



LEAVENWORTH COUNTY

Priorities for Progress: Connecting Community Opportunities

A Prioritization Plan for Transportation Capital Improvement Projects

AUGUST 2023

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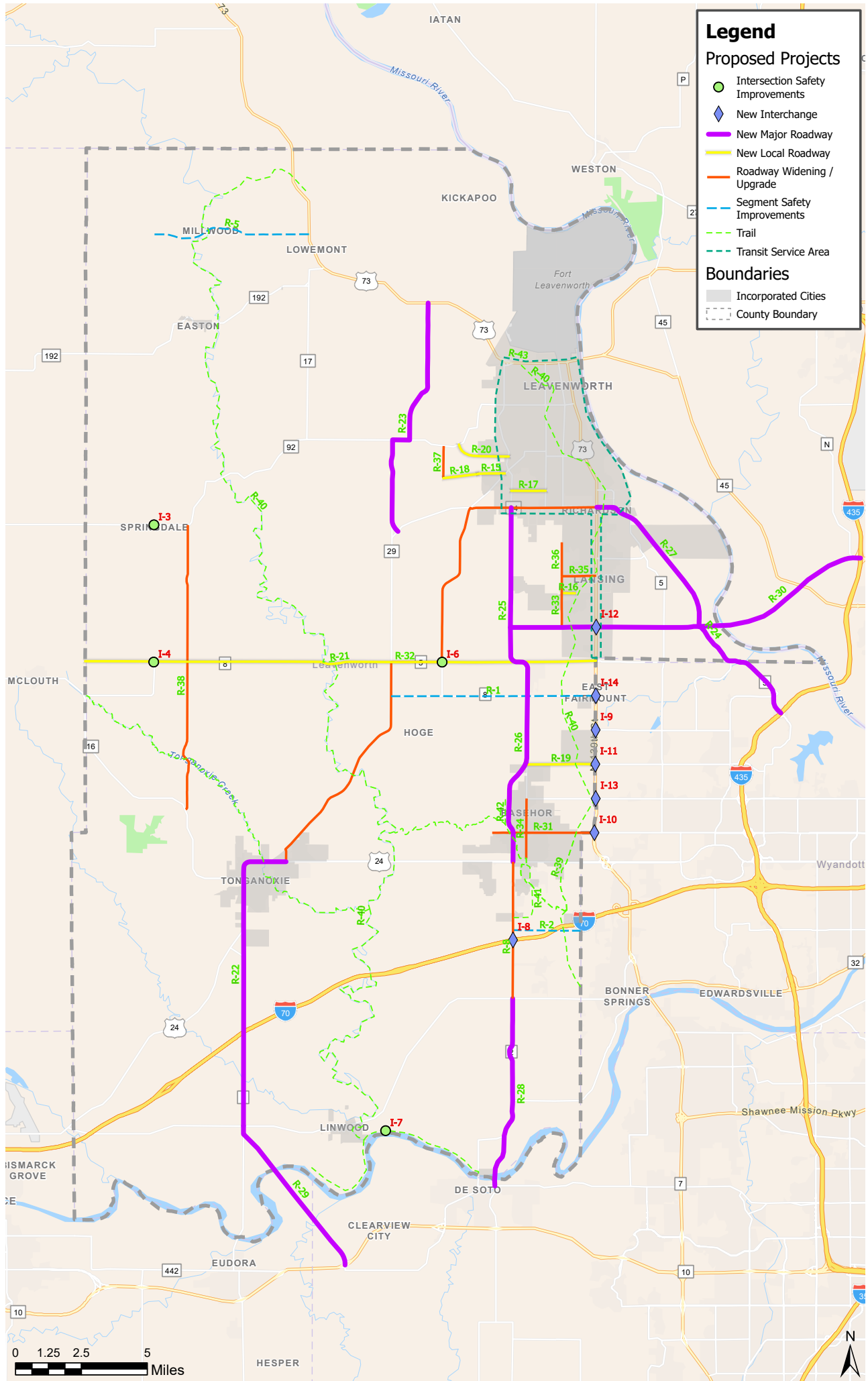
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Table of Contents

SECTION 1	1
Introduction and Plan Purpose	
SECTION 2	2
Targeted Funding Sources and Evaluation Criteria	
SECTION 3	5
Project Identification and Definition	
SECTION 4	14
Stakeholder and Public Engagement	
SECTION 5	23
Project Evaluation	
SECTION 6	31
Next Steps for Leavenworth County Region	

TECHNICAL APPENDICES	
Appendix A: Project Profiles and Scoring Worksheets	
Appendix B: Project Cost Estimate Worksheets	
Appendix C: Summary of Public Involvement	
Appendix D: Summary of Stakeholder Involvement	

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Leavenworth County (IKE Funding)

1. K-7 Interchanges – Leavenworth Road & Fairmont Road (Projects 876 & 875)

- Top priority per the Regional Transportation Plan.
- Supported by a 25-year project history (see attached KDOT handout).
- County intends to align with regional recommendations to maximize benefit and scoring.
- **2023** KDOT Sponsored Regional Capital Improvement Plan for Leavenworth County list K-7 at Fairmont and at Leavenworth Road as the two projects with the highest Cost Benefit and they were also listed as the highest Traffic Operations/User Delays improvement projects.
- **2013** Five-county Study was completed. It called for Expressway Intersection enhancements from Lansing to State Ave. on K-7 for \$21M. Those were not completed. Also, it called for a wide range of other projects that were scored bad by the engineering firm and none of those were completed.
- **2008** KDOT Long Range Transportation Plan stated: KDOT is conducting a corridor study in the rapidly growing K-7 corridor. KDOT has been meeting with local planners in the 12 cities and counties along K-7, including Leavenworth, Lansing, Leavenworth County, Basehor, Bonner Springs, Unified Government of Wyandotte County and Kansas City, Shawnee, Lenexa, Olathe, Johnson County, Spring Hill and Miami County. The goal of the study is to set a blueprint that KDOT and the cities can work toward as new development occurs.
- **2006** K-7 Corridor Study shows segment 3 needing \$193,000,000 in total improvements on K-7 north of US24. These improvements include 1 overpass and 6 interchanges. I believe the only work completed was the R-cut at Parallel and it was not the recommended correction at the time.
- **2002** KDOT Long Range Plan stated: A major example of a corridor management project is the study of K-7 in Johnson and Wyandotte Counties. The study examines the current, varied status of K-7 from expressway to freeway to city street and projects how the facility will function in the future, and attempts to achieve a consensus among the local governments of what improvements should be made (e.g. upgrade to freeway, revert to city street). It should be completed in 2002, and more studies may follow on similar corridors.
- **2000** Major Corridor Study by KDOT listed both a K-7 freeway (remove existing lights) or a Leavenworth-Johnson County connector on a new alignment.

2. KDOT Project 137 – Connecting Roadway between K-10 and I-70

- Currently in concept phase.
- KDOT likely to initiate an Outer Loop Planning Study connecting I-35 → K-10 → I-70.
- Should be coordinated with Project 138 (south leg of new interstate within DeSoto Armory property).
- Ranked 4th in the regional study, behind K-5 corridor improvements, K-7 Interchanges, and the Leavenworth City Western Bypass.

3. KDOT Project 882 – K-16 Shoulder Widening (Tonganoxie to County Line)

- Not in the Regional Capital Improvement Plan but submitted by KDOT for the 6th consecutive year (3rd IKE cycle).
- 2nd highest modernization need in District 1 with a moderate crash history.
- Recommendation: ensure a speaker in each breakout room addresses this project and all attendees vote for it.

- Other counties are unlikely to vote for it, so local support is crucial.
- Goal: achieve 'Highly Aligned' status for major projects and 'Moderately Aligned' for this one to enhance funding chances.

Additional Recommendation

Leavenworth City Outer Loop Study

- County speakers should advocate for initiating a planning study for the Leavenworth City Outer Loop.
- Objective: get the project on KDOT's radar for inclusion in the next Local Consult cycle (in two years).

The Regional Plan ranks this project 3rd overall, reinforcing the importance of early advocacy.

Eastern Gateway Project Summary

- This project was listed as the fifth project in the Regional Capital Improvement Plan.
- The project has the highest economic benefit of any project within the plan with the potential to transform eastern portions of Leavenworth County.
- Cost of construction within the Missouri River FEMA Floodway and the future maintenance cost of the bridge is what caused the project to fall down the list of projects.
- Potential for tolling since it is new lane miles under current state law.
- Partial funding for the projects has been and could still be available through Public Private Partnerships.
- The Lewis and Clark Bridge in Indianapolis is the model of a Bi-State bridge that was built under this exact model.
- This project will require a bi-state agreement between KDOT and MoDot.