

Appendix D

Public and Agency Coordination Documents

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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.

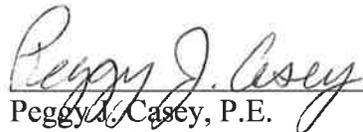
As part of the scoping process, interagency coordination meetings will be held with federal and state resource agencies and local agencies. In addition, informational meetings with the public and community representatives will be held to solicit input on the project. A location public hearing will be 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, P.E.
Program Development Team Leader
Jefferson City

Appendix D.2 Resource Management Group Meeting Notes

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

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.



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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

Mr. «Last_»
December 14, 2011
Page 3

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. J411486C
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	Address 1	Address 2	City	State	Zip	Expertise	Why Interested	cc: 1	cc: 2	cc: 3	cc: 4
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				

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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						

Missouri Department of Transportation

600 Northeast Colbern Rd.
Lee's Summit, Missouri 64086
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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
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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



REPLY TO
ATTENTION OF

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

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,

A handwritten signature in blue ink, appearing to read "David R. Hibbs", is written over a horizontal line.

David R. Hibbs
Regulatory Program Manager
Operations Division

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 Cothorn, NEPA Team Leader, at (913) 551-7148 or via email at cothorn.joe@epa.gov.

Sincerely,

A handwritten signature in black ink, appearing to read "Joe Summerlin".

Joe Summerlin
NEPA Reviewer

Environmental Services Division



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

RE I-70 Second Tier EIS - Participating Agencies (UNCLASSIFIED) 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

RE I-70 Second Tier EIS - Participating Agencies (UNCLASSIFIED)
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 11 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 Cothorn, NEPA Team Leader, at 913-551-7148, or via email at cothorn.joe@epa.gov.

Sincerely,

A handwritten signature in black ink, appearing to read "Joe Summerlin", with a long horizontal line extending to the right.

Joe Summerlin
NEPA Reviewer



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



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. J411486C 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 J411486C, 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.

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



December 16, 2013

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

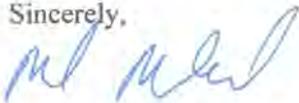
Dear Mr. Miles:

Subject: Design, Jackson County, Interstate 70 (I-70)
Job No. J41486C
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 J41486C, 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



HOME >> KANSASCITY >> NEWRELEASE >> MODOT KANSAS CITY AREA DISTRICT NEWS RELEASE

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 Benfield, Customer Relations Manager
 816-607-2153
jennifer.benfield@modot.mo.gov

SHARE

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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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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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Jefferson City, MO 65102
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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 through 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>.

District Map



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- Traveler Map
- Kansas City Scout
- Motorist Assist



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HOME >> KANSASCITY >> NEWRELEASE >> MODOT KANSAS CITY AREA DISTRICT NEWS RELEASE

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



District Map



Traveler Information

- [Traveler Map](#)
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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.
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¡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.
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kansascity/metroi70](http://www.modot.org/kansascity/metroi70)

600 NE Colbern Road
Lee's Summit, MO
64086

Future of I-70



Don't miss your opportunity to comment!



Join the conversation on-line.

Join the Conversation!

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).

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.

Reuniones en líneas de La Municipalidad

¡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

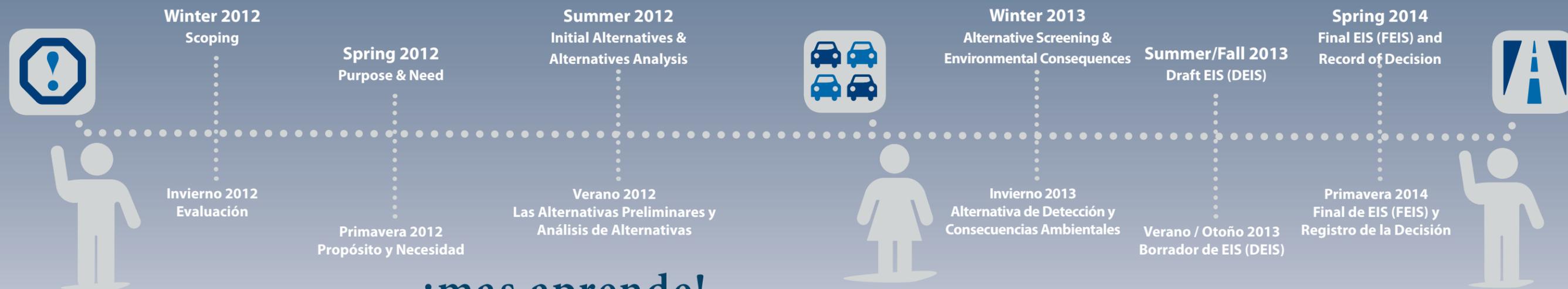
Kansas City, Missouri 64108



¡No pierdas la oportunidad de hacer un comentario!

Schedule

Horario



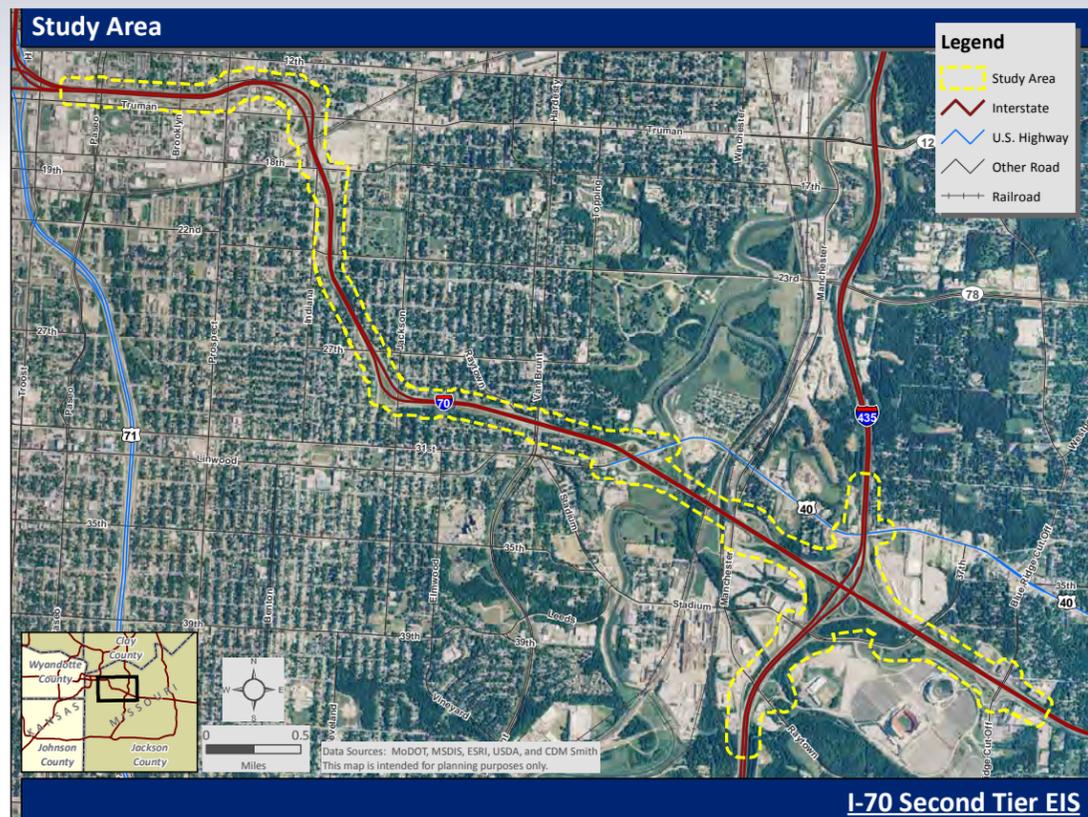
¡mas aprende! Learn More!

What do you think about I-70?

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

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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 de 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

Allan Zafft
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Get Involved!

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

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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.
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600 NE Colbern Road
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64086

Future of I-70



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




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!

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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

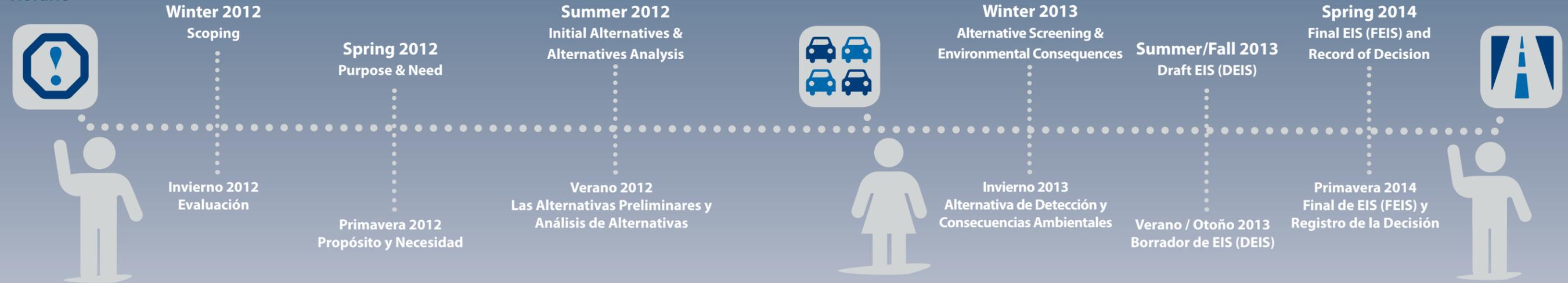
July 26 through August 17, 2012

26 de Julio y a través del 17 de Agosto de 2012

go to: / ir a:

Schedule

Horario



Learn More!

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MoDOT Project Manager
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Lee's Summit, MO 64086

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www.modot.org/kansascity/
metro70

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?



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kansascity/metroi70](http://www.modot.org/kansascity/metroi70)

600 NE Colbern Road
Lee's Summit, MO
64086

Future of I-70



Your input is essential!



¡Su opinión es importante!

Keep Sharing Your Ideas!

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!

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 intersección 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)
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1616 E. 18th Street
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5123 E. Truman Road
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8 to 10 a.m.
Kansas City VA Medical Center
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Kansas City, MO 64128



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Join the Conversation Online / Únete a la Conversación en Línea

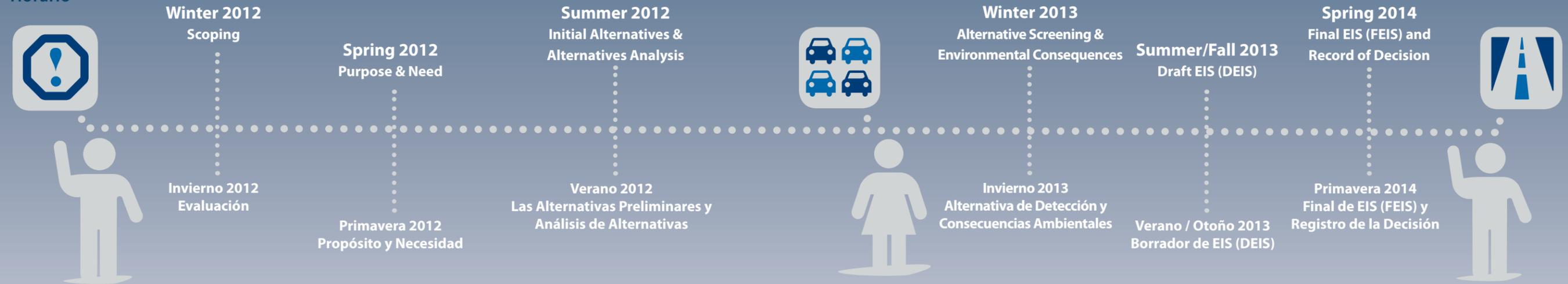


January 25 through February 25, 2013
Desde el 25 de enero hasta el 25 de febrero de 2013
go to: / ir a:

www.metroi70.com

Schedule

Horario



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/
metro70

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 Consolidación 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

Gerente de Proyecto de MoDOT
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metro70





Future of I-70



**Project Manager:
Gerente de Proyecto:**

**Allan Zafft
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**600 NE Colbern Road
Lee's Summit, MO 64086**

allan.zafft@modot.mo.gov

¡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 Pública 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:

Future of I-70



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:

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)

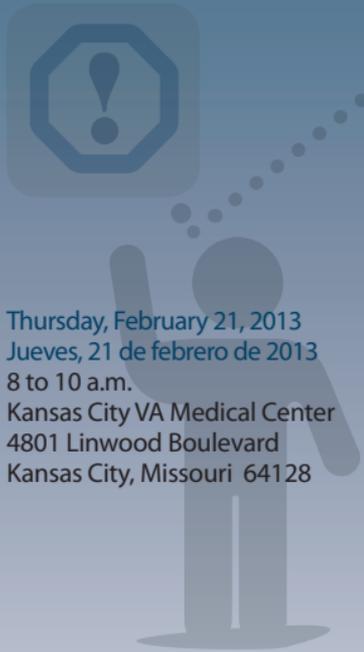
ha iniciado un estudio ambiental de la I-70 desde el cruce de The Paseo al cruce de Blue Ridge Cutoff. 26 de julio y a través del 17 de agosto de 2012, estamos hablando con la comunidad sobre las alternativas de mejoras iniciales que podrían solucionar los problemas de transporte que enfrenta la carretera. 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.

Vireo

929 Walnut, Suite 700
Kansas City, MO 64106



¡Comparta sus Ideas! Share Your Ideas!



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



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Join the Conversation Online / Únete a la Conversación en Línea



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go to: / ir a:

Future of I-70



Project Manager:
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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 Consolidations) 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.



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

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We're Here to Listen!

¡Estamos Aquí para Escucharle!



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

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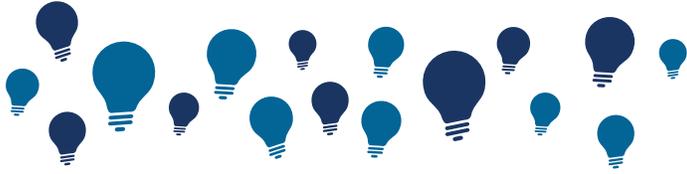
The Museums at 18th & Vine - Atrium

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Kansas City, Mo 64108



LET THE IDEAS BEGIN



★★ www.Metroi70.com ★★

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



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 ★★



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 ★★



WE WANT YOUR IDEAS. I-70 Second Tier EIS



★★ www.Metroi70.com ★★

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

I-70 Improvements

★★ 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 ★★

WHAT'S YOUR IDEA?

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



★★ www.Metroi70.com ★★