,000.00 \$ -
	Construction Maintenance Bridges (50-yr life)	0 SF \$ 0.65 \$ -
	Total O&M	\$ -

	Travel Time Benefit (20-Year Horizon)	\$ 701,323.62
	Crash Reduction Benefit (20-Year Horizon)	-
	Benefit Cost Index	-

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West Gilman Road Extension



2023 Construction Year
6% Inflation

#	Description	Quantity	Unit Cost	Unit	Extension
Rehabilitation					
	Mill & Overlay	0.0	\$35,000	Lane-Mile	\$ -
	Pavement Replacement	0.0	\$875,000	Lane-Mile	\$ -
Roadway Construction					
	Urban 5-Lane Road	0.0	\$6,900,000	mile	\$ -
	Suburban 2-Lane Road	0.0	\$3,000,000	mile	\$ -
	Rural 2-Lane Road	0.0	\$2,800,000	mile	\$ -
	Paving Gravel 2-Lane	1.0	\$1,400,000	mile	\$ 1,400,000
	Shoulder Widening	0.0	\$690,000	mile	\$ -
	Interchange - Urban	0	\$28,000,000	each	\$ -
	Interchange - Rural	0	\$17,000,000	each	\$ -
Traffic Control					
	Traffic Signal	0	\$345,000	each	\$ -
	Roundabout	0	\$5,500,000	each	\$ -
Structures					
	Major River Bridge	0	\$380	sf	\$ -
	Standard Bridge	0	\$200	sf	\$ -
	Local Bridge Multi-Span	0	\$690,000	each	\$ -
	Local Bridge Single-Span	0	\$140,000	each	\$ -
Trails					
	10' concrete trail	1.0	\$350,000	mile	\$ 350,000
Other					
		0.0	\$0	\$ -	\$ -

	Sub-Total	\$ 1,750,000
	Contingencies	\$ 437,500.00
	Total Construction Cost	\$ 2,187,500.00
	Utilities =	\$ 43,750.00
	ROW =	\$ 109,375.00
	Preliminary Engineering =	\$ 328,125.00
	Construction Engineering =	\$ 218,750.00
	GRAND TOTAL =	\$ 2,887,500.00
	Construction Maintenance Roadway (20-yr life)	0.0 Lane-Mile \$ 5,000.00 \$ -
	Construction Maintenance Bridges (50-yr life)	0 SF \$ 0.65 \$ -
	Total O&M	\$ -

	Travel Time Benefit (20-Year Horizon)	\$ -
	Crash Reduction Benefit (20-Year Horizon)	-
	Benefit Cost Index	-

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Muncie Road Extension (West of 10th Ave)



2023 Construction Year
6% Inflation

#	Description	Quantity	Unit Cost	Unit	Extension
	Rehabilitation				
	Mill & Overlay	0.0	\$35,000	Lane-Mile	\$ -
	Pavement Replacement	0.0	\$875,000	Lane-Mile	\$ -
	Roadway Construction				
	Urban 5-Lane Road	0.0	\$6,900,000	mile	\$ -
	Suburban 2-Lane Road	1.0	\$3,000,000	mile	\$ 3,000,000
	Rural 2-Lane Road	0.0	\$2,800,000	mile	\$ -
	Paving Gravel 2-Lane	0.0	\$1,400,000	mile	\$ -
	Shoulder Widening	0.0	\$690,000	mile	\$ -
	Interchange - Urban	0	\$28,000,000	each	\$ -
	Interchange - Rural	0	\$17,000,000	each	\$ -
	Traffic Control				
	Traffic Signal	0	\$345,000	each	\$ -
	Roundabout	0	\$5,500,000	each	\$ -
	Structures				
	Major River Bridge	0	\$380	sf	\$ -
	Standard Bridge	0	\$200	sf	\$ -
	Local Bridge Multi-Span	0	\$690,000	each	\$ -
	Local Bridge Single-Span	0	\$140,000	each	\$ -
	Trails				
	10' concrete trail	1.0	\$350,000	mile	\$ 350,000
	Other				
		0.0	\$0	\$ -	\$ -

	Sub-Total	\$ 3,350,000
	Contingencies	\$ 837,500.00
	Total Construction Cost	\$ 4,187,500.00
	Utilities =	\$ 83,750.00
	ROW =	\$ 209,375.00
	Preliminary Engineering =	\$ 628,125.00
	Construction Engineering =	\$ 418,750.00
	GRAND TOTAL =	\$ 5,527,500.00
	Construction Maintenance Roadway (20-yr life)	0.0 Lane-Mile \$ 5,000.00 \$ -
	Construction Maintenance Bridges (50-yr life)	0 SF \$ 0.65 \$ -
	Total O&M	\$ -

	Travel Time Benefit (20-Year Horizon)	\$ -
	Crash Reduction Benefit (20-Year Horizon)	-
	Benefit Cost Index	-

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Michals Road Phase 1 (167th to 175th)



2023 Construction Year
6% Inflation

#	Description	Quantity	Unit Cost	Unit	Extension
	Rehabilitation				
	Mill & Overlay	0.0	\$35,000	Lane-Mile	\$ -
	Pavement Replacement	0.0	\$875,000	Lane-Mile	\$ -
	Roadway Construction				
	Urban 5-Lane Road	0.0	\$6,900,000	mile	\$ -
	Suburban 2-Lane Road	1.1	\$3,000,000	mile	\$ 3,300,000
	Rural 2-Lane Road	0.0	\$2,800,000	mile	\$ -
	Paving Gravel 2-Lane	0.0	\$1,400,000	mile	\$ -
	Shoulder Widening	0.0	\$690,000	mile	\$ -
	Interchange - Urban	0	\$28,000,000	each	\$ -
	Interchange - Rural	0	\$17,000,000	each	\$ -
	Traffic Control				
	Traffic Signal	0	\$345,000	each	\$ -
	Roundabout	0	\$5,500,000	each	\$ -
	Structures				
	Major River Bridge	0	\$380	sf	\$ -
	Standard Bridge	0	\$200	sf	\$ -
	Local Bridge Multi-Span	0	\$690,000	each	\$ -
	Local Bridge Single-Span	0	\$140,000	each	\$ -
	Trails				
	10' concrete trail	1.1	\$350,000	mile	\$ 385,000
	Other				
		0.0	\$0	\$ -	\$ -

	Sub-Total	\$ 3,685,000
	Contingencies	\$ 921,250.00
	Total Construction Cost	\$ 4,606,250.00
	Utilities =	\$ 92,125.00
	ROW =	\$ 230,312.50
	Preliminary Engineering =	\$ 690,937.50
	Construction Engineering =	\$ 460,625.00
	GRAND TOTAL =	\$ 6,080,250.00
	Construction Maintenance Roadway (20-yr life)	0.0 Lane-Mile \$ 5,000.00 \$ -
	Construction Maintenance Bridges (50-yr life)	0 SF \$ 0.65 \$ -
	Total O&M	\$ -

	Travel Time Benefit (20-Year Horizon)	\$ 701,323.62
	Crash Reduction Benefit (20-Year Horizon)	\$ 269,807.63
	Benefit Cost Index	-

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Donahoo Road Extension (K-7 to 155th)



2023 Construction Year
6% Inflation

#	Description	Quantity	Unit Cost	Unit	Extension
Rehabilitation					
	Mill & Overlay	0.0	\$35,000	Lane-Mile	\$ -
	Pavement Replacement	0.0	\$875,000	Lane-Mile	\$ -
Roadway Construction					
	Urban 5-Lane Road	0.0	\$6,900,000	mile	\$ -
	Suburban 2-Lane Road	2.0	\$3,000,000	mile	\$ 6,000,000
	Rural 2-Lane Road	0.0	\$2,800,000	mile	\$ -
	Paving Gravel 2-Lane	0.0	\$1,400,000	mile	\$ -
	Shoulder Widening	0.0	\$690,000	mile	\$ -
	Interchange - Urban	0	\$28,000,000	each	\$ -
	Interchange - Rural	0	\$17,000,000	each	\$ -
Traffic Control					
	Traffic Signal	0	\$345,000	each	\$ -
	Roundabout	0	\$5,500,000	each	\$ -
Structures					
	Major River Bridge	0	\$380	sf	\$ -
	Standard Bridge	0	\$200	sf	\$ -
	Local Bridge Multi-Span	0	\$690,000	each	\$ -
	Local Bridge Single-Span	0	\$140,000	each	\$ -
Trails					
	10' concrete trail	0.0	\$350,000	mile	\$ -
Other					
		0.0	\$0	\$ -	\$ -

	Sub-Total	\$ 6,000,000
	Contingencies	\$ 1,500,000.00
	Total Construction Cost	\$ 7,500,000.00
	Utilities =	\$ 150,000.00
	ROW =	\$ 375,000.00
	Preliminary Engineering =	\$ 1,125,000.00
	Construction Engineering =	\$ 750,000.00
	GRAND TOTAL =	\$ 9,900,000.00
	Construction Maintenance Roadway (20-yr life)	0.0 Lane-Mile \$ 5,000.00 \$ -
	Construction Maintenance Bridges (50-yr life)	0 SF \$ 0.65 \$ -
	Total O&M	\$ -

	Travel Time Benefit (20-Year Horizon)	\$ 1,931,892.10
	Crash Reduction Benefit (20-Year Horizon)	-
	Benefit Cost Index	-

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Limit Street Extension (West of 20th St)



2023 Construction Year
6% Inflation

#	Description	Quantity	Unit Cost	Unit	Extension
Rehabilitation					
	Mill & Overlay	0.0	\$35,000	Lane-Mile	\$ -
	Pavement Replacement	0.0	\$875,000	Lane-Mile	\$ -
Roadway Construction					
	Urban 5-Lane Road	0.0	\$6,900,000	mile	\$ -
	Suburban 2-Lane Road	1.3	\$3,000,000	mile	\$ 3,750,000
	Rural 2-Lane Road	0.0	\$2,800,000	mile	\$ -
	Paving Gravel 2-Lane	0.0	\$1,400,000	mile	\$ -
	Shoulder Widening	0.0	\$690,000	mile	\$ -
	Interchange - Urban	0	\$28,000,000	each	\$ -
	Interchange - Rural	0	\$17,000,000	each	\$ -
Traffic Control					
	Traffic Signal	0	\$345,000	each	\$ -
	Roundabout	0	\$5,500,000	each	\$ -
Structures					
	Major River Bridge	0	\$380	sf	\$ -
	Standard Bridge	0	\$200	sf	\$ -
	Local Bridge Multi-Span	0	\$690,000	each	\$ -
	Local Bridge Single-Span	0	\$140,000	each	\$ -
Trails					
	10' concrete trail	1.3	\$350,000	mile	\$ 437,500
Other					
		0.0	\$0	\$ -	\$ -

	Sub-Total	\$ 4,187,500
	Contingencies	\$ 1,046,875.00
	Total Construction Cost	\$ 5,234,375.00
	Utilities =	\$ 104,687.50
	ROW =	\$ 261,718.75
	Preliminary Engineering =	\$ 785,156.25
	Construction Engineering =	\$ 523,437.50
	GRAND TOTAL =	\$ 6,909,375.00
	Construction Maintenance Roadway (20-yr life)	0.0 Lane-Mile \$ 5,000.00 \$ -
	Construction Maintenance Bridges (50-yr life)	0 SF \$ 0.65 \$ -
	Total O&M	\$ -

	Travel Time Benefit (20-Year Horizon)	\$ (1,176,742.02)
	Crash Reduction Benefit (20-Year Horizon)	-
	Benefit Cost Index	-

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Dempsey Road E-W Connection



2023 Construction Year
6% Inflation

#	Description	Quantity	Unit Cost	Unit	Extension
Rehabilitation					
	Mill & Overlay	0.0	\$35,000	Lane-Mile	\$ -
	Pavement Replacement	0.0	\$875,000	Lane-Mile	\$ -
Roadway Construction					
	Urban 5-Lane Road	0.0	\$6,900,000	mile	\$ -
	Suburban 2-Lane Road	1.0	\$3,000,000	mile	\$ 3,000,000
	Rural 2-Lane Road	4.2	\$2,800,000	mile	\$ 11,760,000
	Paving Gravel 2-Lane	0.0	\$1,400,000	mile	\$ -
	Shoulder Widening	9.8	\$690,000	mile	\$ 6,762,000
	Interchange - Urban	0	\$28,000,000	each	\$ -
	Interchange - Rural	0	\$17,000,000	each	\$ -
Traffic Control					
	Traffic Signal	0	\$345,000	each	\$ -
	Roundabout	0	\$5,500,000	each	\$ -
Structures					
	Major River Bridge	0	\$380	sf	\$ -
	Standard Bridge	4,700	\$200	sf	\$ 940,000
	Local Bridge Multi-Span	0	\$690,000	each	\$ -
	Local Bridge Single-Span	0	\$140,000	each	\$ -
Trails					
	10' concrete trail	0.0	\$350,000	mile	\$ -
Other					
		0.0	\$0	\$ -	\$ -

	Sub-Total	\$ 22,462,000
	Contingencies	\$ 5,615,500.00
	Total Construction Cost	\$ 28,077,500.00
	Utilities =	\$ 561,550.00
	ROW =	\$ 1,403,875.00
	Preliminary Engineering =	\$ 2,807,750.00
	Construction Engineering =	\$ 2,807,750.00
	GRAND TOTAL =	\$ 35,658,425.00
	Construction Maintenance Roadway (20-yr life)	0.0 Lane-Mile \$ 5,000.00 \$ -
	Construction Maintenance Bridges (50-yr life)	4,700 SF \$ 0.65 \$ 3,055.00
	Total O&M	\$ 3,055.00

	Travel Time Benefit (20-Year Horizon)	\$ 1,497,712.47
	Crash Reduction Benefit (20-Year Horizon)	-
	Benefit Cost Index	-

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West Tonganoxie Bypass (US 24-40 to K-32)



2023 Construction Year
6% Inflation

#	Description	Quantity	Unit Cost	Unit	Extension
Rehabilitation					
	Mill & Overlay	0.0	\$35,000	Lane-Mile	\$ -
	Pavement Replacement	0.0	\$875,000	Lane-Mile	\$ -
Roadway Construction					
	Urban 5-Lane Road	0.0	\$6,900,000	mile	\$ -
	Suburban 2-Lane Road	8.9	\$3,000,000	mile	\$ 26,700,000
	Rural 2-Lane Road	8.9	\$2,800,000	mile	\$ 24,920,000
	Paving Gravel 2-Lane	0.0	\$1,400,000	mile	\$ -
	Shoulder Widening	0.0	\$690,000	mile	\$ -
	Interchange - Urban	0	\$28,000,000	each	\$ -
	Interchange - Rural	0	\$17,000,000	each	\$ -
Traffic Control					
	Traffic Signal	0	\$345,000	each	\$ -
	Roundabout	0	\$5,500,000	each	\$ -
Structures					
	Major River Bridge	0	\$380	sf	\$ -
	Standard Bridge	0	\$200	sf	\$ -
	Local Bridge Multi-Span	0	\$690,000	each	\$ -
	Local Bridge Single-Span	0	\$140,000	each	\$ -
Trails					
	10' concrete trail	0.0	\$350,000	mile	\$ -
Other					
		0.0	\$0	\$ -	\$ -

	Sub-Total	\$ 51,620,000
	Contingencies	\$ 12,905,000.00
	Total Construction Cost	\$ 64,525,000.00
	Utilities =	\$ 1,290,500.00
	ROW =	\$ 3,226,250.00
	Preliminary Engineering =	\$ 6,452,500.00
	Construction Engineering =	\$ 6,452,500.00
	GRAND TOTAL =	\$ 81,946,750.00
	Construction Maintenance Roadway (20-yr life)	0.0 Lane-Mile \$ 5,000.00 \$ -
	Construction Maintenance Bridges (50-yr life)	0 SF \$ 0.65 \$ -
	Total O&M	\$ -

	Travel Time Benefit (20-Year Horizon)	\$ 432,347.43
	Crash Reduction Benefit (20-Year Horizon)	-
	Benefit Cost Index	-

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Leavenworth City Western Bypass



2023 Construction Year
6% Inflation

#	Description	Quantity	Unit Cost	Unit	Extension
Rehabilitation					
	Mill & Overlay	0.0	\$35,000	Lane-Mile	\$ -
	Pavement Replacement	0.4	\$875,000	Lane-Mile	\$ 350,000
Roadway Construction					
	Urban 5-Lane Road	0.0	\$6,900,000	mile	\$ -
	Suburban 2-Lane Road	7.0	\$3,000,000	mile	\$ 21,000,000
	Rural 2-Lane Road	7.0	\$2,800,000	mile	\$ 19,600,000
	Paving Gravel 2-Lane	0.0	\$1,400,000	mile	\$ -
	Shoulder Widening	0.0	\$690,000	mile	\$ -
	Interchange - Urban	0	\$28,000,000	each	\$ -
	Interchange - Rural	0	\$17,000,000	each	\$ -
Traffic Control					
	Traffic Signal	0	\$345,000	each	\$ -
	Roundabout	3	\$5,500,000	each	\$ 16,500,000
Structures					
	Major River Bridge	0	\$380	sf	\$ -
	Standard Bridge	9,400	\$200	sf	\$ 1,880,000
	Local Bridge Multi-Span	0	\$690,000	each	\$ -
	Local Bridge Single-Span	0	\$140,000	each	\$ -
Trails					
	10' concrete trail	0.0	\$350,000	mile	\$ -
Other					
		0.0	\$0	\$ -	\$ -

	Sub-Total	\$ 59,330,000
	Contingencies	\$ 14,832,500.00
	Total Construction Cost	\$ 74,162,500.00
	Utilities =	\$ 1,483,250.00
	ROW =	\$ 3,708,125.00
	Preliminary Engineering =	\$ 7,416,250.00
	Construction Engineering =	\$ 7,416,250.00
	GRAND TOTAL =	\$ 94,186,375.00
	Construction Maintenance Roadway (20-yr life)	0.0 Lane-Mile \$ 5,000.00 \$ -
	Construction Maintenance Bridges (50-yr life)	9,400 SF \$ 0.65 \$ 6,110.00
	Total O&M	\$ 6,110.00

	Travel Time Benefit (20-Year Horizon)	\$ 20,520,989.95
	Crash Reduction Benefit (20-Year Horizon)	-
	Benefit Cost Index	-

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K-5 Improvements/Realignment



2023 Construction Year
6% Inflation

#	Description	Quantity	Unit Cost	Unit	Extension
Rehabilitation					
	Mill & Overlay	4.0	\$35,000	Lane-Mile	\$ 140,000
	Pavement Replacement	0.0	\$875,000	Lane-Mile	\$ -
Roadway Construction					
	Urban 5-Lane Road	0.0	\$6,900,000	mile	\$ -
	Suburban 2-Lane Road	5.0	\$3,000,000	mile	\$ 15,000,000
	Rural 2-Lane Road	5.0	\$2,800,000	mile	\$ 14,000,000
	Paving Gravel 2-Lane	0.0	\$1,400,000	mile	\$ -
	Shoulder Widening	0.0	\$690,000	mile	\$ -
	Interchange - Urban	0	\$28,000,000	each	\$ -
	Interchange - Rural	0	\$17,000,000	each	\$ -
Traffic Control					
	Traffic Signal	0	\$345,000	each	\$ -
	Roundabout	0	\$5,500,000	each	\$ -
Structures					
	Major River Bridge	0	\$380	sf	\$ -
	Standard Bridge	13,160	\$200	sf	\$ 2,632,000
	Local Bridge Multi-Span	0	\$690,000	each	\$ -
	Local Bridge Single-Span	0	\$140,000	each	\$ -
Trails					
	10' concrete trail	0.0	\$350,000	mile	\$ -
Other					
		0.0	\$0	\$ -	\$ -

	Sub-Total	\$ 31,772,000
	Contingencies	\$ 7,943,000.00
	Total Construction Cost	\$ 39,715,000.00
	Utilities =	\$ 794,300.00
	ROW =	\$ 1,985,750.00
	Preliminary Engineering =	\$ 3,971,500.00
	Construction Engineering =	\$ 3,971,500.00
	GRAND TOTAL =	\$ 50,438,050.00
	Construction Maintenance Roadway (20-yr life)	0.0 Lane-Mile \$ 5,000.00 \$ -
	Construction Maintenance Bridges (50-yr life)	13,160 SF \$ 0.65 \$ 8,554.00
	Total O&M	\$ 8,554.00

	Travel Time Benefit (20-Year Horizon)	\$ 89,088,624.42
	Crash Reduction Benefit (20-Year Horizon)	-
	Benefit Cost Index	-

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20th Street Extension / McIntyre Road Extension



2023 Construction Year
6% Inflation

#	Description	Quantity	Unit Cost	Unit	Extension
Rehabilitation					
	Mill & Overlay	0.0	\$35,000	Lane-Mile	\$ -
	Pavement Replacement	0.0	\$875,000	Lane-Mile	\$ -
Roadway Construction					
	Urban 5-Lane Road	2.5	\$6,900,000	mile	\$ 17,250,000
	Suburban 2-Lane Road	1.5	\$3,000,000	mile	\$ 4,500,000
	Rural 2-Lane Road	1.5	\$2,800,000	mile	\$ 4,200,000
	Paving Gravel 2-Lane	2.0	\$1,400,000	mile	\$ 2,800,000
	Shoulder Widening	0.0	\$690,000	mile	\$ -
	Interchange - Urban	0	\$28,000,000	each	\$ -
	Interchange - Rural	0	\$17,000,000	each	\$ -
Traffic Control					
	Traffic Signal	0	\$345,000	each	\$ -
	Roundabout	2	\$5,500,000	each	\$ 11,000,000
Structures					
	Major River Bridge	0	\$380	sf	\$ -
	Standard Bridge	7,050	\$200	sf	\$ 1,410,000
	Local Bridge Multi-Span	0	\$690,000	each	\$ -
	Local Bridge Single-Span	0	\$140,000	each	\$ -
Trails					
	10' concrete trail	0.0	\$350,000	mile	\$ -
Other					
		0.0	\$0	\$ -	\$ -

	Sub-Total	\$ 41,160,000
	Contingencies	\$ 10,290,000.00
	Total Construction Cost	\$ 51,450,000.00
	Utilities =	\$ 1,029,000.00
	ROW =	\$ 2,572,500.00
	Preliminary Engineering =	\$ 5,145,000.00
	Construction Engineering =	\$ 5,145,000.00
	GRAND TOTAL =	\$ 65,341,500.00
	Construction Maintenance Roadway (20-yr life)	0.0 Lane-Mile \$ 5,000.00 \$ -
	Construction Maintenance Bridges (50-yr life)	7,050 SF \$ 0.65 \$ 4,582.50
	Total O&M	\$ 4,582.50

	Travel Time Benefit (20-Year Horizon)	\$ (40,405.36)
	Crash Reduction Benefit (20-Year Horizon)	-
	Benefit Cost Index	-

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158th / 20th Connector (Basehor to Leavenworth)



2023 Construction Year
6% Inflation

#	Description	Quantity	Unit Cost	Unit	Extension
Rehabilitation					
	Mill & Overlay	0.0	\$35,000	Lane-Mile	\$ -
	Pavement Replacement	0.0	\$875,000	Lane-Mile	\$ -
Roadway Construction					
	Urban 5-Lane Road	7.5	\$6,900,000	mile	\$ 51,750,000
	Suburban 2-Lane Road	0.0	\$3,000,000	mile	\$ -
	Rural 2-Lane Road	0.0	\$2,800,000	mile	\$ -
	Paving Gravel 2-Lane	0.0	\$1,400,000	mile	\$ -
	Shoulder Widening	0.0	\$690,000	mile	\$ -
	Interchange - Urban	0	\$28,000,000	each	\$ -
	Interchange - Rural	0	\$17,000,000	each	\$ -
Traffic Control					
	Traffic Signal	0	\$345,000	each	\$ -
	Roundabout	1	\$5,500,000	each	\$ 5,500,000
Structures					
	Major River Bridge	0	\$380	sf	\$ -
	Standard Bridge	0	\$200	sf	\$ -
	Local Bridge Multi-Span	0	\$690,000	each	\$ -
	Local Bridge Single-Span	0	\$140,000	each	\$ -
Trails					
	10' concrete trail	0.0	\$350,000	mile	\$ -
Other					
		0.0	\$0	\$ -	\$ -

	Sub-Total	\$ 57,250,000
	Contingencies	\$ 14,312,500.00
	Total Construction Cost	\$ 71,562,500.00
	Utilities =	\$ 1,431,250.00
	ROW =	\$ 3,578,125.00
	Preliminary Engineering =	\$ 7,156,250.00
	Construction Engineering =	\$ 7,156,250.00
	GRAND TOTAL =	\$ 90,884,375.00
	Construction Maintenance Roadway (20-yr life)	0.0 Lane-Mile \$ 5,000.00 \$ -
	Construction Maintenance Bridges (50-yr life)	0 SF \$ 0.65 \$ -
	Total O&M	\$ -

	Travel Time Benefit (20-Year Horizon)	\$ 8,182,108.88
	Crash Reduction Benefit (20-Year Horizon)	\$ 2,474,683.31
	Benefit Cost Index	-

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Eastern Gateway (North Connection)



2023 Construction Year
6% Inflation

#	Description	Quantity	Unit Cost	Unit	Extension
Rehabilitation					
	Mill & Overlay	0.0	\$35,000	Lane-Mile	\$ -
	Pavement Replacement	0.0	\$875,000	Lane-Mile	\$ -
Roadway Construction					
	Urban 5-Lane Road	0.0	\$6,900,000	mile	\$ -
	Suburban 2-Lane Road	5.0	\$3,000,000	mile	\$ 15,000,000
	Rural 2-Lane Road	5.0	\$2,800,000	mile	\$ 14,000,000
	Paving Gravel 2-Lane	0.0	\$1,400,000	mile	\$ -
	Shoulder Widening	0.0	\$690,000	mile	\$ -
	Interchange - Urban	0	\$28,000,000	each	\$ -
	Interchange - Rural	0	\$17,000,000	each	\$ -
Traffic Control					
	Traffic Signal	0	\$345,000	each	\$ -
	Roundabout	0	\$5,500,000	each	\$ -
Structures					
	Major River Bridge	0	\$380	sf	\$ -
	Standard Bridge	40,000	\$200	sf	\$ 8,000,000
	Local Bridge Multi-Span	0	\$690,000	each	\$ -
	Local Bridge Single-Span	0	\$140,000	each	\$ -
Trails					
	10' concrete trail	0.0	\$350,000	mile	\$ -
Other					
		0.0	\$0	\$ -	\$ -

	Sub-Total	\$ 37,000,000
	Contingencies	\$ 9,250,000.00
	Total Construction Cost	\$ 46,250,000.00
	Utilities =	\$ 925,000.00
	ROW =	\$ 2,312,500.00
	Preliminary Engineering =	\$ 4,625,000.00
	Construction Engineering =	\$ 4,625,000.00
	GRAND TOTAL =	\$ 58,737,500.00
	Construction Maintenance Roadway (20-yr life)	0.0 Lane-Mile \$ 5,000.00 \$ -
	Construction Maintenance Bridges (50-yr life)	40,000 SF \$ 0.65 \$ 26,000.00
	Total O&M	\$ 26,000.00

	Travel Time Benefit (20-Year Horizon)	\$ 17,289,922.26
	Crash Reduction Benefit (20-Year Horizon)	-
	Benefit Cost Index	-

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158th Street: K-32 to Kill Creek Road (Kansas River Crossing)



2023 Construction Year
6% Inflation

#	Description	Quantity	Unit Cost	Unit	Extension
Rehabilitation					
	Mill & Overlay	0.0	\$35,000	Lane-Mile	\$ -
	Pavement Replacement	4.1	\$875,000	Lane-Mile	\$ 3,587,500
Roadway Construction					
	Urban 5-Lane Road	0.0	\$6,900,000	mile	\$ -
	Suburban 2-Lane Road	1.6	\$3,000,000	mile	\$ 4,800,000
	Rural 2-Lane Road	1.6	\$2,800,000	mile	\$ 4,480,000
	Paving Gravel 2-Lane	0.0	\$1,400,000	mile	\$ -
	Shoulder Widening	0.0	\$690,000	mile	\$ -
	Interchange - Urban	0	\$28,000,000	each	\$ -
	Interchange - Rural	0	\$17,000,000	each	\$ -
Traffic Control					
	Traffic Signal	0	\$345,000	each	\$ -
	Roundabout	2	\$5,500,000	each	\$ 11,000,000
Structures					
	Major River Bridge	0	\$380	sf	\$ -
	Standard Bridge	89,300	\$200	sf	\$ 17,860,000
	Local Bridge Multi-Span	0	\$690,000	each	\$ -
	Local Bridge Single-Span	0	\$140,000	each	\$ -
Trails					
	10' concrete trail	0.0	\$350,000	mile	\$ -
Other					
		0.0	\$0	\$ -	\$ -

	Sub-Total	\$ 41,727,500
	Contingencies	\$ 10,431,875.00
	Total Construction Cost	\$ 52,159,375.00
	Utilities =	\$ 1,043,187.50
	ROW =	\$ 2,607,968.75
	Preliminary Engineering =	\$ 5,215,937.50
	Construction Engineering =	\$ 5,215,937.50
	GRAND TOTAL =	\$ 66,242,406.25
	Construction Maintenance Roadway (20-yr life)	0.0 Lane-Mile \$ 5,000.00 \$ -
	Construction Maintenance Bridges (50-yr life)	89,300 SF \$ 0.65 \$ 58,045.00
	Total O&M	\$ 58,045.00

	Travel Time Benefit (20-Year Horizon)	\$ 4,128,425.99
	Crash Reduction Benefit (20-Year Horizon)	\$ 1,456,985.06
	Benefit Cost Index	-

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West K-10 Connection (West KS River Crossing)



2023 Construction Year
6% Inflation

#	Description	Quantity	Unit Cost	Unit	Extension
Rehabilitation					
	Mill & Overlay	0.0	\$35,000	Lane-Mile	\$ -
	Pavement Replacement	0.0	\$875,000	Lane-Mile	\$ -
Roadway Construction					
	Urban 5-Lane Road	0.0	\$6,900,000	mile	\$ -
	Suburban 2-Lane Road	5.1	\$3,000,000	mile	\$ 15,300,000
	Rural 2-Lane Road	5.1	\$2,800,000	mile	\$ 14,280,000
	Paving Gravel 2-Lane	0.0	\$1,400,000	mile	\$ -
	Shoulder Widening	0.0	\$690,000	mile	\$ -
	Interchange - Urban	0	\$28,000,000	each	\$ -
	Interchange - Rural	0	\$17,000,000	each	\$ -
Traffic Control					
	Traffic Signal	0	\$345,000	each	\$ -
	Roundabout	0	\$5,500,000	each	\$ -
Structures					
	Major River Bridge	0	\$380	sf	\$ -
	Standard Bridge	66,540	\$200	sf	\$ 13,308,000
	Local Bridge Multi-Span	0	\$690,000	each	\$ -
	Local Bridge Single-Span	0	\$140,000	each	\$ -
Trails					
	10' concrete trail	0.0	\$350,000	mile	\$ -
Other					
		0.0	\$0	\$ -	\$ -

	Sub-Total	\$ 42,888,000
	Contingencies	\$ 10,722,000.00
	Total Construction Cost	\$ 53,610,000.00
	Utilities =	\$ 1,072,200.00
	ROW =	\$ 2,680,500.00
	Preliminary Engineering =	\$ 5,361,000.00
	Construction Engineering =	\$ 5,361,000.00
	GRAND TOTAL =	\$ 68,084,700.00
	Construction Maintenance Roadway (20-yr life)	0.0 Lane-Mile \$ 5,000.00 \$ -
	Construction Maintenance Bridges (50-yr life)	66,540 SF \$ 0.65 \$ 43,251.00
	Total O&M	\$ 43,251.00

	Travel Time Benefit (20-Year Horizon)	\$ 30,992,878.01
	Crash Reduction Benefit (20-Year Horizon)	-
	Benefit Cost Index	-

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2023 Construction Year
6% Inflation

#	Description	Quantity	Unit Cost	Unit	Extension
Rehabilitation					
	Mill & Overlay	2.2	\$35,000	Lane-Mile	\$ 77,000
	Pavement Replacement	0.0	\$875,000	Lane-Mile	\$ -
Roadway Construction					
	Urban 5-Lane Road	6.4	\$6,900,000	mile	\$ 44,160,000
	Suburban 2-Lane Road	0.0	\$3,000,000	mile	\$ -
	Rural 2-Lane Road	0.0	\$2,800,000	mile	\$ -
	Paving Gravel 2-Lane	0.0	\$1,400,000	mile	\$ -
	Shoulder Widening	0.0	\$690,000	mile	\$ -
	Interchange - Urban	1	\$28,000,000	each	\$ 28,000,000
	Interchange - Rural	0	\$17,000,000	each	\$ -
Traffic Control					
	Traffic Signal	0	\$345,000	each	\$ -
	Roundabout	0	\$5,500,000	each	\$ -
Structures					
	Major River Bridge	123,000	\$380	sf	\$ 46,740,000
	Standard Bridge	41,000	\$200	sf	\$ 8,200,000
	Local Bridge Multi-Span	0	\$690,000	each	\$ -
	Local Bridge Single-Span	0	\$140,000	each	\$ -
Trails					
	10' concrete trail	0.0	\$350,000	mile	\$ -
Other					
		0.0	\$0	\$ -	\$ -

	Sub-Total	\$ 127,177,000
	Contingencies	\$ 31,794,250.00
	Total Construction Cost	\$ 158,971,250.00
	Utilities =	\$ 3,179,425.00
	ROW =	\$ 7,948,562.50
	Preliminary Engineering =	\$ 15,897,125.00
	Construction Engineering =	\$ 15,897,125.00
	GRAND TOTAL =	\$ 201,893,487.50
	Construction Maintenance Roadway (20-yr life)	0.0 Lane-Mile \$ 5,000.00 \$ -
	Construction Maintenance Bridges (50-yr life)	41,000 SF \$ 0.65 \$ 26,650.00
	Total O&M	\$ 26,650.00

	Travel Time Benefit (20-Year Horizon)	\$ 77,166,631.26
	Crash Reduction Benefit (20-Year Horizon)	-
	Benefit Cost Index	-

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Parallel Road Widening



2023 Construction Year
6% Inflation

#	Description	Quantity	Unit Cost	Unit	Extension
Rehabilitation					
	Mill & Overlay	0.0	\$35,000	Lane-Mile	\$ -
	Pavement Replacement	0.0	\$875,000	Lane-Mile	\$ -
Roadway Construction					
	Urban 5-Lane Road	3.0	\$6,900,000	mile	\$ 20,700,000
	Suburban 2-Lane Road	0.0	\$3,000,000	mile	\$ -
	Rural 2-Lane Road	0.0	\$2,800,000	mile	\$ -
	Paving Gravel 2-Lane	0.0	\$1,400,000	mile	\$ -
	Shoulder Widening	0.0	\$690,000	mile	\$ -
	Interchange - Urban	0	\$28,000,000	each	\$ -
	Interchange - Rural	0	\$17,000,000	each	\$ -
Traffic Control					
	Traffic Signal	0	\$345,000	each	\$ -
	Roundabout	0	\$5,500,000	each	\$ -
Structures					
	Major River Bridge	0	\$380	sf	\$ -
	Standard Bridge	0	\$200	sf	\$ -
	Local Bridge Multi-Span	0	\$690,000	each	\$ -
	Local Bridge Single-Span	0	\$140,000	each	\$ -
Trails					
	10' concrete trail	0.0	\$350,000	mile	\$ -
Other					
		0.0	\$0	\$ -	\$ -

	Sub-Total	\$ 20,700,000
	Contingencies	\$ 5,175,000.00
	Total Construction Cost	\$ 25,875,000.00
	Utilities =	\$ 517,500.00
	ROW =	\$ 1,293,750.00
	Preliminary Engineering =	\$ 2,587,500.00
	Construction Engineering =	\$ 2,587,500.00
	GRAND TOTAL =	\$ 32,861,250.00
	Construction Maintenance Roadway (20-yr life)	0.0 Lane-Mile \$ 5,000.00 \$ -
	Construction Maintenance Bridges (50-yr life)	0 SF \$ 0.65 \$ -
	Total O&M	\$ -

	Travel Time Benefit (20-Year Horizon)	\$ 7,554,206.83
	Crash Reduction Benefit (20-Year Horizon)	\$ 7,711,488.29
	Benefit Cost Index	-

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Tonganoxie - Eisenhower Corridor



2023 Construction Year
6% Inflation

#	Description	Quantity	Unit Cost	Unit	Extension
Rehabilitation					
	Mill & Overlay	0.0	\$35,000	Lane-Mile	\$ -
	Pavement Replacement	33.4	\$875,000	Lane-Mile	\$ 29,225,000
Roadway Construction					
	Urban 5-Lane Road	0.0	\$6,900,000	mile	\$ -
	Suburban 2-Lane Road	0.0	\$3,000,000	mile	\$ -
	Rural 2-Lane Road	0.0	\$2,800,000	mile	\$ -
	Paving Gravel 2-Lane	0.0	\$1,400,000	mile	\$ -
	Shoulder Widening	16.7	\$690,000	mile	\$ 11,523,000
	Interchange - Urban	0	\$28,000,000	each	\$ -
	Interchange - Rural	0	\$17,000,000	each	\$ -
Traffic Control					
	Traffic Signal	0	\$345,000	each	\$ -
	Roundabout	0	\$5,500,000	each	\$ -
Structures					
	Major River Bridge	0	\$380	sf	\$ -
	Standard Bridge	0	\$200	sf	\$ -
	Local Bridge Multi-Span	0	\$690,000	each	\$ -
	Local Bridge Single-Span	0	\$140,000	each	\$ -
Trails					
	10' concrete trail	16.7	\$350,000	mile	\$ 5,845,000
Other					
		0.0	\$0	\$ -	\$ -

	Sub-Total	\$ 46,593,000
	Contingencies	\$ 11,648,250.00
	Total Construction Cost	\$ 58,241,250.00
	Utilities =	\$ 1,164,825.00
	ROW =	\$ 2,912,062.50
	Preliminary Engineering =	\$ 5,824,125.00
	Construction Engineering =	\$ 5,824,125.00
	GRAND TOTAL =	\$ 73,966,387.50
	Construction Maintenance Roadway (20-yr life)	0.0 Lane-Mile \$ 5,000.00 \$ -
	Construction Maintenance Bridges (50-yr life)	0 SF \$ 0.65 \$ -
	Total O&M	\$ -

	Travel Time Benefit (20-Year Horizon)	\$ 15,896,668.67
	Crash Reduction Benefit (20-Year Horizon)	\$ 27,883,635.80
	Benefit Cost Index	-

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147th St Reconstruction (4-H Road to McIntyre Road)



2023 Construction Year
6% Inflation

#	Description	Quantity	Unit Cost	Unit	Extension
Rehabilitation					
	Mill & Overlay	0.0	\$35,000	Lane-Mile	\$ -
	Pavement Replacement	0.0	\$875,000	Lane-Mile	\$ -
Roadway Construction					
	Urban 5-Lane Road	0.0	\$6,900,000	mile	\$ -
	Suburban 2-Lane Road	2.5	\$3,000,000	mile	\$ 7,500,000
	Rural 2-Lane Road	0.0	\$2,800,000	mile	\$ -
	Paving Gravel 2-Lane	0.0	\$1,400,000	mile	\$ -
	Shoulder Widening	0.0	\$690,000	mile	\$ -
	Interchange - Urban	0	\$28,000,000	each	\$ -
	Interchange - Rural	0	\$17,000,000	each	\$ -
Traffic Control					
	Traffic Signal	0	\$345,000	each	\$ -
	Roundabout	0	\$5,500,000	each	\$ -
Structures					
	Major River Bridge	0	\$380	sf	\$ -
	Standard Bridge	0	\$200	sf	\$ -
	Local Bridge Multi-Span	0	\$690,000	each	\$ -
	Local Bridge Single-Span	0	\$140,000	each	\$ -
Trails					
	10' concrete trail	2.5	\$350,000	mile	\$ 875,000
Other					
		0.0	\$0	\$ -	\$ -

	Sub-Total	\$ 8,375,000
	Contingencies	\$ 2,093,750.00
	Total Construction Cost	\$ 10,468,750.00
	Utilities =	\$ 209,375.00
	ROW =	\$ 523,437.50
	Preliminary Engineering =	\$ 1,570,312.50
	Construction Engineering =	\$ 1,046,875.00
	GRAND TOTAL =	\$ 13,818,750.00
	Construction Maintenance Roadway (20-yr life)	0.0 Lane-Mile \$ 5,000.00 \$ -
	Construction Maintenance Bridges (50-yr life)	0 SF \$ 0.65 \$ -
	Total O&M	\$ -

	Travel Time Benefit (20-Year Horizon)	\$ -
	Crash Reduction Benefit (20-Year Horizon)	\$ 1,460,255.30
	Benefit Cost Index	-

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155th St Widening / Improvements in Basehor



2023 Construction Year
6% Inflation

#	Description	Quantity	Unit Cost	Unit	Extension
Rehabilitation					
	Mill & Overlay	0.0	\$35,000	Lane-Mile	\$ -
	Pavement Replacement	0.0	\$875,000	Lane-Mile	\$ -
Roadway Construction					
	Urban 5-Lane Road	0.0	\$6,900,000	mile	\$ -
	Suburban 2-Lane Road	1.8	\$3,000,000	mile	\$ 5,400,000
	Rural 2-Lane Road	0.0	\$2,800,000	mile	\$ -
	Paving Gravel 2-Lane	0.0	\$1,400,000	mile	\$ -
	Shoulder Widening	0.0	\$690,000	mile	\$ -
	Interchange - Urban	0	\$28,000,000	each	\$ -
	Interchange - Rural	0	\$17,000,000	each	\$ -
Traffic Control					
	Traffic Signal	0	\$345,000	each	\$ -
	Roundabout	2	\$5,500,000	each	\$ 11,000,000
Structures					
	Major River Bridge	0	\$380	sf	\$ -
	Standard Bridge	0	\$200	sf	\$ -
	Local Bridge Multi-Span	0	\$690,000	each	\$ -
	Local Bridge Single-Span	0	\$140,000	each	\$ -
Trails					
	10' concrete trail	1.8	\$350,000	mile	\$ 630,000
Other					
		0.0	\$0	\$ -	\$ -

	Sub-Total	\$ 17,030,000
	Contingencies	\$ 4,257,500.00
	Total Construction Cost	\$ 21,287,500.00
	Utilities =	\$ 425,750.00
	ROW =	\$ 1,064,375.00
	Preliminary Engineering =	\$ 2,128,750.00
	Construction Engineering =	\$ 2,128,750.00
	GRAND TOTAL =	\$ 27,035,125.00
	Construction Maintenance Roadway (20-yr life)	0.0 Lane-Mile \$ 5,000.00 \$ -
	Construction Maintenance Bridges (50-yr life)	0 SF \$ 0.65 \$ -
	Total O&M	\$ -

	Travel Time Benefit (20-Year Horizon)	\$ -
	Crash Reduction Benefit (20-Year Horizon)	\$ 2,953,290.39
	Benefit Cost Index	-

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4-H Road Reconstruction (K-7 to 147th)



2023 Construction Year
6% Inflation

#	Description	Quantity	Unit Cost	Unit	Extension
Rehabilitation					
	Mill & Overlay	0.0	\$35,000	Lane-Mile	\$ -
	Pavement Replacement	0.0	\$875,000	Lane-Mile	\$ -
Roadway Construction					
	Urban 5-Lane Road	0.0	\$6,900,000	mile	\$ -
	Suburban 2-Lane Road	1.0	\$3,000,000	mile	\$ 3,000,000
	Rural 2-Lane Road	0.0	\$2,800,000	mile	\$ -
	Paving Gravel 2-Lane	0.0	\$1,400,000	mile	\$ -
	Shoulder Widening	0.0	\$690,000	mile	\$ -
	Interchange - Urban	0	\$28,000,000	each	\$ -
	Interchange - Rural	0	\$17,000,000	each	\$ -
Traffic Control					
	Traffic Signal	0	\$345,000	each	\$ -
	Roundabout	0	\$5,500,000	each	\$ -
Structures					
	Major River Bridge	0	\$380	sf	\$ -
	Standard Bridge	0	\$200	sf	\$ -
	Local Bridge Multi-Span	0	\$690,000	each	\$ -
	Local Bridge Single-Span	0	\$140,000	each	\$ -
Trails					
	10' concrete trail	1.0	\$350,000	mile	\$ 350,000
Other					
		0.0	\$0	\$ -	\$ -

	Sub-Total	\$ 3,350,000
	Contingencies	\$ 837,500.00
	Total Construction Cost	\$ 4,187,500.00
	Utilities =	\$ 83,750.00
	ROW =	\$ 209,375.00
	Preliminary Engineering =	\$ 628,125.00
	Construction Engineering =	\$ 418,750.00
	GRAND TOTAL =	\$ 5,527,500.00
	Construction Maintenance Roadway (20-yr life)	0.0 Lane-Mile \$ 5,000.00 \$ -
	Construction Maintenance Bridges (50-yr life)	0 SF \$ 0.65 \$ -
	Total O&M	\$ -

	Travel Time Benefit (20-Year Horizon)	\$ -
	Crash Reduction Benefit (20-Year Horizon)	\$ 998,868.85
	Benefit Cost Index	-

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147th St (DeSoto Road) Reconstruction (4-H Road to Ida Street)



2023 Construction Year
6% Inflation

#	Description	Quantity	Unit Cost	Unit	Extension
Rehabilitation					
	Mill & Overlay	0.0	\$35,000	Lane-Mile	\$ -
	Pavement Replacement	0.0	\$875,000	Lane-Mile	\$ -
Roadway Construction					
	Urban 5-Lane Road	0.0	\$6,900,000	mile	\$ -
	Suburban 2-Lane Road	1.0	\$3,000,000	mile	\$ 3,000,000
	Rural 2-Lane Road	0.0	\$2,800,000	mile	\$ -
	Paving Gravel 2-Lane	0.0	\$1,400,000	mile	\$ -
	Shoulder Widening	0.0	\$690,000	mile	\$ -
	Interchange - Urban	0	\$28,000,000	each	\$ -
	Interchange - Rural	0	\$17,000,000	each	\$ -
Traffic Control					
	Traffic Signal	0	\$345,000	each	\$ -
	Roundabout	0	\$5,500,000	each	\$ -
Structures					
	Major River Bridge	0	\$380	sf	\$ -
	Standard Bridge	5,900	\$200	sf	\$ 1,180,000
	Local Bridge Multi-Span	0	\$690,000	each	\$ -
	Local Bridge Single-Span	0	\$140,000	each	\$ -
Trails					
	10' concrete trail	1.0	\$350,000	mile	\$ 350,000
Other					
		0.0	\$0	\$ -	\$ -

	Sub-Total	\$ 4,530,000
	Contingencies	\$ 1,132,500.00
	Total Construction Cost	\$ 5,662,500.00
	Utilities =	\$ 113,250.00
	ROW =	\$ 283,125.00
	Preliminary Engineering =	\$ 849,375.00
	Construction Engineering =	\$ 566,250.00
	GRAND TOTAL =	\$ 7,474,500.00
	Construction Maintenance Roadway (20-yr life)	0.0 Lane-Mile \$ 5,000.00 \$ -
	Construction Maintenance Bridges (50-yr life)	5,900 SF \$ 0.65 \$ 3,835.00
	Total O&M	\$ 3,835.00

	Travel Time Benefit (20-Year Horizon)	\$ -
	Crash Reduction Benefit (20-Year Horizon)	\$ 2,277,664.57
	Benefit Cost Index	-

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175th St Improvements (Michals to K-92)



2023 Construction Year
6% Inflation

#	Description	Quantity	Unit Cost	Unit	Extension
Rehabilitation					
	Mill & Overlay	0.0	\$35,000	Lane-Mile	\$ -
	Pavement Replacement	0.0	\$875,000	Lane-Mile	\$ -
Roadway Construction					
	Urban 5-Lane Road	0.0	\$6,900,000	mile	\$ -
	Suburban 2-Lane Road	2.0	\$3,000,000	mile	\$ 6,000,000
	Rural 2-Lane Road	0.0	\$2,800,000	mile	\$ -
	Paving Gravel 2-Lane	0.0	\$1,400,000	mile	\$ -
	Shoulder Widening	0.0	\$690,000	mile	\$ -
	Interchange - Urban	0	\$28,000,000	each	\$ -
	Interchange - Rural	0	\$17,000,000	each	\$ -
Traffic Control					
	Traffic Signal	0	\$345,000	each	\$ -
	Roundabout	0	\$5,500,000	each	\$ -
Structures					
	Major River Bridge	0	\$380	sf	\$ -
	Standard Bridge	0	\$200	sf	\$ -
	Local Bridge Multi-Span	0	\$690,000	each	\$ -
	Local Bridge Single-Span	0	\$140,000	each	\$ -
Trails					
	10' concrete trail	2.0	\$350,000	mile	\$ 700,000
Other					
		0.0	\$0	\$ -	\$ -

	Sub-Total	\$ 6,700,000
	Contingencies	\$ 1,675,000.00
	Total Construction Cost	\$ 8,375,000.00
	Utilities =	\$ 167,500.00
	ROW =	\$ 418,750.00
	Preliminary Engineering =	\$ 1,256,250.00
	Construction Engineering =	\$ 837,500.00
	GRAND TOTAL =	\$ 11,055,000.00
	Construction Maintenance Roadway (20-yr life)	0.0 Lane-Mile \$ 5,000.00 \$ -
	Construction Maintenance Bridges (50-yr life)	0 SF \$ 0.65 \$ -
	Total O&M	\$ -

	Travel Time Benefit (20-Year Horizon)	\$ 701,323.62
	Crash Reduction Benefit (20-Year Horizon)	\$ 866.28
	Benefit Cost Index	-

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County Road 30 Improvements



2023 Construction Year
6% Inflation

#	Description	Quantity	Unit Cost	Unit	Extension
Rehabilitation					
	Mill & Overlay	0.0	\$35,000	Lane-Mile	\$ -
	Pavement Replacement	0.0	\$875,000	Lane-Mile	\$ -
Roadway Construction					
	Urban 5-Lane Road	0.0	\$6,900,000	mile	\$ -
	Suburban 2-Lane Road	0.0	\$3,000,000	mile	\$ -
	Rural 2-Lane Road	0.0	\$2,800,000	mile	\$ -
	Paving Gravel 2-Lane	6.0	\$1,400,000	mile	\$ 8,400,000
	Shoulder Widening	0.0	\$690,000	mile	\$ -
	Interchange - Urban	0	\$28,000,000	each	\$ -
	Interchange - Rural	0	\$17,000,000	each	\$ -
Traffic Control					
	Traffic Signal	0	\$345,000	each	\$ -
	Roundabout	0	\$5,500,000	each	\$ -
Structures					
	Major River Bridge	0	\$380	sf	\$ -
	Standard Bridge	7,050	\$200	sf	\$ 1,410,000
	Local Bridge Multi-Span	0	\$690,000	each	\$ -
	Local Bridge Single-Span	0	\$140,000	each	\$ -
Trails					
	10' concrete trail	0.0	\$350,000	mile	\$ -
Other					
		0.0	\$0	\$ -	\$ -

	Sub-Total	\$ 9,810,000
	Contingencies	\$ 2,452,500.00
	Total Construction Cost	\$ 12,262,500.00
	Utilities =	\$ 245,250.00
	ROW =	\$ 613,125.00
	Preliminary Engineering =	\$ 1,839,375.00
	Construction Engineering =	\$ 1,226,250.00
	GRAND TOTAL =	\$ 16,186,500.00
	Construction Maintenance Roadway (20-yr life)	0.0 Lane-Mile \$ 5,000.00 \$ -
	Construction Maintenance Bridges (50-yr life)	7,050 SF \$ 0.65 \$ 4,582.50
	Total O&M	\$ 4,582.50

	Travel Time Benefit (20-Year Horizon)	\$ 12,857,599.66
	Crash Reduction Benefit (20-Year Horizon)	\$ (371,393.88)
	Benefit Cost Index	-

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MetroGreen Trail



2023 Construction Year
6% Inflation

#	Description	Quantity	Unit Cost	Unit	Extension
Rehabilitation					
	Mill & Overlay	0.0	\$35,000	Lane-Mile	\$ -
	Pavement Replacement	0.0	\$875,000	Lane-Mile	\$ -
Roadway Construction					
	Urban 5-Lane Road	0.0	\$6,900,000	mile	\$ -
	Suburban 2-Lane Road	0.0	\$3,000,000	mile	\$ -
	Rural 2-Lane Road	0.0	\$2,800,000	mile	\$ -
	Paving Gravel 2-Lane	0.0	\$1,400,000	mile	\$ -
	Shoulder Widening	0.0	\$690,000	mile	\$ -
	Interchange - Urban	0	\$28,000,000	each	\$ -
	Interchange - Rural	0	\$17,000,000	each	\$ -
Traffic Control					
	Traffic Signal	0	\$345,000	each	\$ -
	Roundabout	0	\$5,500,000	each	\$ -
Structures					
	Major River Bridge	0	\$380	sf	\$ -
	Standard Bridge	0	\$200	sf	\$ -
	Local Bridge Multi-Span	0	\$690,000	each	\$ -
	Local Bridge Single-Span	0	\$140,000	each	\$ -
Trails					
	10' concrete trail	0.0	\$350,000	mile	\$ -
Other					
	MetroGreen Trail	1.0	\$2,500,000	\$ -	\$ 2,500,000

	Sub-Total	\$ 2,500,000
	Contingencies	\$ 625,000.00
	Total Construction Cost	\$ 3,125,000.00
	Utilities =	\$ 62,500.00
	ROW =	\$ 156,250.00
	Preliminary Engineering =	\$ 468,750.00
	Construction Engineering =	\$ 312,500.00
	GRAND TOTAL =	\$ 4,125,000.00
	Construction Maintenance Roadway (20-yr life)	0.0 Lane-Mile \$ 5,000.00 \$ -
	Construction Maintenance Bridges (50-yr life)	0 SF \$ 0.65 \$ -
	Total O&M	\$ -

	Travel Time Benefit (20-Year Horizon)	\$ -
	Crash Reduction Benefit (20-Year Horizon)	\$ -
	Benefit Cost Index	-

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Leavenworth County Combined Regional Bikeway Network & MetroGreen Trail System



2023 Construction Year
6% Inflation

#	Description	Quantity	Unit Cost	Unit	Extension
Rehabilitation					
	Mill & Overlay	0.0	\$35,000	Lane-Mile	\$ -
	Pavement Replacement	0.0	\$875,000	Lane-Mile	\$ -
Roadway Construction					
	Urban 5-Lane Road	0.0	\$6,900,000	mile	\$ -
	Suburban 2-Lane Road	0.0	\$3,000,000	mile	\$ -
	Rural 2-Lane Road	0.0	\$2,800,000	mile	\$ -
	Paving Gravel 2-Lane	0.0	\$1,400,000	mile	\$ -
	Shoulder Widening	0.0	\$690,000	mile	\$ -
	Interchange - Urban	0	\$28,000,000	each	\$ -
	Interchange - Rural	0	\$17,000,000	each	\$ -
Traffic Control					
	Traffic Signal	0	\$345,000	each	\$ -
	Roundabout	0	\$5,500,000	each	\$ -
Structures					
	Major River Bridge	0	\$380	sf	\$ -
	Standard Bridge	0	\$200	sf	\$ -
	Local Bridge Multi-Span	0	\$690,000	each	\$ -
	Local Bridge Single-Span	0	\$140,000	each	\$ -
Trails					
	10' concrete trail	101.7	\$350,000	mile	\$ 35,595,000
Other					
		0.0	\$0	\$ -	\$ -

	Sub-Total	\$ 35,595,000
	Contingencies	\$ 8,898,750.00
	Total Construction Cost	\$ 44,493,750.00
	Utilities =	\$ 889,875.00
	ROW =	\$ 2,224,687.50
	Preliminary Engineering =	\$ 4,449,375.00
	Construction Engineering =	\$ 4,449,375.00
	GRAND TOTAL =	\$ 56,507,062.50
	Construction Maintenance Roadway (20-yr life)	0.0 Lane-Mile \$ 5,000.00 \$ -
	Construction Maintenance Bridges (50-yr life)	0 SF \$ 0.65 \$ -
	Total O&M	\$ -

	Travel Time Benefit (20-Year Horizon)	\$ -
	Crash Reduction Benefit (20-Year Horizon)	\$ -
	Benefit Cost Index	-

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MetroGreen Trail Extension (BLMS to State)



2023 Construction Year
6% Inflation

#	Description	Quantity	Unit Cost	Unit	Extension
Rehabilitation					
	Mill & Overlay	0.0	\$35,000	Lane-Mile	\$ -
	Pavement Replacement	0.0	\$875,000	Lane-Mile	\$ -
Roadway Construction					
	Urban 5-Lane Road	0.0	\$6,900,000	mile	\$ -
	Suburban 2-Lane Road	0.0	\$3,000,000	mile	\$ -
	Rural 2-Lane Road	0.0	\$2,800,000	mile	\$ -
	Paving Gravel 2-Lane	0.0	\$1,400,000	mile	\$ -
	Shoulder Widening	0.0	\$690,000	mile	\$ -
	Interchange - Urban	0	\$28,000,000	each	\$ -
	Interchange - Rural	0	\$17,000,000	each	\$ -
Traffic Control					
	Traffic Signal	0	\$345,000	each	\$ -
	Roundabout	0	\$5,500,000	each	\$ -
Structures					
	Major River Bridge	0	\$380	sf	\$ -
	Standard Bridge	0	\$200	sf	\$ -
	Local Bridge Multi-Span	0	\$690,000	each	\$ -
	Local Bridge Single-Span	0	\$140,000	each	\$ -
Trails					
	10' concrete trail	2.1	\$350,000	mile	\$ 735,000
Other					
		0.0	\$0	\$ -	\$ -

	Sub-Total	\$ 735,000
	Contingencies	\$ 183,750.00
	Total Construction Cost	\$ 918,750.00
	Utilities =	\$ 18,375.00
	ROW =	\$ 45,937.50
	Preliminary Engineering =	\$ 137,812.50
	Construction Engineering =	\$ 91,875.00
	GRAND TOTAL =	\$ 1,212,750.00
	Construction Maintenance Roadway (20-yr life)	0.0 Lane-Mile \$ 5,000.00 \$ -
	Construction Maintenance Bridges (50-yr life)	0 SF \$ 0.65 \$ -
	Total O&M	\$ -

	Travel Time Benefit (20-Year Horizon)	\$ -
	Crash Reduction Benefit (20-Year Horizon)	\$ -
	Benefit Cost Index	-

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MetroGreen Trail Extension (Parallel to City Park)



2023 Construction Year
6% Inflation

#	Description	Quantity	Unit Cost	Unit	Extension
Rehabilitation					
	Mill & Overlay	0.0	\$35,000	Lane-Mile	\$ -
	Pavement Replacement	0.0	\$875,000	Lane-Mile	\$ -
Roadway Construction					
	Urban 5-Lane Road	0.0	\$6,900,000	mile	\$ -
	Suburban 2-Lane Road	0.0	\$3,000,000	mile	\$ -
	Rural 2-Lane Road	0.0	\$2,800,000	mile	\$ -
	Paving Gravel 2-Lane	0.0	\$1,400,000	mile	\$ -
	Shoulder Widening	0.0	\$690,000	mile	\$ -
	Interchange - Urban	0	\$28,000,000	each	\$ -
	Interchange - Rural	0	\$17,000,000	each	\$ -
Traffic Control					
	Traffic Signal	0	\$345,000	each	\$ -
	Roundabout	0	\$5,500,000	each	\$ -
Structures					
	Major River Bridge	0	\$380	sf	\$ -
	Standard Bridge	0	\$200	sf	\$ -
	Local Bridge Multi-Span	0	\$690,000	each	\$ -
	Local Bridge Single-Span	0	\$140,000	each	\$ -
Trails					
	10' concrete trail	1.3	\$350,000	mile	\$ 455,000
Other					
		0.0	\$0	\$ -	\$ -

	Sub-Total	\$ 455,000
	Contingencies	\$ 113,750.00
	Total Construction Cost	\$ 568,750.00
	Utilities =	\$ 11,375.00
	ROW =	\$ 28,437.50
	Preliminary Engineering =	\$ 85,312.50
	Construction Engineering =	\$ 56,875.00
	GRAND TOTAL =	\$ 750,750.00
	Construction Maintenance Roadway (20-yr life)	0.0 Lane-Mile \$ 5,000.00 \$ -
	Construction Maintenance Bridges (50-yr life)	0 SF \$ 0.65 \$ -
	Total O&M	\$ -

	Travel Time Benefit (20-Year Horizon)	\$ -
	Crash Reduction Benefit (20-Year Horizon)	\$ -
	Benefit Cost Index	-

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Focused Demand - Response Transit Service in Leavenworth - Lansing



2023 Construction Year
6% Inflation

#	Description	Quantity	Unit Cost	Unit	Extension
Rehabilitation					
	Mill & Overlay	0.0	\$35,000	Lane-Mile	\$ -
	Pavement Replacement	0.0	\$875,000	Lane-Mile	\$ -
Roadway Construction					
	Urban 5-Lane Road	0.0	\$6,900,000	mile	\$ -
	Suburban 2-Lane Road	0.0	\$3,000,000	mile	\$ -
	Rural 2-Lane Road	0.0	\$2,800,000	mile	\$ -
	Paving Gravel 2-Lane	0.0	\$1,400,000	mile	\$ -
	Shoulder Widening	0.0	\$690,000	mile	\$ -
	Interchange - Urban	0	\$28,000,000	each	\$ -
	Interchange - Rural	0	\$17,000,000	each	\$ -
Traffic Control					
	Traffic Signal	0	\$345,000	each	\$ -
	Roundabout	0	\$5,500,000	each	\$ -
Structures					
	Major River Bridge	0	\$380	sf	\$ -
	Standard Bridge	0	\$200	sf	\$ -
	Local Bridge Multi-Span	0	\$690,000	each	\$ -
	Local Bridge Single-Span	0	\$140,000	each	\$ -
Trails					
	10' concrete trail	0.0	\$350,000	mile	\$ -
Other					
	New transit service	1.0	\$550,000	\$ -	\$ 550,000

	Sub-Total	\$ 550,000
	Contingencies	\$ 137,500.00
	Total Construction Cost	\$ 687,500.00
	Utilities =	\$ 13,750.00
	ROW =	\$ 34,375.00
	Preliminary Engineering =	\$ 103,125.00
	Construction Engineering =	\$ 68,750.00
	GRAND TOTAL =	\$ 907,500.00
	Construction Maintenance Roadway (20-yr life)	0.0 Lane-Mile \$ 5,000.00 \$ -
	Construction Maintenance Bridges (50-yr life)	0 SF \$ 0.65 \$ -
	Total O&M	\$ -

	Travel Time Benefit (20-Year Horizon)	\$ -
	Crash Reduction Benefit (20-Year Horizon)	\$ -
	Benefit Cost Index	-

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Rural Roundabout at K-92 and 243rd Street



2023 Construction Year
6% Inflation

#	Description	Quantity	Unit Cost	Unit	Extension
Rehabilitation					
	Mill & Overlay	0.0	\$35,000	Lane-Mile	\$ -
	Pavement Replacement	0.0	\$875,000	Lane-Mile	\$ -
Roadway Construction					
	Urban 5-Lane Road	0.0	\$6,900,000	mile	\$ -
	Suburban 2-Lane Road	0.0	\$3,000,000	mile	\$ -
	Rural 2-Lane Road	0.0	\$2,800,000	mile	\$ -
	Paving Gravel 2-Lane	0.0	\$1,400,000	mile	\$ -
	Shoulder Widening	0.0	\$690,000	mile	\$ -
	Interchange - Urban	0	\$28,000,000	each	\$ -
	Interchange - Rural	0	\$17,000,000	each	\$ -
Traffic Control					
	Traffic Signal	0	\$345,000	each	\$ -
	Roundabout	1	\$5,500,000	each	\$ 5,500,000
Structures					
	Major River Bridge	0	\$380	sf	\$ -
	Standard Bridge	0	\$200	sf	\$ -
	Local Bridge Multi-Span	0	\$690,000	each	\$ -
	Local Bridge Single-Span	0	\$140,000	each	\$ -
Trails					
	10' concrete trail	0.0	\$350,000	mile	\$ -
Other					
		0.0	\$0	\$ -	\$ -

	Sub-Total	\$ 5,500,000
	Contingencies	\$ 1,375,000.00
	Total Construction Cost	\$ 6,875,000.00
	Utilities =	\$ 137,500.00
	ROW =	\$ 343,750.00
	Preliminary Engineering =	\$ 1,031,250.00
	Construction Engineering =	\$ 687,500.00
	GRAND TOTAL =	\$ 9,075,000.00
	Construction Maintenance Roadway (20-yr life)	0.0 Lane-Mile \$ 5,000.00 \$ -
	Construction Maintenance Bridges (50-yr life)	0 SF \$ 0.65 \$ -
	Total O&M	\$ -

	Travel Time Benefit (20-Year Horizon)	\$ -
	Crash Reduction Benefit (20-Year Horizon)	\$ -
	Benefit Cost Index	-

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Rural Roundabout at Dempsey Road and 243rd Street



2023 Construction Year
6% Inflation

#	Description	Quantity	Unit Cost	Unit	Extension
Rehabilitation					
	Mill & Overlay	0.0	\$35,000	Lane-Mile	\$ -
	Pavement Replacement	0.0	\$875,000	Lane-Mile	\$ -
Roadway Construction					
	Urban 5-Lane Road	0.0	\$6,900,000	mile	\$ -
	Suburban 2-Lane Road	0.0	\$3,000,000	mile	\$ -
	Rural 2-Lane Road	0.0	\$2,800,000	mile	\$ -
	Paving Gravel 2-Lane	0.0	\$1,400,000	mile	\$ -
	Shoulder Widening	0.0	\$690,000	mile	\$ -
	Interchange - Urban	0	\$28,000,000	each	\$ -
	Interchange - Rural	0	\$17,000,000	each	\$ -
Traffic Control					
	Traffic Signal	0	\$345,000	each	\$ -
	Roundabout	1	\$5,500,000	each	\$ 5,500,000
Structures					
	Major River Bridge	0	\$380	sf	\$ -
	Standard Bridge	0	\$200	sf	\$ -
	Local Bridge Multi-Span	0	\$690,000	each	\$ -
	Local Bridge Single-Span	0	\$140,000	each	\$ -
Trails					
	10' concrete trail	0.0	\$350,000	mile	\$ -
Other					
		0.0	\$0	\$ -	\$ -

	Sub-Total	\$ 5,500,000
	Contingencies	\$ 1,375,000.00
	Total Construction Cost	\$ 6,875,000.00
	Utilities =	\$ 137,500.00
	ROW =	\$ 343,750.00
	Preliminary Engineering =	\$ 1,031,250.00
	Construction Engineering =	\$ 687,500.00
	GRAND TOTAL =	\$ 9,075,000.00
	Construction Maintenance Roadway (20-yr life)	0.0 Lane-Mile \$ 5,000.00 \$ -
	Construction Maintenance Bridges (50-yr life)	0 SF \$ 0.65 \$ -
	Total O&M	\$ -

	Travel Time Benefit (20-Year Horizon)	\$ -
	Crash Reduction Benefit (20-Year Horizon)	\$ -
	Benefit Cost Index	-

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175th St/Dempsey Rd Intersection Safety Improvements



2023 Construction Year
6% Inflation

#	Description	Quantity	Unit Cost	Unit	Extension
Rehabilitation					
	Mill & Overlay	0.0	\$35,000	Lane-Mile	\$ -
	Pavement Replacement	0.0	\$875,000	Lane-Mile	\$ -
Roadway Construction					
	Urban 5-Lane Road	0.0	\$6,900,000	mile	\$ -
	Suburban 2-Lane Road	0.0	\$3,000,000	mile	\$ -
	Rural 2-Lane Road	0.0	\$2,800,000	mile	\$ -
	Paving Gravel 2-Lane	0.0	\$1,400,000	mile	\$ -
	Shoulder Widening	0.0	\$690,000	mile	\$ -
	Interchange - Urban	0	\$28,000,000	each	\$ -
	Interchange - Rural	0	\$17,000,000	each	\$ -
Traffic Control					
	Traffic Signal	0	\$345,000	each	\$ -
	Roundabout	0	\$5,500,000	each	\$ -
Structures					
	Major River Bridge	0	\$380	sf	\$ -
	Standard Bridge	0	\$200	sf	\$ -
	Local Bridge Multi-Span	0	\$690,000	each	\$ -
	Local Bridge Single-Span	0	\$140,000	each	\$ -
Trails					
	10' concrete trail	0.0	\$350,000	mile	\$ -
Other					
	Local Road Safety Improvement Plan Improvements	1.0	\$1,700,000	\$ -	\$ 1,700,000

	Sub-Total	\$ 1,700,000
	Contingencies	\$ 425,000.00
	Total Construction Cost	\$ 2,125,000.00
	Utilities =	\$ 42,500.00
	ROW =	\$ 106,250.00
	Preliminary Engineering =	\$ 318,750.00
	Construction Engineering =	\$ 212,500.00
	GRAND TOTAL =	\$ 2,805,000.00
	Construction Maintenance Roadway (20-yr life)	0.0 Lane-Mile \$ 5,000.00 \$ -
	Construction Maintenance Bridges (50-yr life)	0 SF \$ 0.65 \$ -
	Total O&M	\$ -

	Travel Time Benefit (20-Year Horizon)	\$ -
	Crash Reduction Benefit (20-Year Horizon)	\$ 467,239.98
	Benefit Cost Index	-

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189th St/Golden Road Intersection Safety Improvements



2023 Construction Year
6% Inflation

#	Description	Quantity	Unit Cost	Unit	Extension
Rehabilitation					
	Mill & Overlay	0.0	\$35,000	Lane-Mile	\$ -
	Pavement Replacement	0.0	\$875,000	Lane-Mile	\$ -
Roadway Construction					
	Urban 5-Lane Road	0.0	\$6,900,000	mile	\$ -
	Suburban 2-Lane Road	0.0	\$3,000,000	mile	\$ -
	Rural 2-Lane Road	0.0	\$2,800,000	mile	\$ -
	Paving Gravel 2-Lane	0.0	\$1,400,000	mile	\$ -
	Shoulder Widening	0.0	\$690,000	mile	\$ -
	Interchange - Urban	0	\$28,000,000	each	\$ -
	Interchange - Rural	0	\$17,000,000	each	\$ -
Traffic Control					
	Traffic Signal	0	\$345,000	each	\$ -
	Roundabout	0	\$5,500,000	each	\$ -
Structures					
	Major River Bridge	0	\$380	sf	\$ -
	Standard Bridge	0	\$200	sf	\$ -
	Local Bridge Multi-Span	0	\$690,000	each	\$ -
	Local Bridge Single-Span	0	\$140,000	each	\$ -
Trails					
	10' concrete trail	0.0	\$350,000	mile	\$ -
Other					
	Local Road Safety Improvement Plan Improvements	1.0	\$285,000	\$ -	\$ 285,000

	Sub-Total	\$ 285,000
	Contingencies	\$ 71,250.00
	Total Construction Cost	\$ 356,250.00
	Utilities =	\$ 7,125.00
	ROW =	\$ 17,812.50
	Preliminary Engineering =	\$ 53,437.50
	Construction Engineering =	\$ 35,625.00
	GRAND TOTAL =	\$ 470,250.00
	Construction Maintenance Roadway (20-yr life)	0.0 Lane-Mile \$ 5,000.00 \$ -
	Construction Maintenance Bridges (50-yr life)	0 SF \$ 0.65 \$ -
	Total O&M	\$ -

	Travel Time Benefit (20-Year Horizon)	\$ -
	Crash Reduction Benefit (20-Year Horizon)	\$ 2,062,324.01
	Benefit Cost Index	-

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K-7/Hollingsworth Interchange



2023 Construction Year
6% Inflation

#	Description	Quantity	Unit Cost	Unit	Extension
Rehabilitation					
	Mill & Overlay	0.0	\$35,000	Lane-Mile	\$ -
	Pavement Replacement	0.0	\$875,000	Lane-Mile	\$ -
Roadway Construction					
	Urban 5-Lane Road	0.0	\$6,900,000	mile	\$ -
	Suburban 2-Lane Road	0.0	\$3,000,000	mile	\$ -
	Rural 2-Lane Road	0.0	\$2,800,000	mile	\$ -
	Paving Gravel 2-Lane	0.0	\$1,400,000	mile	\$ -
	Shoulder Widening	0.0	\$690,000	mile	\$ -
	Interchange - Urban	1	\$28,000,000	each	\$ 28,000,000
	Interchange - Rural	0	\$17,000,000	each	\$ -
Traffic Control					
	Traffic Signal	0	\$345,000	each	\$ -
	Roundabout	0	\$5,500,000	each	\$ -
Structures					
	Major River Bridge	0	\$380	sf	\$ -
	Standard Bridge	0	\$200	sf	\$ -
	Local Bridge Multi-Span	0	\$690,000	each	\$ -
	Local Bridge Single-Span	0	\$140,000	each	\$ -
Trails					
	10' concrete trail	0.0	\$350,000	mile	\$ -
Other					
		0.0	\$0	\$ -	\$ -

	Sub-Total	\$ 28,000,000
	Contingencies	\$ 7,000,000.00
	Total Construction Cost	\$ 35,000,000.00
	Utilities =	\$ 700,000.00
	ROW =	\$ 1,750,000.00
	Preliminary Engineering =	\$ 3,500,000.00
	Construction Engineering =	\$ 3,500,000.00
	GRAND TOTAL =	\$ 44,450,000.00
	Construction Maintenance Roadway (20-yr life)	0.0 Lane-Mile \$ 5,000.00 \$ -
	Construction Maintenance Bridges (50-yr life)	0 SF \$ 0.65 \$ -
	Total O&M	\$ -

	Travel Time Benefit (20-Year Horizon)	\$ 25,715,199.33
	Crash Reduction Benefit (20-Year Horizon)	\$ 887,651.69
	Benefit Cost Index	-

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K-7/Parallel Interchange



2023 Construction Year
6% Inflation

#	Description	Quantity	Unit Cost	Unit	Extension
Rehabilitation					
	Mill & Overlay	0.0	\$35,000	Lane-Mile	\$ -
	Pavement Replacement	0.0	\$875,000	Lane-Mile	\$ -
Roadway Construction					
	Urban 5-Lane Road	0.0	\$6,900,000	mile	\$ -
	Suburban 2-Lane Road	0.0	\$3,000,000	mile	\$ -
	Rural 2-Lane Road	0.0	\$2,800,000	mile	\$ -
	Paving Gravel 2-Lane	0.0	\$1,400,000	mile	\$ -
	Shoulder Widening	0.0	\$690,000	mile	\$ -
	Interchange - Urban	1	\$28,000,000	each	\$ 28,000,000
	Interchange - Rural	0	\$17,000,000	each	\$ -
Traffic Control					
	Traffic Signal	0	\$345,000	each	\$ -
	Roundabout	0	\$5,500,000	each	\$ -
Structures					
	Major River Bridge	0	\$380	sf	\$ -
	Standard Bridge	0	\$200	sf	\$ -
	Local Bridge Multi-Span	0	\$690,000	each	\$ -
	Local Bridge Single-Span	0	\$140,000	each	\$ -
Trails					
	10' concrete trail	0.0	\$350,000	mile	\$ -
Other					
		0.0	\$0	\$ -	\$ -

	Sub-Total	\$ 28,000,000
	Contingencies	\$ 7,000,000.00
	Total Construction Cost	\$ 35,000,000.00
	Utilities =	\$ 700,000.00
	ROW =	\$ 1,750,000.00
	Preliminary Engineering =	\$ 3,500,000.00
	Construction Engineering =	\$ 3,500,000.00
	GRAND TOTAL =	\$ 44,450,000.00
	Construction Maintenance Roadway (20-yr life)	0.0 Lane-Mile \$ 5,000.00 \$ -
	Construction Maintenance Bridges (50-yr life)	0 SF \$ 0.65 \$ -
	Total O&M	\$ -

	Travel Time Benefit (20-Year Horizon)	\$ 206,890,467.30
	Crash Reduction Benefit (20-Year Horizon)	\$ 23,414.14
	Benefit Cost Index	-

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K-7/Donahoo Interchange



2023 Construction Year
6% Inflation

#	Description	Quantity	Unit Cost	Unit	Extension
Rehabilitation					
	Mill & Overlay	0.0	\$35,000	Lane-Mile	\$ -
	Pavement Replacement	0.0	\$875,000	Lane-Mile	\$ -
Roadway Construction					
	Urban 5-Lane Road	0.0	\$6,900,000	mile	\$ -
	Suburban 2-Lane Road	0.0	\$3,000,000	mile	\$ -
	Rural 2-Lane Road	0.0	\$2,800,000	mile	\$ -
	Paving Gravel 2-Lane	0.0	\$1,400,000	mile	\$ -
	Shoulder Widening	0.0	\$690,000	mile	\$ -
	Interchange - Urban	1	\$28,000,000	each	\$ 28,000,000
	Interchange - Rural	0	\$17,000,000	each	\$ -
Traffic Control					
	Traffic Signal	0	\$345,000	each	\$ -
	Roundabout	0	\$5,500,000	each	\$ -
Structures					
	Major River Bridge	0	\$380	sf	\$ -
	Standard Bridge	0	\$200	sf	\$ -
	Local Bridge Multi-Span	0	\$690,000	each	\$ -
	Local Bridge Single-Span	0	\$140,000	each	\$ -
Trails					
	10' concrete trail	0.0	\$350,000	mile	\$ -
Other					
		0.0	\$0	\$ -	\$ -

	Sub-Total	\$ 28,000,000
	Contingencies	\$ 7,000,000.00
	Total Construction Cost	\$ 35,000,000.00
	Utilities =	\$ 700,000.00
	ROW =	\$ 1,750,000.00
	Preliminary Engineering =	\$ 3,500,000.00
	Construction Engineering =	\$ 3,500,000.00
	GRAND TOTAL =	\$ 44,450,000.00
	Construction Maintenance Roadway (20-yr life)	0.0 Lane-Mile \$ 5,000.00 \$ -
	Construction Maintenance Bridges (50-yr life)	0 SF \$ 0.65 \$ -
	Total O&M	\$ -

	Travel Time Benefit (20-Year Horizon)	\$ 11,688,726.97
	Crash Reduction Benefit (20-Year Horizon)	\$ 11,707.07
	Benefit Cost Index	-

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K-7/McIntyre Interchange



2023 Construction Year
6% Inflation

#	Description	Quantity	Unit Cost	Unit	Extension
Rehabilitation					
	Mill & Overlay	0.0	\$35,000	Lane-Mile	\$ -
	Pavement Replacement	0.0	\$875,000	Lane-Mile	\$ -
Roadway Construction					
	Urban 5-Lane Road	0.0	\$6,900,000	mile	\$ -
	Suburban 2-Lane Road	0.0	\$3,000,000	mile	\$ -
	Rural 2-Lane Road	0.0	\$2,800,000	mile	\$ -
	Paving Gravel 2-Lane	0.0	\$1,400,000	mile	\$ -
	Shoulder Widening	0.0	\$690,000	mile	\$ -
	Interchange - Urban	1	\$28,000,000	each	\$ 28,000,000
	Interchange - Rural	0	\$17,000,000	each	\$ -
Traffic Control					
	Traffic Signal	0	\$345,000	each	\$ -
	Roundabout	0	\$5,500,000	each	\$ -
Structures					
	Major River Bridge	0	\$380	sf	\$ -
	Standard Bridge	0	\$200	sf	\$ -
	Local Bridge Multi-Span	0	\$690,000	each	\$ -
	Local Bridge Single-Span	0	\$140,000	each	\$ -
Trails					
	10' concrete trail	0.0	\$350,000	mile	\$ -
Other					
		0.0	\$0	\$ -	\$ -

	Sub-Total	\$ 28,000,000
	Contingencies	\$ 7,000,000.00
	Total Construction Cost	\$ 35,000,000.00
	Utilities =	\$ 700,000.00
	ROW =	\$ 1,750,000.00
	Preliminary Engineering =	\$ 3,500,000.00
	Construction Engineering =	\$ 3,500,000.00
	GRAND TOTAL =	\$ 44,450,000.00
	Construction Maintenance Roadway (20-yr life)	0.0 Lane-Mile \$ 5,000.00 \$ -
	Construction Maintenance Bridges (50-yr life)	0 SF \$ 0.65 \$ -
	Total O&M	\$ -

	Travel Time Benefit (20-Year Horizon)	\$ 5,844,363.48
	Crash Reduction Benefit (20-Year Horizon)	\$ 1,833,838.72
	Benefit Cost Index	-

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K-7/Leavenworth Interchange



2023 Construction Year
6% Inflation

#	Description	Quantity	Unit Cost	Unit	Extension
Rehabilitation					
	Mill & Overlay	0.0	\$35,000	Lane-Mile	\$ -
	Pavement Replacement	0.0	\$875,000	Lane-Mile	\$ -
Roadway Construction					
	Urban 5-Lane Road	0.0	\$6,900,000	mile	\$ -
	Suburban 2-Lane Road	0.0	\$3,000,000	mile	\$ -
	Rural 2-Lane Road	0.0	\$2,800,000	mile	\$ -
	Paving Gravel 2-Lane	0.0	\$1,400,000	mile	\$ -
	Shoulder Widening	0.0	\$690,000	mile	\$ -
	Interchange - Urban	1	\$28,000,000	each	\$ 28,000,000
	Interchange - Rural	0	\$17,000,000	each	\$ -
Traffic Control					
	Traffic Signal	0	\$345,000	each	\$ -
	Roundabout	0	\$5,500,000	each	\$ -
Structures					
	Major River Bridge	0	\$380	sf	\$ -
	Standard Bridge	0	\$200	sf	\$ -
	Local Bridge Multi-Span	0	\$690,000	each	\$ -
	Local Bridge Single-Span	0	\$140,000	each	\$ -
Trails					
	10' concrete trail	0.0	\$350,000	mile	\$ -
Other					
		0.0	\$0	\$ -	\$ -

	Sub-Total	\$ 28,000,000
	Contingencies	\$ 7,000,000.00
	Total Construction Cost	\$ 35,000,000.00
	Utilities =	\$ 700,000.00
	ROW =	\$ 1,750,000.00
	Preliminary Engineering =	\$ 3,500,000.00
	Construction Engineering =	\$ 3,500,000.00
	GRAND TOTAL =	\$ 44,450,000.00
	Construction Maintenance Roadway (20-yr life)	0.0 Lane-Mile \$ 5,000.00 \$ -
	Construction Maintenance Bridges (50-yr life)	0 SF \$ 0.65 \$ -
	Total O&M	\$ -

	Travel Time Benefit (20-Year Horizon)	\$ 225,592,430.45
	Crash Reduction Benefit (20-Year Horizon)	\$ 911,065.83
	Benefit Cost Index	-

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K-7/Fairmount Interchange



2023 Construction Year
6% Inflation

#	Description	Quantity	Unit Cost	Unit	Extension
Rehabilitation					
	Mill & Overlay	0.0	\$35,000	Lane-Mile	\$ -
	Pavement Replacement	0.0	\$875,000	Lane-Mile	\$ -
Roadway Construction					
	Urban 5-Lane Road	0.0	\$6,900,000	mile	\$ -
	Suburban 2-Lane Road	0.0	\$3,000,000	mile	\$ -
	Rural 2-Lane Road	0.0	\$2,800,000	mile	\$ -
	Paving Gravel 2-Lane	0.0	\$1,400,000	mile	\$ -
	Shoulder Widening	0.0	\$690,000	mile	\$ -
	Interchange - Urban	1	\$28,000,000	each	\$ 28,000,000
	Interchange - Rural	0	\$17,000,000	each	\$ -
Traffic Control					
	Traffic Signal	0	\$345,000	each	\$ -
	Roundabout	0	\$5,500,000	each	\$ -
Structures					
	Major River Bridge	0	\$380	sf	\$ -
	Standard Bridge	0	\$200	sf	\$ -
	Local Bridge Multi-Span	0	\$690,000	each	\$ -
	Local Bridge Single-Span	0	\$140,000	each	\$ -
Trails					
	10' concrete trail	0.0	\$350,000	mile	\$ -
Other					
		0.0	\$0	\$ -	\$ -

	Sub-Total	\$ 28,000,000
	Contingencies	\$ 7,000,000.00
	Total Construction Cost	\$ 35,000,000.00
	Utilities =	\$ 700,000.00
	ROW =	\$ 1,750,000.00
	Preliminary Engineering =	\$ 3,500,000.00
	Construction Engineering =	\$ 3,500,000.00
	GRAND TOTAL =	\$ 44,450,000.00
	Construction Maintenance Roadway (20-yr life)	0.0 Lane-Mile \$ 5,000.00 \$ -
	Construction Maintenance Bridges (50-yr life)	0 SF \$ 0.65 \$ -
	Total O&M	\$ -

	Travel Time Benefit (20-Year Horizon)	\$ 182,344,140.67
	Crash Reduction Benefit (20-Year Horizon)	\$ 3,597,435.03
	Benefit Cost Index	-

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158th/155th St Street Corridor (US 24/40 to K-32) including new interchange at I-70



2023 Construction Year
6% Inflation

#	Description	Quantity	Unit Cost	Unit	Extension
Rehabilitation					
	Mill & Overlay	0.0	\$35,000	Lane-Mile	\$ -
	Pavement Replacement	0.0	\$875,000	Lane-Mile	\$ -
Roadway Construction					
	Urban 5-Lane Road	2.0	\$6,900,000	mile	\$ 13,800,000
	Suburban 2-Lane Road	2.0	\$3,000,000	mile	\$ 6,000,000
	Rural 2-Lane Road	2.0	\$2,800,000	mile	\$ 5,600,000
	Paving Gravel 2-Lane	0.0	\$1,400,000	mile	\$ -
	Shoulder Widening	0.0	\$690,000	mile	\$ -
	Interchange - Urban	0	\$28,000,000	each	\$ -
	Interchange - Rural	1	\$17,000,000	each	\$ 17,000,000
Traffic Control					
	Traffic Signal	0	\$345,000	each	\$ -
	Roundabout	0	\$5,500,000	each	\$ -
Structures					
	Major River Bridge	0	\$380	sf	\$ -
	Standard Bridge	4,700	\$200	sf	\$ 940,000
	Local Bridge Multi-Span	0	\$690,000	each	\$ -
	Local Bridge Single-Span	0	\$140,000	each	\$ -
Trails					
	10' concrete trail	2.0	\$350,000	mile	\$ 700,000
Other					
		0.0	\$0	\$ -	\$ -

	Sub-Total	\$ 44,040,000
	Contingencies	\$ 11,010,000.00
	Total Construction Cost	\$ 55,050,000.00
	Utilities =	\$ 1,101,000.00
	ROW =	\$ 2,752,500.00
	Preliminary Engineering =	\$ 5,505,000.00
	Construction Engineering =	\$ 5,505,000.00
	GRAND TOTAL =	\$ 69,913,500.00
	Construction Maintenance Roadway (20-yr life)	0.0 Lane-Mile \$ 5,000.00 \$ -
	Construction Maintenance Bridges (50-yr life)	4,700 SF \$ 0.65 \$ 3,055.00
	Total O&M	\$ 3,055.00

	Travel Time Benefit (20-Year Horizon)	\$ 62,656,635.30
	Crash Reduction Benefit (20-Year Horizon)	-
	Benefit Cost Index	-

Disclaimer: The Engineer has no control over the cost of labor, materials, equipment, or over the Contractor's methods of determining prices or over competitive bidding or market conditions. Opinions of probable costs provided herein are based on the information known to Engineer at this time and represent only the Engineer's judgment as a design professional familiar with the construction industry. The Engineer cannot and does not guarantee that proposals, bids, or actual construction costs will not vary from its opinions of probable costs.

K-7 Combined Interchanges



2023 Construction Year
6% Inflation

#	Description	Quantity	Unit Cost	Unit	Extension
Rehabilitation					
	Mill & Overlay	0.0	\$35,000	Lane-Mile	\$ -
	Pavement Replacement	0.0	\$875,000	Lane-Mile	\$ -
Roadway Construction					
	Urban 5-Lane Road	0.0	\$6,900,000	mile	\$ -
	Suburban 2-Lane Road	0.0	\$3,000,000	mile	\$ -
	Rural 2-Lane Road	0.0	\$2,800,000	mile	\$ -
	Paving Gravel 2-Lane	0.0	\$1,400,000	mile	\$ -
	Shoulder Widening	0.0	\$690,000	mile	\$ -
	Interchange - Urban	6	\$28,000,000	each	\$ 168,000,000
	Interchange - Rural	0	\$17,000,000	each	\$ -
Traffic Control					
	Traffic Signal	0	\$345,000	each	\$ -
	Roundabout	0	\$5,500,000	each	\$ -
Structures					
	Major River Bridge	0	\$380	sf	\$ -
	Standard Bridge	0	\$200	sf	\$ -
	Local Bridge Multi-Span	0	\$690,000	each	\$ -
	Local Bridge Single-Span	0	\$140,000	each	\$ -
Trails					
	10' concrete trail	0.0	\$350,000	mile	\$ -
Other					
		0.0	\$0	\$ -	\$ -

	Sub-Total	\$ 168,000,000
	Contingencies	\$ 42,000,000.00
	Total Construction Cost	\$ 210,000,000.00
	Utilities =	\$ 4,200,000.00
	ROW =	\$ 10,500,000.00
	Preliminary Engineering =	\$ 21,000,000.00
	Construction Engineering =	\$ 21,000,000.00
	GRAND TOTAL =	\$ 266,700,000.00
	Construction Maintenance Roadway (20-yr life)	0.0 Lane-Mile \$ 5,000.00 \$ -
	Construction Maintenance Bridges (50-yr life)	0 SF \$ 0.65 \$ -
	Total O&M	\$ -

	Travel Time Benefit (20-Year Horizon)	\$ 658,075,328.19
	Crash Reduction Benefit (20-Year Horizon)	\$ 7,265,112.47
	Benefit Cost Index	-

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APPENDIX C
Summary of Public Involvement

DRAFT

In-Person Public Engagement Forms
Lansing City Hall, November 9, 2022
Basehor Public Library, November 10, 2022



**Do you have any additional comments
you would like to share?**

**COMMENT
FORMS HERE!**

Compiled Public Comments

Public Engagement

Priorities for Progress

Date	Meeting/Event	Comment	Applicable Project / Project Page / Location
11/9/22	Lansing Public Meeting	Need to support through put to new Panasonic Plant, 4000+ jobs	South of De Soto
11/9/22	Lansing Public Meeting	Connecting to existing KC Metro bike trails would be nice	East of 158th St.
11/9/22	Lansing Public Meeting	Trucks from Sand Mine, 80 loads/Day, probably on 158th should go through De Soto too!	South of Shawnee Mission Pkwy
11/9/22	Lansing Public Meeting	Need to coordinate with MARC / KC	East of 7 Hwy and South of Shawnee Mission Pkwy
11/9/22	Lansing Public Meeting	Reactivate the metrto green trail system / dormant for 5 years	South of State Ave., East of 158th St.
11/9/22	Lansing Public Meeting	Look at Terrain, Power station, Dam, Deep Revine	Donahoo Rd.
11/9/22	Lansing Public Meeting	West Gelmare Extention, w/connection to Patriot Hwy	South of Fairmont Rd, West of 155th St.
11/9/22	Lansing Public Meeting	Too many projects focused on county	near Leavenworth, south of Dempsey Rd, NW of Tonganoxie Rd.
11/9/22	Lansing Public Meeting	Need more trail porjects in Lansing area to start this! Lansing residents will support.	North of Dempsey Rd, East of 29
11/9/22	Lansing Public Meeting	Improvements to connectivity to rest of the metro / lansing connectivity poses challenges. KS is dangerous and inefficient.	Lansing, north of Dempsey Rd.
11/9/22	Lansing Public Meeting	Wilson Ave, Industrial Complex, VA Hospital, Heavey Truck Traffic, Need help	Leavenworth, Spruce and 5th Ave
11/9/22	Lansing Public Meeting	CR 30 / Technology	Springdale, West of 92
11/9/22	Lansing Public Meeting	We need a new widened cenennial bridge to connect Leavenworth to KCI!	Fort Leavenworth, West of 92 Hwy
11/9/22	Lansing Public Meeting	Discuss County Wide Sales tax. Still 10 years to go. It is only rational source of matching funds. / Need a section in book about the sales tax!	Iatan & Hwy M
11/9/22	Lansing Public Meeting	Process- Please put in writing a process for Prioritization that is transparent & keeps county commissioners from simply helping their friends or making bad decisions.	Iatan & Hwy H
11/9/22	Lansing Public Meeting	I can not believe I pay taxes for roads BUT they are not in LV CO!!	Weston & Hwy P
11/9/22	Lansing Public Meeting		SE of Clearview City
11/9/22	Lansing Public Meeting	M-6 & M-7 are not relevant to LVCO residents.	24 Hwy, West ff 222nd St
11/9/22	Lansing Public Meeting	Access to Interstate!	south of I-70, North of K-32, West of 158th St.
11/9/22	Lansing Public Meeting	We need to get people in North LV to work in De Soto at Panasonic faster!	Tonganoxie, S of State Ave, East of 222nd St.
11/9/22	Lansing Public Meeting	Patriot HWY - Very important to connect the West side.	N of State Ave, , East of Tonganoxie Rd
11/9/22	Lansing Public Meeting	K7 from lansing to Bonner Spsrings - needs to focus on to/from I-70, Grade seperated roads are \$\$ - RCUT projects are fine, use funds for safety & n/s access to I-70	S of Parallel Pkwy, West of 7 Hwy
11/9/22	Lansing Public Meeting	Needs to be smoother with no stops on overpass	Basehor, north of State Ave, West of HWY 7
11/9/22	Lansing Public Meeting	I-4 needs to not be a stop light	Basehor, north of State Ave, West of HWY 7
11/9/22	Lansing Public Meeting	Don't want more roads to extend 155th noth of Dempsey or extending McIntyre from 147th - 159th	Basehor, Leavenworth Rd & 155th St.
11/9/22	Lansing Public Meeting	Another hwy crosssing the river would be nice	Leavenworth & 435
11/9/22	Lansing Public Meeting	The Economic Development created by the 152 Bridge will be a game changer for us!	Donahoo & 435
11/9/22	Lansing Public Meeting	KW Hwy 5 - KDOT should give road to WYCO & LVCO along with funding for "some improvements". This rd is a drag on KDOT, & Under county control & \$. Local projects serve local folks.	Wyandotte East of 435 Hwy, West of Hwy 5
11/9/22	Lansing Public Meeting	Eastern Gateway - very important to development on the South side	East of 435 near HWY 5
11/9/22	Lansing Public Meeting	K5 - short term Scktion to I-435	North of Hollingsworth Rd
11/9/22	Lansing Public Meeting	Lansing connectivity to rest of Metro is pitiful. Any project that improves access to rest of metro should be looked upon favorably.	East Fairmount, North of Hollingsworth Rd
11/9/22	Lansing Public Meeting	Don't build new highways! Want to preserve Rural Character. Especially Dempsey/155th	North of Fairmount Rd, East of Tonganoxie Rd
11/9/22	Lansing Public Meeting	ocnnects I-35 to I-70 to I-49 to 35. Once connect redirect KC. Semi congestion	Leavenworth, Tonganoxie & Fairmount Rd
11/9/22	Lansing Public Meeting	Perserve rural atmosphere	Leavenworth, Dempsey Rd
11/9/22	Lansing Public Meeting	Straighten out Hwy 5!!	East of Springdale, NW of Leavenworth
11/9/22	Lansing Public Meeting	M-3 is the worst option. It has the densest population witch HCGA school. Lansing Resident will oppose!	Lansing on Hwy 7
11/9/22	Lansing Public Meeting	M-2 : need to tie in at Eisenhower and RT 29	Eisenhower Rd & HWY 29
11/9/22	Lansing Public Meeting	152 Good, Hewy 5 bad / Hollywood	Eisenhower Rd & 34 HW, Richardson
11/9/22	Lansing Public Meeting	152 Eastern Gateway is w/o a soubt the biggest idea and most important of all these projects. Please help us figure out how to make this happen for us. Thank you.	Hwy 435 & Hwy 45
11/9/22	Lansing Public Meeting	adding another brdige over River closer to Leavenworth. Lansing would be very helpful for truck traffic.	Hwy 435 & Hwy 45
11/9/22	Lansing Public Meeting	152 Bridge, idiotic amount of \$! Ask anyone if they would tather have 1/2 of that cost applied to improving other roads. And the 152 Bridge dies a quick death	HWY 435 & Kansas City airport
11/9/22	Lansing Public Meeting	M-4 should be on at least on 20 year plan	Richardson, east of 5th street
11/9/22	Lansing Public Meeting	152 bridge is absolutely not needed. Very expensive, no eco benefit to provide another way to leave county. Look at 4th/metro, and K7 at Rush Hour - bridge not needed!	HWY 435 & Kansas City airport

Public Engagement

Priorities for Progress

Date	Meeting/Event	Comment	Applicable Project / Project Page / Location
11/9/22	Lansing Public Meeting	K& is the lifeline, north side and needs inovation from Ft. Leavenworth to I-70	Leavenworth, East of 5th Street, and West of 45 HWY
11/9/22	Lansing Public Meeting	Tunes change - Patriot HWY & "super duper outer looper" n/s road have always has bad premise. But getting from US 73 in north county to I-70 of De Soto may make sense	South of HWY 73, East of 207th St, North of Springdale Rd
11/9/22	Lansing Public Meeting	County needs a good park system & trails to support it. All projects need bikes/ped accomodations! Need Parks!	Millwood
11/9/22	Lansing Public Meeting	We need a more holistic project from I-70 thru Northern Kansas	Lowemont
11/9/22	Lansing Public Meeting	Passenger / Commuter rail. Originate KC to St. Louise train at Topeka. 2 trains for transport to Bratton Plat.	Platte City West of HWY 71
11/10/22	Basehor Public Meeting	Bridge cost should not be paid by LV CO alone	Eudora
11/10/22	Basehor Public Meeting	add rumble strips	222nd & K-32, NW of Linwood
11/10/22	Basehor Public Meeting	LVCO 26, K-32 intersection is dangerous	Linwood
11/10/22	Basehor Public Meeting	Good Shape now - higher priorities than this one	I-70 & 222nd St
11/10/22	Basehor Public Meeting	would be helpful to have passing lanes 24/40	Hwy 24 near County line, NE of Bismarck Grove
11/10/22	Basehor Public Meeting	Better throughput to Panasonic facility	T-1 NE of De Soto
11/10/22	Basehor Public Meeting	158th - where are the bike lanes? Shoulder does not equal bike lane per KS law. Illegal/unsafe/no legal protection on shoulder KSA 8-1857 to KSA 8-1459	R-19 & 158th St.
11/10/22	Basehor Public Meeting	Consider paving remainder of 174th south of K-32 / 1.3 miles left to pave	Linwood & K-32
11/10/22	Basehor Public Meeting	Kaw Valley if approved should pay for this. Barb Bosworth / Road traffic will be worse with De Soto Battery Plant	south of Bonner Springs & county line
11/10/22	Basehor Public Meeting	Chance cemetary is here	S-10 7 Linwood
11/10/22	Basehor Public Meeting	bike lanes on key routes would be helpful	SW Tonganoxie and County line
11/10/22	Basehor Public Meeting	rumble strips	K-32 & 158th St.
11/10/22	Basehor Public Meeting	166th & K-32 Blindhill intersection many accident	K-32 & 158th St.
11/10/22	Basehor Public Meeting	consider paving remainder of Still Well linwood Rd to 174th	I-70 north fo Linnwood
11/10/22	Basehor Public Meeting	No improvements required if therer is no sand pit. If improvements are for sand pit, send pit/Kaw Valley should pay - not taxpayers!	K-32 & 158th St.
11/10/22	Basehor Public Meeting	consider paving remainder of Metro 158th to 174th. 1.85 miles Aligns w/Basehor. Want - business Park - general area	I-70 North of Boner Springs
11/10/22	Basehor Public Meeting	147th & 155th need 2 mor lanes	Tonganoxie, south of State Ave
11/10/22	Basehor Public Meeting	no parking on 24/40	BW Tonanoxie & Basehor, 24 HWY
11/10/22	Basehor Public Meeting	Fairgrounds & Ball Fields	S-2 & Tonganoxie
11/10/22	Basehor Public Meeting	one way out - safety issue	S-2 & Tonganoxie
11/10/22	Basehor Public Meeting	Bus / Transit to connect LVCO to KCATA	Parellel Lkwy BW Basehor & 435
11/10/22	Basehor Public Meeting	Why aren't we connecting to KC's mass transit that ends at the Legends? Why isn't that even marked on this map? "Agree" & *me too*	East of 435 HWY & Leavenworth Rd
11/10/22	Basehor Public Meeting	speed limit should be 50 mph on Fairmount to LVCO 29	Hoge & Fairmount Rd
11/10/22	Basehor Public Meeting	Donahoo Rd ext would open up developemtn and tie into county funded 147th st project	435 HWy & County Line
11/10/22	Basehor Public Meeting	add trails along or widen Rd - 158th as far asouth as possible. Trails attract young demographic	West of 435 HWY, North of Hollingsworth Rd, near county line
11/10/22	Basehor Public Meeting	add rumble stips	East Fairmount, Fairmount rd & 155th St
11/10/22	Basehor Public Meeting	Consider paving 219th south of Dempsey - remainder 1.25 miles left	Dempsey Rd & 29
11/10/22	Basehor Public Meeting	Priority - need a paved road	Dempsey Rd
11/10/22	Basehor Public Meeting	needed - nice staright road across county	Mclouth & County Line
11/10/22	Basehor Public Meeting	doesn't make sense to pave if CR30 is paved? Higher priorities	Springdale
11/10/22	Basehor Public Meeting	Tonganoxie Rd - could be multi-phased project	Leavenworth
11/10/22	Basehor Public Meeting	Fairmount people travel fast - over limit. Line of site issues	Leavenworth
11/10/22	Basehor Public Meeting	Rail Trail? Seems easy and realistic. JOCO's trail are amazing	Lansing
11/10/22	Basehor Public Meeting	Aawesome! Trails	Springdale
11/10/22	Basehor Public Meeting	supports existing residential growth already there	Eisenhower Rd & 29
11/10/22	Basehor Public Meeting	LV needs trails / connect to LV Downtown	Leavenworth, Spruce St & 20t St Tfwy
11/10/22	Basehor Public Meeting	lower priority / County commissioner has property on this road	Millwood
11/10/22	Basehor Public Meeting	Curvy road, farming operations? Safety? Already paved	Millwood
11/10/22	Basehor Public Meeting	Would rather see a train.	HWY 7 & Hwy 10 South of Shawnee Mission Road
11/10/22	Basehor Public Meeting	Road is not adaquate for 60/180 trucks per day. None of the roads in this area are. Barbara Bosworth	South of De De Soto, East of Clearview City
11/10/22	Basehor Public Meeting	Route through De Soto not ideal for road to Panasonic.	South of De De Soto, East of Clearview City
11/10/22	Basehor Public Meeting	How would this impact cemetary in Linwood? - Yes - This!	Clearview City

Public Engagement

Priorities for Progress

Date	Meeting/Event	Comment	Applicable Project / Project Page / Location
11/10/22	Basehor Public Meeting	Good that it by-passes Endora	Endora
11/10/22	Basehor Public Meeting	I am against this highway in this location. Keep Southern LV County country! This is why we loved to this area.	Linwood, South of K-32
11/10/22	Basehor Public Meeting	No to sand pit! These roads are not safe for this type of traffic. Also feel this is a big enviornmental issue.	De Soto, East of 158th St
11/10/22	Basehor Public Meeting	Don't want Patriot Highway here. Barbara Bosworth	West of 158th St, South of K-32
11/10/22	Basehor Public Meeting	most central path to Panasonic Plant	Linwood & K-32 HWY
11/10/22	Basehor Public Meeting	Roads in this area would adversely impact the Nine Mile Creek Wastershed - especially where they approach K-32.	North of Linwood, South of I-70, bw 222nd St & 158th St.
11/10/22	Basehor Public Meeting	I am against major roads in this area	South of I-70, West of 222nd, North of K-32
11/10/22	Basehor Public Meeting	Critical Watershed - No roads!	North of Linwood, South of I-70, bw 222nd St & 158th St.
11/10/22	Basehor Public Meeting	must avoid cemetary @ 189th & Golden!	Linwood, South of K-32 Hwy
11/10/22	Basehor Public Meeting	Not a top priority - others are a higher priority	Hwy 24, North of Lake View & river
11/10/22	Basehor Public Meeting	Any outer beltway should be furthur west of Tongie	Tonganoxie, Hwy 24
11/10/22	Basehor Public Meeting	M-8 needed to take pressure off 7 Highway & 435	Tonganoxie
11/10/22	Basehor Public Meeting	should be upgrade of Tongie Rd if done at all.	Tonganoxie, NW of Tonganoxie Rd.
11/10/22	Basehor Public Meeting	We still don't want this.	South of Hoge, East of Tonganoxie Rd
11/10/22	Basehor Public Meeting	definitely should avoid these old forest areas	South of Hoge, East of Tonganoxie Rd
11/10/22	Basehor Public Meeting	very worried this plan is still being considered.	State Ave, bw Tonganoxie & Basehor
11/10/22	Basehor Public Meeting	Intersection at 166th & State Ave needs to be improved. Longer turn lanes would be helpful.	State Ave, bw Tonganoxie & Basehor
11/10/22	Basehor Public Meeting	Fly Overs	I-70 & HWY 7
11/10/22	Basehor Public Meeting	Too much private property affected by any of these.	North of Fairmont Rd, SW of Lansing
11/10/22	Basehor Public Meeting	should go from 7 to Eisenhower to 20th St.	South of Eisenhower Rd & North of Fairmont Rd
11/10/22	Basehor Public Meeting	Bridge needed - but there are other more immediate needs.	East of 435, North of Wyandotte, S of MCI
11/10/22	Basehor Public Meeting	Waste of \$'s - Access now OK	Hwy 5, West of 435
11/10/22	Basehor Public Meeting	seems like a bridge herer in essential	Hwy 435 & 45 HWY
11/10/22	Basehor Public Meeting	Where do we anticipate the eco Dev will occur based on this project?	Lansing and county line
11/10/22	Basehor Public Meeting	I do like the idea of a bridge here. Me too! Best idea.	Richardson
11/10/22	Basehor Public Meeting	Some duplication	Rt 29 & Springdale Rd
11/10/22	Basehor Public Meeting	The public very clearly said it did not support the Patriot hey! Why try this again?	East of Springdale, West of Rt 29
11/10/22	Basehor Public Meeting	Loop would be helpful. Reduces traffic thru LV / Lansing	Lowemont & Hwy 73
11/10/22	Basehor Public Meeting	No More highways, trains, buses, Trails	GENERAL
11/10/22	Basehor Public Meeting	Eastern Gateway would be perfect, just as long as the cities could Annex additional land for the additional growth.	GENERAL
11/10/22	Basehor Public Meeting	No interchange, need traffic light, need lower speed limit	K-7 & Hollingsworth Rd
11/10/22	Basehor Public Meeting	Replacing stop lights is good for climate - increased fuel effeciency, reduced tire wear, etc. LIKE	New Interchanges
11/10/22	Basehor Public Meeting	I-70 at 166th would be less disruptive than I-70 at 158th.	New Interchanges
11/10/22	Basehor Public Meeting	Is M-8 an upgrade of LV CO (Tongie Rd)	M-8: Outer Beltway
11/10/22	Basehor Public Meeting	This is the most important road to build!	M-4: Eastern Gateway
11/10/22	Basehor Public Meeting	Love getting rid of stop lights!	New Interchanges
11/10/22	Online Public Meeting 1	The proposed Outer Beltway / Outer Loop location is running through the Stranger Creek flood plane. This area becomes inaccessible during heavy rains. Where Dempsey Rd crosses is closed multiple times a year due to flooding, Rerouting during these times, with just the rural roads as alternates can get congested. Having a highways or even a major roadway blocked by flooding would could be even greater.	All Potential Projects
11/10/22	Online Public Meeting 1	I don't believe the "Patriot Highway" is far enough west from K-7 to make a huge difference in future growth. It would make more sense to focus on the outer beltway and place it west of Tonganoxie.	All Potential Projects
11/10/22	Online Public Meeting 1	Connecting and paving 199th street from Tonganoxie Rd. south to 24-40 would create bypass for commuters going to Kansas City around Tonganoxie.	All Potential Projects
11/10/22	Online Public Meeting 1	I think connecting MO152 to K-7 with a new bridge might be the best first step in any of the projects listed. The bridge in Leavenworth is too far north and not efficient to be useful to most of Leavenworth county to access the airport, north KC, etc.	All Potential Projects
11/10/22	Online Public Meeting 1	What does this entail for the people who live in this stretch of the map? What are the proposed time lines for said new major roadway work?	All Potential Projects
11/12/22	Online Public Meeting 1	A outer loop should be a long term goal for growth of county.	All Potential Projects
11/12/22	Online Public Meeting 1	Improvements to K-5 could be a short term solution to relieve grid lock on K-7	All Potential Projects
11/12/22	Online Public Meeting 1	Low priority	All Potential Projects
11/12/22	Online Public Meeting 1	Low priority	All Potential Projects

Public Engagement

Priorities for Progress

Date	Meeting/Event	Comment	Applicable Project / Project Page / Location
11/13/22	Online Public Meeting 1	Nobody wants or needs the "patriot" highway, it's a waste of resources that could be better spent elsewhere	All Potential Projects
11/13/22	Online Public Meeting 1	Murrfield Farms LLC is located at 22947 243rd St, McLouth, KS 66054. Rural roundabouts may be difficult for large farm equipment and semi trucks that support this business and other farming operations in the area.	Proposed Roadway Widening / Intersection Improvements
11/13/22	Online Public Meeting 1	Historic Mt. Sidney Cemetery - might be concerns from public if the cemetery is disturbed.	Proposed Major Projects
11/13/22	Online Public Meeting 1	Chance Cemetery - Has several graves from a family that lived in the area during 1880s.	Proposed Major Projects
11/13/22	Online Public Meeting 1	JaeElle. I think this is a completely unnecessary project as the Southern part of the county is still a dust bin. The new Panasonic plant will change traffic counts and patterns exponentially. Why give folks another route to leave Leavenworth county in a matter of minutes. This is not in our Country's best interests.	Proposed Major Projects
11/14/22	Online Public Meeting 1	Road improvements to include widening and hard surface	Proposed Roadway Widening / Intersection Improvements
11/14/22	Online Public Meeting 1	Improve road to hard surface road.	Proposed Roadway Widening / Intersection Improvements
11/14/22	Online Public Meeting 1	Upgrade existing gravel sections of 187th to paved and fill in network gaps to create a regional North South route 92 hwy and 73 hwy. Before we start another new local roadway in Leavenworth County, improve the gravel roads in the North end of the county as promised.	Proposed Roadway Widening / Intersection Improvements
11/14/22	Online Public Meeting 1	Improve gravel to hard surface road.	Proposed Roadway Widening / Intersection Improvements
11/15/22	Online Public Meeting 1	upgrade gravel road to hard surface road	All Potential Projects
11/15/22	Online Public Meeting 1	Millwood Road - Improve, widen, and add new roadway for a West to East hard surface roadway between 167th and 73 hwy for residents who live in North Leavenworth County.	All Potential Projects
11/15/22	Online Public Meeting 1	187th North and South - Upgrade, improve, and add new local roadways to connect to 187st to the intersection of 187th & 92 hwy. New and improved roads would allow for a direct route to the Northern county line.	All Potential Projects
11/16/22	Online Public Meeting 1	Extend the Millwood Road improvements East of 73 hwy to 167th Street. This would allow for a much needed East to West local roadway for residents who live North of Leavenworth in the county.	All Potential Projects
11/16/22	Online Public Meeting 1	Pave this road. Provides bicycle access to 222 street instead of riding on 24-40.	Proposed Roadway Widening / Intersection Improvements
11/16/22	Online Public Meeting 1	Shoulders need to be remarked as bike lanes in order to be legally used as such.	Proposed Roadway Widening / Intersection Improvements
11/16/22	Online Public Meeting 1	Shoulders need to be remarked as bike lanes in order to be legally used as such. Also need to be smoothed and maintained as pavement instead of gravel.	Proposed Roadway Widening / Intersection Improvements
11/16/22	Online Public Meeting 1	Instead of a confusing & meaningless 15" wide lane, use standard lane width and remark shoulders as bike lanes in order to be legally used as such.	Proposed Roadway Widening / Intersection Improvements
11/16/22	Online Public Meeting 1	Finish gravel abatement work to connect Leavenworth Rd to other pavement.	Proposed Roadway Widening / Intersection Improvements
11/16/22	Online Public Meeting 1	Heavily used bicycle corridor - when safety improvements are done, please account for this...	Proposed Roadway Widening / Intersection Improvements
11/16/22	Online Public Meeting 1	Need pedestrian/bicycle trail crossing here. Gets bikes off of K32, where they are now forced.	Proposed Roadway Widening / Intersection Improvements
11/16/22	Online Public Meeting 1	Evans Rd is primary (only) viable east/west bicycle route. Safety improvements needed - 1) Signage (min \$) and 2) long-term infrastructure improved.	Proposed Roadway Widening / Intersection Improvements
11/16/22	Online Public Meeting 1	Heavily used bicycle corridor - when safety improvements are done, please account for this...	Proposed Roadway Widening / Intersection Improvements
11/17/22	Online Public Meeting 1	I do not believe the "Patriot Highway" is needed to facilitate current or future transportation needs for the county. Resources should be focused on maintaining existing infrastructure and making safety improvements to K-7	All Potential Projects
11/23/22	Online Public Meeting 1	With the growth in the county, access to I-70 is very important. This location would allow much easier access for commuters from the Linwood and Basehor areas who currently must travel through either Bonner Springs. Traffic will continue to increase in this area and State Ave will become more congested.	All Potential Projects
11/23/22	Online Public Meeting 1	Although it won't benefit the growth area in the southern portion of the county, this is probably one of the smarter improvements to benefit traffic flow and connection with the KC metro area.	All Potential Projects
11/23/22	Online Public Meeting 1	This would be a huge help when traveling to topeka and much cheaper than the perry-tongie idea.	All Potential Projects
11/23/22	Online Public Meeting 1	Easy access for a connector over the Kansas River to K-10 should be a priority, probably on equal level for economic impact as the MO 152 idea. Industrial area in the river bottom and easier commuter flow would be a great benefit.	All Potential Projects
11/25/22	Online Public Meeting 1	Would be helpful to have a way across the river on the east side of Lawrence to avoid having to go through Lawrence or Eudora to get to K10.	All Potential Projects

Public Engagement

Priorities for Progress

Date	Meeting/Event	Comment	Applicable Project / Project Page / Location
11/25/22	Online Public Meeting 1	An intersection here makes more sense than at 166th given there is already infrastructure in place to handle the traffic. This really needs to be done given the poor condition of Kansas Ave from 158th to Bonner.	All Potential Projects
11/25/22	Online Public Meeting 1	You take your life in your hands when you try to get on 24/40 from northbound 166th especially in the morning due to the limited sight distance and speed of traffic.	All Potential Projects
11/25/22	Online Public Meeting 1	A right turn lane is needed on the north side to help get traffic across 24/40. Will need to have a left turn arrow for both sides fairly soon.	All Potential Projects
11/25/22	Online Public Meeting 1	No need to update this route unless you put in a new bridge over the river with more direct access to K10 and a way to avoid the trains that always seem to block 166th. Would be better to put a bridge west of De Soto and link it to K32 closer to Linwood and leave this route as is..	All Potential Projects
11/7/22	Online Public Meeting 1	Finish Connecting K-16 through Tongie to Linwood and down south across the river. All the damn bridges are too small in width for large truck traffic and it limits any economic development for future expansion from manufacturing plants to transport goods south bypassing garbage roads in KC to their distribution centers near Gardner or Olathe. There are 2 bridges crossing the river if you dont want to back track to Lawrence or go through KC traffic, 1 of which is in Eudora and is too small with rail corridor limitations limiting actually using it as a trucking route and the other is in DeSoto but it has zero connections to highway and is not a designated truck route. Also the DeSoto one goes through the city center which is a waste of time for a bypass of KC. You have the new Hills Plant in Tongie and the new Panasonic Plant south of DeSoto, plus Flint Development has the area available for future warehousing needs south of DeSoto, so interchanges and lane adjustments will be made to K-10 for Truck Traffic. If you connect K-16 to I-70, then to K-32 and then across the River to K-10, you allow pretty much the entirety of leavenworth county between Tongie and Linwood to be prime for Housing and Manufacturing Progress. KC is not expanding north as it once was and thus jobs are adjusting to the south of KC, better modes to move people from housing locations to job locations is needed.	Proposed Major Projects
11/7/22	Online Public Meeting 1	This corridor is ignoring basic principles and is trying to cut corners by piggy-backing off of existing roadways. The highway that is needed does not need to go south out of Tongie, but rather South-East and Merge near the new DeSoto PanaSonic Plant since the K-10 Highway will be increased to handle added truck traffic at that location. You are also basically screwing over any development opportunity near Linwood.	Proposed Major Projects
11/7/22	Online Public Meeting 1	Finish Connecting K-16 through Tongie to Linwood and down south across the river. All the damn bridges are too small in width for large truck traffic and it limits any economic development for future expansion from manufacturing plants to transport goods south bypassing garbage roads in KC to their distribution centers near Gardner or Olathe. There are 2 bridges crossing the river if you dont want to back track to Lawrence or go through KC traffic, 1 of which is in Eudora and is too small with rail corridor limitations limiting actually using it as a trucking route and the other is in DeSoto but it has zero connections to highway and is not a designated truck route. Also the DeSoto one goes through the city center which is a waste of time for a bypass of KC. You have the new Hills Plant in Tongie and the new Panasonic Plant south of DeSoto, plus Flint Development has the area available for future warehousing needs south of DeSoto, so interchanges and lane adjustments will be made to K-10 for Truck Traffic. If you connect K-16 to I-70, then to K-32 and then across the River to K-10, you allow pretty much the entirety of leavenworth county between Tongie and Linwood to be prime for Housing and Manufacturing Progress. KC is not expanding north as it once was and thus jobs are adjusting to the south of KC, better modes to move people from housing locations to job locations is needed. Your Projection shifts this development west to use existing road infrastructure and cut costs rather than take the extra cost up front to improve Linwood and move the work East to reduce the travel time for goods to be shipped to Overland Park	All Potential Projects
11/7/22	Online Public Meeting 1	This corridor is ignoring basic principles and is trying to cut corners by piggy-backing off of existing roadways. The highway that is needed does not need to go south out of Tongie, but rather South-East and Merge near the new DeSoto PanaSonic Plant since the K-10 Highway will be increased to handle added truck traffic at that location. You are also basically screwing over any development opportunity near Linwood. This is too far west to really help. Eudora should develop as a housing location for workers in the DeSoto area and thus will not utilize this type of road connection unless they are to work up in Tongie but based on current ownership in the area that is very unlikely. Workers will travel between KC and Lawrence jobs and live in Eudora.	All Potential Projects
11/7/22	Online Public Meeting 1	Combine this and the OuterBeltway Ideas to create a conjoined highway running from MO-152 through Lansing, connect over to Tongie and then go south to Desoto. Boost traffic straight from Tongie to DeSoto.	All Potential Projects
11/7/22	Online Public Meeting 1	Work with KDOT, Lawrence, and Douglas County to shift US-24 and US-40 North and then convert local road 1800 in Douglas County as a Major collector arterial road. Work with the intention to convert N 1800 Rd to a US-40 Bypass to avoid having it on 6th street in Lawrence once the US-24/40 road is shifted north. Build a bridge from Midland southwest to connect US-24 with the US-40 Bypass.	All Potential Projects
11/7/22	Online Public Meeting 1	Use N. 1800 Rd as a US-40 Bypass. Get the best bang for the buck for both counties. Shift the current junction north and then bypass Lawrence with US-40 to the north	All Potential Projects

Public Engagement

Priorities for Progress

Date	Meeting/Event	Comment	Applicable Project / Project Page / Location
11/7/22	Online Public Meeting 1	Build to Bypass the massive traffic jam of I-70 and K-7 in Kansas City during rush hours. Allow better movement towards jobs in the south of KC.	All Potential Projects
11/7/22	Online Public Meeting 1	I don't believe this will have enough traffic to warrant this as a full state highway. I travel US-24 from time to time and it would be nice to have a shorter route between Tongie and Lake Perry, but there is not enough traffic that I can see this making economic sense. It would be best to keep as a county road rather than US-24. This seems like it would be for personal transportation rather than both individual and commercial use expectation. That is not to say trucks will not use it, but I do not see it as a major need.	All Potential Projects
11/7/22	Online Public Meeting 1	Curves are severely dangerous at dusk with deer. Straightening out the road would be extremely beneficial.	All Potential Projects
11/7/22	Online Public Meeting 1	Major Developments towards Warehousing and Distribution Centers are happening in this Area. better Connection from Linwood, Tongie, and Eudora/DeSoto areas are needed to get goods in this area.	All Potential Projects
11/7/22	Online Public Meeting 1	This only helps if you are going from Tongie to Lawrence or Lawrence to Tonganoxie. It does not solve the transportation needs of new housing developments for people living near Tonganoxie or Lawrence that commute to Topeka or KC for work. I do everything in my power to not have to use the toll road, but there is no real viable highway for me to commute from my house to my job.	All Potential Projects
11/7/22	Online Public Meeting 1	Bridge is becoming dated and will need either an overhaul or complete rebuild to current safety standards in the next 10-20 years from when I was traveling it. Really should work to identify better locations that can accommodate larger amounts of traffic at the same time. Especially areas that can allow more truck traffic.	All Potential Projects
11/7/22	Online Public Meeting 1	Bridge is in terrible location. It is reaching the end of its lifespan and it needs to be brought up to current safety standards. shift where the bridge connects near Eudora to allow future growth	All Potential Projects
5/4/23	Online Public Meeting 2	If there is an excess of money to be spent, give it back to the taxpayers. These are not improvements that are needed. These are just a want. I know the hope is to make the area more appealing to those living in KC, as the local politicians want to make this county the new JOCO. You should have a question on your poll, if we could just return your tax dollars in lieu of these improvements, would you rather be paid back, or have us widen some roads and build roundabouts? I bet you know the answer already, so please do what is right.	
5/4/23	Online Public Meeting 2	Lansing Eastern gateway to Parkville has been a top priority of the commissioners and public to bring in traffic from the new international airport to the southern part of Leavenworth county. The firm hired should be replaced due to lack of performance and biases towards the project.	
5/4/23	Online Public Meeting 2	Looks like most of the interest is focused on southern half of county. What's the plan for metropolitan to Santa Fe trail and highway 74, out to Jefferson county line and north to Atchison county.	
5/11/23	Online Public Meeting 2	<p>While this study focuses on "big projects", there are MANY small things that have been ignored that would greatly increase the safety of those using non-motorized means in a motor-centric community...</p> <p>For instance, 158th street is built with shoulders. Why? Are there THAT many cars that break down on a 40mph road? Those should be bike lanes instead (at almost NO cost) as 158th is a major cycling corridor, which is reflected in BOTH the county comprehensive plan and MARC planning. A shoulder is NOT part of the roadway (KSA 8-1459) and a bicycle cannot be legally ridden upon the shoulder (KSA 8-1587/1590) without losing their rights as a vehicle.</p> <p>222nd street. Shoulders, signs. How do we get there? Ride a bike on 24-40 lately?</p> <p>Tonganoxie Road widening - shoulders or bike lanes?</p> <p>All you've done by providing breakdown shoulders is make motorists angry, as almost none of them have a clue that a bicycle is not SUPPOSED to ride there - only pedestrians and transit busses within defined areas can move on shoulders.</p> <p>147th - 15ft lane. I know what that legally means for a cyclist. I'd bet 98% of traffic has no idea. If you're going to mark width on one, then mark all the ones where the cyclist can legally take the lane (hint - all the other roads).</p> <p>When is the last time we actually built a recreational trail ANYWHERE around here? A pedestrian bridge over Stranger on Golden Rd SE of Linwood would be a fantastic start. Ridden a bicycle on K32 between Linwood & 189/Golden lately? People are forced to do so every day. Easy to fix.</p> <p>Too bad not a single person had the foresight to accept the old Wolf Creek RR ROW when it was offered to the county. Leavenworth to Olathe on trails..... JoCo built their part.</p>	
5/11/23	Online Public Meeting 2	Dust control and eliminate gravel roadways.	
5/15/23	Online Public Meeting 2	County priorities obviously focus on Urban over Rural.	

Public Engagement**Priorities for Progress**

Date	Meeting/Event	Comment	Applicable Project / Project Page / Location
5/15/23	Online Public Meeting 2	None of these projects addresses the problem we have with repairing Bridges. We oppose both Rural Roundabouts on 243rd Street (Dempsey Road and K-92). K-92 needs to remain a straight thoroughfare. 243rd Street doesn't have enough traffic to merit more than a Stop Sign. Dempsey Road is traveled by wide and cumbersome Farm Equipment. A Roundabout will just hinder them.	
5/15/23	Online Public Meeting 2	None of these projects addresses the problem we have with repairing Bridges. We oppose both Rural Roundabouts on 243rd Street (Dempsey Road and K-92). K-92 needs to remain a straight thoroughfare. 243rd Street doesn't have enough traffic to merit more than a Stop Sign. Dempsey Road is traveled by wide and cumbersome Farm Equipment. A Roundabout will just hinder them.	
5/23/23	Online Public Meeting 2	Change is good. It is necessary for the positive growth of our county.	



APPENDIX D
Summary of Stakeholder Involvement

DRAFT

Advisory Committee Meeting
July 18, 2022



Advisory Committee Meeting

July 18, 2022

Kimley»Horn

1

Agenda

- Introductions
- Project Overview
- Scope of Services
- Stakeholder Coordination
- Data Collection Update
- Branding Exercise
- Standing Meetings for Advisory Committee
- Next Steps

2



Introductions

Kimley»Horn

3

APPROACH: PROCESS

KDOT IKE Program	MARC	Federal Grants
Current Congestion	Project Readiness	Project Readiness
Future Congestion	Regional Plans, Policies and Strategies	State and Local Planning
Truck Traffic	Centers and Corridors Focus	Environmental Approvals (NEPA) Status
Safety	Access to Opportunity	Right-of-Way and Design Status
Gross Regional Product/Cost	Economic Vitality	Benefit-Cost Analysis
Traveler Benefit / Cost	Transportation Choices	Access to Opportunity
Local Input	Public Health & Safety	Areas of Persistent Poverty
Route Continuity	Healthy Environment	National Economic Impacts
Previous Investment		

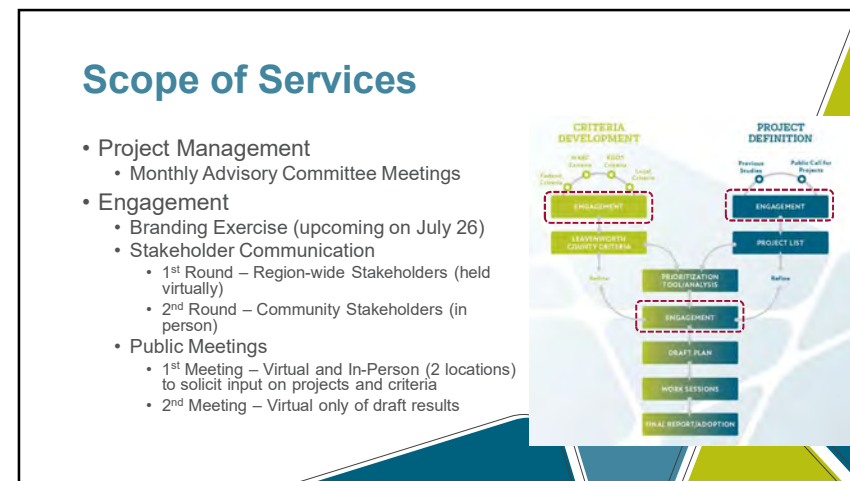


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Scope of Services

- Project Management
 - Monthly Advisory Committee Meetings
- Engagement
 - Branding Exercise (upcoming on July 26)
 - Stakeholder Communication
 - 1st Round – Region-wide Stakeholders (held virtually)
 - 2nd Round – Community Stakeholders (in person)
 - Public Meetings
 - 1st Meeting – Virtual and In-Person (2 locations) to solicit input on projects and criteria
 - 2nd Meeting – Virtual only of draft results

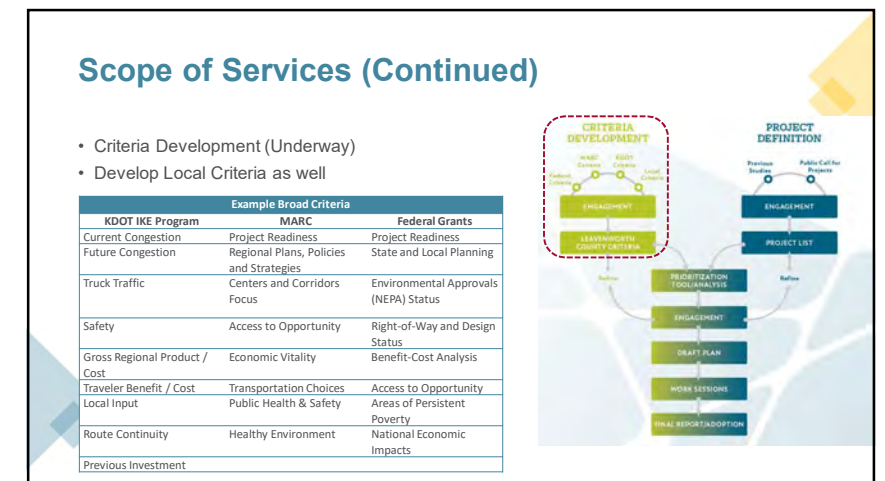


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Scope of Services (Continued)

- Criteria Development (Underway)
- Develop Local Criteria as well

	Example Broad Criteria	
	KDOT IKE Program	Federal Grants
Current Congestion	Project Readiness	Project Readiness
Future Congestion	Regional Plans, Policies and Strategies	State and Local Planning
Truck Traffic	Centers and Corridors Focus	Environmental Approvals (NEPA) Status
Safety	Access to Opportunity	Right-of-Way and Design Status
Gross Regional Product / Cost	Economic Vitality	Benefit-Cost Analysis
Traveler Benefit / Cost	Transportation Choices	Access to Opportunity
Local Input	Public Health & Safety	Areas of Persistent Poverty
Route Continuity	Healthy Environment	National Economic Impacts
Previous Investment		



6

Scope of Services (Continued)

- Project Definition
 - Start with previous studies
 - Open for additional input
 - Any local projects that have larger impacts?
- Update Project Costs
 - Capital plus O&M
 - ROW
 - Utility Impacts
 - Environmental Impacts

The diagram shows two parallel vertical flows. The left flow, 'CRITERIA DEVELOPMENT', includes 'ENGAGEMENT', 'LEARN/REFINE COUNTY CRITERIA', 'PRIORITIZATION TOOL ANALYSIS', 'ENGAGEMENT', 'DRAFT PLAN', 'WORK SESSIONS', and 'FINAL REPORT/ADOPTION'. The right flow, 'PROJECT DEFINITION', includes 'ENGAGEMENT', 'PROJECT LIST', 'PRIORITIZATION TOOL ANALYSIS', 'ENGAGEMENT', 'DRAFT PLAN', 'WORK SESSIONS', and 'FINAL REPORT/ADOPTION'. A dashed red box highlights the 'PROJECT DEFINITION' flow.

7

Scope of Services (Continued)

- Update Project Benefits
 - Access to Opportunities (Jobs)
 - Economic Development
 - Transportation User Benefits
 - Safety Improvements
 - Freight and Travel Resiliency
- Prioritization Tool Development
 - Scoring Functionality
 - Weighting Functionality
 - Visualization of Results

The diagram is identical to slide 7, showing 'CRITERIA DEVELOPMENT' and 'PROJECT DEFINITION' flows. A dashed red box highlights the 'PRIORITIZATION TOOL ANALYSIS' step in the 'PROJECT DEFINITION' flow.

8

Scope of Services (Continued)

- Analysis and Refinement
 - Test how scoring and weighting influence rankings
 - Steering Committee members will be able to suggest alternatives for testing
- Final Documentation
 - Draft Report
 - Work Sessions with Elected Bodies
 - Final Report and Adoption

The diagram is identical to slide 7, showing 'CRITERIA DEVELOPMENT' and 'PROJECT DEFINITION' flows. A dashed red box highlights the 'FINAL REPORT/ADOPTION' step in the 'PROJECT DEFINITION' flow.

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Stakeholder Coordination

Kimley»Horn

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Potential Stakeholder Groupings

- Industrial Developers
- School Districts
- EDC's / Port Authority
- Chambers of Commerce
- First Responders
- Adjacent Communities and Counties
- Citizens / Community Leaders

11

Data Collection Update

Kimley»Horn

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Data Received

- 24-40 Corridor Study
- 2008 T-Link Program
- Eastern Gateway
- K-7 Corridor Management Plan
- K-92 Bridge Study
- Kansas Rail Feasibility Study
- Kansas Statewide CAV Vision Plan
- Kansas Statewide Freight Study
- KDOT 5-County Study
- KDOT Rail Plan
- Leavenworth KCATA Study
- LRTP (including 2002 and 2008)
- Major Corridor Study – Topeka to Kansas City
- Patriot Highway
- T-Works
- Lansing CIP

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Branding Exercise

July 26, 2022 at Lansing Community Center

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Standing Advisory Committee Meetings

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15

Next Steps

- Branding Exercise 7/26
- Project Mapping
- Criteria Development
- Next Advisory Committee Meeting
 - Discuss Criteria / Local Criteria
 - Discuss Projects to Evaluate
 - Finalize Branding
 - Set Schedule for Stakeholder Meetings
 - Set Schedule for 1st Public Meeting

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Advisory Committee Meeting
August 15, 2022



Advisory Committee Meeting

August 15, 2022

Kimley»Horn

1

Agenda

- Review of Branding Options
- Review of Stakeholders
- Update on Project Identification
- Next Steps

2

Branding Options



3

Potential Stakeholder List

Existing Industries	Affiliation	
Robert Larsen	Ft Leavenworth	Community Planner, Master Planning Division
	Warden	USP
	Warden	KSP
	Leavenworth Operations Manager	Hallmark Cards
Jeff Chalabi	President	Central Bag Company
Jack Waldron	President	Cereal Ingredients
David Schroeder	President	Great Western Manufacturing
Todd or Bill Geiger	Geiger Ready Mix	Geiger Ready Mix
		Hill Pet Foods, Tonganoxie Manufacturer
Steve Miles		Miles Excavating - Basehor

4

Potential Stakeholder List

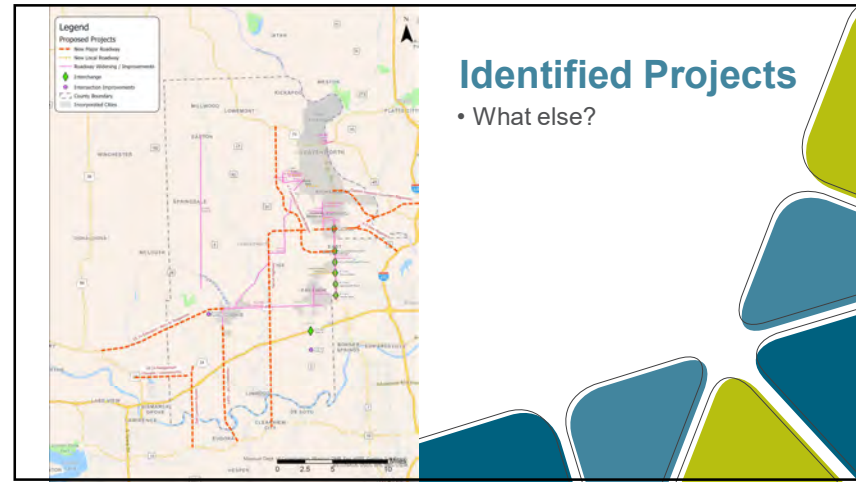
EDC/Port Authorities		
Chris Donnelly	Chairman	Leavenworth County Port Authority
Doug Schimke	Vice Chairmen	Leavenworth County Port Authority
Dan Clemons	Board Member	Leavenworth County Port Authority
Dirck Hoagland	Board Member	Leavenworth County Port Authority
	Board Member (On Basehor City Council also)	Leavenworth County Port Authority
Vernon Fields	Board Member	Leavenworth County Port Authority
Rick Schneider	Board Member	Leavenworth County Port Authority
Greg Kaaz	Board Member	Leavenworth County Port Authority
Josh Hoppes	President	Leavenworth County Development Corp
Jeremy Greenamyre	Vice President	Leavenworth County Development Corp
Brian Habjan	Treasurer	Leavenworth County Development Corp
Harland Russell	Past President (Works for GBA)	Leavenworth County Development Corp
Lauren Kaaz	At-Large Executive Committee	Works at Lexeco

5

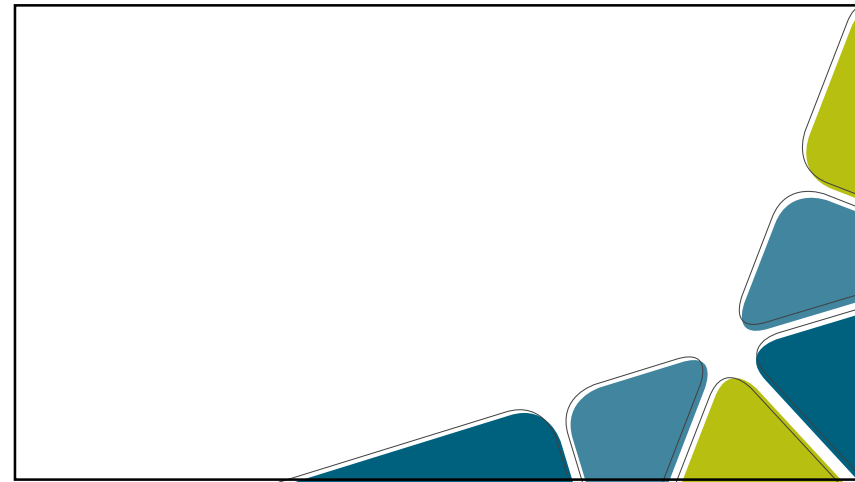
Potential Stakeholder List

Citizens/Community Leaders		
Janette Labbee-Holdeman	Citizen	
Peter/Jeanne Im	Citizen	
Sherrri Grogan		Rural Leavenworth Inc Group on Facebook
		LandGate - neutral mineral evaluation company - values energy market.
Craig Kaiser	CEO (former VP for BP Oil and Chervron)	Lansing Planning Commission
Jake Kowalewski	Chair	Business & Property Owner, Leavenworth County
Chad Schimke	Former County Commissioner	Laven Electric - works throughout county
Lance Laven	Very familiar with transportation issues	Zeck Ford - Transportation Vehicles
Derek Zeck	President	
Dick Gibson	Retired Military Involved in Community	Unified Government of Wyandotte County
Tyrone Garner	Mayor	
	Commissioner & Representative, Chair EDC Committee	Unified Government of Wyandotte County
Tom Burroughs	2nd District Commissioner, Former Shawnee	
Jeff Meyers	Mayor	Johnson County
?		Douglas County
Dave Jacobsen	Director of Engineering	KTA
Chris Gutierrez	President	KC SmartPort
Elli Bowen	Vice President	KC SmartPort
Justin Meyer	Deputy Director of Aviation	KCI Airport

6



7



8


- ### Next Steps
- Confirm Stakeholders
 - Set Schedules for
 - Stakeholder Meetings
 - 1st Public Meeting
 - Criteria Development
 - Advisory Committee Meeting – **September 19**
 - **September 12th or 26th?**

9



10

Advisory Committee Meeting
September 26, 2022



Advisory Committee Meeting



September 26, 2022
Virtual Teams Meeting



1

Agenda




- Review of Projects Identified
 - Overlaps / Clarification
- Project Criteria
 - What's important to Advisory Committee?
- Upcoming Stakeholder Meetings
 - Tentative Mid to Late October
- Upcoming Public Meetings
 - Location (north and south?)
 - Dates (in person and virtual) - Late October / Early November

2

Current Project List




- Inflation of 6% used to bring estimates to current year
 - Average from FHWA over past 20 years
 - Will be fine-tuned later
- \$1.3 Billion in projects currently identified
 - 21 projects under \$5 million
 - 7 projects \$5 - \$10 million
 - 8 projects \$10 - \$20 million
 - 8 projects \$20 - \$30 million
 - 1 project > \$30 million
 - \$345 Million for Eastern Gateway / Route 152 Extension (MO & KS)

3

Project Overlap / Clarification




- Lansing / Leavenworth K-7 By-Pass (Project 113)
and/or
- 222nd St/ Tonganoxie Rd / 187th N/S By-Pass (Project 126)

4

Project Overlap / Clarification

- 152 Extension / Eastern Gateway (Project 116)
and/or
- K-5 / Dempsey Road (Project 114)







5

Project Criteria

This relates to how projects are evaluated based on potential funding sources, including technical, political, and public input

- KDOT Criteria
- MARC Criteria
- USDOT Criteria (Competitive Grants)

6

Project Criteria – KDOT Modernization and Expansion

Category	Description	Engineering Factors	Regional Priorities	Economic Impact
Preservation	Pavement rehabilitation, reconstruction, bridge repair, bridge replacement, etc.	100%		
Modernization	Improve safety (shoulder improvements, flattening hills, straightening curves), improving interchanges	80%	20%	
Expansion	New lanes and interchanges	50%	25%	25%



7

Project Criteria – KDOT Modernization

- Geometrics / Safety (Narrow shoulders, intersection needing improvements, curves that need straightening)
- Capacity (traffic congestion)
- Pavement Structure (subsurface pavement issues)
- Pavement Surface (rough pavement surface)
- Other Factors (route continuity, previous investments)



8

Project Criteria – KDOT Expansion

- Engineering Factors
 - Current Congestion
 - Future Congestion
 - Truck Traffic
 - Safety
- Economic Factors
 - Gross Regional Produce* / Cost
 - Traveler Benefit ** / Cost
- Local Input
- Other Factors (route continuity, previous investments)



9

Project Criteria – KDOT Economic Factors

- Gross Regional Produce
 - Value of goods and services produced minus the cost of input. GRP impact is calculated based on travel time and reliability savings for business-related and freight travel as well as vehicle operations and maintenance costs.
- Traveler Benefit
 - Value of non-business benefits, including personal travel time, reliability, and emissions reductions.



10

Project Criteria – MARC Flow-Through

- Congestion Mitigation Air Quality (CMAQ)
 - FHWA funds to improve air quality
 - Limited to designated Air Quality Attainment counties
 - Leavenworth County does not qualify
- Surface Transportation Block Grant Program (STBG)
 - FHWA funds for roadway projects on federal-aid highway system, capital improvements for public transportation, multimodal projects
- STBG Set-Aside for Transportation Alternatives
 - FHWA funds for smaller projects including pedestrian, bicycle, recreational trails



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Project Criteria – STBG Funds

- Eligible for
- Active transportation
 - Bridge replacement and rehabilitation
 - Public transportation
 - Roadway Capacity
 - EV charging
 - Intelligent transportation technologies
 - Transportation operations and management
 - Transportation safety infrastructure
- Roadway and bridge projects must be functionally classified as urban collector or higher with MARC



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Project Criteria – STBG Funds

- Conformity to policies in:
 - Connected KC 2050
 - Congestion Management Process Policy
 - Major River Crossing Policy
 - Green & Complete Streets Policy
 - Green Infrastructure Framework
 - Climate Action Plan
- Connected KC 2050
 - Is project / program included in financially constrained or illustrative project listing?
 - Is project / program a supporting program in Connected KC 2050?

Project Criteria – STBG Funds

POLICY GOAL	CRITERIA	All Projects	Bridge Rehab & Replace	Bicycle/ Ped	Public Transp	Roadway Capacity	Roadway Operations	Trans. Safety Infrastructure	Livable Communities / Other
VIBRANT	Economic Vitality	-	15	15	15	15	15	15	15
	Place Making	10	-	10	-	-	-	-	-
	Equity	10	-	-	-	-	-	-	-
CONNECTED	Transportation Choices	-	5	10	10	10	10	10	10
	Safety and Security	-	20	20	20	20	20	35	20
	System Condition	-	20	-	15	10	10	-	15
GREEN	System Performan	-	15	20	15	20	20	20	15
	Public Health	-	5	10	5	10	10	-	5
	Environment	-	20	15	20	15	15	10	20
Other	Climate Change and Energy Use	5	-	-	-	-	-	-	-
	Implementation	5	-	-	-	-	-	-	-
Engagement	ROW, project readiness	-	-	-	-	-	-	-	-
	Involvement of multiple professional sectors	30	100	100	100	100	100	100	100
	TOTAL POINTS								

Project Criteria – STBG Set-Aside

POLICY GOAL	CRITERIA	All Projects	Active Transportation Infrastructure	Historic Preservation/ Archaeological	Transportation Aesthetics and Scenic Values	Environmental Mitigation and Vegetation Management	Safe Routes to School Non-Infrastructure
VIBRANT	Economic Vitality	-	10	10	10	10	5
	Place Making	5	10	15	5	5	-
	Equity	10	-	-	-	-	-
CONNECTED	Transportation Choices	-	7.5	15	15	15	5
	Safety and Security	-	15	-	-	-	15
	System Condition	-	-	15	10	-	20
GREEN	System Performance	-	10	5	10	10	20
	Public Health	-	7.5	-	5	5	5
	Environment	-	5	5	5	15	-
Other	Climate Change and Energy Use	-	5	5	10	10	-
	Implementation	10	-	-	-	-	-
Local Match	ROW, project readiness, community support	5	-	-	-	-	
Committee Ranking	% local match provided	Up to 10 possible	-	-	-	-	
	Committee ranking process						
	TOTAL POINTS	40	70	70	70	70	70

Federal Competitive Grants

- More than a dozen grants available, but focus on applicable:
- Infrastructure for Rebuilding America (INFRA) Grant / MEGA
 - Competitive Grant
 - Projects that “improve safety, generate economic benefits, reduce congestion, enhance resiliency, and hold the greatest promise to eliminate freight bottlenecks and improve critical freight movements”
 - Rebuilding American Infrastructure with Sustainability and Equity (RAISE) Grants
 - Former BUILD and TIGER grant
 - \$2.275 billion in FY 2022

Federal Competitive Grants

Traditionally these are large projects that can't be funded through traditional means

Cover up to 80% of costs, but typically closer to 30-50%

INFRA / Mega Grants > \$100 million total project

RAISE Grants > \$5 million with maximum award of \$25 million

*RAISE planning grants are smaller

Federal RAISE Grant

- Project Location
- Rural or Urban
 - Historically Disadvantaged Communities
 - Areas of Persistent Poverty
 - Opportunity Zone
- Project Readiness
- NEPA Status
 - Ability to Obligate Funds
 - Ability to Complete Construction
 - Meaningful Public Involvement
 - Required Approvals

Federal RAISE Grant – Merit Criteria

Safety – protect non-motorized travelers, reduce fatalities / serious injuries, mitigate systematic safety issues

Environmental Sustainability – reduce air pollution / GHG, improve resiliency, reduce VMT, support fiscally responsible land use

Quality of Life – increase accessibility, address racial equity, remove barriers for jobs, etc.

Mobility & Community Connectivity – increase affordable transportation choices, increase multimodal freight movement and improve supply chains



Federal RAISE Grant – Merit Criteria

Economic Competitiveness and Opportunity – improve reliability (freight bottlenecks), significant regional and national improvements in economy, increase options for revitalizing communities including affordable housing

State of Good Repair – Restore and modernize infrastructure, address vulnerabilities

Partnership and Collaboration – Collaborate with public and private entities, support expansion of workforce, incorporate private sectors

Innovation – Deploying innovative technologies that drive safety, equity, climate and resiliency, economic outcomes, etc.



Priorities for Progress Criteria Discussion

- Discussion on local priorities
- Importance of KDOT or MARC alignment
- Safety
- Mobility
 - Vehicular
 - Bike / Ped
 - Transit
- Economic Impact
 - Access to jobs
 - Access to freight corridors (I-70 / I-435)
- Others?



Stakeholder Meetings

Four Groups of Stakeholder Meetings

(list distributed 9/1/22)

- EDC / Port Authorities
- Chamber of Commerce
- Industrial and Community Developers
- Citizen's and Community Leaders

Meetings targeted mid October

- Review / Input on Project List
- Review / Input on Project Criteria



Stakeholder Meetings

Existing Industries

- Robert Larsen, Fort Leavenworth
- Donald Hudson, Leavenworth Penitentiary
- Chandler Cheeks, Lansing Correctional
- Nate Garrett, Hallmark Cards
- Jeff Chalabi, Central Bag Company
- Jack Waldron, Cereal Ingredients
- David Schroeder, Great Western Manufacturing
- Todd Geiger, Geiger Ready Mix
- Chad Sharp, Hill Pet Foods
- Steve Miles, Miles Excavating
- Wes Hoyt, St. John Hospital

EDC / Port Authorities

- Chris Donnelly, Leavenworth County Port Authority
- Doug Schimke, Leavenworth County Port Authority
- Dirck Hoagland, Leavenworth County Port Authority
- Rick Schneider, Leavenworth County Port Authority
- Josh Hoppes, Leavenworth Co. Devel. Corp.
- Jeremy Greenamyre, Leavenworth Co. Devel. Corp.
- Brian Habjan, Leavenworth Co. Devel. Corp.
- Harland Russell, Leavenworth Co. Devel. Corp.
- Lauren Kaaz, Leavenworth Co. Devel. Corp.
- Chris Gutierrez, KC SmartPort
- Elli Bowen, KC SmartPort
- Tom Cole, Leavenworth Co. Eco. Devo.



Stakeholder Meetings

Chamber of Commerce / Schools

- Jen Anders, Leavenworth/Lansing Chamber of Commerce
- Dr. Scott Runnels, Basehor Chamber of Commerce
- Monica Gee, Tonganoxie Business Association
- Wendy Scheidt, Leavenworth Main Street
- Doug Powers, Basehor-Linwood School District
- Loren Feldcamp, Tonganoxie School District
- Dan Wessel, Lansing School District
- Keith Mispagel, Leavenworth School District
- Janelle Hartegan, Xavier

Industrial / Community Developers

- Mike Reilly, Reilly & Sons
- Dan Lynch, Lynch Real Estate
- Angelina Lawson, Land on the Range
- Jim Gates (SIOR), JLL Real Estate



Stakeholder Meetings

Citizen / Community Leaders

- Janette Labbee-Holdeman, Citizen
- Peter/Jeanne Im, Citizen
- Sherri Grogan, Rural Leavenworth
- Craig Kaiser, Land Gate
- Jake Kowalewski, Lansing Planning Commission
- Chad Schimke, Former County Commissioner
- Lance Laven, Laven Electric
- Derek Zeck, Zeck Ford
- Dick Gibson, Retired Military, Citizen
- Tyrone Garner, Mayor of UG
- Tom Burroughs, Chair of UG's EDC
- Jeff Meyers, Johnson County Commissioner
- Shannon Reid, Douglas County Commissioner
- Frank Offutt, Platte County Commissioner
- Dave Jacobson, KTA
- Justin Meyer, KCI Airport



25

Initial Public Meetings

Hybrid event - in-person and online

Online meeting will be up for 1-2 weeks

www.progress4priorities.com
(not live yet)

Two in-person meetings will be held

- Targeting November 9/10 or 16/17
- Location Discussion (south and north)



26

Next Steps

- Hold Stakeholder Meetings
- Continued Project Definition
 - Begin Evaluation of Projects
- Prepare for Public Meeting
- Next Meeting - October 17, 2pm




27

Advisory Committee Meeting
October 17, 2022



Advisory Committee Meeting



October 17, 2022
Virtual Teams Meeting



1

Agenda

- Upcoming Stakeholder Meetings
 - Discussion on Attendees / RSVP's
 - Discussion on Presentation Materials
- Upcoming Public Meetings
 - Discussion on Presentation Materials
 - Press Release / Outreach Communications
- Project Definition
 - MARC Model Runs






2

Stakeholder Meetings

Virtual Meetings Scheduled



- 9AM, October 26 - Existing Industries
- 11AM, October 26 - EDC / Port Authorities
- 2pm, October 26 - Chambers / School Districts
- 9AM, October 31 - Industry / Community Developers
- 11AM, October 31 - Citizens / Community Leaders
- 9AM, November 2 - Elected Officials / KCATA

3

Stakeholder Discussion Points



- Review Project Purpose
- Review and Comment on Identified Projects
 - Major New Facilities
 - Spot Improvements
 - Upgraded Roadways
- Review Project Funding Options
- Review and Comment on Evaluation Criteria
 - How to spend \$100 exercise

4

Non-Local Funding



- Kansas DOT
 - IKE Program
- Mid-America Regional Council (MARC)
 - Surface Transportation Block Grant Program (STBG)
 - FHWA funds for roadway projects on federal-aid highway system, capital improvements for public transportation, multimodal projects
 - STBG Set-Aside for Transportation Alternatives
 - FHWA funds for smaller projects including pedestrian, bicycle, recreational trails
- Federal Competitive Grants

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Federal Competitive Grants

Grant Program	Program Description	Eligible Modes			Eligible Applicants	Award Limits	Project Cost Share
		Active Transportation	Road	Rail			
Rebuilding American Infrastructure with Sustainability and Equity (RAISE)	Provides grants for surface transportation infrastructure projects that will have a significant local or regional impact (aka Local and Regional Project Assistance)	X	X	X	State, MPO, Local	\$45 million max	Up to 100% Federal
Bridge Investment Program	Provides grants for projects to improve the condition of bridges and culverts and the safety, efficiency, and reliability of the movement of people and freight over bridges		X		State, MPO, Local	No min/max	Up to 90% Federal (50% for Large Projects)
Nationally Significant Multimodal Freight and Highway Projects (NSFRA)	Provides grants for multimodal freight and highway projects of national or regional significance		X	X	State, MPO, Local	Minimum \$25 million	Up to 60% Federal
National Infrastructure Project Assistance Program (NIPAP)	Provides grants for surface transportation infrastructure that are too large or complex for traditional funding programs that will have a significant national or regional impact	X	X	X	State, MPO, Local	Project must be greater than \$100 million, no min/max	Up to 60% Federal
Rural Surface Transportation Grants	Provides grants for projects to improve and expand the surface transportation infrastructure in rural areas to increase connectivity, improve the safety and reliability of the movement of people and freight, and generate regional economic growth and improve quality of life		X		State, Local	None	Up to 80% Federal
Reconnecting Communities - Capital	Provides grants for projects to restore community connectivity by removing, retrofitting, or mitigating highways or other transportation facilities that create barriers to community connectivity, including to mobility, access, or economic development	X	X		State, MPO, Local	\$5 to \$100 million	Up to 50% Federal
Safe Streets and Roads for All - Planning	Provides grants to develop "Vision Zero" or "Toward Zero Deaths" plans	X	X		MPO, Local	Minimum \$200k, Max \$1 million	Up to 80% Federal
Safe Streets and Roads for All - Implementation	Must have a Safety Action Plan in place to be eligible for funding. Used to implement specific projects identified in the region's safety plan	X	X		MPO, Local	Minimum \$5 million, Max \$30 million	Up to 80% Federal

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Evaluation Criteria (High Level)

Federal Grants, State Funding and MARC funding all have differing scoring criteria, but common themes remain:

- Safety – Mitigated areas of concern
- Mobility / Capacity – Improving operations, including multimodal
- Economic Impact – Improves freight movement and job creation
- State of Good Repair – Upgrading deficient infrastructure
- Equity – Improves access to opportunities (jobs)
- Partnerships – Multiple project champions / cooperation
- Alignment with Regional Plans – KDOT, MARC, and local
- Sustainability – Environmental impacts / improvements, travel reductions, etc.
- Project Readiness – State of project development

Stakeholder RSVP's

- Latest Update (Jayne)

Public Meeting

- Online Meeting
 - Self-guided walkthrough
 - Open 1-2 weeks (2 weekends minimum)
- Open House Meetings 5pm to 7pm
 - November 9 – Lansing Community Center
 - November 10 – Basehor Community Library

Public Meeting Outreach

PUBLIC OPEN HOUSES

Join us to prioritize transportation investment for the future!

LANSING CITY HALL
5 TO 7 PM
WEDNESDAY, NOV 9
COMMUNITY ROOM
800 FIRST TERRACE

 PRIORITIES FOR PROGRESS
CONNECTING COMMUNITY OPPORTUNITIES

- Example for October 27:

Your input is vital! Over the past decade, there have been numerous studies on transportation infrastructure that have been created in the Leavenworth County region, from modest investments to grand visions of new freeways and river crossings. The goal of the **Priorities for Progress** initiative is to have the public learn more about these potential projects and help prioritize which ones they believe will be a driver for economic development (access to jobs and freight corridors), safety, mobility (moving traffic, bike, pedestrian and transit) and transportation equity within the region. Please join us for one or both of the open houses. These will be informal gatherings where you can come-and-go as you please. For more information on the project please visit priorities4progress.com. **Let your voice be heard!**


Public Meeting Stations

- Introduction / Project Purpose
- Projects Identified (Maps w/ ability to mark/comment on)
 - Major New Facilities
 - Spot Improvements / Upgraded Roadways
- Project Funding Options
- Evaluation Criteria
 - How would you prioritize?

Next Steps


- MARC Model Run Coordination
- Stakeholder Meetings
- Public Open House / Virtual Meeting
- Next Stakeholder Meeting – November 21, 2pm
 - Confirm date (week of Thanksgiving)
 - Summarize stakeholder and public meeting

Advisory Committee Meeting
November 21, 2022



Advisory Committee Meeting


November 21, 2022
Virtual Teams Meeting



1

Agenda

- Recap of Engagement
 - Stakeholder Meetings
 - Public Meetings
 - Online Meeting
- Tool Development
 - Scoring of Projects (facts)
 - Weighting of Priorities (preferences)
- Next Steps
 - Project Analysis / Definition
 - Tool Development




2

Stakeholder Meetings

Virtual Meetings Held

- 9AM, October 26 - Existing Industries
- 11AM, October 26 - EDC / Port Authorities
- 2pm, October 26 - Chambers / School Districts
- 9AM, October 31 - Industry / Community Developers
- 11AM, October 31 - Citizens / Community Leaders
- 9AM, November 2 - Elected Officials / KCATA

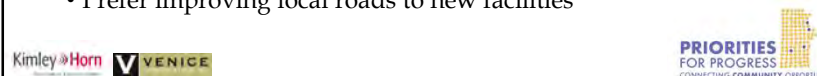
41 Participants Total



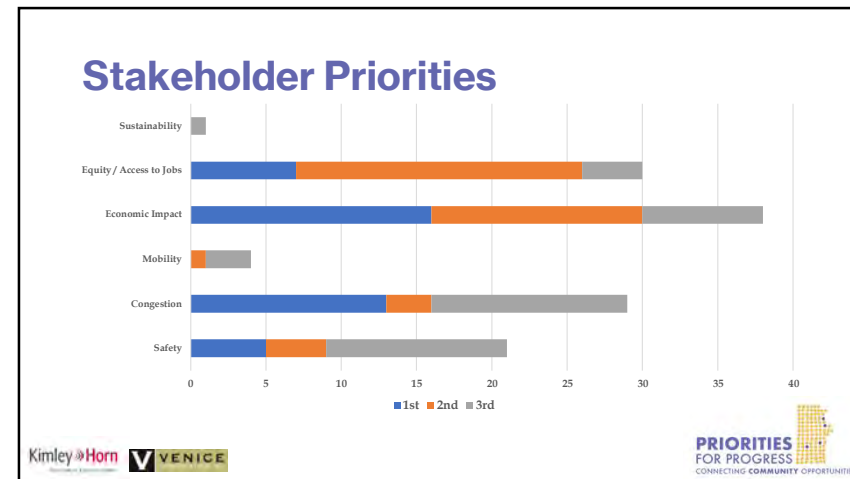
3

Stakeholder Themes

- Increase connections between communities
- Importance of K-7
- Support for bicycle accommodations
- Balance Quality of Life w/ Rural Environment
- MoDOT has no current plans for 152 extension, but Parkville may be interested
- Desire for enhanced regional access
 - East to 152 / KCI
 - South to DeSoto (Panasonic)
- Prefer improving local roads to new facilities



4



5


Public Meeting Recap

November 9 and 10, 2022

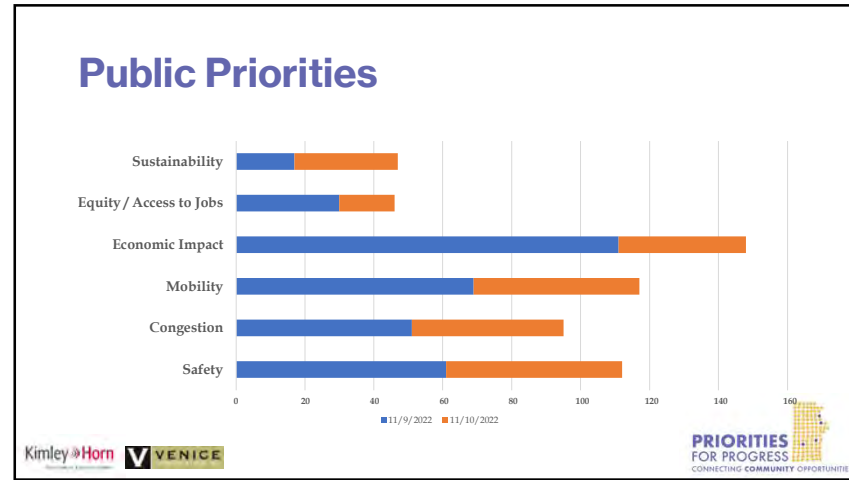
- 73 Attendees

Common Themes:

- Access to Panasonic / DeSoto
- Several spot locations
- Desire for bicycle routes / trails
- Desire for visibility in process
- Little support of Patriot Highway - keep improvements to existing roads



6



7

Online Meeting (Still Ongoing)

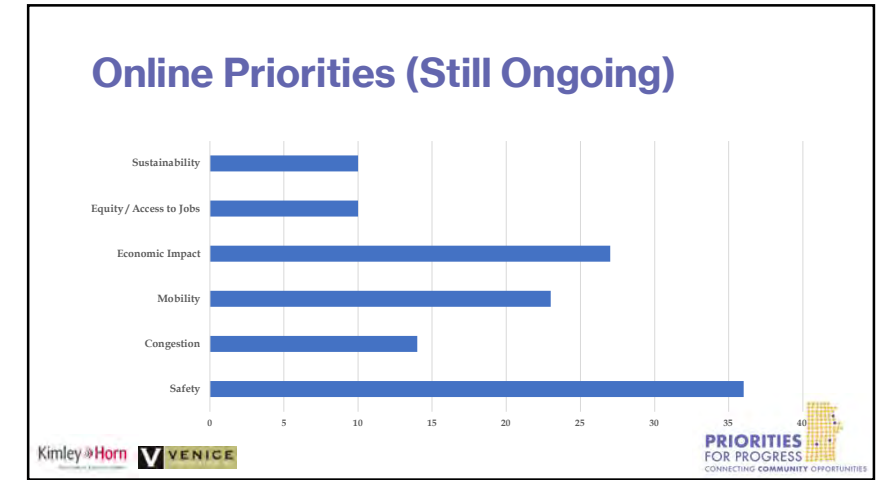
Will be kept open through Thanksgiving Weekend

- 47 comments provided

Common Themes

- Some support for outer loop of I-435, but largely on existing alignments (not new alignments)
- Spot safety concerns identified
- Little support for expansion projects on west side (East Lawrence By-Pass, new US 24/40 alignment)

8



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Tool Development

Importance of Transparency Evident from Public / Stakeholder Meetings

Scoring vs. Weighting

- Scoring of projects is non-subjective with defined criteria and metrics
 - Cost, Crash Reductions, Traffic / Truck Volumes, etc.
- Weighting of Scoring is subjective
 - How are scores weighted? By community? By funding source?

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Scoring vs. Weighting

Consultant Team will recommend *scoring* criteria and how it is ranked (ex. 1-5) for each category to Steering Committee

How to handle *weighting*?

- Open to public?
- Each community?
- Average Results?

CAPITAL CRITERIA	WEIGHT
Costs: Design O&M, Full Lifecycle	%
ROI (Return-on-Investment)	%
Infrastructure Condition*	%
Safety*	%
Capacity Needs*	%
Population Served*	%
Coordination: Internal/ External Stakeholders	%
Commerce*	%
Community Sites*	%
Master Plans*	%
Predictable Project Timing and Scope	%

Example from Wyandotte County – Public Works gives this to commissioners to complete and then averages the results


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Next Steps

- Project Analysis / Definition
 - MARC Model Run Coordination
 - Project Definition
- Tool Development
- Next Stakeholder Meeting – December 19, 2pm
 - Confirm Projects


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Advisory Committee Meeting
December 19, 2022



Advisory Committee Meeting


December 19, 2022
Virtual Teams Meeting



1

Agenda

- Recap of Engagement
 - Stakeholder Meetings
 - Public Meetings
 - Online Meeting
- Refined Project Map
 - Patriot Highway
 - Travel Patterns
 - Revised Project Map
- Project Detail Sheets




2

Stakeholder Meetings

Virtual Meetings Held

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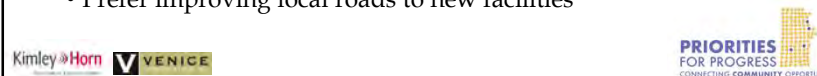
41 Participants Total



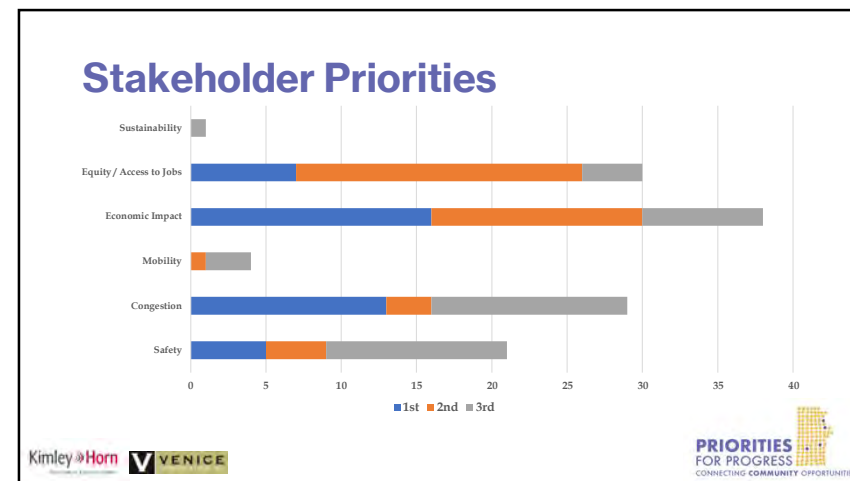
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Stakeholder Themes

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4



5


Public Meeting Recap

November 9 and 10, 2022

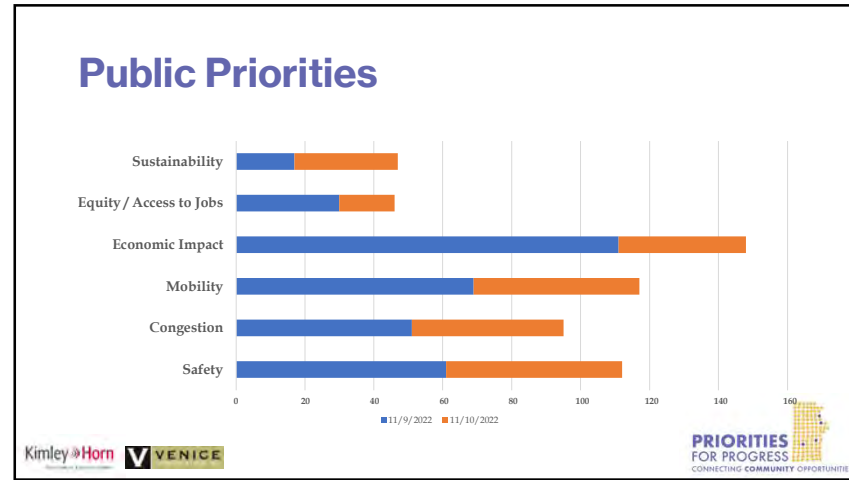
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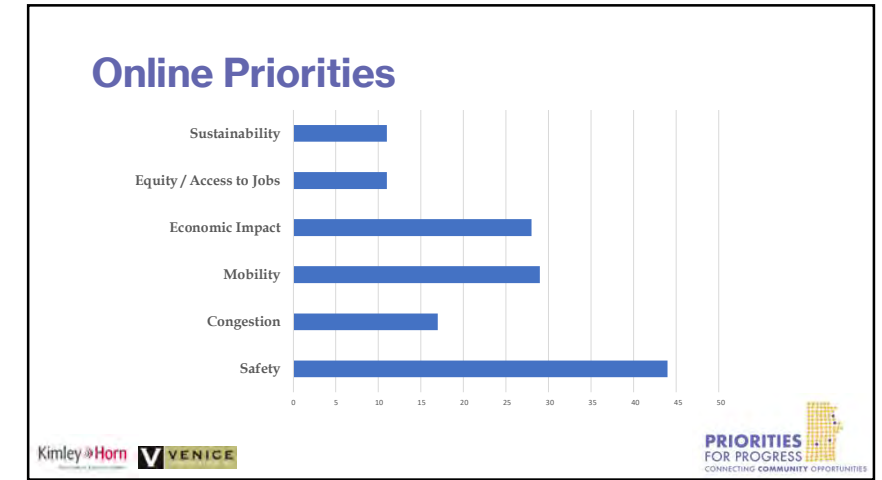
Online Meeting

55 comments provided

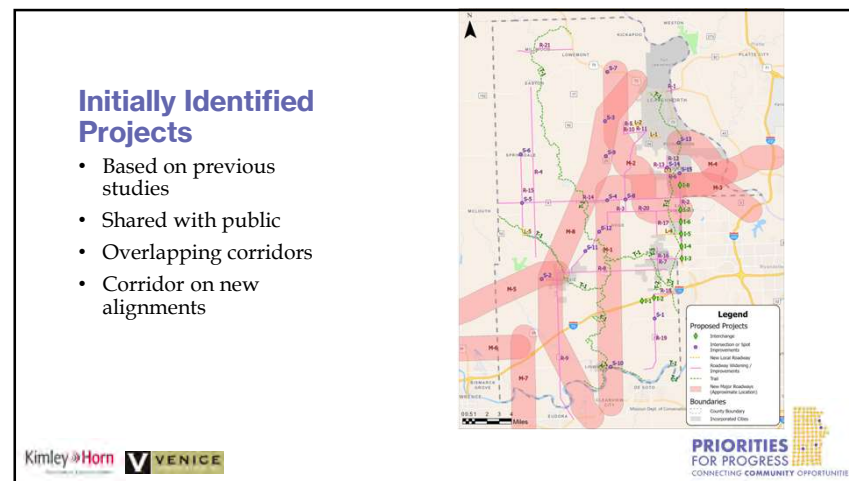
Common Themes

- Some support for outer loop of I-435, but largely on existing alignments (not new alignments)
- Spot safety concerns identified
- Little support for expansion projects on west side (East Lawrence By-Pass, new US 24/40 alignment)
- Desire for bicycle accommodations

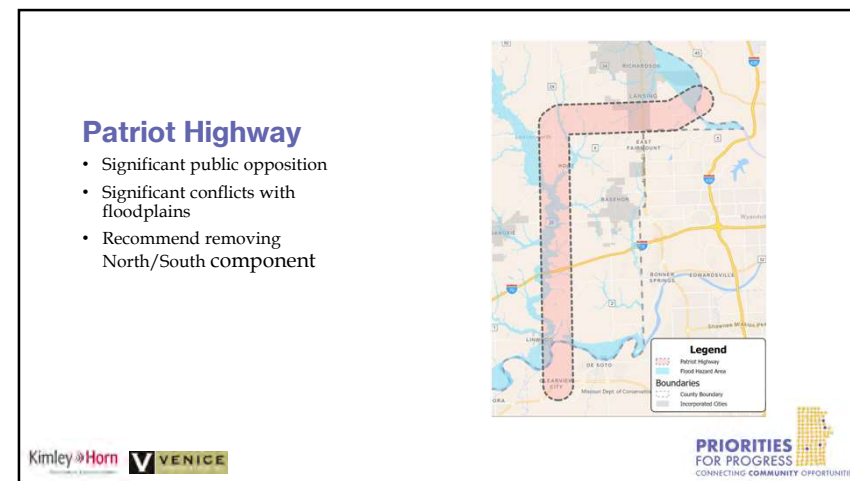
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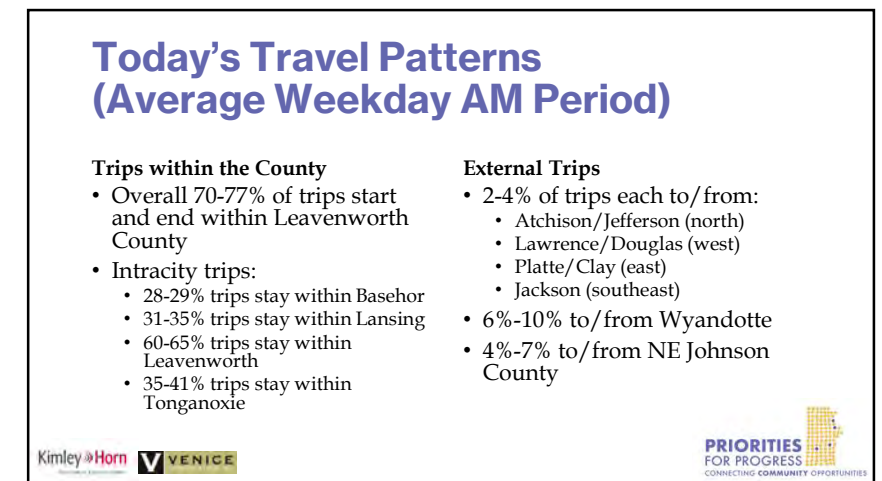
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10




11



12

MARC Model Update

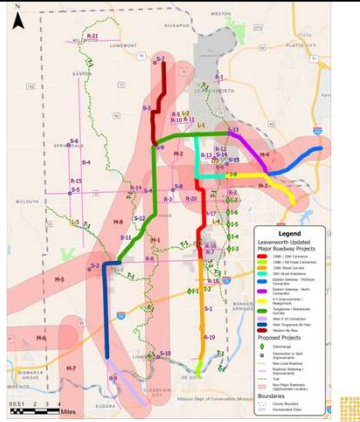

- MARC staff has made revisions to road network and testing alternatives
- Reviewed initial results and suggested revisions
- Modifications include Panasonic battery plant
- New forecasts anticipated in next few days
- Model will help us understand both changes in travel patterns overtime and with major project additions



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Improving Definition of Major Projects

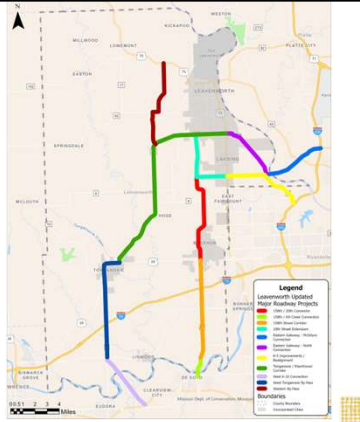

- Utilizes existing roadways where possible
 - Short gaps on internal County network
 - New alignments for KS/MO river crossings
- Connections based on comprehensive plans and connecting routes

14

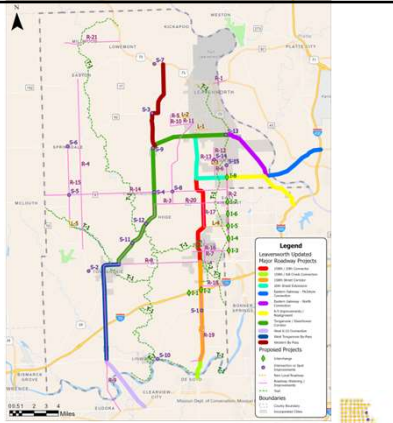

Major Projects Changes

- Western Leavenworth By-Pass**
 - 179th / 183rd / 187th Corridor
- Tonganoxie / Eisenhower Road Corridor**
 - Eisenhower and CR 5 Corridors
- 20th Street Extension**
 - Connecting 20th Street to 159th
 - Extending McIntyre from 147th to 159th
- 158th Street / 20th Street Corridor**
- New Kansas River Crossings**
 - Align with Kill Creek (east) and Evening Star (west) interchanges

15

Revised Project Map





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Project Detail Sheets

- Jurisdiction
- Description
- Project Readiness
- Costs
- Benefits
- Applicable Funding Sources

Project Name	Muncie Road west of 10th Avenue Extension
Jurisdiction(s)	Leavenworth, MO
Project Type	New Local Roadway
Description:	<ul style="list-style-type: none"> Extend Muncie Road west from its current terminus at 10th Ave west to 20th Street via a 2-lane roadway with curb and gutter Include 5' sidewalk on one side and an 8' ST trail on the other If necessary, add traffic signals at 10th Ave and 20th St Project is located entirely within the City of Leavenworth
Project Readiness	<ul style="list-style-type: none"> Current stage: concept planning (no PE yet) Should not require taking of any homes but some ROW needed
Is the Project in the Regional LRTP?	Yes (Connections)
Previous Plan References	Plan Name: Connected@2020 MAAC LRTP
Estimated Costs (2022 \$)	<ul style="list-style-type: none"> Capital Cost (\$M): \$6.55 Annual O&M Cost: \$0.55 ROW Needs: To be calculated Utility Impacts: To be examined Environmental Impacts: CE Access to Opportunity: To be examined Economic Development: To be examined Travel Time Savings / Delay Reduction: Likely N/A Crash Reduction: Likely N/A Project / Travel Resiliency / Sustainability / Climate Change: To be examined State of Good Health: Likely N/A Quality of Life: To be examined Innovation: To be examined Partnerships: To be examined Equity: To be examined
Applicable Funding Sources	<ul style="list-style-type: none"> State / FDOT Federal Competitive Grants MAAC
Other Notes	

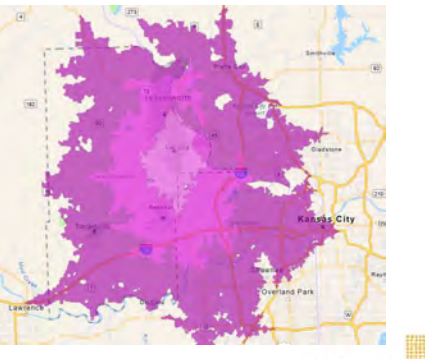



17

Measuring Impact with Travel Sheds

Travel Shed - Area you can reach in a certain amount of time

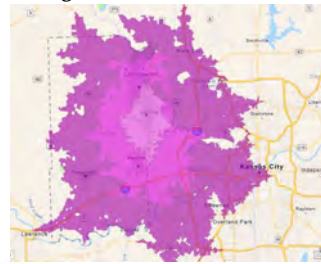
- 10, 20, and 30 minutes as example
- Used to measure potential access to jobs and potential employees, among others
- New projects open up new opportunities that can be measured
- Lansing Travel Shed provided

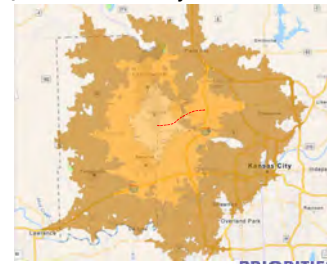
18

Example Impact – Eastern Gateway

Existing Conditions

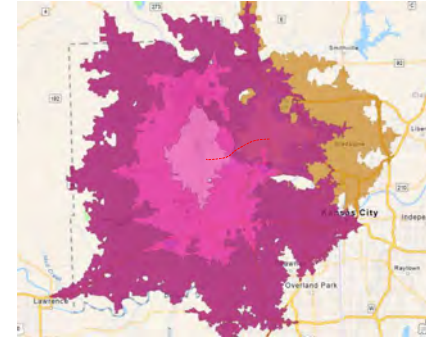


w/ Eastern Gateway



Documenting Impact

- Population
- Employment
- Key Destinations
 - Education
 - Community Centers
 - Parks
 - Grocery
 - Medical
 - Etc.



Next Steps

- Continued work with MARC staff on regional modeling efforts
- Complete project detail sheets
- Continued refinement of evaluation models
- Next Advisory Committee Meeting – January 16




Advisory Committee Meeting
February 27, 2023



Advisory Committee Meeting



February 27, 2023
Virtual Teams Meeting



1

Agenda



- Project Status Recap
- Project Evaluation Update
- Next Steps
- Upcoming Meetings

2

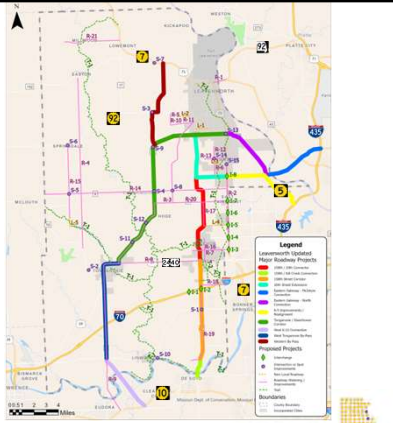


Project Status Recap

- Engagement
 - Public Meeting on Projects / Priorities Held
 - 1st round of Stakeholder Meetings
- Criteria Development
 - Defined criteria for KDOT, MARC, and Federal Grants to consider
- Projects Identified and Consolidated
- Project Costs and Project Benefits in progress
 - Still finalizing costs and safety impacts

3

Consolidated Project Map

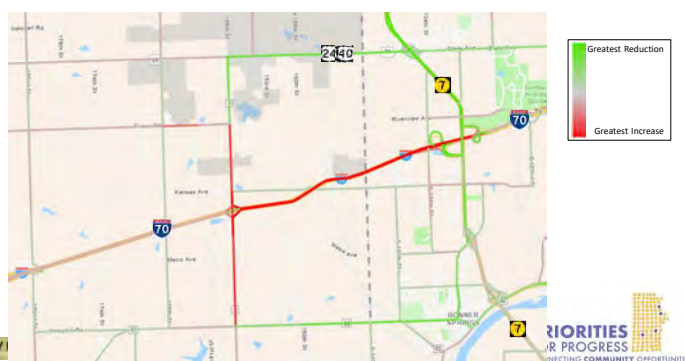


4

Evaluation Metrics by Project (IN PROGRESS)

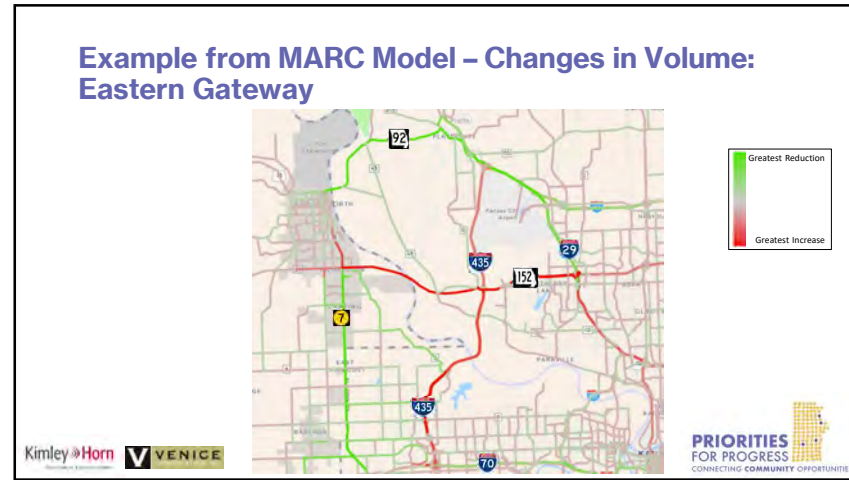
Project Name	Traffic Operations (Level of Service)		Access to Opportunity (Economic Development / Freight)					Equity					Sustainability		Safety		
	Level of Service	Change in Level of Service	Access to Opportunity	Economic Development	Freight	Equity	Equity	Equity	Equity	Equity	Equity	Equity	Equity	Equity	Equity	Equity	Equity
Project A	A	-0.5	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100
Project B	B	-0.2	80	80	80	80	80	80	80	80	80	80	80	80	80	80	80
Project C	C	0.0	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60
Project D	D	0.5	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40
Project E	E	1.0	20	20	20	20	20	20	20	20	20	20	20	20	20	20	20

5

Example from MARC Model – Changes in Volume: I-70/158th Interchange

6



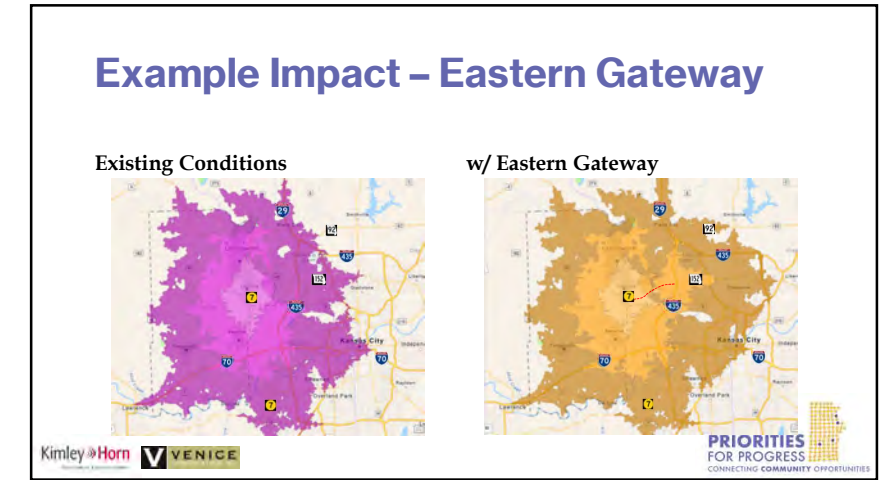
7

Reductions in Vehicle Delay (Vehicle Hours of Delay, or VHD)

Project Name	Travel Delay Reduction
K-7/Leavenworth Interchange	-1,930
K-7/Parallel Interchange	-1,770
K-7/Fairmount Interchange	-1,560
K-5 Improvements/Realignment	-762
Eastern Gateway	-660
158th/155th St Street Corridor (US 24/40 to K-32) including new interchange at I-70	-536
West K-10 Connection (West KS River Crossing)	-265
K-7/Hollingsworth Interchange	-220
Leavenworth City Western Bypass	-176
Eastern Gateway (North Connection)	-148
Tonganoxie - Eisenhower Corridor	-136
County Road 30 Improvements	-110
K-7/Donahoo Interchange	-100
158th / 20th Connector (Basehor to Leavenworth)	-70
Parallel Road Widening	-65
K-7/McIntyre Interchange	-50
158th Street: K-32 to Kill Creek Road (Kansas River Crossing)	-35
Donahoo Road Extension (K-7 to 155th)	-17
Dempsey Road E-W Connection	-13
175th St Improvements (Michals to K-92)	-6
Michals Road Phase 1 (167th to 175th)	-6
Michals Road Phase 2 (167th to Tonganoxie)	-6
West Tonganoxie Bypass (US 24-40 to K-32)	-4
20th Street Extension / McIntyre Road Extension	0
Limit Street Extension (West of 20th St)	10

Kimley-Horn VENICE
FOR PROGRESS
CONNECTING COMMUNITY OPPORTUNITIES

8



9

Access to Opportunity (Sorted by Jobs)

Increase in population, jobs, and key destinations within a 30-minute drive

Key Destinations – schools, healthcare, grocery, community centers, parks, etc.

Economic Development – Increase in acres of commercial or industrial land within the county in a 15-minute drive

Freight – Increase in # of census block groups within 15-minute drive of an I-70 interchange

Project Name	Access to Population	Access to Jobs	Access to Destinations	Economic Development	Freight Access
K-5 Improvements/Realignment Eastern Gateway (North Connection)	29,831	20,034	153	14	-
Eastern Gateway	25,952	12,597	77	13	-
Eastern Gateway	31,009	11,761	87	0	-
158th/155th St Street Corridor (US 24/40 to K-32) including new interchange at I-70	13,842	8,439	59	21	16
20th Street Extension / McIntyre Road Extension	4,895	4,630	43	11	-
West Tonganoxie Bypass (US 24-40 to K-32)	6,765	4,027	61	15	5
158th Street: K-32 to Kill Creek Road (Kansas River Crossing)	1,828	1,640	8	0	-
Dempsey Road E-W Connection	850	1,165	10	3	-
158th / 20th Connector (Basehor to Leavenworth)	1,300	1,146	9	6	-
Muncie Road Extension (West of 10th Ave)	1,555	505	5	6	-
Leavenworth City Western Bypass	687	171	2	0	-
County Road 30 Improvements	131	51	0	0	-
Limit Street Extension (West of 20th St)	55	7	0	1	-
Donahoo Road Extension (K-7 to 155th)	11	0	0	-	-
West Gilman Road Extension	9	0	-	-	-

Kimley-Horn VENICE
PRIORITIES FOR PROGRESS
CONNECTING COMMUNITY OPPORTUNITIES

10

Equity

Increase in access to population, employment, or attractions specifically for block groups with:

- Areas of Persistent Poverty
- Historically Disadvantaged Communities
- Opportunity Zones

Note: results sorted by employment.

Project Name	Population (Equity)	Employment (Equity)	Attractions (Equity)
Eastern Gateway (North Connection)	53,579	20,896	140
K-5 Improvements/Realignment	23,678	9,840	91
Eastern Gateway	27,737	9,144	75
Leavenworth City Western Bypass	693	149	2
20th Street Extension / McIntyre Road Extension	306	82	2
158th / 20th Connector (Basehor to Leavenworth)	168	57	1
Muncie Road Extension (West of 10th Ave)	128	23	-

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Comparing Criteria


Rank	Reducing Delay (VHT)	Access to Opportunity (jobs)	Equity (jobs)
#1	K-7/Leavenworth Interchange	K-5 Improvements/Realignment	Eastern Gateway (North Connection)
#2	K-7/Parallel Interchange	Eastern Gateway (North Connection)	K-5 Improvements/Realignment
#3	K-7/Fairmount Interchange	Eastern Gateway	Eastern Gateway
#4	K-5 Improvements/Realignment	158th/155th St Street Corridor (US 24/40 to K-32) including new interchange at I-70	Leavenworth City Western Bypass
#5	Eastern Gateway	20th Street Extension / McIntyre Road Extension	20th Street Extension / McIntyre Road Extension

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Crash History


Rank	By # of crashes	By # of fatal/injury crashes	By crash rate (per 100 million VMT)	By fatal/injury crash rate (per 100 million VMT)
#1	Tonganoxie - Eisenhower Corridor (K-7 to Tonganoxie)	Tonganoxie - Eisenhower Corridor (K-7 to Tonganoxie)	Millwood Rd (CR 14) Safety Improvements - 243rd to K-7/US-73	Millwood Rd (CR 14) Safety Improvements - 243rd to K-7/US-73
#2	K-7 Corridor Improvements	K-7 Corridor Improvements	147th St (DeSoto Road) Reconstruction (4-H Road to Ida Street)	147th St (DeSoto Road) Reconstruction (4-H Road to Ida Street)
#3	Tonganoxie - Eisenhower Corridor (Dempsey to US24/40)	Tonganoxie - Eisenhower Corridor (Dempsey to US24/40)	County Road 30 Improvements	County Road 30 Improvements
#4	K-5 Improvements/Realignment	Tonganoxie - Eisenhower Corridor (Eisenhower to Dempsey)	147th St Reconstruction (4-H Road to McIntyre Road)	Tonganoxie - Eisenhower Corridor (Dempsey to US24/40)
#5	Tonganoxie - Eisenhower Corridor (Eisenhower to Dempsey)	Fairmount Road Safety Improvements - Tonganoxie Road to K-7/US-73	4-H Road Reconstruction (K-7 to 147th)	Tonganoxie - Eisenhower Corridor (Eisenhower to Dempsey)




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- ### Next Steps on Evaluations
- Costs (Capital and O&M)
 - Safety Impacts (Crash Reductions)
 - Other Ongoing Criteria (e.g. Project Readiness, ROW impacts, environmental impacts)
 - Multimodal projects (bike/ped, transit)
- 


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- ### Evaluation Tool
- Blend priorities (preferences) with criteria scores (set) based on
 - KDOT Priorities
 - Federal Grant Priorities
 - MARC Priorities
 - Local Priorities (flexible and TBD)
 - Project Prioritization Lists will be developed based on funding opportunities and local preferences
 - Stakeholder / elected officials' briefings
- 

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- ### Stakeholder / Elected Officials
- March 22, 2023 - Basehor
 - April 3, 2023 - Tonganoxie
 - April 4, 2023 - Leavenworth (City of)
 - April 5, 2023 - Leavenworth County
 - April 5, 2023 - Leavenworth Port Authority
 - April 6, 2023 - Lansing
- 


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- ### Next Steps
- "Virtual" Open House will open in late March / early April around time of stakeholder / elected officials meeting
 - Draft "tool" rollout in April
 - Draft summary in May
 - Finalize project in June
- 

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Advisory Committee Meeting

May 15, 2023



Advisory Committee Meeting



May 15, 2023
Virtual Teams Meeting



1

Agenda



- Project Status Recap
- Consolidated Project Map
- Review of Project Evaluation
- Top Project Scores per Category
- Recommended Projects by Funding Source
- Next Steps

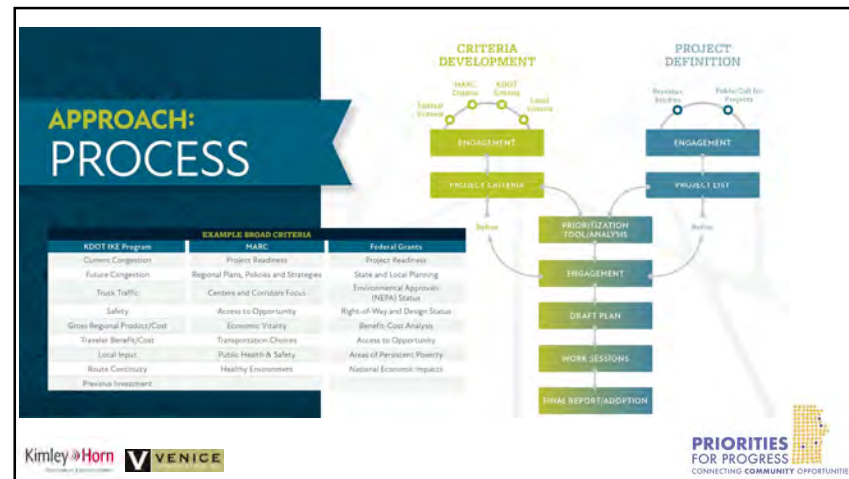
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Project Status Recap

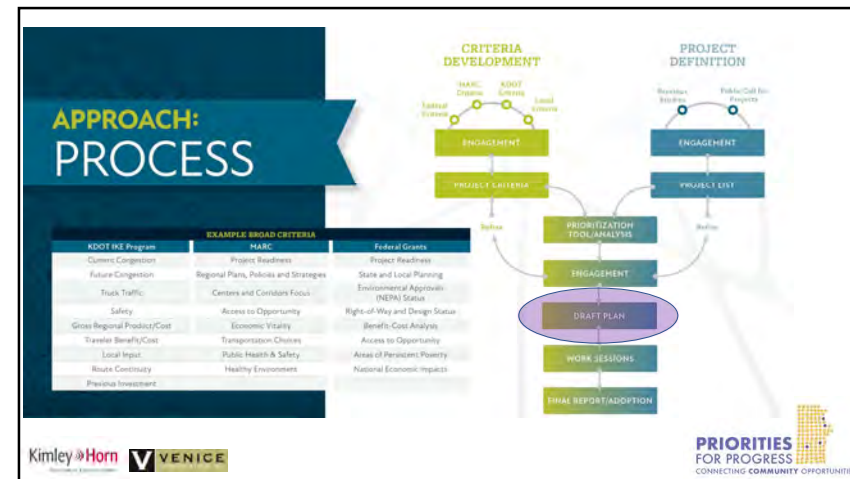
- Engagement
 - Public Meeting on Projects / Priorities Held
 - 2 rounds of Stakeholder Meetings (Fall 2022 / Spring 2023)
 - Online Public Meeting live through May 2023
- Criteria Development
 - Defined criteria for KDOT, MARC, and Federal Grants to consider
- Projects Identified and Consolidated
- Project Costs and Project Benefits Developed
- Public Officials Briefings in March / April 2023
- Evaluation Tool Online

3



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Stakeholder / Elected Officials

- March 22, 2023 - Basehor
- April 3, 2023 - Tonganoxie
- April 4, 2023 - Leavenworth (City of)
- April 5, 2023 - Leavenworth Port Authority
- April 6, 2023 - Lansing
- April 19, 2023 - Leavenworth County




6


Consolidated Project Map

43 Project Identified

- Projects could be combined (K-7 interchanges); OR
- Projects could be further divided (158th / 20th Street Corridor)

Total Capital Costs Identified

- \$1.474 billion
- Projects range from < \$500,000 to over \$350,000,000

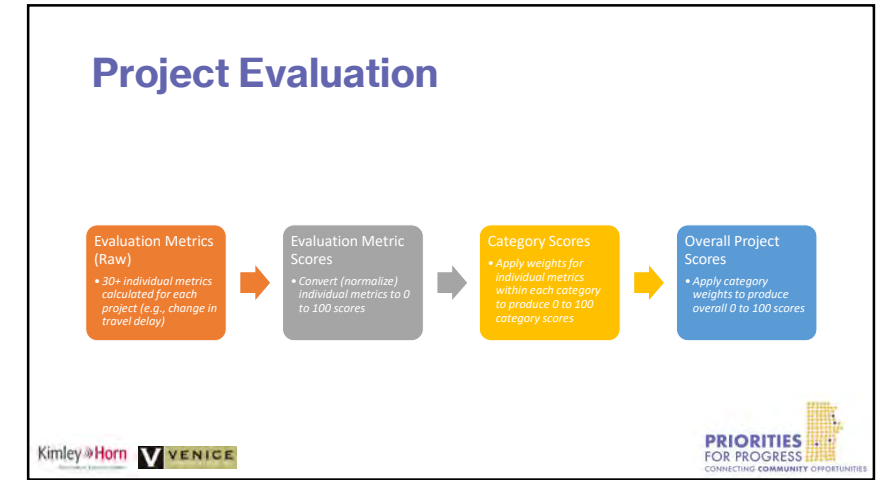


Kimley **Horn** **VENICE** **PRIORITIES FOR PROGRESS** CONNECTING COMMUNITY OPPORTUNITIES

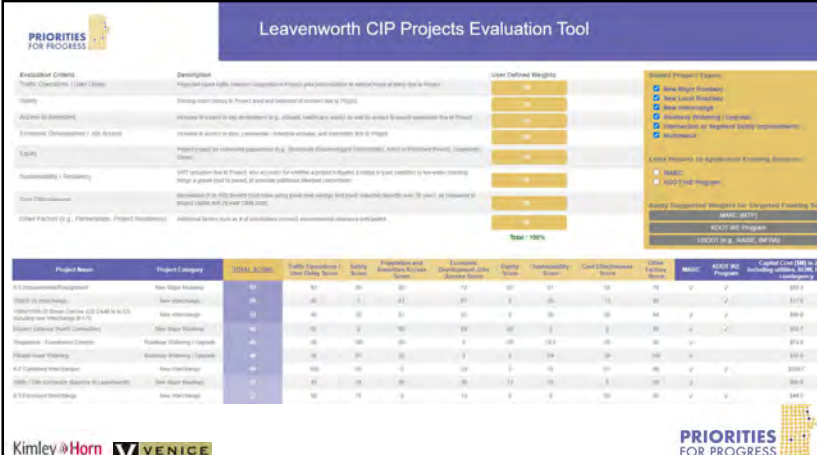
Project Evaluation Metrics

Traffic Operations / User Delay	Safety	Access to Amenities and Population	Economic Development / Jobs Access	Equity	Sustainability / Resiliency	Cost Effectiveness	Other Factors
Traffic volume	Crash history (total)	Increase in key destinations in 30-min drive	Increase in jobs in 30-min drive	Project located in Area of Persistent Poverty, Historically Disadvantaged Community, or Opportunity Zone	Change in VMT due to project	Capital cost (including utilities, right-of-way, preliminary and construction engineering)	Partnerships (# of jurisdictions crossed)
Future congestion	Crash history (fatal / injury)	Increase in population in 30-min drive	Increase in acres of commercial / industrial in County in 15-min drive	Increase in jobs in 30-min drive for disadvantaged census areas	Project mitigates deteriorating bridges	Operations and maintenance cost (20 years)	Previous Planning History
Travel delay reduction	Projected crash reduction (total)	Increase in quality-of-life destinations in County in 15-min drive	Increase in # of block groups within 15-min drive of I-70 or I-435	Increase in key destinations in 30-min drive for disadvantaged census areas	Project brings gravel roadway to paved	Cost Effectiveness (Benefit-Cost Index)	Projected environmental clearance required (CE / EA / EIS)
	Projected crash reduction (fatal / injury)	Proximity to schools	Acres of agricultural (undeveloped) land within 1/2 mi of new interchanges	Increase in population in 30-min drive for disadvantaged census areas	Project located on planned bike route		
		Proximity to parks and recreation			Project fills a bike/sidewalk system gap		

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Leavenworth CIP Projects Evaluation Tool



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Top Scores Per Category

Evaluation Category	Example High-Scoring Projects
Traffic Operations / User Delay	<ul style="list-style-type: none"> K-7 Interchanges – either all 6 interchanges combined or the highest-scoring interchanges (K-7/Fairmount, K-7/Leavenworth, K-7/Parallel) K-5 Improvements/Realignment 158th/I-70 Interchange
Safety	<ul style="list-style-type: none"> Tonganoxie – Eisenhower Corridor K-7 Interchanges (all 6 interchanges combined) Parallel Road Widening Fairmount Road Safety Improvements
Population and Amenities Access	<ul style="list-style-type: none"> Eastern Gateway (North Connection) – requires separate Eastern Gateway project, which also scores high in this category K-5 Improvements/Realignment 158th/155th Street Corridor (US 24/40 to K-32), including new interchange at I-70

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Top Scores Per Category

Evaluation Category	Example High-Scoring Projects
Economic Development and Jobs Access	<ul style="list-style-type: none"> 158th/155th Street Corridor (US 24/40 to K-32), including new interchange at I-70 K-5 Improvements/Realignment Eastern Gateway (North Connection) – requires separate Eastern Gateway project, which also scores high in this category West K-10 Connection (West Kansas River Crossing)
Equity	<ul style="list-style-type: none"> Eastern Gateway (North Connection) – requires separate Eastern Gateway or K-5 Improvements projects, which also scores high in this category K-5 Improvements/Realignment Leavenworth City Western Bypass Focused Demand-Response Transit Service in Leavenworth/Lansing
Sustainability / Resiliency	<ul style="list-style-type: none"> Basehor MetroGreen Trail and its two proposed extensions Leavenworth County Combined Regional Bikeway Network and MetroGreen Trail Systems Focused Demand-Response Transit Service in Leavenworth/Lansing
Cost Effectiveness	<ul style="list-style-type: none"> K-7 Interchanges – either all 6 interchanges combined or the highest-scoring interchanges (K-7/Fairmount, K-7/Leavenworth, K-7/Parallel) 189th St/Golden Road Intersection Safety Improvements 158th Street/I-70 Interchange

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KDOT Program

IKE Local Consult Priorities

1. K-5 Improvements/Realignment
2. K-7 Combined Interchanges (or individual interchanges)
3. Leavenworth City Western Bypass
4. West K-10 Connection (West Kansas River Crossing) and the West Tonganoxie Bypass (US 24/40 to K-32)
5. Eastern Gateway - note that adding this project to KDOT's development pipeline could aid in using these funds as potential matching funds for a USDOT RAISE planning grant.

High Risk Rural Road (HRRR) Funding

- Spot improvements on Tonganoxie - Eisenhower Corridor
- Fairmont Road safety improvements
- Millwood Road safety improvements
- Kansas Avenue safety improvements



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USDOT Competitive Grants

- Eastern Gateway Project, including Northern Extension, has key impacts in improving access to jobs, populations, and key regional destinations in federally-designated equity areas.
- A RAISE Planning Grant could be pursued to further develop the program, potentially using some matching funds from KDOT's IKE Program for Pipeline Development.
- RAISE Grants are extremely competitive and support of more than local agencies will be necessary
 - KDOT and MoDOT support for the project
 - Active political support (governors, US Representatives, US Senators) that engage USDOT
- Safe Streets For All (SS4A)
 - Leavenworth County and City of Leavenworth have received Action Plan grants
 - Basehor, Tonganoxie, and Lansing are encouraged to apply for Action Plan grants
 - At completion of Action Plan grants, Implementation Grant funding could be applied for in 2024 or 2025



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MARC (STBG / STBG Set-Aside)

- K-5 Improvements/Realignment
- 158th/155th Street Corridor (not including the actual I-70 interchange, which must be funded by the Kansas Turnpike Association or local funds)
- Parallel Road Widening - note that it is recommended to reframe this project as "improvements," as this project includes much-needed bicycle and pedestrian facilities, as well as intersection safety improvements.
- Tonganoxie - Eisenhower Corridor Improvements
- Focused Demand-Response Transit Service in Leavenworth-Lansing



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MARC (PSP Grants)

Combining the 158th Street (north of Basehor) and 20th Street Extension / McIntyre Road extension projects

- Enhance connectivity among Basehor, Lansing, and Leavenworth west of K-7
- Connecting underserved populations with bicycle and pedestrian accommodations
- Accommodating future transit
- Integration with the regional MetroGreen Trail network.

Kansas River Crossing Study

- Connecting underserved populations with new job centers south
- Providing bike/ped crossing of Kansas River
- Opening Access to Parks and Recreation



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Next Steps

- Online Meeting is open and comments are being collected
- Draft report and separate Executive Summary to be sent to Advisory Committee June 9
- June 19 Final Advisory Committee
- Schedule final presentations with Elected Officials and Port Authority late June / July
- Recommend resolutions adopting top priorities for each category



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Stakeholder Meetings

Fall 2022



Stakeholder Meetings

October / November 2022
Virtual Teams Meeting



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Agenda

Background

What's Next


- Upcoming Public Open Houses
- Local Stakeholder Meetings - Spring 2023

Identified Projects

- Major Roadway Projects
- Widening / Intersection Improvements
- What else?

Funding Criteria

- What's important to you?

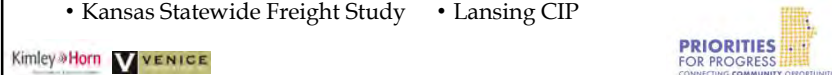


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Background

- 24-40 Corridor Study
- 2008 T-Link Program
- Eastern Gateway
- K-7 Corridor Management Plan
- K-92 Bridge Study
- Kansas Rail Feasibility Study
- Kansas Statewide CAV Vision Plan
- Kansas Statewide Freight Study

- KDOT 5-County Study
- KDOT Rail Plan
- Leavenworth KCATA Study
- LRTP (including 2002 and 2008)
- Major Corridor Study - Topeka to Kansas City
- Patriot Highway
- T-Works
- Lansing CIP




3

Open House Public Meetings

Hybrid event - in-person and online
Online meeting will be up for 1-2 weeks
www.priorities4progress.com

Two in-person meetings will be held

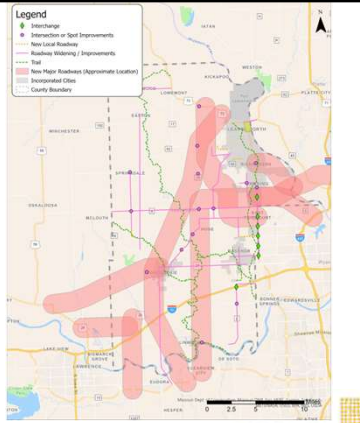

- November 9, 5-7PM, Lansing Community Center
- November 10, 5-7PM, Basehor Community Library



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Current Project List



- Inflation of 6% used to bring estimates to current year
 - Average from FHWA over past 20 years
 - Will be fine-tuned later
- \$1.3 Billion in projects currently identified
 - 21 projects under \$5 million
 - 7 projects \$5 - \$10 million
 - 8 projects \$10 - \$20 million
 - 8 projects \$20 - \$30 million
 - 1 project > \$30 million
 - \$345 Million for Eastern Gateway / Route 152 Extension (MO & KS)

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Major Roadway Projects

- MO-152 Extension / Eastern Gateway
- K-5 Upgrade
- Patriot Highway
- Outer Beltway
- Lansing / Leavenworth By-Pass
- US 24 Extension, Perry to Tonganoxie
- US 24 Realignment to East Lawrence
- East Lawrence By-Pass
- 158th / I-70 Interchange
- K-7 Interchanges

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Roadway Widening / Intersection Improvements

Includes Upgrading / Paving / Widening of Existing Roadways

Intersection Improvements (Signals, Roundabouts, etc.)

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What Else?

- Are there other projects you would like to consider?
- Are there projects listed here you do **not** want to be evaluated?

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Project Funding Criteria

This relates to how projects are evaluated based on potential funding sources, including technical, political, and public input

- KDOT Criteria
- MARC Criteria
- USDOT Criteria

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Project Criteria – KDOT Modernization

- Geometrics / Safety (Narrow shoulders, intersection needing improvements, curves that need straightening)
- Capacity (traffic congestion)
- Pavement Structure (subsurface pavement issues)
- Pavement Surface (rough pavement surface)
- Other Factors (route continuity, previous investments)

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Project Criteria – KDOT Expansion

- Engineering Factors
 - Current Congestion
 - Future Congestion
 - Truck Traffic
 - Safety
- Economic Factors
 - Gross Regional Produce* / Cost
 - Traveler Benefit ** / Cost
- Local Input
- Other Factors (route continuity, previous investments)

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Project Criteria – MARC Flow-Through

- Congestion Mitigation Air Quality (CMAQ)
 - FHWA funds to improve air quality
 - Limited to designated Air Quality Attainment counties
 - Leavenworth County does not qualify
- Surface Transportation Block Grant Program (STBG)
 - FHWA funds for roadway projects on federal-aid highway system, capital improvements for public transportation, multimodal projects
- STBG Set-Aside for Transportation Alternatives
 - FHWA funds for smaller projects including pedestrian, bicycle, recreational trails

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Project Criteria – STBG Funds

POLICY GOAL	CRITERIA	All Projects	Bridge Rehab & Replace	Bicycle/ Ped	Public Transp	Roadway Capacity	Roadway Operations	Trans. Safety Infrastructure	Livable Communities / Other
VIBRANT	Economic Vitality	-	15	15	15	15	15	15	15
	Place Making	10	-	10	-	-	-	-	-
	Equity	10	-	-	-	-	-	-	-
CONNECTED	Transportation Choices	-	5	10	10	10	10	10	10
	Safety and Security	-	20	20	20	20	20	35	20
	System Condition	-	20	-	15	10	10	-	15
GREEN	System Performance	-	15	20	15	20	20	20	15
	Public Health	-	5	10	5	10	10	-	5
	Environment	-	20	15	20	15	15	10	20
Other	Climate Change and Energy Use	5	-	-	-	-	-	-	-
	Implementation	5	-	-	-	-	-	-	-
Other	Engagement	-	-	-	-	-	-	10	-
	Engagement	-	-	-	-	-	-	10	-
TOTAL POINTS		30	100	100	100	100	100	100	100



Project Criteria – STBG Set-Aside

POLICY GOAL	CRITERIA	All Projects	Active Transportation Infrastructure	Historic Preservation/ Archaeological	Transportation Aesthetics and Scenic Values	Environmental Mitigation and Vegetation Management	Safe Routes to School Non-Infrastructure
VIBRANT	Economic Vitality	-	10	10	10	10	5
	Place Making	5	10	15	5	5	-
	Equity	10	-	-	-	-	-
CONNECTED	Transportation Choices	-	7.5	15	15	15	5
	Safety and Security	-	15	-	-	-	15
	System Condition	-	-	15	10	-	20
GREEN	System Performance	-	10	5	10	10	20
	Public Health	-	7.5	-	5	5	5
	Environment	-	5	5	5	15	-
Other	Climate Change and Energy Use	-	5	5	10	10	-
	Implementation	10	-	-	-	-	-
Other	Local Match	5	-	-	-	-	-
	Committee Ranking	Up to 10 possible	-	-	-	-	-
Total Points		40	70	70	70	70	70



Federal Competitive Grants

- More than a dozen grants available, but focus on applicable:
- Infrastructure for Rebuilding America (INFRA) Grant / MEGA/ RURAL
 - Competitive Grant
 - Projects that “improve safety, generate economic benefits, reduce congestion, enhance resiliency, and hold the greatest promise to eliminate freight bottlenecks and improve critical freight movements”
 - Rebuilding American Infrastructure with Sustainability and Equity (RAISE) Grants
 - Former BUILD and TIGER grant
 - \$2.275 billion in FY 2022



Federal Competitive Grants Criteria

- Safety
- Sustainability / Climate Change
- Quality of Life
- Mobility / Connectivity
- Economic Opportunity
- State of Good Repair
- Innovation
- Partnerships
- Equity
- Project Readiness



Criteria Exercise – What do you find important?

- Safety
- Congestion
- Mobility (Bike / Pedestrian / Transit)
- Economic Impact / New Jobs and Investments
- Equity / Access to jobs
- Sustainability / Climate Change



Stakeholder Meetings
Spring 2023

Attendance Form

Meeting Description: Stakeholder Meeting - Basehor

Date: 03/22/23

Time: 5:30 PM - 6:30 PM

Place: Basehor City Hall

	Name	Address	Email
1.	DOUG POWERS		
2.	MADIE WALDECK		
3.	POLICE ?		
4.	KRYSTAL VOTH		
5.			
6.	SHARI STANDIFERD		
7.	BEN SIMS		
8.	MAMA DICK BRENNON		
9.	TY BARBER		
10.	VERNON FIELDS		
11.	LESLIE RIVARONA		
12.			
13.			
14.			
15.			
16.			



Attendance Form

Meeting Description: Stakeholder Meeting - Tonganoxie

Date: 04/03/23

Time: 5:30 PM - 6:30 PM

Place: City Hall

Name	Address	Email
1. Bill New	Tonganoxie P.O. Box 219	billn@firststateks.com
2. Wes Baker	18632 206 St	lithemina@yahoo
3. BRAD WILSON	Tonganoxie Po Box 247	Brad@WILSONGLASS.NET
4. Monica Gee	406 E 4th St Tonganoxie KS 66886	naagee22@gmail.com
5. Dan Porter	526 E 4th St, Tonganoxie, KS	dporter@tonganoxie.org
6. Lorelee Stevens	424 Shames St. Tonganoxie	loralee.d.stevens@gmail.com
7. Jaren Falkenberg		lfeldkamp@tong464.org
8.		
9.		
10.		
11.		
12.		
13.		
14.		
15.		
16.		

Attendance Form

Meeting Description: Stakeholder Meeting - Leavenworth

Date: 04/04/23

Time: 4:30 PM - 5:30 PM

Place: Leavenworth Public Library

Name	Address	Email
1. Sherry Grogan	16635 Leavenworth Rd Berkeley, KS 66007	sdr7304@gmail.com
2. Jen Anders	518 Shawnee St. Leavenworth, KS 66048	Jen@KChamber.com
3. FRANK OFFUTT	15615 INTERURBAN Rd. PLATTE CITY, MO 64078	frank.pesrd@gmail.com
4. WESLEY HOYT	SAINT JOHN HOSPITAL	rhojt@primehealthcare.com
5. Dick Gibson	1708 West Glen Drive	dickg1708@outlook.com
6. ROB LARSEN	Ft. Leavenworth	robert.p.larsen13@armymil.com
7. Todd Geigel	21449 207 th St	toddgeigel@geigelreadymin.com
8.		
9.		
10.		
11.		
12.		
13.		
14.		
15.		
16.		

Attendance Form

Meeting Description: Stakeholder Meeting - EDC Board
Date: 04/05/23
Time: 1:00pm
Place: LCDC Office

Name	Address	Email
1. Dan Clemons	408 Maple CT Leawards	danclemons@hotmail.com
2. Lisa Haack	1298 Eisenhower Rd	LHaack@LVcountyED.org
3. Tom Cole	300 Walnut	tomcole@leavenworthcounty.gov
4. Josh Hoppes	16203 Gilman Rd	Josh.H@mutualmail.com
5. Chris Fornally	649 shady Blvd Leawards	Chris.Fornally@hotmail.com
6. Lauren Kaaz	5037 S. 4th St. LV, KS	lauren@lexelco.com
7. Greg Kaaz	"	greg@lexelco.com
8. David Schroeder	2017 S. 4th St	d.schroeder@gwmfg.com
9. JEREMY GREENAMYRE	2500 S 2nd St LEAVENWORTH, KS	jeremy@greenamyre.com
10.		
11.		
12.		
13.		
14.		
15.		
16.		

Attendance Form

Meeting Description: Stakeholder Meeting - Lansing

Date: 04/06/23

Time: 5:30 PM - 6:30 PM

Place: Lansing Community Center

Name	Address	Email
1. <i>Dave Jacobson</i>	<i>167A</i>	<i>djacobson@kstpumpike.com</i>
2.		
3.		
4.		
5.		
6.		
7.		
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PRIORITIES FOR PROGRESS
CONNECTING COMMUNITY OPPORTUNITIES

Project Update

March/April, 2023
Jeff D. McKerrow, PE, PTOE
Kimley-Horn and Associates

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1

Agenda

Project Approach
Recap of Engagement

- Stakeholder Meetings
- Public Meetings
- Online Meeting

Consolidated List of Projects
Review of Prioritization Tool
Initial Testing of Tool
Next Steps

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2

APPROACH: PROCESS

NDOT NE Program	EXAMPLE BROAD CRITERIA	Federal Grants
Current Congestion	Project Readiness	Project Readiness
Future Congestion	Regional Plans, Policies and Strategies	State and Local Planning
Truck Traffic	Centers and Corridors Focus	Environmental Approvals (NEPA) Status
Safety	Access to Opportunity	Right-of-Way and Design Status
Gross Regional Product/Cost	Economic Viability	Benefit-Cost Analysis
Transfer Benefit/Cost	Transportation Choices	Access to Opportunity
Local Input	Public Health & Safety	Access to Personnel/Plenty
Route Continuity	Healthy Environments	National Economic Impact
Previous Investment		

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APPROACH: PROCESS

NDOT NE Program	EXAMPLE BROAD CRITERIA	Federal Grants
Current Congestion	Project Readiness	Project Readiness
Future Congestion	Regional Plans, Policies and Strategies	State and Local Planning
Truck Traffic	Centers and Corridors Focus	Environmental Approvals (NEPA) Status
Safety	Access to Opportunity	Right-of-Way and Design Status
Gross Regional Product/Cost	Economic Viability	Benefit-Cost Analysis
Transfer Benefit/Cost	Transportation Choices	Access to Opportunity
Local Input	Public Health & Safety	Access to Personnel/Plenty
Route Continuity	Healthy Environments	National Economic Impact
Previous Investment		

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Stakeholder Meetings

Virtual Meetings Held

- 9AM, October 26 - Existing Industries
- 11AM, October 26 - EDC / Port Authorities
- 2pm, October 26 - Chambers / School Districts
- 9AM, October 31 - Industry / Community Developers
- 11AM, October 31 - Citizens / Community Leaders
- 9AM, November 2 - Elected Officials / KCATA

41 Participants Total

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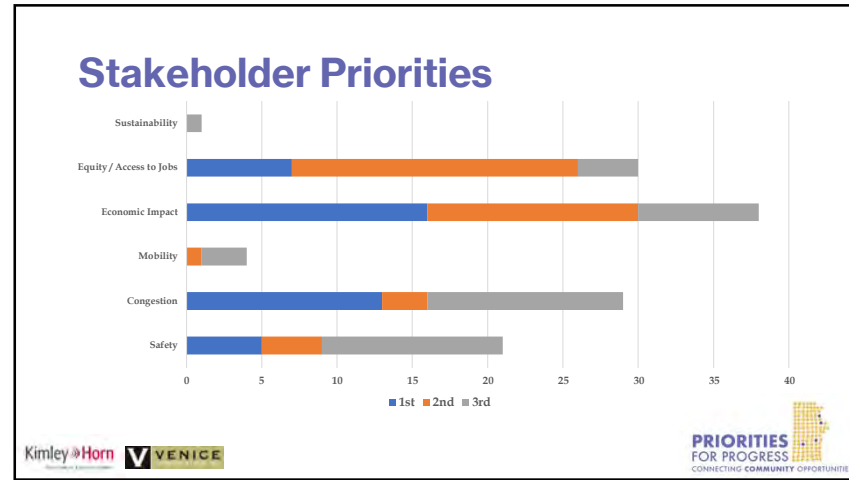
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Stakeholder Themes

- Increase connections between communities
- Importance of K-7
- Support for bicycle accommodations
- Balance Quality of Life w/ Rural Environment
- MoDOT has no current plans for 152 extension, but Parkville may be interested
- Desire for enhanced regional access
 - East to 152 / KCI
 - South to DeSoto (Panasonic)
- Prefer improving local roads to new facilities

Kimley-Horn VENICE

6



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Public Meeting Recap

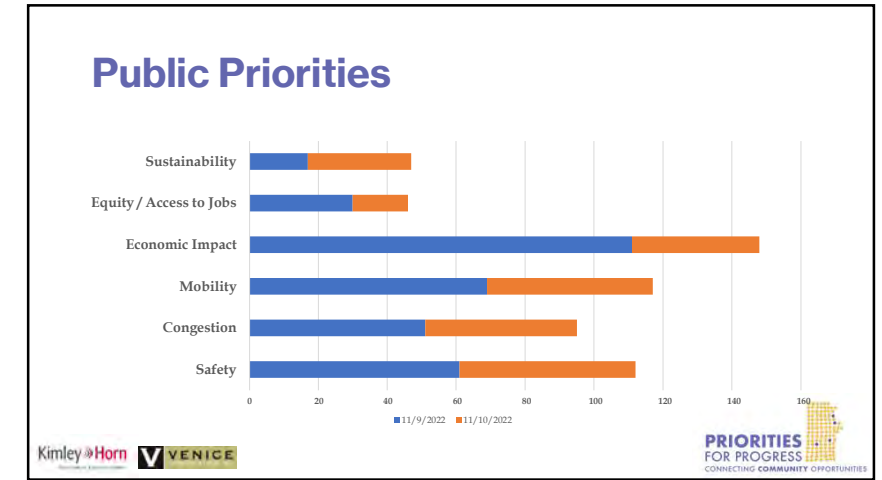
November 9 and 10, 2022

- 73 Attendees

Common Themes:

- Access to Panasonic / DeSoto
- Several spot locations
- Desire for bicycle routes / trails
- Desire for visibility in process
- Little support of Patriot Highway – keep improvements to existing roads

8



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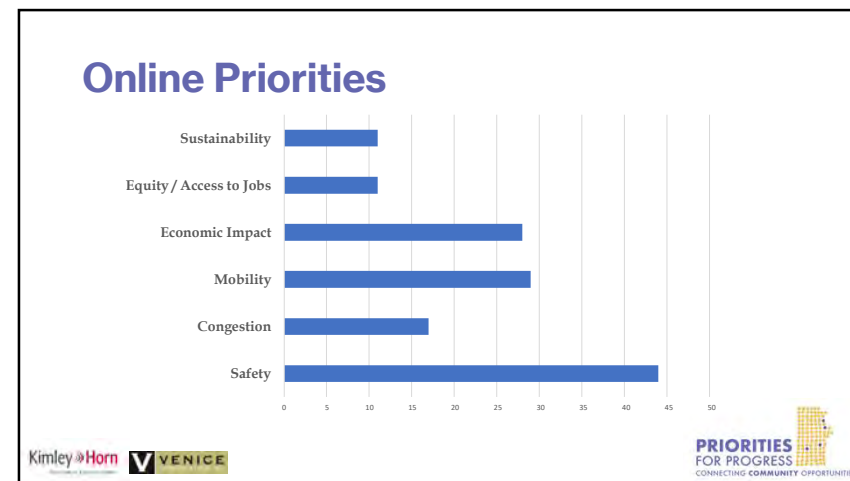
Online Meeting

55 comments provided

Common Themes

- Some support for outer loop of I-435, but largely on existing alignments (not new alignments)
- Spot safety concerns identified
- Little support for expansion projects on west side (East Lawrence By-Pass, new US 24/40 alignment)
- Desire for bicycle accommodations

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Initially Identified Projects

- Based on previous studies
- Shared with public
- Overlapping corridors
- Corridor on new alignments
- Lots of Feedback

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Consolidated Project Map

43 Project Identified

- Projects could be combined (K-7 interchanges); OR
- Projects could be further divided (158th / 20th Street Corridor)

Total Capital Costs Identified

- \$1.474 billion
- Projects range from < \$500,000 to over \$350,000,000



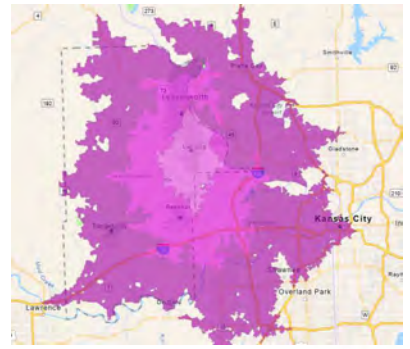
Kimley **Horn** **VENICE** **PRIORITIES FOR PROGRESS** CONNECTING COMMUNITY OPPORTUNITIES

13

Measuring Impact with Travel Sheds

Travel Shed - Area you can reach in a certain amount of time

- 10, 20, and 30 minutes as example
- Used to measure potential access to jobs and potential employees, among others
- New projects open up new opportunities that can be measured
- Lansing Travel Shed provided

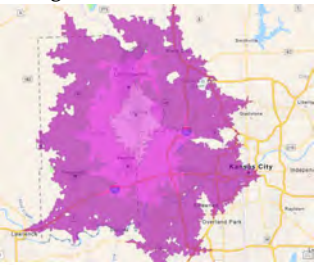


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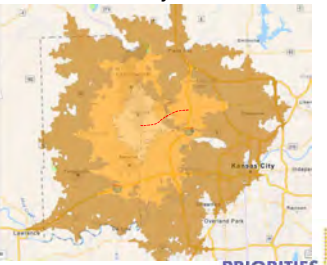
14

Example Impact - Eastern Gateway

Existing Conditions



w/ Eastern Gateway

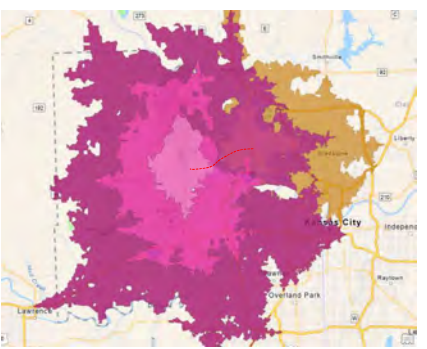


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Documenting Impact

- Population
- Employment
- Key Destinations
 - Education
 - Community Centers
 - Parks
 - Grocery
 - Medical
 - Etc.



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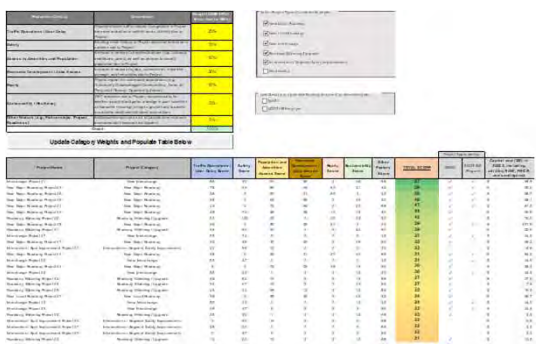
16

Project Evaluation Metrics

Traffic Operations / User Delay	Safety	Access to Amenities and Population	Economic Development / Jobs Access	Equity	Sustainability / Resiliency	Other Factors	Cost
Traffic volume	Crash history (total)	Increase in population in 30-min drive	Increase in jobs in 30-min drive	Increase in jobs in 30-min drive for disadvantaged census areas	Change in VMT due to project	Partnerships (# of jurisdictions crossed)	Capital (including utilities, ROW, PE/CE)
Future congestion	Crash history (fatal / injury)	Increase in key destinations in 30-min drive	Increase in acres of commercial / industrial in County in 15-min drive	Increase in population in 30-min drive for disadvantaged census areas	Project mitigates deteriorating bridge(s)	Projected environmental clearance required (CE / EA / EIS)	Operations and maintenance
Travel delay reduction	Projected crash reduction (total)	Increase in quality-of-life destinations in County in 15-min drive	Increase in # of block groups within 15-min drive of I-70 or I-435	Increase in key destinations in 30-min drive for disadvantaged census areas	Project brings gravel roadway to paved		
	Projected crash reduction (fatal / injury)	Proximity to schools	Acres of agricultural (undeveloped) land within 1/2 mi of new interchanges	Project located in Area of Persistent Poverty, Historically Disadvantaged Community, or Opportunity Zone	Project located on planned bike route or fills a bike/sidewalk system gap		
		Proximity to parks and recreation					

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Review of Draft Evaluation Tool



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Traffic Operations / User Delay

Metric Categories		Traffic Operations / User Delay		
Metric Definition	Future Baseline (without project) V/C ratio from 2026 MIMC Model	Average daily change in vehicle hours of delay	Future Baseline (without project) V/C ratio from 2026 MIMC Model	Average daily change in vehicle hours of delay
Project Name	Traffic Volume Congestion	Future Travel Delay Reduction	Traffic Volume Congestion	Future Travel Delay Reduction
K-7/Leavenworth Interchange	54,213	0.46	-1,930	
K-7/Parallel Interchange	50,286	0.29	-1,170	
K-7/Farmount Interchange	43,497	0.82	-1,560	
K-5 Improvements/Realignment	823	0.83	-762	
Eastern Gateway	3,543		-660	
158th/158th St Street Corridor (US 2440 to K-32) including new interchange at 170	64,401	0.50	-536	
West K-10 Connection (West KS River Crossing)	3,207		-265	
K-7/Wellingsworth Interchange	46,803	0.53	-623	
Leavenworth City Western Bypass	1,355	0.18	-176	
Eastern Gateway (North Connection)	8,967		-148	
Tonganoxie - Eisenhower Corridor	1,415	0.43	-136	
County Road 30 Improvements	832	0.15	-110	
K-7/Donahoe Interchange	48,819	0.36	-180	
158th / 20th Connector (Basehor to Leavenworth)	971	0.21	-70	
Parallel Road Widening	1,131	0.47	-65	

Access to Opportunity / Economic Development / Freight

Metric Categories		Access to Opportunity / Economic Development / Freight									
Metric Definition	Weight (Within Category) Check	25%	25%	25%	25%	25%	25%	25%	25%	25%	25%
Project Name	Access to Population	Access to Jobs	Access to Destinations	Economic Development	Freight Access	Quality of Life	Proximity to Schools	Proximity to Parks and Recreation	Population and Economic Access Score	Economic Development Job Access Score	
K-7/Leavenworth Interchange	-	-	-	-	-	-	-	-	-	-	-
K-7/Parallel Interchange	-	-	-	-	-	-	-	-	-	-	-
K-7/Farmount Interchange	-	-	-	-	-	-	-	-	-	-	-
K-5 Improvements/Realignment	26,811	26,244	183	14	-	0.38	1	0	-	-	-
Eastern Gateway	31,009	11,761	87	0	-	-	1	0	-	-	
158th/158th St Street Corridor (US 2440 to K-32) including new interchange at 170	13,842	8,439	59	21	16	0.35	1	1	-	-	
West K-10 Connection (West KS River Crossing)	6,766	4,027	67	10	9	0.32	0	0	-	-	
K-7/Wellingsworth Interchange	687	171	2	0	-	0.13	1	0	-	-	
Leavenworth City Western Bypass	29,362	12,341	77	13	-	0.88	1	1	-	-	
Eastern Gateway (North Connection)	-	-	-	-	-	-	-	-	-	-	
Tonganoxie - Eisenhower Corridor	-	-	-	-	-	-	-	-	-	-	
County Road 30 Improvements	131	51	0	0	-	0.02	1	0	-	-	
K-7/Donahoe Interchange	-	-	-	-	-	-	-	-	-	-	
158th / 20th Connector (Basehor to Leavenworth)	1,300	1,146	9	6	-	0.22	0	1	-	-	
Parallel Road Widening	-	-	-	-	-	-	-	-	-	-	

Access to Opportunity / Economic Development / Freight

Metric Categories		Access to Opportunity / Economic Development / Freight									
Metric Definition	Weight (Within Category) Check	40%	40%	20%	20%	20%	20%	20%	20%	20%	20%
Project Name	Access to Population	Access to Jobs	Access to Destinations	Economic Development	Freight Access	Quality of Life	Proximity to Schools	Proximity to Parks and Recreation	Population and Economic Access Score	Economic Development Job Access Score	
K-7/Leavenworth Interchange	0	0	0	0	0	0	0	0	-	-	-
K-7/Parallel Interchange	0	0	0	0	0	0	0	0	-	-	-
K-7/Farmount Interchange	0	0	0	0	0	0	0	0	-	-	-
K-5 Improvements/Realignment	100	100	100	80	0	80	100	0	-	-	-
Eastern Gateway	100	90	100	100	0	100	0	0	-	-	-
158th/158th St Street Corridor (US 2440 to K-32) including new interchange at 170	90	90	70	100	100	40	100	100	-	-	-
West K-10 Connection (West KS River Crossing)	80	70	80	100	90	40	0	0	-	-	-
K-7/Wellingsworth Interchange	0	0	0	0	0	0	0	0	-	-	-
Leavenworth City Western Bypass	30	30	30	30	0	20	100	0	-	-	-
Eastern Gateway (North Connection)	90	100	90	70	0	70	100	100	-	-	-
Tonganoxie - Eisenhower Corridor	0	0	0	0	0	0	100	100	-	-	-
County Road 30 Improvements	30	30	30	0	0	0	100	0	-	-	-
K-7/Donahoe Interchange	0	0	0	0	0	0	0	0	-	-	-

Equity

Metric Categories		Equity					
Metric Definition	Binary yes/no for if a project is located in one of the following (1 or 0)	Area of Persistent Poverty	Historically Disadvantaged Community	Opportunity Zone	Population (Equity)	Employment (Equity)	Attractions (Equity)
Project Name							
K-7/Leavenworth Interchange	0	0	0	0	-	-	-
K-7/Parallel Interchange	0	0	0	0	-	-	-
K-7/Farmount Interchange	0	0	0	0	-	-	-
K-5 Improvements/Realignment	0	0	0	0	23,678	9,840	91
Eastern Gateway	0	0	0	0	27,737	9,144	76
158th/158th St Street Corridor (US 2440 to K-32) including new interchange at 170	0	0	0	0	-	-	-
West K-10 Connection (West KS River Crossing)	0	0	0	0	-	-	-
K-7/Wellingsworth Interchange	0	0	0	0	-	-	-
Leavenworth City Western Bypass	1	1	0	0	688	148	2
Eastern Gateway (North Connection)	1	1	0	0	53,579	20,896	140
Tonganoxie - Eisenhower Corridor	1	1	0	0	-	-	-
County Road 30 Improvements	0	0	0	0	-	-	-
K-7/Donahoe Interchange	0	0	0	0	-	-	-
158th / 20th Connector (Basehor to Leavenworth)	0	0	0	0	168	57	1
Parallel Road Widening	0	0	0	0	-	-	-

Equity

Metric Categories		Equity					
Metric Definition	Binary yes/no for if a project is located in one of the following (1 or 0)	Area of Persistent Poverty	Historically Disadvantaged Community	Opportunity Zone	Population (Equity)	Employment (Equity)	Attractions (Equity)
Project Name							
K-7/Leavenworth Interchange	0	0	0	0	0	0	0
K-7/Parallel Interchange	0	0	0	0	0	0	0
K-7/Farmount Interchange	0	0	0	0	0	0	0
K-5 Improvements/Realignment	0	0	0	0	60	60	60
Eastern Gateway	0	0	0	0	90	70	70
158th/158th St Street Corridor (US 2440 to K-32) including new interchange at 170	0	0	0	0	0	0	0
West K-10 Connection (West KS River Crossing)	0	0	0	0	0	0	0
K-7/Wellingsworth Interchange	0	0	0	0	0	0	0
Leavenworth City Western Bypass	0	0	0	0	70	60	30
Eastern Gateway (North Connection)	100	100	0	100	100	100	100
Tonganoxie - Eisenhower Corridor	100	100	0	0	0	0	0
County Road 30 Improvements	0	0	0	0	0	0	0
K-7/Donahoe Interchange	0	0	0	0	0	0	0

Sustainability / Resiliency

Metric Categories		Sustainability / Resiliency					
Metric Definition	Binary 2/1/0 if project includes a planned bike route in County poor/fair/good condition, gravel to paved	Average daily change in VMT	Bridge Condition	State of Good Repair	On Planned Bike Route	System Connectivity	
Project Name							
K-7/Leavenworth Interchange	-	0	0	0	0	0	
K-7/Parallel Interchange	-	0	0	0	1	0	
K-7/Farmount Interchange	-	0	0	0	0	0	
K-5 Improvements/Realignment	-	-3,530	0	0	1	0	
Eastern Gateway	-	68,050	0	0	0	0	
158th/158th St Street Corridor (US 2440 to K-32) including new interchange at 170	-	-37,241	0	0	0	0	
West K-10 Connection (West KS River Crossing)	-	-41,482	0	0	0	0	
K-7/Wellingsworth Interchange	-	0	0	0	1	0	
Leavenworth City Western Bypass	-	-5,510	1	0	0	0	
Eastern Gateway (North Connection)	-	169,597	0	0	0	0	
Tonganoxie - Eisenhower Corridor	-	1	0	0	0	1	
County Road 30 Improvements	-	0	0	1	0	0	
K-7/Donahoe Interchange	-	0	0	0	0	0	
158th / 20th Connector (Basehor to Leavenworth)	-	0	0	0	0	1	
Parallel Road Widening	-	-3,381	0	0	1	1	

Sustainability / Resiliency

Metric Categories	Sustainability / Resiliency					
Metric Definition	Average daily change in VMT	Binary 10 if project mitigates a bridge in fair condition: 80 or brings gravel to paved	Binary 10 if project mitigates a low planned bike water crossing route in County Comp Plan or MARC	Project is located on a planned bike system gap or provides a bikeway facility on non-	Project fills a system gap or provides a bikeway facility on non-	
Weight (Within Category)	40%	15%	15%	15%	15%	100%
Project Name	Change in VMT	Bridge Condition	State of Good Repair	On Planned Bike Route	System Connective	Sustainability Score
K-7 Leavenworth Interchange	0	0	0	0	0	6
K-7 Parallel Interchange	0	0	0	100	0	18
K-7 Farmout Interchange	0	0	0	0	0	6
K-5 Improvements/Realignment	40	0	0	100	0	31
Eastern Gateway	0	0	0	0	0	6
158th/158th St Street Corridor (US 2440 to K-32) including new interchange at I-70	60	0	0	0	0	26
West K-10 Connection (West KS River Crossing)	100	0	0	0	0	46
K-7 Hollingsworth Interchange	0	0	0	100	0	18
Leavenworth City Western Bypass	80	50	0	0	0	48
Eastern Gateway (North Connection)	0	0	0	0	0	6
Tonganoxie - Eisenhower Corridor	0	50	0	0	100	23
County Road 30 Improvements	0	0	0	100	0	18
K-7 Donahoe Interchange	0	0	0	0	0	6

Safety

Metric Categories	Safety				
Metric Definition	Number of crashes/year in project vicinity over past 6 years	Number of fatal or serious injury crashes/year in project vicinity over past 6 years	Expected annual reduction in # of crashes (total)	Expected annual reduction in # of crashes (fatal/injury)	
Project Name	Existing Crash History (Total)	Existing Crash History (Fatal + Injury)	Project Crash Reduction (Total)	Project Crash Reduction (Fatal + Injury)	Safety Score
K-7 Leavenworth Interchange	0.67	0.17	-0.33	-0.08	6
K-7 Parallel Interchange	0.33	0.00	-0.17	0.00	18
K-7 Farmout Interchange	2.00	0.67	-1.00	-0.33	6
K-5 Improvements/Realignment	10.83	2.50	N/A	N/A	29
Eastern Gateway	N/A	N/A	N/A	N/A	6
158th/158th St Street Corridor (US 2440 to K-32) including new interchange at I-70	14.33	4.33	N/A	N/A	39
West K-10 Connection (West KS River Crossing)	N/A	N/A	N/A	N/A	6
K-7 Hollingsworth Interchange	0.33	0.17	-0.17	-0.08	18
Leavenworth City Western Bypass	N/A	N/A	N/A	N/A	48
Eastern Gateway (North Connection)	N/A	N/A	N/A	N/A	6
Tonganoxie - Eisenhower Corridor	99.83	27.00	-7.12	-2.58	23
County Road 30 Improvements	6.50	1.50	0.15	0.03	18
K-7 Donahoe Interchange	0.17	0.00	-0.08	0.00	6
158th / 26th Connector (Baselor to Leavenworth)	8.00	1.83	-0.61	-0.23	23
Parallel Road Widening	8.83	1.00	-3.22	-0.70	18

Safety

Metric Categories	Safety					
Metric Definition	Number of crashes/year in project vicinity over past 6 years	Number of fatal or serious injury crashes/year in project vicinity over past 6 years	Expected annual reduction in # of crashes (total)	Expected annual reduction in # of crashes (fatal/injury)		
Project Name	Existing Crash History (Total)	Existing Crash History (Fatal + Injury)	Project Crash Reduction (Total)	Project Crash Reduction (Fatal + Injury)	Safety Score	
K-7 Leavenworth Interchange	40	40	50	50	47	
K-7 Parallel Interchange	30	0	40	10	15	
K-7 Farmout Interchange	50	60	80	80	24	
K-5 Improvements/Realignment	100	90	0	0	29	
Eastern Gateway	0	0	0	0	6	
158th/158th St Street Corridor (US 2440 to K-32) including new interchange at I-70	100	100	0	0	39	
West K-10 Connection (West KS River Crossing)	0	0	0	0	6	
K-7 Hollingsworth Interchange	30	40	40	50	48	
Leavenworth City Western Bypass	0	0	0	0	48	
Eastern Gateway (North Connection)	0	0	0	0	6	
Tonganoxie - Eisenhower Corridor	100	100	100	100	23	
County Road 30 Improvements	50	60	0	0	18	
K-7 Donahoe Interchange	0	0	30	10	12	

Other Categories

Metric Categories	Other	Project Readiness	PROJECT COSTS	
Metric Definition	Number of jurisdictions crossed by each project (city, county, state)	Projected Environmental Clearance Required (city, county, state)	Capital Cost (2023 \$)	OMB Cost (2023 \$)
Project Name	Partnerships	Projected Environmental Clearance	Capital Cost (2023 \$)	OMB Cost (2023 \$)
K-7 Leavenworth Interchange	2	EA	\$ 44,450,000	\$ -
K-7 Parallel Interchange	2	EA	\$ 44,450,000	\$ -
K-7 Farmout Interchange	2	EA	\$ 44,450,000	\$ -
K-5 Improvements/Realignment	4	EA	\$ 50,438,000	\$ 128,554
Eastern Gateway	4	ES	\$ 207,893,488	\$ 277,605
158th/158th St Street Corridor (US 2440 to K-32) including new interchange at I-70	3	EA	\$ 68,913,000	\$ 93,028
West K-10 Connection (West KS River Crossing)	3	EA	\$ 68,084,700	\$ 145,291
K-7 Hollingsworth Interchange	3	EA	\$ 44,450,000	\$ -
Leavenworth City Western Bypass	2	CE	\$ 54,188,078	\$ 148,110
Eastern Gateway (North Connection)	4	EA	\$ 58,777,500	\$ 128,000
Tonganoxie - Eisenhower Corridor	4	CE	\$ 73,966,388	\$ -
County Road 30 Improvements	2	CE	\$ 11,185,000	\$ 64,581
K-7 Donahoe Interchange	4	EA	\$ 44,450,000	\$ -
158th / 26th Connector (Baselor to Leavenworth)	3	EA	\$ 60,884,375	\$ 167,560
Parallel Road Widening	4	CE	\$ 32,861,280	\$ 75,085

Project Name	Project Category	Traffic Operations (User Delay Score)	Safety Score	Population and Access Score	Environment (Air Quality Score)	Equity Score	Other Factors Score	TOTAL SCORE	SPARC	ICD/IG Program	Expected New OMB Cost (2023 \$) including SAFETEA, ROW, PEICE, and other categories
Interchange Project #1	New Interchange	58	50	61	50	0	58	55	✓	✓	\$ 62.9
New Major Roadway in Project #1	New Major Roadway	78	28	68	64	62	31	63	✓	✓	\$ 64.8
New Major Roadway in Project #1	New Major Roadway	58	50	62	62	0	40	52	✓	✓	\$ 68.1
New Major Roadway in Project #1	New Major Roadway	45	0	52	65	0	20	40	✓	✓	\$ 71.3
New Major Roadway in Project #1	New Major Roadway	48	74	68	59	12	19	52	✓	✓	\$ 80.9
New Major Roadway in Project #1	New Major Roadway	30	0	58	61	50	0	37	✓	✓	\$ 82.7
Roadway Widening/Upgrade	Roadway Widening/Upgrade	60	100	60	0	200	33	90	✓	✓	\$ 142.8
Roadway Widening/Upgrade	Roadway Widening/Upgrade	55	52	32	0	0	54	36	✓	✓	\$ 125.3
New Major Roadway in Project #1	New Major Roadway	35	50	0	0	0	28	30	✓	✓	\$ 162.8
Interchange/ Road Improvement/Project	Interchange/ Road Improvement/Project	48	68	0	0	0	0	51	✓	✓	\$ 181.8
Interchange Project #1	New Interchange	38	74	0	0	0	0	44	✓	✓	\$ 182.8
New Major Roadway in Project #1	New Major Roadway	65	0	66	28	0	0	23	✓	✓	\$ 201.8
New Major Roadway in Project #1	New Major Roadway	35	0	74	33	18	0	31	✓	✓	\$ 203.3
Roadway Widening/Upgrade	Roadway Widening/Upgrade	22	62	61	0	0	18	38	✓	✓	\$ 218.8

Project Name	Project Category	Traffic Operations (User Delay Score)	Safety Score	Population and Access Score	Environment (Air Quality Score)	Equity Score	Other Factors Score	TOTAL SCORE	SPARC	ICD/IG Program	Expected New OMB Cost (2023 \$) including SAFETEA, ROW, PEICE, and other categories
Interchange Project #1	New Interchange	58	50	61	50	0	58	55	✓	✓	\$ 62.9
New Major Roadway in Project #1	New Major Roadway	78	28	68	64	62	31	63	✓	✓	\$ 64.8
New Major Roadway in Project #1	New Major Roadway	58	50	62	62	0	40	52	✓	✓	\$ 68.1
New Major Roadway in Project #1	New Major Roadway	45	0	52	65	0	20	40	✓	✓	\$ 71.3
New Major Roadway in Project #1	New Major Roadway	48	74	68	59	12	19	52	✓	✓	\$ 80.9
New Major Roadway in Project #1	New Major Roadway	30	0	58	61	50	0	37	✓	✓	\$ 82.7
Roadway Widening/Upgrade	Roadway Widening/Upgrade	60	100	60	0	200	33	90	✓	✓	\$ 142.8
Roadway Widening/Upgrade	Roadway Widening/Upgrade	55	52	32	0	0	54	36	✓	✓	\$ 125.3
New Major Roadway in Project #1	New Major Roadway	35	50	0	0	0	28	30	✓	✓	\$ 162.8
Interchange/ Road Improvement/Project	Interchange/ Road Improvement/Project	48	68	0	0	0	0	51	✓	✓	\$ 181.8
Interchange Project #1	New Interchange	38	74	0	0	0	0	44	✓	✓	\$ 182.8
New Major Roadway in Project #1	New Major Roadway	65	0	66	28	0	0	23	✓	✓	\$ 201.8
New Major Roadway in Project #1	New Major Roadway	35	0	74	33	18	0	31	✓	✓	\$ 203.3
Roadway Widening/Upgrade	Roadway Widening/Upgrade	22	62	61	0	0	18	38	✓	✓	\$ 218.8

What have we heard so far?

- Desire to look at both combined projects (interchanges on K-7) and projects that can be divided (158th / 20th Street)
- Evaluate cost effectiveness
 - Account for projects that provide larger impact based on capital costs
- Additional information on resiliency
 - Paving gravel roads, eliminating low-water crossings
- Expanded economic impact
 - Account for additional economic impact at interchanges
- Expand freight access to include both I-70 and I-435

Testing Based on Priority Input

Initial tests of model based on prior input

- Stakeholder Input
- Public Input
- Aggregate between Stakeholders and Public

Findings

- While different priorities resulted in slight changes, projects tended to be grouped together and the same projects remained near the top regardless of weighting.

Test Scenario – Public Priorities

Project Name	Project Category	Traffic Operations / User Delay Score	Population and Accessibility / Access Score	Economic Development / Jobs Access Score	Equity Score	Sustainability Score	Other Factors Score	TOTAL SCORE
158th Street to Street Corner (SR 2440 to K-32) including new interchange at 170	New Interchange	81	96	0	36	88		84
K-5 Improvements/Redesign	New Major Roadway	65	64	62	31	53		87
Eastern Gateway (North Connection)	New Major Roadway	16	0	60	61	90	0	87
West K-10 Connection (West KS River Crossing)	New Major Roadway	58	0	62	85	0	40	50
West Tonganoxie Bypass (SR 24-40 to K-32)	New Major Roadway	0	72	85	0	20	88	43
158th Street Connector (Bleedway to Leawardsville)	New Major Roadway	48	74	48	35	12	15	50
Tonganoxie - Shawnee Connector	Roadway Widening / Upgrade	60	100	20	0	20	23	90
Phelan Road Widening	Roadway Widening / Upgrade	55	92	20	0	0	54	90
Eastern Gateway	New Major Roadway	65	0	60	36	61	0	37
K-7 Farmout Interchange	New Interchange	98	74	0	0	0	48	37
158th Street - K-21 to K-32 Road (Kansas River Crossing)	New Major Roadway	33	59	37	30	0	28	50
Farmout Road Safety Improvements - Tonganoxie Road to K-7US-73	Intersection or Segment Safety Improvements	40	98	10	0	0	0	90
Tonganoxie City Western Bypass	New Interchange	56	0	33	21	37		40
K-7 Leawardsville Interchange	New Interchange	95	47	0	0	0	0	48
K-7 Highway with Interchange	New Interchange	88	45	0	0	15	50	39
20th Street Extension / Midtown Road Extension	New Major Roadway	5	0	74	63	28	15	28
14th St (Duffin Road) Reconstruction (4-H Road to 5th Street)	Roadway Widening / Upgrade	35	67	10	0	0	23	88
K-7 Phelan Interchange	New Interchange	23	82	10	0	0	15	88

Test Scenario – Stakeholder Priorities

Project Name	Project Category	Traffic Operations / User Delay Score	Population and Accessibility / Access Score	Economic Development / Jobs Access Score	Equity Score	Sustainability Score	Other Factors Score	TOTAL SCORE
K-5 Improvements/Redesign	New Major Roadway	65	64	62	31	53		62
Eastern Gateway (North Connection)	New Major Roadway	60	61	60	0	50		60
158th Street to Street Corner (SR 2440 to K-32) including new interchange at 170	New Interchange	81	96	0	36	88		84
Eastern Gateway	New Major Roadway	16	0	60	30	11	0	23
West K-10 Connection (West KS River Crossing)	New Major Roadway	58	0	62	85	0	40	50
West Tonganoxie Bypass (SR 24-40 to K-32)	New Major Roadway	0	72	85	0	20	88	40
158th Street Connector (Bleedway to Leawardsville)	New Major Roadway	48	74	48	35	12	15	50
Tonganoxie - Shawnee Connector	Roadway Widening / Upgrade	60	100	20	0	20	23	90
K-7 Farmout Interchange	New Interchange	98	74	0	0	0	48	35
Leawardsville City Western Bypass	New Major Roadway	56	0	33	21	37	40	31
K-7 Leawardsville Interchange	New Interchange	95	47	0	0	0	0	48
K-7 Highway with Interchange	New Interchange	88	45	0	0	15	50	29
Phelan Road Widening	Roadway Widening / Upgrade	55	92	20	0	0	54	90
20th Street Extension / Midtown Road Extension	New Major Roadway	5	0	74	63	28	15	28
158th Street - K-21 to K-32 Road (Kansas River Crossing)	New Major Roadway	33	59	37	30	0	28	50
Farmout Road Safety Improvements - Tonganoxie Road to K-7US-73	Intersection or Segment Safety Improvements	40	98	10	0	0	0	90
Tonganoxie City Western Bypass	New Major Roadway	56	0	33	21	37	40	31
K-7 Leawardsville Interchange	New Interchange	95	47	0	0	0	0	48
K-7 Highway with Interchange	New Interchange	88	45	0	0	15	50	29
20th Street Extension / Midtown Road Extension	New Major Roadway	5	0	74	63	28	15	28
K-7 Phelan Interchange	New Interchange	23	82	10	0	0	15	88

Test Scenario – Combined Stakeholder and Public Priorities

Project Name	Project Category	Traffic Operations / User Delay Score	Population and Accessibility / Access Score	Economic Development / Jobs Access Score	Equity Score	Sustainability Score	Other Factors Score	TOTAL SCORE
158th Street to Street Corner (SR 2440 to K-32) including new interchange at 170	New Interchange	81	96	0	36	88		83
K-5 Improvements/Redesign	New Major Roadway	65	64	62	31	53		68
Eastern Gateway (North Connection)	New Major Roadway	16	0	60	61	90	0	58
West K-10 Connection (West KS River Crossing)	New Major Roadway	58	0	62	85	0	40	50
West Tonganoxie Bypass (SR 24-40 to K-32)	New Major Roadway	0	72	85	0	20	88	45
158th Street Connector (Bleedway to Leawardsville)	New Major Roadway	48	74	48	35	12	15	50
Tonganoxie - Shawnee Connector	Roadway Widening / Upgrade	60	100	20	0	20	23	90
Phelan Road Widening	Roadway Widening / Upgrade	55	92	20	0	0	54	90
Eastern Gateway	New Major Roadway	65	0	60	36	61	0	37
K-7 Farmout Interchange	New Interchange	98	74	0	0	0	48	37
158th Street - K-21 to K-32 Road (Kansas River Crossing)	New Major Roadway	33	59	37	30	0	28	50
Farmout Road Safety Improvements - Tonganoxie Road to K-7US-73	Intersection or Segment Safety Improvements	40	98	10	0	0	0	90
Tonganoxie City Western Bypass	New Major Roadway	56	0	33	21	37	40	31
K-7 Leawardsville Interchange	New Interchange	95	47	0	0	0	0	48
K-7 Highway with Interchange	New Interchange	88	45	0	0	15	50	29
20th Street Extension / Midtown Road Extension	New Major Roadway	5	0	74	63	28	15	28
158th St Widening / Improvements in Bleedway	Roadway Widening / Upgrade	23	82	10	0	0	15	87

Next Steps

- Complete stakeholder engagement and elected officials' briefing in early April
- Conduct an online, interactive public meeting in mid to late April
- Draft report in May
- Additional Elected Officials' Briefings in late May / June
- Finalize project in late June