Constrained Connected KC 2050 Projects

System Rehabilitation/Preservation/Replacement

Project ID	Project Title	Sponsor	Location	Score	Year of Expenditure Dollars (millions $) 2020-2029	2030-2039	2040-2050	Project Description	Primary Mode	When Added
1280	Kansas Avenue Improvements	Bonner Springs	Between 134th Street and 142nd Street	19	0	0	8.22	Project includes widening of Kansas Avenue to accommodate pedestrian and vehicle traffic. Improvements include curb and gutter, sidewalks, storm sewers, street lighting, and replacement signing.	Highway/ Roadway	2025
1277	South 134th Street Improvements	Bonner Springs	Metropolitan to Kansas Avenu	18	0	0	11.11	Improvements include curb and gutter, sidewalks, storm sewer, pavement markings, street lighting, and replacement signage. Project will significantly enhance pedestrian and driver safety.	Highway/ Roadway	2025
1281	Metropolitan Avenue Improvement	Bonner Springs	Between Nettleton Avenue and Western City Limits	14	0	0	13.11	Widening of Metropolitan Avenue. Improvements include curb and gutter, sidewalks, grading improvements, storm sewer, pavement markings, street lighting, and replacement signing.	Highway/ Roadway	2025
1706	Bridge Replacement Old 210	Clay County	Old 210 Highway at Raines Rd	38	1.4	0	0	The intent of the project is to provide an efficient, safe connection to nearby state routes for local residents, delivery vehicles, school busses, quarry traffic, large farm equipment, and organic recycling center deliveries.	Bridge	2025
1513	83rd Street Railroad Bridge Replacement	De Soto	83rd Street - Bridge over US Government Railroad	34	0	0	10.68	Replace the functionally obsolete and low load rating bridge over BNSF & US Army Railroad at the only grade separation for the north half of town. Would provide the only ADA accessible sidewalk across the RR and greatly improve walkability and safe pedestrian/bicycle path to the middle and high schools. The bridge is corroding, losing concrete, and the substandard barrier is failing; if not replaced, will require significant repairs and possible loss of east-west access for emergency vehicles. Long range planning for De Soto includes a possible rail connection to future development at the old Sunflower Ammunition Plant. This bridge provides 18.5' vertical clearance, compared to current 23.5' standards. Providing 23.5' clearance opens up the possibility of future passenger rail development through town. A new bridge provides pedestrian and ADA connection to the residential area west of 83rd St., continued safe passage of emergency vehicles, and pedestrian access to schools.	Bridge	2025

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Updated on 3/13/2025

System Rehabilitation/Preservation/Replacement

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1445	NE 72nd Street Complete Street Improvements	Gladstone	NE/NW 72nd Street - N. Broadway to Missouri Route 1	127	0	8.17	0	Project will include a new sidewalk on south side, ADA sidewalk improvements on the north side, intersection and traffic signal upgrades at N. Woodland, N. Troost, N. Oak Trafficway, and N. Broadway, and new asphalt pavement. City will evaluate the potential of a road diet to further accommodate bike lanes and reduce costs at intersections.	Active Transportation	2025
1467	N. Oak Trafficway Complete Street Improvements	Gladstone	N. Oak Trafficway - NE Englewood Road to NE 77th Street (north City limits)	123	0	26.16	0	Project will include new sidewalks, bike facilities, traffic signal upgrades, and new asphalt pavement to serve all users. City will evaluate the potential of a road diet to further accommodate bike lanes and reduce costs at intersections. Improves access to transit facilities.	Highway/ Roadway	2025
1452	N. Broadway Complete Street Improvement Project	Gladstone	N. Broadway from NW Englewood Road to NW 72nd Street	115	0	16.35	0	Primary users will motorists, pedestrians, bikes, transit users, and limited freight. Typical cross section will consist of 5 foot sidewalks on each side of the roadway and striped on-street bike lanes in each direction.	Highway/ Roadway	2025
1448	N. Antioch Road Complete Street Improvements	Gladstone	N. Antioch Road from NE 68th Terrace to NE 72nd Street	75	1.87	0	0	The project will add bike lanes and sidewalks where none exist. Completes a missing link in the bike/ped network.	Highway/ Roadway	2025
58	Buckner Tarsney Road (Route BB) Woodbury Drive to Duncan Road	Grain Valley	Route BB & Duncan Road	65	15.46	0	0	Primary users will be motorist from developments in and around the north part of Grain Valley gaining access to the large commercial center at I-70, Grain Valley facilities south of I-70, Downtown Grain Valley and I-70. Motorist using this route travel from as far north as Buckner and west from Blue Springs via Duncan Road, Pink Hill Road and Truman Road. Project will include sidewalks along the west side of the corridor to connect to the sidewalks south of the project, a shared pathway along the east side of the road way to connect to existing and proposed trails to the north and south of the project. Project will also include intersection improvements and traffic signal installation.	Highway/ Roadway	2025
1043	East 140th Street Extension Project	Grandview	East 140th Street/CPKC Railroad	88	0	29.44	0	The intent of the project is to improve capacity for all modes of transportation by building a new roadway. The existing roadway is a two lane winding old county roadway with no shoulders and steep drop offs. The primary users of this project are motorists, pedestrians, bicyclists, and freight carriers.	Highway/ Roadway	2025

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1193	MO - Highway 2 (South Street) Culvert over Muddy Creek Trib.	Harrisonville	Missouri Route 2 1,450 feet east of the intersection with Independence Street	60	0	2.33	0	This project will replace a 1930s era single span bridge/culvert with no base. Due to its inadequate capacity it has resulted in flooding of numerous homes and because of its narrow width has resulted in fatal vehicular accidents. The primary users will be vehicular and pedestrian traffic. Automobiles use this arterial route for commutes to work and shop as this is 1 of only 2 east-west routes through the city. It also serves as a major route to schools with the athletic fields and middle school located immediately north of the site. A large number of school children cross Route 2 at this location and the road is too narrow so a separate span bridge is adjacent to the culvert. The culvert under the road is too small and results in frequent flooding of homes upstream, inundation of the road, and flooding of the pedestrian bridge.	Highway/ Roadway	2025
1247	Jefferson Parkway Phase 1	Harrisonville	Jefferson Parkway - Locust Street and Waters Road	54	0	5.37	0	In 2016 the City installed new sidewalks form Locust Street to the City Community Center to keep children from walking in the street when going to the parks. Currently The road is a chip-seal 2-lane road classified as a major collector. This proposed project will install 3 lane roadway with a dedicated center turn lane, curbs and gutter, storm drainage, and utilize the new sidewalk.	Highway/ Roadway	2025
1315	MO - Highway 7 at Interstate 49, Plaza Drive & Westchester	Harrisonville	MO Highway 7 intersections with I-49, Plaza Drive, and Westchester Drive to railroad crossing.	50	0	1.79	0	This project will address traffic congestion that is worsening as the Highway 7 corridor develops. Motorists, freight, and pedestrians will all benefit with safer intersections and wider pavement sections. The extension of sidewalks will allow residents to access this developing commercial area.	Highway/ Roadway	2025
1228	MO - Highway 2 (South Street) at Independence Intersection Improvements	Harrisonville	Missouri Route 2 and South Independence Street Intersection	36	0	2.33	0	As shown on the attached drawing, this project will increase the turning radius and provide dedicated turn lanes to facilitate the flow of large truck vehicles. This site is located on MoDOT Highway Route 2 and City of Harrisonvilles Independence Street. Large trucks moving freight to other destinations situates these vehicles in with local commuters including school bus traffic. Inadequate widths have caused interactions between the trucks and cars resulting in a high accident rate.	Highway/ Roadway	2025
1241	Houston Lake Bridge	Houston Lake	Houston Lake Dr and NW Edgewater Trail	34	0	0	0.67	The project would replace our dilapidated wooden bridge and bringing it up to current standards, allowing the bridge to once again be used by motorists, pedestrians, bicyclists, and emergency vehicles.	Bridge	2025

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1163	Truman Connect	Independence	24 Hwy, Bess Truman Pkwy, Winner Rd, Sterling Ave, 40 Hwy; from 40 Hwy & Blue Ridge Cutoff to 24 Hwy & 291.	162	11	0	0	The project will create a multi-modal spine along major streets in western Independence connecting transportation users of all types along 8 miles ofroadway. The project will create a continuous, ADA-compliant route in the oldest and densest parts of Independence as well as some of the neighborhoods with the greatest needs for non-motorist transportation options. The construction of ADA-compliant sidewalks, bike facilities (bike lanes, cycle tracks, etc), lighting enhancements, signal upgrades, ramp improvements, transit stop enhancements will be done using an Aging Lens that supports usage by all users regardless of financial or physical ability. The project will also convert the existing 4-lane Sterling Avenue to a 3-lane section with dedicated, separated bike facilities and upgrade the sidewalks along the corridor. The project will complete connections such as the Rock Creek Trail and Three Trails Retracement, and will establish a continuous connection from 291 & 24 Hwy to the future Rock Island terminus at the Truman Sports Complex.	Active Transportation	2025
1261	Noland Road Complete Streets	Independence	24 Hwy, College St, Truman Rd, Walnut, E. 23rd Street,E. Gudgell Ave., E. 35th Street, 39th Street, Lynn Court, Interstate 70 Hwy, 44th Street, 40 Hwy	140	70	0	0	In an effort to promote Economic Vitality, increase vibrancy and promote quality development, this project would provide new ADA compliant sidewalks and ramps, push button pedestrian signals, dedicated bike lanes and transit stops improvements. The intent is to provide a multi-modal transportation network that encourages multi-modal use (motor vehicle, pedestrian, transit, bicyclists), provides connections to current bus transit routes and allows for the safe and efficient movement of people. The project will convert existing, dual continuous left-turn lanes to a single two-way left turn lane and utilize the remaining right-of-way to implement dedicated bike facilities along the length of the corridor.	Active Transportation	2025

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1055	Winner Road Improvements	Independence	The Winner Road Improvement project would be a three lane minor arterial with bike lanes and sidewalks on both sides. It would start at Winner/M-24 Highway then head south through Truman Road/M-12 Highway, then head south and east through the Englewood Art/Business District to Sterling Ave.	134	0	12.62	0	Winner Rd would be primarily a motorist/transit route but with a high school that needs modifications for pedestrian, bicycle and bus use. Safety and better functionality would be the ultimate goals. The “Winner Road, 24 Hwy to Sterling” project supports various policy goals outlined in the “Transportation Outlook 2040”. This project emphasizes a Complete Street design to improve both vehicular and non-motorized mobility for all area residents. Building a Complete Street will improve walkability by replacing a beaten path where no sidewalks exist between 24 Hwy and Van Horn High School. It will connect the Brookside, Fairmount, Mount Washington, Van Horn High School, Maywood, and Englewood Art/Business areas with a safer three lane minor arterial with sidewalks and bike lanes on both sides. It will complete a sidewalk loop trail from Sterling Avenue along Winner Road to 24 Hwy then east to Sterling Avenue then south back to Winner Road. This complete street project will better connect residents to the Transit stops at 24 Hwy and Truman Rd (M-12)with additional stops along Winner Rd. to Sterling Ave. This project supports place making goals and supports Creating Quality Places by creating linkage to the 12th Street/Truman Road Corridor, a proposed MetroGreen Greenway and promoting pedestrian/bicycle friendly access and incorporating natural elements to the design. It supports public health through improved air quality, walk-ability, greenscaping and the use of non motorized modes of transportation. It also accesses public transit hubs. In places, people are walking in or next to the street at grade with no sidewalk or curb. The improved sidewalks and bike lanes will provide separation between the motor vehicles and bikes and pedestrians. This project will place crosswalks and new pedestrian signals at signalized intersections. Safety will be significantly improved for all users and it will optimize traffic flow for the traveling public and freight.	Active Transportation	2025

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1197	23rd Street (M-78) Complete Streets	Independence	23rd Street (M-78)Intersections: Lees Summit Road, Hub Drive, Missouri 291, R.D. Mize Road/James Downey Road, Swope Drive, Speck Road, Holke Road, Truman Road.	132	0	0	47.65	This project will construct new traffic lanes, sidewalks and ramps, pedestrian signal upgrades, bridge, and complete street improvements of 23rd Street (M-78) between Lee's Summit Road and Truman Road. The project will improve pedestrian facilities to serve the Independence Middle School complex and other activity centers. The goal is to better serve all transportation modes, provide more interconnectivity between multimodal options, and improve freight movement along the principal arterial. Currently, the corridor is mainly 4-lanes; bicyclists have marked facilities west of 291 Highway, while pedestrians have an incomplete sidewalk. No bike facilities are available east of 291 with very few sidewalks available. The system doesn't adequately accommodate mobility aid users. Transit stops exist only for the west mile, leaving activity centers at Speck and Truman Road disconnected. This project will improve freight movement; create interconnectivity for all transportation modes. Users of 23rd Street include: freight movement for businesses and schools along the roadway, pedestrians and riders interconnecting with the schools, transit riders bound for activity centers or traveling to work from the environmental justice tracts.	Highway/ Roadway	2025

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1056	Holke Road Improvements	Independence	The Holke Road Project would be a three lane design with curbs and bike lanes and sidewalks on both sides. It would start at M-78 Hwy and Swope Drive then south to Holke Road then east past several subdivisions and two athletic complexes to Jackson Drive. The intersections are Swope, Viking, Speck, Seminole, Arrowhead, Powahatan, Ringo, and Jackson Drive. This would better connect the Subdivisions south of Holke Rd. and the property north of Holke Rd. to existing bus stops on M-78 Hwy and to schools on Speck and east of Jackson Dr. There are also four churches, and three athletic complexes along and just north of Holke Rd.	119	0	12.62	0	This section of Holke Road is an east west Major Collector by classification but currently is a rural road that acts as a connector for several subdivisions to the south and many rural homes between Holke Road and M-78 Hwy and connects them to M-78 Hwy for east west travel and Jackson Drive for north south travel to commercial districts and schools and churches and athletic complexes and other Major Arterials. As a Complete Street project people could walk and bike to some of these locations as Jackson Drive has a sidewalk and a bike trail which also connects to medical facilities a hospital, restaurants, shopping centers and to the Little Blue Parkway and the Little Blue Trace Trail at several cross streets.	Active Transportation	2025

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1060	Jackson Drive Improvements	Independence	The project constructs Jackson Drive between 78 Highway and Bundschu Road. There would be intersection improvements at 78 Highway, Truman Road, Salisbury Road, and Bundschu Road.	97	27.98	0	0	The primary user of the street will be motorists. Jackson Drive is an arterial street that carries north-south traffic through eastern Independence. A sidewalk will be build along Jackson Drive for use by pedestrians. A shared bike/ped trail will be built along the other side of Jackson Drive for use by bicyclists. Transit service is provided along Jackson Drive, south of 78 Highway, which is the limit of prior Jackson Drive improvements. It is expected that transit service will be extended on a new Jackson Drive as it is completed.	Highway/ Roadway	2025
1059	M-7 Highway Improvements	Independence	The project will include intersection improvements at Pink Hill Road, Strode Road, Highway FF, Truman Road, 78 Highway, and Bundschu Road. There would be interchange improvements at 24 Highway.	93	0	63.09	0	The project will reconstruct 7 Highway between Pink Hill Road and 24 Highway. The existing two lane highway will be widened for four traffic lanes. This will increase the system capacity. The four lane highway will be a safe and direct way to travel for motorists and freight. The Lake City Ammunition Plant is designated as a freight destination and as an activity center. Bicycle facilities will be built on the highway to provide a safe travel route for bicyclists. There will be sidewalks constructed for pedestrians to use.	Highway/ Roadway	2025
1162	Kentucky Road Improvements	Independence	Kentucky Road from River Blvd to U.S. 24 Highway, Intersections at: River, Liberty, Courtney Road, Dickinson, 291, Jennings, Whitney, and 24 Hwy.	87	0	35.05	0	This project will widen Kentucky Road from a 2-lane section suitable primarily for motor vehicles to a 3-lane section that accommodates bicycles and pedestrians and enhances access to transit facilities. The project includes the replacement of the Kentucky Road Bridge over Mill Creek and improves the intersection of Kentucky & 24 Hwy.	Highway/ Roadway	2025
1455	Kansas River Bridge at De Soto, KS	Johnson County	From the intersection of Wyandotte and 82nd Streets in De Soto, north across the BNSF Railway and the Kansas River to touchdown on Leavenworth County Route 2 (166th St.)	65	0	22.89	0	The purpose of the project is to replace an aging structure that provides one of the few crossings of the Kansas River in the western portion of the metropolitan area; a link that will be vital as development in the western metropolitan region continues. The primary users will be motorists. Pedestrian and bicyclists will also benefit with the addition of cross-sectional elements that are conducive to active transportation modes. Although this is not a freight route, the elimination of the load posting would benefit the movement of local freight.	Bridge	2025

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1456	Rainbow Boulevard Complete Streets Project	Kansas City, KS	Rainbow Boulevard from Shawnee Mission Parkway to I-35 interchange.	134	10	0	0	This project is intended to create a multi-modal environment where motorists, pedestrians, transit users, and people on bikes can use the transportation system safely and effectively. With the growth in the area, driven by the University of Kansas Hospital and Medical Center, the Unified Government is pursing land use and transportation strategies that will create a mode shift from single occupancy vehicles to walking, biking, and transit. This includes increasing the housing supply through land use and zoning strategies and providing transportation facilities that enable people to walk, bike and use transit. This shift is necessary to ensure the continued functionality of the transportation system. The current growth trends cannot be accommodated with the current mode split without significant roadway capacity increases that would create an unsustainable maintenance burden and are contrary to the adopted vision and goals of the community.The project provides a pedestrian and bicycle connection between the proposed bike lanes on 47th Street, the 39th Street corridor, and the existing bike lanes on Southwest Boulevard. This fills a critical gap in the bicycle connectivity network between Johnson County, Wyandotte County, and Kansas City, Missouri while serving a major destination and employment center, the University of Kansas Hospital and Medical Center.	Active Transportation	2025
1695	Turner Diagonal Improvements	Kansas City, KS	Building off the successful Turner Diagonal reconstruction project, this proposed project will extend further south and east along K-32 to I-635 and the Kansas River (bike/ped facilities end at 26th Street).	86	40	0	0	The project is intended to improve multi-modal access along this important freight corridor improving traffic flows for current vehicle and freight access, but also providing connectivity to bike/ped while tying into and expanding the existing sidewalk and trail system.	Highway/ Roadway	2025
1694	Leavenworth Road Resurfacing and Multi-Modal Safety Enhancements	Kansas City, KS	Leavenworth Road from County Line to I-435.	81	40	0	0	The project is intended to provide context sensitive multi-modal accessibility from 99th Street to County Line along Leavenworth Road. This will improve access to jobs, housing and school in the immediate area and continue an existing bike/ped connectivity enhancement project(s) along Leavenworth Road.	Highway/ Roadway	2025

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1556	US 169/I-70 Planning and Environmental Linkages Study Implementation	Kansas City, MO	I-35, I-70, I-670, Missouri Route 9 within the CBD freeway loop	165	291.51	0	0	This project implements reasonable strategies as determined of the US 169/I-70 Beyond the Loop Planning and Environmental Linkages (PEL) Study including rebuilding I-70, operational improvement on I-670, and mitigating environmental issues created by the urban expressways with capping portions of the freeway loop. The PEL report and associated appendixes are available at http://www.beyondtheloopkc.com/. The depressed and cut and cover freeways separated numerous neighborhoods and have hindered the economic vitality of the original part of the Kansas City region. The intent of this project is to rebuild infrastructure that was built in the 1950's in compliance with the PEL study and where possible restore the historic street grid network between the River Market, Columbus Park, Crossroads, East Paseo, Central Business District (CBD). The project will also include a cycle tracks and pedestrian connections as outlined in the BikeKC plan. The project will assist in freight movement by improving the I-670 portion of the loop which includes one of the nation's top 100 freight bottlenecks with the I-670/US 71 interchange.	Highway/ Roadway	2025
1470	Line Creek Parkway (formerly Waukomis Drive) Complete Streets Project Segment 1	Kansas City, MO	Waukomis Drive from NW 62nd Street and terminate at NW 68th Street	151	20.99	0	0	Complete street reconstruction of the existing Waukomis Drive Road from NW 62nd Street to NW 68th Street to a modern complete street parkway which will become Line Creek Parkway. The existing road was built in 1942 by MoDOT and subsequently the section north of I-29 was transferred to KCMO. Project will provide a sidewalk on one side of the street, a ten foot multi-purpose path on the other, a two lane grass median divided parkway with turn lanes as necessary and on-street bike facilities. The project will connect the residents of the Line Creek Valley to Line Creek and Hopewell Elementary Schools and allow a safe route to school and will also connect to the Line Creek Trail, Line Creek Community Center, Line Creek Park, and the Englewood Boulevard complete street reconstruction currently underway. Project will include proper street lighting necessary for an urban area, safe transit stops for ATA users, and storm water mitigation. It may be a joint with Platte County taking as previous phases of Waukomis Drive/Line Creek Parkway upgrades have occurred.	Highway/ Roadway	2025
1530	Gillham Rd Reconstruction	Kansas City, MO		145	0	8.17	0	Reconstruct existing road to the Gillham Road Bike Connections PSP Plan.	Active Transport ation	2025

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1528	Broadway Blvd Reconstruction	Kansas City, MO		136	0	14.71	0	Implement the recommendations of the Midtown Complete Streets Plan with the goal of improving the multi-modal environment of the corridor and development of activity centers as described in the Midtown Area Plan	Active Transportation	2025
1532	Gregory Boulevard Reconstruction	Kansas City, MO		113	0	3.27	0	RECONSTRUCT EXISTING ROAD TO BOULEVARD STANDARDS from Troost to The Paseo.	Active Transportation	2025
1766	Martin Luther King Jr Blvd Reconstruction - Prospect Ave to Elmwood Ave	Kansas City, MO	MLK Blvd (US 56) from Prospect Ave to Elmwood	81	15	0	0	The project will add sidewalks, transit stops, cycling facilities, and crosswalks along this busy arterial. currently there are no facilities and bus stops are located without sidewalks or crosswalks. This will benefit many in the community.	Highway/ Roadway	2025
1424	Troost Avenue Streetscape	Kansas City, MO	23rd to Bannister Avenue	75	40.81	0	0	To complete Streetscape along Troost which had been initiated by the Troost Bridge Project at Brush Creek and the Troost MAX.	Active Transportation	2025
1481	Blue Ridge Blvd Streetscape	Kansas City, MO	I-470 to 107th Street	74	3.3	0	0	Streetscape improvements as recommended in the Hickman Mills Area Plan to include improved bike and pedestrian accommodations	Active Transportation	2025
1415	Red Bridge Reconstruction	Kansas City, MO	Blue River to US 71	70	20	0	0	Reconstruct existing roadway and widen to three lanes with sidewalks, shared used paths, and lighting upgrages. Primary users will be the motorists, peds, transit riders and bicyclists.	Highway/ Roadway	2025
1361	Ararat Drive	Kansas City, MO	Sni-a-Bar Road to Eastwood Trafficway	67	1.75	0	0	Sidewalks, transit stop enhancements (2 stops), bike lanes, road diet, pedestrian crossings and a roundabout at Sni-a-bar Road intersection. Primary users will be the motorists, peds, transit riders and bicyclists.	Active Transportation	2025
1326	18th Street Connector	Kansas City, MO	Between Summit Street and The Paseo	65	128.26	0	0	This project involves a streetscape project that connects the 18th and Vine District, the Crossroads Arts District and the Westside Neighborhood.	Active Transportation	2025
1416	Red Bridge Road Streetscape	Kansas City, MO	From Hickman Mills Drive east 1,500 feet (Old Hickman Mills area)	64	1.16	0	0	Hickman Mills Area Plan identifies Blue Ridge Blvd as one of 2 Primary Image Streets for the community and provides detailed streetscape improvement recommendations at key nodes including 87th Street, Bannister Road, I-470 and Red bridge Road.	Active Transportation	2025

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1394	Main Street Streetscape	Kansas City, MO	30th to 38th Street	62	6.76	0	0	To implement the recommendations of the Main Street Corridor Land Use and Development and subsequent Main Street Streetscape Plan	Active Transportation	2025
1380	Lees Summit Road Reconstruction	Kansas City, MO	Phelps Road to Gregory	59	45	0	0	Reconstruct existing roadway and widen to three lanes with bike lanes. Primary users will be the motorists, peds, transit riders and bicyclists.	Highway/ Roadway	2025
1400	North Oak Corridor Streetscape	Kansas City, MO	N 32nd Street to Englewood Boulevard and one block east and west of North Oak	56	28.57	0	0	Winnwood Area Plan, adopted by Resolution 090442 to create a Streetscape Plan that is intended to provide the framework for aesthetically pleasing streetscape elements that promote the corridor plan's policies.	Active Transportation	2025
1368	Cookingham Dr Reconstruction	Kansas City, MO	I-29 to I-35	54	18.55	0	0	Reconstruction of the existing roadway, bike lanes and pedestrian amenities	Active Transportation	2025
1371	Elmwood Mixed Use Node	Kansas City, MO	St. John Avenue from Kensington to Lawn.	42	1.17	0	0	This project will involve the design and construction of curbs and sidewalks, pedestrian crossing improvements, replacement of storm inlets, street lighting, street plantings, street furniture, planting beds and associated appurtenances.	Active Transportation	2025
1304	I-35 and Gardner Road Diverging Diamond Interchange (DDI)	KDOT	I-35, Gardner Rd	70	35	0	0	The intent of the project is to construct an interchange that will serve current and future traffic demand in this area of southwest Johnson County and address congestion issues. The primary users will be motorists and freight entering and exiting the BNSF Intermodal Facility and warehouse developments. With the associated bridge replacement, non motorized travelers and future transit riders will be accomodated in a much more safe and practical manner.	Highway/ Roadway	2025

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1311	Lewis and Clark Viaduct Phase 2	KDOT	I-70	67	0	210.3	0	The intent of this project is to replace rehabilitation and/or replacement of the nine Lewis and Clark Viaduct bridges and associated roadway improvements within the study area that facilitates safe and efficient traveler mobility Improve infrastructure condition, enhance safety, improve traveler mobility and accessibility, and support KCKs economic (re)development initiatives. The primary users would be motorists, non motorized users, and freight shippers Phase 1 of the Lewis and Clark Viaduct projects will be completed in Spring 2020. Phase 2, the EB bridge, will continue to undergo annual bridge inspections. Its condition is a trigger for us to decide when to move forward with replacement project.	Bridge	2025
1287	I-435/State Ave Diverging Diamond Interchange (DDI)	KDOT	I-435/State Ave Interchange	60	0	47.67	0	Reconstruction of the interchange to a diverging diamond interchange (DDI) to replace an existing partial cloverleaf configuration. Motorists and freight would be the primary users of the improvement and transit riders on Route 101 that travels through the interchange. Bicyclists and pedestrians will also be primary users along State Ave.	Highway/ Roadway	2025
1333	I-70/K-7 Interchange KA-1003-13/14 (Phases 8 & 9)	KDOT	I-70 and K-7	57	0	97.44	0	This project will add a thru lane on the I-70 corridor in both the EB and WB directions thus increasing capacity of the highway and meet existing and future travel demands along this busy corridor. This improvement is expected to reduce congestion in the project area and improve mobility, access and connectivity which will benefit motorists ad freight shippers alike.	Highway/ Roadway	2025
1322	I-70/K-7 Interchange KA-1003-09 (Phase 4)	KDOT	I-70 and K-7	56	0	84.26	0	This project will construct the east half of the proposed interchange and Add the K-7 to westbound ramp movement to the west half of proposed interchange constructed under Proj. No. KA-1003-05. Construct the 134th St. overpass. Add acceleration and deceleration lanes to I-70. Add Collector-Distributor roads from K-7 east to 110th St. This project is designed for freight, motorists, and bike/peds and transit accomodated.	Bridge	2025
1302	18th Street Bridge Replacement	KDOT	US-69	56	0	198.7	0	The intent of this project is to replace a bridge that is near its useful life--which was extended by extensive repairs in 2018. Motorists and freight will be the primary users of this bridge carrying them across the Kansas River. Peak/midday transit service is provided by UGT/KCATA along the 18th Street Corridor. Additional transit riders may also become users of the facility should a higher level of service be implemented along the corridor in the future. The bridge spans both the Kansas River and BNSF rail lines. .	Bridge	2025

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Project ID	Project Title	Sponsor	Location	Score	Year of Expenditure Dollars (millions $) 2020-2029	2030-2039	2040-2050	Project Description	Primary Mode	When Added
1318	US-69 Northbound to westbound I-435 flyover bridge, extended ramp system along US69 from College to I-435; complete US69 & College Blvd interchange	KDOT	US-69	47	83	0	0	The intent of this project is to construct a US-69 northbound to westbound I-435 flyover bridge, extended ramp system along US69 from College to I-435 and complete US69 & College Blvd interchange. The primary users will be motorists and freight. The intent of the project is to also address significant safety issues that have resulted in corridor already experiencing crash rates above the statewide average .	Highway/ Roadway	2025
1312	K-7 Upgrade Phase 1: 175th Street to 215th and 125th to I-35 in Olathe	KDOT	K-7	46	0	151.14	0	The first segment from 215th north to 175th would modify K-7 to freeway design standards while 125th to I-35 in Olathe would see construction of arterial street enhancements along K7 from the end of the 4 lane freeway at the signal at 127th south along Lone Elm to I-35. The primary users would be motorists and freight shippers.	Highway/ Roadway	2025
1191	K-92 (Centennial) Bridge Replacement	KDOT	Kansas Highway 92 and Missouri Highway 92	45	0	241.14	0	A replacement of the existing Centennial Bridge over the Missouri River on K-92 / MO-92. The bridge will add additional vehicle lanes as well as bike and pedestrian facilities.	Bridge	2025
1313	K-7 Corridor Upgrade Phase 2: 43rd Street to K-10 and from Lansing to State Ave	KDOT	K-7	44	0	94.21	0	The intent of the project is to modify K-7 to freeway design standards and to construct expressway intersection enhancements from the City of Lancing to State Avenue. The primary users would be motorist, freight, and bicyclists/pedestrians where appropriate.	Highway/ Roadway	2025
1293	I-70/I-435 Interchange Flyover Ramp	KDOT	I-70, I-435	44	0	140.2	0	Construction of a flyover ramp at the I-70/I-435 interchange that replaces an existing interchange ramp of a different design. Primary users of the facility would be motorists and freight shippers.	Bridge	2025
1671	K-5 Improvement Project	Leavenworth County	K-5 Highway from I-435 to K-7	37	51	0	0	This project will replace the existing K-5 roadway with a road that is safer and tremendously better suited to serve the growing area.	Highway/ Roadway	2025
1767	Golden Road Bridge Replacements	Leavenworth County	Golden Road east of K-32	33	2.4	0	0	Replace local bridges SH-54 and SH-61. Commuters use the road.	Bridge	2025

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1173	County Road 30 Improvement	Leavenworth County	County Road 30 from Easton to Tonganoxie.	27	14	0	0	This project will improve County Road 30 from Easton to Tonganoxie for capacity and safety.	Highway/ Roadway	2025
1727	Fairmont Road from K-7 to 187th Street	Leavenworth County	Fairmont Road	15	14	0	0	motorists	Highway/ Roadway	2025
1612	Ward Road & Persels Road Intersection Improvements	Lee's Summit	Intersection of Ward Road and Persels Road	133	4.47	0	0	Widen Ward Road for left-turn lanes and re-align the north Persels intersection to match the south Persels intersection (an existing offset intersection controlled by two traffic signals in close proximity), consolidate two traffic signals and improve pedestrian and bicycle access with arterial trail crossing safety improvements to reconnect (and maintain continuity) of the Rock Island Trail Corridor. The crossing of Ward Road is a walking route to elementary and middle schools and the Rock Island Corridor Trail crosses this intersection as well. Motorists, pedestrians, cyclists, freight and transit riders will benefit from these improvements.	Highway/ Roadway	2025
1657	Douglas Street - 4th Street to Blue Pkwy	Lee's Summit	Douglas Street from 4th Street to Blue Parkway	126	5	0	0	The intent of the project is a reinvestment in the downtown gateway corridor to add non-motorized facilities, rehabilitate existing facilities, and create a complete street for all users.	Active Transport ation	2025
1631	Todd George Parkway - Colbern Road to Woods Chapel Road	Lee's Summit	Todd George Parkway from Colbern Road to Woods Chapel Road	118	24	0	0	The project will improve capacity and safety for motorists, pedestrians, bicyclists and freight movement. The project will also facilitate property development in the immediate area while serving as a parallel alternative route to an increasingly congested Interstate 470 with adjacent interchanges at Colbern Road/M-291, Strother Road, and Woods Chapel Road.	Highway/ Roadway	2025
1658	Lakewood Way - Woods Chapel Road to Bowlin Road	Lee's Summit	Lakewood Way from Woods Chapel to Bowlin Road	117	4.35	0	0	Improve safety and accessibility for all users of the corridor, including motorists, pedestrians and bicyclists.	Active Transport ation	2025
1702	Lakewood Way - Bowlin Road to North City Limit	Lee's Summit	Lakewood Way from Bowlin Road to the North City Limit	112	6.4	0	0	Improve safety and accessibility for all users of the corridor, including motorists, pedestrians and bicyclists.	Active Transport ation	2025

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1297	Lackman from 101st to 105th - capacity and operational improvements	Lenexa	Lackman from 101st to 105th	49	0	7.01	0	This project will provide facilities for all road users as identified in our Complete Streets study. Additional traffic lanes for vehicles and freight, sidewalks for pedestrians and mixed-use trail for cyclists.	Highway/ Roadway	2025
1296	95th Street from Renner to Loiret - capacity and operational improvements	Lenexa	95th Street from Renner to Loiret including modifications to the I-435 interchange as identified in the Gateway project.	49	0	9.81	0	This project will provide facilities for all road users as identified in our Complete Streets study. Additional traffic lanes for vehicles and freight, sidewalks for pedestrians and mixed-use trail for cyclists.	Highway/ Roadway	2025
1048	Mize Boulevard from 83rd Street to Prairie Star Parkway - 2 lane	Lenexa	Mize Boulevard from 83rd Street to Prairie Star Parkway	45	0	14.02	0	This project will provide facilities for all road users as identified in our Complete Streets study. Additional traffic lanes and connections for vehicles and freight, sidewalks for pedestrians and mixed-use trail for cyclists.	Highway/ Roadway	2025
1255	Clare from Prairie Star Parkway to K-10 - New 4-lane roadway	Lenexa	Clare from Prairie Star Parkway to K-10 - New 4-lane roadway	40	0	19.63	0	This project will provide facilities for all road users as identified in our Complete Streets study. Additional traffic lanes for vehicles and freight, sidewalks for pedestrians and mixed-use trail for cyclists.	Highway/ Roadway	2025
1468	Liberty Traffic Signal ITS Upgrades - 15 Intersections	Liberty	15 traffic signals located at various locations in the city limits of Liberty, Missouri.	92	4	0	0	Intent of the project is to improve traffic flow at signalized intersections, provide pedestrian interconnectivity, and allow for more modern monitoring of traffic situations. Currently, during peak periods many of the signalized intersection back up. Staff must visit each site in order to make adjustments. Primary users will be vehicles, trucks, heavy trucks with freight, and pedestrians.	Highway/ Roadway	2025
1524	Leonard and 291 Intersection Improvements	Liberty	Intersection of Missouri 291 Highway with Leonard Street in Liberty, Missouri.	85	0	6.87	0	Intent of the project is to improve traffic flow at a congested intersection and provide pedestrian interconnectivity. Currently, during peak periods approximately 2,400 vehicle per hour enter the intersection with 3 percent of the traffic consisting of heavy trucks. These numbers are expected to grow in the future. 291 Highway also serves as a blockage for pedestrian movement through middle of Liberty and this project serves as step to resolving this issue. Primary users will be vehicles, trucks, heavy trucks with freight, and pedestrians.	Highway/ Roadway	2025

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1699	Birmingham Rd. Grade Separation	Liberty	Removal of at-grade crossing across Birmingham Rd.	81	0	14.72	0	The intent of the project is to remove the at grade rail crossing at Birmingham Rd. The beneficiaries will be the pedestrians, motorists, bicyclists and freight.	Bridge	2025
1688	Lightburne Rehabilitation - Doniphan to Mill - Adjacent Local Streets	Liberty	Lightburne Rd. from Doniphan St. to Mill St. and adjacent local streets.	69	0	24.25	0	The intent of the project is to rehabilitate Lightburne Rd within the downtown limits. The rehabilitation will include the rehabilitation of adjacent local streets which are known to contribute heavy sheet flow onto Lightburne. The primary users will be motorists, pedestrians and bicyclists.	Highway/ Roadway	2025
1708	Shepherd Rd Grade Separation - Heartland Meadows to B Hwy	Liberty	A new alignment of Shepherd Rd from the intersection of Shepherd Rd and E Heartland Dr. to B Hwy.	67	0	16.82	0	The project involves a new alignment of Shepherd Rd. which includes the removal of an at grade rail crossing and incorporation of active transportation options. The intent is to optimize intersections, increase the value of the surrounding region, remove at grade crossings, and increase access to active transportation options.	Bridge	2025
1472	Lightburne Center City Bypass	Liberty	New intersection on Lightburne to H Hwy	47	0	280.4	0	The project is intended to provide for an alternate route of north south traffic that currently traverses the historic downtown area via Lightburne Street. As traffic continues to grow there is limited opportunities to increase the capacity of the existing route without degradation to the surrounding historic residential neighborhoods.	Highway/ Roadway	2025
1768	Bridge Replacements - Richfield and Marilynn	Liberty	Richfield Road at Rush Creek; Marilynn Avenue at Cates Branch Creek	46	3.5	0	0	The intent of this project is to replace two deteriorated roadway bridges. Richfield Road bridge over Rush Creek is 100 years old and which is recommended for replacement according to a Bridge Engineering Assistance Program (BEAP) study conducted in 2021. Marilynn Avenue bridge over Cates Branch creek is a deteriorated bridge that is also recommended for replacement in the same BEAP study conducted in 2021.	Bridge	2025
1475	Birmingham Road Improvements	Liberty		41	2.19	0	0	Improve existing roadway to current standards and add sidewalks.	Highway/ Roadway	2025
1469	Intersection Improvements at Route H and Route B	Liberty	Intersection of Route H and Route B	33	4.6	0	0	Construction of a one lane roundabout at the current rural skewed intersection to provide for vehicular and truck traffic. The roundabout would also provide for pedestrian crossings that would be utilized once sidewalks are extended to the area.	Highway/ Roadway	2025

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1575	Active Traffic Management/Dynamic Lane Management Design and Development (MO)	MARC	I-435 between Lenexa/I-35 interchange through the I-49 interchange	86	30	0	0	Develop and deploy Active Traffic Management solution on the southern section of Interstate 435 to manage traffic congestion in AM/PM peak periods. Active traffic management (ATM) is the ability to dynamically manage recurrent and non-recurrent congestion based on prevailing and predicted traffic conditions. Focusing on trip reliability, it maximizes the effectiveness and efficiency of the facility. It increases throughput and safety through the use of integrated systems with new technology to optimize performance. ATM approaches focus on influencing travel behavior with respect to lane/facility choices and operations. ATM strategies can be deployed singularly to address a specific need such as the utilizing adaptive ramp metering to control traffic flow or can be combined to meet system-wide needs of congestion management, traveler information, and safety resulting in synergistic performance gains. In cases in which MARC is listed as the sponsor, local governments or other entities with land use jurisdiction would need to implement projects.	Highway/ Roadway	2025
1176	Active Traffic Management/Dynamic Lane Management Design and Development (KS)	MARC	I-435 between Lenexa/I-35 interchange through the I-49 interchange	86	15.4	0	0	Develop and deploy Active Traffic Management solution on the southern section of Interstate 435 to manage traffic congestion in AM/PM peak periods. Active traffic management (ATM) is the ability to dynamically manage recurrent and non-recurrent congestion based on prevailing and predicted traffic conditions. Focusing on trip reliability, it maximizes the effectiveness and efficiency of the facility. It increases throughput and safety through the use of integrated systems with new technology to optimize performance. ATM approaches focus on influencing travel behavior with respect to lane/facility choices and operations. ATM strategies can be deployed singularly to address a specific need such as the utilizing adaptive ramp metering to control traffic flow or can be combined to meet system-wide needs of congestion management, traveler information, and safety resulting in synergistic performance gains. In cases in which MARC is listed as the sponsor, local governments or other entities with land use jurisdiction would need to implement projects.	Highway/ Roadway	2025
1441	Implement Dynamic Lanes / Managed Lanes on Regional Interstates (KS)	MARC	Routes include several of the major interstate routes in the Kansas City Region, I-35, I-435, I-670, I-70.	71	3.56	0	0	Implement Dynamic Lanes/Managed Lanes on major area interstates with multi-purpose traffic management gantries over the highway that can provide for dynamic lane assignments, lane management, variable pricing, variable speed limits, traveler information, bus only lane assignments, etc. to control access and actively manage traffic. Primary users / beneficiaries are vehicles and transit riders. In cases in which MARC is listed as the sponsor, local governments or other entities with land use jurisdiction would need to implement projects.	Active Transportation	2025

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1576	Expansion and Enhancement of the Operation Green Light Program in the Kansas City Region (MO)	MARC	May include existing traffic signals that are online and are intergrated into the OGL program as well as new intersections in the region	68	4.24	0	0	Enhancement of the Operation Green Light Program in Kansas City: This will include expansion of OGL to cover more arterial miles in the metro area, formalized arterial diversion route programs on both OGL routes and non-OGL routes, greater coordination between OGL and KC Scout, and, in the future, providing signal data to connected vehicles via roadside equipment or third-party providers. In cases in which MARC is listed as the sponsor, local governments or other entities with land use jurisdiction would need to implement projects.	Active Transportation	2025
1288	Expansion and Enhancement of the Operation Green Light Program in the Kansas City Region (KS)	MARC	May include existing traffic signals that are online and are intergrated into the OGL program as well as new intersections in the region.	68	1.82	0	0	Enhancement of the Operation Green Light Program in Kansas City: This will include expansion of OGL to cover more arterial miles in the metro area, formalized arterial diversion route programs on both OGL routes and non-OGL routes, greater coordination between OGL and KC Scout, and, in the future, providing signal data to connected vehicles via roadside equipment or third party providers. In cases in which MARC is listed as the sponsor, local governments or other entities with land use jurisdiction would need to implement projects.	Active Transportation	2025
1578	Dynamic Message Board Arterial Expansion and All-Inclusive Transportation Dashboard (MO)	MARC	Some of the routes include diversion routes including, US 71, US 40, Rt 350, M-9, Bannister Road and others	45	5.31	0	0	Expand the use of Dynamic Message Signs on arterials adjacent to key freeway decision points as well as other key arterials. Also develop an integrated software dashboard that merges existing transportation information that includes several transportation modes integrated into one source. Dynamic Message Signs provide information to users about traffic incidents, travel times and restrictions before they enter the freeway corridor or information along the arterial route so they can make an informed decision about the route they choose. The use of DMS will be adjacent to Intermodal Facility freeway entrances, major freeway entrances and key locations on critical arterials. Also, with the above advancement, an all-Inclusive Transportation Dashboard would be developed. Through the use of one website/mobile app, trip information on all modes of travel is displayed to the user allowing them to make the best decision with regard to mode and expected travel times. This data would include real-time transit schedules, interstate travel times, incident data, car-sharing availability, ride-hailing service availability, streetcar arrival times, bike-share locations and availability, etc. The dashboard could be developed and funded through a private Transit Management Association and/or advertising and even includes incentivization in order to encourage multi-modalism. In cases in which MARC is listed as the sponsor, local governments or other entities with land use jurisdiction would need to implement projects.	Active Transportation	2025

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1439	Dynamic Message Board Arterial Expansion and All-Inclusive Transportation Dashboard (KS)	MARC	Some of the routes include diversion routes including Shawnee Mission Parkway, Antioch, Quivira, 95th and 87th, others	45	2.27	0	0	Expand the use of Dynamic Message Signs on arterials adjacent to key freeway decision points as well as other key arterials. Also develop an integrated software dashboard that merges existing transportation information that includes several transportation modes integrated into one source. Dynamic Message Signs provide information to users about traffic incidents, travel times and restrictions before they enter the freeway corridor or information along the arterial route so they can make an informed decision about the route they choose. The use of DMS will be adjacent to Intermodal Facility freeway entrances, major freeway entrances and key locations on critical arterials. Also, with the above advancement, an all-Inclusive Transportation Dashboard would be developed. Through the use of one website/mobile app, trip information on all modes of travel is displayed to the user allowing them to make the best decision with regard to mode and expected travel times. This data would include real-time transit schedules, interstate travel times, incident data, car-sharing availability, ride-hailing service availability, streetcar arrival times, bike-share locations and availability, etc. The dashboard could be developed and funded through a private Transit Management Association and/or advertising and even includes incentivization in order to encourage multi-modalism. In cases in which MARC is listed as the sponsor, local governments or other entities with land use jurisdiction would need to implement projects.	Active Transportation	2025
1676	223rd Street, Columbia to Ridgeview	Miami County	Intersection of 223rd Street and Columbia Road east to intersection of 223rd Street and Ridgeview Road	60	15	0	0	Replace an existing rural collector route with complete streets concepts. Increased safety for motorists by widening lanes, and adding dedicated turn lanes at intersections where applicable. Providing safe access for pedestrians and bicyclists along the route which connects to market places and existing infrastructure.	Highway/ Roadway	2025
1733	Complete Street Corridor Improvements	MODOT	Various Corridors Based on Need. Examples Include Missouri Route 12 from Interstate 435 to Missouri Route 7 and US 40 Highway from Interstate 435 to Spring Street	108	0	0	190.6	The project will address safe use and support mobility for all users based on need including pedestrian access, transit access and/or congestion regulation where needed.	Highway/ Roadway	2025

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1345	I-29 and I-35 Corridor Improvements to US 169 and I-435	MODOT	Interstate 29 and Interstate 35	104	330	0	0	There are several purposes for this project: 1. Improve Safety along the corridor by reducing the crash rates and crash severity. 2. Reduce congestion by removing key bottlenecks, reduce potential for ramp back-up onto the freeway, and improve multimodal travel times in coordination with plans put forward by local and regional agencies. 3. Restore and Maintain Existing Infrastructure by improving bridge and pavement conditions on I-29 and I-35 and implement cost-effective investment alternatives. 4. Improve Accessibility by providing travel options for all residents, increase safe access across the interstate for non-motorized travel, and support local and regional land use plans. 5. Improve Goods Movement by improving the efficiency of freight movement on the interstate.6. improve accesses and traffic operations at interchanges.	Highway/ Roadway	2025
1258	Intersection improvements to reduce congestion and enhance safety	MODOT	Various intersections throughout the MARC region will be included based on need at the time of implementation. Example routes include MO-350 from 63rd to Noland, MO-291 from I-70 to US-24, US-40 from I-435 to Woods Chapel Road, MO 152 from I-435 to I-35 and MO 78 from I-435 to RD Mize Rd.	101	30	0	0	The purpose of this project is to reduce congestion and enhance safety at various intersections for motorists, pedestrians and bicyclists.	Highway/ Roadway	2025

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1285	I-70 Corridor Improvements from EIS - Phase B	MODOT		101	116.6	0	0	There are five main purposes for this project: 1. Improve Safety along the corridor by reducing the crash rates and crash severity along I-70. 2. Reduce Congestion by removing key bottlenecks, reduce potential for ramp back-up onto the freeway, and improve multimodal travel times in coordination with plans put forward by local and regional agencies. 3. Restore And Maintain Existing Infrastructure by improving bridge and pavement conditions on I-70 and implement cost-effective investment alternatives. 4. Improve Accessibility by providing travel options for all residents, increase safe access across I-70 for non-motorized travel, and support local and regional land use plans. 5. Improve Good Movement by improving the efficiency of freight movement on I-70.	Highway/ Roadway	2025
1329	I-70 Corridor improvement from I-435 to I-470	MODOT	Interstate 70 from I-435 to I-470	101	175	0	0	This section of I-70 has a completed First-Tier Environmental Impact Statement. The preferred alternatives for this study were to add general lanes for all traffic to use or the implementation of hard shoulder running for busses. The study went on to have five main purposes for this project: 1. Improve Safety along the corridor by reducing the crash rates and crash severity along I-70. 2. Reduce Congestion by removing key bottlenecks, reduce potential for ramp back-up onto the freeway, and improve multimodal travel times in coordination with plans put forward by local and regional agencies. 3. Restore And Maintain Existing Infrastructure by improving bridge and pavement conditions on I-70 and implement cost-effective investment alternatives. 4. Improve Accessibility by providing travel options for all residents, increase safe access across I-70 for non-motorized travel, and support local and regional land use plans. 5. Improve Good Movement by improving the efficiency of freight movement on I-70.	Highway/ Roadway	2025

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1236	I-70 and I-470 Interchange Improvement	MODOT	Interstate 70 and Interstate 470	100	0	112.16	0	The project purpose is to improve the operational and safety features of this interchange. The project may consist of constructing a new turbine interchange with ramp modifications, signing, bridge and roadway improvements or some sort of collector-distributor partial turbine. The preferred alternative has not been decided. This interchange is located in Independence, Missouri which is one of the largest suburbs of metropolitan Kansas City. The existing system will be improved by creating direct connections without cloverleaf ramps to provide greater mobility, reliability and a safer system by reducing the number of decision points and conflict points. While providing this greater level of service to the public, the freight and transit communities will also benefit from the reduced travel time, greater reliability and safety improvements. The I-470 and I-70 interchange serves 191,595 vehicles per day and 64,639 trucks/buses per day. This project is part of the National Highway Freight Network Routes as a Primary Highway Freight System Route.	Bridge	2025
1259	Interchange operation and safety improvements	MODOT	Various routes throughout the MARC region based on the determined need at the time of implementation.	98	100	0	0	The intent of the project is to improve travel times and reduce congestion for the primary users of motorists and freight. However, bike/ped improvements will also enhance non-motorized transportation.	Highway/ Roadway	2025
1353	I-35/I-670/US-71/I-70 Downtown Loop Improvements	MODOT	I-35, I-670, US-71 and I-70	97	0	350.5	0	There are several purposes for this project: 1. Improve Safety along the corridor by reducing the crash rates and crash severity. 2. Reduce congestion by removing key bottlenecks, reduce potential for ramp back-up onto the freeway, and improve multimodal travel times in coordination with plans put forward by local and regional agencies. 3. Restore and Maintain Existing Infrastructure by improving bridge and pavement conditions on I-35, I-670 and US-71 and implement cost-effective investment alternatives. 4. Improve Goods Movement by improving the efficiency of freight movement on the interstate.	Highway/ Roadway	2025

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1203	I-470 and US 50 Interchange Improvement	MODOT	Interstate 470 and U.S. 50	95	0	0	152.48	The project purpose is to improve the operational and safety features of this interchange. The project will consist of new flyover ramps, ramp modifications, signing, bridge and roadway improvements. This interchange is located in Lees Summit, Missouri which is one of the largest suburbs of metropolitan Kansas City. The existing system will be improved by creating flyover ramps to provide greater mobility, reliability and a safer system by reducing the number of decision points and conflict points. While providing this greater level of service to the public, the freight and transit communities will also benefit from the reduced travel time, greater reliability and safety improvements. The 470 and US 50 interchange serves 153,089 vehicles per day and 49,088 trucks/buses per day. These are freight corridors and are located within freight zones according to the Regional Freight Outlook from 2009.	Bridge	2025
1465	US 50 Capacity Project (Colbern Road to Todd George Parkway)	MODOT	This project on US 50 crosses the I-470 interchange and ramps, Chipman Road interchange, 3rd Street interchange, 291 South/Jefferson Street interchange, 291 North interchange and Todd George Parkway interchange.	92	0	0	170.37	This project is a scoping project (4P2336). This project is located in a rapidly expanding suburban area in the southeastern portion of the metro area. This project will add a lane of through traffic to improve traffic flow and improve congestion. Lee's Summits population doubled at each decennial census from 1980 to 2000. While the congestion and crash rates in this corridor are not the highest in the district, the area continues to develop, and so traffic volumes are projected to continue to increase in the future. Projections show congestion will continue to worsen. US 50 is a Tier 2 Freight corridor in the Statewide Freight Plan. The amount of truck traffic is expected to increase in the future. The addition of capacity should improve Goods Movement by improving the efficiency of freight movement and access to the local road network.This project may also include addition operational and geometric upgrades to interchanges and ramps within the project corridor.	Highway/ Roadway	2025
1257	Strategic pedestrian safety improvements	MODOT	The improvements potentially include but are not limited to sections of Route 78 in Independence from I-435 to MO-291, MO-7 in Blue Springs from Pink Hill Road to Mason School Road and US-69 in Kansas City from I-29 to I-35.	89	20	0	0	This project will increase pedestrian mobility and safety by providing sidewalks, ADA upgrades and other improvements for pedestrians at various locations.	Active Transportation	2025

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1511	I-35 (I-435 to US 69) Corridor Improvements	MODOT	This project will add capacity to I-35 and make operational improvements to I-35. The project includes the interchange with I-435, Pleasant Valley Road, MO 152, MO 291, US 69 and Lightburne Road.	87	0	84.12	0	This project is located along I-35 between two large suburban communities (Kansas City and Liberty). This project will add a lane of through traffic in each direction to improve traffic flow and improve congestion. As Kansas City and Liberty and communities to the east continue to grow, I-35 provides a connection to commercial and industrial areas along I-70, as well as, large employment concentrations in Clay County, Missouri. While the congestion and crash rates in this corridor are not the highest in the district, as northern Clay County continues to develop, traffic volumes and congestion are projected to continue to increase in the future. I-35 is a Tier 1 Freight corridor in the Statewide Freight Plan. The amount of truck traffic is expected to increase from 15,000. The addition of capacity should improve Goods Movement by improving the efficiency of freight movement and access to the local road network.This project may include other improvements, as well. If there are bridges that need to be rehabilitated, those may also be added to the project. Many of the interchanges within the corridor may need operational and geometric upgrades.	Highway/ Roadway	2025
1734	I-35 corridor improvements from NE of downtown loop (Independence Avenue) to MO 210.	MODOT	I-35, I-29	83	0	0	184.88	There are several purposes for this project: 1. Improve Safety along the corridor by reducing the crash rates and crash severity. 2. Reduce congestion by removing key bottlenecks, reduce potential for ramp back-up onto the freeway, and improve multimodal travel times in coordination with plans put forward by local and regional agencies. 3. Restore and Maintain Existing Infrastructure by improving bridge and pavement conditions on I-35 and 1-29 and implement cost-effective investment alternatives. 4. Improve Goods Movement by improving the efficiency of freight movement on the interstate.	Highway/ Roadway	2025

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

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Project ID	Project Title	Sponsor	Location	Score	Year of Expenditure Dollars (millions $) 2020-2029	2030-2039	2040-2050	Project Description	Primary Mode	When Added
1497	I-470 Capacity Project US 50 to 39th Street	MODOT	This project will add capacity to I-470 and make operational improvements to I-470. The project includes the interchange with US 50, Douglas Road, Colbern Road, MO 291, Woods Chapel Road, Strother Road, Lakewood Boulevard, US 40 Highway, I-70 and 39th Street.	75	0	217.31	0	This project is located along I-470 between two large suburban communities (Lee's Summit and Independence). This project will add a lane of thru traffic in each direction to improve traffic flow and improve congestion. As Lee's Summit, Independence, and communities to the east continue to grow, I-470 provides a connection to commercial and industrial areas along I-470, as well as, employment concentrations in the south Kansas City and Johnson County, Kansas. While the congestion and crash rates in this corridor are not the highest in the district, as eastern Jackson County continues to develop, traffic volumes and congestion are projected to continue to increase in the future. I-470 is a Tier 1 Freight corridor in the Statewide Freight Plan. The amount of truck traffic is expected to increase from 4,700. The addition of capacity should improve Goods Movement by improving the efficiency of freight movement and access to the local road network.This project may include other improvements, as well. If there are bridges that need to be rehabilitated, those may also be added to the project. Many of the interchanges within the corridor may need operational and geometric upgrades.	Highway/ Roadway	2025
1204	KC Scout ITS Operations	MODOT	Various Counties and Various Routes in the Urban Kansas City District	58	75	0	0	The primary users of the system will be all the users of the system. The beneficiaries of the project are ALL the users of the state highway facilities. The Scout system is developed to monitor the highways and provide quick action to clear incidents, assist law enforcement and the public. KC Scout is designed to lessen traffic jams by improving rush hour speeds, increasing safety by decreasing the number of rush-hour accidents and improving emergency response to traffic situations by clearing incidents quickly and safely.	Highway/ Roadway	2025
1442	Emergency Response Operations - Missouri	MODOT	Various Counties and Various Routes in the Urban Kansas City District	45	30	0	0	The primary users of the system will benefit from Emergency Response. The beneficiaries of the project are ALL the users of the state highway facilities. The ER team is developed to monitor the highways and provide quick action to clear incidents, assist law enforcement and the public. KC Scout is designed to lessen traffic jams by improving rush hour speeds, increasing safety by decreasing the number of rush-hour accidents and improving emergency response to traffic situations by clearing incidents quickly and safely. Emergency Response and KC Scout work very closely to identify areas that need attention and take action.	Transit	2025

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Project ID	Project Title	Sponsor	Location	Score	Year of Expenditure Dollars (millions $) 2020-2029	2030-2039	2040-2050	Project Description	Primary Mode	When Added
1684	I-35 Corridor Improvements (Lightborne Street to Rte. 92)	MODOT	I-35 from N. Lightburne Street to Rte. 92 in Clay County.	41	0	0	228.72	The intent of the project is to improve travel times and reduce congestion for the primary users of motorists and freight.	Highway/ Roadway	2025
1340	Kansas City Road from Ridgeview to Santa Fe	Olathe	Kansas City Road	84	0	0	57.18	Widen KC Road, between Ridgeview and Santa Fe to add bike lanes. (Approximately 1.0 mile) Installing sidewalks and shared use paths. Expected outcomes are added capacity and amenities for bicyclists, reduced and more reliable travel times, safer travel for all modes of transportation.	Highway/ Roadway	2025
1085	BNSF Grade Separation, Harold Street and Woodland Road	Olathe	BNSF Railroad(Olathe MARC 2050 Submittal Project Number “56” in attached documents shapefile)	70	0	63.09	0	Railroad grade separation at Harold/127th Street and Woodland Road	Highway/ Roadway	2025
1077	Kansas City Road from the north city limits to Renner Road	Olathe	Kansas City Road(Olathe MARC 2050 Submittal Project Number “45” in attached documents shapefile)	68	0	47.67	0	Add on-street bike lanes	Highway/ Roadway	2025
1342	Metcalf Avenue - 75th to 83rd	Overland Park	Metcalf Avenue	104	0	20.82	0	The intent of the project is to maximize mobility and access to existing and future land uses along the corridor, address system preservation and maintenance needs, provide for alternative transportation modes and improve system performance, efficiency and safety. The primary users will be motorists, pedestrians, and bicyclists. Motorists will benefit from the addition of turn lanes and safety of the reconstructed roadway. Bicyclists will be able to utilize the flex space when provided as a multi-use path. Pedestrians will be able to utilize the sidewalks to negotiate the entire corridor and intersections. Transit riders will be able to utilize the pedestrian improvements and the transit stop at 75th and Metcalf.	Highway/ Roadway	2025

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Project ID	Project Title	Sponsor	Location	Score	Year of Expenditure Dollars (millions $) 2020-2029	2030-2039	2040-2050	Project Description	Primary Mode	When Added
1646	Pflumm Road - 159th to 183rd street	Overland Park	Pflumm Road	102	19.74	0	0	The intent of the project is to maximize mobility and access to existing and future land uses along the corridor, address system preservation and maintenance needs, provide for alternative transportation modes and improve system performance, efficiency, and safety. The primary users will be motorists, pedestrians and bicyclists. Motorists will benefit from the increased capacity and safety of the widened roadway which includes additional through lanes and turn lanes. Motorists, pedestrians and bicyclists will all benefit from the addition of streetlighting throughout the entire corridor. Bicyclists will be able to utilize the on-street buffered bike lanes to negotiate the entire corridor and intersections. Pedestrians will be able to utilize the upgraded sidewalks and trail connections to negotiate the entire corridor and intersections.	Highway/ Roadway	2025
1654	175th Street , 179th St (Aubry Bend) to Antioch Rd	Overland Park	175th Street	102	19.74	0	0	The intent of the project is to maximize mobility and access to existing and future land uses along the corridor, address system preservation and maintenanceneeds, provide for alternative transportation modes and improve system performance, efficiency, and safety. The primary users will be motorists, pedestrians andbicyclists. Motorists will benefit from the increased capacity and safety of the widened roadway which includes additional through lanes and turn lanes. Motorists, pedestrians and bicyclists will all benefit from the addition of streetlighting throughout the entire corridor. Bicyclists will be able to utilize the on-street bike lanes to negotiate the entire corridor and intersections. Pedestrians will be able to utilize the upgraded sidewalks and trail connections to negotiate the entire corridor and intersections.	Highway/ Roadway	2025
1434	Merriam Drive - Antioch to 47th	Overland Park	Merriam Drive	88	0	15.42	0	The intent of the project is to maximize mobility and access to existing and future land uses along the corridor, address system preservation and maintenance needs, provide for alternative transportation modes and improve system performance, efficiency, and safety. The primary users will be motorists, pedestrians and bicyclists. Motorists will benefit from the increased capacity and safety of the reconstructed roadway which includes additional turn lanes and intersection improvements. Bicyclists will be able to utilize the on-street bike lanes to negotiate the entire corridor and intersections. Pedestrians will be able to utilize the reconstructed sidewalks and new sidewalks to negotiate the entire corridor and intersections.	Highway/ Roadway	2025

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Project ID	Project Title	Sponsor	Location	Score	Year of Expenditure Dollars (millions $) 2020-2029	2030-2039	2040-2050	Project Description	Primary Mode	When Added
1032	Antioch Road - 167th to 179th	Overland Park	Antioch Road	83	25.22	0	0	The intent of the project is to maximize mobility and access to existing and future land uses along the corridor, address system preservation and maintenance needs, provide for alternative transportation modes and improve system performance, efficiency, and safety. The primary users will be motorists, pedestrians and bicyclists. Motorists will benefit from the increased capacity and safety of the reconstructed roadway which includes shoulders and turn lanes. Motorists, pedestrians and bicyclists will all benefit from the construction of a new bridge over Coffee Creek that will provide a missing link connection along Antioch Road. Bicyclists will be able to utilize the paved shoulders/bike lanes to negotiate the entire corridor and intersections. Pedestrians will be able to utilize the sidewalks to negotiate the entire corridor and intersections.	Highway/ Roadway	2025
1147	Metcalf Avenue - 167th to 183rd	Overland Park	Metcalf Road	81	24.2	0	0	The intent of the project is to maximize mobility and access to existing and future land uses along the corridor, address system preservation and maintenance needs, provide for alternative transportation modes and improve system performance, efficiency, and safety. The primary users will be motorists, pedestrians and bicyclists. Motorists will benefit from the increased capacity and safety of the reconstructed roadway which includes shoulders and turn lanes. Motorists, pedestrians and bicyclists will all benefit from the construction of a new bridge over the Blue River. Bicyclists will be able to utilize the paved shoulders/bike lanes to negotiate the entire corridor and intersections. Pedestrians will be able to utilize the sidewalks to negotiate the entire corridor and intersections.	Highway/ Roadway	2025
1194	Quivira Road - 179th to 191st	Overland Park	Quivira Road	76	28.45	0	0	The intent of the project is to maximize mobility and access to existing and future land uses along the corridor, address system preservation and maintenance needs, provide for alternative transportation modes and improve system performance, efficiency, and safety. The primary users will be motorists, pedestrians and bicyclists. Motorists will benefit from the increased capacity and safety of the reconstructed roadway which includes shoulders and turn lanes. Motorists, pedestrians and bicyclists will all benefit from the construction of a new bridge over Wolf Creek that will provide a missing link connection along Quivira Road. Bicyclists will be able to utilize the paved shoulders/bike lanes to negotiate the entire corridor and intersections. Pedestrians will be able to utilize the sidewalks to negotiate the entire corridor and intersections.	Highway/ Roadway	2025

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1199	Kenneth Road - 145th to 159th	Overland Park	Kenneth Road	76	0	25.45	0	The intent of the project is to maximize mobility and access to existing and future land uses along the corridor, address system preservation and maintenance needs, provide for alternative transportation modes and improve system performance, efficiency, and safety.The primary users will be motorists, pedestrians and bicyclists. Motorists will benefit from the increased capacity and safety of the reconstructed roadway which includes shoulders and turn lanes. Motorists, pedestrians and bicyclists will all benefit from the construction of a new overpass at the railroad that will eliminate the existing at grade crossing and provide a safer connection. Bicyclists will be able to utilize the paved shoulders/bike lanes to negotiate the entire corridor and intersections. Pedestrians will be able to utilize the sidewalks to negotiate the entire corridor and intersections.	Highway/ Roadway	2025
1185	Antioch Road - 179th to 199th	Overland Park	Antioch Road	76	0	42.41	0	The intent of the project is to maximize mobility and access to existing and future land uses along the corridor, address system preservation and maintenance needs, provide for alternative transportation modes and improve system performance, efficiency, and safety. The primary users will be motorists, pedestrians and bicyclists. Motorists will benefit from the increased capacity and safety of the reconstructed roadway which includes shoulders and turn lanes. Bicyclists will be able to utilize the paved shoulders/bike lanes to negotiate the entire corridor and intersections. Pedestrians will be able to utilize the sidewalks to negotiate the entire corridor and intersections.	Highway/ Roadway	2025
1205	Kenneth/State Line Road - 159th to 199th	Overland Park	Kenneth/State Line Road	72	0	84.82	0	The intent of the project is to maximize mobility and access to existing and future land uses along the corridor, address system preservation and maintenance needs, provide for alternative transportation modes and improve system performance, efficiency, and safety. The primary users will be motorists, pedestrians and bicyclists. Motorists will benefit from the increased capacity and safety of the reconstructed roadway which includes shoulders and turn lanes. Bicyclists will be able to utilize the paved shoulders/bike lanes to negotiate the entire corridor and intersections. Pedestrians will be able to utilize the sidewalks to negotiate the entire corridor and intersections.	Highway/ Roadway	2025

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Project ID	Project Title	Sponsor	Location	Score	Year of Expenditure Dollars (millions $) 2020-2029	2030-2039	2040-2050	Project Description	Primary Mode	When Added
1135	MO-Hwy 45 and Crooked Rd. Intersection Improvements	Parkville	Intersection of MO-Hwy 45 and NW Crooked Rd.	58	0	8.41	0	The intent of the project is to properly align N. Crooked Rd and S. Crooked Rd at their intersection with MO-Hwy 45. Currently the two intersections are spaced approximately 450 ft. apart and need to be re-aligned and signalized. The primary users are motorists, pedestrians, and bicyclists.	Highway/ Roadway	2025
1134	Crooked Rd. Improvements	Parkville	NW Crooked Rd. (MO-Hwy 45 to MO-Hwy FF)	53	0	43.88	0	Improve the safety of Crooked Rd. by widening the road, adding curb & gutter stormwater management infrastructure, 3-lane sections where necessary, turn lanes, and improving sight distance conflicts along the roadway.	Highway/ Roadway	2025
1133	MO-Hwy FF Corridor Improvements	Parkville	MO-Hwy FF (MO-Hwy 9 to I-435)	40	0	74.17	0	Improve the safety of a two-mile stretch of MO-Hwy FF as it runs along steep cliffs overlooking the Missouri River and Platte Landing area and the embankment continues to erode each year. This project will also provide access to the Missouri Riverfront Trail, as well as increasing safety to vehicles and pedestrian traffic where MO-Hwy FF intersects with Main St. and MO-Hwy 9 in downtown Parkville, Mo.	Highway/ Roadway	2025
1137	NW Jones-Myer Road Alignment	Parkville	NW Jones-Meyer Rd. (at intersection with MO-N Hwy)	38	0	0	12.77	Reconfigure Jones-Myer Rd. and its intersection with MO-N Hwy, which sits adjacent to I-435 and is spaced approximately 750 ft. apart from (and connects into) MO-Hwy 152.	Highway/ Roadway	2025

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1482	E. Broadway from Route C (Main Street) to E. 3rd Street	Peculiar	E. Broadway from Route C (Main Street) to E. 3rd Street is a planned two-lane major collector street that runs east/west, providing access to the regional highway system by way of an interchange with I-49, via Rt. C. The intersection at E. 3rd Street & Rt. C is a stop sign and a flashing red light for the side street movements, with uninterrupted flow along Rt. C. The City's 2008 Comprehensive Plan identified E. Broadway as a secondary transportation priority. Peculiar's 2015 Comprehensive Plan update identified the E Broadway Corridor as an important capital improvement, currently serving the existing the downtown business district within the city limits of Peculiar. With the I-49/Peculiar Way interchange completed, the E Broadway Corridor is one of the City's top	85	1.17	0	0	E. Broadway from Route C (Main Street) to E. 3rd Street project is proposed in conjunction with the completed new interchange at Peculiar Way & I-49 (formerly known as 211th Street and U.S. 71 Highway); and in conjunction with Peculiar Way (West)/211th Street (East) from Y Hwy to J Hwy. The Peculiar Way (West)/211th Street (East) projects will be a separate Regional Transportation 2050 project submission. Peculiar's land-use plan calls for this project to be connected to the City's downtown region. E. Broadway from Route C (Main Street) to E. 3rd Street Harper Road will be a primary east/west traffic mover connected to this center, near the downtown region of Peculiar; and will serve as one planned segment of a major collector road linking the City with cities and counties to the north and south. The current condition of the project's 0.2 miles has two lanes of asphalt paving, with a 25-foot cross-section, with no curbs or gutters, from Route C (Main Street) to E. 3rd Street, including the intersection of C Hwy and E. Broadway. The section of E. Broadway from Route C (Main Street) to E. 3rd Street is currently developed land. This is a project request so the repairs/upgrades will take place during the construction phase. When completed, the E. Broadway from Route C (Main Street) to E. 3rd Street Corridor will be a major collector Complete Street, with a standard three-lane road with shoulders, for approximately 0.2 miles, from Route C (Main Street) to E. 3rd Street with dedicated left turn lanes.	Highway/ Roadway	2025

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			transportation priorities. This project is the next step following the Peculiar's 2015 Comprehensive Plan update, which developed Corridor alignment options and recommended the option the City is pursuing with this project.							

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1484	Intersection of YY Hwy, Peculiar Drive and Summerskill Road	Peculiar	The askewed intersection of Hwy YY, Peculiar Drive and Summerskill Road located in Peculiar MO; connecting Missouri state routes Hwy YY and Peculiar Drive, and the City of Peculair's Summskill Road; improving the askewed 4-way intersection into a roundabout intersection. The City's 2008 Comprehensive Plan did identify the askew intersection as a secondary transportation priority. Peculiar's 2015 Comprehensive Plan update identified the askewed intersection of Hwy YY, Peculiar Drive and Summerskill Road as an important capital improvement, within the city limits of Peculiar. With the I-49/Peculiar Way interchange completed, the askewed intersection of Hwy YY, Peculiar Drive and Summerskill Road is one of the City's top transportation priorities. This project is the next step following the	84	0	0.82	0	Improvements to the askewed intersection of Hwy YY, Peculiar Drive and Summerskill Road could be to consider a roundabout as an option. A dual lane roundabout that incorporates the intesections of Hwy YY (west leg), Peculiar Drive (north and south legs) and Summerskill Road (east leg). This configuration provided a more direct route for east/west traffic between at Peculiar Drive. The proposed roundabout would require significant property acquisition.The improvements at the askewed intersection of Hwy YY, Peculiar Drive and Summerskill Road are proposed in conjunction with the completed new interchange at Peculiar Way & I-49 (formerly known as 211th Street and U.S. 71 Highway); and in conjunction with Peculiar Way (West)/211th Street (East) from Y Hwy to J Hwy. The Peculiar Way (West)/211th Street (East) project will be a separate Regional Transportation 2050 project submission. Peculiar's future land-use plan calls for this area to be connected to the City's future commercial center. Peculiar Drive will be a primary north/south traffic mover connected to this center, along the west part of Peculiar; and will serve as one planned segment of a major collector road linking the City with cities and counties to the north and south. This is a project request so the repairs/upgrades will take place during the construction phase. When completed, the roundabout intersection will be a major collector Complete Street.	Highway/ Roadway	2025

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			Peculiar's 2015 Comprehensive Plan update, which developed the intersection alignment options and recommended the option the City is pursuing with this project.							
1141	MO K Hwy Improvements	Platte County	MO K Hwy intersects 45 Hwy on the south end and ties into the 152 Hwy interchange on the north end of the project.	72	0	23.83	0	Motorists, pedestrians, school buses, some transit riders, some freight and bicyclists will benefit from this project. Main focuses of the project are congestion mitigation at peak times and to increase overall safety for the residents using the K Hwy corridor. As traffic increases with additional residential development, safety becomes even more critical along with eliminating back ups around and near the elementary school. This roadway improvement would also be an opportunity to install sidewalks for pedestrian traffic and potentially a bike/walking path to safely connect the public with Tiffany Park situated to the north of 152 Hwy.	Highway/ Roadway	2025
1021	MO 92 Hwy Improvements - Phase 2	Platte County	MO 92 Hwy intersects I-29 on the east end and terminates at the Centennial Bridge that crosses the Missouri River into Leavenworth/Ft. Leavenworth, KS.	71	0	42.06	0	Motorists, transit and freight would benefit most from these improvements on this facility that connects the Northern Kansas City, MO metro to the City of Leavenworth and the Fort Leavenworth Army Post. This facility is the only point of crossing the Missouri River between Atchison, KS and Kansas City, KS. During times of flooding along the Missouri River, Hwy 59 into Atchison will overtop and 92 Hwy becomes the connection for many that need to get from the Missouri side into the Atchison area. It provides a connection between Missouri and Kansas for the general traveling public, as well as, allowing for future transit to the Leavenworth area as the metro region grows. It is also a critical point for freight/commerce to pass between states and provides a connection to many who live on the Missouri side and commute to Fort Leavenworth/City of Leavenworth daily for work, business, classes at St. Mary College and training at the Army General Staff and Command College.	Highway/ Roadway	2025

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1139	MO 92 Hwy Improvements - Phase 1	Platte County	MO 92 Hwy intersects I-29 on the west end and terminates just over the Platte/Clay County line at the intersection with 169 Hwy.	70	0	35.05	0	Motorists, bicyclists, and some freight traffic would benefit most from improvements to this facility that connects Smithville to the Platte City/KCI Airport area.	Highway/ Roadway	2025
1140	MO D Hwy Improvements	Platte County	MO D Hwy intersects N Hwy on the west end, intersects Running Horse Rd near the east end and ties into the I-435 interchange on the east end of the project.	61	0	18.23	0	Motorist and pedestrians will be the primary benefactor of this project. The main focus is to increase safety for the residents of this area who travel between I-435 and N Hwy. The current road is narrow and in need of shoulders. As well, vertical curves should be addressed to increase sight distances. As this area continues to grow, additional capacity will be needed with a roundabout feature at the intersection with Running horse Rd. Other features to be addressed with this project would be preserving and enhancing the natural beauty of the area and provide pedestrian/bicycle trails that could be connected to existing trails thru future projects and serve as a connection between Platte County trails west of I-435 and Kansas City's trails connecting to McHenry Park.	Highway/ Roadway	2025
1525	Boardman Road and 163rd Street Improvements	Pleasant Hill	All work occurring on 163rd Street west of 7 Highway and on Boardman Street from 163rd Street south to Paul Street in downtown Pleasant Hill. Intersections occur at Boardman and 175th Street and many other intersections in downtown Pleasant Hill. No major intersection work is anticipated.	60	7	0	0	This improves the pavement condition along 163rd Street and Boardman Road which serves the only bypass roadway from the north side of Pleasant Hill to downtown and the more densely populated areas of Pleasant Hill. Improvement of this roadway system including flood mitigation and stormwater control will alleviate vehicular traffic on 7 Highway, especially during peak rush hour time periods.	Highway/ Roadway	2025

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1679	Lydia Avenue Grade Separation	Port KC	Lydia Avenue between Berkley Parkway and 3rd Street/NE Industrial Trafficway	140	112.5	0	0	Railroad grade separation at Lydia Avenue between Berkley Riverfront and Guinotte Avenue	Highway/ Roadway	2025
1214	Mission Road Improvements	Prairie Village	Mission and 71st, Mission and 75, Mission and 83rd, Mission and Somerset, Mission and 95th	60	0	21.03	0	The project will help connect two recognized activity nodes within Prairie Village. At a local level, it will encourage pedestrians to participate in active transportation by connecting local activity nodes of parks, shops, churches. The project will provide a way to increase access to transit. And the pavement will be rehabilitated in order to continue to meet the needs of the traveling public, the delivery of materials to businesses meeting regional demands, and transit schedules bringing Kansas Citians to both special events and daily work.	Highway/ Roadway	2025
1211	75th Street Improvements	Prairie Village	75th and Nall, 75th and Roe, 75th and Mission, 75th and State Line	59	0	21.03	0	The project will help connect two recognized activity nodes, one being downtown Overland Park, Kansas and the other being the Waldo area in Kansas City, Missouri. At a local level, it will encourage pedestrians to participate in active transportation by connecting local activity nodes of parks, shops, churches. The project will provide a way to increase access to transit. And the pavement will be rehabilitated in order to continue to meet the needs of the traveling public, the delivery of materials to businesses meeting regional demands, and transit schedules bringing Kansas Citians to both special events and daily work.	Highway/ Roadway	2025

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1674	Woodson Road Multiuse Pathway	Raytown	Woodson Road, 67th Street to 75th Street	133	9.9	0	0	Core values of the project are people-centric design, innovations in action, and green street transformation. The project's primary intent is to enhance walking and biking with direct connections to the Rock Island Trail. Roundabouts at the north and south project limits will improve traffic flow. There will be no capacity expansion for motorists; however, the corridor will be safer by replacing the open ditch with an enclosed stormwater system. Freight will not be enhanced except for last mile delivery vehicles. This project advances MetroGreen and the goals outlined in the Rock Island CSP Corridor. This project is planned to be the City of Raytown's one of the first Vision Zero initiatives thus guiding the way for a future adopted complete street policy / vision zero policy.Overall transportation infrastructure and safety improvements will benefit the local population in Raytown and the surrounding areas of Kansas City. The project targets a diverse range of users, including the capture of passenger vehicles traveling to the Rock Island Trailhead. The implementation of a multiuse path is a key feature intended to improve safety and traffic volume by providing a dedicated non-motorized path for travel. The greenspace between the pathway and the back of curb will be 9 ft to provide a high level of comfort for users. The wide greenspace will include unique landscaping with a canopy of street trees planted every 30 feet. This approach is expected to have a positive impact on both residents and commuters, facilitating safer and more accessible travel options. Furthermore, the project aims to stimulate economic development by providing the Raytown community with increased access to recreation, schools, and jobs. The project's concept is designed to serve the varied transportation needs of the community and promote connectivity, safety, and economic opportunities for all users.Complete street upgrades will be implemented during the full-depth reconstruction, including the installation of curb & gutter, storm drainage systems, high visibility pavement markings, pedestrian-scale lighting, and sidewalk on the westside of the road with a dedicated multi-use path on the eastside. The school crossing at Robinson Elementary School will be converted from an All-Way Stop into a roundabout with added overhead LED lighting. The project's mission was to seamlessly connect multiple transportation modes in conjunction with ecological restoration of streamway and arbore	Active Transportation	2025

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Project ID	Project Title	Sponsor	Location	Score	Year of Expenditure Dollars (millions $) 2020-2029	2030-2039	2040-2050	Project Description	Primary Mode	When Added
1678	Raytown Traffic Signal TSM&O Upgrades	Raytown	23 Traffic signals located at various locations in the city limits of Raytown, Missouri	111	2.4	0	0	Core values of the project are people-centric design, innovation in action, and ADA compliance. The primary intent of this project is to enhance the overall transportation infrastructure and safety, benefiting the local population in Raytown and the surrounding areas of Kansas City. The project targets a diverse range of users, including motorists, pedestrians, and cyclists. The implementation of the upgrades on the traffic signal system throughout the City of Raytown will reduce travel time, minimize idling, and improve platooning to achieve GHG emissions targets and fuel cost saving. The upgrades to the traffic system will gather data to adjust to collision near misses, data for economic development, and information gathering for other community improvement opportunities. While achieving these goals, the project will enhance safe passage for pedestrians with disabilities and cyclist throughout the area. Several areas within the traffic signal system benefits business centers and schools allowing safer traveling which in turn promotes increase usage of the multiple systems throughout the city. A secondary focus of this project would be enhanced safety of active transportation infrastructure at each upgraded intersection. The primary users would be pedestrians. The project envisions a well-connected network that prioritizes safety, supports diverse modes of travel, and enhances the overall quality of the community. This project is planned to be the City of Raytown's one of the first Vision Zero initiatives thus guiding the way for a future adopted complete street policy / vision zero policy.Overall transportation infrastructure and safety improvements will benefit the local population in Raytown and the surrounding areas of Kansas City. The project targets a diverse range of users, including the capture of pedestrian trips. This approach is expected to have a positive impact on both residents and commuters, facilitating safer and more accessible travel options. Furthermore, the project aims to stimulate economic development by providing the Raytown community with increased access to public transportation, business centers, schools, jobs, and recreational trails. The project's concept is designed to serve the varied transportation needs of the community and promote connectivity, safety, and economic opportunities for all users.Upgrades will be implemented including high visibility pavement markings. The replacement of the traffic signals will enhan	Active Transportation	2025
1761	47th Street Maintenance	Roeland Park	47th Street from Roe Lane to Mission Road	59	1.02	0	0	Multiple modes of transportation will be encouraged by performing maintenance to the road, and creation of a multi-use pedestrian trail.	Highway/ Roadway	2025

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System Rehabilitation/Preservation/Replacement

Project ID	Project Title	Sponsor	Location	Score	Year of Expenditure Dollars (millions $) 2020-2029	2030-2039	2040-2050	Project Description	Primary Mode	When Added
1745	Johnson Drive Street Maintenance	Roeland Park	Johnson Drive from Roeland Park city limits to Roe Boulevard.	55	0	0.35	0	The primary users of this project will be motorists and pedestrians. This project will be street and pedestrian infrastructure maintenance.	Highway/ Roadway	2025
1762	West 53rd Street Maintenance	Roeland Park	53rd Street from Buena Vista to Mission Road.	52	0	1.43	0	The primary users of this project will be motorists and pedestrians. This project will be street and pedestrian infrastructure maintenance.	Highway/ Roadway	2025
1758	Roe Boulevard Maintenance	Roeland Park	Roe Blvd from Johnson Drive to city limits.	48	0	2.29	0	The primary users of this project will be motorists and pedestrians. This project will be street and pedestrian infrastructure maintenance.	Highway/ Roadway	2025
1760	Roe Lane Maintenance	Roeland Park	Nall Ave from 51st Street to North end of Cul-De-Sac	47	0.15	0	0	The primary users will be motorists and pedestrian as all facilities will be reconstructed.	Highway/ Roadway	2025
1763	Roe Lane Maintenance	Roeland Park	Roe Lane from W 47th Street to City Limits.	46	0	0.21	0	The primary users of this project will be motorists and pedestrians. This project will be street and pedestrian infrastructure maintenance.	Highway/ Roadway	2025
1756	Buena Vista Street Maintenance	Roeland Park	Buena Vista Street from Shawnee Mission Parkway to Elledge Drive.	39	0	0.6	0	The primary users of this project will be motorists and pedestrians. This project will be street and pedestrian infrastructure maintenance.	Highway/ Roadway	2025
1764	Nall Avenue Maintenance	Roeland Park	Nall Ave from 51st Street to 58th Street.	36	0	0.77	0	The primary users of this project will be motorists and pedestrians. This project will be street and pedestrian infrastructure maintenance.	Highway/ Roadway	2025
1757	Mission Road Maintenance	Roeland Park	Mission Road from W 53rd Street to W 47th Ave.	36	0	0.7	0	The primary users of this project will be motorists and pedestrians. This project will be street and pedestrian infrastructure maintenance.	Highway/ Roadway	2025
1771	W 50th Terrace Maintenance	Roeland Park	W 50th Terrace from Nall Ave to Roe Boulevard.	34	0	0.14	0	The primary users of this project will be motorists and pedestrians. This project will be street and pedestrian infrastructure maintenance.	Highway/ Roadway	2025
1728	W 207th Street (Webster to Woodland Road) Street Maintenance	Spring Hill	W 207th Street (Webster to Woodland Road)	36	0.49	0	0	The primary intent of this project is to service a existing street in poor condition with a mill and overlay.	Highway/ Roadway	2025

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Project ID	Project Title	Sponsor	Location	Score	Year of Expenditure Dollars (millions $) 2020-2029	2030-2039	2040-2050	Project Description	Primary Mode	When Added
1742	Webster Street Maintenance	Spring Hill	Webster Street from 199th Street to E South Street.	22	0	3.05	0	The intent of this project is to mill and overlay Webster Street. Base repairs will be field identified as well as spot curb, ADA ramps, and sidewalks. Pavement markings will also be restored.	Highway/ Roadway	2025
				Subtotal	**2,304.63**	**3284.77**	**1088.44**	System Rehabilitation/Preservation/Replacement		
1038	Woods Chapel Road - Phase 2	Blue Springs	Woods Chapel Road from US-40 to Walnut Street	90	6	0	0	Due to increasing traffic growth along Woods Chapel Road corridor, this project is a continuation of phased improvements in order to increase roadway capacity and provider multimodal accommodations. Phase 1 of the project from I-70 to Walnut Street was completed in Fall 2016, which included a DDI at I-70. This project, Phase 2, will improve the existing two-lane roadway from Walnut Street to US-40 to a three-lane roadway with a continuous center turn lane and right-turn lanes where warranted. The improvements will include bicycle lanes and sidewalk on both sides of the roadway to provide connectivity for bicyclists, pedestrians, and mobility aid users. Intersection improvements at Woods Chapel Road and US-40 intersection will also be incorporated into the project. The project corridor provides access for transit users to a park-and-ride and transit stop located near Woods Chapel Road and I-70, which provides access to the RideKC system via Route I-70.	Highway/ Roadway	2025
1022	US 56 & I-35 Interchange Improvements	Gardner	US-56 (175th Street) and I-35 interchange	80	0	26.16	0	The existing interchange is a large rural diamond with a single loop ramp. The ultimate interchange improvements will address the future interchange configuration including ramp locations to minimize the interchange footprint and the addition of thru lanes on US-56/175th Street. In the near-term, improvements will be needed to accommodate development poised to occur east of the interchange. These improvements will most likely include installation of traffic signals and turn lanes at the ramp intersections. The project will be designed to accommodate all vehicle types and provide access across I-35 for pedestrians and bicyclists. With the addition of KCATA transit routes from downtown KC to Gardner and Edgerton, the interchange will assist in improving local and regional mobility, increase long-term economic development and attract and retain residents and businesses by connecting people to regional jobs.	Highway/ Roadway	2025

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System Expansion

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1341	Gladstone Parkway (68th Street)	Gladstone	Gladstone City limits at at approximately N. Broadway and NW 68th Street to N. Oak Trafficway and NE 70th Street.	111	15.16	0	0	Project will provide a direct connection to/from N. Oak Trafficway and downtown Gladstone to/from Highway 169. Amenities will serve motorists, pedestrians, transit users, bicyclists, and limited freight. Project will improve traffic safety at the intersection of N. Broadway and NW 68th Street. Project will include a 10ft wide concrete trail that will ultimately connect the Shoal Creek Trail System to the Line Creek Trail system via NW 68th Street and the Linden Connector. Improves access to downtown KCMO, downtown airport, and KCI. Improves connectivity to N Oak which is currently being studied by KCATA for BRT expansion. Improves access to neighborhoods such as Hamilton Heights. Serves environmental justice tracts along N. Broadway and N. Oak.	Highway/ Roadway	2025
1444	Missouri Route 1 & NE 72nd Street Intersection Improvements	Gladstone	Missouri Route 1 & NE 72nd Street	71	1.98	0	0	Project is in close proximity to a QuikTrip, Walmart, and Hyvee. Project will modify intersection configuration and capacity to reduce travel times and congestion. Project is part of a potential TID which include construction of a new sidewalk on the south side of NE 72nd Street from the intersection to N. Woodland.	Highway/ Roadway	2025
1628	Sni-A-Bar Blvd. Shared Trail Phase 1	Grain Valley	Sni-A-Bar Blvd and Cross Creek Drive from Buckner Tarsney Road to Trail Head Parking Lot on Blue Branch Trail (Part of Metro Green)	95	0.43	0	0	Intent of the project is to connect the existing and approved trail system to each other and the existing trail head parking area. The primary users consist of bicyclists, pedestrians, and High School track and cross country teams.	Active Transport ation	2025
49	Jefferson Street (North I-70 Outer Road)	Grain Valley	I-70 (North Outer Road) and Route BB (Buckner Tarsney Road)	62	0	21.13	0	Primary users will be freight and motorists. Freight from the approximately 180 acres of industrial and commercial property consisting of Blue Springs Logistics (PepsiCo), the Bush Business Park, Valley Ridge Industrial Park and East Kansas City Industrial Park all of which have direct access to Jefferson Road as their primary access to I-70. Motorists from several nearby subdivisions such as Eagle Ridge and Woodbury. Other motorists passing through or accessing many other businesses located along this route. Proposed path would provide active transportation to the residential areas as well as non motorized access to the businesses & jobs.	Highway/ Roadway	2025

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System Expansion

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1659	Arrington Rd Improvements	Grandivew	Arrington Road from Highgrove Rd to City limits (Prospect)	95	0	9.25	0	The intent of the project is to improve the road for all modes of transportation by adding sidewalks, multi-used path, and realign the Arrington Road. Majority of the existing roadway is a two lane winding old county roadway with no shoulders and steep drop offs. The primary users of this project are motorists, pedestrians, bicyclists, and freight carriers.	Active Transportation	2025
1611	Harry S Truman Dr Improvements	Grandview	Harry S Truman Dr from Byars Rd to Raytown Rd	99	4.5	0	0	The intent of the project is to improve capacity for all modes of transportation. The existing roadway is a two lane winding old country roadway with no shoulders and steep drop off. The primary users of this project are motorists, pedestrians, bicyclists, and freight carriers.	Highway/ Roadway	2025

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36	I-49 and Rockhaven Road/Peculiar Drive Interchange	Harrisonville	This project will connect the “bridge with no exists” over I-49, Rockhaven Road and Peculiar Drive to I-49 and create a bridge “with no exists” to the Rockhaven Rd/Peculiar Dr & I-49 interchange. This interchange bridge is a planned as a two-lane major collector street(s) that runs north/south, providing access to the regional highway system of the I-49 interchange. Currently, the “bridge with no exists” over I-49, Rockhaven Rd and Peculiar Dr are “rural” county roads. The City’s 2002 Comprehensive Plan identified the Rockhaven Rd/Peculiar Dr & I-49 interchange as a secondary transportation priority. Harrisonville’s 2022 Comprehensive Plan will identify the Rockhaven Rd/Peculiar Dr & I-49 interchange as an important capital improvement, currently serving the existing northern business district north of the city limits of	71	9.97	0	0	This new I-49/US 71 and Rockhaven Road Interchange project in Cass County, MO is a critical component of Harrisonville’s future growth and development. As you may recall, with the successful completion of the I-49/US 71 and Missouri Highway State Route 291 Interchange project in Cass County, MO that has been in-service since October 2012, the City of Harrisonville is again planning for the next phase of the project area, the I-49/US 71, and Rockhaven Road Interchange. Initially, the recently completed interchange (I-49/US 71 and MO Hwy State Route 291 Interchange) was necessary to provide the residents and business with another connection between Harrisonville’s business corridor along Commercial St, Rockhaven Rd and M291 to the interstate. By having the connection (I-49/US 71 and MO Hwy State Route 291 Interchange) has provided residents and the business community with a secondary route between the historic downtown Cass County Square, Harrisonville public schools, City Parks, future commercial development, and their homes. With the previous access to I-49/US 71, traffic was far too congested during peak hours to provide for safe and efficient movement of traffic. Over the long term, the I-49/US 71 and Rockhaven Rd Interchange can possibly be extended and included as part of an outer-ring interstate route connecting I-70 near Blue Springs, MO to the east with the Gardner, KS multi-modal facility to the west. Doing so would provide benefits region-wide, and further facilitate the development of the greater Kansas City area as a premier transportation hub for the entire country.City and County officials believed that the construction of the I-49/US 71 and MO Hwy State Route 291 Interchange was the essential first step in the establishment of another connection to the interstate and the I-49/US 71 and Rockhaven Rd Interchange will be another east-west arterial corridor through the central portion of Cass County, now City and County officials are preparing for the possible extensions and future connectivity into the suburban areas within Kansas. The improvements of the new I-49/US 71 and Rockhaven Rd Interchange will better serve the traffic flow generated by the Cass Regional Medical Center located along Rockhaven Rd approximately one (1) mile south of the proposed interchange within the northern portions of the City of Harrisonville, as well as the surrounding County lands, associated with the continued growth and development along the entire len	Bridge	2025

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			Harrisonville. With the I-49/M291 interchange completed, the Rockhaven Rd/Peculiar Dr & I-49 interchange is one of the City's top transportation priorities. This project will be the next step following the Harrisonville's 2022 Comprehensive Plan, which will develop interchange alignment options the City is pursuing with this project.							

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Project ID	Project Title	Sponsor	Location	Score	Year of Expenditure Dollars (millions $) 2020-2029	2030-2039	2040-2050	Project Description	Primary Mode	When Added
1634	Connected Blue River Greenway	Heartland Conservation Alliance	NA	104	100	0	0	Originating from headwaters surrounded by natural wetlands, forests, grasslands, pasture, and cropland, the Blue River flows through economically, racially, and ethnically diverse suburban neighborhoods and heavily industrialized areas. Marquee regional and local parks are strung along the river like green pearls. Repeated floods decimated its industrial base and neighborhoods, urban runoff pollutes its waters, habitat loss threatens native species, and a lack of physical access prevents Kansas Citians from using it. Some do not even know it exists. This diversity is a challenge and a tremendous opportunity for the river corridor to restore physical, environmental, ecological, ethnic, socioeconomic, and political connections.When completed, the 43 mile Blue River Greenway will be the backbone of a healthy, prosperous, connected, and resilient region. Numerous municipal and not-for-profit partners are collaborating to fully protect, connect, and restore the Greenway from the Overland Park Arboretum in suburban Johnson County, Kansas, to Corrington Park in urban Kansas City, Missouri, near the confluence with the Missouri River. The completed Blue River Greenway will:• Become a regional destination to live, work, and play• Complete the linchpin of our regional greenways• Strengthen natural, transportation, social, economic, and political connections• Reduce flooding & improve water quality• Draw down CO2 and help achieve carbon neutrality• Improve air quality• Cool the urban heat island• Provide equitable access to nature and healthy outdoor recreation via a publicly accessible, paved pedestrian trail system for walking and bicycling• Promote zero-waste (“circular”) economic development and provide green-collar jobs• Connect residents and workers to local jobs• Create a model and catalyst for revitalizing our region’s waterwaysThis Vision and Implementation Strategy is based on decades of collaboration, extensive neighborhood engagement, and the best available data. The program builds on our public lands and trails, identifying gaps and opportunities to secure land and public access, protect and enhance habitat, and fully connect trails and communities.Primary users: pedestrians, hikers, and bicyclists	Active Transportation	2025

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1264	39th Street Improvements - West City Limits to Crysler Avenue	Independence	Intersections within the 39th Street project limits are US 40 Highway, Blue Ridge Boulevard, Sterling Avenue & Crysler Avenue.	127	6	0	0	This project is a continuation of the first phase of improvements to the 39th Street corridor. The first phase (Noland Road to Crysler Avenue) was completed in 2011. The project would include a 3-lane roadway (2 vehicle traffic through lanes and a center turn lane), on-road bike lanes for cyclists on each side of the street and an ADA-compliant sidewalk for pedestrians and mobility aid users. The bicycle lanes and the sidewalks would improve safety and accessibility for pedestrians and cyclists. Also included in the scope of this project are drainage improvements with curb and gutter and a new storm sewer system. This project supports ongoing investments in the area. The construction of the project will create a safer route for residents in neighborhoods along the corridor to nearby activity centers using alternative transportation choices and motorized vehicles, thereby allowing residents to age in place.	Highway/ Roadway	2025
1238	35th Street Complete Street	Independence	35th StreetIntersections: US 40, Blue Ridge Blvd, Sterling Ave, Crysler Ave, Noland Rd, Lees Summit Rd	125	6	0	0	This project includes a three lane roadway (2 vehicle traffic through lanes with a center turn lane) to improve safety and travel time reliability for motorists and freight. Currently there are unconnected sidewalks and no bike lanes along the corridor. The current system does not adequately serve all transportation modes. The proposed project will provide bike facilities for cyclists on and ADA-compliant sidewalks for pedestrians and mobility aid users. The bicycle facilities and the sidewalks would improve safety and accessibility for pedestrians and cyclists using transit along north/south roads and to parks and activity centers. This project will create inter-connectivity for all transportation modes.	Active Transportation	2025

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1269	Truman Road Improvements - Vista Avenue to M-7 Highway	Independence	Truman Road is Missouri Route 12. Intersections with other routes include Route M-78 (23rd Street) and M-7 Highway at the east terminus of the project. Other significant intersections are at Little Blue Parkway and future Jackson Drive (east of existing Van Maele Road). The intersections at M-78 and Little Blue Parkway have already been constructed, but may require minor modifications.	104	44.1	0	0	The project will improve existing Truman Road (Route 12) from two lanes to four lanes. Curb and gutter, sidewalks, bicycle facilities, storm sewers, a bridge, street lights, relocated power lines and all necessary turn lanes will be constructed. At this time, there is no transit route along this area of Truman Road, but improvements to the roadway (which currently has a more rural design with shoulders and ditches) would make transit routes possible in the future as the area continues to develop. Existing industrial areas along Truman Road would have a viable alternate freight access point to the east of M-78 at M-7 Highway. A new four lane bridge would replace an obsolete two lane bridge over the Little Blue River, just east of the Little Blue Parkway intersection. The new bridge would include dedicated bicycle and pedestrian facilities. There would also be a connection point to the Little Blue Trace Park along the Little Blue River.	Highway/ Roadway	2025
1165	Bundschu Road Improvements	Independence	Bundschu Road between Susquehanna Ridge and M-7 Highway	100	0	32.25	0	The existing roadway is a partially improved roadway that will be widened on the existing alignment with the addition of a center two-way left turn lane, curb and gutter, enclosed storm drain system. A multi-use path is proposed on the north side of the roadway and a sidewalk is proposed along the south side of the roadway. Primary users include multi-modal transportation users with improved access to Fire Station, Parks, Elementary Schools, Little Blue Trace Trail & Nature Preserve, and Transit stops located on US-24 highway.	Active Transportation	2025
1233	Salisbury Road Complete Streets	Independence	Salisbury & Jones Road (future Jackson Drive - major arterial).Salisbury & Ponca Drive	97	13	0	0	The project will complete the expansion of the existing roadway to 3-lane collector, from Missouri 291 to N Jones Road. As part of the expansion, horizontal and vertical alignment will also be improved to match necessary design parameters. Sidewalks will be installed and bike facilities will be incorporated to expand multimodal transportation options throughout. Additionally, the Independence Athletic Complex, located near the middle of this segment of Salsibury Road, serves the region with several sports fields, including soccer, football, baseball and softball.	Highway/ Roadway	2025

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1164	RD Mize Road Improvements	Independence	RD Mize Road - Eureka Road to Pink Hill Road; intersection of Pink Hill Road; and Pink Hill Road to Duncan Road.	95	14	0	0	RD Mize Road from Eureka Road to Pink Hill Road will be improved from a two lane road to a three lane road with a center two way left turn lane. RD Mize Road from Pink Hill Road south to its intersection with Woods Chapel Road will be improved from a two lane road to a four lane road. The entire roadway will be widened on the existing alignment and make improvements to horizontal curvature at two locations, install curb and gutters, enclosed storm drain system and an eight foot shared use path will be placed on one side of the road with a five-foot sidewalk on the other. Continuous street lighting will be installed throughout the corridor. The existing temporary span wire signal at Pink Hill Road and R D Mize road will be removed and installation of a roundabout will be constructed. This project connects local neighborhoods in Independence and Blue Springs to the Little Blue Trace trail system, as well as, local elementary and middle schools located on R D Mize Road. The primary users will be motorists, pedestrians, and bicyclists, with additional connectivity provided to transit facilities. Additional project improvements will include a bridge replacement over the Little Blue River and will include the addition of sidewalk and/or sidewalk connections to the existing little blue trace trail system.	Active Transportation	2025

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1501	KCK Trail System	Kansas City, KS	The Major streets that make up the KCK Urban Trail System include State Avenue, Central Avenue, K-32/Kaw Drive/Park Drive, Quindaro Boulevard, 18th Street, 10th Street/Argentine Boulevard/12th Street, Metropolitan/Strong Avenue, 7th Street/Rainbow Boulevard and 6th Street among others. The network also includes enhancements to the Jersey Creek trail system and its full implementation into the Northeast KCK Heritage Trail. It includes the ongoing levee betterments along the Kansas River as a part of the USMCE levee raise project and closing the Turkey Creek trail gap in Wyandotte County. All of these trail system interconnect with the Riverfront Heritage Trail into KCMO and other jurisdiction connections in Johnson County.	140	10	0	0	The intent of the project is to connect neighborhoods and destinations in the core of Kansas City, Kansas and to connect the cities of Kansas City, Kansas; Kansas City, Missouri; Edwardsville, Kansas; Bonner Springs, Kansas; Westwood, Kansas; and, Roeland Park, Kansas with a high-quality pedestrian and bicycle network. The KCK Trail System entails planning for and implementation of an urban trail network serving the urban core of Kansas City, Kansas. The network would connect neighborhoods, parks, schools, retail areas, office areas, and the Fairfax Industrial District. It also includes the Riverfront Heritage Trail (i.e. Lewis and Clark viaduct trail), which connects to Kansas City, Missouri. Much of this network is already complete: The Lewis and Clark viaduct trail, the Jersey Creek trails, off street trails on 5th Street, the 10th Street bike lanes, Metropolitan Avenue/Strong Avenue bike lanes, and the Central Avenue sharrows are all completed.	Active Transportation	2025

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1696	State Avenue Corridor Enhancements	Kansas City, KS	State Avenue (and Minnesota) from 4th Street to County Line (Leavenworth)	124	10	0	0	State Avenue is KCK's primary transit corridor. In order to improve access to this primary transit route, increase ridership, and thereby build a virtuous cycle of new transit users, this project will improve bike/ped connections and facilities to existing transit stations and their primary routes.	Transit	2025
1523	Village West Bike Ped	Kansas City, KS	State Avenue from N. 91st Street to N. 142nd Street. Parallel Parkway from N. 91st Street to N. 142nd Street	114	5	0	0	This project is intended support the future trail network by providing additional cross-county connections, local and regional trails and bicycle routes that serve a variety of needs, ages and physical abilities. The Trial Network will include three types of trials; regional, local and greenways. The designated user focus would be pedestrians, bicyclists and other users of non-motorized means.	Active Transportation	2025
1691	K-32/Kaw Drive/Park Drive/Levee Betterment Trail	Kansas City, KS	This project proposes to create a complete Kansas River trail system utilizing existing segments in the ongoing levee betterments project to create a trail connection from Downtown KCMO/KCK to Downtown Bonner Springs, Kansas. It would use the levee betterments to Kansas Avenue, bridge over the railway and connect to proposed Park Drive bike/ped enhancements, tie-into bike/ped enhancements along Kaw Drive, and then fully implement the K-32 Tri-City Multi-Modal Development Corridor Plan.	108	50	0	0	This project will serve all transportation modes. At its core is a facility expansion to include facilities for multiple modes, but also a preservation project as the existing roadway is deteriorating and needs resurfacing, repairs and strategic reconstruction.	Active Transportation	2025

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1498	Platte Purchase Drive Reconstruction and Interchange Improvement	Kansas City, MO	Platte Purchase MO 152 to Cookingham Drive and Platte Purchase/152 Interchange	147	28.72	0	0	Project reconstructs the narrow two lane unimproved Platte Purchase between the south side of the MO 152 interchange to a four lane with landscaped median and turn lanes urban complete street. It will also improve the MO 152 interchange and add a ten foot multipurpose trail. Project is adjacent to an environmental justice tract and connects to the Route 152 Trail which provides for connections the MetroGreen Line Creek Trail.	Highway/ Roadway	2025
1560	BikeKC Plan Implementation	Kansas City, MO	Citywide program	144	46.64	0	0	Implementation of the newly updated Bike KC Master Plan will include construction of low-stress bikeways througout the city in order to provide a safe, comfortable alternative form of transportation for citizens throughout the City. The Bike KC Master Plan network identifies 658 centerline miles of facilities in three categories – major separation, minor separation, and shared streets. Many of these routes will involve retrofiting existing roadways, while others will be folded into larger roadway projects that expand or bring roadways up to City standards. Implementation of this program will help the City achieve its goals of a more multimodal, sustainable transportation system.	Active Transportation	2025
1527	Grand Boulevard Streetscape	Kansas City, MO		143	9.33	0	0	Project reconstructs Grand Boulevard to the Making Grand Grand Streetscape Plan from 3rd Street to Pershing. The project will rebuild the street and upgrade it include separated bicycle facilities. It will be designed to maintain the character of the area as desired by residents during the Downtown Area planning process. Project will include constructing an urban complete street with sidewalks, streetlights, bike lanes, and curbing.	Active Transportation	2025
1499	Tiffany Springs Parkway between I-29 and US 169	Kansas City, MO	Tiffany Springs Parkway from I-29 to Platte Purchase Drive which includes existing Tiffany Springs Parkway corridor and NW 100th Street	141	0	51.99	0	Complete street reconstruction of the existing streets in the Twin Creeks area such as NW 100th Street to a modern complete street parkway which will become Tiffany Springs Parkway. The project will also upgrade the existing parts of the corridor to a complete street with sidewalks and a multi-purpose trail. Project will provide a sidewalk on one side of the street, a ten foot multi-purpose path on the other, a four lane grass median divided parkway with turn lanes as necessary and on-street bike facilities. The project will connect the residents of the Twin Creeks area to the I-29 and KCI jobs corridor, Platte Purchase Park, and the Second Creek Trail. Project will include proper street lighting necessary for an urban area, transit stops for future transit service, and storm water mitigation.	Highway/ Roadway	2025

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System Expansion

Project ID	Project Title	Sponsor	Location	Score	Year of Expenditure Dollars (millions $) 2020-2029	2030-2039	2040-2050	Project Description	Primary Mode	When Added
1598	South Loop Project	Kansas City, MO	Interstate 670	131	217.2	0	0	The intent of the project is to eliminate a physical barrier that separates the Central Business District and the Crossroads neighborhoods. We envision the project will serve existing residents as well as visitors to the city, as the asset will also connect the Bartle Hall Convention Center and T-Mobile arena. The promotes pedestrians.	Highway/ Roadway	2025

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Updated on 3/13/2025

System Expansion

Project ID	Project Title	Sponsor	Location	Score	Year of Expenditure Dollars (millions $) 2020-2029	2030-2039	2040-2050	Project Description	Primary Mode	When Added
54	Dr. Martin Luther King, Jr. Blvd Complete Streets	Kansas City, MO	The prrimary right-of-way of Dr. Marting Luther King, Jr. Blvd/ Highway 56 (MLK Blvd) extending from I-435 interchange on the east to Brookside Blvd intersection on the west. Focused improvements at intersections along this 5-mile corridor from east to west include: I-435, Eastwood Trafficway, Sni-A-Bar Road, Hardesty, Elmwood Ave, Kensington Ave, Cleveland Ave, Swope Parkway/Benton Blvd, Agnes Ave, Prospect Ave, Highway-71, Woodland Avenue, The Paseo, Troost Ave, Rockhill Road, and Brookside Blvd. Presently, the route is a significant east-west for local and regional vehicular traffic with intermittent bus route connections, and extremely limited pedestrian facilities. The southern boundary is a diverse combination of activity nodes and the northern boundary is Park & Recreation land along the Brush Creek (west and central) and less dense	130	24.14	0	0	The intent of the project is to invest in MLK Blvd for all present and future users, as well as make infrastructure design decisions that foster long-term sustainable use by those individuals. Motorists will experience better aligned street grades at non-signalized intersections, traffic calming measures which will mitigate speeding, and see a reduction in barriers that currently limit driver visibility. Pedestrians will experience significant improvements by eliminating the gaps in pedestrian sidewalks that presently exist on the western half of the project area. They will also have more continuous pathways when connecting from transit to activity nodes, developments, and neighborhoods. Transit ridership will increase as more economic opportunities, jobs, and households are slated for development along MLK Blvd. In the past three months, construction activities have begun at Dr. Martin Luther King, Jr. Park and The Rochester (64-unit residential near The Shops). Additionally, the Overlook District's demolition and site grading will be starting in Fall 2021 with $5M in funding from KCMO's Central City Economic Development (CCED) – removing significant blight/under-utilized properties/vacant buildings and offering Class A office and mixed-income residential housing to MLKD Blvd between College Ave and Chestnut Ave. These projects as well as other pipeline development will increase the ridership demand, as jobs, residents, and guests will have trips generated to these locations. MLK Blvd will accommodate multi-modal options benefiting and supporting the neighborhoods, residents, developments, and guests to the corridor. Bicyclist will benefit from improved connection to existing trail and bike networks along the Blue River and Brush Creek as well as to Rockhill Road and Benton Blvd (major north-south bike thoroughfares). Additionally, the existing road section will be able to accommodate bike paths and potential dedication bike lanes as previously studied in the 2017 Swope Parkway/ Blue Parkway Redevelopment Feasibility Study.	Highway/ Roadway	2025

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System Expansion

Project ID	Project Title	Sponsor	Location	Score	Year of Expenditure Dollars (millions $) 2020-2029	2030-2039	2040-2050	Project Description	Primary Mode	When Added
			development (east).							
1559	Parvin Road Complete Street Reconstruction	Kansas City, MO	Extension of corridor from the intersection of Waukomis Drive at NW 68th Street to Barry Road	122	17.49	0	0	Complete street construction of the Line Creek Parkway from NW 68th Street to Barry Road as a modern complete street parkway Project will provide a sidewalk on one side of the street, a ten foot multi-purpose path on the other, a two lane grass median divided parkway with turn lanes as necessary and on-street bike facilities. The project will connect the residents of the Line Creek Valley to Hopewell Elementary Schools and planned third Park Hill High School and allow a safe route to schools and will also connect to the Line Creek Trail, Line Creek Community Center, Line Creek Park, and the Englewood Boulevard complete street reconstruction currently underway. Project will include proper street lighting necessary for an urban area, safe transit stops for ATA users, and storm water mitigation. It may be a joint with Platte County taking as previous phases of Line Creek Parkway upgrades have occurred.	Highway/ Roadway	2025
46	PEL/Safety Improvements US-71 (Bruce R. Watkins)	Kansas City, MO	The Project will initiate a PEL study, address consent decree, and initiate NEPA to address access and safety improvements for east-west vehicular and pedestrian travel across the Bruce R. Watkins corridor between 51st Street and Gregory Boulevard. In particular, focus will be given to three (3) intersections on Bruce R. Watkins:a) at 53rd Streetb) at 60th Streetc) at Gregory Boulevard (71st Street)	120	200	0	0	The project will improve east-west connections across the Bruce R. Watkins corridor, addressing motorized, bicycle and pedestrian conflicts resulting in safer intersections and east-west cross-streets.	Active Transport ation	2025

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System Expansion

Project ID	Project Title	Sponsor	Location	Score	Year of Expenditure Dollars (millions $) 2020-2029	2030-2039	2040-2050	Project Description	Primary Mode	When Added
1526	Line Creek Parkway – Old Stagecoach to NW 108th Street	Kansas City, MO	Line Creek Parkway from Old Stage Coach to NW 108th Street	115	20.14	0	0	The project will construct a two lane Line Creek Parkway from the current termination of Line Creek Parkway at Old Stage Coach and construct it north to NW 108th Street along the west side of Platte Purchase Park.	Highway/ Roadway	2025
1542	Line Creek Parkway Complete Streets Project Segment 2	Kansas City, MO	Extension of corridor from the intersection of Waukomis Drive at NW 68th Street to Barry Road	113	0	24.52	0	Complete street construction of the Line Creek Parkway from NW 68th Street to Barry Road as a modern complete street parkway Project will provide a sidewalk on one side of the street, a ten foot multi-purpose path on the other, a two lane grass median divided parkway with turn lanes as necessary and on-street bike facilities. The project will connect the residents of the Line Creek Valley to Hopewell Elementary Schools and planned third Park Hill High School and allow a safe route to schools and will also connect to the Line Creek Trail, Line Creek Community Center, Line Creek Park, and the Englewood Boulevard complete street reconstruction currently underway. Project will include proper street lighting necessary for an urban area, safe transit stops for ATA users, and storm water mitigation. It may be a joint with Platte County taking as previous phases of Line Creek Parkway upgrades have occurred.	Highway/ Roadway	2025
1549	Ambassador Drive Extension to Mexico City Ave	Kansas City, MO	Ambassador Drive extension from I-435 to Mexico City Avenue	107	33.82	0	0	Project is being built on the northeast side of KCI International Airport and will serve expanded air freight operations and future logistics park including the expanding KCI Intermodal operations by building direct connections to both I-435 and I-29. The project will extend Ambassador Drive over I-435 and connect to Mexico City with improvements to the interchange to accommodate new industrial and air freight intermodal facilities. he project will also upgrade the existing parts of the corridor to a complete street with sidewalks and a multi-purpose trail. Project will provide a sidewalk on one side of the street, a ten foot multi-purpose path on the other, a two or four lane grass median divided parkway with turn lanes as necessary and on-street bike facilities. The project will connect provide for an alternative route on the northeast side of KCI Airport and serves as a connection to two interstates and the I-29 and KCI office and industrial jobs corridor. Project will include proper street lighting necessary for an urban area, transit stops for future transit service, and storm water mitigation.	Highway/ Roadway	2025

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System Expansion

Project ID	Project Title	Sponsor	Location	Score	Year of Expenditure Dollars (millions $) 2020-2029	2030-2039	2040-2050	Project Description	Primary Mode	When Added
44	West Pennway Complete Street	Kansas City, MO		91	7.46	0	0	West Pennway is an under utilized Major Connector linking Southwest Boulevard and the Crossroads with the West Bottoms. The wide roadway, flanked on both sides with a mix of single-family, multi-family, and institutional land uses, encourages speeding vehicles while discouraging bicycle and pedestrian users. The north end of the corridor is anchored by Jarboe Park and Primitivo Garcia Elementary school. Jarboe Park is a community park with a large playground and swimming pool. The park and Primitivo Garcia both serve the immediate neighborhood and draw users and students beyond immediate neighborhood boundaries. The roadway right-of-way is also a part of the Riverfront Heritage Trail. The trail crosses West Pennway in two locations: at Jarboe Street and just north of the Summit Street/21st Street intersection. The proposed Greenline Trail will also utilize the right-of-way of West Pennway. The southern end of the corridor has the Tony Aguirre Community Center and the Irene H. Ruiz Branch of the Kansas City Public Library system. The corridor culminates at the south end with a five-point intersection and transit stop. The intent of the project is to reduce the pavement width for vehicle users and eliminate oblique intersections; increase bicycle use and improve bicycle safety through the implementation of separated bicycle facilities; improve pedestrian safety and cross-street connections through shorter street crossings and wider sidewalks; reduce storm water runoff through implementation of green infrastructure in the right-of-way; and provide neighborhood activity zones for informal and formal gatherings.	Highway/ Roadway	2025
1592	K-10: from the Douglas/Johnson County line east to the K-10/I-435 interchange in Lenexa	KDOT	K-10: from the Douglas/Johnson County line east to the K-10/I-435 interchange in Lenexa	68	300	0	0	The intent of the project is to evaluate the needed capacity improvements along the K-10 corridor and making I-435/K-10 interchange improvements. Primary users will be motorists and freight, but design of the facility accommodates transit.	Highway/ Roadway	2025
1324	I-70/K-7 Interchange KA-1003-10 (Phase 5)	KDOT	K-7 and K-7 and Kansas Ave.	62	85.6	0	0	Reconstruction, capacity and safety improvements of the I-70/K-7 interchange. The interchange concept includes interchanges at I-70, 130th St, Kansas Ave. K-7 and I-70 will have C-D roads to separate thru traffic from ramp traffic. Primary users will be motorists and freight, but design accommodates transit and provides crossing points for bike/ped at the Kansas Ave and 130th Street interchanges.	Highway/ Roadway	2025

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System Expansion

Project ID	Project Title	Sponsor	Location	Score	Year of Expenditure Dollars (millions $) 2020-2029	2030-2039	2040-2050	Project Description	Primary Mode	When Added
1331	I-70/K-7 Interchange KA-1003-12 (Phase 7)	KDOT	I-70 and K-7	60	0	133.89	0	Reconstruction, capacity and safety improvements of the I-70/K-7 interchange. The interchange concept includes interchanges at I-70, 130th St, Kansas Ave. K-7 and I-70 will have C-D roads to separate thru traffic from ramp traffic. Primary users will be motorists and freight, but design accommodates transit and provides crossing points for bike/ped at the Kansas Ave and 130th Street interchanges.	Highway/ Roadway	2025
1328	I-70/K-7 Interchange KA-1003-11/15 (Phase 6)	KDOT		60	83.38	0	0	Reconstruction, capacity and safety improvements of the I-70/K-7 interchange. The interchange concept includes interchanges at I-70, 130th St, Kansas Ave. K-7 and I-70 will have C-D roads to separate thru traffic from ramp traffic. Primary users will be motorists and freight, but design accommodates transit and provides crossing points for bike/ped at the Kansas Ave and 130th Street interchanges.	Highway/ Roadway	2025
1586	I-70/K-7 Interchange KA-1003-11/15 (Phase 10)	KDOT	I-70 and K-7	60	155.1	0	0	Reconstruction, capacity and safety improvements of the I-70/K-7 interchange. The interchange concept includes interchanges at I-70, 130th St, Kansas Ave. K-7 and I-70 will have C-D roads to separate thru traffic from ramp traffic. Primary users will be motorists and freight, but design accommodates transit and provides crossing points for bike/ped at the Kansas Ave and 130th Street interchanges.	Highway/ Roadway	2025
1591	I-35: 0.5 miles south of East Old US. 56/I35 Junction 0rth (approximately 3.8 miles) to approximately 0.26 miles 0rth of the W 119th Street/I-35 interchange in Olathe	KDOT	I-35	57	105.03	0	0	Capacity improvements to the interchange and coordinated improvements to the local network. Primary users of the facility are motorists, freight shippers and transit vehicles.	Highway/ Roadway	2025
1305	Johnson County Gateway Phase 2; inclusive of K-10/K-7 Interchange	KDOT	Various	56	431	0	0	Reconstruction and capacity improvements to the I-435/I-35/K-10 interchanges. This will consist of Phase 2 of planned concept improvements. This project may also be inclusive of the reconfiguration of the K-10/K-7 interchange. Primary users of this facility are motorists, transit riders along I-35 (bus on shoulder), and freight shippers.	Highway/ Roadway	2025

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System Expansion

Project ID	Project Title	Sponsor	Location	Score	Year of Expenditure Dollars (millions $) 2020-2029	2030-2039	2040-2050	Project Description	Primary Mode	When Added
57	Nation Road Complete Street Project	Kearney	Nation Road from Route 92 to 19th Street (1.0 miles)	107	4.88	0	0	The City of Kearney is a rapidly growing community. To reduce congestion and vehicular delay associated with the existing Route 92 interchange and better connect the community divided by I-35, the City and MoDOT recently opened the I-35 and 19th Street Interchange. As part of the project, 19th Street (approximately 0.5 miles to the east and 0.3 miles to the west of the interchange) was improved to a three-lane urban roadway to increase capacity for motorists and freight. Improvements also included bicycle lanes, a shared-use path on the south side of the roadway, and a sidewalk on the north side of the roadway in order to safely accommodate bicyclists, pedestrians, and mobility aid users. The interchange project did not include improvements to the Nation Road corridor, which is located approximately 0.5 miles west of the new interchange. With the implementation of the new interchange, Nation Road will serve as a growing but critical corridor as the “western leg” of the city’s arterial loop comprised of Route 92 (with access to existing I-35 interchange), Route 33, 19th Street (with access to new I-35 interchange), and Nation Road. The City has implemented or is planning improvements to these other corridors in order to accommodate the community growth and shift in traffic patterns that is anticipated due to the new interchange and to support economic development on the west side of the City. The existing one-mile Nation Road corridor is a rural two-lane collector with no bicycle or pedestrian accommodations. As increased traffic is anticipated due to the new interchange, the proposed Nation Road project improves the corridor to an urban, three-lane roadway in order to increase safety and capacity for motorists and freight. The project will also include bicycle lanes, a shared-use path on one side of the roadway, and a sidewalk on the opposite side of the roadway in order to accommodate bicyclists, pedestrians, and mobility aid users. No intersection improvements are anticipated at the northern terminus (Route 92) due to an existing roundabout and at the southern terminus (19th Street) due to a new roundabout. The Nation Road project is a key component of the greater transportation improvements needed to serve the new I-35 interchange.	Highway/ Roadway	2025

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Project ID	Project Title	Sponsor	Location	Score	Year of Expenditure Dollars (millions $) 2020-2029	2030-2039	2040-2050	Project Description	Primary Mode	When Added
56	19th Complete Street Project	Kearney	19th Street & Route 33/Jefferson Street Intersection	102	5.33	0	0	The primary users will be motorist, pedestrians, bicyclists, and freight. The intent is to fill in gaps for the 19th Street/Fishing River Trail on 19th Street between Watson Drive and railroad tracks on the south side of 19th Street; to provide an enhanced railroad crossing on 19th Street; to make intersection improvements at the Route 33 and 19th Street; to increase safety for all users; and to improve 19th Street to a three-lane urban roadway east of Route 33 to increase capacity for motorists and create safe routes to schools. Improvements will also include a shared-use path and a sidewalk in order to accommodate bicyclists, pedestrians, and mobility aid users. The new interchange project did not include improvements to the 19th Street or the Route 33 intersection (located approximately 1.0 miles east of the new interchange). The existing intersection is a four-leg, signalized intersection of two urban roadways. In addition to one through lane in each direction, each leg of the intersection has a dedicated left-turn lane (storage length varies) approaching the traffic signal. As increased traffic is anticipated due to the new interchange, the proposed 19th Street & Route 33 Improvements adds new dedicated right-turn lanes, maximizes the storage length of existing dedicated left-turn lanes, and enhances bike/ped crossings. A new shared-use path will also be added on the west side of Route 33 for approximately 0.25 miles from 19th Street to Greenfield Drive. An at-grade rail crossing on 19th Street approximately 0.3 miles west of Route 33 will be upgraded and coordinated with the traffic signal at the intersection. The 19th Street Complete Street project is a key component of the greater transportation improvements needed to serve the new I-35 interchange.	Highway/ Roadway	2025
1644	Pryor Road - Longview Road to M150 Highway	Lee's Summit	Pryor Road from Longview Road to M-150 Highway	139	37.2	0	0	The project will reconstruct and widen Pryor Road from M-150 Highway to Longview Road, an existing two-lane, 45 mph, shouldered major arterial that continues north of Longview Road with an improved multi-lane urban street section to an interchange at Interstate 470. The project will add curb, storm sewer, sidewalk, shared-use path, turn lanes, medians, access management, street lighting, traffic signals, etc. The primary users include motorists, pedestrians, and bicyclists.	Highway/ Roadway	2025
1647	3rd Street - Green Street to M291 Hwy	Lee's Summit	3rd Street from Green Street to M291 Hwy	130	5	0	0	A complete streets roadway reconstruction project that improves the roadway for all users by adding sidewalks, lighting and other gateway corridor elements into downtown Lee's Summit.	Active Transport ation	2025

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System Expansion

Project ID	Project Title	Sponsor	Location	Score	Year of Expenditure Dollars (millions $) 2020-2029	2030-2039	2040-2050	Project Description	Primary Mode	When Added
1636	Scherer Road/Parkway - Sampson Road to M291 Highway	Lee's Summit	Scherer Road/Parkway from Sampson Road to M291 Highway; and Longview Parkway from Longview Road to Scherer Parkway	127	51.25	0	0	The project will reconstruct an inadequate, substandard rural roadway to an urban multi-lane, multi-modal transportation corridor supporting all users (motorists, pedestrians, transit riders, bicyclist and freight) for not only current needs but in support of the future community growth that is surrounded by thousands of acres ready for development. The project is along a major arterial that extends between M-291 and Sampson Road. West of Sampson Road, Scherer Parkway continues as an existing four-lane urban arterial thoroughfare crossing multiple jurisdictions and Interstate 49 to the west. Project includes a new arterial connection between Scherer and Longview Road to better facilitate north-south interstate/highway access in the community as planned.	Highway/ Roadway	2025
1645	Hook Road Interchange at M291 Highway	Lee's Summit	Hook Road Interchange at M291 Highway	111	28	0	0	The project will be built for motorists, freight movement, pedestrians and cyclists.	Bridge	2025
1656	Active Transportation - 291 - Kansas to Leonard St.	Liberty	Along MO Route 291 from the intersection of Rt. 291 and W. Kansas St. to the intersection of Rt. 291 and S. Leonard St.	86	0	11.78	0	The intent of the project is to provide active transportation options along the 291 corridor from Kansas St. to Leonard St. The primary users will be pedestrians and bicyclists. The project will seek to incorporate green features such as tree plantings to add to the City's climate resiliency.	Active Transport ation	2025
1740	I-35 Montage Parkway Flyover Bridge Between MO-291 and US-69	Liberty	Montage Parkway Bridge Flyover I-35	74	0	11.92	0	The primary users will be motorist, bicyclist and pedestrians. There is an extensive trail section that is planned as part of the proposed development on the westside of I-35. This will connect to the plan to Glen Hendren Drive's complete street upgrade on the east side.	Bridge	2025
1339	Wyandotte Co Combined Regional Bikeway Network and MetroGreen Trail System	MARC	Wyandotte Co. RBN On-street Miles, 62 miles.Wyandotte Co. RBN Off-street Miles, 75 miles.Wyandotte Co. MG Off-street Miles, 44 miles.	139	80.37	0	0	This project provides a planning level estimate of resources necessary to complete the regional bikeway network and MetroGreen trail system. The primary users are bicyclists and pedestrians. In cases in which MARC is listed as the sponsor, local governments or other entities with land use jurisdiction would need to implement projects.	Active Transport ation	2025

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Project ID	Project Title	Sponsor	Location	Score	Year of Expenditure Dollars (millions $) 2020-2029	2030-2039	2040-2050	Project Description	Primary Mode	When Added
1335	Platte Co Combined Regional Bikeway Network and MetroGreen Trail System	MARC	Platte Co. RBN On-street Miles, 81 miles.Platte Co. RBN Off-street Miles, 99 miles.Platte Co. MG Off-street Miles, 139 miles.	139	153.88	0	0	This project provides a planning level estimate of resources necessary to complete the regional bikeway network and MetroGreen trail system. The primary users are bicyclists and pedestrians. In cases in which MARC is listed as the sponsor, local governments or other entities with land use jurisdiction would need to implement projects.	Active Transportation	2025
1337	Leavenworth Co Combined Regional Bikeway Network and MetroGreen Trail System	MARC	Leavenworth Co. RBN On-street Miles, 103 miles.Leavenworth Co. RBN Off-street Miles, 126 miles.Leavenworth Co. MG Off-street Miles, 105 miles.	139	102.86	0	0	This project provides a planning level estimate of resources necessary to complete the regional bikeway network and MetroGreen trail system. The primary users are bicyclists and pedestrians. In cases in which MARC is listed as the sponsor, local governments or other entities with land use jurisdiction would need to implement projects.	Active Transportation	2025
1336	Johnson Co Combined Regional Bikeway Network and MetroGreen Trail System	MARC	Johnson Co. RBN On-street Miles, 151 miles.Johnson Co. RBN Off-street Miles, 184 miles.Johnson Co. MG Off-street Miles, 145 miles.	139	218.92	0	0	This project provides a planning level estimate of resources necessary to complete the regional bikeway network and MetroGreen trail system. The primary users are bicyclists and pedestrians. In cases in which MARC is listed as the sponsor, local governments or other entities with land use jurisdiction would need to implement projects.	Active Transportation	2025
1334	Jackson Co Combined Regional Bikeway Network and MetroGreen Trail System	MARC	Jackson Co. RBN On-street Miles, 128 miles.Jackson Co. RBN Off-street Miles, 156 miles.Jackson Co. MG Off-street Miles, 152 miles.	139	202.77	0	0	This project provides a planning level estimate of resources necessary to complete the regional bikeway network and MetroGreen trail system. The primary users are bicyclists and pedestrians. In cases in which MARC is listed as the sponsor, local governments or other entities with land use jurisdiction would need to implement projects.	Active Transportation	2025
1332	Clay Co Combined Regional Bikeway Network and MetroGreen Trail System	MARC	Clay Co. RBN On-street Miles, 105 miles.Clay Co. RBN Off-street Miles, 128 miles.Clay Co. MG Off-street Miles, 131 miles.	139	170.55	0	0	This project provides a planning level estimate of resources necessary to complete the regional bikeway network and MetroGreen trail system. The primary users are bicyclists and pedestrians. In cases in which MARC is listed as the sponsor, local governments or other entities with land use jurisdiction would need to implement projects.	Active Transportation	2025

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1330	Cass Co Combined Regional Bikeway Network and MetroGreen Trail System	MARC	Cass Co. RBN On-street Miles, 103 miles.Cass Co. RBN Off-street Miles, 126 miles.Cass Co. MG Off-street Miles, 105 miles.	137	153.22	0	0	This project provides a planning level estimate of resources necessary to complete the regional bikeway network and MetroGreen trail system. The primary users are bicyclists and pedestrians. In cases in which MARC is listed as the sponsor, local governments or other entities with land use jurisdiction would need to implement projects.	Active Transportation	2025
1338	Miami Co Combined Regional Bikeway Network and MetroGreen Trail System	MARC	Miami Co. RBN On-street Miles, 91 miles.Miami Co. RBN Off-street Miles, 111 miles.Miami Co. MG Off-street Miles, 106 miles.	135	143.07	0	0	This project provides a planning level estimate of resources necessary to complete the regional bikeway network and MetroGreen trail system. The primary users are bicyclists and pedestrians. In cases in which MARC is listed as the sponsor, local governments or other entities with land use jurisdiction would need to implement projects.	Active Transportation	2025
1155	Native landscaping on highway rights of way (MO)	MARC	All state highway facility rights of way.	63	0	33.31	0	Native vegetation along highway right of way helps accomplish multiple goals: heat island reduction, climate resilience, public health, air and water quality protection. Primary users are motorists using state highways, as well as watershed residents affected by environmental impacts associated with highways. In cases in which MARC is listed as the sponsor, local governments or other entities with land use jurisdiction would need to implement projects.	Highway/ Roadway	2025

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1638	Merriam Drive (Johnson Dr. to Antioch Rd.)	Merriam	Merriam Drive (Johnson Dr. to Antioch Rd.)	158	25	0	0	Merriam Dr. is an integral part of Merriam with commercial businesses in the downtown area near Johnson Dr. to light industrial businesses and residential closer to Antioch. Motorists use this corridor to access businesses and it parallels I-35 so it is also used by drivers to bypass I-35 when there is heavy congestion. Improving this corridor will allow movement of freight and materials to and from these businesses with reduced time travel. Merriam Dr. is currently a 3-lane section in the downtown area that varies to a 4-lane section just south of 55th St. A road diet is proposed that will reduce the corridor to 2 lanes in the downtown area and 3 lanes further to the north. A roundabout/peanut is proposed at the Antioch intersection to improve safety and reduce time travel. Additional on-street and diagonal parking will be added in the downtown area to create easier access for business patrons and the traffic signal at 55th St. intersection will be replaced. There are currently sidewalks on both sides of the corridor in most locations. Reducing the pavement width will allow improvements to pedestrian and bicycle transportation modes by installing a 10' shared use path on the west side of the road north of the downtown area, sharrows, and a continuous 5' sidewalk on the east side of the road. Turkey Creek is located west of Merriam Dr. in the downtown area and crosses Merriam Dr. just south of 55th St. A large portion of the downtown area and Merriam Dr. are within the floodplain and the City is currently working with the Corps of Engineers on floodplain mitigation which may result in reconstruction of the Turkey Creek bridge and potential realignment of Merriam Dr. in the downtown area. This flood control project may also result in the creek serving as an amenity and water feature for residents and visitors. The Turkey Creek trail follows the creek and is located adjacent to the corridor at many locations. Pedestrians and cyclists use this trail to access the downtown businesses, the Merriam Marketplace (farmer's market and pavilion in the downtown area) and WaterWorks Park and adding the shared use path and sidewalks will provide more connections that will enhance these transportation modes. To improve safety of the corridor, crosswalks will be added with raised crosswalks in the downtown area. To promote economic vitality and placemaking in this area, an overhead monument, benches, bike racks, trashcans, planters, and trees will be added. There is an	Highway/ Roadway	2025

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1655	Martway Complete Street	Mission	Martway corridor from Roeland Drive to Woodson Road	149	3.5	0	0	Primary users will be local and regional transit riders, as well as local and regional pedestrians and bicyclists who live, work, and recreate in and near the downtown business district in Mission or at other nearby locations in Roeland Park, Prairie Village, and Overland Park. With a new 176-unit multifamily project on Martway between Nall and Roeland Drive nearing completion, and a phase two of the project potentially adding another 100 units, Martway would benefit from improvements that address multi-modal transportation choice for these users. The transit center that is located directly across the street from the new development is expected to have additional ridership due to the multifamily development, and recent improvements in an office high-rise adjacent to the transit center will increase the number of jobs on the block and potential transit ridership. Many employees and residents in the vicinity are expected to utilize transit and multimodal active transportation.	Active Transportation	2025

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System Expansion

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26	Johnson Drive (Metcalf Ave. to Lamar Ave.) Street Rehabilitation Project	Mission	N/A	122	13.5	0	0	This project is located on Johnson Dr. from Metcalf Ave. to Lamar Ave. Johnson Dr. is a four-lane divided arterial with turn lanes and is a regional east/west corridor that is experiencing revitalization and redevelopment. Most of the infrastructure along Johnson Drive is old and has deteriorated over time and there are many locations where ADA improvements are needed.This corridor serves all modes of transportation, including motorists, pedestrians, transit riders, bicyclists, and freight. The project will improve deteriorated sidewalks and include ADA improvements so that pedestrians have a safe travel route. Existing sidewalks are 4 to 7 wide and may be widened to promote walkability as space allows. Johnson Dr. is a transit route and there is a mobility hub further east on the corridor. Bus stops/shelters and a Park N Ride lot are located south on Martway St. where transit riders can easily access Johnson Dr. Sharrows will be provided on Johnson Dr. and new bike lanes have been constructed on north/south streets intersecting Johnson Dr. (Broadmoor and Lamar) so that bicyclists can ride to Johnson Dr. and then travel the corridor. Bike racks will also be constructed.This project will implement Centers and Corridors strategies by focusing improvements in this corridor and connecting activity centers to this concentrated development area. Focusing on improvements to Johnson Dr.to promote concentrated development and goods movement aligned with land use will prioritize investments for Mission. Improving this corridor will promote vitalization and improve quality of life by proving more close options for purchasing goods and entertainment. Replacing aging infrastructure and preserving this corridor will protect our assets and investments.	Active Transportation	2025
1240	Interstate 49/Route 58 Interchange Enhancement Project	MoDOT	Interstate 49/Route 58 Interchange	93	45	0	0	The primary intent of the project is to address the congestion of the I-49/Route 58 Interchange. The major users of this intersection are motorists and freight; however, added sidewalks, bike lanes and shared use path, will increase usage by pedestrians and bicyclists.	Bridge	2025

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System Expansion

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1718	US 169 corridor improvements from I-29 to 68th Street	MODOT	US 169 corridor improvements from I-29 to 68th Street	84	0	0	68.62	There are several purposes for this project: 1. Improve Safety along the corridor by reducing the crash rates and crash severity. 2. Reduce congestion by removing key bottlenecks, reduce potential for ramp back-up onto the freeway, and improve multimodal travel times in coordination with plans put forward by local and regional agencies. 3. Restore and Maintain Existing Infrastructure by improving bridge and pavement conditions on I-29 and I-35 and implement cost-effective investment alternatives. 4. Improve Accessibility by providing travel options for all residents, increase safe access across the interstate for non-motorized travel, and support local and regional land use plans. 5. Improve Goods Movement by improving the efficiency of freight movement on the interstate.	Highway/ Roadway	2025
1715	I-29 corridor improvements from US 169 to MO 45	MODOT	Interstate 29 from US Highway 169 to Missouri Route 45 including Interstate 635 and Interstate 29 interchange	77	0	0	171.54	The existing system may be improved by adding auxiliary lanes, improving the acceleration and deceleration lanes, and improving the traffic flow along the corridor. There are significant delays along this corridor in the AM and PM Peak Hour travel periods. The safety along the corridor would be improved by reducing the number of crashes and improving the travel speed to be more reliable. While providing this greater level of service to the public, the freight and transit communities will also benefit from the reduced travel time, greater reliability and safety improvements.	Highway/ Roadway	2025
1502	MO 291 (I-435 to Ash) Corridor Improvements	MoDOT	MO 291 in Clay County has 12 intersecting city streets throughout the corridor.	77	0	70.1	0	This project is a scoping project (4P3099). This project is located in a rapidly expanding suburban area in the northeastern portion of the metro area. This project will add a lane of through traffic to improve traffic flow and improve congestion. While the congestion and crash rates in this corridor are not the highest in the district, the area continues to develop, and so traffic volumes are projected to continue to increase in the future. Projections show congestion will continue to worsen. MO 291 is a Tier 2 Freight corridor in the Statewide Freight Plan. The amount of truck traffic is expected to increase in the future. The addition of capacity should improve Goods Movement by improving the efficiency of freight movement and access to the local road network. This project may also include addition operational and geometric upgrades to intersections and ramps within the project corridor.	Highway/ Roadway	2025

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1705	I-70 from I-470 to MO-7	MODOT	Interstate 70 from Interstate 470 to Missouri Route 7	76	0	35.05	0	This project seeks to reduce congestion as well as reduce potential for ramp back-up onto the freeway, and improving travel times in coordination with plans put forward by local and regional agencies. Primary users will be motorists. The addition of capacity should also improve Goods Movement by improving the efficiency of freight movement on the highway and access to and activity centers in the metro area.	Highway/ Roadway	2025
1686	MO 150 from Mo 291 to Smart Rd Corridor Improvement	MODOT	150 from the 291 intersection to Smart Road intersection.	73	0	0	135.71	This project seeks to reduce congestion by removing a key bottleneck, reducing potential for ramp back-up onto the freeway, and improving travel times in coordination with plans put forward by local and regional agencies. Primary users will be motorists. The addition of capacity should also improve Goods Movement by improving the efficiency of freight movement on the highway and access to and from the Centerpoint/KCS Intermodal Center.	Highway/ Roadway	2025
1704	I-435 from MO-210 to I-35	MODOT	Interstate 435 from Mo highway 210 to Interstate 35	67	30	0	0	This project seeks to reduce congestion as well as reduce potential for ramp back-up onto the freeway, and improving travel times in coordination with plans put forward by local and regional agencies. Primary users will be motorists and freight. The addition of capacity should also improve Goods Movement by improving the efficiency of freight movement on the highway which is directly tied to a freight activity center.	Highway/ Roadway	2025
1698	I-470 from US 50 to I 435	MODOT	I-470 from I-435 interchange east to the US 50 interchange	63	150	0	0	This project seeks to reduce congestion and reducing potential for ramp back-up onto the interstates and improving travel times in coordination with plans put forward by local and regional agencies. Primary users will be motorists. The addition of capacity should also improve Goods Movement by improving the efficiency of truck movement on the highway as this is a national truck corridor.	Highway/ Roadway	2025
1677	MO 291 from Rt.150 to Harrisonville Corridor Improvements	MODOT	This project is within Jackson and Cass County, Missouri and touches Lee's Summit and Harrisonville.	53	0	0	247.78	This project will help alleviate congestion points in the corridor, improving vehicular flow and safety for motorists. The addition of capacity should also improve Goods Movement by improving the efficiency of freight movement.	Highway/ Roadway	2025
1387	I-70 Lewis and Clark Viaduct Bridge Rehab	MODOT		40	15.05	0	0	The primary users will be motorists, freight and transit users. This is a bridge rehabilitation to maintain our system in good condition.	Bridge	2025

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1388	MO 9 Heart of America Bridge Rehab	MODOT		34	17.76	0	0	The primary users will be motorists, freight and transit users. This is a bridge rehabilitation to maintain our system in good condition.	Bridge	2025
1390	US 24 over RR Bridge Replacement	MODOT		32	30.43	0	0	The primary users will be motorists, freight and transit users. This is a bridge replacement to maintain our system in good condition.	Bridge	2025
1668	MO 7 Capacity Project (MO 50 to Pleasant Hill)	MODOT	This project will add a second lane in each direction from MO 50 to Pleasant Hill.	26	0	0	114.36	The intent of the project is to improve travel times and reduce congestion for the primary users of motorists and freight.	Highway/ Roadway	2025
1124	Black Bob Road from 119th Street to 127th Street	Olathe	Black Bob Road(Olathe MARC 2050 Submittal Project Number “27” in attached documents shapefile)	93	9.1	0	0	Widen Blackbob from 119th Street to 127th Street from 4 to 6 lanes. (Approximately 1 mile) Adding additional thru and turn lanes. Installing bike lanes. Installing sidewalks and shared use paths. Expected outcomes are added capacity, reduced and more reliable travel times, safer travel for all modes of transportation.	Highway/ Roadway	2025
1123	Black Bob from 127th Street to 135th Street	Olathe	Black Bob Road(Olathe MARC 2050 Submittal Project Number “26” in attached documents shapefile)	90	24	0	0	Widen Blackbob from 127th Street to 135th Streetfrom 4 lanes to 6 lanes (Approximately 1 mile) Adding additional thru and turn lanes. Installing bike lanes. Installing sidewalks and shared use paths. Expected outcomes are added capacity, reduced and more reliable travel times, safer travel for all modes of transportation.	Highway/ Roadway	2025
1512	138th Street and Black Bob Road Intersection	Olathe		90	1.17	0	0	Widen 138th Street, add turn lanes on all approaches of the intersection of Black Bob Road for added capacity (Approximately 0.2 mile) Installing bike lanes on the approaches. Installing sidewalks and shared use paths. Expected outcomes are added capacity, reduced and more reliable travel times, safer travel for all modes of transportation.	Highway/ Roadway	2025
1648	College Boulevard mobility enhancements - Pflumm to Nall	Overland Park	College Boulevard plus parallel and feeder streets including Indian Creek Parkway, 108th Ter, 110th St, Lowell, Glenwood and Lamar	120	0	14.02	0	The project aims to transition the area from car centric to multiple active transportation options for residents, employees and visitors along the corridor. The project will encourage walkability and biking by focussing on creating specific areas for each mode to enhance safety for all users and provide connections to the corridor's destinations areas including emerging residential and retail areas, major employment centers, JCCC and the Overland Park Convention Center.	Active Transport ation	2025

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1316	Metcalf Avenue Pedestrian Improvements - 87th to I-435	Overland Park	Metcalf Avenue	112	22	0	0	Streetscaping and hardscaping to create a more favorable pedestriam realm along Metcalf from 87th Street south to I-435 in alignment with the Citys Vision Metcalf plan. Primary users will be pedestrians, transit riders, and bicyclists.	Active Transportation	2025
30	Metcalf Avenue Multimodal Trail	Overland Park	Metcalf Avenue from 83rd Street to 87th Street	106	2.82	0	0	This project will extend the current multimodal trail along Metcalf Avenue between College Blvd and 87th Street up to 83rd Street. The existing sidewalk will be replaced and the overhead utilities will be placed underground. New LED streetlights will be added along with other pedestrian amenities. The primary users will be nearby OP residents as well as those using transit for work related purposes.	Active Transportation	2025
33	75th and Metcalf Sidewalk/Transit Enhancement	Overland Park	75th Street and Metcalf Avenue (401/404 Metcalf bus routes and 475 bus route on 75th)	99	0.75	0	0	This project will complete missing sidewalk on the southeast corner of 75th and Metcalf. This will be important for better access by transit riders using the 475 route. In addition, pedestrians crossing the intersection of 75th and Metcalf will find it easier to reach destinations farther to the east.	Active Transportation	2025
28	Switzer Road Reconstruction - 167th to 179th	Overland Park	Switzer Road	96	25.2	0	0	The intent of the project is to maximize mobility and access to existing and future land uses along the corridor, address system preservation and maintenance needs, provide for alternative transportation modes and improve system performance, efficiency, and safety. The primary users will be motorists, pedestrians and bicyclists. Motorists will benefit from the increased capacity and safety of the reconstructed roadway which includes shoulders and turn lanes. Bicyclists will be able to utilize the paved shoulders/bike lanes to negotiate the entire corridor and intersections. Pedestrians will be able to utilize the sidewalks to negotiate the entire corridor and intersections.	Highway/ Roadway	2025
1025	Route 9 Corridor Complete Streets Improvements	Parkville	MO-Hwy 9 (Lakeview Dr. to Mattox Rd.)	114	20	0	0	Implementation of the adopted Route 9 Corridor Study (2015 Planning Sustainable Places project) which includes Complete Streets improvements along a three-mile stretch of MO-Hwy 9 from Parkville, Mo. to Riverside, Mo. in order to improve safety, mobility, stormwater management and multimodal accessibility. Includes (where possible) 3-lane sections with 5 ft. sidewalk, a 10-ft. multiuse trail, curbs, drains, bioswales and other stormwater infrastructure, new traffic signals and access control.	Highway/ Roadway	2025

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1486	Route C (North Main Street) Long Term Improvements to C/J & I-49	Peculiar	Route C is a two-lane arterial street that runs primarily north/south, providing access to the regional highway system by way of an interchange with I-49. The intersections along Route C are stop sign controlled for the side street movements, with uninterrupted flow along Route C. The City's 2008 Comprehensive Plan identified Route C as a secondary transportation priority. Peculiar's 2015 Comprehensive Plan update identified the Route C Corridor as an important capital improvement, currently serving the existing the downtown business district within the city limits of Peculiar. With the I-49/Peculiar Way interchange completed, the Route C Corridor is one of the City's top transportation priorities. This project is the next step following the Peculiar's 2015	96	0	1.96	0	In the short-term, the following paragraphs describe the short-term improvement recommendations.Route C and South Street / Peculiar DriveTo create a standard intersection configuration and eliminate the skewed approach, Peculiar Drive should be realigned to intersect Route C. This will result in a perpendicular angle of intersection, and a standard four-leg intersection configuration. The Route C and South street intersection will also be a standard four-leg intersection. The new Peculiar Drive intersection to be at the location of the existing fire station driveway on the west side of Route C. The fire station driveway should be reconfigured to access that new road instead of Route C. Route C and Center Street / Peculiar DriveAt Center Street, the skewed Peculiar Drive approach should be removed. This will result in a standard four-leg intersection configuration at Center Street. The existing curved segment of Peculiar Drive between North Street and Route C should be converted to parking lots and alleys to provide parking and access to adjacent businesses. The Peculiar Drive approach to the intersection with North Street and W. 1st Street should also be eliminated. This will also result in a standard four-leg intersection at North Street and W. 1st Street. After these modifications, two-way traffic flow should be considered on Center Street and W. 1st Street.Route C and North StreetEliminating the curved segment of Peculiar Drive will increase traffic on the west leg of the North Street intersection with Route C. To provide additional capacity for the increased traffic volume, eastbound and westbound left-turn lanes should be constructed on North Street. These turn lanes will allow the right-turn traffic to bypass the queues of left-turning vehicles during peak times.Route C and Schug AvenueThe Peculiar Board of Alderman has adopted the concepts presented in the 2004 study to the east of Main Street. These concepts include realigning Schug Avenue to the existing driveway on the south side of Route C, constructing left-turn lanes on Route C at Schug Avenue, eliminating the Legend Drive intersection with Route C, and providing cross-access through the parcels on the south side of Route C to connect to Legend Drive. The addition of turn lanes on Route C will considerably reduce the potential for rear-end crashes and decrease congestion in this area. The above short term improvements are currently funded in a MoDOT Cost Share Program and a MARC STP grant with the expected construction in 2021 Long Term Improvements In the future, traffic volumes are projected to significantly increase along the Route C corridor and on Main Street. Long delays are projected for the side street movements at the intersections with North Street, Main Street and Schug Avenue. Traffic control improvements will be needed in order to provide acceptable	Highway/ Roadway	2025

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			Comprehensive Plan update, which developed Corridor alignment options and recommended the option the City is pursuing with this project.					operations for side street traffic accessing Route C. Traffic volumes at the Route C intersections with North Street and with Schug Avenue are projected to be near the thresholds for traffic signal installation, while the Main Street intersection is projected to exceed thresholds. None of these intersections is considered a good candidate for traffic signal installation due to the close spacing of the intersections. As a signalized corridor, there would be a high likelihood for queues to spill back through adjacent intersections during peak times		
1669	Platte County Complete Streets Upgrade Program	Platte County	Multiple routes within Platte County to be determined as cities and the County improve street segments.	118	12.5	0	0	The County votes have approved a 1/4 cent sales tax dedicated to road and bridge capital improvements. The County has previously partnered with other municipalities and road districts to provide additional funding for sidewalks or complete street upgrades. The primary users are pedestrians and bicyclists. The County will also utilize this program to provide funding match for federal and state grants for reconstruction of roads which provide for multi-modal usage.	Active Transportation	2025
1707	Platte County Trails Plan Implementation	Platte County	County wide program to connect existing trails in Weston, Parkville, Riverside, Platte City, Kansas City.	91	15	0	0	Project is a program to continue the connections between the County's existing trail system. Primary users will be bik/ped users.	Active Transportation	2025
6	Missouri River Terminal	Port KC	I-435, Wilson Road & Kansas City Terminal Rail Road	73	603.42	0	0	The overall scope of the project is to develop a multimodal freight center that will expand the regions capacity for efficient management of intermodal containers into and out of the local area and regional freight market. The terminal will also increase the efficiency of moving freight through Kansas City to and from West, Gulf and East coast ports. The terminal will also offer trans loading of grains and oil seeds to the regional market, as well as spurring development along the Blue River Corridor, an industrial area within Kansas City, Missouri, which has been identified as an area needing re-investment and re-vitalization as a former industrial core with significant labor, access and infrastructure advantages. Port KC's plan is to develop the MRT as a multifaceted facility facilitating the expected growth in Kansas City's international and domestic trades in containerized goods. The blueprint for an intermodal rail terminal accessible by multiple Class I railroads with a contiguous logistics park presents considerable new commercial benefits and will have a positive regional economic impact on jobs and business investment.	Freight	2025

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1673	55th Street Multiuse Pathway	Raytown	55th Street, from Blue Ridge Cutoff to Rock Island Trail	145	5.5	0	0	Core values of the project are people-centric design, innovations in action, and green street transformation. The project's primary intent is to enhance walking and biking with direct connections to the Rock Island Trail. Improvements will advance transit ridership at the western terminus. There will be no capacity expansion for motorists; however, the corridor will be safer by replacing the open ditch with an enclosed stormwater system. Freight will not be enhanced except for last mile delivery vehicles. This project advances MetroGreen, SmartMoves, and the goals outlined in the Rock Island CSP Corridor. This project is planned to be the City of Raytown's one of the first Vision Zero initiatives thus guiding the way for a future adopted complete street policy / vision zero policy.Overall transportation infrastructure and safety improvements will benefit the local population in Raytown and the surrounding areas of Kansas City. The project targets a diverse range of users, including the capture of passenger vehicles traveling between Blue Ridge Cutoff and Raytown Road. The implementation of a multi-use path is a key feature intended to improve safety and traffic volume by providing a dedicated non-motorized path for travel. The greenspace between the pathway and the back of curb will be 9 ft to provide a high level of comfort for users. The wide greenspace will include unique landscaping with a canopy of street trees planted every 30 feet. This approach is expected to have a positive impact on both residents and commuters, facilitating safer and more accessible travel options. Furthermore, the project aims to stimulate economic development by providing the Raytown community with increased access to public transportation, business centers, schools, jobs, and recreational trails. The project's concept is designed to serve the varied transportation needs of the community and promote connectivity, safety, and economic opportunities for all users.Complete street upgrades will be implemented during the full-depth reconstruction, including the installation of curb & gutter, storm drainage systems, high visibility pavement markings, pedestrian-scale lighting, and sidewalk on the southside of the road with a dedicated multi-use path on the northside. The school crossing at Laurel Hills will include an RRFB and overhead LED lighting. The replacement of the traffic signal at Blue Ridge Cutoff & 55th Street will enhance traffic operations while improving access to	Active Transportation	2025

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1683	Gregory Boulevard Transportation Accessibility Improvements	Raytown	Gregory Boulevard, from Blue Ridge Boulevard to Raytown Road	119	4.5	0	0	The primary focus of this project would be enhanced safety for bicyclists, automobile users, and the improvement of active transportation infrastructure. The primary users would be bicyclists and motorists with a focus on commuters of all modes, in Raytown and from adjacent communities. The corridor borders key community assets such as Three Trails Preschool, Cave Spring Park, the MO-350 Trail, and a grocery store. The new infrastructure is strategically planned to promote safe and accessible travel to these areas, catering to the needs of both pedestrians and cyclists, and ensuring equitable access for disadvantaged communities. In summary, the project envisions a well-connected network that prioritizes safety, supports diverse modes of travel, and enhances the overall quality of the community. Core values of the project are people-centric design, multimodal access to food, and complete street transformation. The project's primary intent is to enhance walking and biking with direct connections to the MO-350 Trail. Improvements will advance transit ridership at the western terminus. There will be no capacity expansion for motorists; however, the corridor will be safer by adding a center turn lane. Freight will not be enhanced except for last mile delivery vehicles and inclusion of a center turn lane. This project advances MetroGreen and SmartMoves3.0. To the west of the project, Gregory Boulevard is shown on the KC Regional Trails and Bikeways Map as a Marked Bike Route. This project is planned to be the City of Raytown's one of the first Vision Zero initiatives thus guiding the way for a future adopted complete street policy / vision zero policy.Overall transportation infrastructure and safety improvements will benefit the local population in Raytown and the surrounding areas of Kansas City. The project targets a diverse range of users, including the capture of passenger vehicles traveling between Blue Ridge Boulevard and Raytown Road. The implementation of a bike lanes is a key feature intended to improve safety and traffic volume by providing a dedicated lane for travel. This approach is expected to have a positive impact on both residents and commuters, facilitating safer and more accessible travel options. Furthermore, the project aims to stimulate economic development by providing the Raytown community with increased access to public transportation, business centers, schools, jobs, and recreational trails. The project's concept is designed to s	Active Transportation	2025

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1653	Missouri Riverfront North Trail (MRNT)	Riverside	N/A	131	12	0	0	This project provides a critical bike/ped connection in southern Clay and Platte Counties. Missouri Route 9 and the BNSF railroad serve as a major barrier for non-motorized transportation options linking Platte and Clay Counties. The barrier is so significant that non-motorized commuting from Platte County to downtown Kansas City is almost impossible due to safety considerations.	Active Transportation	2025
1152	Lackman Road - Johnson Drive to 75th Street	Shawnee	Lackman Road provides direct access to Shawnee Mission Parkway.	115	6.5	0	0	The existing cross-section along Lackman Road varies from a 4-lane curbed section roadway and transitions to a 2-lane ditch section road at the north end. The project will provide reconstruction and widening of Lackman Road from 63rd Street to 75th Street, new street construction between 63rd Street and Johnson Drive, and bridge repair and resurfacing within the structure over Shawnee Mission Parkway. This will include updating storm sewer, sidewalk/multi-purpose trail, street-lighting, and pavement markings.	Highway/ Roadway	2025
1286	Shawnee Mission Parkway Expansion Project - Pflumm Road to I-435	Shawnee	Shawnee Mission Parkway is directly accessible through the interchange at I-435.	113	0	28.04	0	Shawnee Mission Parkway is a 4-lane ditch section major arterial that is the Citys main East-West trafficway. This project would widen the existing roadway to 6-lanes for increased efficiencies, provide improved drainage, provide new bridge structures over Renner Road, provide improvements to the ramps at Maurer Road and Lackman Road, and enhance connections to existing pedestrian and bicycle routes.	Highway/ Roadway	2025
1150	Shawnee Mission Parkway Expansion Project - I-435 to K-7 Highway	Shawnee	Shawnee Mission Parkway is directly accessible through the interchanges at I-435 and K-7 Highway	111	0	51.87	0	Shawnee Mission Parkway is a 4-lane ditch section major arterial that is the Citys main East-West trafficway. This project would widen the existing roadway to 6-lanes for increased efficiencies, provide improved drainage, expand existing bridge structures over I-435 and K-7 Highway, and enhance connections to existing pedestrian and bicycle routes.	Highway/ Roadway	2025
1149	Midland Drive Improvements - I-435 to Barker Road	Shawnee	Midland Drive provides direct access to I-435 and Shawnee Mission Parkway.	107	12.5	0	0	The existing Midland Drive is a narrow 2-lane ditch section road that serves as a major connection between 1-435 to Shawnee Mission Parkway/Barker Road. This segment of roadway serves as an alternative route to Shawnee Mission Parkway and is over-utilized, based on the current roadway section. The project will provide reconstruction and widening of Midland Drive, including on-street bicycle lanes, a recreational trail on one side and a sidewalk on the other side, new LED street lighting, signing, pavement markings, storm sewer facilities and other improvements. The improvements will connect into an existing bicycle route and provide for a pedestrian friendly corridor.	Highway/ Roadway	2025

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1153	Woodland Road - 71st Street to 7900 Block	Shawnee	Woodland Road will create an arterial connection from Shawnee Mission Parkway to 83rd Street and the City of Lenexa.	97	14.4	0	0	This section of Woodland Road is 1.5 miles in length and designated as future minor arterial road. The existing road is a narrow asphalt ditch section road with a below standard horizontal alingment. The improved street will follow a new alignment from 71st Street to the 7900 block and connect 75th Street from the west. This project will include grading, widening, new asphalt, new curbs, sidewalk/recreational trail, bridge structure, streetlights, storm drainage facilities, and other appurtenant works.	Highway/ Roadway	2025
1635	Smithville Wayfinding Signage Implementation project	Smithville	NA	104	0.5	0	0	This project aims to create a tangible infrastructure of signs and directional aids based on the Smithville Wayfinding guidelines.The primary goal is to provide clear and effective navigation for residents, visitors, and various user groups within Smithville. The intended users of this implemented wayfinding system encompass different modes of transportation and navigation styles:Motorists: These individuals navigating the city by car or other motor vehicles will benefit from clear signage that guides them to important locations such as the lake, school, downtown area, trails, parks, and other amenities.Pedestrians: Residents, tourists, and visitors exploring the city on foot will rely on the wayfinding system to find points of interest, pathways, parks, and key areas in the downtown area easily.Bicyclists: Those using bicycles for transportation or recreation will benefit from designated paths, bike lanes, or clear directions guiding them to cycling-friendly routes, parks, and recreational areas.Freight and Service Vehicles: Commercial vehicles, delivery trucks, and service vehicles will benefit from clear directions that accommodate their specific needs, ensuring efficient routes while considering any restrictions or access points.The primary objective of implementing the wayfinding system is to cater to the diverse needs of these user groups by physically installing signage and directional aids. These elements will enhance accessibility, streamline navigation, and encourage exploration of Smithville's attractions and amenities.	Active Transportation	2025

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1633	Eagle Parkway Nexus Trail Phase I	Smithville	NA	102	2	0	0	The project will establish an integrated trail network in Eagle Parkway, Clay County, connecting existing trails, Little Platte North Park, neighborhoods, Eagle Park Elementary School, Wildflower Park, Smithville Lake and a golf course. This initiative seeks to improve community connectivity, mobility, and accessibility while promoting alternative transportation modes and recreational opportunities.The project aims to transform the community by establishing a seamless pathway that enhances connectivity, reduces reliance on motor vehicles, and promotes healthier lifestyles. By creating safe pedestrian and cycling routes, it encourages physical activity among residents while offering viable alternatives to driving for short distances, thus mitigating traffic congestion and carbon emissions.The primary users of the trail network will include pedestrians, cyclists, students, and parents of Eagle Heights Elementary School. Additionally, recreational users frequenting the park, golf course, and existing trails will benefit from the connectivity offered by this network, engaging in activities such as walks, runs, or bike rides.	Active Transportation	2025

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System Expansion

Project ID	Project Title	Sponsor	Location	Score	Year of Expenditure Dollars (millions $) 2020-2029	2030-2039	2040-2050	Project Description	Primary Mode	When Added
1613	Maple Lane Sidewalks	Smithville	N.A	98	0.4	0	0	The primary intent of this project is to enhance safety and accessibility for pedestrians, particularly students accessing their school. By constructing ADA-compliant sidewalks along Maple Lane and Maple Avenue, installing a raised crosswalk, and implementing safety features like a Hawk signal, the project aims to provide a secure pathway for students, reducing potential risks associated with walking on streets without sidewalks.The project's main beneficiaries are students who will gain a dedicated and safe route to access their school, eliminating the hazards of navigating streets lacking proper pedestrian infrastructure. Additionally, the neighborhood as a whole will benefit from improved safety due to the updated crosswalks, signage, and enhanced accessibility brought by the ADA-compliant ramps.Moreover, the installation of ADA-compliant ramps along Maple Avenue demonstrates an intention to ensure accessibility for all individuals, regardless of mobility limitations. This inclusive approach ensures that the sidewalks meet standards to accommodate everyone, promoting equal access for pedestrians in the area.In addition to its primary focus on enhancing safety for pedestrians, this project will play an important role in connecting existing sidewalks and closing a gap. Furthermore, this project considers environmental factors, such as preventing rainwater from affecting adjacent properties through the installation of a retention wall. This indicates a comprehensive approach that takes into account the broader impact on the neighborhood beyond just pedestrian safety.	Active Transportation	2025
			Subtotal		**4,542.99**	**557.24**	**738.01**	System Expansion		
			Grand Total		**6,847.62**	**3,842.01**	**1,826.45**			

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

Updated on 3/13/2025