



MEETING DOCUMENTATION

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Nineteen people signed in for the public officials' preview, and 136 people signed in for the public open house.

Stations

Below is the list of stations and a description of their associated displays and content.

Station 1: Why We're Here

Why Improve I-70
Overall Project Process
Section map/corridor/

Station 2: Tiered Study Process

Project History
Corridor-wide map
Breakout Section 4 process with schedule
Decision Making Flow Chart
Advisory Group list and purpose

Station 3: Corridor Screening Process

SIU 4 Map with all three corridors
Purpose of initial corridor screening & criteria
Corridor Traffic Impacts
Corridor Screening Results Matrix

Station 4: Identify Alignment Constraints (Map-Drawing Exercise)

One map for Tier #1 Recommended I-70 alignment
One map for Near North Corridor

Station 5: What's Next

What's Next – Remaining steps in Tier 2 and after
Access Video
Funding Issues

Station 6: Comment Area

Comment forms

Handouts

Decision-making flow chart
Organization chart
Schedule
Corridor screening background and results
Questions and Answers
Advisory Group purpose and contacts
What's next
Comment forms

Presentation

There were two brief presentations by Buddy Desai, who explained the stations and invited



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attendees to talk to team members. Some members of the audience inquired about the following topics: revised traffic numbers and the traffic modeling process; how cultural resources are considered; the possibility of forcing traffic onto a Near North corridor; building an elevated structure. Mr. Desai answered their questions.

Comments

A total of 81 comments were tallied from the 45 comment forms given to the team at the meeting or sent through U.S. mail. The largest proportion of the comments (23) expressed support for widening and improving existing I-70. The next largest proportion of comments (19) expressed opposition to the Near North concept. A few comments stated that widening existing only would not alleviate future traffic problems, and that a northern corridor would still eventually be necessary. Another few comments suggested improvements to the Route 63 interchange or reduced access.