

We encourage everyone to view the meeting live via YouTube.

***Leavenworth County
Board of County Commissioners***

Regular Meeting Agenda
300 Walnut Street, Suite 225
Leavenworth, KS 66048
September 17, 2025
9:00 a.m.

- I. CALL TO ORDER
- II. PLEDGE OF ALLEGIANCE/MOMENT OF SILENT PRAYER
- III. ROLL CALL
- IV. PUBLIC COMMENT: Public Comment shall be allowed at the beginning of each meeting and opened again at the end of the meeting after all regularly scheduled agenda items. Comments shall be limited to five minutes per person; however, commenters may speak for up to five minutes at both the beginning and end of each meeting. There should be not expectation of interaction by the Commission during this time. Everyone wishing to make comments either on items on the agenda or not are encouraged to provide their comments in writing no later than 8:00 a.m. the Monday immediately preceding the meeting. These comments will be included in the agenda packet for everyone to access and review. This allows the Commission to have time to fully consider input and request follow up if needed prior to the meeting. During times when the Courthouse is closed to the general public anyone wishing to make public comment will provide their comments in writing no later than 8:00 a.m. the Monday immediately preceding the meeting. The comment will be included and distributed with the normal meeting packet.
- V. ADMINISTRATIVE BUSINESS:
- VI. CONSENT AGENDA: The items on the Consent Agenda are considered by staff to be routine business items. Approval of the items may be made by a single motion, seconded, and a majority vote with no separate discussion of any item listed. Should a member of the Governing Body desire to discuss any item, it will be removed from the Consent Agenda and considered separately.
 - a) Approval of the minutes of the meeting of September 10, 2025

- b) Approval of the schedule for the week of September 22, 2025
- c) Approval of the check register
- d) Approve and sign the OCB's

VII. FORMAL BOARD ACTION:

- a) Consider a motion to approve the agreement with KDOT for an Innovative Technologies Program grant for project 52C-5380-01 for the purchase of a laser cleaning machine.
- b) Consider a motion to approve the purchase of a roadside boom mower tractor from Heritage Tractor in the amount of \$210,154.00.
- c) Consider a motion to approve a revised 5-year Capital Improvement Plan for road and bridge improvement projects.
- d) Consider a motion to approve the design and construction engineering contract with Finney and Turnipseed for the replacement of bridge T-50 located on Stranger Road.

VIII. PRESENTATIONS AND DISCUSSION ITEMS: presentations are materials of general concern where no action or vote is requested or anticipated.

- a) IKE Transportation Program
- b) Executive session if needed

IX. ADJOURNMENT

**WORK SESSION TO DISCUSS GOVERNMENT
EFFICIENCY COMMITTEE**

LEAVENWORTH COUNTY COMMISSIONERS MEETING SCHEDULE

Monday, September 15, 2025

Tuesday, September 16, 2025

12:00 p.m. LCPA meeting

1:30 p.m. Adult Corrections Advisory Board meeting
• Community Corrections building

Wednesday, September 17, 2025

9:00 a.m. Leavenworth County Commission meeting
• Commission Meeting Room, 300 Walnut, Leavenworth KS

Thursday, September 18, 2025

9:00 a.m. Leavenworth County Career & Tech Ed Symposium
• Lansing High School, 1412 147th St., Lansing, KS

3:00 p.m. Juvenile Corrections Advisory Board meeting
• Justice Center Basement training room

Friday, September 19, 2025

ALL SUCH OTHER BUSINESS THAT MAY COME BEFORE THE COMMISSION

ALL MEETINGS ARE OPEN TO THE PUBLIC

COMMENTS SHOULD BE OF GENERAL INTEREST OF THE PUBLIC AND SUBJECT TO THE RULES OF DECORUM

*****September 10, 2025 *****

The Board of County Commissioners met in a regular session on Wednesday, September 10, 2025. Commissioner Culbertson; Commissioner Reid, Commissioner Smith, Commissioner Dove and Commissioner Stieben are present; Also present: Mark Loughry, County Administrator; Misty Brown, County Counselor; Jamie Miller, EMS/Health Department Director

PUBLIC COMMENT:

Kirsten Workman commented.

ADMINISTRATIVE BUSINESS:

Commissioner Smith read a proclamation recognizing Patriot Day.

Bob Weber spoke about the mid- year ratio study from the state.

Commissioner Stieben summarized what the Board has accomplished.

A motion was made by Commissioner Culbertson and seconded by Commissioner Dove to accept the consent agenda for Wednesday, September 10, 2025 as presented.

Motion passed, 5-0.

Roman Haehn, Dagan Haehn and David Waters presented the Monroe Manor RHID.

A motion was made by Commissioner Stieben and seconded by Commissioner Culbertson that we have county staff study the legal requirements and ramifications of the county having a development agreement that would exempt the county portion on RHID's.

Motion failed, 3-2, Commissioners Dove, Reid and Smith voting nay.

Tony McNeil, mayor of the city of Lansing spoke.

Jamie Miller spoke about the Title X funding loss and requested how to proceed forward.

It was the consensus of the Board to direct legal staff to file an administrative appeal with the state for the funding.

Mark Loughry questioned if the Board supports to continue offering those services until the end of the year with the funding coming from the general fund.

It was the consensus of the Board to fund the services until the end of the year and revisit the issue in December for funds in 2026.

A citizen commented about mowing of culverts.

A motion was made by Commissioner Culbertson and seconded by Commissioner Stieben to recess for a closed executive meeting to allow the Commission to discuss the annual

evaluation of the County Administrator which is a personnel matter related to specific non-elected employees or to protect the privacy interests of the individuals discussed as per Kansas Open Meetings Act and that the Board resume open meeting at 11:35 a.m. in the meeting room of the Board. Present in the executive meeting will be Commissioners Smith, Culbertson, Reid, Dove, Stieben and staff as needed by the Commission to be present to participate in the discussion.

Motion passed, 5-0.

The Board returned to regular session at 11:35 a.m. No action was taken and no decisions were made. The subject was limited to matters related to non-specific personnel.

The Board discussed the stabbing of a young female in Charlotte on a bus and what the KCATA are doing to take steps toward public transportation safety.

A motion was made by Commissioner Smith and seconded by Commissioner Dove to adjourn.

Motion passed, 5-0.

The Board adjourned at 11:39 a.m.

LEAVENWORTH COUNTY COMMISSIONERS MEETING SCHEDULE

Monday, September 22, 2025

Tuesday, September 23, 2025

9:45 a.m. Workforce Partnership meeting

12:00 p.m. MARC meeting

Wednesday, September 24, 2025

9:00 a.m. Leavenworth County Commission meeting
• Commission Meeting Room, 300 Walnut, Leavenworth KS

Thursday, September 25, 2025

Friday, September 26, 2025

ALL SUCH OTHER BUSINESS THAT MAY COME BEFORE THE COMMISSION

ALL MEETINGS ARE OPEN TO THE PUBLIC

COMMENTS SHOULD BE OF GENERAL INTEREST OF THE PUBLIC AND SUBJECT TO THE RULES OF DECORUM

START DATE: 09/05/2025 END DATE: 09/11/2025

TYPES OF CHECKS SELECTED: * ALL TYPES

CHECK RANGE SELECTED: * No Check Range Selected

WARRANT NUMBER	CHK TYPE	WARRANT DATE	VEND #/ PCH DOC #	VENDOR NAME/ ACCOUNT NUMBER	DESCRIPTION	AMOUNT	TOTAL
590		09/09/2025	8103 135185	CHARTER COMMUNICATIONS 5-001-5-07-216	ACCT 8347 40 134 0545131	74.99	
				WARRANT TOTAL			74.99
591		09/09/2025	8416 135180 135178 135192 135192	IRON MOUNTAIN INC 5-001-5-11-208 5-145-5-00-208 5-146-5-00-218 5-146-5-00-218	ON SITE SHREDDING MONTHLY SHRED SERVICES AUGUST SHREDDING SHREDDING	26.00 134.50 123.21 379.90	
				WARRANT TOTAL			663.61
592		09/11/2025	276 135312 135309 135307 135307 135310 135305 135314 135308 135308 135308 135306 135306 135306 135306 135306 135306 135306 135306 135306 135315 135311	WEX BANK 5-001-5-11-253 5-001-5-14-331 5-001-5-14-332 5-001-5-14-332 5-001-5-14-334 5-001-5-14-335 5-001-5-14-901 5-001-5-21-200 5-108-5-00-304 5-108-5-00-304 5-133-5-00-304 5-133-5-00-304 5-133-5-00-304 5-133-5-00-304 5-133-5-00-304 5-133-5-00-304 5-133-5-00-304 5-133-5-00-304 5-133-5-00-304 5-138-5-00-227 5-145-5-00-304	CO ATTY EMS SHERIFF SHERIFF APPRAISERS ZONING REBATE HEALTH HEALTH HEALTH ROAD AND BRIDGE ROAD AND BRIDGE ROAD AND BRIDGE ROAD AND BRIDGE ROAD AND BRIDGE ROAD AND BRIDGE ROAD AND BRIDGE ROAD AND BRIDGE ROAD AND BRIDGE ROAD AND BRIDGE ROAD AND BRIDGE COMM CORR COA	53.15 7,072.23 5,807.73 196.35 457.39 48.13 96.77- 13.41 13.12 3.97 38.58 2.62- 55.61 3.51- 44.98 2.92- 24.43 1.61- 56.49 4,290.10	
				WARRANT TOTAL			18,068.24
593		09/11/2025	1123 135222 135222 135222 135216 135216	POMP'S TIRE SERVICE INC 5-133-5-00-309 5-133-5-00-309 5-133-5-00-309 5-137-5-00-321 5-137-5-00-321	TIRES TIRES TIRES TIRES TIRES	2,161.16 1,020.00 490.00 3,150.00 2,100.00	
				WARRANT TOTAL			8,921.16
594		09/11/2025	4648 135329	WASTE MANAGEMENT 5-001-5-05-215	EMS 2 YARD DUMPSTERS	247.60	
				WARRANT TOTAL			247.60
595		09/11/2025	6055 135316 135316 135316 135316 135316 135316 135316 135316	FLEETHOSTER 5-001-5-05-271 5-001-5-06-222 5-001-5-11-271 5-001-5-31-230 5-001-5-41-271 5-001-5-53-220 5-108-5-00-213 5-127-5-00-2	FLEETHOSTER FLEETHOSTER FLEETHOSTER FLEETHOSTER FLEETHOSTER FLEETHOSTER FLEETHOSTER FLEETHOSTER	100.00 19.95 19.95 59.85 100.00 99.75 39.90 20.00	

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CHECK RANGE SELECTED: * No Check Range Selected

WARRANT NUMBER	CHK TYPE	WARRANT DATE	VEND #/ PCH DOC #	VENDOR NAME/ ACCOUNT NUMBER	DESCRIPTION	AMOUNT	TOTAL
			135316	5-133-5-00-229	FLEETHOSTER	1,018.65	
			135316	5-136-5-00-221	FLEETHOSTER	40.00	
			135316	5-137-5-00-229	FLEETHOSTER	300.00	
			135316	5-145-5-00-230	FLEETHOSTER	678.70	
			135316	5-160-5-00-215	FLEETHOSTER	119.80	
				WARRANT TOTAL			2,616.55
596		09/11/2025	516725	ENTERPRISE FM TRUST			
			135327	5-001-5-05-271	ENTERPRISE	4,376.51	
			135327	5-001-5-06-222	ENTERPRISE	35.00	
			135327	5-001-5-11-271	ENTERPRISE	385.26	
			135327	5-001-5-31-230	ENTERPRISE	2,778.58	
			135327	5-001-5-41-271	ENTERPRISE	1,022.99	
			135327	5-001-5-53-220	ENTERPRISE	2,177.86	
			135327	5-126-5-00-221	ENTERPRISE	14.77	
			135327	5-133-5-00-229	ENTERPRISE	12,616.18	
			135327	5-136-5-00-221	ENTERPRISE	39.77	
			135327	5-145-5-00-230	ENTERPRISE	17,657.69	
			135327	5-160-5-00-215	ENTERPRISE	1,149.88	
				WARRANT TOTAL			42,254.49
1802	AP	09/11/2025	672	SMH CONSULTANTS PA			
			135330	5-171-5-01-201	TONG HRRR 187 TO 189	832.00	
			135330	5-171-5-01-201	TONG HRRR 187 TO 189	78.75	
			135330	5-171-5-01-201	TONG HRRR 187 TO 189	1,211.84	
			135330	5-171-5-01-201	TONG HRRR 187 TO 189	318.39	
				WARRANT TOTAL			2,440.98
1803	AP	09/11/2025	3305	WILSON & COMPANY, INC			
			135331	5-171-5-04-201	SALES TAX CAP RD	953.20	
				WARRANT TOTAL			953.20
115774	AP	09/09/2025	1513	ADVANCED AUTOMOTIVE			
			135168	5-001-5-05-213	VEHICLE MAINTENANCE AND SUPPLI	262.50	
			135168	5-001-5-05-213	VEHICLE MAINTENANCE AND SUPPLI	172.50	
			135168	5-001-5-05-213	VEHICLE MAINTENANCE AND SUPPLI	368.00	
			135168	5-001-5-05-213	VEHICLE MAINTENANCE AND SUPPLI	1,092.50	
			135168	5-001-5-05-213	VEHICLE MAINTENANCE AND SUPPLI	345.00	
			135168	5-001-5-05-213	VEHICLE MAINTENANCE AND SUPPLI	1,547.50	
			135168	5-001-5-05-306	VEHICLE MAINTENANCE AND SUPPLI	460.38	
			135168	5-001-5-05-306	VEHICLE MAINTENANCE AND SUPPLI	432.08	
			135168	5-001-5-05-306	VEHICLE MAINTENANCE AND SUPPLI	465.29	
			135168	5-001-5-05-306	VEHICLE MAINTENANCE AND SUPPLI	1,224.00	
			135168	5-001-5-05-306	VEHICLE MAINTENANCE AND SUPPLI	124.58	
			135168	5-001-5-05-306	VEHICLE MAINTENANCE AND SUPPLI	1,016.37	
				WARRANT TOTAL			7,510.70
115775	AP	09/09/2025	20588	ADVANTAGE PRINTING			
			135171	5-001-5-05-301	OFFICE SUPPLIES	288.00	
				WARRANT TOTAL			288.00
115776	AP	09/09/2025	13088	APPRAISER'S EDUCATION FUND			
			135181	5-001-5-41-202	MV WORKSHOP AND DATA COLLECTIO	50.00	
			135181	5-001-5-41-202	MV WORKSHOP AND DATA COLLECTIO	50.00	
			135181	5-001-5-41-202	MV WORKSHOP AND DATA COLLECTIO	50.00	
			135181	5-001-5-41-202	MV WORKSHOP AND DATA COLLECTIO	50.00	

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			135181	5-001-5-41-202	MV WORKSHOP AND DATA COLLECTIO	255.00	
			135181	5-001-5-41-202	MV WORKSHOP AND DATA COLLECTIO	220.00-	
					WARRANT TOTAL		235.00
115777	AP	09/09/2025	18253	AT&T MOBILITY			
			135199	5-001-5-06-216	CODE ENFORCEMENT	43.23	
			135199	5-001-5-06-216	CODE ENFORCEMENT	43.23	
					WARRANT TOTAL		86.46
115778	AP	09/09/2025	1737	AT&T			
			135186	5-174-5-00-210	TOWERS	527.98	
			135186	5-174-5-00-210	TOWERS	527.98	
			135186	5-174-5-00-210	TOWERS	527.98	
			135187	5-174-5-00-210	KDOT SITE BONNER	439.56	
					WARRANT TOTAL		2,023.50
115779	AP	09/09/2025	1061	B & W FIRE LLC			
			135147	5-160-5-00-263	ANNUAL FIRE EXTINGUISHER INSPE	947.50	
					WARRANT TOTAL		947.50
115780	AP	09/09/2025	22369	BAMFORD FIRE SPRINKLER			
			135146	5-001-5-31-297	ANNEX INSPECTION WET SYSTEMS	341.00	
					WARRANT TOTAL		341.00
115781	AP	09/09/2025	2570	RICK KOOSER			
			135151	5-503-5-00-2	REFUND FOR ENTRANCE 178 ST LOT	100.00	
			135151	5-503-5-00-2	REFUND FOR ENTRANCE 178 ST LOT	100.00	
					WARRANT TOTAL		200.00
115782	AP	09/09/2025	2570	TOMM CARR			
			135193	5-503-5-00-2	REFUND OF ENTRANCE AT 182ND ST	100.00	
					WARRANT TOTAL		100.00
115783	AP	09/09/2025	2570	JOE DANIELS			
			135202	5-503-5-00-2	REFUND 175TH ST	100.00	
					WARRANT TOTAL		100.00
115784	AP	09/09/2025	23537	BOUND TREE MEDICAL LLC			
			135198	5-001-5-05-381	FIELD SUPPLIES	1,181.08	
			135198	5-001-5-05-381	FIELD SUPPLIES	67.89	
			135198	5-001-5-05-381	FIELD SUPPLIES	20.10	
			135198	5-001-5-05-381	FIELD SUPPLIES	184.74	
			135198	5-001-5-05-381	FIELD SUPPLIES	81.35	
			135198	5-001-5-05-381	FIELD SUPPLIES	80.40	
			135198	5-001-5-05-381	FIELD SUPPLIES	5,202.15	
			135198	5-001-5-05-381	FIELD SUPPLIES	581.68	
			135198	5-001-5-05-381	FIELD SUPPLIES	318.10	
			135198	5-001-5-05-381	FIELD SUPPLIES	2,377.81	
					WARRANT TOTAL		10,095.30
115785	AP	09/09/2025	1065	BTX KS INC			
			135138	5-001-5-07-219	INMATE X RAYS	78.00	
					WARRANT TOTAL		78.00
115786	AP	09/09/2025	24545	CDW GOVERNMENT INC			
			135179	5-001-5-14-225	EXTREME INDOOR WIFI AP	287.57	
			135174	5-001-5-18-301	TRIPP 10 FT CATSE MOLDED WHT M	139.40	
			135153	5-133-5-00-211	8 PROGRAM PLANNER AND LAPTOP	2,642.88	
			135153	5-133-5-00-211	8 PROGRAM PLANNER AND LAPTOP	1,212.87	
					WARRANT TOTAL		4,282.72

START DATE: 09/05/2025 END DATE: 09/11/2025

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WARRANT NUMBER	CHK TYPE	WARRANT DATE	VEND #/ PCH DOC #	VENDOR NAME/ ACCOUNT NUMBER	DESCRIPTION	AMOUNT	TOTAL
115787	AP	09/09/2025	28831	CE WATER MANAGEMENT INC			
			135143	5-001-5-31-290	QUARTERLY WATER TREATMENT	85.00	
			135143	5-001-5-32-268	QUARTERLY WATER TREATMENT	130.00	
			135144	5-001-5-33-268	MONTHLY WATER TREATMENT	195.00	
			135144	5-001-5-33-268	MONTHLY WATER TREATMENT	920.00	
				WARRANT TOTAL			1,330.00
115788	AP	09/09/2025	5447	CITY WIDE MAINTENANCE			
			135158	5-001-5-32-296	JANITORIAL SERVICES	6,250.00	
				WARRANT TOTAL			6,250.00
115789	AP	09/09/2025	22543	COMPLETE FAMILY CARE			
			135172	5-001-5-05-201	SEPTEMBER MEDICAL DIRECTOR	1,250.00	
			135165	5-108-5-00-280	MEDICAL DIRECTOR FEE AND WELL	1,200.00	
			135165	5-108-5-00-280	MEDICAL DIRECTOR FEE AND WELL	300.00	
				WARRANT TOTAL			2,750.00
115790	AP	09/09/2025	858	ENTERPRISE FM TRUST			
			135133	5-115-5-00-408	FLEET LEASE SHERIFF	3,258.44	
				WARRANT TOTAL			3,258.44
115791	AP	09/09/2025	209	ELECTION SYSTEMS & SOFTWARE			
			135148	5-001-5-49-341	LAYOUT CHARGE FOR GENERAL ELEC	2,745.00	
				WARRANT TOTAL			2,745.00
115792	AP	09/09/2025	8686	EVERGY KANSAS CENTRAL INC			
			135166	5-001-5-05-215	STATION 3 4360949608	494.41	
			135156	5-001-5-33-392	CUSHING	10,099.02	
				WARRANT TOTAL			10,593.43
115793	AP	09/09/2025	1011	FEDEX			
			135204	5-001-5-19-302	TRANSPORTATION CHARGES	35.14	
			135206	5-001-5-19-302	TRANSPORATION CHARGES	28.46	
				WARRANT TOTAL			63.60
115794	AP	09/09/2025	434	HAMM QUARRIES			
			135154	5-160-5-00-204	SINGLE STREAM	165.93	
			135188	5-160-5-00-204	LANDFILL CHARGES	114,063.82	
				WARRANT TOTAL			114,229.75
115795	AP	09/09/2025	4473	HART'S COOK PAINT & DECORATING			
			135136	5-194-5-00-3	PAIN 2 GALLONS	100.06	
				WARRANT TOTAL			100.06
115796	AP	09/09/2025	3030	ISG TECHNOLOGY			
			135175	5-001-5-18-220	EXCHANGE MIGRATION	397.50	
				WARRANT TOTAL			397.50
115797	AP	09/09/2025	24445	JOHNSON CO GOVERNMENT			
			135162	5-210-5-00-2	JCW VARIOUS TESTS	214.67	
			135140	5-212-5-00-2	JCW VARIOUS TEST	214.67	
			135141	5-218-5-00-2	JCW VARIOUS TESTS	214.66	
				WARRANT TOTAL			644.00
115798	AP	09/09/2025	66366	KANSAS GAS SERVICE			
			135167	5-001-5-05-215	STATION 3	93.05	
				WARRANT TOTAL			93.05
115799	AP	09/09/2025	1851	KANSAS ONE-CALL SYSTEM INC			
			135173	5-001-5-18-213	LOCATE SERVICES	7.98	
			135163	5-210-5-00-2	2 TICKETS 25419915 25446918	2.66	
				WARRANT TOTAL			10.64

START DATE: 09/05/2025 END DATE: 09/11/2025

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CHECK RANGE SELECTED: * No Check Range Selected

WARRANT NUMBER	CHK TYPE	WARRANT DATE	VEND #/ PCH DOC #	VENDOR NAME/ ACCOUNT NUMBER	DESCRIPTION	AMOUNT	TOTAL
115800	AP	09/09/2025	8466 135159	KDHE-BUREAU OF WATER 5-219-5-00-401	KDHE DEBIT SERVICES SEMI ANNUA WARRANT TOTAL	11,959.11	11,959.11
115801	AP	09/09/2025	8466 135160	KDHE BUREAU OF WATER 5-214-5-00-4	DEBIT SERVICES SEMI ANNUAL PAY WARRANT TOTAL	35,105.81	35,105.81
115802	AP	09/09/2025	76 135149	KNOWINK LLC 5-115-5-00-403	ELECTION IPADS, CASES AND PRIN WARRANT TOTAL	54,000.00	54,000.00
115803	AP	09/09/2025	12074 135201 135201 135201	KANSAS PROSECUTORS TRAINING & 5-406-5-00-2 5-406-5-00-2 5-406-5-00-2	2ND QUARTER 2ND QUARTER 2ND QUARTER WARRANT TOTAL	139.74 174.89 136.66	451.29
115804	AP	09/09/2025	686 135161 135161	KRAEMER AND SONS CONSTRUCTION 5-210-5-00-2 5-210-5-00-2	EMERGENCY SEWER REPAIR 163RD S EMERGENCY SEWER REPAIR 163RD S WARRANT TOTAL	3,240.00 1,062.00	4,302.00
115805	AP	09/09/2025	19903 135205	LANGUAGE LINE SERVICES INC 5-001-5-19-221	INTERPRETER WARRANT TOTAL	3.00	3.00
115806	AP	09/09/2025	461 135152 135152 135152 135150 135150	LEAV CO COOP 5-133-5-00-304 5-133-5-00-304 5-133-5-00-304 5-137-5-00-304 5-137-5-00-304	FUEL AND FLUIDS FUEL AND FLUIDS FUEL AND FLUIDS DYED DIESEL DYED DIESEL WARRANT TOTAL	18,225.43 7,965.99 3,965.13 453.55 3,102.72	33,712.82
115807	AP	09/09/2025	4755 135203	LEAVENWORTH PAPER AND OFFICE S 5-001-5-19-301	OFFICE SUPPLIES WARRANT TOTAL	2,202.62	2,202.62
115808	AP	09/09/2025	688 135176	LOGICALIS 5-001-5-18-254	CISCO HARDWARE RENEWAL WARRANT TOTAL	2,646.08	2,646.08
115809	AP	09/09/2025	105 135170 135170 135164	MIDWEST MOBILE RADIO SERVICE 5-001-5-05-280 5-001-5-05-280 5-108-5-00-601	RADIO MAINTENANCE RADIO MAINTENANCE RADIO MANINTENANCE WARRANT TOTAL	234.00 200.00 75.00	509.00
115811	AP	09/09/2025	11799 135195 135194 135196 135194 135194 135194 135194 135194 135194 135194 135194	O'REILLY AUTOMOTIVE 5-133-5-00-310 5-133-5-00-312 5-133-5-00-312 5-133-5-00-360 5-133-5-00-360 5-133-5-00-360 5-133-5-00-360 5-133-5-00-360 5-133-5-00-360 5-133-5-00-360 5-133-5-00-360	PARTS, TOOLS AND FLUID PARTS, TOOLS, SUPPLIES PARTS AND SUPPLIES PARTS, TOOLS, SUPPLIES PARTS, TOOLS, SUPPLIES PARTS, TOOLS, SUPPLIES PARTS, TOOLS, SUPPLIES PARTS, TOOLS, SUPPLIES PARTS, TOOLS, SUPPLIES PARTS, TOOLS, SUPPLIES PARTS, TOOLS, SUPPLIES PARTS, TOOLS, SUPPLIES	49.96 59.95 31.47 22.71 66.93 75.35- 112.24 26.58 93.12 52.86	

START DATE: 09/05/2025 END DATE: 09/11/2025

TYPES OF CHECKS SELECTED: * ALL TYPES

CHECK RANGE SELECTED: * No Check Range Selected

WARRANT NUMBER	CHK TYPE	WARRANT DATE	VEND #/ PCH DOC #	VENDOR NAME/ ACCOUNT NUMBER	DESCRIPTION	AMOUNT	TOTAL
			135194	5-133-5-00-360	PARTS, TOOLS, SUPPLIES	41.50	
			135194	5-133-5-00-360	PARTS, TOOLS, SUPPLIES	117.68	
			135194	5-133-5-00-360	PARTS, TOOLS, SUPPLIES	23.28	
			135194	5-133-5-00-360	PARTS, TOOLS, SUPPLIES	35.24	
			135194	5-133-5-00-360	PARTS, TOOLS, SUPPLIES	22.71-	
			135194	5-133-5-00-360	PARTS, TOOLS, SUPPLIES	26.46	
			135194	5-133-5-00-360	PARTS, TOOLS, SUPPLIES	275.34	
			135194	5-133-5-00-360	PARTS, TOOLS, SUPPLIES	315.60	
			135195	5-133-5-00-360	PARTS, TOOLS AND FLUID	495.21	
			135195	5-133-5-00-360	PARTS, TOOLS AND FLUID	38.97	
			135195	5-133-5-00-360	PARTS, TOOLS AND FLUID	1.66-	
			135195	5-133-5-00-360	PARTS, TOOLS AND FLUID	35.00-	
			135195	5-133-5-00-360	PARTS, TOOLS AND FLUID	6.34	
			135195	5-133-5-00-360	PARTS, TOOLS AND FLUID	49.28	
			135195	5-133-5-00-360	PARTS, TOOLS AND FLUID	8.82	
			135195	5-133-5-00-360	PARTS, TOOLS AND FLUID	39.59	
			135195	5-133-5-00-360	PARTS, TOOLS AND FLUID	123.79	
			135195	5-133-5-00-360	PARTS, TOOLS AND FLUID	663.87	
			135195	5-133-5-00-360	PARTS, TOOLS AND FLUID	122.76-	
			135195	5-133-5-00-360	PARTS, TOOLS AND FLUID	123.90	
			135195	5-133-5-00-360	PARTS, TOOLS AND FLUID	92.04	
			135195	5-133-5-00-360	PARTS, TOOLS AND FLUID	10.99	
			135196	5-133-5-00-360	PARTS AND SUPPLIES	238.04	
			135196	5-133-5-00-360	PARTS AND SUPPLIES	139.14	
			135196	5-133-5-00-360	PARTS AND SUPPLIES	60.55	
			135196	5-133-5-00-360	PARTS AND SUPPLIES	26.40	
			135196	5-133-5-00-360	PARTS AND SUPPLIES	22.05	
			135196	5-133-5-00-360	PARTS AND SUPPLIES	104.50	
			135196	5-133-5-00-360	PARTS AND SUPPLIES	35.44	
			135195	5-133-5-00-364	PARTS, TOOLS AND FLUID	29.98	
			135194	5-133-5-00-365	PARTS, TOOLS, SUPPLIES	89.99	
			135194	5-133-5-00-365	PARTS, TOOLS, SUPPLIES	23.99	
			135195	5-133-5-00-365	PARTS, TOOLS AND FLUID	23.99-	
			135195	5-133-5-00-365	PARTS, TOOLS AND FLUID	39.60	
					WARRANT TOTAL		3,531.93
115812	AP	09/09/2025	8801	OSBORN LAW OFFICE			
			135200	5-001-5-09-231	COURT APPOINTED ATTORNEY	7,620.00	
					WARRANT TOTAL		7,620.00
115813	AP	09/09/2025	406	PUBLIC SAFETY UPFITTERS LLC			
			135137	5-198-5-07-300	BULLET PROOF VEST	993.61	
					WARRANT TOTAL		993.61
115814	AP	09/09/2025	7098	QUILL CORP			
			135134	5-001-5-07-301	OFFICE SUPPLIES AND JANITORIAL	48.58	
			135134	5-001-5-07-355	OFFICE SUPPLIES AND JANITORIAL	18.68	
					WARRANT TOTAL		67.26
115815	AP	09/09/2025	17209	REDDI SERVICES			
			135183	5-160-5-00-263	MONTHLY SEPTIC TANK PUMP	375.00	
					WARRANT TOTAL		375.00
115816	AP	09/09/2025	458	LEAV CO PUBLIC WORKS			
			135139	5-001-5-07-213	GASOLINE AND MAINTENANCE	2,804.54	

FMWARREG2		LEAVENWORTH COUNTY				9/11/25	14:11:55
JSCHERMBEC		WARRANT REGISTER					Page 7
START DATE: 09/05/2025 END DATE: 09/11/2025							
TYPES OF CHECKS SELECTED: * ALL TYPES							
CHECK RANGE SELECTED: * No Check Range Selected							
WARRANT	CHK	WARRANT	VEND #/	VENDOR NAME/			
NUMBER	TYPE	DATE	PCH DOC #	ACCOUNT NUMBER	DESCRIPTION	AMOUNT	TOTAL
			135139	5-001-5-07-213	GASOLINE AND MAINTENANCE	196.91	
			135139	5-001-5-14-332	GASOLINE AND MAINTENANCE	5,773.90	
			135139	5-001-5-14-332	GASOLINE AND MAINTENANCE	469.95	
			135145	5-001-5-31-320	BGF250 MAINT. CASE TR270B HYD	48.00	
			135145	5-001-5-31-320	BGF250 MAINT. CASE TR270B HYD	24.65	
			135145	5-001-5-31-320	BGF250 MAINT. CASE TR270B HYD	67.00	
			135182	5-001-5-41-213	OIL CHANGE APP 02/04 LIGHT BUL	50.75	
			135182	5-001-5-41-213	OIL CHANGE APP 02/04 LIGHT BUL	189.73	
			135182	5-001-5-41-213	OIL CHANGE APP 02/04 LIGHT BUL	137.84	
			135191	5-145-5-00-260	FLEET PARTS AND LABOR	253.96-	
			135191	5-145-5-00-260	FLEET PARTS AND LABOR	2,745.24	
			135189	5-160-5-00-216	FLEET MAINTENANCE AND FUEL	2,014.55	
			135189	5-160-5-00-304	FLEET MAINTENANCE AND FUEL	184.61	
					WARRANT TOTAL		14,453.71
115817	AP	09/09/2025	6917	RURAL WATER DIST #1			
			135190	5-160-5-00-210	WATER METER CHARGES	32.97	
					WARRANT TOTAL		32.97
115818	AP	09/09/2025	29720	SCHWINN ELECTRIC			
			135142	5-215-5-03-214	JC 601 S 3RD ST	4,590.00	
					WARRANT TOTAL		4,590.00
115819	AP	09/09/2025	6148	LEAV CO SHERIFF DEPT			
			135184	5-174-5-00-210	12 SOFTWARE FOR DISPATCH SYSTE	3,875.88	
					WARRANT TOTAL		3,875.88
115820	AP	09/09/2025	915	SMITHEREEN PEST MANAGEMENT			
			135197	5-001-5-31-212	CH, JC, CU	601.00	
			135197	5-001-5-32-211	CH, JC, CU	85.00	
			135197	5-001-5-33-211	CH, JC, CU	125.00	
					WARRANT TOTAL		811.00
115821	AP	09/09/2025	226	STRYKER SALES CORPORATION			
			135169	5-001-5-05-281	PROCARE SERVICES MAINTENANCE A	10,911.20	
					WARRANT TOTAL		10,911.20
115822	AP	09/09/2025	433	TONGANOXIE CITY			
			135155	5-001-5-05-215	STATION 2 024420000-00	81.51	
					WARRANT TOTAL		81.51
115823	AP	09/09/2025	651	USIC HOLDING INC			
			135177	5-001-5-18-213	LOCATE SERVICES	188.40	
					WARRANT TOTAL		188.40
115824	AP	09/11/2025	7158	A-1 RENTAL			
			135325	5-160-5-00-263	MONTHLY TOILET RENTAL	140.00	
					WARRANT TOTAL		140.00
115825	AP	09/11/2025	4120	AAA LAUNDRY & LINEN SUPPLY CO			
			135212	5-001-5-53-215	UNIFORM RENTALS 8/25-9/01	103.97	
			135212	5-001-5-53-215	UNIFORM RENTALS 8/25-9/01	103.97	
			135213	5-133-5-00-215	UNIFORM RENTALS	304.55	
			135213	5-133-5-00-215	UNIFORM RENTALS	475.05	
			135213	5-133-5-00-312	UNIFORM RENTALS	249.41	
			135213	5-133-5-00-312	UNIFORM RENTALS	255.29	
			135211	5-137-5-00-203	UNIFORM RENTALS 8/25-9/1	116.66	
			135211	5-137-5-00-203	UNIFORM RENTALS 8/25-9/1	116.66	
					WARRANT TOTAL		1,725.56

START DATE: 09/05/2025 END DATE: 09/11/2025

TYPES OF CHECKS SELECTED: * ALL TYPES

CHECK RANGE SELECTED: * No Check Range Selected

WARRANT NUMBER	CHK TYPE	WARRANT DATE	VEND #/ PCH DOC #	VENDOR NAME/ ACCOUNT NUMBER	DESCRIPTION	AMOUNT	TOTAL
115826	AP	09/11/2025	451	AETNA LIFE INSURANCE COMPANY			
			135235	5-510-2-00-939	INSURANCE PREMUIMS	383,626.94	
			135235	5-510-2-00-939	INSURANCE PREMUIMS	8,570.83	
			135235	5-510-2-00-944	INSURANCE PREMUIMS	2,435.66	
			135235	5-510-2-00-944	INSURANCE PREMUIMS	245.50	
			135235	5-510-2-00-944	INSURANCE PREMUIMS	9.56	
				WARRANT TOTAL			394,888.49
115827	AP	09/11/2025	249	ATCHISON HOSPITAL			
			135230	5-001-5-28-212	DRUG SCREEN AND TEST	270.00	
			135230	5-001-5-28-212	DRUG SCREEN AND TEST	380.00	
				WARRANT TOTAL			650.00
115828	AP	09/11/2025	25797	BERRY TRACTOR & EQUIPMENT			
			135229	5-133-5-00-227	PARTS AND RENTAL	2,525.00	
			135229	5-133-5-00-360	PARTS AND RENTAL	3,893.74	
			135229	5-133-5-00-360	PARTS AND RENTAL	1,676.58	
				WARRANT TOTAL			8,095.32
115829	AP	09/11/2025	24545	CDW GOVERNMENT INC			
			135236	5-117-5-00-301	FOX IT	181.92	
				WARRANT TOTAL			181.92
115830	AP	09/11/2025	8722	CSTK			
			135228	5-133-5-00-360	EZ CLIP HOSE	97.06	
				WARRANT TOTAL			97.06
115831	AP	09/11/2025	1504	DELTA DENTAL OF KANSAS			
			135233	5-510-2-00-942	SEPTEMBER PREMIUMS	20,280.22	
				WARRANT TOTAL			20,280.22
115832	AP	09/11/2025	446	EQUIPMENT SHARE INC			
			135217	5-137-5-00-320	CASE BUMPERS	632.14	
				WARRANT TOTAL			632.14
115833	AP	09/11/2025	2588	FOLEY EQUIPMENT			
			135227	5-133-5-00-360	LAMP HEAD	158.53	
				WARRANT TOTAL			158.53
115834	AP	09/11/2025	243	GEOTAB USA INC			
			135317	5-001-5-05-271	GEOTAB	264.18	
			135317	5-001-5-06-222	GEOTAB	16.33	
			135317	5-001-5-11-271	GEOTAB	16.33	
			135317	5-001-5-31-230	GEOTAB	48.99	
			135317	5-001-5-41-271	GEOTAB	81.65	
			135317	5-001-5-53-220	GEOTAB	81.65	
			135317	5-108-5-00-213	GEOTAB	37.74	
			135317	5-127-5-00-2	GEOTAB	16.33	
			135317	5-133-5-00-229	GEOTAB	1,152.39	
			135317	5-136-5-00-221	GEOTAB	32.66	
			135317	5-137-5-00-229	GEOTAB	269.50	
			135317	5-145-5-00-230	GEOTAB	525.85	
			135317	5-160-5-00-215	GEOTAB	97.98	
				WARRANT TOTAL			2,641.58
115835	AP	09/11/2025	434	HAMM QUARRIES			
			135226	5-133-5-00-303	ROAD SEAL	243.07	
			135226	5-133-5-00-303	ROAD SEAL	1,093.22	
				WARRANT TOTAL			1,336.29

CHECK RANGE SELECTED: * No Check Range Selected

[illegible]

CHECK RANGE SELECTED: * No Check Range Selected

[illegible]

START DATE: 09/05/2025 END DATE: 09/11/2025

TYPES OF CHECKS SELECTED: * ALL TYPES

CHECK RANGE SELECTED: * No Check Range Selected

WARRANT NUMBER	CHK TYPE	WARRANT DATE	VEND #/ PCH DOC #	VENDOR NAME/ ACCOUNT NUMBER	DESCRIPTION	AMOUNT	TOTAL
			135242	5-133-5-00-360	PARTS	1,071.62-	
			135242	5-133-5-00-360	PARTS	135.84-	
			135242	5-133-5-00-360	PARTS	546.80	
			135242	5-133-5-00-360	PARTS	107.69	
			135242	5-133-5-00-360	PARTS	441.48	
			135242	5-133-5-00-360	PARTS	64.16	
			135242	5-133-5-00-360	PARTS	139.68	
			135242	5-133-5-00-360	PARTS	632.88	
			135242	5-133-5-00-360	PARTS	112.50	
					WARRANT TOTAL		566.05
115880	AP	09/11/2025	2059	MIDWEST OFFICE TECHNOLOGY INC			
			135208	5-001-5-07-208	CANON COPIERS INST469683	95.40	
			135208	5-001-5-07-208	CANON COPIERS INST469683	95.40	
			135208	5-001-5-07-208	CANON COPIERS INST469683	95.39	
			135208	5-001-5-07-208	CANON COPIERS INST469683	95.40	
			135207	5-130-5-00-2	COPIES CANON IR1643 SERIAL 2TP	139.03	
					WARRANT TOTAL		520.62
115881	AP	09/11/2025	56	THE TONGANOXIE MIRROR			
			135318	5-001-5-14-218	BASEHOR CITY	359.04	
			135318	5-001-5-14-218	BASEHOR CITY	359.04	
					WARRANT TOTAL		718.08
115882	AP	09/11/2025	2666	BILL NOLL			
			135214	5-133-5-00-201	KAFM CONFERENCE	448.70	
					WARRANT TOTAL		448.70
115883	AP	09/11/2025	60	NUTRIEN AG SOLUTIONS, INC			
			135219	5-001-5-53-305	OUTRIDER	6,852.00	
					WARRANT TOTAL		6,852.00
115884	AP	09/11/2025	8028	MURPHY TRACTOR & EQUIP CO			
			135210	5-137-5-00-320	SERVICE CALL, FREIGHT AND SHIP	1,528.53	
					WARRANT TOTAL		1,528.53
115885	AP	09/11/2025	418	PENSKE COMMERCIAL VEHICLES US			
			135215	5-133-5-00-360	PARTS	471.64	
			135215	5-133-5-00-360	PARTS	289.00	
			135215	5-133-5-00-360	PARTS	291.49	
			135215	5-133-5-00-360	PARTS	39.90-	
					WARRANT TOTAL		1,012.23
115886	AP	09/11/2025	7098	QUILL CORP			
			135231	5-001-5-28-301	OFFICE SUPPLIES	112.11	
			135231	5-001-5-28-301	OFFICE SUPPLIES	45.78	
					WARRANT TOTAL		157.89
115887	AP	09/11/2025	1485	RELIANCE STANDARD			
			135234	5-510-2-00-962	GROUP LIFE INSURANCE	1,541.00	
			135234	5-510-2-00-965	GROUP LIFE INSURANCE	2,977.06	
					WARRANT TOTAL		4,518.06
115888	AP	09/11/2025	458	LEAV CO PUBLIC WORKS			
			135218	5-001-5-14-336	FUEL AND PARTS	131.91	
			135218	5-001-5-14-336	FUEL AND PARTS	115.69	
			135218	5-001-5-14-336	FUEL AND PARTS	155.01	
			135218	5-001-5-14-336	FUEL AND PARTS	28.99	
			135218	5-001-5-53-308	FUEL AND PARTS	2,067.45	

START DATE: 09/05/2025 END DATE: 09/11/2025

TYPES OF CHECKS SELECTED: * ALL TYPES

CHECK RANGE SELECTED: * No Check Range Selected

WARRANT NUMBER	CHK TYPE	WARRANT DATE	VEND #/ PCH DOC #	VENDOR NAME/ ACCOUNT NUMBER	DESCRIPTION	AMOUNT	TOTAL
			135218	5-001-5-53-308	FUEL AND PARTS	1,503.75	
			135218	5-001-5-53-308	FUEL AND PARTS	510.00	
			135218	5-001-5-53-308	FUEL AND PARTS	51.18	
					WARRANT TOTAL		4,563.98
115889	AP	09/11/2025	29720	SCHWINN ELECTRIC			
			135239	5-215-5-03-214	JC LABOR FOR WEEK ENDING 9/8	4,860.00	
					WARRANT TOTAL		4,860.00
115890	AP	09/11/2025	1494	STRAIGHT-LINE STRIPING INC			
			135221	5-133-5-00-313	YELLOW AND WHITE PAINT	112,367.20	
			135221	5-133-5-00-313	YELLOW AND WHITE PAINT	142,199.20	
					WARRANT TOTAL		254,566.40
115891	AP	09/11/2025	668	TIREHUB INC			
			135245	5-133-5-00-309	TIRE HUB	275.80	
			135245	5-133-5-00-309	TIRE HUB	206.44	
			135245	5-133-5-00-309	TIRE HUB	275.80	
					WARRANT TOTAL		758.04
115892	AP	09/11/2025	575	US POSTAL SERVICE (QUADIENT-PO			
			135292	5-001-5-01-302	BOCC	2.22	
			135288	5-001-5-02-302	POSTAGE GENERAL FUND	2.96	
			135289	5-001-5-03-302	TREASURER	2.22	
			135294	5-001-5-05-302	EMS	723.17	
			135291	5-001-5-06-302	PZ	14.35	
			135298	5-001-5-07-302	SHERIFF	403.61	
			135292	5-001-5-09-232	BOCC	13.92	
			135297	5-001-5-11-302	CO. ATTY	542.82	
			135288	5-001-5-14-302	POSTAGE GENERAL FUND	109.80	
			135301	5-001-5-19-302	DC	3,203.08	
			135287	5-001-5-28-302	AUGUST HR	79.25	
			135295	5-001-5-41-302	APPRAISERS	115.64	
			135288	5-001-5-49-302	POSTAGE GENERAL FUND	188.25	
			135299	5-001-5-53-301	NOXIOUS WEED	.74	
			135293	5-108-5-00-302	HEALTH	169.26	
			135293	5-108-5-00-302	HEALTH	37.74	
			135304	5-126-5-00-321	COMM CORR ADULT	25.08	
			135302	5-133-5-00-301	RD AND BRIDGE	100.15	
			135303	5-136-5-00-321	JUV COMM CORR	11.84	
			135296	5-145-5-00-302	COUNCIL ON AGING	332.83	
			135290	5-146-5-00-302	MOTOR VEHICLE	2,362.56	
			135300	5-160-5-00-201	SOLID WASTE	36.39	
					WARRANT TOTAL		8,477.88
115893	AP	09/11/2025	1241	VANCE BROS LLC			
			135244	5-133-5-00-360	ASPHALT	15,782.52	
			135244	5-133-5-00-362	ASPHALT	15,099.77	
			135244	5-133-5-00-362	ASPHALT	14,600.03	
			135244	5-133-5-00-362	ASPHALT	14,317.27	
			135244	5-133-5-00-362	ASPHALT	15,078.80	
			135244	5-133-5-00-362	ASPHALT	14,916.88	
			135244	5-133-5-00-362	ASPHALT	14,630.99	
			135244	5-133-5-00-362	ASPHALT	14,990.25	
			135244	5-133-5-00-362	ASPHALT	15,771.80	

TYPES OF CHECKS SELECTED: * ALL TYPES
CHECK RANGE SELECTED: * No Check Range Selected

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START DATE: 09/05/2025 END DATE: 09/11/2025

TYPES OF CHECKS SELECTED: * ALL TYPES

CHECK RANGE SELECTED: * No Check Range Selected

FUND SUMMARY

001	GENERAL	125,266.65
108	COUNTY HEALTH	41,143.59
115	EQUIPMENT RESERVE	57,258.44
117	CO CLERK TECHNOLOGY	181.92
126	COMM CORR ADULT	39.85
127	COMM CORR ADULT NON GRANT	36.33
130	CCH PERMITS	139.03
133	ROAD & BRIDGE	566,274.99
136	COMM CORR JUVENILE	124.27
137	LOCAL SERVICE ROAD & BRIDGE	11,769.76
138	JUV INTAKE & ASSESSMENT	56.49
145	COUNCIL ON AGING	26,110.95
146	COUNTY TREASURER SPECIAL	2,865.67
160	SOLID WASTE MANAGEMENT	119,648.03
171	S TAX CAP RD PROJ: BONDS	3,394.18
174	911	5,899.38
194	VIOLENT OFFENDERS	100.06
198	SPECIAL GRANTS	993.61
210	SEWER DISTRICT 1: HIGH CREST	4,519.33
212	SEWER DISTRICT 2: TIMBERLAKES	214.67
214	SEWER DISTRICT 3: GLENWOOD	35,105.81
215	CAPITAL IMPROVEMENTS	9,450.00
218	SEWER DIST #5	214.66
219	SEWER DIST #7: CEDAR LAKE SUB (FAIRMOUN	11,959.11
406	ATTORNEY TRAINING	451.29
503	ROAD & BRIDGE BOND ESCROW	400.00
510	PAYROLL CLEARING	419,686.77
	TOTAL ALL FUNDS	1,443,304.84

Leavenworth County Request for Board Action

Date: August 9th, 2025

To: Board of County Commissioners

From: Public Works

Department Head Approval: WLN

Additional Reviews as needed:

Budget Review ☒ **Administrator Review** ☒ **Legal Review** ☒

Action Requested: Approve the agreement with KDOT for an Innovative Technologies Program grant for project 52C-5380-01 for the purchase of Laser Cleaning Machine.

Analysis: The Innovative Technologies Program is a grant program offered by KDOT to local governments who are willing to find ways to advance the field of Public Works. This grant is for a laser cleaning machine. This machine should replace any application where sand blasting would have been used without removing the part from the equipment. It will remove rust, paint, stain, oil, and grease from any surface. If this machine works as videos on YouTube show it will save the county thousands of dollars every year in chemical and contractor costs cleaning the distributor of the year's oil buildup. It will also be used a lot on the salt/sand spreaders to get corrosion off of the chain drive and spinners. As this can be used on wood and metal, it will most likely be used by the building and grounds department on a regular basis as well.

If this machine works as advertised, I have been asked to give a presentation demonstrating it at the KAC conference, Kansas County Highway Conference, and for Vance Brothers staff.

The grant covers \$15,000 which is approximately 75% of the projected total cost.

Alternatives: Deny

Budgetary Impact: \$5,000

- ☐ Not Applicable
- ☒ Budgeted item with available funds
- ☐ Non-Budgeted item with available funds through prioritization
- ☐ Non-Budgeted item with additional funds requested

Additional Attachments: Supplemental agreement

PROJECT NO. C-5380-01
INNOVATIVE TECHNOLOGY PROGRAM
LEAVENWORTH COUNTY, KANSAS

CONTRACT

This Grant Contract (“Contract”) is by and between the **Secretary of Transportation** (the “Secretary”), Kansas Department of Transportation (“KDOT”), and **Leavenworth County, Kansas** (“Recipient”), collectively referred to as the “Parties.”

RECITALS:

A. As authorized by the Kansas Legislature through K.S.A. § 68-2314c(h) and K.S.A. § 75-5093, the Secretary has developed an Innovative Technology Grant Program (“Program”) under the Eisenhower Legacy Transportation Program.

B. The Program provides financial assistance to eligible applicants for eligible innovative technology projects (“Eligible Projects”) that improve safety, increase total technology investment, and help both rural and urban areas of the state improve the transportation system.

C. The Recipient desires to participate in the Program and has submitted an application to the Secretary to participate in the Program and receive financial assistance for an innovative technology project.

D. The Secretary has determined the Recipient meets the Program’s eligibility requirements and desires to grant an Award of Program funds to the Recipient to administer the Program in accordance with federal, state, and local laws and guidelines promulgated thereunder, in addition to the provisions found in and incorporated into this Contract.

E. The Secretary and the Recipient are empowered by the laws of Kansas to enter into agreements for the construction of transportation projects in the state of Kansas.

F. Cities and counties are, under certain circumstances, entitled to receive assistance in the financing of the construction and reconstruction of streets and state highways, provided however, in order to be eligible for such state aid, such work is required to be done in accordance with the laws of Kansas.

NOW, THEREFORE, in consideration of the mutual covenants contained herein and for other good and valuable consideration, the Parties hereby agree as follows:

ARTICLE I: DEFINITIONS

The following terms as used in this Contract have the designated meanings:

1. “**Contract**” means this written document, including all attachments and exhibits, evidencing the legally binding terms and conditions of the agreement between the Parties.

2. **“Construction”** means the work done on the Project after Letting, consisting of building, altering, repairing, improving, or demolishing any structure, building or highway; any drainage, dredging, excavation, grading, or similar work upon real property.

3. **“Construction Contingency Items”** means unforeseeable elements of cost within the defined project scope identified after the Construction phase commences.

4. **“Construction Engineering”** means inspection services, material testing, engineering consultation, and other reengineering activities required during Construction of the Project.

5. **“Consultant”** means any engineering firm or other entity retained to perform services for the Project.

6. **“Contractor”** means the entity awarded the construction contract for the Project, if applicable, and any subcontractors working for the Contractor with respect to the Project.

7. **“Design Plans”** means design plans, specifications, estimates, surveys, and any necessary studies or investigations, including, but not limited to, environmental, hydraulic, and geological investigations or studies necessary for the Project under this Contract.

8. **“Effective Date”** means the date this Contract is signed by the Secretary or the Secretary’s designee.

9. **“Encroachment”** means any building, structure, farming, vehicle parking, storage or other object or thing, including but not limited to signs, posters, billboards, roadside stands, fences, or other private installations, not authorized to be located within the Right of Way which may or may not require removal during Construction pursuant to the Design Plans.

10. **“Federal, state, and local laws”** means all applicable statutes, rules, regulations, executive orders, directives, and other laws, including all laws as presently in effect and as may be amended or otherwise altered during the term of this Contract, and all such laws which may be enacted or otherwise become effective during the term of this Contract.

11. **“Final Report”** means a summary prepared by the Recipient describing Project deployment and expected outcomes, which the Recipient shall submit to the Secretary no later than six months following completion of the project.

12. **“Innovative Technology Grant Program”** or **“Program”** means the grant program as described in K.S.A. § 68-2314c(h), which provides funding for eligible multimodal transportation-related innovative technology projects in accordance with K.S.A. § 75-5093, and amendments thereto, that meet an important transportation need such as improving safety, access, and/or mobility while increasing the state’s total technology investment in rural and urban areas of the state.

13. **“Inspector”** means an individual who is a Licensed Professional Engineer or is supervised

by a Licensed Professional Engineer; is provided by the Recipient to observe the work performed and test the materials used in an approved project according to its plans and contract documents; and has successfully completed KDOT's certified inspector training appropriate for the work being inspected.

14. **"KDOT"** means the Kansas Department of Transportation, an agency of the State of Kansas, with its principal place of business located at 700 SW Harrison Street, Topeka, KS 66603-3745.

15. **"Licensed Professional Engineer"** means a person licensed as a professional engineer by the state board of technical professions pursuant to K.S.A. § 74-7001, et seq., and amendments thereto.

16. **"MUTCD"** means the latest version of the Manual on Uniform Traffic Control Devices as adopted by the Secretary.

17. **"Non-Participating Costs"** means the costs of any items or services which the Secretary, acting on the Secretary's own behalf, reasonably determines are not an integral part of the Project.

18. **"Participating Costs"** means expenditures for items and/or services that are (1) an integral part of the Project, as reasonably determined by the Secretary, and; (2) eligible for reimbursement by the Secretary using Program funds.

19. **"Parties"** means the Secretary of Transportation and KDOT, individually and collectively, and the Recipient.

20. **"Preliminary Engineering"** or **"PE"** means the necessary and integral Project pre-construction activities and/or services which include, but are not limited to, the preparation of Design Plans and other such work and/or services necessary for and integral to the Project before the Recipient Lets or Constructs the Project. Such activities and/or services may be performed by the Recipient but are generally performed by a consulting engineering firm.

21. **"Procurement"** means the purchase of items necessary for the Project in accordance with all applicable federal, state, and local requirements.

22. **"Project"** means the endeavor undertaken by the Recipient that is the subject of this Contract being: Purchase of a 2000W laser cleaning machine that will clean rust, paint, and corrosion off the Public Works Department's sander/salt spreader equipment parts in Leavenworth County, Kansas.

23. **"Project Application"** means the Recipient's Innovative Technology Project Application for Program funds, which includes additional project details, which is incorporated into this Contract by this reference.

24. **"Project Completion Date"** means the date by which the Project shall be completed. The

Project Completion Date shall be December 31, 2027.

25. “**Project Limits**” means that area of Construction for the Project, including all areas between and within the Right of Way boundaries as shown on the Design Plans.

26. “**Recipient**” means Leavenworth County, with its principal place of business located at 300 Walnut Street, Leavenworth, KS 66048.

27. “**Right of Way**” means the real property and interests therein necessary for Construction of the Project, including fee simple title, dedications, permanent and temporary easements, and access rights, as shown on the Design Plans.

28. “**Secretary**” means the Secretary of Transportation of the State of Kansas, the Secretary’s successors and assigns, and KDOT, individually and collectively.

29. “**Utilities**” or “**Utility**” means all privately, publicly, or cooperatively owned lines, facilities, and systems for producing, transmitting, or distributing communications, power, electrical, light, heat, gas, oil, crude products, water, steam, waste, and other similar commodities, including non-transportation fire and police communication systems which directly or indirectly serve the public.

ARTICLE II: FUNDING

1. **Funding.** The Parties agree costs and contributions are estimates to be used for encumbrance purposes and may be subject to change.

The total estimated Project cost is \$20,000.00, and shall be apportioned as follows:

Secretary Share: \$15,000.00.

Recipient Share: \$5,000.00.

ARTICLE III: SECRETARY’S RESPONSIBILITIES

1. **Reimbursement Payments.** The Secretary will make partial payments to the Recipient for amounts not less than \$1,000.00 and no more frequently than monthly only after receipt of proper billing from the Recipient, and if the Project involves Construction, approval by a Licensed Professional Engineer, a licensed professional architect, and/or licensed landscape architect, as applicable, employed by the Recipient that the Project is being constructed within substantial compliance of the Design Plans and the Project Application.

2. **Technical Assistance.** The Secretary will provide the Recipient, upon request, with technical advice and assistance regarding the Project.

ARTICLE IV: RECIPIENT'S RESPONSIBILITIES

1. **Accountability for Funds.**

a. **Cost Accounting.** Upon request by the Secretary, and in order to enable the Secretary to report all costs of the Project to the legislature, the Recipient shall provide the Secretary an accounting of all actual Non-Participating Costs which are paid directly by the Recipient to any party outside of the Secretary and all costs incurred by the Recipient not to be reimbursed by the Secretary for any phase or any other major expense associated with the Project.

b. **Project Audits.** The Recipient shall participate and cooperate with the Secretary in any audit of the Project. The Recipient shall make its records and books available to representatives of the Secretary for audit for a period of five (5) years after date of final payment under this Contract. If any such audits reveal payments have been made with state funds by the Recipient for items considered Non-Participating Costs, the Recipient shall promptly reimburse the Secretary for such items upon notification by the Secretary.

c. **Retention of Records.** The Recipient shall maintain accounting records and other evidence pertaining to the costs incurred and make the records available at its office at all reasonable times during the period of Contract performance and for five (5) years thereafter. Such accounting records and other evidence pertaining to the costs incurred shall be made available for inspection by the Secretary or the Secretary's authorized representatives, and copies thereof shall be furnished if requested.

d. **Cancellation by Recipient.** If the Recipient cancels the Project, it shall reimburse the Secretary for any costs incurred by the Secretary prior to the cancellation of the Project. The Recipient agrees to reimburse the Secretary within thirty (30) days after receipt by the Recipient of the Secretary's statement of the cost incurred by the Secretary prior to the cancellation of the Project.

2. **Authority.** By signing this Contract, the Recipient certifies that the signatory has legal and actual authority as representative and agent for the Recipient to enter into this Contract. The Recipient shall take any administrative, legal, or other steps necessary to give full effect to the terms of this Contract.

3. **Authorization to Secure Benefits of State Funding.** The Recipient authorizes the Secretary to take such steps as deemed necessary or advisable by the Secretary to secure the benefits of state aid for this Project.

4. **Compliance with Federal and State Laws.** The Recipient shall comply with all applicable state and federal laws and regulations applicable to this Project.

5. **Contracting by Recipient.** If the Project involves Construction, the following provisions shall apply:

a. Consultant Contract Language. The Recipient shall include language requiring conformity with subsection (a)(iv) of Article IV, paragraph 7 in all contracts between the Recipient and any Consultant with whom the Recipient has contracted to perform services for the Project. In addition, any contract between the Recipient and any Consultant retained by them to perform any of the services described or referenced in this paragraph for the Project covered by this Contract must contain language requiring conformity with subsection (a)(iv) of Article IV, paragraph 7. In addition, any contract between the Recipient and any Consultant with whom the Recipient has contracted to prepare and certify Design Plans for the Project covered by this Contract must also contain the following provisions:

i. Completion of Design. Language requiring completion of all plan development stages no later than the current Project schedule's due dates as issued by KDOT, exclusive of delays beyond the Consultant's control.

ii. Progress Reports. Language requiring the Consultant to submit to the Recipient (and to the Secretary upon request) progress reports at monthly or at mutually agreed intervals in conformity with the official Project schedule.

iii. Third-Party Beneficiary. Language making the Secretary a third-party beneficiary in the agreement between the Recipient and the Consultant. Such language shall read:

“Because of the Secretary of Transportation of the State of Kansas’ (Secretary’s) obligation to administer state funds, federal funds, or both, the Secretary shall be a third-party beneficiary to this agreement between the Recipient and the Consultant. This third-party beneficiary status is for the limited purpose of seeking payment or reimbursement for damages and costs the Secretary or the Recipient or both incurred or shall incur because the Consultant failed to comply with its contract obligations under this Contract or because of the Consultant’s negligent acts, errors, or omissions. Nothing in this provision precludes the Recipient from seeking recovery or settling any dispute with the Consultant as long as such settlement does not restrict the Secretary’s right to payment or reimbursement.”

b. Performance Bond. The Recipient shall require the Contractor to provide a performance bond in a sum not less than the amount of the contract as awarded.

c. Sworn Statements of Third Parties. The Recipient shall require each third party it has retained for the Project to certify it has not, either directly or indirectly, entered into any agreement, participated in any collusion, or otherwise taken any action in restraint of free competitive bidding in connection with the Project. The sworn statement shall be in the form of an affidavit and shall be sworn to before a person who is authorized by the laws of Kansas to administer oaths. The original of the sworn statement shall be filed with the Recipient when the proposal is submitted, a copy of which the Recipient shall submit to the Secretary upon the Secretary's request.

d. Third-Party Indemnification. The Recipient shall require all third parties the Recipient retains for the Project that are not a party to this Contract to indemnify, hold harmless, and save the Secretary and the Recipient from all claims including, but not limited to, personal injury and

property damage claims, arising out of the act of omission of any third party the Recipient retains for the project, their agents, subcontractors (at any tier), or suppliers (at any tier). If the Secretary or the Recipient defends a third party's claim, the third party, as the case may be, shall indemnify the Secretary and the Recipient for damages paid to the third party and all related expenses either the Secretary, the Recipient, or both incur in defending the claim.

6. **Inspections by Secretary; Corrective Work.** Representatives of the Secretary may make periodic inspections of the Project and the records of the Recipient as may be deemed necessary or desirable. The Recipient shall direct or cause its Contractor to accomplish any corrective action or work required by the Secretary's representative as needed for a determination of state participation. The Secretary does not undertake (for the benefit of the Recipient, the Contractor, the Consultant, or any third party) the duty to perform day-to-day detailed inspection of the Project or to catch the Contractor's errors, omissions, or deviations from the Project Application and, if applicable, the Design Plans.

7. **Design Provisions.**

a. If the Project involves Construction, the following provisions apply:

i. **Preparation and Completion of Design Plans.** The Recipient shall prepare or have prepared Design Plans for the Project, which shall comply with the Board of Technical Professions requirements and be completed no later than the Project schedule's due dates as set by the Secretary, exclusive of uncontrolled delays.

ii. **Submission of Plans to Secretary.** The Recipient shall submit to the Secretary a complete copy of the Design Plans for the Project by a Licensed Professional Engineer, a licensed professional architect, and/or licensed landscape architect, as applicable, attesting to the conformity of the Design Plans with subsection (a)(iv) of Article IV, paragraph 7. If applicable, the Design Plans shall be signed and sealed by the Licensed Professional Engineer, licensed professional architect, and/or licensed landscape architect, as applicable, responsible for preparation of the Design Plans. Geological investigations or studies shall be signed and sealed by either a licensed geologist or Licensed Professional Engineer who is responsible for the preparation of the geological investigations or studies. All technical professionals involved in the Project are required to meet the applicable licensing, certification, and other requirements as stated in K.S.A. § 74-7001, *et seq.*

iii. **Responsibility for Adequacy of Design.** The Recipient shall be responsible for and require any Consultant the Recipient retains for the Project to be responsible for the adequacy and accuracy of the Design Plans for the Project. Any review of these items performed by the Secretary or the Secretary's representatives is not intended to and shall not be construed to be an undertaking of the Recipient's or any of the Recipient's Consultant's duty to provide adequate and accurate Design Plans for the Project. Reviews by the Secretary are not done for the benefit of the Consultant, the construction Contractor, the Recipient, any other political subdivision, or the traveling public. The

Secretary makes no representation or any express or implied warranty to any person or entity concerning the adequacy or accuracy of the Design Plans for the Project, or any other work performed by the Consultant or the Recipient.

iv. Conformity of Plans. The Recipient shall accurately and adequately design and construct or have the Project accurately and adequately designed and constructed, in conformity with federal, state, and local laws and design criteria appropriate for the Project. The Secretary makes no representation or any express or implied warranty to any person or entity concerning the adequacy or accuracy of the Design Plans for the Project, or any other work performed for the Project by or for the Recipient.

v. Retention of Design Plans. The Recipient shall maintain a complete set of reproducible Design Plans, as-built prints, approved shop drawings, and structural materials certification for five (5) years after the Project's completion. The Recipient shall make such reproducible prints, drawings, and certifications available for inspection by the Secretary upon the Secretary's request. The Recipient shall provide access to or copies of all the above-mentioned documents to the Secretary.

vi. Project Testing and Deployment. The Recipient shall test and deploy the Project in accordance with the Project Application and, if applicable, the Design Plans.

b. If the Project involves software or technology infrastructure, such software or technology infrastructure shall be designed by a certified professional.

8. **Funding Terms and Conditions**.

a. Procurement. If the Project involves Procurement, the following provisions apply:

i. Methods of Procurement. The Recipient shall procure services and items including, but not limited to, any equipment and materials that are necessary to complete the Project in accordance with documented procurement methods of either the Recipient or the Secretary.

ii. Procurement of Items and Services. The Recipient shall procure all items and services necessary to complete the Project in accordance with the Project Application and Design Plans. The Recipient shall submit to the Secretary one (1) invoice showing the quantity and type of each item and/or service procured for the Project.

iii. Procurement Documentation. The Recipient shall separately list and itemize all Participating Cost procurement items and/or services from the Non-Participating procurement items and/or services on the Final Design Plans and procurement documents.

iv. Itemization of Participating Costs. The Recipient shall submit to the Secretary an itemized list of all Participating Cost items and/or services to be used in the Project. If

the Recipient submits an incomplete list of all Participating Cost items and/or services to be used for the Project, the incomplete list will be returned to the Recipient which may result in a delay of reimbursement payments to the Recipient.

b. Reimbursement Payments. Reimbursement payments made to the Recipient by the Secretary shall only be made after receipt of proper billing and approval by the Recipient that the Project is in substantial compliance with the Project Application, and if the Project involves Construction, a Licensed Professional Engineer, a licensed professional architect, and/or licensed landscape architect, employed by the Recipient that the Project is being constructed within substantial compliance of the Design Plans and Project Application.

c. Payment of Consultants and Contractors. The Recipient shall remit all payments due to each party the Recipient retains for the purpose of completing the Project which includes, but is not limited to, Consultants and Contractors, the portion of cost borne by the Secretary, in a timely manner upon the Recipient's receipt of invoices itemizing all expenses for which payment is due.

d. Repayment. If the Project involves procurement of equipment, the Recipient acknowledges and warrants equipment purchased under this Contract shall be used in accordance with the Project scope detailed in the Project Application. If the equipment is not being used during its customary useful life under industry standards or not in accordance with the Project scope, the Recipient shall reimburse the Secretary for the cost of such equipment less any depreciation value. The Recipient shall make payment within thirty (30) days after receiving notice from the Secretary for reimbursement of the purchase cost minus depreciation.

e. Prior Costs Incurred. The Recipient shall be responsible for one hundred percent (100%) of any Project costs incurred by the Recipient for the Project prior to the funding for the Project being authorized, obligated, and approved by the Secretary.

9. **Incorporation of Project Application.** The Recipient shall undertake and complete the Project in conformance with the Project Application, which is incorporated into this Contract by this reference, and in accordance with the terms and conditions of this Contract.

10. **Indemnification by Recipient.** To the extent permitted by law and subject to the maximum liability provisions of the Kansas Tort Claims Act, the Recipient shall defend, indemnify, hold harmless, and save the Secretary and the Secretary's authorized representatives from any and all costs, liabilities, expenses, suits, judgments, damages to persons or property, or claims of any nature whatsoever arising out of or in connection with the provisions or performance of this Contract by the Recipient, the Recipient's agents, employees, or subcontractors. The Recipient shall not be required to defend, indemnify, hold harmless, and save the Secretary for negligent acts or omissions of the Secretary or the Secretary's authorized representatives or employees.

11. **Inspections.** If the Project involves Construction, the Recipient is responsible for providing Construction Engineering for the Project in accordance with any applicable state and local rules and guidelines and the following provisions apply.

a. By Recipient Personnel. Recipient personnel who are fully qualified to perform the inspection services in a competent and professional manner may be utilized by the Recipient to inspect the Project, in which case the Recipient shall provide the Secretary with a list of such personnel who will act as the assigned inspectors and their certifications.

b. By a Consultant. If the Recipient does not have sufficient qualified engineering employees to accomplish the Construction Engineering on this Project, it may engage the professional services of a qualified consulting engineering firm to do the necessary services. The Consultant retained must represent it is in good standing and full compliance with the statutes of the State of Kansas for registration of professional engineers (K.S.A. § 74-7021), the FHWA and all federal agencies, provide personnel who are fully qualified to perform the services in a competent and professional manner, and provide the Secretary with a list of assigned inspectors and their certifications.

c. Protective Clothing. The Recipient shall require at a minimum all Recipient personnel and all Consultant personnel performing Construction Engineering to comply with the high visibility requirements of the MUTCD, Chapter 6E.02, High-Visibility Safety Apparel. If the Recipient executes an agreement for Construction Engineering, the agreement shall contain this requirement as a minimum. The Recipient may set additional clothing requirements for adequate visibility of personnel.

12. Insurance. If the Project involves Construction, the Recipient shall require the Contractor to obtain insurance only from insurers authorized to transact insurance business in Kansas as an authorized, admitted insurer. If the Contractor is unable to obtain an admitted insurer under K.S.A. § 40-214, the Recipient shall request the Secretary's permission to allow the Contractor to use a non-admitted insurer authorized to write excess surplus lines coverage under K.S.A. § 40-246e. In such cases, the Contractor must be prepared to demonstrate to the Secretary and the Kansas Insurance Commission why the Contractor was unable to use an admitted carrier as required by State statute. The Recipient shall require the Contractor to use only forms that the Kansas Insurance Commission has approved unless the Secretary has given permission to use a non-admitted insurer under K.S.A. § 40-246e. The Contractor must include any endorsements that the Kansas Insurance Commission requires. In addition, the Recipient shall require the Contractor to comply with the following insurance provisions:

a. "Commercial General Liability" insurance in an amount of a minimum of \$1,000,000.00 each occurrence, \$2,000,000.00 aggregate for bodily injury and property damage combined, and \$2,000,000.00 aggregate for products and completed operations. At a minimum, the Commercial General Liability Policy shall contain the following coverages:

- i. Premises and operations;
- ii. XCU (explosion, collapse, and underground hazards);
- iii. Products and completed operations; and

iv. Contractual liability (for Contractor's indemnification obligations).

b. "Automobile Liability" insurance in an amount at a minimum of \$1,000,000.00 each occurrence for bodily injury and property damage combined and that covers owned, hired, and non-owned vehicles.

c. "Workers' Compensation" and "Employer's Liability" insurance that complies with K.S.A. § 44-532, related statutes, and amendments thereto.

d. At the KDOT Project monitor's request, the Recipient shall provide copies of the Contractor's insurance policies and certificates of insurance showing the Contractor carries insurance in the amounts and types required and showing the effective and expiration dates of such insurance. The certificates shall provide that the insurance company endeavors to give the Recipient thirty (30) days' notice of policy cancellation, policy non-renewal, or a material change in the policy.

13. **Letting and Administration by Recipient.** If the Project involves Construction, the Recipient shall Let the contract for the Project and shall award the contract to the lowest Responsible Bidder upon concurrence in the award by the Secretary. The Recipient further agrees to administer the Construction of the Project in accordance with the Design Plans, and the current version of the Recipient's currently approved procedures, and administer the payments due the Contractor, including the portion of the cost borne by the Secretary.

14. **Project Documents.**

a. **Seals and Signatures.** If applicable, the Recipient shall comply with all federal, state, and local laws and regulations governing the requirements for the sealing and signing of Project documents in accordance with K.A.R. 66-6-1.

b. **Reports.** The Recipient shall submit to the Secretary a Final Report, which shall include a summary of Project deployment and expected outcomes, no later than six (6) months following completion of the Project.

15. **Responsibilities Upon Project Completion.** If the Project involves Construction, the following provision applies:

a. **Maintenance, Inspections, and Repairs.** When the Project is completed, the Recipient shall, at its own cost and expense, maintain, inspect, and make necessary repairs of the Project and make ample provision each year for the same. Project maintenance includes, but is not limited to, snow removal. If notified by the State Transportation Engineer of any unsatisfactory maintenance condition, the Recipient shall begin the necessary repairs within a reasonable time not to exceed thirty (30) days and prosecute the work continuously until it is satisfactorily completed. Any notification by the State Transportation Engineer, however, is not intended to and shall not be construed to be an undertaking of the Recipient's duties and obligations to maintain, inspect, and make necessary repairs to the Project.

16. **Right of Way**. If the Project involves any KDOT Right of Way, all Right of Way provided for the Project shall be used solely for public street purposes. Any disposal of or change in the use of Right of Way or in access after Construction of the Project shall require prior written approval by the Secretary.

17. **Traffic Control**. If the Project involves Construction, the Recipient agrees to the following with regard to traffic control for the Project:

a. **Temporary Traffic Control**. The Recipient shall provide a temporary traffic control plan within the Design Plans, which includes the Recipient's plan for handling multi-modal traffic during Construction, including detour routes and road closings, if necessary, and installation of alternate or temporary pedestrian accessible paths to pedestrian facilities in the public Right of Way within the Project Limits. The Recipient's temporary traffic control plan must be in conformity with the latest version of the **MUTCD**, as adopted by the Secretary, and be in compliance with the American Disabilities Act of 1990 (ADA) as amended by the ADA Amendments Act of 2008, implementing regulations at 28 C.F.R. Part 35, and Federal Highway Administration (FHWA) rules, regulations, and guidance pertaining to the same.

b. **Permanent Traffic Control**. The location, form, and character of informational, regulatory, and warning signs of traffic signals, and of curb and pavement or other markings installed or placed by any public authority, or other agency as authorized by K.S.A. § 8-2005, must conform to the latest version of the **MUTCD** as adopted by the Secretary.

c. **Parking Control**. The Recipient shall control parking of vehicles within the Project Limits throughout the length of the Project covered by this Contract.

d. **Traffic Movements**. The arterial characteristics inherent in the Project shall be uniform in information and regulations to the end that traffic may be safely and expeditiously served. The Recipient shall adopt and enforce rules and regulations governing traffic movements deemed necessary and/or desirable by the Secretary.

18. **Utilities**. If the Project involves Construction, the Recipient shall be solely responsible for determining location of and relocating and/or adjusting utilities in an expeditious manner and, if applicable, certifying that all privately owned utilities are properly permitted.

ARTICLE V: GENERAL PROVISIONS

1. **Acceptance**. No contract provision or use of items by the Secretary shall constitute acceptance or relieve the Recipient of liability in respect to any expressed or implied warranties.

2. **Amendment**. Any amendment to this Contract shall be in writing and signed by the Parties.

3. **Binding Agreement**. This Contract and all contracts entered into under the provisions of this Contract shall be binding upon the Secretary and the Recipient and their successors in office.

4. **Cash Basis and Kansas Budget Laws.** Nothing in this Contract is intended to violate the provisions of the Kansas Cash Basis Law (K.S.A. § 10-1100, *et seq.*) and the Kansas Budget Law (K.S.A. § 79-2935, *et seq.*) and at all times should be construed and interpreted so as to ensure that the Recipient is at all times in compliance with such laws.

5. **Certification of Procurement.** The Recipient shall comply with the “**Certification of Company Not Currently Engaged in The Procurement or Obtainment of Certain Equipment, Services, or Systems,**” which is attached to and made a part of this Contract.

6. **Certification Regarding No Boycott of Israel.** If the total value of this Contract exceeds \$100,000.00, a **Certification of Company Not Currently Engaged in a Boycott of Goods or Services from Israel** shall be attached to and incorporated into this Contract.

7. **Certification Regarding Sexual Harassment.** If the Recipient is not a local public authority, the Recipient shall comply with Executive Order 18-04 (February 5, 2018), by signing the **Policy Regarding Sexual Harassment Attachment**, which shall be attached to and incorporated into this Contract by this reference.

8. **Civil Rights Act.** The **Civil Rights Act Attachment** pertaining to the implementation of the Civil Rights Act of 1964, is attached to and incorporated into this Contract by this reference.

9. **Compliance with Federal and State Laws.** The Recipient shall comply with all applicable state and federal laws and regulations. The Recipient represents and warrants that any Contractor and/or Consultant performing any services on the Project shall also comply with all applicable state and federal laws and regulations.

10. **Confidentiality.** Documents and information pertaining to this Contract shall not be disclosed to any third person or entity not a Party to this Contract unless required to do so pursuant to the Kansas Open Records Act (KORA) K.S.A. § 45-215, *et seq.* or by order of court or subpoena.

11. **Contractual Provisions.** The provisions found in the current version of the **Contractual Provisions Attachment (Form DA-146a)**, which is attached hereto, are hereby incorporated into this Contract, and made a part thereof.

12. **Counterparts.** This Contract may be executed in counterparts, each of which shall be an original and all of which shall constitute but one and the same agreement.

13. **Debarment of State Contractors.** Any Contractor who defaults on delivery or does not perform in a satisfactory manner as defined in this Contract may be barred for up to a period of three (3) years, pursuant to K.S.A. § 75-37,103, or have its work evaluated for pre-qualification purposes. Contractors retained by the Recipient for the Project shall disclose any conviction or judgment for a criminal or civil offense of any employee, individual or entity which controls a company or organization or shall perform work under this Contract that indicates a lack of business integrity or business honesty. This includes (1) conviction of a criminal offense for obtaining or attempting to obtain a public or private contract or subcontract or in the performance of such

contract or subcontract; (2) conviction under state or federal statutes of embezzlement, theft, forgery, bribery, falsification or destruction of records, or receiving stolen property; (3) conviction under state or federal antitrust statutes; and (4) any other offense to be so serious and compelling as to affect responsibility as a state contractor. An individual or entity shall be presumed to have control of a company or organization if the individual or entity directly or indirectly, or acting in concert with one or more individuals or entities, owns or controls 25 % or more of its equity, or otherwise controls its management or policies. Failure to disclose an offense may result in a breach of this Contract for cause.

14. **Entire Agreement.** This Contract, with all attached documents listed in the Index of Attachments, expresses the entire agreement between the Parties with respect to the Project. No representations, promises, or warranties have been made by the Parties that are not fully expressed or incorporated by reference in this Contract.

15. **Headings.** All headings in this Contract have been included for convenience of reference only and are not to be deemed to control or affect the meaning or construction or the provisions herein.

16. **Incorporation of Design Plans.** The final Design Plans for the Project are made a part of this Contract by this reference.

17. **Independent Contractor Relationship.** The relationship of the Secretary and the Recipient shall be that of an independent contractor, and nothing in this Contract shall be construed to create a partnership, joint venture, or employee-employer relationship. The Recipient is not the agent of the Secretary and is not authorized to make any representation, contract, or commitment on behalf of the Secretary. It is expressly understood that any individual performing services under this Contract on behalf of the Recipient shall not be deemed to be an employee or independent contractor of the Secretary, and such individual shall not be entitled to tax withholding, workers' compensation, unemployment compensation or any employee benefits, statutory or otherwise, from the Secretary. The Recipient shall be solely responsible for the reporting and payment of income, social security, and other employment taxes due to the proper taxing authorities with respect to such personnel. The Recipient shall indemnify, defend and hold harmless the Secretary and its directors, officers, employees, and agents from and against any and all costs, losses, damages, liabilities, expenses, demands, and judgments, including court costs and attorney's fees, relating to the reporting and payment of income, social security, and other employment taxes and the provision of employee benefits (including but not limited to workers' compensation, unemployment insurance, and health insurance coverage or assessable payments required under state or federal laws) with respect to such individual performing services under this Contract on behalf of the Recipient. This provision shall survive the expiration or termination of this Contract.

18. **Industry Standards.** Where not otherwise provided in this Contract, materials or work called for in this Contract shall be furnished and performed in accordance with best established practice and standards recognized by the contracted industry and comply with all applicable federal, state, and local laws and rules and regulations promulgated thereunder.

19. **K.S.A. § 46-239(c) Certification**. If the Recipient is not a local public authority, the Recipient shall certify its compliance with K.S.A. § 46-239(c) by signing the **Certification of Compliance with K.S.A. § 46-239(c) Attachment**, which shall be attached to and incorporated into this Contract by this reference.

20. **No Third-Party Beneficiaries**. No third-party beneficiaries are intended to be created by this Contract and nothing in this Contract authorizes third parties to maintain a suit for damages pursuant to the terms or provisions of this Contract.

21. **Nondiscrimination and Workplace Safety**. The Recipient shall comply with all federal, state, and local laws, and rules and regulations prohibiting discrimination in employment and controlling workplace safety. Any violations of applicable laws, rules, or regulations may result in termination of this Contract,

22. **Notices**. Any notice required or submitted under this Contract shall be deemed given if personally delivered or mailed by registered or certified mail, return receipt requested and postage prepaid, to the following addresses of the Parties or such other addresses as either party shall from time to time designate by written notice. Any notice required or submitted under this Contract shall be deemed given if personally delivered or mailed by registered or certified mail, return receipt requested and postage prepaid, to the following addresses of the Parties or such other addresses as either party shall from time to time designate by written notice.

The Secretary:
Kansas Department of Transportation
Attn: Mitch Sothers
Bureau of Innovative Technologies
700 SW Harrison Street, 2nd floor
Topeka, KS 66603-3754

The Recipient:
Leavenworth County, Kansas
Attn: Bill Noll
300 Walnut St.
Leavenworth, KS 66048

23. **Prohibition of Certain Technologies**. The Recipient shall comply with 2 C.F.R. § 200.216 and 2 C.F.R. § 200.471 regulations. Such regulations provide that recipients and sub-recipients of federal funds are prohibited from obligating or expending loan or grant funds to 1) procure or obtain; 2) extend or renew a contract to procure or obtain, or; 3) enter into a contract to procure or obtain telecommunication or video surveillance equipment, services, or systems produced by: Huawei Technologies Company or ZTE Corporation (or any subsidiary or affiliate of such entities); and Hytera Communications Corporation, Hangzhou Hikvision Digital Technology Company, or Dahua Technology Company (or any subsidiary or affiliate of such entities). Any expenditures for such telecommunication or video surveillance equipment, services or systems are unallowable costs and will not be reimbursed.

24. **Project Modifications**. The Recipient shall send formal notice and request for approval to the Secretary for changes to the Project that include, but are not limited to, the following:

- a. Fiscal Year the Project is to be awarded.

- b. Project description.
- c. Project scope.
- d. Project Completion Date.
- e. Project funding.

Any changes in the plans and specifications during deployment shall require the Secretary's written approval.

25. **Restriction on State Lobbying.** Funds provided by the Secretary under this Contract shall not be given or received in exchange for the making of a campaign contribution. No part of the funds provided through this Contract shall be used to influence or attempt to influence an officer or employee of any State of Kansas agency or a member of the Legislature regarding any pending legislation or the awarding, extension, continuation, renewal, amendment or modification of any government contract, grant, loan, or cooperative agreement.

26. **Severability.** If any provision of this Contract is determined by a court of competent jurisdiction to be invalid or unenforceable to any extent, the remainder of this Contract shall not be affected, and each provision of this Contract shall be enforced to the fullest extent permitted by law.

27. **Technical Advice and Assistance; Limitations.** Technical advice, assistance, or both, provided by the Secretary under this Contract shall not be construed as an undertaking by the Secretary of the duties of the Recipient or any other individual or entity, or the duties of any Consultant, Contractor, Licensed Professional Engineer, or Inspector hired by the Recipient.

28. **Termination.** If, in the judgment of the Secretary, sufficient funds are not appropriated to continue the function performed in this Contract and for the payment of the charges hereunder, the Secretary may terminate this Contract at the end of its current Fiscal Year. The Secretary will participate in all costs approved by the Secretary incurred prior to the termination of the Contract.

29. **Waiver.** A Party's failure to exercise, or delay in exercising any right, power, or privilege under this Contract shall not operate as a waiver. Further, no single or partial exercise of any right, power, or privilege shall preclude any other or further exercise thereof.

The signature page immediately follows this paragraph.

IN WITNESS WHEREOF the Parties have caused this Contract to be signed by their duly authorized officers as of the Effective Date.

Recipient: Leavenworth County, Kansas

Kansas Department of Transportation
Secretary of Transportation

Signature

Printed Name

Title

Date

Greg M. Schieber, P.E. (Date)
Deputy Secretary and
State Transportation Engineer

Index of Attachments

- ☒ Certification of Company not Currently Engaged in the Procurement or Obtainment of Certain Equipment, Services, or Systems
- ☐ Certification of Company not Currently Engaged in a Boycott of Goods or Services from Israel
- ☒ Policy Regarding Sexual Harassment
- ☒ Civil Rights Act Attachment
- ☒ Contractual Provisions Attachment (Form DA-146a)
- ☐ Certification of Compliance with K.S.A. § 46-239(c) Attachment

**CERTIFICATION OF COMPANY NOT CURRENTLY ENGAGED IN
THE PROCUREMENT OR OBTAINMENT OF CERTAIN EQUIPMENT, SERVICES, OR SYSTEMS**

WHEREAS, pursuant to Public Law 115-232, Section 889 of the John S. McCain National Defense Authorization Act of 2019, “covered telecommunications equipment or services” is defined as:

- (1) Telecommunications equipment produced by Huawei Technologies Company or ZTE Corporation (or any subsidiary or affiliate of such entities).
- (2) Video surveillance and telecommunications equipment produced by Hytera Communications Corporation, Hangzhou Hikvision Digital Technology Company, and Dahua Technology Company (or any subsidiary or affiliate of such entities).
- (3) Telecommunications or video surveillance services provided by such entities or using such equipment.
- (4) Telecommunications or video surveillance equipment or services produced or provided by an entity that the Secretary of Defense, in consultation with the Director of the National Intelligence or the Director of the Federal Bureau of Investigation, reasonably believes to be an entity owned or controlled by, or otherwise connected to, the government of a covered foreign country.

WHEREAS, a “covered foreign country” means any of the following: (1) The People’s Republic of China, (2) The Russian Federation, or (3) any country that is a state sponsor of terrorism¹.

WHEREAS, foreign adversaries are increasingly creating and exploiting vulnerabilities in covered telecommunications equipment which store and communicate vast amounts of sensitive information and support infrastructure and emergency services, in order to commit malicious cyber-enabled actions;

WHEREAS, the unrestricted acquisition or use in the State of Kansas of covered telecommunications equipment designed, developed, manufactured, or supplied by persons owned by, controlled by, or subject to the jurisdiction or direction of foreign adversaries augments the ability of foreign adversaries to create and exploit vulnerabilities in technological equipment, services, or systems; and

WHEREAS, the State of Kansas has an interest in protecting itself against threats related to foreign adversary’s exploitation of vulnerabilities in covered telecommunications equipment.

THEREFORE, Contractor certifies that it shall not provide or procure to the State of Kansas or any agency thereof any covered telecommunications equipment either in whole or in part of any product or during the commission of any service.

FURTHERMORE, and notwithstanding any other contracts or agreements with Contractor, if Contractor has violated, misrepresented, or otherwise fails to comply with this certification document as determined by the State, the State may terminate any contract without penalty with Contractor immediately.

¹ Designations of a “state sponsor of terrorism” may be found at the U.S. Department of State website. <https://www.state.gov/state-sponsors-of-terrorism/#:~:text=Currently%20there%20are%20four%20countries,%2C%20Iran%2C%20and%20Syria.&text=For%20more%20details%20about%20State,in%20Country%20Reports%20on%20Terrorism>.

By signing the below, Contractor acknowledges and agrees to comply with the provisions of this policy.

CONTRACTOR

Signature, Title

Date

Policy Regarding Sexual Harassment

WHEREAS, sexual harassment and retaliation for sexual harassment claims are unacceptable forms of discrimination that must not be tolerated in the workplace; and

WHEREAS, state and federal employment discrimination laws prohibit sexual harassment and retaliation in the workplace; and

WHEREAS, officers and employees of the State of Kansas are entitled to working conditions that are free from sexual harassment, discrimination, and retaliation; and

WHEREAS, the Governor and all officers and employees of the State of Kansas should seek to foster a culture that does not tolerate sexual harassment, retaliation, and unlawful discrimination.

NOW THEREFORE, pursuant to the authority vested in me as Governor of the State of Kansas, I hereby order as follows:

1. All Executive Branch department and agency heads shall have available, and shall regularly review and update at least every three years or more frequently as necessary, their sexual harassment, discrimination, and retaliation policies. Such policies shall include components for confidentiality and anonymous reporting, applicability to intern positions, and training policies.
2. All Executive Branch department and agency heads shall ensure that their employees, interns, and contractors have been notified of the state's policy against sexual harassment, discrimination, or retaliation, and shall further ensure that such persons are aware of the procedures for submitting a complaint of sexual harassment, discrimination, or retaliation, including an anonymous complaint.
3. Executive Branch departments and agencies shall annually require training seminars regarding the policy against sexual harassment, discrimination, or retaliation. All employees shall complete their initial training session pursuant to this order by the end of the current fiscal year.
4. Within ninety (90) days of this order, all Executive Branch employees, interns, and contractors under the jurisdiction of the Office of the Governor shall be provided a written copy of the policy against sexual harassment, discrimination, and retaliation, and they shall execute a document agreeing and acknowledging that they are aware of and will comply with the policy against sexual harassment, discrimination, and retaliation.
5. Matters involving any elected official, department or agency head, or any appointee of the Governor may be investigated by independent legal counsel.
6. The Office of the Governor will require annual mandatory training seminars for all staff, employees, and interns in the office regarding the policy against sexual harassment, discrimination, and retaliation, and shall maintain a record of attendance.
7. Allegations of sexual harassment, discrimination, or retaliation within the Office of the Governor will be investigated promptly, and violations of law or policy shall constitute grounds for disciplinary action, including dismissal.
8. This Order is intended to supplement existing laws and regulations concerning sexual harassment and discrimination, and shall not be interpreted to in any way diminish such laws and regulations. The Order provides conduct requirements for covered persons, and is not intended to create any new right or benefit enforceable against the State of Kansas.
9. Persons seeking to report violations of this Order, or guidance regarding the application or interpretation of this Order, may contact the Office of the Governor regarding such matters.

Agreement to Comply with the Policy Against Sexual Harassment, Discrimination, and Retaliation.

I hereby acknowledge that I have received a copy of the State of Kansas Policy Against Sexual Harassment, Discrimination, and Retaliation established by Executive Order 18-04 and agree to comply with the provisions of this policy.

Signature and Date

Printed Name

KANSAS DEPARTMENT OF TRANSPORTATION CIVIL RIGHTS ACT ATTACHMENT

PREAMBLE

The Secretary of Transportation for the State of Kansas, in accordance with the provisions of Title VI of the Civil Rights Act of 1964 (78 Stat. 252, 42 U.S.C. § 2000d to 2000d-4) and other nondiscrimination requirements and the Regulations, hereby notifies all contracting parties that it will affirmatively ensure that this contract will be implemented without discrimination on the grounds of race, color, national origin, sex, age, disability, income-level or Limited English Proficiency (LEP).

CLARIFICATION

The term “Contractor” is understood to include the Contractor, the Contractor’s assignees and successors in interest, consultants, and all other parties to contracts or agreements with the Secretary of Transportation, Kansas Department of Transportation. This Attachment shall govern should this Attachment conflict with provisions of the Document to which it is attached.

ASSURANCE APPENDIX A

During the performance of this contract, the Contractor, for itself, its assignees and successors in interest, agrees as follows:

1. **Compliance with Regulations:** The Contractor will comply with the Acts and the Regulations relative to nondiscrimination in its Federally-assisted programs of the U.S. Department of Transportation, the Federal Highway Administration (FHWA), the Federal Transit Administration (FTA) or the Federal Aviation Administration (FAA) as they may be amended from time to time which are herein incorporated by reference and made a part of this contract.
2. **Nondiscrimination:** The Contractor, with regard to the work performed by it during the contract, will not discriminate on the grounds of race, color, or national origin in the selection and retention of subcontractors, including procurements of materials and leases of equipment. The Contractor will not participate directly or indirectly in the discrimination prohibited by the Acts and the Regulations, including employment practices when the contract covers any activity, project or program set forth in Appendix B of 49 CFR Part 21.
3. **Solicitations for Subcontractors, Including Procurements of Material and Equipment:** In all solicitations, either by competitive bidding or negotiation made by the Contractor for work to be performed under a subcontract, including procurements of materials, or leases of equipment, each potential subcontractor will be notified by the Contractor of the Contractor’s obligations under this contract and the Acts and the Regulations relative to nondiscrimination on the grounds of race, color, or national origin.
4. **Information and Reports:** The Contractor will provide all information and reports required by the Acts, the Regulations, and directives issued pursuant thereto and will permit access to its books, records, accounts, other sources of information, and its facilities as may be determined by the Recipient or the FHWA, FTA, or FAA to be pertinent to ascertain compliance with such Acts, Regulations, and instructions. Where any information required of a Contractor is in the exclusive possession of another who fails or refuses to furnish the information, the Contractor will so certify to the Recipient or, the FHWA, FTA, or FAA as appropriate, and shall set forth what efforts it has made to obtain the information.
5. **Sanctions for Noncompliance:** In the event of the Contractor’s noncompliance with the nondiscrimination provisions of this contract, the Recipient will impose such contract sanctions as it or the FHWA, FTA, or FAA may determine to be appropriate, including, but not limited to:
 - a. withholding payments to the Contractor under the contract until the Contractor complies; and/or
 - b. cancelling, terminating or suspending a contract, in whole or in part.

6. **Incorporation of Provisions:** The Contractor will include the provisions of the paragraphs one (1) through six (6) in every subcontract, including procurements of materials and leases of equipment, unless exempt by the Acts, the Regulations and directives issued pursuant thereto. The Contractor will take action with respect to any subcontract or procurement as the Recipient or the FHWA, FTA, or FAA may direct as a means of enforcing such provisions including sanctions for noncompliance. Provided, that if the Contractor becomes involved in, or is threatened with litigation by a subcontractor, or supplier because of such direction, the Contractor may request the Recipient to enter into any litigation to protect the interests of the Recipient. In addition, the Contractor may request the United States to enter into the litigation to protect the interests of the United States.

ASSURANCE APPENDIX E

During the performance of this contract, the Contractor, for itself, its assignees, and successors in interest agrees to comply with the following nondiscrimination statutes and authorities; including but not limited to:

- Title VI of the Civil Rights Act of 1964 (42 U.S.C. § 2000d et seq., 78 stat. 252), (prohibits discrimination on the basis of race, color, national origin); and 49 CFR Part 21;
- The Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970 (42 U.S.C. § 4601), (prohibits unfair treatment of persons displaced or whose property has been acquired because of Federal or Federal-aid programs and projects);
- The Federal Aid Highway Act of 1973 (23 U.S.C. § 324 et. seq.), (prohibits discrimination on the basis of sex);
- Section 504 of the Rehabilitation Act of 1973 (29 U.S.C. § 794 et. seq.) as amended, (prohibits discrimination on the basis of disability); and 49 CFR Part 27;
- The Age Discrimination Act of 1975, as amended, (42 U.S.C. § 6101 et. seq.), prohibits discrimination on the basis of age);
- Airport and Airway Improvement Act of 1982, (49 U.S.C. § 471, Section 47123), as amended, (prohibits discrimination based on race, creed, color, national origin, or sex);
- The Civil Rights Restoration Act of 1987 (PL No. 100-259), (Broadened the scope, coverage and applicability of Title VI of the Civil Rights Act of 1964, The Age Discrimination Act of 1975 and Section 504 of the Rehabilitation Act of 1973, by expanding the definition of the terms “programs or activities” to include all of the programs or activities of the Federal-aid recipients, sub-recipients and Contractors, whether such programs or activities are Federally funded or not);
- Titles II and III of the Americans with Disabilities Act, (prohibit discrimination on the basis of disability in the operation of public entities, public and private transportation systems, places of public accommodation, and certain testing entities), (42 U.S.C. §§12131-12189as implemented by Department of Transportation regulations at 49 C.F.R. parts 37 and 38);
- The Federal Aviation Administration’s nondiscrimination statute (49 U.S.C. § 47123), (prohibits discrimination on the basis of race, color, national origin, and sex);
- Title IX of the Education Amendments of 1972, as amended (prohibits you from discriminating because of sex in education programs or activities), (20 U.S.C. § 1681).

CONTRACTUAL PROVISIONS ATTACHMENT

Important: This form contains mandatory contract provisions and must be attached to or incorporated in all copies of any contractual agreement. If it is attached to the non-State Agency Contracting Party's standard contract form, that form must be altered to contain the following provision:

The provisions found in Contractual Provisions Attachment (Form DA-146a, Rev. 05-25), which is attached hereto, are hereby incorporated in this Contract and made a part thereof.

The Parties agree that the following provisions are hereby incorporated into the Contract to which it is attached and made a part thereof, said contract being the _____ day of _____, 20_____.

1. **Terms Herein Controlling Provisions:** It is expressly agreed that the terms of each and every provision in this attachment shall prevail and control over the terms of any other conflicting provision in any other document relating to and a part of the Contract in which this attachment is incorporated. Any terms that conflict or could be interpreted to conflict with this attachment are nullified.
2. **Kansas Law and Venue:** This Contract shall be subject to, governed by, and construed according to the laws of the State of Kansas, and jurisdiction and venue of any suit in connection with this Contract shall reside only in courts located in the State of Kansas.
3. **Termination Due to Lack of Funding Appropriation or Funding Source:** If, in the judgment of the Director of Accounts and Reports, Department of Administration, sufficient funds are not appropriated or no longer exist to continue the function performed in this Contract and for the payment of the charges hereunder due to the loss of the funding source, the Contracting State Agency may terminate this Contract immediately or at the end of its current fiscal year. The Contracting State Agency agrees to give written notice of termination to the non-State Agency Contracting Party at least thirty (30) days prior to the end of its current fiscal year and shall give such notice for a greater period prior to the end of such fiscal year as may be provided in this Contract, except that such notice shall not be required prior to ninety (90) days before the end of such fiscal year. The non-State Agency Contracting Party shall have the right, at the end of such fiscal year, to take possession of any equipment provided to the Contracting State Agency under the contract. The Contracting State Agency will pay to the non-State Agency Contracting Party all regular contractual payments incurred prior to the period of notification or through the end of the fiscal year as determined by period of notification given by the Contracting State Agency, plus contractual charges incidental to the return of any such equipment. Upon termination of the Contract by the Contracting State Agency, title to any such equipment shall revert to the non-State Agency Contracting Party at the end of the Contracting State Agency's current fiscal year. The termination of the Contract pursuant to this paragraph shall not cause any penalty to be charged to the Parties.
4. **Disclaimer of Liability:** No provision of this contract will be given effect that attempts to require the Contracting State Agency to defend, hold harmless, or indemnify any non-State Agency Contracting Party or third party for any acts or omissions. The liability of the Contracting State Agency is defined under the Kansas Tort Claims Act (K.S.A. 75-6101, *et seq.*).

5. **Anti-Discrimination Clause:** The non-State Agency Contracting Party agrees: (a) to comply with the Kansas Act Against Discrimination (K.S.A. 44-1001, *et seq.*) and the Kansas Age Discrimination in Employment Act (K.S.A. 44-1111, *et seq.*) and the applicable provisions of the Americans With Disabilities Act (42 U.S.C. 12101, *et seq.*) (ADA), and Kansas Executive Order No. 19-02, and to not discriminate against any person because of race, color, gender, sexual orientation, gender identity or expression, religion, national origin, ancestry, age, military or veteran status, disability status, marital or family status, genetic information, or political affiliation that is unrelated to the person's ability to reasonably perform the duties of a particular job or position; (b) to include in all solicitations or advertisements for employees, the phrase "equal opportunity employer"; (c) to comply with the reporting requirements set out at K.S.A. 44-1031 and K.S.A. 44-1116; (d) to include those provisions in every subcontract or purchase order so that they are binding upon such subcontractor or vendor; (e) that a failure to comply with the reporting requirements of (c) above or if the non-State Agency Contracting Party is found guilty of any violation of such acts by the Kansas Human Rights Commission, such violation shall constitute a breach of contract and the Contract may be cancelled, terminated or suspended, in whole or in part, by the Contracting State Agency or the Kansas Department of Administration; (f) the non-State Agency Contracting Party agrees to comply with all applicable state and federal anti-discrimination laws and regulations; (g) the non-State Agency Contracting Party agrees all hiring must be on the basis of individual merit and qualifications, and discrimination or harassment of persons for the reasons stated above is prohibited; and (h) if it is determined that the non-State Agency Contracting Party has violated the provisions of any portion of this paragraph, such violation shall constitute a breach of contract and the Contract may be canceled, terminated, or suspended, in whole or in part, by the Contracting State Agency or the Kansas Department of Administration.
6. **Acceptance of Contract:** This Contract shall not be considered accepted, approved, or otherwise effective until the statutorily required approvals and certifications have been given.
7. **Arbitration, Damages, Warranties:** Notwithstanding any language to the contrary, no interpretation of this Contract shall find that the Contracting State Agency has agreed to binding arbitration, or the payment of damages or penalties. Further, the Contracting State Agency does not agree to pay attorney fees, costs, or late payment charges beyond those available under the Kansas Prompt Payment Act (K.S.A. 75-6403), and no provision will be given effect that attempts to exclude, modify, disclaim or otherwise attempt to limit any damages available to the Contracting State Agency at law, including but not limited to the implied warranties of merchantability and fitness for a particular purpose.
8. **Representative's Authority to Contract:** By signing this contract, the representative of the non-State Agency Contracting Party thereby represents that such person is duly authorized by the non-State Agency Contracting Party to execute this Contract on behalf of the non-State Agency Contracting Party and that the non-State Agency Contracting Party agrees to be bound by the provisions thereof.
9. **Responsibility for Taxes:** The Contracting State Agency shall not be responsible for, nor indemnify a contractor for, any federal, state, or local taxes which may be imposed or levied upon the subject matter of this Contract.
10. **Insurance:** The Contracting State Agency shall not be required to purchase any insurance against loss or damage to property or any other subject matter relating to this Contract, nor shall this Contract require them to establish a "self-insurance" fund to protect against any such loss or damage. Subject to the provisions of the Kansas Tort Claims Act (K.S.A. 75-6101, *et seq.*), the non-State Agency Contracting Party shall bear the risk of any loss or damage to any property in which the non-State Agency Contracting Party holds title.

11. **Information:** No provision of this Contract shall be construed as limiting the Legislative Division of Post Audit from having access to information pursuant to K.S.A. 46-1101, *et seq.*
12. **The Eleventh Amendment:** The Eleventh Amendment is an inherent and incumbent protection with the State of Kansas and need not be reserved, but prudence requires the Contracting State Agency to reiterate that nothing related to this Contract shall be deemed a waiver of the Eleventh Amendment.
13. **Campaign Contributions / Lobbying:** Funds provided through a grant award or contract shall not be given or received in exchange for the making of a campaign contribution. No part of the funds provided through this Contract shall be used to influence or attempt to influence an officer or employee of any State of Kansas agency or a member of the Legislature regarding any pending legislation or the awarding, extension, continuation, renewal, amendment or modification of any government contract, grant, loan, or cooperative agreement.
14. **Restricted Funding Source:** The non-State Agency Contracting Party acknowledges and understands the Contracting State Agency's share of the Contract's total, actual, and eligible costs may be funded through the receipt of or reimbursement through federal funds. The Contracting State Agency does not assume any liability in connection with the Contract's total, actual, and eligible costs which may be paid through the receipt of or reimbursement through federal funds. The non-State Agency Contracting Party shall reimburse the Contracting State Agency for any funds approved for this Contract and expended by the Contracting State Agency for which the Contracting State Agency is not reimbursed by the Federal Government or for which such funds are determined by the Federal Government to no longer be available to be used by the Contracting State Agency for said Contract.

Leavenworth County Request for Board Action

Date: 9/9/2025

To: Board of County Commissioners

From: Public Works

Department Head Approval:

Additional Reviews as needed:

Budget Review ☐ **Administrator Review** ☐ **Legal Review** ☐

Action Requested:

Request approval for purchasing a new Roadside Boom Mower Tractor from Heritage Tractor.

Recommendation: The lowest bid that met most of the bid specs was from Heritage tractor for a John Deere 6M-125 tractor for the price of \$210,154.00. Kan equip provided a price for a machine that met specifications that was not the low bid and a TS6 110 model tractor that did not meet the engine horsepower rating in the bid specifications and was thrown out. They did not clarify why they also bid the incorrect machine but it was believed that it may have been available now. Shuck Tractors provide a price for a Massy-Ferguson that was higher than the John Deere and the New Holland.

Analysis: This machine will replace our current #105 a 2017 New Holland Ts6-130 mower tractor that has depreciated out. We have also received a bid for an Atmax brand boom mower that is built for road side forestry mowing and also has the ability to accommodate skid steer attachments. The Atmax machine is more versatile and robust compared to the tractor converted boom mowers. The price for the Atmax boom mower that we received is \$354,780.55. While this is a superior machine, we had not budgeted for the additional \$144,000.

Alternatives:

Budgetary Impact:

- ☐ Not Applicable
- ☒ Budgeted item with available funds
- ☐ Non-Budgeted item with available funds through prioritization
- ☐ Non-Budgeted item with additional funds requested

Total Amount Requested: John Deere \$210,154.00 Atmax \$354,780.55

Additional Attachments:



BID TAB FORM for (1) Boom Mower Tra



BID TAB FORM for (1) Roadside Boom M

COUNTY OF LEAVENWORTH
One (1) Tractor with Boom Mower
Bid opened on 08.05.2025



Did Not Meet Specs

Item Description	Quantity	Heritage Tractor Atchison, KS		Shuck Implement Lawrence, KS		KanEquip Wamego, KS		KanEquip Wamego, KS	
		Bid Price	Model	Bid Price	Model	Bid Price	Model	Bid Price	Model
Boom Mower Tractor	1	\$210,154.00	John Deere 6M	\$222,274.00	MF 6S Series	\$212,948.75	TS6 Series II	\$194,058.53	TS6
5-yr 5,000 hr									
Leavenworth County Contractor (local preference, percentage difference from lowest bid)									

COUNTY OF LEAVENWORTH
One (1) Roadside Boom Mower
 Bid opened on 06.05.2026



Item Description	Quantity	ATMAX Equipment Co.			
		Bid Price	Meets specs	Bid Price	Meets spec
MowerMax Roadside Mower	1	\$245,259.33	YES		
1/2 inch front Lexan	1	\$3,441.44			
Fecon mulcher for boom arm	1	\$31,031.75			
Grass flail for boom arm	1	\$21,334.73			
front lift with universal attachment	1	\$14,503.13			
Ditch Maintainer	1	\$17,509.51			
Rotary Dec, 50in	1	\$21,700.66			
Total Costs		\$354,780.55		\$0.00	
Leavenworth County Contractor (local preference, percentage difference from lowest bid)					

Leavenworth County Request for Board Action

Date: September 11th, 2025

To: Board of County Commissioners

From: Public Works

Department Head Approval: WLN

Additional Reviews as needed:

Budget Review ☒ **Administrator Review** ☒ **Legal Review** ☒

Action Requested: Approve a five-year Capital Improvement Plan for road and bridge improvement projects.

Analysis: Before the Board of County Commissioners takes action on the 5-Year Capital Improvement Plan, it is critical that it is understood that due to the number of miles of dust abatement roadways, completed for both private funded and sales tax locations, the scheduled maintenance for the year will not be completed. This includes asphalt patching and at least 21 miles or more of chip and seal that is primarily in subdivisions in the south portion of the county where we were scheduled to work this year on the three-year chip and seal schedule. The length of roadway completed both privately and publicly with Sales Tax Fund dollars this year is by far the most completed in recent history. Based on the phone calls that we have received, I am confident that if the board has road and bridge continue the current policies, the public dust control program will be sold out again in 2026. The more maintenance that is deferred, the more road degradation will increase and the cost of repairs will substantially increase. A map is attached demonstrating the roads that have had chip and seal completed, which roads we are going to complete if the temperatures stay above 60 degrees, and which ones we are not going to get completed at all.

The five-year Capital Improvement was approved in June of 2025. It is back before the board due to a full depth deck failure of bridge T-50 on Stranger Road that occurred. Bridge T-50 is not currently on the 5-year CIP. The bridge is a T-Beam bridge design that was used often in the 1970's as a low-cost bridge replacement. The weak link in the design is that the deck is only 6" thick and is subject to these types of failures. The replacement of the bridge will cost approximately \$1.3M.

To work this cost in, bridge ST-77 was moved to 2027 as it has not yet entered into design and the Dust Abatement projects for 2026 on Happy Hollow Road and Seven Sisters Road was moved from the 220 Capital Improvement Fund to the 171 Sales Tax Fund. The remaining \$200,000 was available as we leave a little funding available in case our estimates are low for any project. Hopefully this will not be the case as any contingency funding is now gone.

Alternatives: Table for further discussion.

Budgetary Impact: NA

- ☒ Not Applicable
- ☐ Budgeted item with available funds
- ☐ Non-Budgeted item with available funds through prioritization
- ☐ Non-Budgeted item with additional funds requested

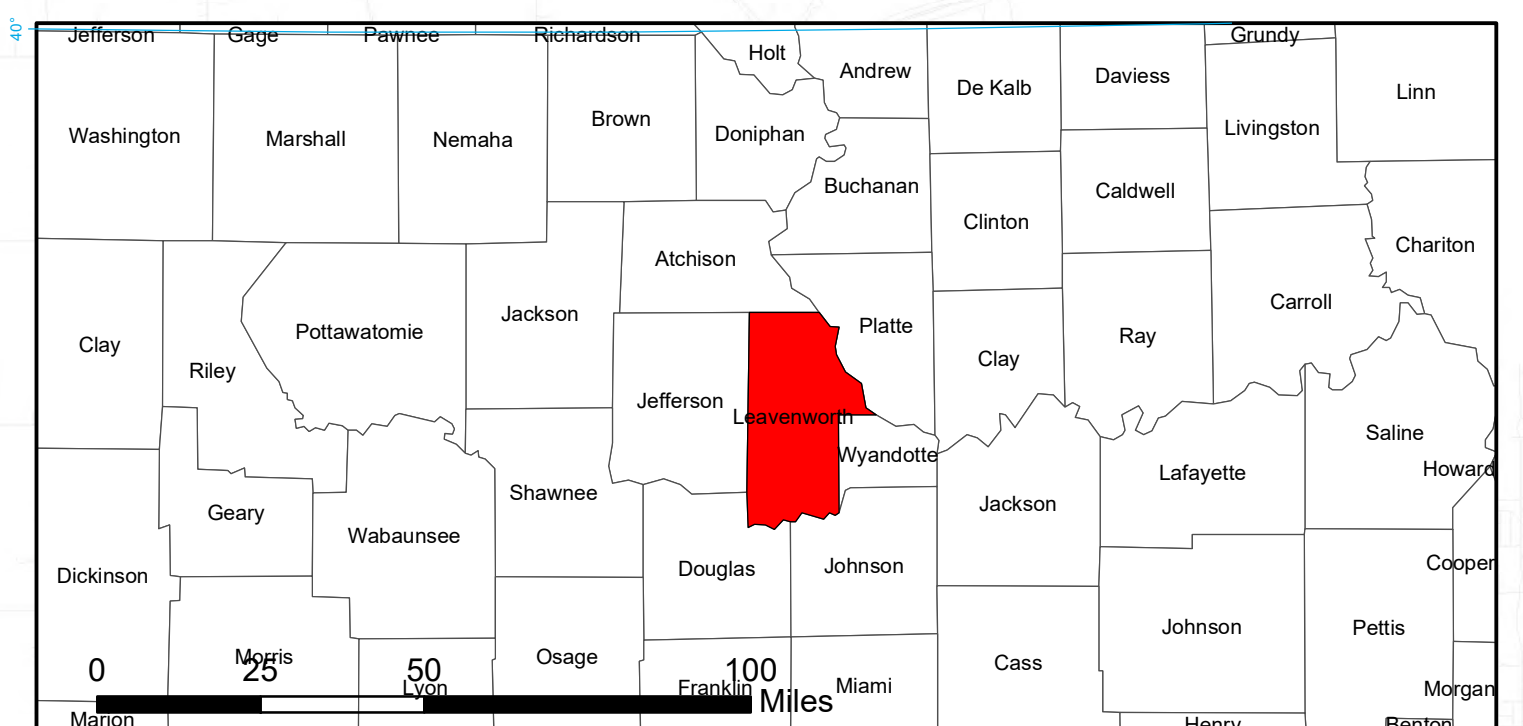
Additional Attachments: Previously Approved CIP from June 2025, Map showing the maintenance being completed, and a cost breakdown of the sales tax funded dust abatement project.



LEAVENWORTH COUNTY KANSAS 2025



Road Work Progress in Leavenworth County (September 5, 2025)



Legend

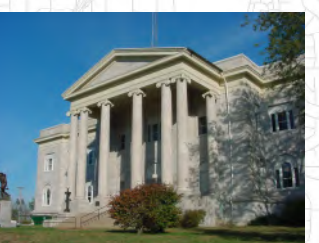
- Complete (58.41 Miles)
- Plan to Complete (26.60 Miles)
- Will not Finish(20.08 Miles)
- Projected 2025 Work (105.07 Miles)
- Township Boundaries
- Subdivision Boundaries

Legend

- City Centerlines
- City Limits
- County Boundary
- Sections
- GRAVEL
- HARD SURFACE
- MINIMUM
- PRIVATE
- State Maintained

Projection: NAD 1983 State Plane Kansas 1501 (US Feet)
Disclaimer: Map is projected in real-world coordinates.
However, it is not intended for legal purposes.
Measurement accuracy is not guaranteed.

Leavenworth County
GIS Services
300 Walnut Suite 030
Leavenworth, KS 66048
Ph: 913-758-6780
Ph: 913-684-0443



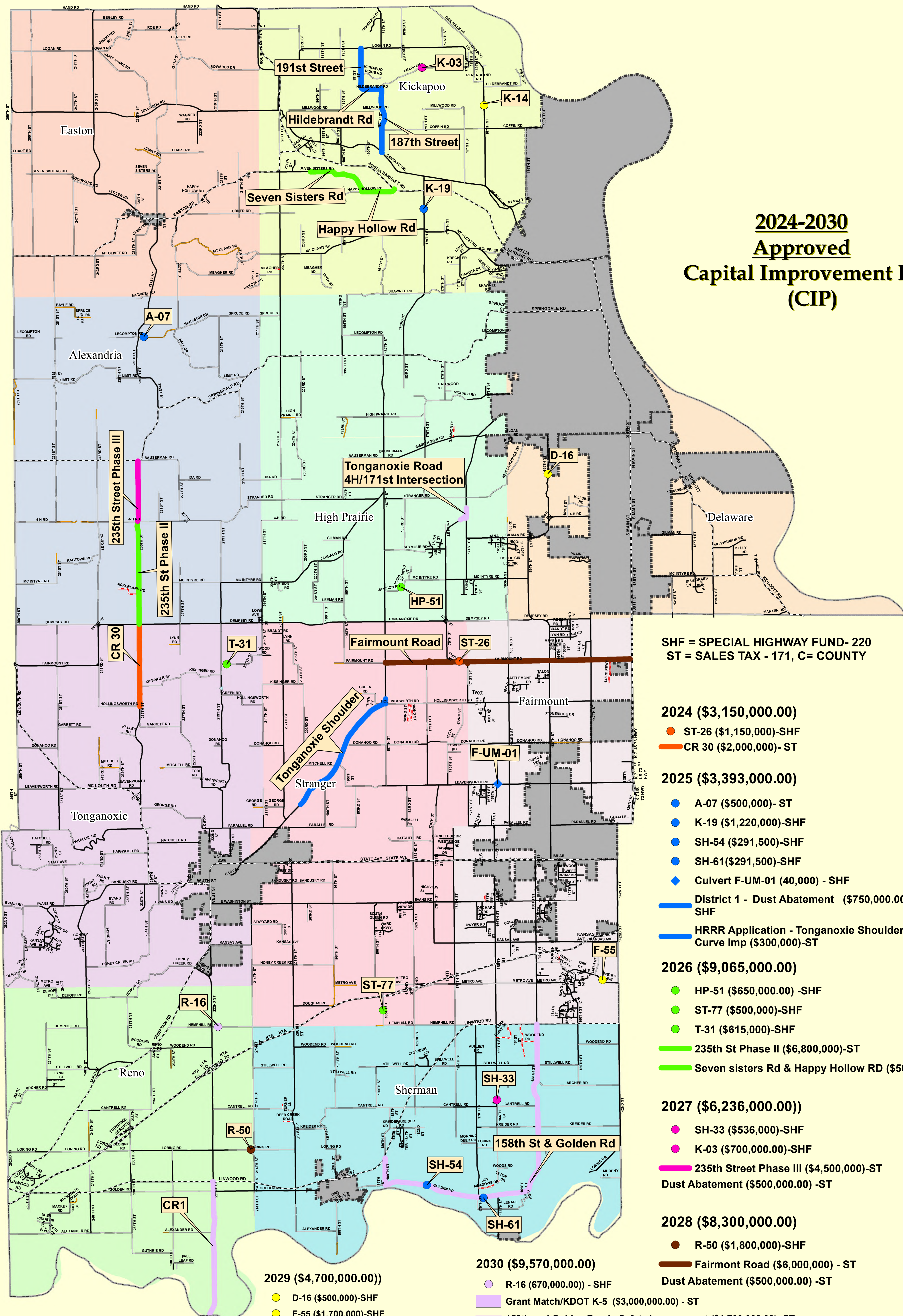
20
Miles

10

0



LEAVENWORTH COUNTY KANSAS 2025



2024-2030 Approved Capital Improvement Plan (CIP)

SHF = SPECIAL HIGHWAY FUND- 220
ST = SALES TAX - 171, C= COUNTY

2024 (\$3,150,000.00)

- ST-26 (\$1,150,000)-SHF
- CR 30 (\$2,000,000)- ST

2025 (\$3,393,000.00)

- A-07 (\$500,000)- ST
- K-19 (\$1,220,000)-SHF
- SH-54 (\$291,500)-SHF
- SH-61(\$291,500)-SHF
- Culvert F-UM-01 (40,000) - SHF
- District 1 - Dust Abatement (\$750,000.00)- SHF
- HRRR Application - Tonganoxie Shoulder & Curve Imp (\$300,000)-ST

2026 (\$9,065,000.00)

- HP-51 (\$650,000.00) -SHF
- ST-77 (\$500,000)-SHF
- T-31 (\$615,000)-SHF
- 235th St Phase II (\$6,800,000)-ST
- Seven sisters Rd & Happy Hollow RD (\$500,000.00)- ST

2027 (\$6,236,000.00))

- SH-33 (\$536,000)-SHF
- K-03 (\$700,000.00)-SHF
- 235th Street Phase III (\$4,500,000)-ST
- Dust Abatement (\$500,000.00) -ST

2028 (\$8,300,000.00)

- R-50 (\$1,800,000)-SHF
- Fairmont Road (\$6,000,000) - ST
- Dust Abatement (\$500,000.00) -ST

2030 (\$9,570,000.00)

- R-16 (670,000.00) - SHF
- Grant Match/KDOT K-5 (\$3,000,000.00) - ST
- 158th and Golden Road - Safety Improvement (\$1,700,000.00)- ST
- CR1 (\$3,200,000.00) - ST
- Tonganoxie Road/4H/171st Intersection (\$1,200,000.00) - ST
- Dust Abatement (\$500,000.00) -ST
- Culvert Replacement (\$2,000,000.00)

2029 (\$4,700,000.00))

- D-16 (\$500,000)-SHF
- F-55 (\$1,700,000)-SHF
- K-14 (\$2,000,000)-ST
- Dust Abatement (\$500,000.00) -ST

Township

Alexandria	Fairmount	Reno	Tonganoxie
Delaware	High Prairie	Sherman	
Easton	Kickapoo	Stranger	

Legend

Leavenworth County
GIS Services
300 Walnut Suite 030
Leavenworth, KS 66048
Ph: 913-758-6780
Ph: 913-684-0443

Updated:
(171) March 2025
(220) March 2025
(180) March 2025

Updated: (171) March 2025 (220) March 2025 (180) March 2025		Accounts												
PROJECTS		SPECIAL HIGHWAY FUND - 220	SALES TAX (171)	ARPA FUNDS	Alexandria	Delaware	Easton	Fairmount	High Prairie	Kickapoo	Reno	Sherman	Stranger	Tonganoxie
2024	AVAILABLE BALANCE (Does Not Include Expected Revenue)	\$ 6,484,985.60	\$ 9,639,974.25	\$ 200,998.29	\$ 105,532.22	\$ 44,295.82	\$ 2,300.00	\$ 305,563.01	\$ 68,441.43	\$ 472,716.89	\$ 91,437.44	\$ 189,178.09	\$ 275,631.23	\$ 483,644.91
	CURRENT YEAR CONSTRUCTION													
	CR 30 - 235th Street (Hollingsworth to Dempsey) - Still waiting to bid		\$ (2,000,000.00)											
	Bridge ST-26 - Fairmont Road East of 175th - Under Construction	\$ (1,150,000.00)												
	FUTURE CONSTRUCTION EXPENSES													
	2027 Bridge Replacement													
	HP-51 - Design and Property Acquisition - Low Cost Steel Bridge No Design	\$ (50,000.00)												
	2026 Bridge Replacement - Kansas Local Bridge Improvement Program Grant													
	SH-54 & SH-61 - Design and Property Acquisition - Field Check Plans	\$ (75,000.00)												
	2027 Bridge Replacement													
	SH-33 - Design and Property Acquisition - Low Cost Steel Bridge No Design	\$ (50,000.00)												
	2027 Project Expenses - CR30, Dempsey to 4-H													
	235th St Design Completion, Prop. Acq. & Utility Relocation - Ongoing		\$ (500,000.00)											
	Bonding Transfer (Sept. 2023/Feb. 2024 Payment)		\$ -											
	Expected Sales Tax Revenue		\$ -		\$ 12,000.00	\$ 12,000.00	\$ 12,000.00	\$ 12,000.00	\$ 12,000.00	\$ 12,000.00	\$ 12,000.00	\$ 12,000.00	\$ 12,000.00	\$ 12,000.00
YEAR END BALANCE	\$ 5,159,985.60	\$ 7,139,974.25	\$ 200,998.29	\$ 117,532.22	\$ 56,295.82	\$ 14,300.00	\$ 317,563.01	\$ 80,441.43	\$ 484,716.89	\$ 103,437.44	\$ 201,178.09	\$ 287,631.23	\$ 495,644.91	
Approved/Budgeted Transfer to 220 Fund	\$ -													
2025	AVAILABLE BALANCE (Does Not Include Expected Revenue)	\$ 5,159,985.60	\$ 7,139,974.25	\$ 200,998.29	\$ 117,532.22	\$ 56,295.82	\$ 14,300.00	\$ 317,563.01	\$ 80,441.43	\$ 484,716.89	\$ 103,437.44	\$ 201,178.09	\$ 287,631.23	\$ 495,644.91
	CURRENT YEAR CONSTRUCTION													
	KDOT KLBIP Bridges - SH-54 and SH-61 (Golden Road) - Bid by August	\$ (400,000.00)										\$ (183,000.00)		
	District 1 - Dust Abatements (187th and 191st)	\$ (750,000.00)												
	HRRR Project (Both Phases) - Tonganoxie Shoulder & Curve Improvements		\$ (300,000.00)											
	Culvert F-UM-01 - Leavenworth Road	\$ (40,000.00)												
	Bridge K-19 - 179th Street - Rebid for October start	\$ (750,000.00)								\$ (470,000.00)				
	Bridge A-07 (KDOT Low-Cost Steel) Lecompton Road - Winter of 2025 or Spring 2026 -													
	Modular Bridge Deck Design	\$ (500,000.00)												
	FUTURE CONSTRUCTION EXPENSES													
	2026 Bridge Replacement													
	K-03 - Property Acquisition	\$ (50,000.00)												
	Bonding Transfer (Sept. 2024/Feb. 2025 Payment)		\$ (2,023,490.00)											
	Expected Sales Tax Revenue		\$ 5,560,000.00		\$ 12,000.00	\$ 12,000.00	\$ 12,000.00	\$ 12,000.00	\$ 12,000.00	\$ 12,000.00	\$ 12,000.00	\$ 12,000.00	\$ 12,000.00	\$ 12,000.00
	YEAR END BALANCE	\$ 2,669,985.60	\$ 10,376,484.25	\$ 200,998.29	\$ 129,532.22	\$ 68,295.82	\$ 26,300.00	\$ 329,563.01	\$ 92,441.43	\$ 26,716.89	\$ 115,437.44	\$ 30,178.09	\$ 299,631.23	\$ 507,644.91
Approved/Budgeted Transfer to 220 Fund	\$ 2,400,000.00													
2026	AVAILABLE BALANCE (Does Not Include Expected Revenue)	\$ 5,069,985.60	\$ 10,376,484.25	\$ 200,998.29	\$ 129,532.22	\$ 68,295.82	\$ 26,300.00	\$ 329,563.01	\$ 92,441.43	\$ 26,716.89	\$ 115,437.44	\$ 30,178.09	\$ 299,631.23	\$ 507,644.91
	CURRENT YEAR CONSTRUCTION													
	235th Street Phase II (Dempsey to 4H - 2.5 miles)		\$ (6,800,000.00)											
	Dust Abatement - Happy Hollow and Seven Sisters		\$ (500,000.00)											
	Bridge T-31 (KDOT Low-Cost Steel) Fairmont Road	\$ (150,000.00)												\$ (465,000.00)
	Bridge T-50 - 219th Street	\$ (1,300,000.00)												
	Bridge HP-51 (KDOT Low Cost Steel) Jamison Road	\$ (650,000.00)												
	FUTURE CONSTRUCTION EXPENSES													
	2028 Project Expenses - Design and Acquisition													
	Fairmont Road (2007 Sales Tax Project)		\$ (900,000.00)											
	2029 Bridge Replacement													
	K-14 - Design and Property Acquisition		\$ (150,000.00)											
	2028 Bridge Replacement													
	R-50 - Design and Property Acquisition	\$ (150,000.00)												
	2029 Bridge Replacement													
Bridge F-55 (Metro Ave.)	\$ (125,000.00)													
Bonding Transfer (Sept. 2025/Feb. 2026 Payment)		\$ (2,024,390.00)												
Expected Sales Tax Revenue		\$ 5,600,000.00		\$ 12,000.00	\$ 12,000.00	\$ 12,000.00	\$ 12,000.00	\$ 12,000.00	\$ 12,000.00	\$ 12,000.00	\$ 12,000.00	\$ 12,000.00	\$ 12,000.00	
YEAR END BALANCE	\$ 2,694,985.60	\$ 5,602,094.25	\$ 200,998.29	\$ 141,532.22	\$ 80,295.82	\$ 38,300.00	\$ 341,563.01	\$ 104,441.43	\$ 38,716.89	\$ 127,437.44	\$ 42,178.09	\$ 311,631.23	\$ 54,644.91	
Approved/Budgeted Transfer to 220 Fund	\$ 2,400,000.00													

Updated:
(171) March 2025
(220) March 2025
(180) March 2025

		Accounts												
PROJECTS		SPECIAL HIGHWAY FUND - 220	SALES TAX (171)	ARPA FUNDS	Alexandria	Delaware	Easton	Fairmount	High Prairie	Kickapoo	Reno	Sherman	Stranger	Tonganoxie
2027	AVAILABLE BALANCE (Does Not Include Expected Revenue)	\$ 5,094,985.60	\$ 5,602,094.25	\$ 200,998.29	\$ 141,532.22	\$ 80,295.82	\$ 38,300.00	\$ 341,563.01	\$ 104,441.43	\$ 38,716.89	\$ 127,437.44	\$ 42,178.09	\$ 311,631.23	\$ 54,644.91
	CURRENT YEAR CONSTRUCTION													
	235th Street Phase III (K-92 to 4H - 1.5 miles)		\$ (4,500,000.00)											
	Dust Abatement		\$ (500,000.00)											
	Bridge ST-77 (KDOT Low-Cost Steel) 188th Street	\$ (250,000.00)											\$ (250,000.00)	
	Bridge K-03 (KDOT Low Cost Steel) Knapp Road	\$ (700,000.00)												
	Bridge SH-33 (KDOT Low Cost Steel) Paved Road (215th Street - Dead End)	\$ (500,000.00)			\$ (36,000.00)									
	FUTURE CONSTRUCTION EXPENSES													
	2029 Project Expenses - Not Completed 2007 Sales Tax Project - HRRR Eligible Tonganoxie Road/4H/171st Intersection Improvement Project		\$ (450,000.00)											
	2029 Project Expenses													
	158th and Golden Road - Safety Improvements (Potential HRRR)		\$ (450,000.00)											
	2029 Bridge Replacement													
2028	Bridge D-16 (155th Street/Lansing)	\$ (125,000.00)												
	Bonding Transfer (Sept. 2026/Feb. 2027 Payment)		\$ (2,023,940.00)											
	Expected Sales Tax Revenue		\$ 5,650,000.00		\$ 12,000.00	\$ 12,000.00	\$ 12,000.00	\$ 12,000.00	\$ 12,000.00	\$ 12,000.00	\$ 12,000.00	\$ 12,000.00	\$ 12,000.00	\$ 12,000.00
	YEAR END BALANCE	\$ 3,519,985.60	\$ 3,328,154.25	\$ 200,998.29	\$ 117,532.22	\$ 92,295.82	\$ 50,300.00	\$ 353,563.01	\$ 116,441.43	\$ 50,716.89	\$ 139,437.44	\$ 54,178.09	\$ 73,631.23	\$ 66,644.91
	Approved/Budgeted Transfer to 220 Fund	\$ 2,400,000.00												
	AVAILABLE BALANCE (Does Not Include Expected Revenue)	\$ 5,919,985.60	\$ 3,328,154.25	\$ 200,998.29	\$ 117,532.22	\$ 92,295.82	\$ 50,300.00	\$ 353,563.01	\$ 116,441.43	\$ 50,716.89	\$ 139,437.44	\$ 54,178.09	\$ 73,631.23	\$ 66,644.91
	CURRENT YEAR CONSTRUCTION													
	Fairmont Road (K-7 to Tonganoxie Road) Not Completed 2007 Sales Tax Project		\$ (7,000,000.00)											
	Dust Abatements	\$ (500,000.00)												
	Bridge R-50 - Loring Road & 214th Street	\$ (1,700,000.00)									\$ (100,000.00)			
	FUTURE CONSTRUCTION EXPENSES													
	2030 Bridge Replacement													
2029	Bridge R-16 - Hemphill Road	\$ (50,000.00)												
	2030 Culvert Replacements - Design and Acquisition	\$ (197,765.00)												
	Bonding Transfer (Sept. 2027/Feb. 2028 Payment)		\$ (2,027,140.00)											
	Expected Sales Tax Revenue		\$ 5,700,000.00		\$ 12,000.00	\$ 12,000.00	\$ 12,000.00	\$ 12,000.00	\$ 12,000.00	\$ 12,000.00	\$ 12,000.00	\$ 12,000.00	\$ 12,000.00	\$ 12,000.00
	YEAR END BALANCE	\$ 3,472,220.60	\$ 1,014.25	\$ 200,998.29	\$ 129,532.22	\$ 104,295.82	\$ 62,300.00	\$ 365,563.01	\$ 128,441.43	\$ 62,716.89	\$ 51,437.44	\$ 66,178.09	\$ 85,631.23	\$ 78,644.91
	Approved/Budgeted Transfer to 220 Fund	\$ 2,400,000.00												
	AVAILABLE BALANCE (Does Not Include Expected Revenue)	\$ 5,872,220.60	\$ 1,014.25	\$ 200,998.29	\$ 129,532.22	\$ 104,295.82	\$ 62,300.00	\$ 365,563.01	\$ 128,441.43	\$ 62,716.89	\$ 51,437.44	\$ 66,178.09	\$ 85,631.23	\$ 78,644.91
	CURRENT YEAR CONSTRUCTION													
	Dust Abatements	\$ (500,000.00)												
	Bridge K-14 - 167th Street	\$ (2,000,000.00)												
	Bridge F-55 - Metro Ave.	\$ (1,450,000.00)						\$ (250,000.00)						
	Bridge D-16 - 155th Street/With Lansing	\$ (500,000.00)												
2030	FUTURE CONSTRUCTION EXPENSES													
	2031 Bridge Replacement													
	Bridge E-10 - 231st Street	\$ (175,000.00)												
	2031 Bridge Replacement													
	Bridge E-17 - 231st Street	\$ (175,000.00)												
	Bonding Transfer (Sept. 2026/Feb. 2027 Payment)		\$ (2,026,190.00)											
	Expected Sales Tax Revenue		\$ 5,750,000.00		\$ 12,000.00	\$ 12,000.00	\$ 12,000.00	\$ 12,000.00	\$ 12,000.00	\$ 12,000.00	\$ 12,000.00	\$ 12,000.00	\$ 12,000.00	\$ 12,000.00
	YEAR END BALANCE	\$ 1,072,220.60	\$ 3,724,824.25	\$ 200,998.29	\$ 141,532.22	\$ 116,295.82	\$ 74,300.00	\$ 127,563.01	\$ 140,441.43	\$ 74,716.89	\$ 63,437.44	\$ 78,178.09	\$ 97,631.23	\$ 90,644.91
	Approved/Budgeted Transfer to 220 Fund	\$ 2,400,000.00												
	AVAILABLE BALANCE (Does Not Include Expected Revenue)	\$ 3,472,220.60	\$ 3,724,824.25	\$ 200,998.29	\$ 141,532.22	\$ 116,295.82	\$ 74,300.00	\$ 127,563.01	\$ 140,441.43	\$ 74,716.89	\$ 63,437.44	\$ 78,178.09	\$ 97,631.23	\$ 90,644.91
	CURRENT YEAR CONSTRUCTION													
	Tonganoxie Road/4H/171st Intersection Improvement (2007 Sales Tax Project)		\$ (1,200,000.00)											
	Dust Abatements	\$ (500,000.00)												
	158th and Golden Road - SS4A Grant Match (If Awarded) 158th, Golden, CR1		\$ (3,200,000.00)											
	2030 Culvert Replacements													
	Based on Inspections completed in 2027	\$ (2,000,000.00)												
	Hold for Grant Match/KDOT K-5/KTA Projects		\$ (3,000,000.00)											
	Bridge R-16 - (KDOT Low Cost Steel) Hemphill Road	\$ (600,000.00)									\$ (70,000.00)			
	FUTURE CONSTRUCTION EXPENSES													
	2032 Bridge Replacements Planning Costs	\$ (100,000.00)												
	Bonding Transfer (Sept. 2027/Feb. 2028 Payment)		\$ (2,025,910.00)											
	Expected Sales Tax Revenue		\$ 5,700,000.00		\$ 12,000.00	\$ 12,000.00	\$ 12,000.00	\$ 12,000.00	\$ 12,000.00	\$ 12,000.00	\$ 12,000.00	\$ 12,000.00	\$ 12,000.00	\$ 12,000.00
	YEAR END BALANCE	\$ 272,220.60	\$ (1,085.75)	\$ 200,998.29	\$ 153,532.22	\$ 128,295.82	\$ 86,300.00	\$ 139,563.01	\$ 152,441.43	\$ 86,716.89	\$ 5,437.44	\$ 90,178.09	\$ 109,631.23	\$ 102,644.91
	Approved/Budgeted Transfer to 220 Fund	\$ 2,400,000.00												

Updated:
(171) March 2025
(220) March 2025
(180) March 2025

Updated: (171) March 2025 (220) March 2025 (180) March 2025		Accounts												
PROJECTS		<u>SPECIAL HIGHWAY FUND - 220</u>	<u>SALES TAX (171)</u>	<u>ARPA FUNDS</u>	<u>Alexandria</u>	<u>Delaware</u>	<u>Easton</u>	<u>Fairmount</u>	<u>High Prairie</u>	<u>Kickapoo</u>	<u>Reno</u>	<u>Sherman</u>	<u>Stranger</u>	<u>Tonganoxie</u>
NOTES/Unfunded Projects														
	There are 43 bridges with a posted load rating of 15 tons or less. The immediate result of this will be that school buses will not be able to cross these structures if they get lower ratings in the 2026 inspection cycle. The low term result will be that we will be required to close bridges by our inspection firm and KDOT. In order to stay front of detours and closures as best possible we need to replace all of these bridges before the sales tax measure ends in 2036. We were notified by Finney and Turnipseed in 2024 to prepare for the 2026 Biannual Bridge Inspections. They have notified us they were gently bringing the county into proper bridge ratings from years of Benesch reviews that did not decrease the sufficiency ratings. They stated we should expect the 2026 review cycle to mirror the 2026 inspections where 45% of bridges see condition downgrades.													
	As you are aware, \$125,000 budgeted for bridge design is an aggressive estimate that only a few firms may offer.													
	This plan does not include several projects, due to funding constraints, that the Board has openly discussed their desire to complete. These include: Dust Abatement Roadways in Kickapoo and Easton Township Dust Abatement Roadways based upon gravel road traffic counts Dust Abatement Roadways based upon connecting our existing paved roadway Dust Abatement Roadways based upon future and potential growth around cities Kansas Ave. from 222nd Street to 214th Street - Improve roadway and turn over to Tonganoxie County Route 1 - Mill and Overlay 158th and Golden Road - Contributions required in the amount of current maintenance Donahoo Road from 147th to 155th - Improve roadway and turn over to City as developed													
	Identified unfunded grant projects that will be applied for that could impact this plan: Safe Streets for All - Post Study Construction Grants KDOT IKE Transportation Projects - If Leavenworth County has to share in design or acquisition KDOT HRRR Program - 189th and Golden Road MARC STP Grant - If Tonganoxie developed an Evans Road application and agreed own road KDOT Local Bridge Grant - E-08 and ST-02													

As of 07.09.2025

2025 187th (Santa Fe to Logan) Dust Abatement (CIP program)

Project Summary- Material Only

Phase	Contracted Consultant	Contract Cost	Remaining Cost
		\$ 750,000.00	
Hamm		\$	(2,456.01)
Hamm		\$	(16,685.48)
Hamm		\$	(21,657.66)
Hamm		\$	(8,514.70)
Hamm		\$	(16,722.92)
Hamm		\$	(14,866.72)
Hamm		\$	(2,583.29)
Hamm		\$	(239.07)
Leavenworth Asphalt		\$	(29,383.28)
Leavenworth Asphalt		\$	(45,024.67)
Leavenworth Asphalt		\$	(54,645.65)
Leavenworth Asphalt		\$	(77,931.39)
Leavenworth Asphalt		\$	(11,740.88)
Leavenworth Asphalt		\$	(54,065.39)
Leavenworth Asphalt		\$	(39,350.16)
Leavenworth Asphalt		\$	(60,653.51)
Leavenworth Asphalt		\$	(58,598.71)
Hamm		\$	(2,065.67)
JM Fahey		\$	(12,044.78)

TOTAL PROJECT COST	\$	(529,229.94)
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Leavenworth County Request for Board Action

Date: September 11th, 2025

To: Board of County Commissioners

From: Public Works

Department Head Approval: WLN

Additional Reviews as needed:

Budget Review ☒ **Administrator Review** ☒ **Legal Review** ☒

Action Requested: Approve the design and construction engineering contract with Finney and Turnipseed for the replacement of T-50.

Analysis: The existing bridge has had full depth failure of the deck and has steel plates covering them currently. The cost is extremely reasonable that has been proposed. The design services with geotechnical services have a proposed cost is \$57,800. The construction engineering services have a proposed cost of \$72,500. The current plan is to bid the bridge for construction before the end of 2026. The estimated construction cost is \$1.15M. We have utilized Finney and Turnipseed for our bridge engineering for the past five years. Recently they have been behind schedule but we have not change orders and other firms have historically been in the \$275,000-\$375,000.

Alternatives: Deny

Budgetary Impact: \$130,300

- ☐ Not Applicable
- ☐ Budgeted item with available funds
- ☒ Non-Budgeted item with available funds through prioritization
- ☐ Non-Budgeted item with additional funds requested

Additional Attachments: Engineering agreement

**LEAVENWORTH COUNTY
PUBLIC WORKS DEPARTMENT**

**AGREEMENT FOR
ENGINEERING SERVICES**

THIS AGREEMENT, is between the Board of County Commissioners, Leavenworth County, Kansas (Owner) and
Finney & Turnipseed, Transportation & Civil Engineering, L.L.C. (Engineer);

WITNESSETH:

WHEREAS, the Owner wishes to employ the Engineer to perform professional engineering services for the
replacement of the Parallel Road over Tonganoxie Creek /Bridge T-50. These services include providing
engineering design services, geological investigation services, bidding plans, cost estimates, right-of-way plans and
documents, utility plans and coordination and construction inspection services for the replacement of the Parallel
Road over Tonganoxie Creek /Bridge T-50 (the Project); and,

WHEREAS, the Owner requires certain engineering services in connection with the Project (the Services);
and,

WHEREAS, the Engineer is prepared to provide the Services;

NOW THEREFORE, in consideration of the promises contained in this Agreement, the Owner and Engineer
agree to the following:

ARTICLE 1 - EFFECTIVE DATE

The effective date of this Agreement shall be _____

ARTICLE 2 - GOVERNING LAW

This Agreement shall be governed by the laws of the State of Kansas and the codes of Leavenworth County,
Kansas.

ARTICLE 3 - SERVICES TO BE PERFORMED BY ENGINEER

Engineer shall perform the Services described in Attachment A, Scope of Services, in accordance with applicable sections of the Leavenworth County Standard Road Construction and Storm Water Drainage Standards, AASHTO Design Specifications, the Kansas Department of Transportation, Bureau of Local Projects Road and Bridge Design Criteria and Kansas Department of Transportation Standard Specifications for State Road and Bridge Construction, latest editions.

ARTICLE 4 - COMPENSATION

Owner shall pay Engineer in accordance with the Attachment B, Compensation.

ARTICLE 5 – OWNER’S RESPONSIBILITIES

Owner shall be responsible for all matters described in Attachment C, Owner's Responsibilities.

ARTICLE 6 - SUPPLEMENTAL AGREEMENTS

The provisions set forth in Attachment D, Supplemental Agreements shall be incorporated into this Agreement

ARTICLE 7 - PROJECT SCHEDULE

The provisions set forth in the Attachment E, Project Schedule shall be incorporated into this Agreement.

ARTICLE 8 - STANDARD OF CARE

Engineer shall exercise the same degree of care, skill, and diligence in the performance of Services as is ordinarily possessed and exercised by a professional engineer under similar circumstances.

ARTICLE 9 - INDEMNIFICATION AND INSURANCE

Engineer hereby agrees to indemnify and hold harmless Owner and any of its departments, divisions, agencies, officers, and employees and elected officials from all loss, damage, cost, or expenses specifically including attorneys’ fees and other expenses of litigation incurred by or on behalf of the Owner and any or its officers, employees or elected officials arising out of Engineer's negligent performance of Services under this Agreement. Engineer specifically agrees that this duty to indemnify and hold harmless will apply to the following:

- a. Claims, suits, or action of every kind and description when such suits or actions arise from the alleged negligent acts, errors, or omissions of the Engineer, its employees, agents, or subcontractors.
- b. Injury or damages received or sustained by any party because of the negligent acts, errors, or omissions of the Engineer, its employees, agents, or subcontractors.

Engineer shall purchase and maintain during the life of this Agreement, insurance coverage which will satisfactorily insure him against claims and liabilities which arise because of the execution of this Agreement.

The insurance coverages are as follows:

- (1) Commercial General Liability Insurance, with a limit of \$1,000,000 for each occurrence and \$2,000,000 in the general aggregate.
- (2) Automobile Liability Insurance, with a limit of \$1,000,000 for each accident, combined single limit for bodily injury and property damage.
- (3) Worker's Compensation Insurance and Employer's Liability Insurance, in accordance with statutory requirements, with a limit of \$500,000 for each accident.
- (4) Professional Liability Insurance, with a limit of \$1,000,000 for each claim and aggregate.

Prior to issuance of the Notice to Proceed by Owner, Engineer shall have on file with Owner certificates of insurance acceptable to Owner. Said certificates of insurance shall be filed with Owner in January of each year or may be submitted with each agreement.

Engineer shall also maintain valuable papers insurance to assure the restoration of any plans, drawings, field notes or other similar data relating to the work covered by this agreement, in the event of their loss or destruction, until such time as the work has been delivered to the Owner.

Upon completion of all Services, obligations, and duties provided for in this Agreement, or if this Agreement is terminated for any reason, the terms and conditions of this Article shall survive.

ARTICLE 10 - LIMITATIONS OF RESPONSIBILITY

Engineer shall not be responsible for: (1) construction means, methods, techniques, sequences, procedures, or safety precautions and programs in connection with the Project, (2) the failure of any contractor, subcontractor, vendor, or other Project participant, not under contract to Engineer, to fulfill contractual responsibilities to the Owner or to comply with federal, state or local laws, regulations, and codes; or (3) procuring permits, certificates, and licenses required for any construction unless such responsibilities are specifically assigned to Engineer in Attachment A, Scope of Services.

ARTICLE 11 - OPINIONS OF COST AND SCHEDULE

Since Engineer has no control over the cost of labor, materials, or equipment furnished by others, or over the resources provided by others to meet Project construction schedules, Engineer's opinion of probable construction costs and of construction schedules shall be made on the basis of experience and qualifications as a professional engineer. Engineer does not guarantee that proposals, bids, or actual Project construction costs will not vary from Engineer's cost estimates or that actual construction schedules will not vary from Engineer's projected schedules.

ARTICLE 12 - REUSE OF DOCUMENTS

All documents, including, but not limited to, drawings, specifications, and computer software prepared by Engineer pursuant to the Agreement are instruments of service in respect to the Project. They are not intended or represented to be suitable for reuse by Owner or others on extensions of the Project or on any other project. Any reuse without prior written verification or adaptation by Engineer for the specific purpose intended will be at Owner's sole risk and without liability or legal exposure to Engineer. Any verification or adaptation requested by Owner shall entitle Engineer to compensation at rates to be agreed upon by Owner and Engineer.

ARTICLE 13 - OWNERSHIP OF DOCUMENTS AND INTELLECTUAL PROPERTY

Except as otherwise provided herein, engineering documents, drawings, and specifications prepared by Engineer as part of the Services shall become the sole property of Owner, however, that both Owner and Engineer shall have the unrestricted right to their use. Engineer shall retain its rights in its standard drawing details, specifications, data bases, computer software, and other proprietary property protected under the copyright laws of the United States. Rights to intellectual property developed, utilized, or modified in the performance of services shall remain the

property of Engineer. Owner shall have the unlimited right to the use of intellectual property developed, utilized, or modified in the performance of the Services at no additional cost to the Owner.

ARTICLE 14 - TERMINATION

This Agreement may be terminated by either party upon written notice in the event of substantial failure by the other party to perform in accordance with the terms of this Agreement. The nonperforming party shall have fifteen calendar days from the date of the termination notice to cure or to submit a plan for cure acceptable to the other party. Owner may terminate or suspend performance of this Agreement for Owner's convenience upon written notice to Engineer. Engineer shall terminate or suspend performance of the Services on a schedule acceptable to Owner. If termination or suspension is for Owner's convenience, Owner shall pay Engineer for all Services performed prior to the date of the termination notice. Upon restart, an adjustment acceptable to Owner and Engineer shall be made to Engineer's compensation.

ARTICLE 15 - DELAY IN PERFORMANCE

Neither Owner nor Engineer shall be considered in default of the Agreement for delays in performance caused by circumstances beyond the reasonable control of the nonconforming party. For purposes of this Agreement, such circumstances include abnormal weather conditions; floods; earthquakes; fire; epidemics; war, riots, or other civil disturbances; sabotage, judicial restraint, and inability to procure permits, licenses, or authorizations from any local, state, or federal agency for any of the supplies, materials, accesses, or services required to be provided by either Owner or Engineer under this Agreement.

Should such circumstances occur, the nonconforming party shall, within a reasonable time of being prevented from performing, give written notice to the other party describing the circumstances preventing continued performance and the efforts being made to resume performance of the Agreement

In the event Engineer is delayed in the performance of Services because of delays caused by Owner, Engineer shall have no claim against Owner for damages or contract adjustment other than an extension of time.

ARTICLE 16 - COMMUNICATIONS

Any communication required by this Agreement shall be made in writing to the address specified below:

Engineer: Finney & Turnipseed, Transportation & Civil Engineering, L.L.C.
610 SW 10th Street, Suite 200
Topeka, Kansas 66612-1674
(785) 235-2394

Owner: Board of County Commissioners
Leavenworth County Department of Public Works
300 Walnut Street, Suite 007
Leavenworth Ks, 66048-2815
(913) 684-0470

Nothing contained in the Article shall be construed to restrict the transmission of routine communications between representatives of Engineer and Owner.

ARTICLE 17 - WAIVER

A waiver by either Owner or Engineer of any breach of this Agreement shall be in writing. Such a waiver shall not affect the waiving party's rights with respect to any other or further breach.

ARTICLE 18 - SEVERABILITY

The invalidity, illegality, or unenforceability of any provision of this Agreement or the occurrence of any event rendering any portion or provision of this Agreement void shall in no way affect the validity or enforceability of any other portion or provision of this Agreement. Any void provision shall be deemed severed from this Agreement, and the balance of this Agreement shall be construed and enforced as if this Agreement did not contain the particular portion or provision held to be void. The parties further agree to amend this Agreement to replace any stricken provision with a valid provision that comes as close as possible to the intent of the stricken provision. The provisions of this Article shall not prevent this entire Agreement from being void should a provision which is of the essence of this Agreement be determined void.

ARTICLE 19 - INTEGRATION

This Agreement represents the entire and integrated agreement between Owner and Engineer. All prior and contemporaneous communications, representations, and agreements by Engineer, whether oral or written, relating to the subject matter of this Agreement, as set forth in Attachment D, Supplemental Agreements are hereby incorporated into and shall become a part of this Agreement

ARTICLE 20 - SUCCESSORS AND ASSIGNS

Owner and Engineer each binds itself and its directors, officers, partners, successors, executors, administrators, assigns, and legal representatives to the other party of this Agreement and to the directors, officers, partners, successors, executors, administrators, assigns, and legal representatives of such other party in respect to all provisions of this Agreement.

ARTICLE 21 - ASSIGNMENT

Neither Owner nor Engineer shall assign any rights or duties under this Agreement without the prior written consent of the other party. Unless otherwise stated in the written consent to an assignment, no assignment will release or discharge the assignor from any obligation under this Agreement. Nothing contained in this Article shall prevent Engineer from employing independent consultants, associates, and subcontractors to assist in the performance of the Services; however, other agreements to the contrary notwithstanding, in the event Engineer employs independent consultants, associates, and subcontractors to assist in performance of the Services, Engineer shall be solely responsible for the negligent performance of the independent consultants, associates, and subcontractors so employed.

ARTICLE 22 - THIRD PARTY RIGHTS

Nothing in this Agreement shall be construed to give any rights or benefits to anyone other than Owner and Engineer.

ARTICLE 23 – RELATIONSHIP OF PARTIES

Nothing contained herein shall be construed to hold or to make the Owner a partner, joint venturer, or associate of Engineer, nor shall either party be deemed the agent of the other, it being expressly understood and agreed that the relationship between the parties hereto is and shall at all times remain contractual as provided by the terms and conditions of this Agreement.

IN WITNESS WHEREOF, Owner and Engineer have executed this Agreement.

THE BOARD OF COUNTY COMMISSIONERS
LEAVENWORTH COUNTY, KANSAS

Chairman

ATTEST:

Leavenworth County Clerk

Date

Finney & Turnipseed
Transportation & Civil Engineering, L.L.C.

By: _____
President

**ATTACHMENT A
TO
AGREEMENT FOR ENGINEERING SERVICES**

Owner: Board of County Commissioners, Leavenworth County, Kansas
Engineer: Finney & Turnipseed, Transportation & Civil Engineering, L.L.C.
Project Name: Parallel Road over Tonganoxie Creek /Bridge T-50

SCOPE OF SERVICES

The project is specifically defined below:

The replacement of the Parallel Road over Tonganoxie Creek /Bridge T-50

The Engineer agrees to provide the following engineering services.

BASIC SERVICES - DESIGN

1. Geotechnical Services:

- Subsurface explorations to determine existing soil properties and provide abutment and pier design recommendations to include two (2) geotechnical samples at proposed locations of abutments and piers as required by the KDOT Geotechnical manual.

2. Survey:

- Provide topographic survey for the limits of the project in accordance with KDOT standards.
- All existing ROW, Easement, and Property Owner information to be shown.
- Survey section corners to establish horizontal control.
- Provide legal descriptions for any additional Right of Way, Permanent Drainage Easements, and Temporary Construction Easements.
- Coordination with local utilities to show located information on the plans.
- Survey prepared to the State Minimum Standards.

3. Hydrology and hydraulics:

- Perform all hydrologic, hydraulic, and scour analyses required for the proposed improvements in accordance with the current edition of the Leavenworth County Road Construction and Storm Water Drainage Standards.
- Storm event discharge results for Tonganoxie Creek must include the 20%, 4%, 2%, 1% and 0.2% annual exceedance probability events.
- Proposed improvements impacting the Tonganoxie Creek Bridge and other stormwater structures must meet Leavenworth County level of service criteria.
- Develop a hydrologic and hydraulic report with supporting data that documents the analysis methodology/process, results, and proposed recommendations including a hydraulic assessment checklist.
- Develop and submit all necessary documentation for floodplain development permits, FEMA MT-2 procedures, or other required permits associated with Tonganoxie Creek to the appropriate agencies.

4. Bridge Structure:

- Rural Collector Structure, 32' wide (24' pavement with 4' shoulders each side) plus barrier.
- HL-93 Loading
- Designed to KDOT and AASHTO Standard Specification for Highway Bridges.
- Structure sized to pass 50-year storm event, minimum.
- Designed to Kansas Department of Transportation specifications.
- Evaluate 3 structure types
- Select the most cost-effective structure with input from Leavenworth County.

5. Roadway/Bridge Approach:

- County Rural Collector, 32' roadway width (24' pavement with 4' shoulders each side), 55 MPH design speed, (50 MPH posted speed).
- Minimum of 150' each side of structure, tapered to match existing road, shoulders may be reduced to match structure, but grading should be performed to allow for future upgrades.
- Signing, striping, and safety improvements, as necessary.
- Guardrail design (MGS) including layout sheets.
- Traffic Control plans showing bridge closure and detour plan.

6. Erosion Control and Permanent Seeding:

- Provide Erosion control plan per phase of the project
- Provide applicable standard erosion control details and quantities
- Utilize KDOT standard quantity sheets for erosion control and permanent seeding

7. Permits:

- Consultant shall prepare all supporting documentation and prepare all forms for any required permits, including but not limited to the following -
 - Corps of Engineers 404 permit (Nationwide)
 - Wetland delineation and stream assessment report
 - DWR Permit
 - KDHE Permit (NOI)
 - SWPPP
 - KDWPT
 - KSHS
 - FEMA

8. Utility Coordination:

- Facilitate Utility Coordination meetings
- Coordinate with utility owners for relocation efforts
- Preconstruction site visits, as required, for utility relocation efforts
- Identify underground facilities that need potholed and coordinate this effort with utility companies. (Pothole costs will be paid by the utilities or the county).

9. Deliverables:

- Plan and Profile sheets, cross sections, detail sheets (special, typical, and standard), construction quantities.
- Provide milestone submittals for Leavenworth County (Field Check, Office Check, Final), including engineering cost estimates at each submittal.
- Survey Sheet to be filed with the Leavenworth County Register of Deeds.
- Inventory inspection report and SI&A sheet submitted to KDOT BLP.
- Bridge load rating report

10. Construction Services:

- Address RFIs from contractor as received
- Review Shop Drawings
- Plan revisions

11. To accept compensation for services described in 1 through 10, Basic Services - Design Phase in the amounts and at such periods of time as hereinafter set forth in Attachment B.

BASIC SERVICES – CONSTRUCTION INSPECTION

12. Provide one full time and however many part time KDOT CIT inspectors as needed for the duration of the project to inspect the work in progress to determine that the project is proceeding in accordance with the contract documents and specifications and that the completed work will conform to the contract requirements.
13. Attend the preconstruction meeting
14. The inspector shall serve as the resident representative of the Leavenworth County Public Works Department during the construction of the project.
15. The inspector shall maintain all required records of the system installation to include locations of facilities, project log, Contractor activities, working days, visitors, and testing in accordance with KDOT.
16. Notification Process: The inspector shall maintain a log of contacts, communications, and complaints of the citizens and the Contractor initiated contacts of citizens during the construction of the project.
17. Reporting: The inspector shall provide a weekly report to the Project Manager of the progress and anticipated work and shall prepare a monthly pay estimate of completed work. The resident inspector shall record the results of all required testing as specified and provide drafts of all required reports to the County.
18. Engineer shall perform or subcontract all testing per KDOT specifications and testing frequencies.
19. Provide consistent oversight on the Contractor's responsibilities for traffic control and erosion control inspections.
20. Report to County, giving opinions and suggestions regarding defects or deficiencies in the Contractor's work.
21. Engineer shall provide and keep field and quantity diaries in hard cover books.
22. Engineer shall provide electronic as-builts in pdf format.
23. To accept compensation for services described in 12 through 22, Basic Services – Construction in the amounts and at such periods of time as hereinafter set forth in Attachment B.

SUPPLEMENTAL SERVICES

Any work requested by the Owner that is not included in the Basic Services will be classified as Supplemental Services. Supplemental Services shall include, but are not limited to the following.

1. Changes in the general scope, extent, or character of the project or its design, including but not limited to changes in size, complexity, Owner's schedule, character of construction or method of financing; and revising previously accepted studies, reports, or design documents when such revisions are required by changes in laws, regulations, ordinances, codes, or orders enacted subsequent to the preparation of such studies/reports/documents or designs or due to any other causes beyond the Engineer's control.

**ATTACHMENT B
TO
AGREEMENT FOR ENGINEERING SERVICES**

Owner: Board of County Commissioners, Leavenworth County, Kansas
Engineer: Finney & Turnipseed, Transportation & Civil Engineering, L.L.C.
Project Name: Parallel Road over Tonganoxie Creek /Bridge T-50

COMPENSATION

For the services covered by this Agreement, the Owner agrees to pay the Engineer as follows:

- A. For the Basic Services – Design as described items 1 through 11 in Attachment A, a Lump Sum Fee in the amount of Fifty-Seven Thousand Eight Hundred Dollars (\$57,800.00). For the Basic Services – Construction Inspection as described items 12 through 23 in Attachment A, a Lump Sum Fee in the amount of Seventy-Two Thousand Five Hundred Dollars (\$72,500.00). Payments shall be made monthly in amounts which are consistent with the amount of engineering services provided, as determined by the Engineer.
- B. Compensation for Supplemental Services shall be made as defined below, when authorized in writing by the Owner. The maximum limit for each item of additional service shall be established individually and specifically agreed to by the Owner as stated below, unless the service is included in a subsequent agreement.

Hourly rates for each classification as defined by the Engineer's rate schedule below. Hourly charge rates are subject to adjustment annually on January 1. Overtime, when authorized by the Owner, will be billed at 1.5 times the rates listed (non-engineer time only).

Salary Rates including overhead.

Classification	Hourly Rate
President	\$140.00
Engineer A	\$125.00
Engineer B	\$115.00
Engineer C	\$ 87.00
CADD Technician A	\$ 66.00
Technician A	\$ 64.00
Technician B	\$ 63.00

Reimbursable charges will be considered the amount of actual costs of expenses or charges, including such items as staking materials, equipment rental, equipment hourly charges, mileage, toll telephone calls, reproduction and similar project related expenses.

- C. The entire amount of each statement shall be due and payable upon receipt by the Owner.
- D. It is understood and agreed:
1. That the Engineer shall start the performance of Services within 10 days of receipt of a notice to proceed and shall complete the work in accordance with the contract times set forth in Attachment E, Project Schedule.
 2. That the Engineer shall keep records on the basis of generally accepted accounting practice of costs and expenses which records shall be available for inspection at all reasonable times.

**ATTACHMENT C
TO
AGREEMENT FOR ENGINEERING SERVICES**

Owner:	Board of County Commissioners, Leavenworth County, Kansas
Engineer:	Finney & Turnipseed, Transportation & Civil Engineering, L.L.C.
Project Name:	Parallel Road over Tonganoxie Creek /Bridge T-50

OWNER'S RESPONSIBILITIES

The Owner will furnish, as required by the work and not at the expense of the Engineer, the following items:

1. Make available to the Engineer all survey records, reports, maps, ownership data and other data pertinent to provision of the services required under this contract.
2. Examine all plans, specifications and other documents submitted by the Engineer and render decisions promptly to prevent delay to the Engineer.
3. Designate one Leavenworth County employee as the Owner representative with respect to all services to be rendered under this agreement. This individual shall have the authority to transmit instructions, receive information and to interpret and define the Owner's policies and decisions pertinent to the Engineer's services.
4. Issue notices to proceed to the Engineer for each phase of the design services and construction.

**ATTACHMENT D
TO
AGREEMENT FOR ENGINEERING SERVICES**

Owner:	Board of County Commissioners, Leavenworth County, Kansas
Engineer:	Finney & Turnipseed, Transportation & Civil Engineering, L.L.C.
Project Name:	Parallel Road over Tonganoxie Creek /Bridge T-50

SUPPLEMENTAL AGREEMENTS

Owner and Engineer agree that the following communications, representations, and agreements by Engineer, whether oral or written, relating to the subject matter of the Agreement are hereby incorporated into and shall become a part of the Agreement as set forth in ARTICLE 19 - INTEGRATION.

**ATTACHMENT E
TO
AGREEMENT FOR ENGINEERING SERVICES**

Owner: Board of County Commissioners, Leavenworth County, Kansas
Engineer: Finney & Turnipseed, Transportation & Civil Engineering, L.L.C.
Project Name: Parallel Road over Tonganoxie Creek /Bridge T-50

PROJECT SCHEDULE

Owner and Engineer recognize that time is of the essence of the Agreement and that Owner will suffer financial loss if the work is not completed within the times stipulated herein, plus any extensions thereof. Accordingly, Engineer has established time intervals, in calendar days, for submittals at various stages of the project as detailed below. As each actual submittal date occurs, Engineer shall meet with Owner to discuss the progress of the work and the actual submittal date shall be documented. Engineer shall not be responsible for the time required by Owner's representative to review Engineer's submittal. When review is complete, Owner shall, in writing, authorize Engineer to proceed to the next submittal date.

1. Schedule. Engineer will make plan submittals to Owner and the following approximate delivery times:
 - a. Field Check - Engineer will submit field check drawings within 100 calendar days after Notice to Proceed by Owner.
 - b. Right-of-Way Drawings and Documents- Engineer will submit right-of-way drawings and documents (Legal Descriptions, Right-of-Way Plans and Public Improvement Document for acquiring Permanent Public Right-of-Way Easements, Temporary Construction Easements or any other required Easement Document) within 30 calendar days after the Notice to Resume Work is given by Owner following Field Check.
 - c. Office Check - Engineer will submit office check drawings and specifications within 120 calendar days after the Notice to Resume Work is given by Owner following Field Check.
 - d. Final Plans and Bid Documents - Engineer will submit bid documents within 20 calendar days after the Notice to Resume Work is given by Owner following Office Check.



LEAVENWORTH COUNTY

Priorities for Progress: Connecting Community Opportunities

A Prioritization Plan for Transportation Capital Improvement Projects

AUGUST 2023

DRAFT



Acknowledgements

This planning effort was guided by the Leavenworth County Port Authority, in partnership with Leavenworth County; the Cities of Basehor, Lansing, Leavenworth, and Tonganoxie; the Kansas Department of Transportation (KDOT), and the Mid-America Regional Council (MARC). Further support and guidance for this process was provided by the people of Leavenworth County, as well as a variety of local and regional stakeholders. Thank you to all participants in the planning process for your time, expertise, and guidance.



Advisory Committee

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

Consultant Team

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



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



Venice Communications
Shawnee, KS 66216

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DRAFT

SECTION 1

Introduction and Plan Purpose

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

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

1.1 Plan Process

The flow chart to the right summarizes P4P process:

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

Criteria Development



ENGAGEMENT

LEAVENWORTH
COUNTY CRITERIA

Refine

PRIORITIZATION
TOOL/ANALYSIS

ENGAGEMENT

DRAFT PLAN

WORK SESSIONS

FINAL REPORT/ADOPTION

Project Definition



ENGAGEMENT

PROJECT LIST

Refine

SECTION 2

Targeted Funding Sources and Evaluation Criteria

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

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

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

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

2.1 Regional Level (MARC)

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

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

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

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

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

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

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



¹ <https://connectedkc.org/projects/>

2.2 State Level (KDOT)

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

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

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

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

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

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

² <https://ike.ksdot.gov/>

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



2.3 Federal Level

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

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

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

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

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

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

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

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

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

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

2.4 Summary of Funding Sources

Table 1 summarizes the major potential external funding sources available to the Leavenworth County region for funding transportation project planning, design, and construction. Note that some of these require a local match contribution. **Section 6** provides a discussion of which projects may be most applicable to these various funding sources.



Table 1. Summary of Major Potential External Funding Sources.

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

SECTION 3

Project Identification and Definition

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

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

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

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

Table 2. Previous Plans and Studies Reviewed.

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

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

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

Table 3. Initial Identified Transportation Projects in Leavenworth County.

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

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

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

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

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

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

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

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

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

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

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

Legend

Proposed Projects

- New Major Roadways (Approximate Location)
- New Local Roadway
- Roadway Widening / Improvements
- Trail
- Interchange
- Intersection or Spot Improvements

Boundaries

- County Boundary
- Incorporated Cities

The map displays various project corridors labeled R-1 through R-21, M-1 through M-8, L-1 through L-5, S-1 through S-15, and T-1 through T-4. It also displays county boundaries, incorporated cities, and a legend for project types.

SECTION 4

Stakeholder and Public Engagement

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

4.1 Advisory Committee

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

4.2 Stakeholder Engagement

First Round – Fall 2022

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

Table 4. Fall 2022 Stakeholder Engagement Meetings.

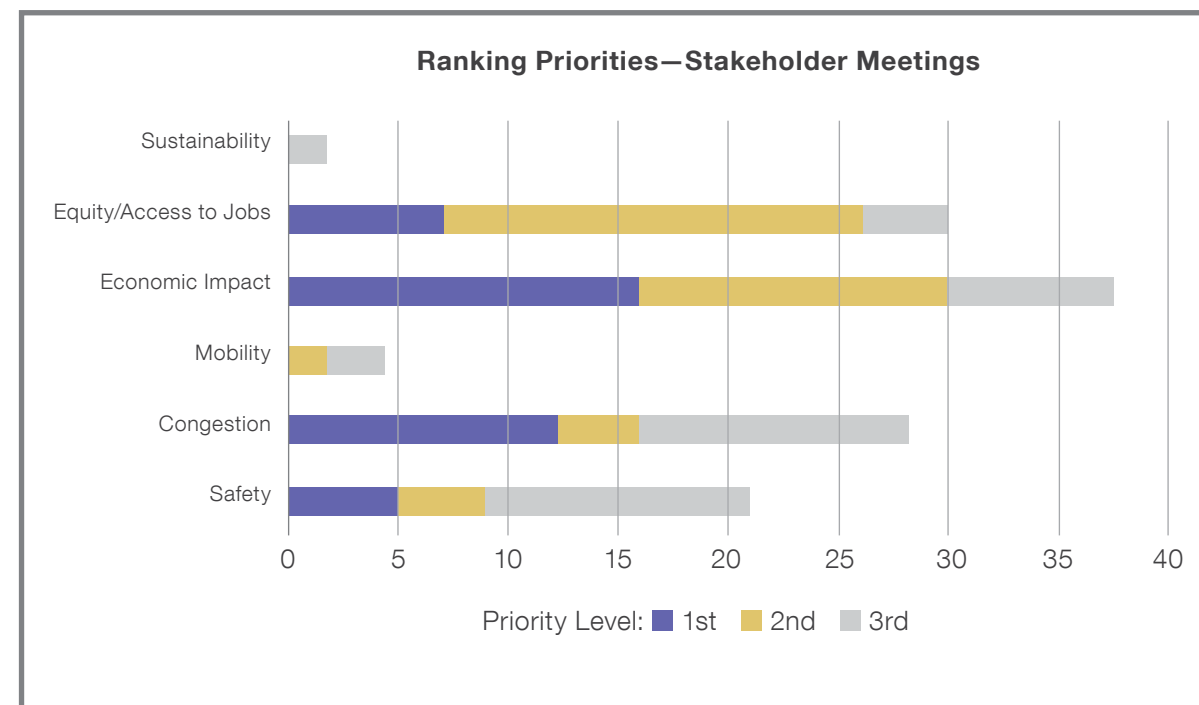
DATE/TIME	STAKEHOLDER GROUP
October 26, 2022	Existing Industries
	Economic Development Commission (EDC)/Port Authorities
	Chambers/School Districts
October 31, 2022	Industry/Community Developers
	Citizens/Community Leaders
November 2, 2022	Elected Officials/KCATA



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

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

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



Second Round – Spring 2023

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

Table 5. Spring 2023 Stakeholder Engagement Meetings.

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

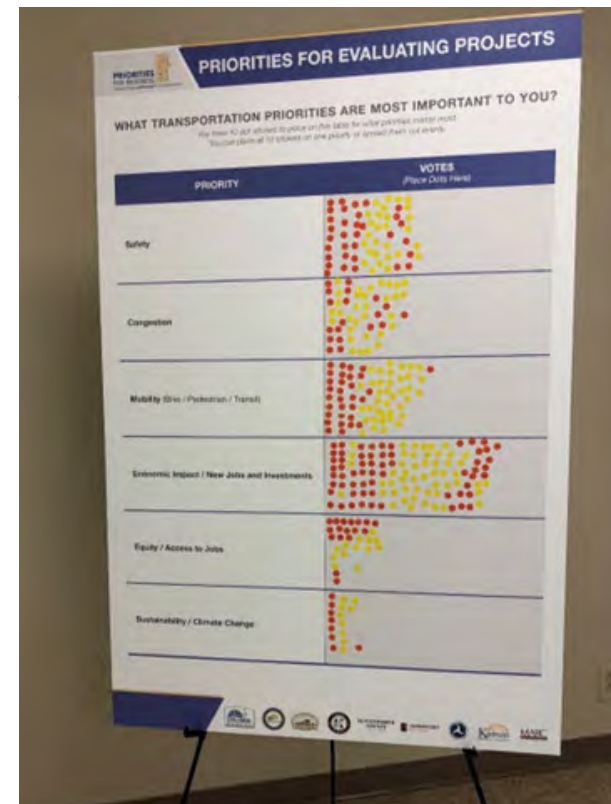
4.3 Public Engagement

Public Open House and Online Public Meeting – Fall 2022

Two public open house meetings were held in Fall 2022:

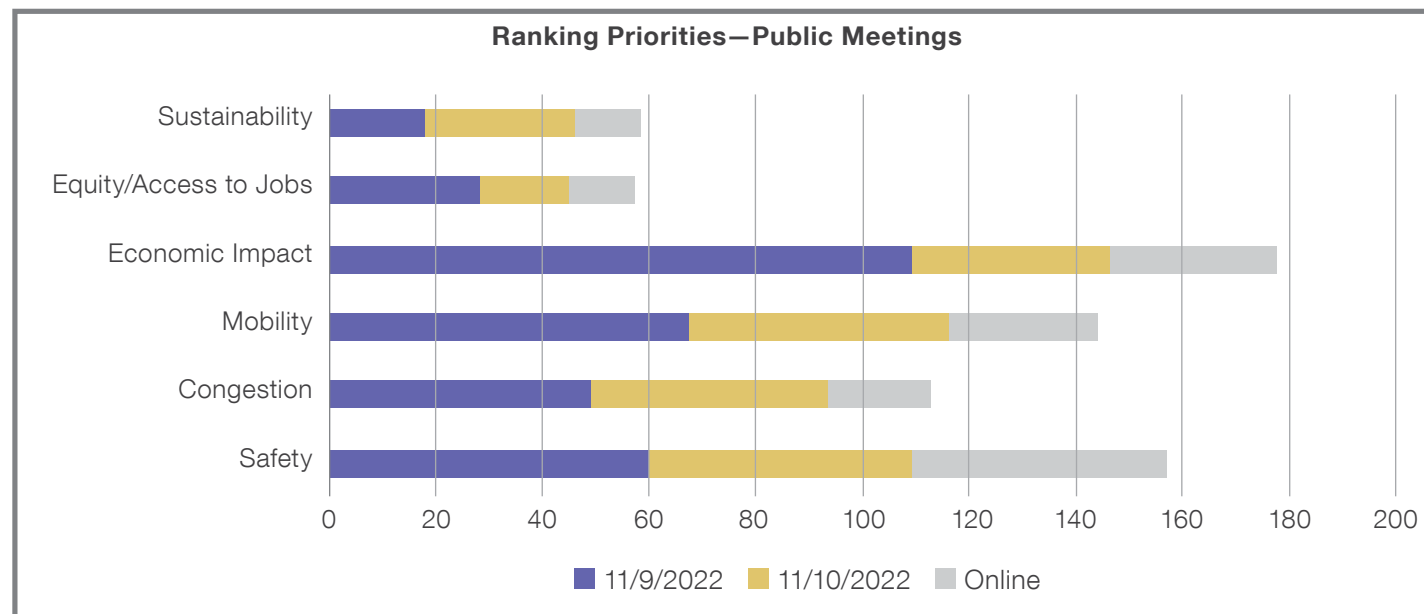
- › November 9th – Lansing Community Center
- › November 10th – Basehor Community Library

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



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

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



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

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

Online Public Meeting – Spring 2023

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

4.4 Public Officials’ Briefings

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

4.5 Refined Transportation Project Definitions

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



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

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

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

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

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

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

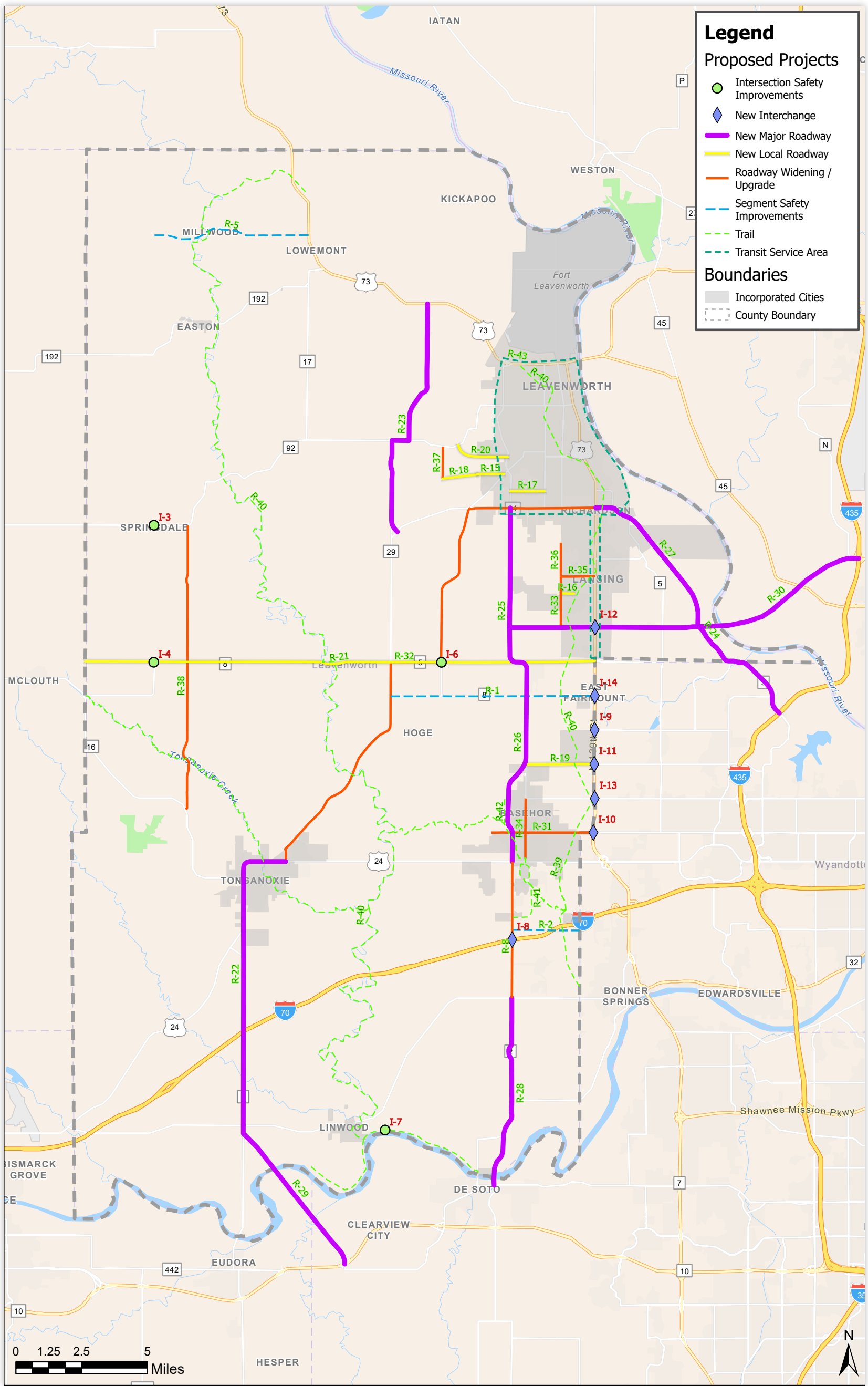
Table 6. Refined Set of Proposed Transportation Projects in Leavenworth County (Continued).

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

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

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

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



SECTION 5

Project Evaluation

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

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

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

Figure 5.



5.1 Data Sources for Evaluation

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

- **MARC Travel Demand Forecast Model⁷**: the project team coordinated with MARC staff to conduct a series of base-year (2015) and future-year (2050) travel demand runs. Various travel demand model scenarios were developed with one or more major proposed projects incorporated; the outputs from these runs could then be compared against a “No-Build” scenario to evaluate planning-level impacts with the project in place.
- **KDOT Historic Crash Data⁸**: provided by KDOT for all of Leavenworth County showing crashes from 2016 through 2021; includes a breakdown of details such as crash severity (e.g., fatal/injury/property damage only) and crash type (e.g., run-off-road, head-on).
- **Traffic Count Data**: current traffic count estimates were obtained from a variety of sources, including KDOT⁹, Replica¹⁰, and the MARC model.
- **Census Data**: to support the access-based metrics described below, census data at the block group level was obtained, including population data from the 2020 Decennial Census¹¹ and employment data (2019) from the Longitudinal Employer-Household Dynamics (LEHD) dataset¹².
- **GIS layers**: provided by City, County, and KDOT staff, including parcel layers across the County, jurisdictional land use layers, the National Bridge Inventory (NBI) for Kansas, and others.
- **Open-source datasets using OpenStreetMap¹³**: for key destinations in the region, which were used to support the access-based metrics described in the next section.

Access-Based Analyses

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

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

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

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

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

¹¹ <https://data.census.gov/table>

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

¹³ <https://www.openstreetmap.org/>

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

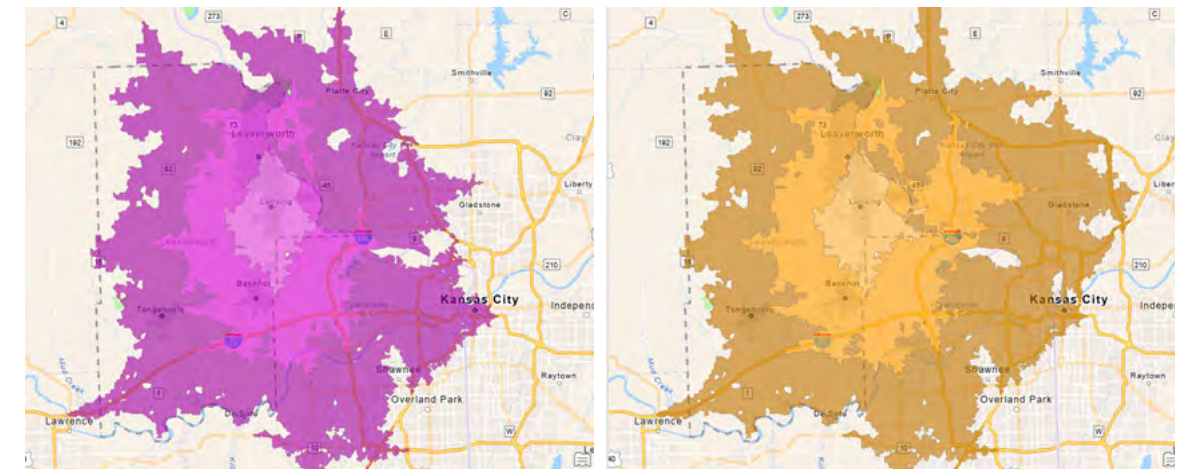
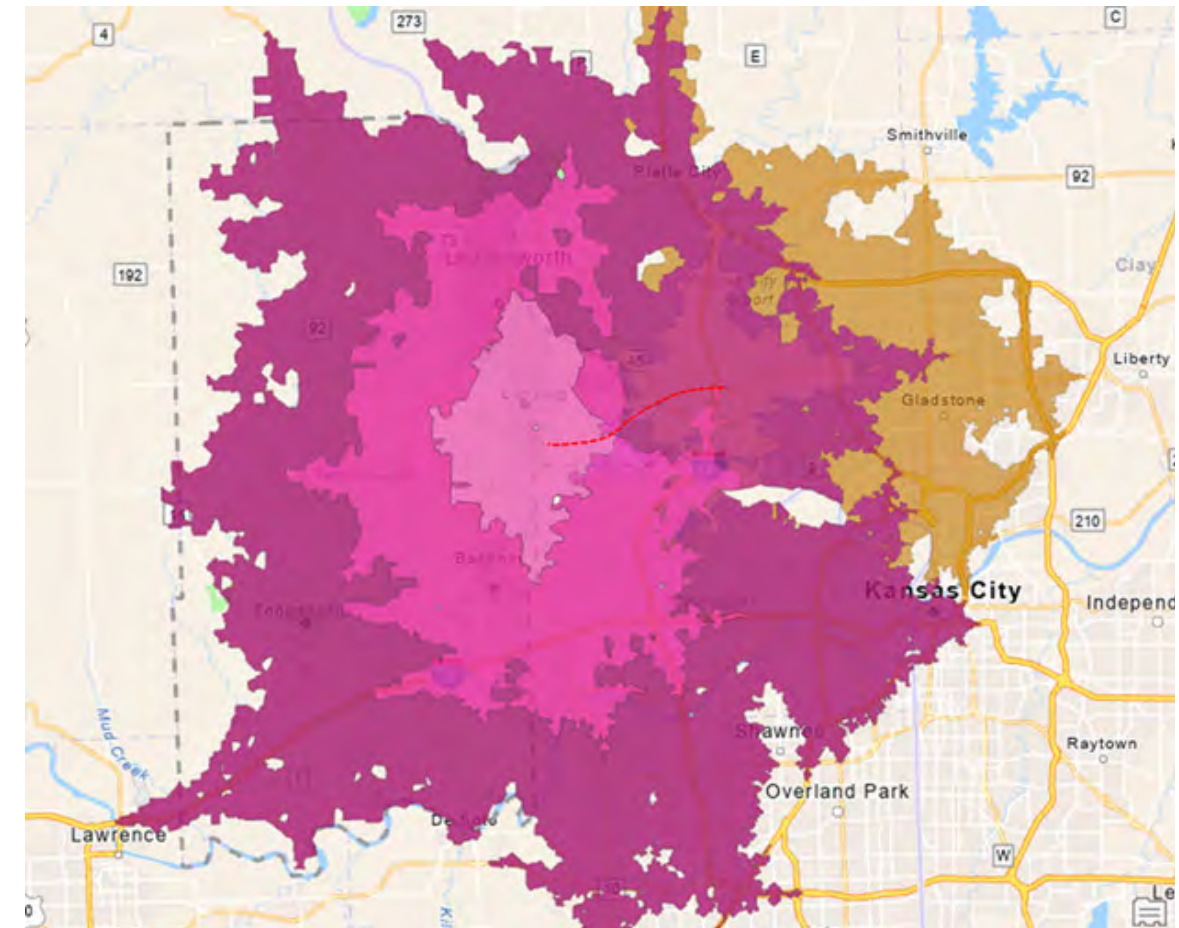


Figure 7. Example of Change in 30-Minute Driving Travel Shed: From Lansing, with Eastern Gateway Project in Place.



5.2 Evaluation Metrics

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

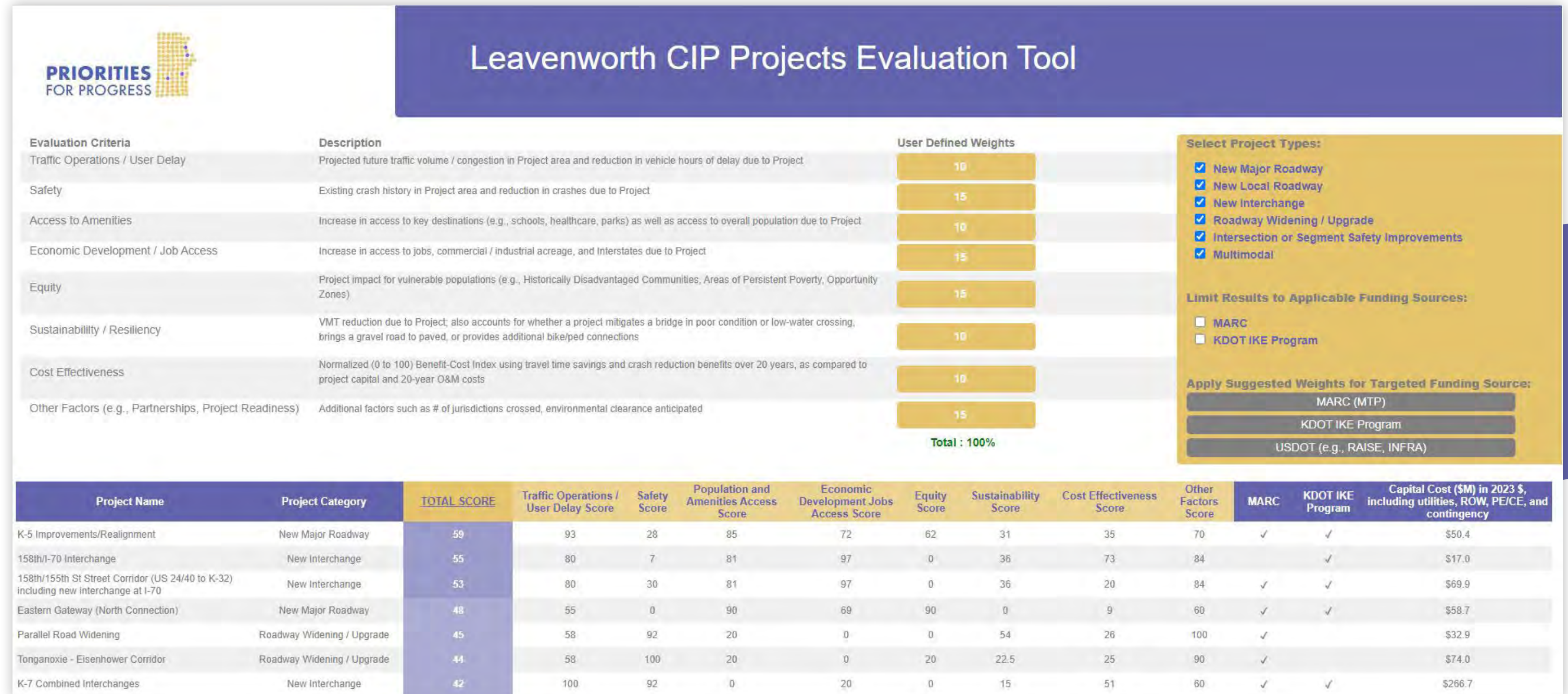
Appendix A contains worksheets created for each project providing a project profile (location map, description, etc.) and a breakdown of project evaluation metrics and category scores. Overall scores are intentionally not provided for each project. Projects should ultimately be scored based upon a set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



Table 7. Summary of Project Evaluation Metrics.

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

Figure 8. Example Outputs from Online Project Prioritization Tool.



Traffic Operations and User Delay Category

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

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

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

Safety Category

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

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

Economic Development/Access to Jobs Category

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

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

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

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

Access to Population and Amenities Category

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

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

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

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

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

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

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

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

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

Equity Category

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

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

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

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

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

Sustainability/Resiliency Category

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

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

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

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

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

Cost Effectiveness Category

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

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

Other Metrics Category

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

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

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

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

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

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

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

5.3 Project Costs

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

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

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

Table 8. Summary of Project Cost Estimates.

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

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

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

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

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

SECTION 6

Next Steps for Leavenworth County Region

6.1 Highest Scoring Projects

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

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



Table 9. Highest Scoring Projects by Category.

EVALUATION CATEGORY	EXAMPLE HIGH-SCORING PROJECTS
Traffic Operations/ User Delay	➤ K-7 Interchanges – either all 6 interchanges combined or the highest-scoring interchanges (K-7/Fairmount, K-7/Leavenworth, K-7/Parallel) ➤ K-5 Improvements/Realignment ➤ 158th/I-70 Interchange
Safety	➤ Tonganoxie – Eisenhower Corridor ➤ K-7 Interchanges (all 6 interchanges combined) ➤ Parallel Road Widening ➤ Fairmount Road Safety Improvements
Population and Amenities Access	➤ Eastern Gateway (North Connection) – requires separate Eastern Gateway project, which also scores high in this category ➤ K-5 Improvements/Realignment ➤ 158th/155th Street Corridor (US 24/40 to K-32), including new interchange at I-70
Economic Development and Jobs Access	➤ 158th/155th Street Corridor (US 24/40 to K-32), including new interchange at I-70 ➤ K-5 Improvements/Realignment ➤ Eastern Gateway (North Connection) – requires separate Eastern Gateway project, which also scores high in this category ➤ West K-10 Connection (West Kansas River Crossing)
Equity	➤ Eastern Gateway (North Connection) – requires separate Eastern Gateway or K-5 Improvements projects, which also scores high in this category ➤ K-5 Improvements/Realignment ➤ Leavenworth City Western Bypass ➤ Focused Demand-Response Transit Service in Leavenworth/Lansing
Sustainability/ Resiliency	➤ Basehor MetroGreen Trail and its two proposed extensions ➤ Leavenworth County Combined Regional Bikeway Network and MetroGreen Trail Systems ➤ Focused Demand-Response Transit Service in Leavenworth/Lansing
Cost Effectiveness	➤ K-7 Interchanges – either all 6 interchanges combined or the highest-scoring interchanges (K-7/Fairmount, K-7/Leavenworth, K-7/Parallel) ➤ 189th St/Golden Road Intersection Safety Improvements ➤ 158th Street/I-70 Interchange

6.2 Project-Specific Notes

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



6.3 Recommendations for Targeting External Funding

KDOT (IKE Program) – Fall 2023

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

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

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

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

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

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

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

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

› **SS4A grant program:**

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

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

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

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

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

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

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

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

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

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

6.4 Recommendations by Jurisdiction

Entire Region

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

Leavenworth County

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



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

City of Basehor

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

City of Lansing

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

› **Local Projects:** Advance design and construction of the following projects locally, potentially through development of adjacent parcels:

- › 147th Street Reconstruction (4-H to McIntyre)
- › 4-H Road Reconstruction (K-7 to 147th)
- › 147th Street/DeSoto Road Reconstruction (4-H to Ida)
- › West Gilman Road Extension

› **Local Safety Improvements:** Apply for SS4A Planning and Demonstration grant in either 2023 or 2024 and complete a community safety action plan to become eligible for Implementation grant funding. Through this plan, identify specific high-priority projects at targeted locations to apply for SS4A Implementation grant funding or other implementation funding sources (e.g., HSIP sources through KDOT).

City of Leavenworth

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

City of Tonganoxie

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



6.5 Conclusion

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

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

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

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

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

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

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

- 1.K-5 Improvements/Realignment
- 2.158th/155th Street Corridor (not including the actual I-70 interchange, which must be funded by the Kansas Turnpike Authority or local funds)
- 3.Parallel Road Widening—note that it is recommended to reframe this project as “improvements,” as this project includes much-needed bicycle and pedestrian facilities, as well as intersection safety improvements.
- 4.Tonganoxie – Eisenhower Corridor Improvements
- 5.Focused Demand-Response Transit Service in Leavenworth-Lansing

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

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

APPENDIX A
Project Profiles and Scoring Worksheets

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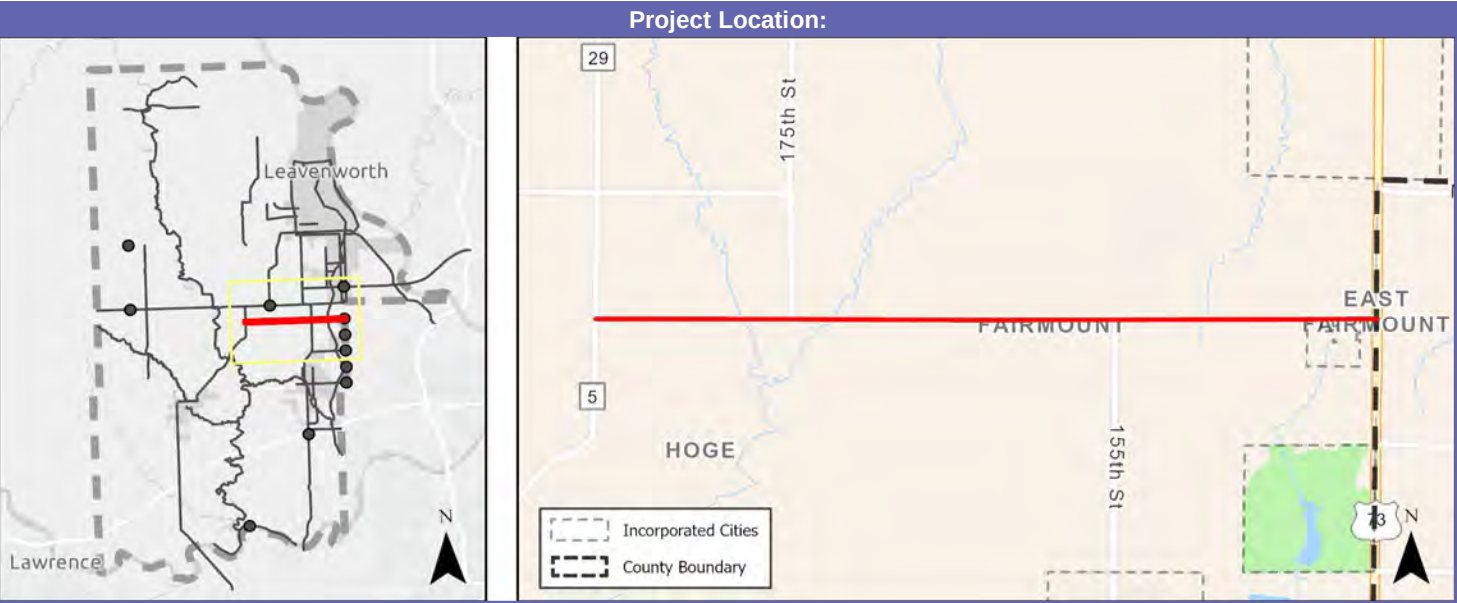
Project Profile

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

Segment Safety Improvements



Source: LVCO Local Road Safety Plan



Project Description:

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

Next Steps:

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

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

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

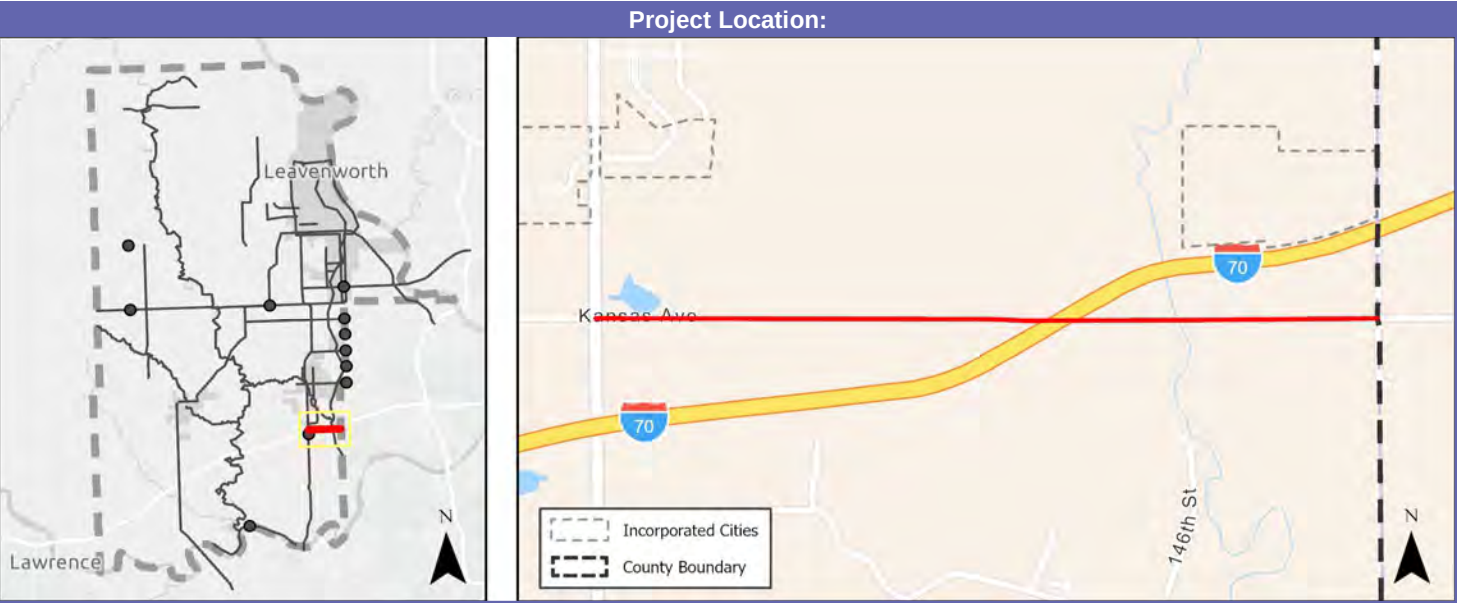
*for Areas of Persistent Poverty, Historically Disadvantaged Communities, or Opportunity Zones

Project Profile

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



Source: LVCO Local Road Safety Plan



Project Description:

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

Next Steps:

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

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

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

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

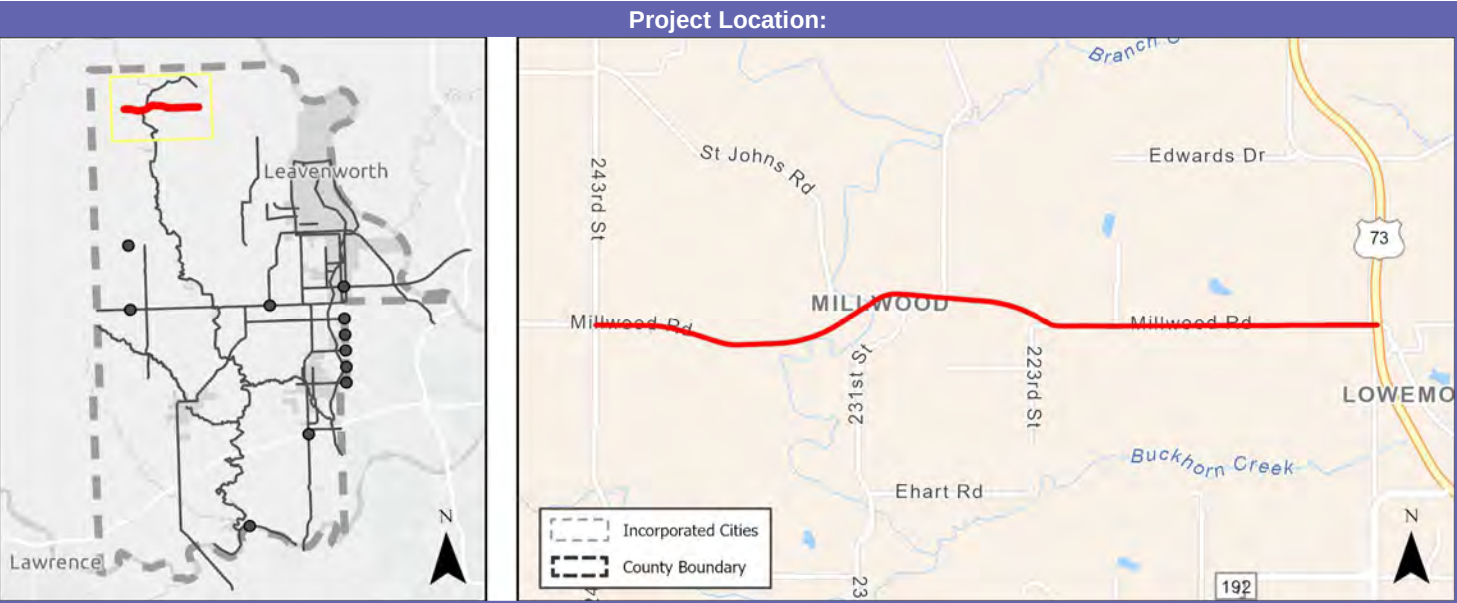
Project Profile

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

Segment Safety Improvements



Source: LVCO Local Road Safety Plan



Project Description:

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

Next Steps:

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

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

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

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

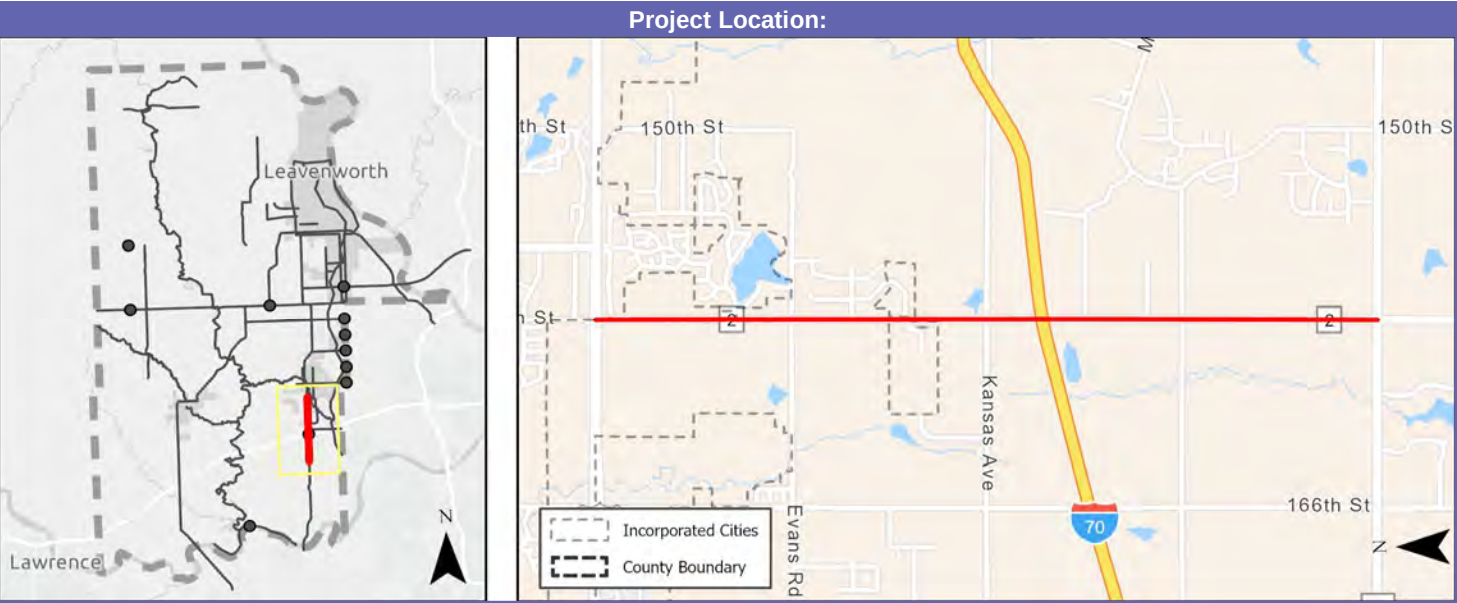
Project Profile

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

Roadway Widening / Upgrade



Source: Basehor Comprehensive Plan



Project Description:

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

Next Steps:

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

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

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

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

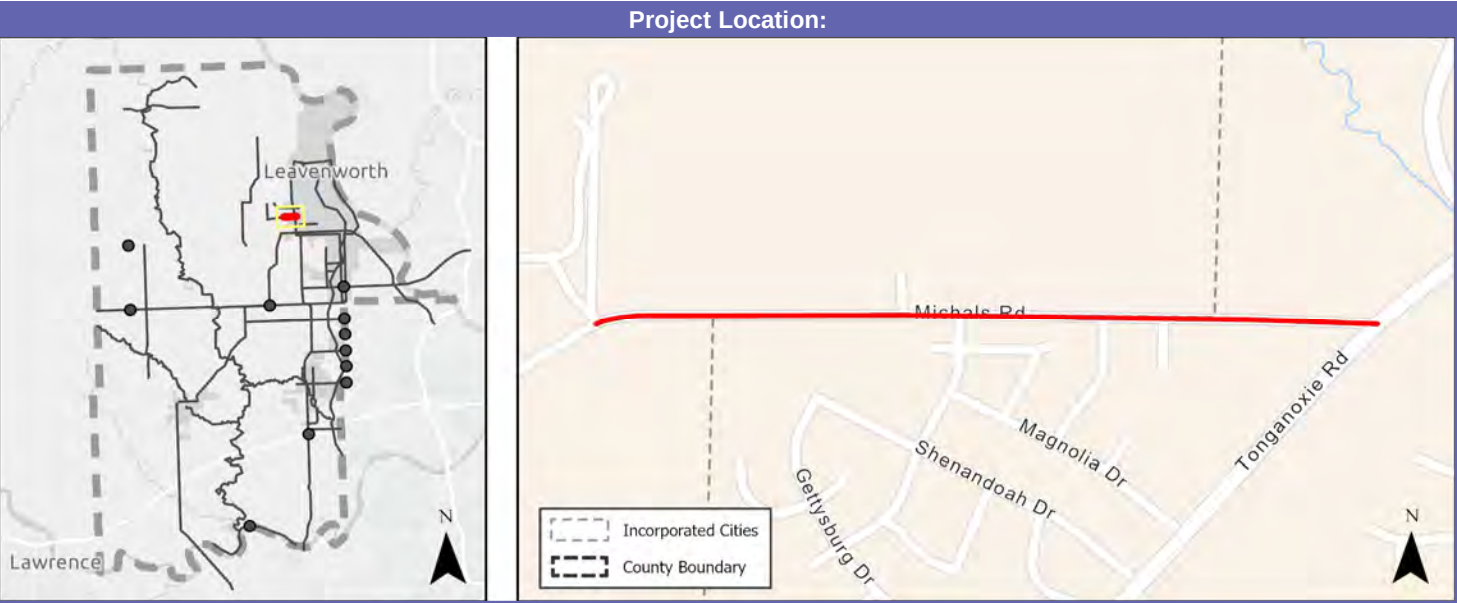
Project Profile

Michals Road Phase 2 (167th to Tonganoxie)

New Local Roadway



Source: MARC Long Range Transportation Plan



Project Description:

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

Next Steps:

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

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

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

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

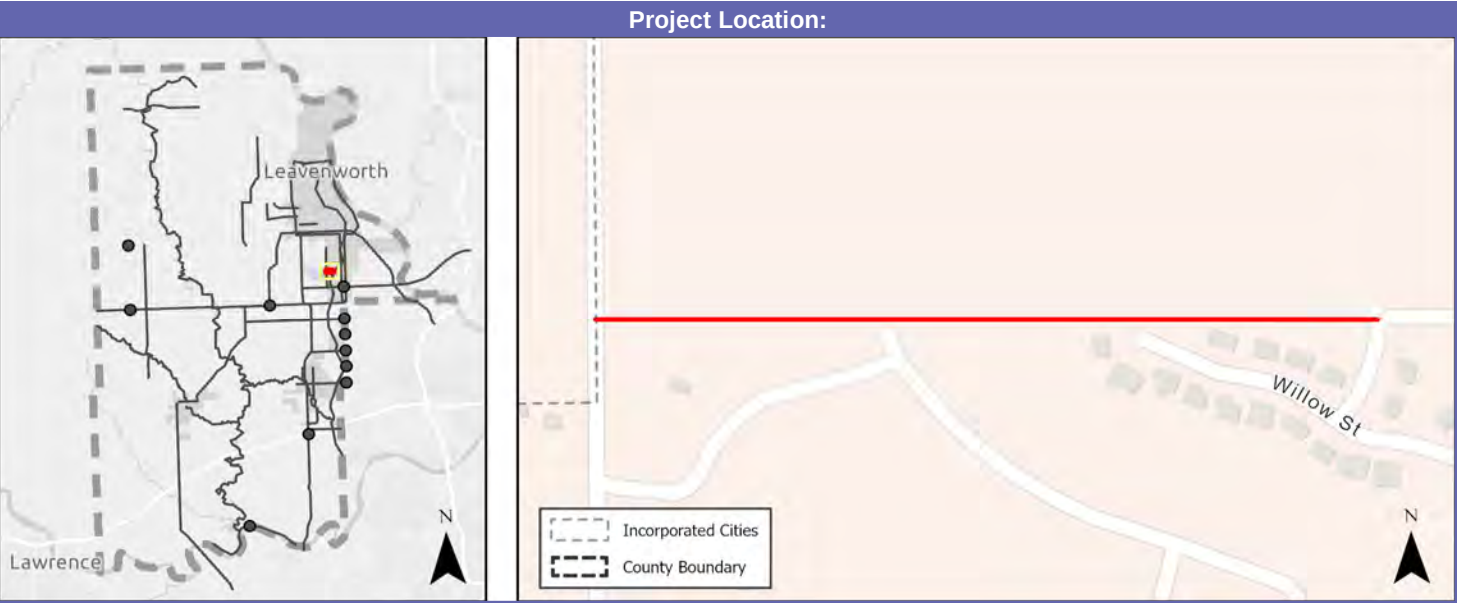
Project Profile

West Gilman Road Extension

New Local Roadway



Source: MARC Long Range Transportation Plan



Project Description:

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

Next Steps:

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

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

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

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

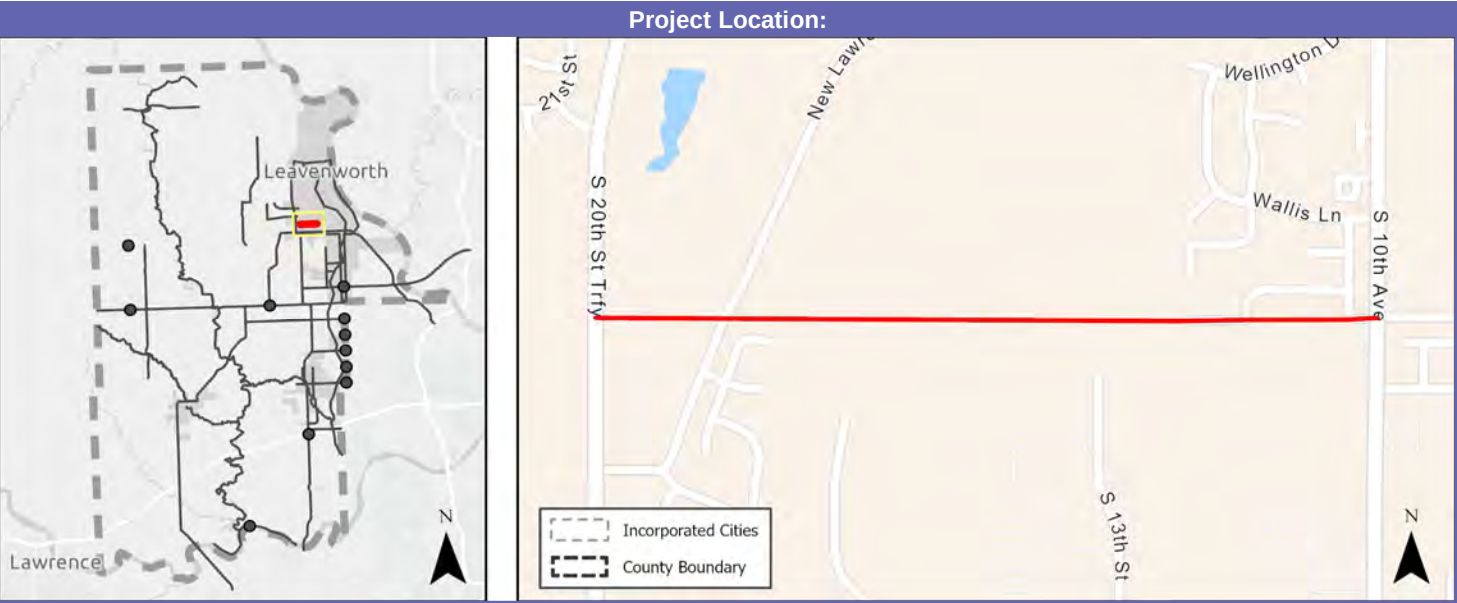
Project Profile

Muncie Road Extension (West of 10th Ave)

New Local Roadway



Source: MARC Long Range Transportation Plan



Project Description:

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

Next Steps:

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

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

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

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

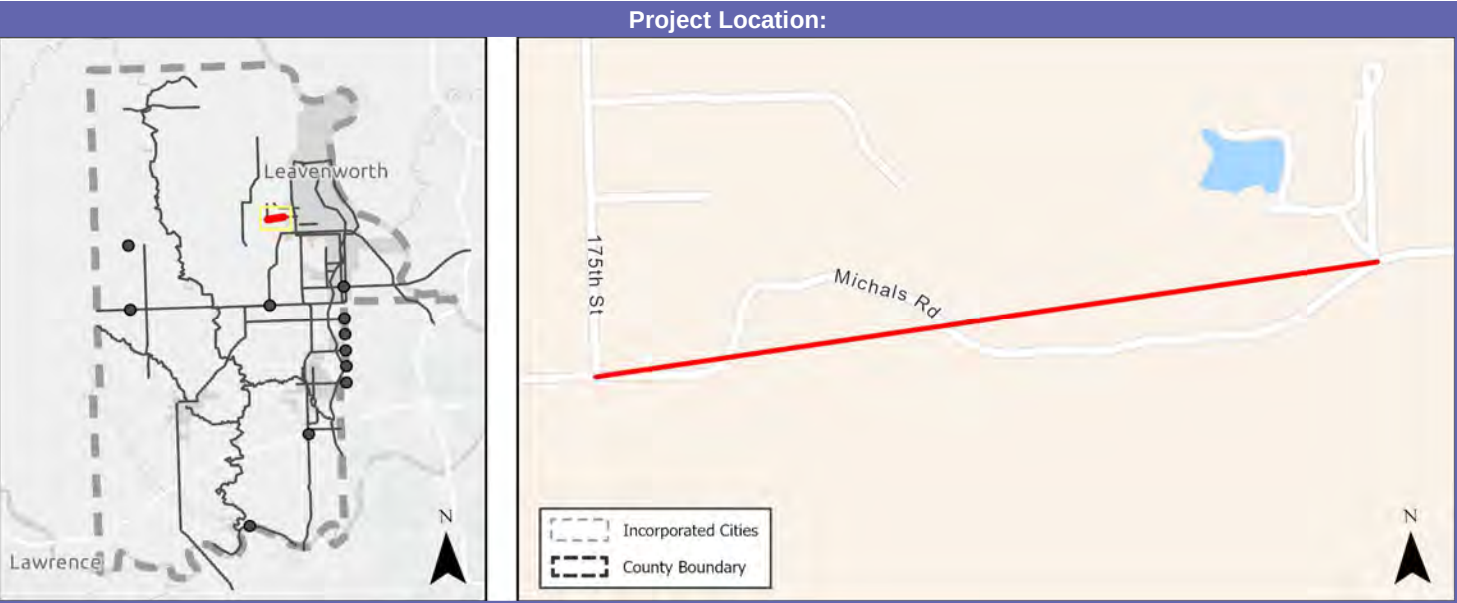
Project Profile

Michals Road Phase 1 (167th to 175th)

New Local Roadway



Source: MARC Long Range Transportation Plan



Project Description:

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

Next Steps:

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

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

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

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

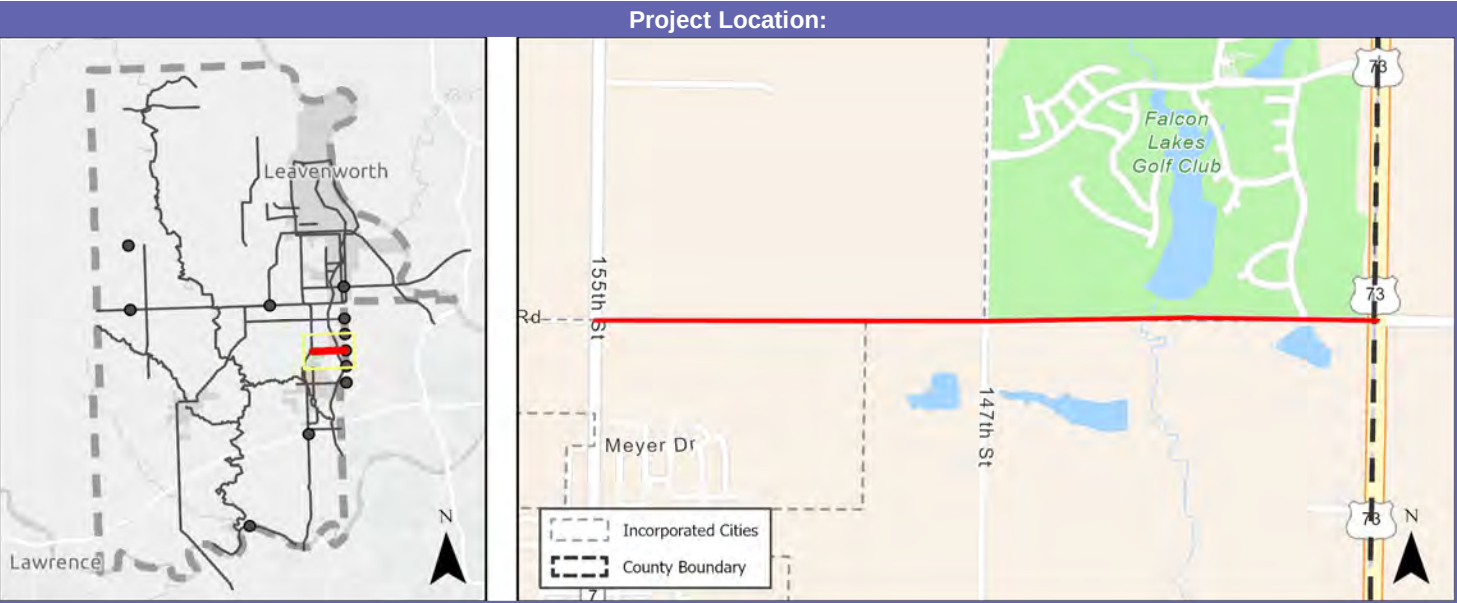
Project Profile

Donahoo Road Extension (K-7 to 155th)

New Local Roadway



Source: MARC Long Range Transportation Plan



Project Description:

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

Next Steps:

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

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

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

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

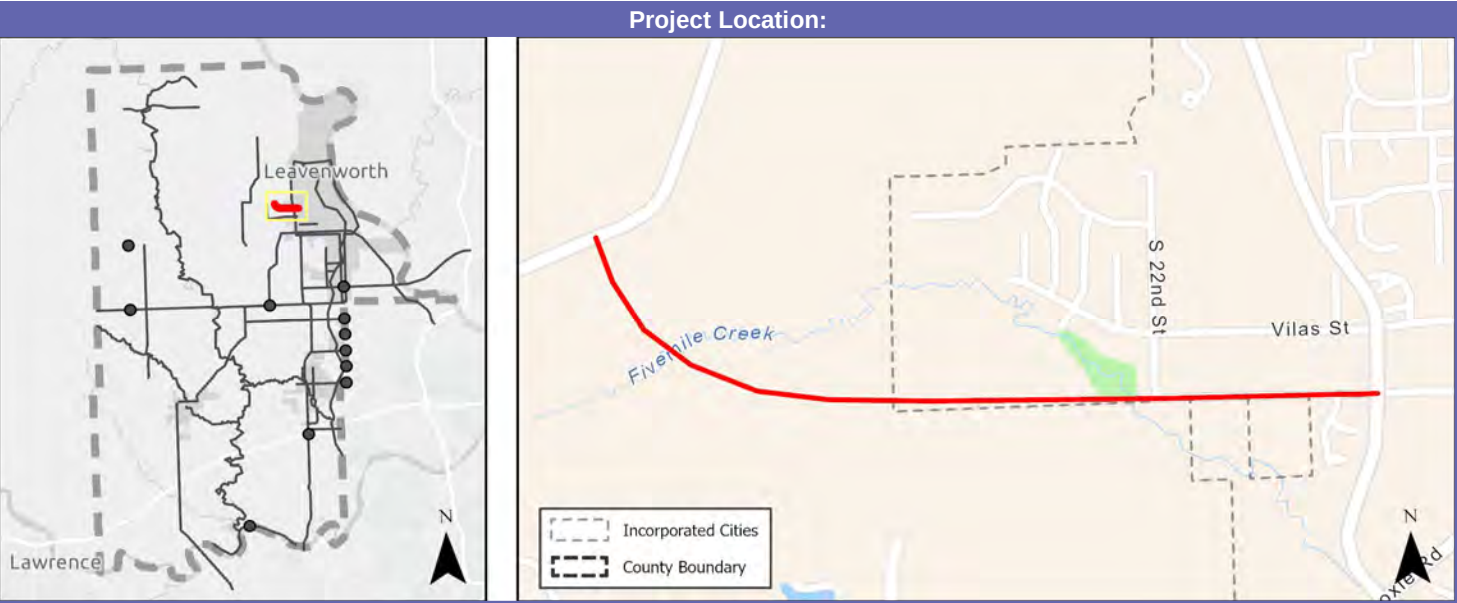
Project Profile

Limit Street Extension (West of 20th St)

New Local Roadway



Source: MARC Long Range Transportation Plan



Project Description:

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

Next Steps:

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

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

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

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

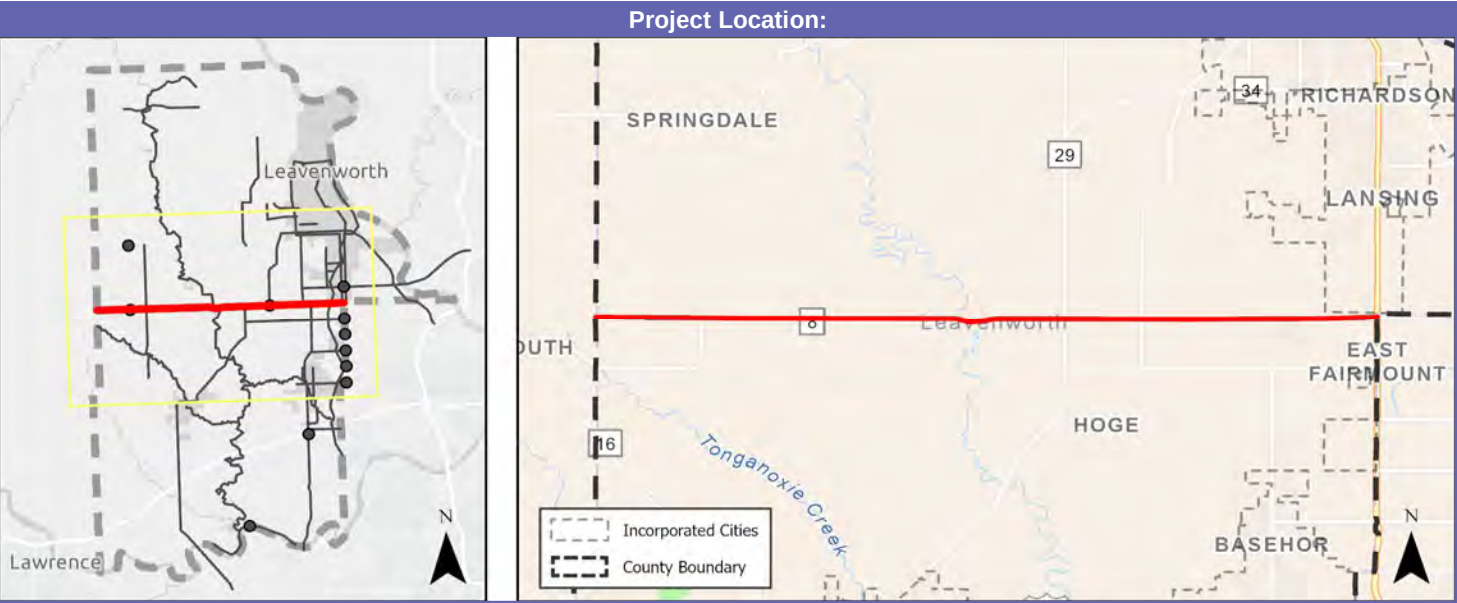
Project Profile

Dempsey Road E-W Connection

New Local Roadway



Source: LVCO Comprehensive Plan



Project Description:

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

Next Steps:

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

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

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

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

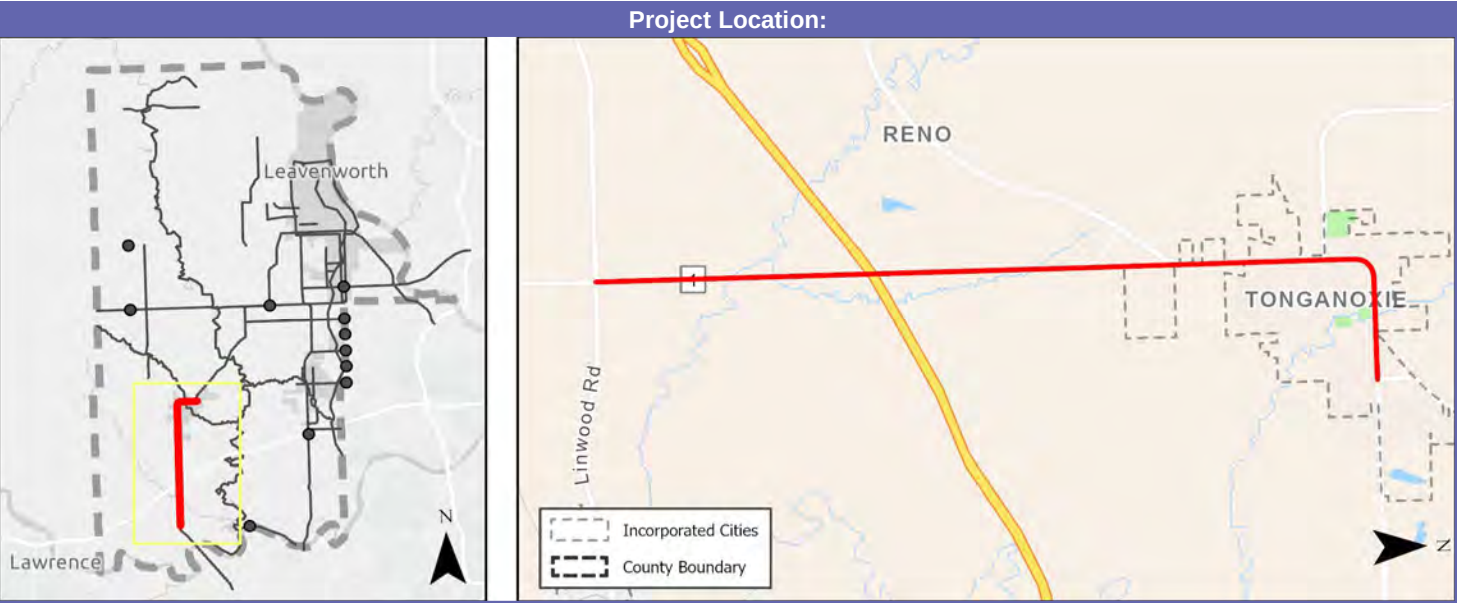
Project Profile

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

New Major Roadway



Source: LVCO Comprehensive Plan



Project Description:

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

Next Steps:

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

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

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

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

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

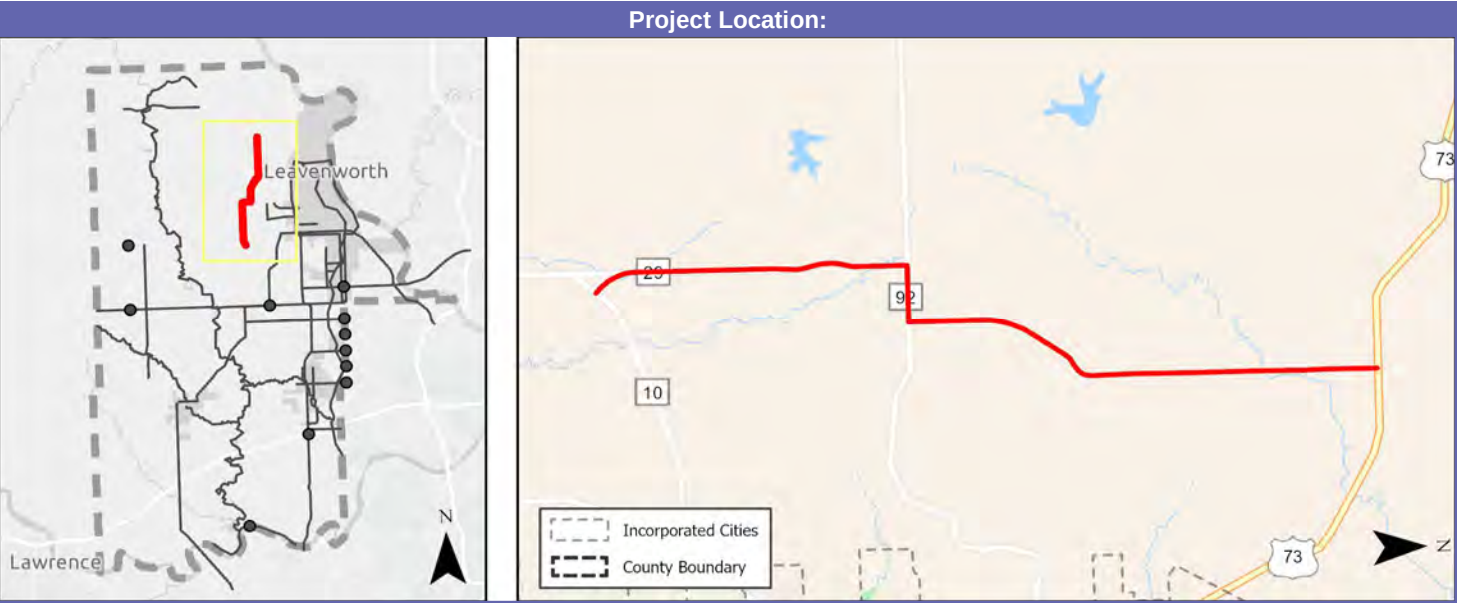
Project Profile

Leavenworth City Western Bypass

New Major Roadway



Source: LVCO Comprehensive Plan



Project Description:

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

Next Steps:

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

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

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

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

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

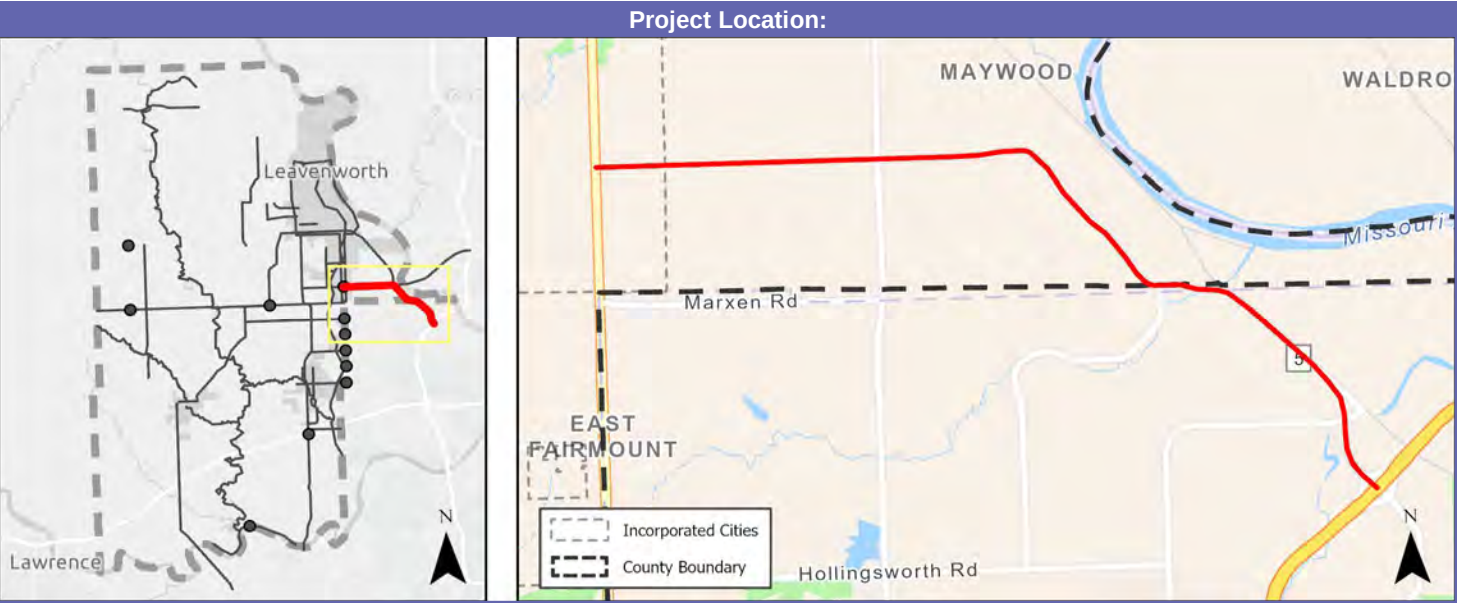
Project Profile

K-5 Improvements/Realignment

New Major Roadway



Source: LVCO Comprehensive Plan



Project Description:

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

Next Steps:

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

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

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

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

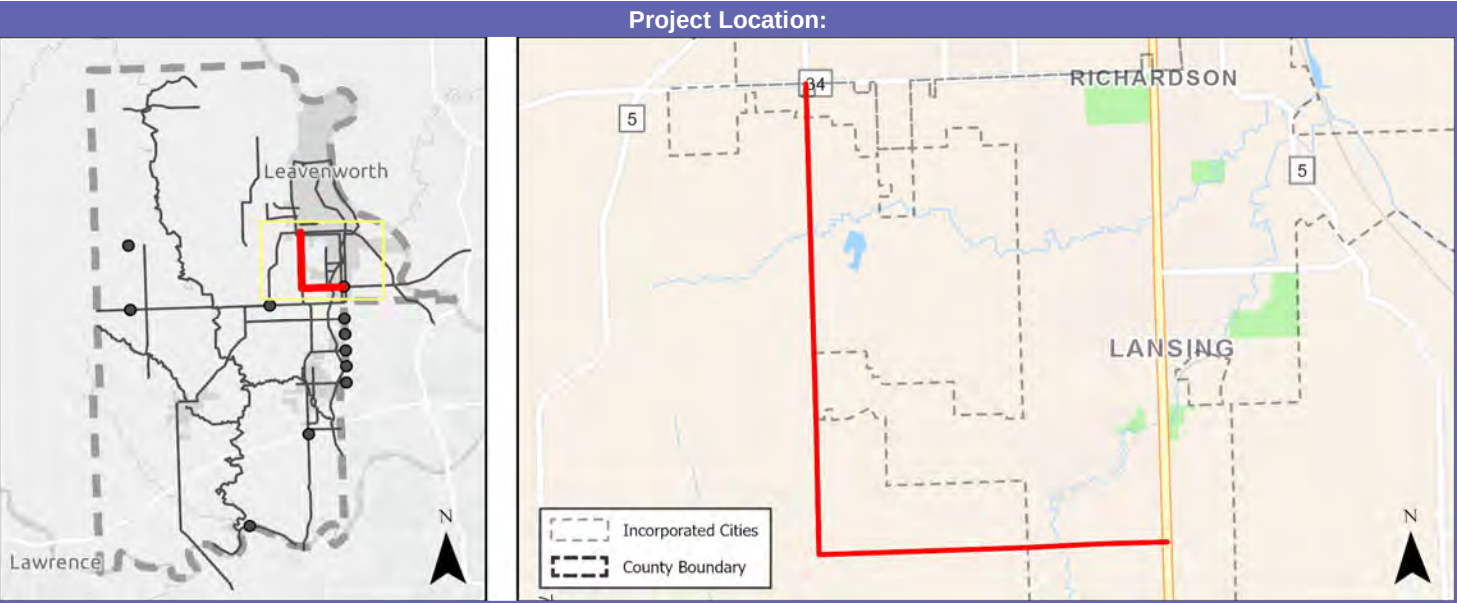
Project Profile

20th Street Extension / McIntyre Road Extension

New Major Roadway



Source: LVCO Comprehensive Plan/Conversations with Stakeholders



Project Description:

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

Next Steps:

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

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

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

Project Scoring:			
Category	Score	Analyzed Metrics	
Traffic Operations / User Delay	5	Daily Traffic Volume (Vehicles)	700
		Future Congestion (Volume-to-Capacity Ratio)	0.00
		Travel Delay Reduction (Change in Daily Vehicle Hours of Delay)	0
Safety	0	Existing Crash History (Number of Crashes/Year)	N/A
		Fatal and Injury Crash History (Number of Crashes/Year)	N/A
		Project Crash Reduction (Crashes/Year)	N/A
		Fatal and Injury Project Crash Reduction (Crashes/Year)	N/A
Population and Amenity Access	70	Increase in Population within a 30-Minute Drive	4,895
		Increase in Attractions within a 30-Minute Drive	43
		Increase in Key Community Destinations (in Leavenworth County) within a 15-Minute Drive	0.94
		Within 1/4 Mile of School(s)	YES
		Within 1/4 Mile of Park(s)	YES
Economic Development / Jobs Access	49	Increase in Jobs within a 30-Minute Drive	4,630
		Increase in Acres of Commercial/Industrial within a 30-Minute Drive	11.1
		Increase in Number of Census Block Groups within 15-Minute Drive of I-70 or I-435	1
		Acres of Undeveloped Land within 1/2 Mile of Proposed Interchange (If Applicable)	-
Equity	28	Impacts an Area of Persistent Poverty	NO
		Impacts a Historically Disadvantaged Community	NO
		Impacts an Opportunity Zone	NO
		Increase in Population within a 30-Minute Drive*	306
		Increase in Jobs within a 30-Minute Drive*	82
Sustainability	15	Increase in Attractions within a 30-Minute Drive*	2
		Change in Vehicle Miles Traveled (VMT)	589
		Project Impacts a Bridge in Fair or Poor Condition	NO
		Project Converts a Gravel Roadway to Paved or Impacts a Low-Water Crossing	NO
		Project is Located on Planned Bike Route	NO
Cost Effectiveness	3	Project Fills Bike/Sidewalk System Gap or Provides a Bike/Ped Facility	YES
		Capital Cost	\$65,342,000
Other	44	Annual Operations and Maintenance Cost	\$117,100
		Partnerships (Number of Jurisdictions Crossed)	3
		Previous Plan History	No Previous Study
		Projected Environmental Clearance	Enviromental Assessment

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

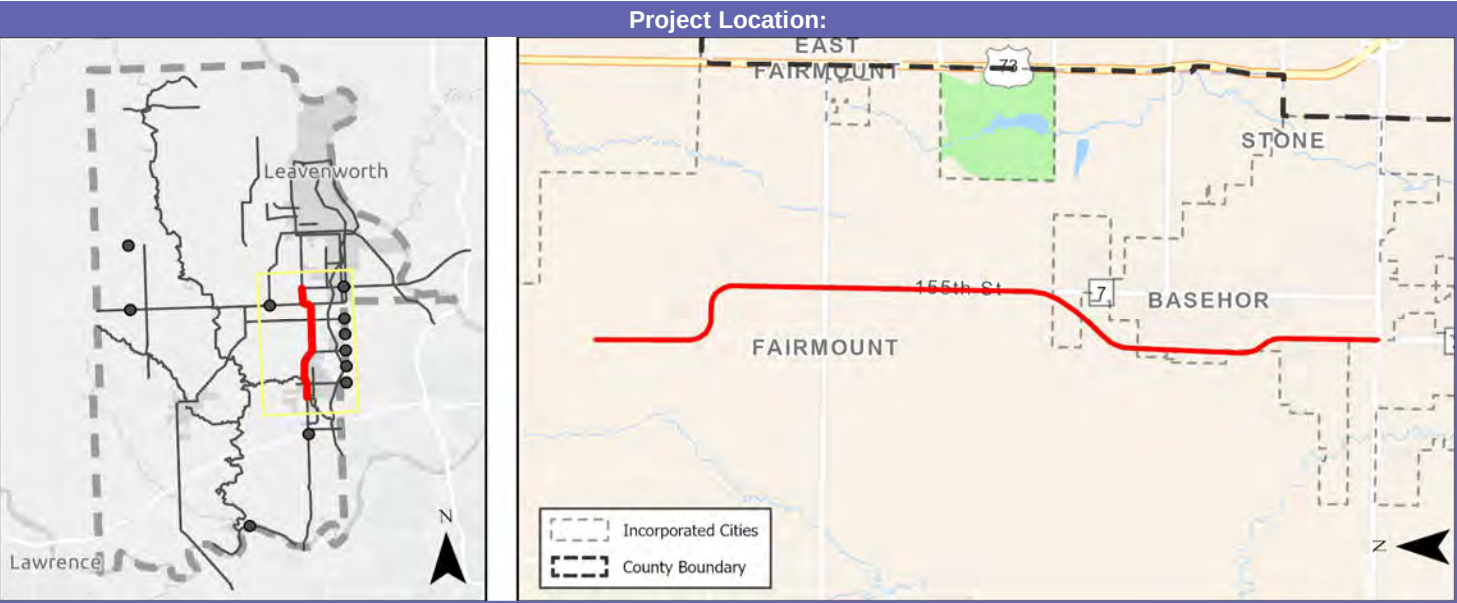
Project Profile

158th / 20th Connector (Basehor to Leavenworth)

New Major Roadway



Source: LVCO Local Road Safety Plan



Project Description:

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

Next Steps:

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

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

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

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

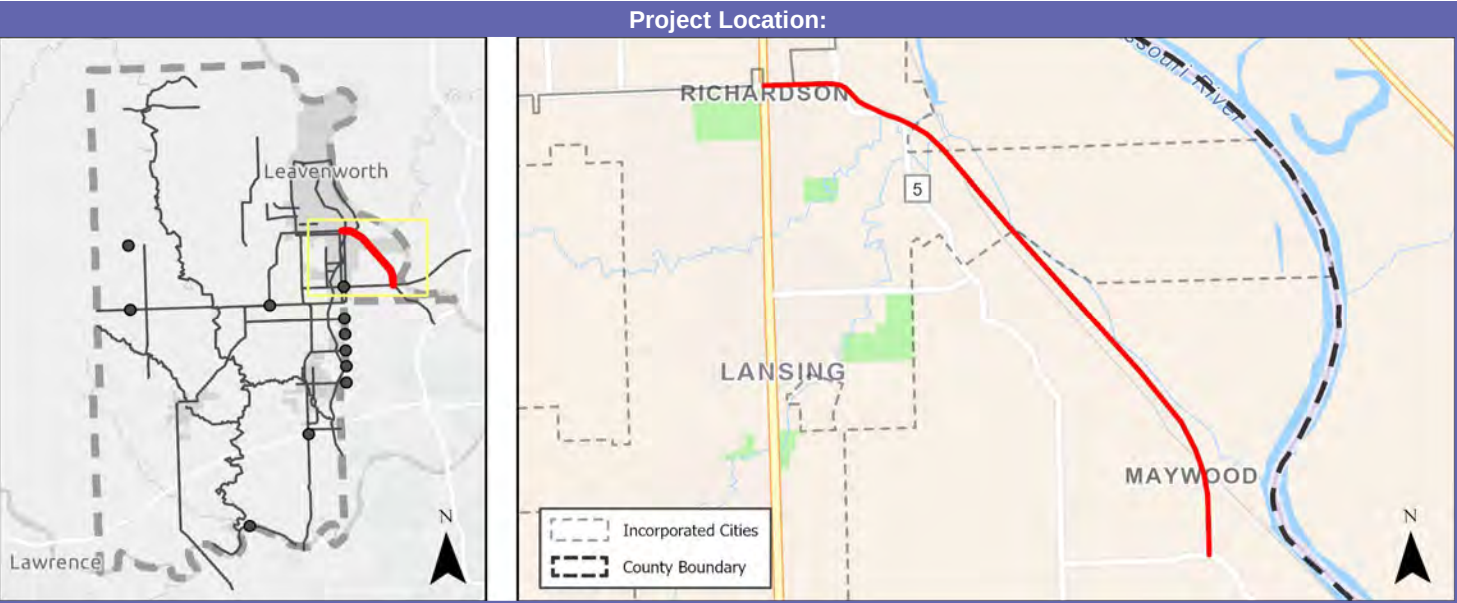
Project Profile

Eastern Gateway (North Connection)

New Major Roadway



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



Project Description:

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

Next Steps:

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

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

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

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

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

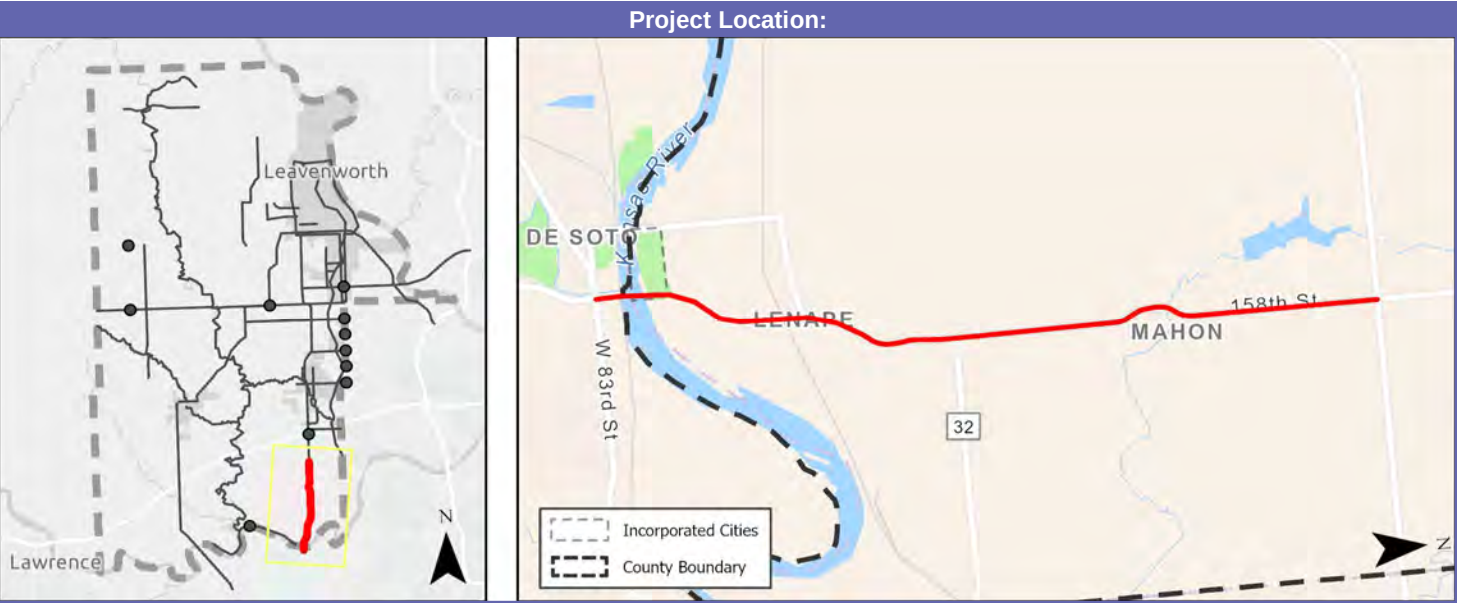
Project Profile

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

New Major Roadway



Source: LVCO Local Road Safety Plan



Project Description:

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

Next Steps:

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

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

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

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

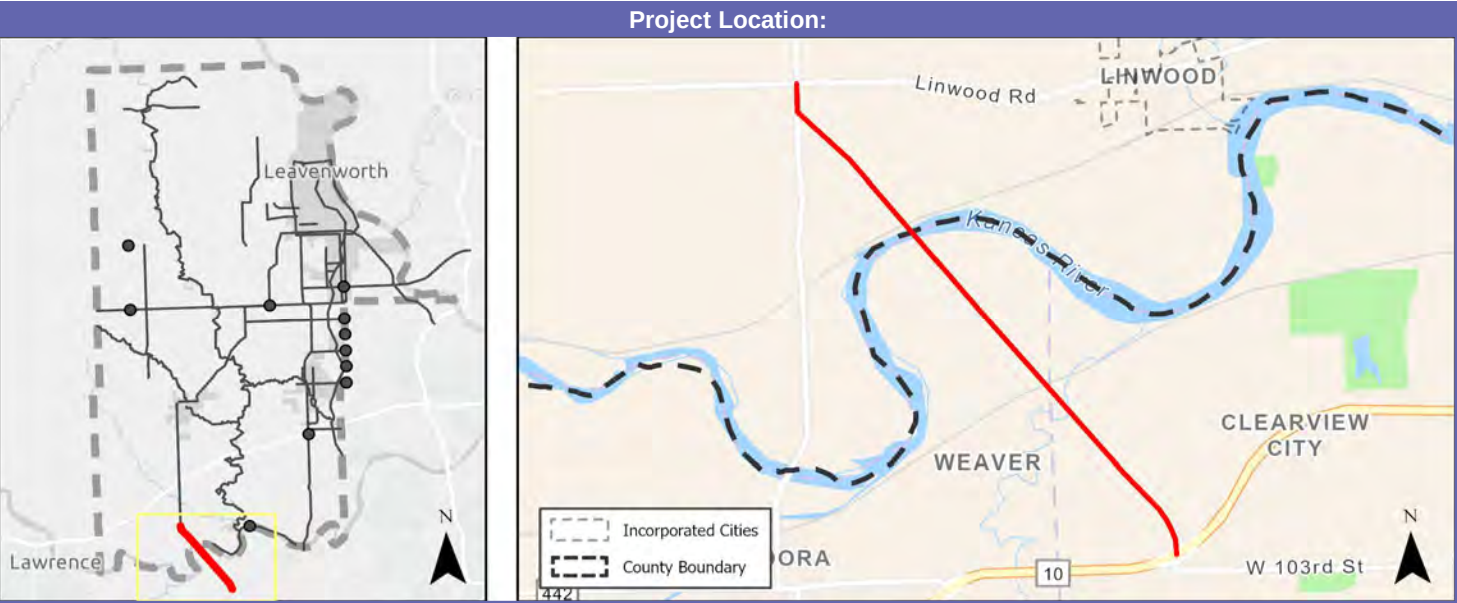
*for Areas of Persistent Poverty, Historically Disadvantaged Communities, or Opportunity Zones

Project Profile

West K-10 Connection (West KS River Crossing)
New Major Roadway



Source: LVCO Comprehensive Plan



Project Description:

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

Next Steps:

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

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

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

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

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

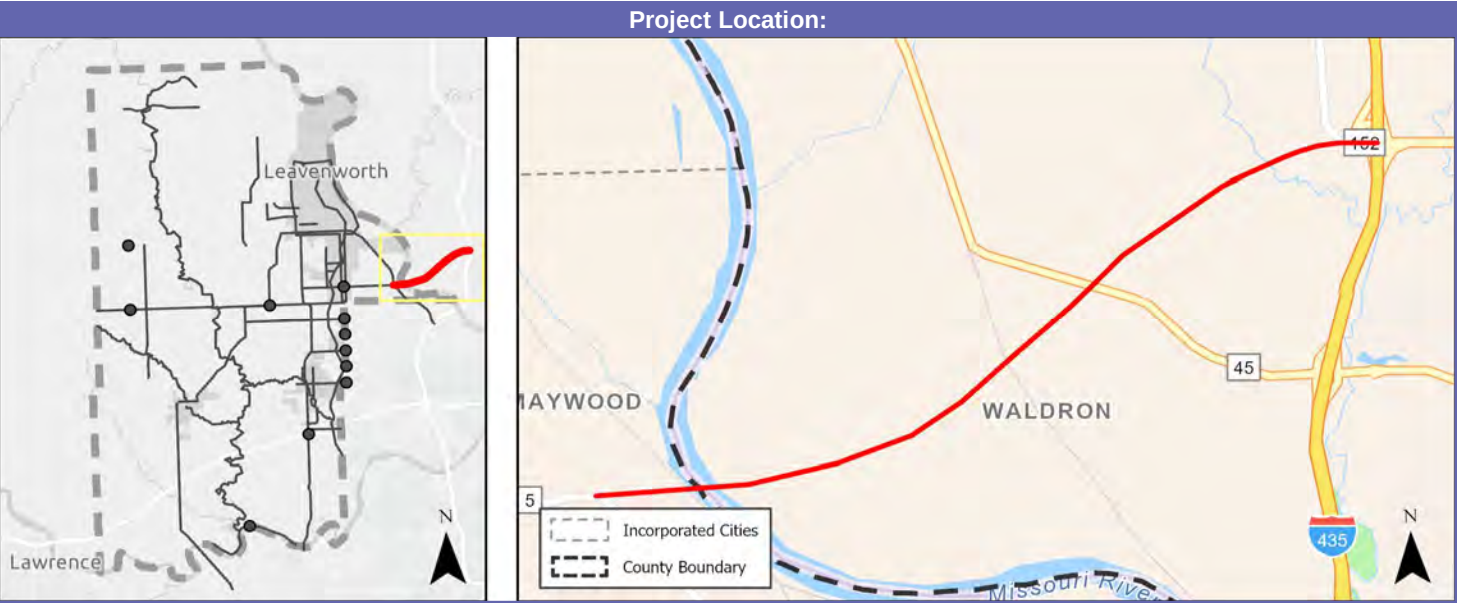
Project Profile

Eastern Gateway

New Major Roadway



Source: MARC Long Range Transportation Plan



Project Description:

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

Next Steps:

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

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

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

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

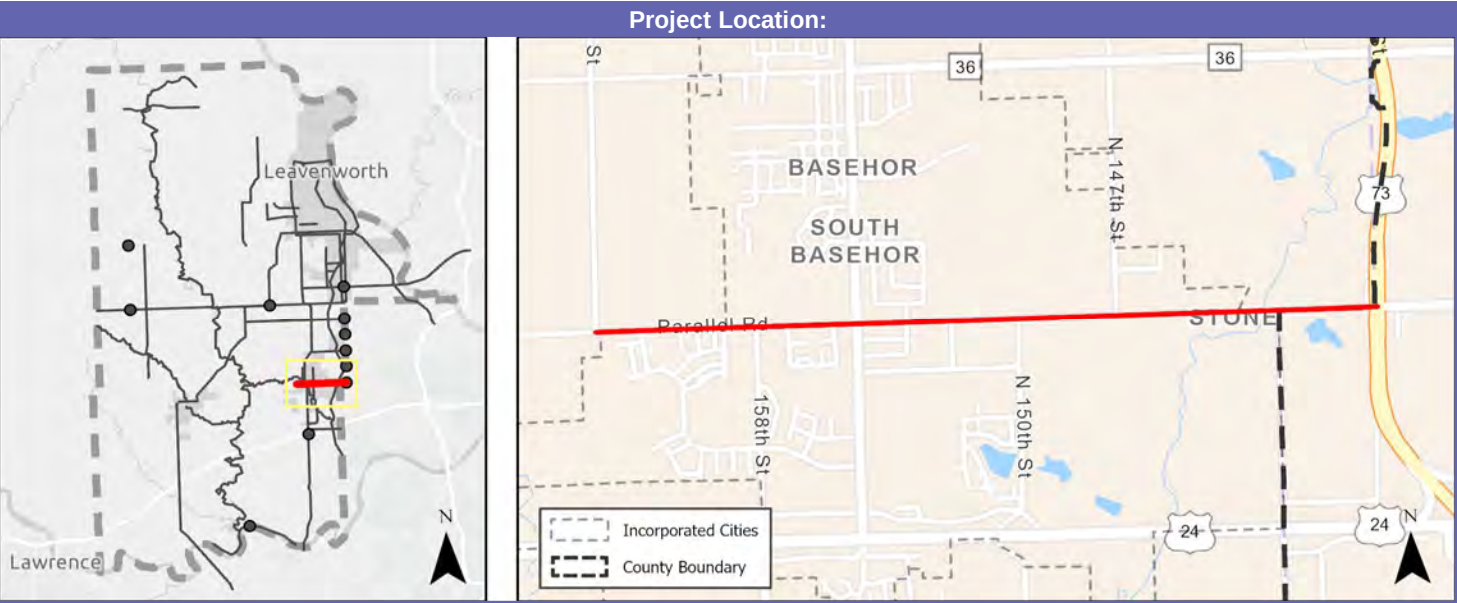
*for Areas of Persistent Poverty, Historically Disadvantaged Communities, or Opportunity Zones

Project Profile

Parallel Road Widening
Roadway Widening / Upgrade



Source: MARC Long Range Transportation Plan



Project Description:

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

Next Steps:

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

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

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

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

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

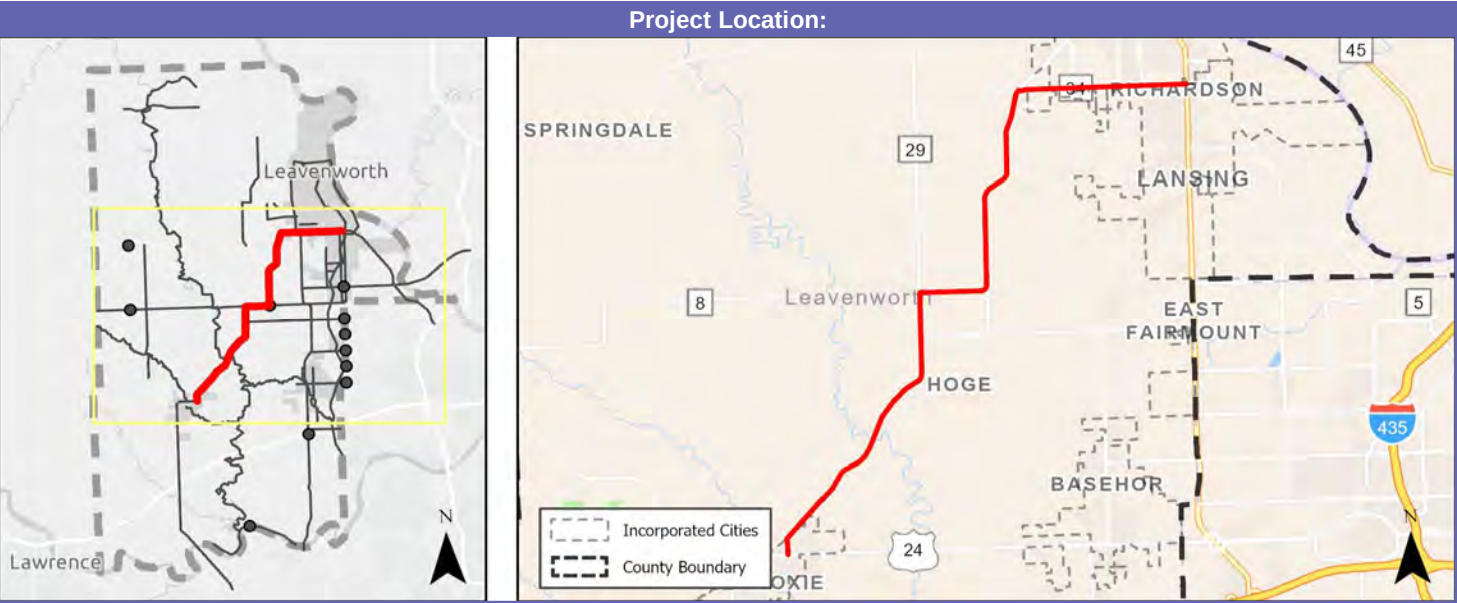
Project Profile

Tonganoxie - Eisenhower Corridor

Roadway Widening / Upgrade



Source: LVCO Local Road Safety Plan



Project Description:

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

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

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

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

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

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

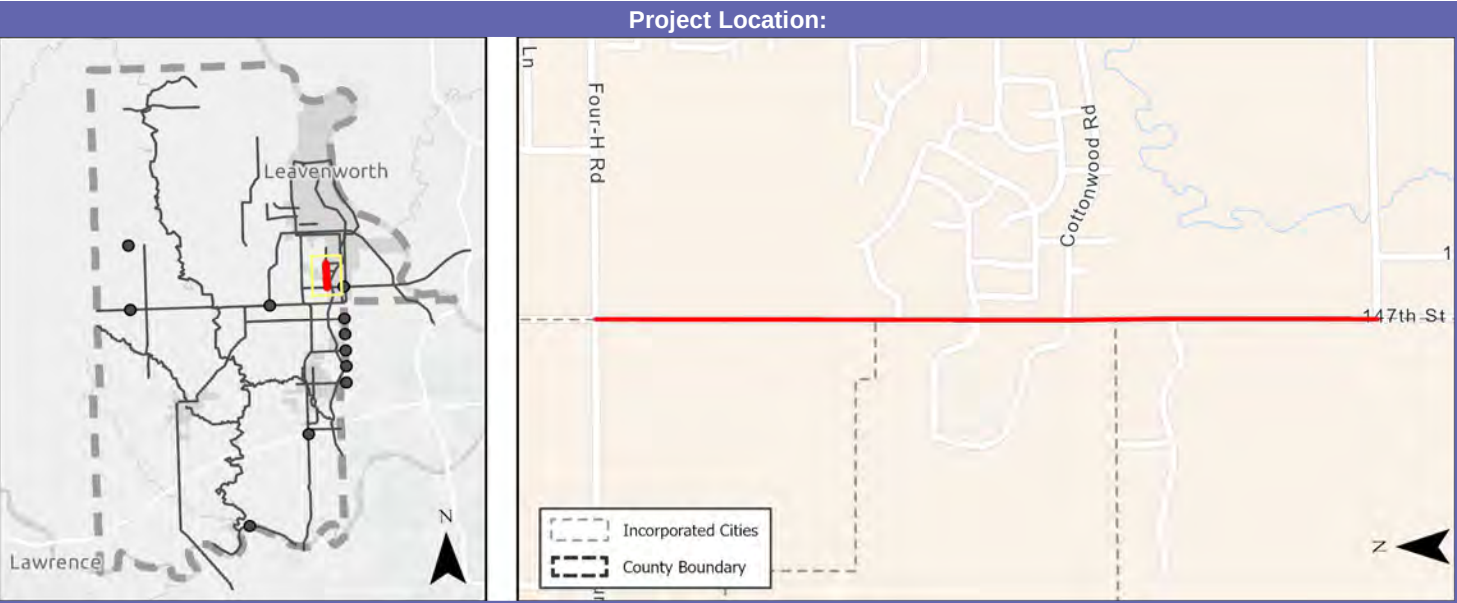
Project Profile

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

Roadway Widening / Upgrade



Source: MARC Long Range Transportation Plan



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

Next Steps:

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

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

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

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

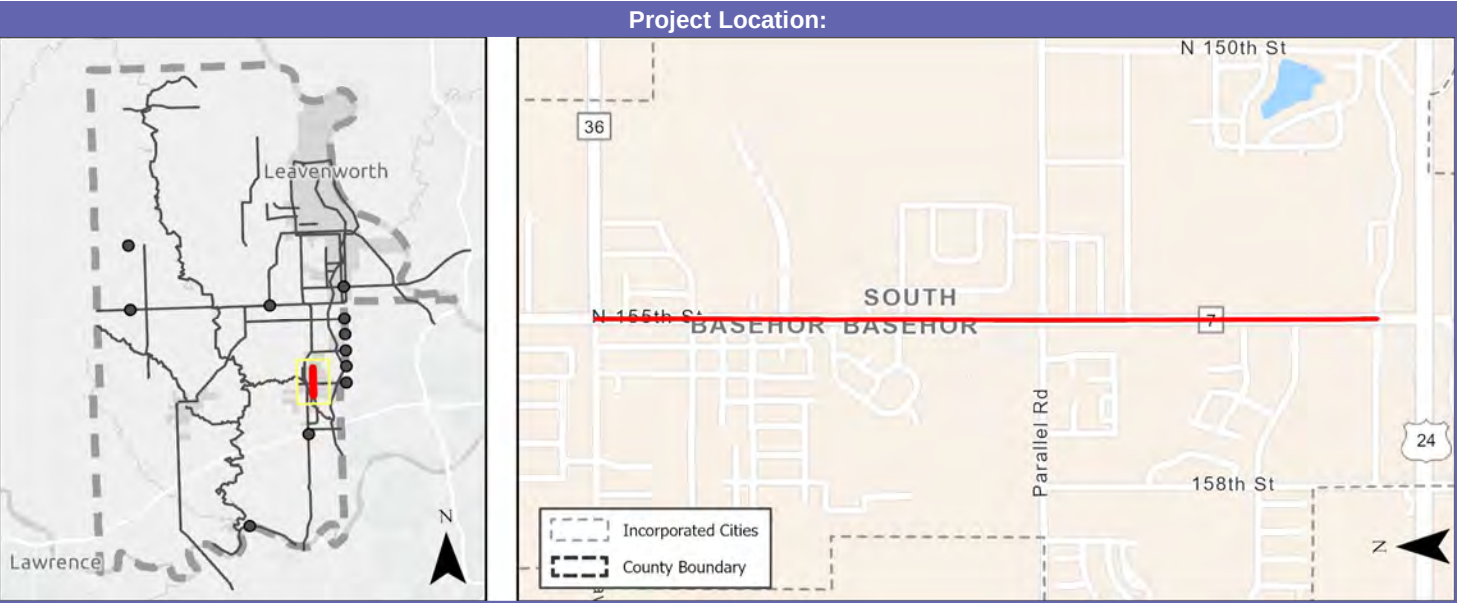
Project Profile

155th St Widening / Improvements in Basehor

Roadway Widening / Upgrade



Source: MARC Long Range Transportation Plan



Project Description:

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

Next Steps:

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

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

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

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

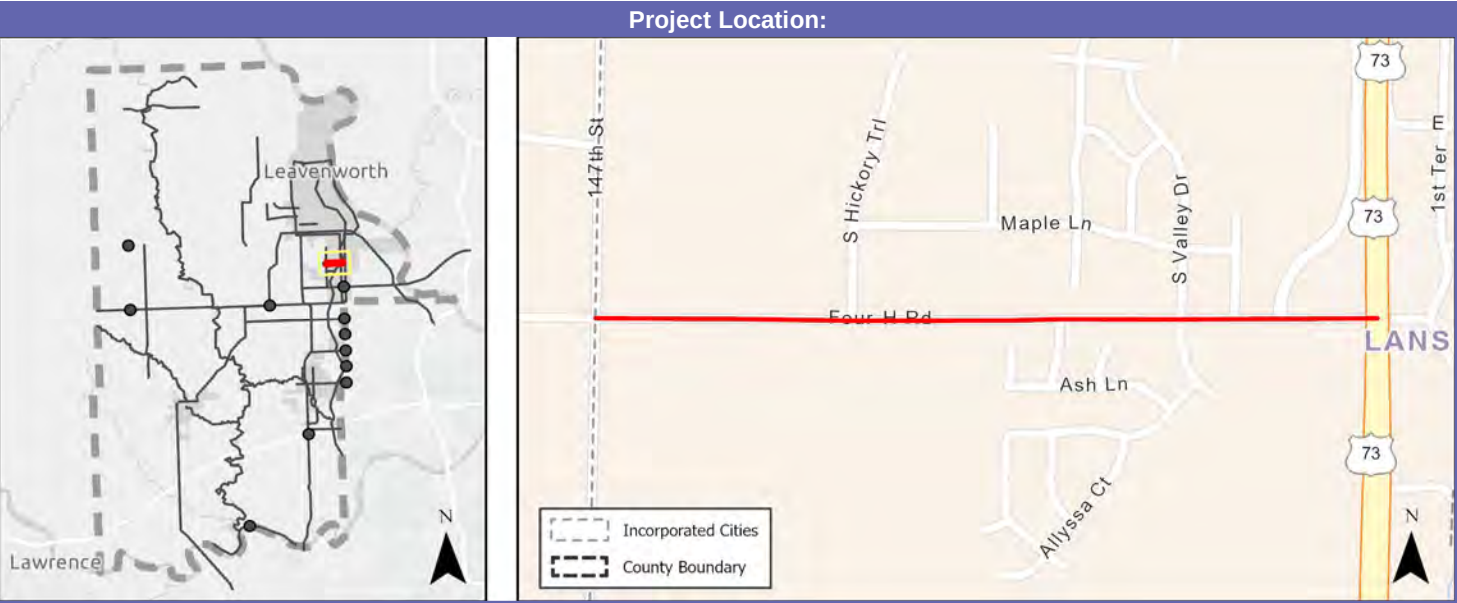
Project Profile

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

Roadway Widening / Upgrade



Source: MARC Long Range Transportation Plan



Project Description:

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

Next Steps:

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

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

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

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

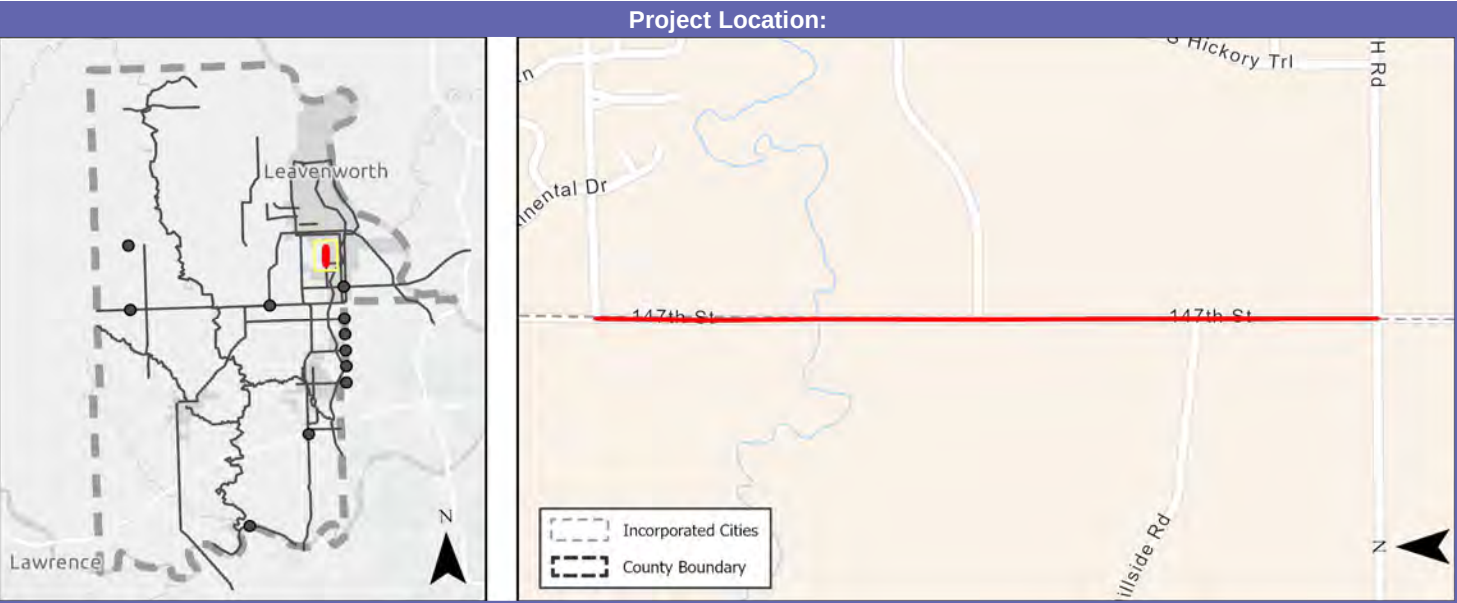
Project Profile

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

Roadway Widening / Upgrade



Source: MARC Long Range Transportation Plan



Project Description:

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

Next Steps:

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

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

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

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

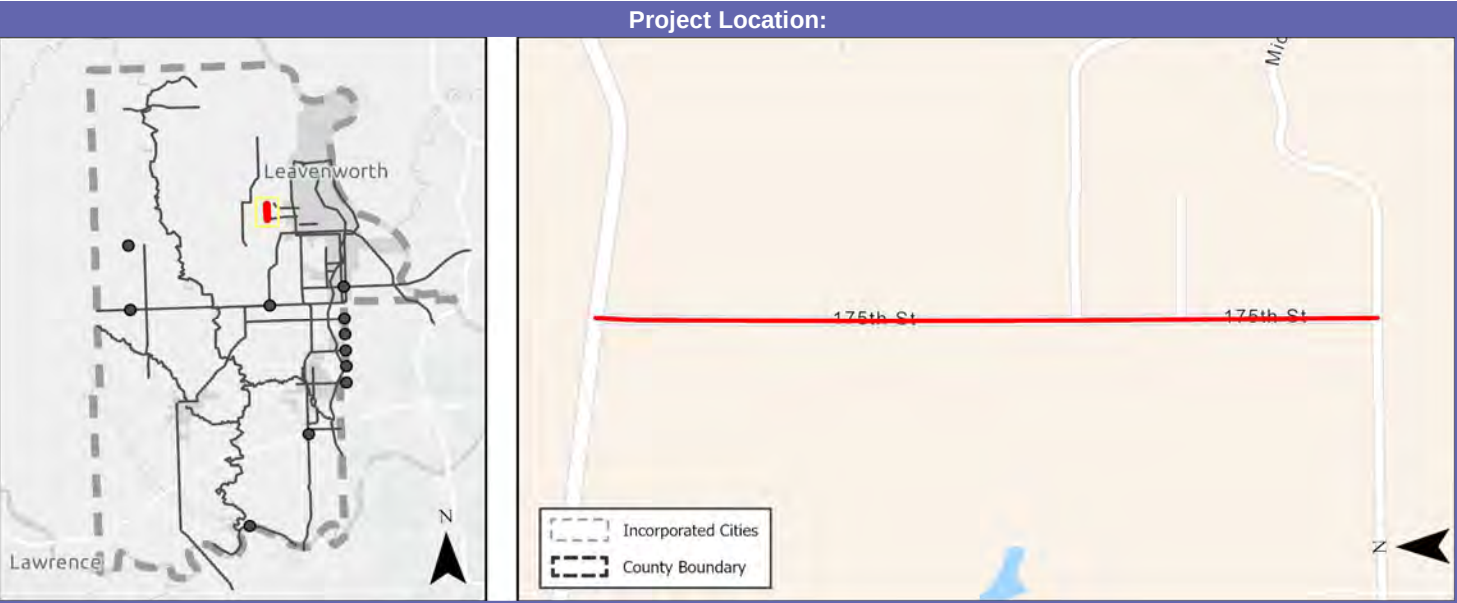
Project Profile

175th St Improvements (Michals to K-92)

Roadway Widening / Upgrade



Source: MARC Long Range Transportation Plan



Project Description:

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

Next Steps:

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

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

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

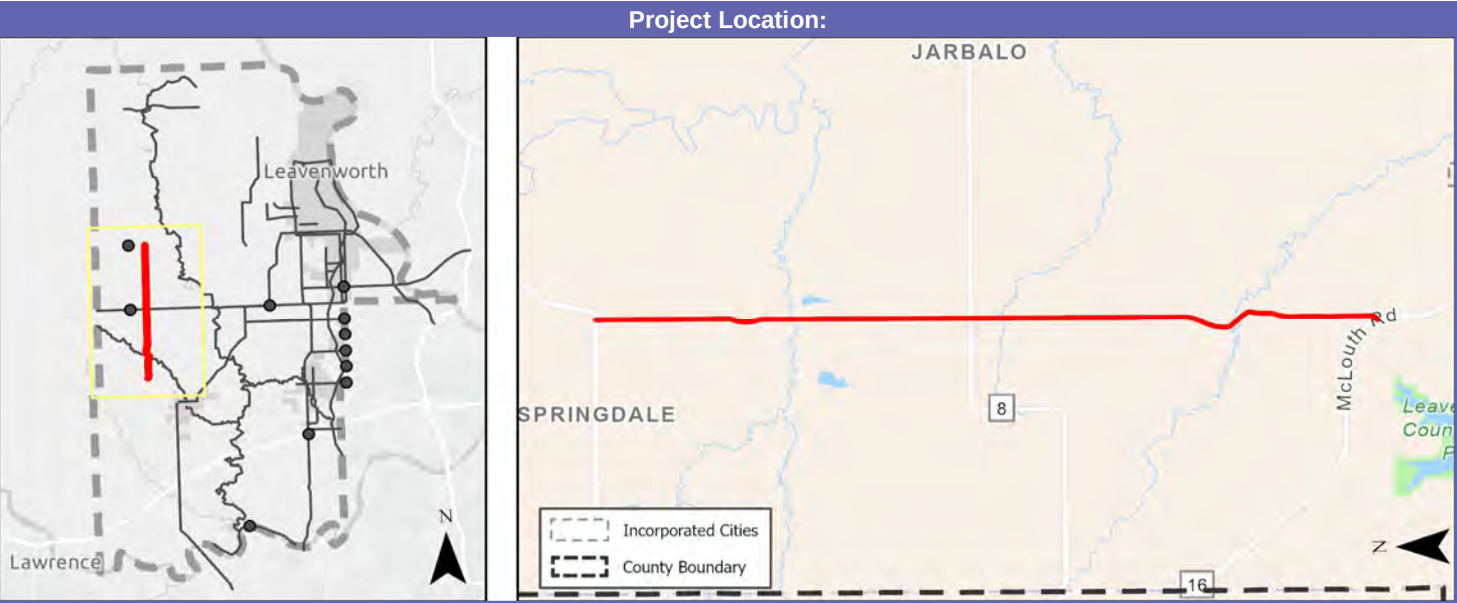
*for Areas of Persistent Poverty, Historically Disadvantaged Communities, or Opportunity Zones

Project Profile

County Road 30 Improvements

Roadway Widening / Upgrade

Source: MARC Long Range Transportation Plan



Project Description:

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

Next Steps:
• Leavenworth County: Advance design and construction locally

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

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

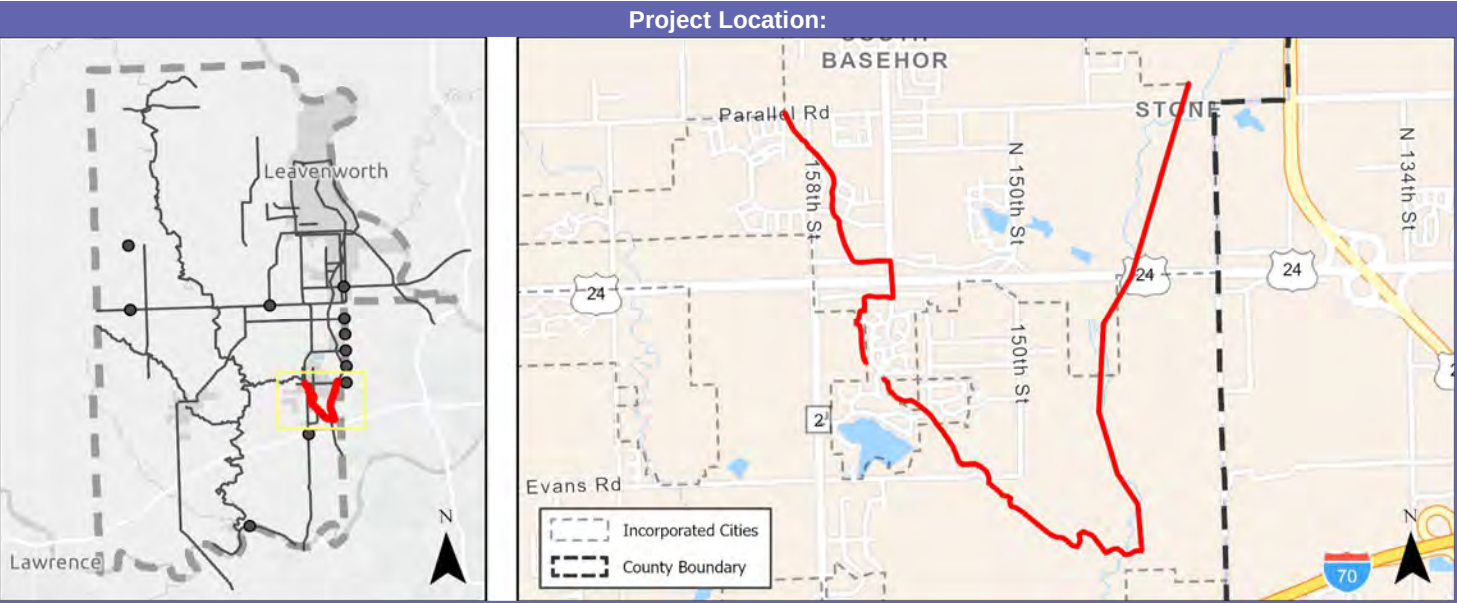
*for Areas of Persistent Poverty, Historically Disadvantaged Communities, or Opportunity Zones

Project Profile

Basehor MetroGreen Trail
Trail



Source: MARC Long Range Transportation Plan



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

Next Steps:

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

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

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

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

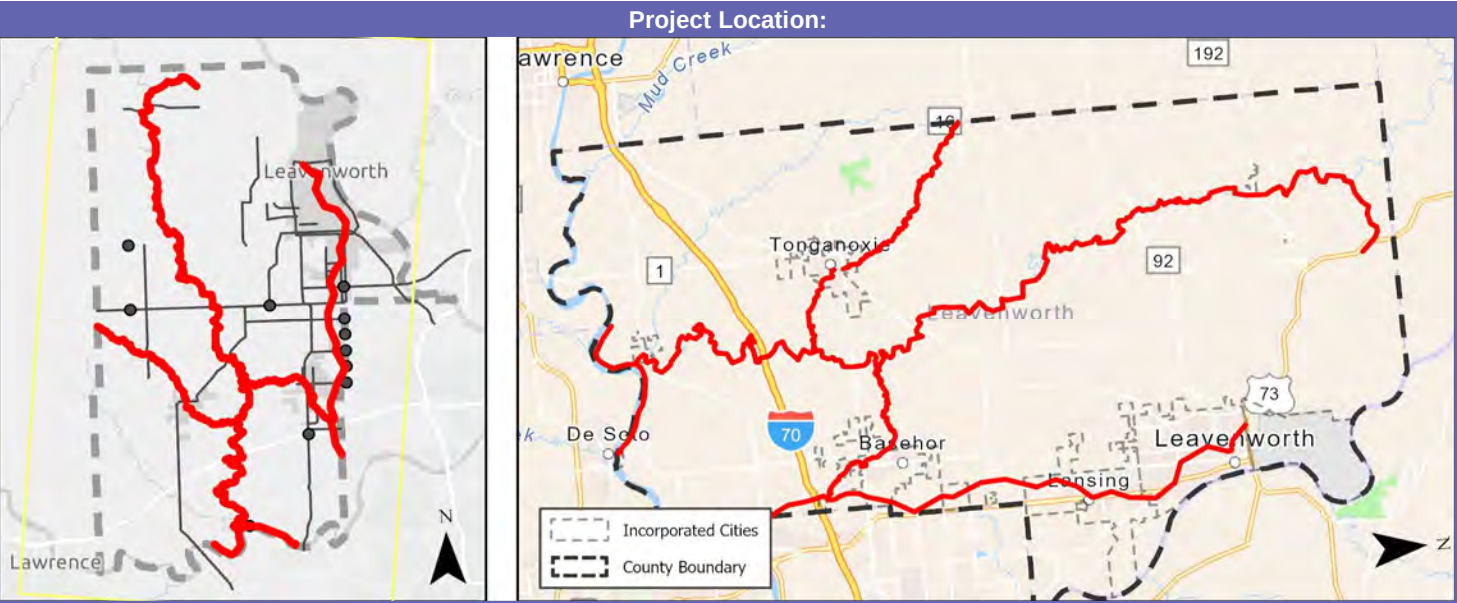
Project Profile

Leavenworth County Combined Regional Bikeway Network and MetroGreen Trail System

Trail



Source: MARC Long Range Transportation Plan



Project Description:

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

Next Steps:

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

Funding Sources:

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

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

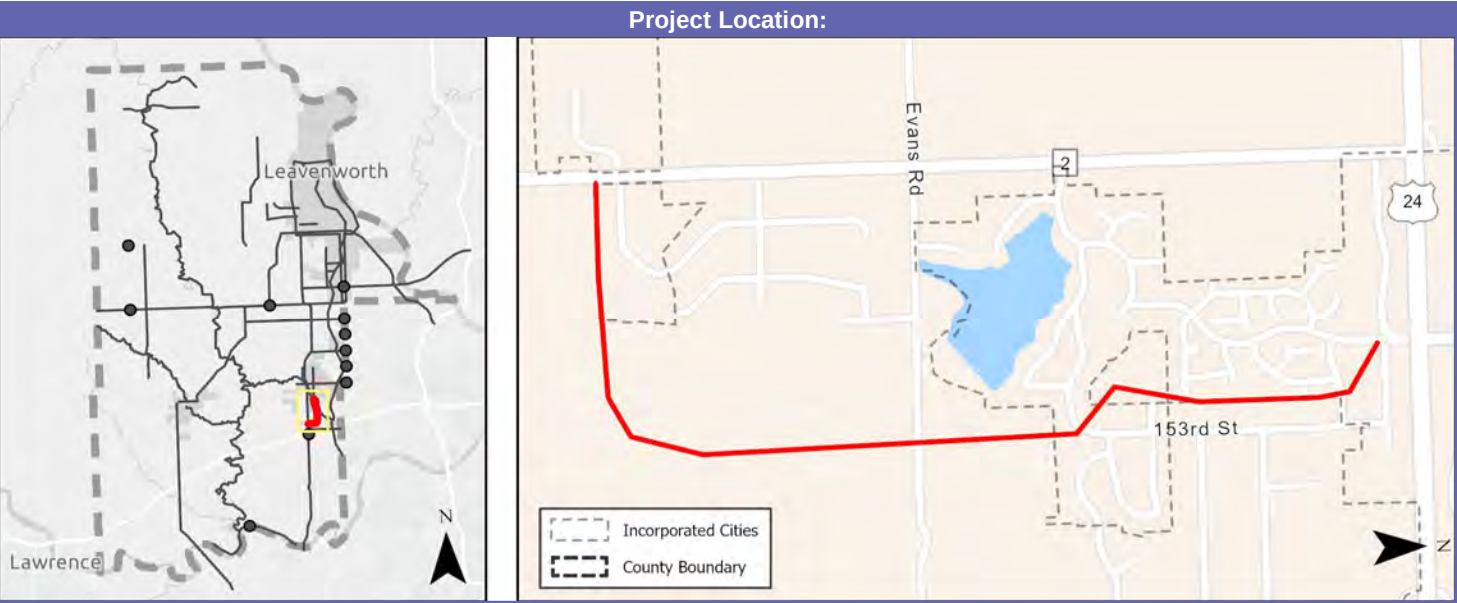
*for Areas of Persistent Poverty, Historically Disadvantaged Communities, or Opportunity Zones

Project Profile

Basehor MetroGreen Trail Extension - BLMS to State Trail



Source: MARC Long Range Transportation Plan



Project Description:

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

Next Steps:

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

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

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

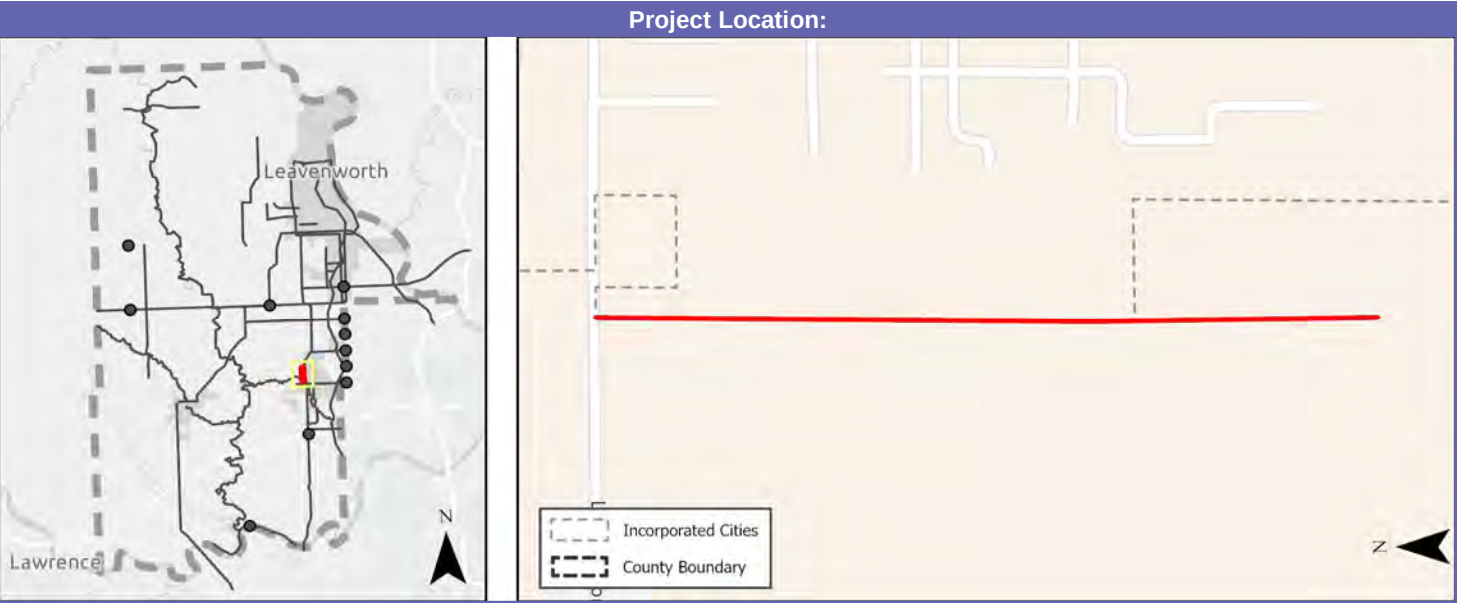
*for Areas of Persistent Poverty, Historically Disadvantaged Communities, or Opportunity Zones

Project Profile

MetroGreen Trail Extension - Parallel to City Park Trail



Source: MARC Long Range Transportation Plan



Project Description:

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

Next Steps:

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

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

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

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

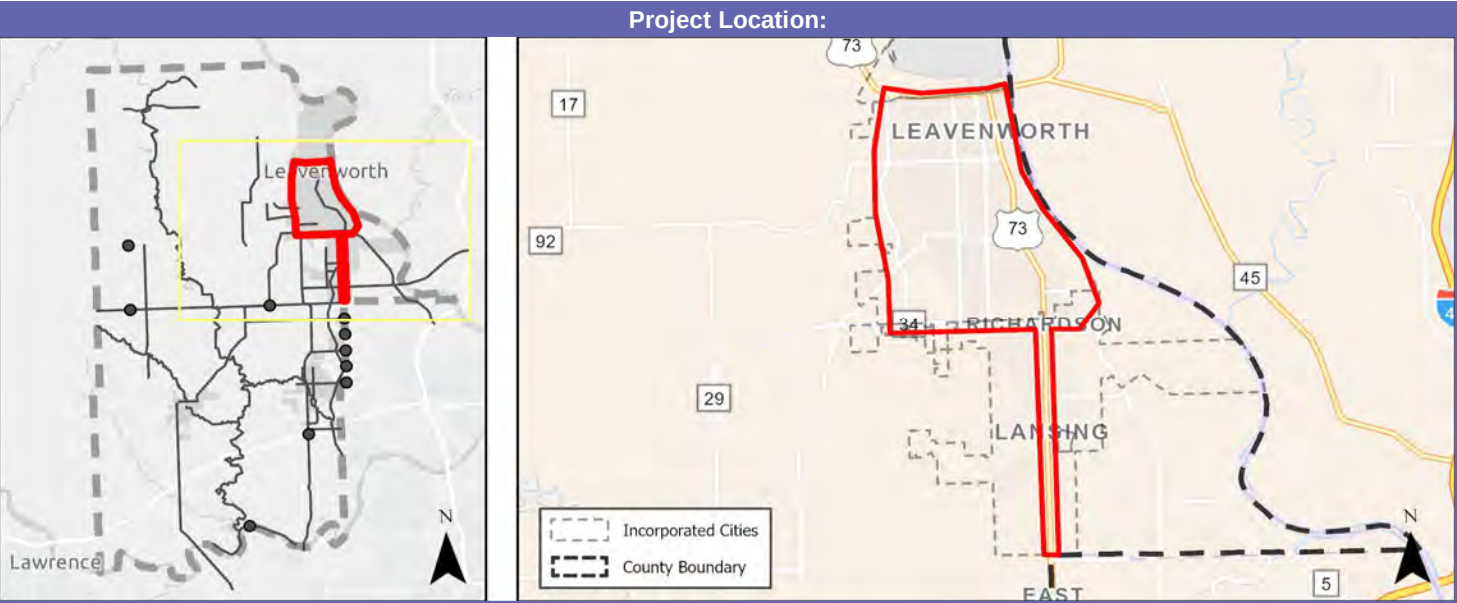
Project Profile

Focused Demand-Response Transit Service in Leavenworth-Lansing

Transit Service Area



Source: MARC /RideKC LVCO Transit Plan



Project Description:

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

Next Steps:

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

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

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

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

Project Profile

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



Source: LVCO Comprehensive Plan



Project Description:

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

Next Steps:

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

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

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

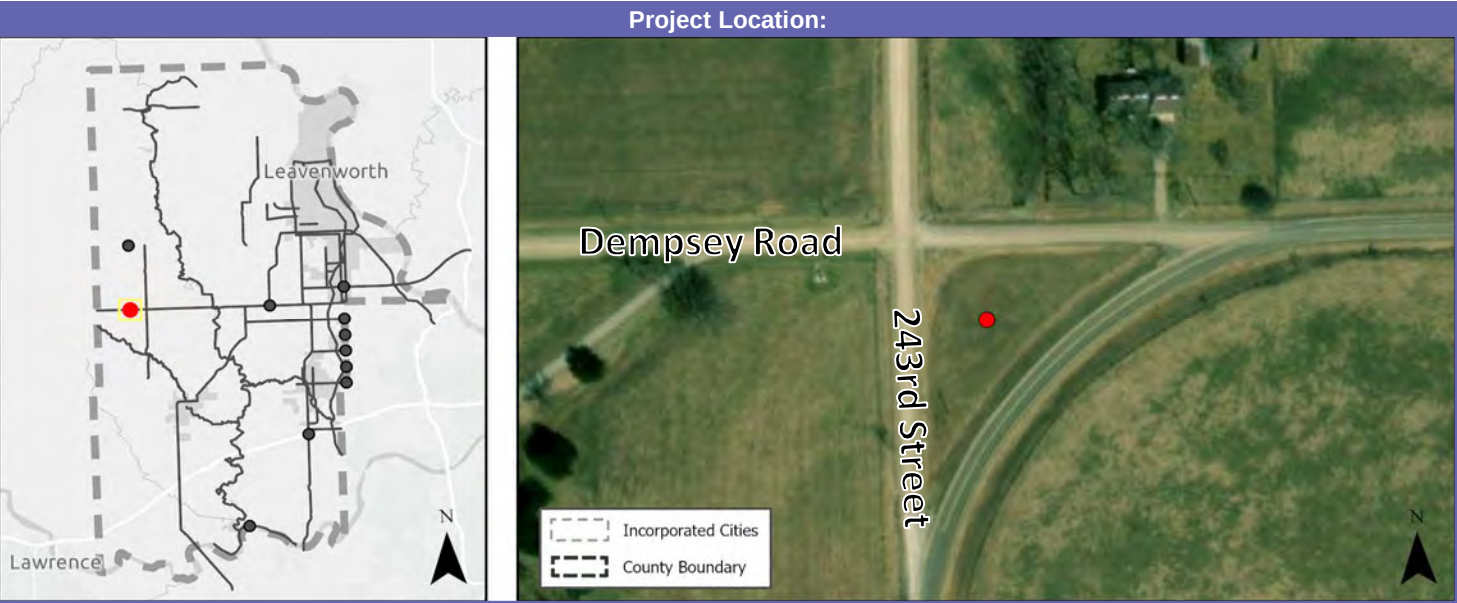
*for Areas of Persistent Poverty, Historically Disadvantaged Communities, or Opportunity Zones

Project Profile

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



Source: LVCO Comprehensive Plan



Project Description:

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

Next Steps:

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

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

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

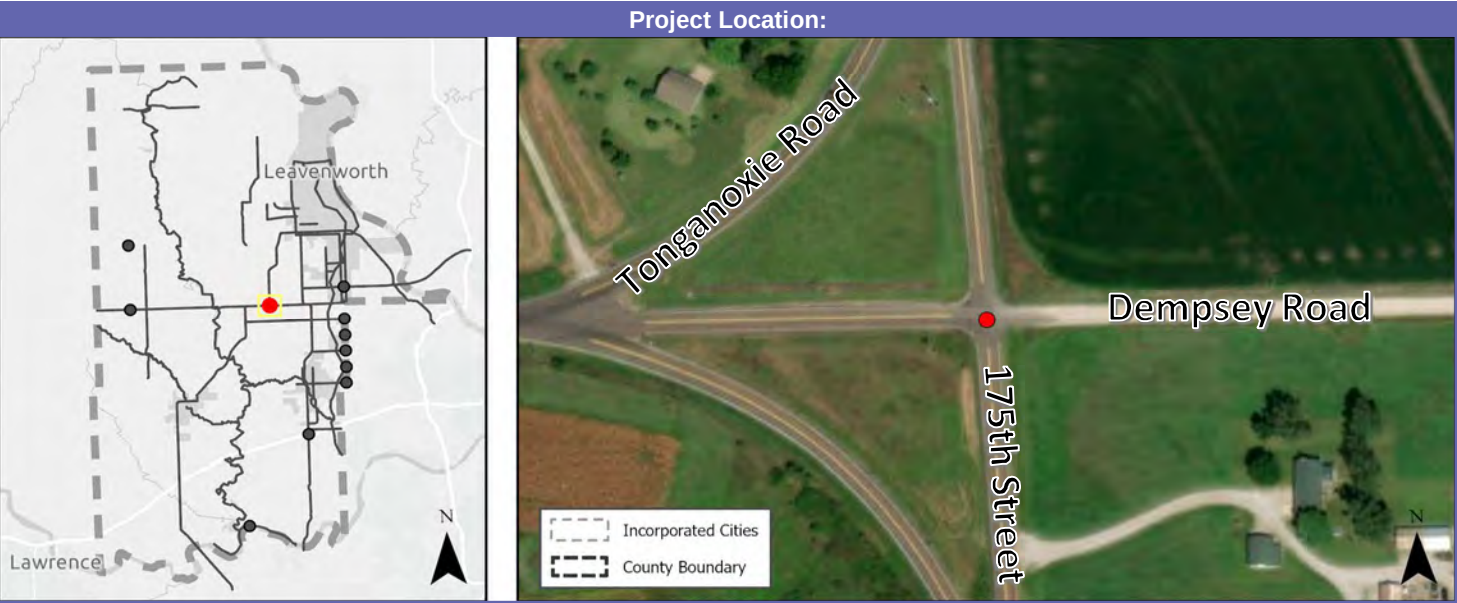
*for Areas of Persistent Poverty, Historically Disadvantaged Communities, or Opportunity Zones

Project Profile

175th St/Dempsey Rd Intersection Safety Improvements

Intersection Safety Improvements

Source: LVCO Local Road Safety Plan



Project Description:

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

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

Funding Sources:

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

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

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

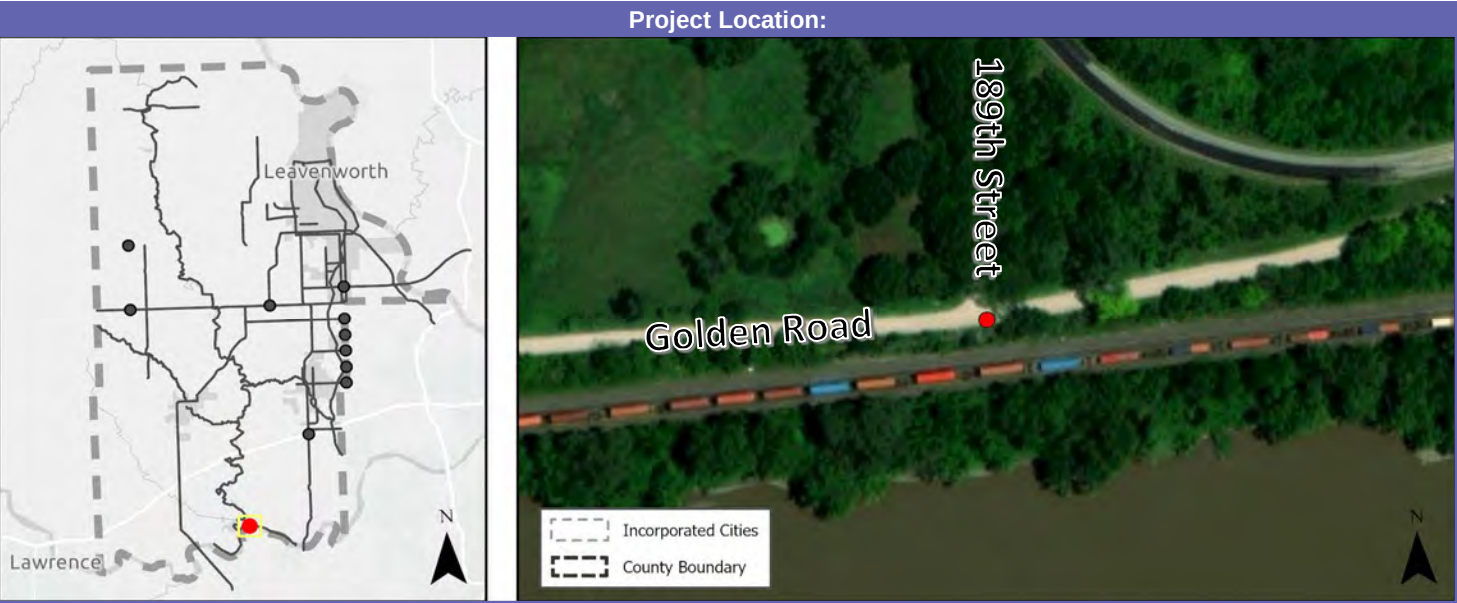
Project Profile

189th St/Golden Road Intersection Safety Improvements

Intersection Safety Improvements

Source: LVCO Local Road Safety Plan

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Project Description:

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

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

Funding Sources:

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

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

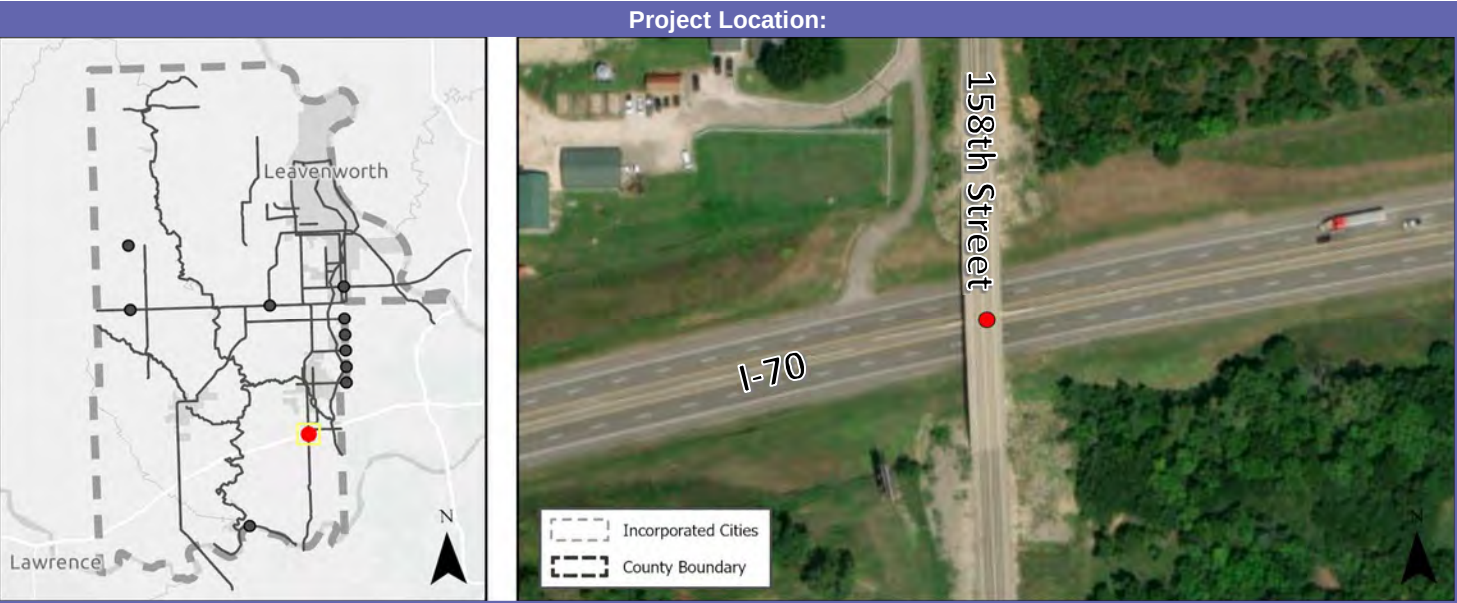
*for Areas of Persistent Poverty, Historically Disadvantaged Communities, or Opportunity Zones

Project Profile

158th/I-70 Interchange

New Interchange

Source: MARC Long Range Transportation Plan



Project Description:

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

Next Steps:

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

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

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

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

Project Profile

K-7/Hollingsworth Interchange

New Interchange



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



Project Description:

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

Next Steps:

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

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

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

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

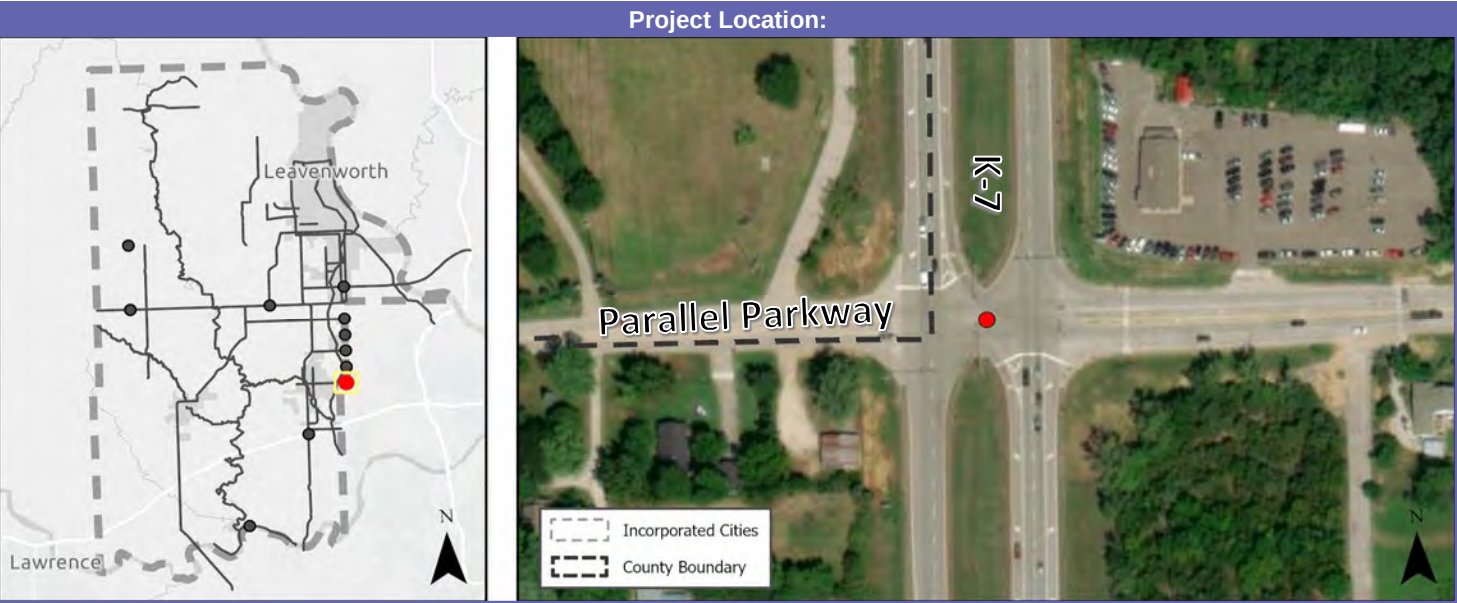
Project Profile

K-7/Parallel Interchange

New Interchange



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



Project Description:

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

Next Steps:

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

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

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

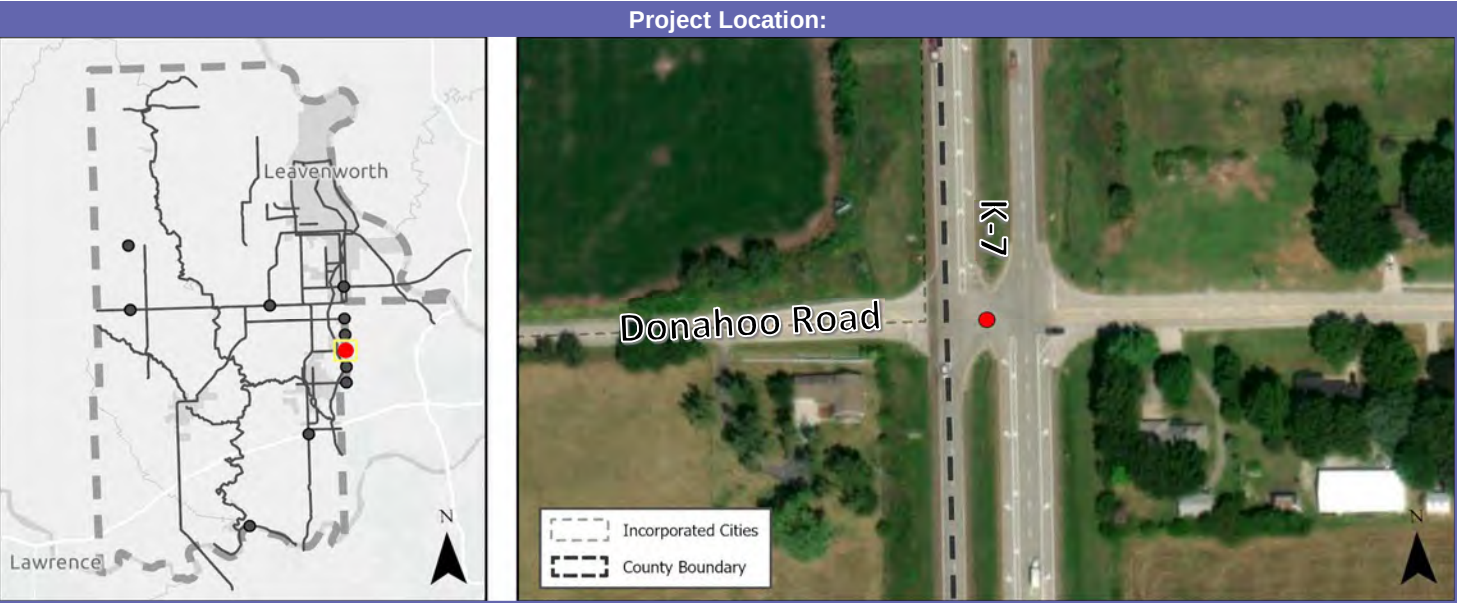
*for Areas of Persistent Poverty, Historically Disadvantaged Communities, or Opportunity Zones

Project Profile

K-7/Donahoo Interchange
New Interchange



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



Project Description:

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

Next Steps:

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

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

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

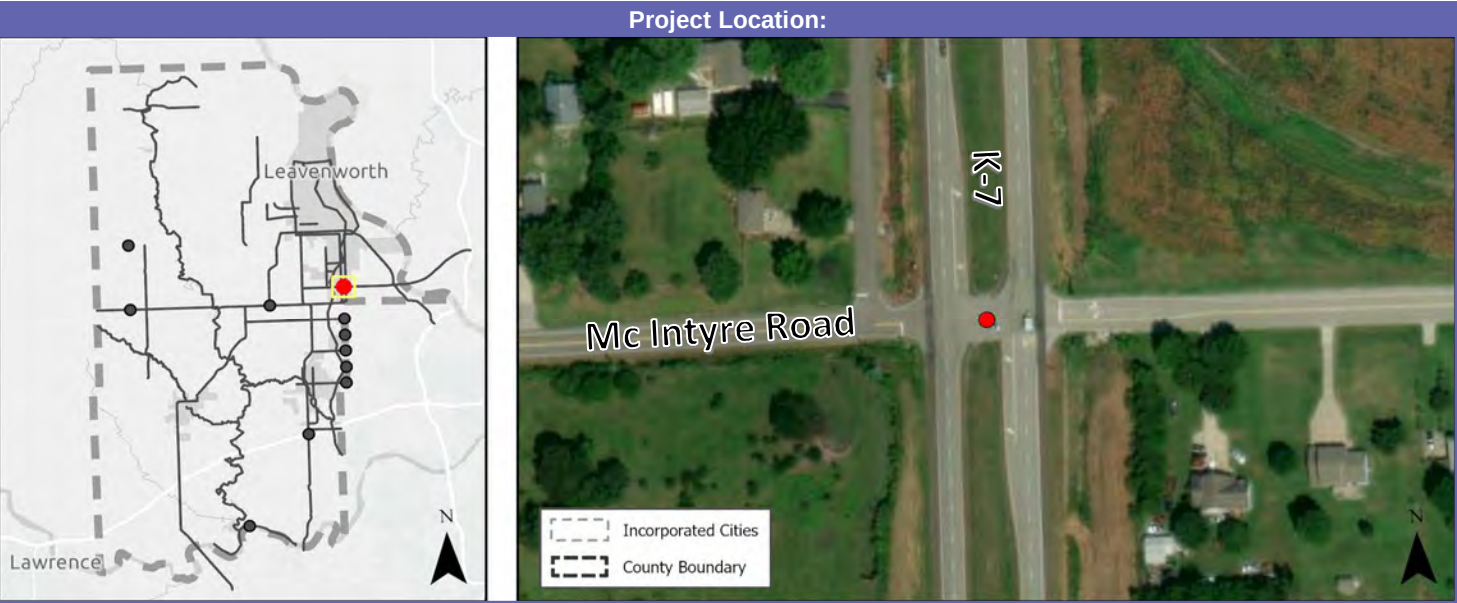
*for Areas of Persistent Poverty, Historically Disadvantaged Communities, or Opportunity Zones

Project Profile

K-7/McIntyre Interchange
New Interchange



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



Project Description:

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

Next Steps:

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

Funding Sources:

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

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

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

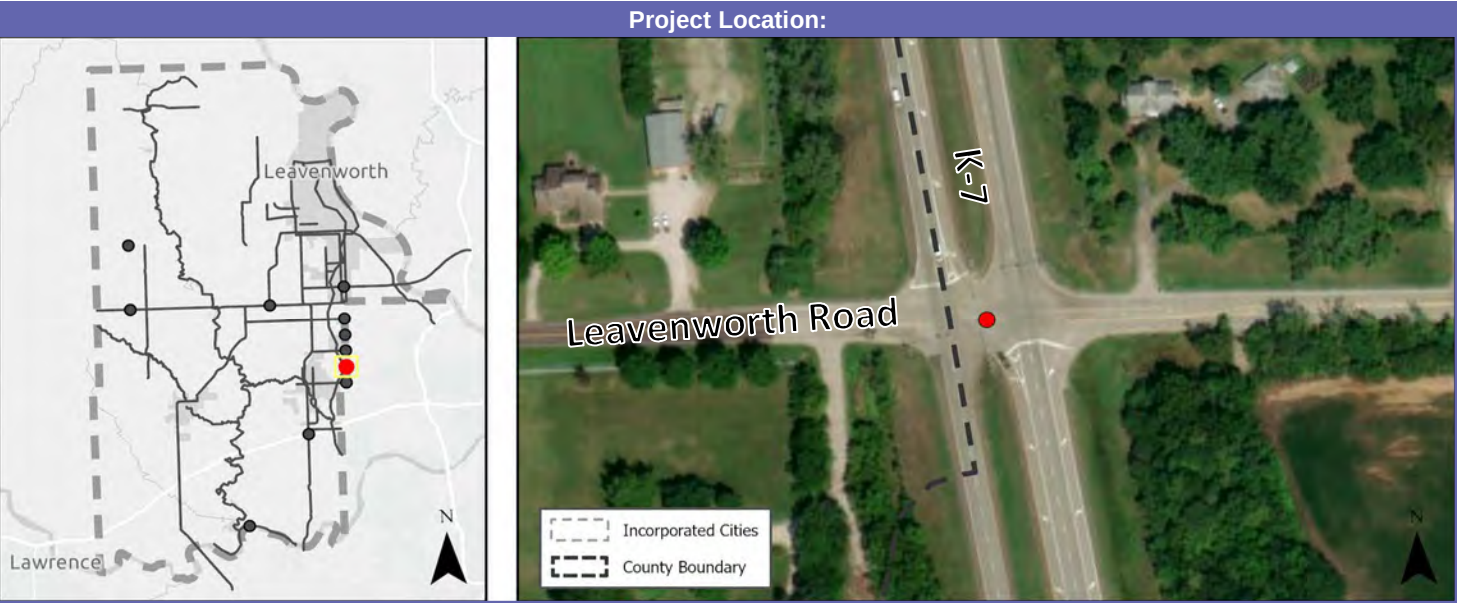
Project Profile

K-7/Leavenworth Interchange

New Interchange



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



Project Description:

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

Next Steps:

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

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

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

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

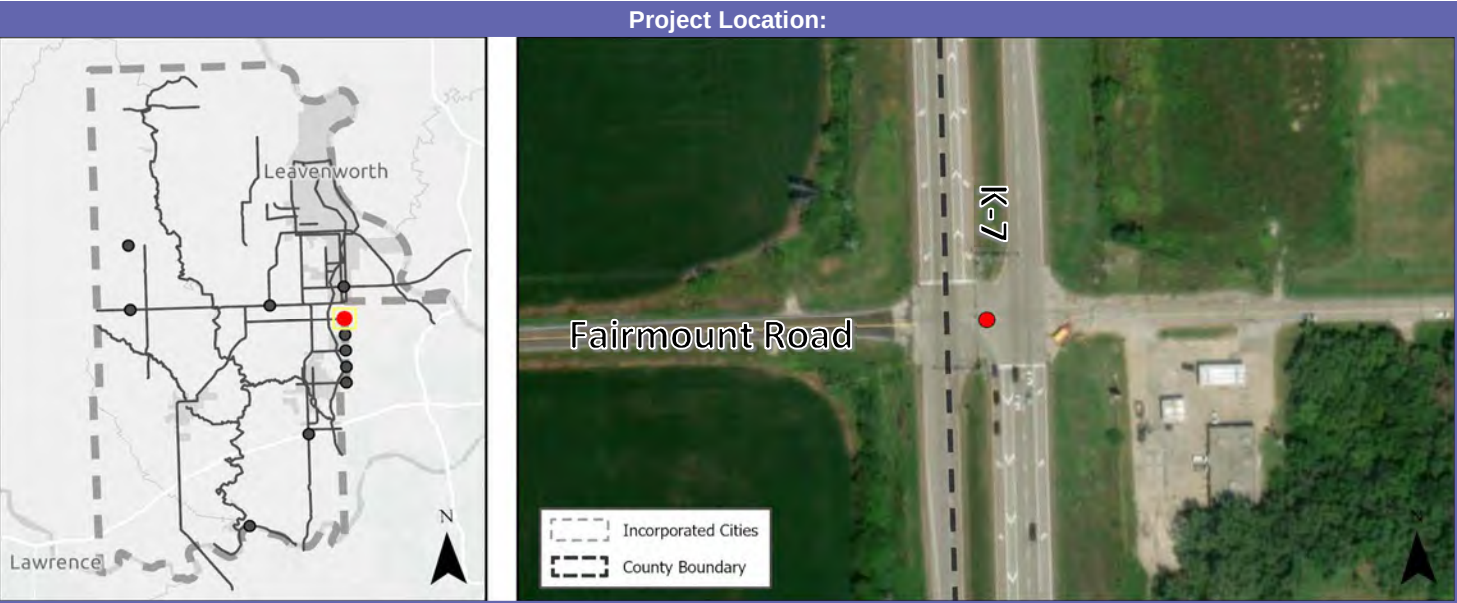
Project Profile

K-7/Fairmount Interchange

New Interchange



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



Project Description:

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

Next Steps:

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

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

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

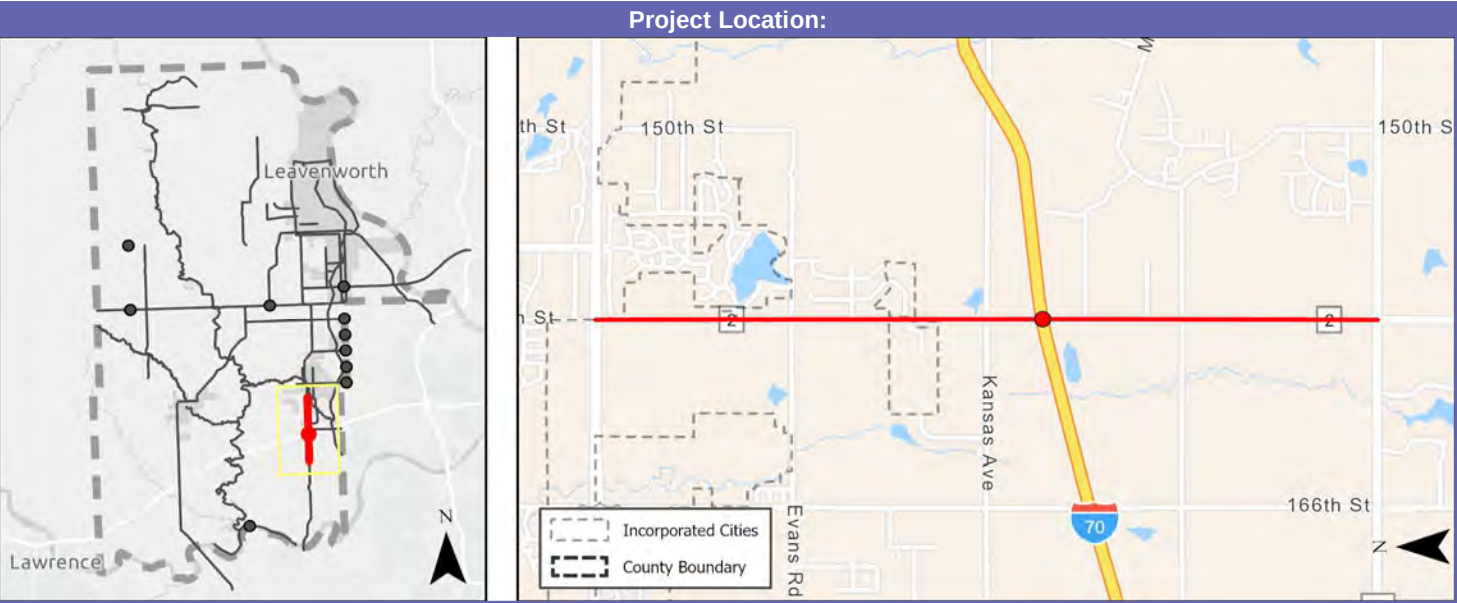
*for Areas of Persistent Poverty, Historically Disadvantaged Communities, or Opportunity Zones

Project Profile

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



Source: MARC Long Range Transportation Plan



Project Description:

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

Next Steps:

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

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

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

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

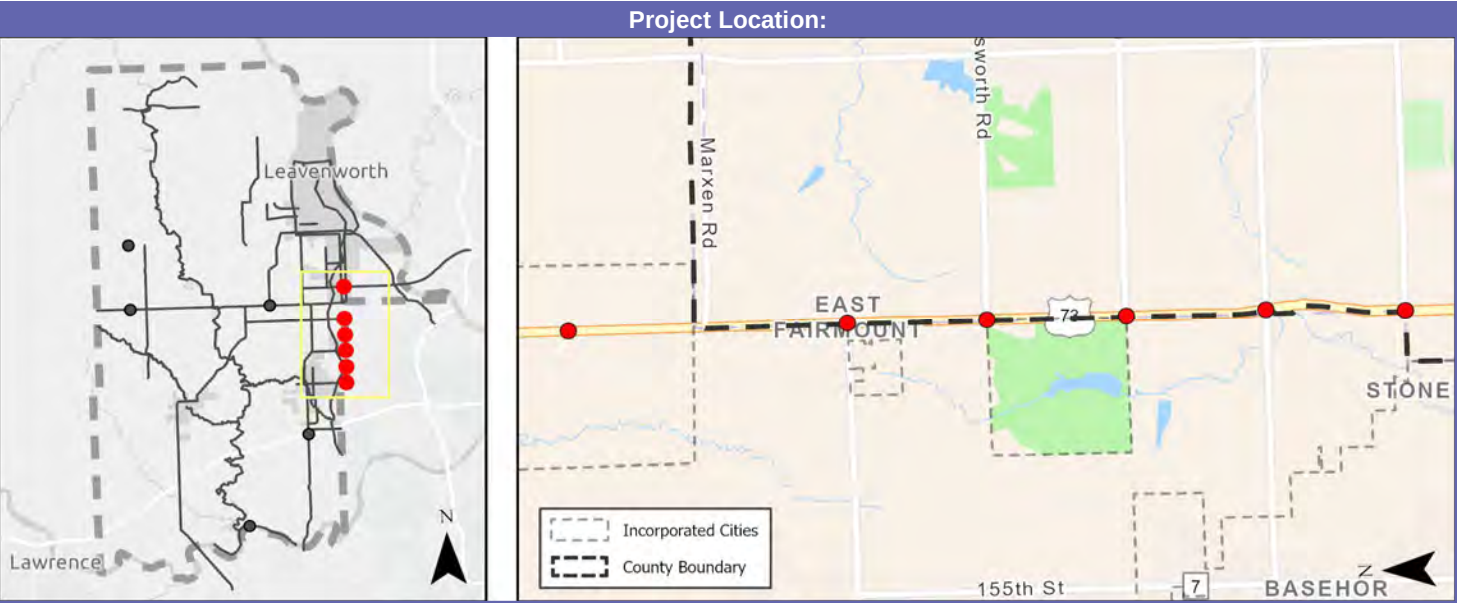
Project Profile

K-7 Combined Interchanges

New Interchanges



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



Project Description:

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

Next Steps:

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

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

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

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



APPENDIX B

Project Cost Estimate Worksheets

DRAFT

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



2023 Construction Year
6% Inflation

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

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

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

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

Kansas Ave Safety Improvements - 158th to 142nd



2023 Construction Year
6% Inflation

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

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

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

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

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



2023 Construction Year
6% Inflation

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

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

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

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Michals Road Phase 2 (167th to Tonganoxie)



2023 Construction Year
6% Inflation

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

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

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

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West Gilman Road Extension



2023 Construction Year
6% Inflation

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

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

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

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Muncie Road Extension (West of 10th Ave)



2023 Construction Year
6% Inflation

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

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

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

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Michals Road Phase 1 (167th to 175th)



2023 Construction Year
6% Inflation

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

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

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

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Donahoo Road Extension (K-7 to 155th)



2023 Construction Year
6% Inflation

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

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

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

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Limit Street Extension (West of 20th St)



2023 Construction Year
6% Inflation

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

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

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

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Dempsey Road E-W Connection



2023 Construction Year
6% Inflation

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

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

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

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



2023 Construction Year
6% Inflation

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

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

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

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Leavenworth City Western Bypass



2023 Construction Year
6% Inflation

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

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

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

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K-5 Improvements/Realignment



2023 Construction Year
6% Inflation

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

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

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

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20th Street Extension / McIntyre Road Extension



2023 Construction Year
6% Inflation

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

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

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

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158th / 20th Connector (Basehor to Leavenworth)



2023 Construction Year
6% Inflation

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

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

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

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Eastern Gateway (North Connection)



2023 Construction Year
6% Inflation

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

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

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

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



2023 Construction Year
6% Inflation

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

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

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

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West K-10 Connection (West KS River Crossing)



2023 Construction Year
6% Inflation

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

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

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

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Eastern Gateway



2023 Construction Year
6% Inflation

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

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

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

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Parallel Road Widening



2023 Construction Year
6% Inflation

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

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

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

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Tonganoxie - Eisenhower Corridor



2023 Construction Year
6% Inflation

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

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

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

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



2023 Construction Year
6% Inflation

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

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

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

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155th St Widening / Improvements in Basehor



2023 Construction Year
6% Inflation

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

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

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

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



2023 Construction Year
6% Inflation

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

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

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

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



2023 Construction Year
6% Inflation

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

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

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

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175th St Improvements (Michals to K-92)



2023 Construction Year
6% Inflation

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

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

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

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County Road 30 Improvements



2023 Construction Year
6% Inflation

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

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

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

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MetroGreen Trail



2023 Construction Year
6% Inflation

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

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

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

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Leavenworth County Combined Regional Bikeway Network & MetroGreen Trail System



2023 Construction Year
6% Inflation

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

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

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

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MetroGreen Trail Extension (BLMS to State)



2023 Construction Year
6% Inflation

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

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

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

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MetroGreen Trail Extension (Parallel to City Park)



2023 Construction Year
6% Inflation

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

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

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

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Focused Demand - Response Transit Service in Leavenworth - Lansing



2023 Construction Year
6% Inflation

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

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

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

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Rural Roundabout at K-92 and 243rd Street



2023 Construction Year
6% Inflation

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

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

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

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Rural Roundabout at Dempsey Road and 243rd Street



2023 Construction Year
6% Inflation

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

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

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

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175th St/Dempsey Rd Intersection Safety Improvements



2023 Construction Year
6% Inflation

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

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

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

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189th St/Golden Road Intersection Safety Improvements



2023 Construction Year
6% Inflation

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

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

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

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K-7/Hollingsworth Interchange



2023 Construction Year
6% Inflation

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

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

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

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K-7/Parallel Interchange



2023 Construction Year
6% Inflation

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

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

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

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K-7/Donahoo Interchange



2023 Construction Year
6% Inflation

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

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

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

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K-7/McIntyre Interchange



2023 Construction Year
6% Inflation

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

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

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

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K-7/Leavenworth Interchange



2023 Construction Year
6% Inflation

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

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

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

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K-7/Fairmount Interchange



2023 Construction Year
6% Inflation

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

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

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

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



2023 Construction Year
6% Inflation

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

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

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

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K-7 Combined Interchanges



2023 Construction Year
6% Inflation

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

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

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

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APPENDIX C

Summary of Public Involvement

DRAFT

In-Person Public Engagement Forms

Lansing City Hall, November 9, 2022

Basehor Public Library, November 10, 2022



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

**COMMENT
FORMS HERE!**



Comments:_____

[illegible]



Comments: _____



**Public Open House
Lansing City Hall
Nov. 9**

Name

Email

[illegible]



**Public Open House
Basehor Public Library
Nov. 10**

Name

Email

This image shows a blank sheet of white paper with horizontal ruling lines. There are 20 evenly spaced horizontal lines across the page. A single vertical line runs down the right side of the page, creating a margin. The lines are thin and black. The paper is otherwise completely blank, with no text or other markings.

Compiled Public Comments

Public Engagement

Priorities for Progress

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

Public Engagement

Priorities for Progress

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

Public Engagement

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

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

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

Public Engagement

Priorities for Progress

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

Public Engagement

Priorities for Progress

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

APPENDIX D
Summary of Stakeholder Involvement

DRAFT

Advisory Committee Meeting
July 18, 2022



Advisory Committee Meeting

July 18, 2022

Kimley»Horn

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Agenda

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

2



Introductions

Kimley»Horn

3

APPROACH: PROCESS

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

Transportation Planning/Engineering Services
MULTI-JURISDICTIONAL CAPITAL IMPROVEMENT PLAN (CIP) PRIORITIZATION

Kimley»Horn

4

Scope of Services

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

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Scope of Services (Continued)

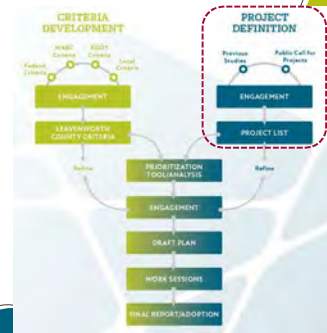
- Criteria Development (Underway)
- Develop Local Criteria as well

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

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Scope of Services (Continued)

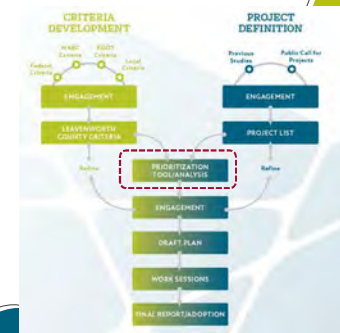
- Project Definition
 - Start with previous studies
 - Open for additional input
 - Any local projects that have larger impacts?
- Update Project Costs
 - Capital plus O&M
 - ROW
 - Utility Impacts
 - Environmental Impacts



7

Scope of Services (Continued)

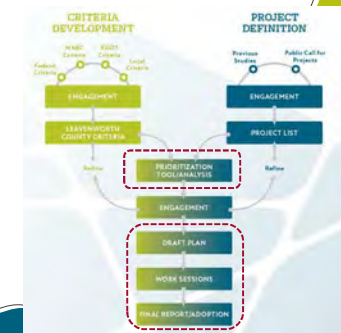
- Update Project Benefits
 - Access to Opportunities (Jobs)
 - Economic Development
 - Transportation User Benefits
 - Safety Improvements
 - Freight and Travel Resiliency
- Prioritization Tool Development
 - Scoring Functionality
 - Weighting Functionality
 - Visualization of Results



8

Scope of Services (Continued)

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



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Stakeholder Coordination

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Potential Stakeholder Groupings

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

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Data Collection Update

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Data Received

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

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Branding Exercise

July 26, 2022 at Lansing Community Center

Kimley»Horn

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Standing Advisory Committee Meetings

Kimley»Horn

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Next Steps

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

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Advisory Committee Meeting
August 15, 2022

Advisory Committee Meeting

August 15, 2022

Kimley»Horn

1

Agenda

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

2

Branding Options

3

Potential Stakeholder List

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

4

Potential Stakeholder List

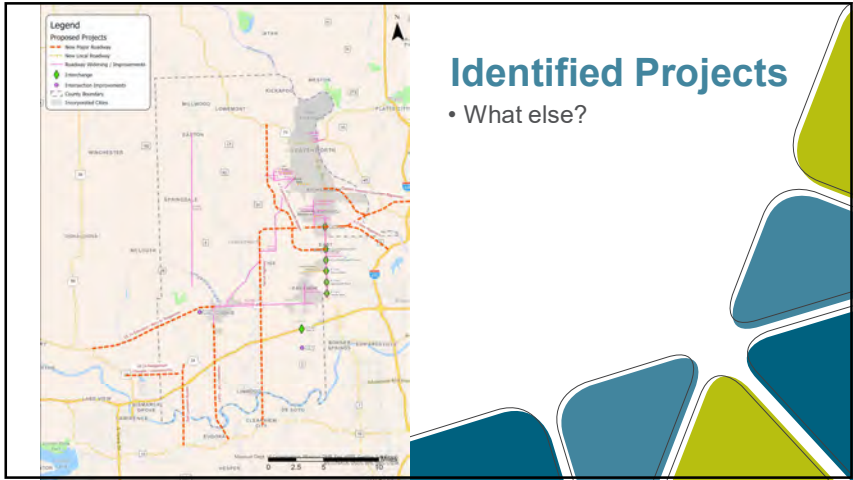
EDC/Port Authorities		
Chris Donnelly	Chairman	Leavenworth County Port Authority
Doug Schimke	Vice Chairmen	Leavenworth County Port Authority
Dan Clemons	Board Member	Leavenworth County Port Authority
Dirck Hoagland	Board Member	Leavenworth County Port Authority
	Board Member (On Basehor City Council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

5

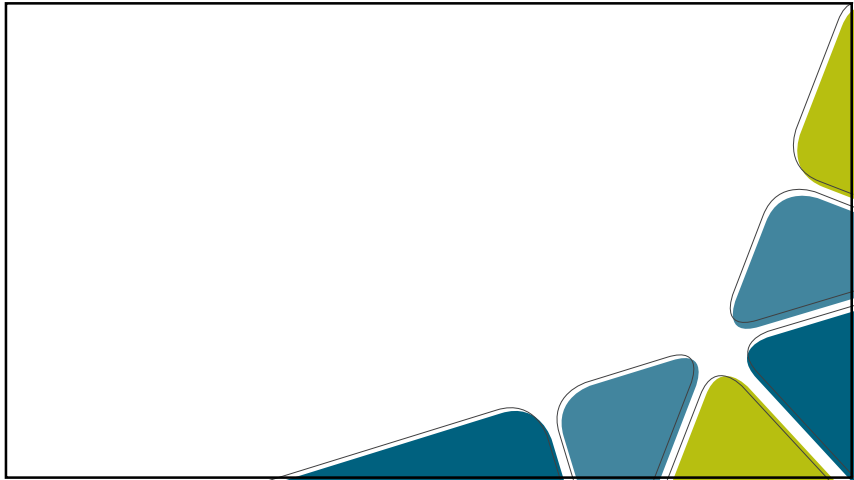
Potential Stakeholder List

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

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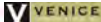
Advisory Committee Meeting
September 26, 2022



**PRIORITIES
FOR PROGRESS**
CONNECTING COMMUNITY OPPORTUNITIES

Advisory Committee Meeting

September 26, 2022
Virtual Teams Meeting



1

Agenda

Review of Projects Identified

- Overlaps / Clarification

Project Criteria

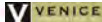
- What's important to Advisory Committee?

Upcoming Stakeholder Meetings

- Tentative Mid to Late October

Upcoming Public Meetings

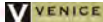
- Location (north and south?)
- Dates (in person and virtual) – Late October / Early November



2

Current Project List

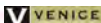
- Inflation of 6% used to bring estimates to current year
 - Average from FHWA over past 20 years
 - Will be fine-tuned later
- \$1.3 Billion in projects currently identified
 - 21 projects under \$5 million
 - 7 projects \$5 - \$10 million
 - 8 projects \$10 - \$20 million
 - 8 projects \$20 - \$30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



3

Project Overlap / Clarification

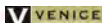
- Lansing / Leavenworth K-7 By-Pass (Project 113)
and/or
- 222nd St/ Tonganoxie Rd / 187th N/S By-Pass (Project 126)



4

Project Overlap / Clarification

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

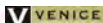


5

Project Criteria

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

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



6

Project Criteria – KDOT Modernization and Expansion

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



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Project Criteria – KDOT Modernization

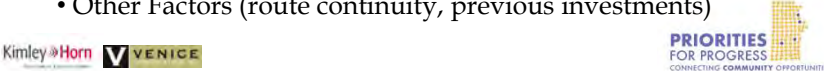
- Geometrics / Safety (Narrow shoulders, intersection needing improvements, curves that need straightening)
- Capacity (traffic congestion)
- Pavement Structure (subsurface pavement issues)
- Pavement Surface (rough pavement surface)
- Other Factors (route continuity, previous investments)



8

Project Criteria – KDOT Expansion

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



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Project Criteria – KDOT Economic Factors

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



10

Project Criteria – MARC Flow-Through

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



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Project Criteria – STBG Funds

Eligible for

- Active transportation
- Bridge replacement and rehabilitation
- Public transportation
- Roadway Capacity
- EV charging
- Intelligent transportation technologies
- Transportation operations and management
- Transportation safety infrastructure

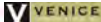
Roadway and bridge projects must be functionally classified as urban collector or higher with MARC



12

Project Criteria – STBG Funds

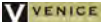
- Conformity to policies in:
 - Connected KC 2050
 - Congestion Management Process Policy
 - Major River Crossing Policy
 - Green & Complete Streets Policy
 - Green Infrastructure Framework
 - Climate Action Plan
- Connected KC 2050
 - Is project / program included in financially constrained or illustrative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



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Project Criteria – STBG Funds

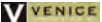
POLICY GOAL	CRITERIA	All Projects	Bridge Rehab & Replace	Bicycle/ Ped	Public Transp	Roadway Capacity	Roadway Operations	Trans. Safety Infrastructure	Livable Communities / Other
VIBRANT	Economic Vitality	-	15	15	15	15	15	15	15
	Place Making	10	-	10	-	-	-	-	-
	Equity	10	-	-	-	-	-	-	-
CONNECTED	Transportation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



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Project Criteria – STBG Set-Aside

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

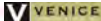


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Federal Competitive Grants

More than a dozen grants available, but focus on applicable:

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



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Federal Competitive Grants

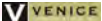
Traditionally these are large projects that can’t be funded through traditional means

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

INFRA / Mega Grants > \$100 million total project

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

*RAISE planning grants are smaller



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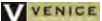
Federal RAISE Grant

Project Location

- Rural or Urban
- Historically Disadvantaged Communities
- Areas of Persistent Poverty
- Opportunity Zone

Project Readiness

- NEPA Status
- Ability to Obligate Funds
- Ability to Complete Construction
- Meaningful Public Involvement
- Required Approvals



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Federal RAISE Grant – Merit Criteria

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

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

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

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



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Federal RAISE Grant – Merit Criteria

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

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

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

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



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Priorities for Progress Criteria Discussion

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



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Stakeholder Meetings

Four Groups of Stakeholder Meetings
(list distributed 9/1/22)

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

Meetings targeted mid October

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



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Stakeholder Meetings

Existing Industries

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

EDC / Port Authorities

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



23

Stakeholder Meetings

Chamber of Commerce / Schools

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

Industrial / Community Developers

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



24

Stakeholder Meetings

Citizen / Community Leaders

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



25

Initial Public Meetings

Hybrid event – in-person and online

Online meeting will be up for 1-2 weeks

www.progress4priorities.com

(not live yet)

Two in-person meetings will be held

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



26

Next Steps

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



27

Advisory Committee Meeting
October 17, 2022



**PRIORITIES
FOR PROGRESS**
CONNECTING COMMUNITY OPPORTUNITIES

Advisory Committee Meeting

October 17, 2022
Virtual Teams Meeting



1

Agenda

Upcoming Stakeholder Meetings

- Discussion on Attendees / RSVP's
- Discussion on Presentation Materials

Upcoming Public Meetings

- Discussion on Presentation Materials
- Press Release / Outreach Communications

Project Definition

- MARC Model Runs



2

Stakeholder Meetings

Virtual Meetings Scheduled

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



3

Stakeholder Discussion Points

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



4

Non-Local Funding

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



5

Federal Competitive Grants

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



6

Evaluation Criteria (High Level)

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

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



7

Stakeholder RSVP's

- Latest Update (Jayne)



8

Public Meeting

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



9

Public Meeting Outreach

PUBLIC OPEN HOUSES

Join us to prioritize transportation investment for the future!

LANSING CITY HALL 5 TO 7 PM WEDNESDAY, NOV. 9 COMMUNITY ROOM 800 FIRST TERRACE	BASEHOR LIBRARY 5 TO 7 PM WEDNESDAY, NOV. 10 LOWER LEVEL 1400 TENTH STREET
--	--

PRIORITIES FOR PROGRESS
CONNECTING COMMUNITY OPPORTUNITIES

- Example for October 27:

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



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Public Meeting Stations

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



11

Next Steps

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



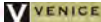
12

Advisory Committee Meeting
November 21, 2022



Advisory Committee Meeting

November 21, 2022
Virtual Teams Meeting



1

Agenda

Recap of Engagement

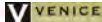
- Stakeholder Meetings
- Public Meetings
- Online Meeting

Tool Development

- Scoring of Projects (facts)
- Weighting of Priorities (preferences)

Next Steps

- Project Analysis / Definition
- Tool Development



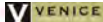
2

Stakeholder Meetings

Virtual Meetings Held

- 9AM, October 26 – Existing Industries
- 11AM, October 26 – EDC / Port Authorities
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- 11AM, October 31 – Citizens / Community Leaders
- 9AM, November 2 – Elected Officials / KCATA

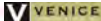
41 Participants Total



3

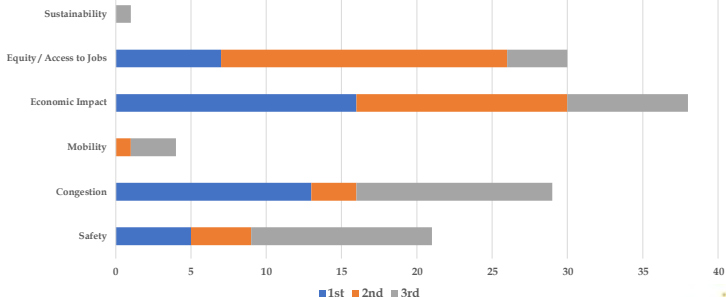
Stakeholder Themes

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

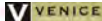


4

Stakeholder Priorities



Category	1st	2nd	3rd
Sustainability	0	0	1
Equity / Access to Jobs	7	19	4
Economic Impact	16	14	8
Mobility	0	2	3
Congestion	13	3	14
Safety	5	4	12



5

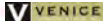
Public Meeting Recap

November 9 and 10, 2022

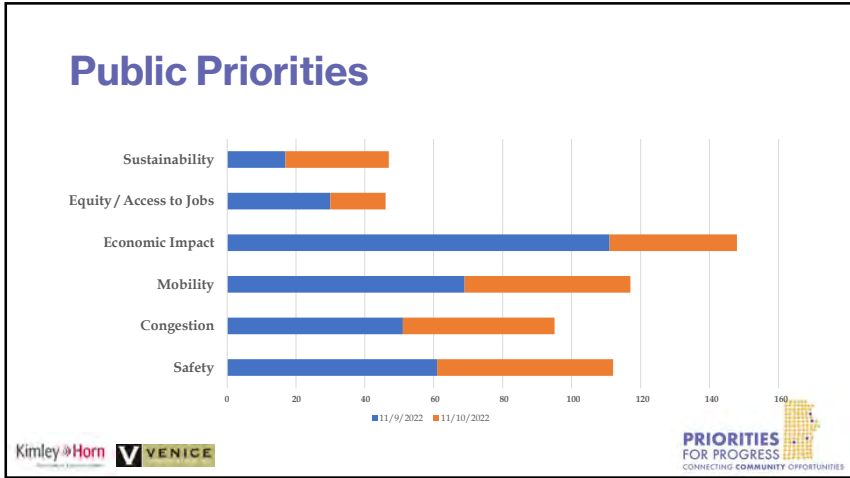
- 73 Attendees

Common Themes:

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



6



7

Online Meeting (Still Ongoing)

Will be kept open through Thanksgiving Weekend

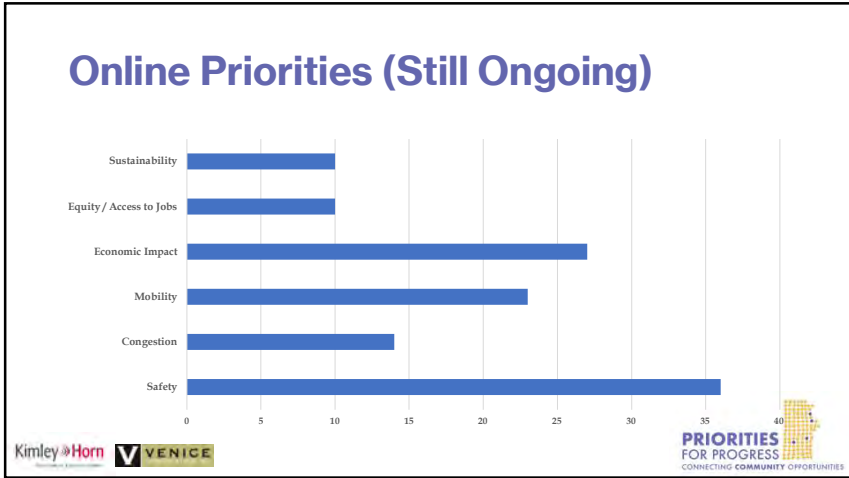
- 47 comments provided

Common Themes

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

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8



9

Tool Development

Importance of Transparency Evident from Public / Stakeholder Meetings

Scoring vs. Weighting

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

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10

Scoring vs. Weighting

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

How to handle *weighting*?

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

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

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11

Next Steps

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

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12

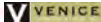
Advisory Committee Meeting
December 19, 2022



**PRIORITIES
FOR PROGRESS**
CONNECTING COMMUNITY OPPORTUNITIES

Advisory Committee Meeting

December 19, 2022
Virtual Teams Meeting



1

Agenda

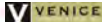
Recap of Engagement

- Stakeholder Meetings
- Public Meetings
- Online Meeting

Refined Project Map

- Patriot Highway
- Travel Patterns
- Revised Project Map

Project Detail Sheets



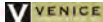
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Stakeholder Meetings

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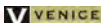
41 Participants Total



3

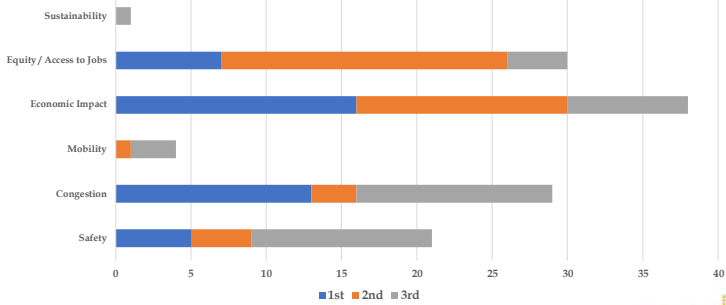
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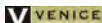


4

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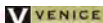
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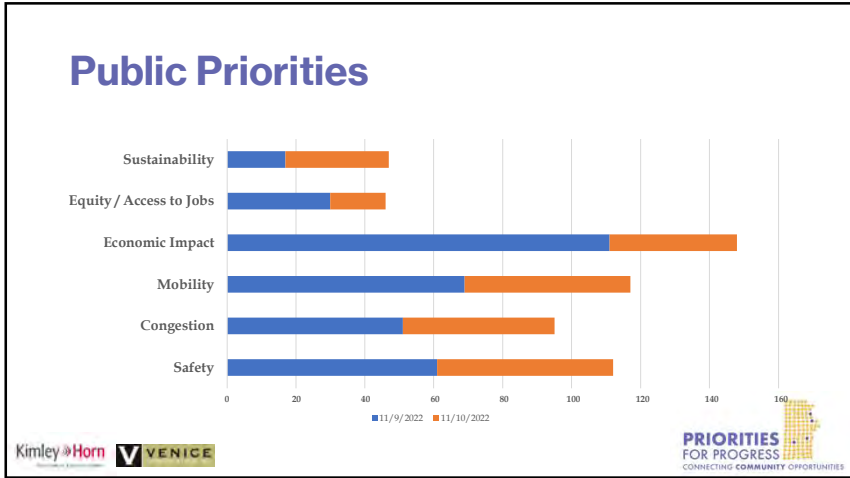
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Common Themes:

- Access to Panasonic / DeSoto
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6



7

Online Meeting

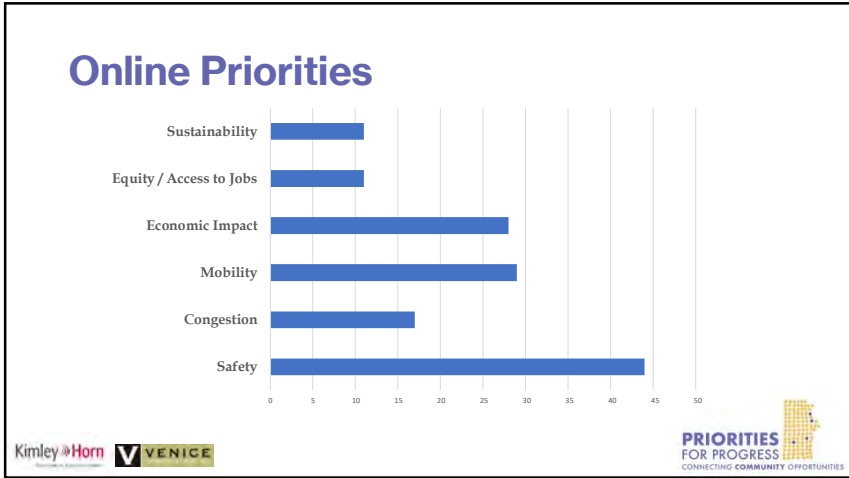
55 comments provided

Common Themes

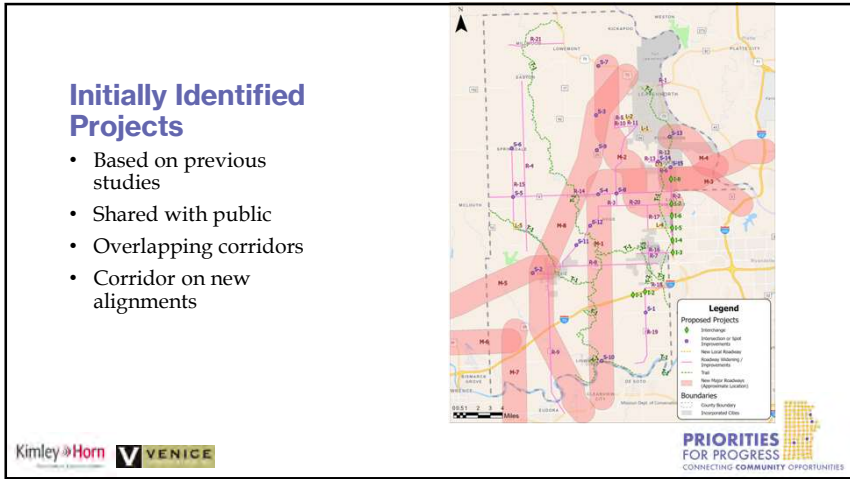
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Kimley-Horn & Associates, Inc. VENICE PRIORITIES FOR PROGRESS CONNECTING COMMUNITY OPPORTUNITIES

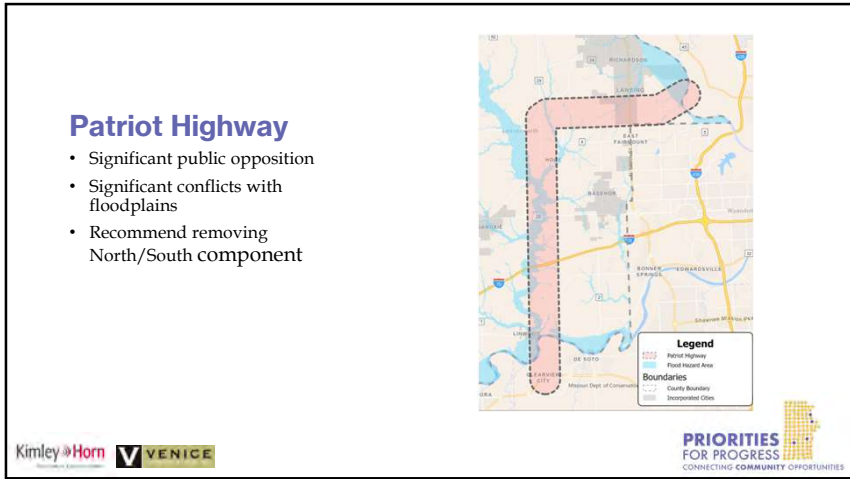
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9



10



11

Today's Travel Patterns (Average Weekday AM Period)

Trips within the County

- Overall 70-77% of trips start and end within Leavenworth County
- Intracity trips:
 - 28-29% trips stay within Basehor
 - 31-35% trips stay within Lansing
 - 60-65% trips stay within Leavenworth
 - 35-41% trips stay within Tonganoxie

External Trips

- 2-4% of trips each to/from:
 - Atchison/Jefferson (north)
 - Lawrence/Douglas (west)
 - Platte/Clay (east)
 - Jackson (southeast)
- 6%-10% to/from Wyandotte
- 4%-7% to/from NE Johnson County

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12

MARC Model Update

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

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PRIORITIES FOR PROGRESS
CONNECTING COMMUNITY OPPORTUNITIES

13

Improving Definition of Major Projects

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

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CONNECTING COMMUNITY OPPORTUNITIES

14

Major Projects Changes

Western Leavenworth By-Pass

- 179th / 183rd / 187th Corridor

Tonganoxie / Eisenhower Road Corridor

- Eisenhower and CR 5 Corridors

20th Street Extension

- Connecting 20th Street to 159th
- Extending McIntyre from 147th to 159th

158th Street / 20th Street Corridor

New Kansas River Crossings

- Align with Kill Creek (east) and Evening Star (west) interchanges

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CONNECTING COMMUNITY OPPORTUNITIES

15

Revised Project Map

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CONNECTING COMMUNITY OPPORTUNITIES

16

Project Detail Sheets

Jurisdiction
Description
Project Readiness
Costs
Benefits
Applicable Funding Sources

Project Name	Muncie Road west of 10th Avenue Extension																																
Jurisdiction(s)	Leavenworth, KS, Leavenworth, MO, Leavenworth, NE, Leavenworth, OK, Leavenworth, IA, Leavenworth, IL, Leavenworth, IN, Leavenworth, OH, Leavenworth, PA, Leavenworth, NY, Leavenworth, NJ, Leavenworth, DE, Leavenworth, MD, Leavenworth, VA, Leavenworth, NC, Leavenworth, SC, Leavenworth, GA, Leavenworth, FL, Leavenworth, AL, Leavenworth, MS, Leavenworth, LA, Leavenworth, AR, Leavenworth, KY, Leavenworth, TN, Leavenworth, MS, Leavenworth, AL, Leavenworth, GA, Leavenworth, FL, Leavenworth, SC, Leavenworth, NC, Leavenworth, VA, Leavenworth, MD, Leavenworth, DE, Leavenworth, NJ, Leavenworth, NY, Leavenworth, PA, Leavenworth, OH, Leavenworth, IN, Leavenworth, IL, Leavenworth, IA, Leavenworth, OK, Leavenworth, NE, Leavenworth, MO, Leavenworth, KS																																
Project Type	New Local Roadway																																
Description:	- Extend Muncie Road west from its current terminus at 10th Ave west to 20th Street via a 2-lane roadway with curb and gutter - Include 5' sidewalks on one side and an 8' x 12' trail on the other - If necessary, add traffic signals at 10th Ave and 20th St - Project is located entirely within the City of Leavenworth																																
Project Readiness	- Current stage: concept planning (no PE yet) - Should not require taking of any homes but some ROW needed																																
Is the Project in the Regional LRTSP?	Yes (Continued)																																
Previous Plan References	Plan Name Connecticut 2020 MARC LRTSP																																
Estimated Costs (2022 \$)	<table><tr><td>Capital Cost (\$M)</td><td>\$6.18</td></tr><tr><td>Annual O&M Cost</td><td></td></tr><tr><td>ROW Needs</td><td></td></tr><tr><td>Utility Impacts</td><td></td></tr><tr><td>Environmental Impacts</td><td>CE</td></tr><tr><td>Access to Opportunity</td><td>To be calculated</td></tr><tr><td>Economic Development</td><td>To be examined</td></tr><tr><td>Travel Time Savings / Delay Reduction</td><td>Likely N/A</td></tr><tr><td>Crash Reduction</td><td>Likely N/A</td></tr><tr><td>Freight / Travel Resiliency</td><td>To be examined</td></tr><tr><td>Sustainability / Climate Change</td><td>Likely N/A</td></tr><tr><td>State of Good Repair</td><td></td></tr><tr><td>Quality of Life</td><td></td></tr><tr><td>Innovation</td><td></td></tr><tr><td>Partnership</td><td></td></tr><tr><td>Equity</td><td></td></tr></table>	Capital Cost (\$M)	\$6.18	Annual O&M Cost		ROW Needs		Utility Impacts		Environmental Impacts	CE	Access to Opportunity	To be calculated	Economic Development	To be examined	Travel Time Savings / Delay Reduction	Likely N/A	Crash Reduction	Likely N/A	Freight / Travel Resiliency	To be examined	Sustainability / Climate Change	Likely N/A	State of Good Repair		Quality of Life		Innovation		Partnership		Equity	
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State / FDOT																																	
MARC																																	
Other Notes																																	

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17

Measuring Impact with Travel Sheds

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

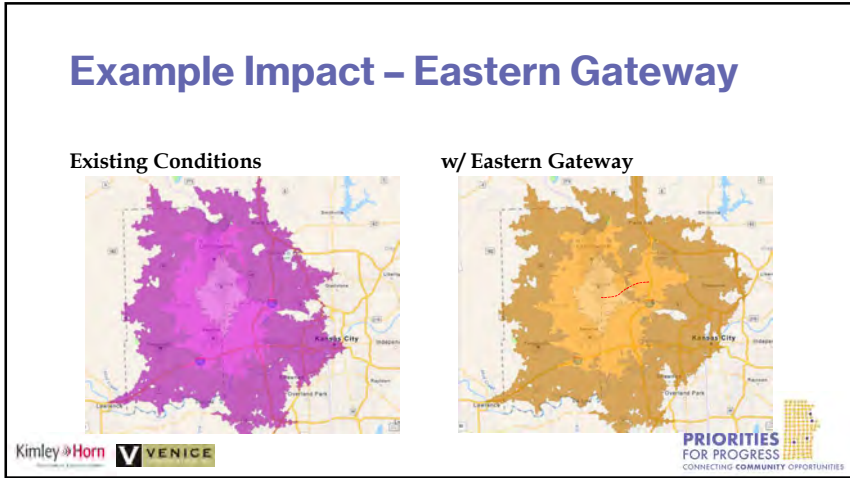
- 10, 20, and 30 minutes as example

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

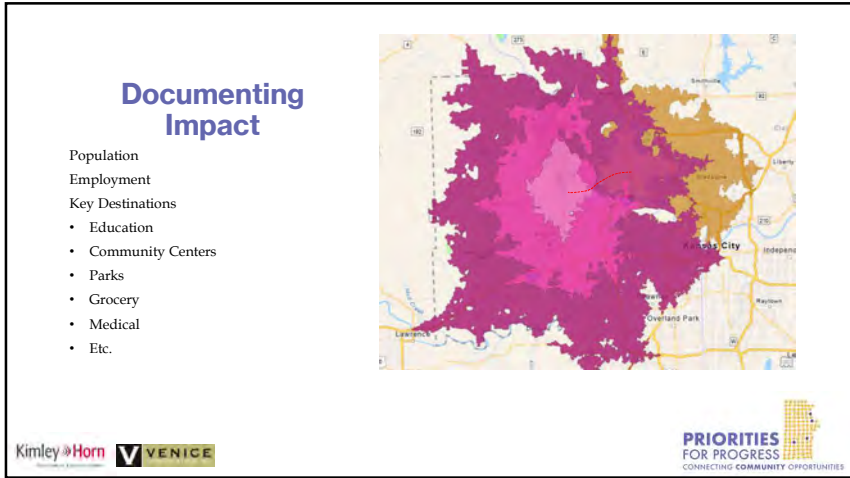
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PRIORITIES FOR PROGRESS
CONNECTING COMMUNITY OPPORTUNITIES

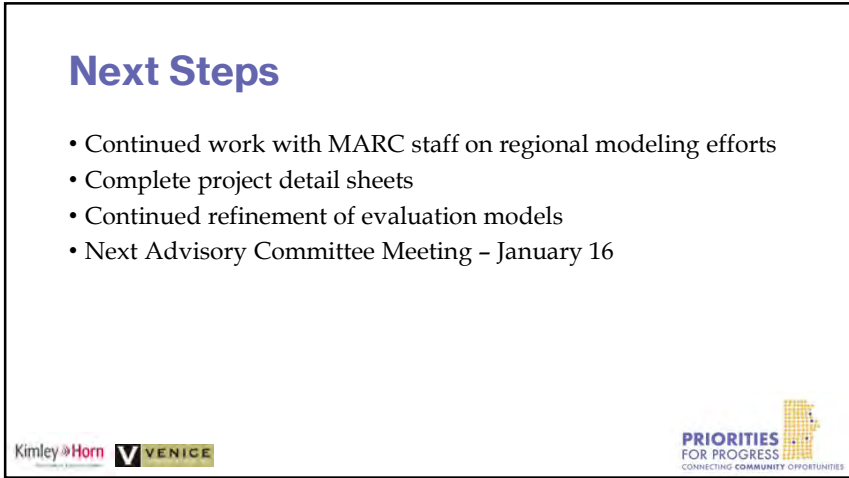
18



19



20



21

Advisory Committee Meeting
February 27, 2023



**PRIORITIES
FOR PROGRESS**
CONNECTING **COMMUNITY** OPPORTUNITIES

Advisory Committee Meeting

February 27, 2023
Virtual Teams Meeting

1

Agenda

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



2

Project Status Recap

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



3

Consolidated Project Map

4

[illegible]

5

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

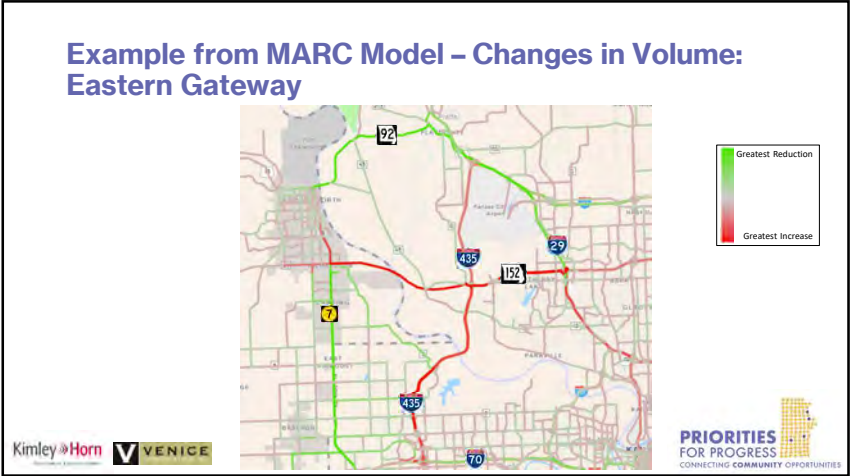
The map illustrates the projected changes in traffic volume at the I-70/158th Interchange. The highlighted section of I-70, which is colored red, indicates a projected increase in volume. The legend on the right shows a color scale from red (Greatest Increase) to green (Greatest Reduction). The map includes labels for I-70, I-158, and various local streets like Kansas Ave and 158th St.

Kimley-Horn
TRANSPORTATION ENGINEERS

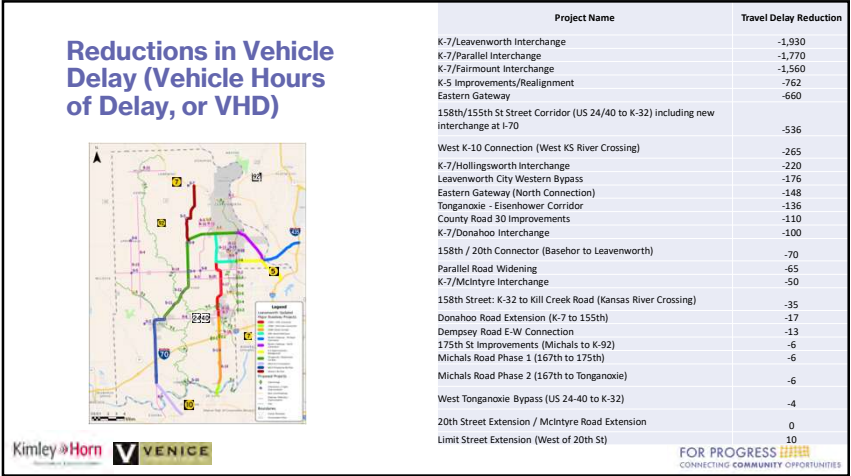
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PRIORITIES
FOR PROGRESS
CONNECTING COMMUNITY OPPORTUNITIES

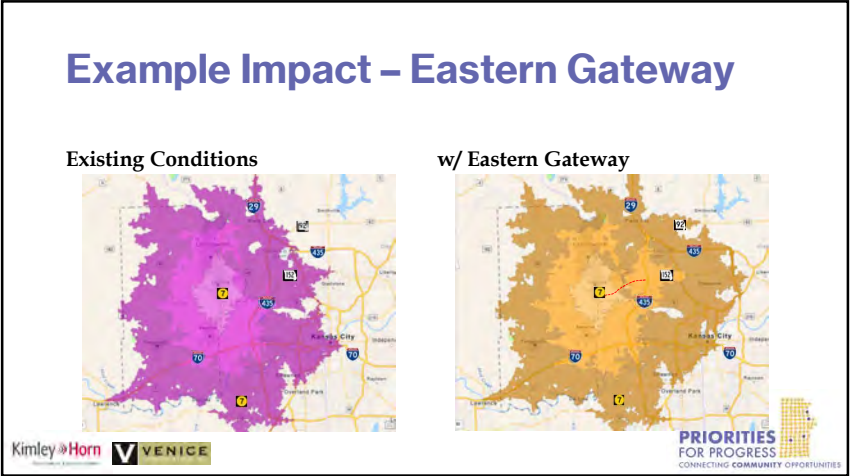
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8



9

Access to Opportunity (Sorted by Jobs)

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

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

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

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

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

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10

Equity

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

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

Note: results sorted by employment.

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

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Comparing Criteria

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

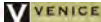
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Crash History

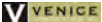
Rank	By # of crashes	By # of fatal/injury crashes	By crash rate (per 100 million VMT)	By fatal/injury crash rate (per 100 million VMT)
#1	Tonganoxie - Eisenhower Corridor (K-7 to Tonganoxie)	Tonganoxie - Eisenhower Corridor (K-7 to Tonganoxie)	Millwood Rd (CR 14) Safety Improvements - 243rd to K-7/US-73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



13

Next Steps on Evaluations

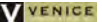
- Costs (Capital and O&M)
- Safety Impacts (Crash Reductions)
- Other Ongoing Criteria (e.g. Project Readiness, ROW impacts, environmental impacts)
- Multimodal projects (bike/ped, transit)



14

Evaluation Tool

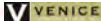
- Blend priorities (preferences) with criteria scores (set) based on
 - KDOT Priorities
 - Federal Grant Priorities
 - MARC Priorities
 - Local Priorities (flexible and TBD)
- Project Prioritization Lists will be developed based on funding opportunities and local preferences
- Stakeholder / elected officials’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



15

Stakeholder / Elected Officials

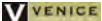
- March 22, 2023 – Basehor
- April 3, 2023 – Tonganoxie
- April 4, 2023 – Leavenworth (City of)
- April 5, 2023 – Leavenworth County
- April 5, 2023 – Leavenworth Port Authority
- April 6, 2023 - Lansing



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Next Steps

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



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Advisory Committee Meeting

May 15, 2023



**PRIORITIES
FOR PROGRESS**
CONNECTING COMMUNITY OPPORTUNITIES

Advisory Committee Meeting

May 15, 2023
Virtual Teams Meeting





1

Agenda

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





2

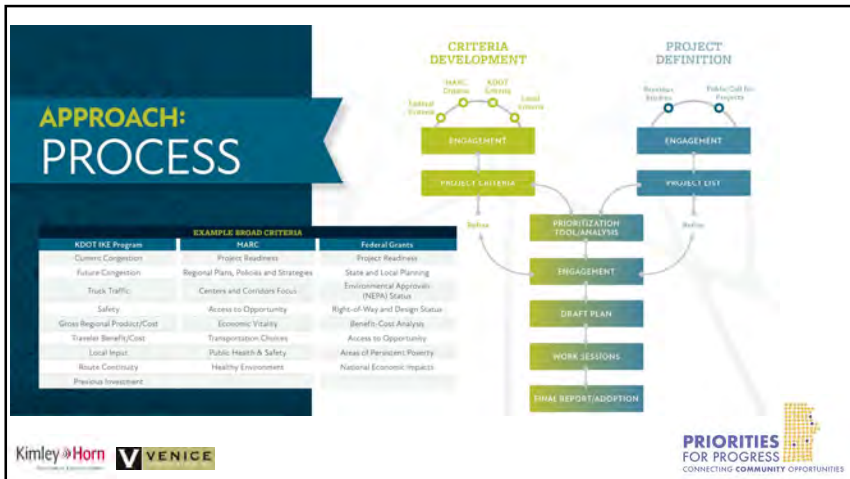
Project Status Recap

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

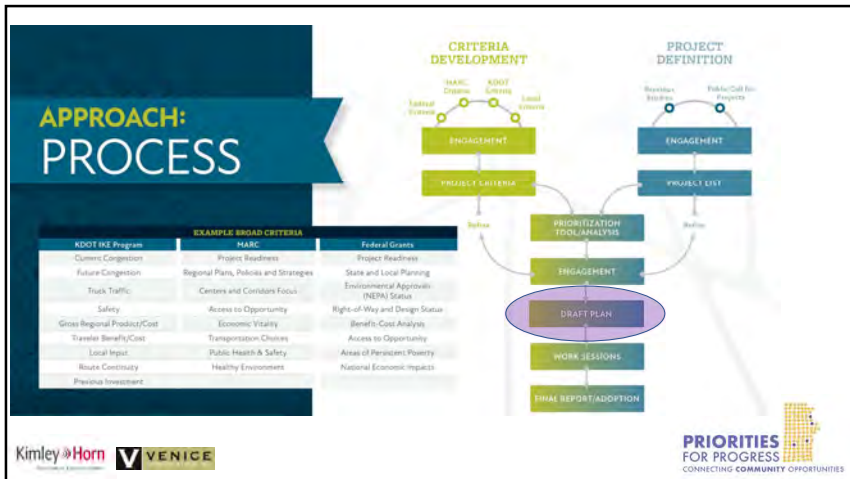




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5

Stakeholder / Elected Officials

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





6

43 Project Identified

43 Project Identified

- ### Total Capital Costs Identified

Total Capital Costs Identified



Generations /	Safety	Access to Amenities	Economic Development /	Equity
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8



10

Initiative Category	Example High-Scoring Projects
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Evaluation Category	Example High-Scoring Projects
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KDOT Program

IKE Local Consult Priorities

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

High Risk Rural Road (HRRR) Funding

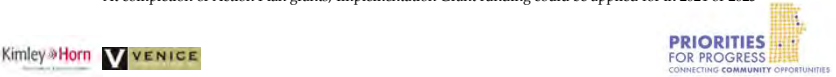
- Spot improvements on Tonganoxie – Eisenhower Corridor
- Fairmont Road safety improvements
- Millwood Road safety improvements
- Kansas Avenue safety improvements



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USDOT Competitive Grants

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



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MARC (STBG / STBG Set-Aside)

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



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MARC (PSP Grants)

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

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

Kansas River Crossing Study

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



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Next Steps

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



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Stakeholder Meetings

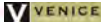
Fall 2022



**PRIORITIES
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Stakeholder Meetings

October / November 2022
Virtual Teams Meeting





1

Agenda

Background
What's Next

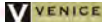
- Upcoming Public Open Houses
- Local Stakeholder Meetings – Spring 2023

Identified Projects

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

Funding Criteria

- What's important to you?



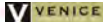


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Background

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

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



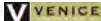


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Open House Public Meetings

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

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

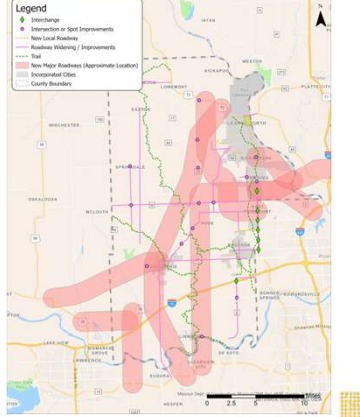




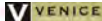
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Current Project List

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



Legend
• Interchange
• Intersection or Road Improvements
• New Local Roadway
• Roadway Widening / Improvements
• Trail
• New Major Roadways (Approximate Location)
• Incorporated Cities
• County Boundary





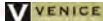
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Major Roadway Projects

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



Legend
• Interchange
• Intersection or Road Improvements
• New Local Roadway
• Roadway Widening / Improvements
• Trail
• New Major Roadways (Approximate Location)
• Incorporated Cities
• County Boundary



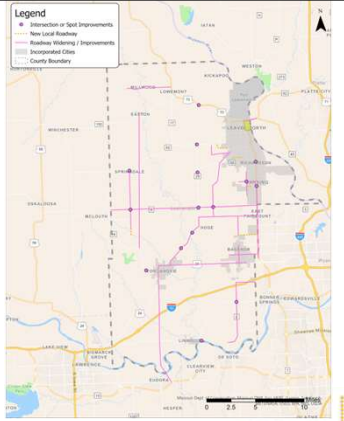


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Roadway Widening / Intersection Improvements

Includes Upgrading / Paving / Widening of Existing Roadways

Intersection Improvements (Signals, Roundabouts, etc.)



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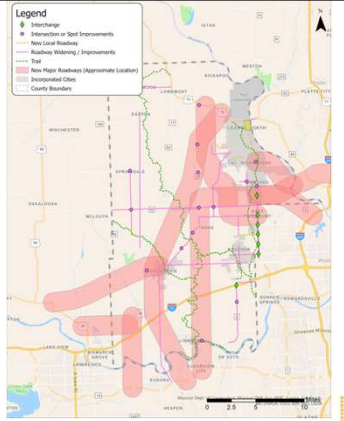
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What Else?

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



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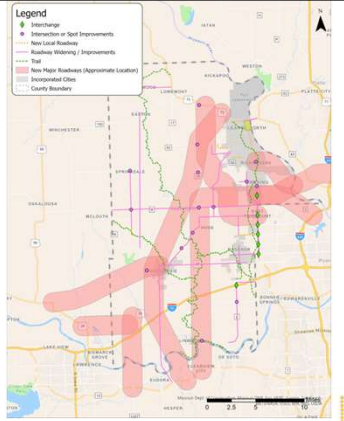
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Project Funding Criteria

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

- KDOT Criteria
- MARC Criteria
- USDOT Criteria



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Project Criteria – KDOT Modernization

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



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Project Criteria – KDOT Expansion

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



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Project Criteria – MARC Flow-Through

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



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Project Criteria – STBG Funds

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

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Project Criteria – STBG Set-Aside

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

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Federal Competitive Grants

More than a dozen grants available, but focus on applicable:

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

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Federal Competitive Grants Criteria

- Safety
- Sustainability / Climate Change
- Quality of Life
- Mobility / Connectivity
- Economic Opportunity

- State of Good Repair
- Innovation
- Partnerships
- Equity
- Project Readiness

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Criteria Exercise –
What do you find important?

- A. Safety
- B. Congestion
- C. Mobility (Bike / Pedestrian / Transit)
- D. Economic Impact / New Jobs and Investments
- E. Equity / Access to jobs
- F. Sustainability / Climate Change

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3

Stakeholder Meetings

Spring 2023

Attendance Form

Meeting Description: Stakeholder Meeting - Basehor

Date: 03/22/23

Time: 5:30 PM - 6:30 PM

Place: Basehor City Hall

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

Attendance Form

Meeting Description: Stakeholder Meeting - Tonganoxie

Date: 04/03/23

Time: 5:30 PM - 6:30 PM

Place: City Hall

Name	Address	Email
1. Bill New	Tonganoxie P.O. Box 219	billn@firststaterks.com
2. Wes Baker	18632 206 St	lithemina@yahoo
3. Brad Wilson	Tonganoxie PO Box 247	Brad@WilsonGLASS.NET
4. Monica Gee	406 E 4th St Tonganoxie KS 66086	haggee22@gmail.com
5. Dan Porter	526 E 7th St, Tonganoxie, KS	dporter@tonganoxie.org
6. Loralee Stevens	424 Shamus St. Tonganoxie	loralee.d.stevens@gmail.com
7. Loren Feldkamp		lfeldkamp@tong464.org
8.		
9.		
10.		
11.		
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15.		
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Attendance Form

Meeting Description: Stakeholder Meeting - Leavenworth

Date: 04/04/23

Time: 4:30 PM - 5:30 PM

Place: Leavenworth Public Library

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

Attendance Form

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

Name	Address	Email
1. Dan Clemons	408 Maple CT Leawards	danclemons@hotmail.com
2. Lisa Haack	1298 Eisenhower Rd	LHaack@LVcountyED.org
3. Tom Cole	300 Walnut	rcole@leavenworthcounty.gov
4. Josh Hoppes	16203 Gilman Rd	Josh.H@mutualmail.com
5. Chris Fornally	149 Shady Blvd Leawards	Chris.Fornally@hotmail.com
6. Lauren Kaaz	5037 S. 4th St. LV, KS	lauren@lexelo.com
7. Greg Kaaz		greg@lexelo.com
8. David Schroeder	2017 S. 4th St	dshroeder@gwmfg.com
9. JEREMY GREENAMYRE	2500 S 2nd St LEAVENWORTH, KS	greenamyre.jeremy@gmail.com
10.		
11.		
12.		
13.		
14.		
15.		
16.		

Attendance Form

Meeting Description: Stakeholder Meeting - Lansing

Date: 04/06/23

Time: 5:30 PM - 6:30 PM

Place: Lansing Community Center

Name	Address	Email
1. <u>Dave Jacobson</u>	<u>151A</u>	<u>djacobson@kstpumpkin.com</u>
2. _____	_____	_____
3. _____	_____	_____
4. _____	_____	_____
5. _____	_____	_____
6. _____	_____	_____
7. _____	_____	_____
8. _____	_____	_____
9. _____	_____	_____
10. _____	_____	_____
11. _____	_____	_____
12. _____	_____	_____
13. _____	_____	_____
14. _____	_____	_____
15. _____	_____	_____
16. _____	_____	_____



**PRIORITIES
FOR PROGRESS**
CONNECTING COMMUNITY OPPORTUNITIES

Project Update

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



1

Agenda

Project Approach
Recap of Engagement

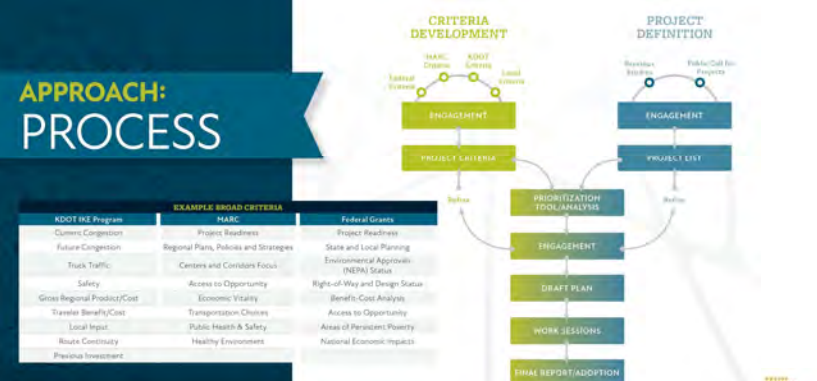
- Stakeholder Meetings
- Public Meetings
- Online Meeting

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



2

APPROACH: PROCESS

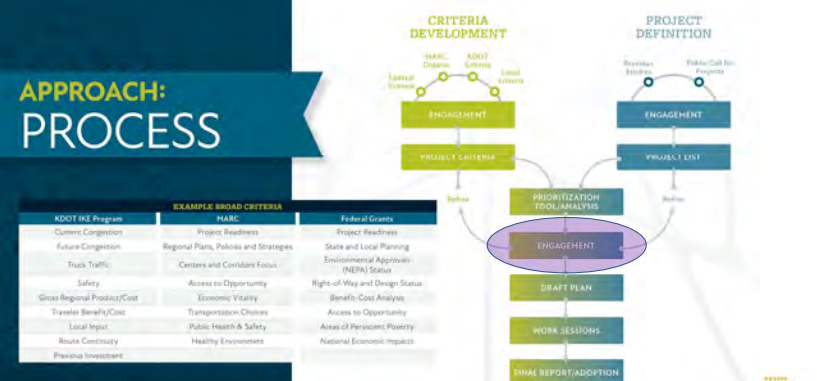


NDOT WE Program	EXAMPLE BROAD CRITERIA	Federal Grants
Current Congestion	Project Readiness	Project Readiness
Future Congestion	Regional Plans, Policies and Strategies	State and Local Planning
Truck Traffic	Centers and Corridors Focus	Environmental Approvals (NEPA) Status
Safety	Access to Opportunity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



3

APPROACH: PROCESS



NDOT WE Program	EXAMPLE BROAD CRITERIA	Federal Grants
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Previous Investment		



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Stakeholder Meetings

Virtual Meetings Held

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

41 Participants Total



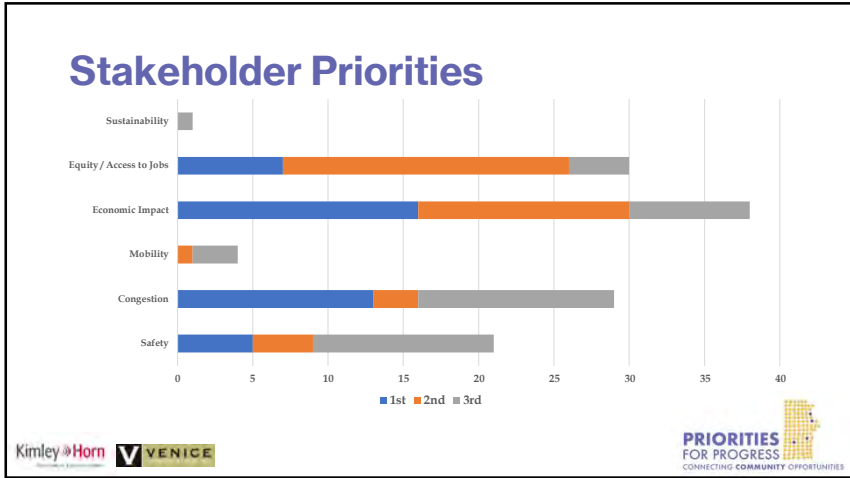
5

Stakeholder Themes

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



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Public Meeting Recap

November 9 and 10, 2022

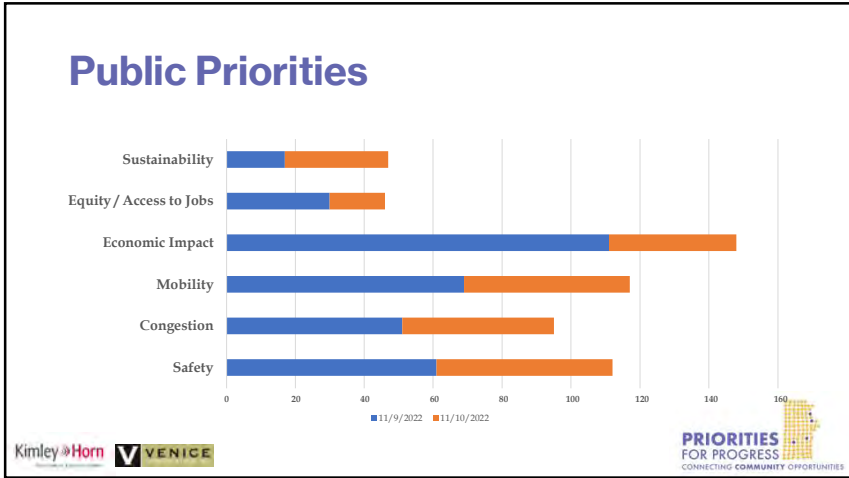
- 73 Attendees

Common Themes:

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

Kimley-Horn VENICE PRIORITIES FOR PROGRESS CONNECTING COMMUNITY OPPORTUNITIES

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Online Meeting

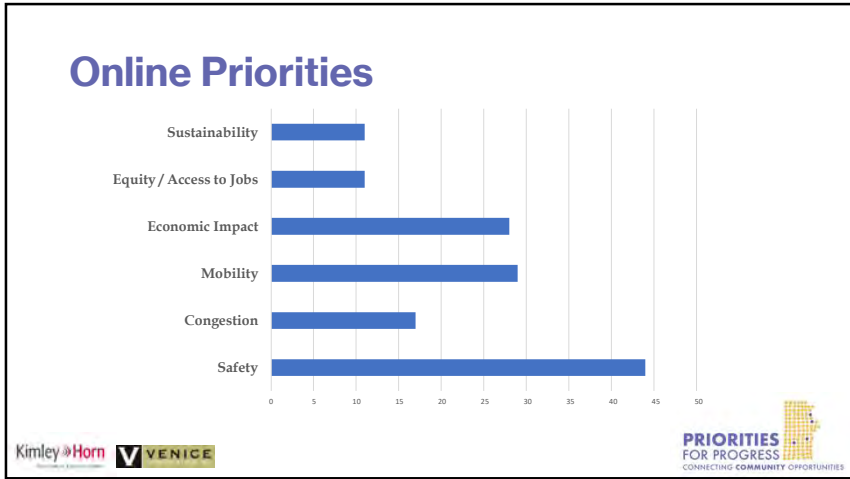
55 comments provided

Common Themes

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

Kimley-Horn VENICE PRIORITIES FOR PROGRESS CONNECTING COMMUNITY OPPORTUNITIES

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Initially Identified Projects

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

Kimley-Horn VENICE PRIORITIES FOR PROGRESS CONNECTING COMMUNITY OPPORTUNITIES

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Consolidated Project Map

43 Project Identified

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

Total Capital Costs Identified

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



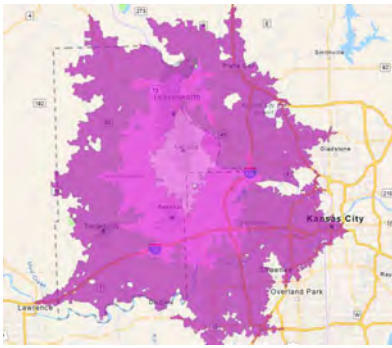
PRIORITIES FOR PROGRESS
CONNECTING COMMUNITY OPPORTUNITIES

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Measuring Impact with Travel Sheds

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

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

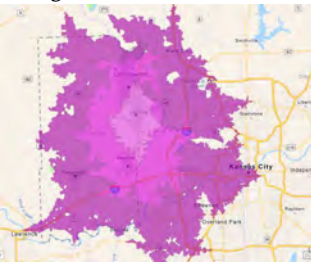


PRIORITIES FOR PROGRESS
CONNECTING COMMUNITY OPPORTUNITIES

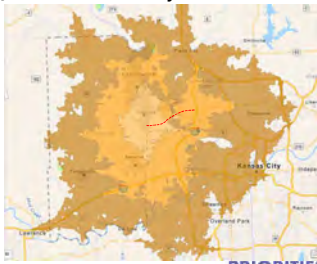
14

Example Impact – Eastern Gateway

Existing Conditions



w/ Eastern Gateway

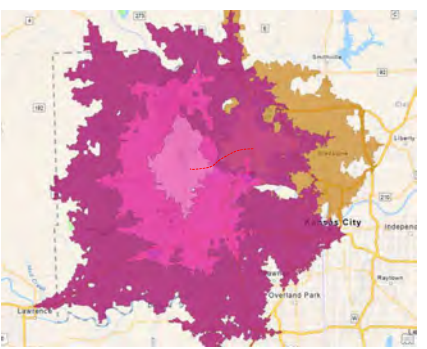


PRIORITIES FOR PROGRESS
CONNECTING COMMUNITY OPPORTUNITIES

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Documenting Impact

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



PRIORITIES FOR PROGRESS
CONNECTING COMMUNITY OPPORTUNITIES

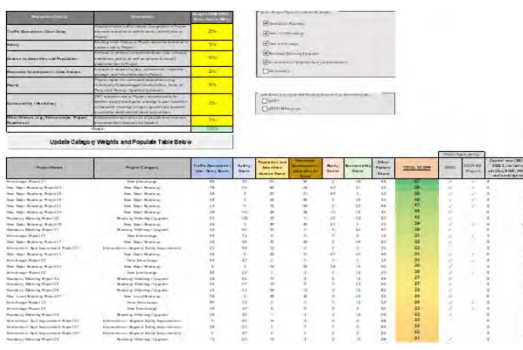
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Project Evaluation Metrics

Traffic Operations / User Delay	Safety	Access to Amenities and Population	Economic Development / Jobs Access	Equity	Sustainability / Resiliency	Other Factors	Cost
Traffic volume	Crash history (total)	Increase in population in 30-min drive	Increase in jobs in 30-min drive	Increase in jobs in 30-min drive for disadvantaged census areas	Change in VMT due to project	Partnerships (# of jurisdictions crossed)	Capital (including utilities, ROW, PE/CE)
Future congestion	Crash history (fatal / injury)	Increase in key destinations in 30-min drive	Increase in acres of commercial / industrial in County in 15-min drive	Increase in population in 30-min drive for disadvantaged census areas	Project mitigates deteriorating bridge(s)	Projected environmental clearance required (CE / EA / EIS)	Operations and maintenance
Travel delay reduction	Projected crash reduction (total)	Increase in quality-of-life destinations in County in 15-min drive	Increase in # of block groups within 15-min drive of I-70 or I-435	Increase in key destinations in 30-min drive for disadvantaged census areas	Project brings gravel roadway to paved		
	Projected crash reduction (fatal / injury)	Proximity to schools	Acres of agricultural (undeveloped) land within ½ mi of new interchanges	Project located in Area of Persistent Poverty, Historically Disadvantaged Community, or Opportunity Zone	Project located on planned bike route or fills a bike/sidewalk system gap		
		Proximity to parks and recreation					

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Review of Draft Evaluation Tool



PRIORITIES FOR PROGRESS
CONNECTING COMMUNITY OPPORTUNITIES

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Traffic Operations / User Delay

Metric Categories		Traffic Operations / User Delay		
Metric Definition		Traffic volume in project area from 2050 MARC Model	Future Baseline (without project) V/C ratio from 2050 MARC Model	Average daily change in vehicle hours of delay
Project Name	Traffic Volume Congestion	Future	Travel Delay Reduction	
K-7/Leavenworth Interchange	54,213	0.46	-1,930	
K-7/Parallel Interchange	50,256	0.29	-1,170	
K-7/Fairmount Interchange	43,497	0.82	-1,590	
K-5 Improvements/Realignment	923	0.83	-762	
Eastern Gateway	3,943		-660	
158th/158th St Street Corridor (US 2440 to K-32) including new interchange at I-70	64,401	0.50	-536	
West K-10 Connection (West KS River Crossing)	3,207		-265	
K-7/Hollingsworth Interchange	46,605	0.53	-227	
Leavenworth City Western Bypass	3,395	0.18	-176	
Eastern Gateway (North Connection)	8,967		-148	
Tonganoxie - Eisenhower Corridor	1,415	0.43	-136	
County Road 30 Improvements	832	0.15	-110	
K-7/Donahoe Interchange	45,619	0.36	-160	
158th / 20th Connector (Basin to Leavenworth)	971	0.21	-70	
Parallel Road Widening	1,131	0.47	-65	



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Access to Opportunity / Economic Development / Freight

Metric Categories		Access to Opportunity / Economic Development / Freight									
Metric Definition		Avg increase in pop within 30-min drive	Avg increase in jobs within 30-min drive	Avg increase in key destinations within a 30-min drive	Avg increase in acres of commercial / industrial (in County) in 15-min drive	Increase in # of census block groups within 15-min drive of an I-70 interchange	Avg increase in key destinations within 15-min drive of (in County) in 15-min drive	Binary yes/no for if a project is located within 1/4 mi of the following			
Weight (Within Category)	Check	40%	40%	30%	30%	30%	10%	10%	10%	100%	100%
Project Name	Access to Populations	Access to Jobs	Access to Destinations	Economic Development	Freight Access	Quality of Life	Proximity to Schools	Proximity to Parks and Recreation			
K-7/Leavenworth Interchange	-	-	-	-	-	-	0	0			
K-7/Parallel Interchange	-	-	-	-	-	-	0	0			
K-7/Fairmount Interchange	-	-	-	-	-	-	0	0			
K-5 Improvements/Realignment	29,931	20,034	193	14	-	0.38	1	0			
Eastern Gateway	31,009	11,761	87	0	-	-	1	0			
158th/158th St Street Corridor (US 2440 to K-32) including new interchange at I-70	13,842	8,439	59	21	16	0.35	1	1			
West K-10 Connection (West KS River Crossing)	6,766	4,027	67	16	9	0.50	0	0			
K-7/Hollingsworth Interchange	-	-	-	-	-	-	0	0			
Leavenworth City Western Bypass	687	171	2	0	-	0.13	1	0			
Eastern Gateway (North Connection)	20,252	12,269	77	13	-	0.60	1	1			
Tonganoxie - Eisenhower Corridor	-	-	-	-	-	-	1	1			
County Road 30 Improvements	131	51	0	0	-	0.02	1	0			
K-7/Donahoe Interchange	-	-	-	-	-	-	0	0			
158th / 20th Connector (Basin to Leavenworth)	1,300	1,146	9	6	-	0.22	0	1			
Parallel Road Widening	-	-	-	-	-	-	1	1			



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Access to Opportunity / Economic Development / Freight

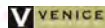
Metric Categories		Access to Opportunity / Economic Development / Freight									
Metric Definition		Avg increase in pop within 30-min drive	Avg increase in jobs within 30-min drive	Avg increase in key destinations within a 30-min drive	Avg increase in acres of commercial / industrial (in County) in 15-min drive	Increase in # of census block groups within 15-min drive of an I-70 interchange	Avg increase in key destinations within 15-min drive of (in County) in 15-min drive	Binary yes/no for if a project is located within 1/4 mi of the following			
Weight (Within Category)	Check	40%	40%	30%	30%	30%	10%	10%	10%	100%	100%
Project Name	Access to Populations	Access to Jobs	Access to Destinations	Economic Development	Freight Access	Quality of Life	Proximity to Schools	Proximity to Parks and Recreation	Population and Economic Activity Score	Economic Development / Job Access Score	
K-7/Leavenworth Interchange	0	0	0	0	0	0	0	0	0	0	0
K-7/Parallel Interchange	0	0	0	0	0	0	0	0	0	0	0
K-7/Fairmount Interchange	0	0	0	0	0	0	0	0	0	0	0
K-5 Improvements/Realignment	100	100	100	80	0	50	100	0	100	0	100
Eastern Gateway	100	80	100	100	0	100	0	0	100	0	100
158th/158th St Street Corridor (US 2440 to K-32) including new interchange at I-70	90	90	70	100	100	40	100	100	100	0	100
West K-10 Connection (West KS River Crossing)	80	70	80	100	90	60	0	0	100	0	100
K-7/Hollingsworth Interchange	0	0	0	0	0	0	0	0	0	0	0
Leavenworth City Western Bypass	30	30	30	30	0	20	100	0	100	0	100
Eastern Gateway (North Connection)	0	100	90	70	0	70	100	100	100	0	100
Tonganoxie - Eisenhower Corridor	0	0	0	0	0	0	100	100	100	0	100
County Road 30 Improvements	30	30	20	0	0	0	100	0	100	0	100
K-7/Donahoe Interchange	0	0	0	0	0	0	0	0	0	0	0



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Equity

Metric Categories		Equity					
Metric Definition		Binary yes/no for if a project is located in one of the following (1 or 0)					
Project Name	Area of Persistent Poverty	Historically Disadvantaged Community	Opportunity Zone	Population (Equity)	Employment (Equity)	Attractions (Equity)	
K-7/Leavenworth Interchange	0	0	0	-	-	-	
K-7/Parallel Interchange	0	0	0	-	-	-	
K-7/Fairmount Interchange	0	0	0	-	-	-	
K-5 Improvements/Realignment	0	0	0	23,676	9,840	91	
Eastern Gateway	0	0	0	22,737	9,144	75	
158th/158th St Street Corridor (US 2440 to K-32) including new interchange at I-70	0	0	0	-	-	-	
West K-10 Connection (West KS River Crossing)	0	0	0	-	-	-	
K-7/Hollingsworth Interchange	0	0	0	-	-	-	
Leavenworth City Western Bypass	1	1	0	53,979	20,896	140	
Eastern Gateway (North Connection)	1	1	0	-	-	-	
Tonganoxie - Eisenhower Corridor	0	0	0	-	-	-	
County Road 30 Improvements	0	0	0	-	-	-	
K-7/Donahoe Interchange	0	0	0	-	-	-	
158th / 20th Connector (Basin to Leavenworth)	0	0	0	168	57	1	
Parallel Road Widening	0	0	0	-	-	-	



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Equity

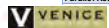
Metric Categories		Equity					
Metric Definition		Binary yes/no for if a project is located in one of the following (1 or 0)					
Project Name	Area of Persistent Poverty	Historically Disadvantaged Community	Opportunity Zone	Population (Equity)	Employment (Equity)	Attractions (Equity)	Equity Score
K-7/Leavenworth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



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Sustainability / Resiliency

Metric Categories		Sustainability / Resiliency				
Metric Definition		Binary 0/1/0 if project includes a planned bike system gap or provides a bikeway facility on non-arterial road				
Project Name	Change in VMT	Bridge Condition	State of Good Repair	On Planned Bike Route	System Connectivity	
K-7/Leavenworth Interchange	-	0	0	0	0	
K-7/Parallel Interchange	-	0	0	1	0	
K-7/Fairmount Interchange	-	0	0	0	0	
K-5 Improvements/Realignment	-3,030	0	0	1	0	
Eastern Gateway	66,050	0	0	0	0	
158th/158th St Street Corridor (US 2440 to K-32) including new interchange at I-70	-37,241	0	0	0	0	
West K-10 Connection (West KS River Crossing)	-41,482	0	0	0	0	
K-7/Hollingsworth Interchange	-	0	0	1	0	
Leavenworth City Western Bypass	-5,510	1	0	0	0	
Eastern Gateway (North Connection)	165,597	0	0	0	0	
Tonganoxie - Eisenhower Corridor	-	1	0	0	1	
County Road 30 Improvements	-	0	1	0	0	
K-7/Donahoe Interchange	-	0	0	0	0	
158th / 20th Connector (Basin to Leavenworth)	-	0	0	0	1	
Parallel Road Widening	-3,381	0	0	1	1	



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What have we heard so far?

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

Testing Based on Priority Input

Initial tests of model based on prior input

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

Findings

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

Test Scenario – Public Priorities

Project Name	Project Category	Traffic Operations / User Delay Score	Safety Score	Population and Amenities Access Score	Economic Development / Jobs Access Score	Equity Score	Sustainability Score	Other Factors Score	TOTAL SCORE
158/159 St Street Corridor (US 24/40 to K-32) including new interchange at 170	New Interchange	81	96	0	36	88			64
K-6 Improvements/Redesign	New Major Roadway	79	85	64	62	31	53	87	
Eastern Gateway w/ North Connection	New Major Roadway	58	0	60	91	90	0	53	47
West K-10 Connection (West KS River Crossing)	New Major Roadway	58	0	62	85	0	40	50	45
West Tonganoxie Bypass (US 24/40 to K-32)	New Major Roadway	76	0	72	85	0	20	88	43
158th/20th Connection (Blanchard to Lawrenceville)	New Major Roadway	46	74	48	35	12	15	50	
Tonganoxie - Shawnee Corridor	Roadway w/ Widening / Upgrade	60	100	20	0	20	23	90	
Parade Road Widening	Roadway w/ Widening / Upgrade	55	52	20	0	0	54	50	
Eastern Gateway	New Major Roadway	65	0	60	30	51	0	37	
K-7 Farmout Interchange	New Interchange	98	74	0	0	0	0	48	37
158th Street, K-32 to KS Creek Road (Kansas River Crossing)	New Major Roadway	33	59	37	30	0	28	50	35
Farmout Road Safety Improvements - Tonganoxie Road to K-7/US-73	Intersection or Segment Safety Improvements	40	98	10	0	0	0	0	33
Lawrenceville City Western Bypass	New Major Roadway	96	0	33	21	37	48	85	32
K-7 Lawrenceville Interchange	New Interchange	95	47	0	0	0	0	0	48
K-7 Holdingsville Interchange	New Interchange	88	45	0	0	0	15	50	38
20th Street Extension / McKinley Road Extension	New Major Roadway	5	0	74	53	28	15	50	28
14th St (Delaware Road) Reconstruction (4-H Road to 1st Street)	Roadway w/ Widening / Upgrade	35	67	10	0	0	23	88	





CONNECTING COMMUNITY OPPORTUNITIES



Test Scenario – Stakeholder Priorities

Project Name		Project Category	Traffic Operations / User Delay Score	Population and Amenities Access Score	Economic Development / Jobs Access Score	Equity Score	Sustainability Score	Other Factors Score	TOTAL SCORE
K-6 Improvements/Redesign		New Major Roadway	79	85	64	62	51	53	67
Eastern Gateway (North Connection)		New Major Roadway	81	96	0	36	88	0	64
158th/159th St Street Corridor (US 24/40 to K-32) including new interchange at 170		New Interchange	81	96	0	36	88	0	64
Eastern Gateway		New Major Roadway	58	0	61	90	0	23	47
West K-10 Connection (West KS River Crossing)		New Major Roadway	58	0	62	85	0	40	50
West Tonganoxie Bypass (US 24/40 to K-32)		New Major Roadway	76	0	72	85	0	20	88
158th/20th Connection (Blanchard to Lawrenceville)		New Major Roadway	46	74	48	35	12	15	50
Tonganoxie - Shawnee Corridor		Roadway w/ Widening / Full	60	100	20	0	20	23	90
K-7 Farmout Interchange		New Interchange	98	74	0	0	0	48	37
Lawrenceville City Western Bypass		New Major Roadway	96	0	33	21	37	48	31
K-7/Lawrenceville Interchange		New Interchange	95	47	0	0	0	0	48
K-7 Holdingsville Interchange		New Interchange	88	45	0	0	15	50	38
Parade Road Widening		Roadway w/ Widening / Upgrade	55	52	20	0	54	50	41
20th Street Extension / McKinley Road Extension		New Major Roadway	5	0	74	53	28	15	28
14th St (Delaware Road) Reconstruction (4-H Road to 1st Street)		New Major Roadway	33	59	37	30	0	28	50
Farmout Road Safety Improvements - Tonganoxie Road to K-7/US-73		Intersection or Segment Safety Improvements	40	98	10	0	0	0	33
K-7 Parallel Interchange		New Interchange	90	15	0	0	0	15	46





PRIORITIES
FOR PROGRESS

CONNECTING COMMUNITY OPPORTUNITIES

Test Scenario – Combined Stakeholder and Public Priorities

Project Name	Project Category	Traffic Operations / User Delay Score	Population and Amenities Access Score	Economic Development / Jobs Access Score	Equity Score	Sustainability Score	Other Factors Score	TOTAL SCORE
158th/159th St Street Corridor (US 24/40 to K-32) including new interchange at 170	New Interchange	81	96	0	36	88		63
K-6 Improvements/Redesign	New Major Roadway	79	85	64	62	51	53	68
Eastern Gateway (North Connection)	New Major Roadway	58	0	61	90	0	53	58
West K-10 Connection (West KS River Crossing)	New Major Roadway	58	0	62	85	0	40	50
West Tonganoxie Bypass (US 24/40 to K-32)	New Major Roadway	76	0	72	85	0	20	88
158th/20th Connection (Blanchard to Lawrenceville)	New Major Roadway	46	74	48	35	12	15	50
Tonganoxie - Shawnee Corridor	Roadway Widening / Upgrade	60	100	20	0	20	23	90
Parade Road Widening	Roadway Widening / Upgrade	55	52	20	0	54	50	42
Eastern Gateway	New Major Roadway	65	0	60	30	51	0	37
K-7 Farmout Interchange	New Interchange	98	74	0	0	0	48	37
158th Street, K-32 to KS Creek Road (Kansas River Crossing)	New Major Roadway	33	59	37	30	0	28	50
Farmout Road Safety Improvements - Tonganoxie Road to K-7US-73	Intersection or Segment Safety Improvements	40	98	10	0	0	0	33
Lawrenceville City Western Bypass	New Major Roadway	96	0	33	21	37	48	31
K-7 Lawrenceville Interchange	New Interchange	95	47	0	0	0	0	48
K-7 Holdingsville Interchange	New Interchange	88	45	0	0	15	50	38
20th Street Extension / McKinley Road Extension	New Major Roadway	5	0	74	53	28	15	28
15th St Widening / Improvements in Boulder	Roadway Widening / Upgrade	23	62	10	0	0	15	88





CONNECTING COMMUNITY OPPORTUNITIES

Next Steps

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