



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.



IMPROVE



WHAT'S NEXT?

What's Next in Section 3:

- Preliminary engineering, including refining and evaluating interchange alternative concepts and north/south roadway alignment relocation
- Continue environmental data collection, review, and evaluation
- Agency coordination with Federal Highway Administration, U.S. Army Corps of Engineers, U.S. Coast Guard, Missouri Department of Conservation, and others
- Additional public involvement, including stakeholder briefings and presentations, newsletters, and evaluation of public input and comment
- Preparation of Environmental Assessment document and Public Hearing (early 2004)





Frequently Asked Questions

Public Information Meeting
Boonville High School
May 3, 2003

- **What has happened since the previous I-70 study?**

The First Tier Study determined that widening and reconstructing existing I-70 was the preferred approach for improving the interstate across the state. Since then, the Second Tier Studies are studying how to apply that approach at the local level. In Section 3, the study team has developed preliminary alignment concepts for the five interchanges and the mainline roadway of I-70 between Boonville and Rocheport. You can view these concepts at today's meeting. In addition, environmental data collection has been under way for several months. The Improve I-70 team has met with representatives from Boonville, Rocheport, and Boone County and other area stakeholders to present information about the project and learn about their planning and land use needs and other issues.

- **Will Interstate 70 be widened to the north or south?**

Preliminary alignment options show the roadway being widened to the south from just west of the Route 5 interchange to Overton Bottoms; then to the north to the Rocheport interchange; then shifting back to the south just east of the Rocheport interchange. The study team is continuing the process of evaluating existing and future land use, impacts to the human and natural environments, placement of a continuous frontage road, and engineering requirements to determine if these are the most appropriate locations for widening. In addition, input from the public helps the study team identify local issues and constraints which may affect where widening takes place.

- **Why are all the interchanges going to be replaced?**

The current interchange bridges simply aren't long enough to accommodate a wider Interstate 70. New interchange bridges and ramps will be developed using modern design standards which will result in increased safety, better traffic handling, and the ability to carry more vehicles at the interchanges. In addition, new interchange configurations will allow MoDOT to implement access management. Access management is a set of guidelines that will help MoDOT and property owners create an efficient plan for moving vehicles at the interchanges, and can actually help make for a safer, less stressful driving experience.

- **Will access management make it harder for customers to reach my business?**

Not necessarily. Access management does not mean access elimination. Multiple driveways (curb cuts) located close to ramp terminals and spaced closely together actually make it more difficult for people to get into and out of businesses, and in many cases represent hazardous traffic situations. Your experiences in the area will be valuable to MoDOT in determining the best way to implement access management strategies. Before you leave the meeting today, be sure to view

the access management video which can give you more information about the process, and share your thoughts with a team member.

- **What is being done to address environmental impacts?**

Section 3 has a number of environmentally sensitive and natural resource areas that could be affected by improvements to I-70. In compliance with the National Environmental Policy Act (NEPA), the study team is evaluating such areas as Overton Bottoms, endangered animal habitats, and unique natural features. In addition, archaeological, architectural, and socioeconomic resources will be investigated. A good deal of this data collection is done "in the field." The results of these findings will be documented in what is called an Environmental Assessment.

- **Will a new bridge over the Missouri River have to be built?**

Yes. The existing bridge is a "through truss" design and cannot be widened to accommodate an extra lane of traffic in each direction. A very important consideration in improving Interstate 70 is determining where a companion structure to the current bridge will be located. This new bridge would carry three of the six proposed lanes for the new I-70. The Improve I-70 study will not determine what the structure would look like; that decision will be made during a future design phase.

- **Will the rest areas have to be moved?**

The existing rest areas between Route B and Route 87 will be affected by widening Interstate 70. MoDOT and the Section 3 team are evaluating what can be done with the rest areas for the greatest benefit to motorists, tourists, and area residents. One possibility is a Visitor Center that could be located in proximity to the river. Incorporating interesting historical and regional information and exhibits in such a facility would provide travelers with a unique learning experience.

- **When will construction begin?**

At this point, no funds have been allocated to construct improvements being considered in the Second Tier Study. Completion of the Second Tier Study will allow MoDOT and the communities along the corridor to have a comprehensive plan for how the interstate will look and operate in the future. It will also enable MoDOT to implement short-term improvements that advance I-70 toward its long-term vision and ensure that, should funding become available, MoDOT will have the federally required documentation to proceed. Construction funding is likely to come incrementally, and the Second Tier Studies will develop improvement strategies that fit a wide range of funding scenarios (See also the "Project Funding" display at this meeting.)

- **What can I do to get involved in the process?**

Your involvement in is important to the study process. In addition to today's meeting, there are other ways to stay involved and informed:

- Web site: www.ImproveI70.org
- Toll-free: 1-800-590-0066
- E-mail: comments@ImproveI70.org
- U.S. Mail: Improve I-70; PO Box 410482; Kansas City, MO 64141