



# Kingdom City Alternatives

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Over the past 12 months, the study team developed a total of nine alternatives for the U.S. 54/70 interchange in Kingdom City. At the last public meeting, the study team recommended that four alternatives be carried forward and undergo additional evaluation.

Based on work completed since the last public meeting, **the study team recommends that Kingdom City Alternatives B and C be eliminated from further consideration.**

A final, preferred alternative will be presented at the next public meeting that will occur next Spring.





# Key Issues in Kingdom City

## ❑ Traffic Flow – Level of Service

- A high percentage of trucks and the rapidly increasing number of vehicles create poor levels of service throughout the interchange
- The problem will worsen based on projected traffic growth
- A new interchange must be able to handle the large increase in vehicles, especially trucks, expected over the next 30 years.

## ❑ Traffic Safety

- A relatively high percentage of accidents have occurred at the interchange over the last six years
- A new interchange must be designed to minimize the factors that contribute to a high accident rate

## ❑ Business Accessibility/Visibility

- The City of Kingdom City relies on the tax revenue generated from the existing businesses
- Alternatives must maintain access and visibility for those businesses
- Business viability is dependent on minimizing impacts during construction

## ❑ Equitable Impact to Businesses

- The Kingdom City Highway Coalition has publicly stated that they accept improvements to the interchange as long as the business impacts resulting from those improvements are spread evenly among all businesses

## ❑ Firefighter Memorial-Visitor's Center

- The existing firefighter memorial and visitor's center, along with the planned museum, provide a destination attracting thousands of visitors each year
- Maintaining these resources at their current location is a top priority

## ❑ Southwestern Bell Repeater Station

- The existing Southwestern Bell Repeater Station building has been identified as being potentially eligible for inclusion on the National Register of Historic Places for local significance in communications and architecture





# Status of Study in Kingdom City

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**The study team recommends eliminating Kingdom City Alternatives B and C from further consideration.** These alternatives involve constructing new interchanges to the north or the existing location. The study team based this recommendation on the identified displacements that would be required if the interchange was relocated to the north of the existing interchange. The affected properties include:

**❑ Firefighters Memorial/Visitor's Center**

The memorial and visitor's center would be directly impacted by the proposed alternatives requiring them to be relocated.

**❑ Southwestern Bell Repeater Station**

The existing repeater station building, which has been identified as potentially eligible for inclusion on the National Register of Historic Places, would be directly impacted.

**❑ Business Impacts**

A total of three additional businesses would be directly impacted by these two alternatives, including the Amoco and Phillips 66 service stations and the Taco Bell.





# Interchange Alternatives

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- ❑ This series of boards (4) will include the four interchange alternatives on aerials showing the two we recommend for elimination and the two we recommend be carried forward.



# Next Steps for Kingdom City

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Over the course of the next two months the study team will make a recommendation on a preferred alternative for the U.S. 54/I-70 interchange in Kingdom City. The study team's recommendation will largely be based on the answers to the following key evaluation questions:

## Maintenance of Traffic

- Can the interchanges be constructed while minimizing the impact to traffic flow and maintaining good access to businesses?

## Construction Cost

- What are the cost differences between the two interchanges?

## Right of Way Impacts

- How much additional land will each alternative require?
- How many businesses/residences will each alternative displace?

## Business Impacts

- What will be the impact to existing businesses during and after construction?

## Constructability

- Will one alternative be easier to construct than the other?
- Which alternative is the most cost effective to construct?
- How long will each alternative take to construct?





# Calwood/Williamsburg Area Improvements

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At the last public meeting, the study team recommended that I-70 improvements through the Calwood and Williamsburg area be constructed on the north side of the existing alignment.

Additional work has been completed through this section identifying the construction limits and interchange configurations. Based on work completed since the last public meeting, the study team asks for your concerns related to the location of the proposed improvements in this area of the study corridor.

A final, preferred alternative will be presented at the next public meeting scheduled for next Spring.





# Key Issues for Calwood/Williamsburg

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## North Versus South

The Tier 1 Environmental Study identified improvements to existing I-70 as the preferred alternative through this section. The remaining question was whether the improvements should be constructed to the north or to the south. The decision was made at the last public meeting that the improvements should be made to the north.

## Interchange Layouts

The traffic forecasts at the Calwood and Williamsburg interchanges indicate relatively little additional traffic over the course of the next 30 years. A simple diamond interchange, similar to what is currently in place, would be sufficient to handle the additional traffic. Some modifications to the existing interchanges would be necessary to meet current access management requirements.

## Constructability

In order to minimize construction costs it is necessary to minimize the number of times the project crosses-over from the north to the south.

## Right of Way Impacts

The primary impacts through this section are associated with the amount of right of way (farmland, forested areas, residential and business displacements) required.





# Improvement Alternatives

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- This exhibit is one large exhibit showing the improvements through this corridor.



# Mineola Hill Alternatives

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Over the past 12 months, the study team developed a total of seven improvement alternatives for the Mineola Hill area. The alternatives included three relocation options and four options along existing I-70.

At the last public meeting, the study team recommended carrying four alternatives forward for additional evaluation. These alternatives follow one of two corridors – the existing corridor and a corridor north of the existing highway.

Tonight we are seeking your input on the four alternatives. Your input is important as we complete the analysis of alternatives.

The study team will present the complete analysis leading to a preferred alternative at the next public meeting to be held sometime in Spring 2004.





# Key Issues in Mineola Hill

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## Traffic Safety

- The Mineola Hill segment of I-70 has a relatively high crash rate
- Roadway improvements must meet current design standards to minimize the factors contributing to the area's high accident rate

## Engineering Standards

- Existing alignment doesn't meet current highway design standards
- Steep roadway grades require the use of a barrier system
- An improved roadway should minimize existing deficiencies

## Right of Way Impacts

- Improvement alternatives could require additional right of way
- This includes both business and residential displacements
- Prime farmland and forested areas are also an environmental concern

## Historic Cultural Resources

- The Mineola Hill area contains several culturally significant resources
- The resources include the Graham Cave, the Graham Farmstead, the slave/picnic rock, the old Graham slave quarters, and several prehistoric archaeological sites
- The National Historic Preservation Act requires that these sites warrant special consideration when evaluating alternatives

## Graham Cave State Park

- Park abuts the northern boundary of the existing I-70 corridor
- On-existing alternatives would result in direct/indirect impacts to the park

## Noise Pollution

- I-70 related noise problems currently exist in the park
- Noise problems will worsen with increased I-70 traffic
- Alternatives should minimize causing additional noise pollution





# Section 106

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Board being developed by Michelle

# Known Mineola Hill Cultural Resources

## ❑ **Graham Cave State Park**

Graham Cave State Park is an identified critical resource from both a recreational and cultural perspective. Graham Cave contained significant archaeological resources that helped date when prehistoric man first lived in this region.



## ❑ **Graham Farmstead**

Originally built in the early 1800s on land purchased from Daniel Morgan Boone (Daniel Boone's son), the Graham Farmstead has been determined potentially eligible for inclusion on the National Register of Historic Places. Also on the site, the foundation for the old slave quarters has been identified.



## ❑ **Slave/Picnic Rock**

A rock outcropping currently located in the median of I-70 has been identified as a potential site for slave trading as well as a more recent site for area recreational/picnic activities. The original I-70 construction resulted in the burial of approximately two-thirds of the outcropping.



## ❑ **Archaeological Sites**

The Loutre River valley has been identified as a high probability area for prehistoric archaeological sites and numerous significant finds have already been identified.



# Mineola Hill Improvement Alternatives

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- This exhibit is one large (2x4 panels) exhibit showing the Far North and the improve existing alternatives through Mineola



# Next Steps for Mineola Hill

Over the course of the next two months the study team will make a recommendation on a preferred alternative through the Mineola Hill area. That recommendation will be based on a series of evaluation criteria, including:

## Cultural Resources

- Can the improvements be constructed while minimizing the impact to existing cultural resources?

## Right of Way Impacts

- How much additional land will be required?
- How many businesses/residences will be displaced?

## Construction Cost

- What are the cost differences between alternatives?

## Constructability

- Will one alternative be easier to construct?
- Can it be constructed in a cost effective manner?
- Can one alternative be constructed in a shorter timeline?





# Section 5 Information

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At this station, learn more about the study process taking place in Section 5 – from Route Z to U.S. 54.

# 5



# Videos

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Learn more about MoDOT's Access Management Policy and about how Single Point Urban Interchanges (SPUI) operate.

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# Comment Area

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The comments you have verbally provided to members of the Improve + 70 team are important.

However, please take a moment to record your thoughts on paper. This will help provide a thorough record of your opinions. Comment forms are provided in this station.

You may leave your comments with us tonight, or send them by mail no later than next Friday, October 31.

