Appendix A

Disclaimer

APPENDIX A

Traffic Accident and Safety Data

The National Environmental Policy Act (NEPA), 42 U.S.C. §§ 4321-4370f, requires that this analysis of the proposed project must consider and discuss its effects and impacts on mankind, and its effects and impacts on plants, animals, resources, and the natural world in general. One of the key elements to be discussed in any NEPA analysis of a proposed highway project is its effects and impacts on the safety of those who use those highways. However, Congress has recognized that even while this document summarizes and presents traffic accident and safety information for the general benefit of the public, pursuant to federal law, some people may attempt to use the information to establish federal, state or local liability in lawsuits arising from highway accidents. Congress has enacted a law, 23 USC Section 409, which prohibits the discovery or use, in litigation, of highway accident and safety data, developed under federal law to make highway safety improvements. Congress's rationale is obvious: the safety data was compiled and collected at their request, to help prevent future accidents, injuries and death on our nation's highways. If that information can be used in expensive damage suits, then the millions of dollars that litigation may cost the Missouri Department of Transportation (MoDOT) and local governments will not be available for their use to make Missouri's highways safer. The collection of this safety data should be encouraged, not discouraged.

Traffic accident statistics and safety data are compiled, presented and summarized in portions of this NEPA document. Where noted in an introductory footnote to a segment of this document, the discussions, reports, lists, tables, diagrams and data presented throughout that chapter, unit, section or subsection were compiled or collected for the purpose of identifying, evaluating or planning the safety enhancement of potential accident sites or hazardous roadway conditions pursuant to federal law. Thus, that information and its supporting reports, schedules, lists, tables, diagrams and data are not subject to discovery, and they are prohibited by federal law (23 USC § 409) from being admitted into evidence in a federal or state court proceeding, or from being considered for other purposes, in any action for damages arising from an occurrence on the highways, intersections or interchanges discussed in this document.

Appendix B

Initial Strategies Evaluation

I-70 Second Tier Environmental Impact Statement Kansas City, MO

Initial Alternatives Screening Technical Memoranda

Prepared For:

Missouri Department of Transportation

Prepared By:

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August 2013

Initial Alternatives Screening Technical Memorandum

The purpose of this technical memorandum is to describe the initial alternatives for the I-70 Second Tier Environmental Impact Statement and their screening/evaluation results. The initial alternatives that are recommended to be carried into the detailed evaluation phase will be further evaluated and their findings will be presented in subsequent documentation. Technical memoranda that have been developed for this study to date include the Purpose and Need Statement which provides an overview of the existing conditions of the I-70 corridor under consideration and the goals of the study.

The study team has been working on further defining and refining the alternatives carried forward and addressing some issues further identified by MoDOT. The further engineering analysis of the alternatives led to some changes in the conclusions made in the Initial Alternatives Screening Technical Memorandum dated April 2013. This report is the revised Initial Alternatives Screening Technical Memorandum.

Twelve initial alternatives were developed based on need, public input, and the First Tier EIS selected strategy and evaluated. These alternatives have been screened against the purpose and need goals which include improving safety, reducing congestion, restoring and maintaining existing infrastructure, improving accessibility across the corridor, and improving goods movement. Natural and human environmental impacts, as well as engineering issues and associated relative costs, also were evaluated. An Initial Alternatives Screening Matrix is located in **Appendix A**. Public involvement comments on the initial alternatives are summarized beginning on page 23.

The overall purpose of the I-70 Second Tier EIS is to determine an improvement alternative for the corridor, including future capacity needs and mode choices, which address the following items.

- Improve Safety: Reduce crash rates and crash severity on I-70.
- Reduce Congestion: Improve key bottlenecks, reduce the potential for ramp back-ups onto the freeway, and improve multi-modal travel times in coordination with plans put forward by local and regional agencies.
- Restore and Maintain Existing Infrastructure: Improve the long-term bridge and pavement conditions on I-70 and implement cost-effective investment strategies.
- Improve Accessibility: Provide travel options for all residents, increase safe access across I-70 for non-motorized travel, transit travel, and to support local and regional land use plans.
- Improve Goods Movement: Improve the efficiency of freight movement on I-70.

The alternatives were rated for their potential ability to address bottleneck related issues and conditions in the corridor that are linked to the reasons for improvements identified previously. With the Improve Key Bottlenecks Strategy, alternatives likely will not address each and every

corridor issue once the final design is completed. Ratings are decided based on their potential to address key issues at the level of concept detail known at this time. The criteria to address the purpose and need criteria are defined as:

- Improve Safety – The alternative includes improvements to address locations with critical crash rates above the statewide average. There are ten locations (six eastbound and four westbound along I-70) identified with crash rates greater than 1.5 times the statewide average.

- Reduce Congestion – The alternative includes measures that potentially increase the capacity of the I-70 corridor that would reduce congestion to level of service (LOS) E during the peak periods.
    - Potential Improvements in LOS F Areas – This screening measure is rated using the consumer reports type system. The identified areas with LOS F include 18th Street to Truman Road, 23rd Street merge, north of 27th Street, Van Brunt Boulevard westbound on ramp, weave between U.S. 40 and Van Brunt Boulevard, U.S. 40, Manchester Trafficway Bridge, and I-435.
    - Transit Options to Reduce Traffic Volumes – This screening measure is rated using the consumer reports type system. More frequent transit service may induce more transit travel; however, it may not result in a mode shift away from passenger vehicles.
    - Additional Measures to Reduce Travel Demand – This screening measure is rated using the consumer reports type system. The alternative that allows for other potential measures to reduce congestion will receive a higher relative rating.

- Restore/Maintain the Existing Infrastructure – The alternative includes I-70 corridor wide rehabilitation and/or rebuilding of the existing highway and bridges which would considerably improve the long-term condition of the pavement and base.
    - Potential Short Ramps Improvements – This screening measure will rate the potential to improve short ramps for each alternative within the right of way to the extent possible.
    - Potential Short Weaving Areas Improvements – This screening measure will rate the potential to improve short weaving areas.
    - Improvements to Benton Boulevard and Jackson Avenue Curves – This screening measure is a simple yes or no evaluation to determine if the alternative improves the Benton and Jackson Curves.
    - Other Potential Geometric Improvements – This screening measure will include a rating based on other geometric issues that are potentially improved with each alternative. There are a total of 12 other geometric issues identified. These issues include a substandard 45 mile per hour vertical curve between The Paseo and Brooklyn, hill/crest sight distance at Brooklyn Avenue, hill/crest sight distance at Chestnut, a horizontal curve Benton Boulevard, hill/crest sight distance near 23rd

Street, hill/crest sight distance near Cleveland Avenue, a low clearance bridge at 27th Street, I-435 left lane exits, I-435 hill/crest sight distance north of I-70, I-435 hill/crest sight distance south of I-70, a low clearance bridge on Stadium Drive near Manchester, and I-70 shoulder width.

- Allows for Rehabilitation of I-70 Over Time – This screening measure is a simple yes or no evaluation to determine if the alternative would allow for rehabilitation of I-70 over time as funding allows.

- Improve Accessibility – The alternative includes reasonable measures to enhance crossing of the corridor for non-motorized travel and increases the effectiveness of transit options in the corridor.
    - Potential for Crossing Improvements – This screening measure is rated using the consumer reports type system. The alternative that allows for potential crossing improvements will receive a higher relative rating. There are nine crossings over I-70 (includes I-435 – no pedestrians), nine crossings under I-70, Benton Boulevard, and two pedestrian bridges over I-70.
    - Number of Crossing Points Eliminated (negative) – This screening measure will include the number of crossings potentially eliminated. The screening measure is a negative impact to the ability to cross I-70.
    - Crossings on Bus Transit Routes – This screening measure will rate the alternative on potentially improving transit crossings.
    - Provides Connection to Bike or Trail Facility – This screening measure will rate the potential for connections to bike or trail facilities.

- Improve Goods Movement – The alternative provides safety and congestion improvements (as defined above) that would effectively serve freight movements in the corridor in addition to passenger vehicles and/or the alternative includes specific features to effectively improve freight movement in the corridor.
    - Potential Higher Goods Movement Interchanges Improvements – This screening measure will include a rating based on the potential for improving goods movement interchanges. Interchange consolidation of a goods movement interchange will have a negative impact. The seven identified goods movement interchanges are identified as The Paseo, Truman Road, 18th Street, Van Brunt Boulevard, U.S. 40, Manchester Trafficway, and I-435.
    - Potential Truck Geometric Improvements – This screening measure will include a rating on the potential for truck geometric improvements.

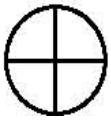
Environmental Issues – The Study Team also performed a cursory evaluation of the potential natural and human environmental impacts for each alternative. The natural environmental impacts relate to the anticipated affect on natural sites. The human environmental impacts include any community, neighborhood, or business resources that may be affected by the alternatives.

- Environmental Fatal Flaws – This screening measure is a simple yes or no evaluation to determine if the alternative has any environmental fatal flaws.
- Potential Parks Impacted – This screening measure will include the number of parks potentially impacted by each alternative. There are four identified parks that may be impacted including The Paseo median, Van Brunt Boulevard median, Grove Park, and Cypress Park. While Benton Boulevard is a part of the Kansas City Parks and Boulevards System, for this analysis it is not considered a park because it does not include a median like The Paseo and Van Brunt Boulevard.
- Potential Community Facilities Impacted – This screening measure will include the number of community facilities potentially impacted by each alternative.
- Potential for Changes to Land Use – This screening measure is rated using the consumer reports type system. The alternatives that will require more right of way have more potential to change the surrounding land use. This screening measure does not determine whether the change is positive or negative as this is often subjective.
- Potential for Environmental Justice Impacts – This screening measure is rated using the consumer reports type system. The direct impact on environmental justice areas are from relocations as related to the need for right of way. At this stage, the screening measure is related to right of way; however, detailed environmental justice impacts will be determined as improvements reach more detailed design.
- Potential for Noise Impacts – This screening measure is rated using the consumer reports type system. The impact of noise is typically related to the need for right of way. As more detail improvements are designed, the evaluation will consider the number of noise receptors affected.
- Potential for Natural Environmental Resources Impacts – This screening measure is rated using the consumer reports type system. Due to the urban nature of the Study Area there are few natural resources. The identified resources are the Blue River and a few isolated wetlands.
- Potential for Hazardous Materials and Contaminated Sites Impacts – This screening measure will include the number of hazardous materials and contaminated sites potentially impacted by each alternative. The four potential hazardous materials locations include the Beezer East site near Manchester Trafficway and three industrial sites near the Benton Curve.

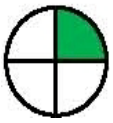
Engineering Issues – The Study Team also performed an evaluation of potential engineering issues including fatal flaws, right of way impacts, and construction phasing.

- Engineering Fatal Flaws – This screening measure is a simple yes or no evaluation to determine if the alternative has any engineering fatal flaws.
- Right of Way Impacts – This screening measure is rated using the consumer reports type system. The evaluation was high level at this stage and more detail will be available as the study proceeds.
- Allows for Construction Phasing – This screening measure is a simple yes or no evaluation to determine if the alternative allows for construction to be phased over time.

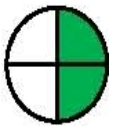
The consumer reports type system is shown below with a brief description of how and when each rating would be applied to the screening criteria.



No Achievement/No Impact: For the purpose and need goals this symbol relates to the extent of achieving a goal; for environmental and engineering/cost criteria, it relates to the level of potential impacts (the greater the impact, the more slices in the circle are highlighted). This rating denotes that this criteria is not met at all (or very negligible) and there are no (or negligible) environmental and engineering/cost impacts. It should be noted that impacts can have either a positive or negative connotation depending on what criteria is being evaluated.



Some Achievement/Some Impact (approximately 25%): For the purpose and need goals this symbol relates to the extent of achieving a goal in green; for environmental and engineering/cost criteria in yellow, it relates to the level of potential impacts (the greater the impact, the more slices in the circle are highlighted). This rating indicates that approximately a quarter of the purpose and need goals are met and there are approximately 25% impacts for environmental and engineering/cost criteria. It should be noted that impacts can have either a positive or negative connotation depending on what criteria is being evaluated.



Half Achievement/Moderate Impact (approximately 50%): For the purpose and need goals this symbol relates to the extent of achieving a goal in green; for environmental and engineering/cost criteria in yellow, it relates to the level of potential impacts (the greater the impact, the more slices in the circle are highlighted). This rating indicates approximately half of the purpose and need goals are met and there are approximately 50% impacts for environmental and engineering/cost criteria. It should be noted that impacts can have either a positive or negative connotation depending on what criteria is being evaluated.

Substantial Achievement/Substantial Impact (approximately 75%): For the purpose and need goals this symbol relates to the extent of achieving a goal in green; for environmental and engineering/cost criteria in yellow, it relates to the level of potential impacts (the greater the impact, the more slices in the circle are highlighted). This rating indicates approximately three-quarters of the purpose and need goals are met and there are approximately 75% impacts for environmental and engineering/cost criteria. It should be noted that impacts can have either a positive or negative connotation depending on what criteria is being evaluated.

Complete Achievement/High Impact (approximately 100%): For the purpose and need goals this symbol relates to the extent of achieving a goal in green; for environmental and engineering/cost criteria in yellow, it relates to the level of potential impacts (the greater the impact, the more slices in the circle are highlighted). This rating indicates all or the vast majority of the purpose and need

goals are met and there are approximately 100% impacts for environmental and engineering/cost criteria. It should be noted that impacts can have either a positive or negative connotation depending on what criteria is being evaluated.

In addition, the final evaluation criterion was the relative costs of each alternative. The alternatives were given one of the ratings below:

- $ Alternatives would have minimal additional cost beyond what is anticipated for long-term maintenance (i.e. maintaining the existing facility – No-Build (see below).
- $$ Alternatives anticipated to have substantially lower costs than most alternatives proposed.
- $$$ Alternatives that potentially have average costs related to other alternatives proposed.
- $$$$ Alternatives anticipated to have a cost that is orders of magnitude higher than other alternatives.

The following sections provide a description of the initial alternatives and how the screening/ratings were derived for the evaluation categories. It should be noted that Alternatives 1, 2, 3, and 4 are not considered "Build" alternatives but have components that could be included in a new alternative configuration.

Initial Alternative 1: No-Build

Alternative 1 contains the base or No-Build condition. The No-Build condition includes maintenance activities as needed and the implementation of transportation projects already committed. As such, the No-Build Alternative is a minimum level of effort required to address any major safety and maintenance issues such as the Manchester Bridge replacement. This includes general maintenance activities such as repaving I-70 and low-cost repairs, maintain existing bus service through the Kansas City Area Transportation Authority, and implement the committed (approved and funded) transportation projects along the corridor such as replacing the Manchester Bridge.

Alternative 1: No-Build Alternative will address the purpose and need goals as follows:

- Improve Safety – There is no improvement to safety expected as the traffic flow is expected to become more intermittent with stop/slow and go traffic patterns during peak commute times which could result in more crashes. The No-Build also does not address the critical crash rate areas occurring at various points in the corridor or the reduction in speed at the Benton Boulevard and Jackson Avenue Curves.
- Reduce Congestion – There is no improvement as the forecasted traffic volumes continue to grow at a slow rate between 2010 and 2040.

- Restore and Maintain the Existing Infrastructure – There is minimal improvement expected as routine maintenance may be required to reconstruct I-70 over time, the work will be done in specific locations and not through the entire Study Area.
- Improve Accessibility – There is little improvement expected to enhance accessibility across I-70.
- Improve Goods Movement – There is no improvement expected for goods movement. Congestion would continue to increase and the goods movement interchanges identified and other truck geometric issues are not addressed.

Potential natural environmental impacts from the No-Build Alternative include worsening air quality and noise impacts due to increased congestion. The replacement of the Manchester Trafficway Bridge over the Blue River has the potential to impact one hazardous materials site (Beezer East). There would be no major impacts to the human environment from the No-Build Alternative. The No-Build Alternative does not have any engineering fatal flaws. The No-Build Alternative is required to be carried forward for more detailed evaluation as a comparison (benchmark) with the other alternatives carried forward.

Initial Alternative 2A: Transportation System Management (TSM)

Alternative 2A applies strategies that aim at improving the efficiency and operation of the existing I-70 facility. This alternative could include rebuilding and/or rehabilitating I-70 pavement and bridges, enhancing incident management, Intelligent Transportation Systems (ITS), Kansas City Scout activities, ramp metering, and Operation Green Light. Specific improvements could include:

- Rebuild and/or rehabilitate I-70 pavement and bridges over time.
- Enhance the Motorist Assist program as a way to reduce non-recurring congestion created by vehicle breakdowns, stalls, and crashes. Some improvements may include video monitoring, dispatch equipment systems, and increased motorist assist patrol.
- ITS and KC Scout assist travelers with real time information that can be used to change a trip or route choice due to congestion.
- Consider ramp metering, which allows freeways to maintain higher travel speeds through a controlled release of merging vehicles. This can decrease travel times and reduce crashes.
- Eliminate merge and diverge conflicts during the peak hours of the day with time of day ramp closures.
- Use variable speed limits.
- Operation Green Light is a regional effort to increase the mobility of travelers along major arterial routes. The overall delay on the road system can be improved through the partners working together to coordinate adjacent signals.
- Improve shoulder width to allow bus on shoulder operations to provide more reliable travel time and schedule by using the shoulder at a reduced speed when the mainline traffic flow is less than 35 mph.

Initial Alternative 2B: Transportation System Management (TSM)

Alternative 2B applies the strategies of Alternative 2A with the addition of converting an existing lane in each direction to an HOV lane.

Alternative 2: Transportation System Management (TSM) will address the purpose and need goals as follows:

- Improve Safety – There is some improvement to safety expected through the rebuild and/or rehabilitate of the roadway over time. There are proposed ramp metering and variable speed limit improvements to address safety in this alternative that will address the critical crash rate areas. This alternative does not specifically address the Benton Boulevard and Jackson Avenue Curves.
- Reduce Congestion – There is minimal improvement expected as the forecasted traffic volumes continue to grow at a slow rate between 2010 and 2040. The Study Area already has strong ITS and motorist assist operations on I-70.
- Restore and Maintain the Existing Infrastructure – There is only minor improvement expected with the rebuilding and/or rehabilitating of I-70 overtime. This alternative will not address other key needs such as the Benton and Jackson Curves.
- Improve Accessibility – There is little improvement expected to enhance accessibility across I-70, potentially as bridge replacements occur.
- Improve Goods Movement – There is no improvement expected for goods movement. Alternative 2 is not expected to significantly reduce congestion, improve the goods movement interchanges, or improve the truck geometric issues.

There would be no significant impacts to the human environment from Alternative 2. Alternative 2 does not have any environmental or engineering fatal flaws. Alternative 2 will not be carried forward as a standalone solution due to not meeting the Purpose and Need of the project. This alternative can be combined into other alternatives carried forward.

Initial Alternative 3: Transportation Demand Management (TDM)

Alternative 3 applies strategies that aim at reducing the number of vehicles on the road during the peak periods. This alternative could include rebuilding and/or rehabilitating I-70 pavement and bridges, flexible work hours, telecommuting, carpooling, and constructing at least one park and ride location. Specific improvements could include:

- Rebuild and/or rehabilitate I-70 pavement and bridges over time.
- Alternative work hours involve coordinating with major employers to adjust the typical 8:00 am to 5:00 pm work schedules. Some examples would allow employees to begin and finish their work day earlier (7 am to 4 pm) or work four days of ten hours per day (40 hour week) versus the typical eight hour, five days a week. Another example is

staggering start times to spread out the traffic along I-70 across a longer period of time. This may be best suited to start as a pilot program with governmental agencies.

- Telecommuting involves employees working from home instead of commuting to the office. This could be implemented as one to two days per week or all of the time.
- Ridesharing is typically arranged through employers or a transportation management agency, which provides a ride matching service. This encourages carpooling between workers in the same general area who also live relatively close by each other or along the travel route.
- Construct a park and ride location along I-70 in the Study Area.
- Improve bicycle and pedestrian access across I-70 to allow increased opportunities to bike or walk to destinations.

Alternative 3: Transportation Demand Management (TDM) will address the purpose and need goals as follows:

- Improve Safety – There is some improvement to safety expected through the rebuild and/or rehabilitate of the roadway over time. This alternative does not specifically address the critical crash rate areas occurring at various points in the corridor or the Benton Boulevard and Jackson Avenue Curves.
- Reduce Congestion – This alternative is expected to provide more congestion relief than the previous two alternatives since the focus is directly related to reducing vehicular traffic. However, the reduction in traffic is expected to be very minor.
- Restore and Maintain the Existing Infrastructure – There is only minor improvement expected with the rebuilding and/or rehabilitating of I-70 over time. This alternative will not address other key needs geometric issues such as the Benton and Jackson Curves.
- Improve Accessibility – There is little improvement expected to enhance accessibility across I-70, potentially as bridge replacements occur.
- Improve Goods Movement – There is no improvement expected for goods movement. Alternative 3 is not expected to significantly reduce congestion, improve the goods movement interchanges, or improve the truck geometric issues.

There would be no significant impacts to the human environment from Alternative 3. This alternative does not have any environmental or engineering fatal flaws. Alternative 3 will not be carried forward as a standalone solution due to not meeting the Purpose and Need of the project. This alternative can be combined into other alternatives carried forward.

Initial Alternative 4A: Other Transportation Modes (Transit, Bike, Pedestrian)

Alternative 4A incorporates strategies that aim to reduce the use of non-passenger vehicles. This alternative could include rebuilding and/or rehabilitating I-70 pavement and bridges, expanding transit service, evaluating potential park and ride locations, bus on shoulder, and enhanced bicycle and pedestrian access. Specific improvements could include:

- Rebuild and/or rehabilitate I-70 pavement and bridges over time.
- Expand bus transit service through the Kansas City Area Transportation Authority along the three existing routes - Route 28X Blue Ridge Express, Route 152 Lee's Summit Express, and Route 170 Blue Springs Express using I-70 with longer hours of service or shorter headways.
- Construct a park and ride location along I-70 in the Study Area.
- Improve shoulder width to allow bus to utilize shoulder to provide more reliable travel time and schedule by using the shoulder at a reduced speed when the mainline traffic flow is less than 35 mph.
- Improve bicycle and pedestrian access across I-70 to allow increased opportunities to bike or walk to destinations.

Another transit enhancement potential is commuter rail transit in Jackson County currently under study. In Alternative 4A, it is assumed that commuter rail will NOT move forward from the Jackson County Commuter Corridor Alternatives Analysis.

Initial Alternative 4B: Other Transportation Modes (Jackson County Commuter Corridor Alternatives Analysis)

Alternative 4B assumes the Jackson County Commuter Corridor Alternatives Analysis WILL construct commuter rail with reduced/limited bus service will be the selected alternative from this on-going study.

Alternative 4: Other Transportation Modes will address the purpose and need goals as follows:

- Improve Safety – There is some improvement to safety expected through the rebuild and/or rehabilitate of the roadway over time. This alternative does not specifically address the critical crash rate areas occurring at various points in the corridor or the Benton Boulevard and Jackson Avenue Curves.
- Reduce Congestion – This alternative is expected to provide some congestion relief, but only the commuter rail option has the potential to remove hundreds of vehicles from I-70 and is currently under study through the Jackson County Commuter Corridor Alternatives Analysis. Bus transit service enhancements are not anticipated to induce a significant mode shift to reduce congestion levels on I-70.
- Restore and Maintain the Existing Infrastructure – There is only minor improvement expected with the rebuilding and/or rehabilitating of I-70 over time. This alternative will not address other key geometric issues such as the Benton and Jackson Curves or the existing shoulder widths to allow for bus on shoulder operations.
- Improve Accessibility – There is the potential for accessibility improvements across I-70 through commuter rail and bus transit services enhancements in Alternative 4B.

- Improve Goods Movement – There is no improvement expected for goods movement. Alternative 4 is not expected to significantly reduce congestion, improve the goods movement interchanges, or improve the truck geometric issues.

There would be no significant impacts to the human environment from Alternative 4 within the I-70 Second Tier Study Area. This alternative does not have any environmental or engineering fatal flaws. Alternative 4A and Alternative 4B will not be carried forward as a standalone solution due to not meeting the Purpose and Need of the project. Either Alternative 4A or Alternative 4B could be carried forward as the transit component in any of the build alternatives (Alternatives 5 through 12).

Initial Alternative 5: Geometric Improvements

Alternative 5 incorporates the No-Build Alternative with improvements to the geometric features of I-70. These improvements could include rebuilding and/or rehabilitating I-70 pavement and bridges, improving horizontal and vertical alignment, increased ramp lengths, reduced weave areas, addition of auxiliary lanes, bus on shoulder, improved bicycle/pedestrian access across I-70, and consider aesthetics. A figure illustrating the improvements proposed in Alternative 5 is included in **Appendix B**. Specific improvements could include:

- Rebuild and/or rehabilitate I-70 pavement and bridges over time.
- I-435 interchange improvements to eliminate left lane exits and alternatives to eliminate the existing tight loop ramps.
- Horizontal and vertical alignment revisions to maintain design speed including the Benton and Jackson Curves.
- Consider removing Benton Boulevard over I-70 to accommodate alignment revisions necessary to improve the Benton Curve.
- Extend merge and diverge ramp lengths to allow safer exit and entrance onto I-70 where possible given corridor constraints and interchange locations.
- Extend weave areas as appropriate to allow safer lane changes as vehicles enter and exit I-70 where possible given corridor constraints and interchange locations.
- Potentially add auxiliary lanes between interchanges to improve the mainline traffic flow and reduce conflicts with merging and diverging vehicles. Considerations include between The Paseo and Prospect Avenue, 27th Street to Jackson Avenue, and Van Brunt Boulevard and I-435.
- Improve shoulder width to allow buses on shoulder to provide more reliable travel time and schedule by using the shoulder at a reduced speed when the mainline traffic flow is less than 35 mph.
- Improve existing and/or consider additional bicycle and pedestrian access across I-70 to allow increased opportunities to bike or walk to destinations.
- Consider aesthetic enhancements to improve the look and feel of the driving experience. Aesthetic enhancements will adhere to MoDOT's aesthetic enhancements policy as detailed in MoDOT's Engineering Policy Guide, Category 241, Aesthetic Considerations.

Alternative 5: Geometric Improvements will address the purpose and need goals as follows:

- Improve Safety – There are anticipated improvements to safety in this alternative that will address most of the critical crash rate areas.
- Reduce Congestion – This alternative is expected to provide some congestion relief by improving a few areas with LOS F. This alternative does include bus on shoulder options to provide transit and other travel demand reduction measures.
- Restore and Maintain the Existing Infrastructure – This alternative is anticipated to address several short ramps and short weave areas. This alternative will rebuild and/or rehabilitate I-70 over time, improve the Benton and Jackson Curves, and provide improvements in areas with other geometric issues.
- Improve Accessibility – There is the potential for accessibility improvements across I-70 through bridge replacements including bicycle and pedestrian enhancements. The potential to remove the Benton Boulevard crossing in this alternative is a negative impact. There are nine bus transit routes crossing I-70 and four bike/trail facilities in the Study Area.
- Improve Goods Movement – This alternative is anticipated to have improvements at most goods movement interchanges and improvements to all areas with truck geometric issues.

This alternative does not have any environmental or engineering fatal flaws. There are potential construction impacts at two parks and two community facilities (churches). In relation to the other alternatives, the potential for land use, environmental justice, and noise impacts are moderate. There are potentially two hazardous materials sites that may be affected with this alternative. This alternative is expected to have lower right of way requirements than the other build alternatives and will allow for construction to be phased. This alternative has been selected to be carried forward into the detailed evaluation phase for further development and analysis.

Initial Alternative 6: Interchange Consolidations

Alternative 6 would incorporate the geometric features improvements in Alternative 5 and consolidate some closely spaced interchanges. These improvements could include rebuilding and/or rehabilitating I-70 pavement and bridges, improving horizontal and vertical alignment, interchange consolidations, increased ramp lengths, reduced weave areas, addition of auxiliary lanes, bus on shoulder, improved bicycle/pedestrian access across I-70, and consider aesthetics. A figure illustrating the improvements proposed in Alternative 6 is included in **Appendix B**. Specific improvements could include:

- Rebuild and/or rehabilitate I-70 pavement and bridges over time.
- Consolidate interchanges at Brooklyn and Prospect, 18th Street and 23rd Street, and U.S. 40 and Manchester Trafficway.

- Horizontal and vertical alignment revisions to maintain design speed including the Benton and Jackson curves.
- Consider removing Benton Boulevard over I-70 to accommodate alignment revisions necessary to improve the Benton Curve.
- Extend merge and diverge ramp lengths to allow safer exit and entrance onto I-70 where possible given corridor constraints and interchange locations.
- Extend weave areas as appropriate to allow safer lane changes as vehicles enter and exit I-70 where possible given corridor constraints and interchange locations.
- Add auxiliary lanes if needed between interchanges to improve the mainline traffic flow and reduce conflicts with merging and diverging vehicles. Considerations include between The Paseo and Prospect Avenue, 27th Street to Jackson Avenue, and Van Brunt Boulevard and I-435.
- I-435 interchange improvements to eliminate left lane exits and alternatives to eliminate the existing tight loop ramps.
- Improve low clearance bridge on Stadium Drive to improve Manchester Trafficway access to I-435. This improvement will only be made as a mitigation measure if access to Manchester Trafficway from I-70 is closed.
- Improve shoulder width to allow buses on shoulder to provide more reliable travel time and schedule by using the shoulder at a reduced speed when the mainline traffic flow is less than 35 mph.
- Improve existing and/or consider additional bicycle and pedestrian access across I-70 to allow increased opportunities to bike or walk to destinations.
- Consider aesthetic enhancements to improve the look and feel of the driving experience.

Alternative 6: Interchange Consolidation will address the purpose and need goals as follows:

- Improve Safety – There are anticipated improvements to safety in this alternative that will address all critical crash rate areas.
- Reduce Congestion – This alternative is expected to provide some congestion relief by improving several areas with LOS F. This alternative does include bus on shoulder options to provide transit and other travel demand reduction measures.
- Restore and Maintain the Existing Infrastructure – This alternative is anticipated to address most short ramps and short weave areas. This alternative will rebuild and/or rehabilitate I-70 over time, improve the Benton and Jackson Curves, and provide improvements in other areas with geometric issues.
- Improve Accessibility – There is the potential for improvement in accessibility across I-70 through bridge replacements including bicycle and pedestrian enhancements. Interchange consolidation will remove some ramp intersections with cross streets that bicyclists and pedestrians would have to cross, reducing the interaction with vehicles. The potential to remove the Benton Boulevard crossing in this alternative is a negative impact. There are nine bus transit routes crossing I-70 and four bike/trail facilities in the Study Area.

- Improve Goods Movement – This alternative is anticipated to have improvements at several goods movement interchanges and improvements in all areas identified with truck geometric issues.

This alternative does not have any environmental or engineering fatal flaws. There are potential construction impacts at two parks and two community facilities (churches). In relation to the other alternatives, the potential for land use, environmental justice, and noise impacts are higher. There are potentially two hazardous materials sites that may be affected with this alternative. This alternative is expected to have moderate right of way requirements compared to the other build alternatives and will allow for construction to be phased. This alternative has been selected to be carried forward into the detailed evaluation phase for further development and analysis.

Initial Alternative 7: One Interchange per Zone

Alternative 7 would incorporate improvements to the geometric features in Alternative 5 and consolidate interchanges to best meet the current urban interchange spacing standards of approximately one interchange per mile. This alternative could include rebuilding and/or rehabilitating I-70 pavement and bridges, improving horizontal and vertical alignment, interchange consolidations, increased ramp lengths, reduced weave areas, bus on shoulder, improved bicycle/pedestrian access across I-70, and consider aesthetics. A figure illustrating the improvements proposed in Alternative 7 is included in **Appendix B**. Specific improvements could include:

- Rebuild and/or rehabilitate I-70 pavement and bridges over time.
- Consolidate interchanges to one per zone from The Paseo to Prospect Avenue, Truman Road to 23rd Street, 27th Street to Jackson Avenue, Van Brunt Boulevard, U.S. 40 to Manchester Trafficway, I-435, and Blue Ridge Cutoff.
- Horizontal and vertical alignment revisions to maintain design speed including the Benton and Jackson curves.
- Consider removing Benton Boulevard over I-70 to accommodate alignment revisions necessary to improve the Benton Curve.
- Extend merge and diverge ramp lengths to allow safer exit and entrance onto I-70 where possible given corridor constraints and interchange locations.
- Extend weave areas as appropriate to allow safer lane changes as vehicles enter and exit I-70 where possible given corridor constraints and interchange locations.
- Add auxiliary lanes if needed between interchanges to improve the mainline traffic flow and reduce conflicts with merging and diverging vehicles. Considerations include between The Paseo and Prospect Avenue, 27th Street to Jackson Avenue, and Van Brunt Boulevard and I-435.
- Improve shoulder width to allow buses on shoulder to provide more reliable travel time and schedule by using the shoulder at a reduced speed when the mainline traffic flow is less than 35 mph.

- I-435 interchange improvements to eliminate left lane exits and alternatives to eliminate the existing tight loop ramps.
- Improve low clearance bridge on Stadium Drive to improve Manchester Trafficway access to I-435.
- Improve existing and/or consider additional bicycle and pedestrian access across I-70 to allow increased opportunities to bike or walk to destinations.
- Consider aesthetic enhancements to improve the look and feel of the driving experience.

Alternative 7: One Interchange per Zone will address the purpose and need goals as follows:

- Improve Safety – There are anticipated improvements to safety in this alternative that will address most critical crash rate areas.
- Reduce Congestion – This alternative is expected to provide some congestion relief by potentially improving most areas with LOS F. This alternative does include bus on shoulder options to provide transit and other travel demand reduction measures.
- Restore and Maintain the Existing Infrastructure – This alternative is anticipated to address most short ramps and short weave areas. This alternative will rebuild and/or rehabilitate I-70 over time, improve the Benton and Jackson Curves, and provide improvements in all areas with geometric issues.
- Improve Accessibility – There is the potential for improvement in accessibility across I-70 through bridge replacements including bicycle and pedestrian enhancements. Interchange consolidations will remove some ramp intersections with cross streets that bicyclists and pedestrians would have to cross, reducing the interaction with vehicles. The potential to remove the Benton Boulevard crossing in this alternative is a negative impact. There are nine bus roués transit crossing I-70 and four bike/trail facilities in the Study Area.
- Improve Goods Movement – This alternative is anticipated to have improvements at several goods movement interchanges and improvements in all areas identified with truck geometric issues.

This alternative does not have any environmental or engineering fatal flaws. There are potential construction impacts at two parks and two community facilities (churches). In relation to the other alternatives, the potential for land use, environmental justice, and noise impacts are moderate. There are potentially two hazardous materials sites that may be affected with this alternative. This alternative is expected to have moderate right of way requirements compared to the other build alternatives and will allow for construction to be phased. This alternative is not recommended to be carried forward into the detailed evaluation phase because it is similar to Alternative 6 which is being carried forward, precludes site specific solutions, and will likely have more impacts.

Initial Alternative 8: Collector-Distributor System

Alternative 8 would incorporate improvements to the geometric features in Alternative 5 and construct a collector-distributor roadway network from The Paseo to U.S. 40. This alternative could include a collector-distributor roadway between The Paseo and U.S. 40, improving horizontal and vertical alignment, increased ramp lengths, reduced weave areas, bus on shoulder, improved bicycle/pedestrian access across I-70, and consider aesthetics. A figure illustrating the improvements proposed in Alternative 8 is included in **Appendix B**. Specific improvements could include:

- Rebuild and/or rehabilitate I-70 pavement and bridges over time.
- Construct a collector-distributor roadway from The Paseo to U.S. 40.
- Horizontal and vertical alignment revisions to maintain design speed including the Benton and Jackson curves.
- Consider removing Benton Boulevard over I-70 to accommodate alignment revisions necessary to maintain design speed through the Benton Curve.
- Extend merge and diverge ramp lengths to allow safer exit and entrance onto I-70 where possible given corridor constraints and interchange locations.
- Extend weave areas as appropriate to allow safer lane changes as vehicles enter and exit I-70 where possible given corridor constraints and interchange locations.
- I-435 interchange improvements to eliminate left lane exits and alternatives to eliminate the existing tight loop ramps.
- Improve shoulder width to allow buses on shoulder to provide more reliable travel time and schedule by using the shoulder at a reduced speed when the mainline traffic flow is less than 35 mph.
- Improve existing and/or consider additional bicycle and pedestrian access across I-70 to allow increased opportunities to bike or walk to destinations.
- Consider aesthetic enhancements to improve the look and feel of the driving experience.

Alternative 8: Collector-Distributor System will address the purpose and need goals as follows:

- <u>Improve Safety</u> – There are anticipated improvements to safety in this alternative that will address all critical crash rate areas.
- <u>Reduce Congestion</u> – This alternative is expected to provide some congestion relief by potentially improving all areas with LOS F as the collector-distributor system would improve access to and from I-70. This alternative does include bus on shoulder options to provide transit and other travel demand reduction measures.
- <u>Restore and Maintain the Existing Infrastructure</u> – This alternative is anticipated to address most short ramps and short weave areas. This alternative will rebuild and/or rehabilitate I-70 over time, improve the Benton and Jackson Curves, and provide improvements in all areas with other geometric issues.
- <u>Improve Accessibility</u> – A collector-distributor system is anticipated to widen the area that bicyclists and pedestrians would have to cross and potentially increase the interaction with vehicles. The potential to remove the Benton Boulevard crossing in this

alternative is a negative impact. There are nine bus transit routes crossing I-70 and four bike/trail facilities in the Study Area.

- Improve Goods Movement – This alternative is anticipated to have improvements at most goods movement interchanges and improvements in all areas identified with truck geometric issues.

This alternative does not have any environmental or engineering fatal flaws. There are potential construction impacts at four parks and six community facilities. In relation to the other alternatives, the potential for land use, environmental justice, and noise impacts are higher. There are potentially two hazardous materials sites that may be affected with this alternative. This alternative is expected to have highest right of way requirements of the build alternatives and will allow for construction to be phased. This alternative is not recommended to be carried forward into the detailed evaluation phase because it precludes site specific solutions.

Initial Alternative 9: Zonal Collector-Distributor System

Alternative 9 is a variation of Alternative 8. Alternative 9 would look at a collector-distributor system only between interchanges in specific locations, improving horizontal and vertical alignments, increased ramp lengths, reduced weave areas, bus on shoulder, improved bicycle/pedestrian access across I-70, and consider aesthetics. A figure illustrating the improvements proposed in Alternative 9 is included in **Appendix B**. Specific improvements could include:

- Rebuild and/or rehabilitate I-70 pavement and bridges over time.
- Construct a collector-distributor roadway at specific locations with auxiliary road system improvements as well. Collector-distributor lane considerations will be given between The Paseo and Prospect Avenue, between 18th Street and 23rd Street using Bales Avenue and Askew Avenue, and between 27th Street and U.S. 40.
- Horizontal and vertical alignment revisions to maintain design speed including the Benton and Jackson curves.
- Consider removing Benton Boulevard over I-70 to accommodate alignment revisions necessary to maintain design speed through the Benton Curve.
- Extend merge and diverge ramp lengths to allow safer exit and entrance onto I-70 where possible given corridor constraints and interchange locations.
- Extend weave areas as appropriate to allow safer lane changes as vehicles enter and exit I-70 where possible given corridor constraints and interchange locations.
- I-435 interchange improvements to eliminate left lane exits and alternatives to eliminate the existing tight loop ramps.
- Improve shoulder width to allow buses on shoulder to provide more reliable travel time and schedule by using the shoulder at a reduced speed when the mainline traffic flow is less than 35 mph.

- Improve existing and/or consider additional bicycle and pedestrian access across I-70 to allow increased opportunities to bike or walk to destinations.
- Consider aesthetic enhancements to improve the look and feel of the driving experience.

Alternative 9: Zonal Collector-Distributor System will address the purpose and need goals as follows:

- Improve Safety – There are anticipated improvements to safety in this alternative that will address all critical crash rate areas.
- Reduce Congestion – This alternative is expected to provide some congestion relief by improving all areas with LOS F. This alternative does include bus on shoulder options to provide transit and other travel demand reduction measures.
- Restore and Maintain the Existing Infrastructure – This alternative is anticipated to address most short ramps and short weave areas. This alternative will rebuild and/or rehabilitate I-70 over time, improve the Benton and Jackson Curves, and provide improvements in all areas with other geometric issues.
- Improve Accessibility – A collector-distributor system is anticipated to widen the area that bicyclists and pedestrians would have to cross and potentially increase the interaction with vehicles. The potential to remove the Benton Boulevard crossing in this alternative is a negative impact. There are nine bus transit routes crossing I-70 and four bike/trail facilities in the Study Area.
- Improve Goods Movement – This alternative is anticipated to have improvements at most goods movement interchanges and improvements in all areas identified with truck geometric issues.

This alternative does not have any environmental or engineering fatal flaws. There are potential construction impacts at two parks and two community facilities. In relation to the other alternatives, the potential for land use, environmental justice, and noise impacts are higher. There are potentially two hazardous materials sites that may be affected with this alternative. This alternative is expected to have higher right of way requirements than most of the other build alternatives and will allow for construction to be phased. This alternative is not recommended to be carried forward into the detailed evaluation phase. However, components of this alternative are included in Alternative 6 that is selected for detailed evaluation.

Initial Alternative 10: Reversible Lanes Using the Existing Lanes

Alternative 10 would incorporate improvements to the geometric features in Alternative 5 and use the existing lanes as reversible lanes between The Paseo and U.S. 40. This alternative could include a reversible lane using the existing lanes (4 lanes peak direction and 2 lanes off peak direction), improving horizontal and vertical alignments, increased ramp lengths, reduced weave areas, bus on shoulder, improved bicycle/pedestrian access across I-70, and consider aesthetics. A figure illustrating the improvements proposed in Alternative 10 is included in **Appendix B**. Specific improvements could include:

- Rebuild and/or rehabilitate I-70 pavement and bridges over time.
- Explore the use of an existing lane as a reversible lane. This lane would accommodate either westbound or eastbound traffic depending on the time of day, providing more capacity in the peak direction. This alternative would require eastbound and westbound lanes to have the same vertical and horizontal profiles.
- Add auxiliary lanes if needed between interchanges to improve the mainline traffic flow and reduce conflicts with merging and diverging vehicles. Considerations include between The Paseo and Prospect Avenue, 27th Street to Jackson Avenue, and Van Brunt Boulevard and I-435.
- Horizontal and vertical alignment revisions to maintain design speed including the Benton and Jackson curves. Consider removing the Benton Boulevard crossing over I-70.
- Consider removing Benton Boulevard over I-70 to accommodate alignment revisions necessary to improve the Benton Curve.
- Extend merge and diverge ramp lengths to allow safer exit and entrance onto I-70 where possible given corridor constraints and interchange locations.
- Extend weave areas as appropriate to allow safer lane changes as vehicles enter and exit I-70 where possible given corridor constraints and interchange locations.
- I-435 interchange improvements to eliminate left lane exits and alternatives to eliminate the existing tight loop ramps.
- Improve shoulder width to allow bus on shoulder operations to provide more reliable travel time and schedule by using the shoulder at a reduced speed when the mainline traffic flow is less than 35 mph.
- Improve existing and/or consider additional bicycle and pedestrian access across I-70 to allow increased opportunities to bike or walk to destinations.
- Consider aesthetic enhancements to improve the look and feel of the driving experience.

Alternative 10: Reversible Lanes Using the Existing Lanes will address the purpose and need goals as follows:

- <u>Improve Safety</u> – There are anticipated improvements to safety in this alternative that will address most critical crash rate areas.
- <u>Reduce Congestion</u> – This alternative is expected to provide some congestion relief by improving all with LOS F. This alternative does include bus on shoulder options to provide transit and other travel demand reduction measures.
- <u>Restore and Maintain the Existing Infrastructure</u> – This alternative is anticipated to address some short ramps and short weave areas. This alternative will rebuild and/or rehabilitate I-70 over time, improve the Benton and Jackson Curves, and provide improvements in all areas with other geometric issues. This alternative will require the eastbound and westbound road profiles to be the same to allow for the center two lanes to be reversed at peak periods. To meet the profile requirements there will likely be additional engineering challenges and increased costs.

- Improve Accessibility – This alternative is anticipated to have little change to the ability to cross I-70. The potential to remove the Benton Boulevard crossing in this alternative is a negative impact. There are nine bus transit routes crossing I-70 and four bike/trail facilities in the Study Area.
- Improve Goods Movement – This alternative is anticipated to have improvements at most goods movement interchanges and improvements in all areas identified with truck geometric issues.

This alternative does not have any environmental or engineering fatal flaws. There are potential construction impacts at two parks and two community facilities. In relation to the other alternatives, the potential for land use, environmental justice, and noise impacts are moderate. There are potentially two hazardous materials sites that may be affected with this alternative. This alternative is expected to have moderate right of way requirements compared to the other build alternatives. Alternative 10 does not allow for the construction to be phased. This alternative is not recommended to be carried forward into the detailed evaluation phase due to the high costs without significantly higher benefits.

Initial Alternative 11: Improve Frontage Roads/Arterials and Parallel Roads

Alternative 11 would focus on improving the frontage roads, and other arterial streets in the vicinity of the corridor in addition to the geometric features in Alternative 5. This alternative could include developing a frontage road/arterial system, improving horizontal and vertical alignments, increased ramp lengths, reduced weave areas, bus on shoulder, improved bicycle/pedestrian access across I-70, and consider aesthetics. A figure illustrating the improvements proposed in Alternative 11 is included in **Appendix B**. Specific improvements could include:

- Rebuild and/or rehabilitate I-70 pavement and bridges over time.
- Develop a frontage road system with new or improved arterial streets in the vicinity of the corridor. Potential locations include between Brooklyn Avenue and Prospect Avenue, Askew between 18th Street and 23rd Street, Jackson Avenue westbound off ramp to 27th Street, and the Van Brunt Boulevard westbound on ramp and Raytown Road intersection.
- Horizontal and vertical alignment revisions to maintain design speed including the Benton and Jackson curves.
- Consider removing Benton Boulevard over I-70 to accommodate alignment revisions necessary to improve the Benton Curve.
- Extend merge and diverge ramp lengths to allow safer exit and entrance onto I-70 where possible given corridor constraints and interchange locations.
- Extend weave areas as appropriate to allow safer lane changes as vehicles enter and exit I-70 where possible given corridor constraints and interchange locations.
- Add auxiliary lanes if needed between interchanges to improve the mainline traffic flow and reduce conflicts with merging and diverging vehicles. Considerations include

between The Paseo and Prospect Avenue, 27th Street to Jackson Avenue, and Van Brunt Boulevard and I-435.

- I-435 interchange improvements to eliminate left lane exits and alternatives to eliminate the existing tight loop ramps.
- Improve shoulder width to allow buses on shoulder to provide more reliable travel time and schedule by using the shoulder at a reduced speed when the mainline traffic flow is less than 35 mph.
- Improve existing and/or consider additional bicycle and pedestrian access across I-70 to allow increased opportunities to bike or walk to destinations.
- Consider aesthetic enhancements to improve the look and feel of the driving experience.

Alternative 11: Improve Frontage Roads/Arterials and Parallel Roads will address the purpose and need goals as follows:

- Improve Safety – There are anticipated improvements to safety in this alternative that will address most critical crash rate areas.
- Reduce Congestion – This alternative is expected to provide some congestion relief by improving a few areas with LOS F. This alternative does include bus on shoulder options to provide transit and other travel demand reduction measures.
- Restore and Maintain the Existing Infrastructure – This alternative is anticipated to address most short ramps and short weave areas. This alternative will rebuild and/or rehabilitate I-70 over time, improve the Benton and Jackson Curves, and provide improvements in all areas with other geometric issues.
- Improve Accessibility – There is the potential for improvement in accessibility across I-70 through bridge replacements including bicycle and pedestrian enhancements. The potential to remove the Benton Boulevard crossing in this alternative is a negative impact. There are nine bus transit routes crossing I-70 and four bike/trail facilities in the Study Area.
- Improve Goods Movement – This alternative is anticipated to have improvements at most goods movement interchanges and improvements in all areas identified with truck geometric issues.

This alternative does not have any environmental or engineering fatal flaws. There are potential construction impacts at two parks and two community facilities (churches). In relation to the other alternatives, the potential for land use, environmental justice, and noise impacts are moderate. There are potentially two hazardous materials sites that may be affected with this alternative. This alternative is expected to have lower right of way requirements than the other build alternatives except Alternative 5 and will allow for construction to be phased. This alternative is not recommended to be carried forward into the detailed evaluation phase; because the improvements associated with this alternative can be incorporated into other alternatives being carried forward.

Initial Alternative 12: Interchange Consolidations and Rebuild Truman Road Interchange

Alternative 12 would incorporate the geometric features improvements in Alternative 5 and consolidate some closely spaced interchanges. These improvements could include rebuilding and/or rehabilitating Truman Road interchange, interchange consolidation, improving horizontal and vertical alignments, increased ramp lengths, reduced weave areas, bus on shoulder, improved bicycle/pedestrian access across I-70, and consider aesthetics. A figure illustrating the improvements proposed in Alternative 12 is included in **Appendix B**. Specific improvements could include:

- Rebuild and/or rehabilitate I-70 pavement and bridges over time.
- Rebuild the Truman Road interchange to provide full access.
- Consolidate interchanges at Brooklyn and Prospect, 18th Street and 23rd Street, and U.S. 40 and Manchester Trafficway.
- Horizontal and vertical alignment revisions to maintain design speed including the Benton and Jackson curves.
- Consider removing Benton Boulevard over I-70 to accommodate alignment revisions necessary to improve the Benton Curve.
- Extend merge and diverge ramp lengths to allow safer exit and entrance onto I-70 where possible given corridor constraints and interchange locations.
- Extend weave areas as appropriate to allow safer lane changes as vehicles enter and exit I-70 where possible given corridor constraints and interchange locations.
- Add auxiliary lanes if needed between interchanges to improve the mainline traffic flow and reduce conflicts with merging and diverging vehicles. Considerations include between The Paseo and Prospect Avenue, 27th Street to Jackson Avenue, and Van Brunt Boulevard and I-435.
- I-435 interchange improvements to eliminate left lane exits and alternatives to eliminate the existing tight loop ramps.
- Improve low clearance bridge on Stadium Drive to improve Manchester Trafficway access to I-435.
- Improve shoulder width to allow buses on shoulder to provide more reliable travel time and schedule by using the shoulder at a reduced speed when the mainline traffic flow is less than 35 mph.
- Improve existing and/or consider additional bicycle and pedestrian access across I-70 to allow increased opportunities to bike or walk to destinations.
- Consider aesthetic enhancements to improve the look and feel of the driving experience.

Alternative 12: Interchange Consolidation and Rebuild Truman Road Interchange will address the purpose and need goals as follows:

- <u>Improve Safety</u> – There are anticipated improvements to safety in this alternative that will address all critical crash rate areas.

- Reduce Congestion – This alternative is expected to provide some congestion relief by potentially improving a few areas with LOS F. This alternative does include bus on shoulder options to provide transit and other travel demand reduction measures.
- Restore and Maintain the Existing Infrastructure – This alternative is anticipated to address most short ramps and short weave areas. This alternative will rebuild and/or rehabilitate I-70 over time, improve the Benton and Jackson Curves, and provide improvements in all areas with other geometric issues.
- Improve Accessibility – There is the potential for improvement in accessibility across I-70 through bridge replacements including bicycle and pedestrian enhancements. Interchange consolidation will remove some ramp intersections with cross streets that bicyclists and pedestrians would have to cross, reducing the interaction with vehicles. The potential to remove the Benton Boulevard crossing in this alternative is a negative impact. There are nine bus transit routes crossing I-70 and four bike/trail facilities in the Study Area.
- Improve Goods Movement – This alternative is anticipated to have improvements at some goods movement interchanges and improvements in all areas identified with truck geometric issues.

This alternative does not have any environmental or engineering fatal flaws. There are potential construction impacts at two parks and three community facilities. In relation to the other alternatives, the potential for land use, environmental justice, and noise impacts are higher. There are potentially two hazardous materials sites that may be affected with this alternative. This alternative is expected to have slightly higher right of way requirements than some of the other build alternatives and will allow for construction to be phased. This alternative is not recommended to be carried forward into the detailed evaluation phase. However, components of this alternative are included in Alternative 6 that is selected for detailed evaluation.

Note on Alternative Variations

The Initial Alternatives described above may include Manchester Trafficway Interchange open or closed, I-435 full-build out, bus on shoulder, and commuter rail.

Input from Public Outreach on the Initial Alternatives Evaluation

The second public involvement period ran from June 7 to August 17, 2012, which focused on the initial alternatives and their evaluations. The Study Team used a number of approaches to reach the public including a Listening Post (public meeting), online town hall meeting, mobile meetings, Community Connections Team meetings, Community Advisory Group, and government relations meetings. About 150 people attended in person through the Listening Post, mobile meetings, Community Connection Team meetings, and government relations meetings. Approximately 130 people signed up on the online town hall meeting. A summary

of the second public involvement period comments the Study Team received are described for each Alternative:

Alternative 1 No-Build – There was little support for the No-Build Alternative.

Alternative 2 Transportation System Management (TSM) – Although some elements, such as ramp metering, were positively received by the public, some other comments felt this alternative would not do enough to improve congestion and the curves. There were comments for emergency call boxes, taller median barriers, ways to reduce truck traffic, and a combination of HOV/carpool/bus/express lane ideas.

Alternative 3 Transportation Demand Management (TDM) – Flexible work hours/schedule and access management was seen as a positive potential improvements. Comments included tolling single occupancy vehicles and that these improvements are not cost effective.

Alternative 4 Other Transportation Modes (Transit, Bike, Pedestrian) – This was the most popular alternative for many respondents. The buses on shoulder comments were positive. The improvement of access across I-70 was well received by the public as was rail transit. Rail transit opportunities are being evaluated under the Jackson County Commuter Corridor Alternatives Analysis and the results of that study will be considered as the I-70 Second Tier Study continues. As of June 2012, the Jackson County Commuter Corridor Study decided to delay their preferred transit service option for the I-70 and Rock Island corridors.

Alternative 5 Geometric Improvements – This alternative received a lot of support including the desire for improved on/off ramp lengths, improved Benton and Jackson curves, bridge replacement needs, truck turning radii improvements, and a variety of other issues that impact the public.

Alternative 6 Interchange Consolidation – The public commented on the overall benefit to consolidating interchanges. Several public comments suggested consolidating the 18th Street interchange. The Manchester Trafficway interchange comments supported not consolidating this interchange.

Alternative 7 One Interchange per Zone – Similar to Alternative 6, the public commented on the overall benefit to consolidating interchanges. The Manchester Trafficway interchange comments supported not consolidating this interchange.

Alternative 8 Collector-Distributor System – Overall, there was not much public support for this alternative and right of way concerns were noted.

Alternative 9 Zonal Collector-Distributor System – Similar to Alternative 8, there was not much public support for this alternative and right of way concerns were noted.

Alternative 10 Reversible Lanes Using the Existing Lanes – This was the second most popular alternative from the on-line town hall meeting, however, in person meeting comments were less supportive. Some comments included if there was to be substantial widening then add an additional lane instead.

Alternative 11 Improve Frontage Roads/Arterials and Parallel Roads – The public comments showed little support for this alternative. The public noted little congestion and safety reduction from this alternative. Comments were received on the good grid road system around I-70 that serves this function.

Alternative 12 Interchange Consolidations and Rebuild Truman Road Interchange – Similar to Alternative 6, the public commented on the overall benefit to consolidating interchanges. The public expressed general support for a new Truman Road interchange. The Manchester Trafficway interchange comments were in favor of not consolidating this interchange.

Revisions to Conclusions

The following changes have been to the conclusions proposed in the Initial Alternatives Screening Technical Memorandum originally approved in September, 2012.

1) Simplify and remove references to highly specific geometric improvements in the memo. The memo identified specific numbers of weave sections, short-on and off ramps, and other specific locations with geometric concerns that would be addressed by the proposed alternatives. Through further concept development the study team has determined that it is likely too early in the design process to commit in exact detail to each of these improvements given the existing right-of-way and community constraints in the corridor. All of the ratings would be on a consumers report type scale (as many of the ratings already are in the memo).

2) Change the alternatives carried forward. The memo originally carried forward:

- Alternative 1 – No-Build
- Alternative 5 – Geometric Improvements
- Alternative 9 – Zonal Collector-Distributor System
- Alternative 12 – Interchange Consolidations and Rebuild Truman Road Interchange

The engineering analysis and further concept development for these alternatives have illuminated several issues leading to a proposed change in the alternatives carried forward to detailed evaluation.

3) The Zonal Collector-Distributor (C-D) System alternative will not function effectively as a standalone alternative. The study team discovered upon further engineering refinement that there was only one location in the corridor where a miniature C-D System would potentially be effective without including some interchange consolidations. This is due to the already tight ramp spacing and right-of-way constraints in the corridor. Alternative 9 will not be an

alternative carried forward but provides the option to include some form of a C-D system as appropriate in the interchange consolidations alternative.

4) For Alternative 12, it was determined that a complete/full interchange at Truman Road was not practical. A straight forward interchange design at that location would have resulted in a substantial 4(f) impact to an important Kansas City park. A hybrid interchange solution to avoid the park would result in the introduction of an unusual interchange configuration in the middle of the Benton curve on I-70 and acquire multiple blocks of businesses. As a result, Alternative 6 – Interchange Consolidations, which is the same as Alternative 12 except without a new full interchange proposed at Truman Road, will be carried forward. Also this alternative would now include consolidation of the current half diamond interchange at 27th Street with Jackson Avenue and form a full diamond interchange at Jackson Avenue.

Summary of Alternatives Carried Forward

At this time, the following alternatives are recommended to be carried forward for further evaluation. However, these recommendations could change once the public comments are received on these various alternatives.

- Alternative 1 (No-Build) – Required by National Environmental Policy Act
- Alternative 5 (Geometric Improvements)
- Alternative 6 (Interchange Consolidations)

Even though Alternatives 2, 3, 4, and 11 are not being carried forward as individual standalone alternatives, some elements of these alternatives may be included in the alternatives carried forward listed above. Some of the elements may include:

- Bus on shoulder
- Other transit improvements discussed in Alternatives 4A and 4B in coordination with the Jackson County Commuter Corridor Alternatives Analysis
- Improved bicycle and pedestrian access across I-70 through bridge improvements
- TSM activities such as ramp metering
- TDM activities such as ride sharing, carpooling, flexible work programs/schedules, and park and ride lots
- Enhanced ITS and motorist assist
- Improvements to roads adjacent to I-70 between interchanges

The build alternatives that were eliminated include:

Alternative 7 One Interchange per Zone – This alternative is similar to Alternative 6 and 12.

Alternative 8 Collector-Distributor System – This alternative is similar to Alternative 9. It is anticipated that a collector distributor road between The Paseo and U.S. 40 would have more impacts than Alternative 9 and preclude site specific solutions.

Alternative 9 Zonal Collector-Distributor System – It was determined that this alternative will not function effectively as a standalone alternative.

Alternative 10 Reversible Lanes Using the Existing Lanes – This alternative has similar benefits as some of the other alternatives; however, the cost would be substantially higher. In order to construct this alternative, the east and westbound lanes need to be connected to each other to allow the center lane in each direction to be reversible depending on the peak flow. There are areas that would require significant raising or lowering of the I-70 lanes in one direction or the other. The Benton and Jackson Curves also represent areas where this alternative would be an expensive construction challenge.

Alternative 11 Improve Frontage Roads/Arterials and Parallel Roads - The improvements associated with this alternative can be incorporated into other alternatives being carried forward.

Alternative 12 - It was determined that a complete/full interchange at Truman Road was not practical. A straight forward interchange design at that location would have resulted in a substantial 4(f) impact to The Grove Park. A hybrid interchange solution to avoid the park would result in the introduction of an unusual interchange configuration in the middle of the Benton curve on I-70 and acquire multiple blocks of businesses.

Appendix A

Initial Alternatives Screening Matrix

Appendix A: Initial Alternative Evaluation Matrix

Alternatives	Improve Safety	Reduce Congestion			Restore and Maintain Existing Infrastructure					Improve Accessibility			Improve Goods Movement	
	Number of the 10 sections addressed with high crash rates	Improvements in LOS F areas	Transit options to reduce traffic volumes	Additional measures to reduce travel demand	Number of the 24 short ramps potentially improved	Number of the 10 short weaving areas potentially improved	Improve Benton and Jackson Curves	Number of the other 12 geometric issues potentially improved	Allows for complete reconstruction of I-70 over time	Potential for crossing improvements	Number of crossings on bus transit route	Provides connection to bike or trail facility	Number of the 7 higher goods movement interchanges potentially improved	Number of the 8 truck geometric issues potentially improved
	Rating	Rating	Rating	Rating	Rating	Rating	Yes/No	Rating	Yes/No	Rating	Number	Yes/No	Number	Number
Alternative 1 - No-Build							No		No		9 Crossings - No differentiator between the alternatives except for the No-Build	4 Facilities - No differentiator between the alternatives except for the No-Build		
Alternative 2 - Transportation Systems Management (TSM)							No		Yes					
Alternative 3 - Travel Demand Management (TDM)							No		Yes					
Alternative 4 - Other Transportation Modes (Transit, Bike, Pedestrian)			or				No		Yes					
Alternative 5 - Geometric Improvements							Yes		Yes					
Alternative 6 - Interchange Consolidations							Yes		Yes					
Alternative 7 - One Interchange per Zone							Yes		Yes					
Alternative 8 - Collector-Distributor System							Yes		Yes					
Alternative 9 - Zonal Collector-Distributor System							Yes		Yes					
Alternative 10 - Reversible Lanes Using the Existing Lanes							Yes		Yes					
Alternative 11 - Improve Frontage Roads/Arterials and Parallel Roads							Yes		Yes					
Alternative 12 - Interchange Consolidations and Rebuild Truman Road Interchange							Yes		Yes					

No Achievement | Some Achievement | Half Achievement | Substantial Achievement | Complete Achievement

Alternatives	Overall Purpose and Need	Carry Forward	Reasons
	Does the alternative sufficiently meet the overall purpose and need for the project		
	Yes/No	Yes/No	
Alternative 1 - No-Build	Yes	Yes	Required by NEPA to be carried forward
Alternative 2 - Transportation Systems Management (TSM)	No	No	Does not meet Purpose and Need as a stand alone project. Will be incorporated into alternatives carrried forward.
Alternative 3 - Travel Demand Management (TDM)	No	No	Does not meet Purpose and Need as a stand alone project. Will be incorporated into alternatives carrried forward.
Alternative 4 - Other Transportation Modes (Transit, Bike, Pedestrian)	No	No	Does not meet Purpose and Need as a stand alone project. Will be incorporated into alternatives carrried forward.
Alternative 5 - Geometric Improvements	Yes	Yes	Carried forward as a Reasonable Alternative for further development and evaluation. Lowest impacts of the build alternatives.
Alternative 6 - Interchange Consolidations	Yes	No	Similar to Alternative 12
Alternative 7 - One Interchange per Zone	Yes	No	Similar to Alternative 12, precludes site specific solutions and likely more impacts.
Alternative 8 - Collector-Distributor System	Yes	No	Similar to Alternative 9, precludes site specific solutions and likely more impacts.
Alternative 9 - Zonal Collector-Distributor System	Yes	Yes	Carried forward as a Reasonable Alternative for further development and evaluation. Simliar to Alternative 8 with lower impacts.
Alternative 10 - Reversible Lanes Using the Existing Lanes	Yes	No	Highest relative cost without substantially higher benefits.
Alternative 11 - Improve Frontage Roads/Arterials and Parallel Roads	Yes	No	Can be incorporated into alternatives carried forward.

Alternative 12 - Interchange Consolidations and Rebuild Truman Road Interchange	Yes	Yes	Carried forward as a Reasonable Alternative for further development and evaluation. Similar to Alternatives 6 and 7 with potentially more higher benefits.

Initial Alternative Evaluation

Alternatives	Environmental Issues Relative to other Packages								Engineering Issues Relative to other Packages			Relative Costs
	Environmental fatal flaws	Potential parks impacted	Potential community facilities impacted	Potential for changes in land use **	Potential environmental justice impacts	Potential noise impacts	Natural environmental resources	Hazardous materials or contaminated sites	Engineering fatal flaws	Right of way impacts	Allows for construction phasing	Relative costs
	Yes/No	Number	Number	Rating	Rating	Rating	Rating	Number	Yes/No	Rate 0 to 4	Yes/No	$ - $$$$
Alternative 1 - No-Build	No	0	0					0	No		Yes	$
Alternative 2 - Transportation Systems Management (TSM)	No	0	0					0	No		Yes	$$
Alternative 3 - Travel Demand Management (TDM)	No	0	0					0	No		Yes	$$
Alternative 4 - Other Transportation Modes (Transit, Bike, Pedestrian)	No	0	0					0	No		Yes	$ *
Alternative 5 - Geometric Improvements	No	2	2					2	No		Yes	$$$
Alternative 6 - Interchange Consolidations	No	2	2					2	No	or	Yes	$$$
Alternative 7 - One Interchange per Zone	No	2	2					2	No	or	Yes	$$$
Alternative 8 - Collector-Distributor System	No	3 or 4	6	or	or	or		2	No		Yes	$$$$
Alternative 9 - Zonal Collector-Distributor System	No	2	2	or	or	or		2	No		Yes	$$$$
Alternative 10 - Reversible Lanes Using the Existing Lanes	No	2	2					2	No		No	$$$$
Alternative 11 - Improve Frontage Roads/Arterials and Parallel Roads	No	2	2					2	No		Yes	$$$
Alternative 12 - Interchange Consolidations and Rebuild Truman Road Interchange	No	2	3					2	No		Yes	$$$$

* The relative cost for Alternative 4 does not include the cost for design, construction, and maintenance of commuter rail.
** This rating only indicates the relative size or amount of the impact. It does not determine if the impact is positive or negative.

Alternative 1 - No-Build
- General maintenance activities (repaving I-70, low cost repairs)
- Implement approved and funded projects along the corridor
- Replace the Manchester Bridge
- Maintain existing bus service

Alternative 2 - Transportation Systems Management (TSM)
- Rebuild I-70 pavement and bridges over time
- Enhance ITS , KC Scout, and motorist assist
- Consider ramp metering
- Eliminate merge/diverge conflicts during peak periods
- Use variable speed limits
- Use of Operation Green Light on adjacent arterial streets
- Provide for bus on shoulder
- High Occupancy Vehicle (HOV) lane option

Alternative 3 - Travel Demand Management (TDM)
- Alternative work hours/schedule
- Telecommuting
- Ride-sharing (carpooling)
- Construct park and ride location(s)
- Improve bicycle and pedestrian access across I-70

Alternative 4 - Other Transportation Modes (Transit, Bike, Pedestrian)
- Rebuild I-70 pavement and bridges over time
- Bus on shoulder operations
- Increase bus service on I-70 transit routes
- Improve bicycle and pedestrian access across I-70
- Construct park and ride location(s)
- Commuter rail transit option

Alternative 5 - Geometric Improvements
Alternative 1 plus the following additional elements:
- Rebuild I-70 pavement and bridges over time
- Horizontal and vertical alignment revisions to maintain 55 mph speed
- Improve merge ramps, diverge ramps, and weave areas lengths
- Provide for bus on shoulder
- Improve bicycle and pedestrian access across I-70
- Include aesthetic enhancements
- Add auxiliary lanes at key locations
- Consider removing the Benton Blvd. crossing over I-70
- I-435 improvements to eliminate left lane exits and tight loop ramps

Alternative 6 - Interchange Consolidations
Alternative 5 plus the following additional elements:
- Consolidate Prospect and Brooklyn interchanges
- Consolidate the 18th Street and 23rd Street interchanges
- Consolidate the U.S. 40 and Manchester interchanges

Alternative 7 - One Interchange per Zone
Alternative 5 plus the following additional elements:
- Consolidate interchanges to one interchange per mile
- Add auxiliary lanes at key locations

Alternative 8 - Collector-Distributor System
Alternative 5 plus the following additional elements:
- Collector-distributor roadway between The Paseo and U.S. 40

Alternative 9 - Zonal Collector-Distributor System
Alternative 5 plus the following additional elements:
- Collector-distributor roadway at key locations
- Improved frontage/parallel roads where possible for C-D system

Alternative 10 - Reversible Lanes Using the Existing Lanes
Alternative 5 plus the following additional elements:
- Reversible lanes using the existing six lanes between The Paseo to U.S. 40

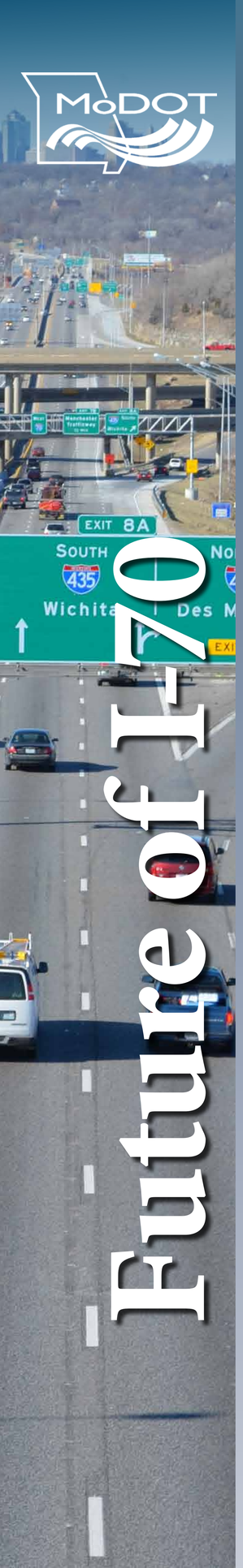
Alternative 11 - Improve Frontage Roads/Arterials and Parallel Roads
Alternative 5 plus the following additional elements:
- Improve frontage roads and other arterials near I-70

Alternative 12 - Interchange Consolidations and Rebuild Truman Rd Interchange
Alternative 5 plus the following additional elements:
- Truman Road full access interchange
- Consolidate Prospect and Brooklyn interchanges
- Consolidate the 18th Street and 23rd Street interchanges
- Consolidate the U.S. 40 and Manchester interchanges

No Impact | Some Impact | Moderate Impact | Substantial Impact | High Impact

Appendix B

Initial Alternatives Exhibits



Future of I-70

Alternative 1 – No-Build Alternative

No-Build includes the following:

- General maintenance activities (repaving I-70, low cost repairs)
- Maintain existing bus service
- Implement committed (approved and funded) transportation projects along corridor such as replacing the Manchester Bridge

Maintenance Activities

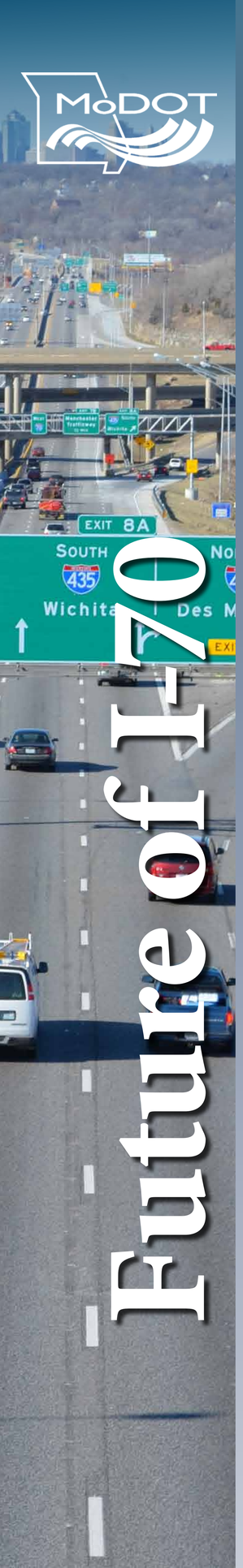
Ramp Metering

HOV Lane

Alternative 2 – Transportation System Management

Transportation System Management (TSM) measures are typically low-cost measures that improve traffic flow by making better use of the existing transportation system. They can serve as interim improvements and have a considerable impact on traffic operations and delay.

- Rebuild _ l b-mp pc f _`gjgr_rc I-70 pavement and bridges over time
- Motorist Assist Program - enhance video monitoring, increase motorist assist patrol, and dispatch equipment systems
- Intelligent Transportation Systems (ITS) and Kansas City Scout - assist travelers with real-time management information
- Consider ramp metering
- Eliminate merge/diverge conflicts during peak hours
- Use variable speed limits
- Operation Green Light - coordinate traffic signals on adjacent roadways to improve traffic flow
- Improve shoulder to allow bus operations when mainlane traffic flow is less than 35 mph
- Another option to consider with this alternative is converting an existing lane in each direction to a High Occupancy Vehicle (HOV) lane



Future of I-70

Alternative 3 – Transportation Demand Management

Travel Demand Management (TDM) are strategies and programs that encourage commuters to use alternatives to driving alone, particularly during the periods of heaviest congestion. They are considered mainly behavioral changes for the commuting public.

- Rebuild _l b-mp pc f _`gjgr_rc I-70 pavement and bridges over time
- Alternative (flexible) work hours
- Telecommuting
- Ridesharing (carpooling)
- Construct a park and ride location(s)
- Improve bicycle and pedestrian access across I-70

Park and Ride Lot

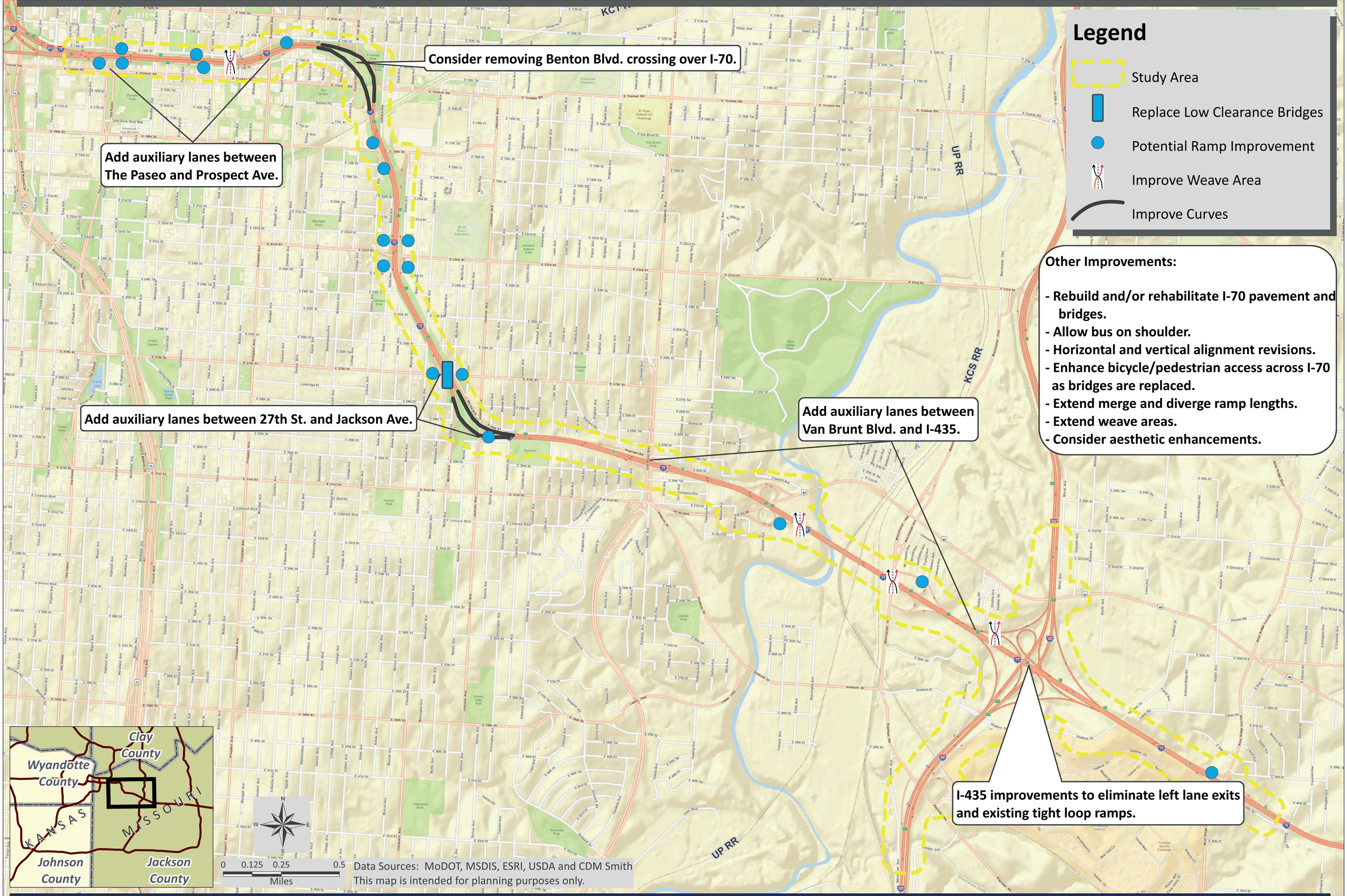
Alternative 4 – Other Transportation Modes

This alternative considers strategies to reduce the use of automobiles.

- Rebuild _l b-mp pc f _`gjgr_rc I-70 pavement and bridges over time
- Construct a park and ride location(s)
- Improve shoulder width to allow bus on shoulder operations
- Improve bicycle and pedestrian access across I-70
- Expand bus service along 3 routes:
  - Route 28X Blue Ridge Express
  - Route 152 Lee's Summit Express
  - Route 170 Blue Springs Express
- An option to this alternative considers the commuter rail transit in Jackson County to be implemented.

Pedestrian Access Accross I-70

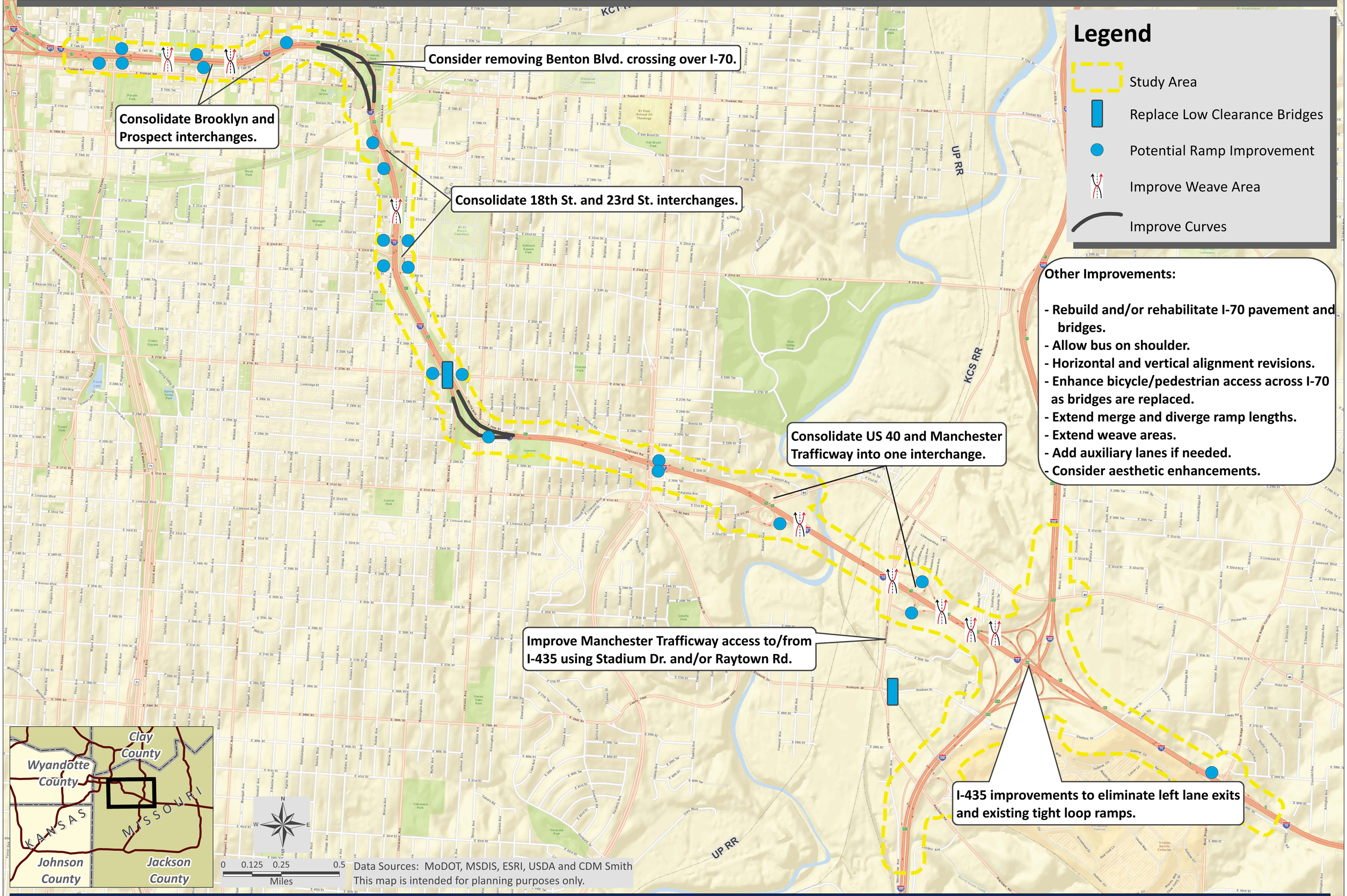
Alternative 5: Geometric Improvements



MoDOT

I-70 Second Tier EIS

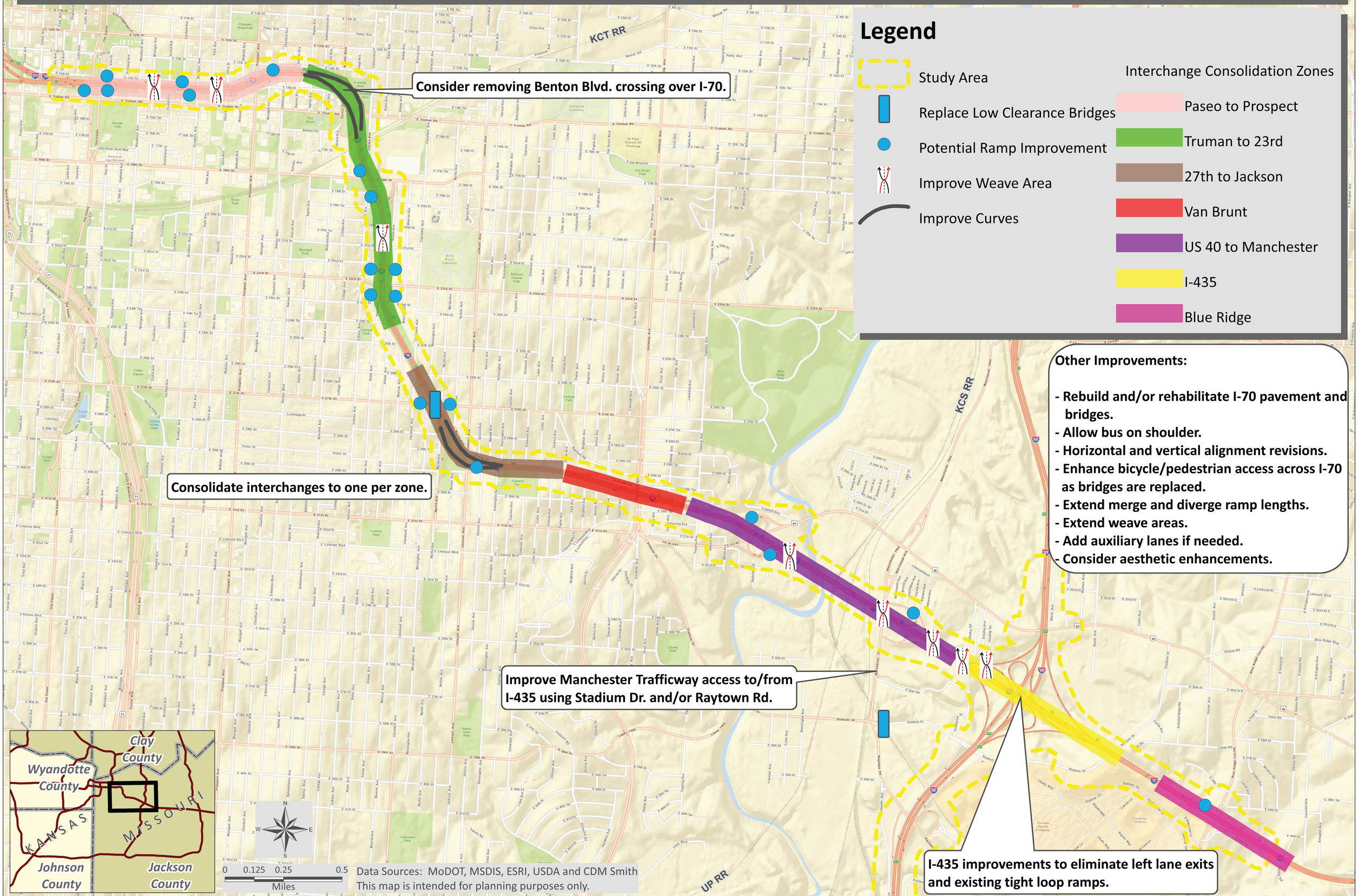
Alternative 6: Interchange Consolidations



MoDOT

I-70 Second Tier EIS

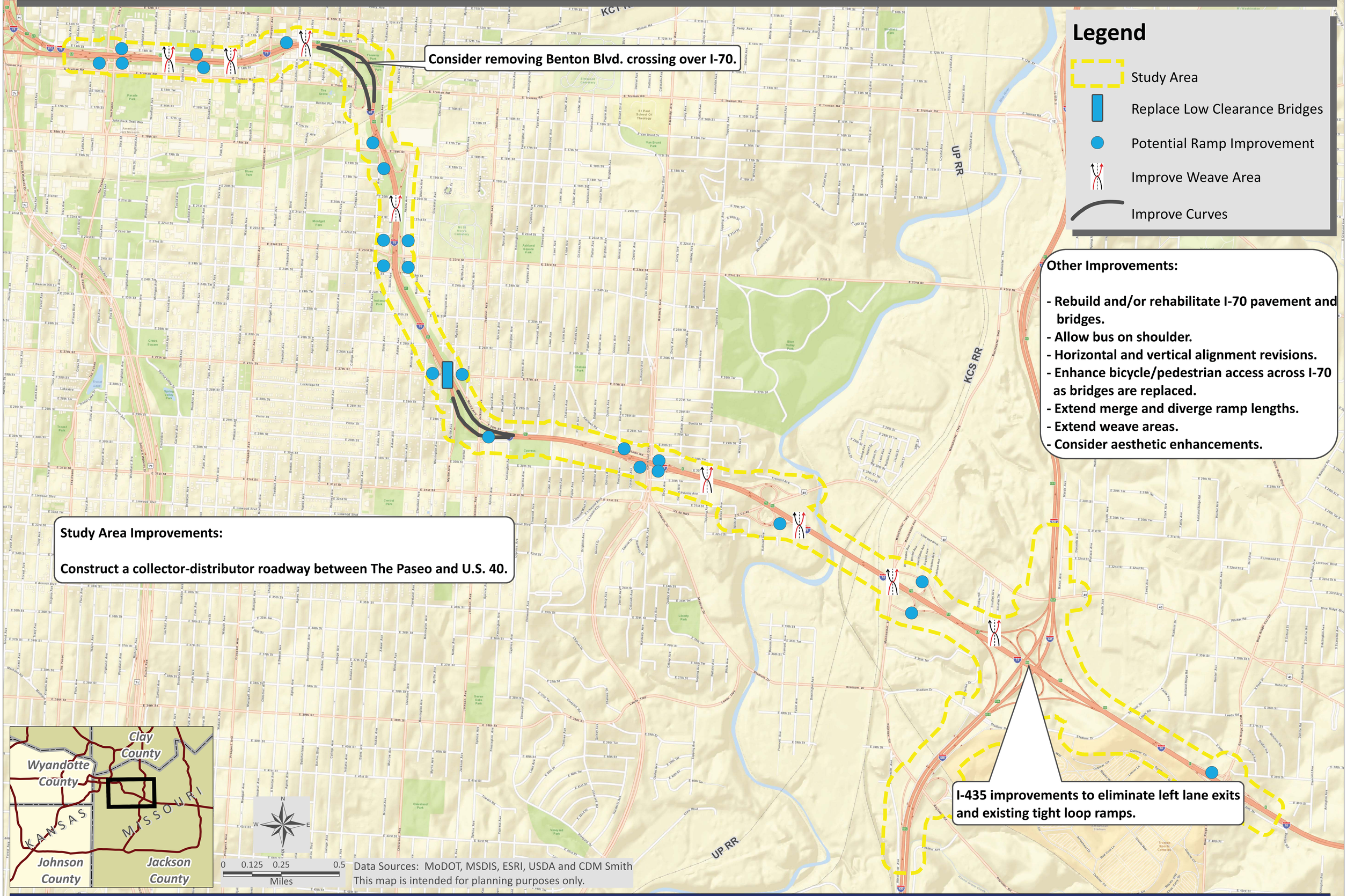
Alternative 7: One Interchange per Zone



MoDOT

I-70 Second Tier EIS

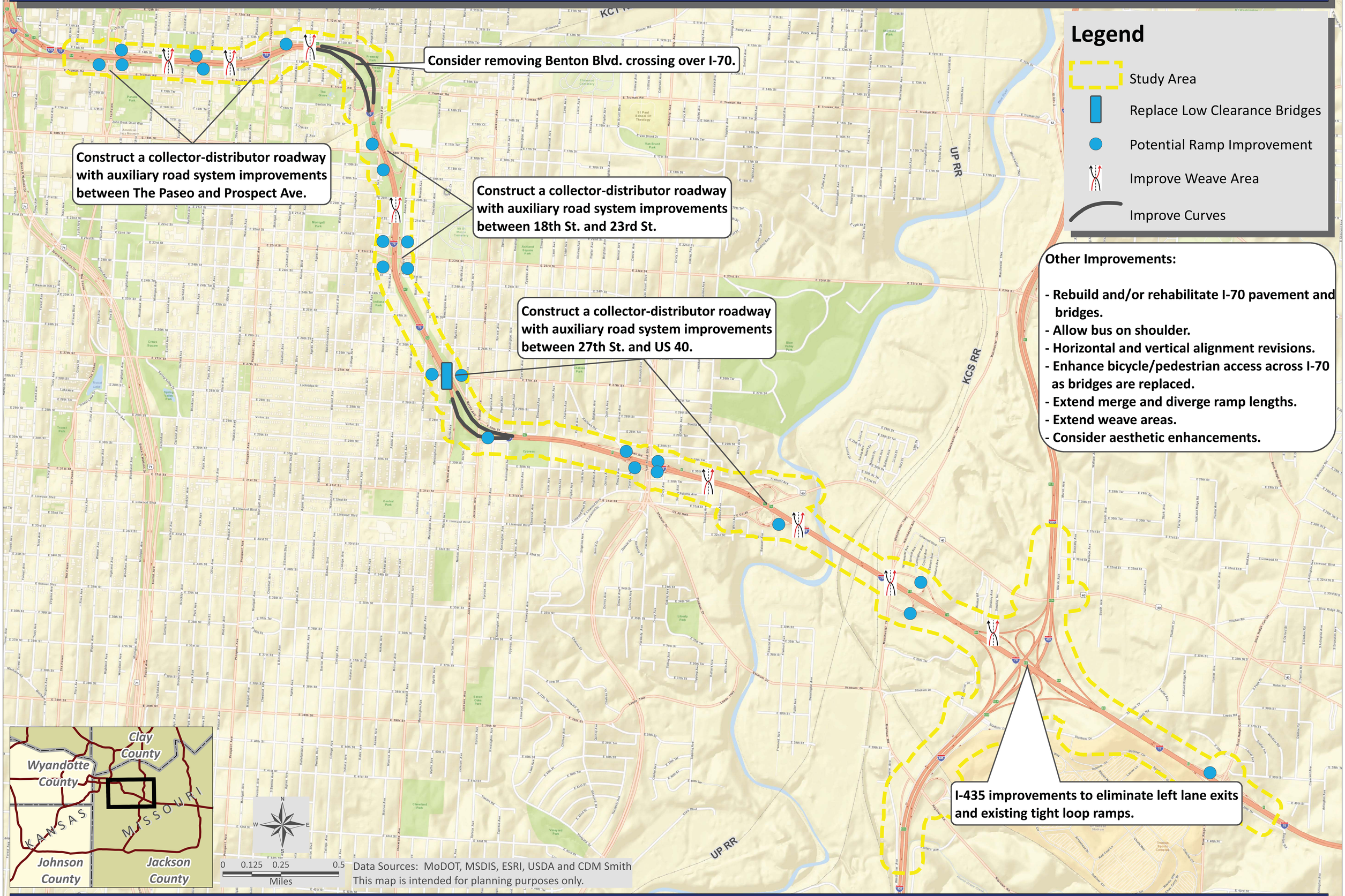
Alternative 8: Collector-Distributor System



MoDOT

I-70 Second Tier EIS

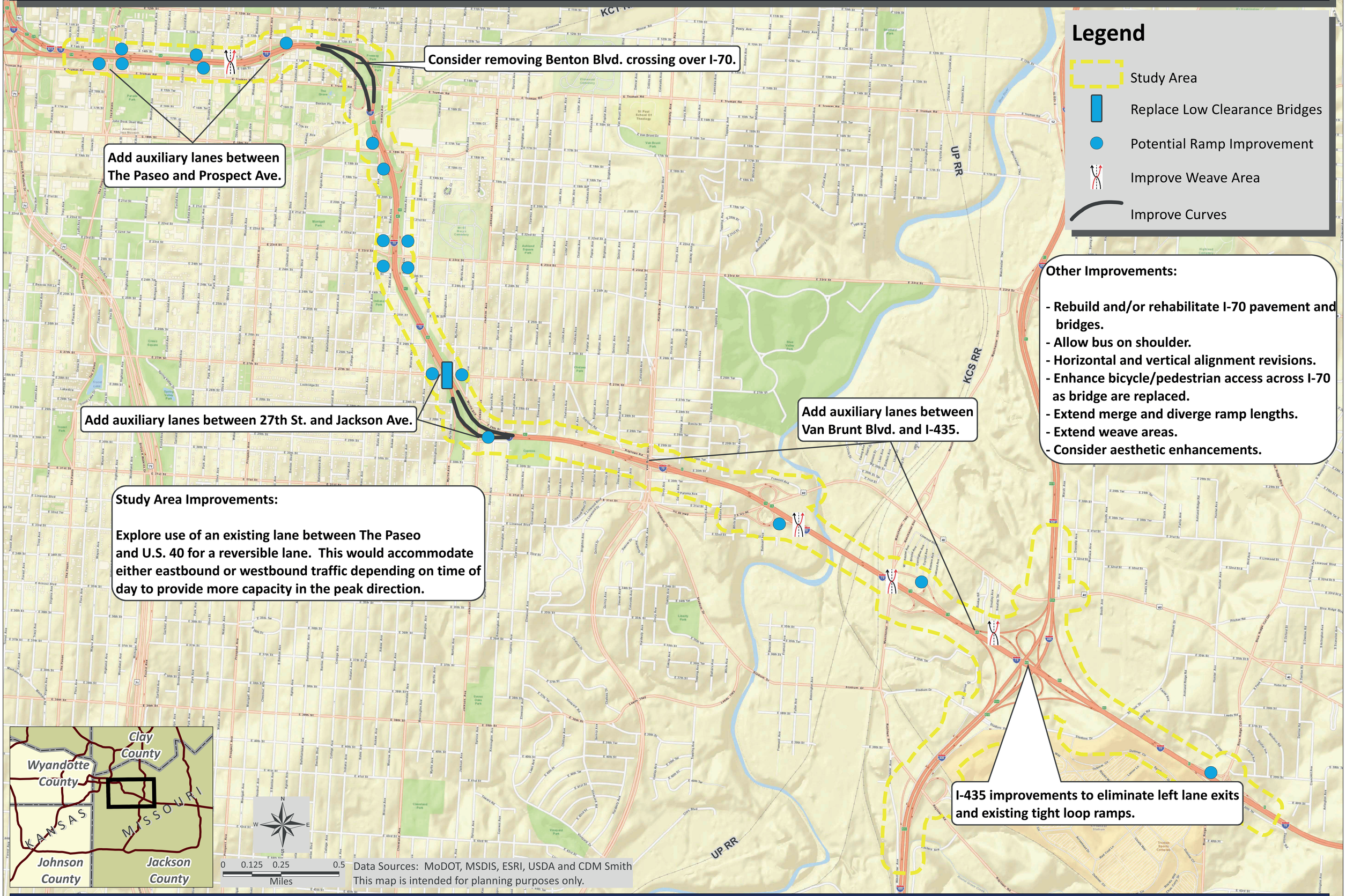
Alternative 9: Zonal Collector-Distributor System



MoDOT

I-70 Second Tier EIS

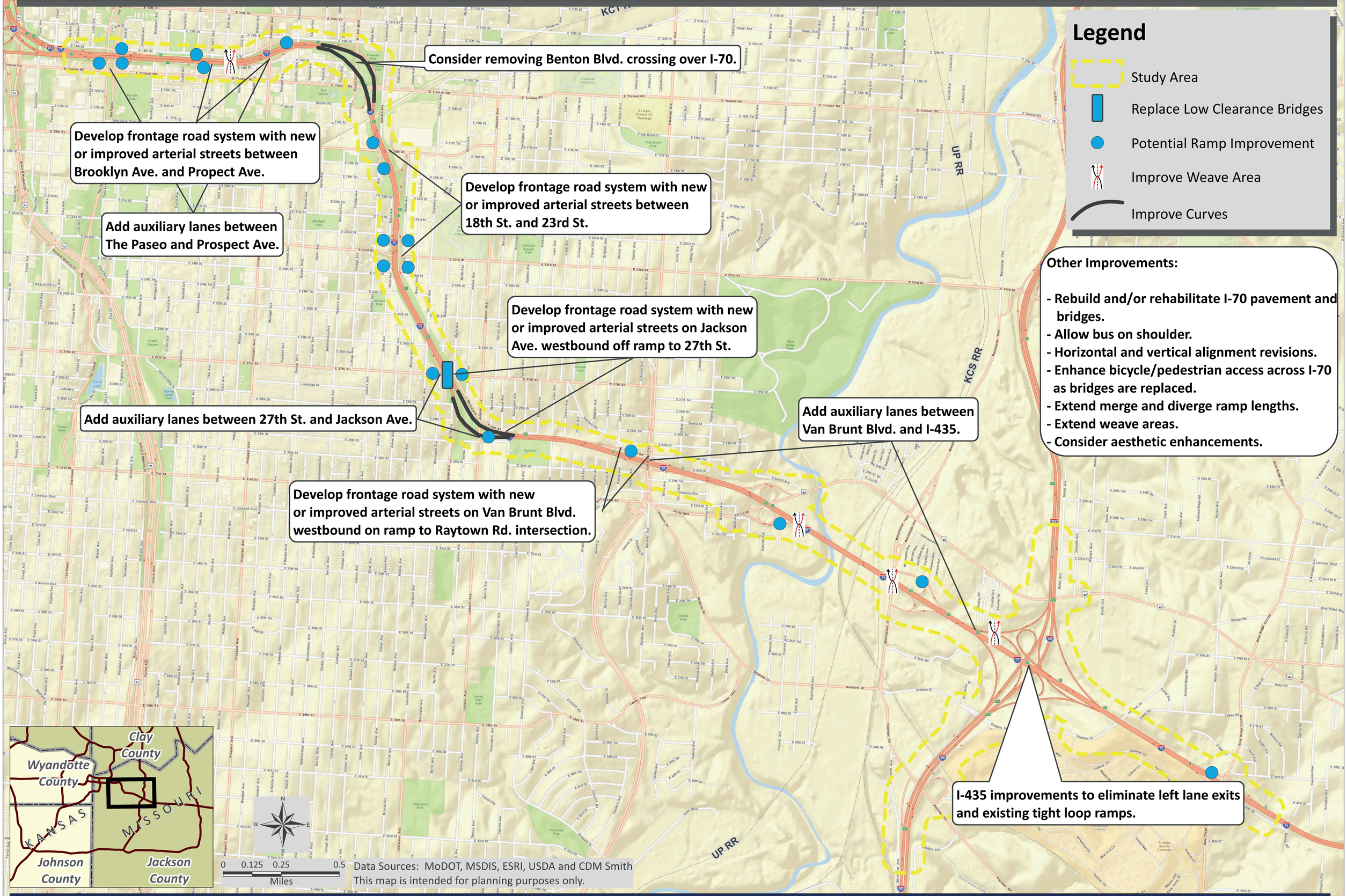
Alternative 10: Reversible Lanes Using the Existing Lanes



MoDOT

I-70 Second Tier EIS

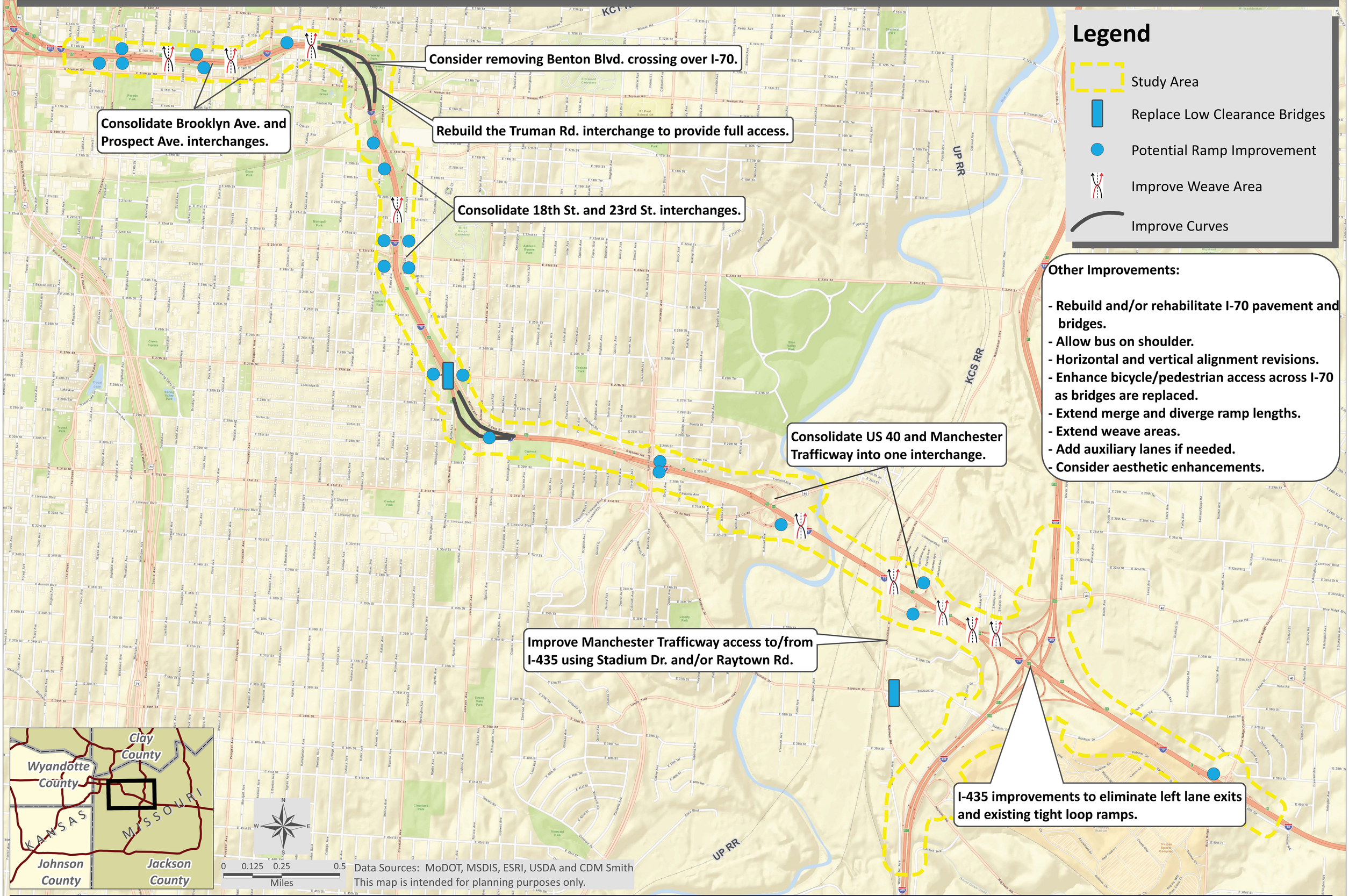
Alternative 11: Improve Frontage Roads/Arterials and Parallel Roads



MoDOT

I-70 Second Tier EIS

Alternative 12: Interchange Consolidations and Rebuild Truman Road Interchange



MoDOT

I-70 Second Tier EIS

Appendix C

Traffic Data

Travel Time (sec)

	Section	Existing	No-Build	Improve Geometrics	Interchange Consolidation	Preferred
AM Peak / Westbound	1 Paseo to Prospect	47.12	85.93	61.65	48.90	116.98
	2 Prospect to Jackson	144.38	431.10	370.44	277.38	186.86
	3 Jackson to Hwy 40	77.60	328.90	271.61	238.69	128.85
	4 Hwy 40 to Manchester	39.55	64.08	69.97	116.17	123.17
	5 Manchester to Blue Ridge	313.84	464.39	466.67	407.82	378.46
	Total	622.48	1374.40	1240.34	1088.96	934.32
PM Peak / Eastbound	1 Paseo to Prospect	51.18	80.01	73.39	56.21	70.02
	2 Prospect to Jackson	133.28	146.56	134.00	155.33	131.25
	3 Jackson to Hwy 40	76.67	85.62	87.38	108.79	78.43
	4 Hwy 40 to Manchester	42.48	90.69	88.13	66.83	76.52
	5 Manchester to Blue Ridge	286.87	524.61	424.40	360.38	427.15
	Total	590.48	927.49	807.31	747.54	783.37

* during worst 15 minute period

Speed (mph)

	Section	Existing	No-Build	Improve Geometrics	Interchange Consolidation	Preferred
AM Peak / Westbound	1 Paseo to Prospect	61.05	33.47	46.66	58.82	24.59
	2 Prospect to Jackson	50.99	17.08	19.87	26.54	39.40
	3 Jackson to Hwy 40	60.11	14.18	17.17	19.54	36.20
	4 Hwy 40 to Manchester	63.54	39.21	35.91	21.63	20.40
	5 Manchester to Blue Ridge	40.17	27.15	27.02	30.91	33.31
PM Peak / Eastbound	1 Paseo to Prospect	56.20	35.95	39.20	51.17	41.08
	2 Prospect to Jackson	55.24	50.23	54.94	47.40	56.09
	3 Jackson to Hwy 40	60.84	54.48	53.38	42.88	59.47
	4 Hwy 40 to Manchester	59.15	27.71	28.51	37.60	32.84
	5 Manchester to Blue Ridge	43.95	24.03	29.71	34.98	29.52

* during worst 15 minute period

Volume (veh/hr)

	Section	Existing	No-Build	Improve Geometrics	Interchange Consolidation	Preferred
AM Peak / Westbound	1 Paseo to Prospect	6794.40	8080.67	8601.33	7286.40	8791.33
	2 Prospect to Jackson	5558.32	6417.47	6606.95	6413.89	7120.84
	3 Jackson to Hwy 40	5333.00	6512.00	6431.50	6470.00	6587.00
	4 Hwy 40 to Manchester	5408.00	6170.00	7006.00	6848.00	6858.00
	5 Manchester to Blue Ridge	5328.33	7151.64	7252.92	5757.14	7230.46
PM Peak / Eastbound	1 Paseo to Prospect	5650.40	6354.40	6839.20	6467.20	6856.00
	2 Prospect to Jackson	4710.91	5606.55	5958.55	5691.09	5948.55
	3 Jackson to Hwy 40	4357.33	5636.00	5846.22	5821.33	5894.22
	4 Hwy 40 to Manchester	4294.00	5556.00	5746.00	5692.00	5740.00
	5 Manchester to Blue Ridge	4338.59	6303.06	6314.12	6077.41	6295.76

* average in section during heaviest 15 minute period

Network Measures of Effectiveness

		Existing	No-Build	Improve Geometrics	Interchange Consolidation	Preferred
AM Peak / Westbound	Vehicle Miles Traveled	442887.89	549038.60	554409.45	554373.83	555511.82
	Vehicle Hours Traveled	10650.77	15623.16	15834.69	15849.85	15025.01
	Vehicle Hours of Delay	1788.45	4342.64	4477.04	4375.54	3732.77
	Average Speed	41.58	35.14	35.01	34.98	36.97
PM Peak / Eastbound	Vehicle Miles Traveled	482803.52	615721.30	616211.00	621499.91	619783.86
	Vehicle Hours Traveled	12113.33	17878.10	18057.09	17912.19	17937.81
	Vehicle Hours of Delay	2187.52	5078.87	5258.78	4900.66	5047.88
	Average Speed	39.86	34.44	34.13	34.70	34.55

* values reflect subarea from US-71 to Noland and Linwood to Independence (US-24)

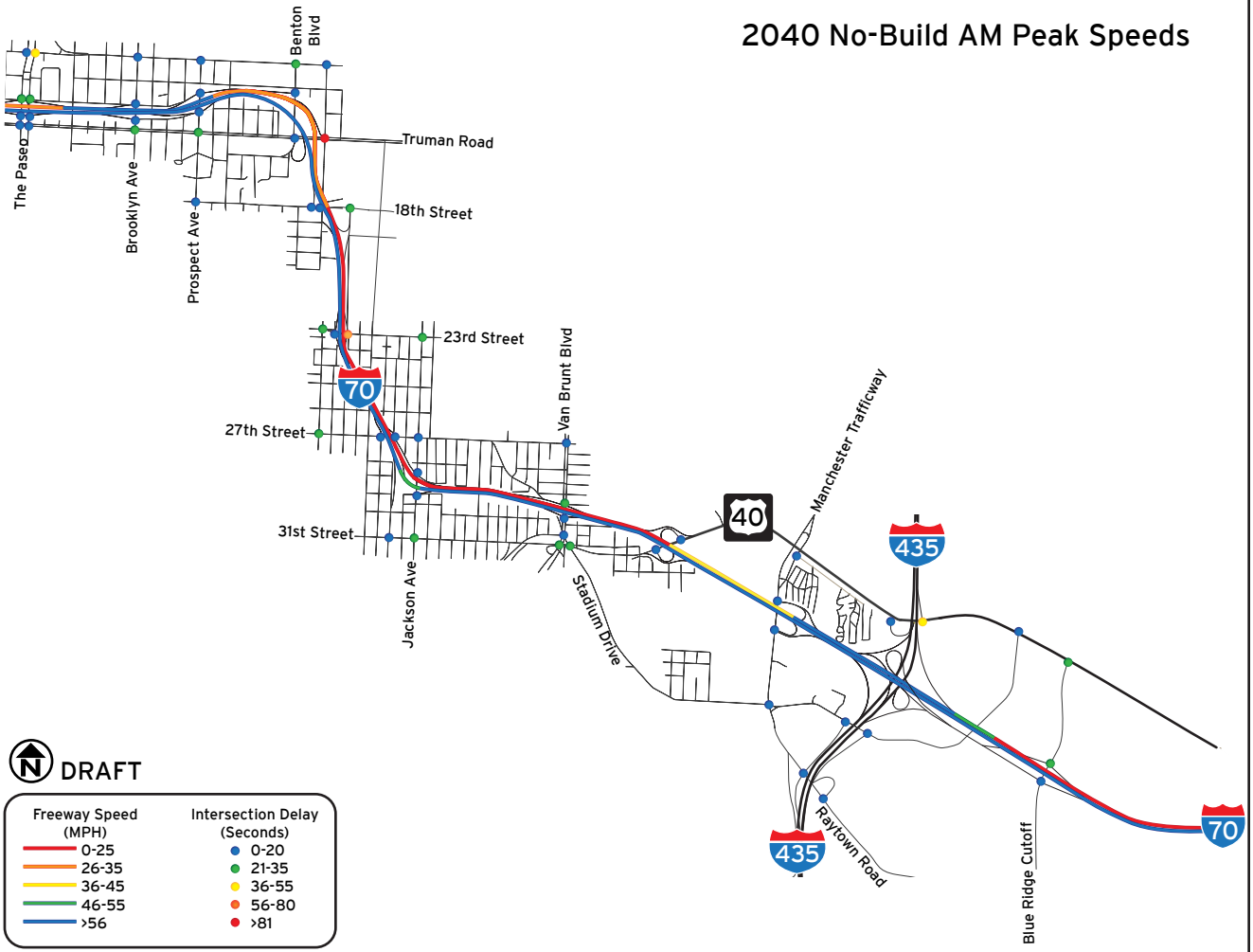
2012 Existing AM Peak Speeds

July 2013

2012 Existing PM Peak Speeds

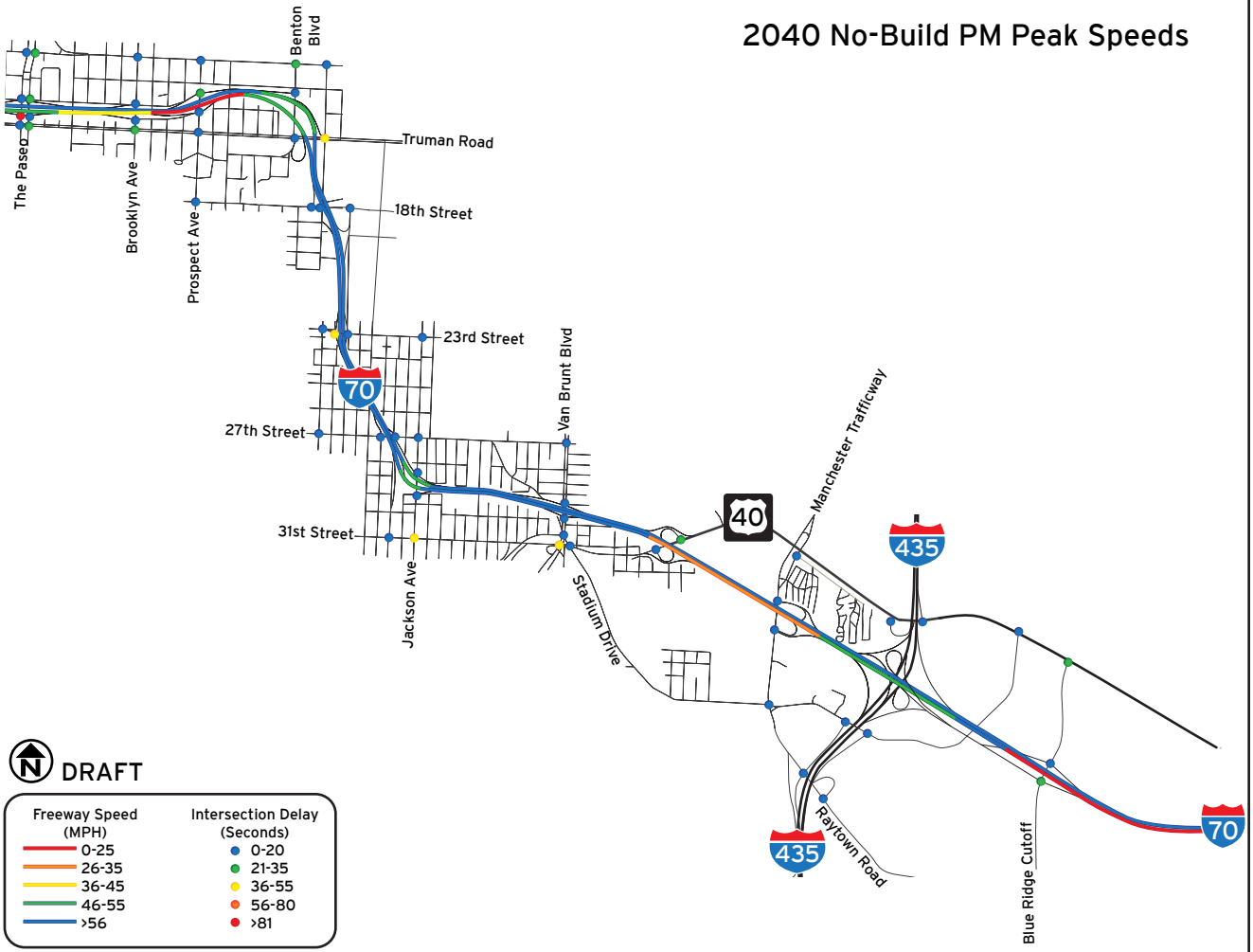
July 2013

2040 No-Build AM Peak Speeds



July 2013

2040 No-Build PM Peak Speeds

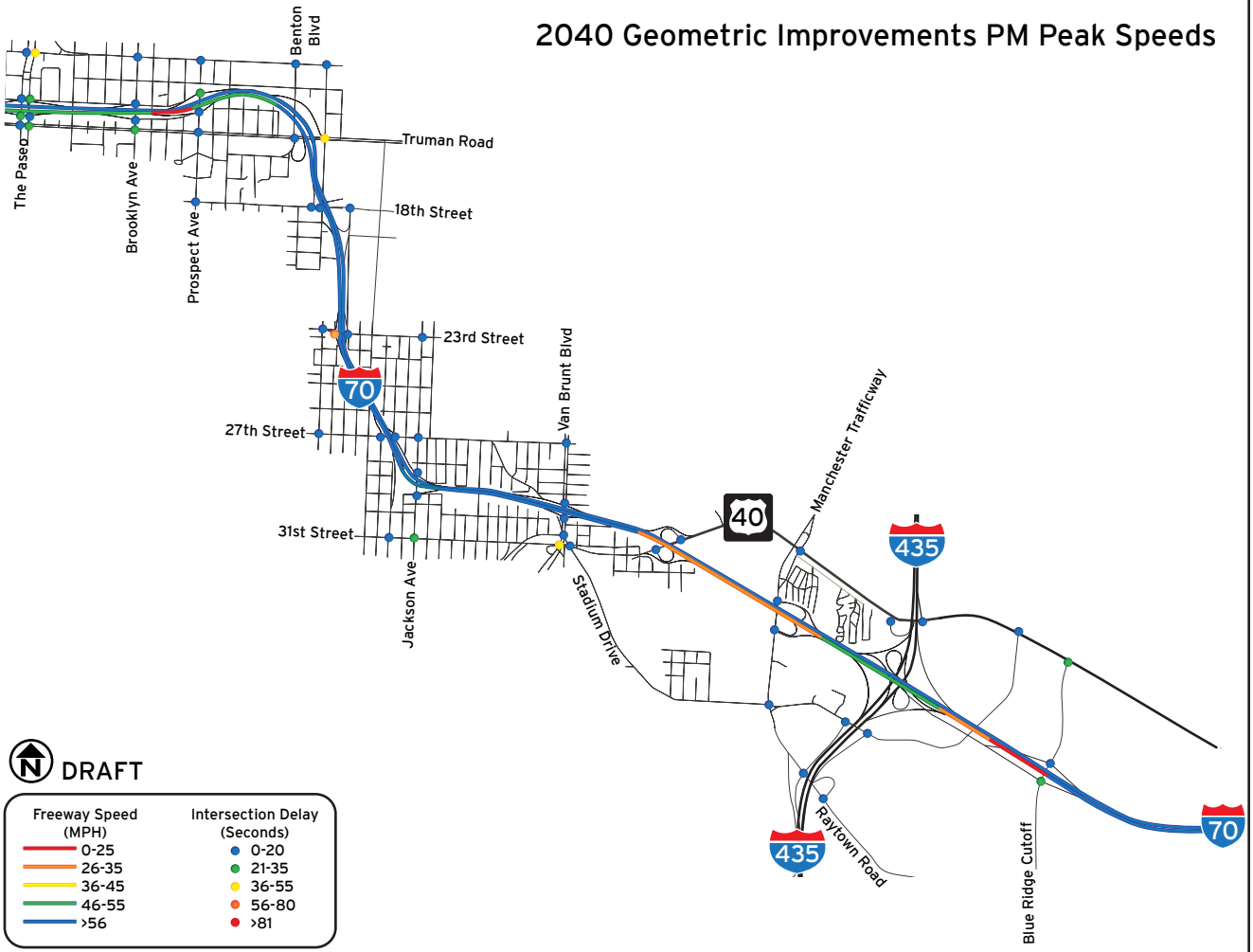


July 2013

2040 Geometric Improvements AM Peak Speeds

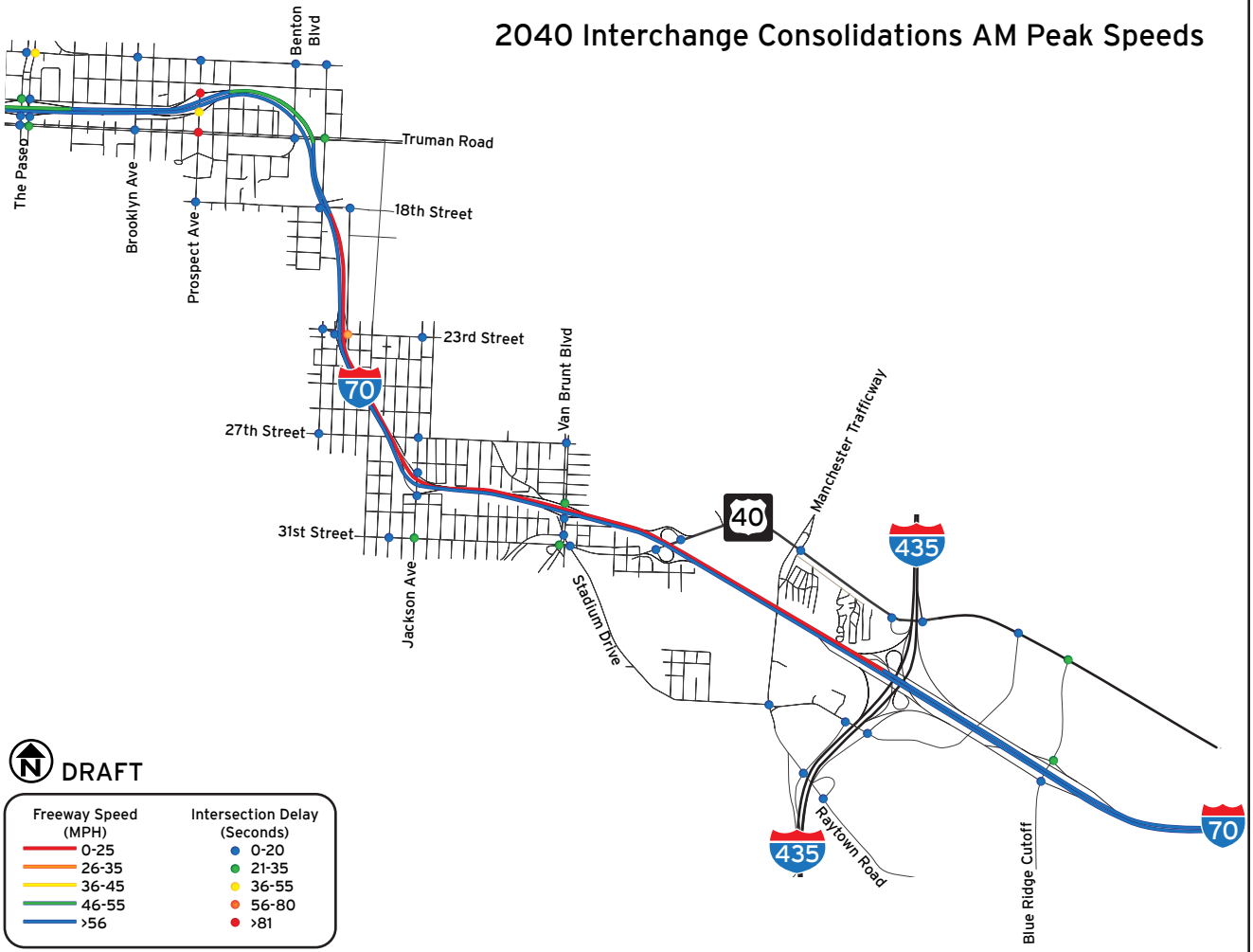
July 2013

2040 Geometric Improvements PM Peak Speeds



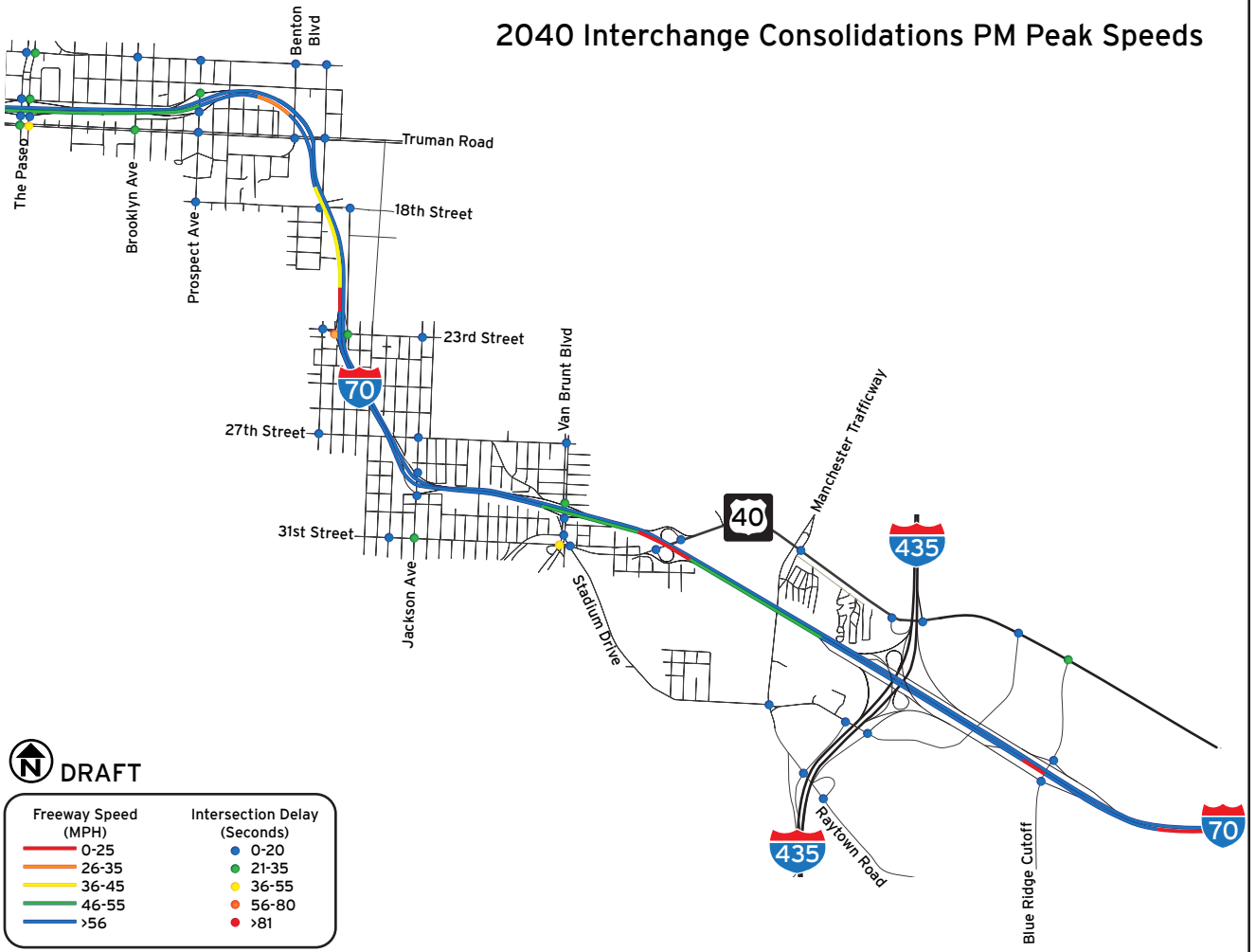
July 2013

2040 Interchange Consolidations AM Peak Speeds



July 2013

2040 Interchange Consolidations PM Peak Speeds



July 2013

2040 Preferred AM Peak Speeds

July 2013

2040 Preferred PM Peak Speeds

July 2013

Appendix D

Public and Agency Coordination Documents

Contents:

Appendix D.1
Notice of Intent

Appendix D.2
Resource Management Group Meeting Notes

Appendix D.3
Correspondence with Federal, State, and Local Agencies

Appendix D.4
Public Notices

Appendix D.5
Public Brochures/Newsletters

Appendix D.6
Public Meeting Summaries

Appendix D.7
Community Advisory Group Meeting Notes

Appendix D.1 Notice of Intent

[4910-22]

DEPARTMENT OF TRANSPORTATION

Federal Highway Administration

SECOND TIER ENVIRONMENTAL IMPACT STATEMENT: Jackson County, Missouri

AGENCY: Federal Highway Administration (FHWA), DOT

ACTION: Notice of Intent

SUMMARY: The FHWA is issuing this notice to advise the public that a Second Tier Environmental Impact Statement (EIS) will be prepared for proposed improvements to I-70 from west of the Paseo Boulevard interchange to east of the Blue Ridge Cutoff interchange in Jackson County, Missouri.

FOR FURTHER INFORMATION CONTACT: Ms. Peggy J. Casey, Program Development Team Leader, FHWA Division Office, 3220 West Edgewood, Suite H, Jefferson City, MO 65109, Telephone: (573) 636-7104; or Mr. David Nichols, Chief Engineer, Missouri Department of Transportation, P.O. Box 270, Jefferson City, MO 65102, Telephone: (573) 751-4586.

SUPPLEMENTARY INFORMATION: The FHWA, in cooperation with the Missouri Department of Transportation (MoDOT), will prepare a Second Tier EIS to consider impacts of improvements to I-70 from west of the Paseo Boulevard interchange to east of the Blue Ridge Cutoff interchange in Jackson County, Missouri. The project length is approximately 6.8 miles.

In July 2008, FHWA in partnership with MoDOT initiated the I-70 First Tier EIS process for approximately 18 miles of I-70 corridor from the end of the last ramp

termini east of the Missouri and Kansas state line to east of the I-470 interchange, including the entire Kansas City, Missouri Central Business District (CBD) Freeway Loop. Its purpose was to determine an improvement strategy for the corridor to address the following needs: improve safety, reduce congestion, restore and maintain existing infrastructure, improve accessibility, and improve goods movement. Various concepts were combined to develop 15 initial strategies that were screened down to four first tier strategies. These four strategies included the No-Build Strategy, Improve Key Bottlenecks Strategy, Add General Lanes Strategy, and Transportation Improvement Corridor Strategy. After analysis and public review, the First Tier EIS identified a Selected Strategy to improve the I-70 corridor. The Selected Strategy is the Improve Key Bottlenecks Strategy from the downtown loop to east of I-435. From east of I-435 to I-470, the Selected Strategy is either the Improve Key Bottlenecks Strategy or the Add General Lanes Strategy. In March 2010, the Draft First Tier EIS was published. A 49-day comment period, which included two public hearings and an online public hearing, followed publication of the draft. In December 2010, the Final First Tier EIS was published, with a Record of Decision published in April 2011.

The First Tier EIS recommended that the second tier environmental studies for the 18-mile I-70 corridor be divided into five sections of independent utility (SIU). The intent of the second tier environmental studies is to build on and extend the work of the First Tier EIS for improving I-70 as part of the Mid-America Regional Council's long-range transportation plan. Each SIU will be evaluated to the appropriate level of detail (CE, EA, or EIS) within the National Environmental Policy Act process.

FHWA and MoDOT are now preparing a Second Tier EIS that covers the section of I-70 from west of the Paseo Boulevard Interchange to east of the Blue Ridge Cutoff interchange, encompassing two SIUs from the First Tier EIS. The two SIUs are the Urban SIU (Paseo Boulevard to U.S. 40) and I-435 Interchange SIU (U.S. 40 to Blue Ridge Cutoff). The Second Tier EIS will carry forward and refine the needs identified from the First Tier EIS and conduct an alternative analysis based on the Improve Key Bottlenecks Strategy. Through this study, more specific definitions of the improvements and their potential impacts will be developed for consideration by the general public and the various environmental and community resource agencies. Examples of these improvements include modifying access, fixing existing pavement and bridges, improving interchange ramps, adding collector-distributor roads, and providing for bus transit on shoulder. The Second Tier EIS will also evaluate a no-build alternative and alternatives coordinated with ongoing regional transit studies.

As part of the scoping process, interagency coordination meetings will be held with federal and state resource agencies and local agencies. In addition, informational meetings with the public and community representatives will be held to solicit input on the project. A location public hearing will be held to present the findings of the Draft Second Tier EIS. Public notice will be given announcing the time and place of all public meetings and the hearing. The Draft Second Tier EIS will be available for public and agency review and comment prior to the public hearing.

The Second Tier EIS will conform to the environmental review process as established in Section 6002 of the Safe, Accountable, Flexible, Efficient, Transportation Equity Act: a Legacy for Users (SAFETEA-LU). The Section 6002 environmental review process requires the following activities: identification and invitation of cooperating and participating agencies; establishment of a coordination plan; and opportunities for additional agency and public comment on the project's purpose and need, strategies, and methodologies for determining impacts.

To ensure that the full range of issues related to this proposed action is addressed and all significant issues are identified, comments and suggestions are invited from all interested parties. Comments and questions concerning this proposed action and the Second Tier EIS should be directed to the FHWA or MoDOT at the addresses provided above. Concerns in the study area include potential impacts to natural resources, cultural resources, and communities.

(Catalog of Federal Domestic Assistance Program Number 20.205, Highway Planning and Construction. The regulations implementing Executive Order 12372 regarding intergovernmental consultation on Federal programs and activities apply to this program.)

Issued on: December 8, 2011

Peggy J. Casey

Peggy J. Casey, P.E.
Program Development Team Leader
Jefferson City

Appendix D.2 Resource Management Group Meeting Notes

Missouri Department of Transportation
Kansas City District
600 Northeast Colbern Road
Lee's Summit, Missouri 64086

Meeting Documentation

Date: February 7, 2012

Time: 10:00 am – 11:30 am

Location: MoDOT Kansas City District Office

Purpose: Agency Coordination Meeting No. 1

In Attendance:

Douglas Berka – USACE
Larry Shepherd – US EPA
Joe Summerlin – US EPA
Tony Brite – MoDED
Bob Mattucks – MDC
Alan Leary – MDC
James Helgason – MoDNR
Jane Beetem – MoDNR
Mell Henderson – MARC
Danny O'Conner – KCATA
Steve Abbott – KCMO Parks
Scott George – Jackson County
Peggy Casey – FHWA
Matt Burcham – MoDOT
Allan Zafft – MoDOT
Chris Nazar – CDM Smith
Randy Rowson – CDM Smith
Tim Flagler – HNTB

Summary of Discussion:

Discussion Items:

1. Introductions – Allan Zafft, MoDOT Project Manager, welcomed and thanked everyone for participating. He mentioned MoDOT mailed out a letter to agencies, which extended an invitation to become a participating agency for the Second Tier EIS and noted this meeting. This letter and meeting are meant to fulfill the scoping activities point of collaboration with the resource agencies as required in SAFETEA-LU.

2. Project Review and Background – Zafft introduced the I-70 Second Tier Environmental Impact Statement (EIS) project and discussed the key reasons why I-70 was being studied.
   a. Why study I-70?
      i. More than 50 years old and well past the 20 year design life
      ii. Future traffic volumes are approaching or at capacity

iii. Roadway standards have been revised since I-70 was originally constructed and I-70 is out of date with many current standards
iv. 14 interchanges (full or partial) in less than seven miles of the study area
v. I-70 is seen as a barrier to non-motorized travelers

b. Zafft highlighted the history of previous I-70 studies. The Second Tier EIS builds off of the I-70 First Tier EIS
    i. I-70 Major Investment Study - completed 2004
    ii. I-70 First Tier EIS - completed 2011

c. I-70 First Tier EIS Project Review
    i. 18 miles from Missouri-Kansas state line to east of I-470, including the downtown loop
    ii. Addresses issues and impacts at a high level
    iii. Highlighted the I-70 First Tier results
        1. Purpose and Need
            a. Improve Safety
            b. Reduce Congestion
            c. Restore and Maintain Infrastructure
            d. Improve Accessibility
            e. Improve Goods Movement
        2. 15 initial strategies narrowed to 4 reasonable strategies
            a. No-Build
            b. Improve Key Bottlenecks
            c. Add General Lanes
            d. Transportation Improvement Corridor
        3. Selected strategy was Improve Key Bottlenecks from the downtown loop to I-435 and Improve Key Bottlenecks or Add Capacity from I-435 to I-470
        4. Identified five Sections of Independent Utility (SIU) and level of Second Tier NEPA studies – Downtown Loop (EIS), Urban (EIS), I-435 interchange (EIS), Suburban (EA), and I-470 interchange (CE)

d. Initiated I-70 Second Tier EIS in December 2011
    i. Study Area from Paseo Boulevard interchange to Blue Ridge Cutoff interchange covers Urban and I-435 interchange SIUs. Extends north on I-435 to 31st Street and south to Raytown Road
    ii. Study Area covers 200 feet on either side of the First Tier EIS Selected Strategy defined footprint
    iii. Improve Key Bottlenecks elements for First Tier EIS
        1. Rehabilitate and/or rebuild I-70 as six lanes with at least a 30 year design life
        2. Rehabilitate and/or rebuild obsolete and deficient bridges
        3. Improve the Benton and Jackson curves
        4. Use collector distributor road system at key locations

5. Improve interchange ramp lengths, merge areas, weave sections, and bicycle/pedestrian access
6. Rehabilitate and/or rebuild the I-70 and I-435 Interchange
7. Potential interchange consolidation, modifications, and/or eliminations
8. Transit and other - bus-on shoulder, park and ride facilities, coordinate with regional SmartMoves plan, community bridges, improve incident management, and coordinate with Operation Green Light

3. Zafft reviewed the project schedule.
   a. Highlighted the key project milestones, which are the following:
      i. December 2011 - Initiation
      ii. March 2012 - Purpose and Need
      iii. June 2012 - Initial Alternatives
      iv. November 2012 - Reasonable Alternatives
      v. August 2013 - Draft EIS
      vi. September 2013 - Public Hearing
      vii. March 2014 - Final EIS
      viii. May 2014 - Record of Decision
   b. Mentioned the first public meeting in April 2012

   There was a question as to whether the downtown loop SIU would be the next to be studied in the second tier. MoDOT indicated that the next section to be studied would depend on regional priorities and funding.

4. Public Involvement and Agency Coordination Plan – Chris Nazar defined what is participating agency is, the roles and expectations. He highlighted the Public Involvement and Agency Coordination plan (handout) and noted the comment due date is March 8, 2012. Most review and comment periods will be 30 days.
   a. Community Advisory Group is a group of community leaders assembled to discuss and provide information on the project ahead of public input opportunities with the intent of getting the information to the organizations and neighborhoods. Anticipate 12 meetings
   b. Community Connections Team is similar to a Speakers Bureau with an effort to focus on the specific issues of the requesting community group. These can be held throughout the project, but the study team will solicit invites to speak at four key points during the project
   c. Website and on-line presence
   d. Other outreach methods include MindMixer on-line communications, newsletters, listening posts (public meeting), media kits, mobile voice van meetings and a public hearing
   e. Government Relations outreach to government entities - City of Kansas City, Missouri (KCMO), Jackson County, Missouri state legislators, and Missouri congressional delegation

5. Nazar reviewed the Agency Collaboration Points including a coordinated Section 106 process for Cultural Resources and Tribal Government coordination.
   a. Public Involvement and Agency Coordination Plan (handout)
   b. Environmental Impact Assessment Methodologies Memo (handout)
   c. Purpose and Need
   d. Initial Alternatives
   e. Reasonable Alternatives Carried Forward
   f. Draft EIS
   g. Final EIS

6. Nazar presented an environmental review of known key issues.
   a. Business and Neighborhood - access changes
   b. Environmental Justice Areas - Nazar shared maps of minority, Hispanic, and low income Census tracts in the study area. He noted the material will be translated into Spanish and a translator will be available at public meetings
   c. Floodplain - Blue River recent channelization project. USACE will check on mitigation requirements on the banks of the Blue River. There are likely no threatened and endangered species associated with the Blue River
   d. Noise
   e. Freeway Park (Community Garden) - KCMO Parks leases (leased since 1970) the MoDOT right of way and currently in use as a Community Garden. Lease is up for renewal soon and historically has been a ten year lease. It is believed to have cancellation clause in the lease
   f. Hazardous Material Sites - The Beezer East Site was discussed. It is likely to require soil samples if disruptions and if hit groundwater will need to sample as well. All soil removed will likely be handled as hazardous waste and require treatment
   g. Cultural investigation was only a records search and predictive modeling in the First Tier EIS. A full investigation is planned for the Second Tier EIS

   There was a question regarding the study area width, which is 100 feet beyond the First Tier EIS selected strategy footprint. The group discussed when to begin planning for Environmental Justice related mitigation options, with a recommendation to begin early in the process. It may also be helpful to coordinate/build on the synergy of other on-going plans and work by agencies related to urban core housing impacts.

7. Nazar discussed the Environmental Impact Assessment Methodologies Memo (handout).
   a. Comments are due March 8, 2012
   b. Discussed the evaluation process for categories typical of EIS documents. Key categories will include Environmental Justice and related indirect and cumulative impacts

There was a question as to whether or not improvements would occur outside of the existing right-of-way. Some of the improvements proposed by the First Tier Strategy occur within the right-of-way while at other locations they go outside the right-of-way. There was discussion of improvements at the Benton and Jackson curves. During the first tier, the team determined that the curves could be improved to 55 mph with relatively minor right-of-way additions due to the wide right-of-way at the current curves.

There was discussion of whether any improvements would be planned along U.S. 40. This project will not design/propose specific improvements along U.S. 40 or other parallel routes; however, the traffic modeling will analyze the effects of I-70 changes on the broader road network. One commenter mentioned the potential for a roundabout at 31st Street and Van Brunt Boulevard.

There was discussion of the format of documents sent out for review. Many agencies would prefer electronic documents in easy to review and comment type formats. The Study Team will accept comments via e-mail, letter, electronically in track-changes or other comment format, or hand written and scanned comments.

8. Next steps
   a. Comments on Public Involvement and Agency Coordination Plan and the Environmental Impact Assessment Methodologies Memo are due March 8, 2012
   b. Next agency collaboration point will be the Purpose and Need Statement
   c. Public Meeting in April 2012

Authored by: Randy Rowson – CDM Smith

Appendix D.3 Correspondence with Federal, State, and Local Agencies

MoDOT

Kansas City District
Daniel Niec, P.E., District Engineer

Missouri Department of Transportation

600 Northeast Colbern Rd.
Lee's Summit, Missouri 64086
816.622.6500
Fax: 816.622.6550
1.888.ASK MODOT (275.6636)

December 14, 2011

«Contact»
«Title»
«Agency»
«Address_1»
«Address_2»
«City», «State» «Zip»

Dear Mr. «Last_»:

Subject: I-70 Second Tier Environmental Impact Statement
I-70 Jackson County, MO
MoDOT Job No. J4I1486C
Request to become a Participating Agency

The Federal Highway Administration (FHWA), in cooperation with the Missouri Department of Transportation (MoDOT), will prepare a Second Tier Environmental Impact Statement (EIS) to consider impacts of improvements to a portion of I-70 in the City of Kansas City, Jackson County, Missouri. The project study area is defined as the I-70 corridor from west of the Paseo Boulevard interchange to east of the Blue Ridge Cutoff interchange. The project length is approximately 6.8 miles. The Notice of Intent has been submitted to the U.S. DOT and is anticipated to be published in the Federal Register on December 23, 2011. We have enclosed a copy of a Project Location Map for your review.

Project Background: In July 2008, FHWA in partnership with MoDOT initiated the I-70 First Tier EIS process for approximately 18 miles of I-70 corridor from the end of the last ramp termini east of the Missouri and Kansas state line to east of the I-470 interchange, including the entire Kansas City, Missouri's Downtown Central Business District (CBD) Freeway Loop. Its purpose was to determine an improvement strategy for the corridor to address the following needs - improve safety, reduce congestion, restore and maintain existing infrastructure, improve accessibility, and improve goods movement. After analysis and public review, the First Tier EIS identified a Selected Strategy to improve the I-70 corridor. The Selected Strategy is the Improve Key Bottlenecks Strategy from the downtown loop to east of I-435. From east of I-435 to I-470, the Selected Strategy is either the Improve Key Bottlenecks Strategy or the Add General Lanes Strategy.

The First Tier EIS recommended that for the second tier environmental studies, the 18-mile I-70 corridor be divided into five sections of independent utility (SIU). The intent of the second tier environmental studies is to build on and extend the work of the First Tier EIS for improving I-70 as part of the Mid-America Regional Council's long-range transportation plan. Each SIU will be evaluated to the appropriate level of detail (CE, EA, or EIS) within the National Environmental Policy Act process.

FHWA and MoDOT are now preparing a Second Tier EIS that covers the section of I-70, from west of the Paseo Boulevard interchange to east of the Blue Ridge Cutoff interchange, encompassing two SIUs from the I-70 First Tier EIS. The two SIUs are the Urban SIU (Paseo Boulevard to U.S. 40) and I-435 Interchange SIU (U.S. 40 to Blue Ridge Cutoff). The Second Tier EIS will carry forward and refine the needs identified from the First Tier EIS and conduct an alternatives analysis based on the Improve Key Bottlenecks Strategy. Through this study, more specific definitions of the improvements and their potential impacts will be developed for consideration by the general public and the various environmental and community resource agencies. Examples of these improvements include modifying access, fixing existing pavement and bridges, improving interchange ramps, adding collector distributor roads, and providing for bus transit on shoulder.

Participating Agency Invitation: The purpose of this letter is to initiate coordination with your agency. Section 6002 of the current federal highway bill known as the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU) focuses on efficient environmental reviews for project decision-making, expands the involvement agencies and the public can have in the transportation decision making process. As part of the environmental review process, the lead agencies (FHWA and MoDOT) must identify any other Federal and non-Federal agencies that may have a specific interest in the project and invite these agencies to become participating agencies in the environmental review process.

Your agency has been identified as one that may have an interest in the I-70 Second Tier EIS, because of the following:

<<Place to insert agency specific bullet points on potential interests in the project>>

Accordingly, your agency is being extended this invitation to become a participating agency for the project.

Role as a Participating Agency: As a participating agency for the I-70 Second Tier EIS, you will be afforded the opportunity, together with the public, to be involved in defining the purpose of and need for the project, as well as in determining the range of alternatives to be considered. You will be asked to:

- Provide input on the impact assessment methodologies for your agency's area of expertise;
- Participate in coordination meetings, conference calls, and joint field reviews, as appropriate; and
- Review and comment on sections of the pre-draft environmental documents to communicate any concerns of your agency on the adequacy of the document, the alternatives considered, and the anticipated impacts and mitigation.

A detailed coordination plan will be provided at the first agency coordination meeting, as discussed below.

First Project Agency Coordination Meeting: Your agencies designated representative(s) are invited to attend the first agency coordination meeting. The meeting will be held on February 7, 2012 at 10:00 a.m. in the MoDOT Kansas City District Office, 600 NE Colbern Road, Lee's Summit, MO 64086. The coordination meeting is expected to last 2 hours. At the meeting, the Study Team will provide an

overview of the study process and key issues. There will also be time for agencies to provide input on key concerns regarding the projects potential environmental or socioeconomic impacts. Following the meeting, the meeting materials and notes will be sent to agency representatives who are unable to attend.

Response Requested: We request that your agency provide confirmation on whether it is accepting or declining the invitation to become a participating agency. The acceptance or declination of this invitation may be transmitted electronically to Allan Zafft at Allan.Zafft@modot.mo.gov; please include the title of the official responding or via mail to the MoDOT Kansas City District Office shown above. Responses should be transmitted to this office no later than January 10, 2012.

As a Federal agency, if you elect not to become a participating agency, you must decline this invitation in writing. Your letter declining the invitation must indicate that your agency has no jurisdiction or authority with respect to the project, no expertise or information relevant to the project, and does not intend to submit comments on the project.

Your assistance is greatly appreciated, and we look forward to working with you as the study progresses. If you have questions regarding this invitation, please contact Allan Zafft at (816) 607-2258.

Sincerely,

Daniel Niec, P.E.
District Engineer

Enclosure

Copies: Mr. Kevin Ward-FHWA
Mr. Matt Burcham-de
Mr. Allan Zafft-kctp

Job No. J4I1486C
I-70 Second Tier EIS
Inviting and Designating Participating/Cooperating Agencies List

Participating Agencies

Agency	Contact Person	Title	Address 1	Address 2	City	State	Zip	Expertise	Why Interested	cc: 1	cc: 2	cc: 3	cc: 4
Missouri Department of Conservation (State Office)	Bob Ziehmer	Director	P.O. Box 180		Jefferson City	MO	65109	Fish and wildlife resources and their habitat	Jurisdiction over outdoor recreation and conservation in the Study Area	Mark Nelson - Forestry Regional Supervisor			
Missouri Department of Economic Development	David Kerr	Director	301 W. High Street	P.O. Box 1157	Jefferson City	MO	65102	Business, community, and housing development/ redevelopment	Previous use of grant funding for businesses, neighborhoods, and homes located in the Study Area				
Missouri Department of Natural Resources (State Office)	Sara Parker Pauley	Director	P.O. Box 176		Jefferson City	MO	65102	Development, protection, and enhancement of natural resources	Jurisdiction over parklands in the Study Area	Mark Miles - State Historic Preservation Officer	Dorothy Franklin - Acting Director Regional Office		
Missouri NRCS State Office	J.R. Flores	State Conservationist	Parkdale Center, Suite 250	601 Business Loop 70 West	Columbia	MO	65203-2546	Water, soil and plant resources	Jurisdiction over farmland and agricultural resources in the Study Area				
State Emergency Management Agency (Jefferson City)	Paul Parmenter	Director	P.O. Box 116		Jefferson City	MO	65102	Protection of public safety during major disasters	Jurisdiction over emergency preparedness and evacuation procedures in the Study Area				
U.S. EPA Region 7	Karl Brooks	Regional Administrator	901 N. 5th Street		Kansas City	KS	66101	Protection of human health and the natural environment	Jurisdiction over environmental resources in the Study Area				
U.S. Fish and Wildlife Service	Charlie Scott	Field Supervisor	Columbia Ecological Services Field Office	101 Park DeVille Drive, Suite A	Columbia	MO	65203-0057	Protection of wildlife resources and their habitat	Jurisdiction over threatened and endangered species and their habitat in the Study Area				
U.S. Department of Housing and Urban Development Region 7	Derrith Watchman-Moore	Regional Administrator	400 State Avenue, Room 200		Kansas City	KS	66101-2406	Housing affordability and housing resources	Previous use of grant funding for neighborhoods and homes located in the Study Area				
Mid-America Regional Council	Mell Henderson	Director of Transportation	600 Broadway, Suite 200		Kansas City	MO	64105		Metropolitan planning organization in the Study Area				
Kansas City Area Transportation Authority	Mark Huffer	General Manager	1200 East 18th Street		Kansas City	MO	64108		Transit operator in the Study Area				
Jackson County - County Executive Office	Michael Sanders	Jackson County Executive	415 East 12th Street, 2nd Floor	Kansas City Courthouse	Kansas City	MO	64106		Jackson County in the Study Area	Jerry Page - Public Works	Robbie Makinen - Economic Development Coordinator	David Park - Neighborhood and Community Services	Mark McHenry - Parks and Recreation
City of Kansas City, Missouri	Troy Schulte	City Manager	414 East 12th Street	City Hall	Kansas City	MO	64106		City of Kansas City, Missouri in the Study Area	Sherri McIntyre - Public Works	Thomas Coyle - City Planning and Development		
National Park Service	Nick Chevance	Regional Environmental Coordinator	Midwest Regional Office	601 Riverfront Drive	Omaha	NE	68102	Public lands and water conservation	Jurisdiction over 6(f) resources and potential interest in 4(f) recreational properties				

Cooperating Agency

Agency	Contact Person	Title						Expertise	Why Interested
U.S. Army Corps of Engineers, Kansas City District	Col. Anthony Hofmann, PMP	District Engineer	601 East 12th Street		Kansas City	MO	64106	Water and related resources	Jurisdiction over navigable waters and other waters of the United States in the Study Area

Carbon Copies

Missouri Department of Conservation (Field Office)	Mark Nelson	Forestry Regional Supervisor	12405 SE Ranson Road		Lee's Summit	MO	64082	Fish and wildlife resources and	Jurisdiction over outdoor recreation and conservation
Missouri Department of Natural Resources (Regional	Dorothy Franklin	Acting Director	500 NE Colbern Road		Lee's Summit	MO	64086-	Development, protection, and	Jurisdiction over parklands in the Study Area
Missouri Department of Natural Resources, State Historic	Mark Miles	Director	P.O. Box 176		Jefferson City	MO	65102	Historic, architectural and	Jurisdiction over historic, architectural, and
Jackson County - Public Works	Jerry Page	Public Works/Facilities	303 West Walnut		Independence	MO	64050		
Jackson County - Economic Development	Robbie Makinen	Economic Development Coordi	415 East 12th Street, 2nd Floor	Kansas City Courthouse	Kansas City	MO	64106		
City of Kansas City - Public Works	Sherri McIntyre	Director	414 East 12th Street	City Hall - 20th Floor	Kansas City	MO	64106		
City of Kansas City - City Planning and Development	Thomas Coyle	Director	414 East 12th Street	City Hall - 15th Floor	Kansas City	MO	64106		
City of Kansas City - Neighborhood and Community Services	David Park	Director	414 East 12th Street	City Hall - 4th Floor	Kansas City	MO	64106		
City of Kansas City - Parks and Recreation	Mark McHenry	Director	4600 E 63rd Street		Kansas City	MO	64130		

MoDOT

Missouri Department of Transportation

Kansas City District
Daniel Niec, P.E., District Engineer

600 Northeast Colbern Rd.
Lee's Summit, Missouri 64086
816.622.6500
Fax: 816.622.6550
1.888.ASK MODOT (275.6636)

December 14, 2011

Colonel Anthony Hofmann, PMP
District Engineer
U.S. Army Corps of Engineers, Kansas City District
601 East 12th Street
Kansas City, MO 64106

Dear Colonel Hofmann:

Subject: I-70 Second Tier Environmental Impact Statement
I-70 Jackson County, MO
MoDOT Job No. J4I1486C
Request to become a Cooperating and Participating Agency

The Federal Highway Administration (FHWA), in cooperation with the Missouri Department of Transportation (MoDOT), will prepare a Second Tier Environmental Impact Statement (EIS) to consider impacts of improvements to a portion of I-70 in the City of Kansas City, Jackson County, Missouri. The project study area is defined as the I-70 corridor from west of the Paseo Boulevard interchange to east of the Blue Ridge Cutoff interchange. The project length is approximately 6.8 miles. The Notice of Intent has been submitted to the U.S. DOT and is anticipated to be published in the Federal Register on December 23, 2011. We have enclosed a copy of a Project Location Map for your review.

Project Background: In July 2008, FHWA in partnership with MoDOT initiated the I-70 First Tier EIS process for approximately 18 miles of I-70 corridor from the end of the last ramp termini east of the Missouri and Kansas state line to east of the I-470 interchange, including the entire Kansas City, Missouri's Downtown Central Business District (CBD) Freeway Loop. Its purpose was to determine an improvement strategy for the corridor to address the following needs - improve safety, reduce congestion, restore and maintain existing infrastructure, improve accessibility, and improve goods movement. After analysis and public review, the First Tier EIS identified a Selected Strategy to improve the I-70 corridor. The Selected Strategy is the Improve Key Bottlenecks Strategy from the downtown loop to east of I-435. From east of I-435 to I-470, the Selected Strategy is either the Improve Key Bottlenecks Strategy or the Add General Lanes Strategy.

The First Tier EIS recommended that for the second tier environmental studies, the 18-mile I-70 corridor be divided into five sections of independent utility (SIU). The intent of the second tier environmental studies is to build on and extend the work of the First Tier EIS for improving I-70 as part of the Mid-America Regional Council's long-range transportation plan. Each SIU will be evaluated to the appropriate level of detail (CE, EA, or EIS) within the National Environmental Policy Act process.

FHWA and MoDOT are now preparing a Second Tier EIS that covers the section of I-70, from west of the Paseo Boulevard interchange to east of the Blue Ridge Cutoff interchange, encompassing two SIUs from the I-70 First Tier EIS. The two SIUs are the Urban SIU (Paseo Boulevard to U.S. 40) and I-435

Interchange SIU (U.S. 40 to Blue Ridge Cutoff). The Second Tier EIS will carry forward and refine the needs identified from the First Tier EIS and conduct an alternatives analysis based on the Improve Key Bottlenecks Strategy. Through this study, more specific definitions of the improvements and their potential impacts will be developed for consideration by the general public and the various environmental and community resource agencies. Examples of these improvements include modifying access, fixing existing pavement and bridges, improving interchange ramps, adding collector distributor roads, and providing for bus transit on shoulder.

Cooperating and Participating Agency Invitation: The purpose of this letter is to initiate coordination with your agency. With this letter, FHWA and MoDOT request your agency to become a cooperating agency, in accordance with 40 CFR 1501.6 of the Council on Environmental Quality's (CEQ) Regulations for Implementing the Procedural Provision of the National Environmental Policy Act, because the project may involve impacts to resources under your jurisdiction. We also invite your agency under Section 6002 of SAFETEA-LU to become a cooperating and participating agency with the FHWA in the development of the I-70 Second Tier EIS. Neither designation implies that your agency supports the proposal.

Your agency has been identified as one that may have an interest in the I-70 Second Tier EIS, because of the following:

- Your jurisdiction over navigable waters and other waters of the United States in the project study area.
- Your expertise with water and water related resources.
- Your jurisdiction and expertise regarding flood management.

Accordingly, your agency is being extended this invitation to become a cooperating and participating agency for the project.

Role as a Cooperating and Participating Agency: As a cooperating and participating agency for the I-70 Second Tier EIS, you will be afforded the opportunity, together with the public, to be involved in defining the purpose of and need for the project, as well as in determining the range of alternatives to be considered. Your agency's involvement as a cooperating agency should include those areas under its jurisdiction and expertise, with no direct writing or analysis expected for preparation of the Second Tier EIS. We will take the following actions to maximize interagency cooperation:

- Invite you to coordination meetings;
- Consult with you on any relevant technical studies the project requires;
- Provide you with project information, including study results;
- Encourage you to express your agency's views on subjects within its jurisdiction or expertise; and
- Include information in the project environmental documents that your agency needs to discharge its National Environmental Policy Act (NEPA) responsibilities.

The U.S. Army Corps of Engineers has the right to expect that the Second Tier EIS will enable you to discharge your jurisdictional responsibilities for this phase of the project. If at any point in the process your agency's needs are not being met, we need to be informed so steps can be taken to resolve the issue.

As a participating agency you will be asked to:

- Provide input on the impact assessment methodologies for your agency's area of expertise;
- Participate in coordination meetings, conference calls, and joint field reviews, as appropriate; and
- Review and comment on sections of the pre-draft environmental documents to communicate any concerns of your agency on the adequacy of the document, the alternatives considered, and the anticipated impacts and mitigation.

A detailed coordination plan will be provided at the first agency coordination meeting, as discussed below.

First Project Agency Coordination Meeting: Your agencies designated representative(s) are invited to attend the first agency coordination meeting. The meeting will be held on February 7, 2012 at 10:00 a.m. in the MoDOT Kansas City District Office, 600 NE Colbern Road, Lee's Summit, MO 64086. The coordination meeting is expected to last 2 hours. At the meeting, the Study Team will provide an overview of the study process and key issues. There will also be time for agencies to provide input on key concerns regarding the projects potential environmental or socioeconomic impacts. Following the meeting, the meeting materials and notes will be sent to agency representatives who are unable to attend.

Response Requested: We request that your agency provide confirmation on whether you are accepting or declining the invitation to become a cooperating and/or participating agency. The acceptance or declination of this invitation may be transmitted electronically to Allan Zafft at Allan.Zafft@modot.mo.gov; please include the title of the official responding or via mail to the MoDOT Kansas City District Office shown above. Responses should be transmitted to this office no later than January 10, 2012. If your agency declines to become a cooperating agency but wishes to be a participating agency, please state your reasons for doing so.

As a Federal agency, if you elect not to become a participating agency, you must decline this invitation in writing. Your letter declining the invitation must indicate that your agency has no jurisdiction or authority with respect to the project, no expertise or information relevant to the project, and does not intend to submit comments on the project.

Your assistance is greatly appreciated, and we look forward to working with you as the study progresses. If you have questions regarding this invitation, please contact Allan Zafft at (816) 607-2258.

Sincerely,

Daniel Niec, P.E.
District Engineer

Enclosure

Copies: Mr. Kevin Ward-FHWA
Mr. Matt Burcham-de
Mr. Allan Zafft-kctp

DEPARTMENT OF THE ARMY
KANSAS CITY DISTRICT, CORPS OF ENGINEERS
635 FEDERAL BUILDING
601 E 12TH STREET
KANSAS CITY MO 64106-2824

REPLY TO
ATTENTION OF

December 21, 2011

Regulatory Branch
(2008-01254)

Mr. Daniel Niec, P.E.
District Engineer, Kansas City District
Missouri Department of Transportation
600 Northeast Colbern Road
Lee's Summit, Missouri 64086

Dear Mr. Niec:

This is in response to your letter, dated December 14, 2011, requesting our participation in the preparation of the Second Tier Environmental Impact Statement (STEIS) for the proposed Interstate 70 improvement project located in the Kansas City, Missouri metro area. The area now under study covers the section of I-70, from west of the Paseo Boulevard interchange to east of the Blue Ridge Cutoff interchange. The study area encompasses two of the five sections of independent utility (SIU) described in the First Tier EIS.

The project corridor, as outlined in your letter, is of interest to us because of our regulatory authority under the Clean Water Act (33 U.S.C. 1344) and because of our Blue River Channel Modification Project which is a cooperative effort with the City of Kansas City, Missouri. As a result, we accept the invitation to assist as a participating agency in the preparation of the STEIS.

This project has been, and will continue to be, assigned number 2008-01254. Please reference this number in all inquiries and correspondence concerning this project and concerning any future projects in the three remaining SIUs.

If you have questions, please contact Mr. Douglas Berka, Project Manager, at (816) 389-3657 or email at douglas.r.berka@usace.army.mil.

Sincerely,

David R. Hibbs
Regulatory Program Manager
Operations Division

March 3, 2012

Summary of MARC Comments on I-70 Second Tier EIS Documents

Methodology Memo Draft (2/1/2012)

- 2.1 – Land Use – The list of documents includes MARC's Long-Range Transportation Plan, but should also include the companion strategy on growth and development (Land-Use Direction, http://www.marc.org/2040/Land-Use_Direction/index.aspx) that served as the basis for the land use forecast reflected in the plan.

- 2.4 – Environmental Justice – Since some Census tracts within the study area have higher concentrations of zero-vehicle households and the first-tier EIS said residents may have to travel further for goods and services if businesses are displaced, I would suggest they add zero-vehicle households to their demographic analysis to assist with identifying potential effects on EJ populations.

- 2.8 – Aesthetics – They should specifically mention the view of downtown as travelers approach from the east.

- 2.9 – Air Quality/2.10 – Noise Impacts/2.19 Energy/ 2.20 Construction Impacts - They should clarify the geography they'll be looking at for these impacts. If they are changing access points along I-70 (i.e. consolidating and eliminating interchanges), there will be spillover traffic changes to arterials in the vicinity of I-70. Will they assess that spillover traffic for impacts, even though they are not directly adjacent to I-70?

- 2.9 – Air Quality
    - Any reason why they're specific about using MOVES2010a and not MOVES2010b? The latter will possibly be the most up-to-date by the time the analysis is conducted. I wonder if they couldn't just say "the most recent emissions model available at time of analysis."
    - Any air quality conformity determination is not likely to be made by MARC alone but by the Conformity Consulting Agencies. For clarity's sake, they should probably amend that to reflect the actual decision-maker in the process.

I-70 Draft Public Involvement Agency Plan

- There should be a more explicit statement/section that links this 2nd Tier work to the 1st Tier work. Some suggestions: how tools developed in the 1st Tier (e.g. contact list) will be carried forward into the 2nd tier; what successful techniques from the 1st Tier will be continued in the 2nd Tier (what consistency the public who participated in the 1st Tier can expect in the 2nd Tier); how conclusions derived from public input in Tier 1 are being carried forward into Tier 2.

- I didn't see much in the way of targeted strategies to reach commuter and freight haulers - i.e. the users of the corridor. Do we need to treat them separately from the "general public" in reaching them to gather their input on the project?

- Am not sure who is/are the final decision maker(s) — I assume MoDOT. What about FHWA?

- Hard to keep straight the various teams and stakeholder groups. Perhaps an appendix with a flow chart would be helpful in understanding the relationships.

- How will the study team measure or determine whether it has achieved “informed public consent”?

- Sounds like the process will be conducted based on public participation goals of informing and consulting — meaning that the study team will primarily disseminate information, and explain how public feedback influences the decisions.

- Several of the first bullet points under 3.2 Public Involvement Tools sound vague or confusing.

- Does the Community Advisory Group have any decision-making authority? How much is the study team willing/planning to incorporate their advice and recommendations into project decisions?

UNITED STATES ENVIRONMENTAL PROTECTION AGENCY

REGION 7
901 NORTH 5TH STREET
KANSAS CITY, KANSAS 66101

MAR 7 2012

Allan Zafft, Transportation Planning Specialist
Missouri Department of Transportation
600 Northeast Colbern Road
Lee's Summit, MO 64086

Dear Mr. Zafft:

RE: Public Involvement and Agency Coordination Plan and Environmental Impact Assessment Methodologies for I-70 Second Tier Environmental Impact Statement, MoDOT Job No. J4I1486C

The U.S. Environmental Protection Agency has reviewed the Public Involvement and Agency Coordination Plan and Environmental Impact Assessment Methodologies for the I-70 Second Tier Environmental Impact Statement.

The EPA has no objections with the current version of the Agency Coordination Plan and has already submitted copies of maps showing Superfund sites, potential Environmental Justice areas, RCRA facilities, impaired streams, and other spatial information.

Thank you for the opportunity to provide comments regarding this phase of the project. Please contact me at (913) 551-7029 or via email at summerlin.joe@epa.gov if you have any questions. You may also contact Joe Cothern, NEPA Team Leader, at (913) 551-7148 or via email at cothern.joe@epa.gov.

Sincerely,

Joe Summerlin
NEPA Reviewer
Environmental Services Division

RECYCLED 100% FIBER

April 27, 2012

I-70 2nd Tier EIS Draft Purpose and Need Statement Technical Memorandum

MARC Comments

- Who is the audience for this document? There seems to still be a lot of transportation jargon that the average person may not understand. Examples include "ramp termini" on page 1 and page 6, "Sections of Independent Utility" on page 2, "geometrics" on page 13, "sight distance" on page 13-14 (later explained on page 18), "geometric" on page 18, and "geometry" on page 18.

- Page 1 – In the second paragraph, the text "current transportation highway bill known as" should be deleted. The description is inaccurate since SAFETEA-LU is a "law" not a "bill" and there is no similar description of NEPA.

- Page 1 – The list of bullets. Should "Obtain approval of a Preferred Alternative for improving I-70 between The Paseo and Blue Ridge Cutoff" be moved to the end of this list? Should this list specifically mention and explain the Record of Decision?

- Page 1 – Sidebar on NEPA. Would suggest adding "and responding to" after the word "evaluating".

- Page 2 – The second paragraph should state that I-70 also serves as a significant barrier to the movement of pedestrians, bicyclists and motorists across the corridor.

- Page 2-3 – Bottom of page 2 references SIUs without explaining what they are; top of page three talks about "studies of shorter sections" without tying that back to SIUs.

- Page 3 – What is the definition of "logical termini"?

- Page 3-4 – Study area. The Study Area is too small for the range of impacts that will be assessed as part of this EIS. Either the Study Area should be expanded, or there should be added narrative that explains that for some impacts a larger geographic area will be examined, with more details around that.

- Page 7 – Does the crash data that was examined include both I-70 and the segments of local streets that provide access to I-70? If not, the analysis should be widened to capture that as well.

- Page 9 – In discussing the prevalence of rear end crashes, the document suggests that reducing congestion at key bottlenecks and modernizing the roadway could help. Should this explanation of the "need" along the corridor start suggesting solutions? It seems either the reference should come out, should refer back to the conclusions of the first tier, or be expanded to allow for additional alternatives to also be identified (i.e. variable speed limits).

- Page 10 – In the last paragraph under “Fatal Crashes” the words “fatal crashes events” should be “fatal crash events”.
- Page 10 – Last paragraph, “traavel” should be “travel”.
- Page 11 – Last paragraph describes commuter traffic as highly directional. Could actual data be shown to depict the ratio of the two directions in each peak period?
- Page 14 – The discussion of segments with undesirable LOS should be limited to LOS E and F. LOS D is acceptable in an urban setting.
- Page 15 – Top line, replace “corrected the basic number of lanes issue” with “allowed all 6 lanes to continue”.
- Page 15 – Discussion of transit. The text mentions three bus routes, but doesn’t mention how many runs of each of those routes occur each day. The actual number of runs would be a more accurate depiction of service than the number of routes.
- Page 16 – Third paragraph on Scout. Suggest adding “monitor and respond to traffic incidents and to” after “designed to”.
- Page 16 – Fourth paragraph on OGL. Suggest adding more detail about the current OGL corridors in the vicinity. Ray Webb can provide the most current information on that. OGL has been operating on nearly 700 intersections since 2008.
- Page 19 – Sidebar on interchange spacing. Ends with the statement that “one mile spacing is ***required*** in urban areas” (emphasis added) which makes it sound like we’re out of compliance– the statement in the text of “current interchange spacing guidelines call for interchanges to be spaced one mile apart within urban areas” is preferred.
- Page 24 – The TTI references appear to be nationwide data. That may not be relevant for this corridor-specific analysis. If there is corridor-specific data from TTI or other sources, that would be preferred.
- Page 25 – Table 2. What is the source of this data?
- Page 25 – Table 3. Not sure the average person would understand this, what are Ramp 1, 2, and 3? Either should be removed, or needs additional text to explain it. What is the source of this data? Do we have specific data for the ramps and mainline sections along this section of I-70?
- Page 26 – Table 4. What is the source of this data?

RE I-70 Second Tier EIS - Participating Agencies (UNCLASSIFIED)
From: Allan.Zafft@modot.mo.gov
Sent: Friday, August 17, 2012 1:28 PM
To: Berka, Douglas R NWK
Cc: Donahue, Brian T NWK; Wheeler, Cody S NWK; Hibbs, David R NWK; Pointer, James K NWK; Matthew.Burcham@modot.mo.gov
Subject: RE: I-70 Second Tier EIS - Participating Agencies (UNCLASSIFIED)

Dear Mr. Berka:

Thank you for your comments on the Purpose and Need Statement Technical Memorandum related to the I-70 Second Tier Environmental Impact Statement (EIS). This technical memorandum is intended to be a stand-alone document that discusses why the study is being conducted and demonstrates the need for these improvements. This technical memorandum will serve as the basis in preparing the Purpose and Need chapter of the Draft EIS document; however, it was not intended to be included into the Draft EIS document as reviewed by the partnering agencies. The study team will prepare the Draft EIS later this year with the Draft EIS available for comment in 2013.

Thank you again,

Allan Zafft
Transportation Planning Specialist
Missouri Department of Transportation
600 Northeast Colbern Road
Lee's Summit, MO 64086
Phone: 816-607-2258
E-mail: Allan.Zafft@modot.mo.gov

From: "Berka, Douglas R NWK" <Douglas.R.Berka@usace.army.mil>
To: "Allan.Zafft@modot.mo.gov" <Allan.Zafft@modot.mo.gov>
Cc: "Hibbs, David R NWK" <David.R.Hibbs@usace.army.mil>, "Pointer, James K NWK" <James.K.Pointer@usace.army.mil>, "Wheeler, Cody S NWK" <Cody.S.Wheeler@usace.army.mil>, "Donahue, Brian T NWK" <Brian.T.Donahue@usace.army.mil>
Date: 07/12/2012 09:31 AM
Subject: RE: I-70 Second Tier EIS - Participating Agencies (UNCLASSIFIED)

Classification: UNCLASSIFIED
Caveats: NONE

Allan,

I am confused on the purpose of this document ("Purpose and Need Statement, Technical Memorandum"). Is the document a purpose and need statement as to why a 2nd tier EIS is needed or is it an attempt at a purpose and need statement for the proposed I70 segment for which the 2nd tier EIS is being prepared?

If the document is a purpose and need statement for why the 2nd tier EIS is being prepared I have no comment. If the document is an attempt at a purpose and need statement to be included in the 2nd tier EIS then my comments are as follows:

I continue with my previous comment that you should include a brief, specific, purpose and need statement in the traditional EIS format as outlined in the CEQ regulations at Part 1502.13. This statement should be contained on page one of the section entitled Purpose and Need Statement of the distributed

document. As a part of the this section the reader can be pointed to the Alternatives Section of the EIS that specifically discusses the alternatives that were reviewed in order to meet the overall project purpose.

The next paragraph of the purpose and need section can be your question format you include on page 7 of the distributed document ("Why are improvements to I70 needed in Kansas City?). The reader should not have to read 6 pages to get to the purpose and need statement in this section. The above question and the information that answers the question should be on page one of the purpose and need section of the 2nd tier EIS.

I am also confused as to why all the tier discussion is contained within the purpose and need statement of the EIS. You identify the purpose and need section and then the verbiage begins with an explanation of the 2nd tier EIS. The tier explanation and comparisons of the first and second tier EIS should be a stand-alone section of the EIS.

Douglas R. Berka
Regulatory Project Manager
Kansas City District, Corps of Engineers voice 816-389-3657 fax 816-389-2032
http://nwk.usace.army.mil/regulatory/regulatory.htm
****
Complete our Regulatory Customer Survey at:
http://www.nwk.usace.army.mil/regulatory/survey.pdf
****

-----Original Message-----
From: Allan.Zafft@modot.mo.gov [mailto:Allan.Zafft@modot.mo.gov]
Sent: Monday, July 09, 2012 12:16 PM
To: Berka, Douglas R NWK
Cc: Matthew.Burcham@modot.mo.gov; Nazar, Christopher R; Rowson, Randy
Subject: Fw: I-70 Second Tier EIS - Participating Agencies

Dear Mr. Berka:

Attached is a matrix with our response to US Army Corps of Engineers review comments on the draft version (March 2012) of the Purpose and Need Statement Technical Memorandum.

(See attached file: Purpose and Need Statement Tech Memo_USACE_Comments.pdf)

If you have questions, please contact me.

Thanks,

Allan Zafft
Transportation Planning Specialist
Missouri Department of Transportation
600 Northeast Colbern Road
Lee's Summit, MO 64086
Phone: 816-607-2258
E-mail: Allan.Zafft@modot.mo.gov
----- Forwarded by Allan S Zafft/KC/MODOT on 07/09/2012 12:09 PM -----

From: Allan S Zafft/KC/MODOT
To: douglas.r.berka@usace.army.mil, Alan.Leary@mdc.mo.gov, Bob.Mattucks@mdc.mo.gov, tony.brite@ded.mo.gov, james.helgason@dnr.mo.gov, jane.beetem@dnr.mo.gov,

RE I-70 Second Tier EIS - Participating Agencies (UNCLASSIFIED)
David.Kacirek@mo.usda.gov, Summerlin.Joe@epamail.epa.gov, shepard.larry@epa.gov, MELLH@MARC.ORG, RONA@MARC.ORG, JHUBBELL@MARC.ORG, doconnor@kcata.org, DJarrold@kcata.org, SGeorge@jacksongov.org, Patty.Hilderbrand@kcmo.org, Sherri.McIntyre@kcmo.org, Stephen.Abbott@kcmo.org
Cc: Matthew L Burcham/SC/MODOT@MODOT, Peggy.Casey@dot.gov, "Nazar, Christopher R" <nazarcr@cdmsmith.com>, "Rowson, Randy" <rowsonr@cdmsmith.com>
Date: 07/09/2012 11:17 AM
Subject: I-70 Second Tier EIS - Participating Agencies

Dear Participating Agencies:

In response to review comments received from participating agencies, MoDOT revised the Purpose and Need Statement Technical Memorandum for the I-70 Second Tier EIS.

Below is the MoDOT ftp website address to download the revised document.

ftp://ftp.modot.mo.gov/District4/I-70%20Second%20Tier%20EIS_Participating%20Agencies/

If you have questions, please contact me.

Thanks,

Allan Zafft
Transportation Planning Specialist
Missouri Department of Transportation
600 Northeast Colbern Road
Lee's Summit, MO 64086
Phone: 816-607-2258
E-mail: Allan.Zafft@modot.mo.gov
----- Forwarded by Allan S Zafft/KC/MODOT on 07/09/2012 11:15 AM -----

From: Allan S Zafft/KC/MODOT
To: douglas.r.berka@usace.army.mil, Alan.Leary@mdc.mo.gov, Bob.Mattucks@mdc.mo.gov, tony.brite@ded.mo.gov, james.helgason@dnr.mo.gov, jane.beetem@dnr.mo.gov, David.Kacirek@mo.usda.gov, Summerlin.Joe@epamail.epa.gov, shepard.larry@epa.gov, MELLH@MARC.ORG, RONA@MARC.ORG, JHUBBELL@MARC.ORG, doconnor@kcata.org, DJarrold@kcata.org, SGeorge@jacksongov.org, Patty.Hilderbrand@kcmo.org, Sherri.McIntyre@kcmo.org, Stephen.Abbott@kcmo.org
Cc: Matthew L Burcham/SC/MODOT@MODOT, Peggy.Casey@dot.gov, "Nazar, Christopher R" <nazarcr@cdmsmith.com>, "Rowson, Randy" <rowsonr@cdmsmith.com>
Date: 03/26/2012 04:12 PM
Subject: I-70 Second Tier EIS - Draft Purpose and Need Statement Technical Memorandum

Dear Participating Agencies:

The Missouri Department of Transportation (MoDOT) has completed the Draft Purpose and Need Statement Technical Memorandum for the I-70 Second Tier Environmental Impact Statement (EIS) in Kansas City, Missouri. This project spans approximately 6.8 miles of I-70 from The Paseo interchange to the Blue Ridge Cutoff interchange.

As indicated in the I-70 Second Tier EIS Public Involvement and Agency

Coordination Plan (February 2012), participating agencies are afforded the opportunity to review the draft purpose and need statement for the I-70 Second Tier EIS. Therefore, MoDOT is requesting your review on the Draft Purpose and Need Statement Technical Memorandum.

Below is the MoDOT ftp site address to download the Draft Purpose and Need Statement Technical Memorandum (PDF version). If you experience any problems with downloading the document, please let me know and I can mail you a CD copy or hard copy ASAP.

ftp://ftp.modot.mo.gov/District4/I-70%20Second%20Tier%20EIS_Participating%20Agencies/

The deadline for review comments is Friday, April 27, 2012. You can send your comments to me via mail or email.

If you have questions, please contact me.

Sincerely,

Allan Zafft
Transportation Planning Specialist
Missouri Department of Transportation
600 Northeast Colbern Road
Lee's Summit, MO 64086
Phone: 816-607-2258
E-mail: Allan.Zafft@modot.mo.gov

Classification: UNCLASSIFIED
Caveats: NONE

From: Allan.Zafft@modot.mo.gov
Sent: Tuesday, October 23, 2012 9:11 AM
To: Nazar, Christopher R; Rowson, Randy; Matthew.Burcham@modot.mo.gov
Subject: Fw: MoDOT Job No. J4I1486C, I-70 Second Tier EIS - Initial Alternatives Screening Technical Memoranda

Below is the response from the MO Department of Conservation on the Initial Alternatives Screening Technical Memoranda.

Thanks,

Allan Zafft
Transportation Planning Specialist
Missouri Department of Transportation
600 Northeast Colbern Road
Lee's Summit, MO 64086
Phone: 816-607-2258
E-mail: Allan.Zafft@modot.mo.gov
----- Forwarded by Allan S Zafft/KC/MODOT on 10/23/2012 09:09 AM -----

From: Alan Leary <Alan.Leary@mdc.mo.gov>
To: "Allan.Zafft@modot.mo.gov" <Allan.Zafft@modot.mo.gov>,
Date: 10/08/2012 01:02 PM
Subject: RE: MoDOT Job No. J4I1486C, I-70 Second Tier EIS - Initial Alternatives Screening Technical Memoranda

Allan,

The Department of Conservation does not have any comments on this document.

Al

Alan Leary, CWB
Policy Coordinator
Missouri Department of Conservation
573-522-4115 ext. 3346

-----Original Message-----
From: Allan.Zafft@modot.mo.gov [mailto:Allan.Zafft@modot.mo.gov]
Sent: Thursday, September 20, 2012 2:48 PM
To: douglas.r.berka@usace.army.mil; Alan Leary; Bob Mattucks; tony.brite@ded.mo.gov; james.helgason@dnr.mo.gov; jane.beetem@dnr.mo.gov; David.Kacirek@mo.usda.gov; Summerlin.Joe@epamail.epa.gov; shepard.larry@epa.gov; MELLH@MARC.ORG; RONA@MARC.ORG; JHUBBELL@MARC.ORG;

doconnor@kcata.org; DJarrold@kcata.org; SGeorge@jacksongov.org; Patty.Hilderbrand@kcmo.org; Sherri.McIntyre@kcmo.org; Stephen.Abbott@kcmo.org
Cc: Matthew.Burcham@modot.mo.gov; Peggy.Casey@dot.gov; Nazar, Christopher R; Rowson, Randy
Subject: MoDOT Job No. J4I1486C, I-70 Second Tier EIS - Initial Alternatives Screening Technical Memoranda

Dear Participating Agencies:

The Missouri Department of Transportation (MoDOT) has completed the Initial Alternatives Screening Technical Memoranda for the I-70 Second Tier Environmental Impact Statement (EIS). This project spans 6.8 miles of I-70 from The Paseo interchange to the Blue Ridge Cutoff interchange in Jackson County, Missouri.

As indicated in the I-70 Second Tier EIS Public Involvement and Agency Coordination Plan (April 2012), participating agencies will be forwarded information for their input on the following collaboration points - Initial Alternatives and Reasonable Alternatives Carried Forward. Therefore, MoDOT is requesting your review on the Initial Alternatives Screening Technical Memoranda. This document describes the initial alternatives for the I-70 Second Tier EIS and their screening/evaluation results.

Below is the MoDOT ftp website address to download the Initial Alternatives Screening Technical Memoranda. If you experience any problems with downloading the document, please let me know and I can mail a CD copy or hard copy to you.

ftp://ftp.modot.mo.gov/District4/I-70%20Second%20Tier%20EIS_Participating%20Agencies/

Please e-mail me your review comments of the Initial Alternatives Screening Technical Memoranda by Monday, October 22, 2012.

If you have questions, please contact me.

Sincerely,

Allan Zafft
Transportation Planning Specialist
Missouri Department of Transportation
600 Northeast Colbern Road
Lee's Summit, MO 64086
Phone: 816-607-2258
E-mail: Allan.Zafft@modot.mo.gov

UNITED STATES ENVIRONMENTAL PROTECTION AGENCY
REGION 7
11201 Renner Boulevard
Lenexa, Kansas 66219

OCT 22 2012

Allan Zafft, Transportation Planning Specialist
Missouri Department of Transportation
600 Northeast Colbern Road
Lee's Summit, MO 64086

Dear Mr. Zafft:

RE: Initial Alternatives Screening Technical Memoranda for the I-70 Second Tier Environmental Impact Statement

The U.S. Environmental Protection Agency has reviewed the Initial Alternatives Screening Technical Memoranda for the I-70 Second Tier EIS.

The EPA has no objections with the current version of the Initial Alternatives Screening. We look forward to a more detailed environmental analysis of the alternatives you and the public have agreed upon in the upcoming documents.

Thank you for the opportunity to provide comments on this phase of the project. Please contact me at 913-551-7029, or via email at summerlin.joe@epa.gov, if you have any questions. You may also contact Joe Cothern, NEPA Team Leader, at 913-551-7148, or via email at cothern.joe@epa.gov.

Sincerely,

Joe Summerlin
NEPA Reviewer

Printed on Recycled Paper

From: Allan.Zafft@modot.mo.gov
Sent: Tuesday, October 23, 2012 9:22 AM
To: Nazar, Christopher R; Rowson, Randy; Matthew.Burcham@modot.mo.gov
Cc: Gretchen Ivy
Subject: Fw: MoDOT Job No. J4I1486C, I-70 Second Tier EIS - Initial Alternatives Screening Technical Memoranda

Below is the response from KCMO on the Initial Alternatives Screening Technical Memoranda.

Thanks,

Allan Zafft
Transportation Planning Specialist
Missouri Department of Transportation
600 Northeast Colbern Road
Lee's Summit, MO 64086
Phone: 816-607-2258
E-mail: Allan.Zafft@modot.mo.gov
----- Forwarded by Allan S Zafft/KC/MODOT on 10/23/2012 09:20 AM -----

From: Sherri McIntyre <Sherri.McIntyre@kcmo.org>
To: "Allan.Zafft@modot.mo.gov" <Allan.Zafft@modot.mo.gov>,
Date: 10/22/2012 06:27 PM
Subject: RE: MoDOT Job No. J4I1486C, I-70 Second Tier EIS - Initial Alternatives Screening Technical Memoranda

Allan,

I have the following comments for consideration on many of your alternatives.

Benton Boulevard is part of the historic Parkway and Boulevard system for the City of Kansas City and the system is eligible for the National Historical Registry and providing a disconnect section needs to be vetted through the City Parks and Recreation Department. This disjointed section should not be taken lightly.

Another area that I want to make sure the City's long term plans are considered is access to 23rd Street is an important link to areas such as hospital hill, which includes Western Missouri Mental Health, Truman Medical Center, Children's Mercy Hospital, and UMKC medical school, this is also a connection into Crown Center and Union Station. The City has plans to complete the link between the 22nd Street access to Bruce Watkins, and the 23rd Street Ramp on I-70. So preserving the ability to provide a understandable access for 23rd Street from I-70 is important, and providing this access through either a direct interchange or clear management of a collector-distributor system should be considered. Routing traffic through City Streets as an outer roadway network isn't desirable.

A national attraction has also been developed in the 18th and Vine location

directing visitors to the Negro League Baseball Museum, and Kansas City Jazz Museum is also a major priority for the City and route of travel and a coordinated signage system with directions to this landmark needs to be considered. I-70 Westbound travel today can identify the 18th Street exit from I-70 and travel to the attractions, and again a good collector-distributor system as a minimum should be provided. Access from I-70 to Paseo is also a direct way to direct people to this location, but it is currently accessible only from east and west bound movement, traffic from the north entering I-70 to the east don't currently have access to Paseo. Again any reduction in interchange access needs to provide clear access to this area, and the use of City Streets as a connector for merged ramp reduction should not be considered.

Sherri K. Mcintyre, P.E.
Director of Public Works
City of Kansas City, Missouri
Number (816) 513-2634
e-mail: Sherri.McIntyre@kcmo.org

-----Original Message-----
From: Allan.Zafft@modot.mo.gov [mailto:Allan.Zafft@modot.mo.gov]
Sent: Monday, October 22, 2012 1:31 PM
To: douglas.r.berka@usace.army.mil; Alan.Leary@mdc.mo.gov; Bob.Mattucks@mdc.mo.gov; tony.brite@ded.mo.gov; james.helgason@dnr.mo.gov; jane.beetem@dnr.mo.gov; David.Kacirek@mo.usda.gov; Summerlin.Joe@epamail.epa.gov; shepard.larry@epa.gov; MELLH@MARC.ORG; RONA@MARC.ORG; jhubbell@marc.org; doconnor@kcata.org; DJarrold@kcata.org; SGeorge@jacksongov.org; Patty Hilderbrand; Sherri McIntyre; Stephen Abbott
Cc: Matthew.Burcham@modot.mo.gov; Peggy.Casey@dot.gov; Nazar, Christopher R; Rowson, Randy
Subject: Fw: MoDOT Job No. J4I1486C, I-70 Second Tier EIS - Initial Alternatives Screening Technical Memoranda

Dear Participating Agencies:

This email is a reminder that the deadline for review comments of the Initial Alternatives Screening Technical Memoranda is Monday, October 22, 2012.

Thanks,

Allan Zafft
Transportation Planning Specialist
Missouri Department of Transportation
600 Northeast Colbern Road
Lee's Summit, MO 64086
Phone: 816-607-2258
E-mail: Allan.Zafft@modot.mo.gov
----- Forwarded by Allan S Zafft/KC/MODOT on 10/22/2012 01:27 PM -----

From: Allan S Zafft/KC/MODOT
To: douglas.r.berka@usace.army.mil, Alan.Leary@mdc.mo.gov,

Bob.Mattucks@mdc.mo.gov, tony.brite@ded.mo.gov,
james.helgason@dnr.mo.gov, jane.beetem@dnr.mo.gov,
David.Kacirek@mo.usda.gov, Summerlin.Joe@epamail.epa.gov,
shepard.larry@epa.gov, MELLH@MARC.ORG, RONA@MARC.ORG,
JHUBBELL@MARC.ORG, doconnor@kcata.org, DJarrold@kcata.org,
SGeorge@jacksongov.org, Patty.Hilderbrand@kcmo.org,
Sherri.McIntyre@kcmo.org, Stephen.Abbott@kcmo.org,
Cc: Matthew L Burcham/SC/MODOT@MODOT, Peggy.Casey@dot.gov, "Nazar, Christopher R" <nazarcr@cdmsmith.com>, "Rowson, Randy" <rowsonr@cdmsmith.com>
Date: 09/20/2012 02:48 PM
Subject: MoDOT Job No. J4I1486C, I-70 Second Tier EIS - Initial Alternatives Screening Technical Memoranda

Dear Participating Agencies:

The Missouri Department of Transportation (MoDOT) has completed the Initial Alternatives Screening Technical Memoranda for the I-70 Second Tier Environmental Impact Statement (EIS). This project spans 6.8 miles of I-70 from The Paseo interchange to the Blue Ridge Cutoff interchange in Jackson County, Missouri.

As indicated in the I-70 Second Tier EIS Public Involvement and Agency Coordination Plan (April 2012), participating agencies will be forwarded information for their input on the following collaboration points - Initial Alternatives and Reasonable Alternatives Carried Forward. Therefore, MoDOT is requesting your review on the Initial Alternatives Screening Technical Memoranda. This document describes the initial alternatives for the I-70 Second Tier EIS and their screening/evaluation results.

Below is the MoDOT ftp website address to download the Initial Alternatives Screening Technical Memoranda. If you experience any problems with downloading the document, please let me know and I can mail a CD copy or hard copy to you.

ftp://ftp.modot.mo.gov/District4/I-70%20Second%20Tier%20EIS_Participating%20Agencies/

Please e-mail me your review comments of the Initial Alternatives Screening Technical Memoranda by Monday, October 22, 2012.

If you have questions, please contact me.

Sincerely,

Allan Zafft
Transportation Planning Specialist
Missouri Department of Transportation
600 Northeast Colbern Road
Lee's Summit, MO 64086
Phone: 816-607-2258
E-mail: Allan.Zafft@modot.mo.gov

From: Allan.Zafft@modot.mo.gov
Sent: Tuesday, October 23, 2012 9:21 AM
To: Nazar, Christopher R; Rowson, Randy; Matthew.Burcham@modot.mo.gov
Subject: Fw: MoDOT Job No. J4I1486C, I-70 Second Tier EIS - Initial Alternatives Screening Technical Memoranda

Below is the response from MO DNR on the Initial Alternatives Screening Technical Memoranda.

Thanks,

Allan Zafft
Transportation Planning Specialist
Missouri Department of Transportation
600 Northeast Colbern Road
Lee's Summit, MO 64086
Phone: 816-607-2258
E-mail: Allan.Zafft@modot.mo.gov
----- Forwarded by Allan S Zafft/KC/MODOT on 10/23/2012 09:19 AM -----

From: "Beetem, Jane" <jane.beetem@dnr.mo.gov>
To: "Zafft, Allan" <allan.zafft@modot.mo.gov>,
Date: 10/22/2012 04:46 PM
Subject: RE: MoDOT Job No. J4I1486C, I-70 Second Tier EIS - Initial Alternatives Screening Technical Memoranda

Allan, at this point in the proposed project's planning, the department does not have any comments.

Jane Beetem
Director's Office
Missouri Department of Natural Resources P.O. Box 176 Jefferson City, MO 65102
(573) 522-2401

-----Original Message-----
From: Allan.Zafft@modot.mo.gov [mailto:Allan.Zafft@modot.mo.gov]
Sent: Monday, October 22, 2012 1:31 PM
To: douglas.r.berka@usace.army.mil; Alan.Leary@mdc.mo.gov; Mattucks, Bob; Brite, Tony (Anthony); Helgason, James; Beetem, Jane; David.Kacirek@mo.usda.gov; Summerlin.Joe@epamail.epa.gov; shepard.larry@epa.gov; Henderson, Mell; RONA@MARC.ORG; JHUBBELL@MARC.ORG; doconnor@kcata.org; DJarrold@kcata.org; SGeorge@jacksongov.org; Patty.Hilderbrand@kcmo.org; Sherri.McIntyre@kcmo.org; Stephen.Abbott@kcmo.org
Cc: Burcham, Matthew; Peggy.Casey@dot.gov; Nazar, Christopher R; Rowson, Randy
Subject: Fw: MoDOT Job No. J4I1486C, I-70 Second Tier EIS - Initial Alternatives Screening Technical Memoranda

Dear Participating Agencies:

This email is a reminder that the deadline for review comments of the Initial Alternatives Screening Technical Memoranda is Monday, October 22, 2012.

Thanks,

Allan Zafft
Transportation Planning Specialist
Missouri Department of Transportation
600 Northeast Colbern Road
Lee's Summit, MO 64086
Phone: 816-607-2258
E-mail: Allan.Zafft@modot.mo.gov
----- Forwarded by Allan S Zafft/KC/MODOT on 10/22/2012 01:27 PM -----

From: Allan S Zafft/KC/MODOT
To: douglas.r.berka@usace.army.mil, Alan.Leary@mdc.mo.gov, Bob.Mattucks@mdc.mo.gov, tony.brite@ded.mo.gov, james.helgason@dnr.mo.gov, jane.beetem@dnr.mo.gov, David.Kacirek@mo.usda.gov, Summerlin.Joe@epamail.epa.gov, shepard.larry@epa.gov, MELLH@MARC.ORG, RONA@MARC.ORG, JHUBBELL@MARC.ORG, doconnor@kcata.org, DJarrold@kcata.org, SGeorge@jacksongov.org, Patty.Hilderbrand@kcmo.org, Sherri.McIntyre@kcmo.org, Stephen.Abbott@kcmo.org,
Cc: Matthew L Burcham/SC/MODOT@MODOT, Peggy.Casey@dot.gov, "Nazar, Christopher R" <nazarcr@cdmsmith.com>, "Rowson, Randy" <rowsonr@cdmsmith.com>
Date: 09/20/2012 02:48 PM
Subject: MoDOT Job No. J4I1486C, I-70 Second Tier EIS - Initial Alternatives Screening Technical Memoranda

Dear Participating Agencies:

The Missouri Department of Transportation (MoDOT) has completed the Initial Alternatives Screening Technical Memoranda for the I-70 Second Tier Environmental Impact Statement (EIS). This project spans 6.8 miles of I-70 from The Paseo interchange to the Blue Ridge Cutoff interchange in Jackson County, Missouri.

As indicated in the I-70 Second Tier EIS Public Involvement and Agency Coordination Plan (April 2012), participating agencies will be forwarded information for their input on the following collaboration points - Initial Alternatives and Reasonable Alternatives Carried Forward. Therefore, MoDOT is requesting your review on the Initial Alternatives Screening Technical Memoranda. This document describes the initial alternatives for the I-70 Second Tier EIS and their screening/evaluation results.

Below is the MoDOT ftp website address to download the Initial Alternatives Screening Technical Memoranda. If you experience any problems with downloading the document, please let me know and I can mail a CD copy or hard copy to you.

ftp://ftp.modot.mo.gov/District4/I-

70%20Second%20Tier%20EIS_Participating%20Agencies/

Please e-mail me your review comments of the Initial Alternatives Screening Technical Memoranda by Monday, October 22, 2012.

If you have questions, please contact me.

Sincerely,

Allan Zafft
Transportation Planning Specialist
Missouri Department of Transportation
600 Northeast Colbern Road
Lee's Summit, MO 64086
Phone: 816-607-2258
E-mail: Allan.Zafft@modot.mo.gov

From: Bree.McMurray@modot.mo.gov
To: Rowson, Randy; Murphy, Gina L.
Cc: Richard.Moore@modot.mo.gov; Allan.Zafft@modot.mo.gov; raegan.ball@dot.gov
Subject: Fw: KC area Tier 2 I-70 NEPA doc review
Date: Monday, November 25, 2013 12:24:52 PM

So, here's the response from MDC.

Basically, as of Nov 25, 2013, with a refined determination of proximity to the peregrine falcon record in the downtown Kansas City, MO area, there is no impact to Peregrine Falcons nesting in KC.

I would modify the language, removing all indication of how far away to stay based on MDC recommendation. I would keep the Technical report and any appendices documentation, but in the text of the document and the commitments section, update with the November 2013 coordination with MDC Policy Coordination Section that there are no impacts from this project. No further analysis of this issue is needed. No conditions as to protection of this state endangered species of the Migratory Bird Treaty Act are necessary.

Bree McMurray
Threatened and Endangered Species Biologist
Design Division, Environmental Section
Missouri Dept of Transportation
PO BOX 270
Jefferson City, Missouri 65102
email: bree.mcmurray@modot.mo.gov
phone: 573-526-0606
fax: 573-522-1973

----- Forwarded by Bree K McMurray/SC/MODOT on 11/25/2013 12:20 PM -----

From: Alan Leary <Alan.Leary@mdc.mo.gov>
To: '"Bree.McMurray@modot.mo.gov"' <Bree.McMurray@modot.mo.gov>,
Date: 11/25/2013 12:09 PM
Subject: RE: KC area Tier 2 I-70 NEPA doc review

Bree,

The Conservation Department does not think this project would impact peregrine falcons nesting in the Kansas City area.

Al

Alan Leary, CWB
Policy Coordinator
Missouri Department of Conservation
573-522-4115 ext. 3346

From: Bree.McMurray@modot.mo.gov [mailto:Bree.McMurray@modot.mo.gov]
Sent: Monday, November 25, 2013 9:08 AM
To: Alan Leary
Subject: KC area Tier 2 I-70 NEPA doc review
Importance: High

Good news! Okay, so this is NOT part of the widening of I-70---that apparently starts at the end and beyond this project to the east (outside of 435 on the east).

This project has limits between I-49/Hwy 71 and 435: see attached. It's ramp improvements, small areas of connector roads, closing off access from city streets to ramps, etc. This is actually east of downtown, quite a ways from the PF record at roughly 9th and Walnut. So the record for PF is approx 4000+ feet to the northwest of the eastern terminus of this project (study area ends on I-70 at the last ramp just West of The Paseo.

From the district NEPA project manager for MoDOT (Allan Zafft)

Bree:

Regarding schedule, we are planning to submit the revised Draft EIS document to FHWA for their review/approval. Our goal is getting FHWA approval by December 19, so we can hold the location public hearing in January 2014.

Thanks,
Allan

Bree McMurray
Threatened and Endangered Species Biologist
Design Division, Environmental Section
Missouri Dept of Transportation
PO BOX 270
Jefferson City, Missouri 65102
email: bree.mcmurray@modot.mo.gov
phone: 573-526-0606
fax: 573-522-1973

STATE OF MISSOURI
Jeremiah W. (Jay) Nixon, Governor • Sara Parker Pauley, Director
DEPARTMENT OF NATURAL RESOURCES
www.dnr.mo.gov

December 6, 2013

Michael Meinkoth
Historic Preservation Manager
Missouri Department of Transportation
P.O. Box 270
Jefferson City, Missouri 65102

Re: Route I-70, Job No. J4I1486C Second Tier Environmental Impact Statement (FHWA) Kansas City, Jackson County, Missouri

Dear Mr. Meinkoth:

Thank you for submitting information on the above referenced project for our review pursuant to Section 106 of the National Historic Preservation Act (P.L. 89-665, as amended) and the Advisory Council on Historic Preservation's regulation 36 CFR Part 800, which requires identification and evaluation of cultural resources.

We have reviewed the November 2013 draft report entitled *Cultural Resource Archival and Architectural Review for the Proposed I-70 Improvements, MoDOT Job Number J4I1486C, Kansas City, Jackson County, Missouri* by the Archaeological Research Center of St. Louis, Inc. (ARC). Based on this review it is evident that a thorough and adequate records review and assessment has been conducted of the project area. We concur with your recommendation that none of the buildings and bridges listed in Appendix D are eligible for inclusion in the National Register of Historic Places. We have no further concerns for any of these properties.

Based on the additional information provided by e-mail by the consultants, and following a telephone conference between staff of MoDOT, SHPO and ARC, we have determined that the Paseo Boulevard, the Benton Boulevard and the Van Brunt Boulevard within the project Area of Potential Effect (APE) are contributing properties to the Kansas City Parks and Boulevard System, a property for which a nomination to the National Register of Historic Places is in preparation. We have also determined that the proposed project should have **no adverse effect** if implemented as currently planned.

Please be advised that, should project plans change, information documenting the revisions should be submitted to this office for further review in order to determine if there may be any potential for effect to the Kansas City Parks and Boulevard System. In the event that cultural materials are encountered during project activities, all construction should be halted, and this office notified as soon as possible in order to determine the appropriate course of action.

If you have any questions, please write the State Historic Preservation Office, P.O. Box 176, Jefferson City, Missouri 65102 attention Review and Compliance, or call Judith Deel at 573/751-7862.

Recycled Paper

Please be sure to include the SHPO Log Number (**028-JA-14**) on all future correspondence or inquiries relating to this project.

Sincerely,

STATE HISTORIC PRESERVATION OFFICE

Mark A. Miles
Director and Deputy State
Historic Preservation Officer

MAM:jd

c Raegan Ball, FHWA
Jane Beetem, DNR/OD

RECEIVED
DEC 10 2013
ENV&P SECTION
MO DEPARTMENT OF TRANSPORTATION

MoDOT

Missouri Department of Transportation
David B. Nichols, Director

105 West Capitol Avenue
P.O. Box 270
Jefferson City, Missouri 65102

573.751.2551
Fax: 573.751.6555
1.888.ASK MODOT (275.6636)

December 16, 2013

Mr. Mark Miles, Director SHPO
MDNR/DSP
P. O. Box 176
Jefferson City, MO 65102

Dear Mr. Miles:

Subject: Design, Jackson County, Interstate 70 (I-70)
Job No. J4I486C
Second Tier Environmental Impact Statement
Section 106 Compliance Report: Literature Review and Built Environment

Please find attached two copies (one paper copy and one .PDF file) containing updated information regarding the Section 106 Survey results for the above referenced project. The hard copies are intended to be replacement pages for the technical report titled "Cultural Resource Archival and Architectural Review for the Proposed I-70 Improvements, MoDOT Job Number J4I1486C, Kansas City, Jackson County, Missouri," prepared by Archaeological Research Center of St. Louis Inc. (ARC), consultants for the project. The Missouri Department of Transportation (MoDOT) submitted the draft report to the State Historic Preservation Office (SHPO) on November 12, 2013 for review and following further consultation and research yielding additional details, this supplemental information has been prepared addressing three corridors in the project's area of potential effects (APE): the Paseo, Benton, and Van Brunt boulevards.

These corridors are considered contributing resources to the Kansas City Parks and Boulevard System, a property for which a nomination to the National Register of Historic Places is in preparation. The portion of each boulevard located in the APE has been affected by previous alterations due to the construction of I-70 and its associated bridges and the addition of modern objects and structures to the corridors, altering some of the original design. These changes combined with the fraction of the portion of the boulevard system within the APE, and the minor project impacts that are proposed, have resulted in a determination of **no adverse effect**. We are notifying SHPO that this no adverse effect determination may be used by the Federal Highway Administration in applying the *de minimis* criteria for historic sites (SAFETEA-LU Section 6009) in compliance with Section 4(f) (49 U.S.C. 303). Should you or any of your staff have any questions, please contact Toni Prawl, MoDOT Senior Historic Preservation Specialist, at toni.prawl@modot.mo.gov or (573) 526-3598.

Sincerely,

Michael Meinkoth
Historic Preservation Manager

Attachments

Copies: Ms. Sara Parker Pauley – MDNR
Mr. Dan Niec – 4-ao
Mr. Charles Pursley – CO-de

Appendix D.4 Public Notices

Local News Releases

Allan Zafft, 816-607-2258

April 09, 2012 02:56 PM

MoDOT Launches www.metroi70.com

Kansas City, Mo - Do you have an idea - large or small - that could help improve I-70 between The Paseo interchange and the Blue Ridge Cutoff interchange in Kansas City? The Missouri Department of Transportation (MoDOT) is listening. Visit www.metroi70.com and share your ideas today!

MoDOT is proud to announce the launch of www.metroi70.com: an interactive, on-line "town hall" meeting. The site is dedicated to gathering I-70 improvement ideas from the community. It provides commuters, residents and other interested stakeholders a creative and convenient way to share ideas, provide feedback, and make recommendations on a broad variety of topics related to seven miles of I-70 in Kansas City.

This new public engagement platform encourages a diverse audience to lend its voice to I-70 discussions via cell phone, laptop, desktop, or tablet computer. In fact anyone interested in providing constructive ideas and solutions to the challenges that face I-70 can simply jump on-line from work, home, or wherever they have internet access to join in the www.metroi70.com discussions.

Initial conversations are focusing on the future impact that I-70 should have on neighborhoods and the region. Everyone in the I-70 community is encouraged to participate in this on-line forum.

"We are always looking for new and more effective ways to connect with our customers. MindMixer's www.metroi70.com is a great way to engage people who use I-70 but cannot attend project meetings," said MoDOT Area Engineer Matt Killion.

Sign up at www.metroi70.com and join the discussion!

I-70 in Kansas City is a critical regional and state corridor that was originally constructed over 50 years ago. With proper maintenance, this facility has outlasted its original design life of 20 years. The stretch of I-70 being discussed is currently experiencing deteriorating pavement and bridges, traffic delays and congestion, and weaving conflicts at merging interchanges. It is the focus of the I***-70 Second Tier Environmental Impact Statement (EIS)***. The study began in December 2011 and will conclude during the spring of 2014. A listening post (public meeting) will be held Tuesday, April 17 from 4 to 7 p.m. at the Gregg/Klice Community Center located at 1600 John "Buck" O'Neil Way in Kansas City, Mo. The study team will be on hand to listen to public concerns and to gather input about the transportation problems that the study is intended to address. You can share your ideas for improving I-70 now at www.metroi70.com.

Media Contacts:

MoDOT Kansas City District
www.modot.org/kansascity/metroi70

Allan Zafft, Transportation Planning Specialist (Project Manager)
816-607-2258
allan.zafft@modot.mo.gov

Matt Killion, Area Engineer
816-622-0500
matthew.killion@modot.mo.gov

Jennifer Benefield, Customer Relations Manager
816-607-2153
jennifer.benefield@modot.mo.gov

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Local News Releases

Allan Zafft 816-607-2258

July 23, 2012 08:12 AM

I-70 Second Tier Environmental Study: Let the Discussion Continue!

Kansas City, Mo - MoDOT is continuing the environmental study of Interstate 70 in Jackson County. The Second Tier Environmental Impact Statement (EIS) covers about seven miles of I-70 from The Paseo interchange on the east to the Blue Ridge Cutoff interchange on the west.

July 26 through August 17, 2012, MoDOT is talking to the community about the initial alternatives for improving I-70. Tell the study team how I-70 should be improved by registering and participating in the on-line town hall meeting at http://www.metroi70.com/. You can also provide comments in person at the following July and August meetings:

Listening Post (Public Meeting)

Thursday, July 26, 2012

4 - 6 p.m.

Pioneer Community College (Auditorium)

2700 E. 18th Street

Kansas City, Mo. 64127

Mobile Meetings

Tuesday, August 7, 2012

4 - 6 p.m.

Wal-Mart

11601 E. US Highway 40

Kansas City, Mo. 64133

Friday, August 17, 2012

10 a.m. - noon

The Museums at 18th & Vine (Atrium)

1616 E. 18th Street

Kansas City, Mo. 64108

The study began in December 2011, will last about 30 months, and conclude in spring 2014. It builds upon the broader work of the I-70 First Tier EIS to help devise a more detailed plan on how to best improve the safety and conditions of I-70. The portion of interstate under study is experiencing pavement and bridge deterioration, traffic delays and congestion, and merging/weaving issues at interchanges.

Although there is currently no funding for design and construction, completing this study is an important step in having the project ready to go should funding become available.

To learn more, please contact visit the project website: http://www.modot.mo.gov/kansascity/metroi70

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Local News Releases

Allan Zafft, 816-607-2258 or Matt Killion, 816-622-0500

January 25, 2013 11:36 AM

I-70 Study Proposes Three Improvement Alternatives

MoDOT seeks public input online, at February mobile meetings

KANSAS CITY - A Missouri Department of Transportation (MoDOT) environmental study of approximately seven miles of Interstate 70 from The Paseo interchange to Blue Ridge Cutoff interchange is on pace to be completed on time with the help of extensive community guidance.

"We started with 12 alternatives and with the public's input and study team's evaluation we were able to narrow the alternatives to three," said MoDOT Project Manager Allan Zafft. "We're now seeking additional ideas to further refine these in an effort to develop a preferred improvement strategy for this section of I-70."

The proposed alternatives include:

• No-Build: includes maintenance activities as needed and projects that are already committed;

• Geometric Improvements: incorporates the No Build Alternative with improvements aimed at improving the engineering issues in the corridor, such as short ramp lengths, tight curves, and weave areas;

• Interchange Consolidations: incorporates the Geometric Improvements Alternative and consolidates some closely spaced interchanges.

"We encourage people to log on to our online town hall meeting at www.metroi70.com to let us know what they think though February 25," said Zafft. "We're also hosting a series of mobile meetings in February throughout the corridor, so people can also stop by and talk with a member of our study team." Mobile meetings are scheduled as follows:

• Friday, Feb. 1, 2013, 10 a.m. to noon, The Museums at 18th & Vine, 1616 E. 18th Street, Kansas City, Mo. 64108

• Wednesday, Feb. 6, 2013, 11:30 a.m. to 1:30 p.m., Pioneer Community College, 2700 E. 18th Street, Kansas City, Mo. 64127

• Tuesday, Feb. 12, 2013, 11 a.m. to 1 p.m., St. Paul School of Theology, 5123 E. Truman Road, Kansas City, Mo. 64127

• Tuesday, Feb. 19, 2013, 4:30 to 6:30 p.m., Linwood Family YMCA, 3800 E. Linwood Boulevard, Kansas City, Mo. 64128

• Thursday, Feb. 21, 2013, 8 to 10 a.m., Kansas City VA Medical Center, 4801 Linwood Boulevard, Kansas City, Mo. 64128

"There is currently no funding for design and construction," said Zafft. "But completing this study is an important step in having the project ready to go should funding become available."

The study kicked off in December 2011, will last about 30 months, and conclude in spring 2014. It builds upon the broader work of the I-70 First Tier Environmental Impact Statement (EIS) to help devise a more detailed plan on how to best improve the safety and conditions of I-70. The portion of interstate under study is experiencing pavement and bridge deterioration, traffic delays and congestion, and merging/weaving issues at interchanges.

For more information about this study, to include history, timeline and community involvement opportunities, please visit the project website at www.modot.org/kansascity/metroi70. For instant updates, follow MoDOT_KC on Twitter or send questions and comments to mailto:kccommunityrelations@modot.mo.gov.

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Local News Releases

Allan Zafft, 816-607-2258

February 20, 2013 02:38 PM

Future of I-70 Mobile Meeting Canceled for Thursday Morning

KANSAS CITY - The Future of I-70 Mobile Meeting scheduled for 8 to 10 a.m. Thursday, February 21 at the Kansas City VA Medical Center at 4801 Linwood Boulevard, Kansas City, has been canceled because of the looming winter storm.

This fifth and final meeting at neighborhood venues will not be rescheduled. Those interested in participating and commenting may join the online version of this meeting at: www.metroi70.com.

For more information about other MoDOT projects, please visit MoDOT's Website at www.modot.mo.gov/kansascity. For instant updates, follow MoDOT_KC on Twitter or send questions and comments to kccustomerrelations@modot.mo.gov. We want your feedback on our work zones! Rate Our Work Zones at www.modot.org/kansascity

SHARE

Contact Us

Missouri Department of Transportation
Central Office
105 W. Capitol Avenue
Jefferson City, MO 65102
1-888-ASK-MODOT (275-6636)

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Appendix D.5 Public Brochures/Newsletters

Get Involved!

Community input is crucial to the development of the Second Tier EIS. The study involves:

- Regular meetings with a 14-member Community Advisory Group (CAG), which has representatives from the Third Council District, on behalf of area neighborhoods, Cities of Kansas City, Independence, and Raytown, Jackson County, Mid-America Regional Council, Downtown Council of Kansas City, Greater Kansas City Chamber of Commerce, Hispanic Chamber of Commerce of Greater Kansas City, Kansas City Industrial Council, Jackson County Sports Complex Authority, and Owner-Operator Independent Drivers Association. The CAG helps share the progress of the study with the neighborhoods, businesses, and local communities that it represents while also communicating their concerns and perspectives to MoDOT.
- Community Connections Team (CCT) of specialists in customer relations, environmental analysis, and engineering who can talk to your organization about your issues or concerns with the study. Contact the project manager to schedule a meeting or presentation with the CCT.
- Mobile Meetings where MoDOT brings its Voice Van and project materials to major community gathering spots and events in order to seek input from residents and commuters. Upcoming dates and times will be posted on the project web page.
- An on-going, **online town hall meeting** at ***www.metroi70.com***.
- Listening posts (public meetings) at key points during the study.
- A public hearing to share the Draft EIS document.
- Contact us page on the project web page at ***www.modot.org/kansascity/metroi70.***

¡Participe!

El aporte de la comunidad es crucial para el desarrollo de la Segunda Etapa de EIS. El estudio involucra:

- Reuniones periódicas con los 14 miembros del Grupo Consultivo de la Comunidad (CAG), que cuenta con representantes del Tercer Consejo Distrital, en nombre de los vecindarios de la zona, las ciudades de Kansas City, Independence, y Raytown, Condado de Jackson, Mid-America Consejo Regional, Consejo del Centro de Kansas City, Cámara de Comercio de Kansas City, Cámara de Comercio Hispana de Kansas City, Consejo Industrial de Kansas City, Autoridad Complejo Deportivo del Condado de Jackson , y Asociación de Conductores Propietarios y Operadores independientes. El CAG ayuda a compartir los avances del estudio con los vecindarios, empresas y comunidades locales que representan al mismo tiempo comunican sus preocupaciones y perspectivas a MoDOT.
- El Equipo de Conexiones en la Comunidad (CCT) de especialistas en relaciones con los clientes, análisis ambiental y de ingeniería que pueden hablar con su organización acerca de sus problemas o preocupaciones con el estudio. Póngase en contacto con el director del proyecto para programar una reunión o presentación con el CCT.
- Reuniones Móviles donde MoDOT trae su Voice Van y los materiales del proyecto a los principales puntos de reunión de la comunidad y eventos con el fin de solicitar la opinión de los residentes y de las personas que viajan diariamente al trabajo. Las próximas fechas y horarios serán publicados en la página web del proyecto.
- Una reunión en curso en línea en ***www.metroi70.com***.
- Lugares para reuniones públicas en puntos claves durante el estudio.
- Una audiencia pública para compartir el borrador del documento de EIS.
- Póngase en contacto con nosotros a través de la página web del proyecto en ***www.modot.org/kansascity/metroi70***.

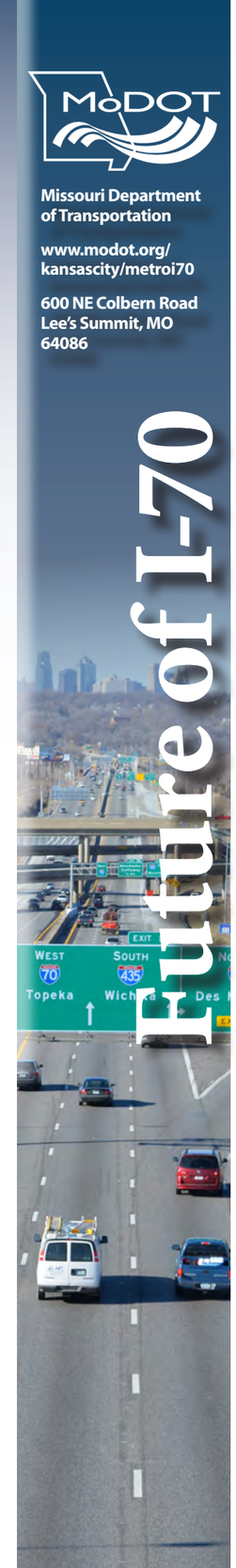
Missouri Department of Transportation
600 NE Colbern Road
Lee's Summit, Missouri 64086

Missouri Department of Transportation

www.modot.org/kansascity/metroi70

600 NE Colbern Road
Lee's Summit, MO
64086

Future of I-70



Join the Conversation!

Don't miss your opportunity to comment!

The Missouri Department of Transportation (MoDOT) has started a Second Tier Environmental Impact Statement (EIS) of I-70 in Kansas City. The effort is an environmental study spanning approximately seven miles of I-70 from The Paseo interchange on the east to the Blue Ridge Cutoff interchange on the west. The study will end in the spring of 2014. We want your ideas about improving I-70. Your input is essential to the study's success and will help us better understand the impact of potential improvement alternatives to the community early in the process.

Now through May 10, 2012, we're talking to the community about the study's Purpose and Need. The Purpose and Need identifies the problems that the study is intended to address and drives the development of a range of alternatives to improve I-70. Tell us why I-70 should be improved by registering and participating in the on-line town hall meeting at ***www.metroi70.com***. You can also talk to us in person at the April 17 listening post (public meeting).

Join the conversation on-line.

On-Line Town Hall Meeting

Let the Ideas Begin!

www.metroi70.com

Now through May 10, 2012

Listening Post (Public Meeting)

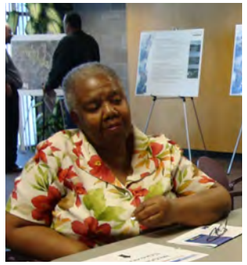
April 17, 2012 from 4:00 – 7:00 p.m.

Gregg/Klice Community Center
1600 John "Buck" O'Neil Way
Kansas City, Missouri 64108

¡Únete a la Conversación!

El Departamento de Transporte de Missouri (MoDOT) ha iniciado una Declaración de la Segunda Etapa del Nivel de Impacto Ambiental (EIA) de la I-70 en Kansas City. El esfuerzo es un estudio ambiental que abarca a unas siete millas de la I-70 desde el cruce de The Paseo al este al cruce de Blue Ridge Cutoff al oeste. El estudio finalizará en la primavera de 2014. Queremos que sus ideas de cómo mejorar I-70. Su aporte es esencial para el éxito del estudio y nos ayudará a comprender mejor el impacto de las alternativas de mejora potenciales para la comunidad al inicio del proceso.

Ahora y a través del 10 de mayo de 2012, estamos hablando con la comunidad sobre el Propósito Y la Necesidad del estudio. El Propósito y la Necesidad identifican los problemas que el estudio tenga por objeto atender e impulsa el desarrollo de una gama de alternativas para mejorar I-70. Díganos por qué I-70 debe ser mejorada registrándose y participando en la reunión en línea de la Municipalidad en ***www.metroi70.com***. También puede hablar con nosotros en el lugar de Reunión Pública el 17 de abril.



¡No pierdas la oportunidad de hacer un comentario!

Reuniones en líneas de La Municpalidad

¡Que las ideas Comiencen!

www.metroi70.com

Ahora y a través del 10 de mayo de 2012

Lugar para Reunión Pública

17 de abril 2012 de 4:00-7:00

Gregg/Klice Community Center
1600 John "Buck" O'Neil Way
Kansas City, Missouri 64108

Schedule
Horario

Winter 2012
Scoping

Invierno 2012
Evaluación

Spring 2012
Purpose & Need

Primavera 2012
Propósito y Necesidad

Summer 2012
Initial Alternatives & Alternatives Analysis

Verano 2012
Las Alternativas Preliminares y Análisis de Alternativas

Winter 2013
Alternative Screening & Environmental Consequences

Invierno 2013
Alternativa de Detección y Consecuencias Ambientales

Summer/Fall 2013
Draft EIS (DEIS)

Verano / Otoño 2013
Borrador de EIS (DEIS)

Spring 2014
Final EIS (FEIS) and Record of Decision

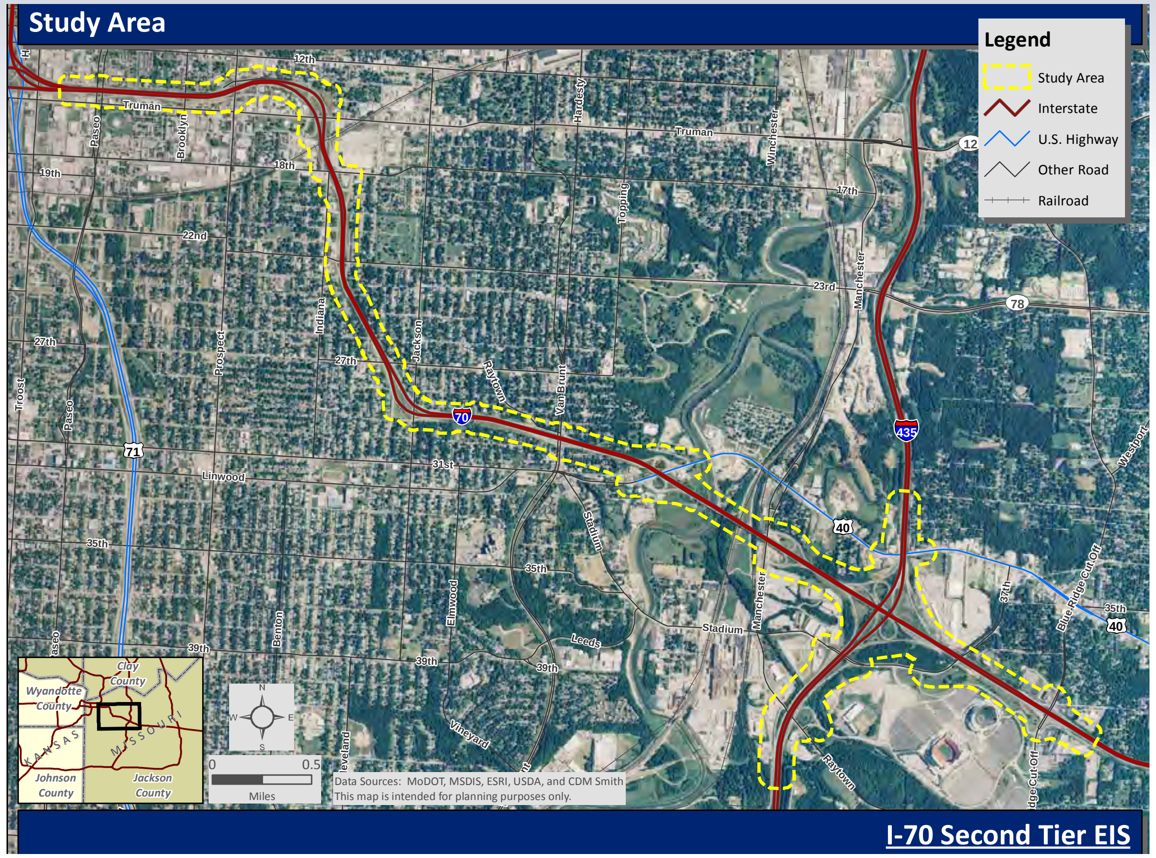
Primavera 2014
Final de EIS (FEIS) y Registro de la Decisión

¡mas aprende!
Learn More!

What do you think about I-70?

Share your thoughts the most convenient way for you – email, call, or write:

Allan Zafft
MoDOT Project Manager
600 NE Colbern Road
Lee's Summit, MO 64086
Allan.Zafft@modot.mo.gov
816-607-2258
www.modot.org/kansascity/metroi70



I-70 is a critical regional and state corridor that was originally constructed over 50 years ago. With proper maintenance, the highway has outlasted its original design life of 20 years. The stretch of I-70 under study is currently experiencing deteriorating pavement and bridges, traffic delays and congestion, and merging and weaving problems at interchanges.

I-70 es un corredor crítico regional y estatal que fue construido originalmente hace 50 años. Con el mantenimiento adecuado, la carretera ha sobrevivido su diseño original de 20 años de vida. El tramo de I-70 bajo estudio actualmente está experimentando el deterioro del pavimento y puentes, las demoras y la congestión de tráfico, y la fusión y el paso entre línea en los cruces.

FAQs

Q. What is an Environmental Impact Statement (EIS) and why is it necessary?

A. An EIS examines and documents the environmental, social, and economic impacts of alternatives that have been proposed to address a specific need. The National Environmental Policy Act (NEPA) requires an EIS for major actions, such as improving I-70, which could significantly impact the natural and human environments. An EIS is also necessary if a project is to be considered eligible for federal funding.

Q. Was there a First Tier EIS and what's the difference between it and the Second Tier EIS?

A. Yes, there was a First Tier EIS, which covered approximately 18 miles of I-70 from the Missouri-Kansas state line to east of the I-470 interchange and included the Kansas City, Missouri Downtown Loop. As part of the First Tier study an overall improvement strategy was approved for the corridor in April of 2011: Improve Key Bottlenecks from the state line to I-435 and Add General Purpose Lanes or Improve Key Bottlenecks from I-435 to east of I-470. The Second Tier EIS will analyze a shorter segment of I-70, spanning from The Paseo interchange to the Blue Ridge Cutoff interchange, in greater detailed based on the Improve Key Bottlenecks Strategy.

Q. What kinds of improvements will be analyzed during the Second Tier EIS?

A. Examples of possible improvements include modifying access at interchanges, fixing existing pavement and bridges, improving interchange ramps, adding collector distributor roads, and providing for bus transit on shoulder. You will have an opportunity to review and comment on the improvement alternatives and their potential impacts during a listening post (public meeting) and online town hall meeting later this summer.

Preguntas frecuentes

P. ¿Qué es una Declaración de Impacto Ambiental (EIS) y por qué es necesaria?

R. Un EIS examina y documenta los impactos ambientales, sociales y económicos de las alternativas que se han propuesto para hacer frente a una necesidad específica. La Ley de Política Ambiental Nacional (NEPA) requiere un EIS para las acciones más importantes, como la mejora de I-70, que podría afectar significativamente el medio ambiente natural y humano. Un EIS también es necesario si un proyecto debe ser considerado elegible para recibir fondos federales.

P. ¿Hubo una Primera Etapa de EIS y cuál es la diferencia entre ésta y la Segunda Etapa de EIS?

R. Sí, hubo una Primera Etapa de EIS, que cubrió aproximadamente 18 millas del I-70, desde la línea límite de estado de Missouri-Kansas al este del cruce de I-470 e incluyó el Círculo del Centro la de Kansas City, Missouri. Como parte del estudio de la Primera Etapa una estrategia general de mejora fue aprobada para el corredor, en abril de 2011: Mejorar los obstáculos desde la línea de límite estatal hacia la I-435 y Agregar Carriles de Uso General o Mejorar los Obstáculos de I-435 al este de I-470. La Segunda Etapa de EIS analizará un segmento más corto de la I-70, que abarca desde el cruce de The Paseo al cruce de Blue Ridge Cutoff, más detalladamente basado en la estrategia de mejorar los obstáculos.

P. ¿Qué tipo de mejoras serán analizadas en la Segunda Etapa de EIS?

R. Ejemplos de posibles mejoras incluyen la modificación de acceso en los cruces, arreglos del pavimento existente y puentes, la mejora de las rampas de cruces, agregar caminos de servicios, y proveer para tránsito de buses en los lados. Usted tendrá la oportunidad de revisar y comentar sobre las alternativas de mejora y sus posibles efectos en un lugar para reunión pública y las reuniones en línea de la Municipalidad a finales de este verano.

¿Qué piensa usted acerca de la I-70?

Comparta sus pensamientos de las maneras más conveniente para usted – por correo electrónico, teléfono o escriba a

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Get Involved!

Community input is crucial to the development of the Second Tier EIS. The study involves:

- Regular meetings with a 14-member **Community Advisory Group (CAG)**, which has representatives from the Third Council District, on behalf of area neighborhoods, Cities of Kansas City, Independence, and Raytown, Jackson County, Mid-America Regional Council, Downtown Council of Kansas City, Greater Kansas City Chamber of Commerce, Hispanic Chamber of Commerce of Greater Kansas City, Kansas City Industrial Council, Jackson County Sports Complex Authority, and Owner-Operator Independent Drivers Association. CAG members share the progress of the study with the neighborhoods, businesses, and local communities that they represent while also communicating their concerns and perspectives to MoDOT.
- **Community Connections Team (CCT)** of specialists in customer relations, environmental analysis, and engineering who can talk to your organization about your issues or concerns with the study. Contact the project manager to schedule a meeting or presentation with the CCT.
- **Mobile Meetings** where MoDOT brings its Voice Van and project materials to major community gathering spots and events in order to seek input from residents and commuters. Upcoming dates and times will be posted on the project web page.
- An on-going, **on-line town hall meeting** at ***www.metroi70.com***.
- **Listening posts** (public meetings) at key points during the study.
- A **public hearing** to share the Draft EIS document.
- **Contact us page** on the project web page at ***www.modot.org/kansascity/metroi70.***

¡Participe!

El aporte de la comunidad es crucial para el desarrollo de la Segunda Etapa de EIS. El estudio involucra:

- Reuniones periódicas con los 14 miembros del **Grupo Consultivo de la Comunidad (CAG)**, que cuenta con representantes del Tercer Consejo Distrital, en nombre de los vecindarios de la zona, las ciudades de Kansas City, Independence, y Raytown, Condado de Jackson, Mid-America Consejo Regional, Consejo del Centro de Kansas City, Cámara de Comercio de Kansas City, Cámara de Comercio Hispana de Kansas City, Consejo Industrial de Kansas City, Autoridad Complejo Deportivo del Condado de Jackson , y Asociación de Conductores Propietarios y Operadores independientes. El CAG ayuda a compartir los avances del estudio con los vecindarios, empresas y comunidades locales que representan al mismo tiempo comunican sus preocupaciones y perspectivas a MoDOT.
- **El Equipo de Conexiones en la Comunidad (CCT)** de especialistas en relaciones con los clientes, análisis ambiental y de ingeniería que pueden hablar con su organización acerca de sus problemas o preocupaciones con el estudio. Póngase en contacto con el director del proyecto para programar una reunión o presentación con el CCT.
- **Reuniones Móviles** donde MoDOT trae su Voice Van y los materiales del proyecto a los principales puntos de reunión de la comunidad y eventos con el fin de solicitar la opinión de los residentes y de las personas que viajan diariamente al trabajo. Las próximas fechas y horarios serán publicados en la página web del proyecto.
- **Una reunión en curso en línea** en ***www.metroi70.com***.
- **Lugares para reuniones públicas** en puntos claves durante el estudio.
- Una **audiencia pública** para compartir el borrador del documento de EIS.
- Póngase en **contacto** con nosotros a través de la página web del proyecto en ***www.modot.org/kansascity/metroi70***.

Missouri Department of Transportation
600 NE Colbern Road
Lee's Summit, Missouri 64086

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64086

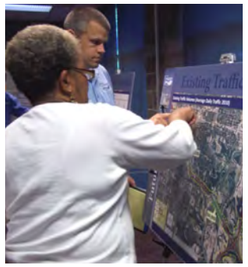
Future of I-70

Issue No. 2 – Summer 2012 / Edición No. 2 - Verano 2012

Let the Discussion Continue!

The Missouri Department of Transportation (MoDOT) is continuing the I-70 Second Tier Environmental Impact Statement (EIS) in Kansas City. The environmental study spans approximately seven miles of I-70 from The Paseo interchange on the east to the Blue Ridge Cutoff interchange on the west. The study will end in the spring of 2014. Your input is essential to the study's success and will help us better understand the impact of potential improvement alternatives to the community early in the process.

July 26 through August 17, 2012 we're talking to the community about the initial alternatives for improving I-70. Tell us how I-70 should be improved by registering and participating in the on-line town hall meeting at ***www.metroi70.com***. You can also talk to us in person at the July and August meetings.



Don't miss your opportunity to comment!

¡Continuemos con las Conversaciones!

El Departamento de Transporte de Missouri (MoDOT) ha iniciado una Declaración de la Segunda Etapa del Nivel de Impacto Ambiental (EIA) de la I-70 en Kansas City. El estudio ambiental que abarca a unas siete millas de la I-70 desde el cruce de The Paseo al este al cruce de Blue Ridge Cutoff al oeste. El estudio finalizará en la primavera de 2014. Su aporte es esencial para el éxito del estudio y nos ayudará a comprender mejor el impacto de las alternativas de mejora potenciales para la comunidad al inicio del proceso.

26 de Julio y a través del 17 de agosto de 2012, estamos hablando con la comunidad sobre las alternativas iniciales para mejorar la I-70. Díganos por qué la I-70 debe ser mejorada registrándose y participando en la reunión en línea de la Municipalidad en ***www.metroi70.com***. También puede hablar con nosotros en las reuniones de Julio y Agosto.

¡No pierdas la oportunidad de hacer un comentario!

Join the Conversation!
¡Únete a la Conversación!

Two Mobile Meetings
Dos Reuniones Móviles

August 7, 2012 / 7 de Agosto de 2012
4 to 6 p.m.
Wal-Mart
11601 E. US Highway 40
Kansas City, Missouri 64133

August 17, 2012 / 17 de Agosto de 2012
10 a.m. to noon (mediodía)
The Museums at 18th & Vine - Atrium
1616 E. 18th Street
Kansas City, Missouri 64108

Listening Post (Public Meeting)
Lugar para Reunion Pública

July 26, 2012 / 26 de Julio de 2012
4 to 6 p.m.
Pioneer Community College
Auditorium
2700 E. 18th Street
Kansas City, Missouri 64127

On-Line Town Hall Meeting
Reuniones En Línea de la Municipalidad

July 26 through August 17, 2012
26 de Julio y a través del 17 de Agosto de 2012
go to: / ir a:

www.metroi70.com

Schedule
Horario

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Purpose & Need

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Learn More!

What do you think about I-70?
Share your thoughts the most convenient way for you – email, call, or write:

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12 Initial Improvement Alternatives

The study team developed a series of 12 initial improvement alternatives for I-70. The alternatives relate to the study's Purpose and Need, respond to human and environmental resources, and address engineering issues. Some of the features of the initial alternatives include, but are not limited to:

- Rebuilding I-70 pavement and bridges
- Improving the Benton and Jackson Curves
- Intelligent Transportation Systems (ITS)
- Ramp metering
- Flexible work hours and telecommuting
- Park and ride locations
- Bus on shoulder
- Enhanced bicycle and pedestrian access
- Extending ramp lengths and weave areas
- Aesthetic enhancements
- Consolidating interchanges
- Constructing a collector-distributor system
- Using the existing lanes as reversible lanes

Evaluating the Alternatives

The study team is evaluating the initial improvement alternatives against the Purpose and Need goals of improving safety, reducing congestion, restoring and maintaining existing infrastructure, improving accessibility across the corridor, and improving goods movement. Natural and human impacts as well as engineering issues and anticipated relative costs are also being considered.

Lend your voice to the evaluation discussion by commenting at ***www.metroi70.com***. Your feedback will be combined with the study team's analysis and used to help MoDOT develop a short list of reasonable alternatives. The reasonable alternatives will then be put through a more detailed evaluation of both beneficial and adverse social and environmental impacts.

Lend your voice to the alternatives evaluation discussion now by commenting at ***www.metroi70.com.*** Which alternatives should be further explored? Which should be eliminated from study?

¡Más Información!

12 Alternativas de Mejora Iniciales

El equipo de estudio desarrollado una serie de 12 alternativas de mejoras iniciales de la I-70. Las alternativas se relacionan con el Propósito y la Necesidad del estudio, responder a los recursos humanos y del medio ambiente, y abordar asuntos de ingeniería. Algunas de las características de las alternativas iniciales incluyen, pero no se limitan a:

- La reconstrucción del pavimentos y puentes de la I-70
- La mejora de las Curvas Benton y Jackson
- Sistemas de Transporte Inteligente (ITS)
- Semáforos en las rampas
- Horas de trabajo flexibles y teletrabajo
- Estacionamiento Disuasorio (park and ride)
- Tránsito de buses por los lados
- Mayor acceso para bicicletas y peatones
- Extender el largo de las rampas y zonas de cruces
- Mejoras estéticas
- La consolidación de los intercambios
- La construcción de un sistema colector-distribuidor
- El uso de los carriles existentes, como carriles reversibles

Evaluación de las Alternativas

El equipo de estudio está evaluando las alternativas de mejoras iniciales contra los objetivos del Propósito y la Necesidad de mejorar la seguridad, reducir la congestión, la restauración y mantenimiento de la infraestructura existente, mejorar la accesibilidad a través de la ruta establecida, y mejorar una buena circulación. Los impactos Naturales y humanos, así como asuntos de ingeniería y costos relativos anticipados también se están considerando.

Unir sus voces a la discusión de evaluación comentando en ***www.metroi70.com*** Sus comentarios se combinarán con los análisis del equipo de estudio y se utilizarán para ayudar a MoDOT a elaborar una breve lista de alternativas razonables. Las alternativas razonables a continuación se someterán a una evaluación más detallada de los impactos sociales y ambientales, tanto beneficiosos como perjudiciales.

Unir sus voces a la discusión de evaluación de alternativas a través de comentarios en ***www.metroi70.com***. ¿Qué alternativas deben estudiarse más a fondo? ¿Cuál debería ser eliminada del estudio?

¿Qué piensa usted acerca de la I-70?
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- A **public hearing** to share the Draft EIS document.
- **Contact us page** on the project web page at ***ww.modot.org/kansascity/metroi70.***

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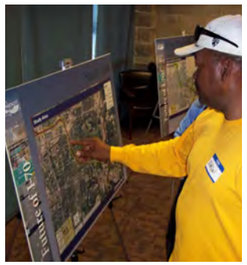
Future of I-70

Issue No. 3 – Winter 2013 / Edición No. 3 - Vierno 2013

Keep Sharing Your Ideas!



Your input is essential!

The Missouri Department of Transportation (MoDOT) is continuing the I-70 Second Tier Environmental Impact Statement (EIS) in Kansas City. The environmental study spans approximately seven miles of I-70 from The Paseo interchange on the west to the Blue Ridge Cutoff interchange on the east. The study will end in the spring of 2014. Your input is essential to the study's success and will help us better understand the impact of potential improvement alternatives to the community early in the process.

January 25 through February 25, 2013 we're talking to the community about the alternatives for improving I-70. Tell us how I-70 should be improved by registering and participating in the online town hall meeting at ***www.metroi70.com***. You can also talk to us in person at scheduled mobile meeting locations. No formal presentations will be given. Drop by anytime.

¡Continúe Compartiendo sus Ideas!

¡Su opinión es importante!

El Departamento de Transporte de Missouri (MoDOT) continúa con la Segunda Parte del I-70 de Nivel de Impacto Ambiental (EIS) en Kansas City. El estudio ambiental se extiende por aproximadamente siete millas del I-70 desde el intercepción The Paseo en el oeste hasta la intersección Blue Ridge Cutoff en el este. El estudio finalizará en la primavera de 2014. Su opinión es importante para el éxito del estudio y nos ayudará a entender mejor y de forma anticipada, el impacto de las posibles alternativas de mejoramiento en la comunidad durante el proceso.

Estaremos hablando a la comunidad desde el 25 de enero al 25 de febrero de 2013 acerca de las alternativas para mejorar el I-70. Díganos cómo I-70 debe mejorarse, mediante el registro y la participación en la reunión de la ciudad en línea en ***www.metroi70.com***. También puede hablar con nosotros personalmente en los lugares de reunión programadas móviles. No se harán presentaciones formales. Pase a visitarnos en cualquier momento.

Talk to Us in Person at Mobile Meetings
Hable Personalmente con Nosotros en las Reuniones Móviles

Friday, February 1, 2013
Viernes, 1° de febrero de 2013
10 a.m. to noon (mediodía)
The Museums at 18th & Vine
1616 E. 18th Street
Kansas City, Missouri 64108

Tuesday, February 12, 2013
Martes, 12 de febrero de 2013
11 a.m. to 1 p.m.
St. Paul School of Theology
5123 E. Truman Road
Kansas City, Missouri 64127

Thursday, February 21, 2013
Jueves, 21 de febrero de 2013
8 to 10 a.m.
Kansas City VA Medical Center
4801 Linwood Boulevard
Kansas City, MO 64128

Wednesday, February 6, 2013
Miércoles, 6 de febrero de 2013
11:30 a.m. to 1:30 p.m.
Pioneer Community College
2700 E. 18th Street
Kansas City, Missouri 64127

Tuesday, February 19, 2013
Martes, 19 de febrero de 2013
4:30 to 6:30 p.m.
Linwood Family YMCA
3800 E. Linwood Boulevard
Kansas City, Missouri 64128

Join the Conversation Online / Únete a la Conversación en Línea

January 25 through February 25, 2013
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Alternatives Still Under Consideration

During the summer of 2012 MoDOT gathered input from the public about 12 initial improvement alternatives for I-70, asking them which alternatives should be explored further and which should be eliminated from study. Comments from the public and study team about the initial alternatives and the evaluation of them indicated that the following three alternatives should be assessed further: No Build, Geometric Improvements, and Interchange Consolidations.

The study team is currently working on detailed traffic evaluations of the alternatives along with analysis of the social and environmental impacts, both positive and negative. These analyses will be finished later this spring. The engineering concept maps for the alternatives will be available for community review from January 25 through February 25, 2013 on ***www.metroi70.com*** and at scheduled mobile meeting locations (see page 1 of this newsletter). The concepts include a number of features, such as:

- Improving the Benton and Jackson Curves.
- Rebuilding and/or rehabilitating the roadway.
- Adding lanes to connect interchange ramps.
- Lengthening interchange ramps.
- Improving local road connections between interchanges.
- Consolidating and eliminating access at interchanges.
- Providing for bus on shoulder.

Continued Public and Study Team Evaluation

The I-70 Second Tier alternatives still under consideration will be evaluated with regards to meeting the Purpose and Need of the study, engineering impacts and issues, social environment impacts, and natural environment impacts. It is possible that the final improvement alternative will be some combination of the alternatives depending on the best improvement option available at a specific location.

What are your thoughts about the alternatives? Are you concerned about any of the impacts to your travel habits, neighborhood, or business? Share your thoughts with us in person or visit ***www.metroi70.com*** to do so. Your feedback will be combined with the study team's analysis and used to help MoDOT refine the alternatives under consideration and develop a preferred improvement alternative for I-70 between The Paseo and Blue Ridge Cutoff.

Add your thoughts to the alternatives evaluation discussion today! Share them in person or at www.metroi70.com

¡Más Información!

Alternativas Todavía Bajo Consideración

Durante el verano de 2012, MoDOT reunió la opinión del público acerca de las 12 alternativas iniciales de mejoramiento de la I-70, preguntándoles qué alternativas deberían estudiarse más a fondo y cuáles deberían ser eliminadas del estudio. Los comentarios del público y el equipo de estudio sobre las alternativas iniciales y la evaluación de ellas indicaron que las siguientes tres alternativas deberían evaluarse más a fondo: No Construcción, Mejoras Geométricas y Consolidacióne de las Intersecciones.

El equipo de estudio está trabajando actualmente en los detalles de las evaluaciones de tráfico de las alternativas, junto con el análisis de los impactos sociales y ambientales, tanto positivos como negativos. Estos análisis estarán terminados a finales de la primavera. Los mapas conceptuales de ingeniería de las alternativas estarán disponible para la revisión de la comunidad del 25 de enero al 25 de febrero de 2013 en www.metroi70.com y en lugares de reuniones móviles programadas (véase la página 1 de este boletín).

Los conceptos incluyen una serie de características, tales como:

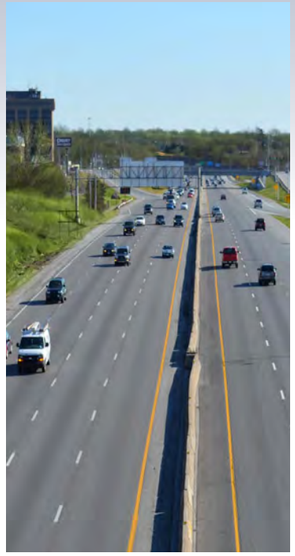
- Mejorar las curvas de Benton y Jackson.
- La reconstrucción y / o rehabilitación de la carretera.
- Carriles para conectar las rampas de intersección.
- Alargar las rampas de intersección.
- Mejorar las conexiones de las carreteras locales entre las intersecciones.
- Consolidar y eliminar el acceso en las intersecciones.
- Proveer arcén para los autobuses.

Continuación de la Evaluación del Equipo de Estudio y Pública

Las alternativas de Segundo Nivel del I-70 todavía bajo consideración serán evaluadas en lo que respecta al cumplimiento del Propósito y la Necesidad del estudio, los impactos y asuntos de ingeniería, impacto ambiental social, e impacto ambiental natural. Es posible que la alternativa final de mejoramiento sea una combinación de las alternativas, dependiendo de la mejor opción de mejoramiento disponible en una ubicación específica.

¿Qué piensa usted sobre las alternativas? ¿Está preocupado sobre cualquier impacto en sus hábitos de viaje, el vecindario o negocios? Comparta personalmente sus ideas con nosotros o hágalo visitando www.metroi70.com. Sus comentarios se combinarán con el análisis del equipo de estudio y se utilizará para ayudar a refinar las alternativas consideradas y desarrollar una alternativa preferida para el mejoramiento del I-70 entre The Paseo y Blue Ridge Cutoff.

Agregue hoy mismo sus ideas a la discusión de evaluación de las alternativas! Compártalas personalmente o en www.metroi70.com



¿Qué piensa usted acerca de la I-70?
Comparta sus pensamientos de las maneras más conveniente para usted – por correo electrónico, teléfono o escriba a

Allan Zafft
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¡Únete a la Conversación!

Join the Conversation!

Listening Post (Public Meeting)/Lugares para Reuniones Públicas

April 17, 2012 / 17 de Abril de 2012

4:00 PM – 7:00 PM
Gregg/Klice Community Center
1600 John "Buck" O'Neil Way, Kansas City, MO 64108

On-Line Town Hall Meeting /Reuniones en línea de la Municipalidad

Now through May 10, 2012 / Ahora y a través del 10 de mayo de 2012

go to: / ir a:

www.metroi70.com

For more information visit:
Para mayor información visite:

www.modot.org/kansascity/metroi70

The Missouri Department of Transportation (MoDOT) has started an environmental study of I-70 from The Paseo interchange to the Blue Ridge Cutoff interchange. Now through May 10, 2012, we're talking to the community about the transportation problems that the study is intended to address. Your input will help us better understand the needs and impact of potential improvement alternatives to the community. Visit ***www.metroi70.com*** to share your thoughts. You can also talk to us at the April 17 listening post (public meeting).

El Departamento de Transporte de Missouri (MoDOT) ha iniciado un estudio ambiental del I-70 desde el cruce de The Paseo al cruce de Blue Ridge Cutoff. Ahora y a través del 10 de mayo de 2012, estamos hablando con la comunidad sobre los problemas de transporte que el estudio pretende abordar. Su contribución nos ayudará a comprender mejor las necesidades y el impacto de posibles alternativas de mejora a la comunidad. Visite www.metroi70.com para compartir vuestros pensamientos. También puede hablar con nosotros en el lugar para Reunión Publica el 17 de abril.

Vireo
929 Walnut, Suite 700
Kansas City, MO 64106

¡Continuemos con la Conversación!

Let the Discussion Continue!

Two Mobile Meetings
Dos Reuniones Móviles

August 7, 2012 / 7 de Agosto de 2012
4 to 6 p.m.
Wal-Mart
11601 E. US Highway 40
Kansas City, Mo 64133

August 17, 2012 / 17 de Agosto de 2012
10 a.m. to noon (mediodía)
The Museums at 18th & Vine - Atrium
1616 E. 18th Street
Kansas City, Mo 64108

Listening Post (Public Meeting)
Lugar para Reunion Pública

July 26, 2012 / 26 de Julio de 2012
4 to 6 p.m.
Pioneer Community College
Auditorium
2700 E. 18th Street
Kansas City, Mo 64127

On-Line Town Hall Meeting
Reuniones En Línea de la Municipalidad

July 26 through August 17, 2012
26 de Julio y a través del 17 de Agosto de 2012
go to: / ir a:

www.metroi70.com

Project Manager:
Gerente de Proyecto:

Allan Zafft
816-607-2258
600 NE Colbern Road
Lee's Summit, MO 64086

allan.zafft@modot.mo.gov

What do you think about I-70?

Share your thoughts the most convenient way for you – email, call, or write:

¿Qué piensa usted acerca de la I-70?

Comparta sus ideas de la manera más conveniente para usted – por correo electrónico, teléfono o escriba a:

Vireo
929 Walnut, Suite 700
Kansas City, MO 64106

The Missouri Department of Transportation (MoDOT) is developing an environmental study of I-70 from The Paseo interchange to the Blue Ridge Cutoff interchange. July 26 through August 17, 2012, we're talking to the community about the initial improvement alternatives that could fix the transportation issues facing the highway. Your input will help us refine the initial alternatives. Visit ***www.metroi70.com*** to share your thoughts. You can also talk to us in person at the July and August meetings.

El Departamento de Transporte de Missouri (MoDOT) ha iniciado un estudio ambiental de la I-70 desde el cruce de The Paseo al cruce de Blue Ridge Cutoff. 26 de julio y a través del 17 de agosto de 2012, estamos hablando con la comunidad sobre las alternativas de mejoras iniciales que podrían solucionar los problemas de transporte que enfrenta la carretera. Su contribución nos ayudará a comprender mejor las necesidades y el impacto de posibles alternativas de mejoras a la comunidad. Visite ***www.metroi70.com*** para compartir sus ideas. También puede hablar con nosotros en las reuniones de julio y agosto.

¡Comparta sus Ideas!

Share Your Ideas!

Talk to Us in Person at Mobile Meetings
Hable Personalmente con Nosotros en las Reuniones Móviles

Friday, February 1, 2013
Viernes, 1° de febrero de 2013
10 a.m. to noon (mediodía)
The Museums at 18th & Vine
1616 E. 18th Street
Kansas City, Missouri 64108

Wednesday, February 6, 2013
Miércoles, 6 de febrero de 2013
11:30 a.m. to 1:30 p.m.
Pioneer Community College
2700 E. 18th Street
Kansas City, Missouri 64127

Tuesday, February 12, 2013
Martes, 12 de febrero de 2013
11 a.m. to 1 p.m.
St. Paul School of Theology
5123 E. Truman Road
Kansas City, Missouri 64127

Tuesday, February 19, 2013
Martes, 19 de febrero de 2013
4:30 to 6:30 p.m.
Linwood Family YMCA
3800 E. Linwood Boulevard
Kansas City, Missouri 64128

Thursday, February 21, 2013
Jueves, 21 de febrero de 2013
8 to 10 a.m.
Kansas City VA Medical Center
4801 Linwood Boulevard
Kansas City, Missouri 64128

Join the Conversation Online / Únete a la Conversación en Línea

January 25 through February 25, 2013
Desde el 25 de enero hasta el 25 de febrero de 2013
go to: / ir a:

www.metroi70.com

Project Manager:
Gerente de Proyecto:

Allan Zafft
816-607-2258
600 NE Colbern Road
Lee's Summit, MO 64086

allan.zafft@modot.mo.gov

What do you think about I-70?

Share your thoughts the most convenient way for you – email, call, or write.

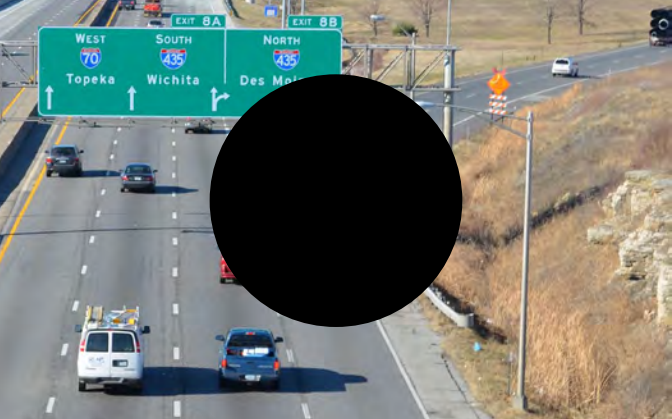
¿Qué piensa usted acerca de la I-70?

Comparta sus ideas de la manera más conveniente para usted – por correo electrónico, teléfono o escriba.

The Missouri Department of Transportation (MoDOT) is considering three of the initial 12 improvement alternatives for I-70 (No Build, Geometric Improvements, and Interchange Consoidations) to address the transportation improvement issues facing the highway. Visit ***www.metroi70.com*** anytime January 25 through February 25, 2013 to tell us what you think of the alternatives or talk to us in person at scheduled mobile meeting locations. Your input will help us refine the alternatives under consideration and develop a preferred improvement alternative for the route.

El Departamento de Transporte de Missouri (MoDOT) está considerando tres de las 12 alternativas iniciales de mejoramiento para I-70 (No Construcción, Mejoras Geométricas y Consolidaciones de las Intersecciones) para solucionar los problemas de mejoramiento que enfrenta. Visite ***www.metroi70.com*** en cualquier momento desde el 25 de enero hasta el 25 de febrero de 2013 para decirnos lo que piensas de las alternativas o hable personalmente con nosotros en los lugares de reuniones móviles programadas. Su contribución nos ayudará a refinar las alternativas consideradas y desarrollar una alternativa preferida para el mejoramiento de la ruta.

I-70 Second Tier EIS
c/o Vireo
929 Walnut, Suite 700
Kansas City, MO 64106



Join the Conversation!

What do you think about I-70?

MoDOT is developing an environmental study of I-70 from The Paseo interchange to the Blue Ridge Cutoff interchange. July 26 through August 17, 2012, we're talking to the community about the initial improvement alternatives that could fix the transportation issues facing the highway. Your input will help us refine the initial alternatives. Visit ***www.metroi70.com*** to share your thoughts. You can also talk to us in person at the July and August meetings.

See the back for details.

¡Únete a la Conversación!

¿Qué piensa usted acerca de la I-70?

El Departamento de Transporte de Missouri (MoDOT) ha iniciado un estudio ambiental de la I-70 desde el cruce de The Paseo al cruce de Blue Ridge Cutoff. Ahora y a través del 17 de agosto de 2012, estamos hablando con la comunidad sobre las alternativas de mejoras iniciales que podrían solucionar los problemas de transporte que enfrenta la carretera. Su contribución nos ayudará a comprender mejor las necesidades y el impacto de posibles alternativas de mejoras a la comunidad. Visite ***www.metroi70.com*** para compartir sus ideas. También puede hablar con nosotros en las reuniones de julio y agosto.

Compruebe la parte posterior para más detalles.

MoDOT

www.modot.org/kansascity/metroi70

You can also contact:
Puede contactar con:
Allan Zafft
Project Manager:
Gerente de Proyecto:
816-607-2258
600 NE Colbern Road
Lee's Summit, MO 64086
allan.zafft@modot.mo.gov

We're Here to Listen !

¡Estamos Aquí para Escucharle!

On-Line Town Hall Meeting
Reuniones En Línea de la Municipalidad

July 26 through August 17, 2012
26 de Julio y a través del 17 de Agosto de 2012
go to: / ir a: **www.metroi70.com**

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Kansas City, Mo 64108

www.modot.org/kansascity/metroi70

LET THE IDEAS BEGIN

www.Metroi70.com

We're looking for practical and resourceful ideas about improving I-70 in Kansas City, Missouri.

Minds are Mixing for I-70 in Kansas City!

Join the online conversation and submit your ideas about improving I-70.

www.Metroi70.com

What modes of transportation should be supported along I-70?

What's Your Idea?

Join the online conversation to share your ideas.

www.Metroi70.com

What kinds of I-70 improvements are most important to you? Join the online conversation to share your ideas.

I-70 Improvements

www.Metroi70.com

Join the online conversation and submit your ideas about improving I-70 in Kansas City, Missouri.

What's your biggest safety concern with I-70?

www.Metroi70.com

I-70 in Kansas City

Join the online conversation and submit your ideas about improving I-70 in Kansas City, MO.

www.Metroi70.com

WE WANT YOUR IDEAS.

I-70 Second Tier EIS

www.Metroi70.com

WHAT'S YOUR IDEA?

We're looking for practical and resourceful ideas about improving I-70 in Kansas City, Missouri.

www.Metroi70.com

Appendix D.6 Public Meeting Summaries

Missouri Department of Transportation
Kansas City District
600 Northeast Colbern Road
Lee's Summit, Missouri 64086

Public Involvement Period #1 Summary

The first public involvement period ran from March 12 to June 10, 2012. The Study Team used a number of approaches to reach the public including a Listening Post, Community Connection Team meetings, Mobile Meetings, and MindMixer. A summary of the comment the Study Team received at each public involvement method is described in the following paragraphs.

A **Listening Post** was held Tuesday, April 17 at the Gregg/Klice Community Center located at 1600 John "Buck" O'Neil Way from 3:30 pm to 7:00 pm. The meeting drew 20 people and the following comments and concerns were expressed:

- **What kind of impact would you like I-70 improvements to have on your <u>business</u>?**
  - To keep traffic flowing safely.
- **What kind of impact would you like I-70 improvements to have on your <u>neighborhood</u>?**
  - Create more small businesses around entrances and exits, or, somewhere near recreation areas.
- **What kind of impact would you like I-70 improvements to have on the <u>natural and community resources</u> (parks, churches, recreation centers) near you?**
  - Blending with the environment.
- **What kind of impact would you like I-70 improvements to have on your <u>commute</u>?**
  - Quick, from point A to B.
- **What kind of impact would you like I-70 improvements to have on <u>truck traffic</u>?**
  - Designated lanes.
- **What kind of impact would you like I-70 improvements to have on <u>land use and development</u> in the study area?**
  - Create more small businesses around entrances and exits, or somewhere near recreation areas.
- **What kind of impact would you like I-70 improvements to have on *safety* in the study?**
  - Fencing and divider cables.

In addition, there were comments regarding the following:

- Improving incident management
- High speeds at the I-435 curves
- Noise and vibration issues from trucks at the Jackson Avenue curve
- Other issues with truck traffic
- Short entrance at Van Brunt Boulevard – Accidents
- Trees as a noise buffer
- Safe places for police to park/patrol plus improved shoulders and signage for emergencies and vehicle breakdowns

- I-435 construction has improved traffic flow
- Buses on the shoulders are a bad idea if shoulders aren't improved
- Downtown loop needs improvement

The study's **Community Connections Team** (CCT) presented information about the I-70 Second Tier EIS at two venues during the public involvement period: Blue Valley Neighborhood Association and Westside Neighborhood Association. In all, about 17 people had the opportunity to comment and ask questions regarding the study. The Community Connections Team comments that were received related to:

- Concern for lights and billboards
- Planting more trees and flowers
- Air quality and associated health issues
- Suggestions for Community Advisory Group "health" representative
- Stormwater runoff
- Better signage at Blue Ridge Cutoff
- Safety issues at the intersection of 35th and Van Brunt Boulevard and the curves at Benton Boulevard and Jackson Avenue
- Questions about widening I-435, Manchester Bridge closure, and Highway 40/31st Street improvements
- Maintaining neighborhood access to I-70

One **Mobile Meeting** was held during the public involvement period at the Wild Woody's Happy Foods grocery store; a second was held at the Lucile H. Bluford Branch of the Kansas City Public Library. The meetings attracted 58 people with comments related to the following:

- Widening the highway
- Cleaner, safer environment
- Less back-to-back traffic
- On-ramp, off-ramp, more clover leaves
- Ramp meters requested at interchanges
- Removing the curves on I-70
- Improving I-70 at 31st Street
- Rocky pavement on I-70 at the Benton Boulevard curve and at I-670
- Easy access
- Trails in parks
- Bus service
- A billboard for announcements, signage
- HOV lanes, commercial lanes, bus on shoulder
- Emergency lanes and telephones
- Growth in commercial, service, and residential development
- Landscaping –Flowers, plants, trees
- Short ramps – Impact ability to merge

Government Relations – There were no Government Relations meetings held during the first round of public involvement. Government Relations meetings began shortly after the first round of public involvement.

Like the listening posts, CCT meetings, and mobile meetings, the **MindMixer** site offered a series of questions about the study. An outline of the ideas received for each topic is included below.

- **What do you think about I-70 in Kansas City?**
    - It's a key corridor for business and our regional economy – 9 votes
    - It carries a lot of traffic – 7 votes
    - It's a gateway to the city – 4 votes
    - It needs to be improved and beautified – 4 votes
- **What kinds of I-70 improvements are most important to you?**
    - Reduced congestion – 17 votes
    - Safety – 7 votes
    - Maintenance/condition – 3 votes
    - Goods movement/freight – 3 votes
    - Access across I-70 – 2 votes
- **What is the most congested area along I-70?**
    - Extend the additional lane from Blue Ridge Cutoff to the Sterling Avenue exit
    - New rush hour Sterling Avenue bottleneck
    - Add more lanes
    - Interchange upgrade
    - Stop this project and focus on the downtown loop
    - Congestion at 18th Street and the Benton Boulevard curve
    - Improve the lane layouts for better flow of through-traffic
    - Improve 31st Street to freeway-grade
    - I-70/Blue Ridge Cutoff
- **How has truck traffic impacted your drive along I-70?**
    - No trucks on I-70 inside the KC loop
    - Designated truck lane
    - Truck restricted lanes
    - No trucks in left lane
- **What modes of transportation should be supported along and near I-70?**
    - High speed rail
    - Transit
    - HOV lanes
    - Automobile
    - Move I-70 from the center of the city
    - Overhead monorail

    - Bike
    - Pedestrian
    - Rapid transportation system

- **NEIGHBORHOOD: What impact would you like I-70 improvements to have on your neighborhood?**
    - Sound walls
    - Be a good neighbor

- **COMMUNITY RESOURCES: What impact would you like I-70 improvements to have on community resources?**
    - No comments.

- **COMMUTE: What impact would you like I-70 improvements to have on your commute?**
    - Improvements would make my commute worse

- **TRUCK TRAFFIC: What impact would you like I-70 improvements to have on truck traffic?**
    - Reduce grades for reduced noise

- **DEVELOPMENT: What impact would you like I-70 improvements to have on development in the study area?**
    - Urban core redevelopment/restoration

- **SAFETY: What impact would you like I-70 improvements to have on safety in the study area?**
    - Pedestrian crossings
    - Emergency call boxes
    - Lower traffic speeds

- **BUSINESS: What impact would you like I-70 improvements to have on your business?**
    - No comments.

Missouri Department of Transportation
Kansas City District
600 Northeast Colbern Road
Lee's Summit, Missouri 64086

Public Involvement Period #2 Summary

The second public involvement period ran from July 15 to August 17, 2012. The Study Team used a number of approaches to reach the public including a Listening Post, Community Connection Team meetings, Mobile Meetings, Government Relations Meetings and MindMixer. A summary of the comment the Study Team received at each public outreach methods is described in the following paragraphs.

A **Listening Post** was held Thursday July 26 at the Pioneer Community College located at 18th Street and Benton Boulevard from 4:00 pm to 6:00 pm. The meeting drew 12 people and the following comments and concerns were expressed:

- **Which alternative do you like the most? Why?**
  - A little of all of them.
  - Need more information.
  - Alternative 4.
- **Which alternative do you like the least? Why?**
  - Alternative 10. This will confuse people because we already have wrecks on I-70, and this would make it worse.
  - Need more information; I will give a comment in the future.
  - Alternative 1.
- **Which alternatives should be explored further?**
  - Auxiliary lanes; consolidate 40th & Manchester; make Raytown Road (Pizza Hut) off ramp for Eastbound I-70.
  - Any plan that will impact Galilee Missionary Baptist Church and my home at 1930 Monroe, KCMO.
  - Alternative 3
- **Which alternatives should be eliminated?**
  - Alternative 10.
  - Need more information. Need to bring in the new home association at Jackson and 18th Street.
  - Alternative 10.

In addition, a comment concerning the potential removal of the Benton Boulevard since it is a part of the KCMO Parks Department Boulevard system which may have Section 4(f) status.

Community Connections Team presented information about the I-70 Second Tier EIS at five venues during the public involvement period including: Washington Wheatley Neighborhood Association, MARC TTPC, MARC Transit Committee and the Kansas City Third District meeting. In all, about 120 people had the opportunity to comment and ask questions regarding the study. The Community Connections Team comments received were related to:

- Truck volumes too high
- Bus on shoulder is a good idea
- Access Management
- Flexible work schedules like the concept
- Ramp Metering would be a positive
- Access across I-70 needs to be improved
- 23rd Street Bridge needs to be replaced
- Turn radii at The Paseo and Truman Road eastbound on-ramps
- Short on-/off-ramps should be lengthened
- 18th Street ramp/interchange needs to be closed, short on-ramp to WB I-70

Two **Mobile Meetings** were held during the public involvement period at the WalMart in the Blue Ridge Crossing shopping center and at the Museums at 18th and Vine. These meeting attracted 24 people with the following comments:

- Jackson Curve/the curves congestion point and dangerous
- Weave two lanes to get from east side of loop to Prospect
- Tight loop ramps at US 40
- Likes the car pool lanes idea
- Likes Alternative 4 Other Transportation Modes
- Does not like C-D road at Blue Ridge
- Likes Alternative 11Frontage and Parallel Roads
- Short ramps
- Reduce the number of vehicles (reduce carbon footprint)
- Likes Ramp metering
- Likes the flexible work schedules
- Coordinate with KCMO parks dept. regarding Benton Blvd removal
- Right of way needs for improvements

Government Relations - Since June 21, MoDOT has met with 14 city, county and state elected officials and staff regarding the I-70 Second Tier EIS. Their common, major questions regarding the corridor and this study include:

- Making sure that the community is engaged as appropriate in the public decision-making portion of the study
- Maintaining connectivity within neighborhoods and between neighborhoods and business and cultural centers
- The location and type of proposed access points and changes

MindMixer offered topic questions to begin conversations on related topics. These topic areas help begin the discussion about the issues and potential improvements on I-70. The MindMixer comments are summarized below.

The public recognized elements of the five goals outlined in the purpose and need. The public commented that congestion was an issue, safety should be improved, maintenance issues exist, goods movement is heavy, and suggestions for improving access across I-70.

There were a number of general comments throughout the MindMixer discussions as listed below.

- Move people out of their cars
- No more lanes
- More lanes
- Sound walls are good noise mitigation
- Aesthetics need improving
- Widen shoulders
- Designated lane for trucks

MindMixer also offered a voting exercise for each of the 12 Initial Alternatives with four options valued from one to four points. The voting results and comment summaries include:

48 points - Alternative 4 Other Transportation Modes

- Access across for bikes and pedestrians
- If widening to 8 lanes, HOV lanes would be nice
- Prefer HOV lanes in place of capacity
- High speed rail parallel to I-70
- Suggest a commuter rail station at the Truman Sports Complex

42 points - Alternative 10 Reversible Lanes

- Consider expanding to 8 lanes instead
- Would be great in most areas during rush hour, however near downtown rush hour traffic is in both directions
- Would like to see between I-435 and I-470

28 points - Alternative 5 Geometric Improvements

- Need to improve the curves
- Straighten as best as possible to decrease crashes and improve aesthetics
- All ramps need to be lengthened
- Lane drops at The Paseo and Woodland eastbound forces I-670 traffic to merge two lanes
- Reduce grade near 27th Street for trucks
- Extend I-435 ramps to eastbound I-70

25 points - Alternative 6 Interchange Consolidation

- Likes consolidation to have fewer on/off ramps
- Do not close Manchester Interchange
- Too many access points

25 points - Alternative 7 One Interchange per Zone

- Not bad, does little for congestion/curves
- Make transit only ramps with any ramps removed
- Do not close Manchester Interchange
- Too many access points

18 points - Alternative 12 Consolidate Interchanges and New Truman Interchange

- Need to address the curves
- Do not close Manchester Interchange
- Too many access points

17 points - Alternative 3 Transportation Demand Management (TDM)

- These ideas are not cost effective
- Toll Single Occupancy Vehicles

16 points - Alternative 2 Transportation System Management (TSM)

- Will not solve congestion issues
- HOV/Bus/car pool lane
- Likes the ramp metering idea
- Need taller Jersey barriers
- Add emergency call boxes
- Too many trucks (force them around I-435)
- Like no trucks in left lane
- Dedicated downtown express lane from Van Brunt (no access)
- Encourage slower speeds

12 points - Alternative 11 Improve Frontage Roads/ Parallel Roadways

- Does not address congestion
- Do not like mid-interchange ramps like U.S. 71 in Grandview and Dallas, Texas
- Frontage roads like Texas
- More options/parallel routes
- Make 31st Street a freeway from US 40 to US 71
- No frontage roads, Kansas City has a grid system to accommodate traffic

8 points - Alternative 9 Zonal Collector Distributor System

- Not a bad solution, misses improvements to congestion/curves

8 points - Alternative 8 Collector Distributor System

- If it takes a lot of land, just build 8 lanes and straighten

8 points - Alternative 1 No-Build

- This will be done regardless of the alternative selected
- Maintain/replace 23rd and 27th Street bridges

PUBLIC INVOLVEMENT PERIOD #3 SUMMARY

I-70 Second Tier Environmental Impact Statement

Prepared for

Missouri Department of Transportation

May 31, 2013

CDM Smith

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Missouri Department of Transportation
Kansas City District
600 Northeast Colbern Road
Lee's Summit, Missouri 64086

Memorandum

Date: April 2013

Subject: Public Involvement Round 3 Summary

Overview

The third public involvement period was conducted from January 8 to March 8, 2013. The purpose of this public involvement period was to gather public input about the improvement alternatives under consideration for the Second Tier EIS, which include the No-Build, Geometric Improvements, and Interchange Consolidations Alternatives. The Study Team used a number of methods to reach the public including Mobile Meetings, Community Connections Team Meetings, Government Relations Briefings, and Online Town Hall Meeting (MindMixer).

A series of four Mobile Meetings were held with a total of 47 people attending. The four mobile meetings held were:

- Friday, February 1, 2013 from 10 a.m. to 12 p.m. at The Museums at 18th and Vine (1616 E. 18th Street) in Kansas City during the museum's story hour for children
- Wednesday, February 6, 2013 from 11:30 a.m. to 1:30 p.m. at the Metropolitan Community Colleges – Pioneer Campus (2700 E. 18th Street) in Kansas City during Job Club
- Tuesday, February 12, 2013 from 11 a.m. to 1:00 p.m. at St. Paul School of Theology (5123 E. Truman Road) in Kansas City during the campus lunch break
- Tuesday, February 19 from 4:30 to 6:30 p.m. at the Linwood Family YMCA (3800 E. Linwood Boulevard) in Kansas City

A fifth Mobile Meeting was scheduled for Thursday, February 21 from 8 a.m. to 10 a.m. at the Kansas City VA Medical Center (4801 Linwood Boulevard) in Kansas City; however, it was cancelled due to inclement weather.

A total of 12 Community Connections Team Meetings were held. Between eight and 50 people attended each meeting. These were conducted:

- Tuesday, January 8, 2013 at the Blue Valley Industrial Association
- Thursday, February 7, 2013 at the Kansas City Transportation and Infrastructure Committee (broadcast on public access television)
- Monday, February 11, 2013 at the Jackson County Legislature (broadcast on public access television).
- Monday, February 11, 2013 at the Truman Plaza Area Plan Implementation Committee
- Tuesday, February 12, 2013 at Pendleton Heights Neighborhood Association
- Tuesday, February 12, 2013 at the Independence Plaza Neighborhood Council
- Monday, February 18, 2013 at the Washington Wheatley Neighborhood Association

Memorandum

- Monday, March 4, 1013 at the Scarritt-Renaissance Neighborhood Association
- Tuesday, March 5, 2013 at the Northeast Kansas City Chamber of Commerce
- Thursday, March 14, 2013 at the Kansas City Police Department
- Tuesday, March 19, 2013 at the United States Postal Service Distribution Facility
- Thursday, March 28, 2013 at the St. Stephens Baptist Church

Several Government Relations Briefings were held during the third round of public involvement. Elected officials briefings included the following:

U.S. Congress

- Corey Dillion from U.S. Senator McCaskill's office

Missouri General Assembly

- Senator Paul LeVota
- Representative Tom McDonald
- Representative Randy Dunn
- Representative John Rizzo
- Representative Mike Cierpiot

Jackson County Legislature

- Theresa Garza Ruiz
- Crystal Williams

Kansas City City Council

- Jermaine Reed
- Melba Curls
- Dick Davis
- Jan Marcason
- Jim Glover

In addition, briefing packets were mailed to Jackson County Legislature members Fred Arbanas, Scott Burnett, James D. Tindall, Sr., and Dennis Waits and Kansas City City Council member Russ Johnson who were unable to attend their respective briefings.

On MindMixer from January 25 through March 8, 184 active participants generated 16 comments regarding the three alternatives.

Memorandum

Summary of Comments

The following bullet points provide a summary of the comments and concerns heard during the third round of public involvement. They are sorted by location with general comments at the end.

Brooklyn Avenue

- Brooklyn Avenue is an underutilized interchange and it is understood why it is proposed to be closed.
- Closing the Brooklyn Avenue interchange will negatively impact the businesses at 12th Street and Brooklyn Avenue, including Gates Barbeque and Arthur Bryant's Barbeque.

Benton Boulevard/Truman Road/18th Street

- The Benton Curve needs improvements made to its geometrics and if closing the Benton Boulevard on-ramp would allow those improvements to be made than it is understood why it needs to be closed.
- Northeast neighborhoods oppose the closure of the Benton Boulevard on-ramp.
- Closing the Truman Road and 18th Street interchanges could impact the Post Office distribution facility, particularly trucks going to and leaving the facility that need to access I-70. The closure of the 18th Street interchange would require the re-routing of trucks. Currently, 1,000 trucks are being brought to the facility each day and this number is continuing to increase. The railroad bridge over Truman Road is a vertical clearance issue for the trucks and thus they currently utilize 18th Street.
- Closing the Benton Boulevard, Truman Road, and 18th Street interchanges would greatly increase the distance between the remaining interchanges causing motorists to travel greater distances to enter and exit the interstate.
- The closure of the Truman Road and 27th Street interchanges would limits access to these key corridors. Motorists traveling to and from Independence use these corridors frequently.
- Closing the Benton Boulevard, Truman Road, and 18th Street, interchanges would increase traffic significantly on Prospect Avenue.
- Improvements made to I-70 in this area should be coordinated with the Washington Wheatley Area Plan.

27th Street

- The closure of the 27th Street interchange is not a major concern for the new KCPD East Patrol campus being built at 27th Street and Olive, as long as access to I-70 at 23rd Street is maintained and Jackson Avenue interchange is improved. However, proper wayfinding/signing to and from I-70 will be needed.
- Improvements made to I-70 in this area should be coordinated with the Washington Wheatley Area Plan.

Memorandum

Manchester Trafficway

- Closing the Manchester Trafficway interchange would negatively impact the Blue Valley Industrial Area. Substantial investments have been made in the area and closing this interchange would hurt the existing investments, as well as future investments.
- Manchester Trafficway is the most efficient route to access the Blue Valley Industrial Area and the mitigation efforts proposed would not change this.
- There are no existing safety issues at the Manchester Trafficway interchange for trucks with a tractor trailer when getting onto I-70.
- The City of Kansas City, Missouri has a resolution that does not support the closure of the Manchester Trafficway interchange.

General Comments

- Closing interchanges along I-70 would impact local access to and from the interstate.
- The closure of interchanges along I-70 would impact the surrounding neighborhoods. These impacts would include a decrease in visibility of the surrounding neighborhoods making it harder to attract new residents and potentially effecting property values.
- The interchange closures isolate the Northeast Neighborhood, in particular, and make accessing destinations in that neighborhood difficult.
- The alternatives should include an improvement to transit, as well as pedestrian and bicycle access across the interstate. The inclusion of bus on shoulder on I-70 in the alternatives is good.
- The narrow lanes and shoulders on I-70 are a safety concern and should be improved.
- Taking of additional right of way from surrounding properties should be minimized, as well as the impacts and potential relocation of surrounding homes.
- A combination of the two build alternatives would be the best option in moving forward to improve I-70.
- Instead of closing interchanges, has ramp metering been considered at the interchanges proposed for closure or potentially only closing the interchanges during certain times of day?
- The bus on shoulder is a concern for police and how it would affect their ability to pull drivers over on the outside shoulder of the interstate.
- The collector-distributor system can be confusing and hard for motorists to navigate.
- Currently, I-70 is viewed has being in poor condition, it is uneven. Maintenance of the existing interstate should be important factor moving forward.

I-70 Second Tier Environmental Impact Statement

Mobile Meetings

February 2013
Kansas City, Missouri

Overview

A series of mobile meeting were held during February of 2013 to discuss the I-70 Second Tier Environmental Impact Statement (EIS) as follows:

- Friday, February 1, 2013 from 10 a.m. to 12 p.m. at The Museums at 18th and Vine (1616 E. 18th Street) in Kansas City during the museum's story hour for children.
- Wednesday, February 6, 2013 from 11:30 a.m. to 1:30 p.m. at the Metropolitan Community Colleges – Pioneer Campus (2700 E. 18th Street) in Kansas City, Missouri during Job Club.
- Tuesday, February 12, 2013 from 11 a.m. to 1:00 p.m. at St. Paul School of Theology (5123 E. Truman Road) in Kansas City during the campus lunch break.
- Tuesday, February 19 from 4:30 to 6:30 p.m. at the Linwood Family YMCA (3800 E. Linwood Boulevard) in Kansas City.
- Thursday, February 21 from 8 a.m. to 10 a.m. at the Kansas City VA Medical Center (4801 Linwood Boulevard) in Kansas City. (Cancelled due to inclement weather).

No formal presentations were given at any of the meetings. The purpose of each was to continue to engage the general public in the planning process for the I-70 EIS, noting the difference between the First Tier EIS and the Second Tier study, including the scope of the improvements analyzed. Additional goals included:

- Improving community understanding of the highway improvement process and the role of an EIS within it.
- Gathering public input about the improvement alternatives under consideration for the Second Tier EIS: No-Build, Geometric Improvements, and Interchange Consolidations.
- Being available to answer questions related to environmental constraints, right-of-way, approximate costs, and more.
- Gathering additional information about other issues, concerns, or questions the community has about I-70 in Kansas City.

A total of 41 people attended the meetings, including Third District City Councilwoman Melba Curls, residents and workers in the corridor, students, and representatives from, Sanctuary Workshop, City Planning and Development Department, URS Corporation, A-J Manufacturing Company, TLL, Ehinger Properties, LINC, and the Santa Fe, Seven Oaks, Dunbar, and Indian Mound Neighborhoods. Notice was provided via press releases, www.metroi70.com, email blasts, social networks, postcards, and Community Connections Team letters to organizations located within the study area. An overview of the information presented at the meeting and comment collected is included in the pages that follow.

Handouts and Exhibits

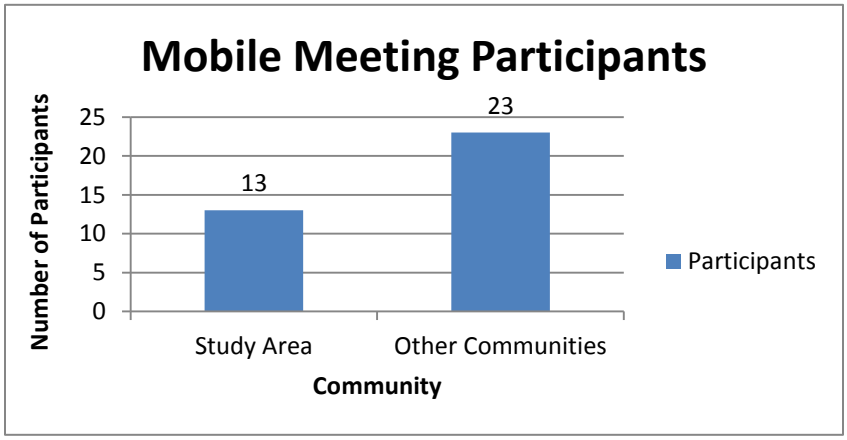
Handouts provided to meeting participants included:

- Project Newsletter
- Project Comment Form

Meeting participants were encouraged to review the following exhibits:

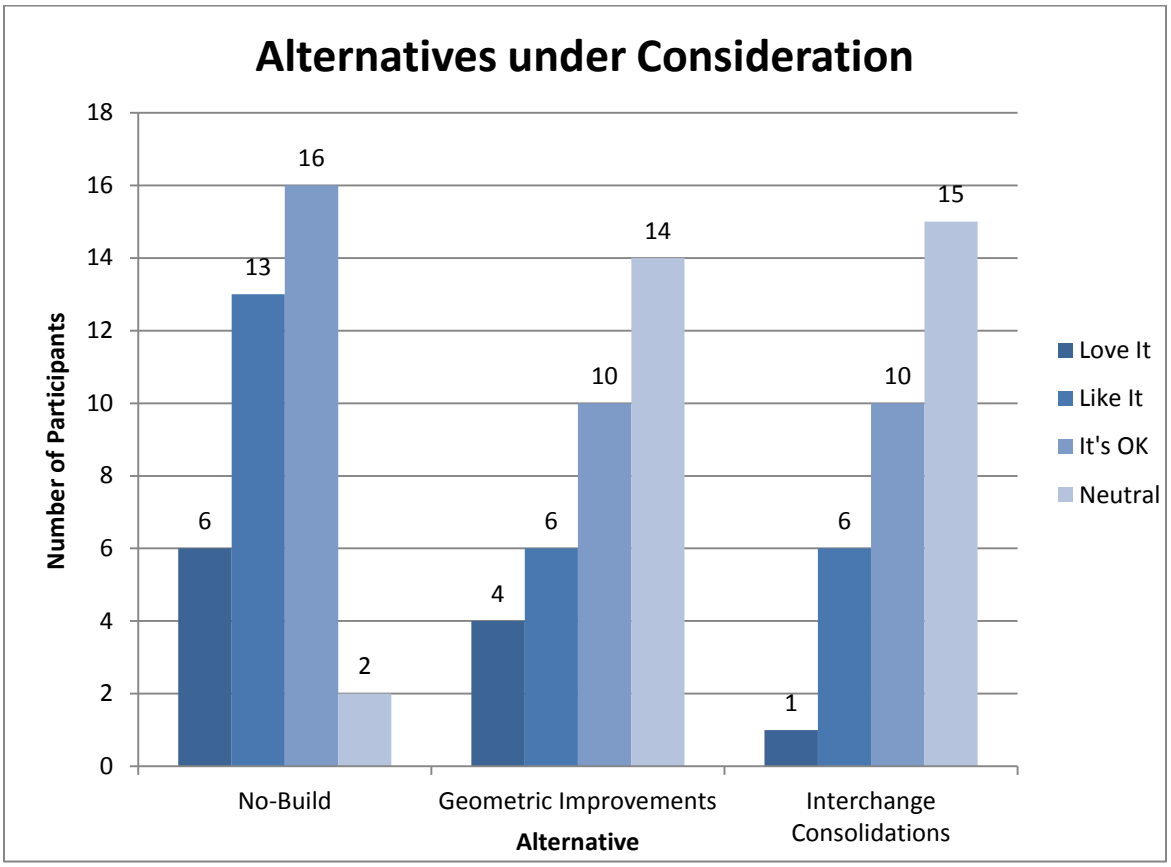
- **Study Area Map:** I-70 from The Paseo to Blue Ridge Cutoff.
- **Study Process:** Milestones of the study process from idea to reality – Planning, Environmental, and Design and Construction.
- **Schedule:** Approximate 2.5-year schedule spanning from scoping to the Final EIS document and Record of Decision.
- **Project Purpose and Need:** Purpose and Need elements including improve safety, reduce congestion, restore and maintain infrastructure, improve accessibility, and improve goods movement.
- **Map of Alternative:** No-Build.
- **Map of Alternative:** Geometric Improvements.
- **Map of Alternative:** Interchange Consolidations.
- **Next Steps:** Project Schedule and Process.
- **Get Involved:** Public involvement tools including Community Advisory Group, Community Connections Team, mobile meetings, on-line town hall meetings, and public hearing.

Comments from Mobile Meeting Participants



A combination of 36 hardcopy and online comment forms were returned to the project team after the mobile meetings. One-third of the participants were from within the study area (zip codes 64127, 64128, and 64129); the balance were from other communities within the Kansas City metropolitan area including, other Kansas City, Mo. neighborhoods located north and south of the Missouri River, communities in Kansas (Overland Park, Shawnee, and Lawrence), and Columbia, Mo.

Mobile meeting participants were asked to share their overall views on each of the alternatives on display using the phrases Love It, Like It, It's OK, or Neutral to correspond with similar questions on the study's MindMixer online meeting at www.metroi70.com. The No-Build alternative received the most comments followed by the Geometric Improvements and Interchange Consolidations alternatives.



The comment form provided included the questions below and resulted in the following verbatim answers:

- **The No-Build Alternative includes maintenance activities as needed and projects that are already committed. What comments do you have about the No-Build Alternative?**
    - If my knowledge available sooner would be nice.
    - Need some improvements so not the best idea.
    - Better than shutting down access.
    - Would like to see some improvements.
    - Would like to know impacts to businesses and residents within .5 miles.
    - It would be the bare minimum effort.
    - Geometric issues such as Benton, Jackson curve need to be improved.
    - Too much congestion and closures will help out.

- Turn whole thing into a metro rail.
- Don't like this alternative – Some building needs to occur.
- Not neutral - would rather for them to do something.

- **The Geometric Improvements Alternative incorporates the No-Build Alternative with improvements aimed at improving the engineering issues in the corridor, such as short ramp lengths, tight curves, and weave areas. What comments do you have about the Geometric Improvements Alternative?**
    - Access and Ramps
        - Do not reduce access.
        - Do not reduce the number of access points along 70. Maybe close Raytown at I-70 due to other access.
        - Increase speed at on-ramps and other flow areas.
        - Fixing the curves and ramp length are good.
    - Other
        - Knowing sooner if this is the preferred solution.
        - That is needed.
        - This alternative looks be safer.
        - Same concerns of impacts to businesses and residents.
        - Used to drive a school bus and the curves were too sharp.
        - Fix some issues but still slow traffic.
        - There are a lot of exits that aren't needed. Fixes the ramp lengths specifically Van Brunt.
        - Improvements to Jackson and Benton curves to improve safety are good.
- **The Interchange Consolidations Alternative incorporates the Geometric Improvements Alternative and consolidates some closely spaced interchanges. What comments do you have about the Interchange Consolidations Alternative?**
    - Access and Ramps
        - Interferes with truck access to and from property owned.
        - Keep Truman access.
        - Worry that the ramp closings will negatively affect the neighborhood and businesses.
        - Right hand exits are better. Would take care of extra exits that aren't need.
        - Too many access points and reducing would improve traffic flow.
        - Worried about losing access.

        - Closing exit ramps in the urban core will create barriers and will make it difficult to attract businesses to the area.
        - Concerned about businesses, neighborhoods, and distance necessary to travel in order to get to an on-ramp.
        - Not a lot of interest in reducing access points.
        - Closing Brooklyn affects 18th Street, the Vine area, and cultural areas within that district. Economic impact worries.
        - Concerned about access to 27th Street ramp - improve for police access.
    - Opposition
        - Totally opposed to this alternative.
        - Do not like this at all. If you close Truman Interchange this will increase traffic at Paseo. Already an economically depressed area. May feel like MoDOT is targeting this area.
        - Don't agree with this alternative. Will make it more difficult to access the neighborhoods. Will hurt post office at Truman and Brooklyn.
        - I'm not neutral - I don't like it at all.
        - Interchange consolidation alternative is inconvenient.
        - Not in favor of closing Brooklyn interchange - will negatively impact business.
        - Do not support interchange closures.
    - Other
        - Looks safer to have right hand exits at I-70 and 435.
        - Gives ability to maintain speed.
        - Makes a lot of sense especially when you can see them on a map (like the entrances/exits) – brings it more into focus. Like the through lanes, grade of ramps, and closing some entrance/exit lanes and moving them down some so they aren't so short. Closing 27th Street, 18th Street, and Brooklyn makes sense and should help alleviate congestion and improve traffic flow.
        - Interchange Consolidations is best alternative – would prevent accidents.
        - Speed of process. Cannot make any decisions without knowing the future of I-70.
- **What are your thoughts about the alternatives? Are you concerned about any of the impacts to your travel habits neighborhood** or **business?**
    - As long as historic and cultural sites preserved.
    - Yes - skeptical about some of the exits proposed. Need more input and suggestions from the citizens who use the freeway. Skeptical about interchange consolidations and geometric improvements alternatives.

- East of I-435 lane improvements widening; improvements road condition lighting between I-70 east on Hwy 40; better conditions and lighting.
- Minimize taking of additional row.
- Smooth out (lower) the vertical profile on I-70 between 23rd and 27th to reduce energy use noise speed fluctuations.
- Respect vertical profile of street grid to avoid additional interruption to the urban fabric.
- Do not spread ramp termini as that effectively widens I-70 as experienced by non-motorized people.
- Whatever you do avoid doing additional harm to the neighborhood because it WILL come back someday.
- Economic development is what is needed for I-70. Develop the interchanges - don't eliminate exits. Put people to work.
- Like the idea of through exits, adding 4th lane between exits.
- What about limiting trucks to a certain time of day to reduce rush hour back-ups?
- Good that safety is being considered. Safety is an important consideration for motorcyclists and large trucks.
- Has anyone talked to Scarritt Renaissance area and talked to that neighborhood.
- The one-on-one contact and interactions are very helpful.
- Prefer meetings in the evening. Most people work 8-5.
- The maps on the project website are hard to read and are difficult to understand. What does "like it" "love it" mean?
- Can’t go 35 southbound from 1-70
- People in the area do not understand that they will not be able to go to the places they want to go without dealing with more traffic. People in the area do not know what is going on with the project. The website is not user friendly. Green space is being taken. Can you give us any areas back?
- Thought alternatives were very good. Visited San Antonio and thought access roads worked well and helped us out a lot. Didn't have to get on freeway for 2-3 days. Kansas City is catching up with Texas.

- **MoDOT is currently considering three improvement alternatives: No-Build, Geometric Improvements, and Interchange Consolidations. Do you have any comments about the study that are not related to these improvement alternatives?**
  - Financial feasibility.
  - Don't tear down any more buildings to build interstate highways!
  - Road conditions I-70 east bad until you hit Blue Springs. Need wider lanes. Between Jackson & Benton Curves dangerous.

- People need to understand that the primary function of an interstate is the efficient movement of goods and services and not to accommodate local traffic.
- Not sure there is real utility in bus on shoulder despite what KCATA says. ;)
- My home zip code is 64081 - Lee's Summit - but I own property, have a business, and go to church within the corridor.
- Alternatives that fix geometric issues are ok but reducing ramps is not good for community.
- Doesn’t really affect much due to traveling from Columbia.
- Travel through the corridor needs to be improved so as to improve travel time.
- Don’t like the at-grade crossings on US-71/BRW need better lighting under Bartle Hall congestion relief needed in downtown loop on-ramps needs to be longer.
- Improve safety.

Missouri Department of Transportation
Kansas City District
600 Northeast Colbern Road
Lee's Summit, Missouri 64086

Meeting Notes

Date: Tuesday, January 8, 2013

Time:

Location:

Purpose: CCT- Blue Valley Industrial Association

Participants

- Tod Rouse
- Norm Bowers
- Neff Vance
- Susan Kastner
- Fuzzy White
- Tara Edwards
- Joe Spiess
- Kerrie Tyndall
- Kelly Welch
- Shaun Lauby
- Marty Whitworth
- Mark Foutain
- Mike Ryan
- Rick Honan
- Joe Yanko
- John Patrick
- Brad Holmes
- Ron Borst
- Don David
- Tim Vance
- Daren Froeschle
- Chester Jones
- Jerry Mann
- Serena Dehoney
- Raynard Brown
- Steve May
- Reno May
- Tiffany Diggs
- Kevin Martin
- Truck Driver
- John Ivey
- Jill Quinn
- Frank Weatherford
- Mary Ottman
- Seth Lindsey
- David Macoubrie
- Brian Hoban
- Boyd Nolen
- Allan Zafft
- Dan Niec
- Matt Killion
- Susan Barry
- Brian Burger
- Jeff Ross
- Blaine Liebig
- Ronald Schikevitz
- Steve Ornduff
- Tim Olah
- Ed Davis
- Larry Boehm
- Troy Walls
- Chris Perrin
- Eldon Eikenbery
- Matt Bowen
- Ethan Wrisinger
- Bob Juaitt
- Aaron Wiechena
- Joe Huber

Agenda Items

1. Someone indicated an understanding that the decision to keep the Manchester interchange open was decided in the recent construction project at the I-70 and I-435 interchange.
2. Do not support any closure to the Manchester interchange.
3. A huge investment has been made in the Blue Valley area to further development.
4. Taking away the Manchester ramps would negatively impact existing and future investments.
5. Manchester interchange is the most efficient access route.
6. There are no safety issues for trucks with a tractor trailer when getting onto I-70.
7. The mitigation efforts in closing the Manchester interchange still make the distance to far away.
8. There will be legal action if the Manchester interchange is closed.

Missouri Department of Transportation
Kansas City District
600 Northeast Colbern Road
Lee's Summit, Missouri 64086

Meeting Notes

Date: Thursday, February 7, 2013

Time:

Location: KCMO Transportation and Infrastructure Committee

Contact: Patty Hilderbrand- (816) 513-2576

Participants

- Four city council members, was played on public access television

Agenda Items

1. Concerns with removal of access.
2. Brooklyn Avenue Interchange closure- Mentioned a concerns as it related to the barbecue restaurants.
3. 27th Street interchange closure- mentioned a concern as it related to the KCMO Police East Patrol Station.
4. The city's position is keeping the Manchester interchange open based on a previous city resolution.
5. Come back to this committee with an update when this study is 80% complete.

Missouri Department of Transportation
Kansas City District
600 Northeast Colbern Road
Lee's Summit, Missouri 64086

Meeting Notes

Date: Monday, February 11, 2013

Time: 2:30 p.m.

Location: Independence Courthouse Annex, 308 W. Kansas, Ground Floor, Legislative Chambers

Purpose: Sixth Regular Meeting

Participants

- Theresa Garza Ruiz
- Vice Chairman Crystal Williams
- Fred Arbanas
- Scott Burnett
- James D. Tindeall
- Dennis Waits
- Dan Tarwater
- Greg Grounds
- Bob Spence

Agenda Items

1. The Pledge of Allegiance
    a. Recited
2. Approval of the Journal of the Previous Meeting.
    a. Dan Tarwater moved to approve the journal of the previous meeting held on February 4, 2013. Seconded by Bob Spence.
        i. The motion passed by a voice vote.
3. Hearings
    a. I-70 Second Tier Environmental Impact Study Update was given by Matt Killion and Allan Zafft.
    b. The Missouri Department of Transportation (MoDOT) is considering three of the 12 improvement alternatives for I-70 to address the transportation issues facing the highway. The Future I-70 Project Study encompasses a stretch of highway from The Paseo interchange to the Blue Ridge Cutoff interchange.
    c. Join MoDOT at one of the upcoming mobile meetings to discuss the improvement alternatives.
    d. Mobile Meeting dates and locations:
        i. Tuesday, February 12, 2013
        11 a.m. to 4 p.m.
        St. Paul School of Theology
        5123 E. Truman Road
        Kansas City, MO 64127

Meeting Notes

Tuesday, February 13, 2013
4:30 to 6:30 p.m.
Linwood Family YMCA
3800 E. Linwood Boulevard
Kansas City, MO 64128

Thursday, February 21, 2013
8:00 to 10 a.m.
Kansas City VA Medical Center
4801 Linwood Boulevard
Kansas City, MO 64128

You can also join the conversation online by visiting
www.metroI70.com

Missouri Department of Transportation
Kansas City District
600 Northeast Colbern Road
Lee's Summit, Missouri 64086

Meeting Notes

Date: Friday, February 11, 2013

Time: 10:00 a.m. – 12:00 p.m.

Location:

Purpose: Truman Plaza Area Plan Implementation

Participants

Allan Zafft, MoDOT
Matt Killion, MoDOT

Agenda Items

1. Allan Zafft thanked everyone for the invite and began the slide show, we discussed the following information:
    - Went over basic information on the study.
    - Concerns of neutral being on the web.
    - Concerns over wanting no build-don't want it to be faster.
    - Concerns with various closure locations, specifically at the Post Office and access there for trucks.
    - Concerns that back up exists now at Indiana, traffic back-ups exist on rap at peak periods; what would happen if the ramp was removed?
    - Concern of traffic access and spacing turns coming off Truman to Van Brunt.
    - Concern over having too much space between interchanges to 23rd and Prospect.
    - Mentioned the importance of having 23rd as a future corridor.

Missouri Department of Transportation
Kansas City District
600 Northeast Colbern Road
Lee's Summit, Missouri 64086

Meeting Notes

Date: Friday, February 12, 2013

Time: 7:00 p.m.

Location: Don Bosco Community Center, 535 Garfield Ave.

Purpose: Pendleton Heights Neighborhood Meeting

Participants

- Matt Kilion, MoDOT Area Engineer
- Gretchen Ivy, HNTB Corporation

Agenda Items

1. Summary:
    a. Matt Kilion provided a brief overview presentation of the I-70 Second Tier EIS and the reasonable alternatives being considered for the study at the Pendleton Heights Neighborhood Association meeting. Special emphasis was placed on alternatives being considered for the western limits of the study between the Paseo Boulevard and the Benton curve since the Pendleton Heights neighborhood is located in the Northeast area of Kansas City and the Paseo, Brooklyn and Prospect interchanges serve as their key access points to and from I-70. The project newsletter was provided to the group and the online project resources and upcoming mobile meetings were discussed. The following feedback was received during the meeting:
        i. Some concerns expressed regarding the distance between Prospect and 23rd Street, if interchanges were consolidated and how this limits access to Truman Road.
        ii. Some questions about how the post office located at 18th Street felt about the potential consolidation of the 18th Street ramps.
        iii. Several people noted that they could understand why the Benton ramp was being considered for the closure. There was interest in improving the geometric conditions of the Benton curve and there was an understanding that an improvement would make it difficult to keep the Benton WB on-ramp open due to close spacing and safety issues.
        iv. A few people expressed that closing access at any of the interchanges could negatively affect the visibility of their neighborhood and make it more difficult for the neighborhood to attract new residents. They often use the number of access points and ease of access to the interstate as a selling point when trying to attract new home owners to the area.
        v. No one indicated a specific concern with closing Brooklyn. After the meeting, several citizens indicated that Brooklyn was underutilized because of its closing spacing and difficult merges to and from I-70. When citizens want to go WB

on I-70 they typically use the Paseo interchange, and when they want to go EB on I-70 they typically use Prospect. Those two interchanges were viewed as their main gateways to and from I-70.

vi. There was less interest expressed in the corridor east of the Benton curve. They were more focused on their direct area.

vii. Several citizens visited with us one-on-one after the meeting and expressed that while they knew closures were unpopular to the neighborhood group, the individuals could see why consolidations were needed and could support the closures of some interchanges along the corridor.

viii. Neighborhood is actively developing a community garden and interested in neighborhood cleanup and safety initiatives.

2. Group Demographics:
    a. Approximately 20-25 attendees.
    b. Predominantly Caucasian, ages 25-45.
    c. Mostly homeowners and a few business owners.
    d. Mentioned neighborhood association reaches about 300 people out of about 3,000 population in the area. Lots of apartment complexes not actively apart of the neighborhood association.

Missouri Department of Transportation
Kansas City District
600 Northeast Colbern Road
Lee's Summit, Missouri 64086

Meeting Notes

Date: Tuesday, February 12, 2013

Time:

Location: Plaza Neighborhood Association

Contact: Tom Ribera, President; Phone number: (816) 809-4035

Participants

- 17 attendees

Agenda Items

1. Construction should not occur during rush hour.
2. Concerns about truck routes.
3. Removing the local roads sharing the ramps will box you in.
4. Other interchanges will load up due to the closures.
5. Cloresures are a concern for the northeast population.
    a. Atleast keep Truman or Benton open.
6. Benton Boulevard is the gateway to the northeast area.
7. Concerns with the impacts to Arthur Bryant's Barbecue, Gates Barbecue, Jazz Museums, Post Office, etc.
8. For businesses and residents, closing on-ramps is concern.
    a. This isolates us from other businesses.
    b. Impacts access for buyers and the real estate market is picking up.
9. Put the money at I-435 and I-70 first.

Missouri Department of Transportation
Kansas City District
600 Northeast Colbern Road
Lee's Summit, Missouri 64086

Meeting Notes

Date: Monday, February 18, 2013

Time: 6:30 PM

Location: Washington Wheatley Neighborhood Association Meeting

Purpose: I-70 Discussion

Participants

- 15 attendees

Agenda Items

1. Interchange Consolidations Alternative:
    a. Concerns about closing 18th Street and 27th Street interchanges because this would cripple this area.
    b. Concerns about getting to 18th and Vine.
    c. Concerns with the impacts to the U.S. Postal Services distribution center.
    d. Indiana Avenue should be two-way frontage road versus Askew Avenue.
2. There are concerns relating to the homes, safety for children and air quality with the additional traffic on Askew Avenue. It was noted that the homes along Askew Avenue are not represented by a neighborhood association.
3. Noted current issues around 18th such as the abutment going eastbound and vertical alignment.
4. Mentioned the Benton Curve is like a roller coaster.
5. Flooding in the basement at the church at Truman Road.
6. The area plan needs to be considered with future improvements to I-70.

Missouri Department of Transportation
Kansas City District
600 Northeast Colbern Road
Lee's Summit, Missouri 64086

Meeting Notes

Date: Monday, March 4, 2013

Time: 6:30 PM

Location: Scarritt Renaissance Neighborhood Meeting

Purpose: I-70 Discussion

Participants

- 23 attendees
- Matt Killion
- Allan Zafft
- Chris Nazar
- Nathan Hladky
- 2 area police officers
- 2 children

Agenda Items

1. Matt gave the presentation to the group and then several questions followed:
2. Question: Why was it decided to close the Benton on-ramp over the Prospect interchange?
    a. Answer: The close proximity of the Truman on-ramp and the Benton on-ramp was a big factor into this decision. The two ramps merging and then the short distance to the Prospect interchange is a safety concern.
3. Comment: Concerns about cutting the northeast area out of the city. This area is already economically disenfranchised, and it appears that it's being targeted to be cut-off from the city.
4. Question: How are other people outside of the northeast area feeling about the closures?
    a. Answer: We have received mixed responses, some favorable, some others not so favorable.
5. Matt reiterated the public involvement process and steps already taken on the project and the importance of the PI process.
6. Questions: What does studying the "environment" entail?
    a. Answer: Matt & Allan gave some of the major factors of the study (traffic, safety, wetlands, socioeconomics, etc…)
7. Comments:
    a. Appreciated the project team coming to talk to their neighborhood group.
    b. The community was here first and has been struggling to rebuild despite the highway ripping through their neighborhood. There have been significant investments in this area, and the closure of the interchange would cut off the area, and would be a death blow to this area.

    c. Benton is easier to travel to reach I-70 than Prospect. Prospect is very narrow and hard to navigate.
    d. Person has had no problem getting onto I-70 from the Benton on-ramp and doesn't see the problem with it.
    e. Re-routing the Benton traffic onto Prospect would be a terrible idea.
    f. Everyone east of Benton Boulevard would go miles out of their way through bad neighborhoods to access the highway if the interchanges were consolidated.
8. Question: Is anyone from the Nebraska area in the CAG?
    a. Answer: Yes, two people.
9. Question: Has there been a cost/benefit done on the project? There are 4 stop lights on Prospect, and only 2 on Benton to reach I-70. Could you cut through the park that is southwest of the Benton curve?
    a. Answer: No cost benefit has been done as of yet. We cannot cut through the park that is protected by 4f regulations.

Missouri Department of Transportation
Kansas City District
600 Northeast Colbern Road
Lee's Summit, Missouri 64086

Meeting Notes

Date: Tuesday, March 5, 2013

Time: 11:45 a.m.

Location: NE Chamber of Commerce Meeting

Purpose: I-70 Community Connections Team Meeting

Participants

Matt Killion
Allan Zafft
Chris Nazar

Agenda Items

1. Standard presentations with focus on NE area.
2. Approximately 22 in attendance.
3. 2 Media television outlets stopped by.
4. 2 members of KCMO Parks & Rec. attended.
5. 2 Police attended.
6. 3 from KC Design Center (students).
7. Scott Burnett, Jackson County Legislature.
8. Jan Marcasson, City Council.
9. Key Questions and Comments:
    a. If you had sufficient money would you still close ramps? Yes, we would want to anyway for, safety and congestion.
    b. Are you working with City/Public Works to mitigate effects on local streets?
    c. Jan M., City Council, City Council has gone on record on not closing Manchester by resolution. How is this considered?
    d. Are economic considerations part of consideration and factored in? (Also Jan M.) Yes.
    e. Small business owners use dump at Manchester and are against its closure.
    f. Closure of exits between 23rd and Prospect, why close exits out of Curves? Benton is gateway to historic NE, we believe we will suffer economic harm. Do you come back 5-7 years later to see if businesses are affected? We are really interested in what happens when interchange close.
    g. We have a lot of small businesses that may be affected.
    h. Have you investigated how it will affect response time for emergency vehicles?
    i. Where is the money coming from and are there stipulations on how it is used?
    j. What were instructions given when you started this study?
        i. Discussed purpose and need.

k. As a small business man and real estate investor concerned on effect on the housing market turning around and people are finally buying; limited access hurts this. People won't buy homes if they can't get to work. Benefits are for a greater area, survey should take this into account.
l. Closing question/comment from group, based on experience with Bruce R. Watkins, insure an adequate budget for beautification to make the corridor fit better in community. Lived at grade intersection at Bruce R. Watkins.
m. How deep do you go in improvements and for example make Prospect a 4-5 lane instead of a two lane now. Understand you are funneling that traffic two-lane road.
n. Appreciate the conversation, want to make sure I-70 does not do what I-35 did, and make the area an island.

10. Next was a KC Design Center Presentation on a design Charette for Independence Avenue. 20 people participated in a charette last Sunday. Did indicate ability to integrate plans with improvements to Independence Avenue. Can bring these issues into Independence Avenue plan. Design charette next on April 15.

Missouri Department of Transportation
Kansas City District
600 Northeast Colbern Road
Lee's Summit, Missouri 64086

I-70 Second Tier EIS Community Connections Team
Meeting Summary Sheet

Date:	March 14, 2013
Organization/Group:	Kansas City Police Department
Location:	9701 Marion Park Drive, Kansas City, MO
Group Organizer (Contact):	Major Sharon Laningham Kansas City Missouri Police Department Facilities Management and Construction Division
Contact's Phone No.:	816-581-0681
Contact's Email:	Sharon.Laningham@kcpd.org
CCT Team Member Speaker/Staff:	Allan Zafft Josh Scott Derek Vap
No. of Attendees:	4
Key Issue(s) Raised:	• Concern regarding enforcement and availability of outside shoulder to pull vehicles over if Bus-On-Shoulder running is permitted. • Closure of 27th St. ramps not a major concern for new East Patrol campus based on access to 23rd St. and improved Jackson Ave. interchange. Proper wayfinding signing to/from I-70 will be needed. • Concern regarding access to/from I-70 if both 18th St. and Truman Rd. ramps are closed. • Improving Benton and Jackson Curves are important, as well as additional auxiliary lanes (specifically between Jackson Ave. and Van Brunt Blvd.). • Concern regarding the Van Brunt Blvd. westbound on-ramp sharing a connection with Raytown Road.
Follow Up:	• Schedule another meeting to update the KC Police Department about the preferred alternative prior to the location public hearing. • Possibly present the preferred alternative to the Board of Police Commissioners.

Missouri Department of Transportation
Kansas City District
600 Northeast Colbern Road
Lee's Summit, Missouri 64086

Meeting Notes

Date: March 19, 2013

Time: 11:00 a.m.

Location: USPS Distribution Facility

Purpose: I-70 Discussion-Community Connections Team

Participants

- Russell Floyd, Plant Manager
- John Ford
- Mark Scarborough
- Stan Byers , Transportation Manager
- Barry Burlingham, Maintenance and Operations
- Josh Scott, MoDOT
- Allan Zafft, MODOT
- Chris Nazar, CDM Smith

Discussion

- Allan reviewed project basics and background
- Concern
  - The congestion at Prospect with tight turns
- Concern
  - Shift work – will block up Prospect 3-5
- Current routes
  - WB I-70: get on the curve on 18th Street
  - Come off the opposite side at 18th Street – main arteries – to and from 18th Street
- Move 1,000 trailers vehicles come in every day
  - Go north to Nebraska and south to Arkansas border to Iowa state line
  - Brought Topeka mail in here after Topeka facility closed
  - Also closing Springfield facility and perhaps Columbia facility closing
  - All directions for traffic for mail
  - Everything channels to I-35 /I-70 access
- Times
  - Morning dispatches local: 2:00 am – 7:00 am
  - Inbound collections 3:00 pm - 9:00 pm
- Surface long haul trips in daylight hours

Meeting Notes

- Rail bridge is the key constraints
- Don't leave loop to go westbound
  - 18 wheeler up hill on ramp does not work well – can't get up to speed
  - Hard to get 18 wheeler over to I-670 merge lanes
- Most talk on the curves
- If you get off 23rd – go to 18th – Truck access would be where?
  - Not sure where they would go into the facility
- Accident locations – most have happened on I-35 where I-35/ I70 come together
- If there are accidents on I-70
  - Trucks sometimes come off/on at Paseo
  - City does not like truck traffic on Paseo
- Closing Brooklyn Avenue interchange would not affect them
- Biggest concern
  - Truck traffic – where does it go
- How long would construction be to flatten the curves?
- Would take 18th to Prospect and not Truman to Prospect if 18th were closed
- If MoDOT left ramps at Truman in place
  - Would need to fix train bridge to make this work
  - Have to go all the way around the facility
- Prospect Interchange could be too tight
- E-W percent trucks
  - More coming from the East
- Discussed contractor hauling
  - 18th / Indiana – Walters
  - Does not have all the business – renting space to others
  - Right now they use 18th – right into the contractor lot
- Sometime there is competition with Bellefonte trucks to get through
- Discussed improvements proposed on 23rd Street
- Neighborhoods do not like 18-wheelers driving though
- If you shut down 18th Street
  - Real impact
  - Would run through neighborhoods – it would impact
- Docks are on north and west side
  - Could move access to Truman?

  - Would have to cut employee parking?
  - If you fix rail bridge

- Meet next time before public information period
  - They write contracts on mileage based on exits taken
- Expansion of loop at 18th would require closure for 3-6 months for construction
  - Still forced to Prospect in short-term
  - Additional mileage equals dollars

Missouri Department of Transportation
Kansas City District
600 Northeast Colbern Road
Lee's Summit, Missouri 64086

Meeting Notes

Date: Thursday, March 28, 2013

Time: Noon

Location: St. Stephen's Baptist Church

Purpose: I-70 Discussion-Community Connections Team

Participants

- Pastor Eric Bell
- Matt Killion
- Allan Zafft
- Chris Nazar
- Others in Attendance from MoDOT/Consultant

Discussion

1. Allan gave presentation, thanked Gerald Caldwell for invitation.
2. Question about Manchester Bridge construction and traffic.
3. Asked about how close to church the changes would be? Answer: No direct effect on church property- may need to build a retaining wall.
4. Asked about timing on making the decision on a wall.
5. Asked about drainage.
6. Asked about realignment of Benton Curve.
7. Indicated an issue coming from Downtown, can't get off at Paseo- currently use Brooklyn; would now have to use Prospect - could lead to congestion at Prospect Interchange. What are you going to do at Prospect?
8. Manchester is a good place to turn around coming from the Stadium.
9. Need to make Prospect like a Texas turn around to facilitate U-turns there.
10. When would we know impacts to St. Stephen? Matt explained schedule.
11. Amount of traffic down freeway brings vibration to building- a wall would be important to reduce this- take this into consideration.
12. Also, water flow from Bridge- have had flood issues- "freeway" of water to this area.
13. The existing sewer system was likely laid in at time of construction. Vibration affects quality of that system. Enlarging the sewer system from Paseo West. MoDOT indicated that replacement would be evaluated in design. Sewer system-would it connect to Prospect. If we are going to improve the highway-move the drainage as large as possible.
14. Asked about connection from US-71 to I-70.
15. Asked if funding was mostly Federal or State.

Summary of Elected Official Meetings for February and March

Overview

This document summarizes a series of elected official briefings conducted in February and March by MoDOT regarding the I-70 Second Tier EIS. All meetings save one were proactively scheduled by the project team; the March 22 meeting (see following pages) was requested by the elected officials involved.

Each briefing began with MoDOT's Matt Killion outlining the study for the elected official(s) being briefed using the contents of an informational kit as an informal outline. The kit contents included a study area map; purpose and need summary; exhibits of the three project alternatives; and the third newsletter, which provided a project schedule and overview of current outreach activities.

Specific briefings included:

Feb. 8, 2013

10:00-11:00 am **Kansas City Councilman Jermaine Reed (3rd Dist. – In District; T&I Committee) and Councilwoman Melba Curls (3rd Dist. – AL; Member – Transportation & Infrastructure Committee)**
City Hall – 22nd Floor

Summary

Comments/questions from Councilman Reed and Councilwoman Curls prompted a general discussion about:

- Which interchanges were proposed to be closed under the Consolidation Alternative and why they were chosen;
- Questions about how auxiliary lanes work; especially in regards to fixing the existing capture lanes between Paseo and Prospect.
- Proposed improvements at I-435/I-70 interchange and how they would work;
- Clarifying questions about symbols in the legend and on the alternatives map, especially symbols for local access closures at ramps. Councilman Reed expressed that the maps needed to be more public-friendly to ensure public could understand improvements and changes being proposed and possibly include a glossary;
- Timeline for the study and when a decision would be made on the preferred alternative. In addition, who ultimately decides on the preferred alternative;
- Improving the condition of I-70 is viewed as an important component of the project;
- Questions about who is paying for the improvements; and
- Need for better traffic signal timing and phasing at interchanges; backups often occur on freeway due to signals during evening peak hours.

Follow-up

- MoDOT to follow-up with Councilors regarding 3rd District Community Meeting at Greg Klice Community Center on 2/11/13 at 6:00 p.m. Councilors would like to have project materials, such as newsletter and proposed alternatives, to distribute at meeting.
- Councilman Reed hosts a radio show on 1590 a.m. radio every other Tuesday at 12:30 p.m. Opportunity to highlight project and upcoming public involvement activities on radio show.
- Councilors would like to be kept informed of study and have a follow up meeting again later in the study process.

Summary of Elected Official Meetings for February and March

11:30-12:30 **Jackson County Legislator Theresa Garza Ruiz (District 1 – At Large)**
HNTB, Conference Room 358

Summary

Comments and questions from Legislator Ruiz prompted a general discussion about:

- The public involvement process for the project, including how the study team advertises and gets the message out about mobile meetings.
- The levels of attendance at mobile meetings and what the study team is hearing from the public about the project;
- The Benton on-ramp closure. Legislator Ruiz thinks neighborhoods could see it as an improvement due to ongoing safety issues with the Benton curve;
- The federal transportation bill and what forms of funding it could provide for MoDOT and the project, as well as when the funding could be available;
- Questions about the consideration of new ramps connecting US 71/Bruce R. Watkins northbound to I-70 eastbound;
- The level of coordination between the ongoing commuter rail study and the I-70 STEIS; and
- The study team should note that there is a large Spanish-speaking population near the Van Brunt interchange.

Follow-up

- MoDOT to schedule a follow-up TV briefing with the Jackson County Legislature on 2/11/13 at Independence court house to overview the study. Request for MoDOT to bring 10 copies of elected official briefing packets for distribution at TV briefing.
- Legislator Ruiz would like to be kept informed of study and have a follow up meeting again later in the study process.

2:00-3:00 pm **State Senator Paul LeVota (District 11)**
MoDOT Kansas City District, Board Room

Summary

Comments and questions from Senator LeVota prompted a general discussion about:

- The purpose, goals and timeline of the study;
- The I-70/I-435 Phase 1 improvements and what improvements still need to be done to improve congested conditions to the east of the interchange;
- The plan for and timing of improvements for the Manchester Bridge replacement and its ongoing maintenance needs in the interim;
- Senator LeVota expressed that the interchange consolidations could be a benefit to the City of Kansas City because more motorists might use city streets rather than stay on I-70 and that could give them the opportunity to experience Kansas City better;
- Senator LeVota agreed that there could be too many access points along I-70 and that it could be a benefit to consolidate some of these access points instead of maintaining infrastructure that is not needed. Understood that without consolidations it is challenging to make needed improvements to merging areas and curves along the corridor;
- Questions about impacts to bus routes on I-70 and adjacent routes;
- Viewed the 27th Street/Jackson interchange consolidation improvements as a potential economic development benefit and an opportunity to provide a better connection to mid-town; and

Summary of Elected Official Meetings for February and March

- Discussion of the next steps for the project once the NEPA process is complete and the role of the Commission in approving the project;

Follow-up

- Senator LeVota would like to be kept informed of study and have a follow up meeting again later in the study process.
- Interested in visiting with MoDOT on other project priorities; especially within northeast portion of Jackson County.

3:30–4:30 pm **State Representative Mike Cierpiot (District 30)**
MoDOT Kansas City District, Board Room

Summary

Comments and questions from Rep. Cierpiot prompted a general discussion about:

- Proposed improvements at I-435/I-70 interchange and how they would work;
- Questions about funding and if any funding is already secured for the project;
- What types of improvements the study team was proposing for I-70 and why;
- What rights or say do property owners have in the decision-making process; especially as it pertains to acquiring right of way;
- Questions about how the City of Kansas City feels about the potential interchange consolidations;
- Questions about how the police department feels about the potential interchange consolidation at 27th Street with the plans for their new police facility;
- The priority for MoDOT for improvements to I-70 in Kansas City versus the priority for I-70 improvements statewide; and
- Discussion about the potential state transportation sales tax and what benefits it would provide MoDOT.

Follow-up

- Rep. Cierpiot would like to be kept informed of study.

Feb. 15, 2013

10:00–11:00 am **State Representative Tom McDonald**
(District 28)
HNTB Conference Rm. 358

Summary

Comments and questions from Rep. McDonald prompted a general discussion about:

- The solutions offered in the SEIS and his support for them broadly;
- Potential access changes at Truman Road and how it would affect travel to/from Independence;
- Maintaining and improving corridors into/out of Independence; and
- The potential state transportation sales tax, what benefits it would provide MoDOT and his general support for the effort.

Follow-up

- Rep. McDonald would like to be kept informed of study.

Summary of Elected Official Meetings for February and March

11:30–12:30 pm **State Representative Randy Dunn**
(District 23)
HNTB Conference Rm. 358

Summary

Comments and questions from Rep. Dunn prompted a general discussion about:

- Coverage of the study in the *Kansas City Call*;
- Community consultation process, strategies and feedback;
- Maintaining appropriate access to the 18th & Vine district and surrounding areas;
- Coordination efforts with the Jackson County commuter rail initiative; and
- Access changes at Truman Road and how it would affect the postal facility there.

Follow-up

- Rep. Dunn would like to be kept informed of study.

0200–0300 pm **State Representative John Rizzo**
(District 19)
HNTB Conference Rm. 358

Summary

Comments and questions from Rep. Rizzo prompted a general discussion about:

- The need to improve I-70;
- Constituent questions about timing/impact of potential improvements, including one from a Brooklyn Avenue liquor store who wants to be bought out;
- I-70 improvements and where they rank in funding/priority;
- Changes in access at Benton curve;
- Changes in access at Brooklyn and whether there had been a reaction from Ollie Gates;
- Potential ROW impacts and land acquisition practices and policies;
- MoDOT's appraisal process; and
- His support for one-cent transportation sales tax versus increasing gas tax (sees as regressive).

Follow-up

- Rep. Rizzo would like to be kept informed of study; and
- Have his constituents informed that he is aware of the study and is monitoring it should they contact MoDOT.

Mar. 15, 2013

0230–0330 pm **Corey Dillon, Kansas City Area Regional Director**
Senator McCaskill's Office
4141 Pennsylvania Ave., Ste. 101, Kansas City, Missouri 64111

Summary

Comments and questions from Ms. Dillon prompted a general discussion about:

- Accident rates and types in corridor versus statewide averages;

Summary of Elected Official Meetings for February and March

- Access issues and preferences at Manchester Trafficway;
- Desirability of making project presentation to standing Urban Summit meeting; and
- Timing of study, funding, design and construction.

Follow-up

- Ms. Dillon would like to be kept informed of study.

Mar. 22, 2013 (meeting requested by attending elected officials)

12:30-1:00 pm **Kansas City Councilman Jermaine Reed (3rd District – In District)**
Kansas City Councilwoman Melba Curls (3rd District – At Large)
Missouri House Representative Randy Dunn (D-Mo. 23)
City Hall, 412 E. 12th St., Kansas City, Mo.

Summary

Councilman Reed requested this meeting for an update on the project. Matt Killion mentioned not much has changed since we met with him last time. Killion briefly went over the three proposed alternatives: No-Build, Geometric Improvements, and Interchange Consolidations.

Killion and Allan Zafft briefly went over the public involvement efforts. He noted the public involvement period has ended, and the input is being summarized. Rep. Dunn asked a few questions about these efforts.

Councilman Reeds made the following comments on the project:

- Said he was not supportive of cutting any access to I-70;
- Noted an urban renewal plan at 18th Street and Indiana Avenue;
- Expressed alarm at the third alternative (Interchange Consolidations);
- Supports the No-Build alternative;
- Opposes the project and will be out in front with his opposition; and
- Concerned about its effects on the black community.

Representative Dunn made the following comments on the project:

- Expressed lack of support for cutting any access to neighborhoods and businesses;
- Understands the importance of safety; and
- Wants to look at retaining improvements in the Geometric Improvements alternative without affecting access and no right-of-way impacts.

Councilwoman Curls made the following comments on the project:

- Reminded MoDOT of her expressed concern at the removal of access at the meeting held at the Museums (18th & Vine); and
- Asked if the proposed removal of access at Manchester interchange had been looked at in terms of impact to economic development (Killion said yes).

Killion asked the elected officials what they thought regarding closing the Benton Boulevard on-ramp as it relates to improving the Benton Curve. Councilman Reed mentioned he had not thoughts on this unless he saw more details.

Summary of Elected Official Meetings for February and March

Follow-up

- MoDOT to schedule future meetings with Councilman Reed, Councilwoman Curls and Representative to provide them updates on the project's progress.

Mar. 29, 2013

10:00-11:00 am **Kansas City Councilman Jim Glover Reed (4th District – At Large)**
Kansas City Councilwoman Jan Marcason (4th District – In District)
HNTB Conference Rm. 358

Summary

Comments and questions from the Council members prompted a general discussion about:

- The history and reason for design decisions, especially at the Benton and Jackson Curves;
- Proposed changes to the curves;
- Likely timing of funding and potential needed sources;
- Potential impact to city improvements as a result of access changes;
- Potential need for additional city improvements as a result of access changes;
- Potential access changes at Truman and the impact to the surrounding area;
- Expressions of support or opposition in the community;
- Existing city council opposition to access changes at Manchester Trafficway;
- Whether safety, economic impact and other factors are being considered;
- Next steps as a result of the SEIS and their timing; and
- Northeast and Manchester area concerns about becoming isolated due to access closures.

Follow-up

- The councilmembers want to continue to be updated about the study.

Topic Name: Initial Alternatives

Idea Title: Alternative 4: Other Transportation Modes

Idea Detail: Alternative 4A applies strategies that are aimed at increasing the use of transit, bicycles, and walking as a mode of transportation. Alternative 4B builds on Alternative 4A but also includes commuter rail with reduced/limited bus service.

Idea Author: Chris B

Number of Seconds 0

Number of Points 48

Number of Comments 4

Comment 1: This should be done and reviewed often because it will always help traffic flow. This solution is only partial and does little to reduce the accident rate. | By Dean F

Comment 2: Mass transit is fine and if we are dealing with 8 lanes, an HOV lane wouldn't be a bad thing. | By Zane P

Comment 3: A Commuter Rail Station at the Truman Sports Complex would turn the massive surface parking lot into the biggest Park and Ride in the Country. | By Dave R

Comment 4: A HOV lane would be nice to replace more capacity. | By Kevin C

Idea Title: Alternative 10: Reversible Lanes using the Existing Lanes

Idea Detail: Alternative 10 utilizes the existing lanes as reversible lanes during peak hours of travel. For example, during the morning rush hour 4 lanes would be heading westbound and only 2 lanes would be heading eastbound.

Idea Author: Chris B

Number of Seconds 0

Number of Points 45

Number of Comments 4

Comment 1: How are the lanes to be managed? Dedicated as in St. Louis or are we looking at using movable barricades, which would require less pavement width. And how would it tie in with I-670? | By Dean F

Comment 2: This will work great in most areas during peak rush hour times.... the down side is the rush hour traffic is from both directions near the downtown area. | By Nancy M

Comment 3: I would like to see this between 470 and 435 | By Stephen G

Comment 4: This seems to be a temporary fix to me, why not consider expanding to eight lanes? If we are considering rebuilding everything and expanding lanes, why not go for four in each direction? | By Zane P

Idea Title: Alternative 5: Geometric Improvements

Idea Detail: Alternative 5 applies strategies that are aimed at fixing the engineering problems in the corridor, such as short ramp lengths, low bridges, tight curves, and weave areas. These improvements are carried throughout the other build alternatives.

Idea Author: Chris B

Number of Seconds 0

Number of Points 28

Number of Comments 5

Comment 1: I would like to know a little history about how the Benton and Jackson curves were built the way they were. The Jackson curve looks like two legs of a three legged system interchange, and the Benton curve has an unused bridge over Truman that I wonder if it was ever used, and also looks like it merged two ramps before merging with the mainline.

Building to a 55mph design speed and lengthening the ramps should improve things greatly. I know one person who thinks there would be no problems on I-70 if the trucks could be eliminated, because of how slowly they enter. That is, however, not the only problem. | By Dean F

Comment 2: This is not a bad idea. However, it does little to help with the problems of the curves. If possible, you really need to tear out the entire stretch and straighten I-70 as best as possible, eliminating the curves to the extent that can be done. I know this requires a great

deal of imminent domain but it could prevent a great deal of crashes and would help the overall aesthetic appeal of the area. | By Zane P

Comment 3: If that's a goal, I would look at just cutting over to 71 | By Stephen G

Comment 4: I would widen I-70 along the southern side of the road from the Passeo over to I-435. There is a lot of open land there as well as some smaller houses that could be purchased for the project. Widening the road will take care of the future needs as the population grows. All of the ramps need to be lengthened to make it possible for traffic to merge in a safer manner. With the widening of the road a reverse lane could be incorporated that would alleviate the bottleneck that occurs along Jackson Curve every workday. It would also address the issues that arise when there are sport's events at either stadium. Please give this some consideration. | By Tammalyn Brothers T

Comment 5: Improved car designs have made most the geometric limits less annoying. | By Kevin C

Idea Title: Alternative 6: Interchange Consolidations

Idea Detail: Alternative 6 applies strategies aimed at improving the spacing of interchanges to more standard distances. This includes the consolidation of up to three pairs of interchanges down to one interchange each. Potential consolidation locations include:
•Brooklyn Avenue and Prospect Avenue
•18th Street and 23rd Street
•US 40 and Manchester Trafficway

Idea Author: Chris B

Number of Seconds 0

Number of Points 25

Number of Comments 1

Comment 1: This seems to be the best idea yet! Having less on & off lanes (especially ones on the left of the roadway) will cut down congestion, plain & simple. The less congestion, the more fluid the traffic flows. Definitely like consolidating these & maybe even more locations! | By Nancy M

Idea Title: Alternative 7: One Interchange per Zone

Idea Detail: Alternative 7 applies strategies aimed at improving the spacing of interchanges to more standard distances by reducing the number of interchanges in the corridor from 15 to 7.

Idea Author: Chris B

Number of Seconds 0

Number of Points 25

Number of Comments 2

Comment 1: This is not a bad idea, however, it does little to alleviate rush hour congestion and the problems again with the the curves. | By Zane P

Comment 2: Where possible change removed ramps with ones for transit only. | By Kevin C

Idea Title: Alternative 3: Travel Demand Management (TDM)

Idea Detail: Alternative 3 applies strategies that are aimed at reducing the number of vehicles on the road during the peak travel times.

Idea Author: Chris B

Number of Seconds 0

Number of Points 20

Number of Comments 2

Comment 1: Trucks should not be allowed on I70 between 7a-8a, and 4p-5p each business day. Trucks can choose to either take I435 around (north route only), or they can park at a truck stop and wait. | By paul H

Comment 2: I do not really see how this will be cost effective. | By Zane P

Idea Title: Alternative 2: Transportation System Management (TSM)

Idea Detail: Alternative 2A applies lower cost strategies that are aimed at improving the efficiency and operation of the I-70 corridor without major new construction. Alternative 2B builds on Alternative 2A with the addition of converting an existing lane in each direction to an HOV lane.

Idea Author: Chris B

Number of Seconds 0

Number of Points 19

Number of Comments 3

Comment 1: I really do not care for this idea with I-70 in its present state. While it appears good on the surface and is lower in cost, it ignores the general congestion (how much of a benefit will an HOV lane truly be?) and does nothing about the curves. While the cost here might be a good thing, I think the suggestion completely misses the underlying issues of congestion and wrecks due to the curves. | By Zane P

Comment 2: It doesn't help with the congestion caused by people coming from outside the corridor | By Kevin C

Comment 3: I agree, I fear it does little to solve the congestion issues. | By Zane P

Idea Title: Alt 12: Rebuild Truman Rd Interchange & Consolidate Interchanges

Idea Detail: Alternative 12 applies strategies aimed at improving the spacing of interchanges (similar to Alternative 6) and creates a new full access Truman Road Interchange.

Idea Author: Chris B

Number of Seconds 0

Number of Points 18

Number of Comments 2

Comment 1: Perhaps do some of what's done in Blue Springs where there's literally another road running parallel to the highway that's for local traffic and travel in the vicinity. Those driving thru areas could stay on the main highway with less exit and on ramps. | By Nancy M

Comment 2: Not a bad idea at all. However, this does not help with the curves which I have always found to be at the heart of the problem. | By Zane P

Idea Title: Alt 11: Improve Frontage Roads/Arterials & Parallel Roads

Idea Detail: Alternative 11 applies strategies aimed at improving the frontage roads and other local streets in the vicinity of the I-70 corridor.

Idea Author: Chris B

Number of Seconds 0

Number of Points 12

Number of Comments 4

Comment 1: This looks a lot like using roads that already exist and improving them for heavier traffic. That does not seem to be explained very well. If the auxiliary lanes go from entrance ramp to exit ramp, I am good with that. | By Dean F

Comment 2: I do not feel it is a bad idea per-say, but it will not eliminate the problems with the twin curves. If combined with an actually straightening o I-70 it could be okay. | By Zane P

Comment 3: If by "auxilary lanes" you mean adding lanes for certain stretches, then taking them away, I think that is a bad idea. I also would never add frontage roads with mid-intersection entrance and exit ramps like what are found in Grandview, MO or Dallas, TX. Those just add confusion and congestion in my opinion. | By Chad W

Comment 4: KCMO already has a grid of roads. It's not like there's missing roads near the highway | By Kevin C

Idea Title: Alternative 1: No-Build

Idea Detail: Alternative 1 includes maintenance activities as needed and projects that are already committed.

Idea Author: Chris B

Number of Seconds 0

Number of Points 8

Number of Comments 3

Comment 1: I would hope maintenance would continue for projects that are already committed,

UNLESS those projects become obselete with the new approved alternatives (ie: ramp repairs to an area that's become obsolete and will be removed). | By Nancy M

Comment 2: This should happen regardless of the other alternative solutions that are chosen. | By Chad W

Comment 3: Exactly! | By Zane P

Idea Title: Alternative 8: Collector-Distributor System

Idea Detail: Alternative 8 incorporates a collect-distributor roadway into the I-70 corridor between The Paseo and US 40.

Idea Author: Chris B

Number of Seconds 0

Number of Points 8

Number of Comments 3

Comment 1: Most of the time, I think collector-distributor systems are a good idea, but KCMO's grid system is a good point. This kind of money would be better used to make improvements to the grid. Improving 23rd Street from I-435 to I-35, right-of-way and construction, would likely cost less than the right-of-way alone needed along I-70 and accomplish more. East of I-435, 23rd Street is state highway 78. Extending 78 to the west should be considered. | By Dean F

Comment 2: If MoDot is going to be taking land for the project, lets go ahead an work on straightening the section rather than slapping on some additional collector lanes. The city indeed has a gird system for doing just this so let's consider approaching the real issues with the curves. Mitigation of the curves will improve over all safety and help lessen the number of wrecks (especially in the winter).

As for aesthetic improvements, those would be welcome. I took a friend from Korea through this section and he was rather frightened of the area. I really do not blame him. | By Zane P

Comment 3: This has the problem that it requires more land to do. KCMO already has a grid system of collector streets that can do this instead | By Kevin C

Idea Title: Alternative 9: Zonal Collector-Distributor System

Idea Detail: Alternative 9 is a variation of Alternative 8 that looks at a collector-distributor roadway only at spot locations between specific interchanges.

Idea Author: Chris B

Number of Seconds 0

Number of Points 8

Number of Comments 1

Comment 1: Again, it isn't bad but misses some of the core issues. | By Zane P

Topic Name: Alternatives Under Consideration

Idea Title: No Build Alternative

Idea Detail: The No Build Alternative includes maintenance activities as needed and projects that are already committed.

Idea Author: Michael L

Number of Seconds 0

Number of Points 18

Number of Comments 0

Idea Title: Interchange Consolidation Alternative

Idea Detail: The Interchange Consolidations Alternative incorporates the Geometric Improvements Alternative and consolidates some closely spaced interchanges.

Idea Author: Michael L

Number of Seconds 0

Number of Points 15

Number of Comments 5

Comment 1: Not a good idea to close 18th Street ramps because the main postal processing plant is located there. They have large mail trucks coming and going there day and night. Another consideration is MoDot motorist assist is located right off 18th St. as well. | By Becky L

Comment 2: I can not support any option that shuts Benton Blvd. ramps.
This access is centrally located and can easily lead you N,S,E &W. | By Tracy G

Comment 3: Don't close 27th street access. The Greenwood school site is 2 blocks from the interchange and the property has commercial viability to serve the neighborhood and beyond. The value of that property will drop precipitously if the interchange is closed and the likelihood that any viable use will go in there goes down dramatically. | By robyne S

Comment 4: I'll pick "Neutral" since you won't give us a "Do Not Like It" option. I do not want

access to Benton Blvd closed. I also really don't want to spend a bunch of money working on the interstate when what I really want is a more walkable, transit friendly Kansas City. | By Katie G

Comment 5: US40/Manchester - I would say relocate Manchester over the ramps to a signal at US40, obliterate the old road as much as possible, and build driveways out to the new road.

Could you leave the eastbound exit ramp to Manchester in place? If not, what about an exit ramp to Stadium from eastbound I-70, like the entrance ramp you are proposing. Should Stadium be widened to three or four lanes?

Are geometric, signal, and surface improvements going to be done to existing streets to support these changes and ease driver transition to the new configuration for I-70? | By Dean F

Idea Title: Geometric Improvements Alternative

Idea Detail: The Geometric Improvements Alternative incorporates the No Build Alternative with improvements aimed at improving the engineering issues in the corridor, such as short ramp lengths, tight curves, and weave areas.

Idea Author: Michael L

Number of Seconds 0

Number of Points 13

Number of Comments 2

Comment 1: It's OK, but I don't want access to Benton Blvd closed. | By Katie G

Comment 2: I like the idea as long as it doesn't take out a ton of homes | By Kevin C

Topic Name (Instant Poll): What kinds of I-70 improvements are most important to you?

Idea Title: Reduce congestion

Number of Seconds 17

Idea Title: Safety

Number of Seconds 7

Idea Title: Maintenance/condition

Number of Seconds 3

Idea Title: Goods movement/freight

Number of Seconds 3

Idea Title: Access across I-70

Number of Seconds 2

Comments

Number of Comments 9

Comment 1: Long range planning should be focused on accommodating the intersts of the traveling public and the Manchester businesses without targeting the closure of the Mancehester access. The plan can include monitoring of accident counts and levels of service (which currently do not support closure) and building into long range plans design elements that include preserving the access. With the Manchester bridges soon due for replacement, include in the plans additonal traffic or merge lanes which may be needed to address defeciencies in design criteria or in any accident count or level of service issues should any be identified in further monitoring. Ramp signalization or even periodic, temporary ramp closures are reasonable alternatives to permanent ramp closures but only if data supports this action. These Manchester ramps are used by commercial traffic in other than rush hour periods. Protect this investment and accommodate all stakeholders. | By Fuzzy W

Comment 2: I would agree with the one individual about adding in a carpool lane like they have

in Chicago, or as you go into downtown St. Louis. Have it open during the busy hours 6-8 AM / 4-6 PM. I would also suggest that the new on ramp from I435 be expanded down past where it is now, because traffic is still congested. Also the off ramp from I435 heading east, needs to be expanded I know there is some construction still going on to I435, however the actual off ramp needs to be expanded. | By Dennis M

Comment 3: No more lanes on I-70 it only delays the inevitable congestion issues. Perhaps reconfigure lanes so that there is additional feet to merge on I-70 and reduce the decel lanes so that decel occurs on the off-ramp (and it will natrually occur on I-70 as people repare to exit. | By James H

Comment 4: As a business manager in the Blue Valley Industrial area, I have been very concerned about the discussion regarding the closures of interchanges. The Manchester interchange is critically important to many businesses in the Blue Valley. It is the primary access point for an area that received $300 million in federal government funds for flood control. With the benefit of this investment, many new businesses are moving into the area. Closing this access point would reverse this trend and damage the existing businesses in this area. | By Steve O

Comment 5: As a business manager in the Blue Valley Industrial area, I have been very concerned about the discussion regarding the closures of interchanges. The Manchester interchange is critically important to many businesses in the Blue Valley. It is the primary access point for an area that received $300 in federal government funds for flood control. With the benefit of this investment, many new businesses are moving into the area. Closing this access point would reverse this trend and damage the existing businesses in this area. | By Steve O

Comment 6: I want to make sure that local access to I-70 is maintained from the Manchester interchange. That access is vital to the businesses that are near that intersection. Diverting truck traffic to other entry points farther away is expensive and time consuming. | By Tim V

Comment 7: I would add a carpool lane (2+ people) and also a designated lane for semis and heavy trucks that can't see smaller cars | By Donald P

Comment 8: I would like to support other's ideas about widing up the shoulders it would def. help for if there's any incidents or anything like that it would help by clearing away as much problems there is with vehicles such as broken down vehicles, accidents etc, I think it would also help with the reducing congestion. the rush hour times is ridiculous cuz even if we leave before rush hour we always end up and bumper to bumper traffic no matter what. I agree also that semi's should have their own lane(s) this way cars aren't in as nearly as a risk with the drivers not being able to see the smaller drivers and should help makek their trip go by smoothly, of course last but not least take care of all pot holes | By Brenda J

Comment 9: I would suggest making designed lanes for heavy truck traffic only; also design lanes for express through city driving. | By Martha P

Topic Name (Instant Poll): What do you think about I-70 in Kansas City?

Idea Title: It's a key corridor for business and our regional economy

Number of Seconds 9

Idea Title: It carries a lot of traffic

Number of Seconds 7

Idea Title: It's a gateway to the city

Number of Seconds 4

Idea Title: It needs to be improved and beautified

Number of Seconds 4

Comments

Number of Comments 3

Comment 1: I prefer I-70 than any other road that run east to west with the city. It's quick at times. Unfortuantly when its game day or something huge is going on, even 6-8 AM/4-6 PM it's horrible traffic. I would like to see more lanes added, and wider ones as well. | By Dennis M

Comment 2: I avoid I-70. It's a death trap due to all the semis. A direct exit to 71 south would be nice. Getting off on Truman road is a pain. The lanes feel particularly narrow from downtown eastbound. Lots of lane changing on eastbound as well, which can be confusing and dangerous (signs do not fix this problem--they are already there and the problem still exists). Don't make a lane end with an exit. | By L H

Comment 3: I'd rather not take I-70 given the opportunity. It's curvy, there's nothing along it for miles and it backs up horribly all the time. I'd prefer the money be put to moving people out of their car. | By Kevin C

Topic Name: What modes of transportation should be supported along and near I-70?

Idea Title: High-Speed Rail

Idea Detail: High-speed rail between Kansas City and St. Louis could run alongside or in the median of I-70. Tracks could double as commuter rail.

Idea Author: Herbie M

Number of Seconds 8

Number of Comments 1

Comment 1: Parallel tracks the entire way from downtown KCMO to downtown St. Louis. | By Kevin C

Idea Title: Transit

Idea Detail: I think transit should be supported.

Idea Author: Nathan P

Number of Seconds 6

Number of Comments 6

Comment 1: I would like to see I-70 become a multi-modal corridor linking KC and StL. Hi-Speed rail would have a great economic benefit to the state, residents and visitors. | By Deb R

Comment 2: I like the idea of a multi-media road. A commuter rail line and 6 lanes of road. Let Amtrak go it's multi-city slow route and add a KC/Columbia/St. Louis non-stop route. | By Kevin C

Comment 3: What kind of transit are you talking about? Public transit? | By Leandra B

Comment 4: I'm assume some kind of commuter rail. | By Herbie M

Comment 5: Improve the passenger rail service between KC and STL. Investing completely in highway improvements seems very short sighted considering the uncertainty of gas prices and

supply. | By Bryan E

Comment 6: If MoDOT can fund highway improvements in the corridor, they should see state funding to also improve transit. Shifting some highway users to transit makes highways operate better for everyone else. | By David J

Idea Title: HOV Lanes (2+ occupants)

Idea Detail: HOV lanes would offer dedicated lanes to drivers who do their part to reduce the traffic load on the interstate by sharing their drive with others. Reduced traffic in HOV lanes would offer additional incentive to solo drivers to make the switch as well.

Idea Author: Bill F

Number of Seconds 5

Number of Comments 1

Comment 1: I prefer managing the capacity of the entire freeway to give priority access to HOV's and public transit. This could take several forms, including ramp metering with an HOV bypass lane, or actually charging SOV's to enter the freeway, at least during peak periods. The result would like shift some trips to non-freeway routes, and would encourage some commuters to double up or take transit. | By Ron M

Idea Title: Automobile

Idea Detail: I think automobiles should be supported.

Idea Author: Nathan P

Number of Seconds 4

Number of Comments 0

Idea Title: Move I-70 from the center of the city

Idea Detail: There's plans to move I-70 at Columbia, do the same at KC. Move it way north or way south of the city. This way through traffic doesn't head downtown. Current I-70 then becomes an extension of I-670

Then at St. Louis rename I-270 to I-70 and make that the mainline road. It lines up better

anyways.

Idea Author: Kevin C

Number of Seconds 2

Number of Comments 0

Idea Title: Overhead Monorail

Idea Detail: Limited access to a high speed monorail traveling one way only. 15 minutes from Grain Valley to Union Station. 15 minutes return to Grain Valley. Fast, clean, safe. I'd use it.

Idea Author: Michael C

Number of Seconds 1

Number of Comments 0

Idea Title: Bike

Idea Detail: I think bikes should be supported.

Idea Author: Nathan P

Number of Seconds 0

Number of Comments 2

Comment 1: With traffic speeds in the 55+ range, being on a bicycle would be too dangerous. There are plenty of other bicycle friendly roadways in the city, being on I-70 does not seem like a good idea at all. | By Nancy M

Comment 2: Bikes are illegal on the interstate. I'm not sure why this is an option. | By Kevin C

Idea Title: Pedestrian

Idea Detail: I think pedestrians should be supported.

Idea Author: Nathan P

Number of Seconds 0

Number of Comments 2

Comment 1: Improve pedestrian and bicycle access and safety across I-70. Right now it is a major barrier in many neighborhoods, disconnecting communities. | By Deb R

> Comment 2: I fully agree. The improved I-70 will be much easier / safer / more pleasant to cross. As is, it is just too big a barrier. Pedestrian safety at interchanges should be paramount. | By Ron M

Idea Title: Rapid Transportation System

Idea Detail: Need designated lanes for Rapid Public Transportation System (Metro or Bus Service) that connects kansas city to it's suburbs in it's 30 mile radius. Designated lane would allow it to bypass the traffic in peak hours and mass public transportation would eventually attract more people to ride on.

Idea Author: falgun S

Number of Seconds 0

Number of Comments 0

Topic Name: What is your biggest safety concern with I-70?

Idea Title: Too many access points

Idea Detail: Numerous access points with short deceleration/acceleration lanes create unsafe merging and weaving.

Idea Author: Jennifer B

Number of Seconds 7

Number of Comments 6

Comment 1: The downtown area is terrible for on and off ramps being too close together. Nobody pays attention to the 45 mph speed limit which makes it worse. Close some of the downtown street access ramps and have ramps at the main points of each direction (I-70 could have 3 - East, North & West sides). The downtown loop alone needs only 4 access points and would work out quite nicely.
There are lots of areas the Frontage Road concept would work nicely with minimal access to the Interstate. It's not a new concept to the KC Area, just not implemented enough. | By Nancy M

Comment 2: I would Agee. There are too much access point on I-70. You need to Cut back on the number of access point.
You need add or Change some of the Frontage road. The Frontage road Should be a One way Stree.
Upgrade the Interchange to allowed the Forntage road to access them. Make easy for Business to use them.
Add some Texas U turn. They make easy to get on the Other side of I-70. "Like fo you going on I-70 Wb. Then exit onto the Frontage roag. Go poost you Business. Take the texas u turn go on the outer side of I-70 then go to your business.
Sign. Need to be upgrade and Change or Add sone new Sign. | By Sean W

> Comment 3: I agree with adding the "Texas U-Turn"...I always call it the KYA (kiss your a**), but they are QUITE handy!! I agree with the frontage road on each side should be 1 way...and make businesses accessible from the frontage roads. Take a trip to Texas...you don't have to go deep into Texas, go to someplace like McKinney, Plano area, good examples right there!! | By Donna M

Comment 4: Have more "frontage roads" for local access to businesses. It will keep people off I70 for short trips. Texas uses "frontage roads" and i believe they are very effective!! | By

Donna M

Comment 5: If there were less ramps then there needs to be good signage provided by the state to sign how to get to I-70 within the community. The worst thing about being is an urban environment is seeing the interstate and not knowing how to access it. I don't see that I-70 and the number of ramps are being used for short trips. I don't disagree that some access points need to be either eliminated or have a collector system associated with them. | By Sherri M

Comment 6: I like this idea. Limit use of it for short trips. In the urban setting there should be limited access and keep local traffic on city streets.

the less ramps the less interest in using I-70 as a shortcut. | By Kevin C

Idea Title: Widen Shoulders

Idea Detail: Shoulders need to be increased in width, especially on overpasses. The reason is three-fold. 1) When construction occurs, there are what seems like mere inches between cars and dividers, increasing tension for drivers, 2) Not enough room for disabled vehicles to safely get off the right of way, and 3)Emergency vehicles do not have a way to get through congested traffic easily, increasing the chances of arriving too late to rescue a motorist in a life-threatening situation.

Idea Author: Bill F

Number of Seconds 2

Number of Comments 1

Comment 1: There need to be At least 9-10 Feet "Right Shoulders". & 4-6 Feet "Left Should" Feet. Add some Should to the Off & on ramps. | By Sean W

Idea Title: Add shoulders

Idea Detail: Add shoulders

Idea Author: L H

Number of Seconds 2

Number of Comments 0

Idea Title: That I have to drive

Idea Detail: My biggest concern is I don't have the option to not drive when heading that direction.

Modot isn't providing options.

I usually don't take I-70 because everyone has to drive on it just like me.

Idea Author: Kevin C

Number of Seconds 1

Number of Comments 1

Comment 1: There are at least 4 north-to-south, freeway-grade, access routes into the city. Coming into the city east-to-west, the only viable option is I-70. 470W-to-71N is possible, but not practical if you're heading to the KC government district from Blue Springs, for example. Truman Rd, 23rd St, and Hwy-24 are options, but not of a suitable freeway-grade. | By Wes D

Idea Title: Add shoulders downtown

Idea Detail: yeah, you don't have any.

Split some money off and actually do work on the downtown loop for once

Idea Author: Kevin C

Number of Seconds 1

Number of Comments 0

Idea Title: Narrow Shoulder width

Idea Detail: Shoulders need to be increased in width, especially on overpasses. The reason is three-fold. 1) When construction occurs, there are what seems like mere inches between cars and dividers, increasing tension for drivers, 2) Not enough room for disabled vehicles to safely get off the right of way, and 3)Emergency vehicles do not have a way to get through congested traffic easily, increasing the chances of arriving too late to rescue a motorist in a life-threatening situation.

Idea Author: Bill F

Number of Seconds 0

Number of Comments 0

Idea Title: wall median

Idea Detail: Wall Median is too Low, Too weak. The wall Median Sould be Atleast 6-8 Feet High, & Around 4 Feet Thick at the base. And on the top of the Wall is only 4-5 Inchs.
The ribe cage what I Call It by. The ribe cage is the rebar Core of the Wall. The Core is 2 Feet By 2 Feet.
Here is a List on What wall can do.
(1 Lower the Headlight from Other cars.
(2 You can't See Over the wall so you can't be Distracted.

I will Change it By the comment...

Idea Author: Sean W

Number of Seconds 0

Number of Comments 0

Topic Name: What is the most congested area along I-70?

Idea Title: Extend the additional lane from Blue Ridge Cutoff to the Sterling Exit

Idea Detail: Far too often I see congestion build up on the final merge before the lane ends just about a half mile prior to the Sterling Exit...only to see quite a few of the cars exit onto Sterling later. Extending this lane would relieve some of the stress of merging, or give an actual exit off the interstate if traffic is too congested to allow safe merging.

Idea Author: Bill F

Number of Seconds 7

Number of Comments 2

Address: 10313-10769 Interstate 70, Kansas City Missouri, 64133

Comment 1: Very good idea. One more thing would be to block people coming from I-435 to EB I-70 from merging right away. People come to a complete stop trying to merge into traffic right away when they have at least a mile of open road with which to merge. Put some of those plastic sticks up for a hundred feet or so and train them how to merge properly! | By Shawn B

Comment 2: I would improve nothing about this idea. The extention of the lane needs to happen. That area of I-70 EB has become a death trap. If you are not in the left or center lane coming around the corner you better be prepared to slam on the brakes. | By Daniel M

Idea Title: New Rush Hour Sterling Bottleneck

Idea Detail: I know that this area is not included in "I-70 between the Paseo Boulevard Interchange and the Blue Ridge Cutoff Interchange in Kansas City, Missouri" but was created by the work done on I70 by our Arrowhead and Kauffman Stadiums.
This is just east of there.
While traveling east on I70, the last right lane that ends just east of Blue Ridge Cutoff does so as the highway is going downhill and unsuspecting drivers have to slow down, stop, or even slam on their brakes to try to merge into traffic because they did not see that the lane ends.
If that same last lane could be extended up to the Sterling Avenue exit, which is uphill and can be seen by drivers from a distance, they would know to merge into traffic ahead of time, THAT might just get rid of this newly created bottleneck just before Sterling Avenue on I70 and prevent traffic accidents that go along with bottlenecks.
This would also help with traffic flow after baseball and football games at the stadiums.

Thank you.

Idea Author: Matt L

Number of Seconds 3

Number of Comments 0

Address: S Sterling Ave, Independence Missouri, 64054

Idea Title: Add more lanes

Idea Detail: The recent improvement project only served to move the problem areas to other parts of the highway. With the population continuing to increase towards the east "rush hour" has now extended to past Blue Springs and without additional lanes it is going to continue to get worse

Idea Author: Ron E

Number of Seconds 3

Number of Comments 0

Idea Title: Interchange Upgrade

Idea Detail: Turn this Interchange Into a Stack interchange Or A Turbine interchange Add some Fly over ramp. And sone new Ramp. Like going WB I-70 to SB Highway 71/ I-49.

Idea Author: Sean W

Number of Seconds 1

Number of Comments 0

Address: Victory Hwy, Kansas City Missouri,

Idea Title: Stop this project and focus on the downtown loop.

Idea Detail: The downtown loop is far more important to rebuild than I-70 east of downtown. I

wouldn't touch I-70 east of the Paseo and put the money into transit there. An elevated commuter train line to St. Louis would be a better use of the money

I would put the money into the downtown loop instead. Dig underground to widen and cap the existing segments on three sides to undo the horrible splitting of downtown done when the loop was built.

For non-highway people why the loop is more important, the following highways meet all in one place: MO 9, US 169, US 24, US 40, US 71, I-35, I-70, I-29, I-670.

In the entire loop with all those highways there isn't a single case where you pick one of those names and the road maintains the same number of lanes from entering to existing the loop.

Furthermore, the ramps in the loop are horrible. Look at Broadway St NB to I-70 EB. One has to take a very short loop ramp and then cross I-35 exit traffic at the same time. I'm not sure why this ramp isn't closed!

Even worse,
I-70 EB/I-35 NB on the north side and I-70 EB and US 71 SB both literally trade sides of the road.

Idea Author: Kevin C

Number of Seconds 0

Number of Comments 0

Idea Title: Congestion at 18th Street and the Benton Curve

Idea Detail: Congestion headed WB from 18th Street to Prospect to include the Benton curve.

Idea Author: Jennifer B

Number of Seconds 0

Number of Comments 0

Address: Victory Hwy, Kansas City Missouri, 64127

Idea Title: Improve the lane layouts for better flow of through-traffic

Idea Detail: There is a frequent need to move left three lanes when exiting the city eastbound from 35N-to-670E (two lanes become exit only). If these exit only lanes were added in, and traffic flowed through this section without the need for all cars to change lanes, (as was done with 35/71S into 70W to 35S on the north side of the downtown loop) traffic would flow more directly without a mass of people confused over their lanes disappearing. They could get in a lane and stay there all the way out to 435.

Idea Author: Wes D

Number of Seconds 0

Number of Comments 0

Address: Paseo Blvd, Kansas City Missouri, 64106

Idea Title: Improve 31st St to freeway-grade

Idea Detail: Implementing a freeway spoke from 70/40W to Hwy71 along 31st Street could move a significant amount of I-70 traffic bound for westport or the plaza onto a course that keeps them closer to that destination, instead of up through the I70/670 loop around to 35S, Broadway, and Southwest Trfwy.

It would also have the benefit of improving access to 71S from 70W, and provide a greatly-needed, consistent alternate route in events of lane closures between Van Brunt and downtown.

Idea Author: Wes D

Number of Seconds 0

Number of Comments 0

Address: 2118 E 31st St, Kansas City Missouri, 64109

Idea Title: I-70/Blue Ridge Cutoff

Idea Detail: Plastic lane barriers preventing people from I-435 merging into EB I-70 too soon. People come to a complete stop trying to merge into EB I-70 when they have almost a mile of open road with which to merge properly. Also post law enforcement for a while to prevent people from playing "lane cops" and blocking this right lane from use.
This would be cheap and could be implemented right away.

Idea Author: Shawn B

Number of Seconds 0

Number of Comments 0

Address: 8989-8999 Interstate 70, Kansas City Missouri,

Topic Name: Other Comments

Idea Title: Keep Manchester Interchange Open

Idea Detail: The Manchester and 70 interchange is a vital link between the interstate and the industrial corridor of the city. Hundreds of millions of dollars have been spent by businesses, city, state and federal governments for flood control and other development projects in the area. Because of at-grade rail crossings, the blue river, and neighborhood streets not designed for truck traffic, the Manchester interchange is the safest and most efficient ingress and egress for commercial traffic. Keeping the interchange open is of utmost importance for future commercial and industrial development in the area.

Idea Author: Rick H

Number of Seconds 7

Number of Comments 4

Comment 1: I agree that the 40 highway alternative just doesn't work for our business which is also located south of I-70. To have all of the truck traffic coming in and out of our development driving down 40 and stopping at multiple stop lights takes way too much time and also seems to increase the probability of accidents. Let's design a plan that allows Manchester to stay open. | By Susan K

Comment 2: As an owner of a large industrial building near that intersection, I know that Manchester is a very important route for my customers to access our business. The 40 Highway alternative is not a good one because it is too far if you're on the south side of I-70. Van Brunt would be closer, but the intersection of Stadium and Van Brunt is an awful mess. Manchester works well for us. Please leave it alone. | By Tim V

Comment 3: I have selfish reasons for wanting to keep Manchester open: I like that it serves as a "back door" to the sports complex. When traffic is backed up on I-70 pregame, I like to exit early at Manchester and usually find much shorter queues to enter the parking lot. Perhaps the ramps could be closed at strategic times (regularly scheduled daily) to prevent turbulence from entering/exiting traffic? | By David S

Comment 4: there's also long term plans to bring a bike network through the area, which would need access | By Kevin C

Idea Title: Keep Benton Blvd and southern access open to the NE community.

Idea Detail: The Benton access to I-70 is a major southern gateway into the Historic Northeast community. Truman, Prospect, 18th St and Brooklyn are also important entryways from the freeway. Closing would have a great impact to local business and tourists visiting the Kansas City Museum and two well known BBQ restaurants just for starts. I do not see the benefit in isolating this area. The only southern entrance left would be the Paseo on the far west. I am in total opposition to these closures.

Idea Author: Rebecca K

Number of Seconds 4

Number of Comments 1

Comment 1: I agree. It would force people to go farther out of their way, which causes even more traffic. There are many people in this area that this would impact in a negative way. We need access to the urban core, not cutting off access. That would be totally counter productive for the city and it's residents. | By Tracy G

Idea Title: Closing 4 exits at Benton Curve?

Idea Detail: I feel the Interchange Consolidation Alternatives are the best way to go, however, I do have a concern with some of the changes on the West Route. If I read the map correctly, you plan to close Benton Blvd, Truman Rd, 18th St, and 27th St access and open up a 23rd St access? If this is true, I don't think it's a great idea because you would have all the traffic that needs to exit on those streets flooding the Prospect Ave and 23rd St exits, which are the only exits that show available in the proposed map for the Benton Curve area. You are pretty much consolidating 4 exits worth of traffic into 2 exits, which I feel would create more congestion.

Idea Author: Justin R

Number of Seconds 2

Number of Comments 5

Comment 1: I think you need to keep the 18th street exit open coming from the East (towards downtown) and the Benton Blvd exit open coming west out of downtown. Those exits do not cause any congestion on I-70 and are quick and easy to get off of. I live by the museum off Benton and am not comfortable getting off the highway on Prospect nor would I want my family to have to do so when they come to visit from Independence or Kansas. | By Becky R

Comment 2: When US 71 was described, it was observed by state officials that they realized

that I-70's placement and design severely damaged the Northeast economy. Now they want to finish it off? I think I'll look for the bills mentioned by Brandon C9 | By Everett P

Comment 3: Dear Tom,
No build? Really? You do realize that most of I-70 through this area is over 40 years old, don't you? What value do you think we the people will be getting for our dollar if we contiue to place million dollar bandaids on a road that needs to be completely rebuilt? Look at the new bills to rebuild I-70 completely that are in the House and Senate. | By Brandon C

Comment 4: no build/maintenance only | By Tom R

Comment 5: Please do not close any of the Benton area accesses | By Laura R

Idea Title: Metered entrance ramps on I 70

Idea Detail: Consider metering the entrance ramps on eastbound 1-70 (the ones at Blue Ridge Blvd and Noland Rd. Those seem to cause substantial slowing during rush hour. Also, lengthen the acceleration lanes at both locations as there seems to be additional space to do so without significant expense. Great job on the new acceleration lanes at Blue Ridge Cutoff!

Idea Author: Morrie C

Number of Seconds 2

Number of Comments 1

Comment 1: The bottleneck problem at east bound I70 and Blue Ridge Blvd at rush hour is because MODOT widened the lanes at the stadiums (Blue Ridge Cutoff) but narrowed it down again just before the Sterling and Blue Ridge Blvd exits. If they were to extend the right lane all the way to the Sterling exit and maybe Blue Ridge Blvd exit also, instead of having it end under the bridge just before Sterling, the traffic would flow more smoothly.
Right now it is hard to see where the right lane ends, if it was extended to the next exit (uphill) it could be seen in advnace and drivers could plan accordingly instead of getting surprised at the bridge where the lane currently ends.
Right now that is exactly where the bottleneck starts (Sterling).
They took the original bottleneck that used to be at the stadiums and just passed it down one more exit east to Sterling.
Again, EXTEND THE EAST RIGHT LANE ALL THE WAY TO STERLING AND/OR BLUE RIDGE BLVD EXITS, that would help alleviate the existing bottleneck | By Matt L

Idea Title: Hodge podge design!

Idea Detail: Why wouldn't you use the collector-Distributor concept on the west end, instead of the cul-de-sacs? Leave the Manchester ramps for the stadium and truck traffic. Change the 435 ramps to right hand exits. Go ahead and add the extra lanes on 435 and I-70 through the interchanges. And only eliminate the ramp connections as stated in the geometric option. This would take the best of each design and slam them together. It leaves most of the ramps open(happy communities), eliminates other ramps in bad locations(happy MoDOT), and provides for greater through times on the highway(happy commuters)! This doesn't hash out all the design problems, but it seems like a good start, and a good compromise.

Idea Author: Brandon C

Number of Seconds 2

Number of Comments 0

Idea Title: Get rid of Stadium bottleneck

Idea Detail: The bottleneck problem at east bound I70 and Blue Ridge Blvd at rush hour is because MODOT widened the lanes at the stadiums (Blue Ridge Cutoff) but narrowed it down again just before the Sterling and Blue Ridge Blvd exits. If they were to extend the right lane all the way to the Sterling exit and maybe Blue Ridge Blvd exit also, instead of having it end under the bridge just before Sterling, the traffic would flow more smoothly.
Right now it is hard to see where the right lane ends, if it was extended to the next exit (uphill) it could be seen in advnace and drivers could plan accordingly instead of getting surprised at the bridge where the lane currently ends.
Right now that is exactly where the bottleneck starts (Sterling).
They took the original bottleneck that used to be at the stadiums and just passed it down one more exit east to Sterling.
Again, EXTEND THE EAST RIGHT LANE ALL THE WAY TO STERLING AND/OR BLUE RIDGE BLVD EXITS, that would help alleviate the existing bottleneck

Idea Author: Matt L

Number of Seconds 1

Number of Comments 0

Idea Title: US40/Stadium Loop

Idea Detail: If you are going to close the Manchester interchange, I do think it will be necessary

to make improvements to the loop that is generally formed by US40 and Stadium Dr. Closing the exit appears to make Manchester less accessible to I-70. That access should be made up in some other way so these businesses in this area may continue to prosper, better if possible.

Just like the ramp you are proposing from Stadium to I-70 East, look at the same thing from I-70 East to Stadium and from Stadium to I-435 North. Look at the intersections between US40, Stadium, and the other roads and ramps in the area and see what improvements need to be made so truck traffic can get in and out safely with a minimum of hassle. And take another look at the I-435/Raytown interchange and the I-435/23rd interchange with its connection to Manchester.
Should US40 be a divided roadway with 12 foot lanes, left turn lanes, wide shoulders and a 45 to 50mph speed limit from I-435 going to the west to I-70?

Idea Author: Dean F

Number of Seconds 1

Number of Comments 2

Comment 1: that's all outside the scope, some of which the city needs to look at., not modot.

but yet, in general all these changes need to also have a neighborhood-wide checkout | By Kevin C

> Comment 2: Better yet if the city and MoDOT looked at some things together. One jurisdiction may be able to do something with the same effect and with less expense than the other jurisdiction, or both may be able to do parts of the work that together make and excellent whole. | By Dean F

Idea Title: Auxiliary lanes vs human nature

Idea Detail: The addition of auxiliary lanes may not be the best alternative because of the mindset of some drivers, those being the ones that would use the auxiliary lanes for their personal ambition to beat all the other drivers. For illustration, consider situations where signs are posted in construction areas to say a lane will be closed in 5 miles, 3 miles, etc. There are always a lot of drivers that don't move out of that lane until the very end and have to crowd. The drivers that move out of that lane well before the end are the losers. Manners don't always count for much on I70. In our age of aggressive drivers, the addition of auxiliary lanes will only escalate the frustration.

Idea Author: Patrick T

Number of Seconds 1

Number of Comments 0

Idea Title: Get started!

Idea Detail: The time has long, long since come that I-70 has needed to be expanded, improved and made safer and better. That MoDOT is studying this still/again is shameful.

I-70 is patently unsafe. Anyone who drives it regularly can tell you as much. It is especially dangerous, too, not just in Kansas City and St. Louis but particularly around the Columbia, MO area where it has become an artery of the city. I've seen far too many car accidents there as I've driven through.

Our state legislators and Senators Blunt and McCaskill, everyone, need to make this a priority. Besides being dangerous and long, long overdue and a hamper to conducting more business in the state, this could also mean jobs for Missourians and people in the region. That this hasn't gone forward and still isn't is just shameful.

Idea Author: Kevin E

Number of Seconds 0

Number of Comments 1

Comment 1: there are to many ways to determin the amount of traffic that depend on the on and off ramps. for instance if you remove the benton on ramp to down town than moterest will than go to the prospect on ramp causing more conjestion at that ramp and if they are tring to go to westport or the plaza they have to atempt to cross more lanes with less distance to do so making it more pron for more acidents than it alredy pron to. because of the north south I-35 split because as you should already know that people are in way to much of a hurry to go all the way around downtown to get whrer they could have been by getting over the three or four lanes of trafic when every one act's like they don't think that you should get in front of them or are in to much of a hurry to let you in the lane that you are tring to get in to. car counters that count cars to determin witch ramps are most nessasary and than deturmin if there is another solution to the mix!!!!!!!!!!!!!!!!!!!!!!!!!!!!!!!!!!!!!! | By Brian C

Idea Title: Combination of alternatives

Idea Detail: I like the west half of the Geometric Improvements and the east half of Interchange

Consolidation. I'm not a resident of the neighborhoods near the Jackson or Benton curves, but it seems like access to the prominent east-west arterials, 27th and Truman, is hindered by the closing of ramps to/from those streets. MoDOT should listen carefully to those residents to determine which ramps are hardest to live without. My personal concern is that through traffic can navigate from downtown to the sports complex at a safe, reasonable speed without experiencing undue congestion. Both build alternatives appear to help improve flow as the curves are flattened.

Idea Author: David S

Number of Seconds 0

Number of Comments 3

Comment 1: I am a resident of N.E. and use Benton as my WB I-70 access, that's my horse in this race. If going East, I use U.S.24 to I-435. (I work near Downtown; Close Benton, I Use U.S. 24 -- Is that where MoDOT wants more traffic?) I'm sure such would impact the thoughts regarding street cars on Independence Ave. and/or Truman Road. | By Everett P

Comment 2: Listening to the public is fine, but be careful! Anybody remember the Bruce Watkins? The courts made MoDOT listen to the public, and the public was wrong. Now, several years later, the public has seen their error, but MoDOT doesn't have the money to fix it. Maybe the public needs to be better informed before they yell to much. Just a thought! | By Brandon C

Comment 3: Yes, listen to residents and businesses who would be affected by closing Benton. Please come to our Chamber of Commerce meeting and our Neighborhood meetings to hear first hand from our residents. | By Tom R

Topic Name: Reasonable Alternatives

Idea Title: Alternative 5: Geometric Improvements

Idea Detail: Alternative 5 applies strategies that are aimed at fixing the engineering problems in the corridor, such as short ramp lengths, low bridges, tight curves, and weave areas. These improvements are carried throughout the other build alternatives.

Idea Author: Nathan P

Number of Seconds 3

Number of Comments 0

Idea Title: Alternative 9: Zonal Collector-Distributor System

Idea Detail: Alternative 9 is a variation of Alternative 8 that looks at a collector-distributor roadway only at spot locations between specific interchanges.

Idea Author: Nathan P

Number of Seconds 1

Number of Comments 0

Idea Title: Alt 12: Rebuild Truman Rd Interchange & Consolidate Interchanges

Idea Detail: Alternative 12 applies strategies aimed at improving the spacing of interchanges (similar to Alternative 6) and creates a new full access Truman Road Interchange.

Idea Author: Nathan P

Number of Seconds 1

Number of Comments 3

Comment 1: Do not consolidate Manchester Trafficway and Hwy 40 | By Ron B

Comment 2: I would be apposed to the closing of the Manchester Trafficway access to I-70. This would leave Van Brunt as the primary access which is dangerous for commercial

vehicles. This would increase the number of accidents trying to get onto I-70. | By kevin M

Comment 3: I would improve this idea by NOT considering removing Benton Blvd. crossing over I-70. This is an important and frequently used thoroughfare for Northeast residents. This bridge AND the Prospect bridge both have a lot of traffic during busy times, and diverting all of that traffic through Prospect alone would cause significant congestion. I am not sure how the on-ramp at Benton is used, but I know the bridge itself is important and I would hate to see it go. In fact, the Benton bridge needs a lot of improvement, but I am opposed to avoiding the improvements by eliminating the bridge entirely. | By Tim H

Idea Title: Alternative 1: No-Build

Idea Detail: Alternative 1 includes maintenance activities as needed and projects that are already committed.

Idea Author: Nathan P

Number of Seconds 0

Number of Comments 0

Topic Name: Other Comments

Idea Title: Be a Good Neighbor

Idea Detail: I70 was cut through inner-city neighborhoods in the 60s, now the roadway is in good shape, but the frontages, right-of-way, etc. are a source of urban blight. While other overpasses are well-maintained, 27th and 23rd streets are patch on top of patches with the foundations of long-removed signals still inplace at 23rd. The lights under the Cleveland overpass have been inoperative for years. The original fencing that faces our neighborhoods is in a terrible state of disrepair. MODoT crews pickup litter on suburban stretches but until the recent All-Star game never touch the section through the East side. This needs to be addressed

Idea Author: Charles C

Number of Seconds 2

Number of Comments 0

Idea Title: I-70 Under Cross Streets

Idea Detail: Lower I-70 and/or raise cross streets so I-70 passes under as many streets as possible, if not all. This is an advantage to trucks entering the freeway since it is easier to gain speed going downhill. A freeway below existing grade will be more out of sight and require less in the way of sound walls, which can make a neighborhood more appealing. This option would likely require more utility work and a significant investment in improved storm drainage outside the project footprint. It is also a significant amount of soil to dispose of.

Idea Author: Dean F

Number of Seconds 1

Number of Comments 0

Idea Title: Trucks in right lane only

Idea Detail: Require trucks to travel only in the right lane on I70 during posted times would free up 2 lanes for cars.

Idea Author: paul H

Number of Seconds 1

Number of Comments 3

Comment 1: If we limit trucks to one lane in certain hours, all the more the need for the roadway to be flst or almost flat, so the truck can maintain a consistent speed. While the idea to limit trucks to one lane may have merit, I agree with another comment that the lane is not the right lane. The right lane then would only be used by trucks in entrance and exit maneuvers. | By Dean F

Comment 2: The issue is that trucks are a big contributor to the traffic jams during rush hour. They take up 5-6 car lengths and drive much slower, leaving empty space both in front and behind. Ideally, we would restrict trucks on I70 during posted times. But since this is not something easily enforced, I support restricting trucks to the right lane, recognizing that this restriction may make it more difficult for cars to enter I70 from Lees Summit or Nolan Road. | By paul H

Comment 3: Please DO NOT put trucks in the right lane only. It takes them longer to accelerate and decelerate. They would be in the same lane as the majority of exits and entrances to the Interstate. This would greatly increase the probability of accidents occuring. In a perfect world everyone would completely pay attention to their driving and be aware of all exits, speed limits, etc., but we do not because we are human and it is easy to get distracted. On a daily basis people cut others off to catch exits they almost missed. Semi-trucks cannot stop on a dime. Sadly, accidents between big rigs and cars can be devastating. Some cities actually have signs posted for through traffic (trucks included) to go into the far left lane. This way they do not have to interact as much with local traffic. Until Kansas City widens the I-70 corridor it would be horrible with the short entrance ramps to have truck traffic restricted to the right lane only. I would have to wonder about the intellect of any engine | By Tammalyn Brothers T

Idea Title: Limit RampsTrucks Can Access

Idea Detail: Do we need to give trucks access to each and every entrance and exit on I-70, especially with the two almost right angle curves that I-70 has? If we restrict trucks from some ramps and redirect them to other enhanced ramps, we may be able to greatly improve truck performance on I-70 and maybe save some money overall by only having to build some of the ramps to handle cars. This will require some good signing on KC streets.

Idea Author: Dean F

Number of Seconds 0

Number of Comments 0

Topic Name: NEIGHBORHOOD: What impact would you like I-70 improvements to have on your neighborhood?

Idea Title: Soundwalls

Idea Detail: The Soundwall or noise barrier.
benefits
Normally, the benefits of noise reduction far outweigh aesthetic impacts for residents protected from unwanted sound. These benefits include lessened sleep disturbance, improved ability to enjoy outdoor life, reduced speech interference, stress reduction, reduced risk of hearing impairment, and reduction in blood pressure (improved cardiovascular health).

Disadvantages of noise barriers include:
Aesthetic impacts for motorists and neighbors, particularly if scenic vistas are blocked.
Costs of design, construction, and maintenance.
Necessity to design custom drainage that the barrier may interrupt.

Idea Author: Sean W

Number of Seconds 1

Number of Comments 2

Comment 1: I saw some cool SEE THROUGH noise barriers in Ohio. Are those available in Mo? | By Bob R

Comment 2: Sound walls can play a part in making I-70 less intrusive to nearby communities, but let's first take steps to reduce the noise itself. Reducing grades, reducing speeds, and using pavement that produces less tire noise are parts of such a strategy, as well as landscaping to absorb sound. | By Ron M

Idea Title: Be a Good Neighbor

Idea Detail: The improved I-70 should be a good neighbor, rather than an intrusive bully.

Idea Author: Ron M

Number of Seconds 0

Number of Comments 0

Topic Name: How has truck traffic impacted your drive along I-70?

Idea Title: No trucks on I-70 inside the KC loop

Idea Detail: Make them all go around via I-435. It's already 6 lanes in nearly every section of the road.

Idea Author: Kevin C

Number of Seconds 0

Number of Comments 2

Comment 1: Perhaps restricting the load size &/or 'thru' trucks to the downtown loop would be more probable. There are lots of ways thru the KC area which would be better for 'long-haul' trucks that are passing thru and could prevent them from having to slow down or even stop in traffic (which in turn saves the trucking industry thousands) if the trucks know where to reroute from on the outskirts (like I-435). Maybe even restrict these types of trucks from certain areas at peak traffic times. I know some types of hauls can't come thru during the day (hazardous materials) and can only travel at night when less traffic is around. Useing that as a baseline could help traffic flow thru the KC area, even as far out as 291 on the East and 435 on the West. | By Nancy M

Comment 2: This idea makes it impossible (excessively difficult at best) for trucks to make deliveries to businesses downtown/mid-town/westport/plaza, access downtown underground, or to deliver equipment to shows at the Sprint Center.

Signs suggesting routes around the city might be of benefit, but the southern part of the 435 loop has immense congestion both directions in afternoons and evening rush hour already. | By Wes D

Idea Title: Designated truck lane

Idea Detail: They don't merge on and off the highway at the speeds that cars do. They cause drivers to get frustrated and mad which causes them to drive crazy. If they were in there own lane then there wouldn't be an issue with them not seeing cars, or them driving slower than the normal flow of traffic. I think all semis, heavy liscenced trucks and busses should be in this lane

Idea Author: Donald P

Number of Seconds 0

Number of Comments 1

Comment 1: An isolated, no-exit, by-pass through lane might be extremely useful for trucks and other travelers that are not utilizing exits on their way through downtown. It would reduce the number of vehicles that are interacting with drivers entering and exiting the freeways. An example area to consider might include Van Brunt to state line. | By Wes D

Idea Title: Truck Restricted Lanes

Idea Detail: Trucks restricted from left lane (3). They can us the inside Lane (2), Outside Lane (1).
Left Lane are for Possage car only.
As for the Bus, Lage van they can't use the Left Lane.
Unless they Have exit off the Highway then is Ok to use.

Idea Author: Sean W

Number of Seconds 0

Number of Comments 0

Idea Title: No trucks in left lane.

Idea Detail: I feel as though the no trucks in the left lane law has really improved my commute. I am now able to pass trucks more safely than before where I was passing on the right instead of on the left.

Idea Author: Daniel M

Number of Seconds 0

Number of Comments 0

Topic Name: COMMUTE: What impact would you like I-70 improvements to have on your commute?

Idea Title: Improvements would make my commute worse

Idea Detail: This project is not going to help stop congestion for a commute into downtown.

The biggest choke point is at the downtown loop. I-70 goes from three lanes each way to 1 lane each way with excessive lane changing that crosses through traffic.

Fix this first. You can't have even more people streaming into downtown on new lanes and suddenly stop them with increased congestion downtown.

Idea Author: Kevin C

Number of Seconds 0

Number of Comments 0

Topic Name: TRUCK TRAFFIC: What impact would you like I-70 improvements to have on truck traffic?

Idea Title: Reduce Grades for Reduced Noise

Idea Detail: I'd like to see less truck traffic on I-70, but we all know it's still going to be there. At the very least we need to reduce grades (e.g. near 27th Street) so trucks don't make so much noise.

Idea Author: Ron M

Number of Seconds 0

Number of Comments 0

Topic Name: DEVELOPMENT: What impact would you like I-70 improvements to have on development in the study area?

Idea Title: Urban Core Redevelopment / Restoration

Idea Detail: I'd like improvement of I-70 to help stimulate redevelopment / restoration of the Urban Core, especially west of Van Brunt Boulevard. Consruction of this freeway in the 1960's took a terrible toll on neighborhoods, and I-70 is still much more a liability for those neighborhoods than an asset.

Idea Author: Ron M

Number of Seconds 0

Number of Comments 2

Comment 1: I-70 can not redevelop downtown. Expressways are the reason downtown died to begin with since they gave people a way to live further out. | By Kevin C

> Comment 2: I agree, I-70 contributed to the decline of Downtown. So what can we hope for in reconstruction of I-70 to make it less of a decentralizing influence, less of a negative factor for the adjacent communities? Slowing traffic on I-70 would likely help as it would make living out in the exurbs less attractive. (I know that wouldn't be popular with the exurbanites who want to get out of town as quickly as possible.) Slowing traffic would also reduce noise levels, since a lot of freeway noise is tire noise, and that decreases with speed. I don't have all the answers. I'm just hoping to stimulate some creative thinking. | By Ron M

Topic Name: SAFETY: What impact would you like I-70 improvements to have on safety in the study area?

Idea Title: Pedestrian crossings

Idea Detail: If the options are more lanes or building pedestrian crossings do the latter.

Idea Author: Kevin C

Number of Seconds 0

Number of Comments 0

Idea Title: emergency call boxes

Idea Detail: Put in Call box for Safety
Call boxes also exist at regular intervals (1/2-1 Mile) along the sides highways Where drivers or passengers can use them to contact a control centre in case of an accident or other emergency. Such call boxes are often marked by a blue strobe light which flashes briefly every few seconds. Boxes in remote areas often now have solar cells to power them.
Rather than a telephone, these devices simply have four buttons to push: blue for accident or other emergency (send police/fire/medical), green for major service (mechanical breakdown, send a tow truck), black for minor service (out-of-gas or flat tire), and yellow for cancel. Many cellular callboxes in California now include a "Telecommunications device for the deaf" TTY interface for hearing impaired users.
Safety
solar-powered so no wiring need in a remote location. Thus, they can function during a power outage.

Idea Author: Sean W

Number of Seconds 0

Number of Comments 0

Idea Title: Lower Traffic Speeds

Idea Detail: I'd like improvement of I-70 to encourage lower traffic speeds. With lower speeds we'd get a number of positive results: lower noise levels, more efficient vehicle operation, probably less-severe crashes, less incentive for people to move farther away from the Center City.

Idea Author: Ron M

Number of Seconds 0

Number of Comments 0

Appendix D.7 Community Advisory Group Meeting Notes

Missouri Department of Transportation
Kansas City District
600 Northeast Colbern Road
Lee's Summit, Missouri 64086

Meeting Notes

Date: Wednesday, January 18, 2012

Time: 9:30 a.m.

Location: Mid-America Regional Council, 600 Broadway, Suite 200, Kansas City, Missouri

Purpose: Community Advisory Group (CAG) Meeting No. 1

Participants

CAG Members Present
3rd Council District (KCMO), Augusta Wilbon
3rd Council District (KCMO), Virginia Williams
City of Independence, Donna Coatsworth
City of Raytown, Andy Noll
Jackson County, Scott George
MARC, Mell Henderson
MARC, Ron Achelpohl (alternate)
Greater Kansas City Chamber, Nora Lockton
Kansas City Industrial Council, Ron Schikevitz
OOIDA, Kip Hough

CAG Members Absent
City of Kansas City, Linda Clark
City of Kansas City, Steve Ornduff
JC Sports Complex Authority, Jim Rowland

MoDOT Staff
Dan Niec, District Engineer
Matt Killion, Area Engineer
Allan Zafft, Transportation Planning Specialist
Jennifer Benefield, Customer Relations Manager
Lee Ann Kell, District Planning Manager

Consultant Team
Chris Nazar, CDM Smith
Triveece Harvey, Vireo

Agenda Items

1. **Welcome and Introductions:** Matt Killion (MoDOT Area Engineer) opened the meeting, advising Community Advisory Group (CAG) members that he would be the facilitator for the CAG for the I-70 Second Tier Environmental Impact Statement (EIS) from the Paseo Boulevard interchange to the Blue Ridge Cutoff interchange. Then Dan Niec (MoDOT, District Engineer) provided a brief overview of the study. Niec noted the following:

   - Large investment in the region.
   - MoDOT is looking for big projects across the state for funding.
   - Engagement for the I-70 Second Tier EIS should address needs and develop solutions.

   Niec extended his thanks to CAG members for agreeing to be part of the planning process.

   Killion asked the CAG members to introduce themselves and share their thoughts about I-70. The group responded as follows:

   - I-70 carries lots of traffic, directly impacts growth vitality.

- Want to see improvement in maintenance and beautification.
- Gateway to Metro and Kansas City—Plan better access, function.
- Impacts adjacent neighborhoods.
- Want to see maintenance and improvements, e.g. beautification like Blue Ridge Cutoff area.
- Has statewide significance, important corridor for business.
- Important to regional economy—Freight, commuting corridor.
- Major arterial—Provides economic value and first impressions of Kansas City.
- Must be accessible and functional.

Killion provide the group with an overview of why I-70 between the Paso and Blue Ridge Cutoff interchanges was being studied. He noted that the freeway:

- Was more than 50 years old and had deteriorating pavement and bridges.
- Had outlasted its original design life of 20 years and was experiencing traffic delays and congestion.
- Had merging and weaving issues at the interchanges.
- Was a barrier to non-motorized travelers.

2. **Project Review and Background:** Allan Zafft (MoDOT, Transportation Planning Specialist) explained that the project development process for the I-70 Second Tier EIS involved four steps:

- Step 1: Planning
- Step 2: Environmental (we are here)
- Step 3: Design
- Step 4: Construction
  (remaining steps are contingent upon available funding)

Zafft described the history of the study, noting that the I-70 Major Investment Study (2000-2004) and the I-70 First Tier EIS (2008-2011) were complete. He said that the First Tier Study involved 18 miles of I-70 generally from the Kansas-Missouri Stateline to I-470 and included the Downtown Loop. Zafft said that the purpose and need for the study involved:

- Improving safety
- Reducing congestion
- Restoring and maintain infrastructure
- Improving accessibility
- Improving goods movement

Zafft said that the planning process for the I-70 First Tier EIS involved addressing broad strategies and issues. He said that an initial 15 strategies were screened or evaluated before four reasonable first tier improvement strategies were determined. He said that the reasonable strategies were as follows:

- **No-Build:** Includes maintenance activities and projects already committed for construction in MoDOT's five-year Statewide Transportation Improvement Program. It also maintains the existing bus service currently provided by the Kansas City Area Transportation Authority (KCATA)

- **Improve Key Bottlenecks:** Focuses on improving the key locations along I-70 where slowdowns occur, where traffic congestion is highest, and where there are safety concerns. It also includes several more improvements than the No-Build Strategy, such as collector distributor roads, auxiliary lanes, bus-on shoulders, and park and ride facilities
- **Add General Lanes:** Adds a lane in each direction for use by all vehicles (cars and trucks) to improve the traffic flow through the corridor. It also includes many of the key concepts of the No-Build and Improve Key Bottleneck Strategies
- **Transportation Improvement Corridor:** Includes a new Transportation Improvement Corridor located along the three general purpose lanes in each direction from the Downtown loop to East of Lee's Summit Road. It also includes many of the key concepts of the No-Build and Improve Key Bottlenecks Strategies. Note: This corridor could be used for transportation features such as HOV (high occupancy vehicles) lane, and HOT (high occupancy toll) lane, reversible lane, or bus only lane.

Zafft said that the reasonable strategies were further evaluated and a preferred strategy was identified: Improve Key Bottlenecks (Downtown Loop through I-435) and Improve Key Bottlenecks or Add General Lanes (East of I-435 to I-470). He said that five SIUs (Sections of Independent Utility) were also identified but MoDOT was moving forward with the two located between the Paseo and Blue Ridge Cutoff interchanges because this stretch of I-70 is currently experience deteriorating pavement and bridges, traffic delays and congestion, and merging and weaving issues at interchanges. He said that the area would be studied in more detail through the current I-70 Second Tier EIS process.

A CAG member asked if the Improve Key Bottlenecks Strategy would be used as a base for the area from Downtown through I-435 and Zafft said yes. Zafft continued to explain that the Second Tier EIS refines the needs identified in the First Tier Study. It determines more specific definitions of the improvements and includes a more detailed environmental analysis. Zafft said that the Second Tier EIS is not a "redo" of the First Tier study.

Zafft outlined the schedule for the Second Tier EIS, noting the following:

- December 2011 - Initiation
- March 2012 - Purpose and Need
- June 2012 - Initial Alternatives
- November 2012 - Reasonable Alternatives
- August 2013 - Draft EIS
- September 2013 - Public Hearing
- March 2014 - Final EIS
- May 2014 - Record of Decision

After Zafft's outline, a CAG member asked if funding could be available for local improvements. Zafft responded in the affirmative but said that the projects must have logical termini. Another CAG member commented that available right-of-way at the Benton Boulevard and Jackson Avenue curves would impact the improvements. A third CAG member asked if a traffic analysis would be completed during the Second Tier EIS to evaluate local traffic impacts. Zafft answered that such a study would be completed, but its target area would extend beyond the I-70 Second Tier EIS study area.

3. **Public Involvement and Agency Coordination Plan:** Zafft outlined the public participation and agency coordination process for the study. He advised that the current plan was still a

draft that MoDOT was reviewing. He said that it would be updated as needed throughout the study process.

4. **Roles and Responsibilities:** Killion described the roles of MoDOT staff and CAG members during the study, noting that CAG members would:

    - Provide input through the study process.
    - Communicate with your agency/organization.
    - Commit to attend CAG meetings.
    - Adhere to CAG operating agreement.

5. **Proposed Operating Agreement for Community Advisory Group:** Killion noted that a copy of the CAG operating agreement was included with the CAG members' binders. He then provided a brief overview of the agreement. He said that the agreement was open for discussion and feedback but that final action would be taken during the next meeting.

    A CAG member asked which companies were included with the study's consultant team and Killion responded CDM Smith with assistance from Vireo (formerly Patti Banks Associates). Killion noted that CAG member Ron Schikevitz (Burns and McDonnell) represented the Kansas City Industrial Council and that he was not serving on the CAG as a Burns and McDonnell consultant.

    Another CAG member asked if other organizations, such as the Northeast Chamber of Commerce and KCATA would be CAG members. Zafft answered that KCATA had been invited to be formal participating agency for the project.

6. **Next Steps:** Killion described the range of future meetings anticipated for the project, noting:

    - Mid-March 2012 (CAG Meeting No. 2)
        - Accept Operating Agreement for CAG
        - Purpose and Need
    - April 2012 (Listening Post No. 1)
        - Study Overview and Purpose and Need
    - Early May 2012(CAG Meeting No. 3)
        - Initial Alternatives and Screening Criteria
    - Early June 2012 (CAG Meeting No. 4)
    - Early August 2012 (CAG Meeting No. 5)

    After his presentation, Killion asked the CAG members to comment on the best days to meet and they agreed that the same time each month would likely work with their schedules if key time periods, such as Spring Break, were taken into consideration. Mell Henderson said that the Mid-America Regional Council (MARC) would provide meeting space at its offices.

    A CAG member asked if MoDOT could provide an electronic version of the meeting's slideshow to CAG members, so they could share the presentation materials with their respective groups and Killion answered that the material would be made available to them.

    A second CAG member asked when the first I-70 Second Tier EIS newsletter would be available and how community members could sign up for it. Zafft answered that the first newsletter would describe initial alternatives and would be available during the summer of 2012. Henderson added that MARC could feature the project in its newsletter and encourage sign-up.

7. **Adjourn:** Killion adjourned the meeting.

Missouri Department of Transportation
Kansas City District
600 Northeast Colbern Road
Lee's Summit, Missouri 64086

Meeting Notes

Date: Friday, March 23, 2012

Time: 9:30 a.m.

Location: Mid-America Regional Council, 600 Broadway, Suite 200, Kansas City, Missouri

Purpose: Community Advisory Group (CAG) Meeting No. 2

Participants

CAG Members Present
City of Independence, Donna Coatsworth
City of Kansas City, Linda Clark
City of Kansas City, Steve Ornduff
City of Raytown, Andy Noll
Jackson County, Scott George
JC Sports Complex Authority, Jim Rowland
Kansas City Industrial Council, Ron Schikevitz
MARC, Mell Henderson
OOIDA, Carl Boley

CAG Members Absent
3rd Council District (KCMO), Augusta Wilbon
3rd Council District (KCMO), Virginia Williams
Downtown Council of KC, Cliff Greenlief
Greater Kansas City Chamber, Nora Lockton
Hispanic Chamber of Commerce

MoDOT Staff
Matt Killion, Area Engineer
Allan Zafft, Transportation Planning Specialist
Jennifer Benefield, Customer Relations Manager
A.J. Byrd, Community Liaison

Consultant Team
Chris Nazar, CDM Smith
Triveece Harvey, Vireo

Agenda Items

1. **Welcome and Introductions:** Matt Killion (MoDOT Area Engineer) opened the meeting and provided an overview of the agenda. Killion said that MoDOT was currently seeking representatives from both the Hispanic and Northeast Chambers of Commerce to join the CAG.

2. **Approve the January 18, 2012 Meeting Notes:** Killion reviewed the summary of the January 18 CAG meeting, noting that much of the discussion centered on cleaning up I-70. He asked for comments and advised that there were a variety of ways to approve the meeting notes, including Robert's Rules of Order (RRO). The CAG opted for RRO and approved the notes from the January 18 meeting.

3. **Draft Operating Agreement for Community Advisory Group:** Killion described the roles of MoDOT staff and CAG members during the study, noting that CAG members would:

- Provide input through the study process.
- Communicate with their agencies/organizations.
- Commit to attend CAG meetings.
- Adhere to CAG operating agreement.

Killion encouraged all CAG members to be engaged at the meetings and said that the CAG meetings should be more conversations among CAG members, instead of MoDOT presentations. It is intended that MoDOT provides guidance to the CAG and final decision-making for the study. CAG members indicated that they had no questions or comments about the operating agreement and approved it via RRO.

4. **Purpose and Need:** Killion provided the group with three maps of I-70 that divided it into three sections: from The Paseo interchange to 23rd Street, from 23rd Street to U.S. 40, and from Manchester Viaduct/Bridge to Blue Ridge Cutoff interchange. He directed the group to use the maps to discuss I-70 problems and issues from The Paseo to Blue Ridge Cutoff. After the CAG discussed the highway sections, Killion provided CAG members with five sticky dots each and asked the group to use their dots to indicate the top highway-related issues for the three sections. The results of the discussion and dot exercise included:

- **The Paseo interchange to 23rd Street**
    - Signals on The Paseo aren't synced with the ramp terminals (Zero Dots)
    - Need storage at The Paseo for eastbound and northbound traffic (Zero Dots)
    - Need signage about lane drops – Easier for folks unfamiliar with the area and for better circulation (Zero Dots)
    - Interchange spacing and weaving for the section is inadequate **(Two Dots)**
    - Ramp lengths are too short – Merge/diverge issues **(Four Dots)**
    - Lane restrictions on and off The Paseo (Zero Dots)
    - Narrow lanes and shoulders **(Three Dots)**
    - Aesthetics – Rusty fences, guardrails and litter, etc **(Two Dots)**
    - Cross access for neighborhoods – Bike/pedestrian lacking **(One Dot)**
    - Benton Boulevard curve – Sharp **(Three Dots)**
    - Neighborhoods does not like the bridge to "nowhere" (Truman Road) (Zero Dots)
    - Are there issues at the railroad, such as vertical clearance (Zero Dots)
    - Neighbors hear the train (Zero Dots)
    - Ramps short at 18th Street **(One Dot)**

- **23rd Street to U.S. 40**
    - Short merges when getting onto I-70 **(Six Dots)**
    - Jackson Avenue curve – Eastbound geometric issues (Zero Dots)
    - Aesthetic issues – Landscaping (Zero Dots)
    - Less crossing opportunities for pedestrians, e.g. Cleveland Avenue **(One Dot)**
    - Available pedestrian bridges are inaccessible and in poor condition (Zero Dots)
    - Signal issues at Van Brunt Boulevard and U.S. 40 (Zero Dots)
    - Veterans Administration (VA) Hospital signing on I-70 is confusing (Zero Dots)
    - Billboards are run down **(One Dot)**
    - Trucks in the right lane make it difficult for merging traffic **(Two Dots)**

- **Manchester Viaduct/Bridge to Blue Ridge Cutoff interchange**

- Better location for signing, such as Blue Ridge Cutoff (Zero Dots)
- Tight loops at I-435 and lane balance **(Five Dots)**
- Left exits at I-435/I-70 **(Four Dots)**
- Merging and weaving issues for the section (Zero Dots)
- Enhancements versus open fields **(Two Dots)**
- Blue Ridge Cutoff – Safety issue for pedestrians (Zero Dots)
- Trail connection along the Blue River (Zero Dots)
- Do not mess up the view shed approaching downtown **(Three Dots)**

A general comment was made by a CAG member about the lack of planning on greenways in Kansas City in comparison other communities.

Copies of MoDOT's draft Purpose and Need Technical Memorandum were provided. Then Allan Zafft (MoDOT Transportation Planning Specialist) outlined the study's five Purpose and Need goals, which included:

- Improve safety
- Reduce congestion
- Restore and maintain existing infrastructure
- Improve accessibility
- Improve goods movement

CAG members commented as follows:

- Does MoDOT have data that shows where the disabling crashes are occurring?
  - Yes, MoDOT and/or the consultants will provide it. (Action Item)
- Are the rear-end accidents associated with capacity or short weave issues?
  - Congestion backing up from the merge points and other issues, e.g. cell phone use, is the cause.
- How do crash rates in the study area compare to those found in other urbanized sections?
  - The Consultant Team compared corridor rates to similar urbanized areas across Missouri. The corridor features many locations with higher than average crash rates.
- Thought freight traffic would be higher due to regional/national on-line shopping trends.
- If you live in the neighborhoods, you use the cross streets, not I-70.

Zafft mentioned that the CAG's input will be included in the draft Purpose and Need Technical Memorandum and the development of initial alternatives.

5. **Public Involvement Activities:** Killion explained that upcoming public involvement activities would focus on introducing the study to the community and gathering input. He noted that engagement tools would include:

   - MindMixer on-line town hall meeting through May 10, 2012 (Register at www.metroi70.com) and a simultaneous MoDOT web meeting at www.modot.org/kansascity/metroi70.

   - Listening Post (public meeting) on April 17, 2012 from 4-7 p.m. at the Gregg/Klice Community Center (1600 John "Buck" O'Neil Way).

- Community Connections Team, consisting of specialists in customer relations, environmental analysis, and engineering who were available to meet or give presentations to neighborhoods, business groups, and other organizations/associations in the study area upon request.
- Kiosks positioned at community gathering places, such as libraries, community centers, and more, that include relevant project materials, e.g. newsletters.
- Mobile meetings where MoDOT brings is Voice Van and project materials to community events.

Killion mentioned that MoDOT will pass out postcards with information about the Listening Post and www.metroi70.com at this week's Missouri Mavericks hockey game.

Zafft then introduced Nathan Preheim (MindMixer via Webinar) who provided a live demonstration of the MindMixer tool currently available at www.metroi70. com. After Preheim's presentation, CAG members commented as follows:

- Why do visitors have to create a MindMixer account instead of commenting anonymously?
    - Further, research shows that participants give more appropriate comments when they can be properly identified. Registering also provides data about participants, e.g. age, gender, etc. It is similar to wearing a name badge at a traditional public meeting.

6. **Improve Key Bottlenecks Strategy:** Zafft said that because available meeting for the day was running out, the Improve Key Bottlenecks Strategy would be discussed at the next meeting.

7. **Community Advisory Group Name:** Killion said that because available meeting time for the day was running out, the CAG name would be discussed at the next meeting.

8. **Next Steps:** Killion said that CAG meetings 3 through 7 were expected in 2012. He also said that potential meeting dates and times could be the first Tuesday, Thursday, or Friday of the month or the second Monday or Thursday of the month, depending on CAG member preference and availability. CAG members present indicated a preference for the first Thursday of each month.

   Initial alternatives and screening criteria will be discussed at the next CAG meeting in May.

9. **Other Comments:** Killion asked the CAG members if they had other questions or comments about the study and the group responded:

   - What is the peak hour proportion of trucks in the area?
       - 3-4%.
   - What's the status of the Purpose and Need statement with regard to Federal Highway Administration (FHWA)?
       - FHWA is reviewing it concurrently with MoDOT and other agencies.
   - Who are the participating agencies?
       - City of Kansas City, Kansas City Area Transportation Authority (KCATA), MARC, Jackson County, and other state and federal agencies.
   - <u>Ask the community what I-70 could do to improve land use and economic development.</u>

- Include as a MindMixer discussion topic. (Action Item)

10. **Adjourn:** Killion adjourned the meeting.

Missouri Department of Transportation
Kansas City District
600 Northeast Colbern Road
Lee's Summit, Missouri 64086

Meeting Notes

Date: Thursday, May 3, 2012

Time: 10:00 a.m.

Location: Mid-America Regional Council, 600 Broadway, Suite 200, Kansas City, Missouri

Purpose: Community Advisory Group (CAG) Meeting No. 3

Participants

CAG Members Present
3rd Council District (KCMO), Augusta Wilbon
City of Independence, Donna Coatsworth
City of Kansas City, Steve Ornduff
City of Raytown, Andy Noll
JC Sports Complex Authority, Jim Rowland
Jackson County, Scott George
OOIDA, Kip Hough
Hispanic Chamber of Commerce, Carlos Gomez
Downtown Council of KC, Cliff Greenlief

CAG Members Absent
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Chris Nazar, CDM Smith
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Agenda Items

1. **Welcome and Introductions:** Matt Killion (MoDOT Area Engineer) opened the meeting and provided an overview of the agenda for the day's I-70 Second Tier Environmental Impact Statement Community Advisory Group (CAG) meeting. He explained that the meeting would focus on initial improvement alternatives for the corridor. He said that MoDOT provided CAG members with binders to keep project materials such as the contact list, meeting notes, agendas, presentations, and intial alternatives.

2. **Approve the March 23, 2012 Meeting Notes:** Killion summarized the March 23 CAG meeting, noting that much of the discussion centered on the I-70 problems and issues in three highway segments. The CAG then approved the notes from the March 23 meeting.

3. **Community Advisory Group Name:** Killion asked if the group wanted to discuss potential names for the CAG, noting that some CAGs have had unique names. He said that he had

received one name suggestion to date: Citizens for I-70. The CAG decided not to rename the group.

4. **Improve Key Bottlenecks Strategy:** Allan Zafft (MoDOT Transportation Planning Specialist) provided an overview of the Improve Key Bottlenecks Strategy. He said that the strategy was developed during the I-70 First Tier Environmental Impact Statement (FTEIS) and it focused on improving the key locations along I-70 where slow-downs occurred, traffic congestion was highest, and safety was a concern. He said that the strategy did not include adding new lanes throughout the corridor. He also said that adding lanes would require MoDOT to re-open the I-70 FTEIS and would delay the existing Second Tier study. He said that the Second Tier study would not involved adding lanes. He then described the roadway, interchange, transit, and other aspects of the strategy. He said that the MoDOT was investigating interchange consolidations and that the consolidations would be a significant message for the general public. CAG comments included:

    - Are the current I-435 improvements the first phase of a larger project? Yes.
    - What is the proposed shoulder width for the bus on shoulder option? Minimum 10 and preferably 12 feet.
    - Are commuter bridges the same as pedestrian bridges? Yes.

5. **Initial Alternatives:** Chris Nazar (CDM Smith Transportation Planner) described the initial alternatives for the corridor. He said that they were built upon improvements noted in the Improve Key Bottlenecks Strategy and included some variations, such as bus on shoulder, interchange consolidations, and full build-out of the I-435 Interchange. Killion added that the group should comment on the alternatives and consider the following questions:

    - What would make any of the alternatives better?
    - What should be changed about any of the alternatives?
    - What do you like most about any of the alternatives shared today?
    - What alternatives are missing?

    Nazar provided an overview of each of the 12 alternatives and the CAG commented as follows:

    - **Alternative 1 – No-Build:**
        - Manchester Bridge could be a design-build project.
            - Have requirements for the project already been determined? No.
            - What if people want more connections under the bridge? The new bridge will be four lanes. The Second Tier study will not preclude it.
    - **Alternative 2A and 2B – Transportation System Management:**
        - Why where the ramp meters in the downtown loop closed?
        - Supportive of ramp metering as an interim step to ramp closure.
        - What evidence do we have to support recommending High Occupancy Vehicle (HOV) lanes?
        - HOV lanes are not an incentive for carpooling – Kansas City has a culture of single-occupancy vehicle operation.
        - HOV lanes in Texas operate as separate lanes (additional through lanes).
        - Alternative 2 doesn't solve anything – It mitigates existing issues and problems.
        - In the end, everything will come down to available funding and timing.

- Not fans of variable speed limits – People don't necessarily think as a group. They think individually.

- **Alternative 3 – Transportation Demand Management:**
  - No comments.

- **Alternative 4A – Other Modes (Transit, Bicycle, Pedestrian):**
  - What is current transit ridership and has it increased with gas prices?
  - How many buses would we need to mitigate I-70's issues? 50-60 buses in peak periods to have any affect at all.
  - Even though there is a cost for buses, they are still important – Good for the environment.
  - The Kansas City Area Transportation Authority (KCATA) is already hurting for money – What funding is available for transit?
  - Provide people with transportation alternatives until we get light rail.
  - Park-and-Rides cost less but partnering with KCATA is critical.
  - Isn't transit out of MoDOT's control? MoDOT provides some funding to transit and is coordinating recommendations for I-70 with the Jackson County Commuter Corridor Alternatives Analysis.

- **Alternative 4B – Other Modes (Transit, Bicycle, Pedestrian):**
  - Better choice.
  - Easier to find support for a large one-time expense vs. a continued expense.
  - Good that it's not solely reliant on bus transit.
  - It will still be a long time before a major impact can be felt.

- **Alternative 5 – Geometric Improvements:**
  - Stadium Drive and Raytown Road – Address the truck traffic issues.
  - Eliminates left exit options – Nobody likes these.
  - Provides better I-435 access.
  - How about auxiliary lanes between 18th Street and 23rd Street?
  - Benefits of this alternative include getting on/off the ramps more easily and improving ramp lengths.

- **Alternative 6 – Interchange Consolidation:**
  - Does consolidation mean "complete closure"? Yes, e.g. close Brooklyn Avenue and leave Prospect Avenue open.
  - Oppose consolidating U.S. 40 and Manchester Trafficway because the industrial community depends on it.
    - Other interchanges are close together. Why is the U.S. 40 and Manchester Trafficway area still on the radar?
    - Need to talk with constituents about closures/consolidations, such as U.S. 40 and Manchester Trafficway as well as 18th Street and 23rd Street, etc.
    - City of Kansas City is investing in the 22nd/23rd Street Connector project.
    - Manchester Trafficway is so close to I-435, so it always comes up – New bridge should address issues.
    - For political reasons Manchester Trafficway will never close – Provides access to the stadium and more. It shouldn't come up anymore.
  - 18th Street and Vine Street – Concerned with access to Vine Street.

- Truck restrictions cause the postal service to use one interchange.

- **Alternative 7 – One Interchange Per Zone:**
  - Is one-mile interchange spacing common in industrial communities like ours?
  - I-70 has too many obstacles to overcome to support one interchange per zone.
  - Concept may be right, but it isn't politically feasible due to neighborhood impacts.
  - Selectively close entries/exists.

- **Alternative 8 – Collector – Distributor System:**
  - Addresses the issues of getting on/off of I-70.
  - Would this alternative cost the same as widening I-70?
  - Limits access.

- **Alternative 9 – Zonal Collector-Distributor System:**
  - Needs to be well signed so people won't miss exits.
  - Provides more access.
  - Does this alternative require more right-of-way? Yes, for the collector-distributor road located adjacent to the mainline.
  - Is this alternative similar to U.S. 169 and I-435? Yes.
  - Do you have ramp Level of Service (LOS) figures? Yes.
  - Can the Second Tier study improve the LOS with this improvement alternative? Yes.

- **Alternative 10 – Reversible Lanes Using Existing Lanes:**
  - Lots of bridge improvements are needed – Expensive solution.
  - Improving everything else – Might as well just build extra lanes.
  - Makes the biggest impact on congestion issues.
  - Have seen this approach in other cities, e.g. Omaha, Dodge City, and St. Louis.
  - Need to deal with the short ramps.

- **Alternative 11 – Improve Frontage Roads/Arterials and Parallel Roads:**
  - Doesn't solve the traffic volume issues between the Little Blue River and outlying areas.
  - Could support this alternative if it helps with incident management issues.
  - Might not be good for commuters.
  - Combine this alternative with the interchange consolidation alternative.
  - Might restrict pedestrian access.
  - Concerned about further neighborhood isolation.

- **Alternative 12 – Interchange Consolidation and Rebuild Truman Road:**
  - Combine with Benton Boulevard improvements.
  - Residents may prefer the Truman Road exit.
  - Prefer entries/exists at major roadways.
  - Concerned with closing the existing Manchester Trafficway exit.

- **Alternative 13 – CAG Suggestion:**
  - Provide continuity among all of the elements because I-70 is a gateway to the city – Aesthetics are important.
  - Ensure all improvements have a similar look.
  - Your opinion of the city is based upon what you see while driving.

6. **Initial Alternatives Evaluation:** Zafft said that the initial alternatives would be evaluated based on the Purpose and Need, human and environmental resources, and engineering issues. He said that the evaluation criteria would be similar to that used to evaluate other transportation improvement projects. He then asked the CAG to suggest additional criterion and they commented that political acceptability and public involvement should be included among the factors.
7. **Public Involvement Activities:** Killion explained that upcoming public involvement activities included the April 17 Listening Post (public meeting). Community Connections Team presentations for Blue Valley, Washington Wheatley, and Westside Neighborhoods and mobile meetings at the Bluford Branch of the Kansas City Public Library and Happy Foods Grocery would happen thereafter. He said that kiosks would be positioned at the Bluford Library and at the Gregg/Klice Community Center. Each kiosk would contain project information, such as the newsletter and wristbands, and advertise the MindMixer town hall meeting. Killion added that over 60 people were registered for the town hall to date.
8. **Next Steps:** Killion mentioned that the next CAG meeting would be June 7, 2012 at 9:30 a.m. which will be about the initial alternatives evaluation. The remaining meetings for 2012 are scheduled for August 2, October 4, and December 6 of 2012. The next Listening Post is planned for July 2012 and it relates to the initial alternatives.
9. **Adjourn.**

Missouri Department of Transportation
Kansas City District
600 Northeast Colbern Road
Lee's Summit, Missouri 64086

Meeting Notes

Date: Thursday, May 3, 2012

Time: 10:00 a.m.

Location: Mid-America Regional Council, 600 Broadway, Suite 200, Kansas City, Missouri

Purpose: Community Advisory Group (CAG) Meeting No. 3

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- **Alternative 9 – Zonal Collector-Distributor System:**
  - Needs to be well signed so people won't miss exits.
  - Provides more access.
  - Does this alternative require more right-of-way? Yes, for the collector-distributor road located adjacent to the mainline.
  - Is this alternative similar to U.S. 169 and I-435? Yes.
  - Do you have ramp Level of Service (LOS) figures? Yes.
  - Can the Second Tier study improve the LOS with this improvement alternative? Yes.

- **Alternative 10 – Reversible Lanes Using Existing Lanes:**
  - Lots of bridge improvements are needed – Expensive solution.
  - Improving everything else – Might as well just build extra lanes.
  - Makes the biggest impact on congestion issues.
  - Have seen this approach in other cities, e.g. Omaha, Dodge City, and St. Louis.
  - Need to deal with the short ramps.

- **Alternative 11 – Improve Frontage Roads/Arterials and Parallel Roads:**
  - Doesn't solve the traffic volume issues between the Little Blue River and outlying areas.
  - Could support this alternative if it helps with incident management issues.
  - Might not be good for commuters.
  - Combine this alternative with the interchange consolidation alternative.
  - Might restrict pedestrian access.
  - Concerned about further neighborhood isolation.

- **Alternative 12 – Interchange Consolidation and Rebuild Truman Road:**
  - Combine with Benton Boulevard improvements.
  - Residents may prefer the Truman Road exit.
  - Prefer entries/exits at major roadways.
  - Concerned with closing the existing Manchester Trafficway exit.

- **Alternative 13 – CAG Suggestion:**
  - Provide continuity among all of the elements because I-70 is a gateway to the city – Aesthetics are important.
  - Ensure all improvements have a similar look.
  - Your opinion of the city is based upon what you see while driving.

6. **Initial Alternatives Evaluation:** Zafft said that the initial alternatives would be evaluated based on the Purpose and Need, human and environmental resources, and engineering issues. He said that the evaluation criteria would be similar to that used to evaluate other transportation improvement projects. He then asked the CAG to suggest additional criterion and they commented that political acceptability and public involvement should be included among the factors.
7. **Public Involvement Activities:** Killion explained that upcoming public involvement activities included the April 17 Listening Post (public meeting). Community Connections Team presentations for Blue Valley, Washington Wheatley, and Westside Neighborhoods and mobile meetings at the Bluford Branch of the Kansas City Public Library and Happy Foods Grocery would happen thereafter. He said that kiosks would be positioned at the Bluford Library and at the Gregg/Klice Community Center. Each kiosk would contain project information, such as the newsletter and wristbands, and advertise the MindMixer town hall meeting. Killion added that over 60 people were registered for the town hall to date.
8. **Next Steps:** Killion mentioned that the next CAG meeting would be June 7, 2012 at 9:30 a.m. which will be about the initial alternatives evaluation. The remaining meetings for 2012 are scheduled for August 2, October 4, and December 6 of 2012. The next Listening Post is planned for July 2012 and it relates to the initial alternatives.
9. **Adjourn.**

Missouri Department of Transportation
Kansas City District
600 Northeast Colbern Road
Lee's Summit, Missouri 64086

Meeting Notes

Date: Thursday, June 7, 2012

Time: 9:30 a.m.

Location: Mid-America Regional Council, 600 Broadway, Suite 200, Kansas City, Missouri

Purpose: Community Advisory Group (CAG) Meeting No. 4

Participants

CAG Members Present
City of Kansas City, Linda Clark
City of Kansas City and Kansas City Industrial Council, John Patrick (alternate)
City of Raytown, Andy Noll
OOIDA, Kip Hough
Downtown Council of KC, Cliff Greenlief
MARC, Ron Achelpohl (alternate)

CAG Members Absent
3rd Council District (KCMO), Augusta Wilbon
3rd Council District (KCMO), Virginia Williams
City of Independence, Donna Coatsworth
Jackson County, Scott George
JC Sports Complex Authority, Jim Rowland
Greater Kansas City Chamber, Nora Lockton
Hispanic Chamber of Commerce, Carlos Gomez

MoDOT Staff
Matt Killion, Area Engineer
Allan Zafft, Transportation Planning Specialist
A.J. Byrd, Community Liaison/Civil Rights

Consultant Team
Chris Nazar, CDM Smith
Triveece Harvey, Vireo

Agenda Items

1. **Welcome and Introductions:** Matt Killion (MoDOT Area Engineer) opened the meeting and provided an overview of the agenda for the day's I-70 Second Tier Environmental Impact Statement Community Advisory Group (CAG) meeting. He explained that the meeting would focus on a review of the initial improvement alternatives for the corridor and the evaluation of them.

2. **Approve the May 3, 2012 Meeting Notes:** Killion summarized the May 3 CAG meeting and asked for additional comments but received none. The CAG then approved the notes from the May 3 meeting.

3. **Initial Alternatives Review:** Allan Zafft (MoDOT Transportation Planning Specialist) provided an overview of the 12 initial alternatives and explained the comments received during the previous CAG meeting. He asked for additional comments as he outlined each alternative and the CAG responded as follows:

- **Alternative 1 – No-Build**
    - No comments.
- **Alternative 2 – Transportation System Management (TSM)**
    - Are variable speed limits being considered? Yes.
    - Do we know if I-70 is good for ramp metering – May not have the platoon numbers?
    - Ramp metering is better east of I-470, although it may be politically difficult.
- **Alternative 3 – Transportation Demand Management (TDM)**
    - Use Alternative 2 and 3 with whichever infrastructure is built – Inexpensive.
    - Aggressively promote subsidized bus passes like the University of Missouri-Kansas City (UMKC) program where student identification cards work as bus passes.
    - Have you considered High Occupancy Toll (HOT) lanes? No.
    - Some portions of I-70 could be HOT lanes and require a fee payment only at certain times of the day.
    - Would HOT lanes be considered High Occupancy Vehicle (HOV) options?
- **Alternative 4 – Other Modes (transit, bicycle, pedestrian) includes 4a (bus) and 4b (rail) options**
    - No comments.
- **Alternative 5 – Geometric Improvements**
    - What's the issue with truck traffic? They have trouble getting under the Stadium Drive railroad bridge.
        - The bridge was recently improved to 14 feet high, but it needs to be three feet higher.
        - Would love to have four lanes but the railroad isn't interested in making any bridge improvements.
- **Alternative 6 – Interchange Consolidation**
    - Combining 18th and 23rd Streets is good for vehicles but not trucks, e.g. from Belfonte and U.S. Postal Service – Trucks will go through the neighborhood because the bridge clearance is too low (trucks get stuck).
    - Focus on one bridge and improve it.
- **Alternative 7 – One Interchange per Zone**
    - Potential to help or hurt economic development – Focus synergy on one location within the zone rather than spreading it out.
    - Adding collection/distributor roads, especially on the east side of I-70, would help neighborhood economic development.
    - Include amenities with redesigned interchanges.
- **Alternative 8 – Collector/Distributor System**
    - Would cost almost as much as widening I-70.
    - Would have to limit access.
    - Would have significant impacts on the urban community.
- **Alternative 9 – Zonal Collector/Distributor System**
    - No comments.
- **Alternative 10 – Reuse Existing Lane – Reversible Lane**
    - Very expensive alternative.

    - Will be difficult to get parallel grades – Won't happen.
    - Neighborhoods don't use the highway – Commuters use it.
- **Alternative 11 – Improve Frontage Roads and Parallel Roads**
    - Incorporate design improvements that make the roads friendly to pedestrians.
    - Some frontage roads that exist today, e.g. Askew, are unfriendly.
    - Like the incident management aspect of the alternative.
- **Alternative 12 – New Interchange at Truman Road**
    - Truman Road is a good idea compared to Prospect and Brooklyn Avenues.
    - 23rd Street is another good location – Interchange is already there and motorists can travel to Independence.
- **Overall**
    - Do any of the alternatives improve the connection to U.S. 71? No, because it would cause too much congestion and the impacts would be steep. The U.S. 71 connection was considered in the first tier study but not part of the selected strategy.

4. **Initial Alternatives Evaluation:** Chris Nazar (CDM Smith Transportation Planner) provided an overview of the initial alternatives evaluation. Nazar said that each alternative was evaluated against the study's Purpose and Need, human and environmental resources, and engineering issues. He then outlined the results of the initial evaluation based on the handouts provided at the meeting (re: initial evaluation matrix). The CAG comments as follows:

    - **Purpose and Need Criterion**
        - Ultimate goal is to use the criteria in the matrix to mix and match initial alternatives? Yes.
        - Crash analysis: Are you distinguishing between geometric improvements, fatality and injury, and disability? Yes.
        - Determine where fatalities are happening and fix those locations. A later phase of the Second Tier study will look deeper into accidents. Most are rear-end accidents.
        - Geometric issues are likely the curves and trucks.
        - Only the "build alternatives" address crashes – Some more than others.
        - Can synergies be teased out with TDM and TSM that would add to the attributes of the build alternatives, e.g. Alternative 4 + Alternative 2 + Alternative 10? Yes and the alternatives would then be tested with the traffic model.
        - What if you increased bus service on the arterials? MoDOT will apply the transit solution developed through the Jackson County Commuter Corridor Alternatives Analysis. No new transit solutions will be developed through the Second Tier study; only solutions that are currently under study will be applied.
        - Would like to have better transit service on U.S. 40.
    - **Human and Environmental Resources**
        - Probably have 60 decibels of noise now – From the neighborhood, you can hear the trains more than the cars.
    - **Engineering Issues**

    - Manchester Bridge Project: Will change the results of the evaluation matrix once this project is added to the Statewide Transportation Improvement Program (STIP).
    - Traffic impacts during construction – There significant differences between the alternatives. Likely, but the engineering data isn't available yet. This will be analyzed for the reasonable alternatives.
    - Can you add more data to the evaluation as it becomes available? Yes – Purpose and Need is a living document. Build Alternative 5 will cause traffic reroutes that could impact the neighborhood vs. the highway – Discuss this further as the alternatives are combined.
    - Include "constructability" with this study.
    - Reversible lanes are hard to accomplish and have on-going costs. On-going costs aren't included in the project cost estimates. Only capital costs are shown at this time.
    - Reversible lanes would make sense if the road profiles/alignments are similar for both eastbound and westbound.
- **The following were comments regarding which alternatives MoDOT should potentially carry forward for detailed study.**
    - Don't like the collector/distribution systems – Prefer incremental approach.
    - One interchange per zone isn't politically feasible – Could do some consolidation.
    - How many reasonable alternatives will be included in the study? Three plus the No-Build Alternative.
    - One interchange per mile would be a good contrasting alternative that adheres to the current standards and allows opportunity for consolidation.
    - Won't ever get the one-mile spacing.
    - No-Build Alternatives can't stand alone.
    - Alternative 5 is a favorite.
    - Like Alternatives 9.
    - Truman Road is intriguing – Consolidate Alternatives 6 and 12 or remove Alternative 12.

5. **Public Involvement Activities:** Killion provided an update of the public involvement activities connected to the study, describing Community Connections Team (CCT), mobile meeting, and MindMixer results. He said that a project kiosk had been placed at the Bluford Public Library for the duration of the study. The kiosk contained study materials, such as the current newsletter and wristbands. Killion asked the group to suggest locations for a second kiosk and the CAG responded as follows:

    - Independence Square
    - Independence City Hall
    - Independence Events Center

    Killion said that the next round of public involvement would focus on the initial alternatives, and there would be meetings with government officials, a listening post, CCT presentations and mobile meetings. The CAG responded that a CCT presentation should be given to the

Renaissance Neighborhood Association and to the Mid-America Regional Council's Total Transportation Policy Committee.

6. **Next Steps:** Killion said that the next steps in the study process included the development of reasonable alternatives, identification of a potential preferred alternative, draft and final versions of the Environmental Impact Statement, and a Record of Decision. He said the study would conclude in the spring of 2014.

   Killion mentioned that the future CAG meetings are scheduled for August 2, October 4, and December 6 of 2012.

7. **Adjourn.**

Missouri Department of Transportation
Kansas City District
600 Northeast Colbern Road
Lee's Summit, Missouri 64086

Meeting Notes

Date: Thursday, September 6, 2012

Time: 1:00 p.m.

Location: Mid-America Regional Council, 600 Broadway, Suite 200, Kansas City, Missouri

Purpose: Community Advisory Group (CAG) Meeting No. 5

Participants

CAG Members Present
City of Kansas City, Linda Clark
City of Kansas City, Steve Ornduff
City of Raytown, Andy Noll
OOIDA, Kip Hough
MARC, Ron Achelpohl (alternate)
Jackson County, Scott George
City of Independence, Donna Coatsworth
Kansas City Industrial Council, Ron Schikevitz

CAG Members Absent
3rd Council District (KCMO), Augusta Wilbon
3rd Council District (KCMO), Virginia Williams
JC Sports Complex Authority, Jim Rowland
Downtown Council of KC, Cliff Greenlief
Greater Kansas City Chamber, Nora Lockton
Hispanic Chamber of Commerce, Carlos Gomez

MoDOT Staff
Matt Killion, Area Engineer
Allan Zafft, Transportation Planning Specialist
Jennifer Benefield, Customer Relations Manager
A.J. Byrd, Community Liaison/Civil Rights

Consultant Team
Randy Rowson, CDM Smith
Triveece Harvey, Vireo

Other
Reda Carr

Agenda Items

1. **Welcome and Introductions:** Matt Killion (MoDOT Area Engineer) opened the meeting and provided an overview of the agenda for the day's I-70 Second Tier Environmental Impact Statement (EIS) Community Advisory Group (CAG) meeting. He explained that the meeting would focus on the following:
    - Update of the Manchester Bridge Replacement
    - Round 2 public involvement activities
    - Recommendation of the initial alternatives evaluation
    - EIS documentation

2. **Project Update of the Manchester Bridge Replacement:** Susan Barry (MoDOT Project Director) said that the Manchester Bridge would be replaced, design would start during July of 2013, and construction would be completed by October of 2016. Barry said that the finished

project would be a three-lane bridge with an auxiliary lane in each direction. She said that environmental work for the project would be coordinated with the I-70 Second Tier EIS. She also said that MoDOT would use a design-based process that combines both bid and design to develop the project. Barry added that replacement of the U.S. 40 Bridge over the Blue River was critical because erosion issues are exposing the footings and thereby impacting bridge stability. She said that the bridge structure would no longer be usable and would be available at no cost to interested parties. CAG members responded as follows:

- U.S. 40 Bridge
    - Reuse of the entire bridge (or part of it) has great art potential.
        - Reda Carr made a suggestion about putting record holders' faces, e.g. Hank Aaron, over the highway as a hologram and tie it to the historic bridge.
        - Positive for tourism.
    - Could use bridge structure to increase Sports Complex revenue.

3. **Approve the June 7, 2012 Meeting Notes:** Killion summarized the June 7 CAG meeting and asked for additional comments but received none. The CAG then approved the notes from the June 7 meeting.

4. **CAG Members Report:** Killion asked the CAG what kinds of feedback they had collected from their representative groups. He said that stakeholders should not wait until the end of the study to comment. CAG members responded as follows:

- City of Kansas City, Linda Clark
    - Will provide contact name of her neighborhood association president.
    - Talked with Sherry McIntyre (City Public Works Director) and learned that McIntyre has a letter that outlines issues with the study, e.g. 18th Street closure, preference for 23rd Street gateway (aesthetics), and more.
    - Talked with Sly James (Mayor) and he is fine with the road closures that the study currently proposes.
- Owner-Operator Independent Drivers Association, Kip Hough
    - Group wants to know how recommended improvements will be funded.
- Jackson County, Scott George
    - Encouraging MindMixer participation.
- Mid-America Regional Council (MARC), Ron Achelpohl
    - Has been making presentations and anticipates more.
- City of Independence, Donna Coatsworth
    - Will be concerned about noise issues as the study moves farther east.
- Kansas City Industrial Council, Ron Schikevitz
    - Biggest concern is that the Industrial Council follows the process properly.
    - Will draft a formal letter with comments and submit it to MoDOT from the council as a whole.
- City of Kansas City, Steve Ornduff
    - Concerned about Manchester Bridge.

    - Will request formal letter with study comments from the Blue Valley Industrial Association.
- City of Raytown, Andy Noll
    - Providing weekly updates to stakeholders but have received zero comment thus far.

5. **Review of Public Involvement Round 2 (July 26 to August 17, 2012):** Killion summarized the summer's public involvement activities, noting that they focused on the initial alternatives and included one listening post (public meeting), two mobile meetings, three Community Connections Team meetings, seven elected officials briefings, MindMixer, door hanger posting throughout the study area, and a kiosk at the Bluford Branch of the Kansas City Public Library. Killion said that most of the feedback that was gathered from the general public was obtained via mobile meetings and MindMixer. However, zip codes in the study area have the lowest MindMixer participation. CAG members commented as follows to Killion's summary:

    - Google fiber sign-up isn't going well in the Third District and the deadline's this week – As of today threshold hasn't been met.
    - Issues with trucks – People don't like driving with them around the curves, in the neighborhoods, etc.

6. **Recommendation of the Initial Alternatives Evaluation:** Allan Zafft (MoDOT Transportation Planning Specialist and Project Manager) provided an overview of the 12 initial alternatives and explained that four alternatives would be carried forward as reasonable alternatives for more detailed study and analysis: Alternative 1 – No-Build, Alternative 5 – Geometric Improvements, Alternative 9 – Zonal Collector-Distributor System, and Alternative 12 – Interchange Consolidations and Rebuild Truman Road Interchange. Zafft said that the evaluation corresponded with the CAG's recommendation from the previous meeting. He said that elements of Alternatives 2-4 would be included with the recommendation. He also said that Alternatives 5-12 were popular on MindMixer and that some of their elements would also be incorporated into the recommendation. He said that detailed analysis of the recommended alternatives would include engineering analysis, environmental review, e.g. for noise and air quality, and more. CAG members commented as follows:

    - Alternative 12 – Interchange Consolidations and Rebuild Truman Road Interchange:
        - If you had Truman Road, would you need Brooklyn Avenue?
        - City of Kansas City does not want 18th Street closed.
        - Lots of public comments about not closing Manchester Trafficway.
    - Was the initial alternatives evaluation only quantitative? No – Both quantitative and qualitative.

7. **Education on EIS Documentation:** Randy Rowson (CDM Smith Transportation Planner and Consultant Team Member) provided an overview of the EIS documentation, outlining the Purpose and Need, importance of resource agency coordination, the document's eight chapters, and its reader-friendly format. The CAG commented as follows:

    - Has the Purpose and Need changed as the study has developed? No – There have been no substantive changes.

- Is there potential for hazardous waste near the Blue River? Possibly – Can't identify specific locations.
- Is the Jazz District considered an historic district within the study area? No – It's outside the study area.
- Is there any opportunity to use I-70 improvements to help the City's stormwater quality and quantity issues? Perhaps flowers and vegetation could be added? MoDOT is coordinating with the City.
    - Running water could be used to generate electricity.
    - Did you know that the floodplain boundaries have been revised? Yes – Have applied the changes to the study.

8. **Next Steps:** Killion said that the next steps in the study process included review and evaluation of the four reasonable alternatives, identification of a potential preferred alternative, draft and final versions of the EIS, and a Record of Decision (ROD). He said the study would conclude in the spring of 2014 and that the public would continue to be engaged through MindMixer and physical meetings, e.g. public hearing. CAG members commented:

    - Will the preferred alternative appear in the draft EIS? Yes.
    - Will the preferred alternative impact the Manchester Bridge, e.g. via auxiliary lanes? The bridge replacement project should be compatible any of the study's alternatives.
    - Will today's slideshow and exhibits be provided to CAG members in electronic form, so they can use them for presentations to their respective groups? Yes.
    - What kind of input will have the greatest impact on decision-making during the study? All input is significant and most beneficial if received now as opposed to at the end of the study.
    - Will walls be installed for noise? Have to complete a noise study first and meet associated warrants.
    - When is the next public meeting? Early 2013.

9. **Adjourn.**

Missouri Department of Transportation
Kansas City District
600 Northeast Colbern Road
Lee's Summit, Missouri 64086

Meeting Notes

Date: Thursday, January 10, 2013

Time: 9:30 – 11:30 a.m.

Location: Mid-America Regional Council, 600 Broadway, Suite 200, Kansas City, Missouri

Purpose: Community Advisory Group (CAG) Meeting No. 6

Participants

CAG Members Present
3rd Council District (KCMO), Augusta Wilbon
City of Kansas City, Linda Clark
City of Kansas City, Steve Ornduff
MARC, Mell Henderson
MARC, Ron Achelpohl (alternative)
Jackson County, Scott George
JC Sports Complex Authority, Jim Rowland
Downtown Council of KC, Cliff Greenlief
Kansas City Industrial Council, Ron Schikevitz

CAG Members Absent
3rd Council District (KCMO), Virginia Williams
City of Independence, Donna Coatsworth
City of Raytown, Andy Noll
Greater Kansas City Chamber, Kristi Smith Wyatt
Hispanic Chamber of Commerce, Carlos Gomez
OOIDA, Kip Hough

MoDOT Staff
Matt Killion, Area Engineer
Allan Zafft, Transportation Planning Specialist
Jennifer Benefield, Customer Relations Manager

Consultant Team
Chris Nazar, CDM Smith
Marc Whitmore, HNTB
Derek Vap, HNTB
Triveece Harvey, Vireo

Agenda Items

1. **Welcome and Introductions:** Matt Killion (MoDOT Area Engineer) opened the meeting and provided an overview of the agenda for the day's I-70 Second Tier Environmental Impact Statement (EIS) Community Advisory Group (CAG) meeting. He explained that the meeting would focus on the alternatives under consideration: No-Build, Geometric Improvements, and Interchange Consolidations.

2. **Approve the September 6, 2012 Meeting Notes:** Killion summarized the September 6 CAG meeting and asked for additional comments but received none. The CAG then approved the notes from the meeting. Killion reviewed the study schedule, noting that it was currently in the alternatives screening phase and focused on the three alternatives under consideration.

3. **Improvement Alternatives under Consideration:** Allan Zafft (MoDOT Transportation Planning Specialist) provided a brief outline of each of the 12 initial alternatives and the evaluation process. He mentioned that the study team screened these alternatives down to 4 (No-Build, Geometric Improvements, Zonal Collector-Distributor System, and Interchange Consolidations and Rebuild Truman Road Interchange), but further engineering analysis resulted in modifying the list of alternatives to the 3: No-Build, Geometric Improvements, and Interchange Consolidations.

   Marc Whitmore (HNTB) provided an overview of the Geometric Improvements alternative. He noted the issues impacting improvement to I-70, such as interchange spacing, horizontal design speed at the Benton Boulevard and Jackson Avenue curves, and left hand exits at I-435. Whitmore explained that spot fixes for I-70 would improve its geometrics. He said that the typical roadway section would include 3 through lanes (sometimes 4 with lane drops) in each direction to provide lane balance, 12-foot inside and outside shoulders for safety, bus on shoulder, and acceleration and deceleration lanes.

   Whitmore said that lanes were not added for capacity and several locations where local roads tied into the highway entrance and exit ramps had been removed. He also said that bridges would include pedestrian enhancements. Whitmore mentioned that no improvements for left hand exits at I-435 were left in place. The alternative for I-435 fixes the capture lane on northbound I-435 to westbound I-70. He mentioned that there would be a two-lane exit on southbound I-435 to eastbound I-70.

   During Whitmore's presentation, the CAG commented as follows:

   - **Prospect Avenue Interchange**
     - Are businesses using this? Typically use Truman Road or a side street.
       - Could have truck dock issues with closing side road access due to ramp improvements – May need to provide alternative connection.
     - Southeast quadrant:
       - Bushes are not well-maintained – The city maintains the bushes, and they have been called many times.
       - Homeless gather there.
       - Drivers have difficulty – Could be signage issue.
   - **Benton Boulevard Curve**
     - Was the I-70 profile adjusted? Sometimes, yes, as a base case.
     - How complicated is construction phasing? Harder to build on-line than off-line – Have not yet studied the issues in detail.
     - Redevelopment opportunity for vacated property near the new ramp – Benefits to existing community garden at 14th and Indiana.
   - **18th Street**
     - Widening the loop ramp impacts the battery shop, Mexican restaurant, etc.
     - Two cul-de-sacs shown: Why not tie both together? Good idea for final design.
     - Ramp ending is too close to intersection immediately east.
   - **23rd Street Interchange**
     - Potential for collector-distributor roads to help manage incident traffic trying to exit I-70?
   - **I-435 Interchange**

    - North to east movement backs up after you pass Highway 350 – What did you do to fix this issue?
- **Sterling Avenue**
    - Planning to fix the issues at Sterling? Will be addressed during the future study for the section of I-70 east of the Blue Ridge Cutoff.
- **Other**
    - Are the existing ramps tapered or parallel? Both.
    - Lane balance is important – Need signage for lane drops, etc? Yes.
    - Vertical elevation issues? Study team has reviewed the elevation but more detailed review will happen during final design.
    - Traffic information available? Will present traffic results at the next CAG meeting.
    - Showing auxiliary lanes between Jackson Avenue and Van Brunt Boulevard? Yes.
    - Were costs developed for the spot improvements? Range of costs will be available during late January 2013.
        - Little tweaks will do a lot of good.

Then Derek Vap (HNTB) provided an overview of the Interchange Consolidations alternative. Vap mentioned that the Zonal Collector-Distributor System alternative was ruled out because the interchange spacing would not accommodate it without raising I-70 between 4 and 5 feet, which would be cost prohibitive. He said that the Interchange Consolidations alternative would utilize a typical section similar to that of the Geometric Improvements alternative as a base case.

Vap said that the study team reviewed the I-70 interchanges from a spacing and traffic consolidation standpoint. He explained several issues with the Truman Road interchange that resulted in its closure for the Interchange Consolidations alternative. Chris Nazar (CDM Smith) added that improving the Truman Road interchange would negatively impact park land and trigger National Environmental Policy Act (NEPA) 4(f) requirements for publicly owned, park and recreation areas, wildlife, and historic sites.

Vap said that the Interchange Consolidations alternative improved the Benton and Jackson Curves, included bridge improvements, and substantial I-435 improvements. During his presentation, CAG members commented as follows:

- **18th Street**
    - Bridge is low – Can see the scrape marks.
    - Truck traffic – Which routes will be used from the post office, e.g. Truman to Prospect or Indiana to 23rd Street? Prospect will be overloaded - Traffic analysis will provide answers.
    - Mixing truck and residential traffic, e.g. at the interchanges.
- **Manchester Trafficway**
    - Manchester is a back way into the stadiums.
    - Understand left exits are substandard.
    - New right hand exits (fly-overs) will not help.
    - Northbound I-435 to westbound I-70 is not a back-up issue unless there is an accident. Southbound to eastbound clearly backs up, but it is caused by traffic back-up on I-70, not the ramp. Have never seen traffic backed up on I-435. Can't see justification for investment in changing I-435 exits.

- The train bridge would need to be improved. Would avoid the I-70 merge eastbound before I-435. Also space to try to design an improvement at Highway 40 and Manchester.
- How does truck traffic get in and out?
  - Businesses have invested in the area and growing traffic relies on Manchester as the most efficient access route. Taking away the Manchester exit would negatively impact existing and future investments.
  - Challenge to MoDOT: Improve I-70 without closing Manchester while also enhancing safety.
  - Weaving is a serious issue in the Manchester/I-435/I-70 area.
- Did you look at partial consolidation? Yes.
  - Businesses need full (east and westbound) access because it's safer and more efficient.
- Politically, closing Manchester will never happen – Very organized opposition is ahead.
- A lot of good work on the geometric improvements – Won't be perfect but are still good.
- Biggest bang for buck in project is improving the Jackson Avenue and Benton Boulevard curves – Would rather put money into that.

- **Other**
  - Losing access to Benton Boulevard is a concern for the Northeast neighborhoods.
  - Cost information available? Late January 2013.
  - Traffic information available? March 2013.
  - Expect future environmental justice issues? Suggest including Independence Avenue businesses in the study team's business survey.

4. **Public Involvement Activities:** Killion asked for specific feedback from Third District Neighborhood representative, Augusta Wilbon, about the Interchange Consolidations alternative. She responded with concern about the Benton Boulevard closure for Northeast neighborhoods but said that she was generally pleased with the alternative.

   Killion then reviewed the public involvement activities anticipated for the coming months, including mobile meetings, on-line town hall meeting (MindMixer) via www.metroi70.com, and Connection Connections Team activities.

   CAG members responded as follows:

   - ✓ Hold future mobile meetings in the Northeast, e.g. a the Northeast Branch of the Kansas City Public Library or Samuel U. Rogers Health Center, as the18th and Vine area is too far south. Include Northeast locations during the next round of public involvement activities.
   - ✓ Talk with all 6 Northeast neighborhoods and the Northeast Chamber of Commerce.
   - ✓ MARC can blog about public involvement activities, e.g. online meeting, mobile meetings, etc – Provide CAG members with public engagement materials, so they can share the information with their constituent groups.

5. **CAG Members Report:** Killion opened the meeting to CAG members to share feedback gathered from their respective groups. CAG comments included:

- **Downtown Council Feedback:**
    - Access to 18th Street and Vine is huge.
    - Driving experience/aesthetics are huge – Would like long-term recommendations to ensure consistent approach.
        - Add better signage at Paseo Boulevard.
    - Access to Manchester Trafficway is huge.

Next Steps: Killion said that the next steps in the study process included detailed review and evaluation of the three alternatives under consideration, including a traffic study and other analyses. He mentioned that community feedback would be combined with the engineering analysis to identify a potential preferred alternative. The public would continue to be engaged through MindMixer and physical meetings, such as the public hearing. Killion said the study would conclude during the spring of 2014.

The next CAG meeting will be scheduled sometime during the spring of 2013.

Killion added that through Missouri On the Move, MoDOT hoped to continue partnering with communities to help mold the future of transportation in Missouri.

6. **Adjourn.**