

## Proposed Concept for Through Lanes between Missouri 210 and The Paseo

MoDOT's proposed concept calls for widening the highway to six lanes, with space reserved for two future additional lanes, including adding additional capacity over the Missouri River. The Paseo Bridge may be re-utilized, which would require additional rehabilitation work, or a new bridge or bridges may be built in its place. Other proposed improvements include interchange improvements and the possibility of future additional lanes, which could be reserved for High-Occupancy-Vehicles (HOV) and/or transit.

The alternatives suggested in the Draft EIS will be refined in design; MoDOT is planning to construct improvements to portions of the corridor through a design-build process, which will speed construction and help reduce costs.

### Missouri 210 to The Paseo - Roadway Typical Sections

Shldr. Aux. Lane Lane Lane Shldr.

Lane \*



This Typical Section is representative of the two proposed recommended options:

*Widen to 6 Through Lanes/Reserve 2 Additional*

**OR**

*Widen to 6 Through Lanes/Reserve 2 Additional for HOV.*

\* - Auxiliary lanes as needed for safe merges and exits, primarily near the river crossing.

## How to Comment on the Draft Document:

All comments received at the hearing and during the comment period will be evaluated by the Federal Highway Administration, MoDOT staff and the Missouri Highways and Transportation Commission in determining the final location of improvements. Provide your comments by May 22, 2006:

- Via mail to: I-29/I-35 Draft EIS, 715 Kirk Drive, KCMO 64105;
- Via e-mail to: I29I35EIS@hntb.com; or
- In person at either of the public hearings on May 9 or 11, either by filling out a comment form, or by making a statement to the court reporter.

A list of Draft EIS viewing locations is available from MoDOT.

Many factors are considered and any one of the alternative locations may be selected and approved for further plan development. The Commission will approve the selected alternative once the Federal Highway Administration has approved the conclusion of the study process with a Record of Decision per the National Environmental Policy Act.

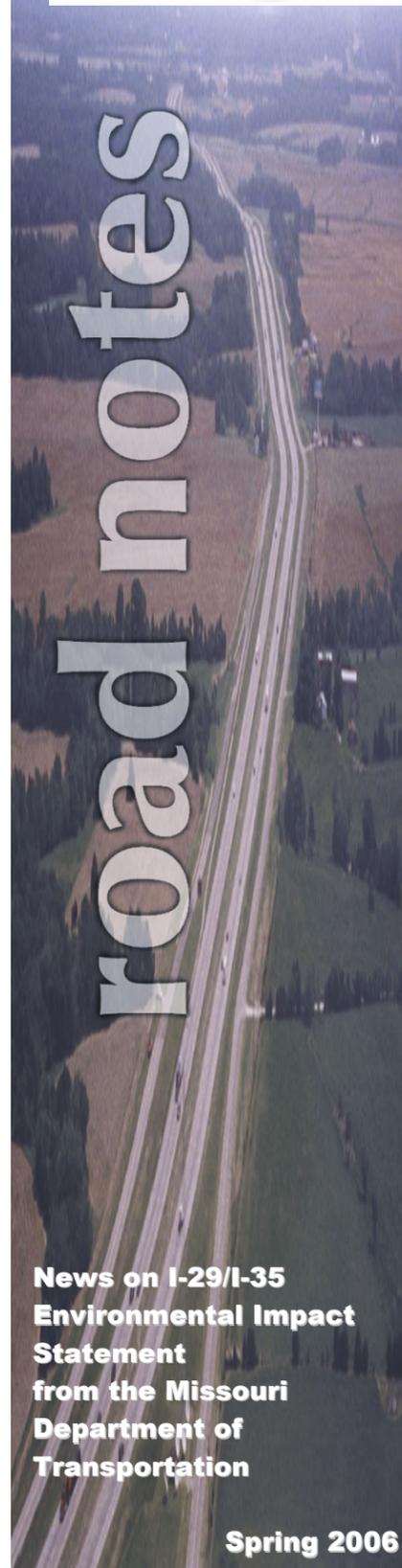
Need more information? Phone: MoDOT District 4 at (816) 622-6500 • E-mail: I29I35EIS@hntb.com  
Write: I-29/I-35 EIS, c/o HNTB, 715 Kirk Drive, Kansas City, MO 64105

## What is an EIS?

An EIS is a detailed document that describes the proposed project and assesses the existing natural, man-made, social and economic environment, as well as the project's known and anticipated impacts on those environments.

The EIS evaluates the possible impacts of the proposed project on people and communities, buildings, businesses and historic sites as well as natural resources and habitats, including air and noise pollution, and includes an analysis of strategies that might avoid some or all adverse environmental effects as well as measures that minimize unavoidable impacts.

The EIS process is outlined in the federal National Environmental Policy Act, and is designed to help agencies, elected officials and the public make sound decisions about federally approved or funded investments.



News on I-29/I-35  
Environmental Impact  
Statement  
from the Missouri  
Department of  
Transportation

Spring 2006

## I-29/I-35 EIS & Location Study

MoDOT has developed a Draft Environmental Impact Statement (Draft EIS) which evaluates and recommends improvement concepts to the I-29/I-35 corridor from just north of the Missouri 210/Armour Road interchange, over the Missouri River at the Paseo Bridge, and south and west to the northwest corner of the downtown Kansas City, Missouri Central Business District (CBD) loop, including the north side of the CBD loop.

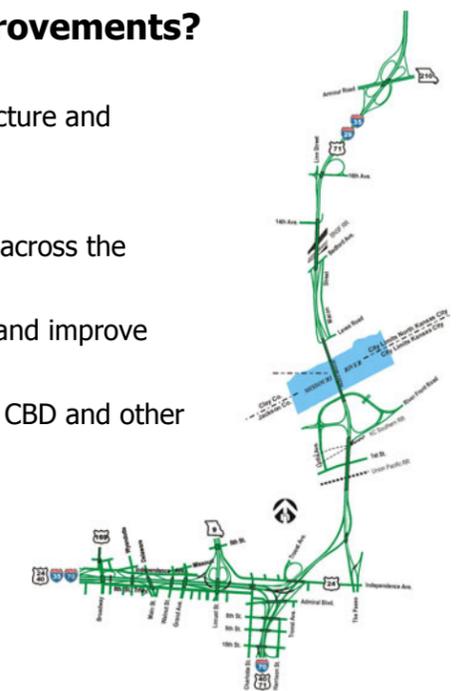
### Why is MoDOT Planning Improvements?

Improvements are needed to:

- Replace the deteriorating infrastructure and improve interchanges
- Improve traffic safety
- Improve interstate system linkage across the Missouri River
- Provide sufficient vehicle capacity and improve traffic operation
- Improve access to the Kansas City CBD and other major activity centers
- Facilitate the movement of trucks

Drivers in the area know that this corridor is heavily utilized. MoDOT is looking to improve ramps, shoulders and other highway components to improve mobility and safety in the corridor.

MoDOT is also planning for the future. Forecasts show that traffic volumes will continue to increase. As one of the main links between downtown and activity centers to the north, sufficient capacity in the I-29/I-35 corridor is important to the entire region. The corridor is also an important national transportation link.



I-29/I-35 EIS and Location Study Corridor

### Recommended Preferred Alternative

**Important:** The Draft EIS suggests likely options for improvements and right-of-way and evaluates their impacts. During the design or design-build process, proposed improvements may change but will need to remain within the right-of-way established by the EIS process. The goal is to allow as much flexibility as possible for innovation balanced with responsible and efficient use of tax dollars. Additionally, to speed construction and reduce costs, all or parts of the corridor may be closed during construction.

As MoDOT develops designs for the corridor, all proposed plans will be carefully monitored and assessed to make sure they do not introduce significant impacts not covered in the EIS, and that they meet the project Purpose and Need.

(continued on back)



## North Sub-Corridor

*Recommended Preferred Alternative*

This sub-corridor stretches from just north of Missouri 210 south to 14<sup>th</sup> Avenue in North Kansas City, and includes improvements to the interchange at 210. MoDOT will continue to work with the City of North Kansas City on refinements to that interchange design.

## North CBD Loop Sub-Corridor

Proposed improvements to the north leg of the downtown loop and their impacts are addressed in the Draft EIS, but will be constructed separately from the design-build project. Funding for construction of improvements to this portion of the project has not been identified.

Design and construction of improvements to that section of highway will be coordinated with other downtown development and transportation improvements, including plans for the downtown street-system, new development and construction, and long-term plans for improvements to the downtown highway loop as a whole.



The Draft EIS suggests likely options for improvements and right-of-way and evaluates their impacts. During the design or design-build process, proposed improvements may change but will need to remain within the right-of-way established by the EIS process.

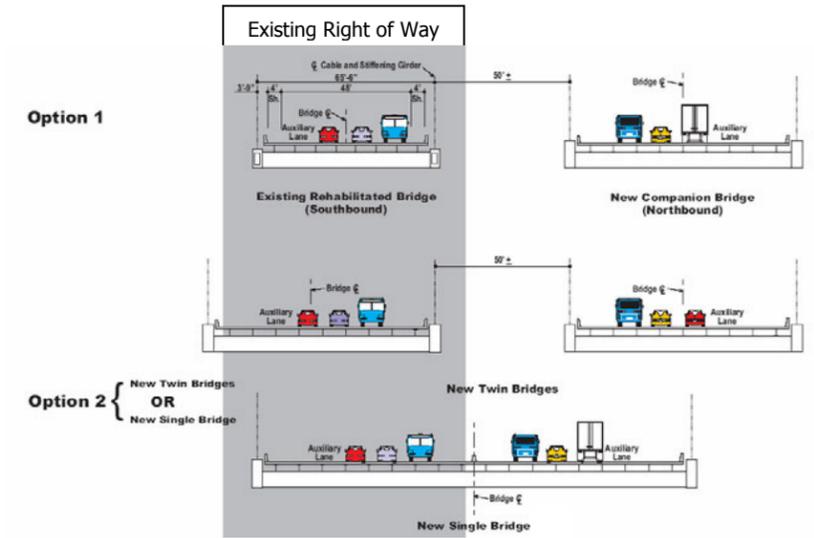
## Crossing the Missouri River

The Draft EIS includes two options for Missouri River crossings, including:

**Option 1:** Re-use the existing Paseo Bridge and build a companion structure. If the Paseo is re-used, it will need additional rehabilitation work.

**Option 2:** Build new twin bridges, or a new single bridge. A portion of the new construction would be on the existing Paseo Bridge right-of-way. With all-new river crossing construction, there are two interchange options at Front Street.

Selection of a bridge type and aesthetics will be determined during the design-build process, which will include opportunities for public involvement.



## River Crossing Option 1

Re-use the existing Paseo Bridge and build a companion structure.



*Recommended Preferred Alternative A*

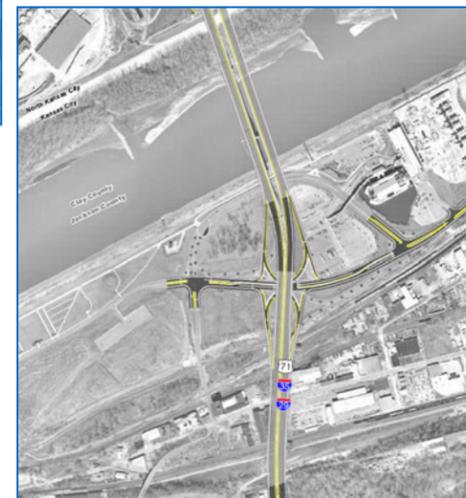
## River Crossing Option 2

Build a new bridge or bridges, with a portion on the existing Paseo Bridge right-of-way.



*Recommended Preferred Alternative B-1*

*Recommended Preferred Alternative B-2  
Alternative Front Street Interchange*



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