

**KANSAS**  
DEPARTMENT OF TRANSPORTATION



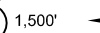
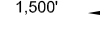




**LEGEND**

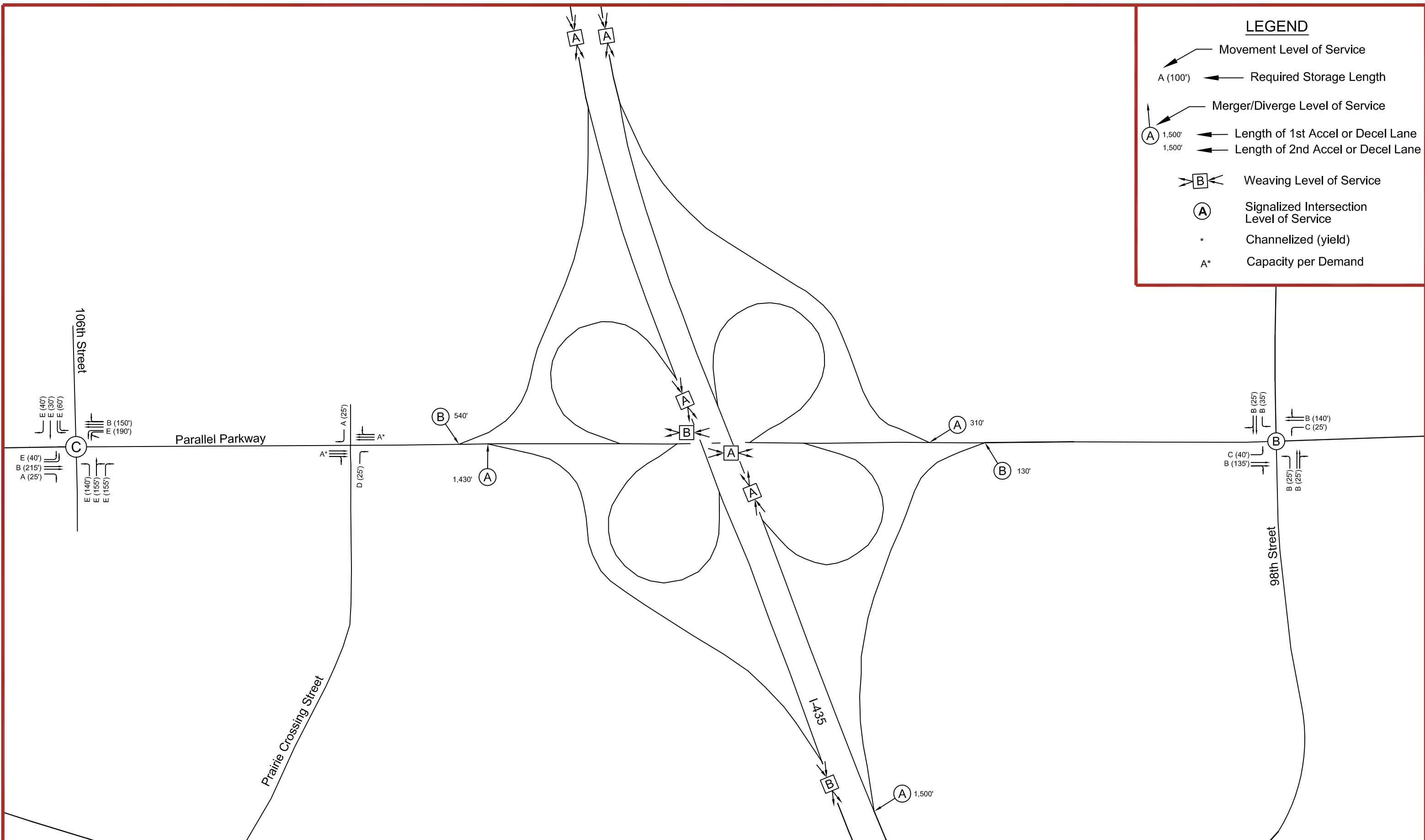
- Existing Weekday PM Peak Hour Volumes
- Existing Saturday Peak Hour Volumes



**EXHIBIT 5.1.1**  
**EXISTING DESIGN VOLUMES**  
Parallel Parkway Corridor

**LEGEND**

-  Movement Level of Service
- Required Storage Length
-  Merger/Diverge Level of Service
-  Length of 1st Accel or Decel Lane
-  Length of 2nd Accel or Decel Lane
-  Weaving Level of Service
-  Signalized Intersection Level of Service
-  Channelized (yield)
-  Capacity per Demand

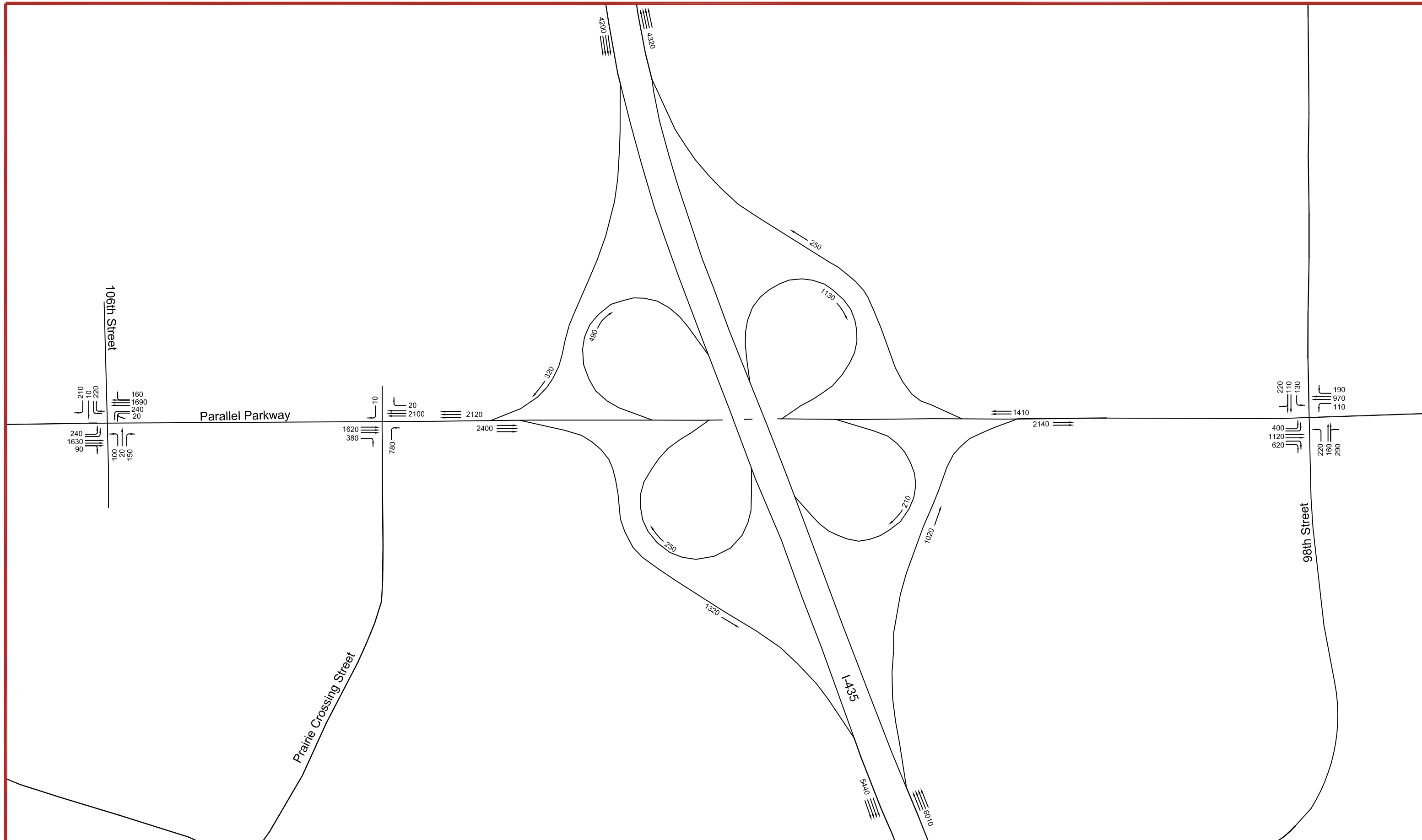







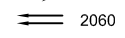

N.T.S.

**EXHIBIT 5.1.2**  
**EXISTING WEEKDAY PM PEAK HOUR**  
**LEVELS OF SERVICE**  
**Parallel Parkway Corridor**  
 August - 2010



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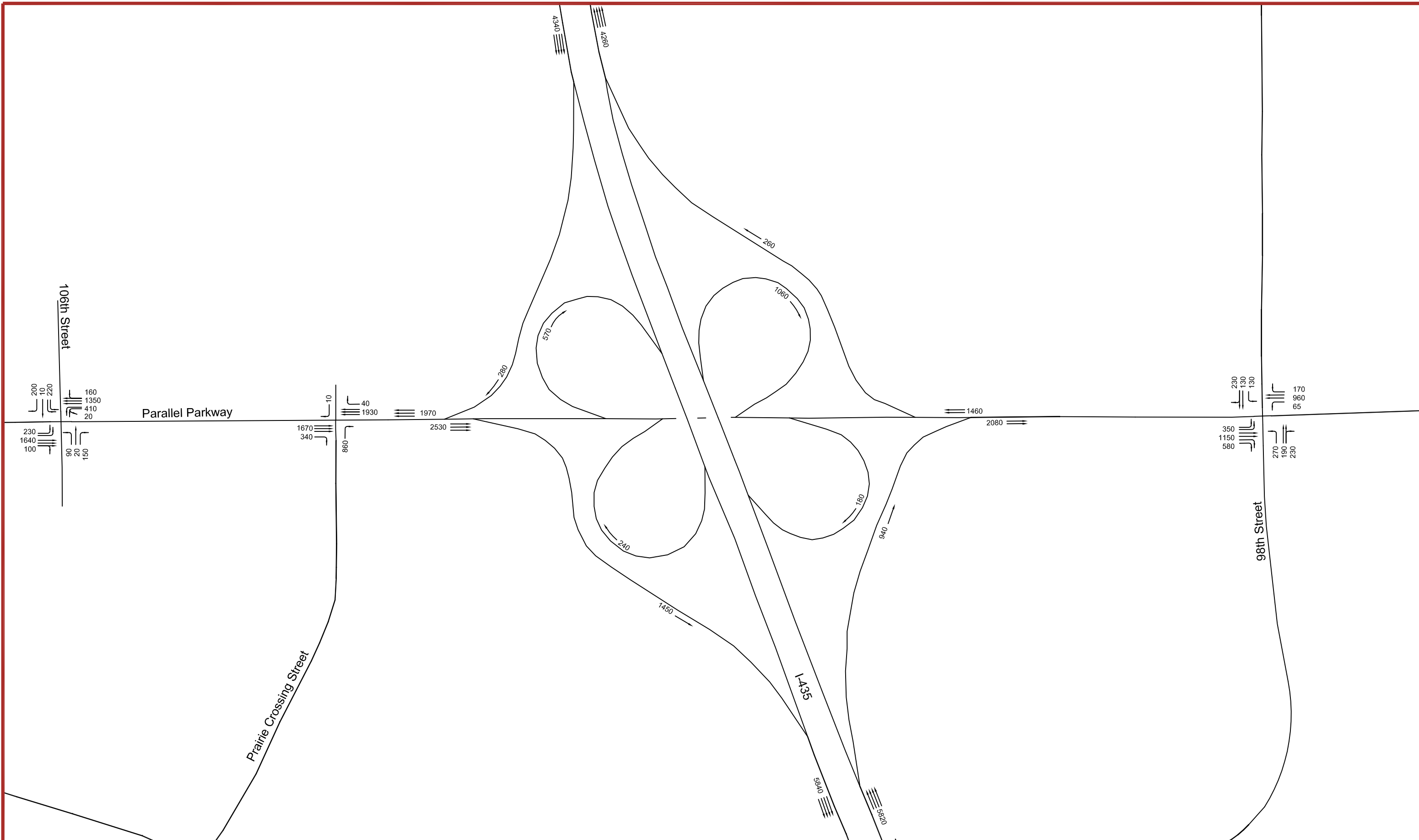
**LEGEND**

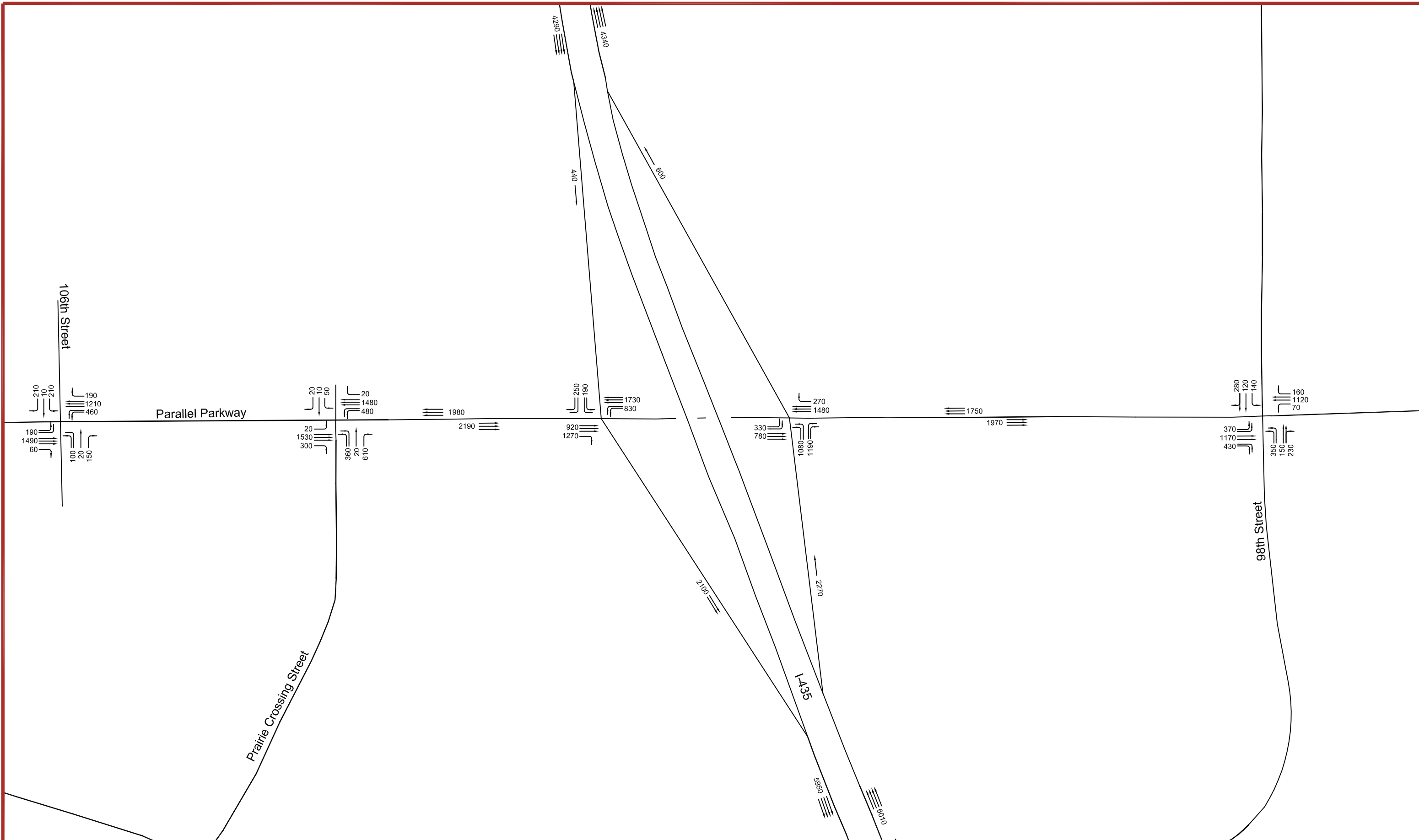
 Lane Arrangement  
 2060 Movement Volume

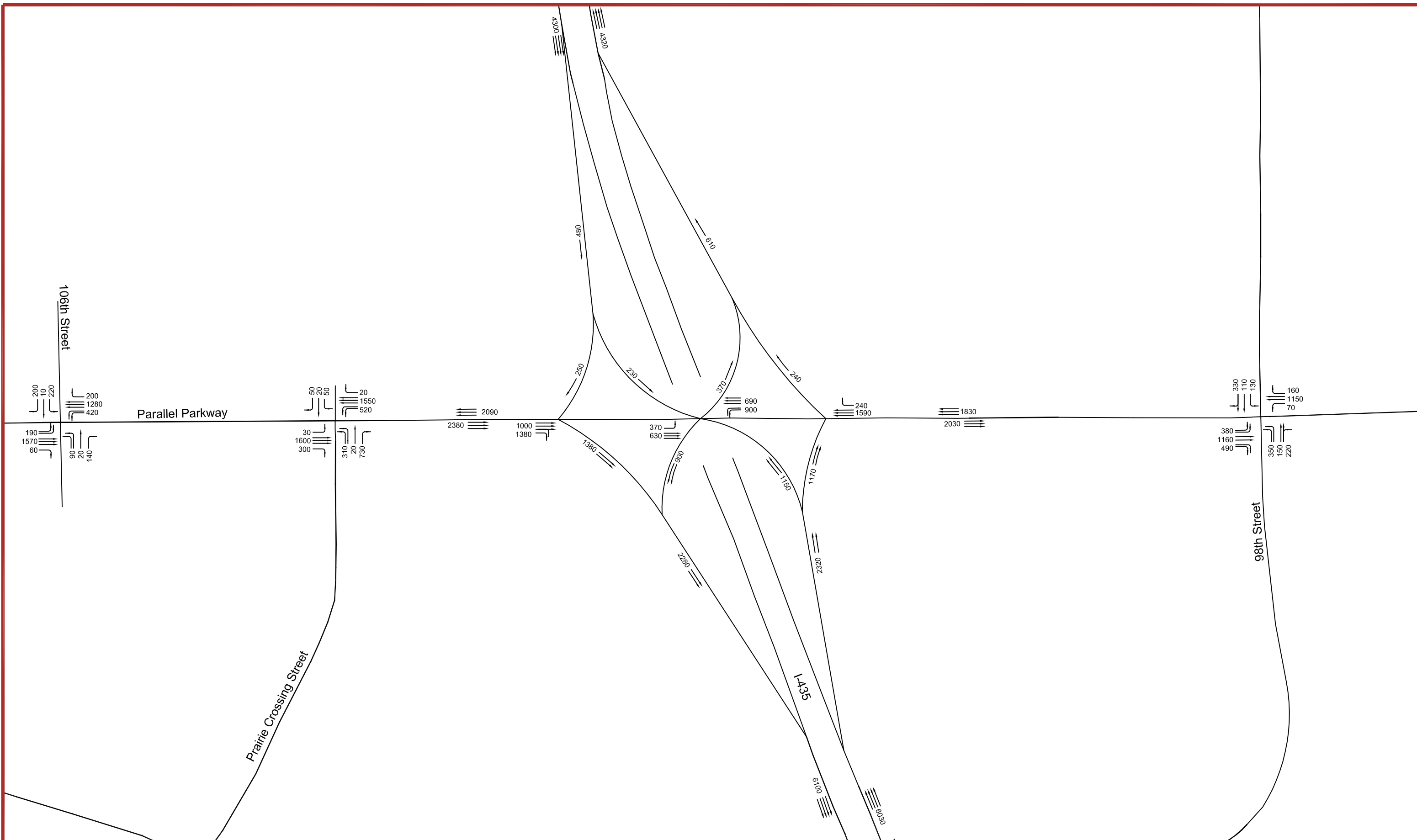


**EXHIBIT 5.2.1**  
**NO BUILD - DESIGN YEAR 2040**  
**WEEKDAY PM PEAK HOUR VOLUMES**  
 Parallel Parkway Corridor

August - 2010

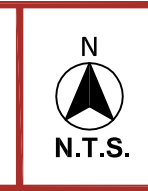




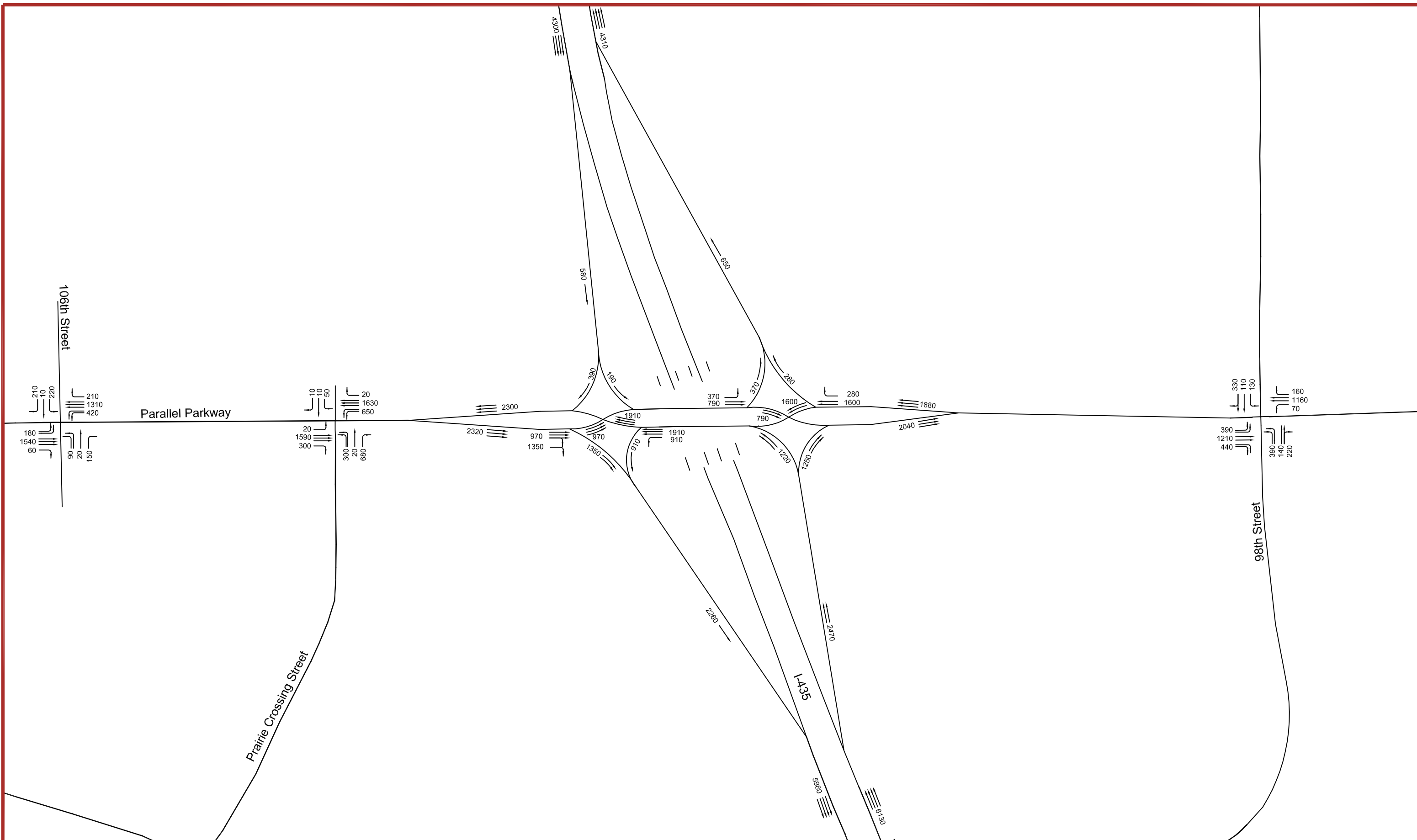


**LEGEND**

Lane Arrangement  
 Movement Volume

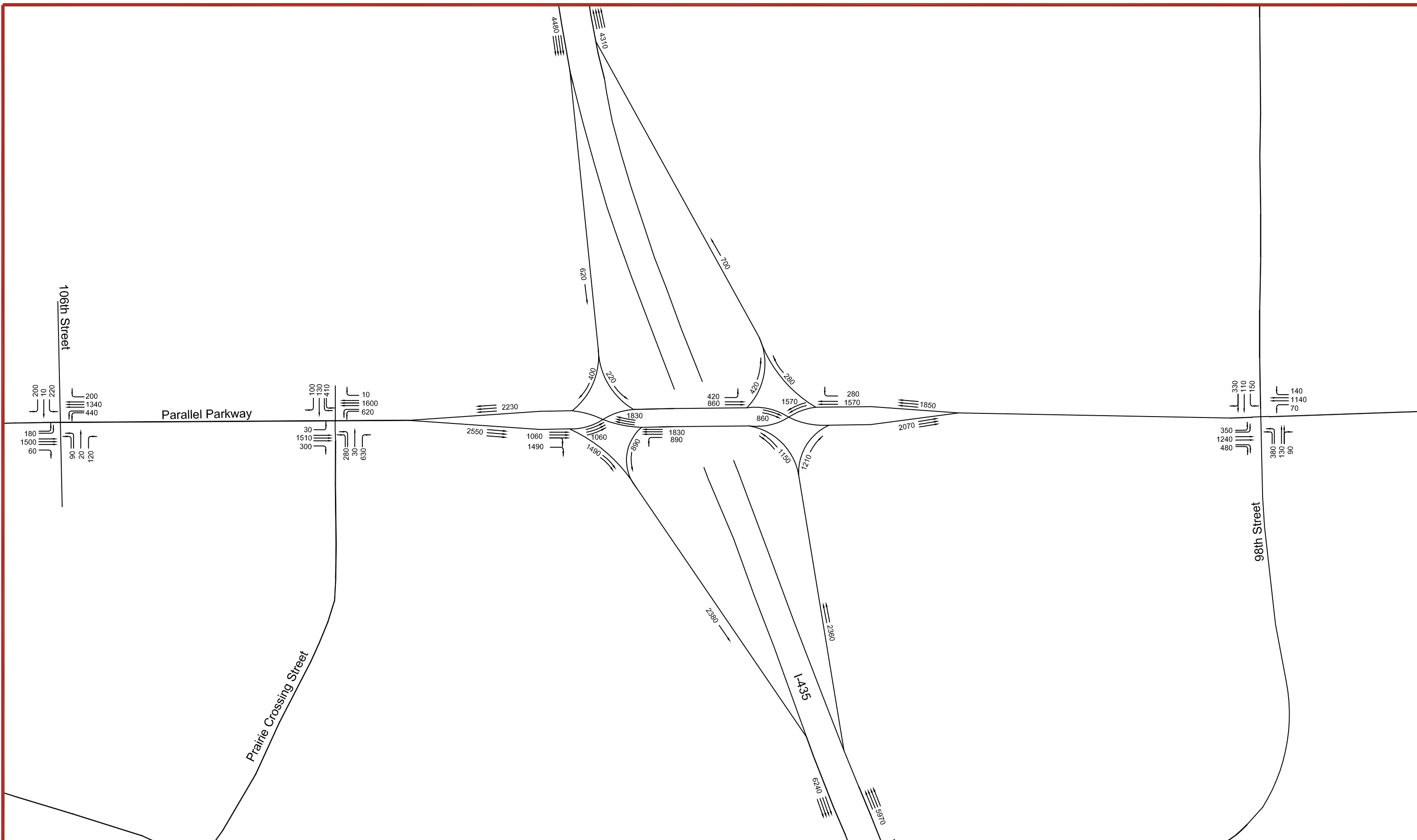


**EXHIBIT 5.3.3**  
 SPUI ON PARALLEL PKWY WITH  
 STATE AVE DDI AND SPUI - DESIGN YEAR 2040  
 WEEKDAY PM PEAK HOUR VOLUMES  
 Parallel Parkway Corridor August - 2010

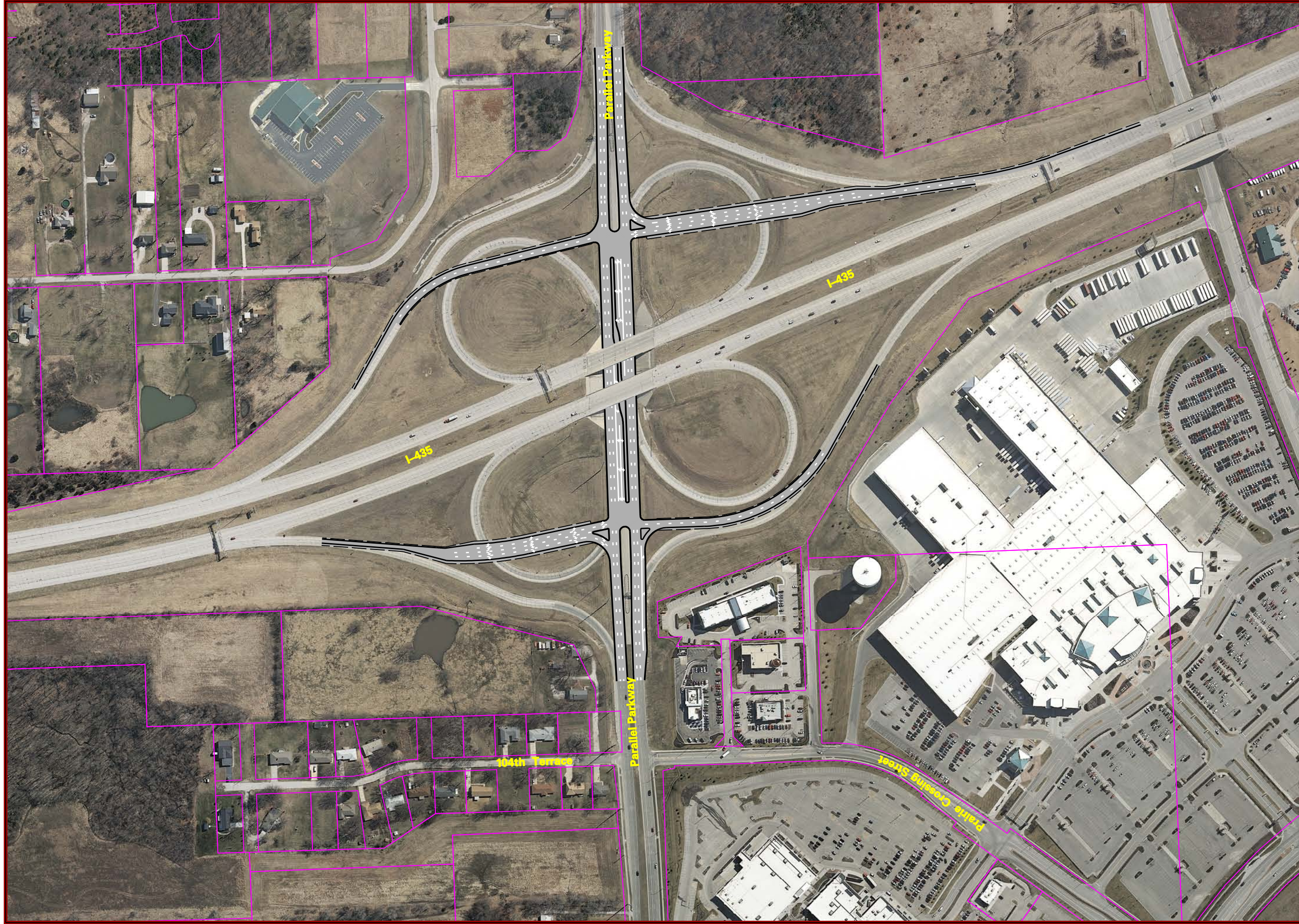




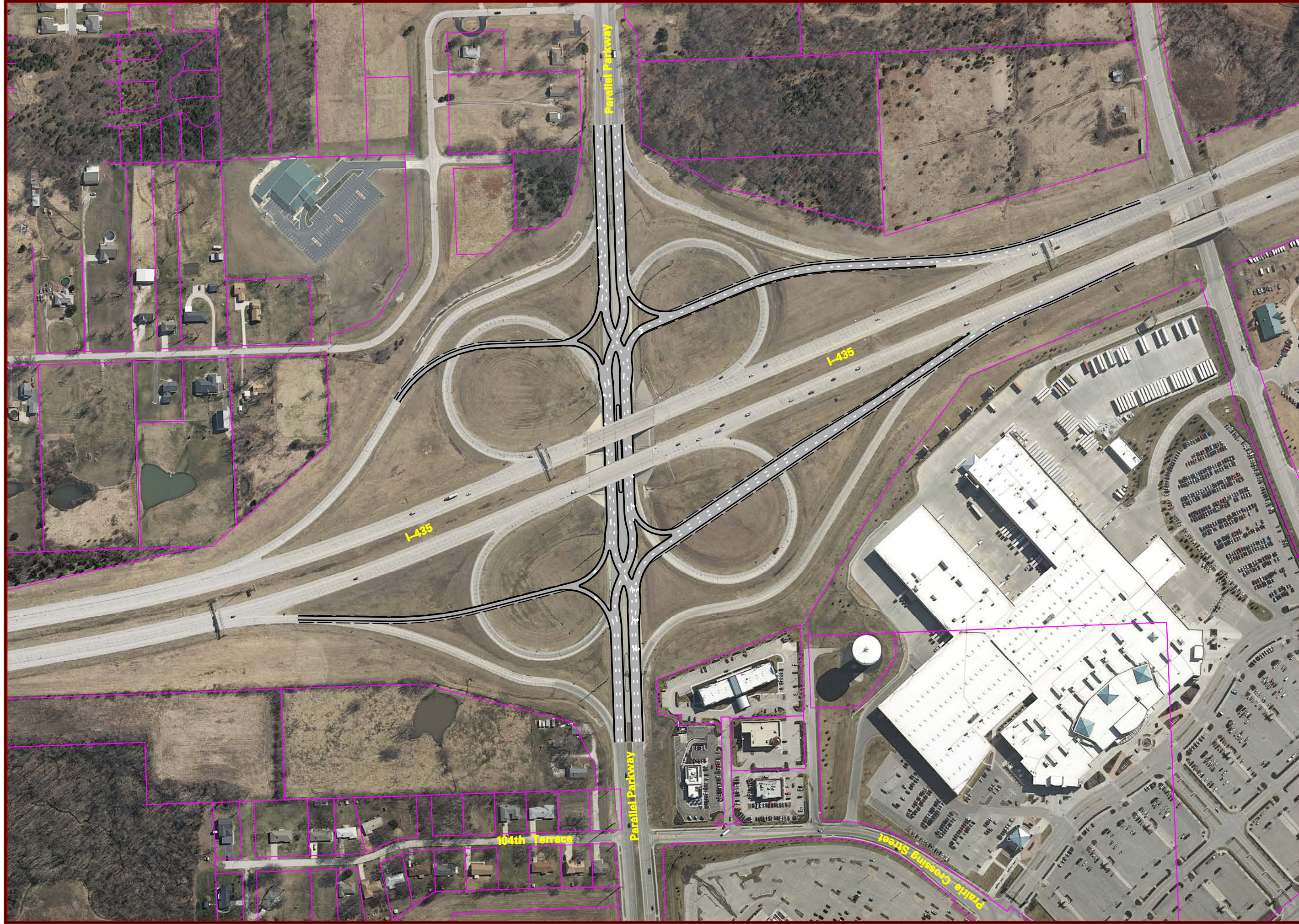












Parallel Parkway and I-435 DDI Improvement

EXHIBIT 5.5.2