

## How does this project benefit me?

This project will benefit motorists in the area by providing a smoother, safer drive overall. The DDI that transitions into a roundabout allows MoDOT to maintain full access to the East Outer Road.

This project also provides ADA compliant accommodations for pedestrians and non-motorized vehicles, helping achieve the community's goal for a more walkable community.

Traffic models show that this newly designed interchange provides better traffic flow now and in the future. Less congestion and improved capacity reduces delays; therefore, benefits the area through improved air quality. According to the Federal Highway Administration (FHWA), projects that provide improved traffic flow reduce vehicle idling and stop-and-start driving conditions which are associated with increased levels of emissions. Ultimately, this project can contribute to better air quality.

## What is the schedule?

This project is currently going through the design process and right of way is being acquired. The project letting is November 2016. Construction could begin as early as spring 2017. Construction is anticipated to last one construction season, wrapping up by the end of 2017. This does not include the improvements on 155<sup>th</sup> Street east and west of the interchange.

## Detours During Construction

At various times, motorists will find the bridge, ramps or even interstate access closed or restricted at the 155<sup>th</sup> Street Interchange. MoDOT will inform the public well in advance of these closures and detours, through electronic message boards, news releases or on the project's web page at [www.modot.org/kansascity](http://www.modot.org/kansascity).

The web page also contains links to additional information, drawings and a video to show just how traffic may use the new interchange.

Road improvements to the east and west on 155<sup>th</sup> Street also are planned or envisioned through city contracts. The cities of Belton and Grandview are partnering to improve 155<sup>th</sup> Street from I-49 to Kentucky Road. The City of Kansas City has plans and funding to improve 155<sup>th</sup> Street to the west of the interchange.

For information on the additional projects please contact Jeff Fisher, City of Belton at 816-331-4331 or Jackie White, City of Grandview at 816-316-4857. For information from KCMO, please contact Stacey Lowe, City of Kansas City at 816-513-2737.

## Want to know more?

For the most-to-date information, please visit [www.modot.org/kansascity](http://www.modot.org/kansascity). You can also sign up for e-updates to get the latest news for the Kansas City region and statewide.

## Still Have Questions?

For more information, call Area Engineer Matt Killion at 816-622-0500, by e-mail at [matthew.killion@modot.mo.gov](mailto:matthew.killion@modot.mo.gov) or go to [www.modot.org/kansascity](http://www.modot.org/kansascity).



## A New Interchange on I-49 at 155<sup>th</sup> Street

MoDOT will reconstruct the I-49 and 155<sup>th</sup> Street interchange to replace the bridge over I-49 and better accommodate the growing area. This project is in coordination with the cities of Grandview, Belton and Kansas City, MO. The purpose of this project is to reconstruct the I-49 and 155<sup>th</sup> Street interchange with an innovative solution that will handle an expected larger volume of traffic, enhance the area for anticipated new development, while accommodating existing traffic in both Belton and Grandview.

In addition to providing smoother, more efficient traffic flow to this growing area, MoDOT will construct a dedicated shared use path for all non-motorized vehicles and pedestrian traffic. This creates a more walkable community in the area.

## Why is MoDOT doing this project?

The original interchange was constructed in the late 1950s, and can no longer accommodate traffic efficiently. The current bridge is considered structurally deficient, meaning the bridge is ranked as poor condition and will need to be replaced.

In addition, the current interchange will not be able to handle the future anticipated traffic volumes. The current bridge also does not accommodate pedestrians.

The best solution is to reconstruct the interchange to handle larger traffic volumes while maintaining full access to the outer roads safely and efficiently.

**What is the current plan?** Improving this interchange requires a unique design to make the needed



improvements. MoDOT's design engineers applied their industry-leading experience and innovation to produce a very unique, new interchange. It features the diverging diamond (DDI), which switches 155<sup>th</sup> Street traffic onto the left side of the bridge to allow for better traffic flow to help alleviate the backups currently experienced in

the area.

The other feature of the new design for the 155<sup>th</sup> and I-49 interchange includes a roundabout coupled to the DDI. The roundabout will allow motorists to access the outer roads and 155<sup>th</sup> Street smoothly in all directions.

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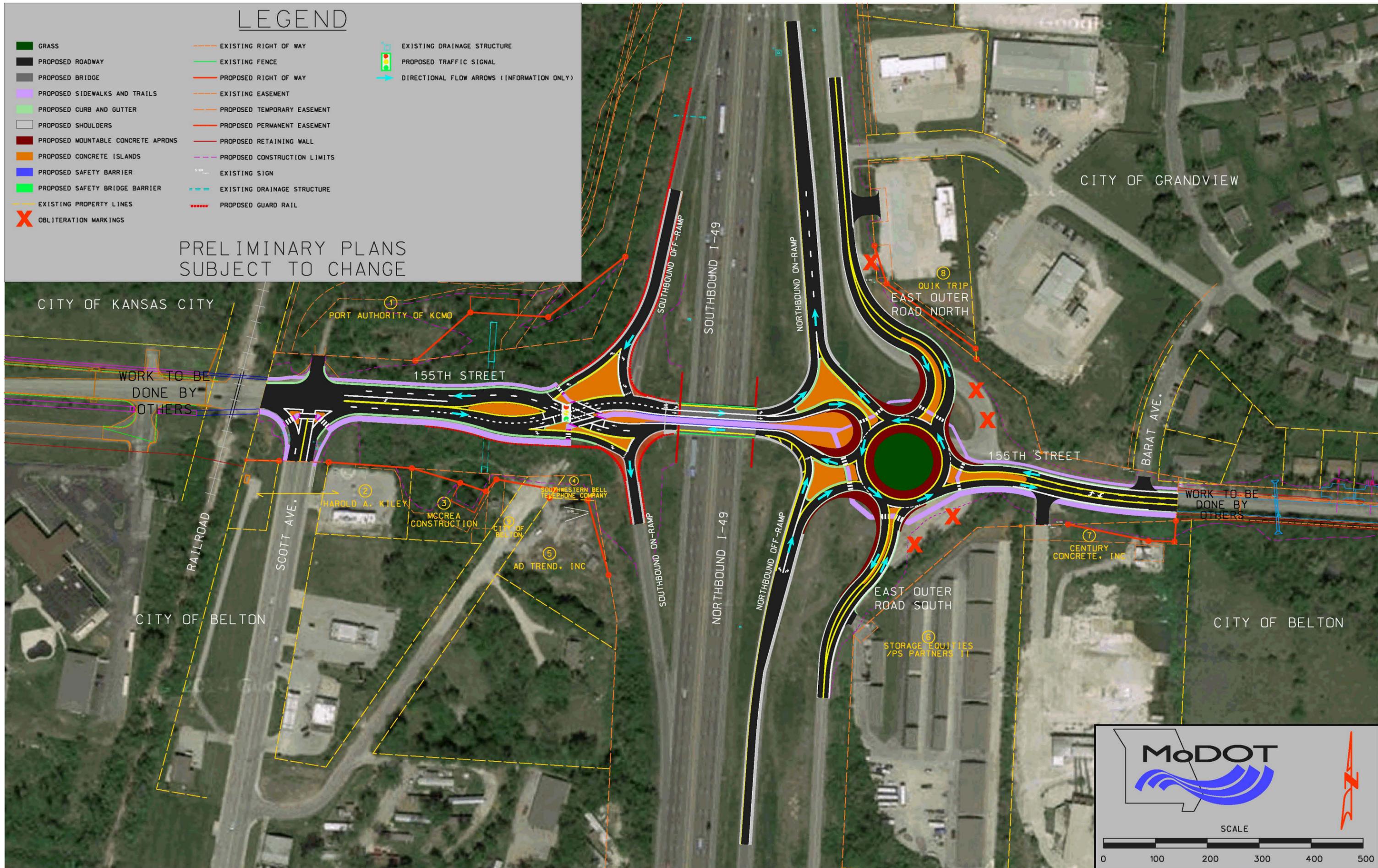
## Current interchange at I-49 and 155<sup>th</sup> Street



# LEGEND

- GRASS
- PROPOSED ROADWAY
- PROPOSED BRIDGE
- PROPOSED SIDEWALKS AND TRAILS
- PROPOSED CURB AND GUTTER
- PROPOSED SHOULDERS
- PROPOSED MOUNTABLE CONCRETE APRONS
- PROPOSED CONCRETE ISLANDS
- PROPOSED SAFETY BARRIER
- PROPOSED SAFETY BRIDGE BARRIER
- EXISTING PROPERTY LINES
- OBLITERATION MARKINGS
- EXISTING RIGHT OF WAY
- EXISTING FENCE
- PROPOSED RIGHT OF WAY
- EXISTING EASEMENT
- PROPOSED TEMPORARY EASEMENT
- PROPOSED PERMANENT EASEMENT
- PROPOSED RETAINING WALL
- PROPOSED CONSTRUCTION LIMITS
- EXISTING SIGN
- EXISTING DRAINAGE STRUCTURE
- PROPOSED GUARD RAIL
- EXISTING DRAINAGE STRUCTURE
- PROPOSED TRAFFIC SIGNAL
- DIRECTIONAL FLOW ARROWS (INFORMATION ONLY)

PRELIMINARY PLANS  
SUBJECT TO CHANGE





MoDOT

SCALE

