



WHY IMPROVE I-70?



Traffic Safety - The number and severity of traffic-related accidents along I-70 between Kansas City and St. Louis has grown and will continue to grow with projected increases in travel.



Roadway Capacity – Today, congestion makes portions of I-70 a stop-and-go driving experience. Without action, future I-70 travelers will experience deteriorating conditions throughout the corridor, including significantly reduced speeds, congestion and excessive traffic volumes.



System Preservation – The newest stretch of I-70 is 37 years old. The oldest stretch is 46 years old. The original design life of the interstate was 20 years. Both pavement and bridges will need major maintenance and rehabilitation over the next 30 years.



Roadway Design Features – Designed in 1956, many features of I-70 are not in sync with today's safer, more efficient design standards. Improving the design of I-70 will enhance its safety and efficiency and provide a higher return on MoDOT's investment.



Move Goods More Efficiently - Freight traffic is important to the state and the national economy – and I-70 is an especially important freight corridor. As truck traffic grows, operations on I-70 will continue to degrade at an ever increasing rate.



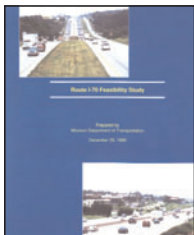
Access to Recreational Facilities – Tourism is a \$7.8 billion per year industry in Missouri, employing nearly 191,000 Missourians and generating hundreds of millions of dollars in state and local taxes. I-70 is the largest gateway to the many tourist and recreational destinations in the state.





PROJECT HISTORY

A Tiered Approach



Feasibility Study – 1999 to 2000

MoDOT conducted a feasibility study to document the condition of I-70 between the metropolitan areas of Kansas City and St. Louis. The study evaluated how the facility currently performs and how it might operate under future traffic conditions.

Recognizing that I-70 in its current state could not address future needs, the study established a tiered approach for determining what improvements were needed and where they should be located.



I-70 Improvement Study – 2000 to 2001

The First Tier Study took a wide view of the interstate and considered a number of improvement strategies that could be applied across the entire 200-mile corridor. In addition to widening and reconstruction,

the strategies included building a new, parallel facility, building a new, parallel toll road and introducing high speed rail. After extensive technical analysis and consideration of public input, the study concluded in December 2001 by identifying widening and reconstructing existing I-70 as the recommended approach to improving the corridor.



Improve I-70 – 2002 to 2005

Improve I-70 is a continuation of earlier efforts and begins the second tier of environmental studies. These studies are being conducted in seven distinct geographic areas. Each study will collect information and data to determine how and where I-70 could be widened and reconstructed.

Alternative alignments for the main line roadway and various interchange design options will be developed and evaluated according to engineering, environmental and social factors. A preferred alternative will be identified and environmental documentation will be developed for each of the seven studies. Completion of the studies will provide both short-term and long-range plans to guide MoDOT's future actions toward improving I-70.





PROJECT FUNDING

The total cost for I-70 widening and reconstruction between Kansas City and St. Louis is estimated to be \$3 billion in today's dollars. Currently no funding is allocated for the design and construction of I-70 improvements.

So what happens next? Why conduct studies if there's no money to build the improvements? And how will MoDOT get the \$3 billion dollars needed?

Why Conduct The Studies?

I-70 has immediate needs that must be met. In meeting those needs, MoDOT must ensure that dollars spent on improvements today are not wasted tomorrow. The Improve I-70 studies will develop a comprehensive plan for how I-70 will look and operate in the future.

The plan will allow MoDOT to make short-term improvements that advance I-70 toward its long-term vision.

Additionally, completion of the studies is required by the federal government before design and construction can begin.

Your Support Is Important

You are encouraged to voice your support for I-70 improvements with lawmakers who represent your area. Your support is particularly important as

Congress debates the next federal transportation bill in the coming months. MoDOT is keeping transportation policy makers informed of the needs on I-70 and encouraging local, state and federal officials to support special funding for I-70 improvements.

How Will MoDOT Get The Money?

The question is not so much how to find three billion dollars, but rather, how best to fund the improvements over time with the money available.

MoDOT has spent \$87 million on the rural portions of I-70 in the past five years, and will continue to spend what it can to maintain I-70's pavement and bridges. At a minimum, in the coming years motorists will see continued resurfacing projects and installation of guard cable barriers in the median to improve safety.

But long-term improvements will require funding beyond MoDOT's current funding levels. A number of implementation plans are being developed based on a variety of funding scenarios. Ultimately, MoDOT will improve I-70 to the extent it can with the funds available.

