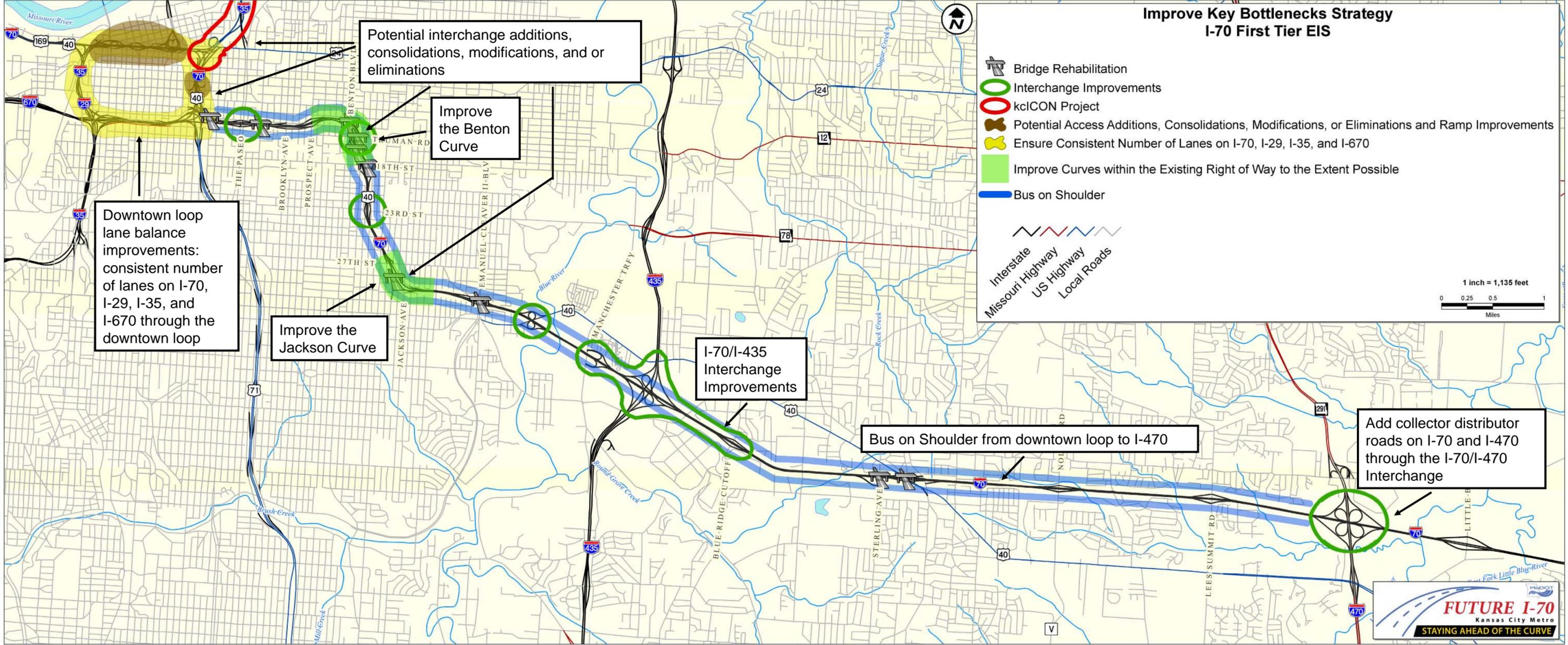


**NO-BUILD STRATEGY**

This strategy package includes maintenance activities as needed and projects committed as part of MoDOT's 5-Year Statewide Transportation Improvement Program (STIP). The No-Build strategy maintains existing bus service currently provided by Kansas City Area Transit Authority.

Projects committed to in the STIP include the following:

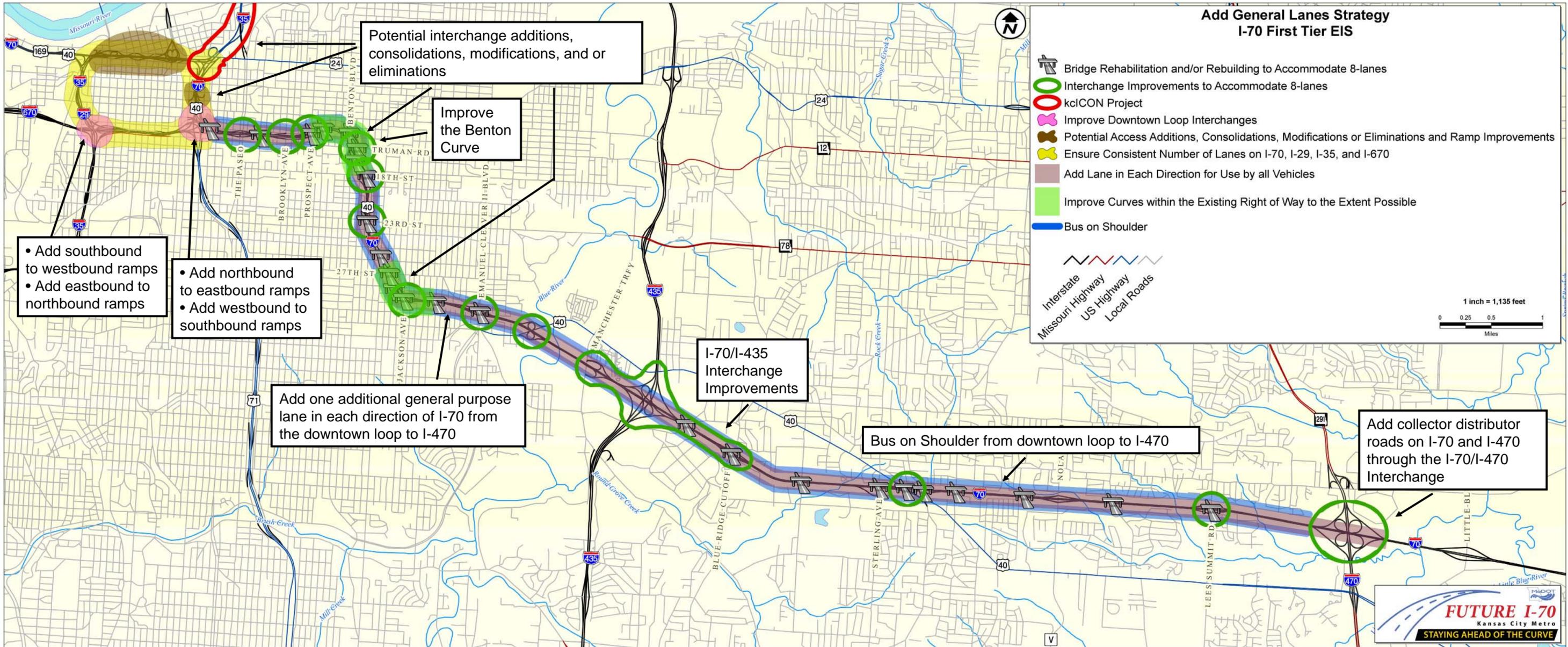
- I-70 Pavement Maintenance
- Bridge rehabilitations on I-70
- kcICON Project
- I-70/I-435 Interchange Improvements (Amendment 3 and Economic Recovery Project)
  - Adding lanes to I-70 under I-435
  - Adding partial access interchanges at I-435 and U.S. 40
  - Modifying ramps on I-70 EB into a collector – distributor system and extending ramps at several locations for additional weave, merge, and diverge areas
  - Modifying access at I-70 and Manchester
  - Modifying ramp terminals at U.S. 40/31<sup>st</sup> Street
  - Replacing Blue Ridge Cutoff Bridge



### IMPROVE KEY BOTTLENECKS STRATEGY

This strategy package includes everything in the No-Build package plus improving the key bottlenecks. The strategy includes:

- Road Improvements:**
- Rebuild and/or rehabilitate I-70 and the entire downtown loop with a design life of 30 to 50 years
  - Downtown loop lane balance improvements
  - Improve the Jackson and Benton curves within existing right-of-way to the extent possible
- Interchange Improvements:**
- Improve interchanges by addressing ramp lengths, merge areas, and weave sections
  - Consider interchange additions, consolidations, modifications, or eliminations to improve traffic flow and safety
  - Rebuild the I-70/I-435 Interchange to provide six lanes on I-70 and six lanes on I-435 through the interchange
  - Add collector distributor roads on I-70 and I-470 through the I-70/I-470 Interchange
- Transit and Other Improvements:**
- Integrating Operation Green Light on parallel routes
  - Improve incident management response times
  - Enhance I-70 express bus service, provide for bus transit on shoulder, and explore locations to add park and ride lots as necessary
  - Community bridges



### ADD GENERAL LANES STRATEGY

This strategy includes everything in the Improve Key Bottlenecks strategy plus adds a general purpose lane in each direction from the downtown loop to I-470. The strategy includes:

#### Road Improvements:

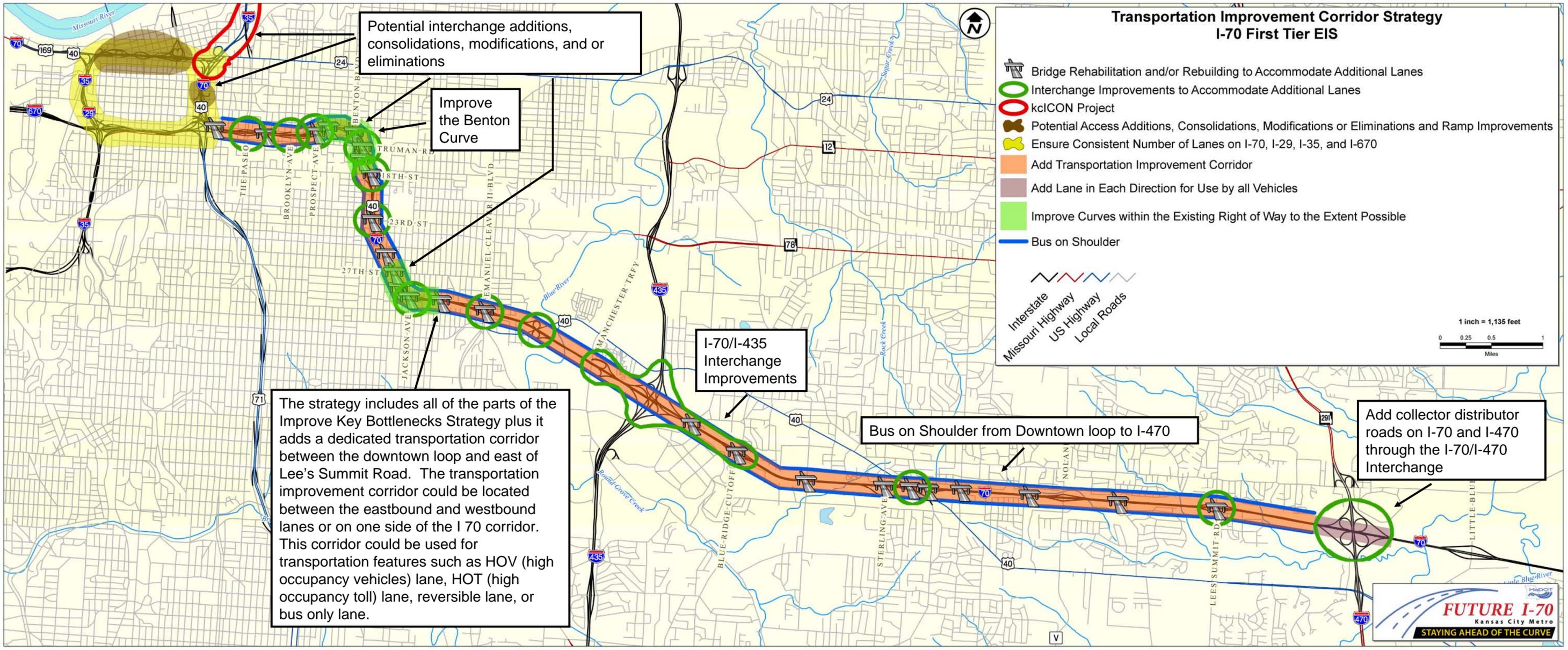
- Rehabilitate and/or rebuild I-70 with four lanes in each direction from the downtown loop to I-470
- Downtown loop lane balance improvements
- Improve the Jackson and Benton curves within existing right-of-way to the extent possible

#### Interchange Improvements:

- Add directional ramps in the southeast and southwest corners of the downtown loop
- Improve interchanges by addressing ramp lengths, merge areas, and weave sections
- Consider interchange additions, consolidations, modifications, or eliminations to improve traffic flow and safety
- Rebuild the I-70/I-435 Interchange to provide eight lanes on I-70 and six lanes on I-435 through the interchange
- Add collector distributor roads on I-70 and I-470 through the interchange

#### Transit and Other Improvements:

- Integrating Operation Green Light on parallel routes.
- Improve incident management response times
- Enhance I-70 express bus service, provide for bus transit on shoulder, and explore locations to add park and ride lots as necessary
- Community bridges



Potential interchange additions, consolidations, modifications, and or eliminations

Improve the Benton Curve

I-70/I-435 Interchange Improvements

Bus on Shoulder from Downtown loop to I-470

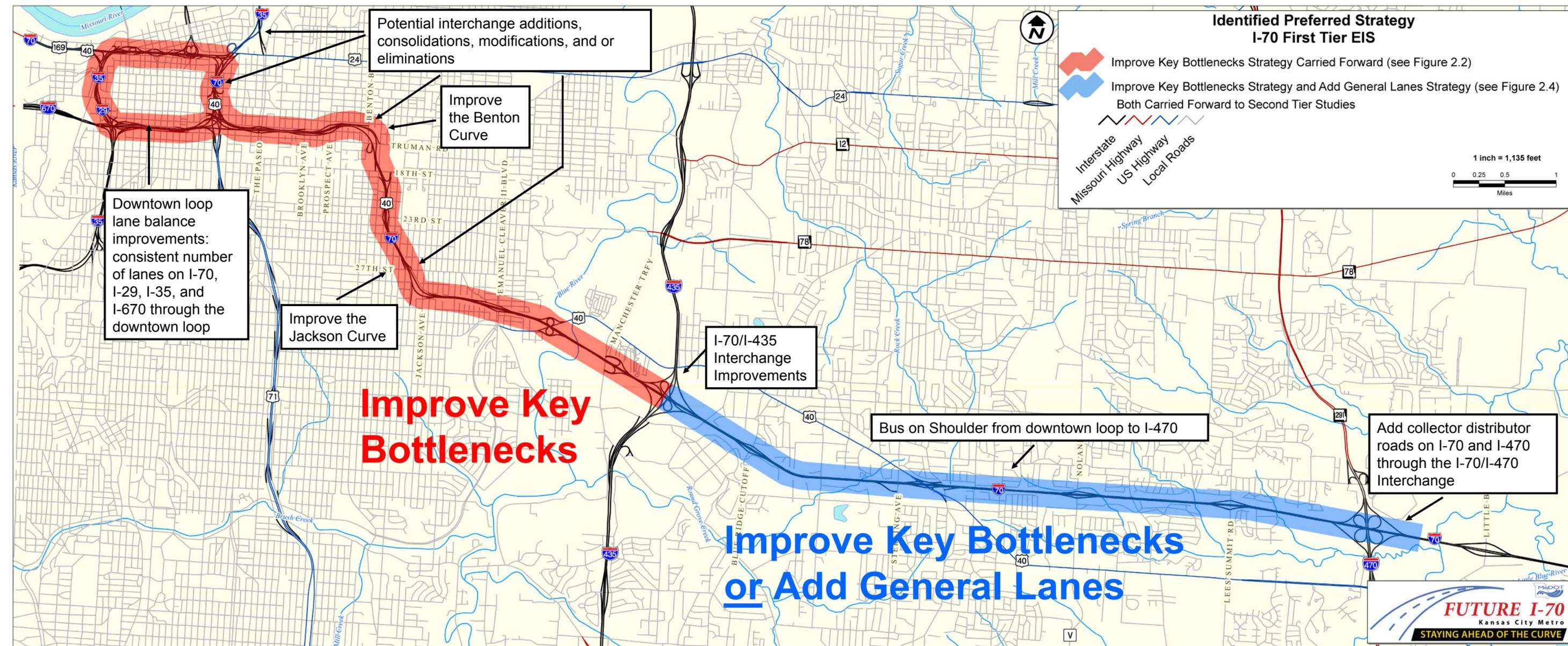
Add collector distributor roads on I-70 and I-470 through the I-70/I-470 Interchange

The strategy includes all of the parts of the Improve Key Bottlenecks Strategy plus it adds a dedicated transportation corridor between the downtown loop and east of Lee's Summit Road. The transportation improvement corridor could be located between the eastbound and westbound lanes or on one side of the I 70 corridor. This corridor could be used for transportation features such as HOV (high occupancy vehicles) lane, HOT (high occupancy toll) lane, reversible lane, or bus only lane.

**TRANSPORTATION IMPROVEMENT CORRIDOR STRATEGY**

The strategy includes all of the parts of the Improve Key Bottlenecks Strategy plus it adds a dedicated transportation corridor between the downtown loop and east of Lee's Summit Road. The transportation improvement corridor could be located between the eastbound and westbound lanes or on one side of the I-70 corridor. The proposed transportation improvement corridor would be barrier separated from the regular traffic lanes. The strategy includes:

- Road Improvements:**
- Rebuild and/or rehabilitate I-70 and the entire downtown loop with a design life of 30 to 50 years
  - Add dedicated lanes that could be used for congestion managed lanes, reversible lanes, HOV lanes, or bus lanes located parallel to the general purpose lanes from the downtown loop to east of Lee's Summit Road
  - Downtown loop lane balance improvements
  - Improve the Jackson and Benton curves within existing right-of-way to the extent possible
- Interchange Improvements:**
- Improve interchanges by addressing ramp lengths, merge areas, and weave sections
  - Consider interchange additions, consolidations, modifications, or eliminations to improve traffic flow and safety
  - Rebuild the I-70/I-435 Interchange to provide a transportation improvement corridor on I-70 and six lanes on I-435 through the interchange
  - Add collector distributor roads on I-70 and I-470 through the interchange
- Transit and Other Improvements:**
- Integrating Operation Green Light on parallel routes.
  - Improve incident management response times
  - Enhance I-70 express bus service, provide for bus transit on shoulder, and explore locations to add park and ride lots as necessary
  - Community bridges



**IDENTIFIED PREFERRED STRATEGY**  
 The Identified Preferred Strategy is the Improve Key Bottlenecks Strategy from the downtown loop to east of I-435. The Identified Preferred Strategy from east of I-435 to I-470 is either the Improve Key Bottlenecks Strategy or the Add General Lanes Strategy.

For the entire I-70 corridor the strategy includes:

- Rebuild and/or rehabilitate I-70 and the entire downtown loop with a design life of 30 to 50 years
- Integrating Operation Green Light on parallel routes
- Improve incident management response times
- Enhance I-70 express bus service, provide for bus transit on shoulder, and explore locations to add park and ride lots as necessary
- Community bridges

From the downtown loop to east of I-435 the strategy includes all of the elements of the Improve Key Bottlenecks Strategy

From east of I-435 to I-470 the strategy includes either the elements of the Improve Key Bottlenecks Strategy or adding a lane in either direction along I-70. This decision will be made in future second tier studies

Potential interchange additions, consolidations, modifications, and or eliminations

Improve the Benton Curve

Downtown loop lane balance improvements: consistent number of lanes on I-70, I-29, I-35, and I-670 through the downtown loop

Improve the Jackson Curve

I-70/I-435 Interchange Improvements

Bus on Shoulder from downtown loop to I-470

Add collector distributor roads on I-70 and I-470 through the I-70/I-470 Interchange

**Improve Key Bottlenecks**

**Improve Key Bottlenecks or Add General Lanes**

