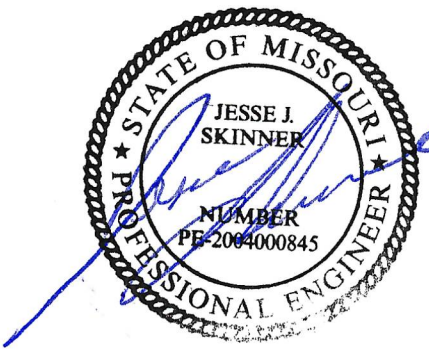
EastGate Commerce Center / Little Blue Parkway TIS SUPPLEMENT

February 8, 2022

Prepared For:
NorthPoint Development
4825 NW 41st Street, Suite 500
Riverside, MO 64150

Prepared By:
Priority Engineers, In
PO Box 563
Garden City, MO 64747



2-8-22

February 8, 2022

Mr. Chris Chancellor
Director of Engineering
NorthPoint Development
4825 NW 41st Street, Suite 500
Riverside, Mo 64150

RE: EastGate Commerce Center Corridor Study – Independence, Missouri

Dear Mr. Chancellor:

In response to your request, Priority Engineers, Inc. has completed a traffic impact study for the above referenced project. The purpose of the analysis is to determine the potential traffic impacts associated with this development on the intersections and streets surrounding this site, primarily during the AM and PM peak hours of the development. The following report documents our analysis and recommendations.

We appreciate the opportunity to work with you on this project. Please contact us with any questions or if you require additional information.

Sincerely,

PRIORITY ENGINEERS, INC.

Jesse J Skinner, P.E., PTOE
Senior Transportation Engineer

Priority Engineers, Inc.
PO Box 563
Garden City, MO 64747
816.738.4400

Table of Contents

1) INTRODUCTION

The purpose of this study is to examine the potential traffic impacts associated with the proposed Northpoint EastGate Commerce Center Development along the Little Blue Parkway Corridor, beyond the original study limits of the EastGate Commerce Center Traffic Impact Study. In addition, this study reevaluates the intersections of Missouri Route 78 and Truman Road, Missouri Route 78 and Little Blue Parkway, and Little Blue Parkway and Truman Road in the event that a portion of Truman Road is not closed.

The proposed development site is located within the city limits of Independence, Missouri and is located in Jackson County. The development is approximately 4 miles northeast of the Interstate 70 interchange with Little Blue Parkway.

The study area shown in Figure 1 has a northern limit at the intersection of US Route 24 and Little Blue Parkway and a southern limit of the intersection of Little Blue Parkway and the I-70 eastbound ramps. The site layout is shown in Figure 2.

2) EXISTING CONDITIONS

The proposed development site is approximately 1,216 acres in size. The site is undeveloped and the predominant current use is agricultural in nature. The proposed development is located along Little Blue Parkway north of RD Mize Road, along Missouri Route 78 east of Little Blue Parkway, and along Missouri Route 7 south of the round-a-bout.

Missouri Route 78, within the study area, is a four-lane facility with paved shoulders and an open drainage system. The posted speed limit is 55 MPH. The Mid America Regional Council (MARC) has assigned this roadway a functional classification of Principal Arterial.

Truman Road, within the study area, is a two-lane facility with an open drainage system. The posted speed limit is 35 MPH west of Missouri Route 78, 40 MPH between Missouri Route 78 and Little Blue Parkway and 45 MPH east of Little Blue Parkway. The Mid America Regional Council (MARC) has assigned this roadway a functional classification of Minor Arterial.

Little Blue Parkway, from a point approximately 0.5 miles south of US Route 24 is a four-lane facility with an open drainage system and paved shoulders. The posted speed limit is 50 MPH for the majority of the route, with the southern section being 45 MPH south of RD Mize Road and 40 MPH south of 39th Street and the northern, two-lane section being posted 45 MPH. The Mid America Regional Council (MARC) has assigned this roadway a functional classification of Freeway / Expressway.

RD Mize Road, in the vicinity of the study, is a four-lane road west of Little Blue Parkway and a two-lane road with a TWLTL east of Little Blue Parkway. The posted speed limit is 35 MPH. MARC has assigned this roadway section a functional classification of Minor Arterial.

39th Street, in the vicinity of the study, is a four-lane facility. The posted speed limit is 35 MPH west of Little Blue Parkway and 40 MPH to the east. MARC has assigned this roadway section a functional classification of Minor Arterial.

Jackson Drive, in the vicinity of the study, is a four-lane road west of Little Blue Parkway. The posted speed limit is 30MPH. MARC has assigned this roadway section a functional classification of Local Road.

Currently, the intersection of Missouri Route 78 and Truman Road has a four-way STOP condition. The intersections of the following intersections with Little Blue Parkway are all signalized: US Route 24, Bundschu Road, Missouri Route 78, Truman Road, RD Mize Road, 39th Street, Jackson Drive, the westbound I-70 ramps, and the eastbound I-70 ramps.

Peak Hour turning movement counts for the intersections of Missouri Route 78 and Truman Road, Missouri Route 78 and Little Blue Parkway, and Little Blue Parkway and Truman Road were collected on December 9th, 14th, and 15th of 2021. The intersections of Little Blue Parkway with US Route 24, Little Blue Parkway and Bundschu Road, Little Blue Parkway and RD Mize Road, Little Blue Parkway and 39th Street, Little Blue Parkway and Jackson Drive, and Little Blue Parkway and the I-70 westbound and eastbound ramps were collected on January 4th, 5th, 6th, and 11th of 2022. All counts collected data between 7:00 and 9:00 AM and 4:00 and 6:00 volumes. The AM Peak Hour for the TIS study area was found to be 7:00 to 8:00 AM and the Corridor Study has a observed AM Peak Hour of 7:15 to 8:15. The PM Peak for the TIS study area was found to be 4:15 to 5:15 PM and the corridor PM Peak Hour was found to be 4:30-5:30 PM. The traffic counts, including existing truck percentages, are shown in Appendix II. The adjusted peak hour traffic volumes and existing lane configurations are shown in Figures 3-6 of Appendix I.

3) PROPOSED DEVELOPMENT

The proposed development will consist of four phases. In the first phase, buildings A2, A3, and B1-B4 will be constructed. In total, 2,093,000 SF of building space will be constructed. These buildings are all located along Little Blue Parkway to the west of Truman Road. The current design location of Buildings B1 and B2 conflicts with the existing alignment of Truman Road between Missouri Route 78 and Little Blue Parkway. It is anticipated that an agreement can be established, in which a portion of Truman Road is closed.

In the second phase buildings A1 located on Little Blue Parkway and buildings B5-B12 located along Missouri Route 78 will be constructed. In total, 4,203,000 SF of building space will be constructed. In the third phase of the construction, buildings B13-B20 will be built along Missouri Route 78 and Route 7. In this phase, 4,211,000 SF of building space will be constructed.

Additionally, this development plan has identified six retail development sites along Little Blue Parkway totaling 82 acres to be constructed in a final fourth phase. Due to the overall size of the development combined with the preliminary nature of the site plan, exact building sizes and additional entrance locations have not yet been identified for the retail development.

The proposed site plan is shown in Figure 2.

4) TRIP GENERATION

As discussed in the EastGate TIS, prior study of five NorthPoint developments in two states, indicate that the appropriate land use for their developments is land use 154. Similarly, the TIS identified the appropriate land use for the retail portion of the development was identified as land use 820, Shopping Center > 150K.

Table 1: Trip Generation - Phase 1								
		Daily	***A.M. Peak Hour***			***P.M. Peak Hour***		
Land Use	***Intensity***		***Total***	***In***	***Out***	***Total***	***In***	***Out***
(Phase 1)								
High-Cube Transload and Short-Term Storage	2,093,000 SF	2,930	168	129	39	209	59	150
Trucks		*460*	*42*	*20*	*22*	*21*	*10*	*11*
Passenger Cars		2,470	126	109	17	188	49	139
Trucks		*460*	*42*	*20*	*22*	*21*	*10*	*11*
Total		**2,930**	**168**	**129**	**39**	**209**	**59**	**150**

The estimated AM and PM Peak Hour traffic volumes associated with the combined phase 1 and phase 2 traffic are shown below in Table 2.

Table 2: Trip Generation - Phase 2								
		Daily	***A.M. Peak Hour***			***P.M. Peak Hour***		
Land Use	***Intensity***		***Total***	***In***	***Out***	***Total***	***In***	***Out***
(Phase 1)								
High-Cube Transload and Short-Term Storage	2,093,000 SF	2,930	168	129	39	209	59	150
Trucks		*460*	*42*	*20*	*22*	*21*	*10*	*11*
(Phase 2)								
High-Cube Transload and Short-Term Storage	4,203,000 SF	5,662	324	249	75	405	113	292
Trucks		*924*	*81*	*40*	*41*	*41*	*19*	*22*
Passenger Cars		7,208	369	318	51	552	143	409
Trucks		*1,384*	*123*	*60*	*63*	*62*	*29*	*33*
Total		**8,592**	**492**	**378**	**114**	**614**	**172**	**442**

The estimated AM and PM Peak Hour traffic volumes associated with the combined phase 1, phase 2, and phase 3 traffic are shown below in Table 3.

Table 3: Trip Generation - Phase 3

Land Use	***Intensity***	***Daily***	***A.M. Peak Hour***			***P.M. Peak Hour***		
			Total	***In***	***Out***	***Total***	***In***	***Out***
(Phase 1)								
High-Cube Transload and Short-Term Storage	2,093,000 SF	2,930	168	129	39	209	59	150
Trucks		*460*	*42*	*20*	*22*	*21*	*10*	*11*
(Phase 2)								
High-Cube Transload and Short-Term Storage	4,203,000 SF	5,662	324	249	75	405	113	292
Trucks		*924*	*81*	*40*	*41*	*41*	*19*	*22*
(Phase 3)								
High-Cube Transload and Short-Term Storage	4,211,000 SF	6,118	349	269	80	437	122	315
Trucks		*927*	*87*	*42*	*45*	*43*	*20*	*23*
Passenger Cars		12,399	631	545	86	946	245	701
Trucks		*2,311*	*210*	*102*	*108*	*105*	*49*	*56*
Total		**14,710**	**841**	**647**	**194**	**1,051**	**294**	**757**

The retail portion of the proposed development was estimated using Land Use 820, Shopping Center > 150K. The estimated AM and PM Peak Hour traffic volumes associated with the combined phase 1, phase 2, phase 3 and phase 4 traffic are shown below in Table 4.

Table 3: Trip Generation - Phase 4								
		Daily	***A.M. Peak Hour***			***P.M. Peak Hour***		
Land Use	***Intensity***		***Total***	***In***	***Out***	***Total***	***In***	***Out***
(Phase 1)								
High-Cube Transload and Short-Term Storage	2,093,000 SF	2,930	168	129	39	209	59	150
Trucks		*460*	*42*	*20*	*22*	*21*	*10*	*11*
(Phase 2)								
High-Cube Transload and Short-Term Storage	4,203,000 SF	5,662	324	249	75	406	113	292
Trucks		*924*	*81*	*40*	*41*	*41*	*19*	*22*
(Phase 3)								
High-Cube Transload and Short-Term Storage	4,211,000 SF	6,118	349	273	81	436	122	315
Trucks		*927*	*87*	*42*	*45*	*43*	*20*	*23*
(Phase 4 Retail)								
Shopping Center	*616,500 SF*	*21,961*	497	308	189	2,091	1,004	1,087
Trucks		*55*	*6*	*3*	*3*	0	0	0
Passenger Cars		34,305	1,122	854	273	3,037	1,249	1,788
Trucks		*2,366*	*216*	*105*	*111*	*105*	*49*	*56*
Total		**36,671**	**1,338**	**959**	**384**	**3,142**	**1,298**	**1,844**

5) TRIP DISTRIBUTION AND ASSIGNMENT

Trips generated by the Northpoint Eastgate Commerce Center were distributed based on existing traffic flows and a general analysis of the surrounding area for passenger vehicles. The anticipated trips were distributed onto the existing street system approximately as follows:

- 2 percent to and from the north on Missouri Route 7
- 3 percent to and from the south on Missouri Route 7
- 20 percent to and from the north on Little Blue Parkway
- 30 percent to and from the south on Little Blue Parkway
- 5 percent to and from the west on Truman Road
- 40 percent to and from the southwest on Missouri Route 78

Truck traffic was similarly estimated using the existing traffic patterns and general analysis of the surrounding area. The anticipated trips were distributed onto the existing street system approximately as follows:

- 5 percent to and from the north on Little Blue Parkway
- 80 percent to and from the south on Little Blue Parkway

- 15 percent to and from the southwest on Missouri Route 78

For the purposes of the Corridor study, trips traveling north and south of the TIS study area limits on Little Blue Parkway were distributed onto the roadway network proportional to the existing traffic patterns.

6) LEVEL OF SERVICE AND VOLUME/CAPACITY ANALYSES

Capacity analysis was used to quantify the impacts of the increased traffic on the intersections studied. The methodology outlined in the Highway Capacity Manual, 6th Edition, was used as a basis to perform the analysis for this study. The intersection at Jackson Drive has lane configurations not supported by later versions of the Highway Capacity Manual so the 2000 edition was utilized for this intersection. Capacity analysis defines the quality of traffic operation for an intersection using a grading system called Level of Service (LOS). The LOS is defined in terms of average vehicle delay. Levels of service A through F have been established with A representing the best and F the worst.

Table 5: Level of Service Definitions

Level of Service	***Unsignalized Intersection***	***Signalized Intersection***
A	< 10 Seconds	< 10 Seconds
B	< 15 Seconds	< 20 Seconds
C	< 25 Seconds	< 35 Seconds
D	< 35 Seconds	< 55 Seconds
E	< 50 Seconds	< 80 Seconds
F	≥ 50 Seconds	≥ 80 Seconds

The study intersections were evaluated using Synchro, which are based in part on Highway Capacity Manual methods. The analysis reports are included in Appendix II.

When analyzing individual movement groups for potential problems associated with the maximum design queue length was compared to the storage length. If the maximum design queue exceeded 2/3 the available storage length the queue was identified as a location for further review.

Existing Conditions

The existing traffic volumes for the Corridor Study AM and PM Peak Hours are shown in figures 3 and 4 of Appendix I. The levels of service, lane configuration, and queue lengths for existing conditions are shown in Figures 5-6 in Appendix I.

Table 6 and 7 below summarize the performance of the study corridor under existing conditions.

Table 6: LEVELS OF SERVICE SUMMARY EXISTING AM PEAK HOUR

Intersection	Overall Level of Service	Average Delay	Low LOS Movement Groups	Queues Approaching /Exceeding Storage
US Route 24 @ LBP	C	24.0 sec	none	
Bundschu Rd@ LBP	C	21.0 sec	none	
MO Route 78 @ LBP	C	26.4 sec	none	
MO Route 78 @ Truman Rd	A	8.9 sec.	none	
Truman Rd @ LBP	B	19.4 sec.	none	
RD Mize Rd @ LBP	C	31.7 sec.	none	
39th St @ LBP	C	33.8 sec.	none	
Jackson Drive @ LBP	B	17.8 sec.	none	SBL
WB I-70 Ramps @ LBP	B	15.2 sec	none	WBL
EB I-70 Ramps @ LBP	B	17.2 sec	none	

Table 7: LEVELS OF SERVICE SUMMARY EXISTING PM PEAK HOUR				
Intersection	Overall Level of Service	Average Delay	Low LOS Movement Groups	Queues Approaching /Exceeding Storage
US Route 24 @ LBP	B	17.5 sec	none	
Bundschu Rd@ LBP	C	22.4 sec	none	
MO Route 78 @ LBP	C	27.1 sec	none	
MO Route 78 @ Truman Rd	B	10.7 sec	none	
Truman Rd @ LBP	C	23.0 sec	none	
RD Mize Rd @ LBP	C	22.7 sec	none	
39th St @ LBP	D	37.1 sec	none	
Jackson Drive @ LBP	C	27.2 sec	none	NBL, SBL, WBL
WB I-70 Ramps @ LBP	B	15.4 sec	none	WBL
EB I-70 Ramps @ LBE	C	29.9 sec	none	EBL

Existing + Proposed Conditions

Phase 1
The traffic volumes, levels of service, lane configuration, and queue lengths for the first phase are shown in Figures 7-10.

Table 8 and 9 below summarize the performance of the study corridor under existing + proposed Phase 1 conditions.

Table 8: LEVELS OF SERVICE SUMMARY PHASE 1 AM PEAK HOUR				
Intersection	Overall Level of Service	Average Delay	Low LOS Movement Groups	Queues Approaching /Exceeding Storage
US Route 24 @ LBP	C	24.1 sec	none	
Bundschu Rd@ LBP	C	21.1 sec.	none	
MO Route 78 @ LBP	C	24.6 sec	none	
MO Route 78 @ Truman Rd	A	9.2 sec	none	
Truman Rd @ LBP	C	20.4 sec.	none	
RD Mize Rd @ LBP	C	31.8 sec.	none	
39th St @ LBP	C	33.2 sec.	none	
Jackson Drive @ LBP	C	21.8 sec.	none	SBL
WB I-70 Ramps @ LBP	B	18.7 sec	none	WBL
EB I-70 Ramps @ LBP	B	17.7 sec	none	

TABLE 9: LEVELS OF SERVICE SUMMARY PHASE 1 PM PEAK HOUR				
Intersection	Overall Level of Service	Average Delay	Low LOS Movement Groups	Queues Approaching /Exceeding Storage
US Route 24 @ LBP	B	20.0 sec	none	
Bundschu Rd@ LBP	C	22.1 sec	none	
MO Route 78 @ LBP	C	27.4 sec	none	
MO Route 78 @ Truman Rd	B	11.5 sec	none	
Truman Rd @ LBP	C	23.1 sec	none	
RD Mize Rd @ LBP	C	33.8 sec	none	
39th St @ LBP	C	31.7 sec	none	
Jackson Drive @ LBP	C	21.2 sec	none	NBL, SBL, WBL
WB I-70 Ramps @ LBP	C	20.6 sec.	none	WBL
EB I-70 Ramps @ LBE	C	27.5 sec.	none	EBL

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Phase 2

The traffic volumes, levels of service, lane configuration, and queue lengths for the second phase are shown in Figures 11-14. For this Phase the intersection of Missouri Route 78 and Little Blue Parkway has the pavement markings reconfigured to add dual left turn lanes on Little Blue Parkway per the prior EastGate Commerce Center TIS.

Table 10 and 11 below summarize the performance of the study corridor under existing+ proposed Phase 2 conditions.

Table 10: LEVELS OF SERVICE SUMMARY PHASE 2 AM PEAK HOUR

Intersection	Overall Level of Service	Average Delay	Low LOS Movement Groups	Queues Approaching /Exceeding Storage
US Route 24 @ LBP	B	19.8 sec	none	
Bundschu Rd@ LBP	C	23.9 sec	none	
MO Route 78 @ LBP	C	22.8 sec	none	
MO Route 78 @ Truman Rd	A	9.7 sec.	none	
Truman Rd @ LBP	C	20.4 sec.	none	
RD Mize Rd @ LBP	C	30.2 sec.	none	
39th St @ LBP	C	28.3 sec.	none	
Jackson Drive @ LBP	B	16.6 sec.	none	SBL
WB I-70 Ramps @ LBP	C	25.6 sec	none	WBL
EB I-70 Ramps @ LBP	C	20.3 sec	none	EBL

Table 11: LEVELS OF SERVICE SUMMARY PHASE 2 PM PEAK HOUR				
Intersection	Overall Level of Service	Average Delay	Low LOS Movement Groups	Queues Approaching /Exceeding Storage
US Route 24 @ LBP	B	19.7 sec	none	
Bundschu Rd@ LBP	C	21.5 sec	none	
MO Route 78 @ LBP	C	26.1 sec	none	
MO Route 78 @ Truman Rd	B	13.8 sec	none	
Truman Rd @ LBP	C	22.8 sec	none	
RD Mize Rd @ LBP	C	23.2 sec	none	
39th St @ LBP	C	32.6 sec	none	
Jackson Drive @ LBP	C	22.2 sec	none	SBL, WBL
WB I-70 Ramps @ LBP	B	19.5 sec	none	WBL
EB I-70 Ramps @ LBE	C	30.8 sec	none	EBL

Phase 3

The traffic volumes, levels of service, lane configuration, and queue lengths for the third phase are shown in Figures 15-18.

Table 12 and 13 below summarize the performance of the study corridor under existing+ proposed Phase 3 conditions.

Table 12: LEVELS OF SERVICE SUMMARY PHASE 3 AM PEAK HOUR

Intersection	Overall Level of Service	Average Delay	Low LOS Movement Groups	Queues Approaching /Exceeding Storage
US Route 24 @ LBP	C	27.1 sec	none	
Bundschu Rd@ LBP	C	25.0 sec	none	
MO Route 78 @ LBP	C	25.7 sec	none	
MO Route 78 @ Truman Rd	B	10.6 sec.	none	
Truman Rd @ LBP	C	20.8 sec.	none	
RD Mize Rd @ LBP	C	30.3 sec.	none	
39th St @ LBP	C	35.0 sec.	none	WBL
Jackson Drive @ LBP	B	15.9 sec.	none	SBL
WB I-70 Ramps @ LBP	B	18.2 sec	none	WBL
EB I-70 Ramps @ LBP	C	26.3 sec	none	EBL

Table 13: LEVELS OF SERVICE SUMMARY PHASE 3 PM PEAK HOUR				
Intersection	Overall Level of Service	Average Delay	Low LOS Movement Groups	Queues Approaching /Exceeding Storage
US Route 24 @ LBP	C	20.9 sec	none	
Bundschu Rd@ LBP	C	20.1 sec	none	
MO Route 78 @ LBP	C	23.8 sec	none	
MO Route 78 @ Truman Rd	C	21.2 sec	none	
Truman Rd @ LBP	C	22.6 sec	none	
RD Mize Rd @ LBP	C	24.2 sec	none	
39th St @ LBP	C	34.5 sec	none	
Jackson Drive @ LBP	C	22.8 sec	none	SBL, WBL
WB I-70 Ramps @ LBP	C	21.4 sec	none	WBL
EB I-70 Ramps @ LBE	C	29.4 sec	none	EBL

Phase 4

The traffic volumes, levels of service, lane configuration, and queue lengths for the fourth phase are shown in Figures 16-22. For this phase, the intersection of Missouri Route 78 and Truman Road is signalized per the prior EastGate Commerce Center TIS

Table 14 and 15 below summarize the performance of the study corridor under existing+ proposed Phase 4 conditions.

Table 14: LEVELS OF SERVICE SUMMARY PHASE 4 AM PEAK HOUR

Intersection	Overall Level of Service	Average Delay	Low LOS Movement Groups	Queues Approaching /Exceeding Storage
US Route 24 @ LBP	C	28.3 sec	none	
Bundschu Rd@ LBP	C	24.0 sec	none	
MO Route 78 @ LBP	C	24.9 sec	none	
MO Route 78 @ Truman Rd	B	14.7 sec.	none	
Truman Rd @ LBP	C	20.4 sec.	none	
RD Mize Rd @ LBP	C	29.3 sec.	none	
39th St @ LBP	C	33.6 sec.	none	
Jackson Drive @ LBP	B	17.8 sec.	none	
WB I-70 Ramps @ LBP	C	23.2 sec	none	WBL
EB I-70 Ramps @ LBP	C	26.9 sec	none	EBL

Table 15: LEVELS OF SERVICE SUMMARY PHASE 4 PM PEAK HOUR				
Intersection	Overall Level of Service	Average Delay	Low LOS Movement Groups	Queues Approaching /Exceeding Storage
US Route 24 @ LBP	C	33.9 sec	none	
Bundschu Rd@ LBP	C	25.2 sec	none	
MO Route 78 @ LBP	C	30.9 sec	none	
MO Route 78 @ Truman Rd	B	18.5 sec	none	
Truman Rd @ LBP	C	26.3 sec	none	
RD Mize Rd @ LBP	C	34.1 sec	none	
39th St @ LBP	C	23.8 sec	none	WBL
Jackson Drive @ LBP	C	28.3 sec	WBL	SBL, WBL
WB I-70 Ramps @ LBP	C	22.9 sec	none	WBL, SBR
EB I-70 Ramps @ LBE	C	27.6 sec	none	

7) IMPROVEMENTS

All evaluated scenarios have intersections with an overall acceptable level of service. However, there are some individual movement groups associated with some phases that have a level of service less than a D. There are also some individual movement groups with queueing that is inadequate given the existing lane configurations and corresponding signal timing. This indicates the potential for overall levels of service less than predicted in the Synchro analysis. These conditions all occur south of the intersection of 39th Street with Little Blue Parkway.

Table 16 below itemizes both the recommended improvements identified in the TIS and the identified improvements along the corridor beyond the study area that would help the roadway network experience a higher level of service.

Table 16: Potential Off-Site Improvements

Intersection	Existing	Phase 1	Phase 2	Phase 3	Phase 4
MO Route 78 @ LBP*					
Lengthen Dual Southwest Left Turn Lanes					**X**
MO Route 78 @ Truman Rd*					
Install Traffic Signal					**X**
Jackson Drive @ LBP					
Dual Northbound Left Turn Lane	**X**	**X**	**X**	**X**	**X**
Lengthen Southbound Left Turn Lane	**X**	**X**	**X**	**X**	**X**
WB I-70 Ramps @ LBP					
Lengthen Left Turn Lane	**X**	**X**	**X**	**X**	**X**
Add additional Right Turn Lane					**X**
EB I-70 Ramps @ LBP					
Northbound Right Turn Lane				**X**	**X**

*Improvements identified in the EastGate Commerce Center TIS

8) RECOMMENDATIONS & CONCLUSIONS

This supplement documents the impact of the proposed Northpoint EastGate Commerce Center Development along the Little Blue Parkway. The purpose of this supplement is to provide additional analysis of the proposed development beyond the original TIS's study area and to document additional design alternatives within the study area at the intersection of Missouri Route 78 and Truman Road and the intersection of Truman Road with Little Blue Parkway.

All recommend improvements within the TIS should be implemented.

If the alignment of Truman Road is not altered, as per the analysis in TIS, the both the intersection of Missouri Route 78 and Truman Road and the intersection of Truman Road and Little Blue Parkway will operate with acceptable levels of service. A traffic signal will still be needed at the intersection of Missouri Route 78 and Truman Road by the fourth phase of the development.

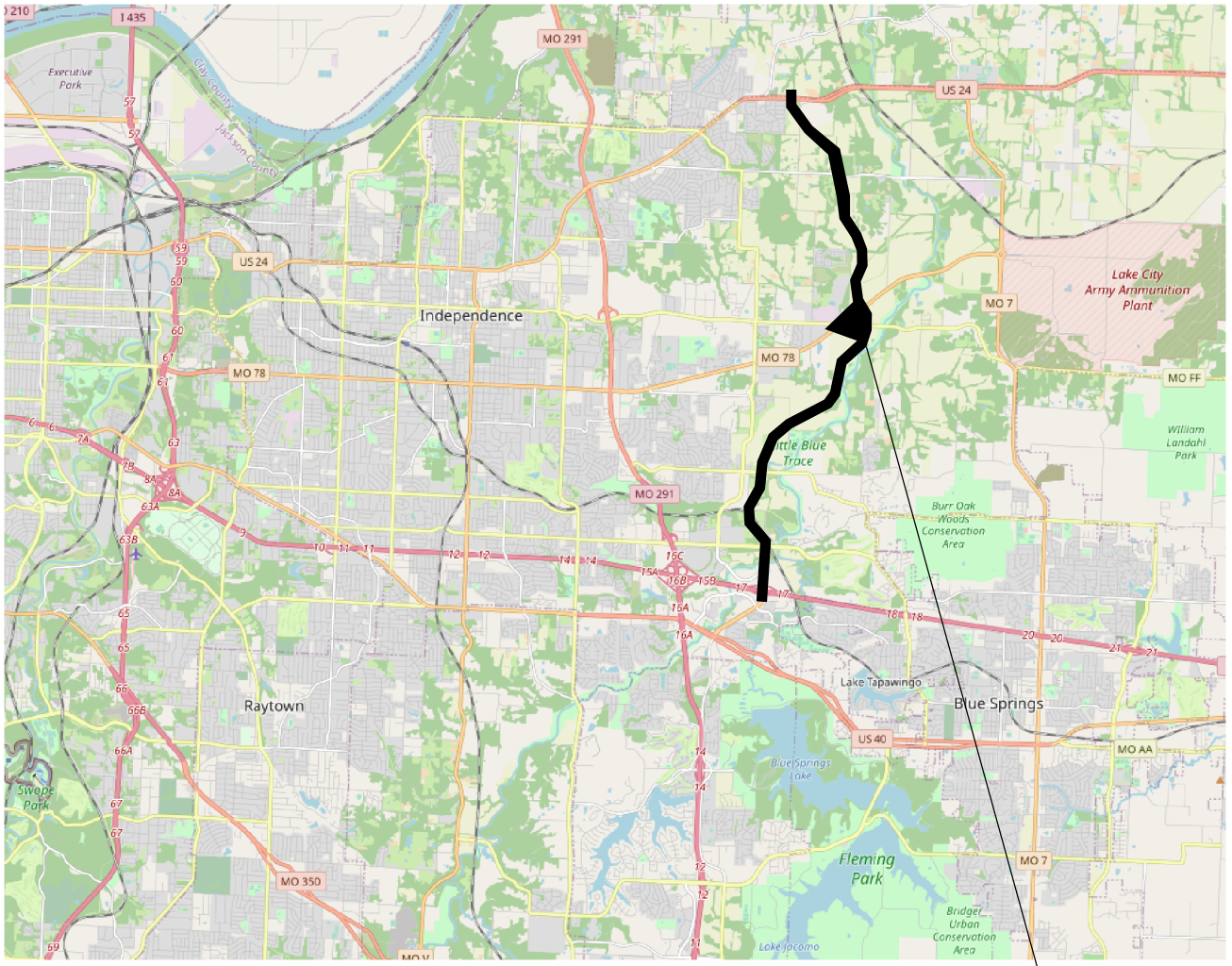
Intersections within the corridor south of 39th Street have some individual movements that exceed the existing storage capacity. The following improvements should be considered:

The intersection of Jackson Drive with Little Blue Parkway could benefit, under existing conditions, from adding a second northbound left turn lane and extending the southbound left turn lane.

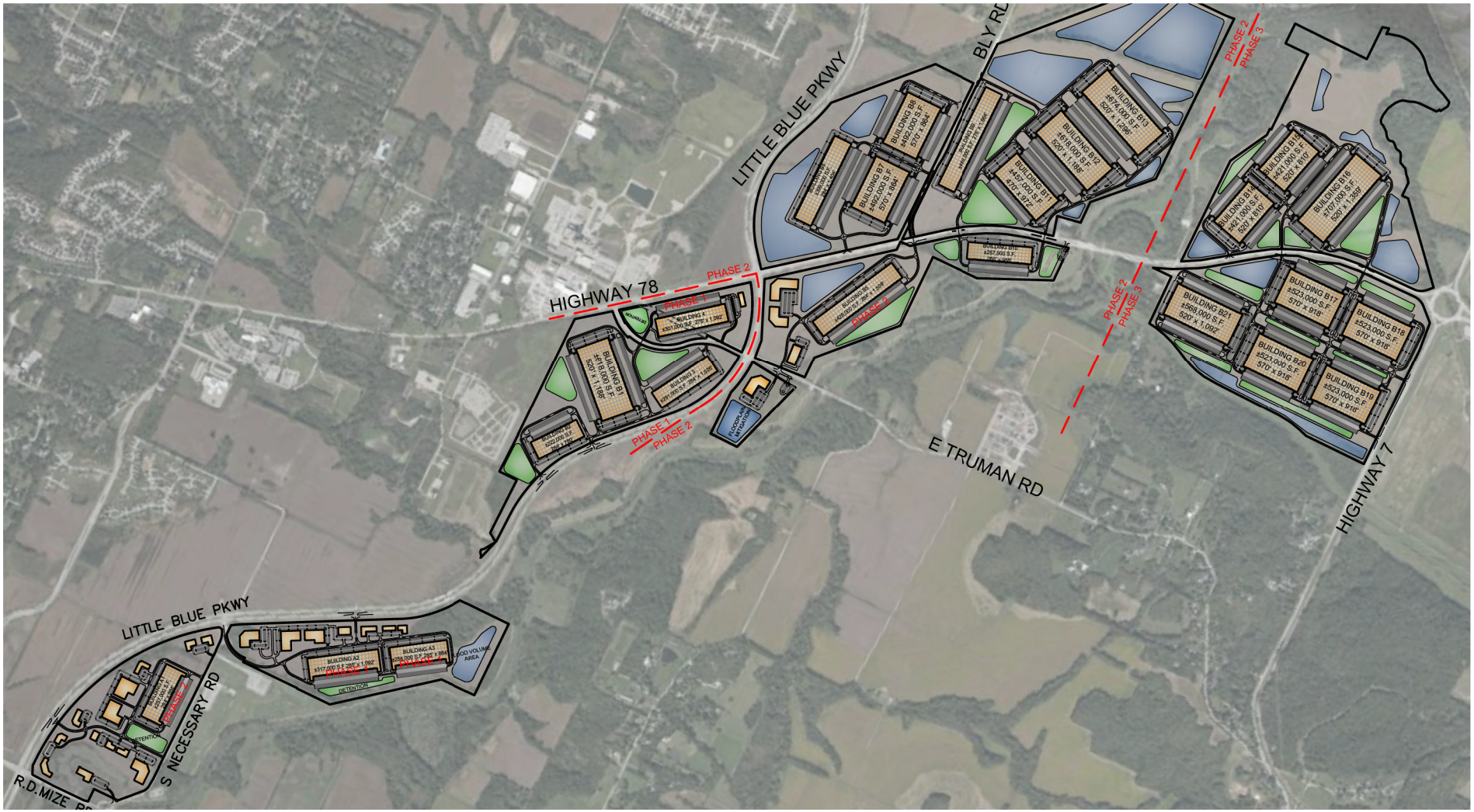
The westbound I-70 offramp at Little Blue Parkway could benefit from lengthening the left turn lane under existing conditions. With the addition of the traffic anticipated by the EastGate Commerce Center development, a second westbound right turn lane would be desirable by the fourth phase of the development.

The intersection of the eastbound I-70 ramps with Little Blue Parkway could benefit from having a dedicated northbound right turn lane added by the third phase of the development.

APPENDIX I



Study Area	Little Blue Parkway Corridor Independence, MO	No Scale Figure 1	Priority Engineers PO Box 563 Garden City, MO 64747 816.738.4400



Site Plan	Little Blue Parkway Corridor Independence, MO	No Scale Figure 2	Priority Engineers PO Box 563 Garden City, MO 64747 816.738.4400