

For more information about the project or to express your ideas, you can

**Write MoDOT:**

I-470 Purpose and Need Study  
Attn: Allan Zafft  
Missouri Dept. of Transportation  
600 NE Colbern Road  
Lee's Summit, MO 64086

**Visit the project Web site:**

[www.modot.mo.gov/kansascity/major\\_projects/I-470\\_study.htm](http://www.modot.mo.gov/kansascity/major_projects/I-470_study.htm)

**Call MoDOT:**

(816) 622-0687 or 1-888-ASK-MODOT

**E-mail MoDOT:**

[Allan.Zafft@modot.mo.gov](mailto:Allan.Zafft@modot.mo.gov)



## Study Q&A

**Q:** What is the goal of the study?

**A:** The Purpose and Need Statement will identify transportation issues in terms of underlying root causes that may need to be addressed, such as safety, mobility and access to recreation, employment opportunities and commerce. These issues will be prioritized into short-term and long-term needs for future transportation studies and improvement.

**Q:** When will the study be complete?

**A:** Work on the study will continue through the summer and conclude in October 2008.

**Q:** Where can I get a copy of the study once it is complete?

**A:** Copies of the completed study will be available online at [www.modot.org](http://www.modot.org) in Fall 2008.

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# I-470 STUDY NEWS

Issue #2, September 2008

## What is the I-470 Study?

The I-470 corridor is a vital connection between Kansas City, Lee's Summit and Independence. As these communities continue to grow, it is necessary to evaluate the potential for current and future transportation needs.

The I-470 Purpose and Need Study is an effort to gather information on existing and future transportation needs within the I-470 corridor from Blue Ridge Boulevard to 39th Street. Information from the Purpose and Need Study will identify whether there is a purpose and need for further consideration of transportation improvements to the corridor. The study is the first phase for any future transportation improvements that may be developed in compliance with the National Environmental Policy Act.

## What We've Learned So Far

The study team inventoried the existing conditions in the I-470 study area through windshield surveys, database reviews, public comments and agency coordination. The following sections summarize the study team's inventory.

### Traffic Data

- Traffic volumes are highest in the western part of the I-470 corridor from U.S. 71 to U.S. 50, approaching 100,000 vehicles per day.
- Volumes are slightly lower on the north-south portion of I-470 between MO-291 and I-70 at approximately 80,000 vehicles per day.
- The lowest traffic volume locations on I-470 are between the interchanges of Douglas Road and MO-291 with less than 50,000 vehicles per day.
- The average vehicle speed on I-470 is over 60 miles per hour throughout most of the day.

### Corridor Characteristics

- The study team evaluated the geometrics of the corridor, including ramp lengths, access management, median width, and pavement conditions.
- Bridges within the study area were evaluated to determine if widening would be practical and cost-effective.



## We Want to Hear From You!

Even if you missed the April 10, 2008, public information open house meeting (see page 3 for details), it's not too late to express your opinions. Public involvement is a critical element in the I-470 Purpose and Need Study. In addition to the technical data collected throughout the corridor, the study team needs to know what issues local motorists feel are most important. Please submit your thoughts or concerns prior to September 19, 2008, by e-mail to [Allan.Zafft@modot.mo.gov](mailto:Allan.Zafft@modot.mo.gov) or call MoDOT at (816) 622-0687.



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## What We've Learned

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### Multi-Modal Transportation (i.e., passenger rail, buses, bicycles and walking)

- Responses to questionnaires distributed at the April 10, 2008, public meeting and to local cities' planning departments indicated that multi-modal deficiencies in the study area are the lack of facilities for transit, pedestrians and bicycles.
- The lack of multi-modal facilities that cross I-470 makes the interstate a barrier for those without automobile access.

### Environmental Characteristics

- There are five "named" stream crossings within the study area, as well as wetlands scattered in the vicinity of the I-470 corridor.
- Seven potential archaeological sites that could be impacted by I-470 improvements have been recommended for additional study.
- The Woods Chapel Church, which was built in 1872, was found to have elements of historic significance but is not listed in the National Register of Historic Places. Further research is recommended to better understand the historical significance of the church if future I-470 improvements are recommended.
- Noise complaints or comments are not only the result of jake brakes, but also by rumble strips along the highway.
- Jerry Darter Park, Little Blue Trace Park and Van Hook Park were identified as the parklands adjacent to I-470.

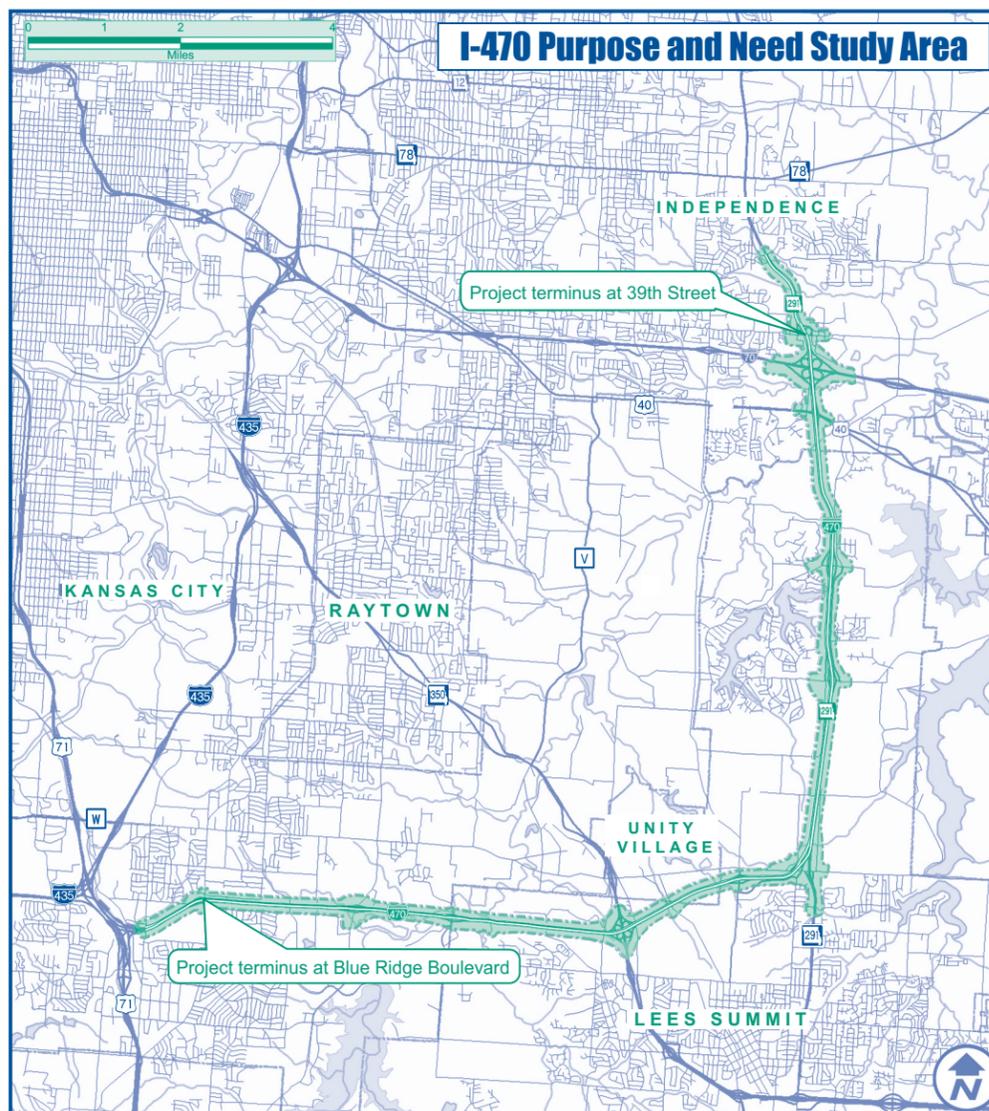
### Social and Economic Characteristics

- 19.5% of the study area's population is categorized as minority.
- The percentage of minorities living in the Lee's Summit/Unity Village/ Independence portions of the study area is approximately 20% lower than within the Kansas City portion.

- There are 15 churches, one school (Delta Woods Middle School), three preschools, one library (Mid-Continent Public Library – Lee's Summit Branch), one community center (Hillcrest Community Center), one hospital (St. Luke's East) and one airport (Lee's Summit Municipal Airport) within the study area.
- Significant development areas include Summit Woods Crossing (east of U.S. 50/MO-350), The Falls at Crackerneck (north of U.S. 40) and Eastland Business Park (north of U.S. 40).

### Crash Analysis

- There were 3,094 crashes on I-470 from 2002 to 2006.
- The majority (53.5%) of crashes were rear-end collisions.
- A large majority (77.1%) of crashes involved only property damage.
- Less than one percent of reported crashes involved a fatality.



## What You've Had to Say

The study team received numerous comments from attendees at the April 10, 2008, public information meeting at Lee's Summit North High School. Additionally, community members shared their thoughts with the study team by phone, e-mail and mail. This information helped the study team gain a deeper understanding of localized issues and concerns throughout the study area. The following is a sample of some of the thoughts and experiences shared by members of the community:

### Access

- I believe there needs to be a traffic light installed at the intersection of View High Drive and I-470 (serious slowdown).
- The merging lanes on I-470 are too narrow. The merge from northbound MO-291 to I-470 is a death trap.
- Connect all entrance and exit ramps with a new lane on the right hand side of the traffic flow. This would give traffic more time to merge into and out of traffic, thus reducing traffic congestion.
- The cloverleaf design of the I-470 /I-70 Interchange causes multiple unsafe weaving movements from I-70 to I-470 in a very small space.

### Congestion

- I would like to see I-470 widened from four lanes to six lanes from MO-350 to 39th Street.
- The additions of Bass Pro Shops and the new hospital will challenge the capacities of the 39th Street corridor in and around the interchange of I-470 and I-70.



- A frontage route underneath I-470, connecting Independence Center and Wal-Mart/Sam's Club, would off-load considerable traffic from the 39th Street thoroughfare, in addition to I-470, I-70 and U.S. 40.
- Improvement to the Grandview Triangle caused truck traffic to increase on I-470.
- Traffic backs up along 350 to U.S. 50.
- A Strother Road interchange may the volume.

### Noise

- Lakewood Boulevard to Woods Chapel – warning tracks on outside edge of the right lane create additional noise when vehicles travel over them.
- Need "no jake brakes" signage in residential areas surrounding I-470.
- Need soundwalls at I-470 past Lakewood.

### Safety

- Along Colbern Road, during the peak hours, the rate of speed of those entering and exiting I-470 is very high.
- People speed up before they cross the solid white line to merge into the U.S. 50 eastbound lane.

## Project Development Process

