Illustrative 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
1693	18th Street and I-70 Interchange replacement	Kansas City, KS	18th Street Expressway and I-70.	102	50	0	0	To redesign the I-70 and 18th Street interchange to improve pedestrian safety, traffic flow and transit operations.	Highway/ Roadway	2025
1692	State Avenue & I-635 pedestrian enhancements	Kansas City, KS	Freeway interchange of I-635 and State Avenue	81	15	0	0	To redesign the I-635 and State Avenue interchange to improve pedestrian safety, traffic flow and transit operations.	Highway/ Roadway	2025
1279	Missouri Route 9 from 3rd Street to Admiral	Kansas City, MO	Missouri Route 9 from 3rd Street to Admiral including the I-70 interchange	161	32.07	0	0	This project implements a phase of the US 169/I-70 Beyond the Loop Planning and Environmental Linkages (PEL) Study Project Area E: Missouri Route 9. The PEL report and associated appendixes are available at http://www.beyondtheloopkc.com/.Route 9 serves as a major North/South connection from the Central Business District of Kansas City to North Kansas City and points further north. The trajectory of Route 9 carries the elevated highway over the Missouri River via the Heart of America Bridge and through the River Market and Columbus Park neighborhoods. Due to it being elevated, the highway acts as a definitive border between these two neighborhoods. With the construction of Highway 9, Independence Avenue, which historically ran East/West uninterrupted from the Pendleton Heights neighborhood to the River Market, is forced to deviate to make room for the ramps and connections needed for the Highway 9/North Loop connection. From the perspective of land use and value, the areas adjacent to Highway 9 have been depressed since the construction of Highway 9. Furthermore, Columbus Park is physically isolated from surrounding neighborhoods because of highway and railway infrastructure on all four sides.The intent of this project is to reduce the states asset obligations by removing multiple 30+ year old bridges, the retaining walls necessary for the elevated highway and restore the historic street grid network between the River Market, Columbus Park, and Central Business District (CBD). The project will also include a cycle track and pedestrian connections from the Heart of America Bridge to Admiral Boulevard and similar improvements along the reconnected Independence Avenue. The project will assist in freight movement by having a better connection from I-70 to the Heart of America Bridge to serve the North Kansas City and Harlem industrial areas.	Highway/ Roadway	2025

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
1319	US-69: Reconstruct U.S. 69 from 151St St. to 179th St. and widen to 6-lane freeway using express toll lanes. Modify interchanges at 151st St. and 179th St. This MTP project only includes ROW acquisition and preliminary engineering.	KDOT	US-69	45	0	420.6	0	The intent of this project is to conduct system expansion and congestion mitigation with the addition of through lanes , construction of C-D roads and the reconstruction of interchanges. The project will reconstruct U.S. 69 from 151St St. to 179th St. and widen to 6-lane freeway using express toll lanes. The interchanges at 151st St. and 179th St will be modified. This project only includes Right-of-Way acquisition and preliminary engineering. 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
1174	K-7 and Leavenworth Road Interchange	Leavenworth County	Expressway intersection on K-7 connecting Lansing, Leavenworth, and Basehor to the communities in Wyandotte and Johnson County per the K-7 Corridor Study.	73	0	61.69	0	Construct standard diamond interchange to connect motorist, freight, and bicyclist to economic opportunity.	Highway/ Roadway	2025
1724	K-16 from Tonganoxie west to County Line	Leavenworth County	K-16	16	50	0	0	motorists	Highway/ Roadway	2025
1291	K-7 and Prairie Star Parkway - Improve Interchange	Lenexa	K-7 Highway and Prairie Star Parkway Interchange	46	23	0	0	This project will provide facilities for all road users as identified in our Complete Streets study. Traffic lanes for vehicles and freight, sidewalks for pedestrians and mixed-use trail for cyclists.	Highway/ Roadway	2025
1294	K-10 & Lone Elm - New Interchange	Lenexa	K-10 Highway and Lone Elm Interchange	46	38	0	0	This project will provide facilities for all road users as identified in our Complete Streets study. Traffic lanes for vehicles and freight, sidewalks for pedestrians and mixed-use trail for cyclists.	Highway/ Roadway	2025
1050	K-10 and Prairie Star Parkway - New interchange	Lenexa	K-10 Highway and Prairie Star Parkway Interchange	43	0	0	57.18	This project will provide facilities for all road users as identified in our Complete Streets study. Traffic lanes for vehicles and freight, sidewalks for pedestrians and mixed-use trail for cyclists.	Highway/ Roadway	2025

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1051	K-10 Highway and Clare New Interchange	Lenexa	K-10 Highway and Clare Interchange	42	0	0	66.71	This project will provide facilities for all road users as identified in our Complete Streets study. Traffic lanes for vehicles and freight, sidewalks for pedestrians and mixed-use trail for cyclists.	Highway/ Roadway	2025
1577	Implement Dynamic Lanes / Managed Lanes on Regional Interstates (MO)	MARC	Routes include several of the major interstate routes in the Kansas City Region, I-70, I-35, I-435, I-470 and I-29.	51	8.32	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
1614	Shawnee Mission Parkway/I-35 Interchange and Corridor	Merriam	Shawnee Mission Parkway (Mastin St. east to Craig Rd.)	132	0	49.07	0	Shawnee Mission Parkway is a critical regional corridor for Merriam and the region since it moves motorists, freight and transit riders from K-7 and western Shawnee east to Highway 71 in Missouri. It is currently a state highway through Merriam and any improvements will need to be coordinated with KDOT. There are over 40,000 vehicles per day that travel through the interchange and the northbound off -ramp is approximately 435 ft. from Eby Ave./Ikea Way. Due to this close proximity, motorists currently weave across three lanes of traffic to make a northbound left turn at this intersection resulting in safety concerns, congestion and reduced travel times. There is currently no southbound right turn lane at Antioch and Shawnee Mission Parkway merges from three to two lanes just east of Antioch resulting in capacity concerns, congestion and driver confusion. There have been 403 accidents within the Shawnee Mission Parkway corridor within Merriam city limits from 2020 to November 2023. Improving this interchange, ramps (potentially including rerouting the E. Frontage Rd. at SMP), and corridor will improve safety, reduce congestion and travel times and promote more movement of freight through this corridor. This corridor has some sidewalks but no pedestrian connection across I-35. This project will add sidewalks where feasible and improve the pedestrian connection across I-35 so that pedestrians can travel through the corridor. Due to the high volume of traffic, bicycle lanes are not planned along this corridor and other routes are currently being planned on other routes for cyclists to move east and west through the community. Shawnee Mission Parkway is an existing transit route and any improvements to this transit route will be evaluated and implemented as necessary when this corridor is improved.	Highway/ Roadway	2025

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1637	I/70/Lefholz Bridge Interchange	Oak Grove	A new interchange on I-70 at the Lefholz Road Bridge (E Old US-40)	84	37.5	0	0	The addition of another interchange would provide alternate access to both Oak Grove and Grain Valley. Both cities have seen an increase in growth resulting in more motorists and pedestrian travelers. In addition, this will provide another route for freight delivery, relieving congestion along Missouri H and F highways.	Highway/ Roadway	2025
1063	Woodland Road and K-10 Interchange	Olathe	Woodland and K-10 Interchange(Olathe MARC 2050 Submittal Project Number “34” in attached documents shapefile)	89	0	28.04	0	Add capacity to the interchange at the intersection of Woodland Road and K10 Hwy. Adding lanes and turn lanes at ramp terminals and potentially adding roundabouts or traffic signals at ramp terminals of the interchange will improve safety and capacity for both crossing thoroughfares. Motorists, pedestrians, transit riders, bicyclists, and trucks will all benefit from the added safety measures.	Highway/ Roadway	2025
1083	151st Street and I-35/US-169 Interchange	Olathe	151st Street and I-35/US-169 InterchangeOlathe MARC 2050 Submittal Project Number “58” in attached documents shapefile	78	0	322.46	0	Interchange capacity improvement with primary users included motorists, pedestrians, bicyclists, and freight.	Highway/ Roadway	2025
1082	167th and US-169/K-7	Olathe	167th StreetOlathe MARC 2050 Submittal Project Number “59” in attached documents shapefile	74	0	6.02	0	Grade Separation over BNSF Railroad and US-169/K-7	Highway/ Roadway	2025
1084	Moonlight Road/Prairie Star Parkway and K-10 Interchange	Olathe		72	0	24.52	0	New interchange needed on K-10 Hwy to serve increase demand due to economic development (and extension of Prairie Star Parkway from the City of Lenexa)	Highway/ Roadway	2025
1068	119th and K-7 Interchange	Olathe	119th and K-7 Interchange(Olathe MARC 2050 Submittal Project Number “36” in attached documents shapefile)	66	0	28.04	0	Interchange capacity improvement.	Highway/ Roadway	2025

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
1504	Turner Diagonal Corridor Improvements, K-32 to Leavenworth Rd.	Unified Government, Wyandotte County, Kansas	Turner Diagonal and Kansas Highway 32, Turner Diagonal and Interstate 70	84	69.96	0	0	The primary users of these improvements will be daily motorists, as this route serves as a major connection route for K-12 schools, local community college traffic, and residents utilizing the commercial facilities long State Ave. Secondary to daily local traffic, recent developments, and those currently in planning stages, have opened portions of this corridor to larger light industrial traffic, like the new Amazon Distribution Center and proposed Commercial/Industrial Park in development on the Northeast corner of I-70 and Turner Diagonal. All improvements that will be made will also add elements to improve the walking and biking abilities along this corridor.	Highway/ Roadway	2025
				Subtotal	**323.85**	**940.44**	**123.89**	System Rehabilitation/Preservation/Replacement		
1700	Coralberry Trail - Metro Green Trail Extension	Basehor	n/a	85	4	0	0	The intent of this project is to extend the newly constructed Metro Green Trail system from 155th Street and the Basehor Civic Campus (158th Street) west to 166th Street. Pedestrians and bicyclists are the intended users of this 10' wide multi-use path which connects the western city limits to the activity center that exists at the Basehor Civic Campus.	Active Transport ation	2025
50	I-70 & 158th St. Interchange	Basehor	I-70 at the N. 158th Street Overpass	80	10.5	0	0	As Leavenworth County and Basehor have continued to grow, there has become an increasing need for an additional interchange in the southeast quadrant of the County providing direct access to I-70. The project will also provide an improved bike/ped connection from Basehor across I-70, implementing a section of Regional Bikeway Plan in Leavenworth County (first dedicated multi-use path across I-70 in Leavenworth County).	Highway/ Roadway	2025
1703	Basehor Town Center - Trails	Basehor	N/A	75	3.2	0	0	This project is intended to promote alternative modes of transportation and connect existing activity centers and neighborhoods to a developing activity center.	Active Transport ation	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
53	MetroGreen Trail Extension BLMS to State Avenue	Basehor	15900 Conley Road to 1206 155th Street	69	2.99	0	0	Projects address residents desires for for sidewalks/bike infrastructure/trails, as identified in September 2019 Citizen Satisfaction Survey by ETC. This survey results identified this type of facility as the most pressing infrastructure need in the city. 64% of residents ranked this type of infrastructure among the most important city capital improvement project for the continuous success for the city of Basehor. This ranked even higher than street maintenance.This project implements Metrogreen and regional bikeway system in areas of greatest need and growth in southern portions of the city of Basehor. Inadequate bicycle/pedestrian infrastructure exist south of State Avenue leaving little options for safe mobility choices. This project directly connects to programmed improvements on 155th Street. These improvements would directly benefit the Glenwood Ridge Elementary and Middle School connecting many neighborhoods to trail networks linked to the Library and City Civic Campus. Project will include multi-use path along existing roadways, safe pedestrian crossings, off road trail along and identified Metrogreen corridor. Project will include native grasses and stormwater BMPs.	Active Transportation	2025
52	MetroGreen Trail Extension Parallel to City Park	Basehor	Intersection of 158th and Parallel Road to 15832 Leavenworth Road	65	1.75	0	0	Projects address residents desires for for sidewalks/bike infrastructure/trails, as identified in September 2019 Citizen Satisfaction Survey by ETC. This survey results identified this type of facility as the most pressing infrastructure need in the city. 64% of residents ranked this type of infrastructure among the most important city capital improvement project for the continuous success for the city of Basehor. This ranked even higher than street maintenance.This project implements Metrogreen and regional bikeway system in areas of greatest need and growth in the north portions of the city of Basehor. Inadequate bicycle/pedestrian infrastructure exist between intersection of 158th and Parallel and City Park leaving little options for safe mobility choices. This project directly connects to programmed improvements on 158th and Parallel. These improvements would directly benefit existing area high school and community's civic campus and activity center which include a new elementary school, city park, early learning center, community library and recreational trails area. Project will include multi-use path from the intersection of Parallel and 158th Street to City Park incorporating safe pedestrian crossings, off road trail along and identified Metrogreen corridor. Project will include native grasses and stormwater BMPs.	Active Transportation	2025

System Expansion

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1609	Markey Road	Belton	Markey Road from 163rd (near the I-49 interchange), To North Scott, to Westover/Kensington, to Bales, Over the CPKC Railroad to Prospect to Holmes. There would be 4 separate segments to in the overall plan.	81	35	0	0	The primary user will be truck moving freight from the CPKC railroad to I-49. They will then transport freight to the KC region and other metropolitan areas in the Midwest.	Highway/ Roadway	2025
1640	187th street/N. Cass	Belton	This is a single street that connects I-49 to Holmes, MO Route D. There is currently an interchange at N. Cass and I-49 and the county owns the road.	77	65	0	0	The intent is to create an arterial that supports local trips by foot or bike, while providing access to I-49 for commuters, ands provide a freight route to get products from overseas to the whole Midwest.	Highway/ Roadway	2025
1450	Regional Bike Share Expansion and Renewal	BikeWalkKC	N/a	78	15	0	0	This project focuses on two parts. 1) Renewal of the current bike share system by replacing bikes, kiosks, docks, and other equipment as they reach the end of their useful life. 2) Expansion of the shared use mobility network with addition of more bikes and stations, plus the introduction of new technologies like e-bikes, scooters, and other technologies that might emerge during the planning horizon.Bicyclists are the primary users, with significant multi-modal crossover with transit and pedestrians.	Active Transportation	2025
1343	Regional Safe Routes to School Programming	BikeWalkKC	N/a	54	10	0	0	This project continues existing Safe Routes to School on-infrastructure funding currently being provided by BikeWalkKC and in partnership with other jurisdictions. It includes Youth Bicycle Education and walking school bus programs at K-12 school sites, technical assistance and student travel planning for schools and school districts, and other outreach and encouragement events. The primary audience is K-12 school students.	Active Transportation	2025

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22	Adams Dairy Parkway - Phase 7	Blue Springs	Adams Dairy Parkway (Jellison Road) from Roanoke Drive to Pink Hill Road	44	0	7.69	0	Existing Jellison Road is a two lane Minor Arterial natural road section at the north end of Adams Dairy Parkway. This project would complete the Parkway from Pink Hill Road, an arterial road at the northern border of Blue Springs, to Wyatt Road in the southern portion of the City. The existing roadway is a remnant county road. This project would involve complete streets upgrades, widening the roadway and adding multi-use trails for active transportation activities. The Parkway is one of three north-south arterial roadways which connect to I-70. In 2020 the City made improvements to Roanoke Drive for 1/4 mile to the east of this intersection.	Highway/ Roadway	2025
34	Wyatt Road	Blue Springs	Wyatt Road from Adams Dairy Parkway to SW 3rd Street	36	0	7.69	0	Existing Wyatt Road is a two lane Minor Arterial natural road section at the south end of Adams Dairy Parkway. The existing roadway is a remnant county road. This project would involve complete streets upgrades, widening the roadway and adding multi-use trails for active transportation activities.	Highway/ Roadway	2025
1464	Multi-modal Transit Hub	Bonner Springs	North side of Second Street near the intersection with K-32. Central downtown location with access to several Civic sites (City Hall, Police Station, Post Office, Community Center, Senior Center, etc.)	103	4.08	0	0	Multi-modal Transit Facility is intended to incorporate accessibility for pedestrian, bicycle and traditional transit opportunities with a downtown location that fits multiple connections.	Transit	2025
1276	138th Street Improvements	Bonner Springs	Kansas Hwy 32 to Kansas Avenue	72	11.54	0	0	Includes widening of a narrow two lane ditched road to a standard width three lane curb and gutter street. Improvements include curb and gutter, sidewalks, storm sewer, pavement markings, street lighting, and replacement signage.	Highway/ Roadway	2025
1274	Nettleton Avenue Extension	Bonner Springs	Kansas Hwy 7	35	0	0	7.78	The project includes the construction of a standard width three lane curb and gutter street. Improvements include curb and gutter, sidewalks, storm sewers, pavement markings, street lighting, and replacement signage. Enhanced access for pedestrian and bicycle traffic to/from commercial areas. Primary users will be motorists, pedestrians, bicyclists, freight transit.	Highway/ Roadway	2025

System Expansion

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1774	FLINTKATY Connector (MO)	Cass County		66	0	14.02	0	This ambitious project aims to connect two iconic Midwest trails, the Flint Hills Trail and the Katy Trail, forging a seamless and unforgettable journey for outdoor enthusiasts. Our vision is to enhance regional connectivity, promote recreational tourism, and preserve the historical significance of the trail experience.The project would be in partnership between multiple cities and counties on both sides of the state line (primarily Osawatomie, Paola, Louisburg, Miami County, Harrisonvile, Pleasant Hill, Freeman, Cass County. The ultimate goal of the project is to connect two of the longest rail-to-trails projects in the United States. The Flint Hills trail is 118 miles and stretches from Osawatomie to Herrington, Kansas. The Katy trail is almost 200 miles long and stretches from Clinton, Missouri to Machens, Missouri. the primary users would be bicyclists but also walkers. Equine are also allowed on the Flint Hills Trail and a portion of the Katy Trail.The project has three distinct parts, Discovery, Opinions and Opportunities. While these various project parts are distinct the hope is that they create an ongoing set of discussions about the FLINTKATY Connector and how the States of Missouri and Kansas can leverage these national gateway destinations.	Active Transportation	2025
1608	95th Street Imp - Kill Creek to Lexington	De Soto	This section of 95th street parallels K-10 with inter-change access at Kill Creek and Lexington Ave.	78	0	0	28.29	The project will benefit adjacent property owners pedestrians, cyclists and motorist. The proposed improvements will widened the existing 2-lane ditch street to a 3-lane curbed section that include a center through left turn lane with on-street bike lanes, sidewalk and bike/hike trail. This new section will accommodate vehicles and trucks in addition to pedestrians and cyclists.	Highway/ Roadway	2025
1604	95th Street Imp. - Lexington Ave to Edgerton Road	De Soto	This section of 95th Street parallels K-10 with interchanges at both Edgerton and Lexington Ave.	71	0	26.72	0	The project will benefit adjacent property owners, pedestrians, cyclist, and vehicles. The current road is a 2-lane ditch street that has a thin asphalt overlay, With the construction on Panasonic 95th Street has seen increased traffic and some truck traffic. Currently the road is signed for no large trucks. Being adjacent to K-10 with Astra Enterpriser Park and Panasonic developing the city anticipates added traffic to accommodate the work force growth of these two in addition to potential development along 95th Street to support what is happening in Astra Enterprise Park.	Highway/ Roadway	2025
1399	207th Street Expansion	Edgerton	207th Street: from 8th Street to Sunflower	15	0	0	28.89	Widening of existing roadway. This segment is a primary truck route, connecting 56 Highway and Interstate 35. This segment is anticipated to serve potential development of residential/commercial, connecting motorists to services and major highways.	Highway/ Roadway	2025

System Expansion

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1186	98th Street Connector	Edwardsville	98th St from K-32 (Edwardsville) to State Avenue (KCK)	86	0	22.43	0	The project is approximately 4 miles in length between K-32 in Edwardsville and State Avenue in KCK. Primary users will be motorist with secondary users being transit, pedestrians, bicyclists and freight.	Highway/ Roadway	2025
1282	Edwardsville Drive - Phase 2	Edwardsville	Edwardsville Phase 2 will be from approximately Speaker Road on the north to approximately 800 north of Shelton on the south.	79	0	8.41	0	Upgrade the last section of Edwardsville Drive between I-70 and K-32 Highway. Primary users will be motorists, pedestrians, bicyclists and freight. Roadway portions north and south of the project area have been completed (most recently with the Riverview Crossroad Project).	Highway/ Roadway	2025
1272	Riverview Avenue	Edwardsville	Riverview Avenue from Turner Diagonal to Leavenworth County line (142nd St). The project crosses all three jurisdictions in Wyandotte County and includes several interchanges connecting to I-70 including at Turner Diagonal, 78th St, 110th St and K-7.	73	0	63.09	0	The project is approximately 10 miles in length between Turner Diagonal in KCK and 142nd St in Bonner Springs. The primary users will be motorist with secondary users being transit, bicyclists, pedestrians and freight	Highway/ Roadway	2025
1171	US-56, Moonlight Rd to I-35 & New Century interchange	Gardner	US 56, interchange at New Century Parkway	70	0	81.74	0	The purpose of the project is to widen the existing 4-lane roadway to a 6-lane section and reconfigure the interchange at New Century Parkway. KDOT's US-56 Corridor Management Plan shows minor changes to the interchange that would eliminate the existing signalized intersection at Old US-56. But the larger question is whether this massive interchange is really needed at all. An at-grade intersection could likely adequately serve traffic, result in a more gentle grade west of New Century Parkway, open up land for development, lower a vertical element in the vicinity of the airport flight path, dramatically reduce maintenance costs (eliminating a bridge and a great deal of pavement), improve pedestrian and bicycle safety, potentially better connect the city (by allowing, for example, a connection to Lincoln Lane that could help relieve the Main Street / Moonlight Road intersection), and lower vehicular speeds. A detailed study would be needed to support such a change, but the potential benefits could justify further investigation.	Highway/ Roadway	2025

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1210	US 56 Improvements- West City Limits to Poplar	Gardner	US 56 (Main Street)	67	0	16.35	0	Widen US-56 to a 4-lane road, including a traffic signal at the intersection with Waverly Road. The intersection should also be reconstructed/restriped at that time to provide for left and right turn lanes. Primary users will be motorists and freight connected with the intermodal facility.	Highway/ Roadway	2025
1454	Vivion Road Trail Extension	Gladstone	Vivion Road (US-169) at I29	87	0	1.96	0	Construction of a 10 foot wide concrete trail within the City limits of Gladstone from approximately Hwy 169 to Old Pike Road.	Active Transport ation	2025
47	Eagles Parkway (Route AA) Buckner Tarsney to West City Limits	Grain Valley	Route AA to intersection with Route BB	74	14.33	0	0	Project consists of new turn lanes, street reconstruction, sidewalks, shared pathway, improved drainage, 1 new bridge, bridge improvements and mitigation area preservation at Blue Branch. Project will continue the road improvements recently approved for STP funding in Blue Springs. Primary users consist of motorists, pedestrians and bicyclists. Project will provide safe routes to the High School & Sni-A-Bar Elementary School. Intersection improvements will reduce delays and improve safety at the High School/Kirby Road intersection.	Highway/ Roadway	2025
1046	Byars Road North Extension	Grandview		87	0	0	28.23	The intent of the project is to improve north/south capacity and accessibility for all modes of transportation by building a new Parkway and trail system from existing Byars Road to existing Raytown Road. The primary users of this project are motorists, pedestrians, bicyclists, and freight carriers.	Highway/ Roadway	2025
1044	Byars Road South Extension	Grandview	Byars Road from Mo 150 to East 155th Street	86	0	0	32.4	The intent of the project is to improve capacity for all modes of transportation by building a new roadway. The primary users of this project are motorists, pedestrians, bicyclists, and freight carriers.	Highway/ Roadway	2025

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38	Waters Rd Extension	Harrisonville	This project will provide a route that will connect MO291 Hwy, to the North MO7 Hwy and N. Lexington intersection through Waters Rd and further connection from North MO7 Hwy to State Route EE Hwy. Three (3) intersections will be involved. Waters Rd is a current two-lane residential road that runs east/west providing access to MO291 Hwy from Jefferson Pkwy. It is planned to become a complete two-lane major collector that will run from MO291 Hwy to State Route EE Hwy.	75	339.7	0	0	The intent of this project is to maximize capacity and decrease delay by allowing a smoother flow of traffic around Harrisonville. It will help increase safety through fewer collisions, and congestion by the connection of State Route EE, MO7 Hwy, and MO291 Hwy through Waters Rd. Although there are no identified conservation or green opportunities, there may be abilities to include BMPs during the design phase. This project will increase safety for residents by providing a faster and shorter travel distance for Police/Fire/EMS. Primary users will include motorists, pedestrians, bicyclists, and freight. The planned project will include 4 lane miles traveling east/west From MO 291 Hwy to State Route EE Hwy connecting local business in the commercial are to local neighborhoods.	Active Transportation	2025

System Expansion

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37	S. Commercial Street Extension	Harrisonville	This project will connect S. Commercial Street at the S. Brookhart Drive intersection to S. Brickplant Road and E. 267th Street intersection. S. Commercial from S. Brookhart to S. Brickplant & E. 267th is a planned two-lane major collector street that runs east/west, providing access to the regional highway system of the I-49 & S. Commercial St interchange. The intersection at S. Commercial & S. Brookhart is a stop sign for the west bound traffic on S. Commercial St with uninterrupted flow east bound traffic from S. Brookhart.The City's 2002 Comprehensive Plan identified S. Commercial as a secondary transportation priority. Harrisonville's 2022 Comprehensive Plan will identify the S. Commercial Corridor as an important capital improvement, currently serving the existing southern business district within the city	74	3.31	0	0	Project Intent: Workforce Development Social Equity Healthy and Active living (complete roads with sidewalks) Listed MARC freight activity area. Economic Development Data and technology (Intersection lights at S. Commercial St and Brookhart Dr.) Plans to add another Park and Ride for carpoolers.Primary users will be large OTR freight haulers and blue collar workers at the plants and distribution facilities in the Citys industrial park. Other critical users will be the Citys emergency services who will be able to respond to the industrial park much faster. As a minor rail hub, the industrial park provides commodity distribution with access to the interstate.	Active Transportation	2025

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			limits of Harrisonville. With the I-49/M291 interchange completed, the S. Commercial Corridor 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 Corridor alignment options and recommended the option the City is pursuing with this project.							
1248	Jefferson Parkway Phase 2	Harrisonville	Jefferson Parkway - Community Center to Waters Road	57	0	2.94	0	This project will connect and complete the Jefferson Parkway street and sidewalk improvements. 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
1284	East Elm Street Widening	Harrisonville	Elm Street from Missouri Highway 7 to Lincoln Road	50	0	6.88	0	The primary purpose of the Elm Street project is to provide a safe and reliable transportation collector route for both motorists and pedestrians.	Highway/ Roadway	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
1712	Rock Island Trail Projects	Jackson County	Project divided into multiple phases: - Greenwood Connector Segment 2: Hamblin Road to Greenwood City Limits- Stadiums Project: Lot L at the Stadium Complex to Stadium Drive/Manchester-Greenwood Connected Segment 3-Cass County Connector Segment 4: Greenwood to Cass County line	89	8.8	0	0	This project includes phased construction of extensions along the existing Rock Island Trail to provide connections to facilities on the north and south sides of the trail.	Active Transportation	2025
1719	Blue River Parkway Projects	Jackson County	Project will be conducted in phases: South Extension - Kenneth Road Connector: Martha Truman Road to Kenneth RoadNorth Extension - Swope Park Connector - Prospect Ave. to Eddie Ballentine Trailhead	76	13	0	0	Project will provide safe shared use path for bike/ped users and connect existing trails to provide active transportation options.	Active Transportation	2025
1716	Little Blue Trace Trail Projects	Jackson County	Project will be divided into phases: -Little Blue Valley Park Connector: Phelps Trailhead to KCMO's Little Blue Valley Park-Longview Lake Connector: Rock Island/98th Street Trailhead to Longview Lake at Marina/Shelter 14	72	9.5	0	0	To connect segments of existing trail for active transportation and bike/ped users.	Active Transportation	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
1723	Lake Vista Trail Projects	Jackson County	Project will be conducted in phases: Blue Springs Lake Extension: Woods Chapel Trailhead to Blue Springs Lake DamLittle Blue Connector: Blue Springs Lake to Little Blue Trace Trail along East Fork	66	5	0	0	Project will provide off road trail routes for bike/ped users.	Active Transportation	2025
1720	Longview Lake Trail	Jackson County	South connector to MO-150 from O'Donnell Park through Grandview	65	3	0	0	Project extends shared use path for bike/ped users.	Active Transportation	2025
21	West Bottoms Bi-State Gondola	Kansas City, KS	From Downtown KCK to Downtown KCMO via the 9th Street/St. James right of way	112	50	0	0	An aerial lift is a clear and permanent public investment that like the streetcar starter line would draw significant economic development. As a people mover, it would serve an immediate environmental benefit pulling cars off the road network and creating greater pedestrian and bicycle connectivity. With foresight, a new form of transit-oriented infill development could realize the diverse, mixed-income and inclusive community that our citizens have been advocating for and that once existed when these two cities and the region was connected via streetcar. The benefits of such a connection will expand access to housing, jobs, entertainment and services while transforming our own understanding of a shared “Downtown”. In doing so, such a strategic move will not only unlock currently pent up economic development opportunities, particularly in the West Bottoms and Downtown Kansas City, Kansas, but connect the region’s Central Business District to greater affordability options. This will immediately expand our access to a more diverse mix of experiences, land uses, building typologies and demographics that together can chart a more equitable future for the region.	Transit	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
1594	State Highway System Improvements	Kansas City, KS	a. I-70 Corridor; I-70 and 110th, I-70 and I-435, I-70 and I-635, I-70 and 18th b. 7th Street/Rainbow/169 Hwy; 47th Ave to Missouri River c. I-635 Corridor; State Ave, Leavenworth Rd, K-32d. I-35 Corridor; County Line to State Line e. K-7 Corridor; State Ave to Marxenf. I-435 Corridor; I-70 to Leavenworth g. K-32 Corridor; I-435 to K-32/Kansas Ave, I-435 to State Line	104	3000	0	0	The intent of this project is to make upgrades to the state highway system where it meets the local street systems. Proposed improvements would benefit mainly motorists, however, improvements would allow for accommodations to be made to improve pedestrian safety at dangerous intersections as well as allow for accommodations for bicyclists where accommodations were not provided in the past. This project would be broken up into smaller projects focused on specific intersections, interchanges, corridors, and bridges. Improvements to the State Highway system will allow for coordinated improvements with local agencies which could reduce traffic congestion, improve safety, and allow for greater accommodations for all modes of transportation.	Highway/ Roadway	2025
1605	Hutton Road Improvements, Levenworth to Hollingsworth (Project 1)	Kansas City, KS	Hutton Road from Leavenworth Road to Hollignsworth Road	82	12	0	0	The primary users of these improvements will be daily motorists, as this route serves as a major connection route for K-12 schools, local park traffic, and residents utilizing the commercial facilities along Hutton Road. Secondary to daily local traffic, recent developments, and those currently in planning stages, have opened portions of this corridor to larger light industrial traffic. All improvements that will be made will also add elements to improve the walking and biking abilities along this corridor.	Active Transportation	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
1245	Bike/Pedestrian Bridge Crossing the Kansas River Near K-7	Kansas City, KS	Kansas River, near K-7	62	1	0	0	There are very few bridges crossing the Kansas River that can safely accommodate pedestrian or bicycle traffic. This project will identify an appropriate location for an exclusive pedestrian and cyclists bridge crossing the Kansas River, near the K-7 highway. The bridge would represent a safe alternative for non-vehicular transportation and serve as a connector for sidewalks, bike trails, and walking paths on both sides of the river. The bridge would preferably connect to or cross K-32 in some manner, both because of K-32's route parallel with the Kansas River and because of efforts in the K-32 Corridor Master Plan to incorporate bicycle/pedestrian accommodations.Additionally, MARC's MetroGreen plan recommends the development of a multiuse trail along K-7. There have been initial discussions between the City of Bonner Springs and KDOT about installing a portion of the trail on K-7 over K-32 that could connect to the City's parks.	Active Transportation	2025
1244	Metropolitan Avenue Improvements	Kansas City, KS	Interstate-635 to 55th Street	42	1	0	0	As Metropolitan Avenue is one of the major east-west thoroughfares in Kansas City, Kansas, the project is intended to serve many different users. However, there will be greater emphasis to establish a multimodal transportation paradigm on Metropolitan Avenue in order to create more organic acceptance and normalization of biking, walking, and using public transportation on and around Metropolitan Avenue.	Active Transportation	2025
1431	Briarcliff Pkwy Reconstruction	Kansas City, MO		86	9.33	0	0	Reconstruct existing road and widen to 4 lanes and boulevard standards for motorist, pedestrian and bicyclists.	Active Transportation	2025
1377	Gregory Blvd Reconstruction	Kansas City, MO	I-435 to Blue Ridge Cut-Off	78	15.96	0	0	RECONSTRUCT EXISTING ROAD TO PARKWAY STANDARDS	Highway/ Roadway	2025
1599	Barney Allis Garage and Plaza	Kansas City, MO	Intersection 13th and Wyandotte	74	116.5	0	0	The project includes two components: an underground garage and a plaza/open space at the surface. The garage will serve motorists and the surface level improvements will serve pedestrians and transit users. The surface level improvements will also include a playground and other green space that will serve residents and visitors.	Transit	2025
1346	85th Street Reconstruction	Kansas City, MO	Troost to Prospect	69	12.33	0	0	Reconstruct existing roadway and widen to four lanes with bike lanes. Primary users will be the motorists, peds, transit riders and bicyclists.	Highway/ Roadway	2025
1362	Bannister Road Reconstruction	Kansas City, MO	James A Reed to Raytown Road	66	0	34.55	0	Reconstruct existing roadway and widen to four lanes with bike lanes. Primary users will be the motorists, peds, transit riders and bicyclists.	Highway/ Roadway	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
1427	Wornall Road Reconstruction	Kansas City, MO	Red Bridge to 135th Street	65	0	55.02	0	RECONSTRUCT EXISTING ROADWAY AND WIDEN TO 3 LANES	Highway/ Roadway	2025
1373	Front Street Reconstruction	Kansas City, MO	I-35 to Chouteau	61	55.88	0	0	RECONSTRUCT EXISTING ROAD AND WIDEN TO 3 LANES.	Highway/ Roadway	2025
1414	Raytown Road Reconstruction	Kansas City, MO	I-435 to Blue Ridge Cut-Off	60	0	27.14	0	RECONSTRUCT EXISTING ROAD AND WIDEN TO 4 LANES AND PARKWAY STANDARDS	Highway/ Roadway	2025
1365	Blue Ridge Blvd Reconstruction	Kansas City, MO	St Andrews Drive to Grandview City Limits	58	0	34.55	0	RECONSTRUCT EXISTING ROADWAY AND WIDEN TO 3 LANES	Highway/ Roadway	2025
1376	Holmes Rd Reconstruction	Kansas City, MO	Blue Ridge to Martha Truman	57	0	29.43	0	RECONSTRUCT EXISTING ROAD AND WIDEN TO 3 LANES.	Highway/ Roadway	2025
1413	Raytown Road Reconstruction	Kansas City, MO	87th Street to I-470	53	0	18.36	0	RECONSTRUCT EXISTING ROADWAY AND WIDEN TO 4 LANES	Highway/ Roadway	2025
1325	107th Street Reconstruction	Kansas City, MO	Hillcrest Rd to Raytown Rd	52	0	20.16	0	Reconstruct existing roadway and widen to three lanes with bike lanes. Primary users will be the morotists, peds, tansit riders and bicyclists.	Highway/ Roadway	2025
1385	Little Blue Road Reconstruction	Kansas City, MO	Woodson to Noland	51	0	0	33.33	RECONSTRUCT EXISTING ROAD AND WIDEN TO 4 LANES.	Highway/ Roadway	2025
1417	Rhinehart Road Reconstruction	Kansas City, MO	Gregory Blvd to Unity Village	50	0	21.61	0	RECONSTRUCT EXISTING ROADWAY AND WIDEN TO 3 LANES	Highway/ Roadway	2025
1393	NE 108th Reconstruction	Kansas City, MO	I-435 to Eastern Avenue	50	16.81	0	0	RECONSTRUCT EXISTING ROAD AND WIDEN TO 4 LANES.	Highway/ Roadway	2025
1370	Eastern Rd Reconstruction	Kansas City, MO	Cookingham Drive to City Limits	50	0	19.85	0	RECONSTRUCT EXISTING ROAD AND WIDEN TO 3 LANES.	Highway/ Roadway	2025
1395	NE 76th Reconstruction	Kansas City, MO	Brighton Ave to Shoal Creek Pkwy	48	0	36.16	0		Highway/ Roadway	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
1369	East Longview Pkwy	Kansas City, MO	I-470 to Bannister	48	38.15	0	0	NEW 4 LANE PARKWAY FACILITY	Highway/ Roadway	2025
1363	Barry Road Reconstruction	Kansas City, MO	Highland Ave to Indiana Ave	47	0	10.45	0	RECONSTRUCT EXISTING ROAD AND WIDEN TO 3 LANES.	Highway/ Roadway	2025
1412	Pleasant Valley Reconstruction	Kansas City, MO	N Brighton to Searcy Creek Pkwy	46	23.18	0	0	RECONSTRUCT EXISTING ROAD AND WIDEN TO 3 LANES.	Highway/ Roadway	2025
1364	Barry Road Reconstruction	Kansas City, MO	Union Chapel to Chariton	46	0	22.34	0	RECONSTRUCT EXISTING ROAD AND WIDEN TO 3 LANES.	Highway/ Roadway	2025
1384	Little Blue Road Construction	Kansas City, MO	Noland to Lees Summit Road	44	0	36.78	0	NEW 4 LANE FACILITY	Highway/ Roadway	2025
1403	NW 112th Street	Kansas City, MO	Amity to Congress	43	14.27	0	0	WIDEN EXISTING FACILITY AND IMPROVE INTERCHANGE	Highway/ Roadway	2025
1421	Skyview Reconstruction	Kansas City, MO	Tiffany Springs Pkwy to NW 108th Street	41	0	9.19	0	RECONSTRUCT EXISTING ROAD AND WIDEN TO 3 LANES.	Highway/ Roadway	2025
1401	North Oak Reconstruction	Kansas City, MO	111th Street to Cookingham Drive	41	4.73	0	0	RECONSTRUCT EXISTING ROAD AND WIDEN TO 3 LANES.	Highway/ Roadway	2025
1402	NW 108th Street Reconstruction	Kansas City, MO	Congress Ave to Platte Purchase Dr	40	20.96	0	0	RECONSTRUCT EXISTING ROAD AND WIDEN TO 4 LANES.	Highway/ Roadway	2025
1407	NW 132nd Street Reconstruction	Kansas City, MO	US 169 to Woodland Ave	37	0	30.18	0	NEW 4 LANE FACILITY AND INTERCHANGE	Highway/ Roadway	2025
1406	NW 128th Street Reconstruction	Kansas City, MO	Ambassador Dr to Interurban	37	0	15.16	0	RECONSTRUCT EXISTING ROAD AND WIDEN TO 4 LANES.	Highway/ Roadway	2025
1404	NW 126th Street	Kansas City, MO	169 to Skyview Ave	37	0	45.05	0	NEW 4 LANE FACILITY AND INTERCHANGE	Highway/ Roadway	2025
1405	NW 126th Construction	Kansas City, MO	US-169 to First Creek Rd	37	0	13.08	0	Construction of new 4 lane primary arterial street.	Highway/ Roadway	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
1397	N Brighton Avenue Reconstruction	Kansas City, MO	Pleasant Valley Road to NE 76th Street	36	16.44	0	0	RECONSTRUCT EXISTING ROAD AND WIDEN TO 4 LANES.	Highway/ Roadway	2025
1398	N Brighton Avenue Reconstruction	Kansas City, MO	Barry Road to Shoal Creek Pkwy	35	0	19.15	0	RECONSTRUCT EXISTING ROAD AND WIDEN TO 3 LANES.	Highway/ Roadway	2025
1382	Line Creek Pkwy Reconstruction	Kansas City, MO	I-29 to Bell Street	31	0	28.55	0	RECONSTRUCT EXISTING ROAD AND WIDEN TO 4 LANES.	Highway/ Roadway	2025
1383	Line Creek Pkwy Reconstruction	Kansas City, MO	I-29 TO NW 68TH STREET	31	0	45.12	0	RECONSTRUCT EXISTING ROAD AND WIDEN TO 4 LANES.	Highway/ Roadway	2025
1379	Interurban Rd Reconstruction	Kansas City, MO	Cookingham to Route 92	30	0	45.96	0	RECONSTRUCT EXISTING ROAD AND WIDEN TO 3 LANES.	Highway/ Roadway	2025
1374	Green Hills Reconstruction	Kansas City, MO	MO-152 to NW 108th Street	30	0	29.02	0	RECONSTRUCT EXISTING ROAD AND WIDEN TO 4 LANES.	Highway/ Roadway	2025
1360	Amity Rd Reconstruction	Kansas City, MO	MO-152 to Tiffany Springs Pkwy	30	15.4	0	0		Highway/ Roadway	2025
1367	Congress Ave Reconstruction	Kansas City, MO	Ambassador Dr to Cookingham Drive	29	0	12.26	0	RECONSTRUCT EXISTING ROAD AND WIDEN TO 4 LANES.	Active Transportation	2025
1359	Ambassador Drive	Kansas City, MO	NW Plaza Circle to NW 128th Street	29	208.3	0	0	NEW 4 LANE FACILITY	Highway/ Roadway	2025
1347	Ambassador	Kansas City, MO	NW 128th Street to Mexico City Ave	29	146.05	0	0	2031-2040	Highway/ Roadway	2025
1378	Indiana Ave	Kansas City, MO	Barry Road to Shoal Creek Pkwy	27	8.53	0	0	WIDEN IMPROVED FACILITY TO 4 LANES	Highway/ Roadway	2025
1423	Traffic Management System 2030	Kansas City, MO	Citywide (KCMO)	10	0	40.87	0	IMPROVE CAPACITY OF EXISTING SIGNAL SYSTEM AND RECONSTRUCT EXISTING FACILITIES	Highway/ Roadway	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
1517	Performance Based Interurban Transportation Safety Program 2030	Kansas City, MO	Citywide (KCMO)	10	0	1569.4	0	RECONSTRUCT EXISTING FACILITIES WITHIN AREAS IDENTIFIED AS HIGH INFRASTRUCTURE NEED AREAS.	Active Transportation	2025
1201	KC Streetcar Riverfront Extension	KC Streetcar	Grand Boulevard, Riverfront Drive	150	61.13	0	0	• Provide a high-quality frequent and premium connection for transit users to connect to the Riverfront and the Downtown, Midtown, and the Plaza area. • Extend the momentum, mobility and economic development benefits of the existing KC Streetcar to connect a long dormant area of the Kansas City Riverfront (Berkley Riverfront) to Downtown—expediting the rate and value of planned private investments.• Connect the urban core of the city to recreational green space with the construction of high quality transit parallel to a future multi-use bridge connection—improving the quality of life and livability for many who would not have previously made the trek to this disconnected area.• Introduce a regional park-and-ride opportunity to the Riverfront—providing convenient access for those commuting from the northland metro to Downtown for work and play.	Transit	2025
1350	KC Streetcar Midtown East-West Extension	KC Streetcar	39th Street, Main Street, Linwood Boulevard	137	875	0	0	- Provide a high-quality frequent and premium connection for transit users to connect to the existing north-south frequent and high capacity transit including the KC Streetcar Main Street Extension, Troost MAX BRT, and Prospect MAX BRT. - Connect the urban neighborhoods of the Midtown area to high quality transit — improving the quality of life and livability for residents. - Provide premium transit connections to employment, education, health services, and businesses and commercial centers within the Midtown area.	Transit	2025
1610	KC Streetcar NorthRail Extension	KC Streetcar	3rd Street, Highway 9, Burlington, and Swift Streets	120	0	490.7	0	- Provide a high-quality frequent and premium connection for transit users to connect between North Kansas City and Downtown Kansas City, Missouri. - Connect urban adjacent neighborhoods to high quality transit — improving the quality of life and livability for residents.- Provide premium transit connections to employment, education, health care and medical services, and businesses and commercial centers along the corridor and KC Streetcar system.	Transit	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
1321	KC Streetcar Long-Range Expansion	KC Streetcar	Highway 9 (NorthRail), 39th Street and Linwood (Midtown East-West), Independence Avenue, 18th Street, Southwest Boulevard, I-70, and Waldo	102	0	1121.6	0	This is a general system expansion project that includes potential expansion corridors for future consideration. The corridors are as follows:- North Extension (North Rail Plan) - Running across HOA bridge and Swift Street- Midtown East West - Running along 39th Street (from KU Med in KCK) and Linwood Boulevard - Independence Avenue Extension - Eastern route serving as future replacement of planned BRT line.- 18th Street Extension - Eastern route linking 18th and Vine to Main Street spine- Southwest Boulevard - Western route linking to 18th Street connection- I-70 - Potential western connection linking downtown KCMO and KCK, and potentially interlining with Independence extension along reimagined North Loop- Waldo South Extension - General placeholder extension to serve southern Kansas City, Missouri.	Transit	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
1354	Smart Moves/RideKC - Mobility Hubs Phase 1	KCATA	All mobility hubs identified in Smart Moves 3.0.	144	0	14.02	0	The Smart Moves 3.0 plan envisions a mobility landscape that includes efficient, high-ridership transit service linked by well-located mobility hubs where riders can transfer from one fixed route to another or connect with mobility services to get where they need to go. This plan also recognizes that efficient transit thrives on density. Smart Moves 3.0 serves as the regional blueprint for implementation of a new and improved transit and mobility system. Transit agencies, local governments and the Mid-America Regional Council will use this plan to guide the development of new projects and initiatives that seek to:•Increase the number of jobs accessible by transit and mobility services.•Increase ridership of transit and use of other mobility options.•Increase development/redevelopment along high-capacity corridors and near mobility hubs.•Increase availability of customer information and resources through technology.•Increase funding for transit and mobility services.•Decrease greenhouse gas emissions and other transportation-related pollutants.The intent of this project is to make using transit and mobility services an attractive and viable option for more Kansas City area residents and workers. By including a network of over 60 mobility hubs that connect different modes and allow residents and workers to easily transfer from one to the other, Smart Moves 3.0 aims to further increase the travel choices available in the region. Expanding the region's transit system (in terms of route options, frequency of service, days of service) and other mobility services (in terms of mobility hubs, car share, bike share, microtransit, vanpool, carpool, etc.) will not only benefit those who choose to or depend on transit/mobility services but others as well. For instance, expanding the transit system and increasing ridership will take more cars off the road, thereby decreasing traffic for those that choose to/must drive. This decreased traffic will also benefit bicyclists and pedestrians in terms of making their travel safer and more pleasant as well as improving air quality. Decreased traffic/congestion will also benefit the movement of freight as well.	Transit	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
1009	Fast and Frequent Service: Independence Avenue Bus Rapid Transit	KCATA	Improvements along existing 24 Independence route, with adjustments recommended by the Independence Avenue BRT Feasibility Study. Primary improvements are along Independence Avenue within Kansas City, Missouri.	142	70	0	0	Independence Avenue BRT is a near-term recommendation of the Smart Moves 3.0 transit plan, which envisions a mobility landscape that includes efficient, high-ridership transit service linked by well-located mobility hubs where riders can transfer from one fixed route to another or connect with mobility services to get where they need to go. The project will enhance an existing high-ridership transit corridor, with new transit stations with high-quality amenities including shelters, smart kiosks, and level boarding. These facilities will vastly improve the ability for residents and employees to access the system in a safe and comfortable manner. These improvements will also improve travel time and service reliability on the corridor, as well as provide enhanced connections between routes and other transportation modes at mobility hubs. The feasibility plan also calls for protected bike lanes to be integrated along the Independence Avenue portion of the corridor, implementing a major bicycle infrastructure corridor as recommended by the BikeKC Plan.Existing transit users will be the primary users of these improvements, but will also allow non-transit users to begin utilizing the system. In addition, the planned protected bike lanes will be utilized by existing cyclists and allow more people to bicycle in the corridor. The intent of this project is to make using transit and mobility services an attractive and viable option for more Kansas City area residents and workers. Expanding the region's transit system (in terms of route options, frequency of service, and days of service) will not only benefit those who choose to or depend on transit (i.e. transit riders) but others as well. For instance, expanding the transit system and increasing ridership will take more cars off the road, thereby decreasing traffic for those that choose to/must drive. This decreased traffic will also benefit bicyclists and pedestrians in terms of making their travel safer and more pleasant as well as improving air quality. Decreased traffic/congestion will also benefit the movement of freight as well.	Transit	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
1348	Fast and Frequent Service: Burlington/North Oak Enhanced Transit	KCATA	Improvements along existing 201 North Oak route, with adjustments recommended by the North Oak Transit Improvements Study to be completed in 2019 and additional planning and design efforts. Primary improvements are along Burlington Street in North Kansas City and North Oak in Kansas City, Missouri. Secondary improvements may occur on Barry Road in Kansas City, Missouri.	139	40	0	0	The enhanced Burlington/North Oak route is planned to be approximately 16 miles long, extending from Crown Center and Downtown Kansas City, Missouri to Boardwalk Square near I-29 & M-152 Highway in northern Kansas City, Missouri.Fast and Frequent transit service with enhanced amenities on the Burlington/North Oak corridor is a near-term recommendation of the Smart Moves 3.0 transit plan, which envisions a mobility landscape that includes efficient, high-ridership transit service linked by well-located mobility hubs where riders can transfer from one fixed route to another or connect with mobility services to get where they need to go. The project will enhance the existing transit spine of the Northland, with frequent bus service utilizing new transit stations with high-quality amenities. These facilities will vastly improve the ability for residents and employees to access the system in a safe and comfortable manner. These improvements will also improve travel time and service reliability on the corridor, as well as provide enhanced connections between routes and other transportation modes at mobility hubs. The ongoing North Oak Transit Improvement Study is currently evaluating the corridor to formulate specific recommendations. Collaboration with an additional study focused on streetscape and active transportation enhancements will improve other transportation modes as well.Existing transit users will be the primary users of these improvements, but will also allow non-transit users to begin utilizing the system. In addition, the current planning process is proceeding concurrently with a process to evaluate improved bicycle and pedestrian facilities on the corridor. It is anticipated that the future transit improvement project will incorporate the facilities recommended by this plan as well. The intent of this project is to make using transit and mobility services an attractive and viable option for more Kansas City area residents and workers. Expanding the region's transit system (in terms of route options, frequency of service, and days of service) will not only benefit those who choose to or depend on transit (i.e. transit riders) but others as well. For instance, expanding the transit system and increasing ridership will take more cars off the road, thereby decreasing traffic for those that choose to/must drive. This decreased traffic will also benefit bicyclists and pedestrians in terms of making their travel safer and more pleasant as well as i	Transit	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
1355	Smart Moves/RideKC - All Other Service (Support/Express/Microtransit)	KCATA	All Supporting and Express routes identified in Smart Moves 3.0 as well as future microtransit areas. These corridors are primarily existing transit routes but include a significant expansion of the system to meet the multimodal transportation needs of the Kansas City region. The services included in this project support and expand the reach of Fast & Frequent corridors which have been submitted as separate projects.	138	0	120.39	0	The Smart Moves 3.0 plan envisions a mobility landscape that includes efficient, high-ridership transit service linked by well-located mobility hubs where riders can transfer from one fixed route to another or connect with mobility services to get where they need to go. This plan also recognizes that efficient transit thrives on density. Smart Moves 3.0 serves as the regional blueprint for implementation of a new and improved transit and mobility system. Transit agencies, local governments and the Mid-America Regional Council will use this plan to guide the development of new projects and initiatives that seek to:•Increase the number of jobs accessible by transit and mobility services.•Increase ridership of transit and use of other mobility options.•Increase development/redevelopment along high-capacity corridors and near mobility hubs.•Increase availability of customer information and resources through technology.•Increase funding for transit and mobility services.•Decrease greenhouse gas emissions and other transportation-related pollutants.The intent of this project is to make using transit and mobility services an attractive and viable option for more Kansas City area residents and workers. Expanding the region's transit and mobility system (in terms of route options, frequency of service, days of service, and microtransit) will not only benefit those who do not have a car (by choice or by necessity) but others as well. For instance, expanding the transit system and increasing ridership will take more cars off the road, thereby decreasing traffic for those that choose to/must drive. This decreased traffic will also benefit bicyclists and pedestrians in terms of making their travel safer and more pleasant as well as improving air quality. Decreased traffic/congestion will also benefit the movement of freight as well.	Transit	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
1585	Fast and Frequent Service: All Other (39th, 75th and 7th)	KCATA	Future improvements to following routes:•401 Metcalf-Plaza	137	80	0	0	This project will develop Fast & Frequent transit services along key corridors as defined by existing high-ridership services and by the SmartMoves 3.0 regional transit plan. Fast and Frequent signifies a transit system with headways 15 minutes or less. Fast and Frequent routes on the following key routes/corridors would provide an efficient way to move through the region and access key destinations and transfer points:- 39th, 75th, 7th The intent of this project is to make using transit and mobility services an attractive and viable option for more Kansas City area residents and workers. Expanding the region's transit system (in terms of route options, frequency of service, and days of service) will not only benefit those who choose to or depend on transit (i.e. transit riders) but others as well. For instance, expanding the transit system and increasing ridership will take more cars off the road, thereby decreasing traffic for those that choose to/must drive. This decreased traffic will also benefit bicyclists and pedestrians in terms of making their travel safer and more pleasant as well as improving air quality. Decreased traffic/congestion will also benefit the movement of freight as well.	Transit	2025
1582	Fast and Frequent Service: 401 - Metcalf Plaza (to Downtown OP)	KCATA	Future improvements to following routes:•401 Metcalf-Plaza	137	26.35	0	0	This project will develop Fast & Frequent transit services along key corridors as defined by existing high-ridership services and by the SmartMoves 3.0 regional transit plan. Fast and Frequent signifies a transit system with headways 15 minutes or less. Fast and Frequent routes on the following key routes/corridors would provide an efficient way to move through the region and access key destinations and transfer points: 401 – Metcalf-Plaza • The 401 route provides residents of Johnson County, Kansas and Jackson County, Missouri access to destinations such as shopping along Blue Valley Parkway and Rosana Square and access to educational centers like Johnson County Community College and University of Missouri, Kansas City. Major employment centers, such as the Sprint Campus are served as well. The intent of this project is to make using transit and mobility services an attractive and viable option for more Kansas City area residents and workers. Expanding the region's transit system (in terms of route options, frequency of service, and days of service) will not only benefit those who choose to or depend on transit (i.e. transit riders) but others as well. For instance, expanding the transit system and increasing ridership will take more cars off the road, thereby decreasing traffic for those that choose to/must drive. This decreased traffic will also benefit bicyclists and pedestrians in terms of making their travel safer and more pleasant as well as improving air quality. Decreased traffic/congestion will also benefit the movement of freight as well.	Transit	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
1584	Fast and Frequent Service: 401 - Metcalf Plaza (Downtown OP to 135)	KCATA	Future improvements to following routes:•401 Metcalf-Plaza	137	26	0	0	This project will develop Fast & Frequent transit services along key corridors as defined by existing high-ridership services and by the SmartMoves 3.0 regional transit plan. Fast and Frequent signifies a transit system with headways 15 minutes or less. Fast and Frequent routes on the following key routes/corridors would provide an efficient way to move through the region and access key destinations and transfer points: 39th, 75th, and 7th The intent of this project is to make using transit and mobility services an attractive and viable option for more Kansas City area residents and workers. Expanding the region's transit system (in terms of route options, frequency of service, and days of service) will not only benefit those who choose to or depend on transit (i.e. transit riders) but others as well. For instance, expanding the transit system and increasing ridership will take more cars off the road, thereby decreasing traffic for those that choose to/must drive. This decreased traffic will also benefit bicyclists and pedestrians in terms of making their travel safer and more pleasant as well as improving air quality. Decreased traffic/congestion will also benefit the movement of freight as well.	Transit	2025
1583	Fast and Frequent Service: 39th St. Linwood Corridor	KCATA	Future improvements to following routes:•31 31st Street and 39 39th St with increased connections to Main Max, Troost Max, and Prospect Max.	137	800	0	0	This project will develop Fast & Frequent transit services along key corridors as defined by existing high-ridership services and by the SmartMoves 3.0 regional transit plan. Fast and Frequent signifies a transit system with headways 15 minutes or less using a high capacity vehicle like a streetcar. Fast and Frequent routes on the following key routes/corridors would provide an efficient way to move through the region destinations and transfer points.The intent of this project is to make using transit and mobility services an attractive and viable option for more Kansas City area residents and workers. Expanding the region's transit system (in terms of route options, frequency of service, and days of service) will not only benefit those who choose to or depend on transit (i.e. transit riders) but others as well. For instance, expanding the transit system and increasing ridership will take more cars off the road, thereby decreasing traffic for those that choose to/must drive. This decreased traffic will also benefit bicyclists and pedestrians in terms of making their travel safer and more pleasant as well as improving air quality. Decreased traffic/congestion will also benefit the movement of freight as well.	Transit	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
1581	Fast and Frequent Service: 101 - State Ave	KCATA	Future improvements to following route•101 State Ave.	137	0	3.79	0	This project will develop Fast & Frequent transit services along key corridors as defined by existing high-ridership services and by the SmartMoves 3.0 regional transit plan. Fast and Frequent signifies a transit system with headways 15 minutes or less. Fast and Frequent routes on the following key routes/corridors would provide an efficient way to move through the region and access key destinations and transfer points:101 – State Ave. •The 101 provides access to both Kansas City, Kansas and Kansas City, Missouri. Riders are able to access both city's downtown areas as well as key transfer locations in Downtown Kansas City, Missouri and a Park & Ride at 47th and State Avenue. The intent of this project is to make using transit and mobility services an attractive and viable option for more Kansas City area residents and workers. Expanding the region's transit system (in terms of route options, frequency of service, and days of service) will not only benefit those who choose to or depend on transit (i.e. transit riders) but others as well. For instance, expanding the transit system and increasing ridership will take more cars off the road, thereby decreasing traffic for those that choose to/must drive. This decreased traffic will also benefit bicyclists and pedestrians in terms of making their travel safer and more pleasant as well as improving air quality. Decreased traffic/congestion will also benefit the movement of freight as well.	Transit	2025
1746	63rd Street Addition to Fast and Frequent Corridor	KCATA	Route 63 - 63rd Street	126	20	0	0	This project will develop Fast & Frequent transit services along key corridors as defined by existing high-ridership services and by the SmartMoves 3.0 regional transit plan. Fast and Frequent signifies a transit system with headways 15 minutes or less. Fast and Frequent routes on route 63 63rd Street would provide an efficient way to move through the region and access key destinations and transfer points.The intent of this project is to make using transit and mobility services an attractive and viable option for more Kansas City area residents and workers. Expanding the region's transit system (in terms of route options, frequency of service, and days of service) will not only benefit those who choose to or depend on transit (i.e. transit riders) but others as well. For instance, expanding the transit system and increasing ridership will take more cars off the road, thereby decreasing traffic for those that choose to/must drive. This decreased traffic will also benefit bicyclists and pedestrians in terms of making their travel safer and more pleasant as well as improving air quality. Decreased traffic/congestion will also benefit the movement of freight as well.	Transit	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
1732	University of Kansas Health System Mobility Hub	KCATA	Route 39 and future connection to High Frequency High Capacity solution as outlined in the East West Transit Study.	123	0.25	0	0	The intent of the project is to create an accessible mobility hub to allow for easy connections to transit. This is also an area that we hope to connect to a future large transit investment as stated in the East West Transit Study.	Transit	2025
1726	31st and Van Brunt Transit Center	KCATA	Routes 31 and 28. Future connection to High Frequency High Capacity solution as outlined in the East West Transit Study.	122	1	0	0	The intent of the project is to create an accessible transit center to allow for easy connections to transit in eastern Jackson County. This is also an area that we hope to connect to a future large transit investment as stated in the East West Transit Study.	Transit	2025
1735	Truman Sports Complex Access Improvements	KCATA	Routes 47, 31 and future high capacity and high frequency connection as stated in the East West Transit Study	114	5	0	0	Primary users of this project include Public Transit users and active transportation users.	Transit	2025
1773	Public Transit Services to KCI (Express Services - Missouri)	KCATA	The two routes proposed will provide express transit services to and from KCI Airport. One route will operate from the East Village Transit Center to Union Station, to KCI Airport. The other route will operate from the East Village Transit Center to the Kansas City Convention Center area of downtown Kansas City, to KCI Airport. Both routes will cater to local and visiting travelers, as well as potential and current employees who work at KCI Airport.	112	123.8	0	0	The intent of this project is to provide express transit service from downtown Kansas City, Missouri to Kansas City International Airport, with connections to other transit routes. This project intends to improve congestion at KCI and across the region by reducing the number of trips by car to KCI from areas with high concentrations of travelers either visiting or residing in the region. The intent is to provide transit services that are safe, convenient, and competitive with traveling by car to the airport. The primary users will be transit riders, motorists seeking an alternative to driving and parking at the airport, and travelers who may be visiting the region and not have access to a car during their visit. Pedestrians are served by this project by increasing transit options from the airport at the stops along and at the end of the proposed routes. This will increase pedestrians in the area completing their transit trips, and use of the KC Streetcar has a connecting mode to Midtown Kansas City and the Country Club Plaza; two concentrated areas where local residents live and a regional destination for travelers and residents. Potential employees who may not have access to a personal vehicle will benefit from these routes by providing a connection the KCI Airport and access to the express routes via local transit and the Main MAX, Troost MAX, and Prospect MAX BRT lines.	Transit	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
1759	Public Transit Services to KCI (Express Services - Kansas)	KCATA	The proposed routes with Kansas termini and stops include a route from the Lenexa City Center, with a stop at Village West in Wyandotte County, and KCI Airport. The other proposed route is the Overland Park Convention Center in Johnson County, with a stop at the Indian Springs Transit Center in Wyandotte County, and KCI Airport. These routes would be considered express routes catering to local and visiting travelers and potential and current employees that work at KCI Airport or other Johnson County and Wyandotte County job centers.	108	156.2	0	0	The intent of this project is to provide express transit service from locations in Wyandotte and Johnson counties to the Kansas City International Airport. This project intends to improve congestion at KCI and across the region by reducing the number of trips by car to KCI from areas with high concentrations of travelers either visiting or residing in the region. The intent is to provide transit services that are safe, convenient, and competitive with traveling by car to the airport. The primary users will be transit riders, motorists seeking an alternative to driving and parking at the airport, and travelers who may be visiting the region and not have access to a car during their visit. Pedestrians are served by this project by increasing transit options from the airport at the stops along and at the end of the proposed routes. This will increase pedestrians in the area completing their transit trips. The cost outlined is for both routes, with 30 minute headways, and incorporates capital and operating costs for 10 years.	Transit	2025
1741	Stadium and Event Center Access and Service Improvements	KCATA	All Transit Routes	98	5	0	0	This project seeks to increase access to the many event centers and stadiums within our region. Primary users of this project include Public Transit users and active transportation users.	Transit	2025
1765	Lake Lotawana Intersection Improvements	Lake Lotawana	Colbern Road and Lake Lotawana Drive intersection improvements.	28	5	0	0	The project intent is to update the intersection described above and the primary users will be motorists and freight.	Highway/ Roadway	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
1033	147 Street Reconstruction (4-H Road to McIntyre Road)	Lansing	The project continues the redevelopment plan for DeSoto Road/147th Street. Intersections are 4-H Road,Ridge Drive, Cottonwood Drive, including McIntyre Road.	40	13.48	0	0	This project will include the reconstruction of the rural-type, two-lane 147th Street to current standard three-lane facility to accommodate growing traffic demand. It also includes replacement of functionally obsolete road culverts as well as construction of a ten-foot bicycle path and five-foot pedestrian sidewalk in accordance with Trails Master Plan and city policy. Primary users include motorists, pedestrians, and bicyclists. Construction of bio-swales will be included where efficient.	Highway/ Roadway	2025
1035	West Gilman Road Construction	Lansing	The project connects State Highway 73/7 to 147th Street. 147th Street ties to Eisenhower Road to the north and Fairmount Road to the South.	36	0	8.09	0	This project will include the construction an expansion of the rural-type, two-lane Gilman Road to current standard three-lane facility to establish further economic development. It also includes construction of a ten-foot bicycle path and five-foot pedestrian sidewalk in accordance with Trails Master Plan and city policy. Primary users include motorists, pedestrians, and bicyclists. Construction of bioswales will be included where efficient.	Highway/ Roadway	2025
1034	4-H Road Reconstruction	Lansing	The project connects State Highway 73/7 to 147th Street. 147th Street ties to Eisenhower Road to the north and Fairmount Road to the South.	36	0	9.13	0	This project will include the reconstruction of the rural-type, two-lane 4-H Road to current standard three-lane facility to accommodate growing traffic demand. It also includes construction of a ten-foot bicycle path and five-foot pedestrian sidewalk in accordance with Trails Master Plan and city policy. Primary users include motorists, pedestrians, and bicyclists. Construction of bioswales will be included where efficient.	Highway/ Roadway	2025
1031	DeSoto Road (4-H Road to Ida Street), including intersection approaches	Lansing	The project connects to linking street (4-H Road) that ties to State Highway 73/3. Intersections are 4-H Road and West Mary Street, which are significant collector connecting streets.	28	0	13.08	0	This project will include the reconstruction of the rural-type, two-lane DeSoto Road to current standard three-lane facility to accommodate growing traffic demand. It also includes replacement of a functionally obsolete bridge as well as construction of a ten-foot bicycle path and five-foot pedestrian sidewalk in accordance with Trails Master Plan and city policy. Primary users include motorists, pedestrians, and bicyclists. Construction of bio-swales will be included where efficient.	Highway/ Roadway	2025
1539	Muncie Road west of 10th Avenue	Leavenworth	None	49	0	12.26	0	Two lane suburban arterial with left turn lanes at major intersections designed to modern standards with bicycle and pedestrian modes considered in the initial design. Possible traffic signal at both 10th Street and 20th Street if warranted. Expected to be designed to modern roadway standards, include both a sidewalk (5) and trail (8-10), incorporate modern water quality and water quantity features.	Highway/ Roadway	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
1547	Michals Road - Phase 2 - Tongonoxie Road to 167th	Leavenworth	None	47	0	7.68	0	Two lane suburban arterial with left turn lanes at major intersections designed to modern standards with bicycle and pedestrian modes considered in the initial design. Expected to be designed to modern roadway standards, include both a sidewalk (5) and trail (8-10), incorporate modern water quality and water quantity features.	Highway/ Roadway	2025
1552	175th Street between Michals Road and K92	Leavenworth	None	45	6.53	0	0	Two lane suburban arterial with left turn lanes at major intersections designed to modern standards with bicycle and pedestrian modes considered in the initial design. Expected to be designed to modern roadway standards, include both a sidewalk (5) and trail (8-10), incorporate modern water quality and water quantity features.	Highway/ Roadway	2025
1540	Michals Road - Phase 1 (167th to 175th)	Leavenworth	None	44	7.73	0	0	Two lane suburban arterial with left turn lanes at major intersections designed to modern standards with bicycle and pedestrian modes considered in the initial design. Expected to be designed to modern roadway standards, include both a sidewalk (5) and trail (8-10), incorporate modern water quality and water quantity features.	Highway/ Roadway	2025
1557	Limit Street - 22nd Street - K92	Leavenworth	None	44	0	0	28	Two lane suburban arterial with left turn lanes at major intersections designed to modern standards with bicycle and pedestrian modes considered in the initial design. Expected to be designed to modern roadway standards, include both a sidewalk (5) and trail (8-10), incorporate modern water quality and water quantity features.	Highway/ Roadway	2025
1167	County Road 5 Improvements	Leavenworth County	County Road 5 from Leavenworth to Tonganoxie.	25	0	0	22.87	This project will improve County Road 5 from Leavenworth to Tonganoxie to improve capacity and safety.	Highway/ Roadway	2025
1714	K-7 and Fairmont Road Interchange	Leavenworth County	K-7 and Fairmont Road	20	44.45	0	0	motorists	Highway/ Roadway	2025
1769	Outer Belt - K-10 to I-70 Connection	Leavenworth County	Panasonic Plant to I-70	17	200	0	0	Motorists and Freight	Highway/ Roadway	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
1563	Highway 152 Extension to Leavenworth County (MO)	Leavenworth County	From the interchange at Interstate 435 and Hwy 152, Hwy 152 would extend (4 lane divided) west to K-7 located in Leavenworth County, Kansas. Project will include a new bridge over the Missouri River.	8	200	0	0	The intent of the project is to provide an expansion of Hwy 152 to Leavenworth County. The project will include roadway and bridge expansion. Improvements will include both pedestrian and bike modes. The primary users will be motorists and frieght.	Highway/ Roadway	2025
1579	Highway 152 Extension to Leavenworth County (KS)	Leavenworth County	Eisenhower Road and K-7 to MO-152 and I-435	8	200	0	0	The primary intent of this project is turn the eastern portion of Leavenworth County into the next portion of the Kansas City metro that sees growth like Johnson County, North Kansas City, Platte County, Gladstone, and Liberty have already experienced.	Highway/ Roadway	2025
1755	Pryor Road - I470 to Bannister Road	Lee's Summit	Pryor Road from I470 to Bannister Road	84	6	0	0	This is primarily a safety project intended to benefit motorists, pedestrians, cyclists, and freight movement.	Highway/ Roadway	2025
1675	K-10 Trail	Lenexa	Trail generally following K-10 from I-435 to the west city limits.	69	0	19.63	0	The project is a mixed use trail for cyclists and pedestrians providing a connection across the city.	Active Transportation	2025
1306	Mixed-use trail along Quivira Road from 87th Street to 91st Street	Lenexa	Mixed-use trail along Quivira Road from 87th Street to 91st Street over I-35.	57	0	0	15.25	This project will provide a mixed-use trail for bicycles and pedestrians.	Active Transportation	2025
1303	Extension of Turkey Creek Trail	Lenexa	Extension of Turkey Creek Trail roughly following Marshall Drive from 75th Street to 87th Street then roughly following Santa Fe Trail Drive from 87th Street to the south city limits.	52	0	0	34.31	This project will provide a mixed-use trail for bicycles and pedestrians.	Active Transportation	2025

System Expansion

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1307	Lone Elm Road from K-10 to Prairie Star Parkway - 4-lane	Lenexa	Lone Elm Road from K-10 to Prairie Star Parkway	49	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
1436	87th/83rd Street from K-7 to Haven - Widen and improve 4-lane divided	Lenexa	87th/83rd Street from K-7 to Haven	49	0	56.08	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
1047	83rd Street from Gleason to west city limits - widen and improve to 4-lane divided	Lenexa	83rd Street from Gleason to west city limits	49	0	54.68	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
1301	College Boulevard from Lackman to Pflumm - widen to 6-lanes	Lenexa	College Boulevard from Lackman to Pflumm	48	0	11.22	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
1295	Ridgeview Road from Prairie Star Parkway to 87th Street - New 2 lane	Lenexa	Ridgeview Road from Prairie Star Parkway to 87th Street	44	0	33.65	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
1049	Prairie Star Parkway from Canyon Creek Boulevard to K-10 Highway - new 4-lane divided roadway	Lenexa	Prairie Star Parkway from Canyon Creek Boulevard to K-10 Highway	43	0	29.44	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
1290	99th/101st Street from Canyon Creek Blvd. to Lone Elm - New 4-lane	Lenexa	99th/101st Street from Canyon Creek Blvd. to Lone Elm	41	0	28.04	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 bile lanes for cyclists.	Highway/ Roadway	2025

System Expansion

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1738	Glen Hendren - Nashua to Lightburne	Liberty	Glen Hendren from the intersection of Nashua Rd to the intersection with Lightburne Rd.	87	0	23.27	0	The projects intent is to rehabilitate approximately 9500 lf of the 2 lane City arterial Glenn Hendren Dr. Rehabilitation will include the widening of Glenn Hendren, addition of active transportation options, tree plantings and potential for turn lanes (as determined during design). The primary beneficiaries will be motorists, pedestrians, bicyclists and freight. The project is expected to increase travel by active transportation mean, increase the communities access to facilities such as Liberty Hospital and Lewis and Clark Elementary School via non-motorized means.	Highway/ Roadway	2025
1711	SLP Phase III - Route 291 to Old 210	Liberty	The existing intersection of SLP and Hwy 291 to a proposed connection with Old 210	76	0	46.97	0	The intent of the project is to continue the South Liberty Parkway eastwards and thus open the south east section of the city to future residential and commercial development. The primary beneficiaries will be motorists, pedestrians and bicyclists.	Highway/ Roadway	2025
1665	Road Rehabilitation/Expansion - Ruth Ewing - Birmingham - 291	Liberty	The intersection of Birmingham Rd. and Ruth Ewing Rd. to the intersection of Ruth Ewing Rd. and Rt. 291.	73	0	10.52	0	The intent of the project is to rehabilitate and expand Ruth Ewing to meet growing demand. The project would include the addition of active transportation routes to encourage active transportation. The primary users will be motorists, pedestrians and bicyclists.	Highway/ Roadway	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
1157	MetroGreen stream and ecosystem restoration (MO)	MARC	MetroGreen corridors, including:•Missouri River•Kansas River•Blue River•Fishing River•Grand River•Little Blue River•Platte River•Cedar Creek•Pine Creek•Second Creek•Shoal Creek•Stranger Creek•North Brush Creek (Platte County)•I-435 Corridor•KATY Trail Connection•Wyandotte/ Leavenworth County Line Connection	89	74.67	0	0	The transportation policy framework includes goals to conserve air and water quality, conserve and restore natural resources, and advance climate resilience. The MetroGreen plan envisioned a multi-benefit system of corridors that linked social cohesion, environmental quality and alternative transportation. However, investments in the system have focused on recreational trails. This project would benefit MetroGreen users, as well as all watershed residents that would garner the ecosystem service benefits from landscape scale restoration.The project would include multiple elements, such as riparian restoration, stream restoration, application of stormwater best management practices to reduce the volume of flows from transportation-related outfalls, wetland restoration, stream buffers, or tree planting and native landscaping - all in ways that create system connectivity, enhance the public realm, and maximize green infrastructure benefits using a triple bottom line lens. In cases in which MARC is listed as the sponsor, local governments or other entities with land use jurisdiction would need to implement projects.	Active Transportation	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
1571	MetroGreen stream and ecosystem restoration (KS) - Phase 1	MARC	MetroGreen corridors, including:•Missouri River•Kansas River•Blue River•Fishing River•Grand River•Little Blue River•Platte River•Cedar Creek •Pine Creek•Second Creek•Shoal Creek•Stranger Creek•North Brush Creek (Platte County)•I-435 Corridor•KATY Trail Connection•Wyandotte/ Leavenworth County Line Connection	89	49.78	0	0	The transportation policy framework includes goals to conserve air and water quality, conserve and restore natural resources, and advance climate resilience. The MetroGreen plan envisioned a multi-benefit system of corridors that linked social cohesion, environmental quality and alternative transportation. However, investments in the system have focused on recreational trails. This project would benefit MetroGreen users, as well as all watershed residents that would garner the ecosystem service benefits from landscape scale restoration.The project would include multiple elements, such as riparian restoration, stream restoration, application of stormwater best management practices to reduce the volume of flows from transportation-related outfalls, wetland restoration, stream buffers, or tree planting and native landscaping - all in ways that create system connectivity, enhance the public realm, and maximize green infrastructure benefits using a triple bottom line lens. In cases in which MARC is listed as the sponsor, local governments or other entities with land use jurisdiction would need to implement projects.	Active Transportation	2025
1156	Tree planting at mobility hubs	MARC	All 72 mobility hubs identified in the Smart Moves plan.	87	0	11.42	0	Tree planting and green infrastructure applications next to mobility hubs helps accomplish multiple goals: heat island reduction, climate resilience, public health, air and water quality protection, walkability, and transit access. Primary users are transit riders, pedestrians and cyclists. In cases in which MARC is listed as the sponsor, local governments or other entities with land use jurisdiction would need to implement projects.	Transit	2025
1154	Tree planting at bus stops	MARC	All ATA routes	86	0	3.65	0	Tree planting next to bus stops helps accomplish multiple goals: heat island reduction, climate resilience, public health, air and water quality protection, walkability, and transit access. Primary users are 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.	Transit	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
1289	Electric Vehicle Carshare Program for Low-Income Communities (MO)	MARC	Multiple - exact locations of carshare stations will be determined through further study.	85	13.58	0	0	The intent of this project is to provide an EV carsharing network for low-income communities as a means to provide 1) an additional mobility option for low-income residents who cannot afford or would like the option not to own a personal vehicle, 2) a zero-emission transportation option that can help decrease harmful emissions that disproportionately affect the health of low-income and minority populations and contribute to climate change, and 3) greater accessibility to jobs, healthy food, healthcare and other opportunities. In cases in which MARC is listed as the sponsor, local governments or other entities with land use jurisdiction would need to implement projects.	Highway/ Roadway	2025
1572	Electric Vehicle Carshare Program for Low-Income Communities (KS)	MARC	Multiple - exact locations of carshare stations will be determined through further study.	85	9.05	0	0	The intent of this project is to provide an EV carsharing network for low-income communities as a means to provide 1) an additional mobility option for low-income residents who cannot afford or would like the option not to own a personal vehicle, 2) a zero-emission transportation option that can help decrease harmful emissions that disproportionately affect the health of low-income and minority populations and contribute to climate change, and 3) greater accessibility to jobs, healthy food, healthcare and other opportunities. In cases in which MARC is listed as the sponsor, local governments or other entities with land use jurisdiction would need to implement projects.	Highway/ Roadway	2025
1570	Native landscaping on highway rights of way (KS)	MARC	All state highway facility rights of way.	63	15.84	0	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

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
1595	67th St. and E. Frontage Rd./I-35 Interchange and Corridor	Merriam	67th St. (Knox Ave. to Lee Dr.)	127	0	21.03	0	67th St. is a very critical corridor for Merriam since it is the primary access for numerous car dealerships, businesses, and residential areas. The project includes interchange ramp improvements, including potential installation of a roundabout/peanut on the east side of the 67th St. and I-35 interchange or a series of roundabouts on both sides on the interchange at the ramps. The E. Frontage Rd. intersection is located only 85 feet east of the I-35 northbound off-ramp and the close proximity of these signalized intersections results in multiple conflicting movements and safety concerns for drivers, reduced capacity, and operational constraints. Due to the geometric configuration, there are also occasional backups on the I-35 off-ramp. This project also includes adding a sidewalk on the north side of 67th St. for pedestrians to travel from the west to east side of I-35 which may include bridge abutment adjustments and bicycle lanes. Improving this corridor will result in increased capacity and more reliable travel times, and improved safety for all modes of transportation, including motorists, pedestrians, bicyclists, freight (movement of vehicles and materials to and from businesses), and potentially transit. This is also a secondary route for AdventHealth Hospital, which is located at the northeast corner of 75th St. and I-35.	Highway/ Roadway	2025
1690	FLINTKATY Connector (KS)	Miami County	Multiples and yet to be determined.	66	0	14.02	0	This ambitious project aims to connect two iconic Midwest trails, the Flint Hills Trail and the Katy Trail, forging a seamless and unforgettable journey for outdoor enthusiasts. Our vision is to enhance regional connectivity, promote recreational tourism, and preserve the historical significance of the trail experience.The project would be in partnership between multiple cities and counties on both sides of the state line (primarily Osawatomie, Paola, Louisburg, Miami County, Harrisonvile, Pleasant Hill, Freeman, Cass County. The ultimate goal of the project is to connect two of the longest rail-to-trails projects in the United States. The Flint Hills trail is 118 miles and stretches from Osawatomie to Herrington, Kansas. The Katy trail is almost 200 miles long and stretches from Clinton, Missouri to Machens, Missouri. the primary users would be bicyclists but also walkers. Equine are also allowed on the Flint Hills Trail and a portion of the Katy Trail.The project has three distinct parts, Discovery, Opinions and Opportunities. While these various project parts are distinct the hope is that they create an ongoing set of discussions about the FLINTKATY Connector and how the States of Missouri and Kansas can leverage these national gateway destinations.	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
27	Metcalf 3.0	Miami County	Metcalf Road from K-68 (LPA: Amity Road) to 271st Street.	60	4.5	0	0	Metcalf 3.0 will continue the improvements from Metcalf 2.0 and the K-68 (LPA; Amity Road) and Metcalf intersection improvements. Three major concerns are to be address with Metcalf 3.0. First, improvements to existing pavement with a widening from 11 lanes to 12 lanes, mill and overlay. Address sight distance issues with entrances and other public safety concerns. Second, removal of open ditches for under ground storm water drainage. Third, install a shared use path connecting from Ron Weers Park to 271st Street with the intent to connect to Louis Young Park in the near future.	Highway/ Roadway	2025
1430	I-49 Capacity Project (MO 58 to North Cass Parkway)	MODOT	I-49 from MO 58 to North Cass Parkway	86	0	42.06	0	This project is located in a rapidly expanding suburban area in the southern metro area. The rapid expansion of residential, commercial and industrial development in northern Cass County has lead to increased traffic volumes and congestion along the I-49 corridor. 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. We believe that reducing queues that impact the freeway and a reduction in congestion will improve safety along the corridor by reducing the crash rates and crash severity. The addition of capacity should also improve Goods Movement by improving the efficiency of freight movement on the interstate and access to and from the Centerpoint/KCS Intermodal Center.	Highway/ Roadway	2025
1119	Ridgeview from College Blvd to 119th Street	Olathe	Ridgeview Road	89	11	0	0	Widen Ridgeview Road, between College Blvd to 119th Street from 4 to 6 lanes. (Approximately 1 miles) Adding additional thru and turn lanes. Installing bike lanes. Installing sidewalks and shared use paths. Expected outcomes are added capacity, reduced and more reliable travel times, safer travel for all modes of transportation.	Highway/ Roadway	2025
1278	151st Street from Old 56 Hwy to Lone Elm	Olathe	151st Street	89	22.7	0	0	Widen 151st Street, between Old 56 Hwy and Lone Elm Road from 2 to 4 lanes. (Approximately 1 miles) Construct missing link between Lone Elm and Old 56 Hwy. Adding additional thru and turn lanes at intersections. Installing bike lanes. Installing sidewalks and shared use paths. Expected outcomes are added capacity, reduced and more reliable travel times, safer travel for all modes of transportation.	Highway/ Roadway	2025
1064	135th Street from Ridgeview to Mur-Len	Olathe	135th Street (Olathe MARC 2050 Submittal Project Number “17” in attached documents shapefile)	89	34.66	0	0	Widen 135th Street, between Ridgeview and Clairborne from 4 to 6 lanes. (Approximately 1 mile) Adding additional thru and turn lanes. Installing bike lanes. Installing sidewalks and shared use paths. Expected outcomes are added capacity, reduced and more reliable travel times, safer travel for all modes of transportation.	Highway/ Roadway	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
1125	119th Street from Ridgeview to Renner	Olathe	119th Street(Olathe MARC 2050 Submittal Project Number “28” in attached documents shapefile)	88	22	0	0	Widen 119th Street from Ridgeview to Renner from 4 to 6 lanes. (Approximately 1 mile) Adding additional thru and turn lanes. Installing bike lanes, sidewalks and shared use paths. Expected outcomes are added capacity, reduced and more reliable travel times, safer travel for all modes of transportation.	Highway/ Roadway	2025
1161	135th Street from Black Bob to Pflumm	Olathe	135th Street	87	25	0	0	Widen 135th Street, between Pflumm and Black Bob from 4 to 6 lanes. (Approximately 1 mile) Adding additional thru and turn lanes. Installing bike lanes. Installing sidewalks and shared use paths. Expected outcomes are added capacity, reduced and more reliable travel times, safer travel for all modes of transportation.	Highway/ Roadway	2025
1111	Ridgeview from 151st Street to 159th Street	Olathe	Ridgeview Rd(Olathe MARC 2050 Submittal Project Number “19” in attached documents shapefile)	86	24	0	0	Widen Ridgeview from 151st Street to 159th Street from a 2 lane to a 4 lane divided arterial. (Approximately 1 mile) Adding additional thru and turn lanes. Installing bike lanes. Installing sidewalks and shared use paths. Expected outcomes are added capacity, reduced and more reliable travel times, safer travel for all modes of transportation.	Highway/ Roadway	2025
1073	119th Street from Black Bob Road to Pflumm Road	Olathe	119th StreetOlathe MARC 2050 Submittal Project Number “65” in attached documents shapefile	85	0	0	57.18	Widen 119th Blackbob to Pflumm from 4 to 6 lanes.	Highway/ Roadway	2025
1086	Old 56 Highway from K-7 to 151st St	Olathe	Old 56 Highway(Olathe MARC 2050 Submittal Project Number “54” in attached documents shapefile)	84	0	67.3	0	Capacity improvement from a rural 2 lane to 4 lane divided arterial	Highway/ Roadway	2025
1148	Kansas City Road from Renner to Ridgeview	Olathe	Kansas City Road	84	24	0	0	Widen KC Road, between Renner and Ridgeview from 5 to 6 lanes. (Approximately 1.5 miles) Adding additional thru and turn lanes. Installing bike lanes. Installing sidewalks and shared use paths. Expected outcomes are added capacity, reduced and more reliable travel times, safer travel for all modes of transportation.	Highway/ Roadway	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
1101	143rd Street from Hedge Lane to Parker Street/K-7	Olathe	143rd StreetOlathe MARC 2050 Submittal Project Number “70” in attached documents shapefile	84	0	0	35.81	Widen 143rd Street between Hedge Lane and Parker Street/K-7 from 2-lanes to 3-lanes.	Highway/ Roadway	2025
1160	135th Street from Mur-Len to Black Bob	Olathe	135th Street	84	12	0	0	Widen 135th Street, between Mur-Len and Black Bob from 4 to 6 lanes. (Approximately 1 mile) Adding additional thru and turn lanes. Installing bike lanes. Installing sidewalks and shared use paths. Expected outcomes are added capacity, reduced and more reliable travel times, safer travel for all modes of transportation.	Highway/ Roadway	2025
1474	Santa Fe and Parker/K-7 Intersection	Olathe	Santa Fe and Parker/K-7 Intersection. (Olathe MARC 2050 Submittal Project Number “89” in attached documents shapefile)	83	0	13.18	0	Make capacity improvements at the intersection of Santa Fe Street and Parker/K-7 Hwy. The 2016 Olathe Transportation Master Plan identified this intersection as potentially unclude Displaced Left-Turns on multiple legs of the intersection. Or a small "Windmill" interchange could be constructed removing the at-grade intersection. By removing the at-grade intersection it will improve capacity and safety for both crossing thoroughfares. Motorists, pedestrians, transit riders, bicyclists, and trucks will all benefit from the added capacity and safety measures.	Highway/ Roadway	2025
1143	Ridgeview from KC Road to 135th Street	Olathe	Ridgeview Road	83	0	15.42	0	Widen Ridgeview Road, from KC Road to 135th Street from 4 to 6 lanes. (Approximately 0.8 miles) Adding additional thru and turn lanes. Installing bike lanes. Installing sidewalks and shared use paths. Expected outcomes are added capacity, reduced and more reliable travel times, safer travel for all modes of transportation.	Highway/ Roadway	2025
1120	Ridgeview from 119th Street to KC Road	Olathe	Ridgeview Road	83	24	0	0	Widen Ridgeview Road, from KC Road to 119th Street from 4 to 6 lanes. (Approximately 1.5 miles) Adding additional thru and turn lanes. Installing bike lanes. Installing sidewalks and shared use paths. Expected outcomes are added capacity, reduced and more reliable travel times, safer travel for all modes of transportation.	Highway/ Roadway	2025
1146	Black Bob from 135th Street to 139th Street	Olathe	Black Bob Road	83	11	0	0	Widen Black Bob Road, between 135th St and 139th St from 4 to 6 lanes. (Approximately 0.5 mile) Adding additional thru and turn lanes. Installing bike lanes. Installing sidewalks and shared use paths. Expected outcomes are added capacity, reduced and more reliable travel times, safer travel for all modes of transportation.	Highway/ Roadway	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
1131	167th Street from Hedge Lane to Lone Elm Road	Olathe	167th StreetOlathe MARC 2050 Submittal Project Number “80” in attached documents shapefile	83	0	0	19.06	Widen 167th Street from a 3-lane street to a 4-lane divided arterial from Hedge Lane to Lone Elm Road.	Highway/ Roadway	2025
1159	135th Street from Hedge Lane to K-7	Olathe	135th Street	83	0	33.65	0	Widen 135th Street, between Hedge Land and K-7 from 4 to 6 lanes. (Approximately 1 mile) Adding additional thru and turn lanes. Installing bike lanes. Installing sidewalks and shared use paths. Expected outcomes are added capacity, reduced and more reliable travel times, safer travel for all modes of transportation.	Highway/ Roadway	2025
1039	Ridgeview Rd from K-10 to College Blvd	Olathe	Ridgeview Rd	82	24	0	0	Capacity Improvement project widening Ridgeview Rd from 4 lane divided arterial to 6 lanes between K10 interchange and College Blvd. Primary users will be Motorists, Freight, and Transit. Supplemental users would be bike/pedestrian.	Highway/ Roadway	2025
1112	Ridgeview from 159th Street to 167th Street	Olathe	Ridgeview Rd(Olathe MARC 2050 Submittal Project Number “20” in attached documents shapefile)	81	12	0	0	Widen Ridgeview from 159th Street to 167th Street from a 2 lane to a 4 lane. (Approximately 1 mile) Adding additional thru and turn lanes. Installing bike lanes. Installing sidewalks and shared use paths. Expected outcomes are added capacity, reduced and more reliable travel times, safer travel for all modes of transportation.	Highway/ Roadway	2025
1144	Old 56 Hwy from Bridge to 151st Street	Olathe		81	0	21.25	0	Widen Old 56 Hwy, between bridge and 151st St from 2 to 4 lanes. (Approximately 1 miles) Adding additional thru and turn lanes. Installing bike lanes. Installing sidewalks and shared use paths. Expected outcomes are added capacity, reduced and more reliable travel times, safer travel for all modes of transportation.	Highway/ Roadway	2025
1115	Mur-len from 151st to 159th	Olathe	Mur-Len Road(Olathe MARC 2050 Submittal Project Number “23” in attached documents shapefile)	81	0.25	0	0	Widen Mur-len from 151st to 159th from a 3 lane arterial to a 4 lane divided arterial. (Approximately 1 mile) Adding additional thru and turn lanes. Installing bike lanes. Installing sidewalks and shared use paths. Expected outcomes are added capacity, reduced and more reliable travel times, safer travel for all modes of transportation.	Highway/ Roadway	2025
1114	Lone Elm/Parker from 119th to Harold	Olathe	Lone Elm/Parker(Olathe MARC 2050 Submittal Project Number “22” in attached documents shapefile)	80	15.86	0	0	Widen Lone Elm/Parker from 119th to Harold. (Approximately 1 mile) Adding additional thru and turn lanes. Installing bike lanes. Installing sidewalks and shared use paths. Expected outcomes are added capacity, reduced and more reliable travel times, safer travel for all modes of transportation.	Highway/ Roadway	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
1118	Lone Elm from 171st Street to 183rd Street	Olathe	Lone Elm Road	80	12	0	0	Widen Lone Elm Road, between 171st Street to 183rd Street from 2 to 4 lanes. (Approximately 1.6 miles) Adding additional thru and turn lanes. Installing bike lanes. Installing sidewalks and shared use paths. Expected outcomes are added capacity, reduced and more reliable travel times, safer travel for all modes of transportation.	Highway/ Roadway	2025
1145	College Blvd from west city limits to Clare	Olathe	College Blvd	80	12	0	0	Widen College Blvd, and make connection between West city limits and Clare Rd from 2 to 4 lanes. (Approximately 2.5 miles) Adding additional thru and turn lanes. Installing bike lanes. Installing sidewalks and shared use paths. Expected outcomes are added capacity, reduced and more reliable travel times, safer travel for all modes of transportation.	Highway/ Roadway	2025
1102	143rd Street from Parker Street/K-7 to Harrison Street	Olathe	143rd StreetOlathe MARC 2050 Submittal Project Number “71” in attached documents shapefile	80	0	0	28.59	Capacity improvement from a 2 lane to 3 lane	Highway/ Roadway	2025
1065	135th Street and I-35 Interchange	Olathe	135th Street and I-35 Interchange(Olathe MARC 2050 Submittal Project Number “35” in attached documents shapefile)	80	81.34	0	0	Interchange capacity improvement, with primary users including motorists, pedestrians, bicyclists, and freight.	Highway/ Roadway	2025
1098	Ridgeview Road from 167th Street to 175th Street	Olathe	Ridgeview RoadOlathe MARC 2050 Submittal Project Number “67” in attached documents shapefile	79	0	0	60.99	Capacity improvement from a 2 lane county road to 4 lane divided arterial	Highway/ Roadway	2025
1092	Pflumm Road from 151st Street to 159th Street	Olathe	Pflumm Road(Olathe MARC 2050 Submittal Project Number “49” in attached documents shapefile)	79	0	34.07	0	Capacity improvement from a 2 lane to 4 lane divided arterial	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
1099	Black Bob Road from 167th Street to 175th Street	Olathe	Black Bob RoadOlathe MARC 2050 Submittal Project Number “68” in attached documents shapefile	79	0	0	17.34	Widen Black Bob Road from a 2 lane county road to 4 lane divided arterial	Highway/ Roadway	2025
1087	151st Street from northbound I-35 ramps to Mahaffie Street	Olathe	151st Street(Olathe MARC 2050 Submittal Project Number “54” in attached documents shapefile)	79	0	34.07	0	Widen 151st Street 6-lanes	Highway/ Roadway	2025
1358	K-10 Hwy and Cedar Creek Parkway - Canyon Creek Blvd	Olathe	K10 Hwy and Cedar Creek Parkway - Canyon Creek Blvd(Olathe MARC 2050 Submittal Project Number “92” in attached documents shapefile)	78	0	35.05	0	Add capacity to the interchange at the intersection of Cedar Creek Parkway and K10 Hwy. Adding lanes and turn lanes at ramp terminals and potentially adding roundabouts or traffic signals at ramp terminals of the interchange will improve safety and capacity for both crossing thoroughfares. Motorists, pedestrians, transit riders, bicyclists, and trucks will all benefit from the added safety measures.	Highway/ Roadway	2025
1356	183rd and US-169/K7 Interchange	Olathe	183rd and US-169/K7 Hwy Interchange(Olathe MARC 2050 Submittal Project Number “91” in attached documents shapefile)	78	0	84.12	0	Construct an interchange at the intersection of 183rd and US-169/K7 Hwy. Removing the at-grade intersection and constructing an interchange will improve safety for both crossing thoroughfares. Motorists, pedestrians, transit riders, bicyclists, and trucks will all benefit from the added safety measures.	Highway/ Roadway	2025
1117	175th Street from US-169/K-7 Hwy to Ridgeview	Olathe	175th Street	78	11	0	0	Widen 175th Street, between K-7 Hwy to Ridgeview from 2 to 4 lanes. (Approximately 1.3 miles) Adding additional thru and turn lanes. Installing bike lanes. Installing sidewalks and shared use paths. Expected outcomes are added capacity, reduced and more reliable travel times, safer travel for all modes of transportation.	Highway/ Roadway	2025
1097	159th Street from Mur-Len Rd to Black Bob Road	Olathe	159th StreetOlathe MARC 2050 Submittal Project Number “66” in attached documents shapefile	78	0	0	34.41	Capacity improvement from a 2 lane county road to 4 lane divided arterial	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
1091	Woodland Road from College Boulevard to 119th Street	Olathe	Woodland Road	77	0	12.76	0	Capacity improvements from 2 lane to 4 lane divided arterial	Highway/ Roadway	2025
1508	New Collector Street, from College Blvd to 119th Street	Olathe	New Collector Street, from College Blvd to 119th Street(Olathe MARC 2050 Submittal Project Number “31” in attached documents shapefile)	77	9.1	0	0	Construct a new Collector Street between College Blvd and 119th Street (Approximately 1.0 mile) Adding thru and turn lanes. Installing bike lanes. Installing sidewalks and shared use paths. Expected outcomes are added capacity, reduced and more reliable travel times, safer travel for all modes of transportation.	Highway/ Roadway	2025
1127	175th Street from Ridgeview Rd to Mur-Len Rd	Olathe	175th StreetOlathe MARC 2050 Submittal Project Number “77” in attached documents shapefile	77	0	0	47.65	Capacity improvement from 2 lane rural street to 4 lane divided City street	Highway/ Roadway	2025
1221	175th and US-169/K7 Interchange	Olathe	175th and US-169/K7 Hwy Interchange(Olathe MARC 2050 Submittal Project Number “90” in attached documents shapefile)	77	0	63.09	0	Construct an interchange at the intersection of 175th and US-169/K7 Hwy. Removing the at-grade intersection and constructing an interchange will improve safety for both crossing thoroughfares. Motorists, pedestrians, transit riders, bicyclists, and trucks will all benefit from the added safety measures.	Highway/ Roadway	2025
1076	151st Street from West City Limits to Old 56 Hwy	Olathe	151st Street(Olathe MARC 2050 Submittal Project Number “44” in attached documents shapefile)	77	0	25.24	0	Capacity improvement from a 2 lane to 4 lane divided arterial	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
1069	159th Street from Lone Elm Road to K-7/US-169	Olathe	159th Street, 159th Street and Lone Elm Road intersection, 159th Street and K-7/US-169 intersection.(Olathe MARC 2050 Submittal Project Number “39” in attached documents shapefile)	76	0	42.06	0	Capacity improvement from a 2 lane to 4 lane	Highway/ Roadway	2025
1217	119th Street from Moonlight Road to Clare Road	Olathe		76	0	0	17.78	Capacity improvement by increasing this roadway from a 2 lane rural road to a 3 lane arterial roadway which will include adding lanes, bike lanes, shared use paths, sidewalk, street lights, curb and gutter, and storm sewer. Potential traffic signal installations may occur at intersections with other arterial streets throughout this corridor. Improvements will result in added capacity, connectivity, improved travel times, and will encourage multimodal transportation.	Highway/ Roadway	2025
1253	119th Street from Lone Elm to Iowa Street	Olathe	119th Street	76	2.5	0	0	Widen 119th Street, between Iowa and Lone Elm from 2 to 4 lanes. (Approximately 1/2 mile) Adding additional thru and turn lanes. Installing bike lanes. Installing sidewalks and shared use paths. Expected outcomes are added capacity, reduced and more reliable travel times, safer travel for all modes of transportation.	Highway/ Roadway	2025
1126	119th Extension, Woodland Rd to Nelson Rd	Olathe	119th Street(Olathe MARC 2050 Submittal Project Number “29” in attached documents shapefile)	76	49.3	0	0	Extend 119th, Woodland Rd to Nelson Rd (Approximately 0.6 mile) Adding thru and turn lanes. Installing bike lanes. Installing sidewalks and shared use paths. Expected outcomes are added capacity, reduced and more reliable travel times, safer travel for all modes of transportation.	Highway/ Roadway	2025
1113	Quivira from 143rd to 151st	Olathe	Quivira RoadOlathe MARC 2050 Submittal Project Number “21” in attached documents shapefile)	75	17.43	0	0	Widen Quivira from 143rd Street to 151st Street. (Approximately 1 mile)from a rural 2 lane to a 3 lane arterial. Adding additional thru and turn lanes. Installing bike lanes. Installing sidewalks and shared use paths. Expected outcomes are added capacity, reduced and more reliable travel times, safer travel for all modes of transportation.	Highway/ Roadway	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
1067	Lone Elm Road from 159th Street to 167th Street	Olathe	Lone Elm Road, Lone Elm and 167th Street intersection.(Olathe MARC 2050 Submittal Project Number “38” in attached documents shapefile)	75	0	22.85	0	Capacity improvements from a rural 2 lane to 4 lane divided arterial. This segment of Lone Elm Road is a part of the regional bike plan.	Highway/ Roadway	2025
1216	Black Bob Road/Lackman Road from 175th Street to 183rd Street	Olathe	Black Bob Road/Lackman Road between 175th and 183rd. Intersections are Black Bob/Lackman at 175th, and one at 183rd.(Olathe MARC 2050 Submittal Project Number “86” in attached documents shapefile)	75	0	0	47.65	Black Bob/Lackman is currently a two-lane road, and will be enhanced to a four-lane divided arterial. Adding additional thru and turn lanes at intersections. Installing bike lanes, sidewalks, and shared use paths. Expected outcomes are added capacity, reduced and more reliable travel times, safer travel for all modes of transportation.	Highway/ Roadway	2025
1090	127th Street from Ridgeview Road to Kansas City Road	Olathe	127th Street(Olathe MARC 2050 Submittal Project Number “51” in attached documents shapefile)	75	7.55	0	0	Capacity improvement from a 2 lane to 4 lane divided arterial	Highway/ Roadway	2025
1108	Cedar Creek Parkway from 119th Street to 127th Street	Olathe		74	0	0	33.34	Construct missing link of Cedar Creek Parkway between 119th Street and 127th Street	Highway/ Roadway	2025
1122	175th Street from Hedge Lane to Lone Elm	Olathe	175th Street(Olathe MARC 2050 Submittal Project Number “25” in attached documents shapefile)	74	24	0	0	Widen 175th Street from Hedge Lane to Lone Elm from a rural two lane to a 4 lane divided arterial (Approximately 1 mile) Adding additional thru and turn lanes. Installing bike lanes. Installing sidewalks and shared use paths. Expected outcomes are added capacity, reduced and more reliable travel times, safer travel for all modes of transportation.	Highway/ Roadway	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
1089	143rd Street from Lakeshore Drive to Hedge Lane	Olathe	143rd Street(Olathe MARC 2050 Submittal Project Number “52” in attached documents shapefile)	74	0	26.64	0	Capacity improvement from a rural 2 lane to 3 lane	Highway/ Roadway	2025
1104	119th Street from Iowa to Woodland	Olathe	119th Street	74	6	0	0	Widen 119th Street, between Iowa and Woodland from 2 to 4 lanes. (Approximately 1/2 mile) Adding additional thru and turn lanes. Installing bike lanes. Installing sidewalks and shared use paths. Expected outcomes are added capacity, reduced and more reliable travel times, safer travel for all modes of transportation.	Highway/ Roadway	2025
1106	Cedar Creek Parkway from College Boulevard to 119th Street	Olathe	Cedar Creek ParkwayOlathe MARC 2050 Submittal Project Number “73” in attached documents shapefile	73	0	0	47.65	Construct missing link of Cedar Creek Parkway	Highway/ Roadway	2025
1129	175th Street from Mur-Len Road to Black Bob/Lackman Road	Olathe	175th StreetOlathe MARC 2050 Submittal Project Number “78” in attached documents shapefile	73	0	0	28.59	Capacity improvement from 3 lane street to 4 lane divided arterial	Highway/ Roadway	2025
1079	175th Street from Mur-Len Road to Black Bob Road	Olathe	175th Street(Olathe MARC 2050 Submittal Project Number “46” in attached documents shapefile)	73	0	34.07	0	Capacity improvement from a rural 2 lane to 3 lane.	Highway/ Roadway	2025
1075	175th Street from Lone Elm Road to K-7/US-169	Olathe	175th Street(Olathe MARC 2050 Submittal Project Number “43” in attached documents shapefile)	73	0	12.76	0	Capacity improvement from a rural two-lane to four-lane divided arterial	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
1109	119th Street from K-7 to Lone Elm	Olathe	119th Street (Olathe MARC 2050 Submittal Project Number “18” in attached documents shapefile)	73	19.7	0	0	Widen 119th Street, between K-7 and Lone Elm from 2 to 4 lanes. (Approximately 1 mile) Adding additional thru and turn lanes. Installing bike lanes. Installing sidewalks and shared use paths. Expected outcomes are added capacity, reduced and more reliable travel times, safer travel for all modes of transportation.	Highway/ Roadway	2025
1476	127th, Hedge Lane to Parker/K-7	Olathe		72	0	0	11.11	Construct new arterial link of 127th Street from Hedge Lane to Parker/K-7 Hwy. All modes of transportation would be targeted to use this new link as bike, pedestrian, and transit facilities would all be incorporated with this project.	Highway/ Roadway	2025
1457	183rd Street, Woodland Road to Ridgeview Road	Olathe	183rd Street, from Woodland Road to Ridgeview Road. (Olathe MARC 2050 Submittal Project Number “82” in attached documents shapefile)	71	0	0	28.59	Improve 183rd Street from a 2 lane rural road to a city street with turn lanes at intersections. New street alignment and right-of-way will be positioned for future 4-lane divided arterial expansion. Improvements will result in added capacity, safer travel, and encourage multimodal transportation.	Highway/ Roadway	2025
1460	183rd Street, Ridgeview Road to Mur-Len Road	Olathe	183rd Street, from Ridgeview Road to Mur-Len Road. (Olathe MARC 2050 Submittal Project Number “83” in attached documents shapefile)	71	0	0	20.97	Improve 183rd Street from a 2 lane rural road to a city street with turn lanes at intersections. New street alignment and right-of-way will be positioned for future 4-lane divided arterial expansion. Improvements will result in added capacity, safer travel, and encourage multimodal transportation.	Highway/ Roadway	2025
1072	135th Street from the West City Limits to Lakeshore Drive	Olathe	135th Street(Olathe MARC 2050 Submittal Project Number “41” in attached documents shapefile)	71	0	33.65	0	Capacity improvement from a 2 lane to 4 lane divided arterial	Highway/ Roadway	2025
1116	Cedar Creek Parkway from 135th Street to 143rd Street	Olathe		70	0	0	26.67	Construct missing link of Cedar Creek Parkway	Highway/ Roadway	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
1110	Cedar Creek Parkway from 127th Street to 135th Street	Olathe		70	0	0	26.67	Construct missing link of Cedar Creek Parkway between 127th Street to 135th Street	Highway/ Roadway	2025
1461	183rd Street, Mur-Len Road to Black Bob Road	Olathe	183rd Street, from Mur-Len Road to Black Bob Road. (Olathe MARC 2050 Submittal Project Number “84” in attached documents shapefile)	69	0	0	30.5	Improve 183rd Street from a 2 lane rural road to a city street with turn lanes at intersections. New street alignment and right-of-way will be positioned for future 4-lane divided arterial expansion. Improvements will result in added capacity, safer travel, and encourage multimodal transportation.	Highway/ Roadway	2025
1128	183rd Street, Lone Elm Road to Woodland Road	Olathe	183rd Street, from Lone Elm Road to Woodland Road. 183rd and US-169/K-7 interchange project limits will be within this corridor.(Olathe MARC 2050 Submittal Project Number “81” in attached documents shapefile)	69	0	0	20.97	Improve 183rd Street from a 2 lane rural road to a city street with turn lanes at intersections. New Street alignment and right-of-way will be positioned for future 4-lane divided arterial expansion. Intersection improvements with KDOT at US-169/K-7 will look to increase transit safety, by adding an interchange. Improvements will result in added capacity, safer travel, and improved intersection with the highway.	Highway/ Roadway	2025
1074	175th Street from Ridgeview Road to Mur-Len Road	Olathe		69	0	21.25	0	Capacity improvement from a rural 2 lane to 3 lane	Highway/ Roadway	2025
1088	Clare Road from College Boulevard to 119th Street	Olathe	Clare Road(Olathe MARC 2050 Submittal Project Number “53” in attached documents shapefile)	68	0	12.62	0	Capacity improvement from a rural 2 lane to 3 lane	Highway/ Roadway	2025
1080	Black Bob Road from 159th Street to 167th Street	Olathe	Black Bob Road(Olathe MARC 2050 Submittal Project Number “47” in attached documents shapefile)	67	0	18.75	0	Capacity improvement from a 2 lane to 4 lane.	Highway/ Roadway	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
1254	119th Street - Pflumm to US-69	Overland Park	119th Street	88	0	40.56	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. Pedestrians and bicyclists will be able to utilize the upgraded sidewalks, shared use paths and trail connections to negotiate the entire corridor and intersections. Transit riders would benefit from the integration of transit stops into the streetscape.	Highway/ Roadway	2025
1271	Antioch Road - 119th to 135th	Overland Park	Antioch Road	87	0	32.39	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. Pedestrians will be able to utilize the upgraded sidewalks and trail connections to negotiate the entire corridor and intersections. Bicyclists will be able to utilize the reinstalled bike lanes to negotiate the entire corridor and intersections.	Highway/ Roadway	2025
1263	Metcalf Avenue - 119th to 135th	Overland Park	Metcalf Avenue	86	0	32.39	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. Pedestrians and bicyclists will be able to utilize the upgraded sidewalks, shared use paths and trail connections to negotiate the entire corridor and intersections. Transit riders would benefit from the integration of transit stops into the streetscape.	Highway/ Roadway	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
1396	119th Street - Nall to Roe	Overland Park	119th Street	86	0	8.17	0	The intent of the project is to maximize mobility and access to existing land uses along the corridor, address system preservation and maintenance needs, provide for alternative transportation modes and improve system performance, efficiency, and safety. The primary users will be motorists, pedestrians and bicyclists. Motorists will benefit from the increased capacity and safety of the widened roadway which includes additional through lanes and turn lanes. Pedestrians and bicyclists will be able to utilize the upgraded sidewalks, shared use paths and trail connections to negotiate the entire corridor and intersections.	Highway/ Roadway	2025
1265	Metcalf Avenue - 135th to 159th	Overland Park	Metcalf Avenue	85	0	48.58	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. Pedestrians and bicyclists will be able to utilize the upgraded sidewalks, shared use paths and trail connections to negotiate the entire corridor and intersections. Transit riders would benefit from the integration of transit stops into the streetscape.	Highway/ Roadway	2025
1275	Antioch Road - 135th to 167th	Overland Park	Antioch Road	85	0	0	88.06	The intent of the project is to maximize mobility and access to existing and future land uses along the corridor, address system preservation and maintenance needs, provide for alternative transportation modes and improve system performance, efficiency, and safety. The primary users will be motorists, pedestrians and bicyclists. Motorists will benefit from the increased capacity and safety of the widened roadway which includes additional through lanes and turn lanes. Pedestrians will be able to utilize the upgraded sidewalks and trail connections to negotiate the entire corridor and intersections. Bicyclists will be able to utilize bike lanes to negotiate the entire corridor and intersections. Transit riders would benefit from the integration of transit stops into the streetscape.	Highway/ Roadway	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
1251	Quivira Road - 119th to 143rd	Overland Park	Quivira Road	84	0	48.58	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. Pedestrians and bicyclists will be able to utilize the upgraded sidewalks, shared use paths and trail connections to negotiate the entire corridor and intersections. Transit riders would benefit from the integration of transit stops into the streetscape.	Highway/ Roadway	2025
1260	135th Street - Pflumm to Switzer	Overland Park	135th Street	84	0	0	49.48	The intent of the project is to maximize mobility and access to existing and future land uses along the corridor, address system preservation and maintenance needs, provide for alternative transportation modes and improve system performance, efficiency, and safety. The primary users will be motorists, pedestrians and bicyclists. Motorists will benefit from the increased capacity and safety of the widened roadway which includes additional through lanes and turn lanes. Pedestrians and bicyclists will be able to utilize the upgraded sidewalks, shared use paths and trail connections to negotiate the entire corridor and intersections.	Highway/ Roadway	2025
40	College Bridge over Indian Creek Reconstruction	Overland Park	College Boulevard	83	10.78	0	0	Reconstruction of the College Bridge over Indian Creek. Primary users include motorists, pedestrians and bicyclists. The project will maintain the system efficiency the College Boulevard corridor. The project also provides for system preservation of City infrastructure.	Bridge	2025
1208	Quivira Road - 159th to 179th	Overland Park	Quivira Road	81	0	0	70.87	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

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
1283	151st Street - Antioch to Metcalf	Overland Park	151st Street	80	0	16.19	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. Pedestrians and bicyclists will be able to utilize the upgraded sidewalks, shared use paths and trail connections to negotiate the entire corridor and intersections.	Highway/ Roadway	2025
1231	167th Street - Quivira to Antioch	Overland Park	167th Street	79	0	0	56.61	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
1230	Antioch Road - 167th to 179th (Phase II)	Overland Park	Antioch Road	77	0	0	42.5	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

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
1246	175th/179th Street - Lackman to Metcalf	Overland Park	175th/179th Street	76	0	104.1	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 through lanes and turn lanes. Motorists, pedestrians and bicyclists will all benefit from the addition of street lighting throughout the entire corridor. Bicyclists will be able to utilize the new bike lanes to negotiate the entire corridor and intersections. Pedestrians will be able to utilize the new sidewalks and trail connections to negotiate the entire corridor and intersections.	Highway/ Roadway	2025
1198	159th Street - Mission to Kenneth	Overland Park	159th Street	76	0	16.96	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
1449	87th Street/Santa Fe Drive - US-69 to 83rd	Overland Park	87th Street/Santa Fe Drive	75	0	7.71	0	Streetscaping and hardscaping to create a more favorable pedestriam realm along 87th Street from US-69 east and north to 83rd Street. Primary users will be pedestrians and bicyclists.	Active Transportation	2025
1239	199th Street - Antioch to US-69	Overland Park	199th Street	74	0	10.8	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 through lanes and turn lanes. Motorists, pedestrians and bicyclists will all benefit from the addition of street lighting throughout the entire corridor. Bicyclists will be able to utilize the new shared use paths. Pedestrians will be able to utilize the new sidewalks and shared use paths to negotiate the entire corridor and intersections.	Highway/ Roadway	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
1234	151st Street - Chadwick to State Line	Overland Park	151st Street	71	0	20.05	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 through lanes and turn lanes. Motorists, pedestrians and bicyclists will all benefit from the addition of street lighting throughout the entire corridor. Bicyclists will be able to utilize the new bike lanes to negotiate the entire corridor and intersections. Pedestrians will be able to utilize the new sidewalks and trail connections to negotiate the entire corridor and intersections.	Highway/ Roadway	2025
1453	Downtown Parking Structure and Connectivity	Overland Park	Metcalf and Market Street	63	0	14.5	0	The intent of the project is to provide motorists and pedestrians access to the activity center of downtown Overland Park. Parking for transit could be provided through coordination with KCATA. Primary users will be pedestrians and transit riders.	Highway/ Roadway	2025
1132	Bell Road Improvements	Parkville	NW Bell Rd. (MO-Hwy 45 to NW Hamilton St.)	64	8.1	0	0	Addition of sidewalks and curb & gutter stormwater management infrastructure along a 0.9-mile stretch of NW Bell Rd., where none currently exist. This is in order to improve safety, mobility, stormwater management and multimodal accessibility. Includes 5 ft. sidewalks.	Highway/ Roadway	2025
1744	Bell Road East-West Connector	Parkville	NW 60th St. (NW Bell Rd. to MO-Hwy 9)	60	0	16.12	0	Addition of an east-west residential collector (design speed of 30 mph) from NW Bell Rd to MO-Hwy 9, including new sidewalks and trails connecting to the Route 9 Corridor.	Highway/ Roadway	2025
1749	Downtown Railroad Crossing Wayside Horns	Parkville	Water St. (at Main St. and East St. intersection)	50	0	0	1.03	Implementation of wayside horn infrastructure along BNSF's railroad track through downtown Parkville at the intersections with East St. and Main St.	Freight	2025
1747	Coffey Road Bypass	Parkville	Coffey Rd. (MO-Hwy 9 to MO-Hwy 45)	26	0	0	42.88	Rehabilitation of Coffey Road which currently is a rural, two-lane roadway connecting MO-Hwy 9 (via an unsignalized intersection) to Spinnaker Pointe, which is a local roadway within the Riss Lake neighborhood. This project also includes an extension of Coffey Road to connect into the recently-improved Klamm Road (creating a new north-south collector), which has an existing signalized intersection at MO-Hwy 45.	Highway/ Roadway	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
1751	I-435 and NW River Road Interchange (On Ramps/Off Ramps)	Parkville	I-435 (at intersection with NW River Rd.)	25	8.64	0	0	Construction of a folded diamond interchange along I-435 at the intersection with NW River Rd. This includes new on-ramps and off-ramps.	Highway/ Roadway	2025
1136	Brush Creek Parkway Extension	Parkville	Brush Creek Pkwy (Brink-Myers Rd. to NW River Rd.)	22	0	0	46.32	Extend Brush Creek Pkwy from Brink-Myers Rd., where it currently ends, to NW River Rd. This will provide a thoroughfare, which currently doesnt exist, for traffic from MO-Hwy 45 to NW River Rd. which eventually turns into MO-Hwy FF and then connects to MO-Hwy 9.	Highway/ Roadway	2025

Project ID	Project Title	Sponsor	Location	Score	Year of Expenditure Dollars (millions $) 2020-2029	2030-2039	2040-2050	Project Description	Primary Mode	When Added
1480	211th Street East from School Road (North) to J Hwy	Peculiar	Beginning with I-49 & Peculiar Way interchange to the west, the 211th Street corridor connecting School Road (north), and improving the existing 211th Street from School Road to MO Hwy J from two lanes to three lanes. The City's 2008 Comprehensive Plan identified 211th Street as a secondary transportation priority. Peculiar's 2015 Comprehensive Plan update identified the 211th Street Corridor as an important capital improvement, currently crossing a large tract of undeveloped land. With the I-49/Peculiar Way interchange completed, the 211th Street Corridor is one of the City's top transportation priorities. This project is the next step following the "211th Street Corridor Study", presented in 2011, which developed Corridor alignment options and recommended the option the City is pursuing with this project. The	88	2.92	0	0	The 211th Street (East) 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) from Peculiar Drive to Y Hwy. The Peculiar Way (West) project will be a separate Regional Transportation 2050 project submission. Peculiar's future land-use plan calls for this area to be the City's future commercial center. 211th Street will be a primary traffic mover through this center, and will serve as one segment of a major collector road linking the City with cities and counties to the east and west. The current condition of the project's 1.0 mile has two lanes of asphalt paving, with a 22 to 23-foot cross-section, with no curbs or gutters, from School Road (North) to J Highway, and a right-of-way of 60 feet. This is a project request so the repairs/upgrades will take place during the construction phase. When completed, the 211th Street Corridor will be a major collector Complete Street, with a standard three-lane road, with one travel lane in each direction, and accommodate left-turn movements with a center TWLTL, with shoulders, for approximately 1.0 mile, from School Road (North) to State Highway J.	Highway/ Roadway	2025

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 potential along the Corridor is limitless. The City uses sound planning practices and is creating a well-developed vision for the Corridor prior to development.							

Project ID	Project Title	Sponsor	Location	Score	Year of Expenditure Dollars (millions $) 2020-2029	2030-2039	2040-2050	Project Description	Primary Mode	When Added
1029	Peculiar Way (West) from Peculiar Drive to Y Hwy	Peculiar	Beginning with I-49 & Peculiar Way interchange to the east, the Peculiar Way corridor connecting Peculiar Drive, and improving the existing Peculiar Way from Peculiar Drive to Harper Road from two lanes to four lanes, then continuing to the west thru rural Peculiar and Cass County from Harper Rd to Mullen Rd, and improving the existing 211th St from Mullen Rd to MO Hwy Y from two lanes to four lanes. The City's 2008 Comprehensive Plan identified 211th Street as a secondary transportation priority. Peculiar's 2015 Comprehensive Plan update identified the 211th Street Corridor as an important capital improvement, currently crossing a large tract of undeveloped land. With the I-49/Peculiar Way interchange completed, the Peculiar Way Corridor is the City's top transportation priority.	81	40.81	0	0	The Peculiar Way (West) 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 211th Street from School Road (North) to J Hwy. The 211th Street project will be a separate Regional Transportation 2050 project submission. Peculiar's future land-use plan calls for this area to be the City's future commercial center. Peculiar Way will be the primary traffic mover through this center, and will serve as one segment of a major collector road linking the City with cities and counties to the east and west. The current condition of the project's 3.2 miles has two lanes of asphalt paving, with a 22 to 23-foot cross-section, for the first 550 linear feet, with no curbs or gutters, from Peculiar Drive to Harper Road. The western-most one-mile stretch, from Mullen Road to State Highway Y, is a two-lane asphalt road with turf shoulders, shallow drainage ditches, and a right-of-way that varies from 40 to 60 feet. The middle two-mile section, from Harper Drive to Mullen Road, is currently undeveloped land. When completed, the Peculiar Way Corridor will be a Major Collector Complete Street, with a standard four-lane median-divided road with shoulders, for approximately 2.2 miles, from Peculiar Drive west to Mullen Road. From Mullen Road west to State Highway Y, it will be a four-lane road, with dedicated left turn lanes for the remaining mile.	Highway/ Roadway	2025

Project ID	Project Title	Sponsor	Location	Score	Year of Expenditure Dollars (millions $) 2020-2029	2030-2039	2040-2050	Project Description	Primary Mode	When Added
			This project is the next step following the “211th Street Corridor Study”, presented in 2011, which developed Corridor alignment options and recommended the option the City is pursuing with this project.							

Project ID	Project Title	Sponsor	Location	Score	Year of Expenditure Dollars (millions $) 2020-2029	2030-2039	2040-2050	Project Description	Primary Mode	When Added
1483	Harper Road from Peculiar Drive to 227th Street	Peculiar	The Harper Road corridor connecting Peculiar Drive, and improving the existing Harper Road from Peculiar Drive to 227th Street from two lanes to three lanes, including intersection improvements at YY Hwy and Harper Road. The City's 2008 Comprehensive Plan identified Harper Road as a secondary transportation priority. Peculiar's 2015 Comprehensive Plan update identified the Harper Road Corridor as an important capital improvement, currently crossing a large tract of undeveloped land within the city limits of Peculiar. With the I-49/Peculiar Way interchange completed, the Harper Road Corridor is one of the City's top transportation priorities. This project is the next step following the Peculiar's 2015 Comprehensive Plan update, which developed Corridor alignment options and	80	0	10.22	0	The Harper Road 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) 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. Harper Road 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. The current condition of the project's 2.5 miles has two lanes of asphalt paving, with a 22 to 23-foot cross-section, with no curbs or gutters, from Peculiar Drive to 227th Street, including the intersection of YY Hwy and Harper Road. The section, of Harper Drive from Peculiar Drive to 227th Street is currently undeveloped land. This is a project request so the repairs/upgrades will take place during the construction phase. When completed, the Harper Road Corridor will be a major collector Complete Street, with a standard three-lane road with shoulders, for approximately 2.5 miles, from Peculiar Drive south to 227th Street with dedicated left turn lanes.	Highway/ Roadway	2025

Project ID	Project Title	Sponsor	Location	Score	Year of Expenditure Dollars (millions $) 2020-2029	2030-2039	2040-2050	Project Description	Primary Mode	When Added
			recommended the option the City is pursuing with this project.							

Project ID	Project Title	Sponsor	Location	Score	Year of Expenditure Dollars (millions $) 2020-2029	2030-2039	2040-2050	Project Description	Primary Mode	When Added
1471	Peculiar Trail Extension Preliminary Plans	Peculiar	Peculiar Trail section 1 along Peculair Drive from YY Highway to 203rd Street. Trail Section 2 follows Peculiar Way from Peculiar Drive to Harper Road and then south to Peculiars Public Works complex.	59	0.22	0	0	This project will develop the preliminary plans for two new walking trail sections. TS1 is 2.2 miles long and follows the abandoned St. Louis-Chicago railroad right-of-way from YY Highway north to 203rd Street. This will provide 3.3 miles of uninterrupted trail. TS2 is 1.6 miles long and will follow the City's right-of-way on Peculiar Way (formerly known as 211th Street), from Peculiar Drive west to Harper Road and then south on Harper Road to the new Public Works/Utilities Maintenance Facility Building complex. TS2 will connect to the future 80+-acre Homer Dunsworth Memorial Park, northeast of the Public Works Building complex on Harper Road. As a "community-sized" park, Dunsworth Park will be a major activity center once it's fully developed. Peculiar's residents will be the primary user. The trail sections will connect residents who live near the downtown area to the current and proposed subdivisions to the north and vice versa. Peculiar's current trail system is 2.74 miles long and has five sections:1. McKernan Sidewalk is .39 miles of concrete sidewalk from Centennial Street to C Highway.2. C Hwy Sidewalk along C Hwy from City Hall to C/J Bridge over I -49; and is 0.67 miles of concrete. 3. Highline Trail is .72 miles of asphalt trail from Highway C/J to YY Highway.4. North Pointe Trail is .21 miles of asphalt trail from 213th Street to 211th Street.5. Raisbeck Nature Trail is .75 miles of gravel trail in Raisbeck Park. It does not connect to the other trail sections.TS1 will connect the existing Highline Trail to the North Pointe Trail, adding 1.25 miles to the existing trails, and then travel north to 203rd Street, another 0.95 miles. TS2 will intersect TS1 at Peculiar Way and Peculiar Drive, and follow Peculiar Way to Harper Road and then south on Harper Road, 1.6 miles.TS1 will intersect with Peculiar Way, which leads to the Ray-Pec School District Complex; a MARC-designated activity center. MoDOT and the City of Peculiar recently completed the interchange at I-49 & Peculiar Way, which provides easy I-49 access to/from the northern parts of Peculiar. TS1 will intersect the proposed 211th Street Corridor, which is a transportation priority for Peculiar. When developed, Peculiar Way will be a divided, multi-lane roadway with wide medians to safely accommodate pedestrian and bicycle traffic. Peculiar Way will have mixed-use development, including commercial and light industrial development.In the future, TS1 will connect with a planned Belton/Cass County trail (MetroGreen Cass 05), via the railroad right-of-way. TS1 will connect to the entire MetroGreen Trail System through the Rock Island Railroad Corridor, the St. Louis-Chicago Railroad Corridor, and to the Katy Trail. It will also connect with a "Priority 2" rail-to-trail section (Cass 03) connecting to Harrisonville.TS2 will connect TS1 to the new Public Works/Utilities Maintenance Facility Building complex and an 80+-acre	Active Transportation	2025

Project ID	Project Title	Sponsor	Location	Score	Year of Expenditure Dollars (millions $) 2020-2029	2030-2039	2040-2050	Project Description	Primary Mode	When Added
								Dunsworth Park, a future community-sized park. The land use plan for this area includes light industrial, heavy industrial, commercial, and medium-density residential.		
1561	Pleasant Valley Road Widening and Improvement Project	Pleasant Valley	Pleasant Valley Road from 435 to I-35, excluding MoDOT ROW.	80	10.73	0	0	By widening the road and adding bicycle lanes and sidewalks, the project goal is to allow for more efficient and safer vehicle, bicycle and pedestrian transportation.	Highway/ Roadway	2025
1215	Brush Creek Trail at Windsor Park	Prairie Village	na	39	1.5	0	0	The trail system was conceived first and foremost to provide alternate modes of transportation along safe corridors for walking, running, biking and generally moving about the city. This segment consists of construction of a 10 foot wide shared use path meant for pedestrians and bicyclists.	Active Transportation	2025
1713	Bridging the Gap	Raymore	N/A	78	20	0	0	The intent of this project is to create another connection between the City of Raymore and the City of Belton. This connection will have two primary benefits. First, it will alleviate some of the congestion on 58 Highway by redirecting a portion of traffic further south. The second primary benefit is that the bridge will create new development opportunities in the Lucy Webb Road and Cambridge Road corridor.	Bridge	2025
1652	K7 and 75th Street Interchange Improvements - K7 to Chouteu Street	Shawnee	75th Street provides direct access to K7.	133	40	0	0	The existing at grade intersection of K7 and 75th street limits traffic movements. Traffic may only go south on K7 from 75th street coming from the west. Traffic may only go north on K7 coming from the east. This project will allow full movement of traffic north and south on K7 from 75th Street. Existing 75th Street east of K7 is a narrow ditch section roadway that connects to undeveloped residential and industrial areas. Reconstruction of 75th Street will include updating storm sewer, sidewalk/multi-purpose trail, street-lighting, and pavement markings. Primary users will be motorists, pedestrians, bicyclists, and freight traffic.	Highway/ Roadway	2025
1685	I-435 and Johnson Drive Intersection Improvements	Shawnee	Johnson drive provides direct access to I-435.	133	0	1.51	0	Traffic volumes are projected to exceed the capacity of the existing interchange of I-435 and Johnson Drive and decrease the service level of the infrastructure. This project will increase traffic capacity to allow full movement of traffic north and south on I-435 from Johnson Drive. Reconstruction of the interchange will include updating storm sewer, sidewalk/multi-purpose trail, street-lighting, and pavement markings, and traffic signals. Primary users will be motorists, pedestrians, bicyclists, and freight traffic.	Highway/ Roadway	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
1643	K7 and 83rd Street Interchange Improvements	Shawnee	83rd Street provides direct access to K7.	132	0	28.04	0	Traffic volumes are projected to exceed the capacity of the existing interchange of K7 and 83rd Street and decrease the service level of the infrastructure. This project will increase traffic capacity to allow full movement of traffic north and south on K7 from 83rd Street. Reconstruction of the interchange will include bridge widening, updating storm sewer, sidewalk/multi-purpose trail, street-lighting, and pavement markings, and traffic signals. Primary users will be motorists, pedestrians, bicyclists, and freight traffic.	Bridge	2025
19	Bridge Street Roundabout	Smithville	Intersection of Bridge Street, First Street and Hilltop Street.	84	0.88	0	0	The project will improve the safety for all users of this intersection. It will encourage pedestrians to walk to the downtown for shopping, dining and entertainment. It will connect a pedestrian corridor from the North Smithville Addition to the trails to Heritage Park and Smithville Lake and the pedestrian facilities to Smithville schools. Biking and Cycling will also have better access to the Smithville Lake Trails. Motorists will have better / safer access through the intersection.	Highway/ Roadway	2025
18	Riverwalk Park	Smithville	Along the Little Platte River by HWY 169	78	4.39	0	0	The Riverwalk Park will strengthen the overall trail network for runners, bikers, and walkers. Riverwalk supports the community identity through active, prominent trail networks. This project will promote recreation and exercise opportunities close to home and within neighborhoods. This will expand the transportation system beyond street networks, enhancing active transportation options. In addition, RIVERWALK intents to create a linked system of parks, trails and natural areas. Greenways have become one of the most popular family recreation activities across the country. The value of greenways in terms of recreation, education and resource protection is invaluable. Greenways serve as linkages between cities, parks, schools, commercial areas, and neighborhoods. They provide a safe mode of transportation that preserves the environment.	Active Transportation	2025
23	Pope Lane Extension	Smithville	169 N,NE 172ND ST,POPE LANE	55	4	0	0	The intent of the project is to improve transportation infrastructure and connectivity in a specific area. Its primary goal is to extend Pope Lane and create a direct link between 169 N and NE 172nd St. This extension aims to facilitate easier access for various user groups and enhance transportation options, contributing to the overall accessibility and connectivity of the area.Motorists: Improved road access and connectivity will reduce congestion and provide more direct routes between 169 N and NE 172nd St, enhancing vehicular travel efficiency in the area.Pedestrians: Construction of sidewalks from US 169 Hwy to Spelman Dr. will enhance pedestrian safety and accessibility. These designated pathways encourage walking as a mode of transportation, promoting active mobility and ease of movement.	Highway/ Roadway	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
1670	South Webster Street Reconstruction	Spring HIll	South Webster Street from the intersection of W 223rd Street to the intersection of South Street (W 215th).	55	0	6.52	0	The intent of this project is to reconstruct one of the primary collector roads in the southern portion of Spring Hill, and update pedestrian infrastructure.	Active Transportation	2025
1729	207th Street - (Woodland Road to Ridgeview Road) Reconstruction	Spring Hill	207th Street from Woodland Road to Ridgeview Road.	45	10.62	0	0	Complete reconstruction of this section of road with expansion to super collector width. 40' pavement section including turn lanes where applicable. Also, curb and gutter will be installed as well as storm sewer systems.	Highway/ Roadway	2025
1721	Woodland Road 191st Street to 199th Street	Spring Hill	Woodland Road from 191st Street to 199th Street intersections.	41	0	85.83	0	The intent of this project is to upgrade Woodland Road to a collector street with a 40' pavement section to account for current traffic volume, and future traffic volumes. The primary users will be motorists, and possibly freight movement.	Highway/ Roadway	2025
1725	W 223rd Street Reconstruction	Spring Hill	W 223rd Street from US 169 to S Victory Road.	40	0	36.51	0	The intent of this project is to upgrade W 223rd St to a super collector street with a 40' pavement section to account for current traffic volume, and future traffic volumes. The primary users will be motorists, and freight movement.	Highway/ Roadway	2025
1717	Woodland Road 199th-207th Reconstruction	Spring Hill	Woodland Road from 199th Street to 207th Street intersections.	39	0	8.58	0	The intent of this project is to upgrade Woodland Road to a collector street with a 40' pavement section to account for current traffic volume, and future traffic volumes. The primary users will be motorists, and possibly freight movement.	Highway/ Roadway	2025
1736	199th Street Ridgeview to Renner Road	Spring Hill	199th Street Ridgeview to Renner Road	39	7.28	0	0	Motorists are the primary user for this project.	Transit	2025
1682	Woodland Road 207th-2015th Reconstruction	Spring Hill	Woodland Road from 207th Street to 215th Street intersections.	30	6.6	0	0	The intent of this project is to upgrade Woodland Road to a super collector street with a 40' pavement section to account for current traffic volume, and future traffic volumes. The primary users will be motorists, and possibly freight movement.	Highway/ Roadway	2025
1722	Lone Elm Reconstruction	Spring Hill	Lone Elm Street from 183rd Street to 191st Street.	30	0	8.58	0	The intent of this project is to upgrade Lone Elm Street to a super collector street with a 40' pavement section to account for current traffic volume, and future traffic volumes. The primary user will be motorists.	Highway/ Roadway	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
1689	S Renner Road Reconstruction	Spring Hill	S Renner Road from 199th Street to W 207th Street intersections.	28	6.1	0	0	The intent of this project is to upgrade Renner Road to a collector street with a 40' pavement section to account for current traffic volume, and future traffic volumes. The primary users will be motorists.	Highway/ Roadway	2025
1753	191st Street Reconstruction	Spring Hill	191st Street from US Highway 169 to Lone Elm Road.	27	0	4.29	0	The intent of this project is to upgrade 191st Street to a super collector street with a 40' pavement section to account for current traffic volume, and future traffic volumes. The primary user will be motorists.	Highway/ Roadway	2025
1754	183rd Street Reconstruction	Spring Hill	183rd Street from US Highway 169 to Woodland Road.	27	3.01	0	0	The intent of this project is to upgrade 183rd Street to a super collector street with a 40' pavement section to account for current traffic volume, and future traffic volumes. The primary user will be motorists.	Highway/ Roadway	2025
1770	Ridgeview Street Reconstruction	Spring Hill	Ridgeview Street from 207th to 215th	25	0	0	116.69	The intent of this project is to upgrade Ridgeview St to a super collector street with a 40' pavement section to account for current traffic volume, and future traffic volumes. The primary user will be motorists.	Highway/ Roadway	2025
1739	US 169 and 199th Street Interchange	Spring Hill	Spring Hill, Johnson County and Miami County, Kansas.	21	0	28.04	0	The primary intent of the project is to upgrade and expand the interchange at US Highway 169 and 199th Street. Primary users will be motorists and freight.	Highway/ Roadway	2025
1737	US 169 and 191st Interchange	Spring Hill	Spring Hill, Johnson County and Miami County, Kansas.	21	0	28.04	0	The primary intent of the project is to upgrade and expand the interchange at US Highway 169 and 191st Street. Primary users will be motorists and freight.	Highway/ Roadway	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
1687	14th Street and East St improvements	Tonganoxie	New full access signalized intersection at US 24/40 and a new 14th St; construction of 14th St to East St; extension of East St from current USD 464 campus; realignment of intersection East St and Washington St.	64	9.93	0	0	The new intersection at US 24/40 and 14th St will alleviate safety concerns at the existing 12th St intersection, which currently serves as access to numerous residential and school related traffic. To the South/SW of the proposed intersection is significant Commercial/Industrial development at the Tonganoxie Business Park. Tenants in the Business Park include Hill's Pet Nutrition, Unilock, and the under-construction DSM manufacturing plant; these tenants represent over $520M in private capital investment and 150+ high wage jobs. These tenants rely on freight traffic to receive supplies and ship their products. To the North/NE of the proposed intersection at 14th St includes access to a vibrant "Main Street" downtown with many small businesses, civic offices and a newly constructed public library; additional developments along this corridor include numerous retail and commercial developments including food options and grocery, as well as access points to numerous residential homes and the Tonganoxie High School campus. The extension of 14th and East St will serve to allow safer travel for traffic, including vehicles, bicycles and pedestrians related to the Tonganoxie Grade School and Middle School campus, as well as provide improved school bus circulation, which is currently heavily congested along the 12th St corridor. Additionally, the City of Tonganoxie has already extended water and sanitary sewer to this area, which opens approximately 140 acres for development, owned by willing to sell property owners, for an area that would support mixed use commercial and residential developments.	Transit	2025
1538	Leavenworth Rd. Corridor Improvements Projects, 78th Street to K-7	Unified Government, Wyandotte County, Kansas	Leavenworth Road and Interstate 435, Leavenworth Road and Kansas Highway 7	89	93.28	0	0	The primary users of these improvements will be daily motorists, as this route serves as a major connection route for K-12 schools, local park traffic, and residents utilizing the commercial facilities long Leavenworth Road. Secondary to daily local traffic, recent developments, and those currently in planning stages, have opened portions of this corridor to larger light industrial traffic. All improvements that will be made will also add elements to improve the walking and biking abilities along this corridor.	Highway/ Roadway	2025
1554	Donahoo Road Reconstruction, Hutton Road to 115th Street	Unified Government, Wyandotte County, Kansas		69	7	0	0	The primary users of these improvements will be daily motorists. As mentioned previously, this is the final section of the Donahoo Road corridor that has yet to be improved from its current rural county standard to a modern urban roadway. This section has 4 residential neighborhoods with access points along this roadway is a direct path to the Piper School Districts elementary, middle, and high school, as well as their sporting fields.	Highway/ Roadway	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
1551	118th Street and 123rd Street Reconstruction Projects	Unified Government, Wyandotte County, Kansas		68	0	0	166.69	The primary users of these improvements will be daily motorists, as this route serves as a major connection route for K-12 schools, local park traffic, and residents utilizing the commercial facilities long 118th Street and 123rd Street. Secondary to daily local traffic, recent developments, and those currently in planning stages, have opened portions of this corridor to larger light industrial traffic. All improvements that will be made will also add elements to improve the walking and biking abilities along this corridor	Highway/ Roadway	2025
			Subtotal		**8,298.04**	**6069.85**	**1582.00**	System Expansion		
			Grand Total		**8,621.89**	**7,010.29**	**1,705.89**			