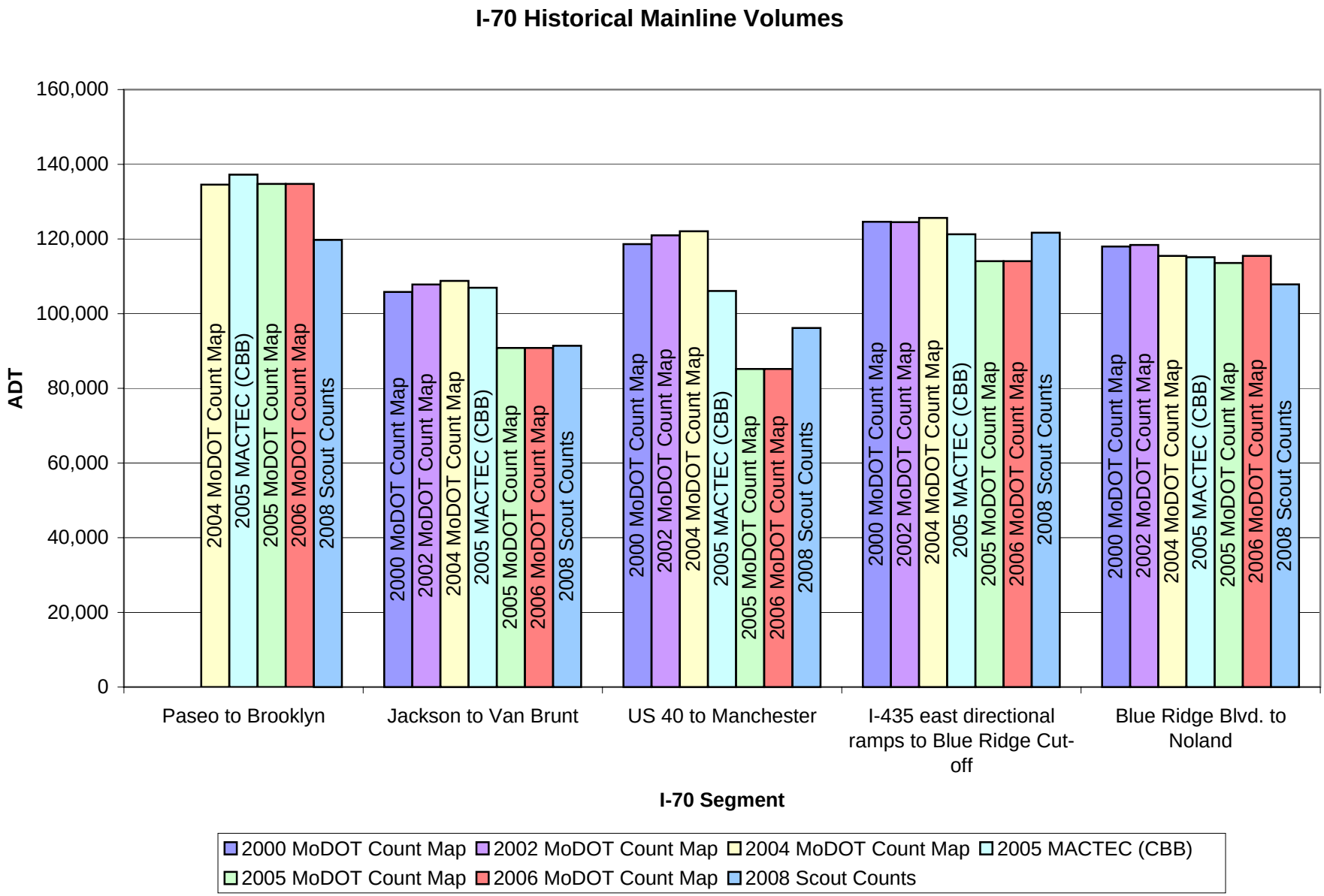
# Appendix D

## Traffic Data


I-70 Historical Mainline Volumes
ADT
160,000
140,000
120,000
100,000
80,000
60,000
40,000
20,000
0
2004 MoDOT Count Map
2005 MACTEC (CBB)
2005 MoDOT Count Map
2006 MoDOT Count Map
2008 Scout Counts
2000 MoDOT Count Map
2002 MoDOT Count Map
Paseo to Brooklyn
Jackson to Van Brunt
US 40 to Manchester
I-435 east directional ramps to Blue Ridge Cut-off
Blue Ridge Blvd. to Noland
I-70 Segment
2000 MoDOT Count Map
2002 MoDOT Count Map
2004 MoDOT Count Map
2005 MACTEC (CBB)
2005 MoDOT Count Map
2006 MoDOT Count Map
2008 Scout Counts

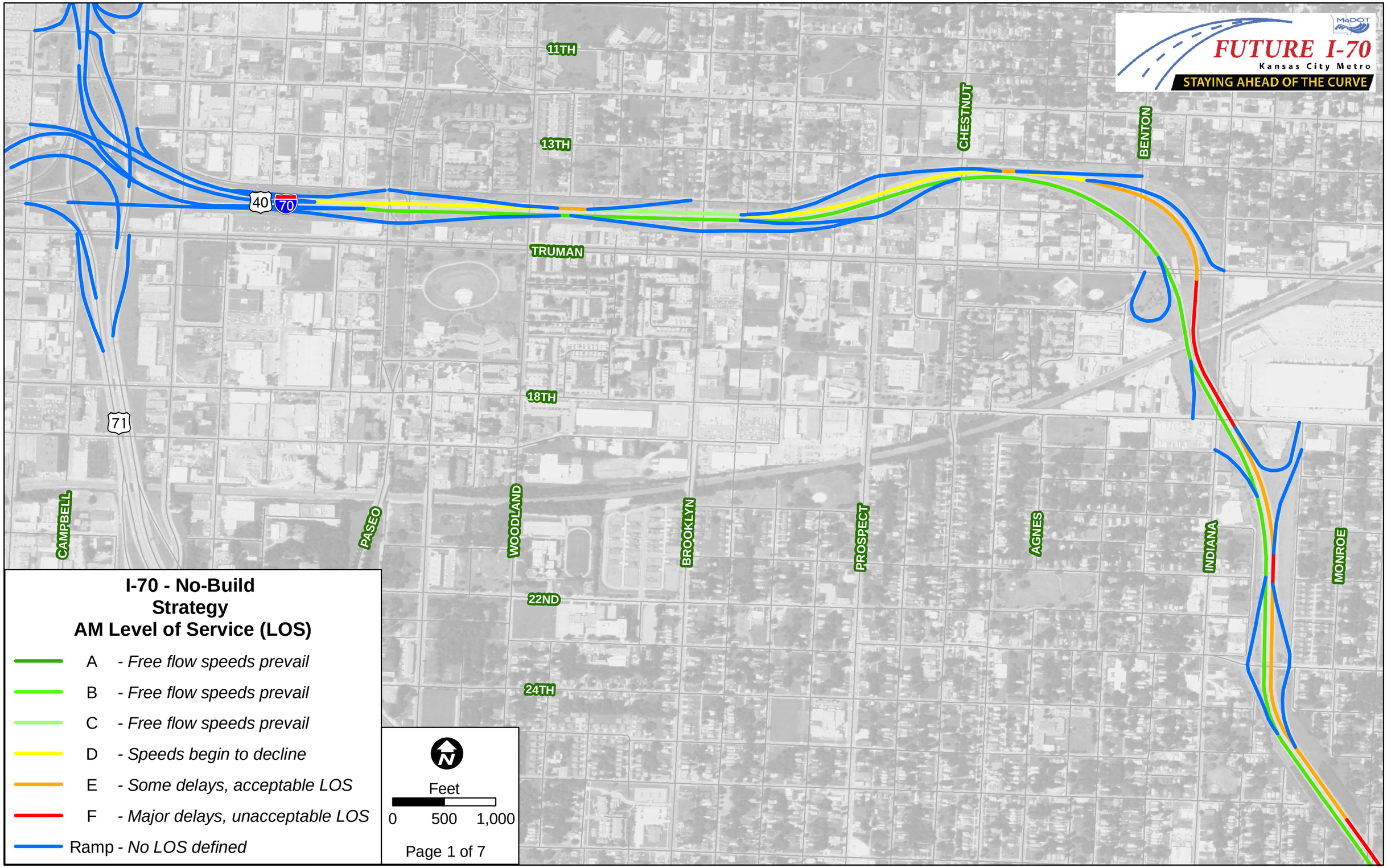
| Order ID | Interchange | Segment Type | Dir | Existing 2008 | | I-70 No Build | | I-70 Fix Bottlenecks | | I-70 General Capacity | | I-70 TIC | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | AM final | PM final | AM final | PM final | AM final | PM final | AM final | PM final | AM final | PM final |
| 1 | Paseo | Basic | EB | 2,200 | 5,475 | 2,475 | 6,175 | 2375 | 6050 | 2650 | 6575 | 2575 | 6550 |
| 2 | | On Ramp | | 100 | 250 | 125 | 300 | 125 | 325 | 0 | 0 | 150 | 375 |
| 3 | | Weave | EB | 2,300 | 5,725 | 2,600 | 6,475 | 2500 | 6375 | 2650 | 6575 | 2725 | 6925 |
| 4 | Brooklyn | Off Ramp | | 125 | 150 | 125 | 150 | 0 | 0 | 450 | 675 | 0 | 0 |
| 5 | | Diverge | EB | 2,175 | 5,575 | 2,475 | 6,325 | 2500 | 6375 | 2200 | 5900 | 2725 | 6925 |
| 6 | Prospect | Off Ramp | | 250 | 450 | 325 | 500 | 325 | 525 | 0 | 0 | 325 | 525 |
| 7 | | Basic | EB | 1,925 | 5,125 | 2,150 | 5,825 | 2175 | 5850 | 2200 | 5900 | 2400 | 4275 |
| 8 | | On Ramp | | 175 | 250 | 175 | 250 | 175 | 250 | 300 | 600 | 175 | 300 |
| 9 | | Merge | EB | 2,100 | 5,375 | 2,325 | 6,075 | 2350 | 6100 | 2500 | 6500 | 2575 | 4575 |
| 10 | | Diverge | EB | 2,100 | 5,375 | 2,325 | 6,075 | 2350 | 6100 | 2500 | 6500 | 2575 | 4575 |
| 11 | Truman | Off Ramp | | 250 | 400 | 225 | 350 | 250 | 375 | 275 | 400 | 375 | 425 |
| 12 | | Diverge | EB | 1,850 | 4,975 | 2,100 | 5,725 | 2100 | 5725 | 2225 | 6100 | 2200 | 4150 |
| 13 | 18th | Off Ramp | | 100 | 75 | 100 | 50 | 100 | 50 | 100 | 50 | 0 | 0 |
| 14 | | Basic | EB | 1,750 | 4,900 | 2,000 | 5,675 | 2000 | 5675 | 2125 | 6050 | 2200 | 4150 |
| 15 | | On Ramp | | 200 | 225 | 275 | 300 | 0 | 0 | 0 | 0 | 0 | 0 |
| 16 | | Weave | EB | 1,950 | 5,125 | 2,275 | 5,975 | 2000 | 5675 | 2125 | 6050 | 2200 | 4150 |
| 17 | 23rd | Off Ramp | | 100 | 425 | 100 | 350 | 100 | 350 | 100 | 350 | 100 | 350 |
| 18 | | Basic | EB | 1,850 | 4,700 | 2,175 | 5,625 | 1900 | 5325 | 2025 | 5700 | 2100 | 3800 |
| 19 | | On Ramp | | 50 | 75 | 50 | 100 | 325 | 400 | 350 | 425 | 350 | 425 |
| 20 | | Merge | EB | 1,900 | 4,775 | 2,225 | 5,725 | 2225 | 5725 | 2375 | 6125 | 2450 | 4225 |
| 21 | | Diverge | EB | 1,900 | 4,775 | 2,225 | 5,725 | 2225 | 5725 | 2375 | 6125 | 2450 | 4225 |
| 22 | 27th | Off Ramp | | 50 | 75 | 50 | 100 | 50 | 100 | 50 | 100 | 0 | 0 |
| 23 | | Diverge | EB | 1,850 | 4,700 | 2,175 | 5,625 | 2175 | 5625 | 2325 | 6025 | 2450 | 4225 |
| 24 | Jackson | Off Ramp | | 150 | 150 | 125 | 125 | 125 | 125 | 125 | 125 | 175 | 225 |
| 25 | | Basic | EB | 1,700 | 4,550 | 2,050 | 5,500 | 2050 | 5500 | 2200 | 5900 | 2275 | 4000 |
| 26 | | On Ramp | | 125 | 175 | 150 | 200 | 150 | 200 | 175 | 250 | 175 | 250 |
| 27 | | Merge | EB | 1,825 | 4,725 | 2,200 | 5,700 | 2200 | 5700 | 2375 | 6150 | 2450 | 4250 |
| 28 | | Diverge | EB | 1,825 | 4,725 | 2,200 | 5,700 | 2200 | 5700 | 2375 | 6150 | 2450 | 4250 |
| 29 | Van Brunt | Off Ramp | EB | 150 | 125 | 150 | 125 | 150 | 125 | 150 | 125 | 150 | 125 |
| 30 | | Basic | EB | 1,675 | 4,600 | 2,050 | 5,575 | 2050 | 5575 | 2225 | 6025 | 2300 | 4125 |
| 31 | | On Ramp | | 175 | 325 | 175 | 375 | 175 | 375 | 175 | 400 | 175 | 425 |
| 32 | | Merge | EB | 1,850 | 4,925 | 2,225 | 5,950 | 2225 | 5950 | 2400 | 6425 | 2475 | 4550 |
| 33 | | Diverge | EB | 1,850 | 4,925 | 2,225 | 5,950 | 2225 | 5950 | 2400 | 6425 | 2475 | 4550 |
| 34 | Hwy 40 West | Off Ramp | | 50 | 475 | 50 | 375 | 100 | 425 | 100 | 425 | 100 | 450 |
| 35 | | Basic | EB | 1,800 | 4,450 | 2,175 | 5,575 | 2125 | 5525 | 2300 | 6000 | 2375 | 4100 |
| 36 | | On Ramp | | 75 | 350 | 125 | 425 | 125 | 450 | 150 | 500 | 150 | 475 |
| 37 | | Merge | EB | 1,875 | 4,800 | 2,300 | 6,000 | 2250 | 5975 | 2450 | 6500 | 2525 | 4575 |
| 38 | | Diverge | EB | 1,875 | 4,800 | 2,300 | 6,000 | 2250 | 5975 | 2450 | 6500 | 2525 | 4575 |
| 39 | Manchester | Off Ramp | | 125 | 75 | 125 | 100 | 0 | 0 | 0 | 0 | 0 | 0 |
| 40 | | Basic | EB | 1,750 | 4,725 | 2,175 | 5,900 | 2250 | 5975 | 2450 | 6500 | 2525 | 4575 |
| 41 | | On Ramp | | 50 | 250 | 50 | 175 | 0 | 0 | 0 | 0 | 0 | 0 |
| 42 | | Weave | EB | 1,800 | 4,975 | 2,225 | 6,075 | 2250 | 5975 | 2450 | 6500 | 2525 | 4575 |
| 43 | I-435 | Off Ramp | | 525 | 850 | 575 | 925 | 550 | 850 | 550 | 850 | 575 | 875 |
| 44 | | Diverge | EB | 1,275 | 4,125 | 1,650 | 5,150 | 1700 | 5125 | 1900 | 5650 | 1950 | 3700 |
| 45 | | Off Ramp | | 225 | 325 | 275 | 350 | 300 | 350 | 300 | 350 | 300 | 350 |
| 46 | | Basic | | 1,050 | 3,800 | 750 | 4,050 | 750 | 4025 | 950 | 4550 | 1000 | 2600 |
| 47 | | On Ramp | | 1,175 | 2,600 | 1,425 | 3,150 | 1425 | 3175 | 1425 | 3250 | 1475 | 3375 |
| 48 | | Weave | | 2,225 | 6,400 | 2,175 | 7,200 | 2175 | 7200 | 2375 | 7800 | 2475 | 5975 |
| 49 | Blue Ridge Cutoff | Off Ramp | | 400 | 500 | 625 | 750 | 650 | 750 | 650 | 750 | 650 | 750 |
| 50 | | Basic | EB | 1,825 | 5,900 | 2,175 | 7,200 | 2175 | 7200 | 2375 | 7800 | 2475 | 5975 |
| 51 | | On Ramp | | 150 | 450 | 250 | 675 | 275 | 725 | 275 | 750 | 275 | 750 |
| 52 | | Merge | EB | 1,975 | 6,350 | 2,425 | 7,875 | 2450 | 7925 | 2650 | 8550 | 2750 | 6725 |
| 53 | | Basic | EB | 1,975 | 6,350 | 2,425 | 7,875 | 2450 | 7925 | 2650 | 8550 | 2750 | 6725 |
| 54 | | Diverge | EB | 1,975 | 6,350 | 2,425 | 7,875 | 2450 | 7925 | 2650 | 8550 | 2750 | 6725 |
| 55 | Sterling | Off Ramp | | 200 | 425 | 225 | 450 | 225 | 450 | 225 | 450 | 225 | 450 |
| 56 | | Basic | EB | 1,775 | 5,925 | 2,200 | 7,425 | 2225 | 7475 | 2425 | 8100 | 2525 | 6275 |
| 57 | | Diverge | EB | 1,775 | 5,925 | 2,200 | 7,425 | 2225 | 7475 | 2425 | 8100 | 2525 | 6275 |
| 58 | Hwy 40 East | Off Ramp | | 150 | 450 | 200 | 650 | 200 | 650 | 200 | 650 | 200 | 675 |
| 59 | | Basic | EB | 1,625 | 5,475 | 2,000 | 6,775 | 2025 | 6825 | 2225 | 7450 | 2325 | 5600 |
| 60 | | On Ramp | | 175 | 375 | 225 | 500 | 225 | 500 | 0 | 0 | 0 | 0 |
| 61 | | Merge | EB | 1,800 | 5,850 | 2,225 | 7,275 | 2250 | 7325 | 2225 | 7450 | 2325 | 5600 |
| 62 | Blue Ridge Blvd | On Ramp | | 275 | 375 | 300 | 400 | 300 | 400 | 550 | 925 | 550 | 950 |
| 63 | | Merge | EB | 2,075 | 6,225 | 2,525 | 7,675 | 2550 | 7725 | 2775 | 8375 | 2875 | 6550 |
| 64 | | Basic | EB | 2,075 | 6,225 | 2,525 | 7,675 | 2550 | 7725 | 2775 | 8375 | 2875 | 6550 |
| 65 | | Diverge | EB | 2,075 | 6,225 | 2,525 | 7,675 | 2550 | 7725 | 2775 | 8375 | 2875 | 6550 |
| 66 | Noland | Off Ramp | | 375 | 675 | 375 | 700 | 375 | 700 | 400 | 700 | 400 | 725 |
| 67 | | Basic | EB | 1,700 | 5,550 | 2,150 | 6,975 | 2175 | 7025 | 2375 | 7675 | 2475 | 5825 |
| 68 | | On Ramp | | 250 | 550 | 325 | 750 | 325 | 750 | 350 | 775 | 350 | 800 |
| 69 | | Merge | EB | 1,950 | 6,100 | 2,475 | 7,725 | 2500 | 7775 | 2725 | 8450 | 2825 | 6625 |
| 20 | | Basic | EB | 1,950 | 6,100 | 2,475 | 7,725 | 2500 | 7775 | 2725 | 8450 | 2825 | 6625 |
| 71 | | Diverge | EB | 1,950 | 6,100 | 2,475 | 7,725 | 2500 | 7775 | 2725 | 8450 | 2825 | 8750 |
| 72 | Lees Summit | Off Ramp | | 225 | 775 | 250 | 850 | 250 | 850 | 275 | 950 | 275 | 1000 |
| 73 | | Basic | EB | 1,725 | 5,325 | 2,225 | 6,875 | 2250 | 6925 | 2450 | 7500 | 2550 | 7750 |
| 74 | | | | 1,725 | 5,325 | 2,225 | 6,875 | 2250 | 6925 | 2450 | 7500 | 2550 | 7750 |
| 75 | | On Ramp | | 175 | 450 | 225 | 625 | 225 | 625 | 225 | 650 | 225 | 675 |
| 76 | | Merge | EB | 1,900 | 5,775 | 2,450 | 7,500 | 2475 | 7550 | 2675 | 8150 | 2775 | 8425 |
| 77 | | Basic | EB | 1,900 | 5,775 | 2,450 | 7,500 | 2475 | 7550 | 2675 | 8150 | 2775 | 8425 |
| 78 | | Diverge | EB | 1,900 | 5,775 | 2,450 | 7,500 | 2475 | 7550 | 2675 | 8150 | 2775 | 8425 |
| 79 | I-470 | Off Ramp | | 475 | 1,025 | 625 | 1,325 | 625 | 1325 | 725 | 1525 | 750 | 1550 |
| 80 | | Basic | EB | 1,425 | 4,750 | 1,825 | 6,175 | 1850 | 6225 | 1950 | 6625 | 2025 | 6875 |
| 81 | | On Ramp | | 250 | 475 | 375 | 700 | 375 | 700 | 375 | 675 | 375 | 675 |
| 82 | | Weave | EB | 1,675 | 5,225 | 2,200 | 6,875 | 2225 | 6925 | 2325 | 7300 | 2400 | 7550 |
| 83 | | Off Ramp | | 275 | 550 | 275 | 550 | 275 | 550 | 300 | 575 | 300 | 600 |
| 84 | | Basic | EB | 1,400 | 4,675 | 1,925 | 6,325 | 1950 | 6375 | 2025 | 6725 | 2100 | 6950 |
| 85 | | On Ramp | | 425 | 825 | 550 | 1,150 | 550 | 1150 | 550 | 1125 | 550 | 1125 |
| 86 | | Merge | | 1,825 | 5,500 | 2,475 | 7,475 | 2500 | 7525 | 2575 | 7850 | 2650 | 8075 |
| 87 | | | | | | | | | | | | | |
| 88 | Paseo | Basic | WB | 6,650 | 3,325 | 7,400 | 3,675 | 7025 | 3400 | 7750 | 3850 | 7575 | 3675 |
| 89 | | Off Ramp | | 100 | 75 | 150 | 100 | 175 | 125 | 0 | 0 | 200 | 125 |
| 90 | | Weave | WB | 6,750 | 3,400 | 7,550 | 3,775 | 7200 | 3525 | 7750 | 3850 | 7775 | 3800 |
| 91 | Brooklyn | On Ramp | | 325 | 225 | 350 | 250 | 0 | 0 | 500 | 475 | 0 | 0 |

| Order ID | Interchange | Segment Type | Dir | Existing 2008 | | I-70 No Build | | I-70 Fix Bottlenecks | | I-70 General Capacity | | I-70 TIC | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | AM final | PM final | AM final | PM final | AM final | PM final | AM final | PM final | AM final | PM final |
| 92 | | Merge | WB | 6,425 | 3,175 | 7,200 | 3,525 | 7200 | 3525 | 7250 | 3375 | 7775 | 3800 |
| 93 | Prospect | On Ramp | | 175 | 225 | 175 | 225 | 175 | 225 | 0 | 0 | 150 | 225 |
| 94 | | Basic | WB | 6,250 | 2,950 | 7,025 | 3,300 | 7025 | 3300 | 7250 | 3375 | 5950 | 3575 |
| 95 | | Off Ramp | | 125 | 150 | 150 | 150 | 150 | 150 | 250 | 225 | 175 | 175 |
| 96 | | Weave | WB | 6,375 | 3,100 | 7,175 | 3,450 | 7175 | 3450 | 7500 | 3600 | 6125 | 3750 |
| 97 | Benton | On Ramp | | 475 | 325 | 525 | 350 | 0 | 0 | 0 | 0 | 0 | 0 |
| 98 | | Merge | | 5,900 | 2,775 | 6,650 | 3,100 | 7175 | 3450 | 7500 | 3600 | 6125 | 3750 |
| 99 | Truman | On Ramp | | 325 | 300 | 300 | 275 | 825 | 625 | 775 | 600 | 800 | 625 |
| 100 | | Basic | WB | 5,575 | 2,475 | 6,350 | 2,825 | 6350 | 2825 | 6725 | 3000 | 5325 | 3125 |
| 101 | | Merge | WB | 5,575 | 2,475 | 6,350 | 2,825 | 6350 | 2825 | 6725 | 3000 | 5325 | 3125 |
| 102 | 18th | On Ramp | | 50 | 75 | 50 | 75 | 50 | 75 | 50 | 75 | 50 | 75 |
| 103 | | Basic | WB | 5,525 | 2,400 | 6,300 | 2,750 | 6300 | 2750 | 6675 | 2925 | 5275 | 3050 |
| 104 | | Off Ramp | | 175 | 100 | 275 | 150 | 275 | 150 | 300 | 175 | 300 | 175 |
| 105 | | Weave | WB | 5,700 | 2,500 | 6,575 | 2,900 | 6575 | 2900 | 6975 | 3100 | 5575 | 3225 |
| 106 | 23rd | On Ramp | | 475 | 175 | 425 | 150 | 425 | 150 | 400 | 150 | 400 | 150 |
| 107 | | Basic | WB | 5,225 | 2,325 | 6,150 | 2,750 | 6150 | 2750 | 6575 | 2950 | 5175 | 3075 |
| 108 | | Off Ramp | | 75 | 50 | 100 | 75 | 100 | 75 | 100 | 75 | 100 | 75 |
| 109 | | Diverge | WB | 5,300 | 2,375 | 6,250 | 2,825 | 6250 | 2825 | 6675 | 3025 | 5275 | 3150 |
| 110 | | Merge | WB | 5,300 | 2,375 | 6,250 | 2,825 | 6250 | 2825 | 6675 | 3025 | 5275 | 3150 |
| 111 | Jackson | On Ramp | | 125 | 150 | 150 | 175 | 150 | 175 | 150 | 200 | 150 | 200 |
| 112 | | Basic | WB | 5,175 | 2,225 | 6,100 | 2,650 | 6100 | 2650 | 6525 | 2825 | 5125 | 2950 |
| 113 | | Basic | | 5,175 | 2,225 | 6,100 | 2,650 | 6100 | 2650 | 6525 | 2825 | 5125 | 2950 |
| 114 | | Off Ramp | | 325 | 175 | 375 | 200 | 400 | 200 | 500 | 250 | 500 | 250 |
| 115 | | Diverge | WB | 5,500 | 2,400 | 6,475 | 2,850 | 6500 | 2850 | 7025 | 3075 | 5625 | 3200 |
| 116 | | Merge | WB | 5,500 | 2,400 | 6,475 | 2,850 | 6500 | 2850 | 7025 | 3075 | 5625 | 3200 |
| 117 | Van Brunt | On Ramp | | 125 | 175 | 150 | 175 | 150 | 175 | 150 | 175 | 150 | 175 |
| 118 | | Basic | WB | 5,375 | 2,225 | 6,325 | 2,675 | 6350 | 2675 | 6875 | 2900 | 5475 | 3025 |
| 119 | | Basic | | 5,375 | 2,225 | 6,325 | 2,675 | 6350 | 2675 | 6875 | 2900 | 5475 | 3025 |
| 120 | | Off Ramp | WB | 525 | 275 | 600 | 275 | 600 | 275 | 650 | 300 | 650 | 300 |
| 121 | | Weave | WB | 5,900 | 2,500 | 6,925 | 2,950 | 6950 | 2950 | 7525 | 3200 | 6125 | 3325 |
| 122 | Hwy 40 West | On Ramp | | 600 | 150 | 475 | 150 | 500 | 225 | 525 | 225 | 550 | 225 |
| 123 | | Basic | WB | 5,300 | 2,350 | 6,450 | 2,800 | 6450 | 2725 | 7000 | 2975 | 5575 | 3100 |
| 124 | | Off Ramp | | 100 | 50 | 125 | 100 | 175 | 100 | 200 | 125 | 200 | 125 |
| 125 | | Diverge | WB | 5,400 | 2,400 | 6,575 | 2,900 | 6625 | 2825 | 7200 | 3100 | 5775 | 3225 |
| 126 | | Basic | WB | 5,400 | 2,400 | 6,575 | 2,900 | 6625 | 2825 | 7200 | 3100 | 5775 | 3225 |
| 127 | | Merge | WB | 5,400 | 2,400 | 6,575 | 2,900 | 6625 | 2825 | 7200 | 3100 | 5775 | 3225 |
| 128 | Manchester | On Ramp | | 75 | 125 | 100 | 175 | 0 | 0 | 0 | 0 | 0 | 0 |
| 129 | | Basic | WB | 5,325 | 2,275 | 6,475 | 2,725 | 6625 | 2825 | 7200 | 3100 | 5775 | 3225 |
| 130 | | Off Ramp | | 200 | 75 | 250 | 100 | 0 | 0 | 0 | 0 | 0 | 0 |
| 131 | | Weave | | 5,525 | 2,350 | 6,725 | 2,825 | 6625 | 2825 | 7200 | 3100 | 5775 | 3225 |
| 132 | I-435 | On Ramp | | 1,375 | 650 | 1,650 | 800 | 1650 | 800 | 1650 | 800 | 1675 | 800 |
| 133 | | Basic | WB | 4,150 | 1,700 | 5,075 | 2,025 | 4975 | 2025 | 5550 | 2300 | 4100 | 2425 |
| 134 | | Off Ramp | | 875 | 625 | 1,125 | 800 | 1125 | 800 | 1200 | 875 | 1300 | 950 |
| 135 | | Diverge | WB | 5,025 | 2,325 | 6,200 | 2,825 | 6100 | 2825 | 6750 | 3175 | 5400 | 3375 |
| 136 | | Off Ramp | | 1,350 | 1,300 | 1,650 | 1,575 | 1675 | 1600 | 1700 | 1625 | 1700 | 1625 |
| 137 | | Diverge | WB | 6,375 | 3,625 | 7,850 | 4,400 | 7775 | 4425 | 8450 | 4800 | 7100 | 5000 |
| 138 | | Merge | WB | 6,375 | 3,625 | 7,850 | 4,400 | 7775 | 4425 | 8450 | 4800 | 7100 | 5000 |
| 139 | Blue Ridge Cutoff | On Ramp | | 625 | 525 | 675 | 550 | 675 | 550 | 750 | 575 | 775 | 600 |
| 140 | | Basic | WB | 5,750 | 3,100 | 7,175 | 3,850 | 7100 | 3875 | 7700 | 4225 | 6325 | 4400 |
| 141 | | Off Ramp | | 225 | 250 | 275 | 325 | 350 | 325 | 350 | 325 | 350 | 325 |
| 142 | | Diverge | WB | 5,975 | 3,350 | 7,450 | 4,175 | 7450 | 4200 | 8050 | 4550 | 6675 | 4725 |
| 143 | | Basic | WB | 5,975 | 3,350 | 7,450 | 4,175 | 7450 | 4200 | 8050 | 4550 | 6675 | 4725 |
| 144 | | Basic | | 5,975 | 3,350 | 7,450 | 4,175 | 7450 | 4200 | 8050 | 4550 | 6675 | 4725 |
| 145 | | Merge | WB | 5,975 | 3,350 | 7,450 | 4,175 | 7450 | 4200 | 8050 | 4550 | 6675 | 4725 |
| 146 | Hwy 40 East | On Ramp | | 825 | 575 | 925 | 675 | 925 | 675 | 975 | 725 | 975 | 725 |
| 147 | | Basic | WB | 5,150 | 2,775 | 6,525 | 3,500 | 6525 | 3525 | 7075 | 3825 | 5700 | 4000 |
| 148 | | Off Ramp | | 300 | 500 | 300 | 525 | 325 | 525 | 325 | 550 | 325 | 550 |
| 149 | | Diverge | WB | 5,450 | 3,275 | 6,825 | 4,025 | 6850 | 4050 | 7400 | 4375 | 6025 | 4550 |
| 150 | | Basic | WB | 5,450 | 3,275 | 6,825 | 4,025 | 6850 | 4050 | 7400 | 4375 | 6025 | 4550 |
| 151 | | Merge | WB | 5,450 | 3,275 | 6,825 | 4,025 | 6850 | 4050 | 7400 | 4375 | 6025 | 4550 |
| 152 | Noland | On Ramp | | 300 | 600 | 300 | 625 | 300 | 625 | 325 | 675 | 325 | 675 |
| 153 | | Basic | WB | 5,150 | 2,675 | 6,525 | 3,400 | 6550 | 3425 | 7075 | 3700 | 5700 | 3875 |
| 154 | | Off Ramp | | 175 | 425 | 225 | 525 | 225 | 525 | 225 | 550 | 225 | 550 |
| 155 | | Diverge | WB | 5,325 | 3,100 | 6,750 | 3,925 | 6775 | 3950 | 7300 | 4250 | 5925 | 4425 |
| 156 | | Basic | WB | 5,325 | 3,100 | 6,750 | 3,925 | 6775 | 3950 | 7300 | 4250 | 5925 | 4425 |
| 157 | | Merge | WB | 5,325 | 3,100 | 6,750 | 3,925 | 6775 | 3950 | 7300 | 4250 | 7600 | 4425 |
| 158 | Lees Summit | On Ramp | | 625 | 400 | 700 | 425 | 700 | 425 | 725 | 450 | 800 | 500 |
| 159 | | Basic | WB | 4,700 | 2,700 | 6,050 | 3,500 | 6075 | 3525 | 6575 | 3800 | 6800 | 3925 |
| 160 | | | | 4,700 | 2,700 | 6,050 | 3,500 | 6075 | 3525 | 6575 | 3800 | 6800 | 3925 |
| 161 | | Off Ramp | | 225 | 475 | 275 | 575 | 275 | 575 | 300 | 650 | 300 | 675 |
| 162 | | Diverge | WB | 4,925 | 3,175 | 6,325 | 4,075 | 6350 | 4100 | 6875 | 4450 | 7100 | 4600 |
| 163 | | Basic | WB | 4,925 | 3,175 | 6,325 | 4,075 | 6350 | 4100 | 6875 | 4450 | 7100 | 4600 |
| 164 | | Merge | WB | 4,925 | 3,175 | 6,325 | 4,075 | 6350 | 4100 | 6875 | 4450 | 7100 | 4600 |
| 165 | I-470 | On Ramp | | 425 | 550 | 425 | 550 | 425 | 550 | 475 | 600 | 500 | 625 |
| 166 | | Basic | WB | 4,500 | 2,625 | 5,900 | 3,525 | 5925 | 3550 | 6400 | 3850 | 6600 | 3975 |
| 167 | | Off Ramp | | 750 | 625 | 1,125 | 800 | 1125 | 800 | 1100 | 775 | 1100 | 775 |
| 168 | | Weave | WB | 5,250 | 3,250 | 7,025 | 4,325 | 7050 | 4350 | 7500 | 4625 | 7700 | 4750 |
| 169 | | On Ramp | | 800 | 650 | 1,050 | 850 | 1050 | 850 | 1175 | 925 | 1175 | 950 |
| 170 | | Basic | WB | 4,450 | 2,600 | 5,975 | 3,475 | 6000 | 3500 | 6325 | 3700 | 6525 | 3800 |
| 171 | | Off Ramp | | 475 | 400 | 750 | 650 | 775 | 650 | 725 | 625 | 725 | 625 |
| 172 | | Diverge | | 4,925 | 3,000 | 6,725 | 4,125 | 6775 | 4150 | 7050 | 4325 | 7250 | 4425 |

**Total Crashes 2003 to 2007**

Source: MoDOT TMS Database

| | | Property Damage | | Injury | | Fatal | | Total | |
|---|---|---|---|---|---|---|---|---|---|
| **Section** | **Name** | **EB** | **WB** | **EB** | **WB** | **EB** | **WB** | **EB** | **WB** |
| Downtown Loop | Loop- N | 1682 | | 345 | | 5 | | 2032 | |
| | Loop- E | | | | | | | | |
| | Loop- S | | | | | | | | |
| | Loop- W | | | | | | | | |
| Paseo Interchange | Loop to Paseo | 123 | 165 | 31 | 79 | 0 | 0 | 154 | 244 |
| | Paseo Int. | | | | | | | | |
| | Paseo to Brooklyn | | | | | | | | |
| | Brooklyn to Prospect | | | | | | | | |
| Benton Curve | Brooklyn to Prospect | 142 | 218 | 33 | 49 | 1 | 1 | 176 | 268 |
| | Prospect | | | | | | | | |
| | Prospect to Benton | | | | | | | | |
| | Benton to 18th | | | | | | | | |
| | 18th St. | | | | | | | | |
| 23rd Street Interchange | 18th St. | 46 | 35 | 11 | 7 | 0 | 0 | 57 | 42 |
| | 18th to 23rd | | | | | | | | |
| | 23rd St. | | | | | | | | |
| | 23rd to 27th | | | | | | | | |
| Jackson Curve | 23rd to 27th | 119 | 54 | 59 | 21 | 0 | 0 | 178 | 75 |
| | 27th to Jackson | | | | | | | | |
| | Jackson Curve | | | | | | | | |
| | Jackson to Van Brunt | | | | | | | | |
| Van Brunt Interchange | Jackson to Van Brunt | 119 | 72 | 29 | 23 | 1 | 1 | 149 | 96 |
| | Van Brunt | | | | | | | | |
| | Van Brunt to US-40 | | | | | | | | |
| U.S. 40 West Interchange | Van Brunt to US-40 | 72 | 45 | 27 | 14 | 1 | 0 | 100 | 59 |
| | US 40 W. Int. | | | | | | | | |
| | US 40 to Manchester | | | | | | | | |
| Manchester Interchange | US 40 to Manchester | 83 | 48 | 29 | 18 | 0 | 0 | 112 | 66 |
| | Manchester | | | | | | | | |
| | Manchester to I-435 west directional ramps | | | | | | | | |
| I-435 Interchange | Manchester to I-435 west directional ramps | 109 | 120 | 32 | 42 | 1 | 1 | 142 | 163 |
| | I-435 west directional ramps to I-435 loop ramps | | | | | | | | |
| | I-435 loop ramps to I-435 east directional ramps | | | | | | | | |
| | I-435 east directional ramps to Blue Ridge Cut-off | | | | | | | | |
| Blue Ridge Cutoff Interchange | I-435 east directional ramps to Blue Ridge Cut-off | 139 | 148 | 46 | 46 | 1 | 0 | 186 | 194 |
| | Blue Ridge Cut-off | | | | | | | | |
| | Blue Ridge Cut-off to Sterling | | | | | | | | |
| U.S. 40 East Interchange | Blue Ridge Cut-off to Sterling | 175 | 132 | 52 | 49 | 0 | 2 | 227 | 183 |
| | Sterling to US-40 | | | | | | | | |
| | US 40 E | | | | | | | | |
| | US 40 E to Blue Ridge Blvd. | | | | | | | | |
| | Blue Ridge Blvd. to Noland | | | | | | | | |
| Noland Road Interchange | Blue Ridge Blvd. to Noland | 144 | 144 | 55 | 46 | 3 | 2 | 202 | 192 |
| | Noland | | | | | | | | |
| | Noland to Lee's Summit | | | | | | | | |
| Lee's Summit Road Interchange | Noland to Lee's Summit | 100 | 96 | 38 | 39 | 0 | 0 | 138 | 135 |
| | Lee's Summit | | | | | | | | |
| | Lee's Summit to I-470 SB directional ramps | | | | | | | | |
| I-470 Interchange | Lee's Summit to I-470 SB directional ramps | 100 | 113 | 44 | 30 | 0 | 0 | 144 | 143 |
| | I-470 SB directional ramps to I-470 SB loop ramps | | | | | | | | |
| | I-470 SB loop ramps to I-470 NB loop ramps | | | | | | | | |
| | I-470 NB loop ramps to I-470 NB directional ramps | | | | | | | | |
| | I-470 NB directional ramps to Little Blue Pkwy. | | | | | | | | |
| Totals | | 4543 | | 1294 | | 20 | | 5857 | |
| | | 77.57% | | 22.09% | | 0.34% | | | |


FUTURE I-70
Kansas City Metro
STAYING AHEAD OF THE CURVE
MoDOT
11TH
13TH
TRUMAN
18TH
22ND
24TH
CAMPBELL
PASEO
WOODLAND
BROOKLYN
PROSPECT
AGNES
CHESTNUT
BENTON
INDIANA
MONROE
40
70
71
I-70 - No-Build
Strategy
AM Level of Service (LOS)
A - Free flow speeds prevail
B - Free flow speeds prevail
C - Free flow speeds prevail
D - Speeds begin to decline
E - Some delays, acceptable LOS
F - Major delays, unacceptable LOS
Ramp - No LOS defined
N
Feet
0 500 1,000
Page 1 of 7

FUTURE I-70
Kansas City Metro
STAYING AHEAD OF THE CURVE
MoDOT
24TH
26TH
28TH
31ST
33RD
ASKEW
CLEVELAND
MYRTLE
JACKSON
KENSINGTON
LISTER
BRIGHTON
VAN BRUNT
OAKLEY
TOPPING
EMANUEL CLEAVER II
STADIUM
HARDESTY
70
40
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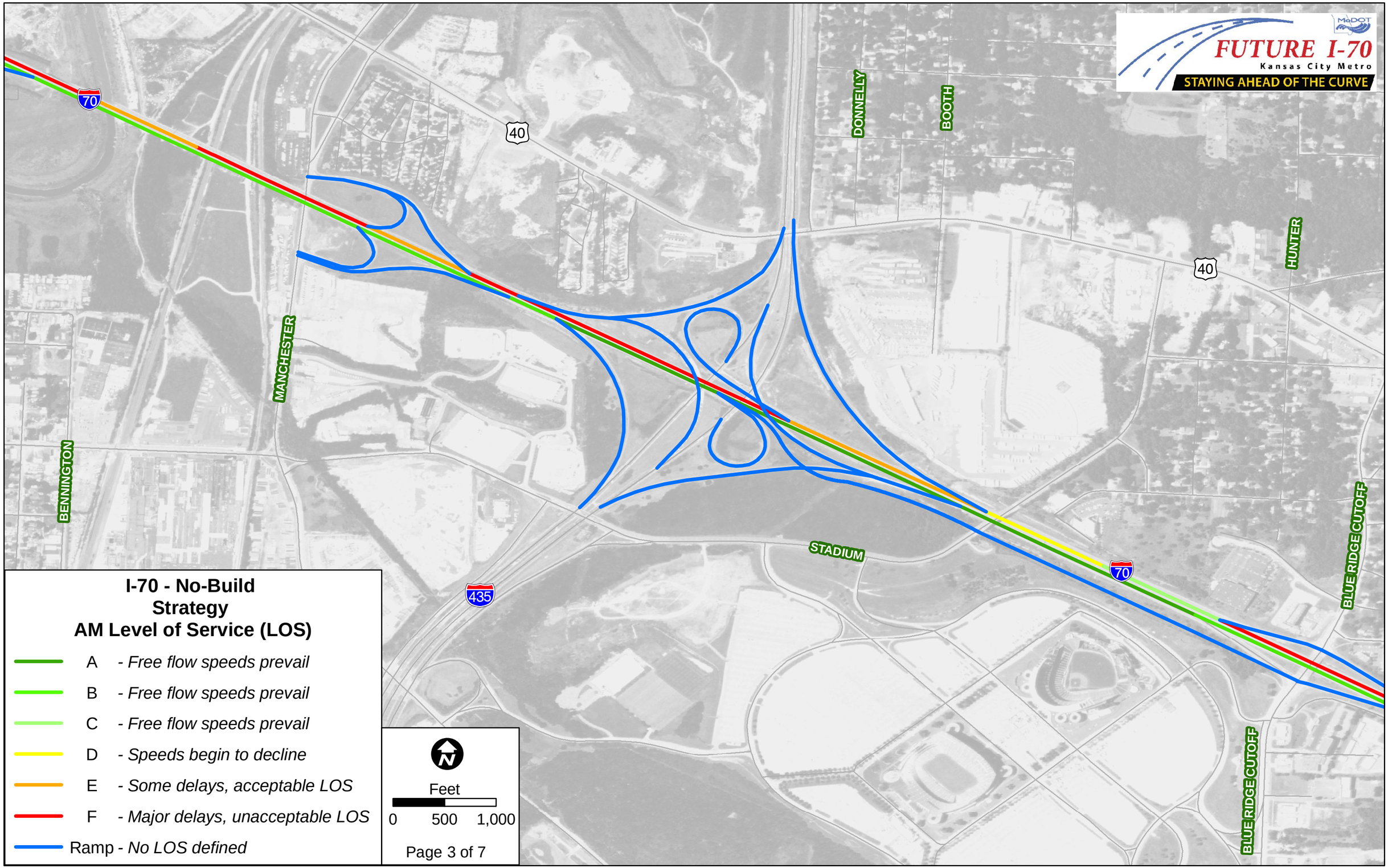
Feet
0 500 1,000
Page 2 of 7


FUTURE I-70
Kansas City Metro
STAYING AHEAD OF THE CURVE
MoDOT
70
40
DONNELLY
BOOTH
HUNTER
MANCHESTER
BENNINGTON
STADIUM
435
BLUE RIDGE CUTOFF
I-70 - No-Build
Strategy
AM Level of Service (LOS)
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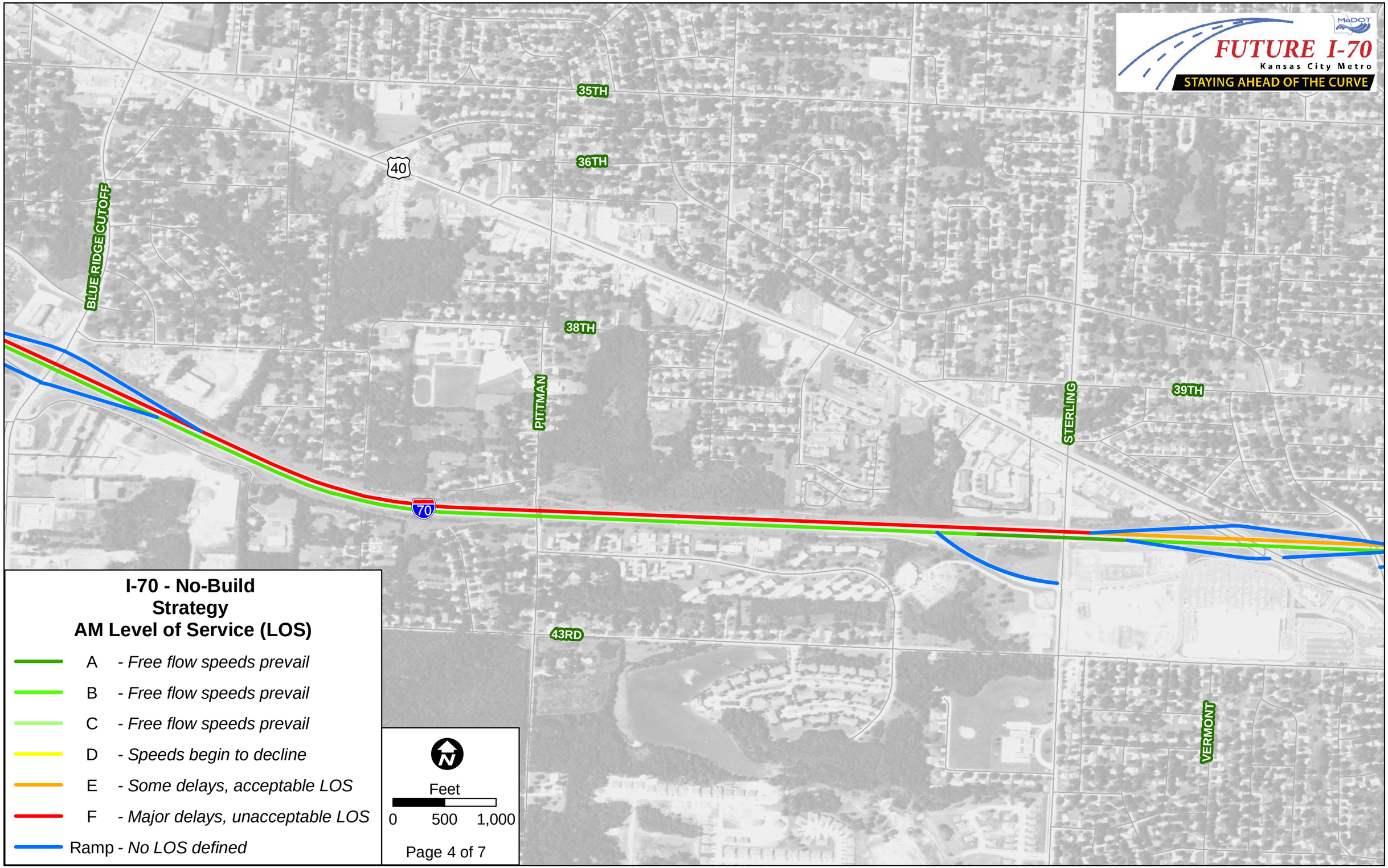
Ramp - No LOS defined
Feet
0 500 1,000
Page 3 of 7


FUTURE I-70
Kansas City Metro
STAYING AHEAD OF THE CURVE
MoDOT
35TH
36TH
38TH
39TH
43RD
BLUE RIDGE CUTOFF
PUTMAN
STERLING
VERMONT
40
70
I-70 - No-Build
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AM Level of Service (LOS)
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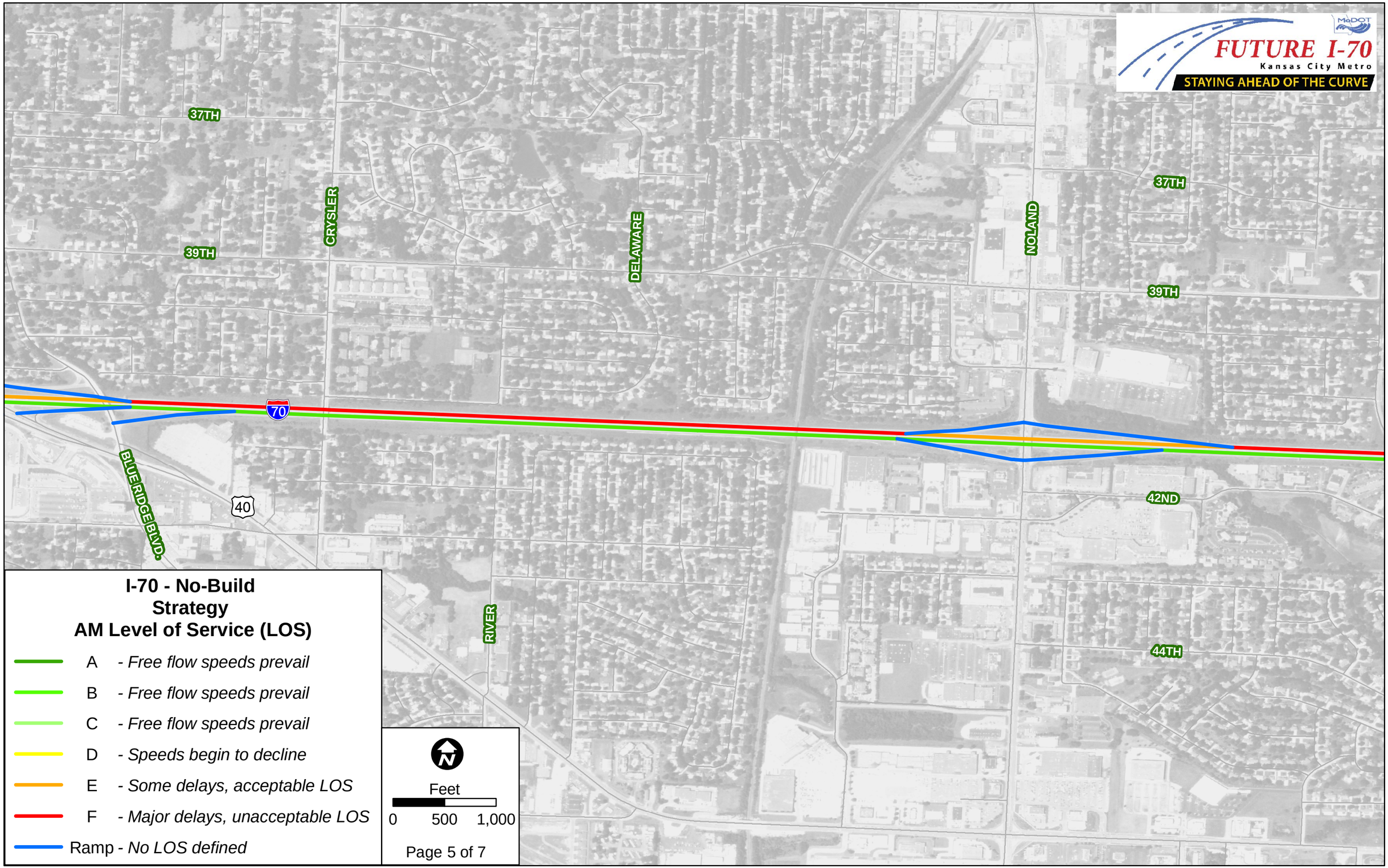
FUTURE I-70
Kansas City Metro
STAYING AHEAD OF THE CURVE
MoDOT
37TH
39TH
CRYSLER
DELAWARE
NOLAND
37TH
39TH
70
BLUE RIDGE BLVD.
40
42ND
RIVER
44TH
I-70 - No-Build
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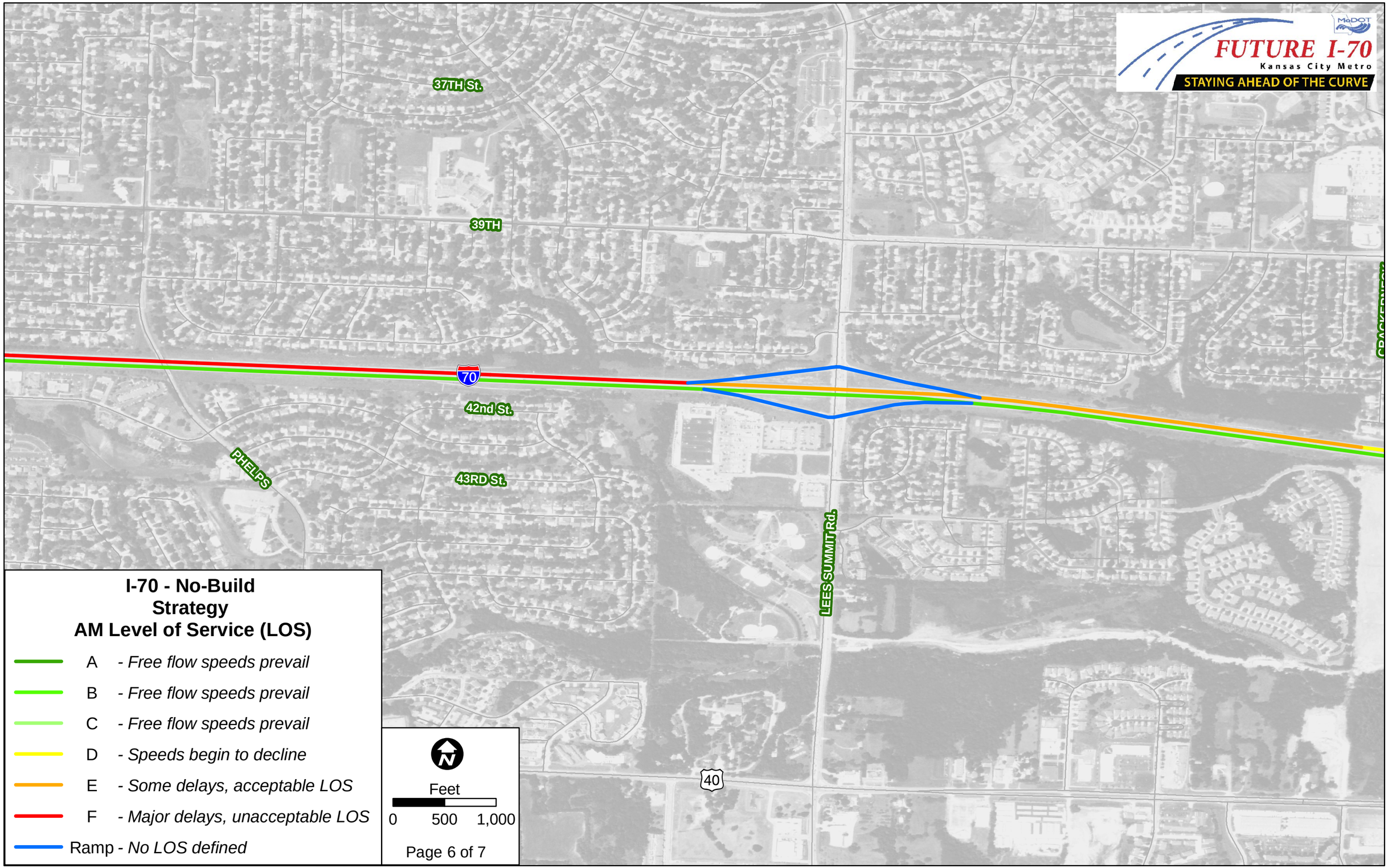
FUTURE I-70
Kansas City Metro
STAYING AHEAD OF THE CURVE
MoDOT
37TH St.
39TH
70
42nd St.
PHELPS
43RD St.
LEES SUMMIT Rd.
40
I-70 - No-Build
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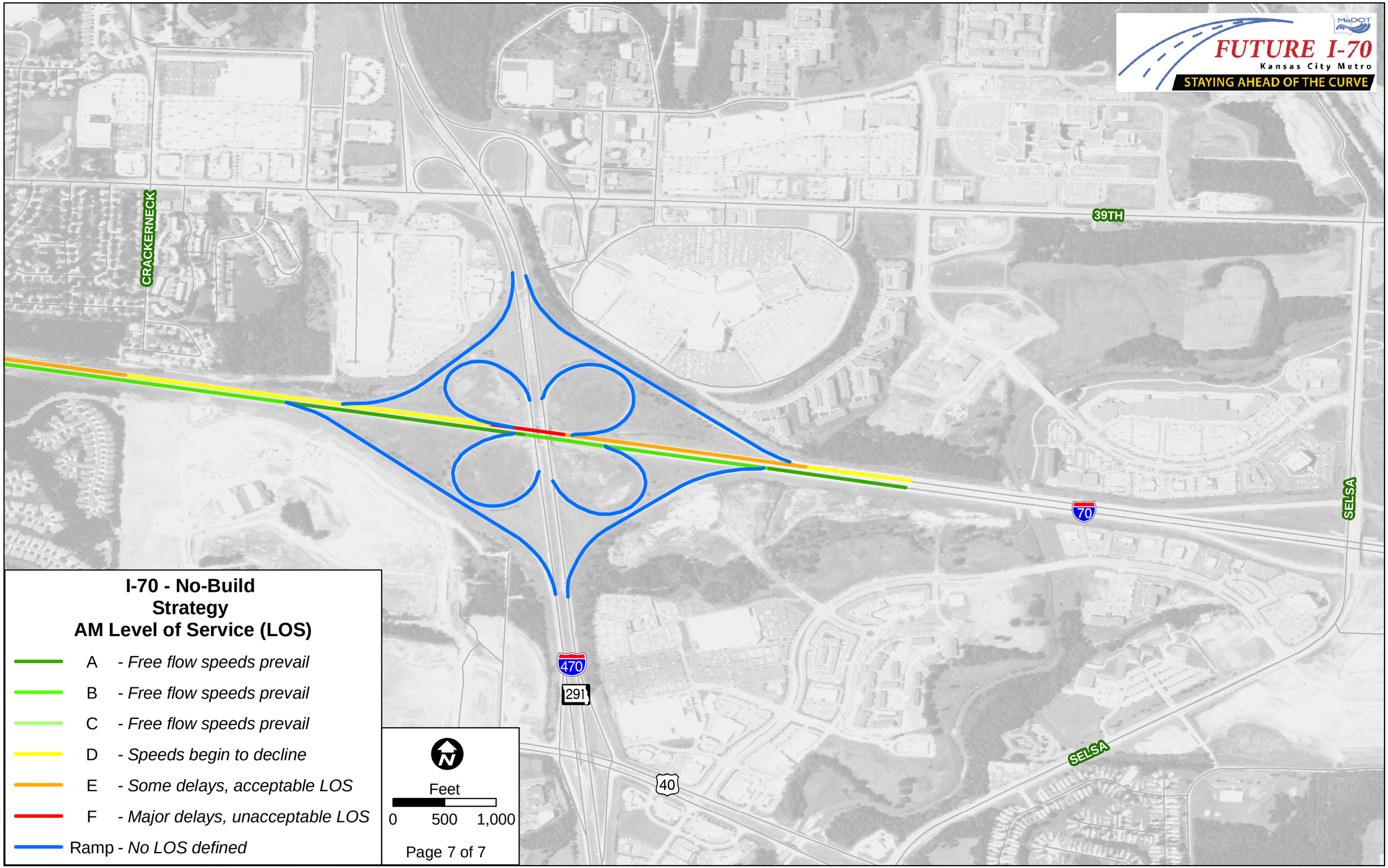
FUTURE I-70
Kansas City Metro
STAYING AHEAD OF THE CURVE
MoDOT
CRACKERNECK
39TH
70
SELSA
SELSA
470
291
40
I-70 - No-Build
Strategy
AM Level of Service (LOS)
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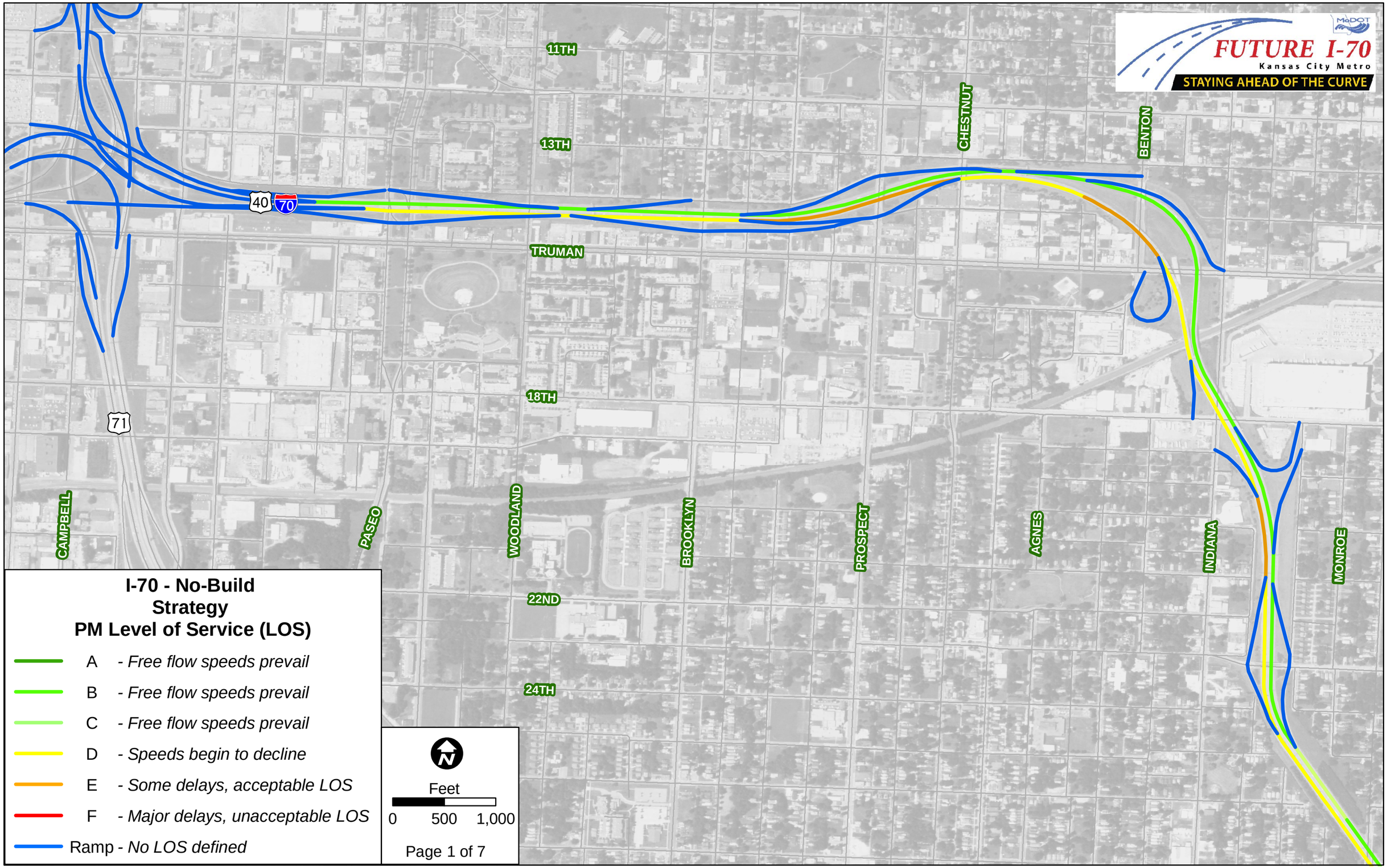
FUTURE I-70
Kansas City Metro
STAYING AHEAD OF THE CURVE
MoDOT
11TH
13TH
TRUMAN
18TH
22ND
24TH
CHESTNUT
BENTON
CAMPBELL
PASEO
WOODLAND
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PROSPECT
AGNES
INDIANA
MONROE
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70
71
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STAYING AHEAD OF THE CURVE
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24TH
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ASKEW
CLEVELAND
MYRTLE
JACKSON
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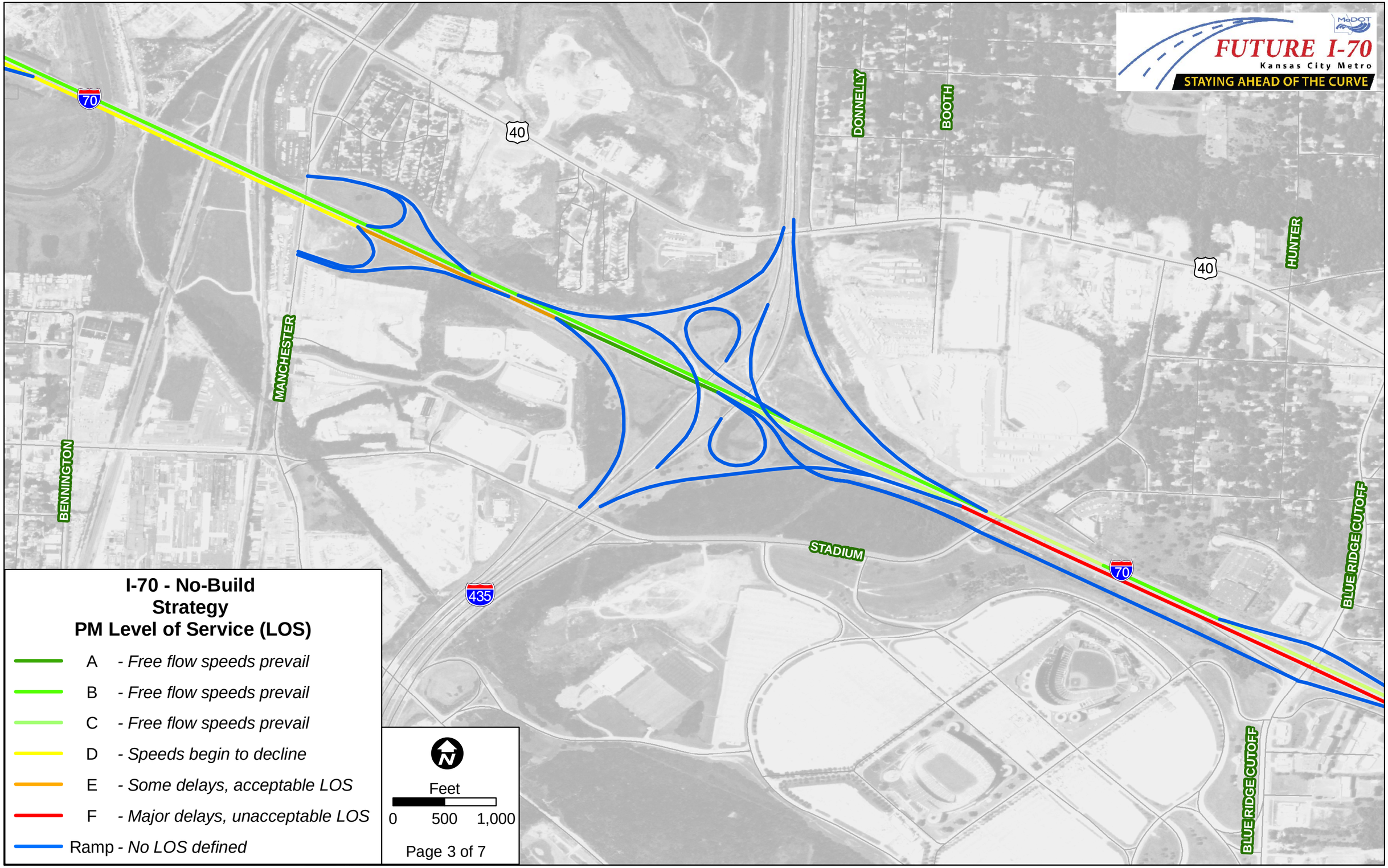
FUTURE I-70
Kansas City Metro
STAYING AHEAD OF THE CURVE
MoDOT
70
40
DONNELLY
BOOTH
HUNTER
MANCHESTER
BENNINGTON
STADIUM
435
BLUE RIDGE CUTOFF
I-70 - No-Build
Strategy
PM Level of Service (LOS)
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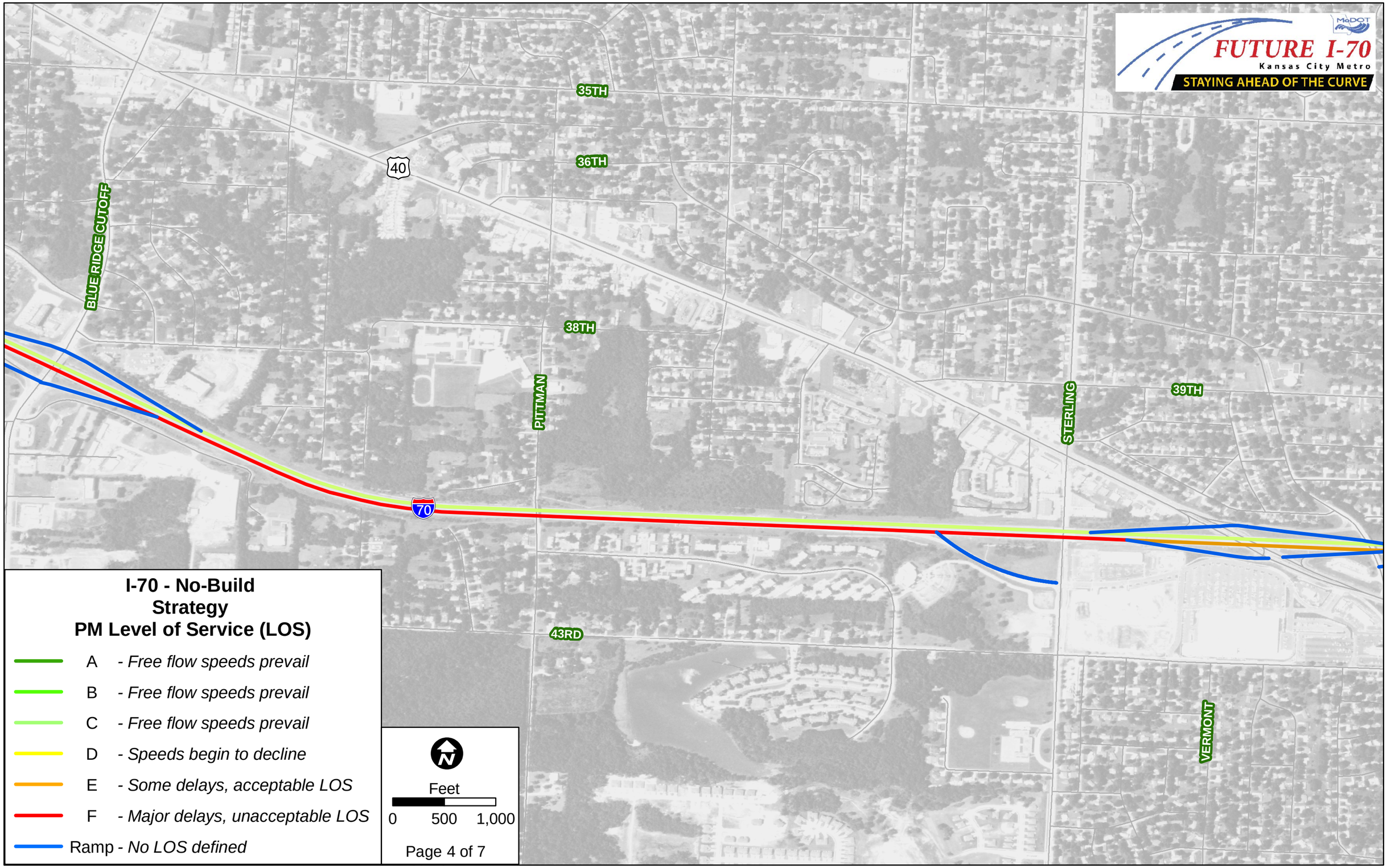
FUTURE I-70
Kansas City Metro
STAYING AHEAD OF THE CURVE
MoDOT
35TH
36TH
38TH
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43RD
BLUE RIDGE CUTOFF
PUTMAN
STERLING
VERMONT
40
70
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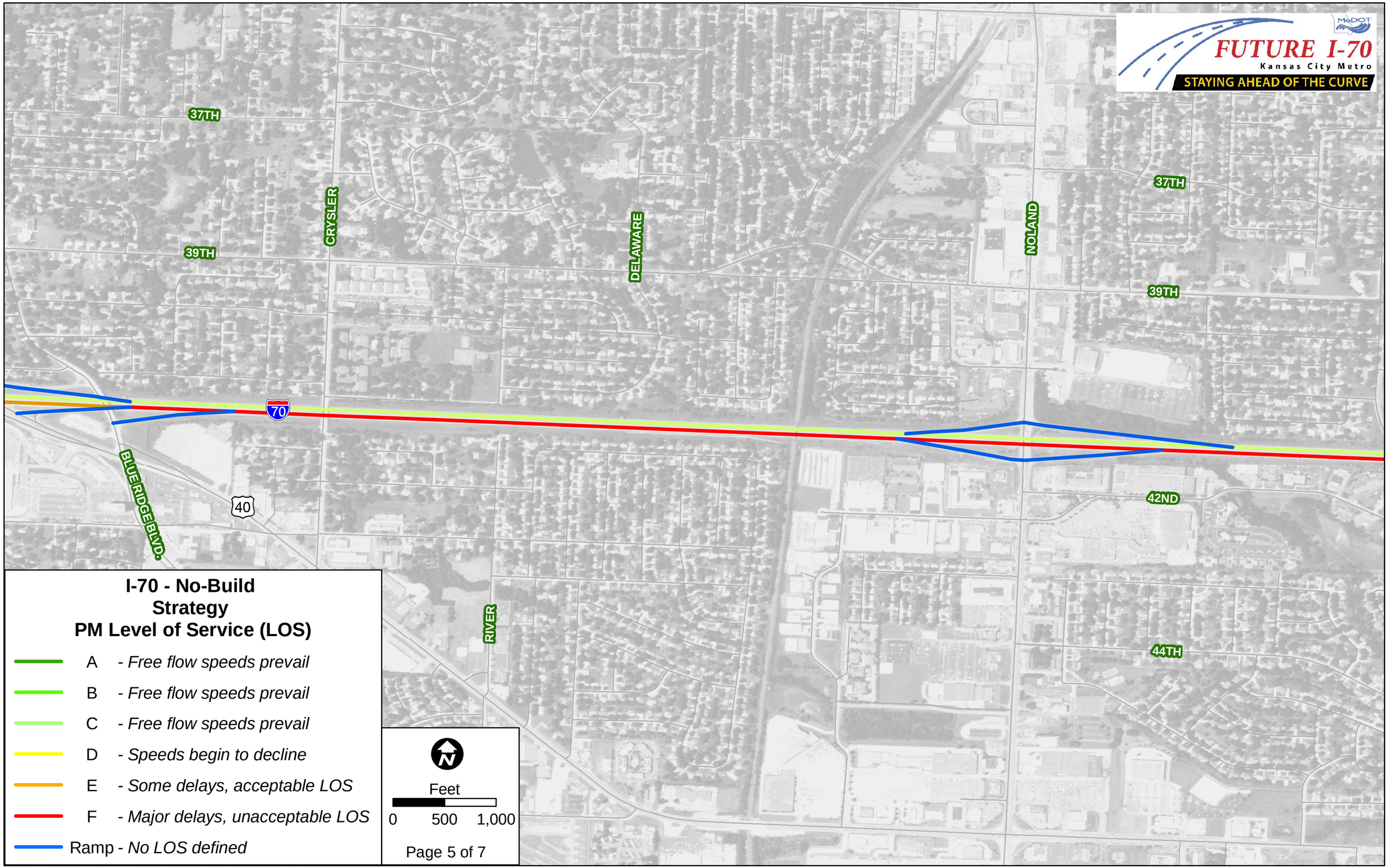
FUTURE I-70
Kansas City Metro
STAYING AHEAD OF THE CURVE
MoDOT
37TH
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CRYSLER
DELAWARE
NOLAND
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39TH
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BLUE RIDGE BLVD.
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42ND
44TH
RIVER
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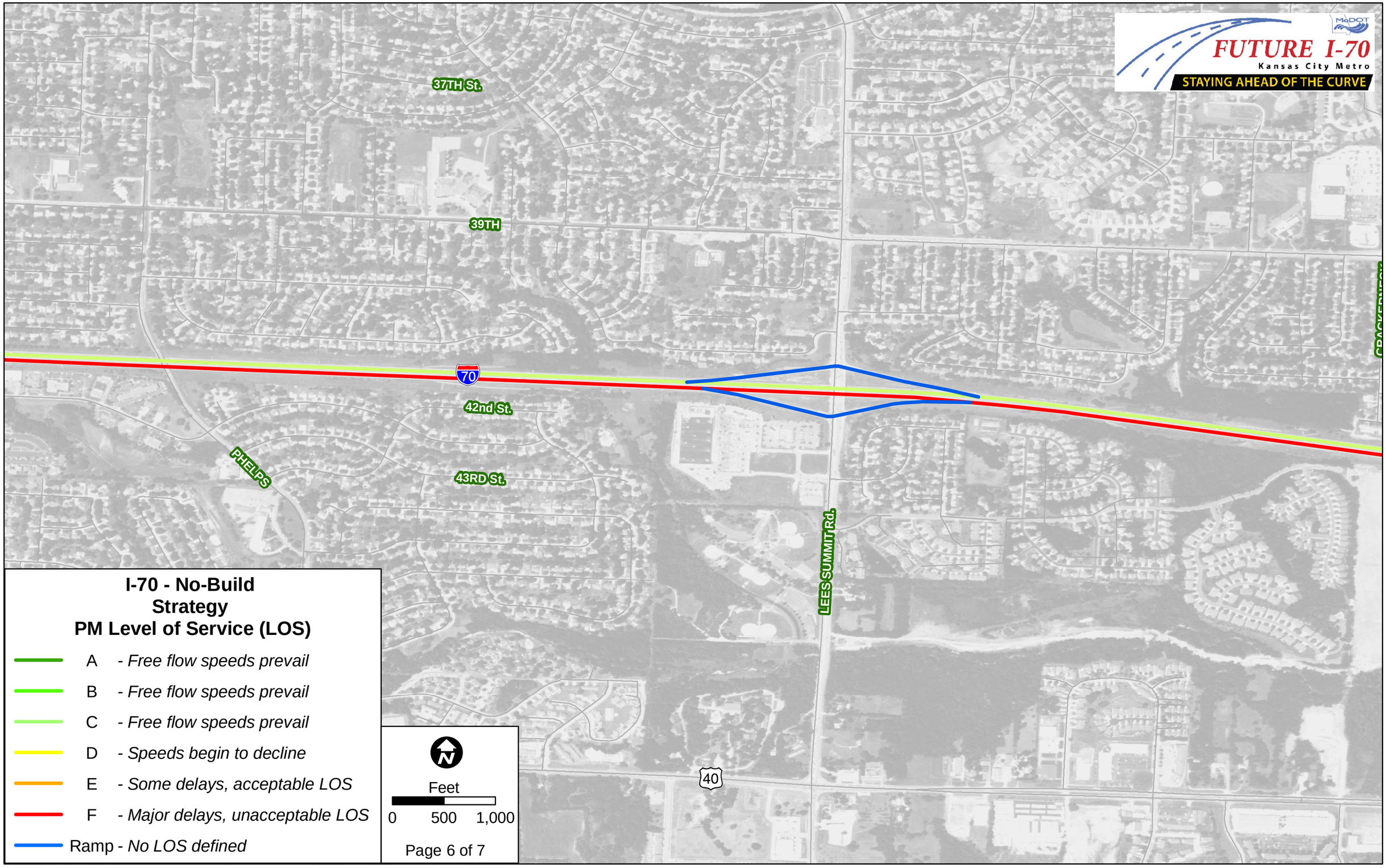
FUTURE I-70
Kansas City Metro
STAYING AHEAD OF THE CURVE
MoDOT
37TH St.
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42nd St.
PHELPS
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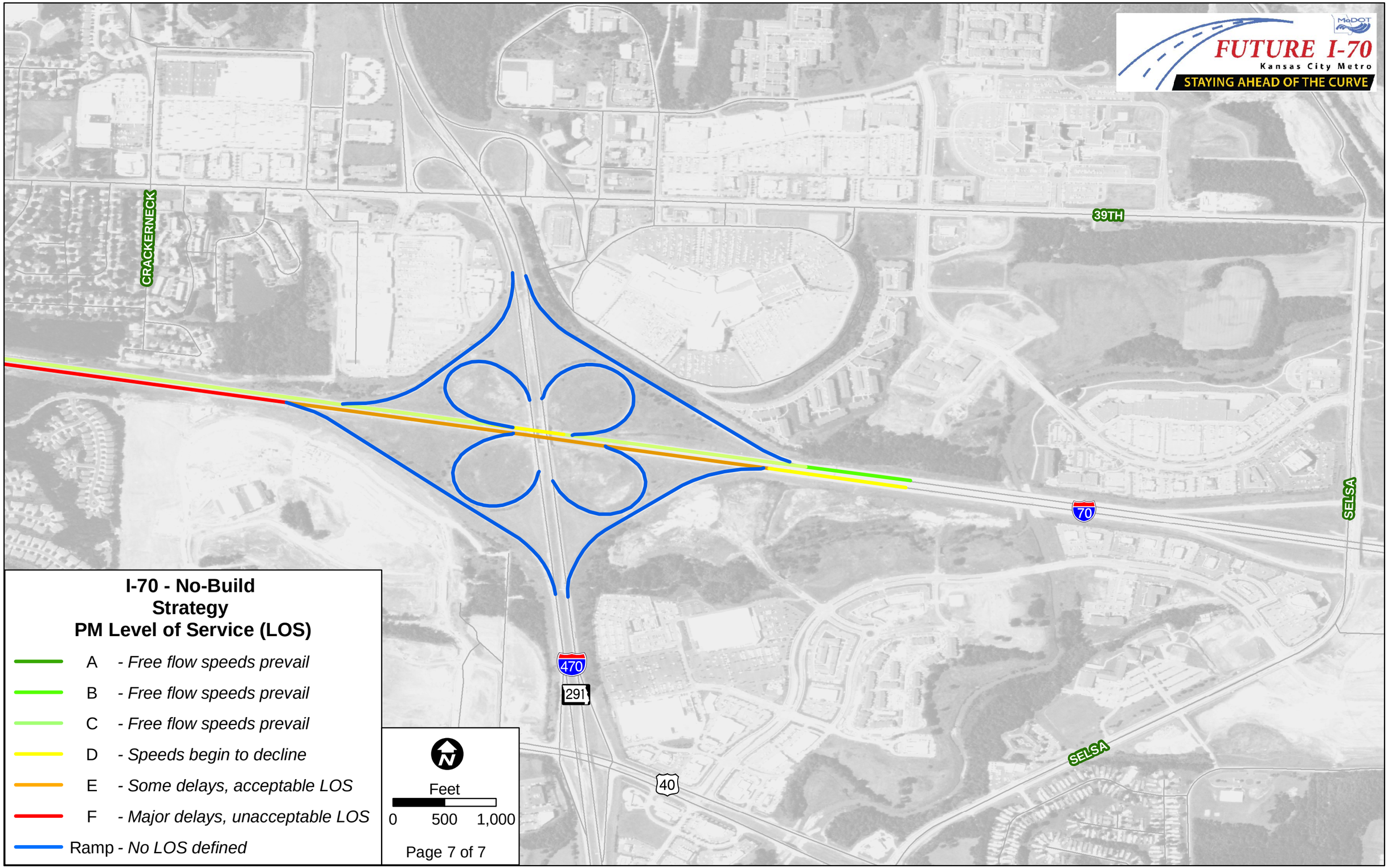
FUTURE I-70
Kansas City Metro
STAYING AHEAD OF THE CURVE
MoDOT
CRACKERNECK
39TH
SELSA
SELSA
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470
291
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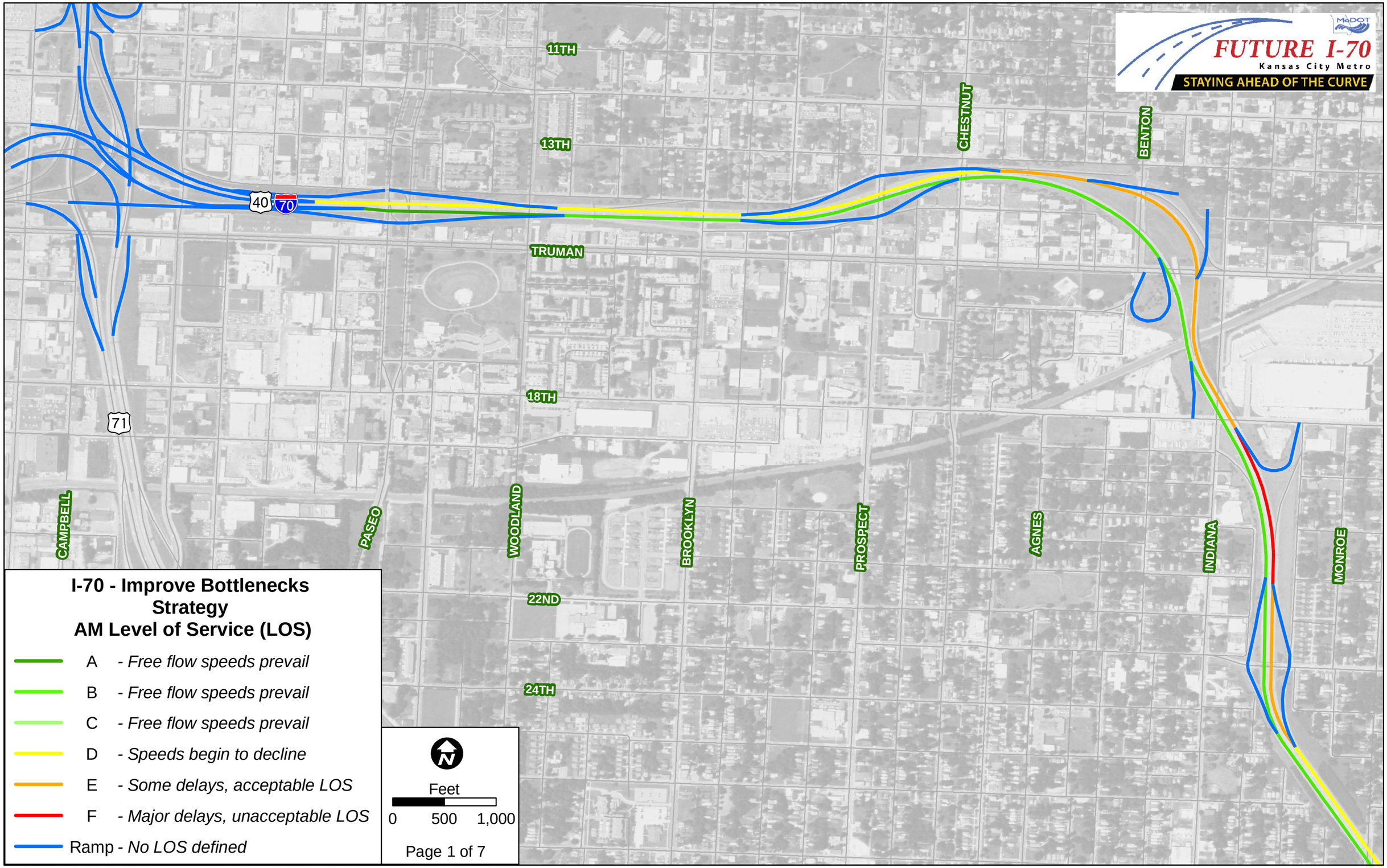
FUTURE I-70
Kansas City Metro
STAYING AHEAD OF THE CURVE
MoDOT
11TH
13TH
TRUMAN
18TH
22ND
24TH
CAMPBELL
PASEO
WOODLAND
BROOKLYN
PROSPECT
AGNES
INDIANA
MONROE
CHESTNUT
BENTON
40
70
71
I-70 - Improve Bottlenecks
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Kansas City Metro
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ASKEW
CLEVELAND
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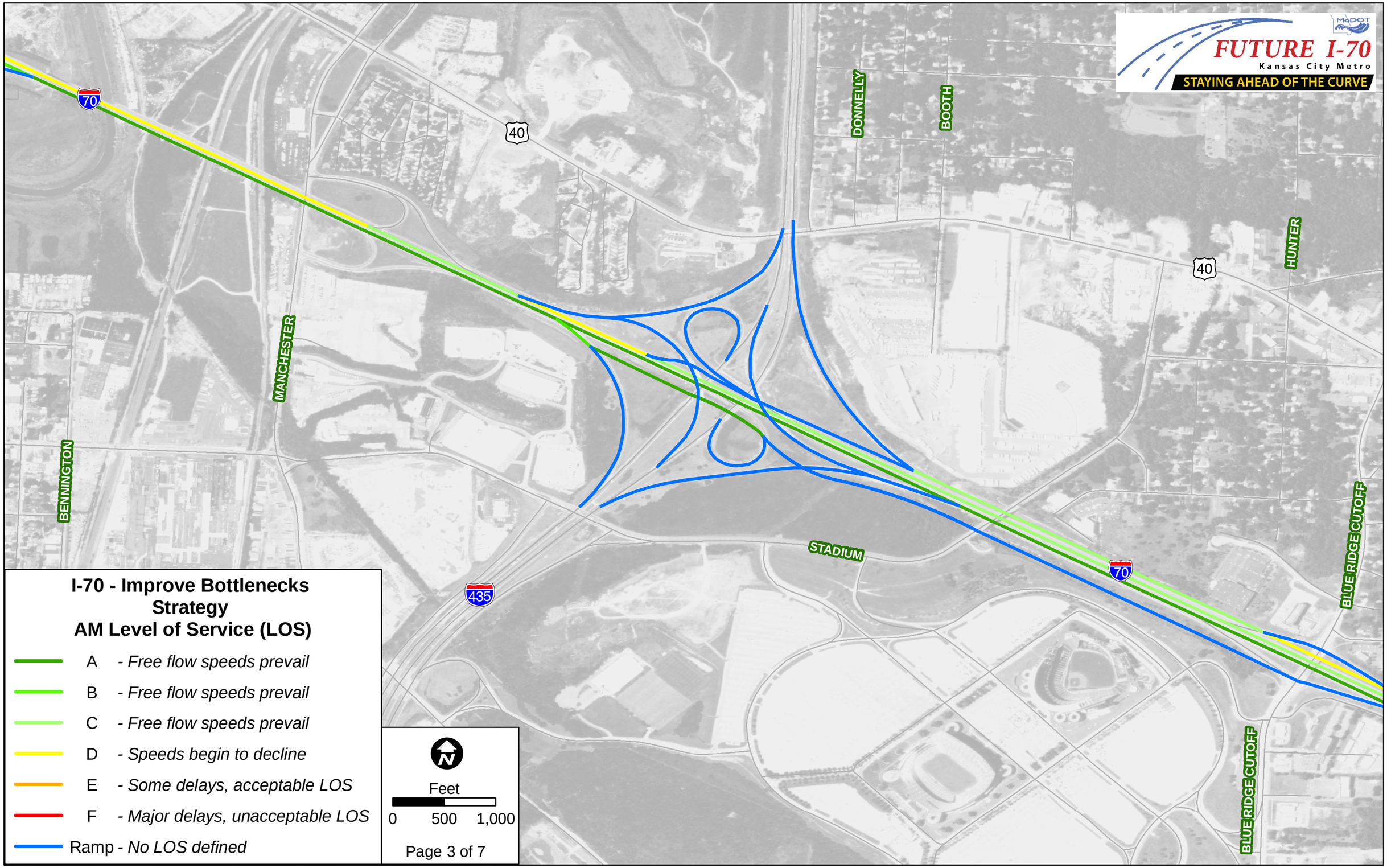
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Kansas City Metro
STAYING AHEAD OF THE CURVE
MoDOT
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DONNELLY
BOOTH
HUNTER
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BENNINGTON
STADIUM
435
BLUE RIDGE CUTOFF
I-70 - Improve Bottlenecks Strategy
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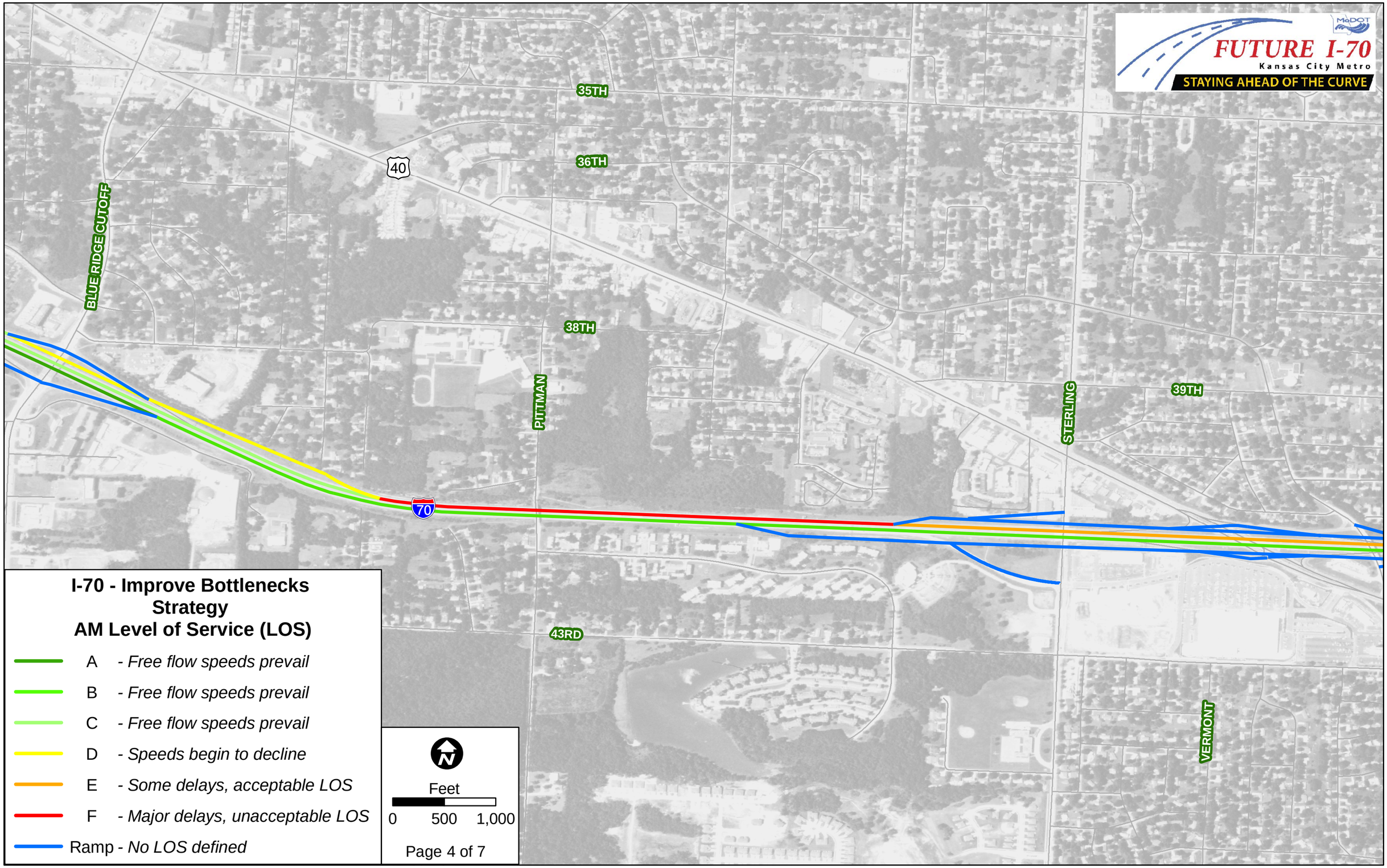
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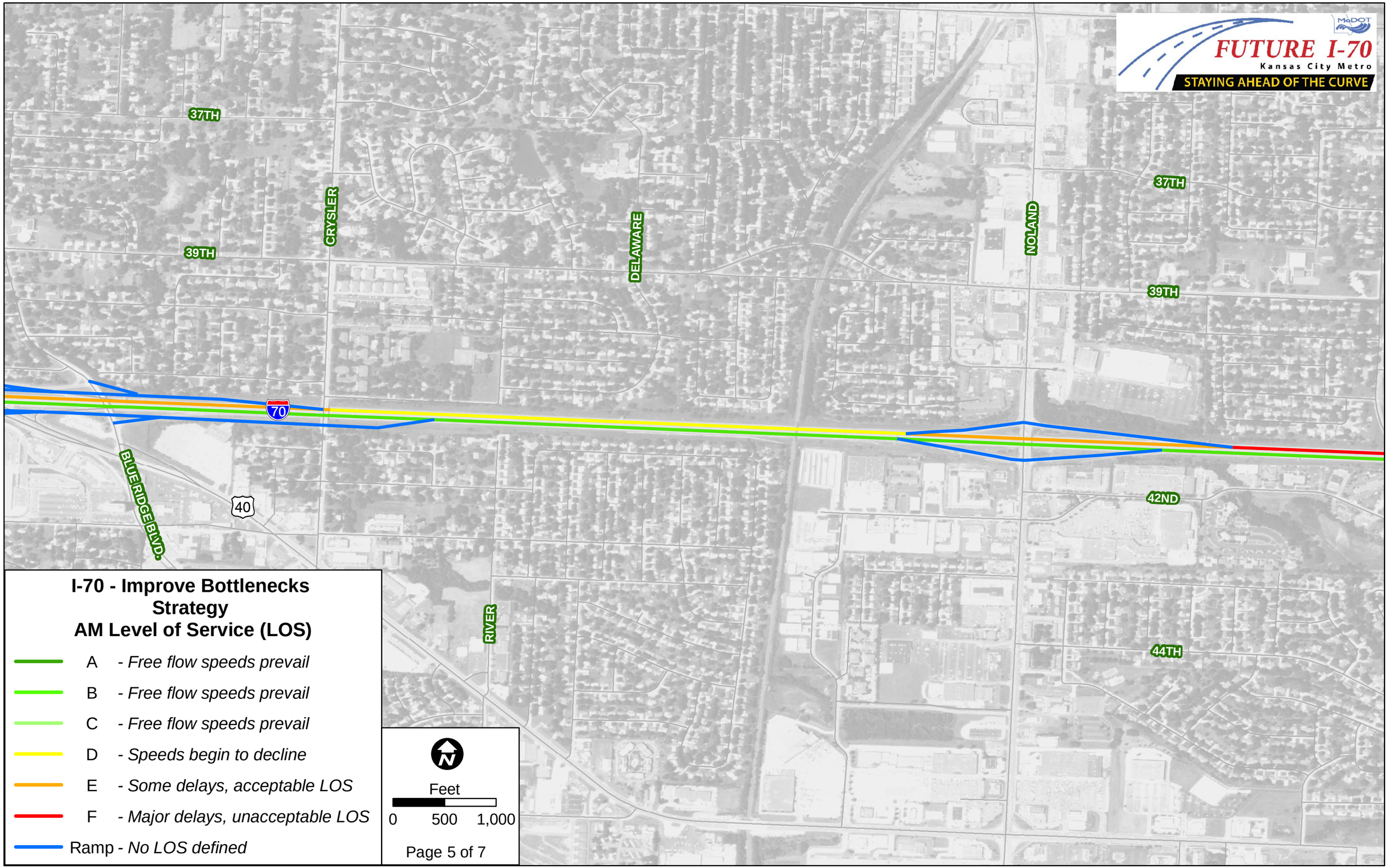
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BLUE RIDGE BLVD.
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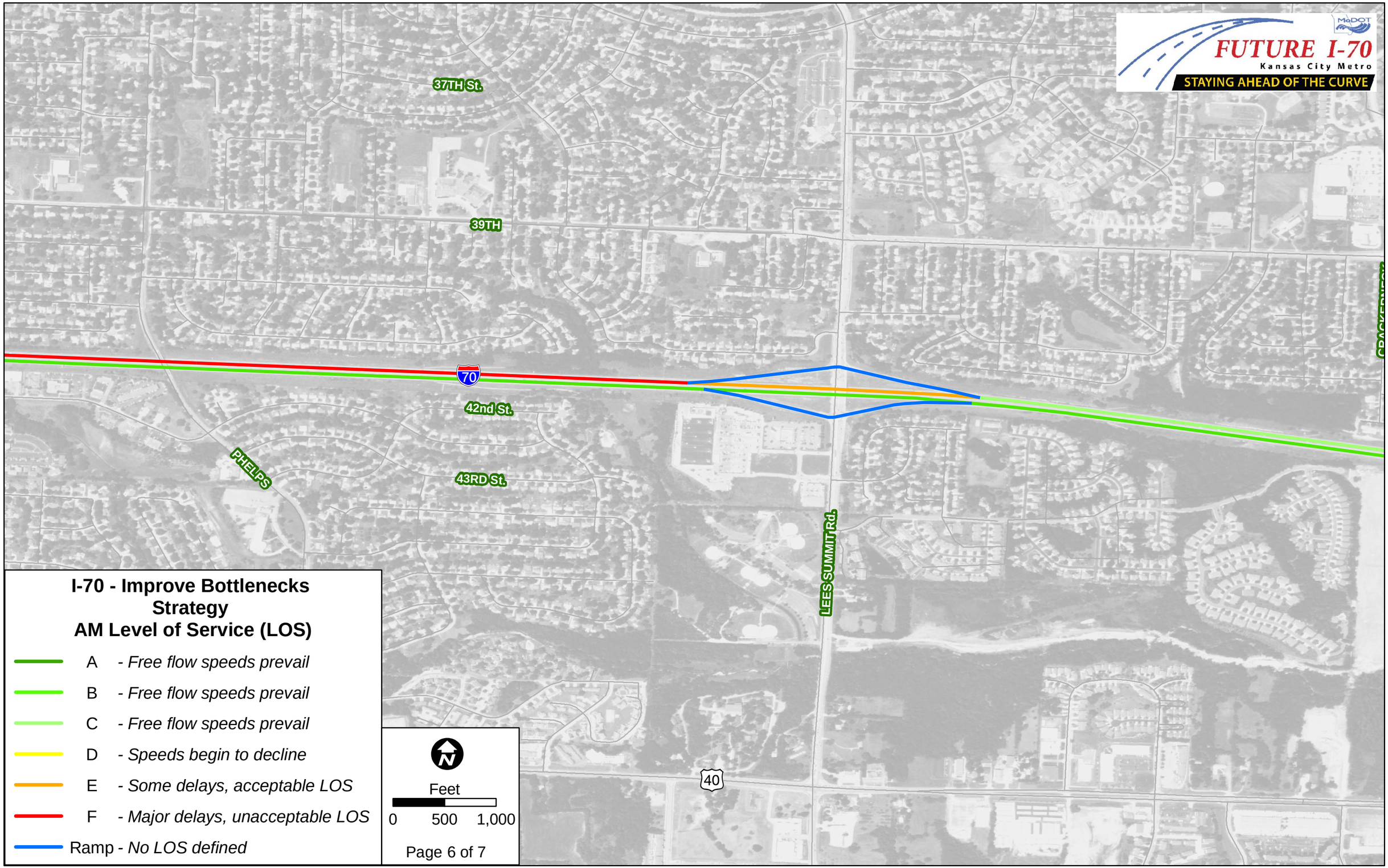
FUTURE I-70
Kansas City Metro
STAYING AHEAD OF THE CURVE
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37TH St.
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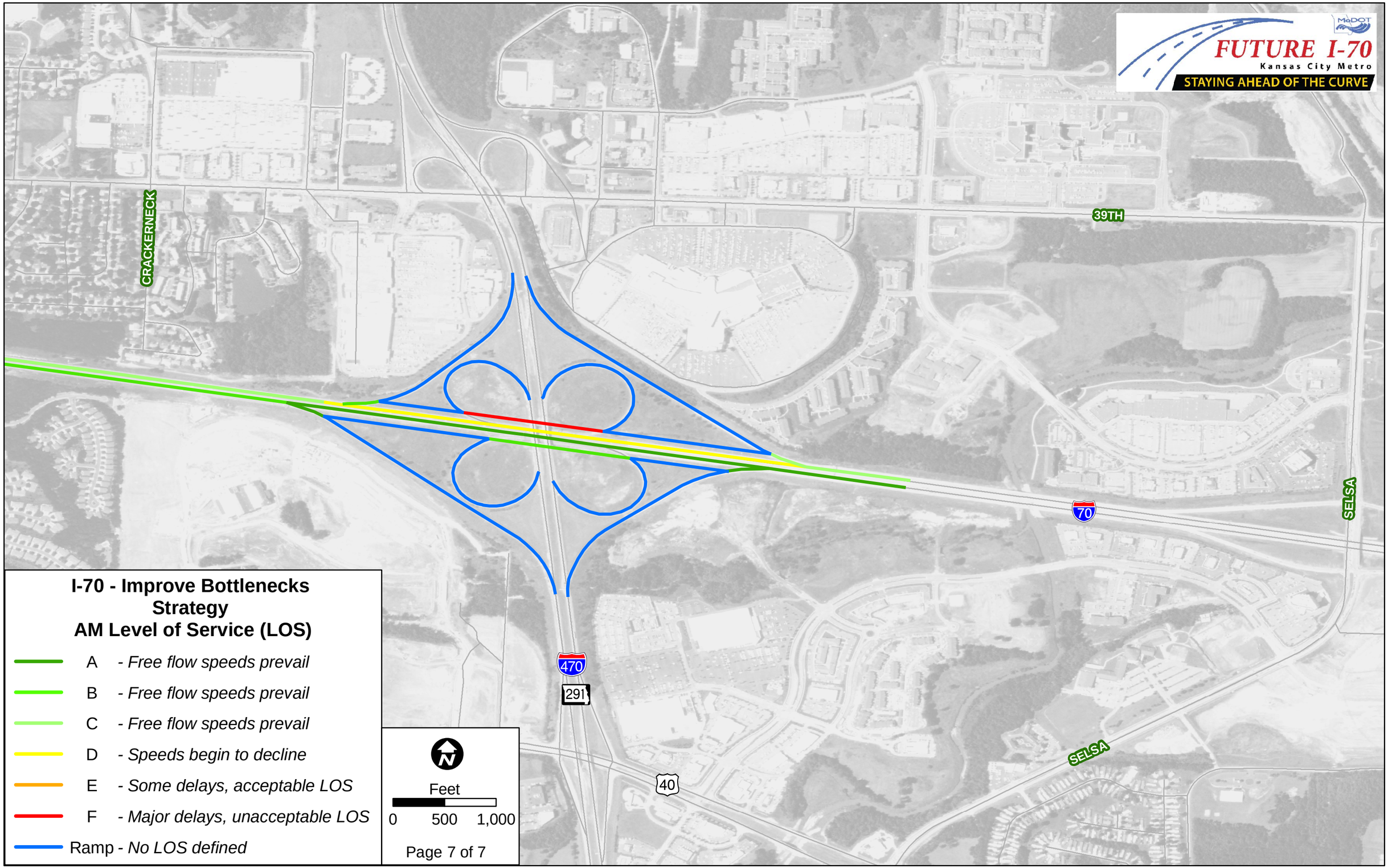
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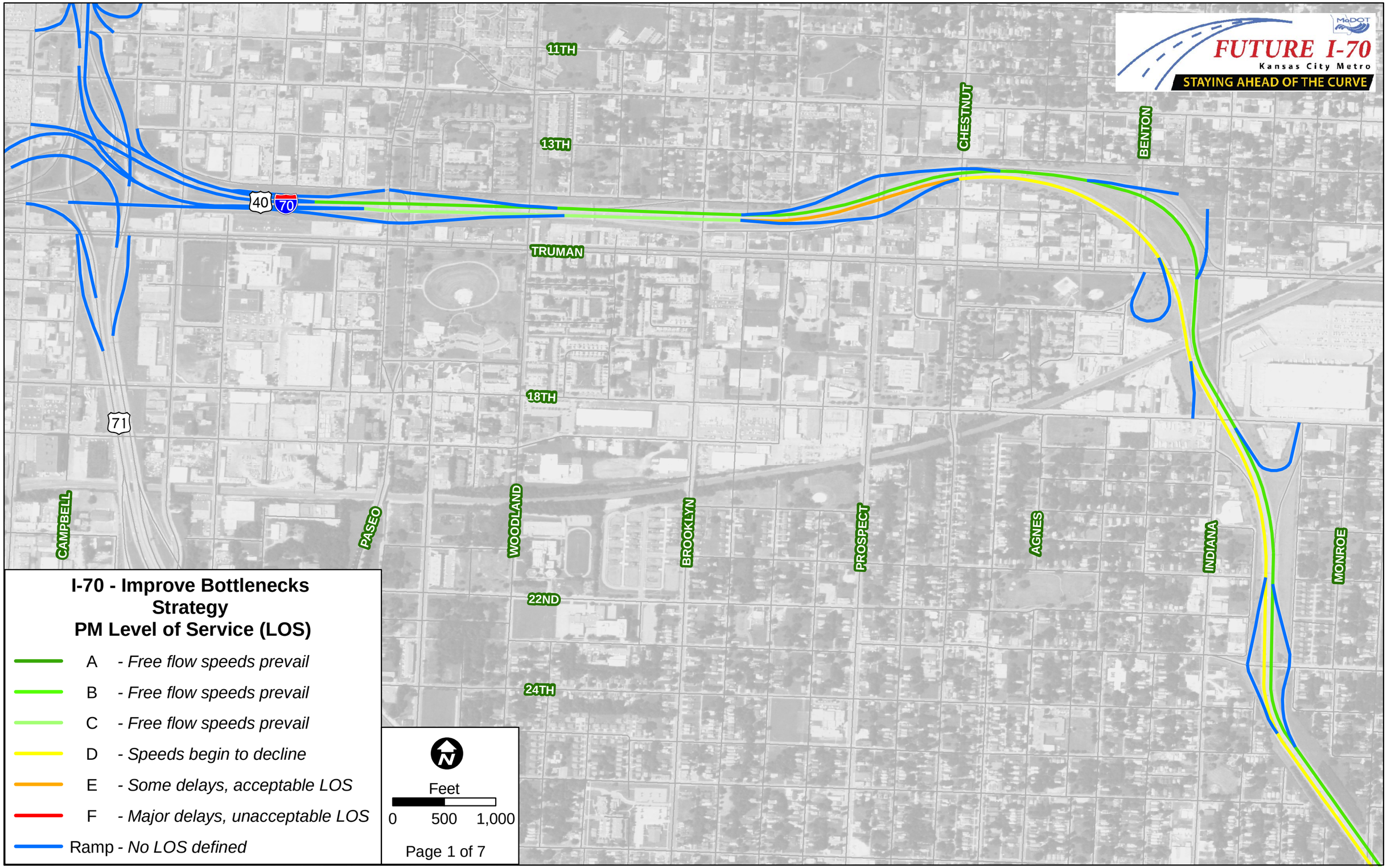
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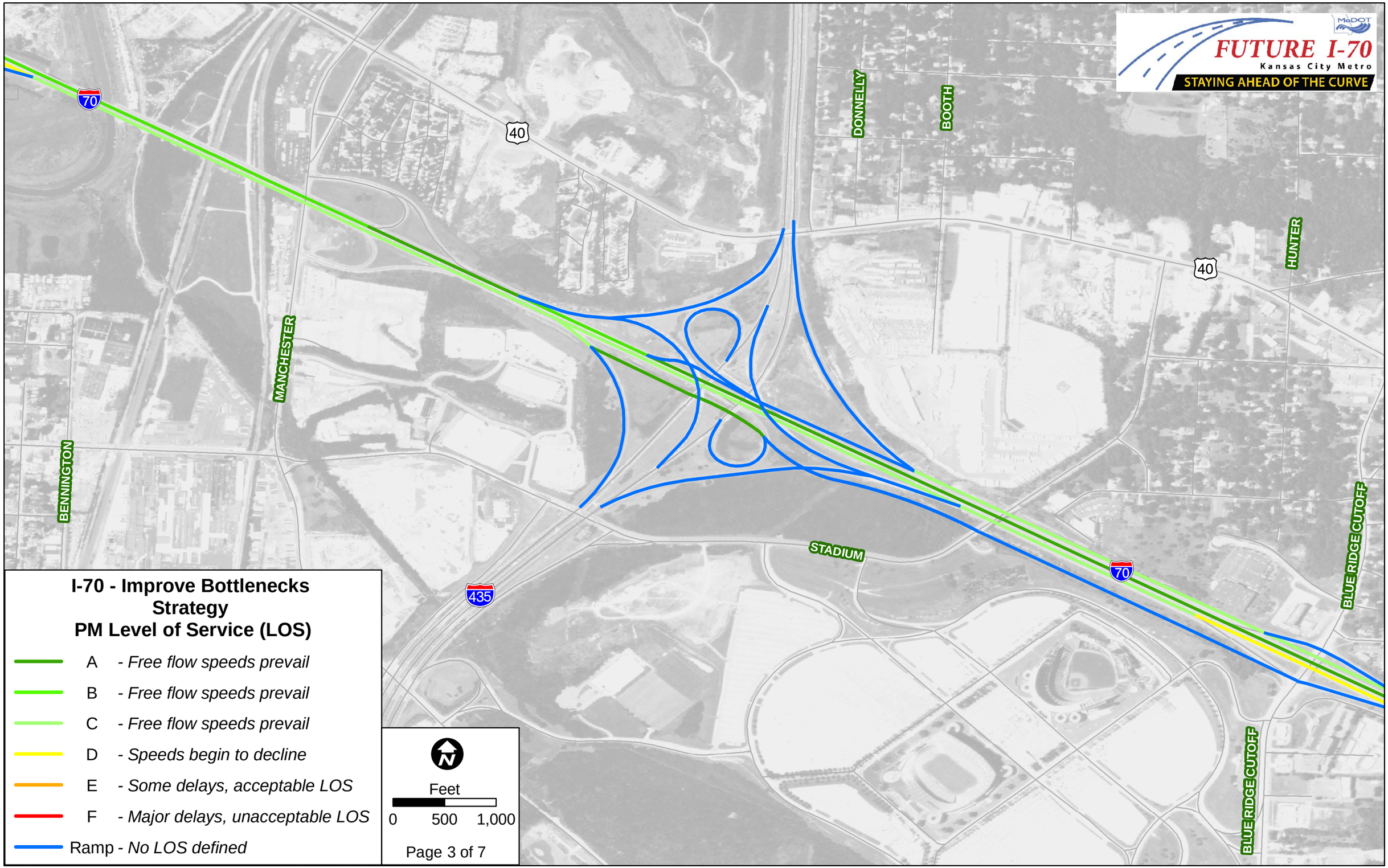
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BLUE RIDGE CUTOFF
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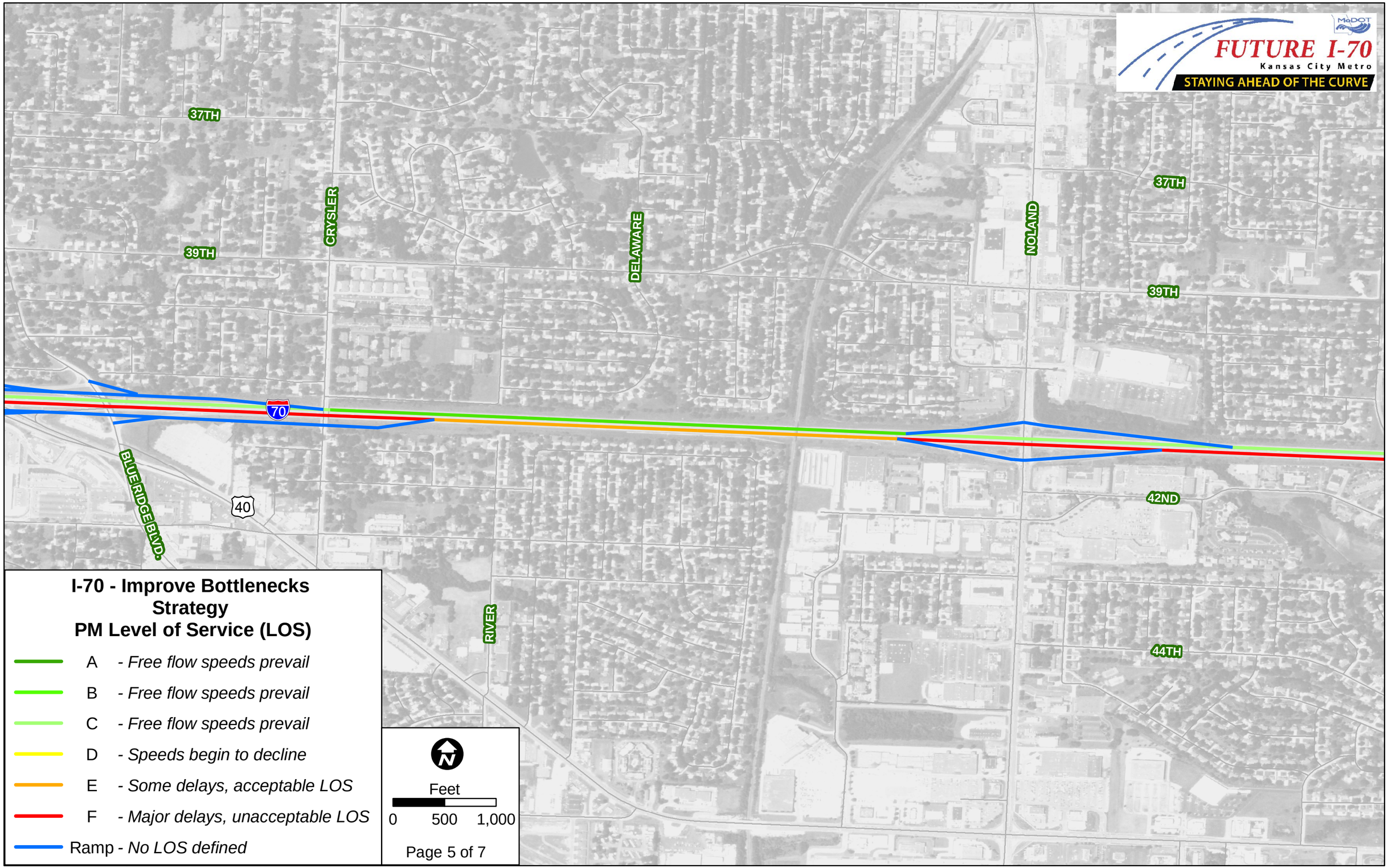
FUTURE I-70
Kansas City Metro
STAYING AHEAD OF THE CURVE
MoDOT
37TH
39TH
CRYSLER
DELAWARE
NOLAND
37TH
39TH
70
BLUE RIDGE BLVD.
40
42ND
RIVER
44TH
I-70 - Improve Bottlenecks Strategy
PM Level of Service (LOS)
A - Free flow speeds prevail
B - Free flow speeds prevail
C - Free flow speeds prevail
D - Speeds begin to decline
E - Some delays, acceptable LOS
F - Major delays, unacceptable LOS
Ramp - No LOS defined
N
Feet
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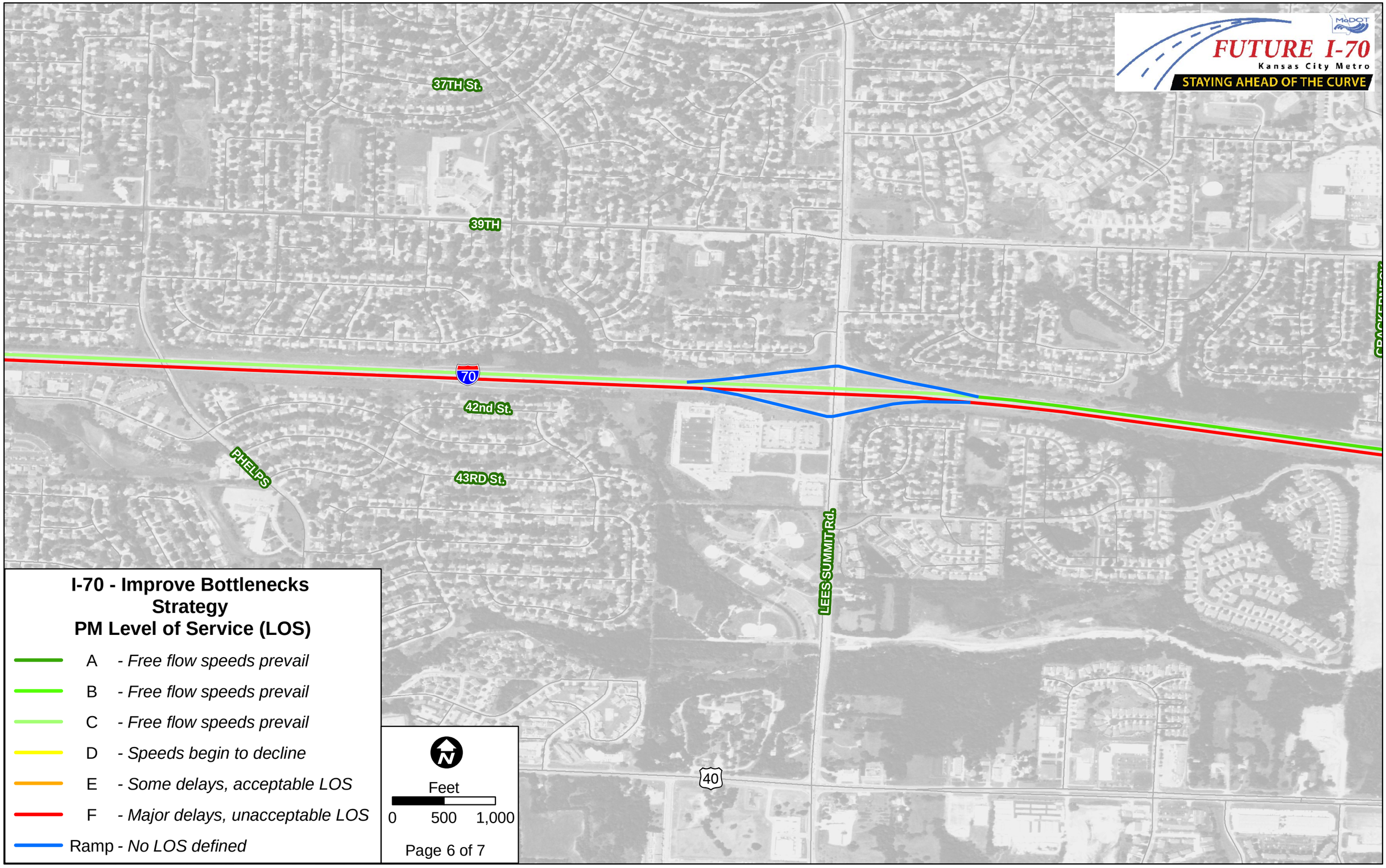
FUTURE I-70
Kansas City Metro
STAYING AHEAD OF THE CURVE
MoDOT
37TH St.
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42nd St.
PHELPS
43RD St.
LEES SUMMIT Rd.
40
I-70 - Improve Bottlenecks Strategy
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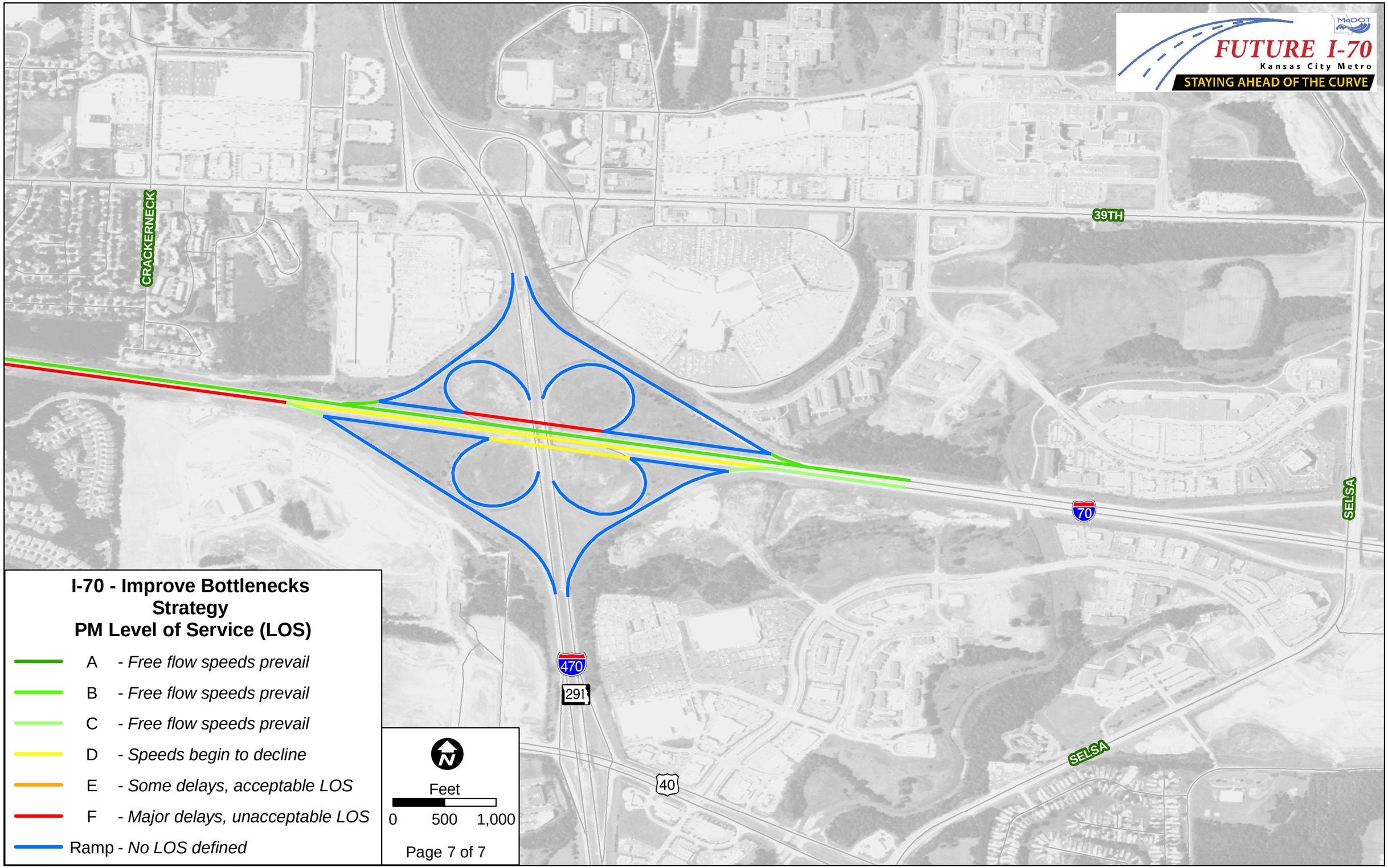
FUTURE I-70
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STAYING AHEAD OF THE CURVE
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CRACKERNECK
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SELSA
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I-70 - Improve Bottlenecks
Strategy
PM Level of Service (LOS)
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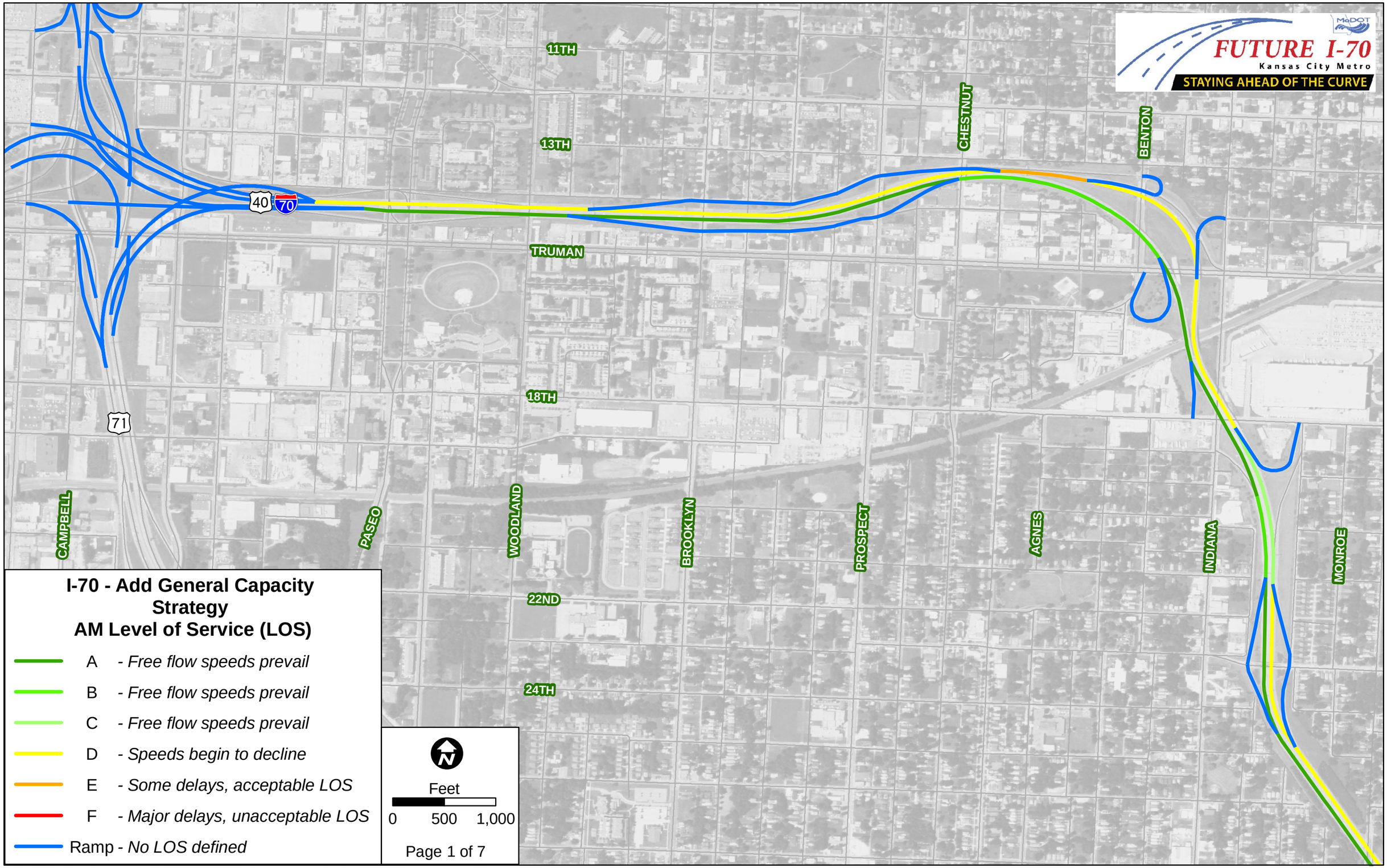
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STAYING AHEAD OF THE CURVE
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PASEO
WOODLAND
BROOKLYN
PROSPECT
AGNES
INDIANA
MONROE
CHESTNUT
BENTON
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71
I-70 - Add General Capacity Strategy
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FUTURE I-70
Kansas City Metro
STAYING AHEAD OF THE CURVE
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STADIUM
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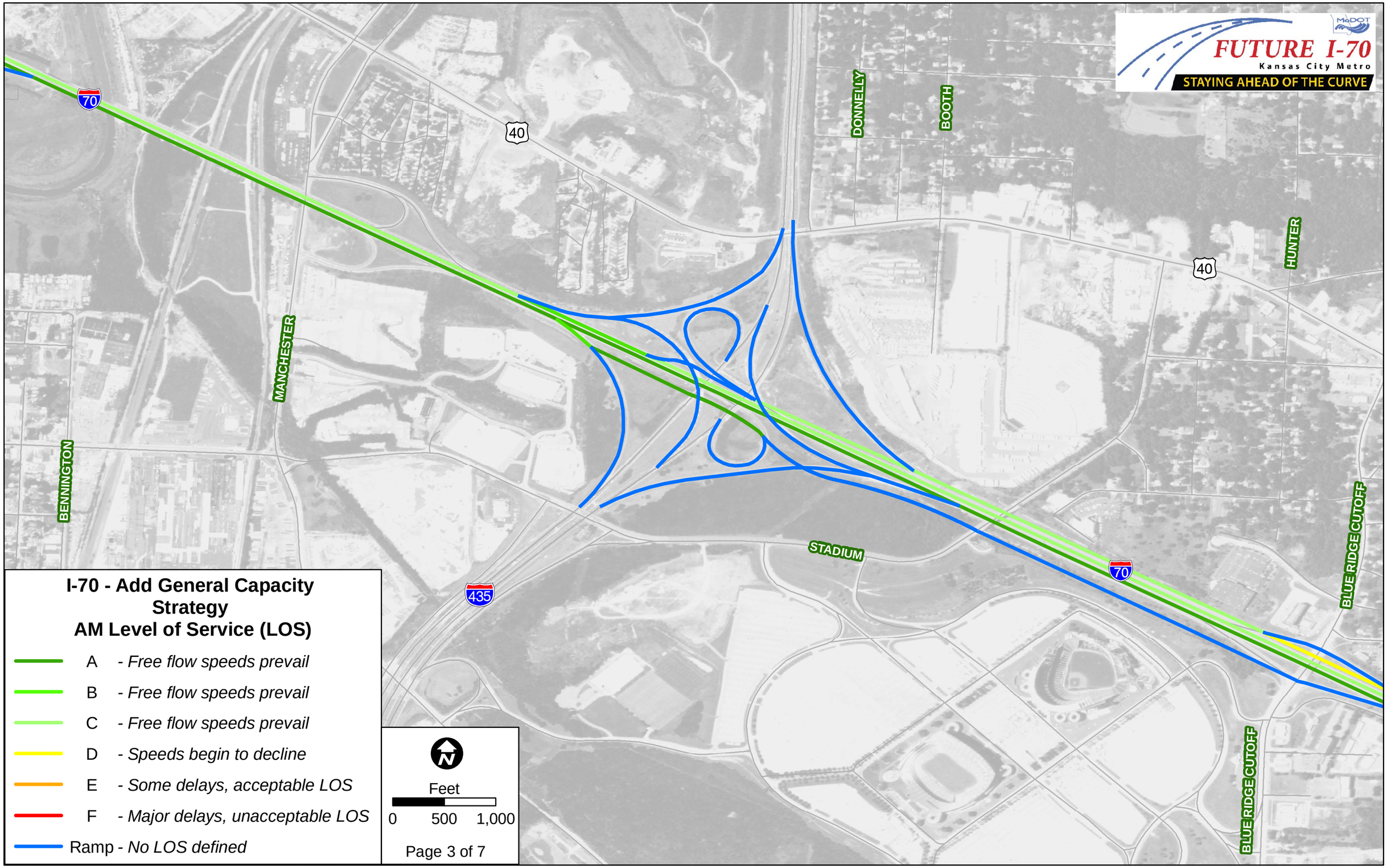
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DONNELLY
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435
BLUE RIDGE CUTOFF
I-70 - Add General Capacity Strategy
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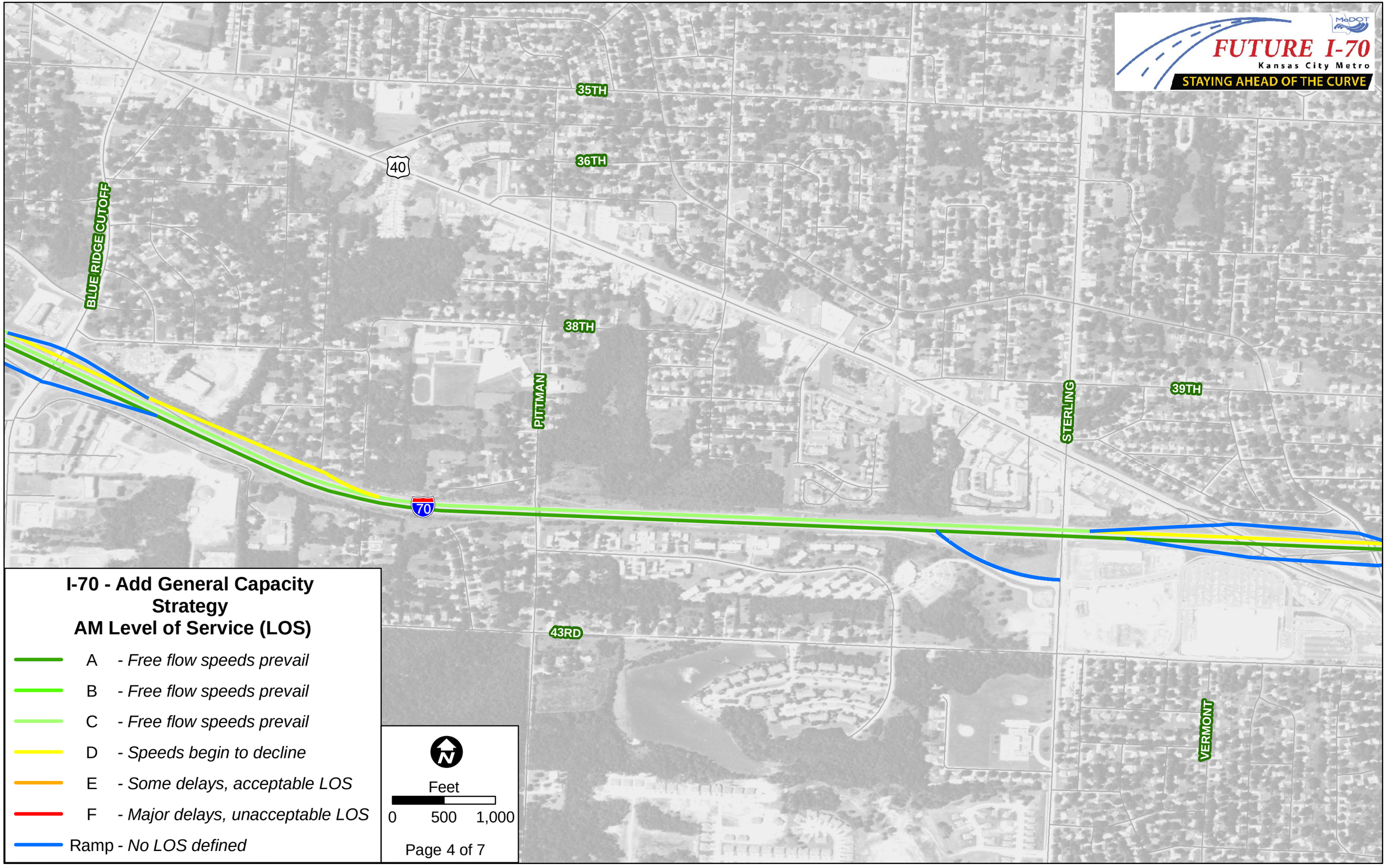
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BLUE RIDGE CUTOFF
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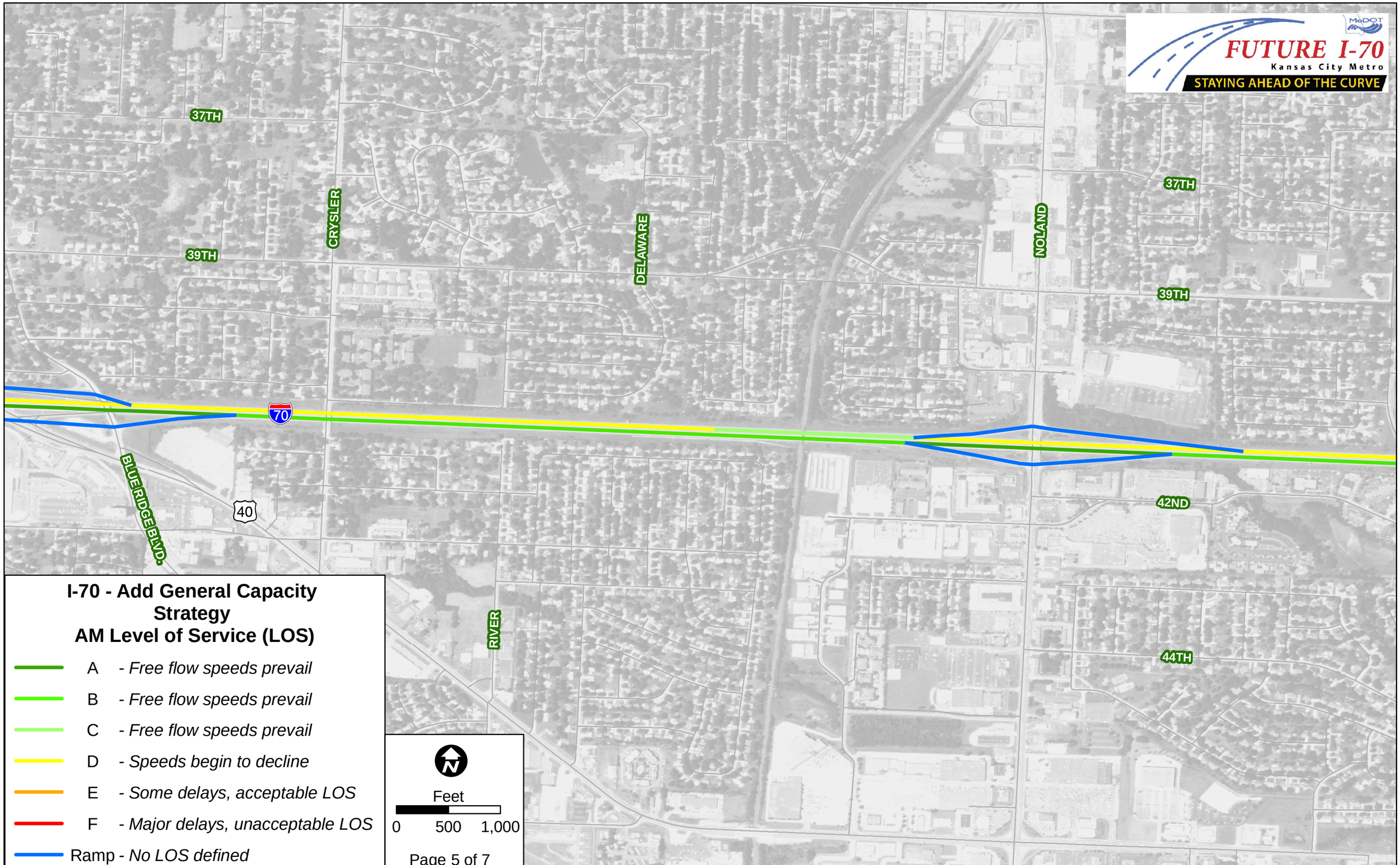
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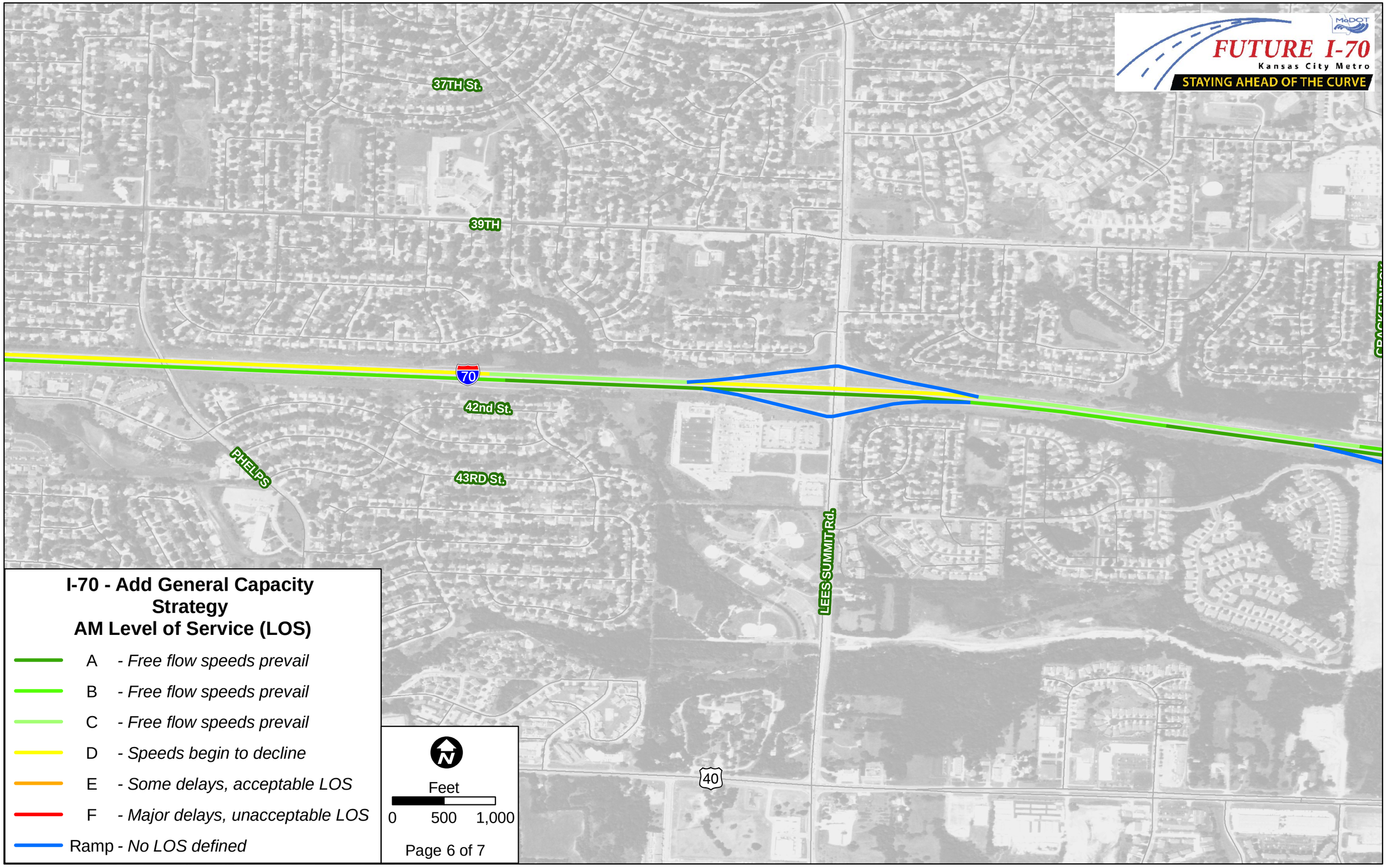
FUTURE I-70
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STAYING AHEAD OF THE CURVE
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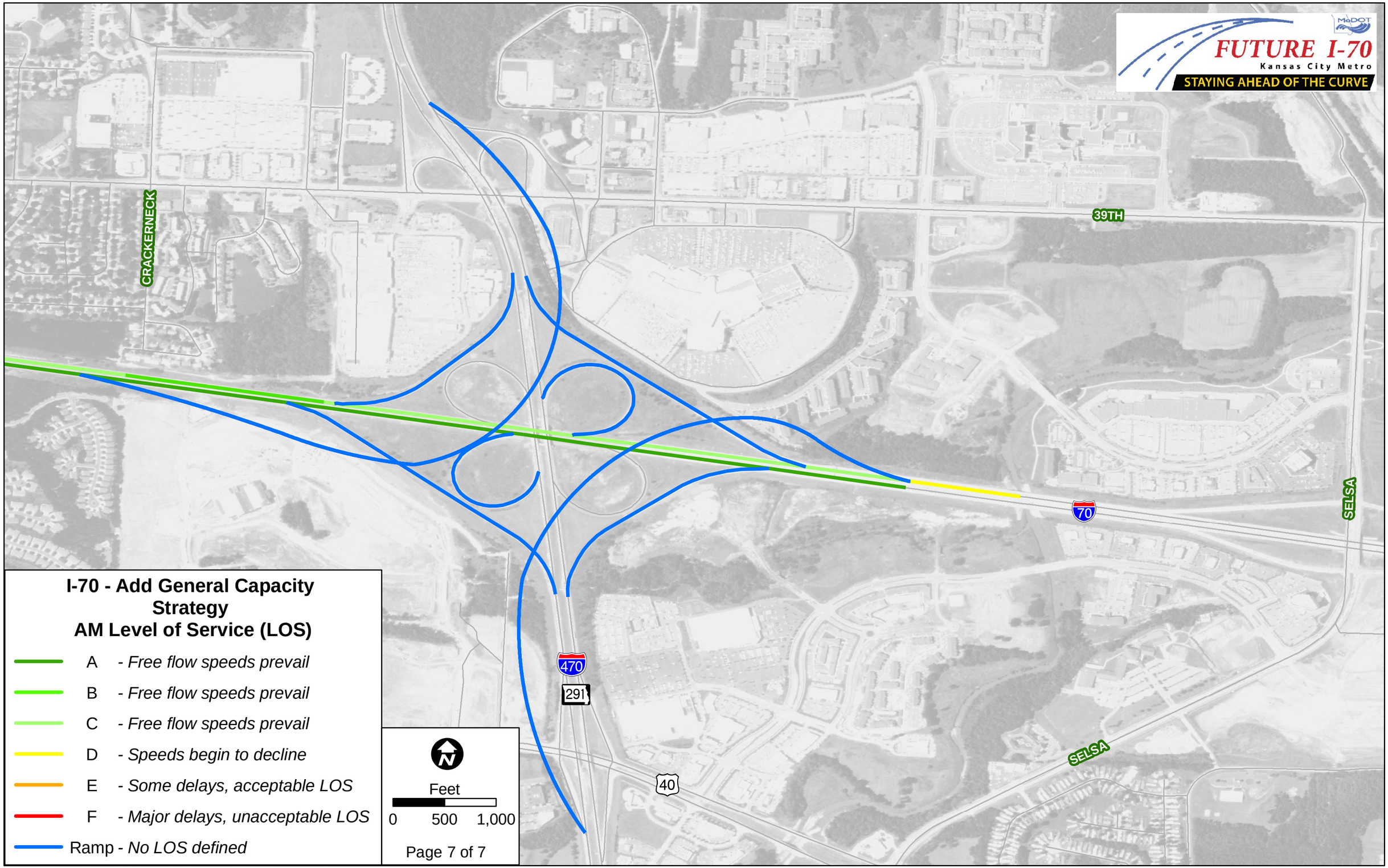
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Kansas City Metro
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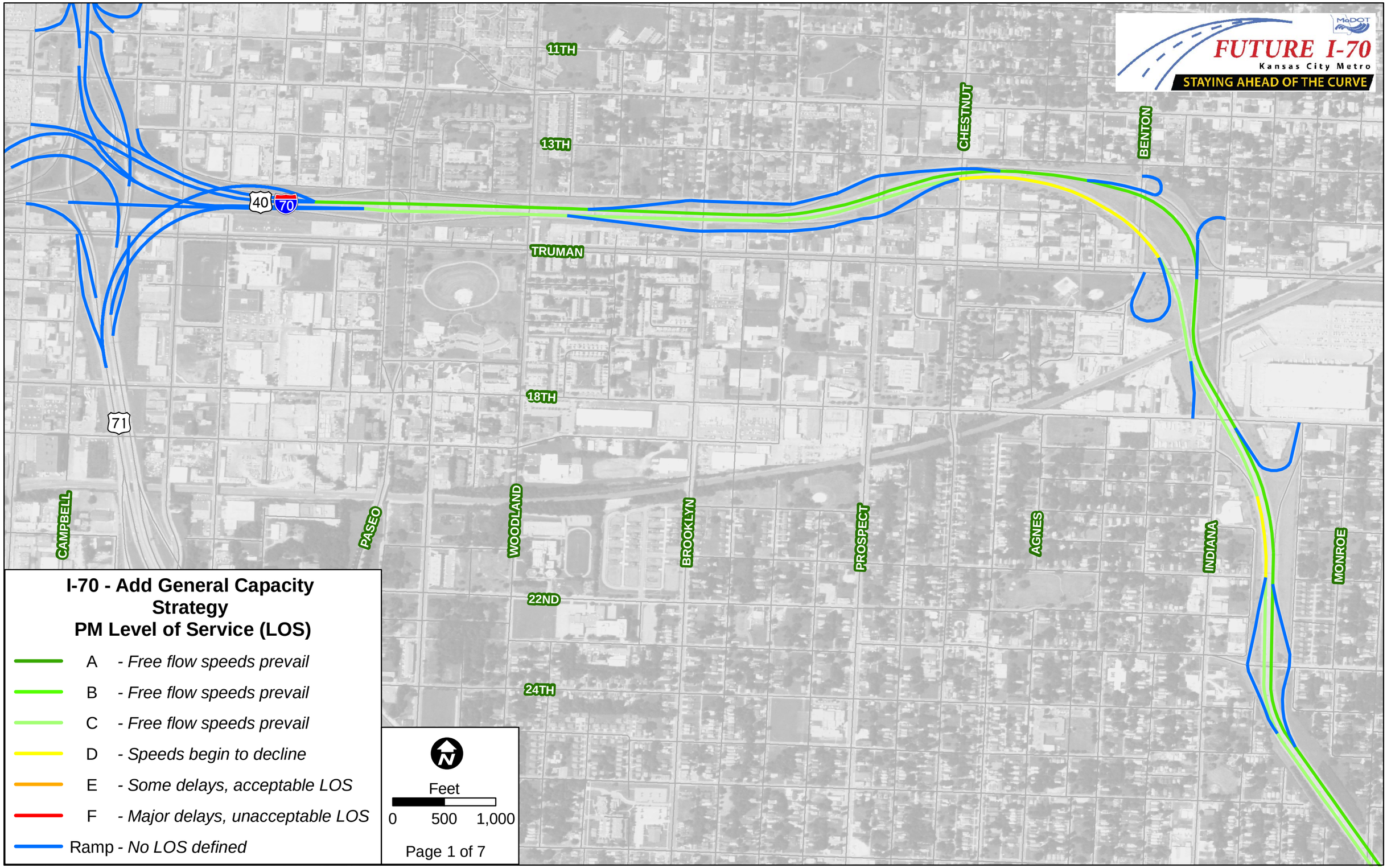
FUTURE I-70
Kansas City Metro
STAYING AHEAD OF THE CURVE
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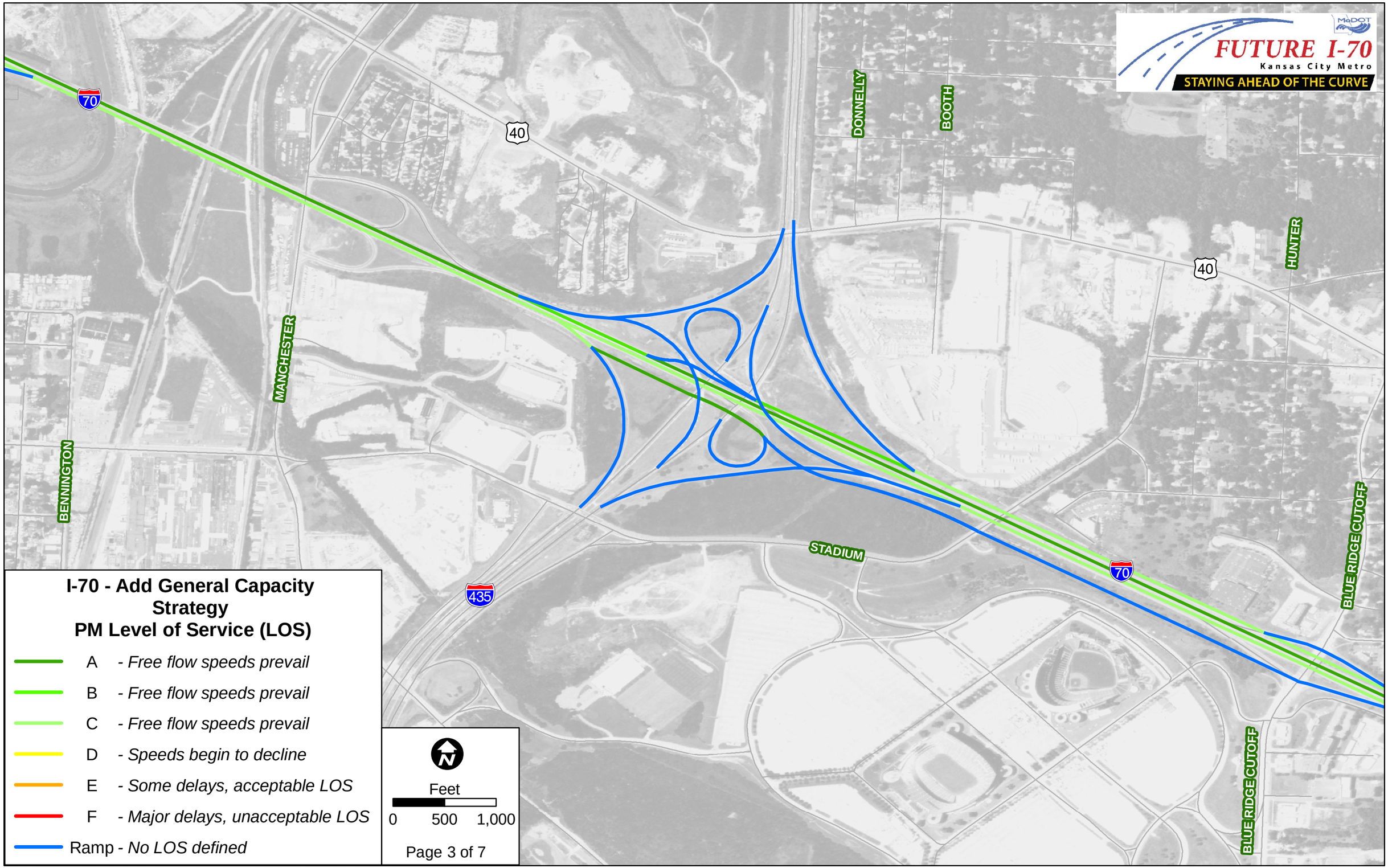
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435
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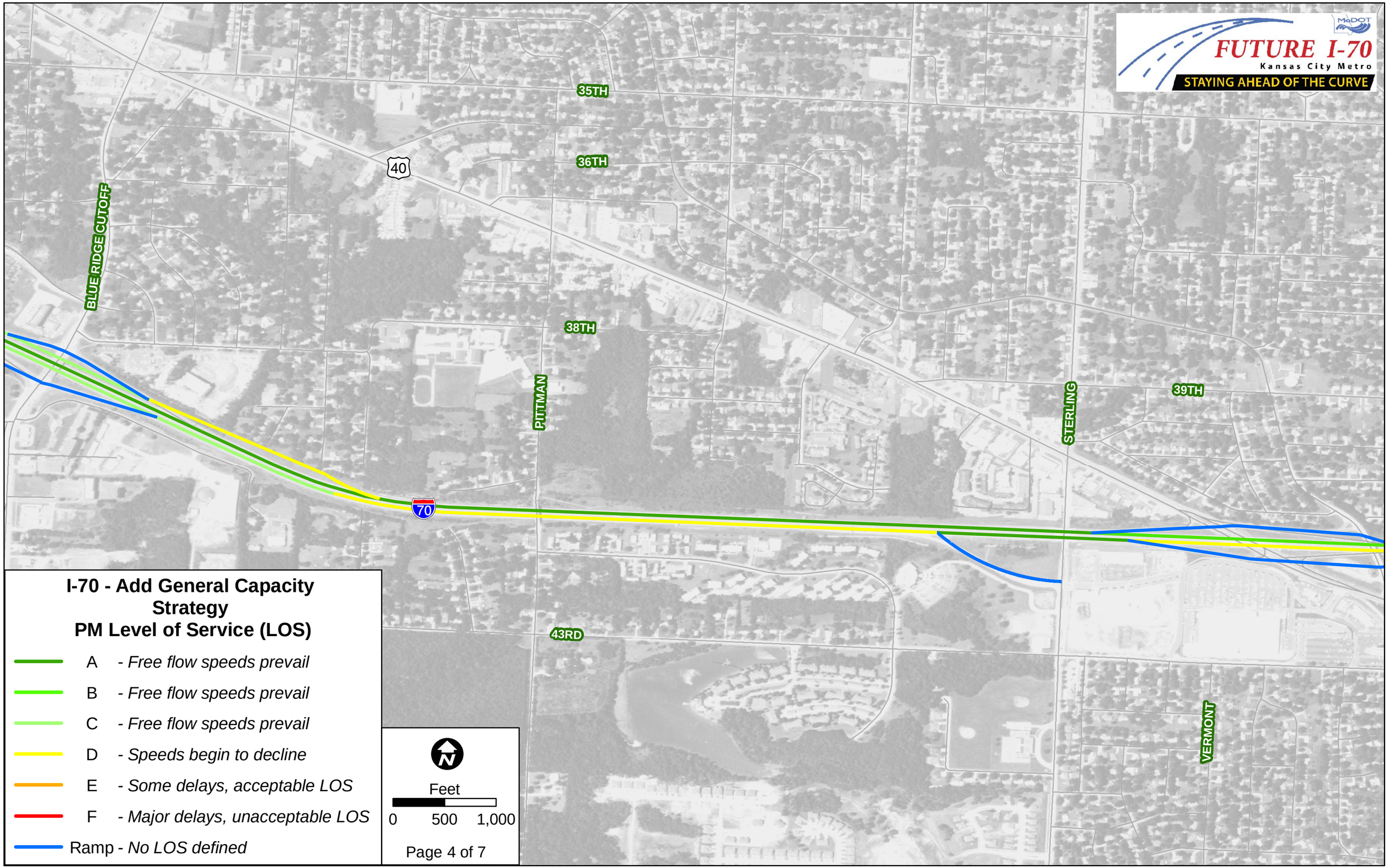
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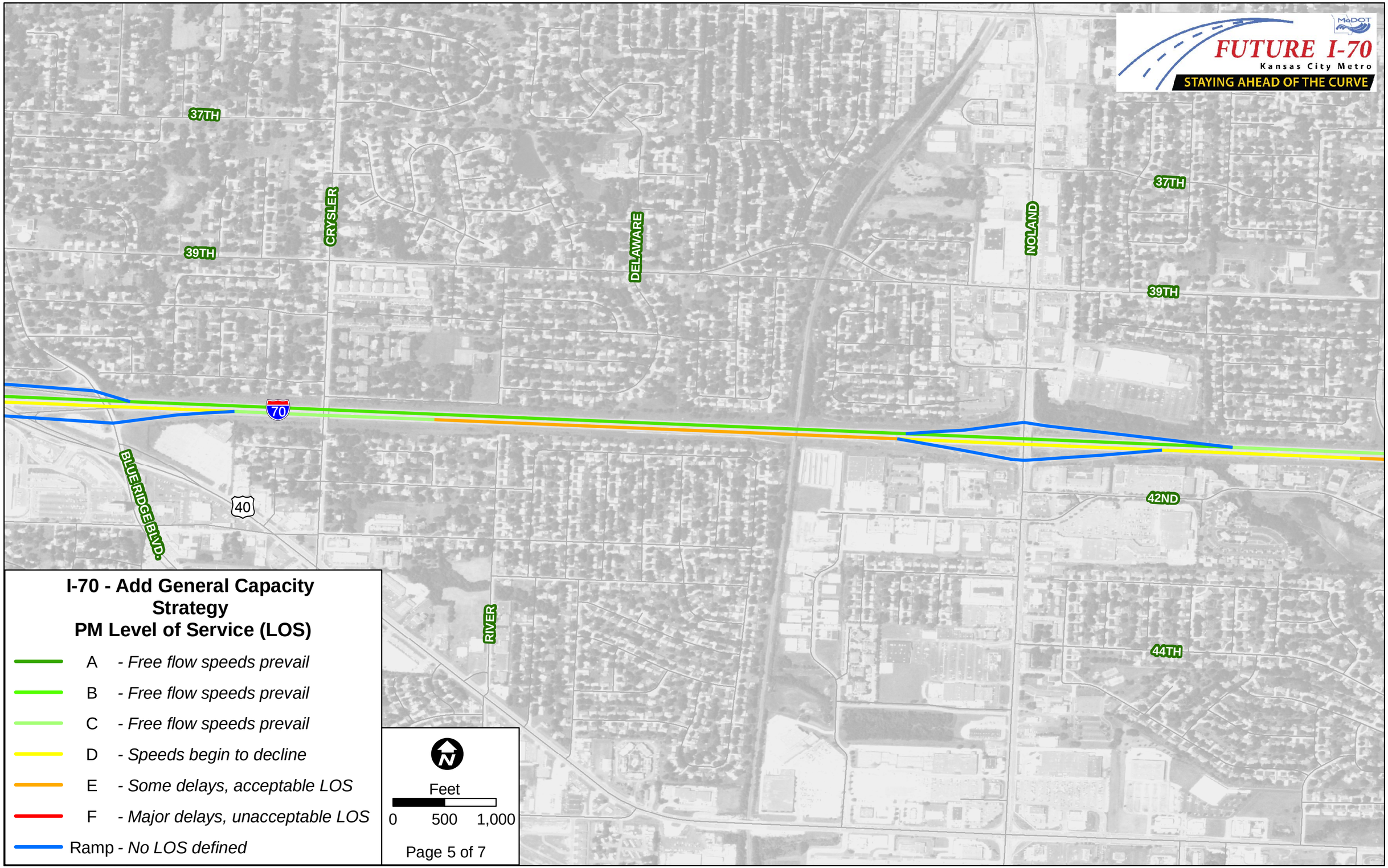
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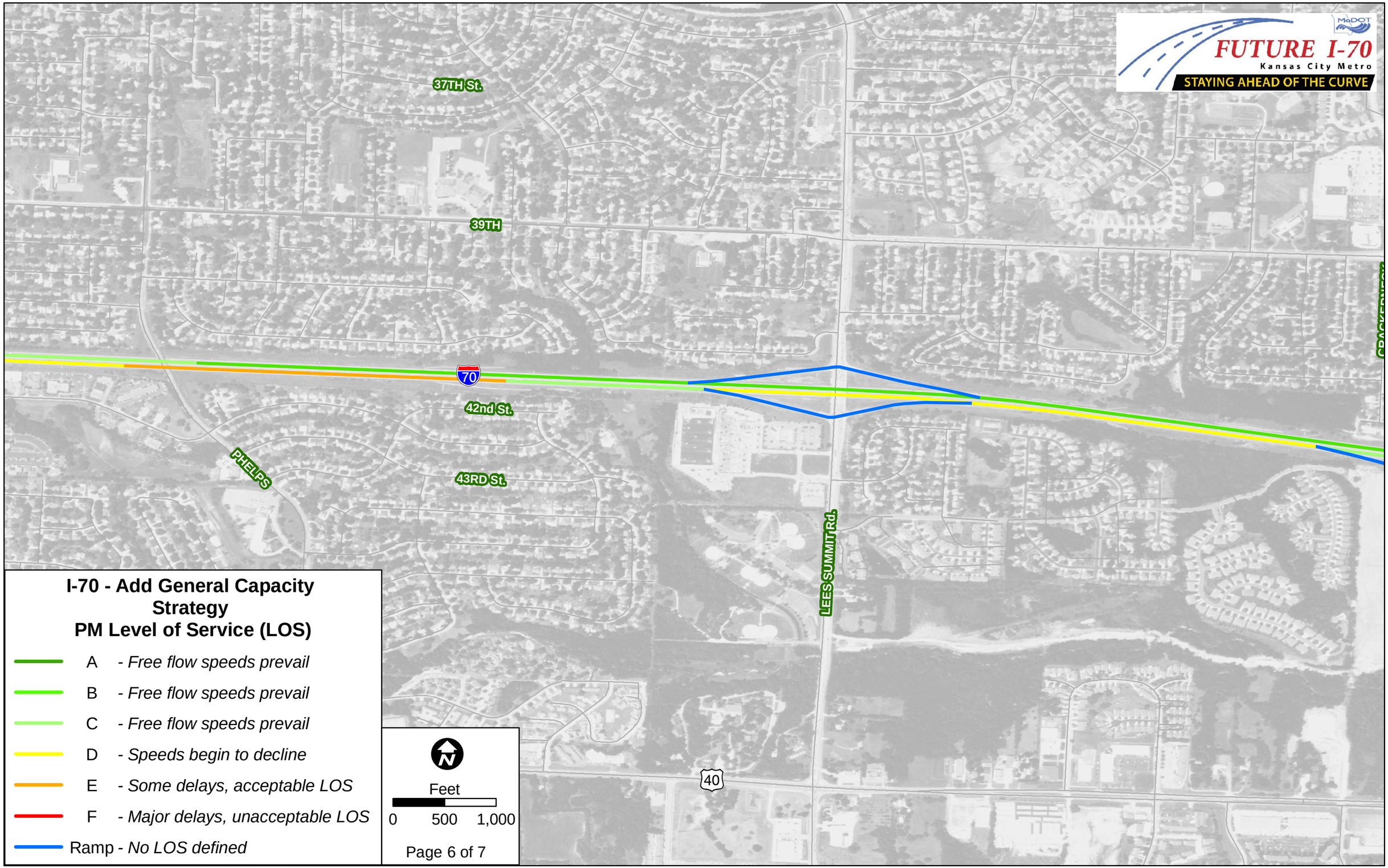
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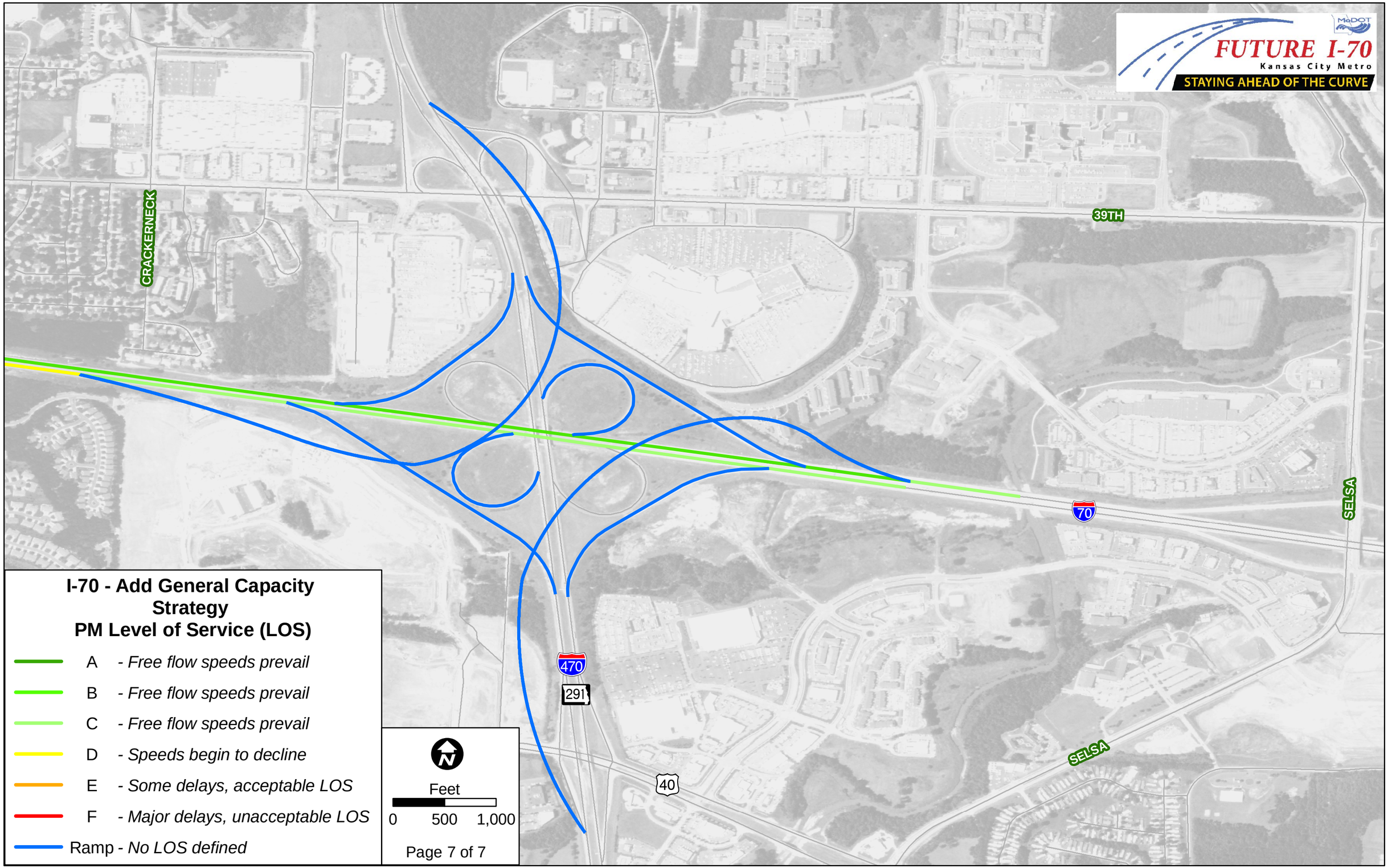
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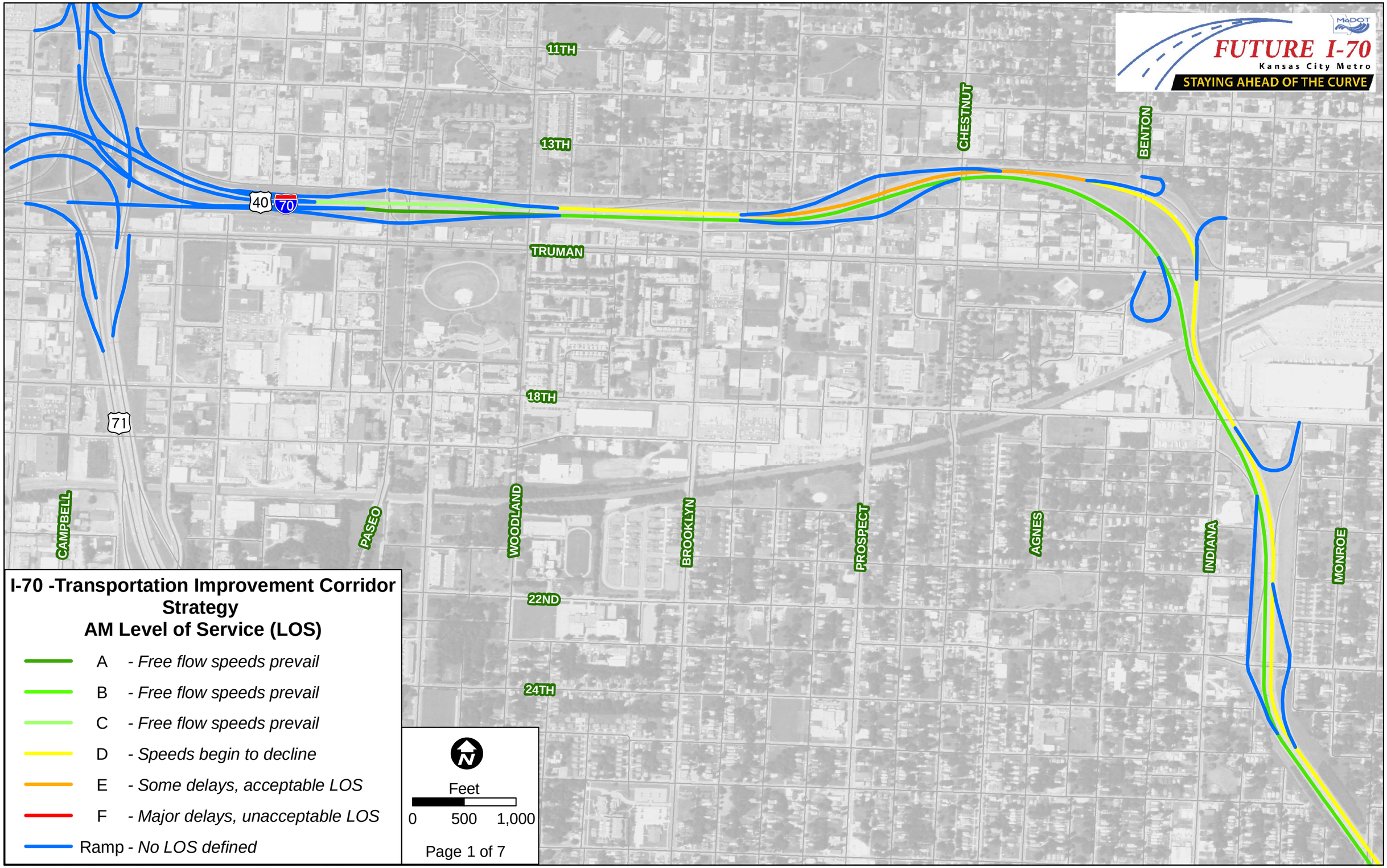
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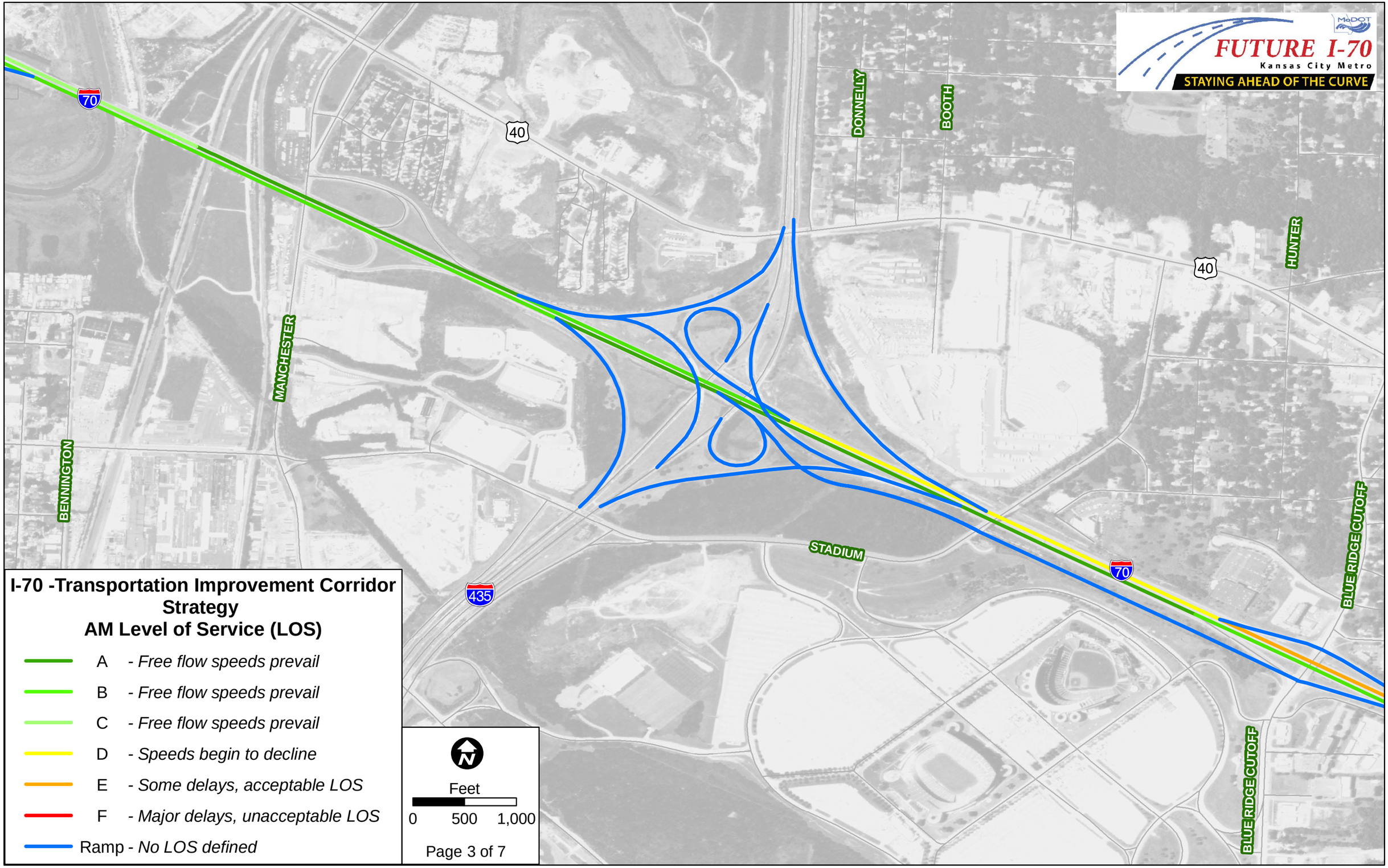
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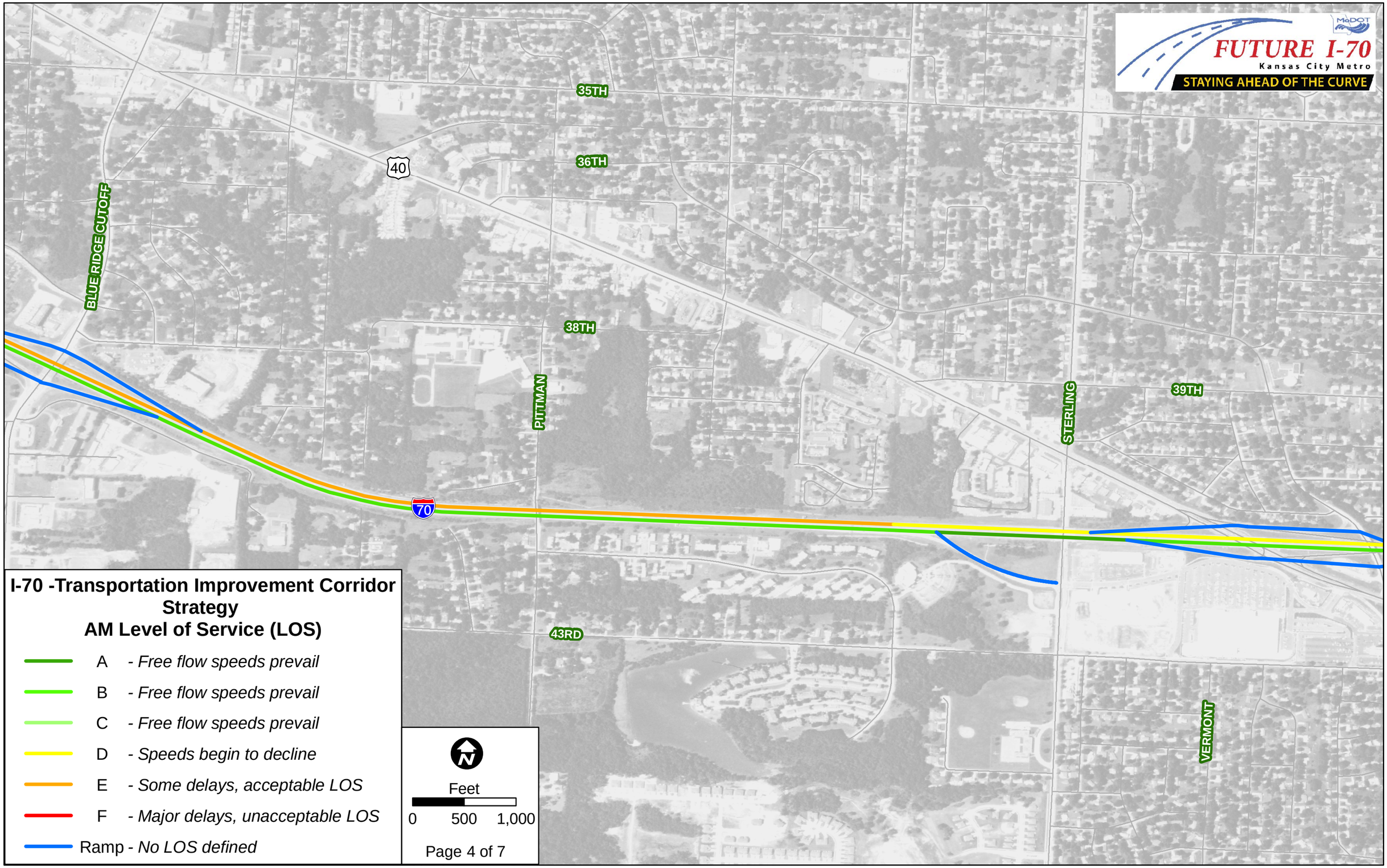
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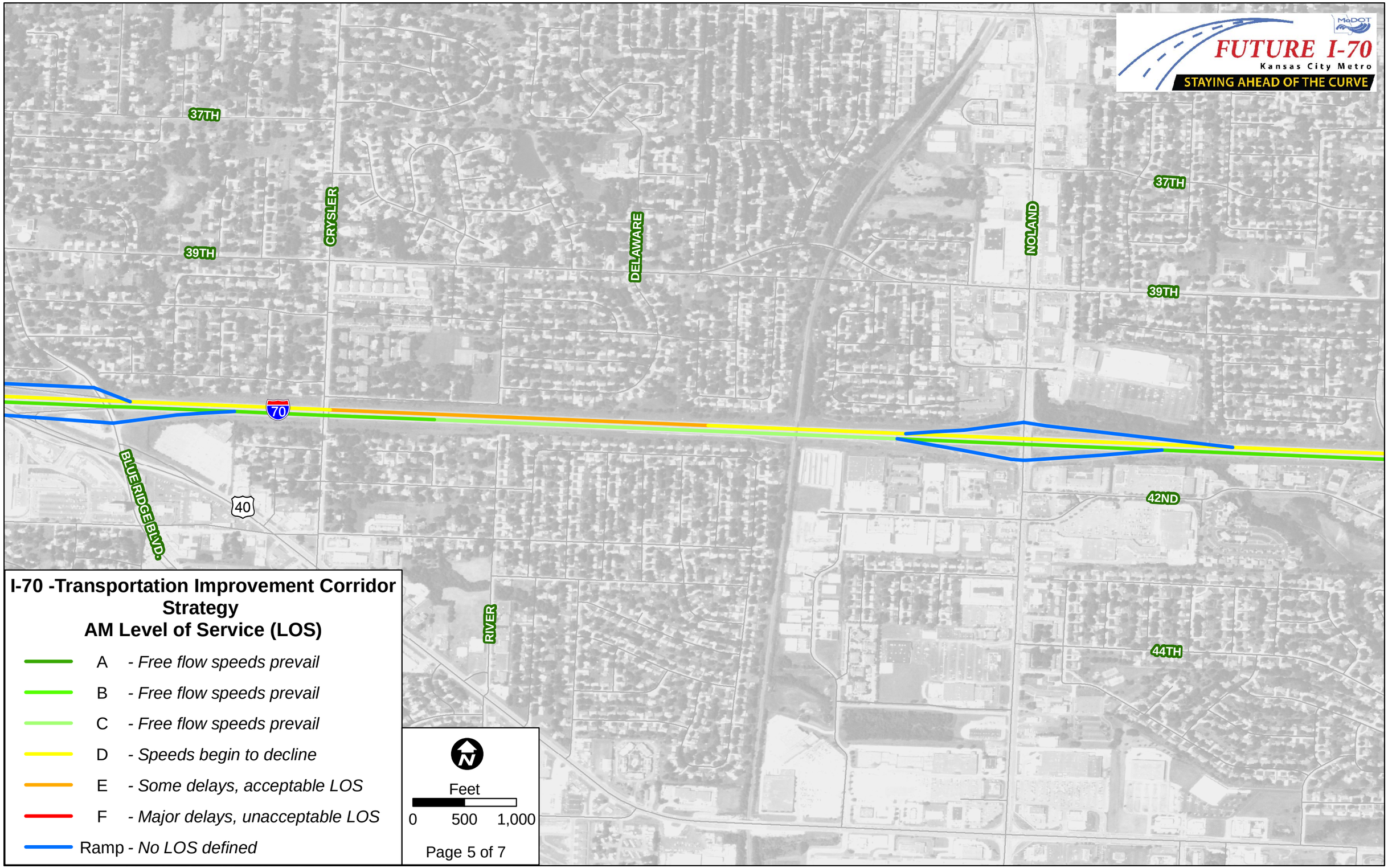
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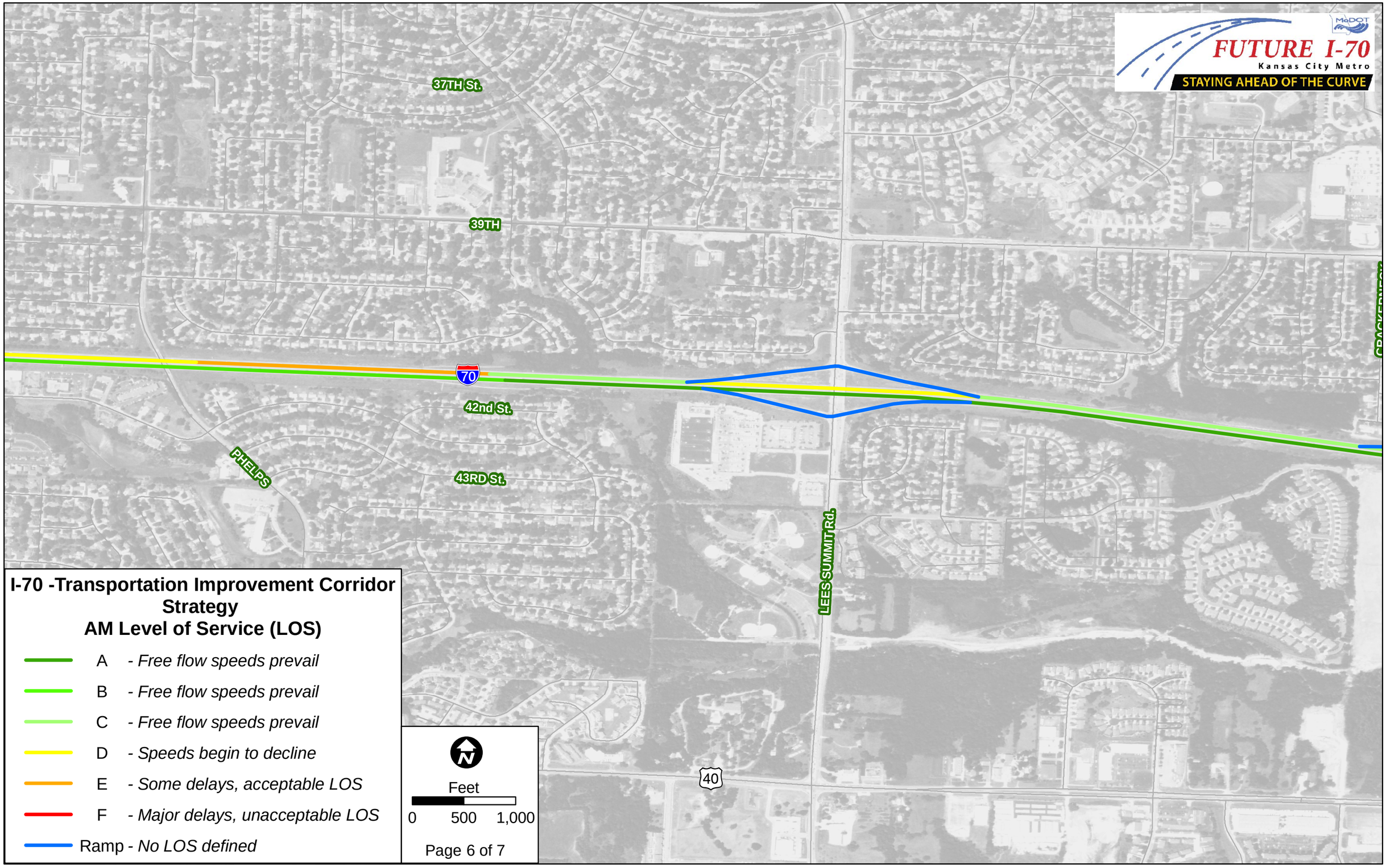
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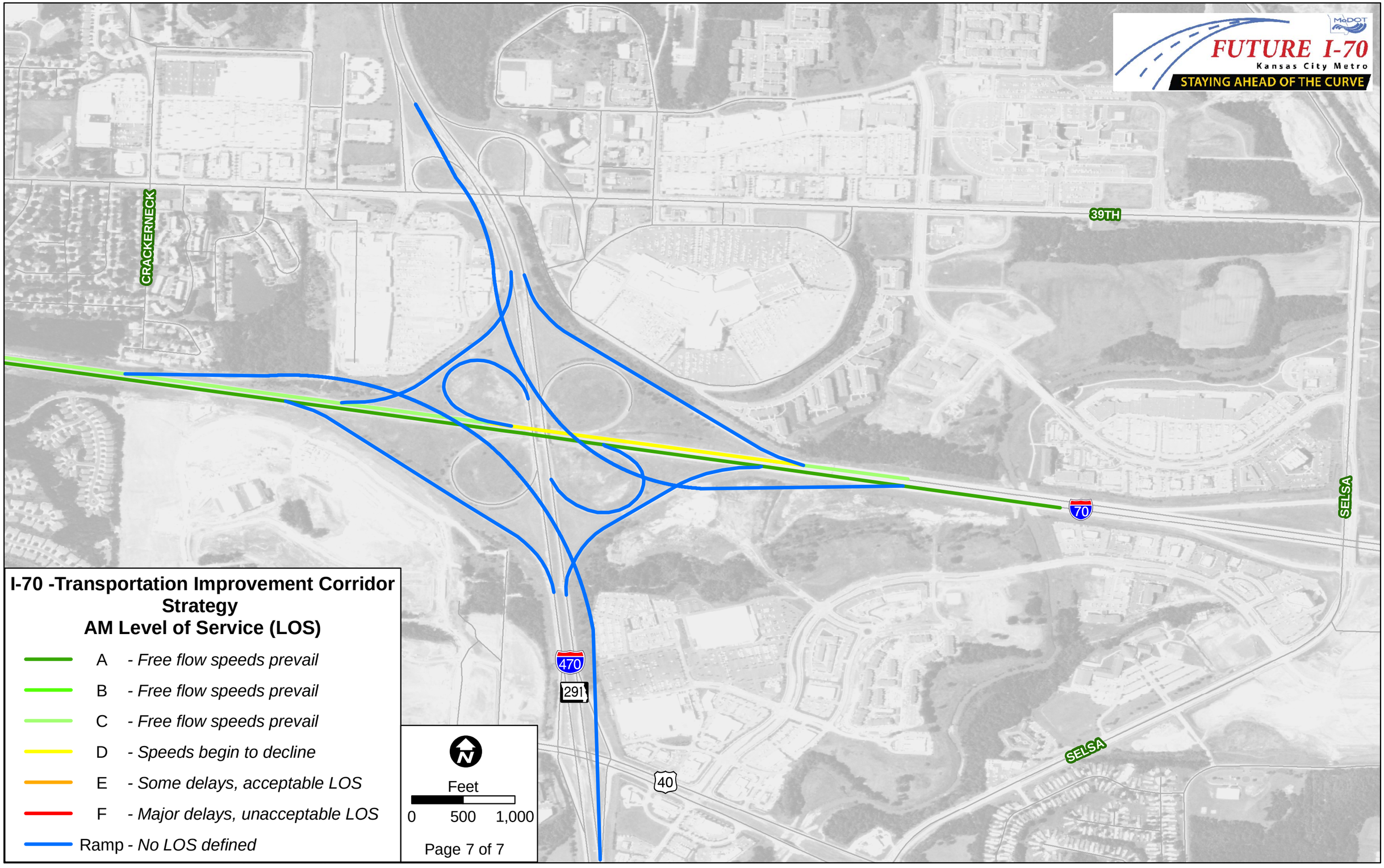
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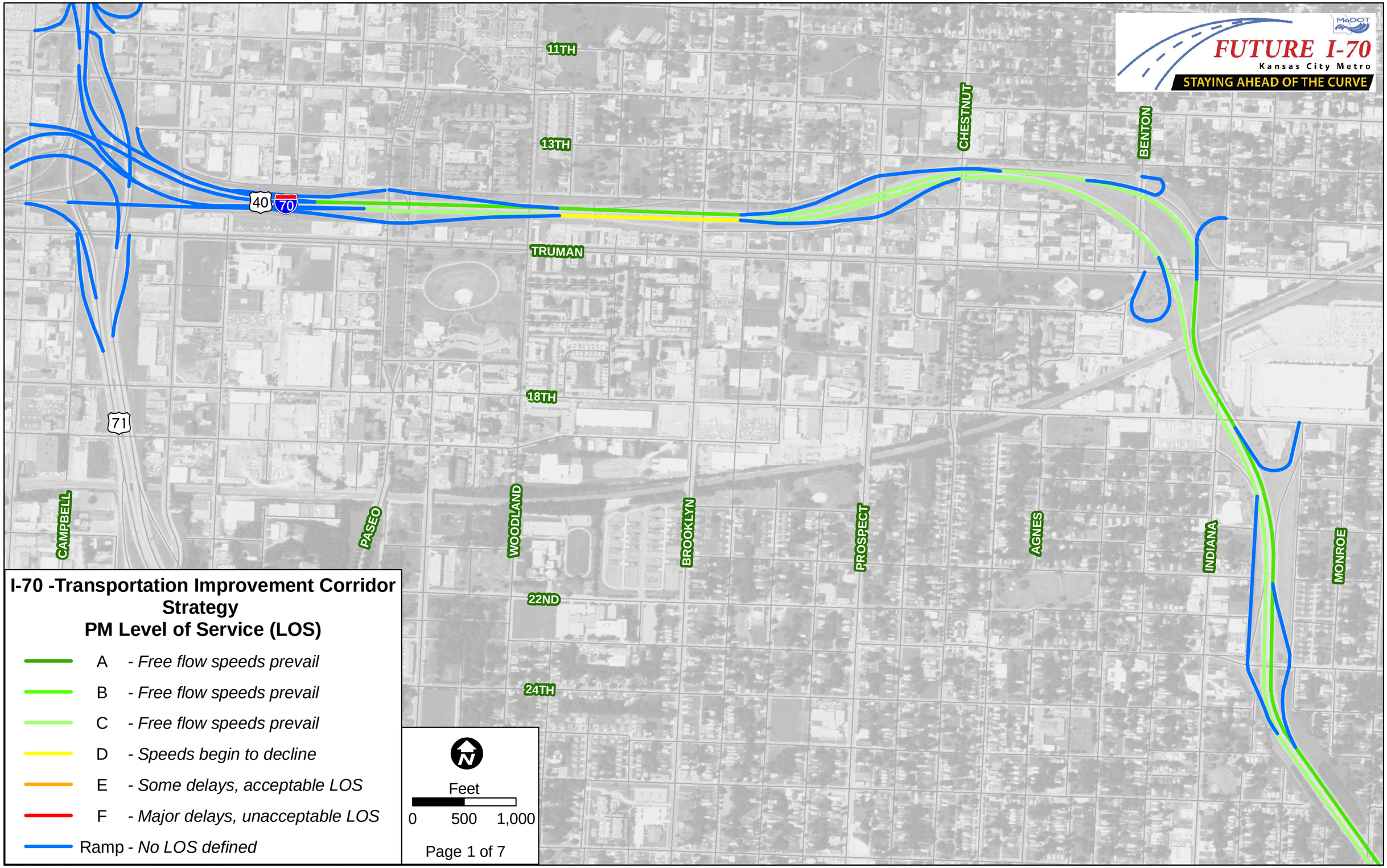
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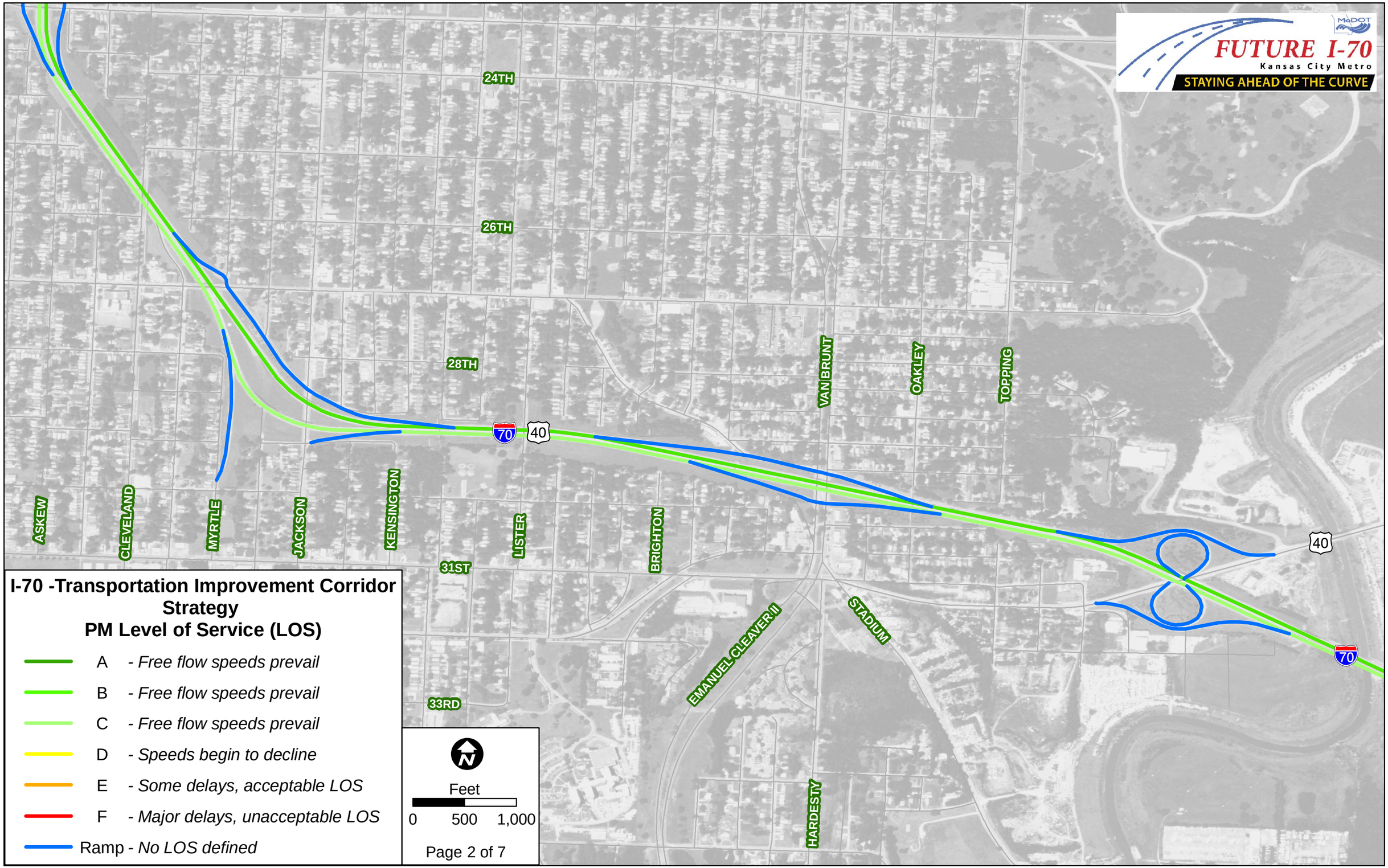
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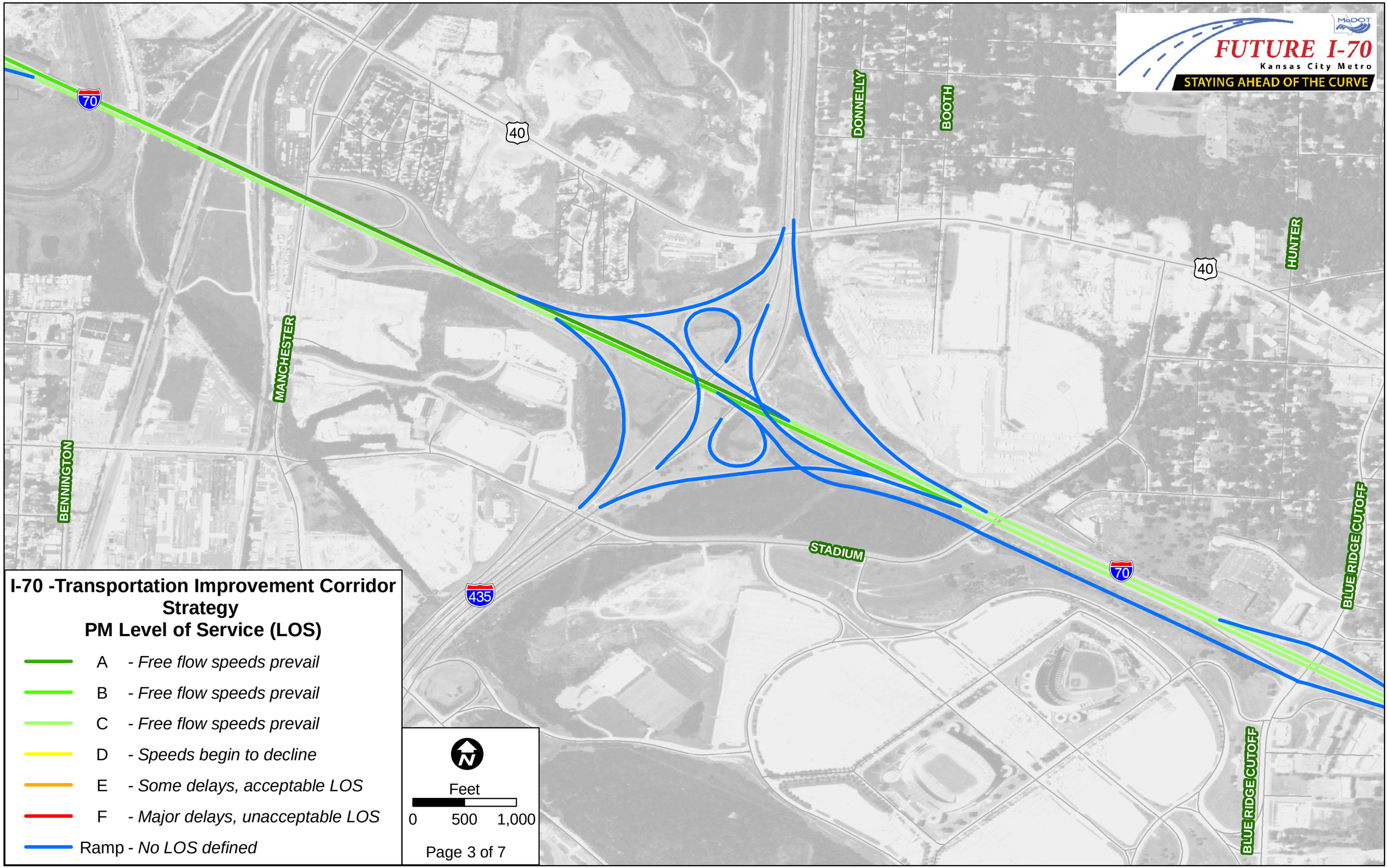
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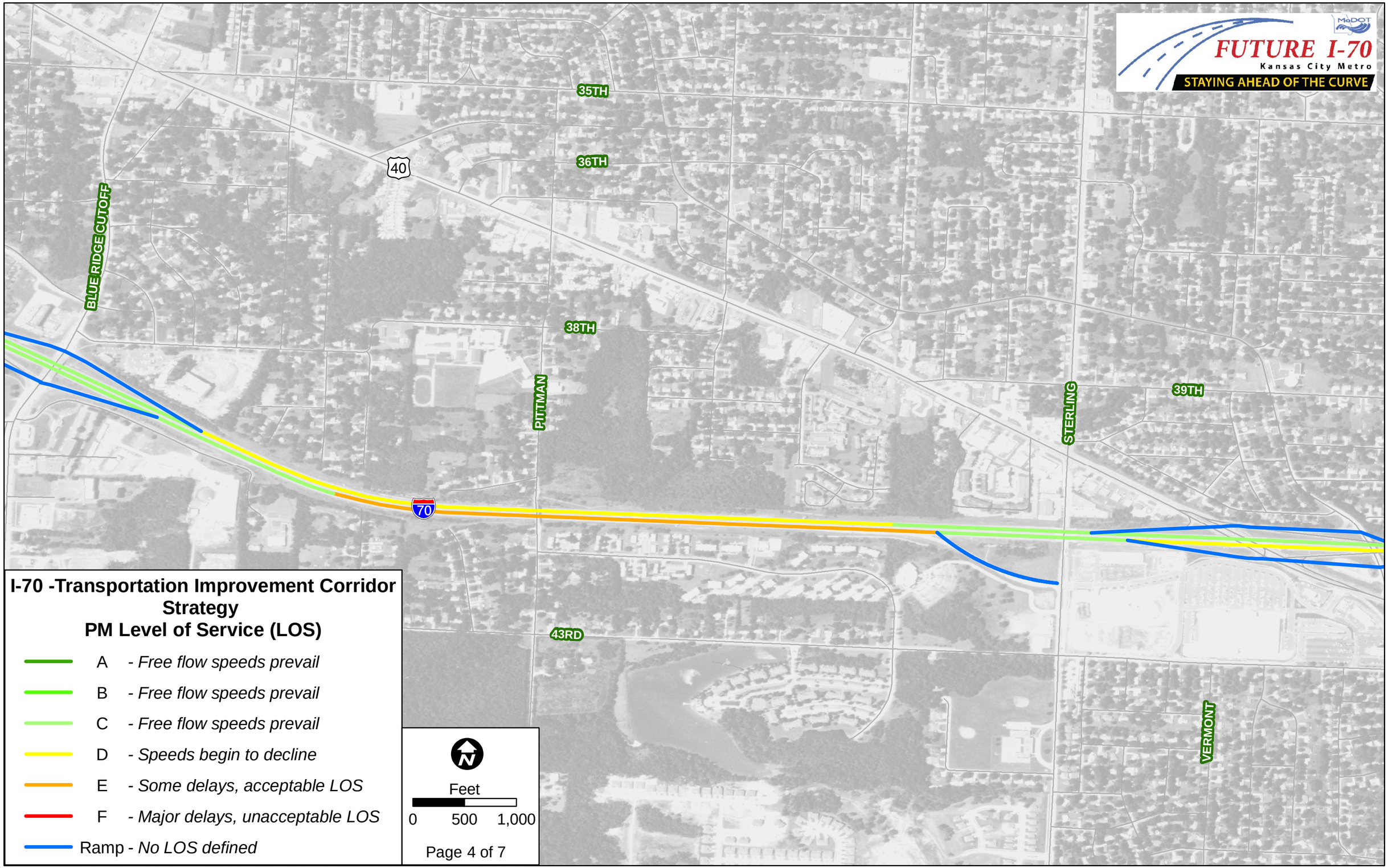
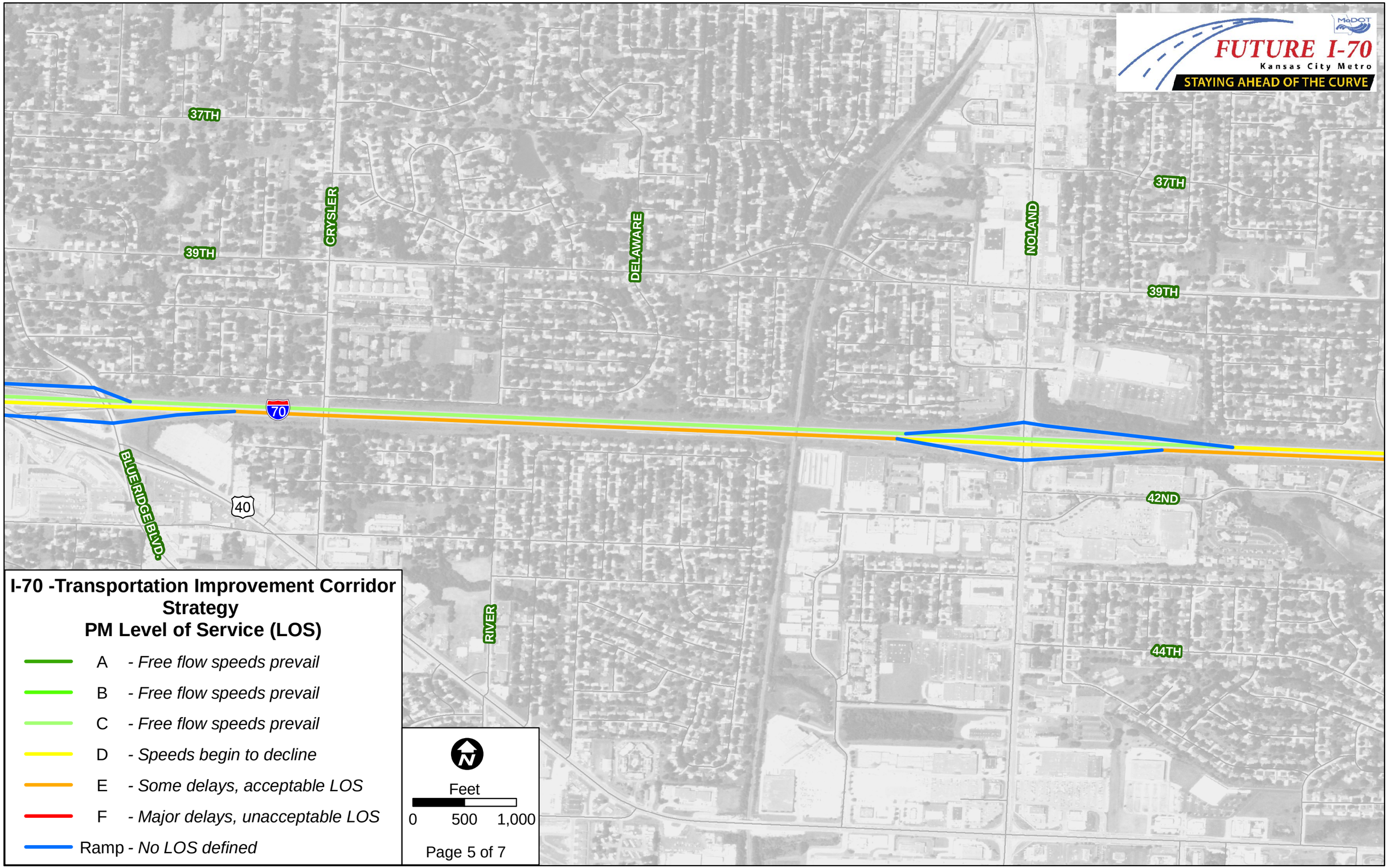
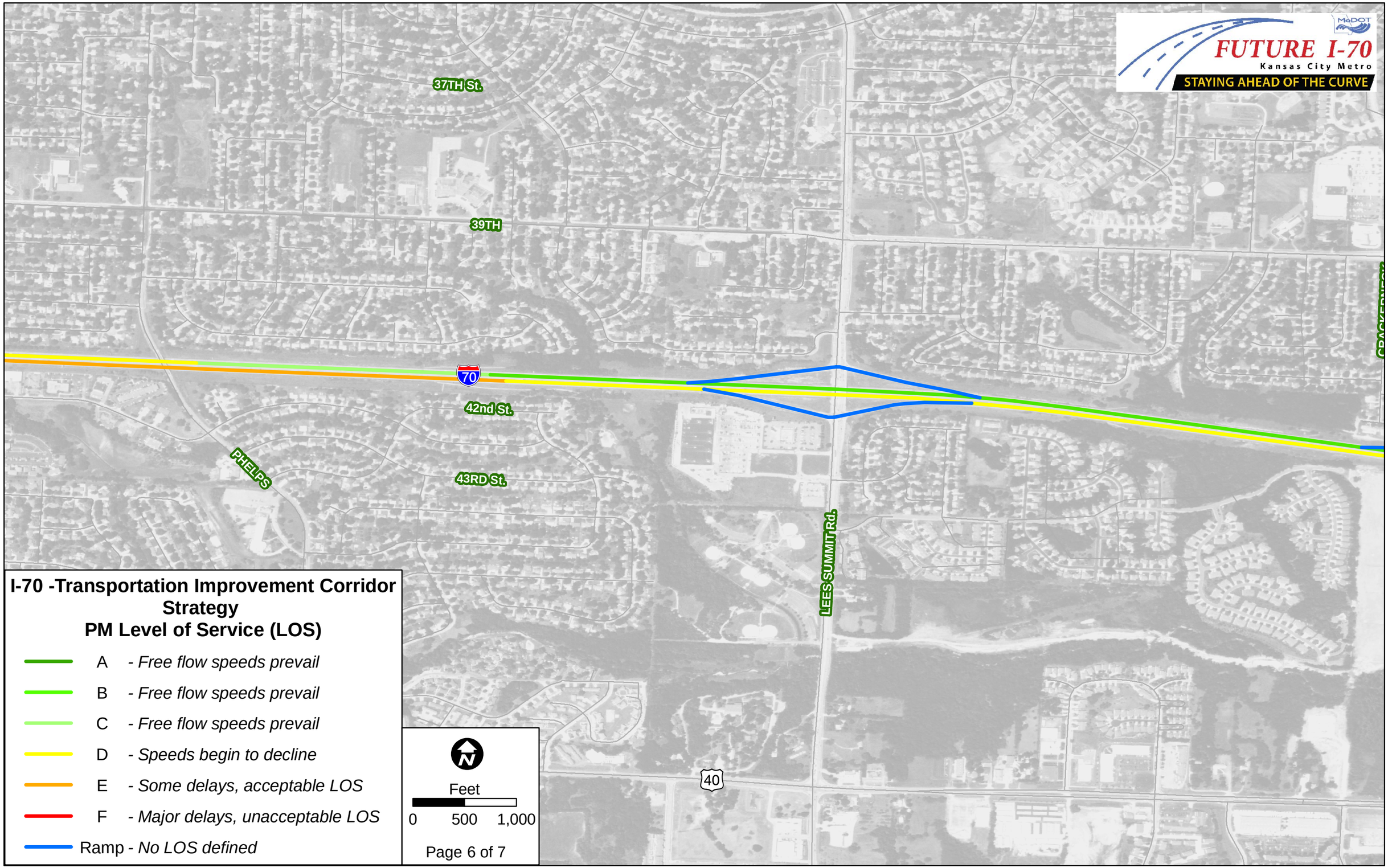
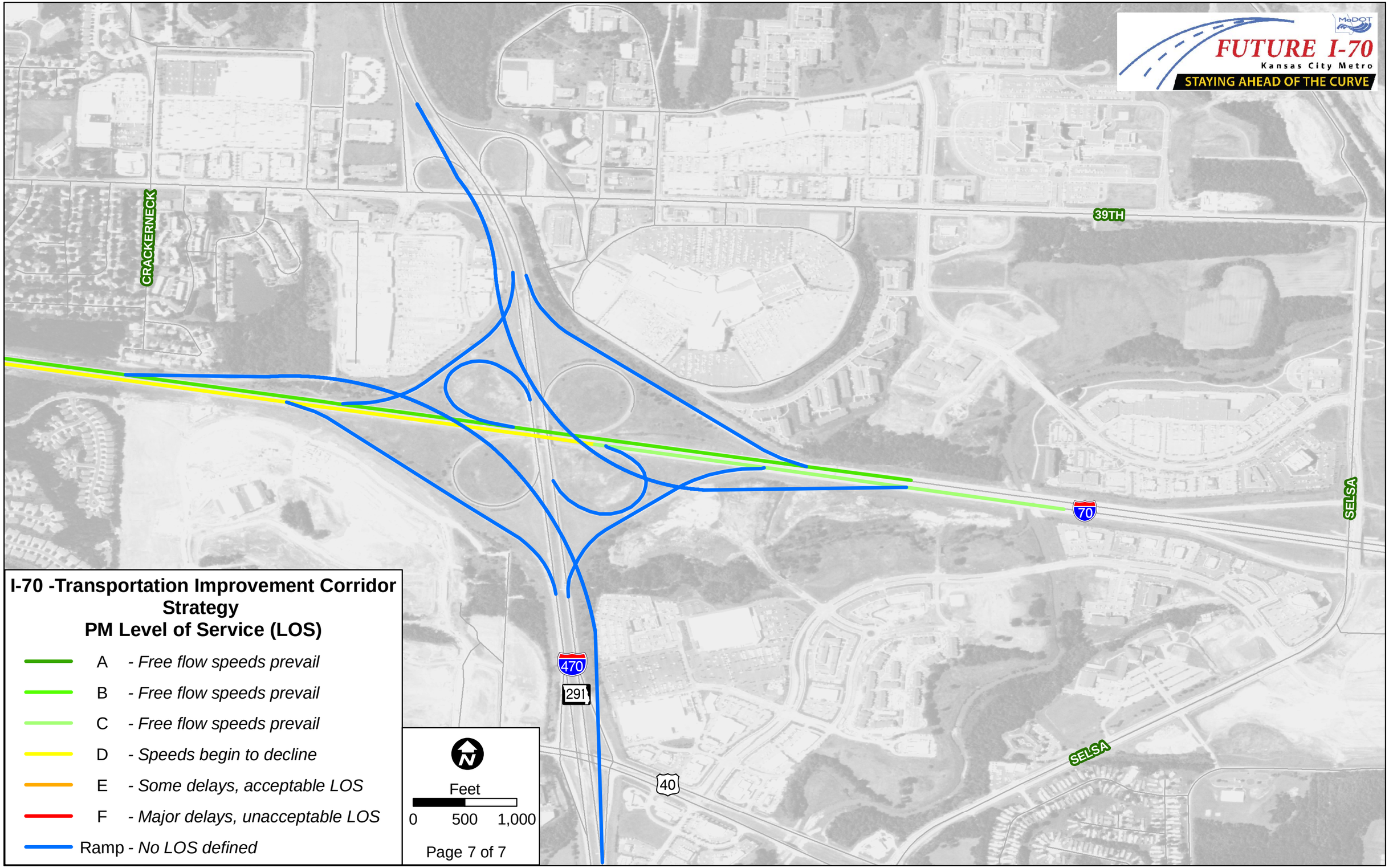
A - Free flow speeds prevail
B - Free flow speeds prevail
C - Free flow speeds prevail
D - Speeds begin to decline
E - Some delays, acceptable LOS
F - Major delays, unacceptable LOS
Ramp - No LOS defined
N
Feet
0 500 1,000
Page 3 of 7


FUTURE I-70
Kansas City Metro
STAYING AHEAD OF THE CURVE
MoDOT
35TH
36TH
38TH
39TH
43RD
BLUE RIDGE CUTOFF
PUTMAN
STERLING
VERMONT
40
70
I-70 -Transportation Improvement Corridor Strategy
PM Level of Service (LOS)
A - Free flow speeds prevail
B - Free flow speeds prevail
C - Free flow speeds prevail
D - Speeds begin to decline
E - Some delays, acceptable LOS
F - Major delays, unacceptable LOS
Ramp - No LOS defined
Feet
0 500 1,000
Page 4 of 7


FUTURE I-70
Kansas City Metro
STAYING AHEAD OF THE CURVE
MoDOT
37TH
39TH
CRYSLER
DELAWARE
NOLAND
37TH
39TH
70
BLUE RIDGE BLVD.
40
42ND
44TH
RIVER
I-70 -Transportation Improvement Corridor Strategy
PM Level of Service (LOS)
A - Free flow speeds prevail
B - Free flow speeds prevail
C - Free flow speeds prevail
D - Speeds begin to decline
E - Some delays, acceptable LOS
F - Major delays, unacceptable LOS
Ramp - No LOS defined
Feet
0 500 1,000
Page 5 of 7


FUTURE I-70
Kansas City Metro
STAYING AHEAD OF THE CURVE
MoDOT
37TH St.
39TH
70
42nd St.
PHELPS
43RD St.
LEES SUMMIT Rd.
40
I-70 -Transportation Improvement Corridor Strategy
PM Level of Service (LOS)
A - Free flow speeds prevail
B - Free flow speeds prevail
C - Free flow speeds prevail
D - Speeds begin to decline
E - Some delays, acceptable LOS
F - Major delays, unacceptable LOS
Ramp - No LOS defined
N
Feet
0 500 1,000
Page 6 of 7


FUTURE I-70
Kansas City Metro
STAYING AHEAD OF THE CURVE
MoDOT
CRACKERNECK
39TH
SELSA
SELSA
70
470
291
40
I-70 -Transportation Improvement Corridor Strategy
PM Level of Service (LOS)
A - Free flow speeds prevail
B - Free flow speeds prevail
C - Free flow speeds prevail
D - Speeds begin to decline
E - Some delays, acceptable LOS
F - Major delays, unacceptable LOS
Ramp - No LOS defined
Feet
0 500 1,000
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