



# Project Background

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Here you'll find information regarding why we are studying improvements to I-70, the project development process, the Improve I-70 study corridor and Section 6.



# WHY IMPROVE I-70?

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**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.



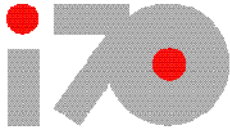
**Move Goods More Efficiently** - Freight traffic is important to the state and the national economy – and I-70 is an especially important freight corridor. As truck traffic grows, operations on I-70 will continue to degrade at an ever increasing rate.



**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.



**IMPROVE**



# OVERALL IMPROVEMENT PROCESS

**I-70 Improvement Study**  
Corridor-wide study to answer...  
What improvements should be made...  
And in what location?

**Timeline:** Jan. 2000 to Dec. 2001

**1. PLANNING**

**2nd Tier Environmental Studies**  
Seven studies take local focus to answer...  
In what specific location should improvements  
be made and how will they impact the natural  
and manmade environments?

**Timeline:** Mid-2002 to 2005

**YOU ARE HERE**

**PROCEED  
ONLY IF FUNDING  
IS AVAILABLE**

**2. DESIGN**

**Detailed Design Study**  
Individual project focus to answer...  
How will improvements be constructed?  
What materials will be used?  
What exact right-of-way/property is needed?  
what is the cost?

**Timeline:** TBD

**3. CONSTRUCTION**

**Construction**  
Land is purchased, final project  
plans are complete, construction  
contract is rewarded and construction begins

**Timeline:** TBD





# PROJECT HISTORY

## *A Tiered Approach*

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### 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.



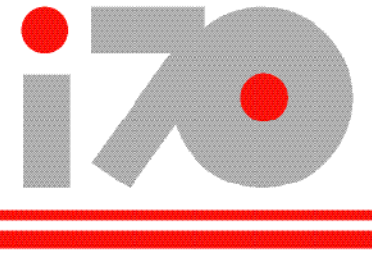


# Tiered Study Process

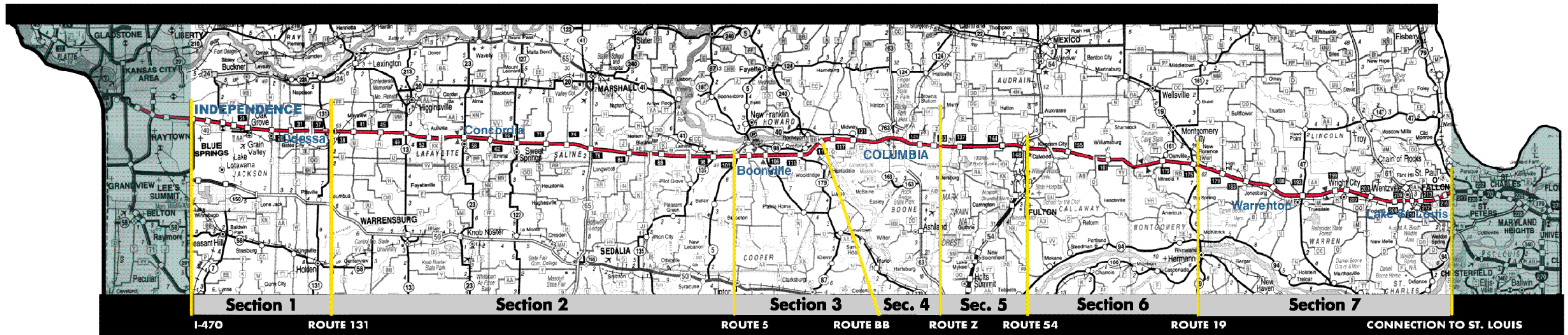
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This area discusses how the tiered environmental process is working in the I-70 Corridor – from the First Tier Study results through the course of action followed in the Second Tier Study for Section 6.

**IMPROVE**



# CORRIDOR MAP





# Second Tier Study Process for I-70 Section 6

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## Purpose

- Measure issues and needs of the corridor
- Focus of analysis - go from broad range of preliminary alternatives to a narrower set of reasonable alternatives
- Preferences for alternatives that:
  - Avoid key environmental impacts
  - Avoid social and economic impacts
  - Addresses engineering needs
  - Improves traffic safety and service





# What Improvements are Necessary?

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- ❑ Number of Lanes – Six-lanes will be required in the rural areas to handle existing and future traffic. For instance, traffic projections in the Mineola Hill area are expected to increase from about 27,000 vehicles per day today to over 51,000 vehicles per day by the year 2030.
- ❑ Safety Improvements – Geometric improvements will be made to improve the safety of the existing system. This includes improvements to the grade through Mineola Hill, the bridges over the Loutre River and the reconstruction of the Kingdom City interchange.
- ❑ Relocations – Possible relocation options were identified in Columbia, St. Louis and the Mineola Hill areas because of known constraints in those areas.
- ❑ Median Areas – Extra wide median areas will be necessary to accommodate four-lanes of traffic during construction. The Mineola Hill area already has a wide median so additional measures will be necessary to minimize construction delays.





# Alternative Evaluation Process

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The study team based the evaluation of Mainline, Kingdom City and Mineola Hill alternatives on the impact each alternative would potentially have on our four primary focus areas:

- ❑ **Engineering Issues** – Will the improvements resolve the existing geometric deficiencies in a cost-effective manner, while at the same time allow for proper maintenance of traffic during construction?
- ❑ **Traffic and Safety Issues** – Will the improvements result in an improvement in the identified travel congestion and traffic safety problems?
- ❑ **Social and Economic Impacts** – Will the improvements minimize the impact to existing residences and businesses, while also minimizing the impact to minority and low-income populations?
- ❑ **Environmental Impacts** – Will the improvements minimize impacts to existing environmental concerns identified in the Mineola Hill area?





# Section 6 Alternatives

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Because of two critical areas in Section 6 – Kingdom City and Mineola Hill – the Study Team developed the following three sets of alternatives:

- ❑ **Mainline Alternatives** – Expand existing I-70 to the north or to the south.
- ❑ **Kingdom City Interchange Alternatives** – A variety of interchange alternatives were considered due to potential impact on Kingdom City.
- ❑ **Mineola Hill Alternatives** – A variety of on-existing and bypass alternatives were developed due to the location of several environmentally and culturally sensitive locations in the area.





# Initial Screening Process for Section 6 Mainline Alternatives

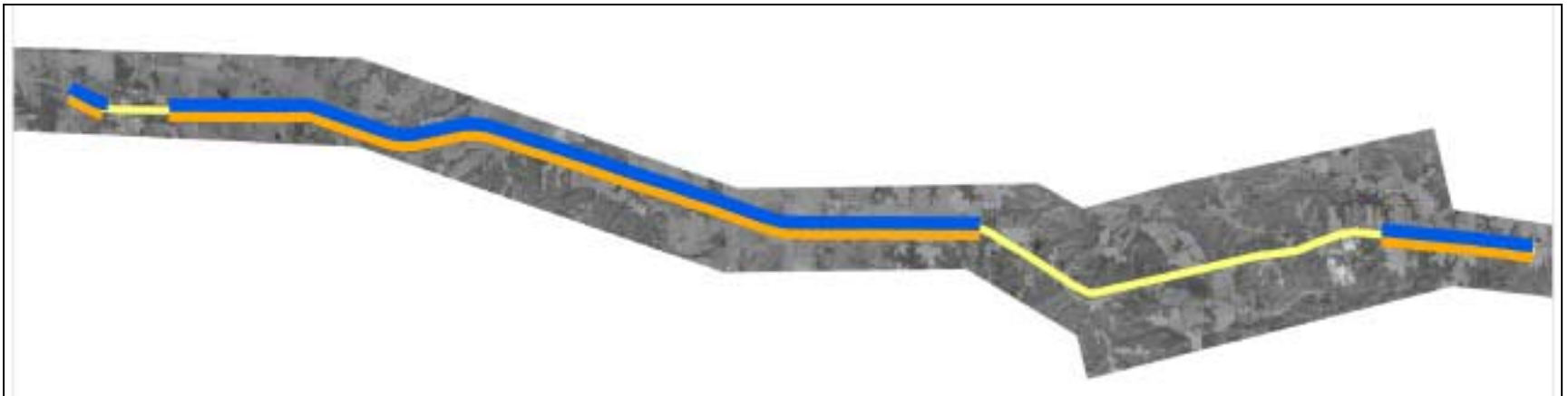
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Here you'll learn about the process we followed for Mainline I-70 including:

- Issues related to Section 6 Mainline
- Development of Mainline alternatives
- Screening of Mainline alternatives
- Recommended reasonable Mainline alternatives

# Initial Screening Process for Section 6 Mainline Alternatives

- ❑ Mainline alternative options
  - Expand existing highway on the northern side (Blue line)
  - Expand existing highway on the southern side (Orange line)
- ❑ Alternatives for the *Kingdom City interchange* and *Mineola Hill area* developed separately (areas indicated by Yellow line)



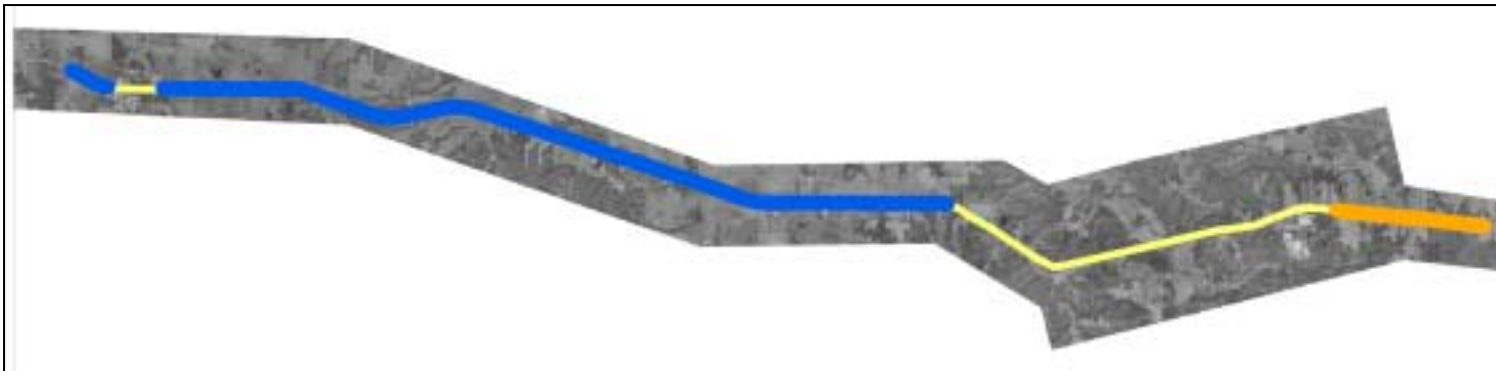


# Initial Screening Results and Selection of Reasonable Alternatives

## Reasonable Alternatives

- ❑ **Kingdom City to Mineola Hill –**  
Widen existing to the north  
(blue line)
- ❑ **Danville to Route 19 –** Widen  
existing to the south (orange line)

|   | Rural Segments          |       |                         |       |                              |       |                      |       |  |
|---|-------------------------|-------|-------------------------|-------|------------------------------|-------|----------------------|-------|--|
|   | Kingdom City to Calwood |       | Calwood to Williamsburg |       | Williamsburg to Mineola Hill |       | Danville to Route 19 |       |  |
|   | North                   | South | North                   | South | North                        | South | North                | South |  |
| <b>ENGINEERING</b>                      |                         |       |                         |       |                              |       |                      |       |  |
| Additional System Miles                 | ○                       | ○     | ○                       | ○     | ○                            | ○     | ○                    | ○     |  |
| Construction Cost                       | ○                       | ○     | ○                       | ○     | ○                            | ○     | ○                    | ○     |  |
| Constructibility/Maintenance of Traffic | ■                       | ■     | ■                       | ■     | ■                            | ■     | ●                    | ■     |  |
| <b>TRAFFIC</b>                          |                         |       |                         |       |                              |       |                      |       |  |
| Traffic Operations (LOS)                | ■                       | ■     | ■                       | ■     | ■                            | ■     | ■                    | ■     |  |
| Long-Term Corridor Capacity             | ■                       | ■     | ■                       | ■     | ■                            | ■     | ■                    | ■     |  |
| Delays during Construction              | ■                       | ■     | ■                       | ■     | ■                            | ■     | ●                    | ●     |  |
| Service to Trucks                       | ○                       | ■     | ○                       | ○     | ○                            | ○     | ○                    | ○     |  |
| Travel Safety                           | ■                       | ■     | ■                       | ■     | ■                            | ■     | ■                    | ■     |  |
| Incident Management                     | ■                       | ■     | ■                       | ■     | ■                            | ■     | ■                    | ■     |  |
| <b>SOCIAL AND ECONOMIC</b>              |                         |       |                         |       |                              |       |                      |       |  |
| Land Use Compatibility                  | ○                       | ○     | ○                       | ○     | ○                            | ○     | ○                    | ○     |  |
| Displacements                           |                         |       |                         |       |                              |       |                      |       |  |
| Business                                | ■                       | ■     | ■                       | ■     | ○                            | ○     | ●                    | ■     |  |
| Residential                             | ■                       | ■     | ■                       | ■     | ○                            | ○     | ○                    | ○     |  |
| Economic Development                    | ○                       | ○     | ○                       | ○     | ○                            | ○     | ○                    | ○     |  |
| Environmental Justice                   | ○                       | ○     | ○                       | ○     | ○                            | ○     | ○                    | ○     |  |
| <b>ENVIRONMENTAL</b>                    |                         |       |                         |       |                              |       |                      |       |  |
| Air Quality                             | ○                       | ○     | ○                       | ○     | ○                            | ○     | ○                    | ○     |  |
| Noise                                   | ○                       | ○     | ○                       | ○     | ○                            | ○     | ○                    | ○     |  |
| Parklands                               | ○                       | ○     | ○                       | ○     | ○                            | ○     | ○                    | ○     |  |
| Farmland                                | ○                       | ○     | ○                       | ○     | ○                            | ○     | ○                    | ○     |  |
| Floodplains                             | ■                       | ■     | ○                       | ○     | ○                            | ○     | ○                    | ○     |  |
| Wetlands                                | ○                       | ○     | ○                       | ○     | ○                            | ○     | ○                    | ○     |  |
| T&E Species                             | ○                       | ○     | ○                       | ○     | ○                            | ○     | ○                    | ○     |  |
| Cultural Resources                      | ■                       | ■     | ○                       | ○     | ○                            | ○     | ○                    | ○     |  |
| Hazardous Waste Sites                   | ○                       | ○     | ○                       | ○     | ○                            | ○     | ○                    | ○     |  |
| Visual Quality                          | ○                       | ○     | ○                       | ○     | ○                            | ○     | ○                    | ○     |  |





# Initial Screening Process for Kingdom City Alternatives

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Here you'll learn about the process we followed for Kingdom City including:

- Issues related to the Kingdom City area
- Development of Kingdom City alternatives
- Screening of Kingdom City alternatives
- Recommended reasonable Kingdom City alternatives

# Kingdom City Issues

- ❑ Kingdom City Issues
  - Preserve business community
  - Preserve firefighters memorial
  - Maintain access and visibility
  - Traffic at interchange
  - Access management
- ❑ Kingdom City Alternatives
  - Improve interchange operations
  - Balance competing issues
  - Minimize impacts to community



# Kingdom City Preliminary Alternatives

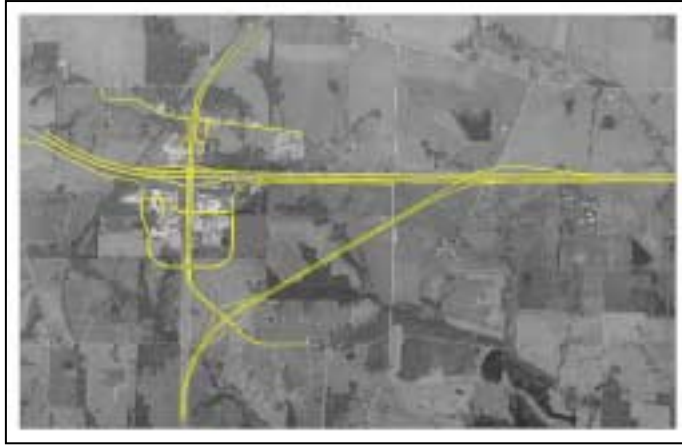


- ❑ **Alternative 1** – New Partial Cloverleaf (northeast quadrant) at existing location

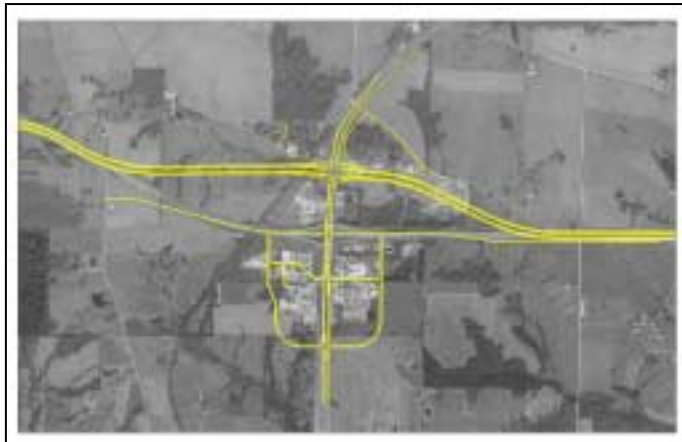


- ❑ **Alternative 2** – New Partial Cloverleaf (northwest quadrant) at existing location

# Kingdom City Preliminary Alternatives



- ❑ **Alternative 3** – New Single Point Interchange at existing location

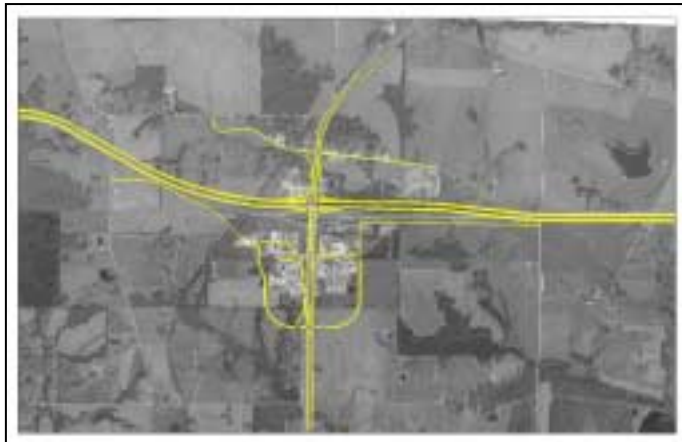


- ❑ **Alternative 4** – Improve Existing Diamond with Partial System Interchange and new southern Diamond Interchange

# Kingdom City Preliminary Alternatives



- ❑ **Alternative 5** – New Single Point Interchange at U.S. 54 and Old Highway 40



- ❑ **Alternative 6** – New Single Point Interchange north of existing location

# Kingdom City Preliminary Alternatives



- ❑ **Alternative 7** – New Diamond Interchange north of existing location and Partial System Interchange



- ❑ **Alternative 8** – New Diamond Interchange north of existing and Partial System Interchange

# Kingdom City Preliminary Alternatives

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- ❑ **Alternative 9** – Improved Diamond Interchange at existing location and Partial System Interchange



# Retained Kingdom City Alternatives

As a result of the evaluation process, four of the seven preliminary alternatives were selected to be carried forward and evaluated in more detail. The process included detailed coordination and support of all relevant state and federal environmental resource agencies as well as the Kingdom City Highway Coalition.

The four reasonable alternatives include:

- Alternative 3** – New Single Point Interchange on existing
- Alternative 6** – New Single Point Interchange north of existing
- Alternative 7** – New Diamond Interchange north of existing and Partial System Interchange
- Alternative 9** – Improved Diamond Interchange on existing and Partial System Interchange

|   | Kingdom City Preliminary Alternative Interchanges |                                     |                          |  |                                    |                                |   |   |                                      |
|---|---|-------------------------------------|--------------------------|--|------------------------------------|--------------------------------|---|---|--------------------------------------|
|   | Alt. 1  | Alt. 2                              | Alt. 3                   | Alt. 4   | Alt. 5                             | Alt. 6                         | Alt. 7  | Alt. 8  | Alt. 9                               |
|   | Partial Cloverleaf (NE) at Existing               | Partial Cloverleaf (NW) at Existing | Single Point on Existing | Diamond on Existing / Partial System / Diamond South | Single Point at Old Hwy 40 / US 54 | Single Point North of Existing | Diamond North of Existing / Partial System (1,000' Spacing) | Diamond North of Existing / Partial System (1,250' Spacing) | Diamond on Existing / Partial System |
| <b>ENGINEERING</b>                      |   |                                     |                          |  |                                    |                                |   |   |                                      |
| Additional System Miles                 | ●●●●●   | ●●●●●                               | ●●●●●                    | ○●●●●  | ○●●●●                              | ●●●●●                          | ●●●●●   | ●●●●●   | ○●●●●                                |
| Construction Cost                       | ●●●●●   | ●●●●●                               | ○●●●●                    | ○●●●●  | ○●●●●                              | ●●●●●                          | ●●●●●   | ●●●●●   | ○●●●●                                |
| Constructibility/Maintenance of Traffic | ●●●●●   | ●●●●●                               | ○●●●●                    | ○●●●●  | ○●●●●                              | ●●●●●                          | ●●●●●   | ●●●●●   | ○●●●●                                |
| <b>TRAFFIC</b>                          |   |                                     |                          |  |                                    |                                |   |   |                                      |
| Traffic Operations (LOS)                | ●●●●●   | ●●●●●                               | ●●●●●                    | ●●●●●  | ●●●●●                              | ●●●●●                          | ●●●●●   | ●●●●●   | ●●●●●                                |
| Long-Term Corridor Capacity             | ●●●●●   | ●●●●●                               | ●●●●●                    | ●●●●●  | ●●●●●                              | ●●●●●                          | ●●●●●   | ●●●●●   | ●●●●●                                |
| Delays during Construction              | ●●●●●   | ●●●●●                               | ●●●●●                    | ●●●●●  | ●●●●●                              | ●●●●●                          | ●●●●●   | ●●●●●   | ●●●●●                                |
| Service to Trucks                       | ●●●●●   | ●●●●●                               | ●●●●●                    | ●●●●●  | ●●●●●                              | ●●●●●                          | ●●●●●   | ●●●●●   | ●●●●●                                |
| Travel Safety                           | ●●●●●   | ●●●●●                               | ●●●●●                    | ●●●●●  | ●●●●●                              | ●●●●●                          | ●●●●●   | ●●●●●   | ●●●●●                                |
| Incident Management                     | ○●●●●   | ○●●●●                               | ●●●●●                    | ●●●●●  | ●●●●●                              | ○●●●●                          | ●●●●●   | ●●●●●   | ●●●●●                                |
| <b>SOCIAL AND ECONOMIC</b>              |   |                                     |                          |  |                                    |                                |   |   |                                      |
| Land Use Compatibility                  | ●●●●●   | ●●●●●                               | ●●●●●                    | ○●●●●  | ●●●●●                              | ●●●●●                          | ●●●●●   | ●●●●●   | ●●●●●                                |
| Displacements                           |   |                                     |                          |  |                                    |                                |   |   |                                      |
| Business                                | ●●●●●   | ●●●●●                               | ●●●●●                    | ●●●●●  | ●●●●●                              | ●●●●●                          | ●●●●●   | ●●●●●   | ●●●●●                                |
| Residential                             | ●●●●●   | ●●●●●                               | ●●●●●                    | ●●●●●  | ●●●●●                              | ●●●●●                          | ●●●●●   | ●●●●●   | ●●●●●                                |
| Impacts to Kingdom City Businesses      | ○●●●●   | ○●●●●                               | ○●●●●                    | ○●●●●  | ○●●●●                              | ○●●●●                          | ○●●●●   | ○●●●●   | ○●●●●                                |
| Environmental Justice                   | ○●●●●   | ○●●●●                               | ○●●●●                    | ○●●●●  | ○●●●●                              | ○●●●●                          | ○●●●●   | ○●●●●   | ○●●●●                                |
| <b>ENVIRONMENTAL</b>                    |   |                                     |                          |  |                                    |                                |   |   |                                      |
| Air Quality                             | ○●●●●   | ○●●●●                               | ○●●●●                    | ○●●●●  | ○●●●●                              | ○●●●●                          | ○●●●●   | ○●●●●   | ○●●●●                                |
| Noise                                   | ○●●●●   | ○●●●●                               | ○●●●●                    | ○●●●●  | ○●●●●                              | ○●●●●                          | ○●●●●   | ○●●●●   | ○●●●●                                |
| Parklands/Fire Fighter Memorial         | ○●●●●   | ○●●●●                               | ○●●●●                    | ○●●●●  | ○●●●●                              | ○●●●●                          | ○●●●●   | ○●●●●   | ○●●●●                                |
| Farmland                                | ○●●●●   | ○●●●●                               | ○●●●●                    | ○●●●●  | ○●●●●                              | ○●●●●                          | ○●●●●   | ○●●●●   | ○●●●●                                |
| Floodplains                             | ○●●●●   | ○●●●●                               | ○●●●●                    | ○●●●●  | ○●●●●                              | ○●●●●                          | ○●●●●   | ○●●●●   | ○●●●●                                |
| Wetlands                                | ○●●●●   | ○●●●●                               | ○●●●●                    | ○●●●●  | ○●●●●                              | ○●●●●                          | ○●●●●   | ○●●●●   | ○●●●●                                |
| T&E Species                             | ○●●●●   | ○●●●●                               | ○●●●●                    | ○●●●●  | ○●●●●                              | ○●●●●                          | ○●●●●   | ○●●●●   | ○●●●●                                |
| Cultural Resources                      | ○●●●●   | ○●●●●                               | ○●●●●                    | ○●●●●  | ○●●●●                              | ○●●●●                          | ○●●●●   | ○●●●●   | ○●●●●                                |
| Hazardous Waste Sites                   | ○●●●●   | ○●●●●                               | ○●●●●                    | ○●●●●  | ○●●●●                              | ○●●●●                          | ○●●●●   | ○●●●●   | ○●●●●                                |
| Visual Quality                          | ○●●●●   | ○●●●●                               | ○●●●●                    | ○●●●●  | ○●●●●                              | ○●●●●                          | ○●●●●   | ○●●●●   | ○●●●●                                |





# Initial Screening Process for Mineola Hill Alternatives

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Here you'll learn about the process we followed for Mineola Hill including:

- Issues related to the Mineola Hill area
- Development of Mineola Hill alternatives
- Screening of Mineola Hill alternatives
- Recommended reasonable Mineola Hill alternatives



# Environmental Concerns in Mineola Hill

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- ❑ **Graham Farmstead** – Historic property dating back to the early 19th Century.
- ❑ **Graham Cave State Park** – Archaeological digs in Graham Cave were instrumental in placing early man in the region far earlier than previous estimates. Additional natural areas, including the Graham Cave Glade area, provide important natural habitat areas. The park also includes numerous hiking trails, campground facilities, and other recreational facilities.
- ❑ **Slave or Picnic Rock** – Local folklore identifies the rock outcropping currently in the I-70 median as a possible location of regional slave auctions. Prior to the construction of I-70, the rock was used as a local gathering place.
- ❑ **Baker Plantation** – Historic property dating back to the early 19th Century with historic ties to the Civil War raid on Danville by “Bloody” Bill Anderson.
- ❑ **Danville Female Academy** – The historic chapel building of the Danville Female Academy dates back to before the Civil War.
- ❑ **Visual Aesthetics** – Having been protected from billboards by the Graham family, the Loutre River Valley has been identified as a pristine vista along the I-70 corridor.
- ❑ **Noise Pollution** – Existing noise problems from I-70 continue to exist within the Graham Cave State Park.



# Environmental Concerns in Mineola Hill



*Graham Cave*



*Slave Rock*



*Danville Female Academy*



*Baker Plantation*

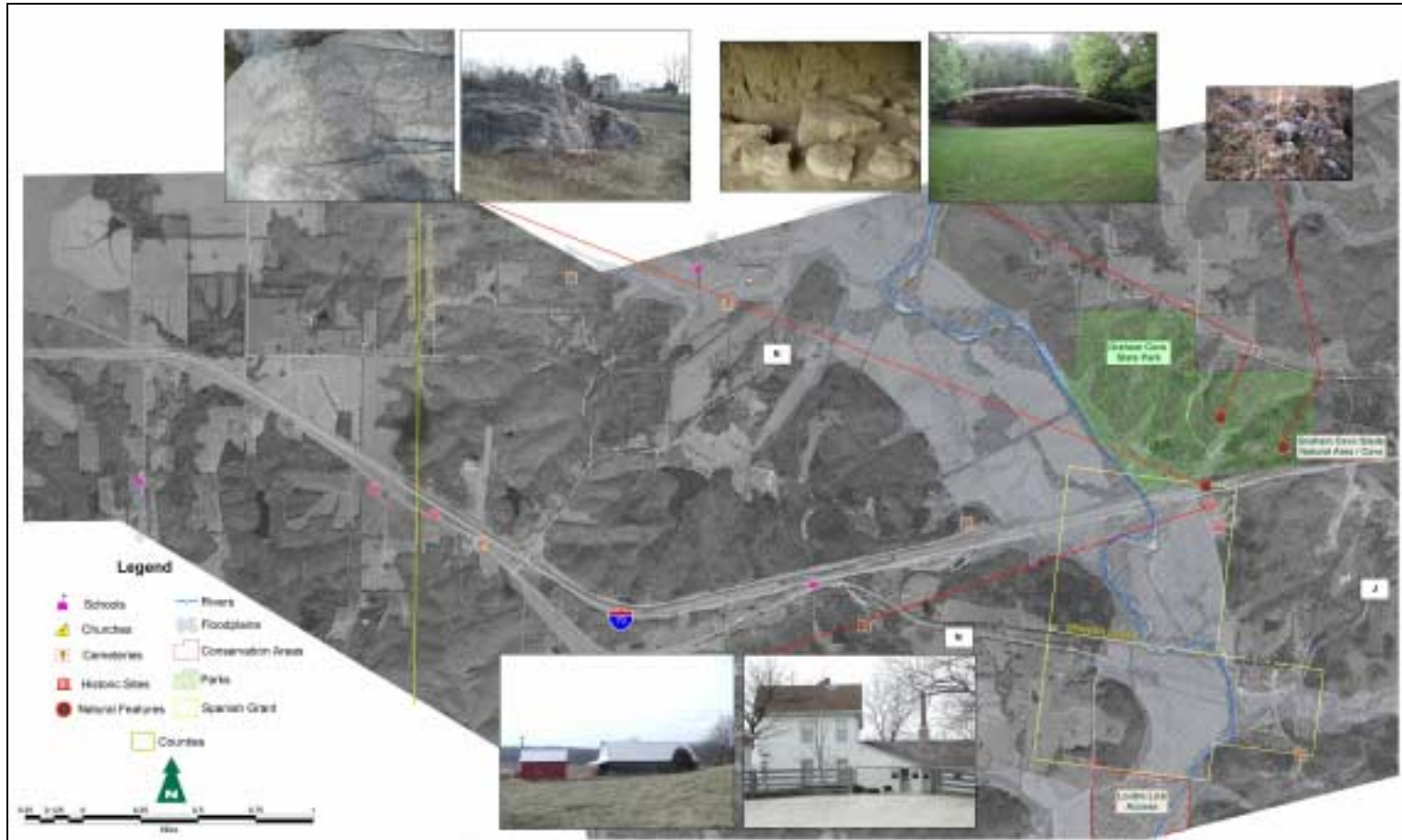


*Graham Farmstead*



*Loutre Valley*

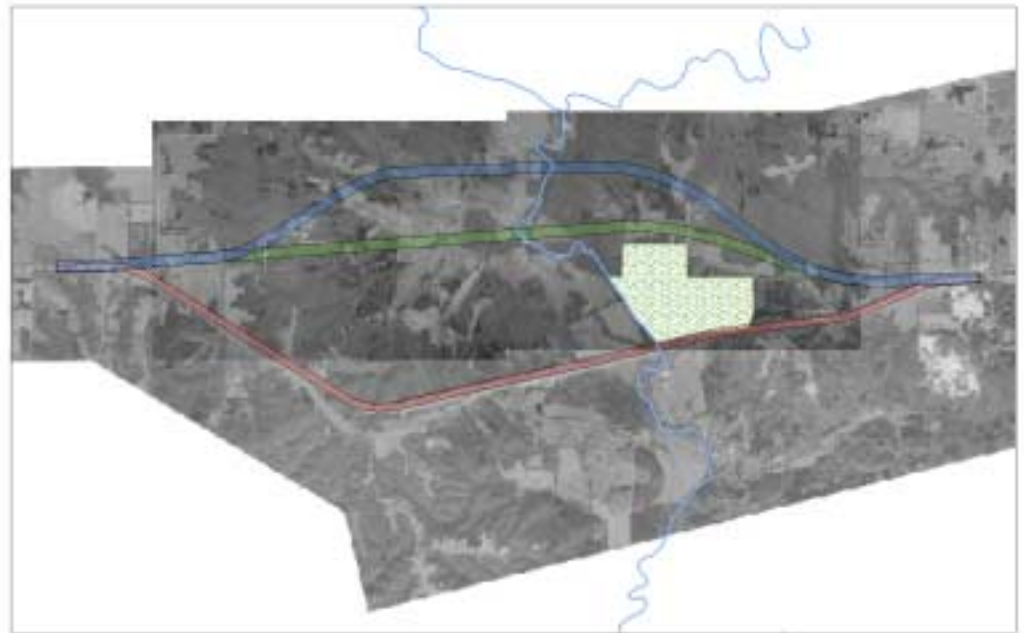
# Environmental Concerns in Mineola Hill



# Mineola Hill

## Preliminary Alternatives – Three Conceptual Corridors

- ❑ Issues
  - Environmental constraints
  - Cultural constraints
  - Traffic safety
  - Highway geometrics
- ❑ Alternatives – Developed to address highway needs, balance competing issues and minimize impacts to resources
- ❑ Conceptual Corridors
  - **Far North**
  - **Near North**
  - **Existing Highway**



# Mineola Hill

## Preliminary Alternatives



- ❑ **Alternative 1** – Improve on existing alignment with adjacent frontage roads (rural typical section)



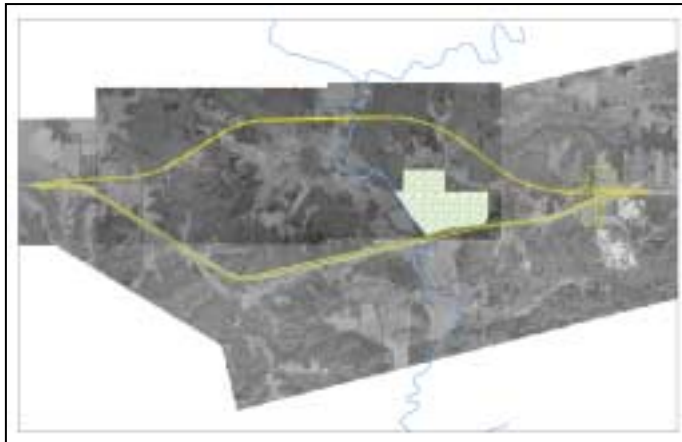
- ❑ **Alternative 2** – Improve on existing alignment with jersey barrier separated frontage roads

# Mineola Hill

## Preliminary Alternatives



- ❑ **Alternative 3** – Improve on existing alignment with off-alignment frontage roads



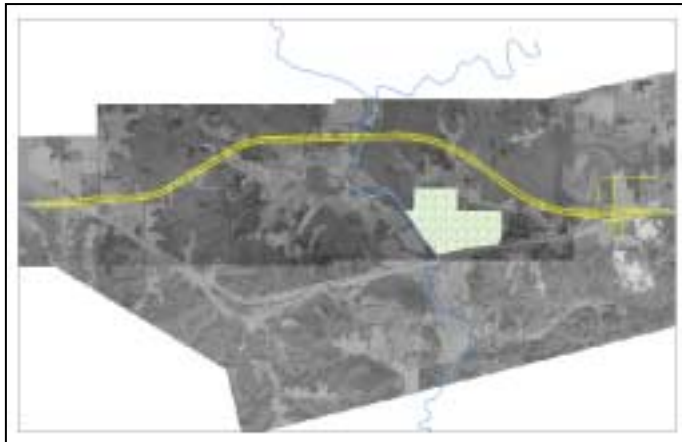
- ❑ **Alternative 4** – Split alignment with adjacent frontage roads

# Mineola Hill

## Preliminary Alternatives



- ❑ **Alternative 5** – Near north relocation with adjacent frontage roads

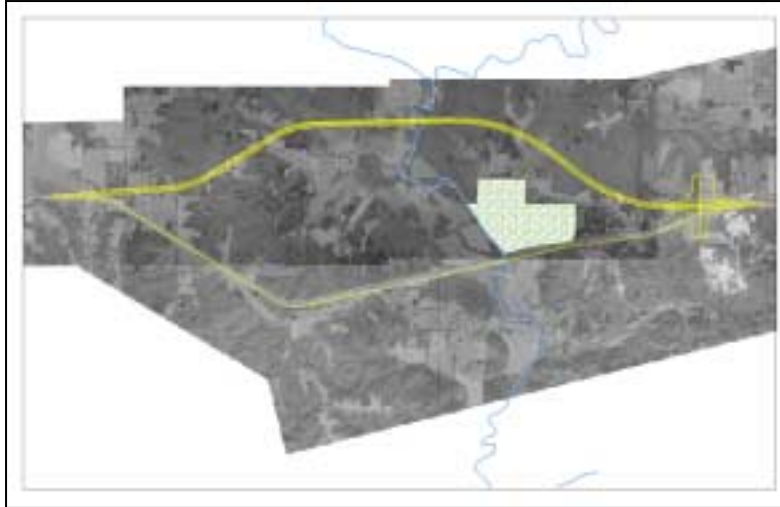


- ❑ **Alternative 6** – Far north relocation with adjacent frontage roads

# Mineola Hill

## Preliminary Alternatives

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- ❑ **Alternative 7** – Far north relocation with parallel and off-alignment frontage roads



# Retained Mineola Hill Alternatives

As a result of the evaluation process, four of the seven preliminary alternatives were selected to be carried forward and evaluated in more detail. The process included detailed coordination and support of all relevant state and federal environmental resource agencies.

The four reasonable alternatives include:

- ❑ **Alternative 2** – Improve existing with adjacent frontage roads separated by a jersey barrier
- ❑ **Alternative 3** – Improve existing with frontage roads off of existing
- ❑ **Alternative 6** – Far north relocation with adjacent frontage roads
- ❑ **Alternative 7** – Far north relocation with parallel and off-alignment frontage roads

|   | Mineola Hill Alternatives     |                          |                                    |                 |            |                                |                             |
|---|-------------------------------|--------------------------|------------------------------------|-----------------|------------|--------------------------------|-----------------------------|
|   | Concept 1                     | Concept 2                | Concept 3                          | Concept 4       | Concept 5  | Concept 6                      | Concept 7                   |
|   | Existing w/ Adjacent Frontage | Existing w/ Barrier Wall | Existing w/ Off-Alignment Frontage | Split Alignment | Near North | Far North w/ Parallel Frontage | Far North w/ Split Frontage |
| <b>ENGINEERING</b>                      |                               |                          |                                    |                 |            |                                |                             |
| Additional System Miles                 | 0                             | 0                        | 0                                  | 0               | 0          | 0                              | 0                           |
| Construction Cost                       | 0                             | 0                        | 0                                  | 0               | 0          | 0                              | 0                           |
| Constructibility/Maintenance of Traffic | 0                             | 0                        | 0                                  | 0               | 0          | 0                              | 0                           |
| <b>TRAFFIC</b>                          |                               |                          |                                    |                 |            |                                |                             |
| Traffic Operations (LOS)                | 0                             | 0                        | 0                                  | 0               | 0          | 0                              | 0                           |
| Long-Term Corridor Capacity             | 0                             | 0                        | 0                                  | 0               | 0          | 0                              | 0                           |
| Delays during Construction              | 0                             | 0                        | 0                                  | 0               | 0          | 0                              | 0                           |
| Service to Trucks                       | 0                             | 0                        | 0                                  | 0               | 0          | 0                              | 0                           |
| Travel Safety                           | 0                             | 0                        | 0                                  | 0               | 0          | 0                              | 0                           |
| Incident Management                     | 0                             | 0                        | 0                                  | 0               | 0          | 0                              | 0                           |
| <b>SOCIAL AND ECONOMIC</b>              |                               |                          |                                    |                 |            |                                |                             |
| Land Use Compatibility                  | 0                             | 0                        | 0                                  | 0               | 0          | 0                              | 0                           |
| Displacements                           |                               |                          |                                    |                 |            |                                |                             |
| Business                                | 0                             | 0                        | 0                                  | 0               | 0          | 0                              | 0                           |
| Residential                             | 0                             | 0                        | 0                                  | 0               | 0          | 0                              | 0                           |
| Economic Development                    | 0                             | 0                        | 0                                  | 0               | 0          | 0                              | 0                           |
| Environmental Justice                   | 0                             | 0                        | 0                                  | 0               | 0          | 0                              | 0                           |
| <b>ENVIRONMENTAL</b>                    |                               |                          |                                    |                 |            |                                |                             |
| Air Quality                             | 0                             | 0                        | 0                                  | 0               | 0          | 0                              | 0                           |
| Noise                                   | 0                             | 0                        | 0                                  | 0               | 0          | 0                              | 0                           |
| Parklands                               | 0                             | 0                        | 0                                  | 0               | 0          | 0                              | 0                           |
| Farmland                                | 0                             | 0                        | 0                                  | 0               | 0          | 0                              | 0                           |
| Floodplains                             | 0                             | 0                        | 0                                  | 0               | 0          | 0                              | 0                           |
| Wetlands                                | 0                             | 0                        | 0                                  | 0               | 0          | 0                              | 0                           |
| T&E Species                             | 0                             | 0                        | 0                                  | 0               | 0          | 0                              | 0                           |
| Cultural Resources                      | 0                             | 0                        | 0                                  | 0               | 0          | 0                              | 0                           |
| Hazardous Waste Sites                   | 0                             | 0                        | 0                                  | 0               | 0          | 0                              | 0                           |
| Visual Quality                          | 0                             | 0                        | 0                                  | 0               | 0          | 0                              | 0                           |





# Where Do We Go From Here?

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Now that the Initial Screening process has been completed, what are the remaining steps in the Second Tier process and what occurs when this process is completed?



# What Comes Next?

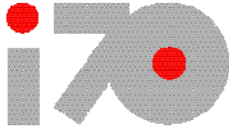
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- ❑ Remainder of Second Tier Study
  - Detailed Development of Reasonable Alternatives
  - Detailed Screening of Reasonable Alternatives
  - Recommendation for Preferred Alternative for Mainline, Kingdom City and Mineola Hill
  - Prepare Environmental Assessment Document
  - Public and agency review and comment
  - Final document and Finding of No Significant Impact (FONSI)
- ❑ After the Second Tier Study \*
  - Preliminary and final design
  - Right-of-Way acquisition
  - Construction

*\* Depends on availability of funding*



**IMPROVE**



# 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.





# Comment Area

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The comments you have verbally provided to members of the Improve I-70 team are important. Please take a moment, however, 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, April 11.

