



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

Project Background

How we got where we are ... and where we're going!



Why is MoDOT studying possible improvements for this corridor?



- This corridor is heavily utilized. Future, regional traffic projections show that there will be additional demand for vehicle capacity.
- The pavement needs improvement.
- Short exit and entrance ramps can make merging and exiting difficult.
- Because shoulders are narrow, or non-existent in some places, a minor incident can cause a major traffic jam.



Why is MoDOT studying possible improvements for this corridor?



- Crashes in the area exceed the statewide average for similar facilities.
- The Paseo Bridge will need to be replaced or undergo significant additional rehabilitation to remain in use over the next 60 to 75 years.

Why is MoDOT studying possible improvements for this corridor?

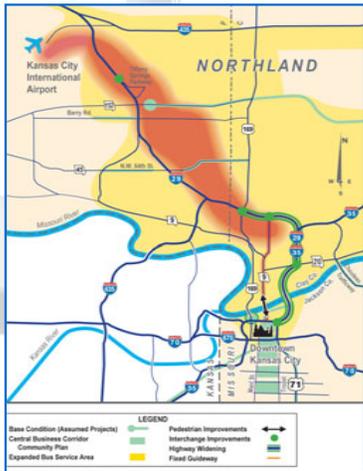


- This is one of the main links between established communities and activity centers in downtown Kansas City, Missouri and North Kansas City.
- This corridor is also an important regional link.
- As part of the Interstate Highway system, and as part of a transportation system that serves local industry and business, it is important for the facility to safely accommodate truck traffic.



Moving from Planning to Construction

1. Plan



NORTHLAND
DOWNTOWN
MAJOR INVESTMENT STUDY

Major Investment Study (MIS)
The Northland-Downtown MIS was an area-wide study to decide the types of general transportation system improvements needed and general locations.



Project Planning

NORTHLAND DOWNTOWN MAJOR INVESTMENT STUDY

The Northland-Downtown MIS outlined a range of strategies to address regional needs. The strategies include bike/ped projects, transit initiatives and roadway improvements. Improvements to the I-29/I-35 corridor were discussed as part of the mid-term improvements. With support from local community leaders, the improvements to the I-29/I-35 corridor were identified as local priority.

May 2002

Project Fact Sheet

Paseo Bridge Improvement

Project Overview

The Kansas City Area Transportation Authority (KATA), the Missouri Department of Transportation (MoDOT), the Mid-America Regional Council (MARC) and the City of Kansas City Missouri have joined together to provide an opportunity for the Kansas City community to implement a plan to improve travel in the Northland. In the fall of 2001, the study team selected a Preferred Strategy for the Northland-Downtown Major Investment Study. The Preferred Strategy is part of an ongoing comprehensive plan to improve travel in the Northland and to enhance connections across the Missouri River into Downtown.

System Plan

The Preferred Strategy is a transportation improvement plan to better serve current and future travel in the Northland and across the Missouri River. The centerpiece of the plan is constructing new capacity over the Missouri River with a new Paseo Bridge and a separate fixed guideway transit bridge. These improvements provide an opportunity to improve the highway system in and around Downtown. Further development of the Preferred Strategy will help identify additional enhancements to the Downtown freeway loop including more direct access into the central business district from the Northland.

The Northland-Downtown Strategy combines transportation improvements for all modes of travel:

- I-29 widening and interchange improvements from Downtown to US 169
- Improved highway access into Downtown
- Expanded bus service within the Northland
- Continued planning for fixed guideway transit corridor to KCI
- Improved bicycle and pedestrian linkages across the Missouri River



Short-Term

- Public Involvement transition from MIS to short-term projects.

Bike/Pedestrian

- Construct a bike/pedestrian crossing on the Heart of America Bridge.
- Chouteau Bridge bike improvements.

Transit

- Begin expanding bus service in the Northland. (Total Plan \$22M-\$42M)
- Update the City of Kansas City Major Street Plan and continued ROW preservation and acquisition activities.
- Continued at-study of fixed guideway from Downtown to KCI (Technology, Route, Features and Funding).

Roadway

- Construct SCOUT (Phase I) project.
- Construct 5th/9th Street and Broadway Improvements initiated by Kansas City.
- Conduct preliminary engineering for the 56th Street flyover ramps.
- Further study of loop urban design improvements in conjunction with I-70 MIS.
- Complete to select preliminary engineering/ environmental studies for all of I-29.
- Construct I-29 Interchange improvements:
 - Downtown Access (\$20M-\$40M)
 - Armour Road/Route 210 (\$20M-\$24M)
 - US 169 (\$17M-\$20M)

Mid-Term

Bike/Pedestrian

- Provisions for bike/pedestrian improvements along with transit and roadway improvements.

Transit

- Continued expansion of bus service in the Northland (Total Plan \$22M-\$42M).
- Construct Stage 1 fixed guideway improvements (Bus Rapid Transit or Light Rail Transit) from downtown to vicinity of US 169-I-29. (\$100M-\$210M)

Roadway

- Construct future phases of SCOUT project.
- Construct I-29 Mainline improvement:
 - I-29 mainline including a new Missouri River bridge, Route 210 to Downtown Loop (\$165M-\$195M)
 - Construct I-29 Mainline improvements:
 - I-29 mainline, I-35 to Route 210 (\$110M-\$130M)
 - I-29 mainline, US 169 to I-35 (\$42M-\$48M)
 - Construct I-29 interchange improvements:
 - North Oak Trafficway (\$12M-\$14M)
 - Tiffany Springs (\$9M-\$11M)
 - Construct the 56th Street flyover ramps (\$20M-\$30M)

Long-Term

Bike/Pedestrian

- Provisions for bike/pedestrian improvements along with Stage 2 guideway improvements.

Transit

- Continued expansion of bus service in the Northland (Total Plan \$22M-\$42M).
- Construct Stage 2 fixed guideway improvements (Bus Rapid Transit or Light Rail Transit) from US 169-I-29 to KCI Airport. (\$200M-\$400M)

Roadway

- Construct future phases of SCOUT project.

Estimated Total Capital Cost: Approximately \$206-\$415 Million
Estimated Annual Operating Cost: Approximately \$14 Million

Preferred Strategy Alternative F (Partial Roadway with 1st Stage Fixed Guideway) Implementation Plan

NOTES:

- All projects subject to further study, engineering and approval.
- Funding has not been identified.
- Transit and Roadway improvements will be maintained in the Short, Mid and Long Term.
- Capital and Operating Costs are 2002 dollars.
- Annual O&M cost for transit assumes LRT Option.
- Projects recommended have been and will need to continue to be coordinated with other studies including the Missouri River Center Study, the Central Business Center Study and other projects including: Front Street improvements from I-29 to Chouteau and the Chouteau Bridge improvements.

Project Fact Sheet

River Crossing

The Northland-Downtown MIS identified the existing Paseo Bridge crossing as the best highway corridor for capacity improvements across the Missouri River. As a critical link in the I-35 NAFTA Trade Corridor, the benefits of expanding the Paseo Bridge reach far beyond Kansas City. By adding four lanes to the Paseo Bridge crossing, for a total of eight lanes, sufficient cross-river capacity will be available to serve the Kansas City region well into the future. Either a companion bridge will be constructed, or the existing bridge will be replaced with a new eight-lane structure.

Next Steps for Paseo Bridge

The Northland-Downtown MIS recommendations have been approved for inclusion in the Kansas City Region's updated long-range transportation plan. More detailed environmental studies and preliminary engineering activities have been initiated. Once completed, right-of-way and final roadway/bridge designs can begin. It is estimated that bridge construction could commence as soon as 2008.

Traffic

The three Downtown Missouri River bridges (Broadway, Heart of America and Paseo) currently carry a combined 180,000 vehicles per day. The four-lane Paseo Bridge, designed in 1929 and I-35, carries more than 90,000 vehicles per day, exceeding its capacity. These over-capacity conditions create congestion and safety problems on a recurring daily basis. In 2020 the three river bridges are expected to carry in excess of 210,000 vehicles per day.

Highway Construction Costs (2001)*

Total Highway Cost.....	\$330M to \$400M
Paseo Bridge Costs.....	\$210M to \$260M

(Route 210 to Downtown) *Based on congestion bridge

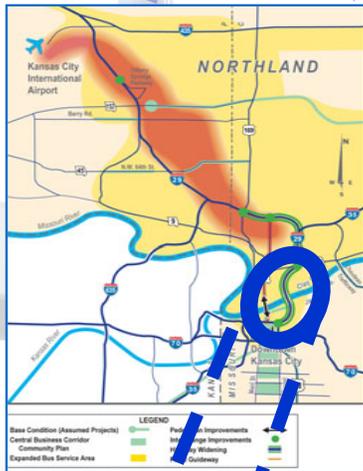


Project Sponsors: The Metro, MARC, and others.



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Environmental Impact Statement (EIS)
The I-29/I-35 EIS will help agencies and communities decide how to make specific needed improvements while avoiding or minimizing negative impacts.



Project Planning

What is an Environmental Impact Statement (EIS)?

The EIS process was created through the National Environmental Policy Act of 1969 (NEPA), and is structured to document how a project would impact the nearby area, for better or worse. An EIS evaluates possible impacts of a proposed project to:

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**buildings, businesses
and historic sites**



as well as

**natural habitats and resources,
including air and noise pollution**



Project Planning

What Does the EIS Do?

- The goal is to **address the need** for improvements, while **avoiding** as many negative impacts as possible, and finding ways to **mitigate** for unavoidable negative impacts.
- The I-29/I-35 EIS establishes a footprint within which any number of reasonable alternatives might be constructed.

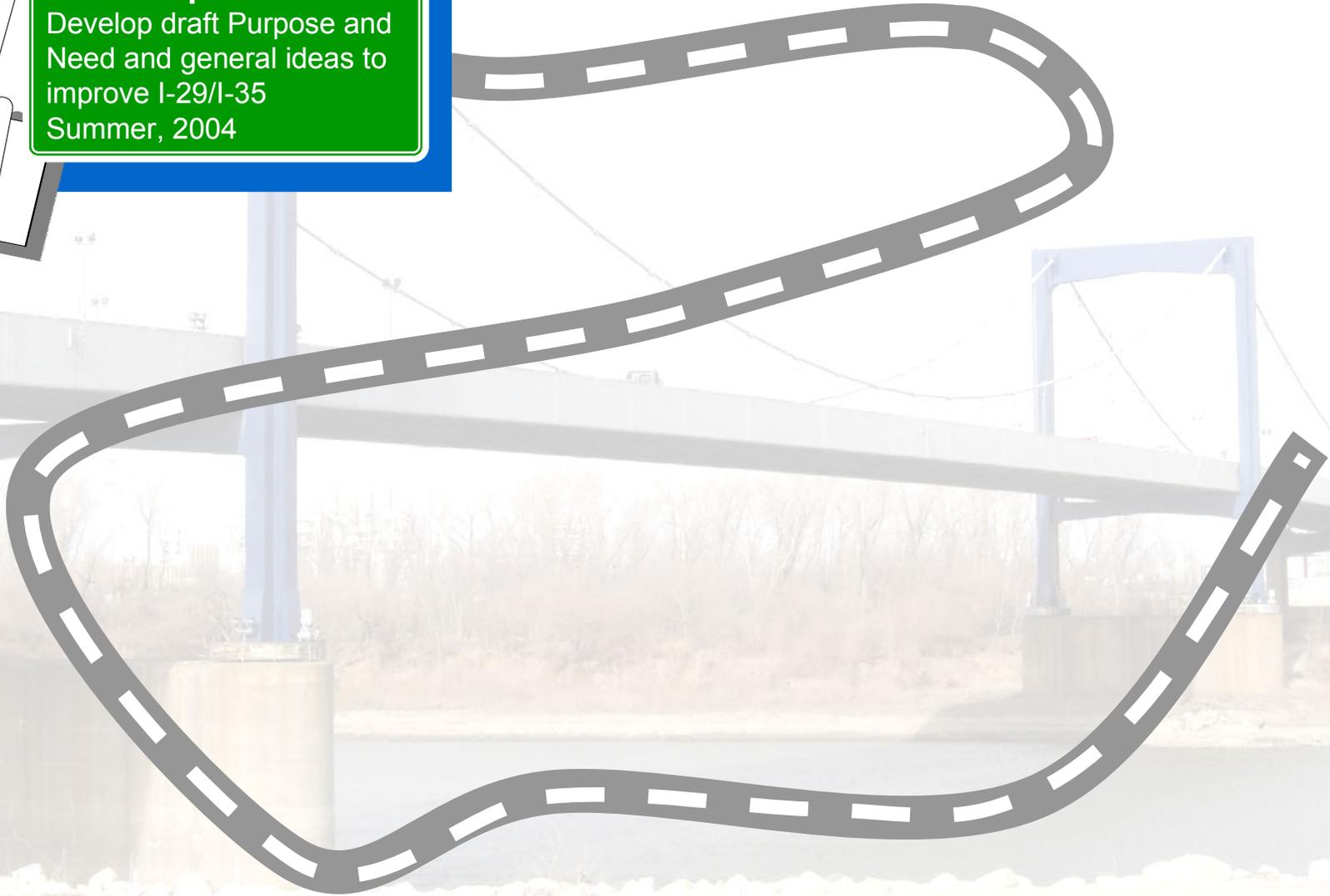
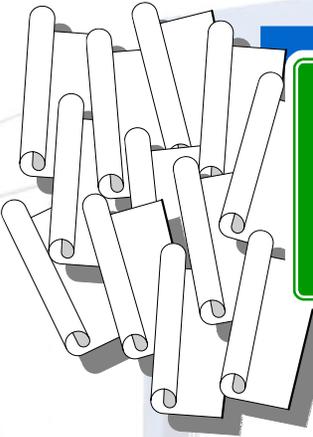


Project Planning I-29/I-35 EIS



1. Concepts:

Develop draft Purpose and Need and general ideas to improve I-29/I-35
Summer, 2004



Purpose and Need

Planned improvements will need to:

- Replace 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



Project Planning

I-29/I-35 EIS



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3. Reasonable Alternatives

How do the concepts work together?

- Mainline Improvements
- North Sub-Corridor
- River Crossing Sub-Corridor
- CBD North Loop Sub-Corridor

Winter 2004-2005



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What are the **impacts** of each alternative? Can those impacts be avoided, mitigated or reduced?
What do stakeholders think?
Spring 2005 – Spring 2006



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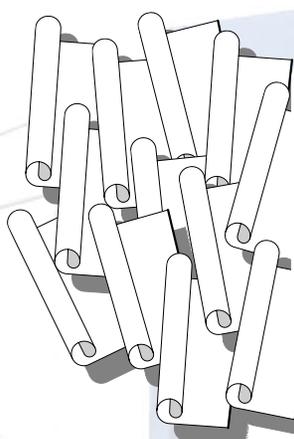
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5. Draft EIS Review & Public Hearing

What do agencies and the public think of the findings in the Draft EIS? Of the proposed solution or solutions? Have we missed anything?
April 6 – May 22, 2006



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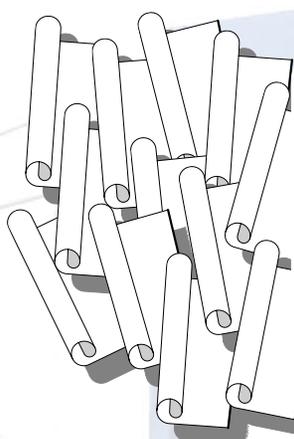
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April 6 – May 22, 2006

6. Final EIS

Make any adjustments to the Draft EIS assessment of impacts and recommendations based on public and agency input. Formal approval (called a ROD) is anticipated in late 2006.



Can I Influence the Findings in the Draft EIS?

- Yes. The purpose of this hearing and the formal comment period is to get public and agency input on the findings and recommendations within the Draft EIS.
- The formal comment period ends May 22, 2006.
- Substantive comments, responses and any needed changes to the Draft EIS will be incorporated into the Final EIS for review by the Federal Highway Administration.

We need your input on the Draft EIS findings and recommendations!



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2. Design



After funding is identified, the design phase includes creating preliminary and final designs and developing detailed construction drawings.

3. Build



Funding is identified, land is purchased, final project plans are completed, construction contracts are awarded and construction begins.

For most projects, the design and build steps are separate stages.



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The I-29/I-35 Missouri River crossing portion of this project was approved to be one of three pilot design-build projects for MoDOT. More information about that process is available in the exhibit room.



Important Information

- 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** in the corridor, balanced with **responsible** and **efficient** use of tax dollars, via the design-build process.
- As MoDOT goes through the design-build process, 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.
- The design-build process will include opportunities for public involvement.



Tonight

- After this presentation, please look at the maps and exhibits in the next room. A copy of the Draft EIS is also available for your review.
- The Draft EIS recommendations are based on meeting the need for corridor improvements while **avoiding, minimizing and mitigating** negative impacts.
- **We need your input.** Please fill out a comment form, or make a statement to the court reporter. You can leave your completed comment form here, or mail your comments to the address on the back of the form by May 22, 2006.
- A list of Draft EIS viewing locations is available from any team member.



Thank you!

**Your time, input and participation are
very much appreciated!**

