

Widening Concepts

Should I-70 be widened to the north or south?



The following exhibits explain the evaluation process and show preliminary recommendations.

At this time, only the general location for widening is known. Exact right of way needs and property impacts will not be determined through this study.

North/South Screening Process

1 Review the Findings of the First Tier Study and the I-70 Jackson County Major Investment Study



The Section 1 Team has reviewed the information, data and preliminary decisions made during the First Tier study. The Section 1 Team also coordinated their work with the findings of the Jackson County MIS.

2 Update Data and Collect Additional Information



The project team updated environmental, traffic, land use and other data to determine how conditions along I-70 might have changed since the First Tier Study. They also incorporated MIS data to reflect current conditions.

3 Evaluate the Impacts of Widening to the North and to the South



The potential impacts of constructing new lanes were evaluated and compared. This evaluation considered engineering, traffic, environmental, social and economic factors. It also considered the implications of possible crossovers from north to south or south to north.

4 Recommend Widening Location and Seek Public Input

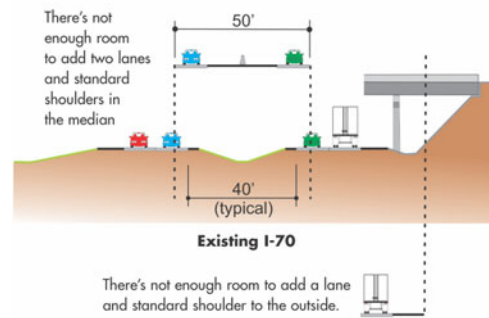


This meeting is your opportunity to comment on the location of widening improvements to I-70. Please share your thoughts with the study team.

Rural Area Widening

Why not build in the median?

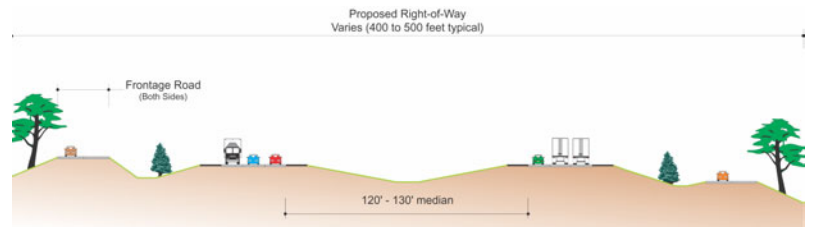
1 In most places, the new I-70 just won't fit.



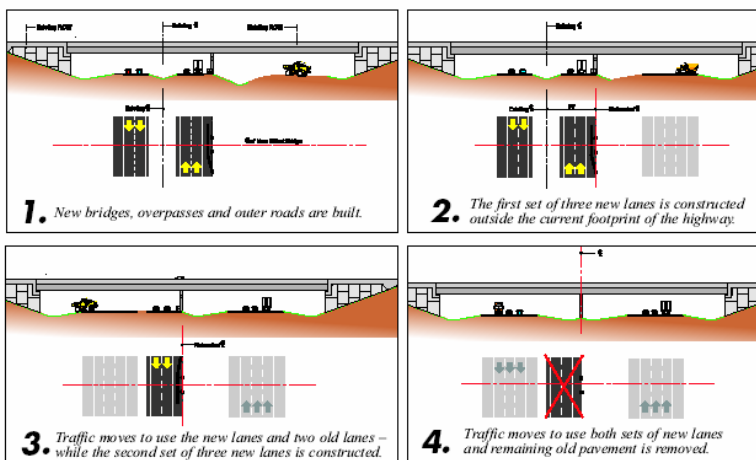
Existing I-70 Rural Section

The existing median is typically 40'. New lanes, barriers and shoulders require a minimum of 50'.

2 The planned 120-130' rural median will increase safety and allow for potential future expansion.



Typical Improved I-70 Rural Section



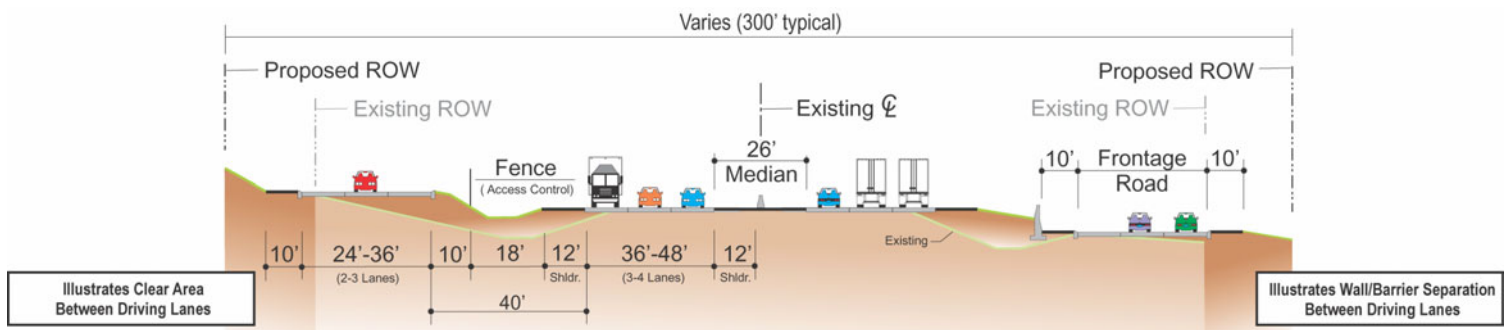
3 The wide median will also help ensure that four lanes of traffic (two in each direction) keep moving during construction.

Urban Area Widening

1 In urban areas, there will be a concrete barrier instead of a wide median. This will allow widening of I-70 with fewer impacts to nearby property.

2 The Section 1 Team is evaluating the possibility of extending the use of the barriers farther east. This could help minimize impacts in those rapidly developing areas.

3 During construction in urban areas, drivers will use existing and temporary roads to ensure that traffic moves as smoothly as possible.



Typical Improved I-70 Urban Section

Please note: Although frontage roads are shown, they may not be used in all areas.

