

Welcome

I-70 First Tier Environmental Impact Statement



Why We're Here

The Missouri Department of Transportation (MoDOT) is beginning an environmental study of I-70 in Jackson County. The study is a First Tier Environmental Impact Statement (FTEIS) for the future I-70 Kansas City Metro project. It spans 18 miles of I-70 from the last ramp termini east of the Missouri – Kansas state line to just east of I-470. It also includes all of the Downtown Kansas City Central Business District Freeway Loop. The planning process is anticipated to be completed in 2010 with the Final First Tier Environmental Impact Statement and Record of Decision.

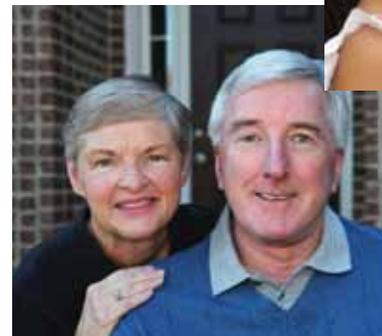
What You Can Do

- ✓ **Learn more** about the project with MoDOT.
- ✓ **Use the maps and the markers** placed on the tables in the center of the room to show us what you believe needs to be fixed within the I-70 corridor and where environmental issues are located.
- ✓ **Share your thoughts** with us. Staff from MoDOT and the consultant team are on hand to discuss the project's purpose and need, constraints, and initial concepts with you, so ask questions and tell us what you think.
- ✓ **Fill out a comment card** before you leave.

Translators available. Look for people with blue name tags.

Traductores disponibles. Busque personas con nombre azul etiquetas.

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What is the purpose of the study?

- Examine the transportation problems that should be addressed along I-70
- Focus on broad issues, such as mode choice in transportation (automobile, transit, bike and pedestrian)
- Evaluate the improvement concepts developed during the I-70 Major Investment Study (MIS)
- Explore the environmental and land use implications associated with the concepts
- Narrow the list of concepts and create specific strategies based on them
- Evaluate the strategies and recommend a single preferred strategy
- Identify and prioritize sections of independent utility in the corridor for further detailed examination in a second tier study

Needs to be addressed include:

- Improve Safety – Reduce crash rates and crash severity on I-70
- Reduce Congestion – Remove key bottlenecks, improve freeway ramp operations, improve multi-modal travel times in coordination with local and regional agencies
- Restore and Maintain Existing Infrastructure – Improve bridge and pavement conditions on I-70
- Improve Accessibility – Increase safe access across I-70 for non-motorized travel
- Improve Goods Movement – Improve the efficiency of freight movements on I-70



How an Idea
Becomes Reality

Overview

The development of transportation improvements involves four phases: planning, environmental, design, and construction. The time necessary to move from phase to phase depends upon available funding and federal, state, and local priorities. Anywhere from a few to many years could be needed to complete the entire process. The study of future I-70 in the Kansas City Metro is in the environmental phase. MoDOT is currently conducting a First Tier Environmental Impact Statement (FTEIS) for it. The remaining step of the environmental phase is contingent upon available funding.



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FTEIS Process

staying ahead of the curve



What Is a FTEIS?

The I-70 First Tier Environmental Impact Statement (FTEIS) will follow a tiered environmental documentation process. First Tier documents address overall transportation corridor strategies and issues in an initial, higher level environmental process. More specific proposals and impacts are analyzed in subsequent second tier studies. The second tier studies may be completed on smaller sections of the overall corridor. An Environmental Impact Statement (EIS) details the process through which solutions to transportation problems are developed and provides an evaluation of the environmental affects of those potential solutions.

Initial Steps

As an I-70 stakeholder you may have participated in the I-70 Major Investment Study (MIS), which was completed in 2004. An examination of concepts developed during the I-70 MIS will be part of the current FTEIS project. In fact during Step 2 of the I-70 FTEIS process, the Study Team will build on data from the I-70 MIS to define why improvements are needed along I-70.

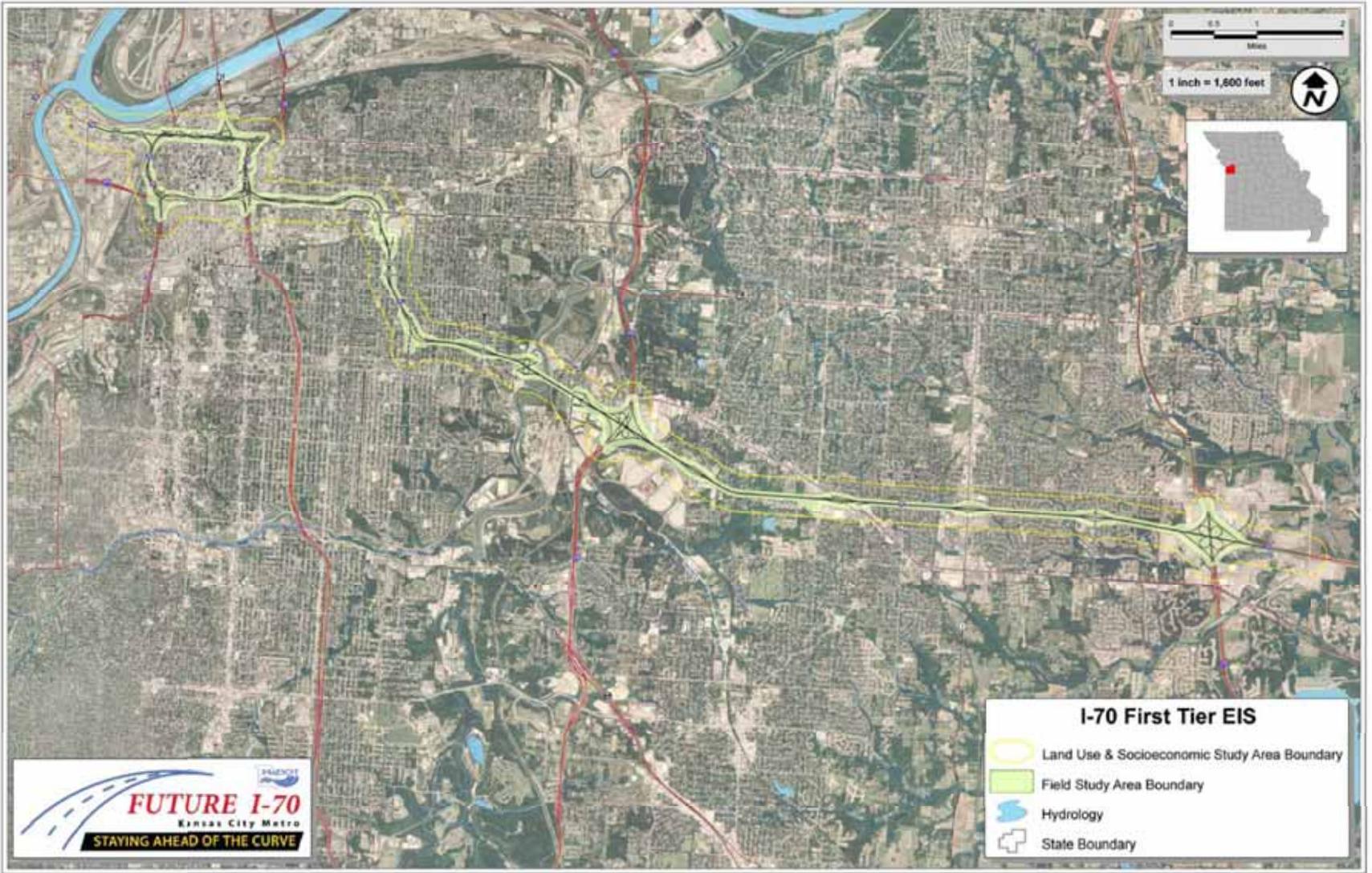
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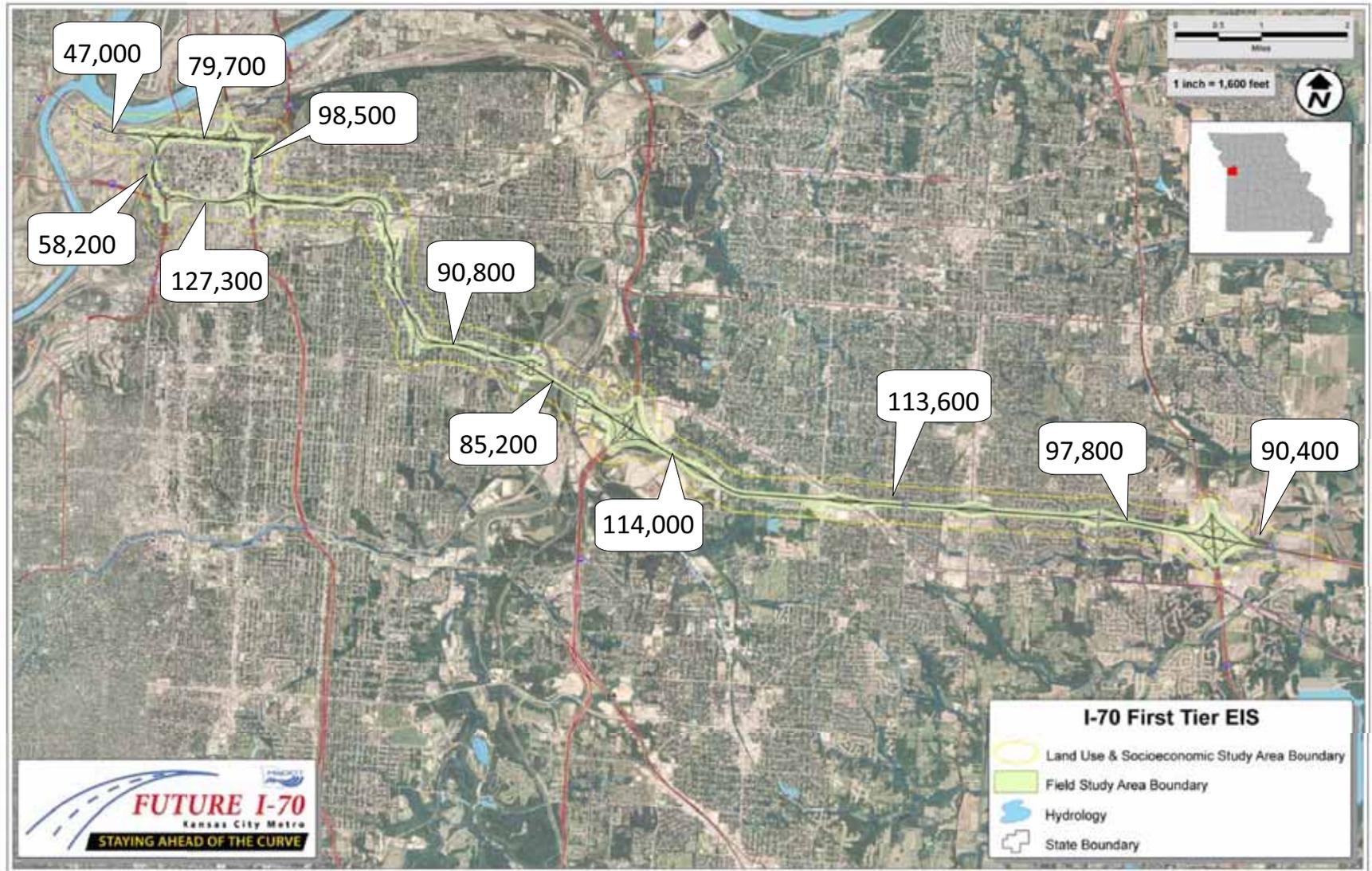


Study Area



Existing Traffic

Both directions on an Average Day



2005 Actual Counts

No-Build Concept



What is a No-Build Concept?

The No-Build concept consists of minimal improvements to address the major safety and maintenance issues. Improvements under the No-Build concept consist of maintenance and currently committed projects only.

The Study Team will develop initial strategies by picking and grouping logical items from this board and the other three concept boards.

Replace Bridges – Replace and repair bridges as needed to provide a safe transportation corridor

Repave I-70 – Replace and repair pavement as needed to provide a safe transportation corridor

Maintain Existing Bus Service – Continue existing bus service in the I-70 corridor

Park and Ride – Expand and promote park and ride opportunities

Transportation Demand Management (TDM) – Reduce the use of the I-70 corridor by encouraging alternative work hours, telecommuting, ridesharing, or preferential carpool parking

Transportation System Management (TSM) – Improve I-70 corridor efficiency by enhancing incident management, ITS, ramp metering, KC Scout activities, Operation Green Light, etc.

kcICON – Improves lane configurations in the northeast corner of the loop

Planned I-435 Interchange (phase I) – Construct a half diamond interchange at I-435 and U.S. 40, improve merging for eastbound I-70 between I-435 and Blue Ridge Boulevard, and enhance access at U.S. 40 west



Improve Bottlenecks Concepts



What is a bottleneck?

A bottleneck is a section of a road where movement of traffic is limited by the road design. This is often a section of road with a fewer number of lanes, a sharp curve, or access points where traffic is entering or exiting the road. A bottleneck is the most vulnerable point for congestion in a road network and is also referred to as a chokepoint.

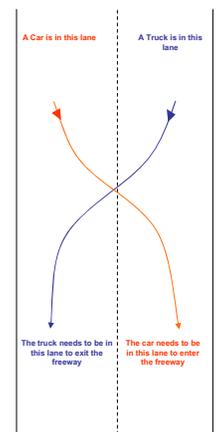
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Fix the Following:

- **Reduced Speed Curves** – Reduce locations where vehicles must reduce speed to safely drive curves
- **Poor Lane Balance** – Eliminate the locations where the number of through lanes on the highway changes through an interchange, usually as a result of a lane drop
- **Short Acceleration/Deceleration Lanes** – Lengthen ramps that do not allow vehicles to enter or exit the road at a reasonable speed compared to the main flow of through traffic
- **Short Weave Areas** –

Lengthen the areas where on-ramps continue and become off-ramps or provide a separate lane for those movements to occur

What is a weaving section?



The car and truck must cross the other traffic to get to the lane they want to be in.

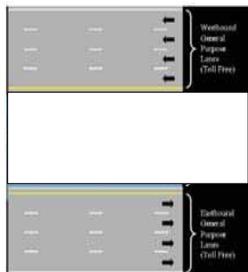
Concepts that Change Capacity



- **Add General Purpose Lanes** – widen I-70 by one, two, or three lanes in each direction
- **Loop Master Plan** – implement the Loop Master Plan by incorporating the I-29/I-35 EIS improvements, provide two lanes for each loop to loop movement except the southwest corner, consolidate access points, improve connectivity on the north and south sides of the loop
- **Tunnel** – construct a six lane tunnel on existing alignment, between the northeast corner of the loop to the Benton Curve, or in the loop
- **Elevated Lanes** – expand corridor capacity with elevated or stacked lanes
- **Bike and Pedestrian** – improve, expand, and enhance the ability of non-motorized modes to safely cross I-70
- **Reduce Lanes** – remove one lane in each direction and create a Parkway for all or portions of the corridor



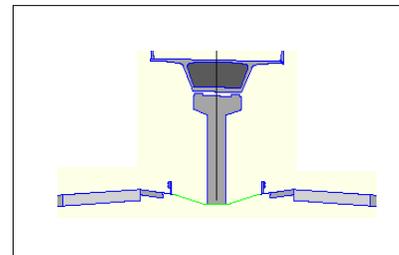
Add Lanes Options



Add Lanes with Tunnel



Elevated Lanes



Improve Bike/Pedestrian Access



The Study Team will develop initial strategies by picking and grouping logical items from this board and the other three concept boards.

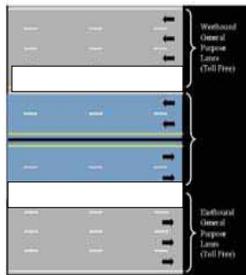
Specialty/Managed Lanes Concepts



- **HOV/HOT** - exclusive lanes for High Occupancy Vehicles and Buses or High Occupancy Toll which would also allow single occupant vehicles to use the exclusive lanes for a toll
- **Reversible Lanes** – exclusive reversible lanes for westbound travel towards downtown during the morning peak and eastbound travel away from downtown during the afternoon peak
- **Bus Rapid Transit Corridor** – exclusive lanes for buses only
- **Light Rail/Commuter Rail** – exclusive corridor for Light Rail or Commuter Rail options
- **One-Way Downtown Loop** – redirect traffic in a counter clockwise direction on all legs of the downtown loop



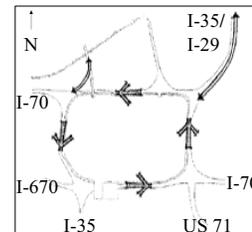
General Concept



Reversible Lane



One-Way Downtown Loop



The Study Team will develop initial strategies by picking and grouping logical items from this board and the other three concept boards.

What is a Concept
and a Strategy?

A Concept is a single idea for solving a transportation issue in the I-70 corridor.
The next four boards show various improvement concepts in four categories.

A Strategy is a series of potential improvement concepts and may include new lanes, specialized lanes, transit options, changes in the layout or access at interchanges, and improvements to make driving through the corridor safer and easier. An example of a strategy is package 2A from the I-70 Major Investment Study:

- Upgrade I-435 Interchange
- Upgrade Loop's northeast corner
- Rebuild I-70
- Build low-cost Operational Improvements
- Upgrade I-70 Interchanges
- Increase Commuter Express Bus Service
- Consolidate Loop Access Points
- Expand Freeway Service Patrol (Motorist Assist)

The Study Team will develop initial strategies by picking and grouping logical combinations of the various concepts shown on the next four boards.

Study will Screen Initial Strategies

- Seven MIS Strategies
- Additional Strategies will be developed based on Initial Concepts
- Will Identify four First Tier Strategies for more detailed evaluation
- Will determine a Preferred Strategy



Evaluation of Strategies

The Study Team will evaluate strategies based on:

Purpose and Need of the Study

- Improve Safety
- Reduce Congestion
- Restore and Maintain Existing Infrastructure
- Improve Accessibility
- Improve Goods Movement

Environmental Impacts

- Social Impacts (e.g. neighborhoods, homes, businesses, community resources)
- Natural Environmental Impacts (e.g. streams, wetlands, air quality)

Engineering Issues

- Geometric Improvements – Horizontal Curves, Vertical Curves, Cross Section
- Operational Improvements – Lane Continuity, Lane Balance, Ramp Lengths, Access Points
- Performance Measures – Level of Congestion, Crash Rates, Transit Service Levels



Getting Involved

Thank you for attending the I-70 FTEIS Open House



To continue your participation . . .

Come to the Next Meeting

Identical Open Houses are scheduled for September as shown below. You can choose the one you want to attend. Additional meetings will be held in December 2008.

Tuesday, September 9, 2008

4:00 PM - 7:00 PM
St. Paul School of Theology, Holter Center
5123 Truman Road
Kansas City, Missouri 64127

Thursday, September 11, 2008

4:00 PM - 7:00 PM
Truman High School Cafeteria
3301 South Noland Road
Independence, Missouri 64055



Contact MoDOT

Any Questions or Comments? Please feel free to:

Visit our website at:

www.modot.org/kansascity/metroi70

Contact the project manager:

Allan Zafft
1-888-ASK-MODOT
allan.zafft@modot.mo.gov

Write us at:

600 NE Colbern Road
Lee's Summit, MO 64086

Remember to fill out a comment card!

We want to hear from you! Please comment on what you have seen today or what you would like to see in the future. Answer the questions provided and hand your card to a MoDOT staff member. If you have any questions or need assistance do not hesitate to ask. Just look for people with pre-printed name tags and they will be happy to help you.

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