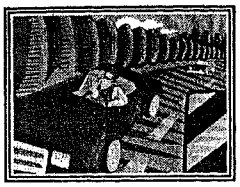


Existing and Proposed Thoroughfare Plan

5.1 – INTRODUCTION

(Revised 2004- File number 04-150-01)

The Thoroughfare Plan is a major structural element of the Comprehensive Plan and functions as a guide for reserving sufficient right-of-way for future improvements to the transportation circulation system. The Thoroughfare Plan and the Land Use Plan are integral in each other's development as streets provide the primary means for transporting people and goods throughout the City. The 2004 update is built upon the information obtained in the 1993 study that produced the Thoroughfare Plan of the Comprehensive Plan. This revision does not replicate that study, nor was there new data collected for the update. The changes reflected in this revised document focus on adjustments to street layout and classification based upon existing and anticipated development patterns. Sections 5.1, 5.2 and 5.5 of the Comprehensive Plan include the 2004 revisions. The update includes an amended thoroughfare map (see figure 5.41) reflecting these adjustments.

The Thoroughfare Plan is designed to meet the goals of individual users in providing safe and efficient traffic circulation. The community's goal is to keep the thoroughfare system from negatively impacting the community and assist in supporting economic development in the City.

5.2 – THOROUGHFARE PROFILES

The City of Independence Community Development and Public Works Departments have defined six thoroughfare profiles (see figures 5.21, 5.22 and 5.23). In most cases, the necessary right-of-way is expressed in a range instead of an absolute measurement. This is done to accommodate pre-existing land development patterns and topographical and environmental circumstances.

Local Streets are designed to serve residential areas with minimal traffic. The minimum right-of-way requirement for local streets is 50 feet and the minimum pavement is 28 feet from back of curb to back of curb.

Collector Streets are designed to connect local streets to arterial streets and accommodate higher levels of

traffic. The right-of-way for a collector street ranges 60 feet to 80 feet depending upon the topographical conditions and development patterns. The minimum pavement required for a collector street is 36 feet from back of curb to back of curb.

Arterial Streets are the major movers of traffic through the City. This classification is divided into four types: Minor Arterial, Minor Rural Arterial, Major Arterial and Divided Arterial.

Minor Arterial Streets are routed primarily through residential areas with lighter traffic demands. The right-of-way for Minor Arterial streets range from 60 feet to 80 feet. The minimum pavement required for a Minor Arterial is 40 feet from back of curb to back of curb.

Rural Minor Arterial streets, the most recently designed standard, is intended to accommodate lighter levels of traffic in the rural and sparsely populated areas of the City. The pavement is typically 24 feet wide with 16 feet of shoulder plus area for swales or drainage ditches. Some areas of the City have steep topographical features and require a modification to this standard. Examples include portions of Crenshaw and Strode Road where the topography dictates a narrower or possibly no shoulder and where the shoulder may not be paved. In cases where the shoulder is very narrow or non existent, a guard rail could be required. The steep terrain could also preclude the standard swale or drainage ditch, in which case, other means would be introduced to mitigate undesirable water runoff and erosion. In extreme cases, the topographical conditions may also limit the width of the normally required right-of-way. The street standard may also be altered by introducing bike and pedestrian paths and would be coordinated with the City's Parks and Recreation Department's bike trail system.

As development occurs in areas where topography is not a major constraint, the Rural Minor Arterial standard will eventually adjust to the appropriate standard (local, collector, minor arterial etc...) depending upon the type and density of development as well as topography.

Major Arterial Streets are designed to handle greater amounts of traffic and are usually located along commercial or industrial areas possessing more access points than Divided Arterial streets. The right-of-way requirements for Major Arterial streets range from 80 feet to 120 feet. The minimum pavement for a Major Arterial is 52 feet from back of curb to back of curb.

Divided Arterials, also called freeways or expressways, accommodate greater volumes of traffic with fewer access points than Major Arterials. Some Divided Highways may be grade separated.

The right-of-way for Divided Arterial roads range from 100 feet to 120 feet. The minimum pavement requirement is two, 28 foot sections and one, 16 foot median.

At the time of the 1993 Comprehensive Plan, the City of Independence had 145 miles of roadway (see table 5.21). This was comprised of 7.95 miles of interstate highway; 22.14 miles of federal highway; 26.18 miles of state highway; 3913 miles of arterial and 49.79 miles of collector roadway.

Table 5.21

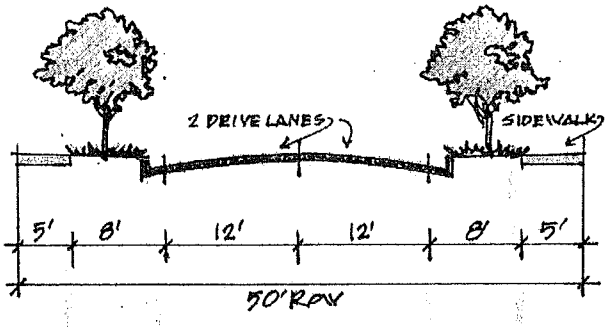
EXISTING THOROUGHFARES - 1993

Classification	*Feet*	*Miles*
Interstate	42,000	7.95
Federal Highway	116,875	22.14
State Highway	138,250	26.18
Arterial	206,625	39.13
Collector	262,875	49.79
Total	766,625	145.19

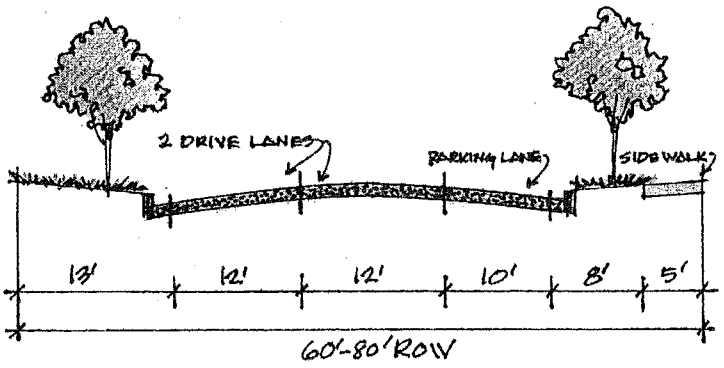
Figure 5.21

Thoroughfare Standards and Cross Sections

Local



Collector



Minor Arterial

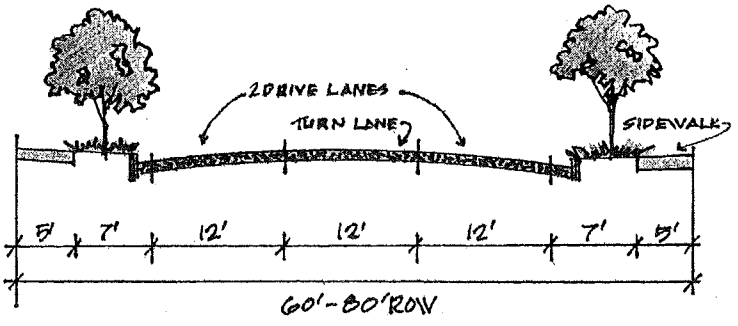
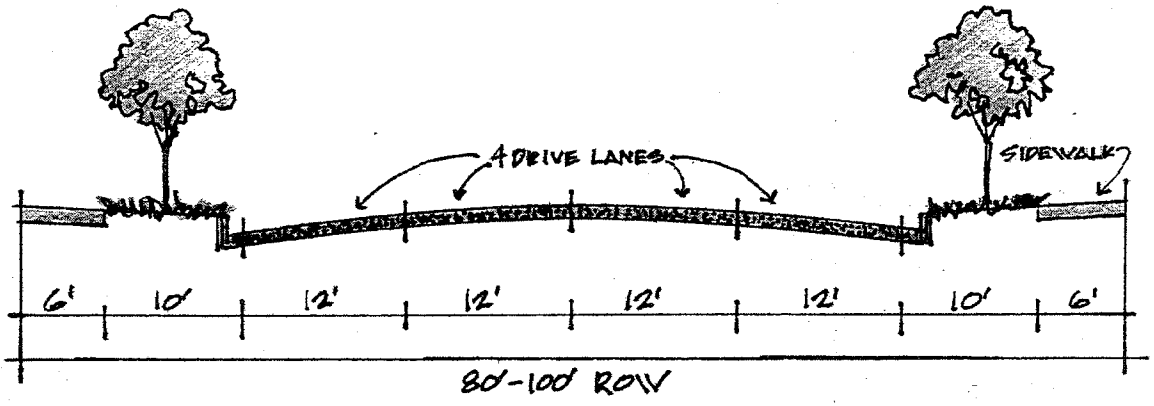


Figure 5.22

Thoroughfare Standards and Cross Sections

Major Arterial



Divided Arterial

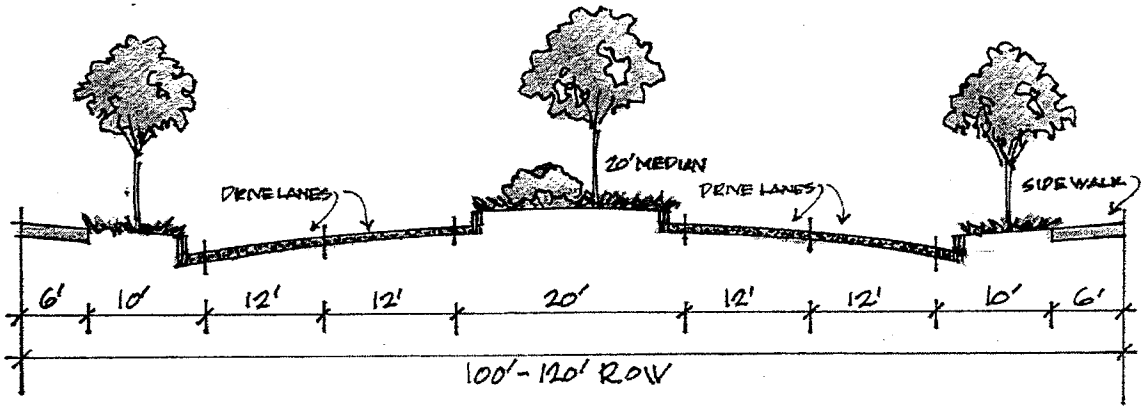
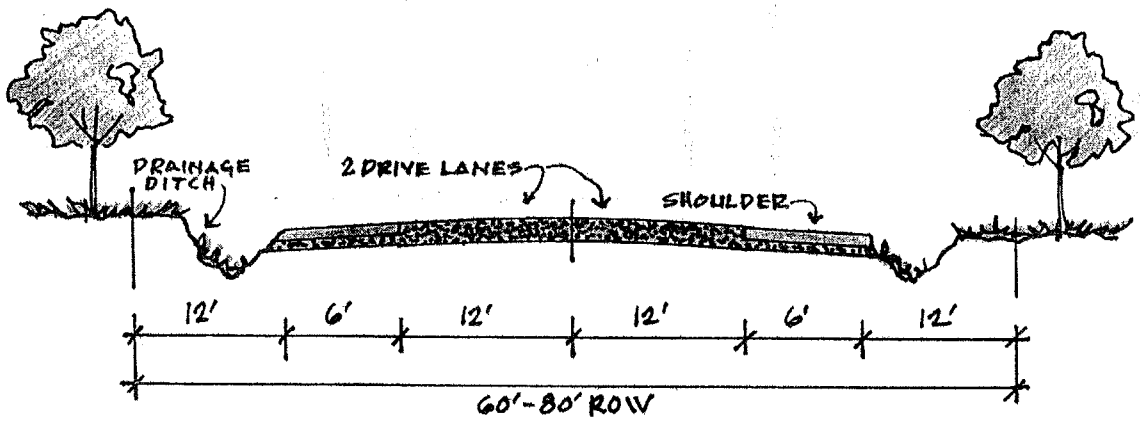


Figure5.23

Thoroughfare Standards and Cross Sections

Rural Minor Arterial
Flat Terrain Areas



Rural Minor Arterial
Sensitive Areas

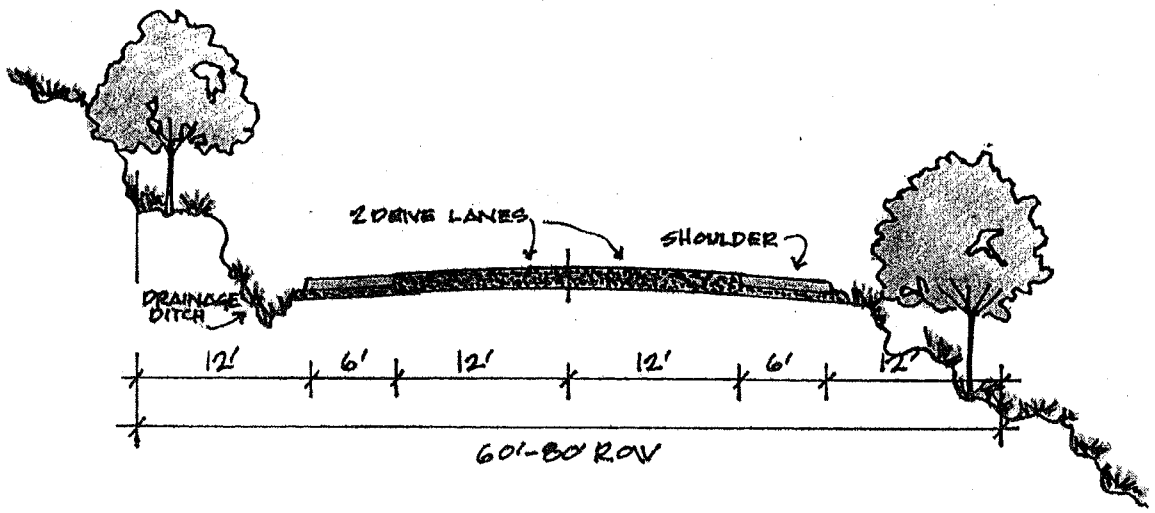
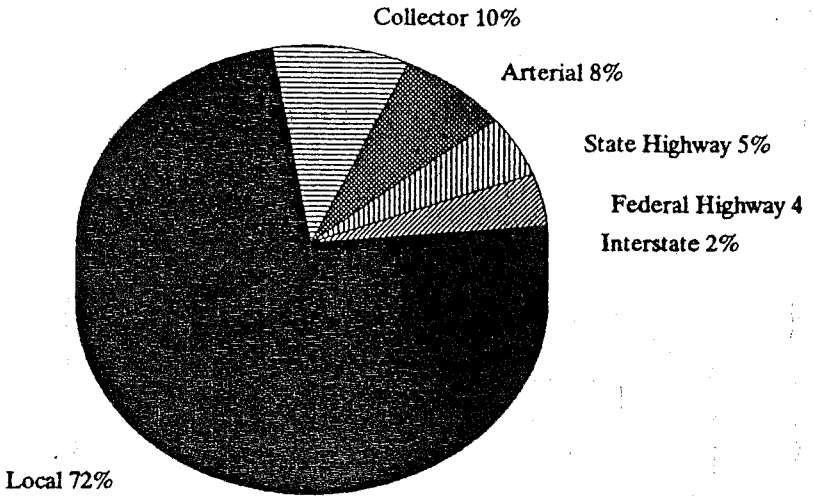


FIGURE 5.22

CURRENT DISTROBUTION OF THOROUGHFARE TYPES



The city currently has 521.78 miles of roadway (see table 5.21 and figure 5.22). This is made up of 7.95 miles of interstate highway, 22.14 miles of federal highway, 26.18 miles of state highway, 39.13 miles of arterial, 49.79 miles of collector, and 376.59 miles of local.

5.3 - TRAFFIC CHARACTERISTICS AND TRENDS

Automotive traffic is the daily concern of almost everyone. The accompanying map illustrating traffic volumes is a composite of data obtained from the State Highway Department and updated by the Traffic Engineer's analysis of traffic problems on various streets and particular intersections (see figure 5.31). The general form and pattern of the map will change with the land use configuration and generally increase traffic volume annually on all major streets.

The major east-west traffic carrier is of course Interstate-70 with an average daily traffic volume of 96,000 vehicles per day west of Blue Ridge, 93,500 vehicles per day west of Noland, 80,000 vehicles per day west of Lee Summit Road and 60,000 per day east of Missouri State Highway 291.

It should be noted that the 1959 origin-destination (O-D) survey estimated 1980 traffic on Interstate-70 west of Noland would have been approximately 54,000. Currently, The Missouri Highway and Transportation Department counts of 93,500 vehicles per day have nearly doubled this estimated.

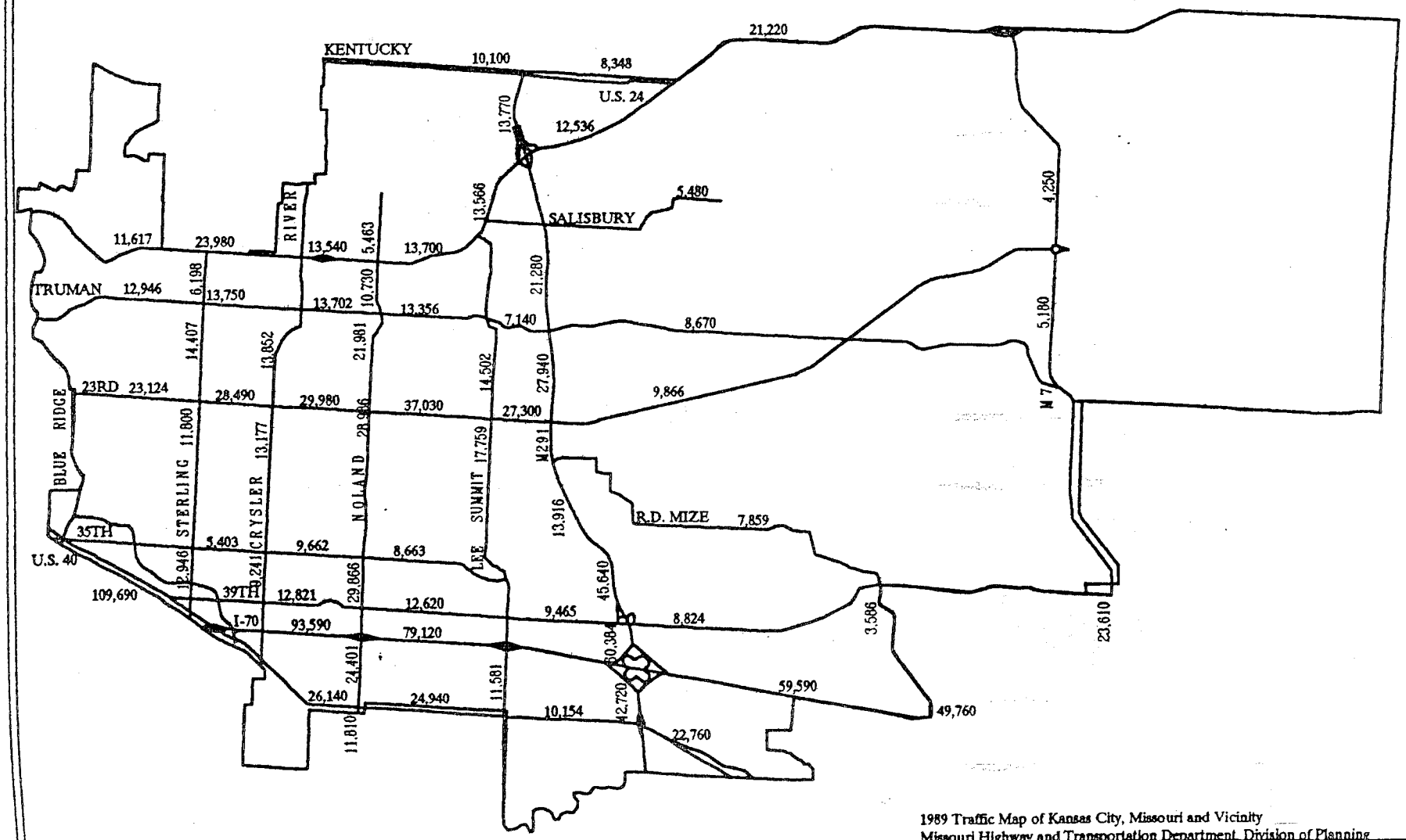
The above O-D survey report also proposed the need for a relocation of U.S. 24 Highway route farther to the north using a freeway design. It indicated a traffic load demand of 30,000 vehicles per day west of Sterling in 1959, and an increase to 102,00 per day by 1980. This was a much greater demand on U.S. 24 Highway than on Interstate-70. However, the Missouri Highway and Transportation Department counts of 23,980 show volume has decreased, rather than increased.

The major north-south traffic carrier is Missouri State Highway 291 with an average daily traffic volume of 42,000 vehicles per day south of Interstate-70, 40,000 vehicles per day north of Interstate-70, 27,009 vehicles per day north of 23rd Street and 13,770 per day north of U.S. Highway 24.

Table 5.31 shows current traffic counts and sufficiency volumes for major streets in Independence. Sufficiency volume equals peak hour volume (estimated at 10% of 24 hour volume) divided by peak hour capacity. Current estimates show that overall capacity is being approached, and some roads, 23rd street,

FIGURE 5.31

CURRENTTRAFFICVOLUMES



1989 Traffic Map of Kansas City, Missouri and Vicinity
Missouri Highway and Transportation Department, Division of Planning

TABLE 5.31

TRAFFIC VOLUMES AND CAPACITIES (1989)

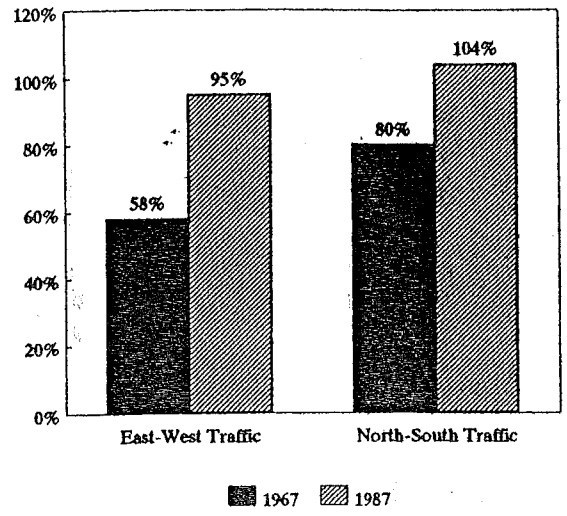
East-West Traffic	Approximate Location	24 Hour Traffic	Number of Lanes	Capacity per Lane	Peak Hr. Capacity	Peak Hr. Capacity
Kentucky Road	Mo. 291	6,210	2	750	1,500	41.4%
U.S. 24	Sterling	23,980	4	750	3,000	79.9%
Truman Road	Sterling	14,060	4	750	3,000	46.9%
23rd Street	Lee's Summit Road	37,030	4	750	3,000	123.4%
35th Street	Lee's Summit Road	12,200	2	750	1,500	81.3%
39th Street	Phelps	13,320	2	750	1,500	88.8%
I-70	Blue Ridge Boulevard	109,690	6	1,500	9,000	121.9%
U.S. 40	Noland	26,190	4	750	3,000	87.3%
Total		242,680	28		25,500	95.2%
North-South Traffic						
Blue Ridge Boulevard	U.S. 40	10,250	4	750	3,000	34.2%
Sterling	Winner Road	16,690	4	750	3,000	55.6%
Crysler	35th Street	12,730	2	750	1,500	84.9%
Noland	I-70	35,370	4	750	3,000	117.9%
Lee's Summit Road	23rd Street	15,030	4	750	3,000	50.1%
Mo. 291	39th Street	45,640	4	1,500	6,000	76.1%
Mo. 7	Truman Road	5,180	2	750	1,500	34.5%
Total		140,890	24	6,000	21,000	67.1%

TABLE 5.32

TRAFFIC VOLUMES AND CAPACITIES (1967)

East-West Traffic	Approximate Location	24 Hour Traffic	Number of Lanes	Capacity per Lane	Peak Hr. Capacity	Peak Hr. Capacity
Kentucky Road	Mo. 291	3,500	2	750	1,500	23.3%
U.S. 24	Sterling	22,000	4	750	3,000	73.3%
Truman Road	Sterling	18,000	4	750	3,000	60.0%
23rd Street	Lee's Summit Road	16,000	4	750	3,000	53.3%
35th Street	Lee's Summit Road	7,000	2	750	1,500	46.7%
39th Street	Phelps	8,000	2	750	1,500	53.3%
I-70	Blue Ridge Boulevard	45,000	4	1,500	6,000	75.0%
U.S. 40	Noland	12,000	4	750	3,000	40.0%
Total		131,500	26		22,500	58.4%
North-South Traffic						
Blue Ridge Boulevard	U.S. 40	12,000	2	750	1,500	80.0%
Sterling	Winner Road	12,000	2	750	1,500	80.0%
Crysler	35th Street	15,000	2	750	1,500	100.0%
Noland	I-70	20,000	2	750	1,500	133.3%
Lee's Summit Road	23rd Street	4,000	2	750	1,500	26.7%
Mo. 291	39th Street	10,000	2	1,500	3,000	33.3%
Total		73,000		5,250	10,500	69.5%

FIGURE 5.32
COMPARISON OF SUFFICIENCY VOLUMES
1967 VS. 1989



Interstate-70, Noland, and Missouri State Highway 291, are above capacity. Table 5.32 shows traffic counts and sufficiency volumes from 1967. Improvements and additions to the north-south roadways have allowed the over sufficiency volume to maintain, but the east-west roads have experienced dramatic increases in volume with minimal increase in capacity (see figure 5.32).

5.4 - THOROUGHFARE PLAN

The thoroughfare plan is a system of collectors and arterials, both existing and proposed, designed to support traffic generated by the future land use plan (see figure 5.41). The city currently has 521.78 miles of roadway (see table 5.41 and figure 5.42). The thoroughfare plan calls for an increase of 527.14 miles. This is made up of 80.17 miles of arterial, 66.52 miles of collector, and 380.45 miles of local.

In addition to the existing arterials, the thoroughfare plan proposes new arterials and improvements to existing ones (see table 5.42). The map showing projected traffic volumes (see figure 5.43) is based on dwelling units, per capita income and employment in a totally developed city. Table 5.43 shows the sufficiency volumes on the existing roads with projected traffic (see figure 5.44). Obviously, with sufficiency volume close to 150%, there is a need for significant improvements to the existing thoroughfare system. Table 5.44 shows sufficiency volume with projected traffic volumes and the proposed thoroughfare system (see figure 5.45).

The most important new arterial is the Little Blue Expressway (see section 5.5). The

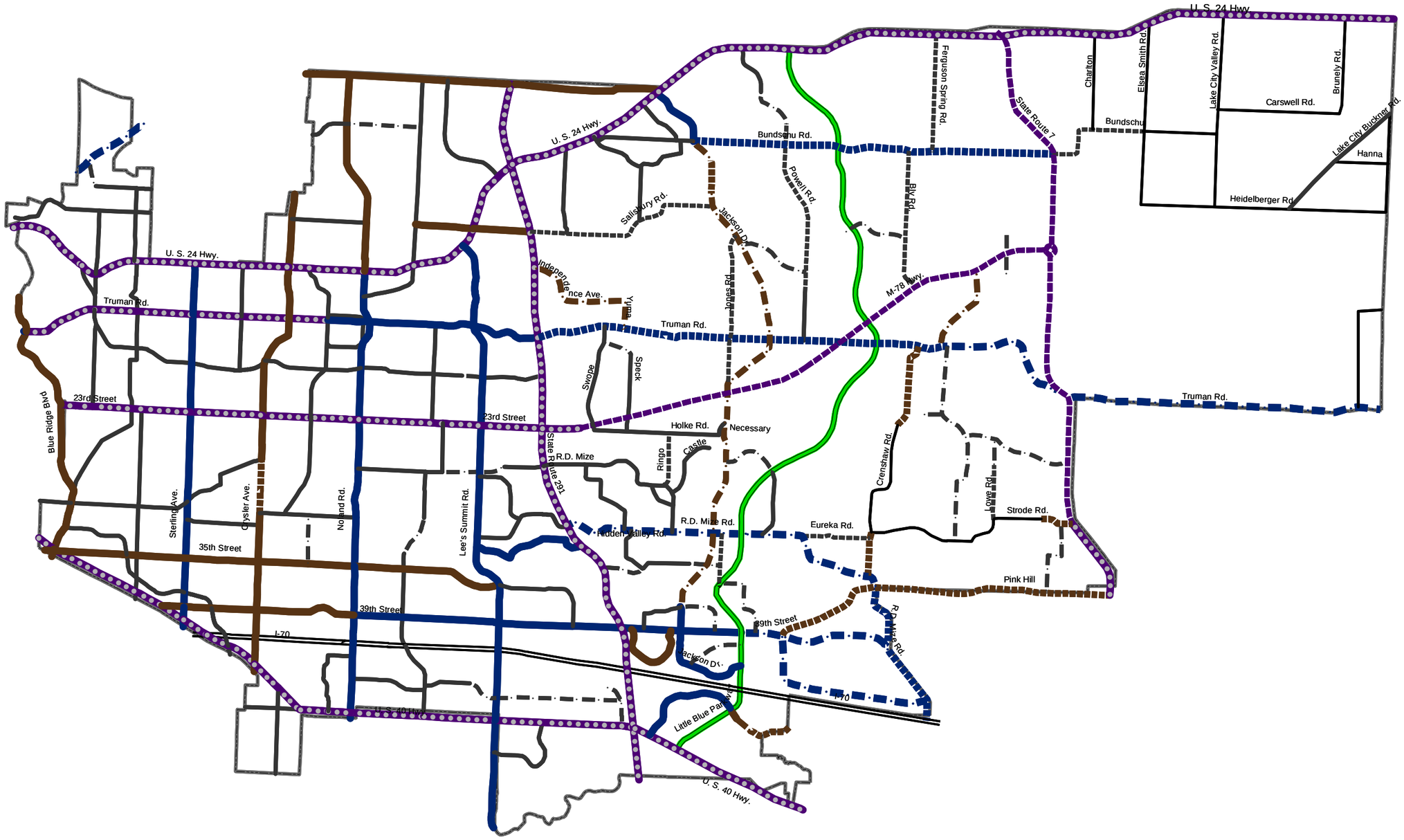
TABLE 5.41

PROPOSED THOROUGHFARES

	Existing		Proposed		Total	
Type	Feet	Miles	Feet	Miles	Feet	Miles
Interstate	42,000	7.95			42,000	7.95
Federal Highway	116,875	22.14			116,875	22.14
State Highway	138,250	26.18			138,250	26.18
Arterial	206,625	39.13	423,300	80.17	629,925	119.30
Collector	262,875	49.79	351,200	66.52	614,075	116.30
Local	1,988,375	376.59	2,008,800	380.45	3,997,175	757.04
Total	2,755,000	521.78	2,783,300	527.14	5,538,300	1048.92

Figure 5.41

The City of Independence Thoroughfare Plan



Legend

- Divided Highway
- Highway
- Highway to be Upgraded
- Little Blue Parkway
- Arterials - Major
- Arterials to be Upgraded
- Arterials Planned
- Minor Arterials
- Minor Arterials Upgraded
- Minor Arterials Planned
- Rural Minor Arterial
- Collector
- Collector to be Upgraded
- Collector Planned
- City Limits
- Streets

Notes:

1. Planned streets are shown in general locations
2. New streets should follow topography
3. * Indicates Change of Street name Necessary
4. Street classification subject to change based on area wide traffic model.
5. Crenshaw Road may have design constraints.

N

1 inch equals 5,684 feet

Adopted with the Comprehensive Plan: July, 1993
Amended with the Little Blue Valley Plan: May, 1999

Revised Plan Adopted with Resolution #5072, May 3, 2004
Date: July, 2006

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Community Development Deptartment
City of Independence, MO.
Geographic Information System, (G.I.S.)

TABLE 5.32

PRIMARY ROAD SYSTEM

East-West			North-South		
Route	To	From	Route	To	From
Kentucky Road	Sugar Creek	U.S. 24	Blue Ridge	U.S. 24	Kansas City
U.S. 24	Kansas City	E. City Limits	Sterling	Sugar Creek	Kansas City
Salisbury	U.S. 24	E. City Limits	Crysler	Sugar Creek	Kansas City
Heidelburger	Mo. 7	E. City Limits	Noland	Kentucky Road	Kansas City
Truman Road	Kansas City	E. City Limits	Lee's Summit	U.S. 24	Kansas City
23rd Street	Kansas City	Mo. 7	Mo. 291	Sugar Creek	Kansas City
R.D. Mize	Lee's Summit	Blue Springs	Jackson Drive	U.S. 24	39th Street
Strode	R.D. Mize	Mo. 7	Little Blue Exp	N. City Limits	Lee's Summit
35th Street	Kansas City	Lee's Summit	Crenshaw	Truman Road	R.D. Mize
39th Street	Kansas City	Blue Springs	Lowe	Truman Road	Pink Hill Road
I-70	Kansas City	Blue Springs	Mo. 7	N. City Limits	Kansas City
U.S. 40	Kansas City	Blue Springs			

Little Blue Expressway will be located in the East central portion of the City of Independence, roughly parallel the Little Blue River. It's northern most point of access will be located on U.S. Highway 24 just west of the Little Blue River and it's southern most point of access will be at the current intersection of U.S. Highway 40 and Selsa Road. The Little Blue Express way will stimulate industrial development in the Little Blue River Valley as well as providing another means of north-south travel.

The major new east-west arterial is the South River Front Expressway. The South River Front Expressway will pass through Kansas City, Sugar Creek and unincorporated Jackson County, as well as Independence. It will Pass through the northwest part of the city approximately along the Missouri River and then again at an interchange with U.S. Highway 24 and The Little Blue Expressway.

FIGURE 5.42

PRESENT DISTROBUTION OF THOROUGHFARE TYPES

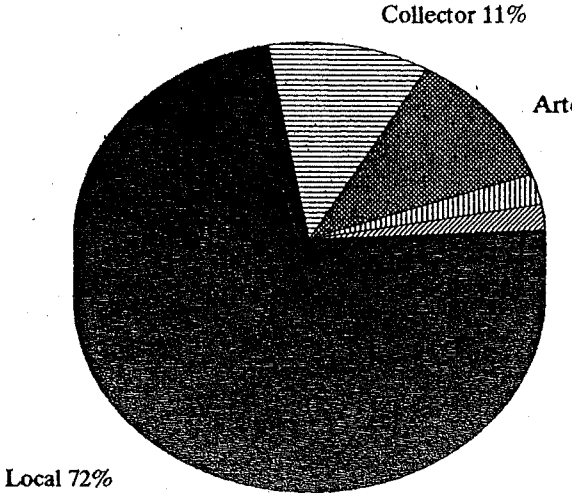


FIGURE 5.43

PROJECTED TRAFFIC VOLUMES

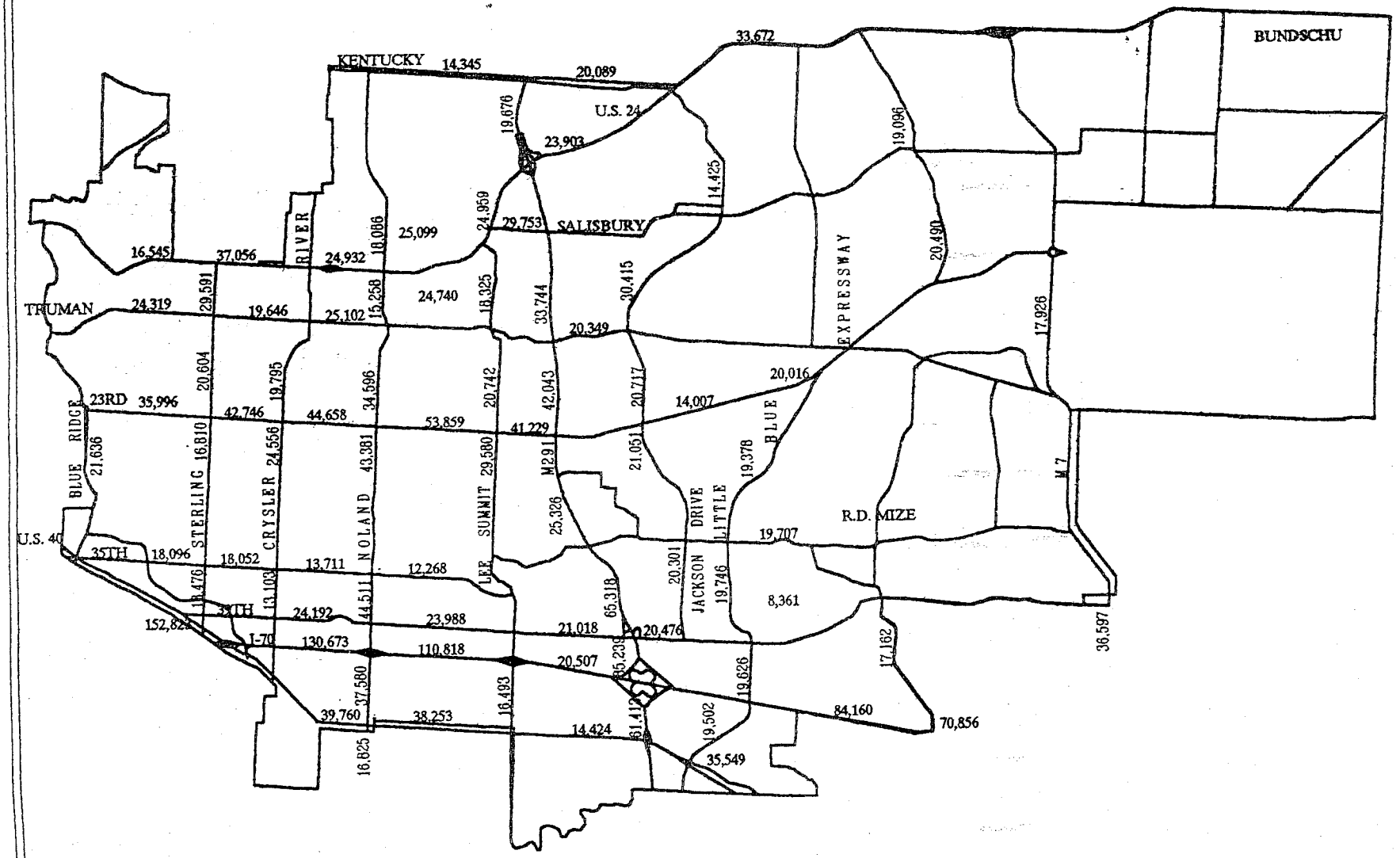


FIGURE 5.44
COMPARISON OF SUFFICIENCY VOLUMES
CURRENT VS. PROJECTED

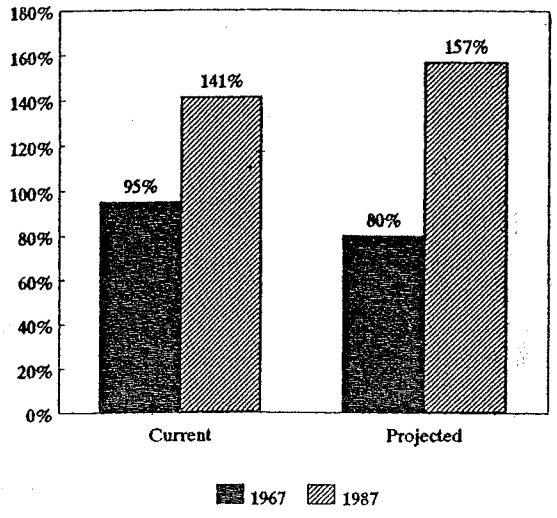


FIGURE 5.45
COMPARISON OF SUFFICIENCY VOLUMES
WITH VS. WITHOUT

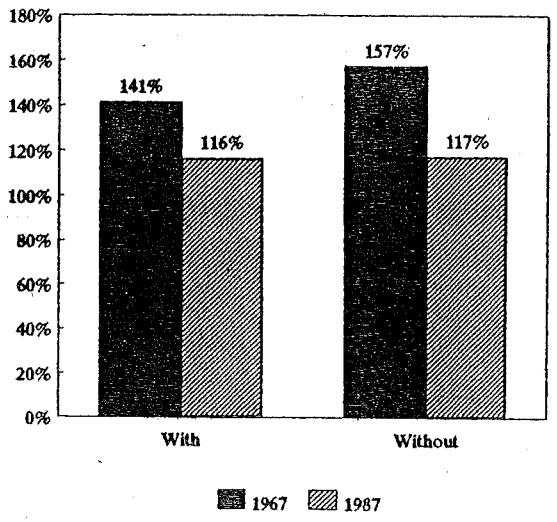


TABLE 5.43

TRAFFIC VOLUMES AND CAPACITIES (PROJECTION 1)

East-West Traffic	Approximate Location	24 Hour Traffic	Number of Lanes	Capacity per Lane	Peak Hr. Capacity	Peak Hr. Capacity
Kentucky Road	Mo. 291	20,100	2	750	1,500	134.0%
U.S. 24	Sterling	37,056	4	750	3,000	123.5%
Truman Road	Sterling	28,338	4	750	3,000	94.5%
23rd Street	Lee's Summit Road	53,859	4	750	3,000	179.5%
35th Street	Lee's Summit Road	21,002	2	750	1,500	140.0%
39th Street	Phelps	30,001	2	750	1,500	200.0%
I-70	Blue Ridge Boulevard	130,673	6	1,500	9,000	145.2%
U.S. 40	Noland	39,760	4	750	3,000	132.5%
Total		360,789	28		25,500	141.5%
North-South Traffic						
Blue Ridge Boulevard	U.S. 40	21,002	4	750	3,000	70.0%
Sterling	Winner Road	29,921	4	750	3,000	99.7%
Crysler	35th Street	29,953	2	750	1,500	199.7%
Noland	I-70	49,836	4	750	3,000	166.1%
Lee's Summit Road	23rd Street	29,580	4	750	3,000	98.6%
Mo. 291	39th Street	85,239	4	1,500	6,000	142.1%
Mo. 7	Truman Road	36,597	2	750	1,500	244.0%
Total		282,128	24	6,000	21,000	134.3%

TABLE 5.44

TRAFFIC VOLUMES AND CAPACITIES (PROJECTION 2)

East-West Traffic	Approximate Location	24 Hour Traffic	Number of Lanes	Capacity per Lane	Peak Hr. Capacity	Peak Hr. Capacity
Kentucky Road	Mo. 291	20,100	2	750	1,500	134.0%
South River Front	Sterling	21,100	4	1,500	6,000	35.2%
U.S. 24	Sterling	37,056	4	750	3,000	123.5%
Truman Road	Sterling	28,338	4	750	3,000	94.5%
23rd Street	Lee's Summit Road	53,859	4	750	3,000	179.5%
35th Street	Lee's Summit Road	21,002	2	750	1,500	140.0%
39th Street	Phelps	30,001	2	750	1,500	200.0%
I-70	Blue Ridge Boulevard	130,673	6	1,500	9,000	145.2%
U.S. 40	Noland	39,760	4	750	3,000	132.5%
Total		381,889	32		31,500	121.2%
North-South Traffic						
Blue Ridge Boulevard	U.S. 40	21,002	4	750	3,000	70.0%
Sterling	Winner Road	29,921	4	750	3,000	99.7%
Crysler	35th Street	29,953	2	750	1,500	199.7%
Noland	I-70	49,836	4	750	3,000	166.1%
Lee's Summit Road	23rd Street	29,580	4	750	3,000	98.6%
Mo. 291	39th Street	85,239	4	1,500	6,000	142.1%
Jackson Drive	35th Street	30,415	4	750	3,000	101.4%
Little Blue Expressway	Truman Road	20,490	4	1,500	6,000	34.2%
Mo. 7	Truman Road	36,597	2	750	1,500	244.0%
Total		333,033	32	8,250	30,000	111.0%

Other recommendations include improvements and upgrades to Salisbury, Truman, Crackerneck, R.D. Mize, 35th street, 39th Street and Pink Hill along the east-west and to Crysler, Missouri State Highway 291, and Missouri State Highway 7 along the north-south. Extension are proposed for Sterling, Noland, Jackson, and Powell.

The Thoroughfare plan also includes a network of proposed and existing collector streets (see table 5.45). Collector streets are for the internal traffic of the city. These streets are designed to collect traffic from local streets and route it to arterial streets.

5.5 - PROPOSED THOROUGHFARES

LITTLE BLUE EXPRESSWAY

The Little Blue Expressway will be located in the east-central portion of the City of Independence (see figure 5.51). It will be constructed in the little Blue River Valley, roughly parallelling the Little Blue River. It will traverse the City of Independence in a north-south direction having it's northern terminus a point on U.S. Highway 24 just west of the Little Blue River and it's southern terminus at the current intersection of U.S. Highway 40 and Selsa Road.

5.5 - PROPOSED THOROUGHFARES

Little Blue Parkway

The *Little Blue Parkway* is the extension of the proposed *Lewis and Clark Expressway* that traverses through the City of Independence. The Parkway is located in the east-central part of the City, roughly paralleling the Little Blue River. It will navigate in a north-south direction with its northern terminus at a point on U.S. Highway 24 just west of the Little Blue River, along the Powell Road Right-of-Way, and its southern terminus just east of the intersection of U.S. Highway 40 and M-291. The southern portion of the Parkway, between U.S. Highway 40 and 39th Street has been constructed.

Construction of the Parkway is an integral part of the Kansas City Metropolitan Area Transportation Plan as developed by the Mid-America Regional Council. The *Little Blue Parkway* will connect with the *Lewis and Clark Expressway* to form a "beltway" linking the eastern portion of Jackson County with the northern portion of the County and provide increased access to northern portions of the metro area via Interstate 435. The Parkway will also provide access to southern portions of the metro area by way of Interstate 70 and 470. These linkages will assist in improving access to industrial areas in the northern part of the County, while relieving traffic overload occurring on Interstate 70 and other roadways.

The *Little Blue Parkway* and the *Lewis and Clark Expressway* are both necessary parts of the future highway system designed to maintain an adequate level of capacity for the metropolitan area. The Long Range Highway Plan developed by the Mid-America Regional Council includes both systems in the plan. Without these connections along the northern boundary of Sugar Creek, Missouri, and through the eastern portion of Independence, the capacity of I-70 and several adjacent primary road systems would be inadequate. The *Little Blue Parkway* connection will help maintain an adequate level of highway service in the eastern portion of the metropolitan area.

The *Little Blue Parkway* and the *Lewis and Clark Expressway* are complementary to each other. Together they provide access to existing industrial areas and to the best industrial reserve areas in the metropolitan area. The City of Independence, other municipalities, Jackson County and the Mid-America Regional Council have all participated together in planning these important highway improvements. This cooperation is evident in the alignment location and the combined efforts to bring about the development of this major highway system. The favorable vertical grades in the Little Blue River Valley are capable of accommodating development of an

TABLE 5.45

COLLECTOR ROAD SYSTEM

Planning District and Route	From	To
1 Norledge	South River Front	Sterling
Kentucky Avenue	U.S. 24	Sterling
Huttig	Norledge	U.S. 24
Arlington	Kentucky Avenue	U.S. 24
3 Arlington	U.S. 24	Winner
Ash	U.S. 24	Truman
Winner	U.S. 24	Truman
4 Ash	U.S. 24	Truman
5 Ash	Truman	23rd Street
Winner	Truman	Sterling
6 Hardy	23rd Street	31st Street
31st Street	Blue Ridge Blvd.	Sterling
7 Hardy	31st Street	35th Street
Blue Ridge Boulevard	Blue Ridge Cut-off	35th Street
31st Street	Blue Ridge Blvd.	Sterling
8 Blue Ridge Boulevard	35th Street	Sterling
Hardy	35th Street	U.S. 40
9 Forrest	U.S. 24	Truman
10 Forrest	Sterling	Winner
Winner	Sterling	Crysler
11 Sheley	Sterling	Crysler
32nd Street	Sterling	Crysler
12 Blue Ridge Boulevard	Sterling	I-70
13 Colonel	River	Noland
Dickinson	Kentucky	U.S. 24
14 Jones	River	Noland
Dickinson	Kentucky	U.S. 24
15 Spring	U.S. 24	Truman
16 Lexington	River	Noland
Walnut	Spring	Noland
Pacific	Crysler	Noland
Spring	Truman	Walnut
17 31st Street	Crysler	Noland
McCoy/Santa Fe	23rd Street	31st Street
Pleasant	31st Street	35th Street
19 42nd Terrace	Washington	Noland
Washington	42nd Terrace	U.S. 40
20 47th Street	Kansas City	U.S. 40
Norfleet	U.S. 40	Kansas City
21 Salisbury	Dickinson	U.S. 24
Dickinson	Kentucky	U.S. 24
Allen	Kentucky	U.S. 24
22 College	Noland	U.S. 24
T.C. Lea	College	Lee's Summit Rd.
23 Pacific	Noland	Lee's Summit Rd.
Savage	Truman	23rd Street
24 Gudgell	Noland	Lee's Summit Rd.
King's Highway	23rd Street	Gudgell
25 Drum/Phelps	35th Street	39th Street
26 Phelps	39th Street	U.S. 40
44th Street	Noland	Lee's Summit Rd.
27 Independence	Lee's Summit Rd.	Mo. 291
28 Pacific	Lee's Summit Rd.	Mo. 291
29 Gudgell	Lee's Summit Rd.	Mo. 291
Cogan	Lee's Summit Rd.	32nd Strret/ Erin
32nd Strret/ Erin	Lee's Summit Rd.	Mo. 291
(New Street)	Crackerneck	Mo. 291
30 35th Street	Lee's Summit Rd.	39th Street
31 49th Terreace	Lee's Summit Rd.	Shrank
Shrank	U.S. 40	Tierney
Cliff Drive	U.S. 40	Tierney
Tierney	Cliff Drive	U.S. 40
32 Atherton	Kentucky	U.S. 24
33 Bundschu	U.S. 24	Jackson Drive
34 Jennings	U.S. 24	Salisbury
Ponca	Susquehanna	Salisbury
Susquehanna	U.S. 24	Bundschu
35 Susquehanna	U.S. 24	Bundschu
Ponca	Susquehanna	Salisbury
Bundschu	U.S. 24	Jackson Drive
36 T.C. Lea	Mo. 291	Salisbury
(New Street)	Salisbury	Powell
(New Street)	T.C. Lea	(New Street)
Holke	Salisbury	Truman
Bundschu	Jackson Drive	Salisbury
14th Street	Bundschu	Salisbury
37 Pacific	Mo. 291	Swope Drive
Swope Drive	Truman	Mo. 78
Ringo	Truman	Mo. 78
Holke	Truman	Mo. 78
38 R.D. Mize	Mo. 291	Jackson Drive
25th Terrace	R.D. Mize	Jackson Drive
24th Terrace	25th Terrace	Jackson Drive
Ringo	Mo. 78	Jackson Drive
Holke	Jackson Drive	Mo. 78
(New Street)	Mo. 291	Little Blue Exp.
39 (New Street)	39th Street	R.D. Mize
40 Winner	Truman	U.S. 40
Arlington	Winner	23rd Street
41 Arlington	Winner	23rd Street
Maywood	Winner	23rd Street
42 Westport	Blue Ridge Blvd.	23rd Street
43 44th Street	Lee's Summit Rd.	U.S. 40
44 Valley View Road	Little Blue Exp.	Lee's Summit
45 Independence Center Drive		
(New Street)	Independence Ctr.	Little Blue Exp.
46 (New Street)	Crenshaw	Strode
(New Street)	(New Street)	Mo. 7
48 Ferguson	U.S. 24	Bundschu
Charleton	U.S. 24	Bundschu
49 14th Street	Jackson Drive	Salisbury
Davis	U.S. 24	Jackson Drive
Blue Mills	U.S. 24	Salisbury
Bundschu	Jackson Drive	Salisbury

arterial street system suited for heavy commercial and industrial ruck traffic. Industrial development and the associated increase in jobs are of vital importance to eastern Jackson County.

The Parkway will be designed and located to accommodate the transportation needs of the Little Blue River Valley. The Parkway will use limited and controlled access points that accommodate through traffic and provide adequate access to adjacent properties, enabling the Little Blue River Valley to develop to its full economic potential. The cross section design of the *Little Blue Parkway* will be a controlled access roadway with two moving lanes of traffic in each direction separated by a wide grass median (see figure 5.51) and a posted speed limit of 45 miles per hour.

The Little Blue River Valley remains sparsely populated with land held in primarily large ownerships. Commercial development has stretched to meet the Parkway adjacent to Interstate 70. Development projects include the Eastland Center, Hartman Heritage Center and the Cornerstone Apartment Complex located between U.S. Highway 40 and 39th Street just west of the existing portion of the *Little Blue Parkway.* Other development throughout the area includes single-family residential development of varying density levels and agricultural land. The *Little Blue Parkway* alignment has been tentatively planned by the City for many years with the transportation corridor identified by the Missouri River Corridor Environmental Impact Statement prepared under MARC's (Mid-America Regional Council) direction.

There will be intersections with other city, state and federal routes along the corridor of the Parkway. Existing intersections include U.S 40 Highway, Interstate 70, Jackson Drive and 39th Street on the southern portion of the Parkway. Future intersections running north of 39th Street will include R.D. Mize Road, Necessary Road, Truman Road, M-78, Bundschu Road and U.S. 24 Highway. The number and location of future intersections located north of 39th Street will be more restrictive due to the heavy traffic levels anticipated for this portion of the Parkway. Grade separated interchanges will be located at Interstate 70 and U.S. Highway 24 with all remaining access points at grade.

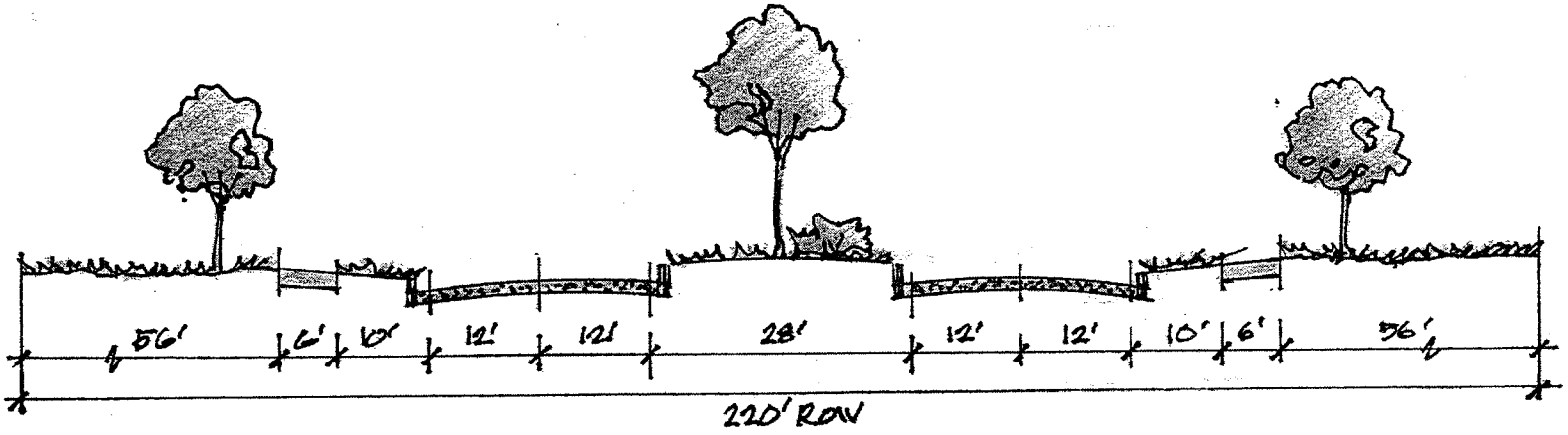
Jackson Drive

Jackson Drive is a partially constructed arterial roadway in the eastern part of the City. When completed, the approximately 6-mile long arterial will run from U.S Highway 24 in the north to just south of 39th Street where it terminates at the *Little Blue Parkway.* Thus far, approximately one and one-third miles of Jackson Drive has been completed through a joint effort by the City and developers of property along Jackson Drive. An

additional completed portion is located from Bundschu Road to US 24 Highway. The remaining portions of Jackson Drive will be constructed as adjacent land is developed. An initial alignment has been determined and is shown on figure 5.41. It is anticipated that the initial alignment will be refined as development occurs.

Figure 5.51

Little Blue Parkway
Cross Section
39th Street to Selsa Road



Little Blue Parkway
Cross Section
North of Selsa Road