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FUTURE I-70 IN KC



Staying Ahead of the Curve On-Line Public Hearing

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Welcome!

Thank you for participating in our on-line Public Hearing for the Future I-70 in the Kansas City Area.

We hope you will offer your comments throughout this presentation by clicking on the blog or e-mail buttons on the bottom of each slide.

Throughout this presentation there are links to more detailed information. These are shown in gray boxes like this:

Example link box

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We Need Your Input!

We need to know **your thoughts** on improvements to I-70 in the Kansas City Area.

Your input will help MoDOT decide if the proposed improvements should be different in any way.



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What You Can Do?

- Click the navigation buttons in the lower-right corner of each slide to move through the presentation.
- **Ask us, Tell us** what you think about the strategies. Click the **“Blog”** button to comment.
- Click the **“E-Mail”** button to send questions and/or comments directly to the Project Manager.
- Click the **“FAQs”** button to see frequently asked questions and answers about the project.



Photo: <http://www.ohiohcp.org>



Photo: <http://www.cfag.org/Mouse.jpg>

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Why We're Here

- The Missouri Department of Transportation (MoDOT) is conducting an environmental study of I-70 and has prepared a Draft First Tier Environmental Impact Statement (FTEIS) to evaluate the proposed improvements.
- The Draft FTEIS and strategies for improving I-70 will be explained during this on-line public hearing.
- Funding for the design and construction of these improvements has not been identified.



Click here to learn about what is involved in the **Planning Process**.

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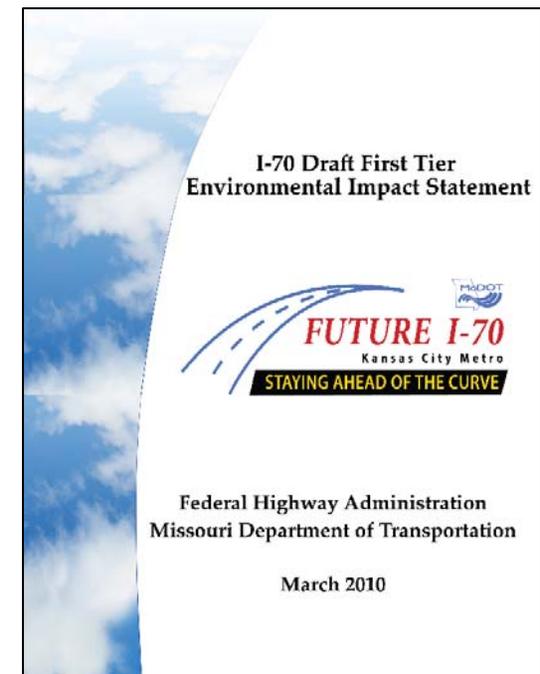
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What is a First Tier Environmental Impact Statement (FTEIS)?

- It details the Study Team's process of evaluating the strategies for improving I-70.
- It evaluates potential environmental effects of the strategies.
- The National Environmental Policy Act (NEPA) requires it for Federal projects that significantly affect the quality of the human environment or natural environment.



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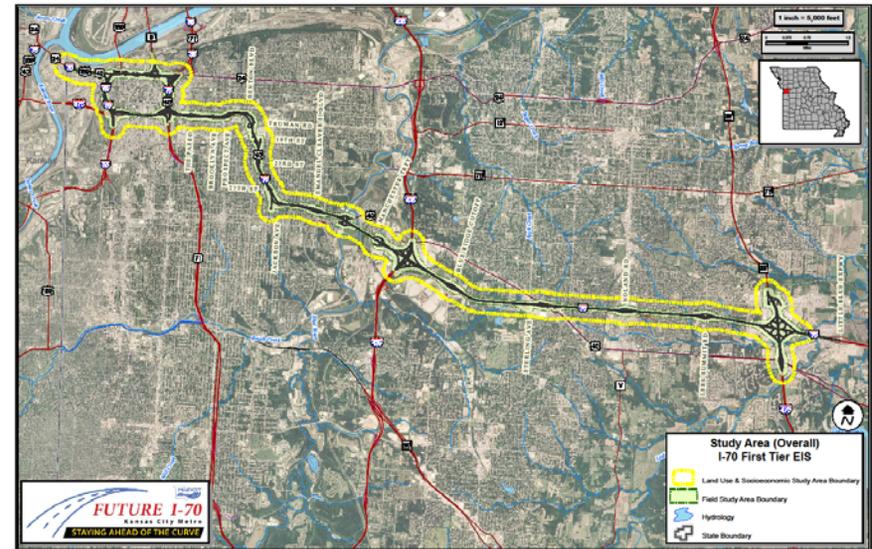
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The Study Area

- The study area spans 18 miles of I-70 from the last ramp east of the Missouri – Kansas state line to just east of I-470.
- It includes all of the Downtown Kansas City Central Business District Freeway Loop.



[Click here to learn more about Existing I-70.](#)

[Click here to view a larger version of the map.](#)

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Why Improve I-70?

(Key Reasons)

- **Improve Safety** – Reduce crash rates and crash severity on I-70 and within the downtown loop.
- **Reduce Congestion** – Remove bottlenecks, reduce potential freeway ramp back-ups onto the freeway, and improve travel times for cars, trucks, and buses.



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Why Improve I-70?

(Key Reasons)

- **Improve Infrastructure** – Improve bridge and pavement conditions and implement cost-effective investment strategies.
- **Improve Accessibility** – Provide travel options for all residents, increase safe access across I-70 and the Downtown Loop for non-motorized travel, and support local and regional land use plans.
- **Improve Goods Movement** – Improve the efficiency of freight movements.

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How Were Improvement Strategies Developed?

– After discussing single ideas (concepts) for improving I-70 with the community in September 2008, the MoDOT Study Team developed a set of 15 initial strategy packages (combinations of concepts) based on the I-70 Major Investment Study (2004) and public input. The strategies related to improvements for:

- **Freeways**
- **Transit**
- **Pedestrian & Bicycle Crossings**
- **Interchanges**

Click here to learn how the **Strategy Packages** were developed.

Click here to look back at each **Initial Concept and Strategy**.

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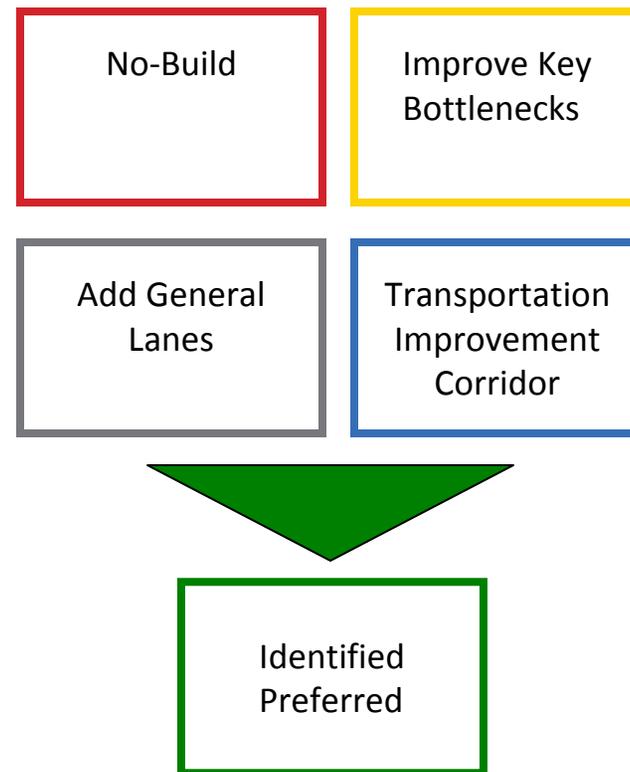
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First Tier Strategies

- The Study Team screened the 15 initial strategies down to four reasonable first tier strategies.
- The Study Team then evaluated the first tier strategies and has proposed an Identified Preferred Strategy.
- The following slides will present the strategies including the Identified Preferred Strategy.
- Each strategy slide has a colored coded frame to help distinguish between them.
- The strategies other than No-Build are referred to as the Build Strategies.



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No-Build Strategy

- Includes maintenance activities and projects already committed for construction in MoDOT's five-year Statewide Transportation Improvement Program (STIP).
- Maintains the existing bus service currently provided by the Kansas City Area Transit Authority.
- The key items in the strategy are discussed on the next slide.

[Click here to open a detailed map of the No-Build Strategy](#)

[Click here to review the STIP.](#)

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Key Items: No-Build Strategy

Repaving I-70 over time.



Planned bridge rehabilitations beginning in 2010 as needed in the future.



[Click here to learn more about I-70 Bridge Rehabilitation](#)

kcICON Project (under construction).



[Click here to learn more about kcICON](#)

Committed I-435 Interchange Improvements, including those at US-40 and I-70.



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Improve Key Bottlenecks Strategy

- Focuses on improving the key locations along I-70 where slow downs occur, where traffic congestion is highest, and where there are potential safety concerns.
- Includes rebuilding and/or rehabilitating I-70 and the entire Downtown Loop to last another 30 to 50 years.
- Does not include adding new lanes throughout the corridor but instead focuses on improvements at specific locations, i.e. interchange additions, consolidations, modifications, or eliminations.
- Includes several more improvements than the No-Build Strategy. The key items in the strategy are shown on the next two slides.

[Click here to open a detailed map of the **Improve Key Bottlenecks Strategy**](#)

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Key Items: Improve Key Bottlenecks Strategy



Balanced number of lanes on freeways through the Downtown Loop and consider interchange additions, consolidations, modifications, or eliminations throughout the corridor.



Improve the Jackson and Benton curves within the existing MoDOT owned right of way to the extent possible.



Add collector distributor roads on I-70 and I-470 through the I-70/I-470 interchange.



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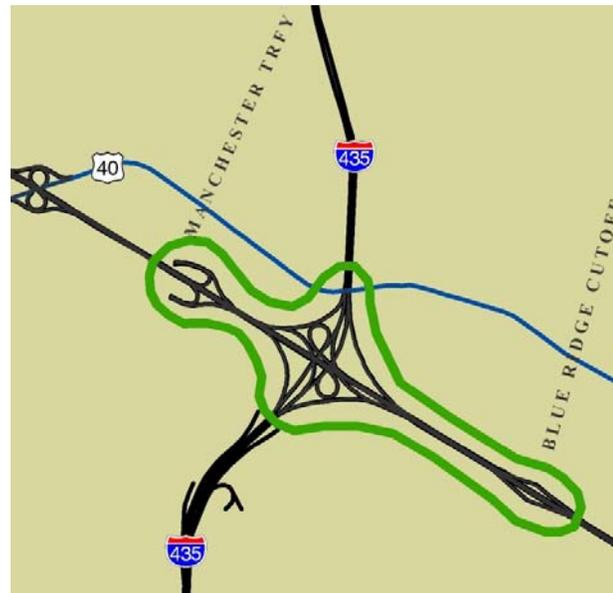
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Key Items: Improve Key Bottlenecks Strategy



Rebuild the I-70 and I-435 Interchange to provide six lanes on I-70 and six lanes on I-435 through the Interchange.



Enhance I-70 community express service with bus on shoulder and park and ride facilities.



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Add General Lanes Strategy

- Adds a lane for use by all vehicles (cars and trucks) to improve the traffic flow through the corridor.
- Includes rebuilding and/or rehabilitating I-70 and the entire Downtown Loop to last another 30 to 50 years.
- Includes most of the key parts of the No-Build and Improve Key Bottlenecks Strategies discussed above.
- The key items in the strategy are discussed on the next slide.

[Click here to open a detailed map of the Add General Lane Capacity Strategy](#)

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Key Items: Add General Lanes Strategy

Rehabilitate and/or rebuild I-70 with four lanes in each direction from the Downtown Loop to I-470.



Add directional ramps in the southeast corner of the Downtown Loop at U.S. 71 and southwest corner of the loop at I-670.



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Transportation Improvement Corridor Strategy

- Includes a new Transportation Improvement Corridor located along the three general purpose lanes in each direction from the Downtown Loop to east of Lee's Summit Road.
- This corridor could be used for transportation features such as HOV (high occupancy vehicles) lane, HOT (high occupancy toll) lane, reversible lane, or bus only lane.
- Includes most of the key parts of the No-Build and Improve Key Bottlenecks Strategies discussed above.
- The key parts for the strategy are discussed on the next slide.

[Click here to open a detailed map of the Transportation Improvement Corridor Strategy](#)

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Transportation Improvement Corridor Strategy

Transportation Improvement Corridor located parallel the general purpose lanes from the Downtown Loop to east of Lee's Summit Road.



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Identified Preferred Strategy

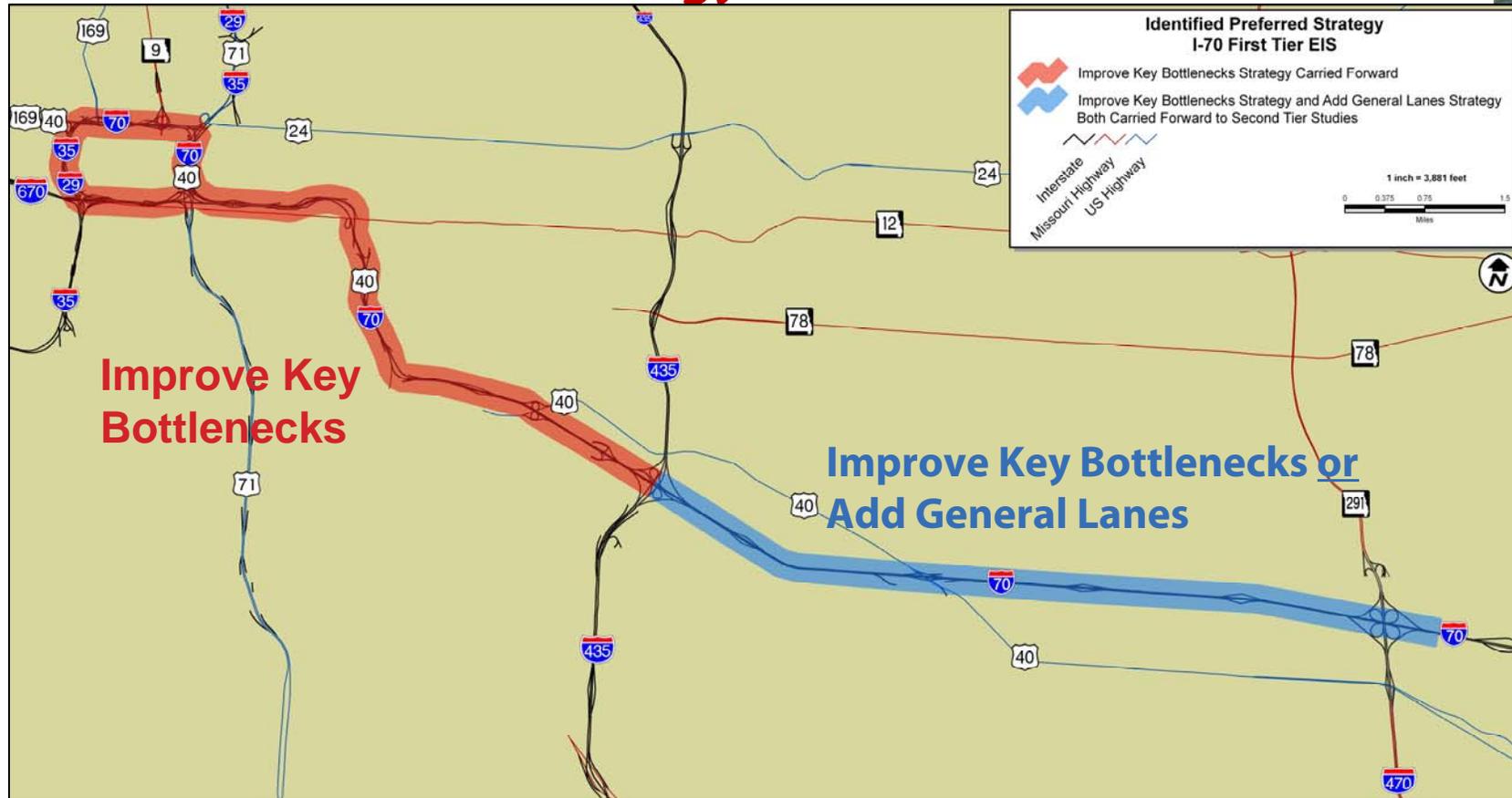
- Combines two first tier strategies:
 - **Improve Key Bottlenecks Strategy:**
 - From the Downtown Loop (including the loop) to east of I-435.
 - **Improve Key Bottlenecks Strategy or Add General Lanes Strategy:**
 - From east of I-435 to I-470.
 - A decision will be made in the future Second Tier Studies when more information is available.

[Click here to open a map of the Identified Preferred Strategy](#)

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Identified Preferred Strategy



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Reasons for the Identified Preferred Strategy

- **Improve Key Bottlenecks Strategy** (Downtown Loop to east of I-435):
 - Addresses the key reasons for improving I-70.
 - Reduces peak hour congestion to acceptable levels.
 - Improves transit with bus on shoulder.
 - Restores and/or rebuilds the existing I-70 for 30 to 50 years.

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Reasons for the Identified Preferred Strategy

- **Improve Key Bottlenecks Strategy** (Downtown Loop to east of I-435):
 - Has the lowest:
 - Relocations of homes and businesses of any of the strategies other than No-Build.
 - Human and natural environmental effects of any of the strategies other than No-Build.
 - Estimated cost of the strategies other than No-Build.

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Reasons for the Identified Preferred Strategy

- **Improve Key Bottlenecks or Add General Lanes Strategy** (east of I-435 to I-470):
- Traffic analysis shows more lanes are needed but there are several reasons to consider not adding new lanes in the future:
 - Higher gas prices have reduced driving nationally.
 - Adding lanes must be compatible with Mid-America Regional Council 2040 transportation plan to be completed later this year.
 - New transit services proposed for rail corridors could serve some of I-70's traffic.

(continued on next slide)

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Reasons for the Identified Preferred Strategy

- **Improve Key Bottlenecks or Add General Lanes Strategy** (east of I-435 to I-470)
 - Potential federal legislation may focus funding on projects that do not add lanes.
 - Delaying the final improvement decision east of I-435 will allow for further evaluation of the issues above in the future Second Tier Studies.
- For the reasons shown on slides 25 and 26, MoDOT decided that both strategies need further consideration.
- The Transportation Improvement Corridor Strategy had the highest impacts to homes and businesses, and the highest cost without providing additional travel benefits compared to the other Build Strategies. It is not proposed to be carried forward.

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Strategy Summary Table



	No-Build	Improve Key Bottlenecks	Add General Lanes	Transportation Improvement Corridor	Identified Preferred
kcICON Project	✓	✓	✓	✓	✓
I-435/I-70 Partial Interchange Improvements	✓	✓	✓	✓	✓
Routine Maintenance Activities	✓	✓	✓	✓	✓
Potential Access Consolidations, Additions, or Modifications		✓	✓	✓	✓
Downtown Loop – Ensure Consistent Number of Lanes on Freeways		✓	✓	✓	✓
Improve Benton and Jackson Curves		✓	✓	✓	✓
I-435/I-70 Complete Interchange Upgrade		✓	✓	✓	✓
Express Commuter Bus/Bus on Shoulder		✓	✓	✓	✓
Downtown Loop – Improve Interchanges to Add Missing Ramps			✓		
Add One Lane in Each Direction			✓	Lee's Summit Rd. to I-470	Potentially East of I-435 Only
Add Transportation Improvement Corridor				Loop to Lee's Summit Rd.	

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What are the Key Environmental Issues?

– The strategies could affect:

- Land use, homes, businesses, neighborhoods, community facilities, historic properties or sites, and public lands.
- Noise levels, energy use, and air quality.
- Natural features (wetlands, river and stream crossings, floodplains, water sources, and habitat for plants and animals).
- Whether or not there are any disproportionate and adverse effects on low income or minority populations.

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How would the Strategies Affect Homes, Businesses, and Neighborhoods?

- **All Strategies** would require the relocation of homes, businesses and community facilities.
- Homes and businesses may also be affected by changes in access at interchanges and changes in noise levels.
- **Build Strategies** will affect some parks by acquiring land or placing traffic lanes closer to the park.
- **No-Build Strategy** may increase use of alternate routes through neighborhoods.



Click here for more information about the **environmental effects**.

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How would the Strategies Affect Noise and Air Quality?

- **No-Build Strategy** may:
 - Increase noise levels as traffic and congestion grow.
 - Be the worst for air quality due to increase in traffic congestion.
- **Build Strategies** are also likely to:
 - Increase noise levels.
 - Improve air quality by reducing congestion and stop and go traffic.
- **Future studies** will determine noise analysis and mitigation required based on MoDOT's noise policy.



[Click here for more information about the environmental effects.](#)

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How would the Strategies Affect Natural Features?

- **Build Strategies** would require:
 - Filling wetlands.
 - Widening bridges over the floodplain at the Blue River, Little Blue River, and smaller streams.
- **Existing wildlife and plants** would be disturbed by construction.
- **Water quality** could be affected by increased runoff due to increased pavement.



[Click here for more information about the environmental effects.](#)

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Other Key Environmental Effects

- No **historic** bridges, properties, cemeteries, or designated sites are expected to be affected.
- No known **archaeological sites** would be affected.
- All **Build Strategies** may have adverse effects on minority and low income neighborhoods, most likely in the neighborhoods between downtown Kansas City and I-435.



[Click here for more information about the environmental effects.](#)

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Summary of Environmental Effects*

	No-Build	Improve Key Bottlenecks	Add General Lanes	Transportation Improvement Corridor	Identified Preferred
Single-Family Residential Relocations	0	170	271	399	228
Multi-Family Residential Relocations	0	18	32	45	19
Business Relocations	0	55	93	111	67
Community Facility Relocations	0	3	11	12	4
TOTAL Relocations	0	246	507	567	318
	0				
Impacts to Public Lands/Parks	0	6	10	9	6
Wetlands (acres)	0	1.38	2.03	1.99	2.03
Floodplains (acres)	0	19	21	24	20
Opinion of Total Cost (millions)	\$250	\$737	\$865	\$1,048	\$740 to \$760

* Subject to further update and evaluation during Second Tier Studies. Impacts for the Identified Preferred Strategy are for the wider possible footprint from I-435 to I-470.

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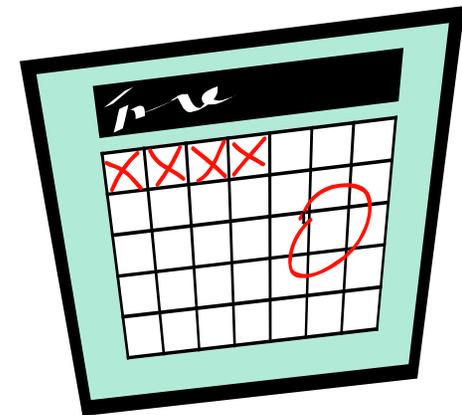
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What are the Next Steps?

- **March 19th to May 7th:** Public Comment Period on Draft FTEIS.
- **Summer/Fall 2010:** Address Public Comments and Prepare Final FTEIS.
- **Winter 2011:** Release Final FTEIS and Prepare Record of Decision.
- **Winter 2011:** FTEIS Project Complete.
- **Second Tier Studies:** Begin Depending on Funding. The Second Tier Studies will include more detailed plans and environmental evaluations for shorter sections of the corridor.



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Thank you for your interest in the I-70 FTEIS! Any additional comments or questions, please...

- Click the **“Blog”** or **“E-Mail”** buttons below.
- Visit our website at: www.modot.org/kansascity/metroi70
- Contact the project manager, Allan Zafft, at:
 - 1-888-ASK-MODOT
 - Allan.Zafft@modot.mo.gov
- Schedule a Speaker from our Speakers Bureau for your group at:
www.modot.org/kansascity/metroi70/speakersbureaurequest.html
- Write us at:
 - Missouri Department of Transportation
 - 600 NE Colbern Road
 - Lee’s Summit, Missouri 64086

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