

I-70 SECOND TIER DRAFT EIS RE-EVALUATION

Prepared for the
*Federal Highway
Administration*

July 2017

I-70 Second Tier Draft EIS Re-evaluation

Introduction

The Missouri Department of Transportation (MoDOT) and the Federal Highway Administration (FHWA) prepared a Draft Second Tier Environmental Impact Statement (EIS) to discuss and compare alternatives for improving I-70 in the Kansas City Metropolitan Area between The Paseo and Blue Ridge Cutoff. MoDOT and FHWA proposed improving the existing I-70 corridor extending approximately 6.8 miles from the end of the last ramp termini west of The Paseo interchange to east of the Blue Ridge Cutoff interchange to meet the current and future traffic, safety, and access needs to/from and across I-70. The purpose and need remains valid and the Preferred Alternative still meets the purpose and need of the I-70 Second Tier EIS. It is located entirely within the City of Kansas City, Missouri. **Figure 1** shows the Study Area.

The I-70 Second Tier Draft EIS was approved and signed on January 8, 2014. MoDOT suspended the project development process between January 2015 and June 2016 due to budget constraints. MoDOT has now reactivated the environmental review process and must decide whether to supplement the 2014 I-70 Second Tier Draft EIS. The I-70 Second Tier EIS was not completed within three years of the Draft Second Tier EIS, thus a written evaluation of the Draft EIS is required for FHWA to review and determine whether a supplement to the Draft EIS is needed. This document is the environmental re-evaluation for the Draft Second Tier EIS. Based on the changes Identified, FHWA will determine whether the 2014 Draft EIS needs to be supplemented.

Purpose

The purpose of the environmental re-evaluation is to evaluate the changes that have been made to the Preferred Alternative and to determine if any changes in the Study Area have occurred since the I-70 Second Tier Draft EIS was signed.

The Purpose and Need for this project includes:

- Improve Safety
- Reduce Congestion
- Restore and Maintain Existing Infrastructure
- Improve Accessibility
- Improve Goods Movement

Field Review

Since the I-70 Second Tier Draft EIS was signed two additional field reviews have been conducted. The first was conducted in August 2016 to review the identified property relocations. All the buildings that had been identified as relocations were still standing and occupancy remained the same. The second field review was conducted in October 2016 to determine if suitable habitat is present in the Study Area for Indiana bats, gray bats, and northern long-eared bats and to update the impact assessment for these species. Section 9 of the Environmental Re-evaluation/Consultation Form (NEPA) below discusses the results of this field review.

Preferred Alternative Changes

Since the publication of the I-70 Second Tier Draft EIS, the following changes and clarifications have been made to the Preferred Alternative.

Bus on Shoulder – The footprint for the proposed Preferred Alternative has been developed to accommodate bus on shoulder if it is desired in the future. Commencement of bus on shoulder service will be subject to further traffic and operations analysis, coordination with other regional transit initiatives and studies, development of operating agreements with transit operators, and assessment of potential partnership on funding resources. The Preferred Alternative included wider shoulders to accommodate bus on shoulder but did not explicitly identify bus on shoulder. This revision was made because agency comments requested bus on shoulder operations be identified in the Preferred Alternative.

Cul-De-Sacs – While local street connections to on- and off-ramps from I-70 will still be removed, local road connectivity will be maintained. All cul-de-sacs have been removed from the Preferred Alternative improvements. This revision was made because agency comments requested the removal of all cul-de-sacs to maintain connectivity, easier maintenance, and better emergency response capability.

Brooklyn Avenue – The Brooklyn Avenue half diamond interchange will not be closed. The existing Brooklyn Avenue half diamond interchange will remain open and in place. In addition, the eastbound I-70 off ramp to Brooklyn Avenue will be converted to a decision lane exit to allow for the auxiliary lane between The Paseo and Prospect Avenue. The westbound I-70 on-ramp from Brooklyn Avenue will be lengthened by removing the 14th Street connection into the on-ramp. This revision was made because public comments expressed concerns with patrons getting to their business location.

Manchester Trafficway Interchange - During the DEIS, the Manchester Design-Build project improvements, described in the Draft EIS No-Build Alternative, added westbound and eastbound auxiliary lanes between the U.S. 40 and the Manchester Trafficway interchanges and improved the westbound weaving area between I-435 and Manchester Trafficway and was completed in December 2015. MoDOT evaluated the independent Manchester Design-Build project for environmental impact and since there were no significant impacts, prepared a Categorical Exclusion.

I-435 Interchange – The proposed design of the I-435 interchange was revised to a partial turbine interchange. This design will replace the southbound I-435 to eastbound I-70 off-ramp with a two-lane fly-over ramp that will tie into the northbound I-435 to eastbound I-70 ramp before merging with eastbound I-70. The northbound I-435 to westbound I-70 off-ramp will be replaced with a fly-over ramp that will tie into the southbound I-435 to westbound I-70 ramp before merging with westbound I-70. Realign the eastbound I-70 to northbound I-435 off-ramp and the westbound I-70 to southbound I-435 off-ramp. Replace I-435 bridges over I-70. This design revision was made to improve the traffic flow through the I-435 Interchange after MoDOT engineers reviewed the design of the interchange and determined that the turbine interchange design would improve traffic flow more and still stay inside the existing right-of-way.

Traffic – While the Preferred Alternative still improves travel flow through the Study Area, changes made since the publication of the I-70 Second Tier Draft EIS have resulted in changes to the 2040 travel speeds in the Study Area. During the westbound AM, peak period the travel speeds that changed the most from the I-70 Second Tier Draft EIS were from the Paseo to Prospect Avenue (decreased), Jackson Avenue to U.S. 40 (increased), and U.S. 40 to Manchester Trafficway (increased). During the eastbound PM peak period that changed the most from the I-70 Second Tier Draft EIS were from Jackson Avenue to U.S. 40 (decreased), U.S. 40 to Manchester Trafficway (decreased), and Manchester Trafficway to Blue Ridge Cutoff (increased). The traffic information was updated because more recent traffic data was available.

Safety – After the publication of the I-70 Second Tier Draft EIS, MoDOT conducted a Highway Safety Manual (HSM) analysis for the updated Preferred Alternative. The results of this analysis project that the changes to the Preferred Alternative will provide additional improvements to safety in corridor. In the I-70 Second Tier Draft EIS, the total number of crashes decreased by approximately 9 percent from the No-Build Alternative versus the Preferred Alternative. The updated results indicate that the decrease in crashes

between the two alternatives will be nearly 19 percent with much of the improvement because of the revised I-435 Interchange design. In addition, the number of fatal or disabling crashes will decrease almost 13 percent from the No-Build Alternative versus the Preferred Alternative. This is an improvement from approximately 3 percent in the I-70 Second Tier Draft EIS. The crash analysis was updated because more recent crash data was available.

Cost – The total estimated cost of the Preferred Alternative was revised to \$265 million (2016 dollars). The cost estimates were revised to reflect the Preferred Alternative revisions above.

Public/Stakeholder Involvement Process

After the publication of the Second Tier Draft EIS, MoDOT held another round of public involvement to provide the opportunity for formal public review of the Second Tier Draft EIS and to help clarify the impacts of the Preferred Alternative. The notice of availability for the Second Tier Draft EIS was published on January 17, 2014 and a series of public input meetings was held from January 17, 2014 to March 7, 2014. The Study Team used several approaches to reach the public including a public hearing, Community Connection Team (CCT) meetings, mobile meetings, Government Relations Briefings, a Community Advisory Group (CAG), and MindMixer. The comments received are in **Appendix A** along with the Study Team responses.

The public involvement round resulted in the following revisions to the Preferred Alternative that are described above in the Preferred Alternative Changes section.

- Bus on Shoulder – The Preferred Alternative provides adequate shoulders to support bus on shoulder, it was suggested to explicitly include in the Preferred Alternative.
- Cul-De-Sacs – Removed the proposed cul-de-sacs on the local roads.
- Brooklyn Avenue – The Brooklyn Avenue half diamond interchange will not be closed.

Environmental Re-evaluation/Consultation Form (NEPA)

23 CFR 771.129

Missouri Department of Transportation/Federal Highway Administration

REGION Missouri Division	STATE PROJECT NO. J411486C	PROJECT TITLE, DOCUMENT TYPE Second Tier Environmental Impact Statement for Route I-70, Jackson County, from west of the Paseo interchange to east of the Blue Ridge Cutoff interchange
DATE APPROVED January 8, 2014	FEDERAL AID NO. FHWA-MO-EIS-14-01-D	

REASON FOR CONSULTATION:

The I-70 Second Tier Draft EIS was approved and signed on January 8, 2014. MoDOT suspended the project development process between January 2015 and June 2016 due to budget constraints. MoDOT has now reactivated the environmental review process and must decide whether to supplement the 2014 I-70 Second Tier Draft EIS. The I-70 Second Tier EIS was not completed within three years of the Draft Second Tier EIS, thus a written evaluation of the Draft EIS is required for FHWA to review and determine whether a supplement to the Draft EIS is needed. This document is the environmental re-evaluation for the Draft Second Tier EIS. Based on the changes identified, FHWA will determine whether the 2014 Draft EIS needs to be supplemented.

WILL THE TIME LAPSE OR MODIFIED ALIGNMENT CHANGE THE IMPACTS TO THE FOLLOWING:

1) LAND USE	YES [] NO [X]
	More Impacts [] Same [X] Fewer Impacts []
The Preferred Alternative will have minimal effects on the overall existing land use and zoning in the Study Area as it aims to make improvements within the existing right of way to the extent possible. The Preferred Alternative is consistent with the City of Kansas City, Missouri's four area plans that the Study Area is a part of. Impacts to land use are not anticipated to change from what was concluded in the I-70 Second Tier Draft EIS.	
2) PRIME AND UNIQUE FARMLAND	YES [] NO [X]
	More Impacts [] Same [X] Fewer Impacts []
The entire Study Area is in the urbanized city of Kansas City, Missouri. Over time, development has transformed farmland in this area to urban uses including homes and businesses.	

<p>3) RIGHT-OF-WAY ACQUISITION AND DISPLACEMENTS</p> <p>The changes to the Preferred Alternative since the I-70 Second Tier Draft EIS have resulted in less right-of-way and fewer relocations, specifically the removal of cul-de-sacs from the Preferred Alternative improvements. The Preferred Alternative will require approximately 36 acres of additional right-of-way. This decreased from just over 37 acres in the I-70 Second Tier Draft EIS. The Preferred Alternative would require the potential relocation of 22 residences (21 buildings) and five businesses. This decreased from 31 residences (26 buildings) and six businesses in the I-70 Second Tier Draft EIS.</p> <p>Property acquisition of affected properties will be conducted in accordance with the relocation procedures established in the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970 (referred to as the Uniform Act), as amended (42 U.S.C. 4601). The Uniform Act and Missouri state laws require that just compensation be paid to the owner(s) of private property taken for public use. The Uniform Act is carried out without discrimination and in compliance with Title VI (the Civil Rights Act of 1964), the President's Executive Order on Environmental Justice, and the Americans with Disabilities Act.</p> <p>An appraisal of fair market value is the basis for determining just compensation to be offered the owner for property to be acquired. The Uniform Act defines an appraisal as a written statement independently and impartially prepared by a qualified appraiser setting forth an opinion of defined value of an adequately described property as of a specific date, supported by the presentation and analysis of relevant market information.</p>	<p>YES <input checked="" type="checkbox"/> NO <input type="checkbox"/></p> <p>More Impacts <input type="checkbox"/> Same <input type="checkbox"/> Fewer Impacts <input checked="" type="checkbox"/></p>
<p>4a) COMMUNITY IMPACTS—ECONOMIC GROWTH AND DEVELOPMENT</p> <p>The Preferred Alternative will affect businesses and jobs in three ways; access changes, business relocations, and travel times. The changes to the Preferred Alternative have resulted in fewer access changes and business relocations. The Preferred Alternative will now relocate five businesses, instead of six. These five businesses still account for approximately 51 jobs.</p> <p>In addition to the impacts to businesses, the Preferred Alternative would also impact the tax base of the local communities. The total assessed value of all parcels affected by the Preferred Alternative is \$19,164,144.</p>	<p>YES <input checked="" type="checkbox"/> NO <input type="checkbox"/></p> <p>More Impacts <input type="checkbox"/> Same <input type="checkbox"/> Fewer Impacts <input checked="" type="checkbox"/></p>
<p>4b) COMMUNITY IMPACTS—ENVIRONMENTAL JUSTICE</p> <p>Executive Order 12898, enacted in 1993, requires each federal agency to make achieving environmental justice part of its mission by identifying and addressing, as appropriate, disproportionately high and adverse human health or environmental effects on minority and low-income populations.</p> <p>Changes made to the Preferred Alternative because of resource agency and public comments on the I-70 Second Tier Draft EIS resulted in fewer impacts to Environmental Justice populations. Based on the comments heard the Brooklyn Avenue half diamond interchange will remain open and all cul-de-sacs previously proposed have been removed from the Preferred Alternative. By removing these improvements from the Preferred Alternative, the impacts that they could have caused to Environmental Justice populations have been reduced.</p> <p>These changes and other changes made to the Preferred Alternative as described earlier, have led to fewer relocations and decreased the amount of right of way and thus the impacts to Environmental Justice populations. All the relocations and 83 percent of the right-of-way required by the Preferred Alternative are within Environmental Justice areas.</p> <p>Noise impacts within Environmental Justice areas are also possible. A preliminary noise barrier evaluation identified 20 locations in the Study Area where noise barriers could be warranted based on noise levels, all of which are in Environmental Justice areas. Nine of these noise barriers are expected to meet applicable feasibility and reasonableness criteria, and are recommended for detailed analysis during the final design phase.</p> <p>The Preferred Alternative will also provide benefits to all residents in the Study Area including the minority and low-income populations. The Preferred Alternative will decrease congestion along I-70. This would improve travel for residents in the Study Area who utilize I-70 to get to work or other destinations. In addition, it would improve travel for residents who ride transit and use I-70 in the Study Area as well as improve safety not only on I-70, but on the local road network around I-70 too. The improved travel times on I-70 would also benefit commuters, who may or may not be Environmental Justice populations.</p> <p>The Preferred Alternative would enhance the accessibility across the corridor through pedestrian and bicycle crossing</p>	<p>YES <input checked="" type="checkbox"/> NO <input type="checkbox"/></p> <p>More Impacts <input type="checkbox"/> Same <input type="checkbox"/> Fewer Impacts <input checked="" type="checkbox"/></p>

<p>improvements as overpasses, underpasses, and interchanges are improved over time. As bridges within the corridor are upgraded individually over time, each project will be analyzed individually and attempt to meet the community’s needs. Coordination with local agencies will be ongoing as upgrades in the corridor take place.</p> <p>Throughout the study process the Study Team involved and consulted with members of the public and project stakeholders. Multiple methods of public outreach were used to increase the likelihood of minority and low-income persons’ participation. The distribution of public outreach activities included those areas that are Environmental Justice areas.</p> <p>The Preferred Alternative would impact minority and low-income populations along the corridor, however these impacts have decreased since the I-70 Second Tier Draft EIS. These impacts have been mitigated and are not significant, thus it was determined that the Preferred Alternative would not result in disproportionately high and adverse effects on minority and low-income populations along the I-70 corridor, in accordance with provisions of Executive Order 12898 and FHWA Order 6640.23. No further Environmental Justice analysis is required.</p>	
4c) COMMUNITY IMPACTS—COMMUNITY COHESION	YES [] NO [X] More Impacts [] Same [] Fewer Impacts [X]
<p>Impacts to community cohesion will be fewer then as discussed in the I-70 Second Tier Draft EIS. The Preferred Alternative may improve the pedestrian facilities in the Study Area by making them more accessible in accordance with the Americans with Disabilities Act (ADA) as outline in MoDOT’s Engineering Policy Guide (EPG) and improve access across the I-70 corridor.</p> <p>The Preferred Alternative will require land from the City Union Mission Family Center property, approximately 2,000 square feet of right of way from the southeast corner of the property. It will not impact the building or any recreation areas. Nor will it require relocation. MoDOT has coordinated with representatives from the City Union Mission and they did not express any concerns with the project or that this amount of right of way would be needed. MoDOT will continue to coordinate with them to minimize impacts to their property when the project moves ahead.</p> <p>All cul-de-sacs have been removed from the Preferred Alternative improvements allowing the area to maintain community connectivity and cohesion. This revision was made because agency comments requested the removal of all cul-de-sacs to maintain connectivity, easier maintenance, and better emergency response capability.</p>	
5) WETLANDS AND WATERS OF THE U.S.	YES [] NO [X] More Impacts [] Same [X] Fewer Impacts []
<p>The impacts to wetlands and waters of the U.S. will remain the same as stated in the I-70 Second Tier Draft EIS. The Preferred Alternative is anticipated to impact 0.02 acres of wetland. None of the impacts are to jurisdictional wetlands. Since the publication of the I-70 Second Tier Draft EIS, the United States Army Corps of Engineers’ (USACE) provided a preliminary jurisdictional determination for the proposed impacts and that the improvements would be permitted under nationwide permit (NWP) 14. The USACE’s letter is included in Appendix A.</p>	
6) FLOODPLAINS	YES [] NO [X] More Impacts [] Same [X] Fewer Impacts []
<p>The impacts to floodplains will remain the same as stated in the I-70 Second Tier Draft EIS. The No-Build Alternative will affect approximately 1.65 acres of floodplain near the U.S. 40 interchange and between the west end of the Manchester Bridge and the U.S. 40 interchange. This 1.65 acres of impact has been permitted as part of the Manchester Bridge design-build project. The Preferred Alternative will not impact any additional floodplains.</p> <p>In addition, the regulatory floodway of the Blue River would continue to be bridged in conjunction with the Manchester Bridge design-build project, and is not included in this analysis.</p>	
7) AIR QUALITY	YES [] NO [X] More Impacts [] Same [X] Fewer Impacts []
<p>The impacts to air quality will remain the same as stated in the I-70 Second Tier Draft EIS. There are no existing violations of carbon monoxide (CO) in the Study Area. Since the Study Area is in attainment for CO, no additional analysis is required. The Preferred Alternative includes horizontal and vertical improvements to increase the average design speed throughout the corridor. Because CO emissions are greatest from vehicles operating at low speeds, the faster and consistent speed associated with the Preferred Alternative has the potential to decrease CO emissions throughout the corridor. This project is not expected to produce a projected violation of the CO National Ambient Air Quality Standards (NAAQS).</p>	

<p>The Preferred Alternative is expected to decrease the time vehicles spend on I-70, because of less congestion and fewer delays. In addition, the number of hybrid and electric vehicles in the overall vehicle fleet will continue to increase. These factors will decrease the amount of greenhouse gases released into the atmosphere. However, the expected increase in traffic volumes will negate some or all of these benefits.</p> <p>The Preferred Alternative includes improvements promoting alternate commuting options and therefore aim at reducing the vehicles miles traveled (VMT) in the corridor. The Preferred Alternative will be coordinated with the improvements recommended as part of the Jackson County Commuter Corridors Alternatives Analysis and transit service improvements over time. The Preferred Alternative includes improved existing and/or consideration of additional bicycle and pedestrian access across I-70 to allow increased opportunities to bike or walk. By reducing the VMT, particulate matter would be reduced and both volatile organic compounds (VOC) and nitrogen oxides (NOx), ingredients in ozone formation, would be reduced as compared to the No-Build Alternative. However, this minor reduction in VOC and NOx may be offset, because NOx emissions increase when traffic speeds are high and consistent. An increase in traffic flow would cause a higher emission of NOx, which could worsen ozone levels in the Kansas City metropolitan area.</p> <p>After the publication of the I-70 Second Tier Draft EIS, concerns were raised regarding status of air quality in the Kansas City region. The information below addresses these concerns.</p> <p>The Kansas City area air quality monitoring region is currently designated in attainment of the NAAQS, for all criteria pollutants. This ozone status includes Platte, Clay, and Jackson counties in Missouri. On October 1, 2015, the EPA strengthen the NAAQS for ground level ozone to 70 parts per billion (ppb). States are required to have approved state implementation plans to address nonattainment areas and areas will be required to meet the new standard between 2013 and 2020.</p> <p>A portion of Jackson County in the downtown Kansas City area is nonattainment for the 1 hour SO2 NAAQS (though SO2 isn't a pollutant of concern from a vehicle emissions standpoint). The Kansas City area (Clay, Jackson, and Platte counties) is a maintenance area for the previous ozone NAAQS. None of the monitors in the Kansas City area are in violation of the current 2015 ozone NAAQS. However, it's possible that Kansas City becomes designated a nonattainment area at some point, but it may not happen unless/until EPA establishes a new ozone standard as a result of their next ozone NAAQS review. Regardless of Kansas City's official status, ozone continues to be an air quality concern in the area.</p>	
8) NOISE	<p style="text-align: right;">YES [] NO [X]</p> <p style="text-align: right;">More Impacts [] Same [X] Fewer Impacts []</p> <p>The noise impacts that could result from the Preferred Alternative will remain the same as discussed in the I-70 Second Tier Draft EIS, however a preliminary noise barrier evaluation was completed for the Preferred Alternative since it was signed. This evaluation identified 20 locations along I-70 within the Study Area where noise barriers could be warranted based on noise levels. Nine of these noise barriers are expected to meet applicable feasibility and reasonableness criteria, and are recommended for detailed analysis during the final design phase. Figure 2 shows the locations of these potential noise barriers.</p> <p>During final design of the Preferred Alternative, MoDOT will conduct a detailed design noise analysis using the FHWA Traffic Noise Model (TNM 2.5) or the most current noise analysis software be conducted to determine feasibility and reasonableness for the benefit of all predicted traffic noise impacts identified in the traffic noise analysis. The location, length, height, cost, and receptors studied and benefited should be included in the study. The final decision to construct the proposed noise barrier should be made upon completion of the project design and the public involvement process taking into consideration the opinions of benefited property owners and residents, and upon FHWA approval.</p>
9) THREATENED AND ENDANGERED SPECIES	<p style="text-align: right;">YES [] NO [X]</p> <p style="text-align: right;">More Impacts [] Same [X] Fewer Impacts []</p> <p>Since the publication of the I-70 Second Tier Draft EIS, new information from updated surveys has been collected. The updated species list includes Indiana bats, gray bats, and northern long-eared bats indicated by US Fish and Wildlife Service Information for Planning and Conservation website (Consultation Code: 03E14000-2017-SLI-0200, November 2016). Additional information was provided by the MoDOT Design Environmental Section from reviews of the Missouri Department of Conservation (MDC) Heritage database (September 2016) and the Missouri Speleological Survey cave database information (current to 2015).</p> <p>Gray bats - Gray bats are cave obligate species which congregate in maternity or bachelor colonies in the summer utilizing dome cave and mine habitat, and mixed colonies during winter hibernation in vertical or pit-type caves and mines, utilizing mainly stream corridors for foraging spring through fall. There are no known caves within a few miles of</p>

the project area and no known gray bat cave resources within 100 miles of the project area. If a project will impact caves or mines or will involve tree removal around these areas (particularly within stream corridors, riparian areas, or associated upland woodlots), gray bats could be affected. There is no known gray bat cave habitat nor any known gray bat records within several miles of the project area and there will be no effect on gray bats from this project.

Indiana and northern long-eared bats – Both species can occur in any forested area in the state of Missouri. These species hibernate in caves or mines only during the winter. The rest of the year they roost under loose tree bark in tree crevices or cavities during the day and forage around tree canopies of floodplain, riparian, and upland forests at night. Trees which should be considered potential roosting habitat include those exhibiting loose or shaggy bark, crevices, or hollows. Tree species often include, but are not limited to: shellbark or shagbark hickory, white oak, cottonwood, and maple.

In October 2016 MoDOT Environmental staff and the consultant surveyed the Study Area to update the impact assessment for this Second Tier Condensed Final EIS and ROD. There are no known winter cave records for Indiana or northern long-eared bats within several miles of the Study Area. Even though the nearest known summer records for either species are between 40 and 70 miles from the project area, Indiana and northern long-eared bats could utilize suitable habitat in the Study Area. There are examples of suitable summer roost habitat in the clearing limits for this project, and MoDOT and FHWA expect to apply the conservation measure of only clearing suitable roost trees during the non-breeding season (November 1st to March 31st). Given the small amount of overall tree removal for this section (less than 5.0 acres), small number of potentially suitable bat roost trees, and the inclusion of the conservation measure to remove suitable habitat during the non-breeding season, MoDOT and FHWA have determined this project may affect, but is not likely to adversely affect the Indiana bat or northern long-eared bat. Acting as the designated non-federal representative for FHWA for the purposes of USFWS Section 7 Endangered Species Act consultation, MoDOT submitted consultation and requested concurrence with the “not likely to adversely affect” determination. USFWS concurred with this determination. Appendix B contains the results of the field review and the USFWS concurrence.

10) HISTORIC AND ARCHAEOLOGICAL SITES YES [] NO [X]
More Impacts [] Same [X] Fewer Impacts []

The Preferred Alternative will impact the three Boulevards that are part of the Boulevard System and are historic resources. None of the features that make the boulevards historic will be impacted. Because the portions of the three Boulevards within the area of potential effects (APE) have been previously altered, the Preferred Alternative will have no adverse effect on the boulevards.

Since the publication of the I-70 Second Tier Draft EIS MoDOT received a letter from the State Historic Preservation Office (SHPO) stating their concurrence of no adverse effect on the historic resources in the Study Area based on their review of the Final Cultural Resource Archival and Architectural Review. This letter is included in Appendix A.

In addition, a Phase I Archaeological Survey for the Preferred Alternative has been completed since the publication of the I-70 Second Tier Draft EIS. The archaeological survey of the proposed construction easement associated with the I-70 Second Tier EIS study within Kansas City revealed that a large portion of this area had been previously disturbed. Most of this disturbance was caused by the original construction of the interstate. However, some archaeological remains do appear to exist in at least eight locations, where construction rubble and some artifacts were identified. These locations do seem to have been less disturbed by the interstate construction, but it was unclear, due to the limitations of shovel testing within an urban environment, if these remains represent intact subsurface deposits or just rubble from buildings torn down during construction. After consultation with MoDOT it was decided to identify these locations as only potential sites. There is a low potential that these eight sites will be impacted. However, if they cannot be avoided they will be preserved in place.

11) PUBLIC LANDS AND SECTION 4(f) AND 6(f) YES [] NO [X]
More Impacts [] Same [X] Fewer Impacts []

The impacts to the three Boulevards and retaining wall mitigation at Cypress Park from the Preferred Alternative have remained unchanged since the I-70 Second Tier Draft EIS. However, the Preferred Alternative will no longer affect the route persons traveling on I-70 use to reach or leave Parade Park. With the Brooklyn Avenue interchange remaining open there will be no change in travel patterns to or from the park.

In addition, further coordination with the Kansas City, Missouri Parks and Recreation Department has occurred. The Study Team’s determination of a 4(f) De Minimis impact were presented to the Kansas City Parks and Recreation Board and a letter stating their support was signed by Mark McHenry, Director of Kansas City Parks and Recreation and sent to FHWA. This letter is included in Appendix A.

12) HAZARDOUS WASTE SITES	YES [] NO [X]
More Impacts [] Same [X] Fewer Impacts []	
The impacts to hazardous waste sites will remain the same as stated in the I-70 Second Tier Draft EIS. The Preferred Alternative could potentially impact 16 identified hazardous waste sites, through right-of-way acquisition.	
13) OTHER	
There are no other additional impacts to consider.	
14) Mitigation and Commitments	
The following is a list of mitigation measures and commitments from the I-70 Second Tier Draft EIS and those added since it was signed. MoDOT will implement all project and regulatory commitments. Federal authorization for construction will not be granted until the necessary regulatory obligations have been satisfactorily completed.	
<ul style="list-style-type: none"> • A Transportation Management Plan (TMP) will be developed and include: <ul style="list-style-type: none"> ○ A Traffic Operations Plan will be developed during project design and be included in the construction contract. A TMP will lay out a set of coordinated traffic management strategies to manage the work zone impacts. ○ MoDOT will send a news release out to local newspapers and radio stations giving local commuters information about construction activities that could impact their daily travels. This information will also be posted on MoDOT’s website. • MoDOT will acquire all properties needed for this project in accordance with the Uniform Relocation Assistance and Real Property Acquisition Act as amended (Uniform Act; 42 U.S.C 4601), and other regulations and policies as appropriate. • MoDOT will continue to coordinate with the Kansas City Area Transit Authority (KCATA) and other agencies on their plans for service and transit stops. Additional amenities will be considered in the design phase of the project in accordance with the MoDOT EPG. • MoDOT will coordinate with local agencies as bridge and pavement upgrades in the corridor take place to discuss aesthetics and non-motorized enhancements will be considered during the design phase of each project. Aesthetic and landscaping opportunities will be considered in the design phase of the project in accordance with the MoDOT EPG. • During the right-of-way phase, per the MoDOT EPG, three notices will be sent in writing and personally served or sent by certified or registered first-class mail with return receipt requested to impacted property owners. The three types of notices that will be sent are; general information notice, notice of relocation eligibility, and vacancy notice. • MoDOT will coordinate the preservation/replacement of existing aesthetic features at the Boulevard crossings and interchanges with the City of Kansas City, Missouri Parks and Recreation Department during the design process. • MoDOT will continue ongoing consultation with the Kansas City, Missouri Parks and Recreation Department regarding trails and bike routes as the project moves into the design phase. MoDOT will coordinate with City of Kansas City, Missouri’s Livable Streets policy and MARC’s Complete Streets policy. • MoDOT will facilitate opportunities to train and/or identify local workers and suppliers during the design and construction phases. • Signage opportunities, including replacements and additions will be considered in the design phase of the project in accordance with the MoDOT EPG. At the time of the first phase of design MoDOT will coordinate with KCMO to discuss signage. • Lighting design will be considered in the design phase of the project in accordance with the MoDOT EPG. • If remediation is need at the 1301 Prospect hazardous waste site, it will be determined during the design and construction phases. MoDOT will coordinate with MDNR and the EPA during the design phase including providing design drawings at the locations of identified sites and get their input and concurrence. Any avoidance or mitigation activities resulting from the coordination with the regulatory agencies will be 	

incorporated into the final design and construction documents.

- Any previously known and unknown hazardous waste sites that are found during project construction will be handled in accordance with federal and state laws and regulations. If regulated solid or hazardous wastes are found during construction activities, the MoDOT construction inspector will direct the contractor to cease work at the suspect site. The construction inspector will contact the appropriate environmental specialist to discuss options for remediation. The environmental specialist, the construction office, and the contractor will develop a plan for sampling, remediation, and continuation of project construction. Independent consulting, analytical, and remediation services will be contracted if necessary. MDNR and EPA will be contacted for coordination and approval of required activities.
- The contractor will identify all borrow and waste sites prior to initiating construction. The contractor shall be responsible for obtaining all necessary environmental clearances, approvals, and permits for use of all borrow and/or waste sites.
- MoDOT will notify the City of Kansas City, Missouri and the MDNR if and when, hazardous waste issues emerge during project construction.
- If cultural resources that may be eligible for listing on the National Register of Historic Places (NRHP) or archaeological artifacts are encountered during construction, the Contractor shall first stop all work within a 50-foot buffer around the limits of the resource, and secondly, shall notify the appropriate MoDOT Resident Engineer or Construction Inspector who will contact the MoDOT's Historic Preservation (HP) section. MoDOT HP shall contact the appropriate staff at FHWA and SHPO to report the discovery after a preliminary evaluation of the resource/artifact is made and reasonable efforts to see if it can be avoided. The contractor will take steps to preserve any such objects that may be encountered and to deliver them to MoDOT. If it is necessary to discontinue operations in a particular area to preserve such objects, this section of the specifications is basis for a work suspension. If it is determined that the cultural resource is a historic property that will be adversely affected by the undertaking, MoDOT will immediately notify FHWA and SHPO of this finding and provide recommendations to minimize and/or mitigate the adverse effect. FHWA will notify the Advisory Council on Historic Preservation and any Indian tribe that might attach religious and cultural significance to the affected property within 48 hours of this determination. FHWA shall take into account Council and Tribal recommendations regarding National Register eligibility and proposed actions, and then direct MoDOT to carry-out the appropriate actions. MoDOT will provide FHWA and SHPO with a report of the actions when they are completed. FHWA shall provide this report to the Advisory Council and the Indian tribes. The Miami Tribe of Oklahoma has specifically requested to be a consulting party.
- Pollution control measures outlined in the Missouri Standard Specifications for Highway Construction will be used to minimize impacts associated with the construction of any alternative; these measures pertain to air, noise, and water pollution as well as traffic control (e.g., detours) and safety measures. Best management practices will be employed to minimize or mitigate potential impacts.
- During final design, MoDOT will conduct a detailed design noise analysis using the FHWA Traffic Noise Model (TNM 2.5) or the most current noise analysis software to determine feasibility and reasonableness for the benefit of all predicted traffic noise impacts identified in the traffic noise analysis. The location, length, height, cost, and receptors studied and benefited should be included in the study. The final decision to construct the proposed noise barrier should be made upon completion of the project design and the public involvement process taking into consideration the opinions of benefited property owners and residents, and upon FHWA approval.
- If meeting the project schedule requires that earth removal, grading, hauling, and/or paving must occur during evening, nighttime, and/or weekend hours in the vicinity of residential neighborhoods, the contractor shall notify MoDOT as soon as possible. In such instance(s), all reasonable attempts shall be made to notify and to make appropriate arrangements for the mitigation of the predicted construction noise impacts upon the affected property owners and/or residents.
- Emissions from construction equipment will be controlled in accordance with emission standards prescribed under state and federal regulations.
- The project area is within MoDOT's Transportation Separate Storm Sewer System (TS4) Permit area and permit requirements apply. The Contractor shall include in the project's design, where feasible and appropriate, permanent stormwater BMPs to potentially detain and/or treat new stormwater from the project, if the project fits MoDOT's definition of redevelopment or new development, to the maximum extent practicable.

- MoDOT will implement its SWPPP to prevent or minimize adverse stormwater and construction impacts to streams, water courses, lakes, ponds, or other water impoundments within and adjacent to the project area. The plan provides for temporary erosion and sediment control measures that will be included within construction contract documents. MoDOT's SWPPP and construction contract documents will be used to develop a project specific SWPPP which will outline specific BMPs that will be used to protect the waters of the US. The project specific SWPPP will be updated when land disturbance operations require the deployment or alteration of BMPs during field operations. Seed and mulch, rock linings, and pavement surfaces will be used to achieve final stabilization of all erodible areas.
- MoDOT contractors will locate and protect all temporary storage facilities for petroleum products, other fuels, and chemicals to prevent accidental spills from entering the streams within the project vicinity. The contractor will clean-up any such spills to prevent the possibility of pollution due to runoff.
- MoDOT contractors will avoid disposing of cement sweepings, washings, concrete wash water from concrete trucks, and other concrete mixing equipment, treatment chemicals, or grouting and bonding materials into streams, wetlands, or into any location where water runoff will wash pollutants into streams or wetlands.
- MoDOT will avoid clearing vegetation to the extent practical and where not avoidable will use vegetated slopes, swales, and runoff detention systems to minimize impacts in accordance with the MoDOT EPG.
- Design of the drainage system as it relates to the improvements proposed in the Preferred Alternative will be made during the design phase of the project in accordance with MoDOT EPG and through coordination with local agencies. MoDOT is aware that this area is served by the City of Kansas City, Missouri's combined sewer system and will consult with them during design.
- MoDOT will follow best management practices in accordance with the MoDOT EPG during the design and construction phases.
- MoDOT will coordinate with the City of Kansas City, Missouri should any wells be encountered and closed in accordance with their standards.
- MoDOT obtained a preliminary jurisdictional determination for the proposed impacts from the USACE and that the improvements would be permitted under nationwide permit (NWP) 14. This information will be used by MoDOT to obtain a Section 404 Permit for construction of the project, if required.
- If suitable roost trees for the Indiana and northern long-eared bats are present and need to be removed for construction, MoDOT will only allow clearing of potentially suitable roost habitat between November 1st and March 31st.
- Prior to demolition of existing bridges, MoDOT will conduct surveys to determine the absence or presence of swallow nests in the bridge superstructure. If nests are present and impacts are anticipated to species protected by the Migratory Bird Treaty Act, precautions will be implemented to avoid impacts and/or additional consultation with USFW will be completed. These efforts will be completed between April 1st and July 31st.
- Tree removal will be completed in accordance with MoDOT EPG and through continued coordination with local agencies.
- MoDOT's utility engineers and representatives of the utilities will work out details of individual utility relocations on a case-by-case basis.
- MoDOT will coordinate with the City of Kansas City, Missouri on any utility removal, relocation, additions, or re-design of utilities needed due to this project.
- All construction activities will comply with the existing rules and regulations of governmental agencies having jurisdiction over streams and water supplies in the area.
- Painted structures shall be tested prior to painting and demolition to determine proper disposal for the waste generated during the project. The inspection reports must be included in the construction bid proposal.
- Bridge work involving removal of lead or non-lead paint by sandblasting or power washing must follow the procedures outlined in MoDOT Standard Specification 1081, "Coating of Structural Steel, for proper removal and disposal of paint, blast residue or wash water".
- All structures, including bridges that will be renovated or demolished will be inspected for asbestos. The reports from these hazardous material inspections must be included in the construction bid proposal. Demolition or

renovation is a three-step process under the asbestos regulations. All structures that meet the criteria as described above must be inspected by an Asbestos Building Inspector. Following the inspection, regardless of whether asbestos is present or not, an Asbestos Demolition Notification shall be made to MDNR no fewer than 10 working days prior to beginning the project. If regulated amounts of asbestos are present, an Asbestos Project Notification will also be submitted and an Asbestos Post-Notification will be filed after the work is completed. If abatement is necessary, a certified Contractor Supervisor will be present during the abatement and a licensed asbestos contractor will do the abatement. MoDOT would ensure these materials, depending on their condition and quantity, are removed and disposed of according to current regulations and procedures.

- MoDOT will notify the City of Kansas City, Missouri regarding any demolition as part of the project.
- Specific materials used in construction of the projects will be determined during the design phase of the project in accordance with MoDOT EPG.
- MoDOT will obtain and comply with all required burning permits.

Conclusion

Many of the impacts identified in the I-70 Second Tier Draft EIS would remain the same. The amount of right-of-way/displacements needed have decreased and impacts to economic growth and development, community cohesion, and Environmental Justice populations have also decreased.

This re-evaluation document demonstrates that the 2014 I-70 Second Tier Draft EIS remains valid. The Preferred Alternative still meets the purpose and need of the project identified in the I-70 Second Tier Draft EIS. Therefore, there is no need to supplement the 2014 I-70 Second Tier Draft EIS and a final EIS may be prepared at this time.

FHWA-MO-EIS-13-02-D
Second Tier Environmental Impact Statement for Route I-70, Jackson County,
from west of The Paseo interchange
to east of the Blue Ridge Cutoff interchange
Job Number J411486C

Submitted Pursuant to
42 U.S.C. 4332(2)(c), 49 U.S.C. 303
by the
U.S. Department of Transportation
Federal Highway Administration and the
Missouri Department of Transportation

8/2/2017
Date of Approval

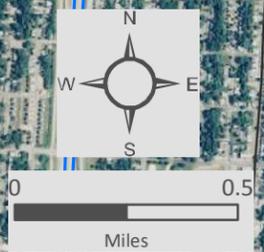
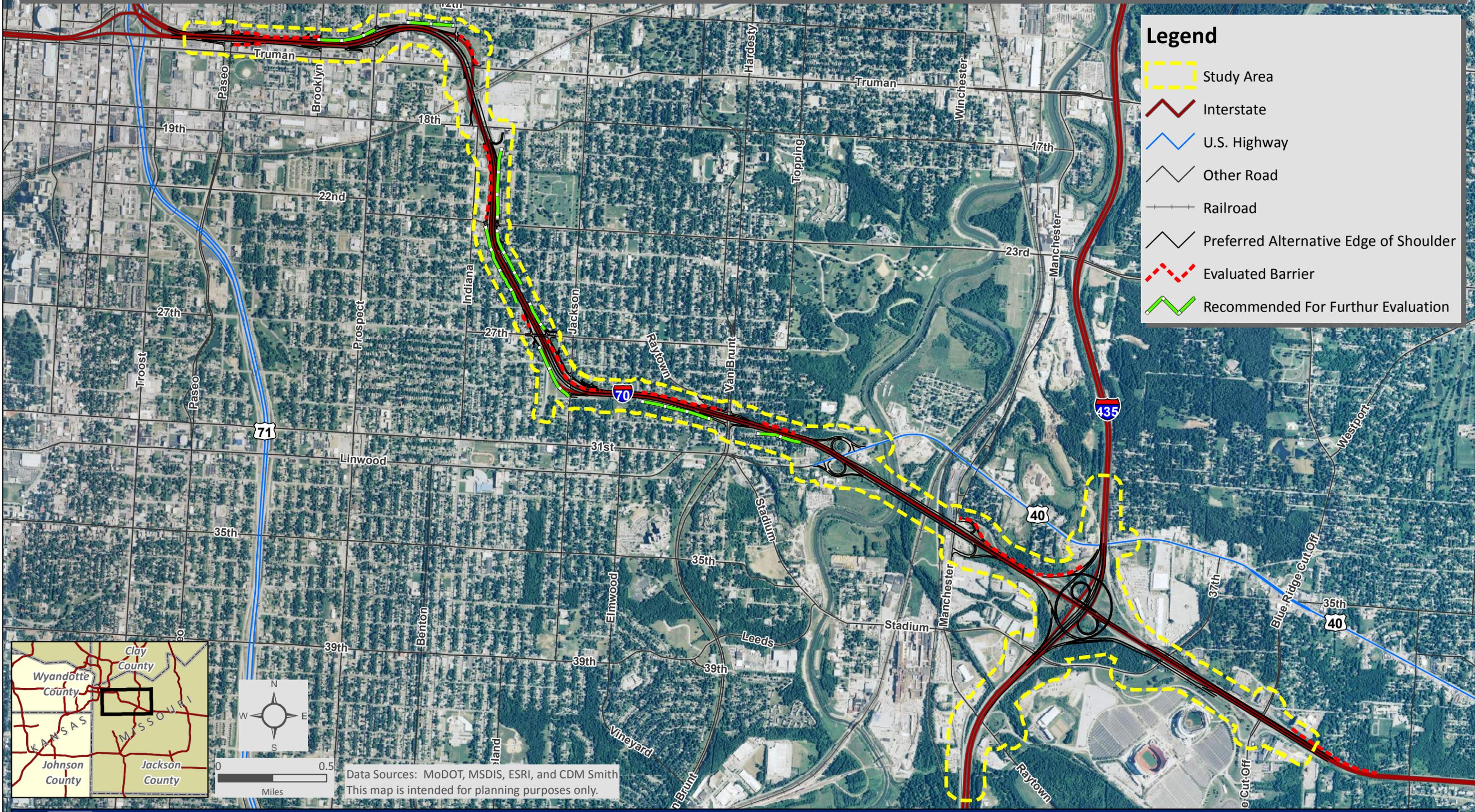


For FHWA

Program Development
Title Team Leader

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Figure 2 Preferred Alternative Potential Noise Barriers



Data Sources: MoDOT, MSDIS, ESRI, and CDM Smith
 This map is intended for planning purposes only.



Appendix A

Public and Agency Coordination Documents

Contents:

Appendix A.1

Public Comment Summary

Appendix A.2

Agency Comment Letters and Summary

Appendix A.3

Public Hearing Transcript

Appendix A.1 Public Comment Summary

Public Comment Summary

The following provides a summary of the public comments received on the I-70 Second Tier Draft Environmental Impact Statement (EIS). The comments were received through MindMixer, email, comment cards, and verbally at the mobile meetings and the public hearing. In addition, comments were received through the Community Connection Team meetings. The Study Team has prepared a response for all substantive comments received.

Comment Cards from Public Hearing

Comment: I like the Preferred Alternative because it improves the likelihood of not getting killed at locations such as the Jackson Curve and getting off at Prospect Avenue. The Preferred Alternative will improve safety by improving the Jackson and Benton Curves, fatalities, and crashes. The Preferred Alternative will improve the driving experience by slowing things down. The improvements at Truman Road and Indiana Avenue will improve alternative modes of transportation. Will the Preferred Alternative provide jobs, such as construction?

Response: Comment acknowledged. The investment of construction dollars to improve I-70 would result in the creation of new jobs. When an investment is made in the construction of a transportation facility, the companies and individuals receiving payment for building the project would in turn spend the money they receive on other goods and services. Local job benefits for construction would depend in part on the availability of local materials and workers. MoDOT seeks the best possible value from its investments when tendering construction projects and, like any other project, there is no guarantee local firms would be selected or local materials used.

Comment: I like the Preferred Alternative because it improves the safety of the travelers. This could have been recognized earlier. I think the Preferred Alternative will improve safety. It will prevent accidents with the ramp closures. The Preferred Alternative will prevent conflict points between motorists and bicyclists/pedestrians. The Preferred Alternative includes good suggestions for the improvements.

Response: Comment acknowledged.

Comment: I like the Preferred Alternative because it is a good idea for safety. It will improve safety by doing away with the short ramps to provide time to speed up. It is a good idea to widen sidewalks.

Response: Comment acknowledged.

Comment: I love the Preferred Alternative because while I am riding the Metro bus I have noticed that these improvements are needed. I think the Preferred Alternative will improve safety. These improvements will improve congestion and safety for those riding the bus. A DDI might be an option for this area.

Response: Comment acknowledged.

Comment: I like the Preferred Alternative because it is a good idea. It will improve bicyclists' interaction with traffic. I think the Preferred Alternative will improve safety.

Response: Comment acknowledged.

Comment: I love the Preferred Alternative because we need to improve the interstate for safety reasons. The Preferred Alternative will improve the driving experience by making it feel safer. The Preferred Alternative will speed up motorists and have less traffic jams.

Response: Comment acknowledged.

Comment: I like the Preferred Alternative because it would improve everything including the economy. The Preferred Alternative would definitely improve safety, including from a law enforcement perspective. I don't know if the Preferred Alternative will improve alternative modes of transportation, I will wait and see how it turns out. If you widen out the bridges do all of the corridor out to Blue Springs.

Response: Comment acknowledged.

Comment: I like the Preferred Alternative because of the safety and congestion improvements. The Preferred Alternative will improve safety by making safer features. It will improve the driving experience by improving the travel time and ramps. The Preferred Alternative will provide easier access to alternative modes of transportation. The Preferred Alternative should shorten and straighten Benton Curve more.

Response: Comment acknowledged. The Preferred Alternative will improve the curve at Benton Boulevard within the available right of way to the extent possible.

Comment: I like the Preferred Alternative because of the safety improvements at interchanges and the curves. The Jackson and Benton Curves have always been dangerous. The Preferred Alternative will improve the driving experience by alleviating accidents, but need warning signs at the curves. Bike lanes should be available outside, away from the curves.

Response: Comment acknowledged.

Comment: I love the Preferred Alternative because of the great ideas and safety is important. The drawings/plans that I saw laid out at the Public Hearing looked to be well thought out and represented. The Preferred Alternative provides an easier way to drive and routes better.

Response: Comment acknowledged.

Comment: I love the Preferred Alternative because it minimizes the impact to the human environment through minimizing the footprint. The Preferred Alternative will improve safety by improving the curves and conflict points. It should improve travel speeds by straightening the curves. Good job on the Preferred Alternative.

Response: Comment acknowledged.

Comment: I have a neutral opinion of the Preferred Alternative because there was too little detail about what you actually intend to do. People won't have to slow down for the curves, but that is not necessarily a good thing. The Preferred Alternative will have no improvement at all on alternative modes of transportation, unless the project includes some elements that intentionally make it happen.

The Preferred Alternative doesn't ever really get outside the highway box. This meeting is about environmental impacts yet the questions you have asked me to answer so far are about the highway itself instead of how it will affect the surrounding urban (much less natural) environment. I have not yet read the document. I know where to find one and expect to review it over the next few weeks. I see there is one copy here but are there any display boards about environmental factors? I don't see any. Will anyone attending this meeting learn anything about the effects of an urban highway such as is this on the natural/built/social environments? I think not. This survey will not elicit any meaningful public comment on the environmental impacts of the present and proposed I-70. It just won't.

Response: Comment acknowledged. Several exhibits and maps of the environmental impacts were provided and on display at the Public Hearing.

Comment: I like the Preferred Alternative because I think necessary change is needed. I think the Preferred Alternative will improve safety through safety measures and general improvements. The Preferred Alternative will allow motorists to drive faster and safer. It will make it safer for all motorized vehicles.

A flashing sign is needed where they put in the exit ramp for Blue Ridge Cutoff. The sign is now under a bridge and easy to miss. A flashing sign will get attention since changes have been made.

Response: Comment acknowledged. The comment regarding the flashing sign has been provided to MoDOT Operations staff.

Comment: I have a neutral opinion of the Preferred Alternative because there is not enough detailed information. This long study process has been an opportunity to re-think I-70 and to heal the wounds inflicted on the community 50 years ago. All I see are tweaks.

Response: Comment acknowledged. **Section 3.19** of the **Second Tier Draft EIS** provides a detail discussion of the cumulative impacts of the proposed improvements to I-70.

Comment: I love the Preferred Alternative because it is a best choice, you are doing good. People need to be careful what they are doing and be safer out there on the roads. Taking a bus will be better with the improvements from the Preferred Alternative.

Response: Comment acknowledged.

Comment: I like the Preferred Alternative, it will improve safety.

Response: Comment acknowledged.

Comment: I have a neutral opinion about the Preferred Alternative. It will make it safer to get on the higher and will help speeds. I think it will help improve alternative modes of transportation.

Response: Comment acknowledged.

Comment: I love the Preferred Alternative because it is a good plan. If it improves the curves it will improve safety. I think it will help improve alternative modes of transportation. Space some of the ramps better, such as Prospect Avenue and Benton Boulevard. The Draft EIS document is a very informative document.

Response: Comment acknowledged.

Comment: I have a neutral opinion of the Preferred Alternative.

Response: Comment acknowledged.

Comment: I have a neutral opinion of the Preferred Alternative because I will have to see and think about it more. I hate to see money thrown away on transportation projects especially if it takes years to happen, e.g. I-35 into Downtown.

Response: Comment acknowledged.

Comment: I like the Preferred Alternative because I-70 does not need an extra lane throughout, especially to ease the congestion. Some of the commercial buildings that would be affected need to be removed and it would be beneficial to the City. I'm open to see whether the Preferred Alternative will make things safer. It will probably save around five to seven minutes of travel time. It will be better to fix the curves for truck traffic. If the road is straighter there will be improvements to alternative modes of transportation but need to be careful of safety also. I think it is a long time overdue. The City seems to be lagging in a lot of interstate traffic.

Response: Comment acknowledged.

Comment: The Preferred Alternative is okay. I haven't had much trouble traveling this section of I-70. More pedestrian crossings would improve pedestrian safety. The Preferred Alternative sounds like it is designed to reduce congestion.

Response: Comment acknowledged.

Comment: The Preferred Alternative is okay.

Response: Comment acknowledged.

MindMixer Comments

Comment: It will do nothing to help safety. The only way to improve motorist safety is to reduce the number of auto trips taken. Implementing a rail line in the place of I-70 lanes would serve this function the best.

Pedestrian/bike traffic would require massive upgrades in crossings at the expense of the mainline improvements, MoDOT intersections are the #1 limiting factor to pedestrian flow in Kansas City in dozens of places.

Response: The Preferred Alternative would provide improvements that increase safety. MoDOT conducted a Highway Safety Manual (HSM) analysis for the No-Build and Preferred Alternative. The results cover 20 years and indicate that there are anticipated safety improvements for the Preferred Alternative. The Preferred Alternative will decrease the number of crashes by 18.8 percent compared to the No-Build Alternative and will decrease the number of fatal and disabling crashes by 12.7 percent.

In the preceding study, the I-70 First Tier EIS, the Initial Strategy Package 10: Rail Transit was not carried forward as a First Tier Strategy and thus was not evaluated in this Second Tier EIS. It was not carried forward in the First Tier EIS, because it did not meet the purpose and need goals; it potentially has higher human environmental and cultural impacts; the Jackson and Benton curves limit the practicality of rail being able to negotiate the curves. Expansion of transit service was not included at this time because of other regional transit plans and initiatives that are ongoing, the Jackson County Commuter Corridors Alternatives Analysis being one of these.

The Preferred Alternative would enhance the accessibility across the corridor through pedestrian and bicycle crossing improvements as overpasses, underpasses, and interchanges are improved over time.

Comment: This plan has no economic benefits. The goals of this project, to speed up traffic and create less access points, is MoDOT saying they don't care about the economic issues of the neighborhood. You can't leave an area quicker and expect it to increase economic activity.

To improve the neighborhood cars need to be forced off I-70. Replacing the interstate with a parkway would serve the neighborhood better.

Response: Comment acknowledged. The investment of construction dollars to improve I-70 would result in the creation of new jobs. When an investment is made in the construction of a transportation facility, the companies and individuals receiving payment for building the project would in turn spend the money they receive on other goods and services. Local job benefits for construction would depend in part on the availability of local materials and workers. MoDOT seeks the best possible value from its investments when tendering construction projects and, like any other project, there is no guarantee local firms would be selected or local materials used. **Section 3.1.6** and **Section 3.2.5** discuss the economic impacts of the Preferred Alternative.

Comment: It won't help traffic. The traffic crunch is at downtown.

Coming from the east only a single lane stays with I-70 to the north side of the loop and it requires changing places with U.S. 71.

On the I-670 side, only a single lane stays the length of the shortcut across I-670 and this requires trading places with U.S. 71 southbound traffic merging onto I-670.

This project will only allow cars to get to congestion at downtown quicker. More congestion will encourage less use of the Interstate, which means this is a waste of money.

Decreasing the scope of the I-70 project and helping KC fund a rail network to the stadiums, handling as many cars each day, could have a far greater return on investment and decrease future maintenance needs.

Response: While this study does not include the Downtown Loop, the preceding study, the I-70 First Tier EIS, did include the Downtown Loop. The I-70 First Tier EIS Study Area extended from the Kansas Stateline on the west to I-470 on the east. The I-70 First Tier EIS divided the Study Area into five sections of independent utility (SIUs):

1. Downtown SIU - Downtown Loop to The Paseo
2. Urban SIU - The Paseo (including the interchange) to U.S. 40
3. I-435 Interchange SIU - U.S. 40 (including the interchange) to Blue Ridge Cutoff (including the interchange)
4. Suburban SIU - Blue Ridge Cutoff to Lee's Summit Road (including the interchange)
5. I-470 Interchange SIU - Lee's Summit Road to east of I-470 and I-470 from 39th Street interchange to the U.S. 40 interchange

Two of these SIUs, the Urban SIU and the I-435 Interchange SIU were combined and preceded forward for further study in this I-70 Second Tier EIS. The Downtown Loop to The Paseo was identified as a separate SIU, the Downtown SIU and could be studied further in the future.

In the preceding study, the I-70 First Tier EIS, the Initial Strategy Package 10: Rail Transit was not carried forward as a First Tier Strategy and thus was not evaluated in this Second Tier EIS. It was not carried forward in the First Tier EIS because it did not meet the purpose and need goals; it potentially has higher human environmental and cultural impacts; the Jackson and Benton curves limit the practicality of rail being able to negotiate the curves. Expansion of transit service was not included at this time because of other regional transit plans and initiatives that are ongoing, the Jackson County Commuter Corridors Alternatives Analysis being one of these.

Comment: This won't help me choose I-70. It's factual that widening roads only encourage use. So any changes to increase capacity will do nothing to help the segment.

I won't live in eastern Jackson County until there's rail transit because the drive is too painful.

Response: Comment acknowledged. In the preceding study, the I-70 First Tier EIS, the Initial Strategy Package 10: Rail Transit was not carried forward as a First Tier Strategy and thus was not evaluated in this Second Tier EIS. It was not carried forward in the First Tier EIS, because it did not meet the purpose and need goals; it potentially has higher human environmental and cultural impacts; the Jackson and Benton curves limit the practicality of rail being able to negotiate the curves. Expansion of transit service was not included at this time because of other regional transit plans and initiatives that are ongoing, the Jackson County Commuter Corridors Alternatives Analysis being one of these.

Comment: It's a waste of money. Put the money into transit.

I-70 has only allowed each generation to increase the cost to our road system by moving ever further outward.

We can't afford to spend the money.

Response: Comment acknowledged. At this time funding has been not identified to begin the subsequent phases, which are design and construction.

Comment: It would be nice to have an easy connection between I-70 and U.S. 71. I know that the selected alternative plan only goes to The Paseo, however, it would be nice to have a connector to U.S. 71 from I-70. Instead of having to exit from westbound I-70 at The Paseo and then to Truman Road and travel down Truman Road to enter U.S. 71 south it could somehow be connected. It would also be nice to also have an option when heading northbound on U.S. 71 to not have to exit at Truman Road and drive down Truman Road and enter I-70 east at The Paseo. I would much more prefer to have a link directly from U.S. 71 to I-70 east.

Response: Comment acknowledged. In the preceding study, the I-70 First Tier EIS, the Add General Lanes Strategy included adding the northbound to eastbound and westbound to southbound directional ramps at I-70 and Bruce R. Watkins (U.S. 71) interchange in the southeast corner of the downtown loop. However, the Preferred Strategy was not the Add General Lanes Strategy. The Add General Lanes Strategy was determined to be too costly and its impacts were too substantial.

Comment: Bicycle safety in I-70 corridor? Focus on autos. I don't see any significant changes to driver safety in the preferred alternative. Want to improve driver safety? Add a fourth driving lane from the downtown loop all the way to the I-470 interchange east of the Study Area. Close all entrance/exit ramps between downtown and Blue Ridge Cutoff except The Paseo, Truman Road, 23rd Street, Van Brunt Boulevard, U.S. 40, and I-435.

Response: Comment acknowledged. The Preferred Alternative would provide improvements that increase safety. MoDOT conducted a Highway Safety Manual (HSM) analysis for the No-Build and

Preferred Alternative. The results cover 20 years and indicate that there are anticipated safety improvements for the Preferred Alternative. The Preferred Alternative will decrease the number of crashes by 18.8 percent compared to the No-Build Alternative and will decrease the number of fatal and disabling crashes by 12.7 percent. **Section 2.5** includes a discussion on why the Preferred Alternative was chosen.

In the preceding study, the I-70 First Tier EIS, the Add General Lanes Strategy included adding general-purpose lanes. However, the Preferred Strategy was not the Add General Lanes Strategy. The Add General Lanes Strategy was determined to be too costly and its impacts were too substantial.

Comment: Acquire rail right of way. Because we may only have one chance to get this stretch of interstate upgrades correct, let's be sure to acquire enough right of way parallel to I-70 to allow for the possibility of future rail transit and/or dedicated bus lanes. The idea of running buses on shoulders is absurd and only something I would expect to see in Kansas. That is the concept currently used by KDOT along I-35, how is a bus supposed to drive on the shoulder when it is littered with trash, tires, and abandoned cars. I've said it in other responses, but money is no reason to not do this job correctly because there is already zero money allocated to do even the smallest improvements to I-70. Let's get it right this time.

Response: Comment acknowledged. Expansion of transit service was not included at this time because of other regional transit plans and initiatives that are ongoing, the Jackson County Commuter Corridors Alternatives Analysis being one of these. The footprint for the proposed Preferred Alternative has been developed to accommodate bus on shoulder if it is desired in the future. Commencement of bus on shoulder service will be subject to further traffic and operations analysis, coordination with other regional transit initiatives and studies as mentioned above, development of operating agreements with transit operators, and assessment of potential partnership on funding resources. These items would be considered and potentially developed during future design phases of the project.

Comment: The most critical aspects to improving I-70 is to have at least four continuous driving lanes from downtown to the I-470 interchange. At a minimum, I would expect that any new bridge overpasses or underpasses are designed to accommodate four-plus lanes in each direction, including additional right of way for future expansion. Close as many exits as possible while improving neighborhood access to exits kept open or expanded. Use auxiliary lanes between exits. Find a way to connect Manchester Trafficway to U.S. 40 and close the Manchester Trafficway exits. Make the interstate appealing to the eye, put decorative sound barrier walls fronted with landscaping. Use stone embossed concrete forms for walls and pillars (see St. Louis interstates). Build exit/entrance ramps long and wide to help handle potential economic growth along the corridor. Finally, do not put too much reliance on studies, they are often wrong and waste too much money.

Response: Comment acknowledged. In the preceding study, the I-70 First Tier EIS, the Add General Lanes Strategy included adding general-purpose lanes. However, the Preferred Strategy was not the Add General Lanes Strategy. The Add General Lanes Strategy was determined to be too costly and its impacts were too substantial. Bridges within the corridor will be upgraded individually over time. Each project will be looked at individually and attempt to meet the community's needs. Aesthetics, landscaping, and non-motorized enhancements will be considered during the design phase of the project.

Comment: Abandon the Jackson and Benton curves. A bit radical, but why not straighten I-70, instead of bending north at the Jackson curve, acquire a massive right of way and push I-70 straight west and join

with U.S. 71. Since there is no money to do a minor rehab, why not plan for a real improvement and budget accordingly? This distance on the current stretch from the Jackson curve to The Paseo is roughly 2.80 miles versus from the Jackson curve straight west to U.S., which is only 1.40 miles. A "soft" curve could be constructed where I-70 connects to U.S. 71 and turns north and then goes directly into downtown. The abandoned section of I-70 could just become a possible extension of I-670 and provide a viable alternative for getting in and out of the downtown loop. The same funds to rehab the existing path of I-70 could be used to acquire right of way, build new interstate, and possible zero exits other than a new interchange at U.S. 71 and where the existing Jackson curve is to connect with the "old section" of I-70. Who knows, this might even be cheaper.

Response: Comment acknowledged. The preceding study before this Second Tier EIS, the I-70 First Tier EIS considered more expansive solutions like the one described above. The First Tier EIS identified a Preferred Strategy, which was to focus on improving bottlenecks on existing I-70.

Comment: Reduce traffic in outside lane to exclusively for 2 or more passengers. From U.S. 291 thru downtown, eliminate truck traffic during rush hour as done in Atlanta and other major cities.

Response: Comment acknowledged. In the preceding study, the I-70 First Tier EIS, Initial Strategy Package 3, Package 4, Package 6, Package 7, Package 8, and Package 14 included improvements such as high occupancy vehicle (HOV) lanes. Package 7 was the only one carried forward as a First Tier Strategy and became the Transportation Improvement Corridor Strategy. While the Transportation Improvement Corridor Strategy was not carried forward as the Preferred Strategy, the option to stripe a HOV/Bus lane was carried forward to the Second Tier studies.

In the Second Tier Draft EIS, Initial Alternative 2: Transportation System Management (TSM) included HOV lanes. However, this alternative was not carried forward, because it did not meet the purpose and need of the project as discussed in **Chapter 1**.

Email Comments

Comment: We oppose the highway-only alternative identified in the DEIS. From the time of its construction, I-70 has served as a barrier dividing our community into north and south and limiting access to opportunities within the community for local residents, especially low-income residents and people of color. Instead, it has provided improved access for those outside of the community traveling to destinations like Arrowhead Stadium. We would like to see specifics added to the DEIS that address improving connections and access for all residents and eliminating the interstate as a barrier between north and south.

Response: The Preferred Alternative would enhance the accessibility across the corridor through pedestrian and bicycle crossing improvements as overpasses, underpasses, and interchanges are improved over time.

Comment: We see nothing in the DEIS about transit. That could be remedied easily by amending the Preferred Alternative to include language that allows for improved shoulder width to accommodate buses traveling on the shoulder.

Response: Expansion of transit service was not included at this time, because of other regional transit plans and initiatives that are ongoing, the Jackson County Commuter Corridors Alternatives Analysis being one of these. The footprint for the proposed Preferred Alternative has been developed to accommodate bus on shoulder if it is desired in the future. Commencement of bus on shoulder service will be subject to further traffic and operations analysis, coordination with other regional transit initiatives and studies as mentioned above, development of operating agreements with transit operators, and assessment of potential partnership on funding resources. These items would be considered and potentially developed during future design phases of the project.

Comment: We also have questions about the extent to which the DEIS actually responds to Executive Order (EO) 12898 - Federal Actions to Address Environmental Justice in Minority Populations and Low-Income Populations. We urge MoDOT to provide a detailed assessment of the benefits and impacts to the neighborhoods immediately adjacent compared with the benefits and impacts to those outside of the adjacent neighborhoods and traveling on I-70 and to include language in the DEIS that mitigates those impacts on the adjacent neighborhoods.

Response: Text was added to **Section 3.5** of the **Second Tier Draft EIS** stating “The Build Alternatives will also provide benefits to all residents in the Study Area including the minority and low-income populations. The Build Alternatives will decrease congestion along I-70. This would improve travel for residents in the Study Area who utilize I-70 to get to work or other destinations. In addition, it would improve travel for residents who ride transit and use I-70 in the Study Area as well as improve safety not only on I-70, but on the local road network around I-70 too. The improved travel times on I-70 would also benefit commuters, who may or may not be Environmental Justice populations.”

Comment: Finally, with the release of the FY 2015 federal budget earlier this week, President Obama and U.S. DOT Secretary Foxx have signaled strong support for workforce development on projects receiving federal funding. Both MCU and MORE² have worked successfully with MoDOT (on the I-64/U.S. 40 design build project and the Christopher “Kit” Bond Bridge project) to develop community benefits agreements that include provisions and goals for pre-apprenticeship training, on-the-job training, and minority and women hires. We urge MoDOT to include specific workforce language that would benefit low-income people, people of color, and women.

Response: MoDOT will facilitate opportunities to train and/or identify local workers and suppliers during the design and construction phases. Commitment has been added to Section 3.2.10 in the Second Tier Condensed Final EIS.

Comment: I-70 was constructed in the early 1960's under an entirely different paradigm: basically, eminent domain with no questions asked. The highway was pushed through the existing urban fabric with no public involvement, minimal relocation assistance, and little or no consideration to its effects on existing communities and institutions. Reconstruction of I-70 must include the greatest possible array of elements that will help to mitigate that past harm. For example, it is essential to both physically and symbolically reconnect the two sides of I-70 that were separated by the original construction. We suggest that MoDOT create a Community Healing Council that will provide ongoing guidance on these issues.

Response: It is acknowledged the nature of environmental studies, such as this EIS, is an existing snapshot. With the revisions to the Preferred Alternative, the Brooklyn Avenue half diamond interchange ramps are going to remain open, and there is no longer a plan to use cul-de-sacs. This was the main cumulative impact of concern as discussed in the **Section 3.19.1** of the **Second Tier Draft EIS**. This was also the area of greatest concern for community cohesion and it has been eliminated. In **Section 3.19.2** of the **Second Tier Draft EIS** the long term effects of I-70 construction are listed as one of many projects considered when looking at these types of impacts. The section discusses the cumulative impacts of traffic, access, neighborhoods, and air quality more specifically as it relates to previous I-70 construction as well as other projects. These impacts will be lessened further by retaining the Brooklyn Avenue half diamond interchange access and eliminating the cul-de-sacs from the Preferred Alternative.

Comment: The project must fully serve the needs of all travelers, including non-motorized travelers. Fully adequate facilities for such travelers to cross the I-70 corridor must be provided, and must be significantly above minimum accepted standards. For example, sidewalks on both sides of the street for both interchange and non-interchange crossings, with fully adequate illumination and engineering features that enhance the feeling of security by avoiding the creation of "hiding places," especially under overpasses.

Response: The Preferred Alternative would enhance the accessibility across the corridor through pedestrian and bicycle crossing improvements as overpasses, underpasses, and interchanges are improved over time.

Comment: There should be no net loss of access across the I-70 corridor for non-motorized travelers. Where access points are eliminated it is essential to retain non-interchange crossings, at least every half mile and preferably more often.

Response: The Preferred Alternative will not eliminate any access across the I-70 corridor, but will enhance the accessibility across the corridor through pedestrian and bicycle crossing improvements as overpasses, underpasses, and interchanges are improved over time.

Comment: We suggest that the existing pedestrian bridges not be rebuilt because they are perceived as presenting personal security challenges and are thus underused. Instead, they should each be replaced with a street and bridge that has adequate sidewalks on both sides.

Response: Comment acknowledged. As a part of the Preferred Alternative improvements the two existing pedestrian bridges will be rebuilt in place, unless a better location is identified. During the design phase both aesthetic and safety features will be taken into account.

Comment: There should be no loss of the integrity of the existing street grid, and wherever possible restoration of the pre-existing grid. Creating new cul-de-sacs is not desirable.

Response: The Preferred Alternative has been revised and now reflects that cul-de-sacs will no longer be a part of the project and both motor vehicle and pedestrian access will be maintained in its current state.

Comment: Because I-70 is Kansas City's gateway from the east, it is essential that it be constructed with the highest consideration to aesthetic features in mind. Design elements of Bruce R. Watkins Drive can serve as a model in creating and enhancing this gateway. Furthermore, view corridors from points east of I-435, as well as west of the Benton Curve, must be preserved and enhanced wherever possible.

Response: Comment acknowledged. Aesthetic and landscaping opportunities will be considered in the design phase of the project in accordance with the MoDOT Environmental Policy Guide (EPG). MoDOT will work with the local community and neighborhood groups regarding the long-term visual effects of any improvement.

Comment: In providing illumination for the highway, high-mast lighting should be avoided because it detracts from views of the city and intrudes on adjoining neighborhoods. We encourage use of LED lights both for their lower energy consumption and their lower maintenance cost due to longer life.

Response: Comment acknowledged. At this point in the process lighting improvements have not been identified. Lighting will be considered during the subsequent phase design.

Comment: Noise should be minimized and/or mitigated. Noise walls are one approach, and their use should be considered in consultation with adjacent neighborhoods. However, it is more important to minimize the creation of noise. For example, careful choice of paving materials and treatments can result in less tire noise. In addition, grades in the vicinity of 27th Street should be reduced by lowering the elevation of the highway at that point, as this will reduce engine noise as well as reduce vehicle fuel consumption.

Response: Specific noise mitigation measures, including aesthetic and landscaping opportunities will be considered in the design phase of the project in accordance with the MoDOT EPG. A preliminary investigation identified 20 locations where noise barriers could be warranted based on noise levels. Nine of these noise barriers are expected to meet applicable feasibility and reasonableness criteria, and are recommended for detailed analysis in during the final design phase. **Section 3.1.10** and **Section 3.2.7** discuss the noise impacts in detail.

Comment: Create a Citizen Advisory Council to work with MoDOT throughout the construction process to assure that details of design are supportive and restorative of communities and their values, and that they exemplify the best in aesthetics for a gateway project such as this. This is particularly essential if MoDOT contemplates construction via the design/build process. Many of the detail decisions are often left to the contractor and are made out of sight of community involvement and/or review. Inadequacies in details of the kcICON project, such as accommodations for non-motorized travel at I-35 and Armour Road, and also at Front Street, come to mind

Response: As part of the planning process an I-70 Second Tier EIS Community Advisory Group (CAG) was established. The CAG consisted of appointed members of the public by several interested agencies and organizations. Each CAG member was responsible for providing I-70 study updates back to these agencies and organizations. To date the CAG has met eight times throughout the life of the project.

The phased construction of the Preferred Alternative will likely lead MoDOT to a process of coordinating with individual neighborhood groups for specific locations as phased construction proceeds.

Comment: As a general principle, it is essential to place improved management of existing highway capacity over the inclination to add new capacity.

Response: Comment acknowledged. The First Tier EIS Preferred Strategy and the Second Tier EIS Preferred Alternative both follow this approach.

Comment: We encourage ample use of access management strategies because of their potential to reduce both current and future congestion on I-70, and thereby benefit all users. For example, ramp metering with priority access for buses and HOVs, at least during the critical morning commute when many people make their mode choice decision for the day, should be anticipated. Ramp metering by itself introduces a small "price" in the form of delay, and encourages some motorists, who might otherwise use I-70 for only a very short trip segment and thereby impede traffic flow, to choose another route or time of travel instead. Introducing priority access for buses and HOVs incentivizes those mode choices, and thereby expresses what we hope is our shared value of moving people over just moving vehicles.

Response: Comment acknowledged. Several of these strategies are incorporated as applicable with the Preferred Alternative.

In the Second Tier Draft EIS, Initial Alternative 2: Transportation System Management (TSM) included HOV lanes. However, this alternative was not carried forward, because it did not meet the purpose and need of the project as discussed in **Chapter 1**.

Comment: Road use pricing mechanisms should be considered to be an almost-inevitable future practice for reducing congestion and also for recovering some part of the cost of building and operating a grade-separated urban highway, a cost that is much higher than for arterials or expressways of comparable capacity. Thus, provision should be designed into the new I-70 for future access management strategies such as ramp metering, ramp metering with HOV priority, and road use pricing via tolls or access fees. Such provision should be made even though MoDOT might not currently have authority for such practices. In practice, for example, this might mean providing for two-lane access ramps that have some level of storage capacity on the ramp.

Response: Comment acknowledged. As indicated in the comment currently MoDOT has no authority to toll existing corridors such as I-70 and would not acquire right of way for options it cannot implement at this time.

Comment: During construction MoDOT should fund increased levels of transit service for commuters as an essential part of the project cost, and should do so at a fare level that will attract as many people as possible away from SOV travel. We suggest that providing increased levels of transit to reduce congestion in a highway corridor, in this case congestion due to construction, is a legitimate highway purpose and thus an eligible use of Missouri Highway Fund money.

Response: Expansion of transit service was not included at this time, because of other regional transit plans and initiatives that are ongoing, the Jackson County Commuter Corridors Alternatives Analysis being one of these. The footprint for the proposed Preferred Alternative has been developed to accommodate bus on shoulder if it is desired in the future. Commencement of bus on shoulder service will be subject to further traffic and operations analysis, coordination with other regional transit initiatives and studies as mentioned above, development of operating agreements with transit operators, and assessment of potential partnership on funding resources. These items would be considered, and potentially developed, during future design phases of the project. These items would be considered, and potentially developed, during future design phases of the project. KCATA has been a Project Core Team member throughout the project and will continue to be into the design phase.

Comment: Provision should be made for accommodating bus-on-shoulder operation in the corridor, should that strategy be deemed desirable in the future.

Response: Expansion of transit service was not included at this time, because of other regional transit plans and initiatives that are ongoing, the Jackson County Commuter Corridors Alternatives Analysis being one of these. The footprint for the proposed Preferred Alternative has been developed to accommodate bus on shoulder if it is desired in the future. Commencement of bus on shoulder service will be subject to further traffic and operations analysis, coordination with other regional transit initiatives and studies as mentioned above, development of operating agreements with transit operators, and assessment of potential partnership on funding resources. These items would be considered, and potentially developed, during future design phases of the project.

Comment: Because much of I-70 parallels the existing U.S. 40 highway, traffic signals in that corridor should be made "signal-priority-ready" in order to support expedited operation of express or bus rapid transit vehicles, and at those times when congestion on the highway forces transit vehicles to use U.S. 40 as an alternate route.

Response: Coordination with the City of Kansas City, Missouri and Operation Green Light will be part of the process as upgrades are made in the corridor.

Comment: Our understanding is that a construction schedule has not been determined as funding is uncertain. It is also our understanding that a Record of Decision has a finite "shelf life," and therefore ask that MoDOT keep its options open as factors change in the future.

Response: Comment acknowledged.

Verbal Comments

Comment: Property owner was concerned about what the potential right of way impacts would be to homes near 28th Street and Mersington Avenue that abut I-70.

Response: No additional right of way is needed from the homes along the east side of Mersington Avenue between 27th Street and 28th Street that abut I-70.

Comment: Are noise walls needed near 27th Street and Mersington Avenue?

Response: A preliminary investigation identified 20 locations where noise barriers could be warranted, 2 of these locations were near 27th Street and Mersington Avenue. One of these noise barriers are expected to meet applicable feasibility and reasonableness criteria, and are recommended for detailed analysis in during the final design phase. **Section 3.1.10** and **Section 3.2.7** discuss the noise impacts in detail.

Comment: Telephone poles were moved onto personal property when I-70 was built, they need to be moved and repair/replaced. Can this be coordinated with the telephone company as part of this project? Moving them would improve property owners' access to their property.

Response: During the subsequent phases of the project, design and construction, the design team will coordinate with all pertinent utility companies including telephone companies.

Comment: Accidents have occurred along eastbound I-70 at the Jackson Curve that has resulted in cars going over the overpass.

Response: The Preferred Alternative would provide improvements that increase safety, including the improvements at the Jackson Curve.

MoDOT conducted a Highway Safety Manual (HSM) analysis for the No-Build and Preferred Alternative. The results cover 20 years and indicate that there are anticipated safety improvements for the Preferred Alternative. From The Paseo to U.S. 40 the Preferred Alternative will decrease the number of crashes by 18.8 percent compared to the No-Build Alternative and will decrease the number of fatal and disabling crashes by 12.7percent.

Comment: When they put the freeway in it caused drainage problems at Askew Avenue and 20th Street, basements used to flood due to too much drainage off the freeway. MoDOT needs to check where water is going today. Is it feeding to a too small an original system? Vacant homes kill property values; vacancies were caused by drainage issues.

Response: Comment acknowledged. Current issue was referred to MoDOT Operations staff.

Design of the drainage system as it relates to the improvements proposed in the Preferred Alternative will be made during the design phase of the project in accordance with MoDOT EPG and through coordination with local agencies.

Comment: Freeway noise is bad enough but no concerns with the Preferred Alternative.

Response: Comment acknowledged. **Section 3.1.10** and **Section 3.2.7** discuss the existing noise, the Preferred Alternative impacts to noise, and the how those impacts will be mitigated.

Comment: Glad bottlenecks are being addressed; they are getting worse.

Response: Comment acknowledged.

Comment: A similar study to these one would be good for the Downtown Loop.

Response: The preceding study, the I-70 First Tier EIS, included the Downtown Loop. The I-70 First Tier EIS Study Area extended from the Kansas Stateline on the west to I-470 on the east. The I-70 First Tier EIS divided the Study Area into five sections of independent utility (SIUs):

1. Downtown SIU - Downtown Loop to The Paseo
2. Urban SIU - The Paseo (including the interchange) to U.S. 40
3. I-435 Interchange SIU - U.S. 40 (including the interchange) to Blue Ridge Cutoff (including the interchange)
4. Suburban SIU - Blue Ridge Cutoff to Lee's Summit Road (including the interchange)
5. I-470 Interchange SIU - Lee's Summit Road to east of I-470 and I-470 from 39th Street interchange to the U.S. 40 interchange

Two of these SIUs, the Urban SIU and the I-435 Interchange SIU, were combined and proceeded forward for further study in this I-70 Second Tier EIS. The Downtown Loop to The Paseo was identified as a separate SIU, the Downtown SIU and could be studied further in the future.

Comment: Taxi depot uses 14th Street near The Paseo/east of The Paseo as a cut across and for in and out access as well as the businesses there. The Preferred Alternative cuts off access to 14th Street from The Paseo; this could be an issue. At a minimum 14th Street needs to be changed to two-way east of The Paseo. Currently, it is one-way in the westbound direction.

Response: Since the publication of the Second Tier Draft EIS, changes have been made to the Preferred Alternative. While 14th Street will still no longer connect to The Paseo at the eastbound I-70 on-ramp, 14th Street will maintain connectivity to the alleyway just west of The Paseo, as well as Lyndia Avenue and Virginia Avenue. In addition, portions of 14th Street west of The Paseo will be made two-way.

Comment: Visibility is an issue with the bridge pillars at The Paseo off-ramp from eastbound I-70. The traffic lights at The Paseo intersection could be synchronized better.

Response:

Comment acknowledged. Visibility issue was referred to MoDOT Operations staff.

Comment: Agree that there are too many ramps from The Paseo to Prospect Avenue with short on- and off-ramps. It is a good recommendation to close Brooklyn Avenue. Build a safer ramp at Prospect Avenue and streetscape a gateway entrance. There is an opportunity to direct folks, put wayfinding type gateways plazas at The Paseo and Prospect Avenue interchanges.

Response: Comment acknowledged. Specific aesthetic enhancements will be considered during the subsequent phase design. MoDOT will work with the local community and neighborhood groups regarding the long-term visual effects of any improvement.

Comment: Do not want Brooklyn Avenue half diamond interchange closed. You can't get on I-670 when entering I-70 from The Paseo. Also Gates Barbeque draws tours from downtown and Brooklyn Avenue is an artery for that district although westbound traffic has to travel via Prospect Avenue. The Brooklyn Avenue closure does not work well for the community and neighborhood. The issue is tours coming from downtown.

Response: The Preferred Alternative has been revised and now reflects that the Brooklyn Avenue half diamond interchange ramps will remain open at this time.

Comment: The eastbound I-70 on-ramp from Van Brunt Boulevard is very dangerous.

Response: Comment acknowledged. The Preferred Alternative will improve the short ramp lengths at the Van Brunt Boulevard interchange and replace the existing diamond interchange in place. In addition, it will remove the ramp connections to Raytown Road and 29th Terrace.

Comment: Benton Curve improvements are less dramatic and I like the ramp improvements. Suggest fewer ramps regarding the Preferred Alternative.

Response: Comment acknowledged.

Comment: Like the improvements at the Jackson and Benton curves.

Response: Comment acknowledged.

Comment: Improvements would improve travel times and speeds.

Response: Comment acknowledged.

Community Connections Team Meeting Comments

Comment: Why is the southbound I-435 to eastbound I-70 bridge not two lanes?

Response: The Preferred Alternative includes improving the I-70 and I-435 interchange. These improvements include changing the design of the interchange to a partial turbine design. This design will allow for the southbound I-435 to eastbound I-70 on-ramp to be two lanes.

Comment: What is MoDOT's funding allocation?

Response: No funding for construction of this project has been identified at this time. MoDOT receives funding primarily from the Federal Highway Trust Fund including Federal fuel taxes and from state fuel taxes.

Comment: The Brooklyn Avenue ramp closures will result in a different way to get to the barbeque restaurants.

Response: Comment acknowledged. Closing the Brooklyn Avenue ramps would result in motorists traveling eastbound on I-70 to utilize The Paseo or Prospect Avenue to reach the barbeque restaurants near the Study Area. Based on stakeholder and public comments on the Second Tier Draft EIS, it was decided that the Brooklyn Avenue half diamond interchange will not be closed. The existing Brooklyn Avenue half diamond interchange will remain open.

Comment: Why the cul-de-sacs? Why the closures at the Jackson Curve and east? People will be upset.

Response: The Preferred Alternative has been reviewed and revised, all cul-de-sacs were removed and local street connectivity maintained.

Comment: What are the red displacements around Benton Boulevard?

Response: The three business displacements just west of Benton Boulevard would be U.S. Plating and Surface Finishing, Car Credit, and the Kansas City Police Credit Union.

Comment: What are the bicycle and pedestrian improvements?

Response: The Preferred Alternative would enhance the accessibility across the corridor through pedestrian and bicycle crossing improvements as overpasses, underpasses, and interchanges are improved over time. During design specific improvements specific improvements to bicycle and pedestrian facilities will be determined, including if the existing pedestrian bridges are in the correct locations.

Comment: I'm concerned about cul-de-sacs with safety in being close to I-70. Delivery of services (i.e. snowplowing) affected with cul-de-sacs.

Response: The Preferred Alternative has been revised and now reflects that the cul-de-sacs will no longer be a part of the project

Comment: Mention the truck traffic on Hwy 24? Can the street name for U.S. 24 be changed? What is the process?

Response: The City of Kansas City, Missouri owns U.S. 24 west of I-435. MoDOT suggests contacting the City about the process to change the name.

Comment: Regarding the bridge construction on U.S. 24 in March, I'm concerned with the closure of U.S. 24 and not being notified about it.

Response: Comment acknowledged. This comment has been referred to MoDOT Community Relations staff.

Comment: Members of the St. Stephens Baptist Church use The Paseo on- and off-ramps.

Response: Comment acknowledged. The on- and off-ramps at The Paseo will remain open and the Preferred Alternative will improve the short ramp lengths at The Paseo interchange and replace the diamond interchange in place with lengthened ramps where feasible. In addition, it will remove 14th Street connections to the ramps.

Comment: 18th Street is a dangerous exit going eastbound. Also, need lights at abutment (lights not working) at eastbound exit at 18th Street. Put a lighted arrow to show abutment on I-70 at 18th Street ramp.

Response: Comment acknowledged. The Preferred Alternative will improve the eastbound off-ramp at 18th Street by lengthening the ramp. Lighting will be considered during the subsequent phase design.

Comment: At the Benton curve, the turn needs to be banned possibly, centrifugal force takes you into median.

Response: Comment acknowledged. The Preferred Alternative will improve the curve at Benton Boulevard within the available right of way to the extent possible.

Comment: Whose lifetime will this happen in?

Response: At this time funding has been not identified to begin the subsequent phases, which are design and construction. However, there is money available for maintenance to I-70.

Comment: Will MoDOT repair the 23rd Street Bridge? A maintenance project is needed (needs pavement repair).

Response: As a part of the Preferred Alternative improvements the 23rd Street bridge over I-70 will be replaced or rehabilitated over time as other improvements are implemented and traffic and budget warrant.

Comment: What are the changes near Lister Avenue?

Response: As a part of the Preferred Alternative the Lister Avenue bridge over I-70 will be replaced or rehabilitated over time. In addition, the local street connection between Elmwood Avenue and Cypress Avenue will be closed to make room for an auxiliary lane on westbound I-70. However, a local street connection between Kensington Avenue and Wenzel Avenue will be added.

Comment: How will the proposed KCMO improvements to 22nd/23rd Street work in conjunction with the I-70 future improvements and the U.S. 71 improvements. I'm concerned with the decreasing air quality in these local areas. I am also concerned with the stop signs on 22nd/23rd Street and other surface streets.

Response: The improvements to 22nd Street and 23rd Street are City of Kansas City projects. MoDOT has coordinated with the City on these projects and others near the Study Area.

The Preferred Alternative is expected to improve air quality by reducing congestion and stop and go traffic. The improved traffic flow will allow vehicles to move more efficiently. In addition, anticipated vehicle fuel mileage efficiency increases and emission reductions will also improve air quality over time. However, these alternatives are also projected to increase the number of vehicles on I-70. Increased vehicle use along I-70 may negate some of the air quality benefits. **Section 3.1.11** and **Section 3.2.8** discuss air quality impacts in detail.

Comment: Why don't we have entrance ramps that are flatter? Can we grade the ramps better?

Response: As a part of the Preferred Alternative improvements the grade of on- and off-ramps will be improved, as well as wider shoulders.

Comment: How and when will these improvements be implemented?

Response: The improvements identified in the Preferred Alternative will be phased and implemented over time. Due to the current funding situation, funding has been not identified to begin the subsequent phases, which are design and construction. If transportation in the State of Missouri continues to operate at the same funding levels it is currently has it will be difficult to make the improvements identified in the Preferred Alternative.

Comment: Was there any consideration for adding lighting to improve safety?

Response: At this point in the process lighting improvements have not been identified. Lighting will be considered during the subsequent phase design.

Comment: Has the need for aesthetic improvements been discussed and identified in the study?

Response: Specific aesthetic enhancements will be considered during the subsequent phase design. MoDOT will work with the local community and neighborhood groups regarding the long-term visual effects of any improvement.

Comment: What is included that addresses storm water runoff (from KCMO Water Services)?

Response: Design of the drainage system as it relates to the improvements proposed in the Preferred Alternative will be made during the design phase of the project in accordance with MoDOT EPG and through coordination with local agencies. At that time the potential for the use of detention areas will be investigated.

Comment: How would improvements be made, over time in pieces, or all at once?

Response: The improvements identified in the Preferred Alternative will be phased and implemented over time.

Comment: Given your current funding, are these improvements even possible?

Response: Due to the current funding situation, funding has been not identified to begin the subsequent phases, which are design and construction. If transportation in the State of Missouri continues to operate at the same funding levels it is currently has it will be difficult to make the improvements identified in the Preferred Alternative.

Appendix A.2 Agency Comment Letters and Summary

Agency Comment Letters and Summary

The following provides a summary of the agency comments received on the I-70 Second Tier Draft Environmental Impact Statement (EIS). The Study Team has prepared a response for all substantive comments received. The actual letters received from each agency are included before each summary.



MISSOURI DEPARTMENT OF CONSERVATION

Headquarters

2901 West Truman Boulevard, P.O. Box 180, Jefferson City, Missouri 65102-0180

Telephone: 573-751-4115 ▲ www.MissouriConservation.org

ROBERT L. ZIEHMER, Director

March 4, 2014

Edward Hassinger
Chief Engineer
Missouri Department of Transportation
P.O. Box 270
Jefferson City, MO 65102

RE: I-70 Second Tier Draft Environmental Impact Statement

Dear Mr. Hassinger,

The Missouri Department of Conservation (Department) has received your request for review and comments on the Second Tier Environmental Impact Statement for the I-70 corridor. The proposed project corridor extends from west of The Paseo interchange to east of the Blue Ridge Cutoff interchange, a distance of 6.8 miles in Jackson County, Missouri.

The Department is the agency responsible for forest, fish and wildlife resources in Missouri. As such, we actively participate in project reviews when projects might affect those resources. Our comments and recommendations are for your consideration and are offered to reduce impacts to the forest, fish and wildlife resources.

The Department has reviewed the document and considered the potential impacts to the states forest, fish and wildlife resources. Since this is an urbanized and heavily developed area and the Manchester Bridge over the Blue River and the U.S. 40 Bridge are not part of this study because they are being addressed as part of a separate project, the Departments' concerns with this project are limited. The document states that in order to protect surface and ground water from excessive runoff, stabilize stream banks, inhibit soil erosion, and maintain wildlife habitat and diversity the Missouri Department of Transportation (MoDOT) will minimize clearing of trees and other vegetation. The Department requests that MoDOT first try to avoid clearing vegetation to the extent practicable, where avoidance isn't possible the Department supports MoDOT's proposal to minimize clearing. Where clearing of vegetation is necessary MoDOT plans to use vegetated slopes, swales and runoff detention systems to minimize the negative impacts of this conversion of vegetation to impervious surfaces. These measures should reduce the impacts of the project, however, once constructed these measures need to be maintained to continue to function properly. MoDOT has a Municipal Separate Storm Sewer System (MS4) permit and a Stormwater Pollution Prevention Plan that when followed should also serve to protect water quality in the project area.

COMMISSION

DON C. BEDELL
Sikeston

JAMES T. BLAIR, IV
St. Louis

MARILYNN J. BRADFORD
Jefferson City

TIM E. DOLLAR
Blue Springs

Mr. Hassinger

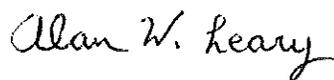
March 4, 2014

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There are no records of rare, threatened or endangered species in the vicinity and the document indicates that no suitable habitat exists for any of these species that are known from Jackson County. At this time it doesn't appear that the project will impact any state sensitive species. However, the Department would like to continue to provide comments as the project proceeds through the remainder of the design and development stages.

If you have any questions about these comments and recommendations, please contact me at (573) 522-4115 ext. 3346 or by e-mail at alan.leary@mdc.mo.gov.

Sincerely,

A handwritten signature in cursive script that reads "Alan W. Leary".

ALAN W. LEARY
POLICY COORDINATOR

AWL/eh

cc: Allan Zafft (MoDOT), Randy Johnson (MoDOT)

Missouri Department of Conservation (MDC) – March 4, 2014

Comment: The document states that in order to protect surface and ground water from excessive runoff, stabilize stream banks, inhibit soil erosion, and maintain wildlife habitat and diversity the Missouri Department of Transportation (MoDOT) will minimize clearing of trees and other vegetation. The Department requests that MoDOT first try to avoid clearing vegetation to the extent practicable, where avoidance isn't possible the Department supports MoDOT plans to use vegetated slopes, swales and runoff detention systems to minimize the negative impacts of this conversion of vegetation to impervious surfaces. These measures should reduce the impacts of the project, however, once constructed these measures need to be maintained to continue to function properly. MoDOT has a Municipal Separate Storm Sewer System (MS4) permit and a Stormwater Pollution Prevention Plan that when followed should also serve to protect water quality in the project area.

Response: MoDOT will avoid clearing vegetation to the extent practical and where not avoidable will use vegetated slopes, swales, and runoff detention systems to minimize impacts in accordance with the MoDOT Environmental Policy Guide (EPG).

March 5, 2014

Ms. Raegan Ball
Program Development Team Leader
Federal Highway Administration, Division Office
3220 West Edgewood, Suite H
Jefferson City, MO 65109

Mr. Edward Hassinger
Chief Engineer
Missouri Department of Transportation
P.O. Box 270
Jefferson City, MO 65102

RE: FHWA-MO-EIS-14-01-D, Second Tier Environmental Impact Statement for Route I-70, Jackson County, from West of the Paseo Interchange to East of the Blue Ridge Cutoff Interchange, Job Number J4I1486C

Dear Ms. Ball and Mr. Hassinger:

The Kansas City Area Transportation Authority (KCATA) appreciates the work done on the referenced I-70 Second Tier Draft Environmental Impact Statement (DEIS). We recognize the need for improvements in this important transportation corridor, but do have comments on the preferred alternative of the DEIS.

KCATA has coordinated with the Mid-America Regional Council (MARC - the area's MPO) and concurs with the comments MARC is sending to MoDOT and FHWA. KCATA offers the following additional comments:

- The "Improve Accessibility" and "Provide travel options for all residents, increase safe access across I-70 for non-motorized travel; support local and regional land use plans" in the Purpose and Need section are laudable goals. However, we do not see any commitment from MoDOT to include transit options with the preferred option or a commitment to make any significant transit investments in the I-70 corridor. To achieve the goal of better accessibility and providing travel options for all residents, including residents without automobile access, will require a MoDOT commitment to improve or facilitate corridor transit service.

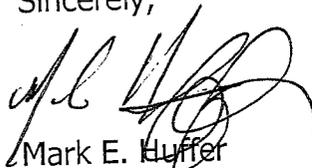
- I-70 has been a barrier to pedestrians trying to get from one side of the highway to the other since its inception. This pedestrian barrier is a problem for transit riders, and MoDOT should identify the specific improvements anticipated to address this issue on all cross streets in keeping with the goal of increasing access across I-70.
- We understand that MoDOT has met with MARC to review and discuss the DEIS. As a result of these meetings, MoDOT has committed to ensuring that the footprint of the preferred alternative would allow for future bus on shoulder transit operations. KCATA appreciates this position and asks that it be incorporated in the EIS as part of the preferred alternative.
- Although KCATA supports this MoDOT commitment, we also strongly encourage MoDOT to commit to lead or help fund a study of the bus on shoulder option in the corridor. The implication in the DEIS is that transit options are not part of the MoDOT responsibility in this corridor and we encourage MoDOT to be more pro-active in looking at transit - especially in a major corridor like I-70.
- Statements such as those on page 2-20 of the DEIS that "Improved travel speeds reduce the need for bus on shoulder operations" and "the number of access points also limits the use of bus on shoulder operations" are of concern. The first statement ignores the fact that schedule reliability and consistency of service are important transit goals - not just travel speed, which is more of an auto-centric measure. Bus on shoulder is an important means of enhancing transit reliability and minimizing impacts from incidents. The second statement is also a concern as it may serve as rationale to limit transit options. If the number of access points is a reason to limit transit options, then MoDOT should review how to either limit the conflicting access points or design transit options that minimize such problems.
- KCATA concurs with MARC's comment on Environmental Justice and urges further review of this issue. We agree that the comparative assessment of the benefits and impacts to the immediately adjacent neighborhoods versus the impacts and benefits to those outside of the adjacent neighborhoods that will travel through on I-70 has not been well addressed and needs to be improved and additional benefits for those within the corridor considered in the final preferred alternative.

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March 5, 2014
Page 3

One way to address this may be to provide transit improvements including pedestrian amenities and transit stops on arterial streets across I-70. KCATA is willing to work with MoDOT to determine what transit improvements might be most appropriate.

We appreciate the efforts of MoDOT and FHWA to improve and enhance the I-70 corridor in Jackson County. If you have any questions regarding the comments above, please contact Richard Jarrold at (816) 346-0356 or djarrold@kcata.org.

Sincerely,



Mark E. Huffer
General Manager

MEH:RCJ:mt

cc: Mokhtee Ahmad, FTA
David Warm, MARC
Randy Johnson, MoDOT
Sherri McIntyre, City of Kansas City, Missouri

Kansas City Area Transportation Authority (KCATA) – March 5, 2014

Comment: Although KCATA supports this MoDOT commitment, we also strongly encourage MoDOT to commit to lead or help fund a study of the bus on shoulder option in the corridor. The implication in the DEIS is that transit options are not part of the MoDOT responsibility in this corridor and we encourage MoDOT to be more pro-active in looking at transit - especially in a major corridor like I-70.

The “Improve Accessibility” and “Provide travel options for all residents, increase safe access across I-70 for non-motorized travel; support local and regional land use plans” in the Purpose and Need section are laudable goals. However, we do not see any commitment from MoDOT to include transit options with the preferred option or a commitment to make any significant transit investments in the I-70 corridor. To achieve the goal of better accessibility and providing travel options for all residents, including residents without automobile access will require a MoDOT commitment to improve or facilitate corridor transit service.

Response: Expansion of transit service was not included at this time because of other regional transit plans and initiatives that are ongoing, the Jackson County Commuter Corridors Alternatives Analysis being one of these. The footprint for the proposed Preferred Alternative has been developed to accommodate bus on shoulder if it is desired in the future. Commencement of bus on shoulder service will be subject to further traffic and operations analysis, coordination with other regional transit initiatives and studies as mentioned above, development of operating agreements with transit operators, and assessment of potential partnership on funding resources. These items would be considered, and potentially developed, during future design phases of the project. KCATA has been a Project Core Team member throughout the project and will continue to be into the design phase.

Comment: I-70 has been a barrier to pedestrians trying to get from one side of the highway to the other since its inception. This pedestrian barrier is a problem for transit riders, and MoDOT should identify the specific improvements anticipated to address this issue on all cross streets in keeping with the goal of increasing access across I-70.

Response: There are 19 roadways and two pedestrian bridges crossing I-70 which will remain in place. There will be no change to the locations of access across I-70. Bridges within the corridor will be upgraded individually over time. Each project will be looked at individually and attempt to meet the community’s needs. Aesthetics and non-motorized enhancements will be considered during the design phase of each project.

Comment: We understand that MoDOT has met with MARC to review and discuss the DEIS. As a result of these meetings, MoDOT has committed to ensuring that the footprint of the preferred alternative would allow for future bus on shoulder transit operations. KCATA appreciates this position and asks that it be incorporated in the EIS as part of the preferred alternative.

Response: See response above regarding bus on shoulder service.

Comment: Statements such as those on page 2-20 of the DEIS that “Improved travel speeds reduce the need for bus on shoulder operations” and “the number of access points also limits the use of bus on shoulder operations” are of concern. The first statement ignores the fact that schedule reliability and consistency of service are important transit goals - not just travel speed, which is more of an auto-centric measure. Bus on shoulder is an important means of enhancing transit reliability and minimizing impacts from incidents. The second statement is also a concern as it may serve as rationale to limit transit options. If the number of access points is a reason to limit transit options, then MoDOT should review how to either limit the conflicting access points or design transit options that minimize such problems.

Response: See response above regarding bus on shoulder service. The statements on **Page 2-20** of the **Second Tier Draft EIS** were not intended to limit transit options, but were specifically referring to the potential operation of bus on shoulder on I-70. The travel speed statement was referring to the fact that with improved travel speeds for all vehicles on this section I-70 could reduce the need for buses to utilize shoulders. The access points’ statement was referring specifically to the fact that buses traveling on the shoulder would need to merge back into traffic at each access point in this section of I-70 which would reduce the benefit of bus on shoulder. One of the Second Tier Alternatives, the Interchange Consolidations Alternative, looked at eliminating some access points, however this Alternative was not chosen as the Preferred Alternative.

Comment: KCATA concurs with MARC’s comment on Environmental Justice and urges further review of this issue. We agree that the comparative assessment of the benefits and impacts to the immediately adjacent neighborhoods versus the impacts and benefits to those outside of the adjacent neighborhoods that will travel through on I-70 has not been well addressed and needs to be improved and additional benefits for those within the corridor considered in the final preferred alternative.

Response: Text was added to **Section 3.5** of the **Second Tier Draft EIS** stating “The Build Alternatives will also provide benefits to all residents in the Study Area including the minority and low-income populations. The Build Alternatives will decrease congestion along I-70. This would improve travel for residents in the Study Area who utilize I-70 to get to work or other destinations. In addition, it would improve travel for residents who ride transit and use I-70 in the Study Area as well as improve safety not only on I-70 but on the local road network around I-70 too. The improved travel times on I-70 would also benefit commuters, who may or may not be Environmental Justice populations.”

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March 6, 2014

Ms. Raegan Ball
Program Development Team Leader
Federal Highway Administration, Division Office
3220 West Edgewood, Suite H
Jefferson City, MO 65109

Mr. Edward Hassinger
Chief Engineer
Missouri Department of Transportation
P.O. Box 270
Jefferson City, MO 65102

RE: FHWA-MO-EIS-14-01-D, Second Tier Environmental Impact Statement for Route I-70, Jackson County, from west of The Paseo interchange to east of the Blue Ridge Cutoff interchange, Job Number J411486C

Dear Ms. Ball and Mr. Hassinger:

The Mid-America Regional Council (MARC) has reviewed the I-70 Second Tier Draft Environmental Impact Statement (DEIS), and offers the following comments for consideration by the Missouri Department of Transportation (MoDOT) and the Federal Highway Administration (FHWA).

Overview

- As one of the participating agencies, MARC had the opportunity to review the preliminary DEIS, and offered a number of comments on that document. We received responses from MoDOT, and were able to discuss our initial comments with MoDOT and their consultant team. We appreciate MoDOT's receptivity to our input and willingness to work with MARC to strengthen the final document.
- MARC concurs that the Preferred Alternative (with accommodation for Bus on Shoulder –see below) will provide for improved traffic flow, safety and mobility along I-70 and will support the efficient movement of freight in the Kansas City region.
- The Preferred Alternative will result in community and environmental impacts; MARC has provided a number of suggestions below for how MoDOT and FHWA might mitigate those impacts.
- The DEIS document is well written and easy to read. We found the use of explanations in the margins of the document to be particularly helpful.

Chair
Marge Vogt
Councilmember
Olathe, Kan.

1st Vice Chair
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Kansas City, Mo.

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Ed Peterson
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Johnson County, Kan.

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Secretary
Curt Skoog
Councilmember
Overland Park, Kan.

Executive Director
David A. Warm

Areas of Concern – already addressed by MoDOT

The following items were identified in our earlier comments on the Preliminary DEIS. They were not addressed in the DEIS, but MoDOT has indicated that they will be addressed in the Final EIS.

- Preferred Alternative – lack of inclusion of accommodation for Bus on Shoulder (BOS).
 - The Preferred Alternative description needs to be amended to include “improve shoulder width to allow buses on shoulder,” which was included in the descriptions for both the Geometric Improvements and Interchange Consolidations alternatives.
 - The predicted typical speeds on I-70 will support BOS operation generally, but BOS operation will also be important to provide reliable transit schedules when events or incidents create episodic congestion on I-70.
 - MoDOT has indicated that BOS accommodation will be addressed in the Final EIS, by including the following language: “The footprint for the proposed Preferred Alternative has been developed to accommodate bus on shoulder. Commencement of bus on shoulder service will be subject to further traffic and operations analysis, coordination with other regional transit initiatives, development of operating agreements with transit operators, and assessment of potential partnership on funding resources. These items would be considered and developed during future design phases of the project.” MARC supports the addition of this language.
- Use of and References to *Transportation Outlook 2040*
 - MARC’s long-range transportation plan should be referred to as “*Transportation Outlook 2040*” throughout the document.
 - The text of the DEIS (particularly Chapter 3.19) only references five of *Transportation Outlook 2040*’s nine policy goals. The other four (public health, placemaking, climate change/energy use, and environment) are just as relevant as the five mentioned and should be explicitly referenced and addressed in the assessment of alternatives and particularly the assessment of the Preferred Alternative. Specifically, the document should be able to describe how the Preferred Alternative will assist the region in making progress towards all nine of the policy goals in *Transportation Outlook 2040*.
- Omissions/Errors/Inaccuracies in the text
 - The text description of Table 1-2 is inconsistent with the data in the table. In the paragraph above the table it states, “Truck percentages during the peak periods...are higher in the direction opposing commuter traffic.” However, the table indicates that truck percentages are higher in the direction of peak commuter traffic, i.e. westbound in the AM and eastbound in the PM. A similarly inconsistency appears in the paragraph following Table 1-2, as well. MoDOT has indicated that the numbers in the Table are incorrect and will be corrected in the FEIS.
 - Page 3.21-2 incorrectly describes the conversion of wetlands to transportation uses as a benefit of the project, when in fact it will be a negative impact.
 - Page 3.21-2 incorrectly describes the reduction in property tax collections as a benefit of the project, when in fact it will be a negative impact.

Areas of Concern – under consideration by MoDOT

The following items were identified in our earlier comments on the Preliminary DEIS or in subsequent discussions with various MARC committees. They have not been addressed in the DEIS, but MoDOT has indicated that they will review them further and may consider making additional modifications in the Final EIS.

- Environmental Impacts
 - *Cumulative Impacts* – The document provides a limited assessment of the impacts of the proposed changes to the corridor in the context of the original I-70 construction and the impacts that the adjacent neighborhoods have had to endure over the life of I-70, along with additional impacts due to railroads, warehousing and manufacturing facilities and similar installations or features that may have developed in the neighborhoods partly due to the construction of I-70. Similarly, there is no discussion of the cumulative impact on the cohesion of the community that was severed by the original construction of I-70, nor of the cumulative impacts of direct emissions from cars, railroads, and industry on properties adjacent to I-70. While the proposed I-70 project is not responsible for addressing all of the cumulative impacts, it is necessary to understand I-70's role in those impacts in order to fully address them through mitigation.
 - *Environmental Justice* – The document does not provide a specific comparative assessment of the benefits and impacts to the immediately adjacent neighborhoods versus the impacts and benefits to those outside of the adjacent neighborhoods that will travel through on I-70. This comparative analysis is at the heart of the Environmental Justice Executive Order, and is necessary to understand the full extent of Environmental Justice impacts and the resulting mitigation that will be required to address those impacts.
 - *Noise* – The maps of noise impacts do not show any noise impacts extending beyond the narrowly defined study area. We would ask that this be reexamined and confirmed, to ensure that noise impacts will be adequately mitigated in the corridor.
 - *Air Quality* – The air quality assessment needs to fully recognize the current air quality status of the Kansas City region. The document relies too much on the current designation rather than the actual air quality readings. While the region is currently designated as attainment for the 2008 Ozone Standard, monitor data from the region exceeds the existing standard, suggesting that the region has an air quality problem and could be redesignated to nonattainment for ozone at any time. We acknowledge that political uncertainty surrounds federal air quality standards and designations. However, we believe a more prudent approach would be to assume that the Kansas City region will be designated as a nonattainment area, whether under the existing standard or potentially under a more stringent new standard, which could occur prior to construction commencing on I-70. The analysis of the project's impacts to air quality must take this reality into account. The proposed actions should be examined in the context of how they might support regional air quality protection efforts that will be required under a new state implementation plan.
 - *Public Health* – The DEIS documents an expected increase in truck traffic in the I-70 corridor. However, the document doesn't address the diesel emissions from the increased truck traffic and the impacts of those direct emissions on the health of those living and working in the adjacent neighborhoods.
 - *Water Quality* – Much of the discussion of water quality in the DEIS is focused on impacts during construction rather than the ongoing impacts from the completed project. While construction impacts are important and should be adequately addressed, the DEIS needs to fully assess the

ongoing impacts after construction is complete, to ensure adequate mitigation is provided for those ongoing impacts. This corridor is in Kansas City Missouri which is under a consent order related to their combined stormwater/sanitary sewer system so the impacts of I-70 to this system should also be considered and discussed. We would encourage MoDOT to adopt a watershed approach to assessing the impacts of the I-70 project, examining how I-70 has impacted current watersheds over time, and assessing how the proposed changes to I-70 could either alleviate or compound those prior watershed impacts.

- Design Considerations
 - We would encourage MoDOT to use a “Complete Streets” or “Livable Streets” approach to the design of all crossings of I-70 and at the intersections where I-70 ramps meet local streets. MARC has adopted a Complete Streets policy, Kansas City, Missouri has adopted a Livable Streets policy, and the Missouri General Assembly passed a resolution in 2011 supporting Complete Streets across the state of Missouri. MARC has produced a Complete Streets Handbook which the designers should reference as they further develop the project. The Handbook is available at: <http://www.marc.org/Transportation/Special-Projects/assets/CompleteStreetsHandbook.aspx>
 - Because this portion of I-70 travels through an urban setting with significant numbers of pedestrians and bicyclists, the designers should work to ensure that pedestrian and bicyclist safety is given equal consideration to motor vehicle safety.
 - The Preferred Alternative results in the closure of some local streets and the creation of new cul-de-sacs. Cul-de-sacs result in out-of-direction travel, and typically receive a lower priority for snow removal and other city services. Because of this, the designers should strive to maintain local street connectivity as much as possible and use cul-de-sacs only as a last resort.
 - I-70 serves as a gateway to the Kansas City region and to the downtown of Kansas City, Missouri. As such, the design of the corridor improvements should have an intentional beautification/aesthetic approach.
 - We would encourage MoDOT to look for opportunities to use more solar power in the corridor and to transition corridor lighting to LED or other more energy-efficient technologies.
 - MoDOT should commit to recycle and reuse as much material as possible in the implementation of the I-70 project.

Potential Mitigation Strategies

While the Preferred Alternative will provide for improved travel in the I-70 corridor, it does create impacts to the region and the immediately surrounding neighborhoods. MARC anticipates that MoDOT and FHWA will identify mitigation measures to address these impacts and include them in the Final EIS. From our review of recent local planning work, input from our community and area residents, and projects with similar impacts in our region and others, we would offer the following potential mitigation list for consideration by MoDOT and FHWA.

- *Noise barriers* – the document indicates that noise mitigation will be considered during design. We would encourage MoDOT to work closely with Kansas City, Missouri and the affected neighborhoods to analyze creative and aesthetic ways (through structures, berms and vegetation) to address the noise impacts of the corridor.
- *Workforce Development Program* – MoDOT has prior experience with workforce development programs as part of major projects in both Kansas City and St. Louis. Because the residents of the neighborhoods adjacent to I-70 have lower incomes and higher rates of unemployment, it would be a positive step to use

the I-70 construction project as a method to help area residents begin working towards a future career in the construction trades.

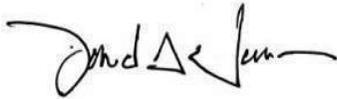
- *Community Bridges* – the original Major Investment Study for the I-70 corridor included the concept of “community bridges” as a mechanism to both physically and symbolically reconnect the two sides of I-70 that were severed by its original construction in the 1950s. While the DEIS does include enhanced bicycle and pedestrian crossings of I-70, we would encourage the designers to approach the bridges from the user’s perspective to ensure that they not only accommodate non-motorized travelers, but are creating inviting spaces for them to use to travel to the other side of I-70. In particular, we are aware that the Kansas City Missouri Public School District (KCPS) is currently reviewing school attendance boundaries to reduce the number of students that need to cross major barriers. The corridor for this study is entirely within the boundaries of KCPS. We recommend that MoDOT consult with KCPS and other stakeholders on the planning and design of any pedestrian crossings of I-70 within the boundaries of this study.
- *Pedestrian Access to Transit* – The neighborhoods adjacent to I-70 have a high degree of transit usage. As such, it is important to maintain strong pedestrian accommodation along city streets. Where the Preferred Alternative results in streets being closed to motor vehicles, MoDOT should maintain the pedestrian connections in order not to lengthen anyone’s pedestrian access to transit.
- *ADA Compliance* – Along with maintaining pedestrian access, is ensuring that the pedestrian access meets the requirements of the Americans with Disabilities Act (ADA). MoDOT could work with Kansas City to address ADA issues on city streets in proximity to the I-70 corridor and along streets that extend the pedestrian connections across I-70 deeper into the adjacent neighborhoods.
- *Green Infrastructure* – With the Preferred Alternative, MoDOT will be redesigning the drainage system for the I-70 facility. With that redesign, MoDOT has the opportunity to introduce green infrastructure approaches to hold and process stormwater runoff rather than channeling it directly into storm drains. This approach can provide assistance to Kansas City Missouri in responding to the consent order related to the combined sewer system, and can also provide natural, aesthetic elements to the corridor. MoDOT should also look for opportunities through the project design to support restoration efforts for the Blue River and tributaries to the Blue River, such as Round Grove Creek. MARC’s Eco-Logical Action Plan can provide additional information and context for an ecosystem-based approach to natural system restoration and enhancement.
- *Native Vegetation* – MoDOT is encouraged to consider the use of native vegetation in the I-70 right-of-way to absorb and sequester air pollutants, address the urban heat island effect, provide a more natural setting/aesthetic for the corridor, and reduce the long-term mowing/maintenance requirements of the right-of-way. MoDOT should commit to planting enough trees to more than replace any tree canopy that is removed through construction.
- *Arterial Street Efficiency* – During Community Advisory Committee meetings, neighborhood representatives indicated that they tend to use city streets for their travel more than relying on I-70. MoDOT should look to provide travel benefits to the adjacent neighborhoods commensurate with the benefits that those traveling through on I-70 will receive. One option to do that would be to work with Kansas City and MARC’s Operation Green Light program to incorporate upgraded traffic signal equipment and signal timing enhancements on arterial streets across and parallel to I-70.
- *Transit Amenities* – An additional way to enhance the adjacent neighborhood’s mobility would be to provide transit stop amenities on arterials streets with current bus service across I-70. MoDOT should work with Kansas City and the Kansas City Area Transportation Authority to determine what transit stop amenities would be most appropriate.

- *Community Amenities* – The Preferred Alternative will result in some additional right-of-way acquisition by MoDOT and, after construction, leave some excess right-of-way in place. MoDOT could work with Kansas City and the adjacent community to identify additional community amenities that might be provided on any excess right-of-way.
- *Transition to Home Ownership* – The Preferred Alternative will result in the relocation of some households where additional right-of-way will be required, and MoDOT will follow the Uniform Relocation and Real Property Acquisition Policies Act in relation to any relocations. However, due to the low incomes and high proportion of renters in the study area, MoDOT should consider partnering with other public, private and non-profit entities to provide assistance to any relocated renters to make the transition to home ownership, if they are interested in doing so.
- *Neighborhood Gateways* – MoDOT should incorporate into the project features that will enhance the entrances or gateways to the adjacent neighborhoods from I-70. This could be accomplished by enhanced landscaping and streetscaping on local arterial streets where they intersect with I-70.

In terms of the timing of implementation of mitigation strategies, we would recommend that some of these mitigation strategies be implemented in advance of major construction on I-70 to provide relief to the community and the region prior to the arrival of the impacts from the project.

In conclusion, we appreciate the efforts of MoDOT and FHWA to improve and enhance the I-70 corridor in Jackson County. Our comments are intended to strengthen the final Environmental Impact Statement and ensure that the final constructed project meets the transportation needs of the Kansas City region, while ensuring the neighborhoods along I-70 become more vibrant and healthy. If you have any questions regarding the comments above, please contact Mell Henderson, MARC's director of transportation at (816) 474-4240 or at mellh@marc.org.

Sincerely,



David A. Warm
Executive Director

cc: Dan Niec, MoDOT
Randy Johnson, MoDOT
Kevin Ward, FHWA-MO
Mike Latuszek, FHWA-MO
Sherri McIntyre, Kansas City, Missouri

Mid-America Regional Council (MARC) – March 6, 2014

Comment: Preferred Alternative – lack of inclusion of accommodation for Bus on Shoulder (BOS):

- The Preferred Alternative description needs to be amended to include “improve shoulder width to allow buses on shoulder,” which was included in the descriptions for both the Geometric Improvements and Interchange Consolidations alternatives.
- The predicted typical speeds on I-70 will support BOS operation generally, but BOS operation will also be important to provide reliable transit schedules when events or incidents create episodic congestion on I-70.
- MoDOT has indicated that BOS accommodation will be addressed in the Final EIS, by including the following language: “The footprint for the proposed Preferred Alternative has been developed to accommodate bus on shoulder. Commencement of bus on shoulder service will be subject to further traffic and operations analysis, coordination with other regional transit initiatives, development of operating agreements with transit operators, and assessment of potential partnership on funding resources. These items would be considered and developed during future design phases of the project.” MARC supports the addition of this language.

Response: Expansion of transit service was not included at this time because of other regional transit plans and initiatives that are ongoing, the Jackson County Commuter Corridors Alternatives Analysis being one of these. The footprint for the proposed Preferred Alternative has been developed to accommodate bus on shoulder if it is desired in the future. Commencement of bus on shoulder service will be subject to further traffic and operations analysis, coordination with other regional transit initiatives and studies as mentioned above, development of operating agreements with transit operators, and assessment of potential partnership on funding resources. These items would be considered, and potentially developed, during future design phases of the project. KCATA has been a Project Core Team member throughout the project and will continue to be into the design phase.

Comment: Use of and References to Transportation Outlook 2040:

- MARC’s long-range transportation plan should be referred to as “Transportation Outlook 2040” throughout the document.
- The text of the DEIS (particularly Chapter 3.19) only references five of Transportation Outlook 2040’s nine policy goals. The other four (public health, placemaking, climate change/energy use, and environment) are just as relevant as the five mentioned and should be explicitly referenced and addressed in the assessment of alternatives and particularly the assessment of the Preferred Alternative. Specifically, the document should be able to describe how the Preferred Alternative will assist the region in making progress towards all nine of the policy goals in Transportation Outlook 2040.

Response: All references to MARC’s long-range transportation in the Second Tier Condensed Final EIS have been revised to “Transportation Outlook 2040”. All nine of the Transportation Outlook 2040’s policy goals have been listed in **Section 3.2.11**.

Comment: Omissions/Errors/Inaccuracies in the text:

- The text description of Table 1-2 is inconsistent with the data in the table. In the paragraph above the table it states, “Truck percentages during the peak periods...are higher in the direction

opposing commuter traffic.” However, the table indicates that truck percentages are higher in the direction of peak commuter traffic, i.e. westbound in the AM and eastbound in the PM. A similarly inconsistency appears in the paragraph following Table 1-2, as well. MoDOT has indicated that the numbers in the Table are incorrect and will be corrected in the FEIS.

- Page 3.21-2 incorrectly describes the conversion of wetlands to transportation uses as a benefit of the project, when in fact it will be a negative impact.
- Page 3.21-2 incorrectly describes the reduction in property tax collections as a benefit of the project, when in fact it will be a negative impact.

Response: The omissions/errors/inaccuracies in the text have been corrected.

Comment: Cumulative Impacts – The document provides a limited assessment of the impacts of the proposed changes to the corridor in the context of the original I-70 construction and the impacts that the adjacent neighborhoods have had to endure over the life of I-70, along with additional impacts due to railroads, warehousing and manufacturing facilities and similar installations or features that may have developed in the neighborhoods partly due to the construction of I-70. Similarly, there is no discussion of the cumulative impact on the cohesion of the community that was severed by the original construction of I-70, nor of the cumulative impacts of direct emissions from cars, railroads, and industry on properties adjacent to I-70. While the proposed I-70 project is not responsible for addressing all of the cumulative impacts, it is necessary to understand I-70’s role in those impacts in order to fully address them through mitigation.

Response: It is acknowledged the nature of environmental studies, such as this EIS, is an existing snapshot. With the revisions to the Preferred Alternative, the Brooklyn Avenue half diamond interchange ramps are going to remain open, and there is no longer a plan to use cul-de-sacs. This was the main cumulative impact of concern as discussed in **Section 3.19.1** of the **Second Tier Draft EIS**. This was also the area of greatest concern for community cohesion and it has been eliminated. In **Section 3.19.2** of the **Second Tier Draft EIS** the long term effects of I-70 construction are listed as one of many projects considered when looking at these types of impacts. The section discusses the cumulative impacts of traffic, access, neighborhoods and air quality more specifically as it relates to previous I-70 construction as well as other projects. These impacts will be lessened further by retaining the Brooklyn Avenue half diamond interchange access and eliminating the cul-de-sacs from the Preferred Alternative.

Comment: Environmental Justice – The document does not provide a specific comparative assessment of the benefits and impacts to the immediately adjacent neighborhoods versus the impacts and benefits to those outside of the adjacent neighborhoods that will travel through on I-70. This comparative analysis is at the heart of the Environmental Justice Executive Order, and is necessary to understand the full extent of Environmental Justice impacts and the resulting mitigation that will be required to address those impacts.

Response: Text was added to the Second Tier Draft EIS stating “The Build Alternatives will also provide benefits to all residents in the Study Area including the minority and low-income populations. The Build Alternatives will decrease congestion along I-70. This would improve travel for residents in the Study Area who utilize I-70 to get to work or other destinations. In addition, it would improve travel for residents who ride transit and use I-70 in the Study Area as well as improve safety not only on I-70 but on the local road

network around I-70 too. The improved travel times on I-70 would also benefit commuters, who may or may not be Environmental Justice populations.”

Additionally upgrades to bridges in the corridor, which will take place over time, will benefit the surrounding neighborhoods. Each project will be looked at individually and attempt to meet the community’s needs. Aesthetics and non-motorized enhancements will be considered during the design phase of each project.

Comment: Noise – The maps of noise impacts do not show any noise impacts extending beyond the narrowly defined study area. We would ask that this be reexamined and confirmed, to ensure that noise impacts will be adequately mitigated in the corridor.

Response: For the EIS, the traffic noise analysis preliminarily identifies the impacts and mitigation measures on the level of detail available at this time. Before the construction phase, designs may change that would result in increase or decrease in the number impacted receptors. A detailed design noise analysis is typically completed during final design to determine final impacts and mitigation measures. The *Noise Barrier Evaluation Technical Memorandum* and this Condensed Final EIS recommends that a final design noise study should be conducted to identify impacts and mitigation measures during final design stage in accordance with the MoDOT EPG. Design modifications and right-of-way acquisition of some impacted receptors are expected to occur during final design of the project. During final design of the Preferred Alternative, it is recommended that detailed design noise analysis using TNM 2.5 or the most current noise analysis software be conducted to determine feasibility and reasonableness for the benefit of all predicted traffic noise impacts identified in the traffic noise analysis. The location, length, height, cost, and receptors studied and benefited should be included in the study. The final decision to construct the proposed noise barrier should be made upon completion of the project design and the public involvement process taking into consideration the opinions of benefited property owners and residents, and upon FHWA approval.

Comment: Air Quality – The air quality assessment needs to fully recognize the current air quality status of the Kansas City region. The document relies too much on the current designation rather than the actual air quality readings. While the region is currently designated as attainment for the 2008 Ozone Standard, monitor data from the region exceeds the existing standard, suggesting that the region has an air quality problem and could be designated to nonattainment for ozone at any time. We acknowledge that political uncertainty surrounds federal air quality standards and designations. However, we believe a more prudent approach would be to assume that the Kansas City region will be designated as a nonattainment area, whether under the existing standard or potentially under a more stringent new standard, which could occur prior to construction commencing on I-70. The analysis of the project’s impacts to air quality must take this reality into account. The proposed actions should be examined in the context of how they might support regional air quality protection efforts that will be required under a new state implementation plan.

Response: MoDOT acknowledges that the Kansas City region will most likely be re-designated as non-attainment in the future. Language provided by the Missouri Department of Natural Resources in their comments regarding air quality has been added to **Section 3.2.8** to address this issue.

Comment: Water Quality – Much of the discussion of water quality in the DEIS is focused on impacts during construction rather than the ongoing impacts from the completed project. While construction impacts are important and should be adequately addressed, the DEIS needs to fully assess the ongoing impacts after construction is complete, to ensure adequate mitigation is provided for those ongoing impacts. This corridor is in Kansas City Missouri which is under a consent order related to their combined stormwater/sanitary sewer system so the impacts of I-70 to this system should also be considered and discussed. We would encourage MoDOT to adopt a watershed approach to assessing the impacts of the I-70 project, examining how I-70 has impacted current watersheds over time, and assessing how the proposed changes to I-70 could either alleviate or compound those prior watershed impacts.

Response: Design of the drainage system as it relates to the improvements proposed in the Preferred Alternative will be made during the design phase of the project in accordance with MoDOT EPG and through coordination with local agencies. At that time the potential for the use of detention areas will be investigated.

Comment: We would encourage MoDOT to use a “Complete Streets” or “Livable Streets” approach to the design of all crossings of I-70 and at the intersections where I-70 ramps meet local streets. MARC has adopted a Complete Streets policy, Kansas City, Missouri has adopted a Livable Streets policy, and the Missouri General Assembly passed a resolution in 2011 supporting Complete Streets across the state of Missouri. MARC has produced a Complete Streets Handbook which the designers should reference as they further develop the project. The Handbook is available at:

<http://www.marc.org/Transportation/Special-Projects/assets/CompleteStreetsHandbook.aspx>.

Response: As upgrades to bridges and other parts of the corridor occur over time, each project will be looked at individually and attempt to meet the community’s needs. MoDOT will reference the MARC Handbook and consider the Complete Streets/Livable Streets approach during the design phase of each project. Text has been added to **Section 3.2.1**.

Comment: Because this portion of I-70 travels through an urban setting with significant numbers of pedestrians and bicyclists, the designers should work to ensure that pedestrian and bicyclist safety is given equal consideration to motor vehicle safety.

Response: The safety of pedestrians and bicyclists is equally as important as motor vehicle safety. Text has been included in **Section 3.2.1** to make this clear.

Comment: The Preferred Alternative results in the closure of some local streets and the creation of new cul-de-sacs. Cul-de-sacs result in out-of-direction travel, and typically receive a lower priority for snow removal and other city services. Because of this, the designers should strive to maintain local street connectivity as much as possible and use cul-de-sacs only as a last resort.

Response: The Preferred Alternative has been reviewed and revised, all cul-de-sacs were removed and local street connectivity maintained.

Comment: I-70 serves as a gateway to the Kansas City region and to the downtown of Kansas City, Missouri. As such, the design of the corridor improvements should have an intentional beautification/aesthetic approach.

Response: Coordination with local agencies will be ongoing as upgrades in the corridor take place. Aesthetic and non-motorized enhancements will be considered in the design phase of the project in accordance with the MoDOT EPG and coordination with local agencies.

Comment: We would encourage MoDOT to look for opportunities to use more solar power in the corridor and to transition corridor lighting to LED or other more energy-efficient technologies.

Response: Lighting design will be considered in the design phase of the project in accordance with the MoDOT EPG.

Comment: MoDOT should commit to recycle and reuse as much material as possible in the implementation of the I-70 project.

Response: Specific materials used in construction of the projects will be determined during the design phase of the project in accordance with MoDOT EPG.

Comment: Noise barriers – the document indicates that noise mitigation will be considered during design. We would encourage MoDOT to work closely with Kansas City, Missouri and the affected neighborhoods to analyze creative and aesthetic ways (through structures, berms and vegetation) to address the noise impacts of the corridor.

Response: Specific noise mitigation measures, including aesthetic and landscaping opportunities will be considered in the design phase of the project in accordance with the MoDOT EPG. A preliminary investigation identified twenty locations where noise barriers could be warranted. Nine of these noise barriers are expected to meet applicable feasibility and reasonableness criteria, and are recommended for detailed analysis in during the final design phase. **Section 3.1.10** and **Section 3.2.7** discuss the noise impacts in detail.

Comment: Workforce Development Program – MoDOT has prior experience with workforce development programs as part of major projects in both Kansas City and St. Louis. Because the residents of the neighborhoods adjacent to I-70 have lower incomes and higher rates of unemployment, it would be a positive step to use the I-70 construction project as a method to help area residents begin working towards a future career in the construction trades.

Response: MoDOT has a community relations staff position that deals with concerns related to environmental justice and acts as a liaison with the residents and neighborhood groups. This individual has been involved with the public meetings and discussions that have taken place in the community throughout this project and will continue to be involved. MoDOT will facilitate opportunities to train

and/or identify economically disadvantaged workers and suppliers during the design and construction phases.

Comment: Community Bridges – the original Major Investment Study for the I-70 corridor included the concept of “community bridges” as a mechanism to both physically and symbolically reconnects the two sides of I-70 that were severed by its original construction in the 1950s. While the DEIS does include enhanced bicycle and pedestrian crossings of I-70, we would encourage the designers to approach the bridges from the user’s perspective to ensure that they not only accommodate non-motorized travelers, but are creating inviting spaces for them to use to travel to the other side of I-70. In particular, we are aware that the Kansas City Missouri Public School District (KCPS) is currently reviewing school attendance boundaries to reduce the number of students that need to cross major barriers. The corridor for this study is entirely within the boundaries of KCPS. We recommend that MoDOT consult with KCPS and other stakeholders on the planning and design of any pedestrian crossings of I-70 within the boundaries of this study.

Response: Bridges within the corridor will be upgraded individually over time. Each project will be analyzed individually and attempt to meet the community’s needs. Coordination with local agencies will be ongoing as upgrades in the corridor take place. Aesthetics and non-motorized enhancements will be considered during the design phase of each project.

Comment: Pedestrian Access to Transit – The neighborhoods adjacent to I-70 have a high degree of transit usage. As such, it is important to maintain strong pedestrian accommodation along city streets. Where the Preferred Alternative results in streets being closed to motor vehicles, MoDOT should maintain the pedestrian connections in order not to lengthen anyone’s pedestrian access to transit.

Response: The Preferred Alternative has been revised and now reflects that cul-de-sacs will no longer be a part of the project and both motor vehicle and pedestrian access will be maintained in its current state. The distance to transit access points will remain the same.

Comment: ADA Compliance – Along with maintaining pedestrian access, is ensuring that the pedestrian access meets the requirements of the Americans with Disabilities Act (ADA). MoDOT could work with Kansas City to address ADA issues on city streets in proximity to the I-70 corridor and along streets that extend the pedestrian connections across I-70 deeper into the adjacent neighborhoods.

Response: Pedestrian connections within the MoDOT system will be ADA compliant. As bridges and other portions of the system are upgraded MoDOT will coordinate with the City of Kansas City, Missouri to encourage more off-system improvements connecting with MoDOT system improvements.

Comment: Green Infrastructure – With the Preferred Alternative, MoDOT will be redesigning the drainage system for the I-70 facility. With that redesign, MoDOT has the opportunity to introduce green infrastructure approaches to hold and process stormwater runoff rather than channeling it directly into storm drains. This approach can provide assistance to Kansas City Missouri in responding to the consent order related to the combined sewer system, and can also provide natural, aesthetic elements to the

corridor. MoDOT should also look for opportunities through the project design to support restoration efforts for the Blue River and tributaries to the Blue River, such as Round Grove Creek. MARC's Ecological Action Plan can provide additional information and context for an ecosystem-based approach to natural system restoration and enhancement.

Response: Design of the drainage system as it relates to the improvements proposed in the Preferred Alternative will be made during the design phase of the project in accordance with MoDOT EPG and through coordination with local agencies. At that time the potential for the use of detention areas will be investigated.

Comment: Native Vegetation – MoDOT is encouraged to consider the use of native vegetation in the I-70 right of way to absorb and sequester air pollutants, address the urban heat island effect, provide a more natural setting/aesthetic for the corridor, and reduce the long-term mowing/maintenance requirements of the right of way. MoDOT should commit to planting enough trees to more than replace any tree canopy that is removed through construction.

Response: Aesthetic and landscaping opportunities will be considered in the design phase of the project in accordance with the MoDOT EPG.

Comment: Arterial Street Efficiency – During Community Advisory Committee meetings, neighborhood representatives indicated that they tend to use city streets for their travel more than relying on I-70. MoDOT should look to provide travel benefits to the adjacent neighborhoods commensurate with the benefits that those traveling through on I-70 will receive. One option to do that would be to work with Kansas City and MARC's Operation Green Light program to incorporate upgraded traffic signal equipment and signal timing enhancements on arterial streets across and parallel to I-70.

Response: Coordination with the City of Kansas City, Missouri and Operation Green Light will be part of the process as upgrades are made in the corridor.

Comment: Transit Amenities – An additional way to enhance the adjacent neighborhood's mobility would be to provide transit stop amenities on arterials streets with current bus service across I-70. MoDOT should work with Kansas City and the Kansas City Area Transportation Authority to determine what transit stop amenities would be most appropriate.

Response: MoDOT will continue to coordinate with the KCATA and other agencies on their plans for service and transit stops. Additional amenities will be considered in the design phase of the project in accordance with the MoDOT EPG.

Comment: Community Amenities – The Preferred Alternative will result in some additional right of way acquisition by MoDOT and, after construction, leave some excess right of way in place. MoDOT could work with Kansas City and the adjacent community to identify additional community amenities that might be provided on any excess right of way.

Response: Property not immediately required for highway construction and not shown on any existing plans for construction may be used by others upon execution of a lease approved as to form by the Chief Counsel. Aesthetic and landscaping opportunities will be considered in the design phase of the project in accordance with the MoDOT EPG.

Comment: Transition to Home Ownership – The Preferred Alternative will result in the relocation of some households where additional right of way will be required, and MoDOT will follow the Uniform Relocation and Real Property Acquisition Policies Act in relation to any relocations. However, due to the low incomes and high proportion of renters in the study area, MoDOT should consider partnering with other public, private and non-profit entities to provide assistance to any relocated renters to make the transition to home ownership, if they are interested in doing so.

Response: Per the MoDOT EPG, displaced tenants and short-term owners who elect to purchase in lieu of renting a decent, safe and sanitary dwelling (DS&S) replacement dwelling, and who actually do so, are entitled to down payment assistance if they meet the eligibility requirements discussed in EPG 236.8.13.2.

Comment: Neighborhood Gateways – MoDOT should incorporate into the project features that will enhance the entrances or gateways to the adjacent neighborhoods from I-70. This could be accomplished by enhanced landscaping and streetscaping on local arterial streets where they intersect with I-70.

Response: Coordination with local agencies will be ongoing as upgrades in the corridor take place. Aesthetic and landscaping opportunities will be considered in the design phase of the project in accordance with the MoDOT EPG.

Comment: In terms of the timing of implementation of mitigation strategies, we would recommend that some of these mitigation strategies be implemented in advance of major construction on I-70 to provide relief to the community and the region prior to the arrival of the impacts from the project.

Response: At this time funding has been not identified to begin the subsequent phases which are design and construction. However, there is money available for maintenance to I-70.

Construction of improvements including in the Preferred Alternative will be completed in phases for different sections of the Study Area. The Study Team has identified improvements at the I-435/I-70 interchange as the first construction project from this EIS. The construction, timing, and phasing beyond this is contingent on available funding. Mitigation in advance will be dependent on this phased process of construction.

MoDOT will continue on-going maintenance on the portions of I-70 not under construction.



STATE OF MISSOURI
DEPARTMENT OF NATURAL RESOURCES

Jeremiah W. (Jay) Nixon, Governor • Sara Parker Pauley, Director

www.dnr.mo.gov

MAR - 7 2014

Raegan Ball
Federal Highway Administration, District Office
3220 West Edgewood Suite H
Jefferson City, MO 65109

Re: I-70 Second Tier Draft Environmental Impact Statement, Kansas City, Missouri

Dear Ms. Ball:

The Missouri Department of Natural Resources (department) appreciates the opportunity to review the information submitted and provide comments for the I-70 Second Tier Draft Environmental Impact Statement in Kansas City, Missouri. The department offers the following comments for consideration.

The Kansas City area air quality monitoring region is currently designated in attainment of the National Ambient Air Quality Standards, or NAAQS, for all criteria pollutants. This ozone status includes Platte, Clay and Jackson counties in Missouri. On March 12, 2008, the EPA announced that it was tightening the primary 8-hour ozone standard to 0.075 ppm or 75 ppb. States are required to have approved state implementation plans to address nonattainment areas and areas will be required to meet the new standard between 2013 and 2020. It is expected that the Kansas City region will be re-designated as nonattainment.

A portion of Jackson County in the downtown Kansas City area is nonattainment for the 1-hour sulfur dioxide (SO₂) NAAQS (though SO₂ isn't a pollutant of concern from a vehicle emissions standpoint). The Kansas City area (Clay, Jackson, Platte Counties) is a maintenance area for the previous ozone NAAQS. Although there are several monitors in the Kansas City area in violation of the current 2008 ozone NAAQS, it hasn't been designated nonattainment. EPA has indicated that they don't intend to do additional rounds of area designations under this standard. It's possible that Kansas City becomes designated a nonattainment area at some point, but it may not happen unless/until EPA establishes a new ozone standard as a result of their next ozone NAAQS review. Regardless of Kansas City's official status, ozone continues to be an air quality concern in the area.

I-70 Second Tier Draft EIS, Kansas City, Missouri
Page Two

We appreciate the opportunity to provide comments for the I-70 Second Tier Draft Environmental Impact Statement in Kansas City, Missouri. If you have any questions or need clarification, please contact me, phone number (573) 751-3195. The address for correspondence is Department of Natural Resources, P.O. Box 176, Jefferson City, MO 65102.

Thank you.

Sincerely,

DEPARTMENT OF NATURAL RESOURCES



Robert Stout
Chief of Policy

RS/jbk

From: [Matthew Burcham](#)
To: [Randy L. Johnson](#); [Nazar, Christopher R](#); [Zafft, Allan S.](#); [Rowson, Randy](#)
Subject: FW: MODOT Second Tier Draft EIS - Comments from DNR
Date: Saturday, March 08, 2014 10:45:51 AM
Attachments: [I70 Second Tier Draft EIS comment ltr.pdf](#)

Comment letter from DNR. Then comments Jane did not get in the letter that were from James Helgason in the KC office.

Thank you,

Matt Burcham

Senior Environmental Specialist
573-526-6679
601 W. Main Street
P.O. Box 270
Jefferson City, MO 65102

From: jane.beetem@dnr.mo.gov
Sent: Friday, March 07, 2014 4:44 PM
To: Matthew Burcham
Subject: FW: MODOT Second Tier Draft EIS

Matt, I just realized that there were a couple of comments that were omitted from the I-70 Second Tier EIS comment letter. Please forward these to the appropriate party for incorporation into the EIS comments. Thank you!

1. Tree Removal (page 3.24-4 and 3.24-5) – When trees are removed they have to be property disposed. This means to take it to a composter, chip the trees or burn them. If they want to burn, then they will have to obtain an open burning permit form either the Kansas City Regional Office or the city of Kansas City. If the trees are going to be burned within the city limits of Kansas City, then MODOT must obtain an opening burning permit form the city. If it is outside the city limits of Kansas City, then MODOT will have to obtain an open burning permit from the Kansas City Regional Office. If open burning is allowed, then the open burning will probably require an air curtain destructor. Open burning must be at least 200 yards from the nearest occupied building.
2. Asbestos (page 3.24-2) – When MODOT is going to demo a structure (building, bridge, etc.), they were going to notify state and federal. The city of Kansas City must be notified if the structure is within the city limits of Kansas City, MO. The City of Kansas City, MO has their own regulations for asbestos. The city conducts inspection for asbestos.
3. Any building that is demolished will have a service line for wastewater and one for drinking water. These service lines must be removed to prevent water from infiltrating into the public drinking water and sewer. These issues should be coordinated with the local authority.
4. If any wells are encountered, then they must be closed properly. These wells could be old natural gas wells or possibly drinking water wells.

Jane Beetem

Director's Office
Missouri Department of Natural Resources
P.O. Box 176
Jefferson City, MO 65102
573-522-2401 Phone
573-526-3444 FAX
Jane.beetem@dnr.mo.gov

Celebrating 40 years of taking care of Missouri's natural resources. To learn more about the Missouri Department of Natural Resources visit dnr.mo.gov.

From: Helgason, James
Sent: Tuesday, February 11, 2014 1:16 PM
To: Beetem, Jane
Cc: Collier, Andrea
Subject: MODOT Second Tier Draft EIS

Jane,

Below are my comments. The major issue that I had was the Former Koppers site, but the EIS states that it will work with the DNR Hazardous Waste Program (which is great).

1. Tree Removal (page 3.24-4 and 3.24-5) – When trees are removed they have to be properly disposed. This means to take it to a composter, chip the trees or burn them. If they want to burn, then they will have to obtain an open burning permit form either the Kansas City Regional Office or the city of Kansas City. If the trees are going to be burned within the city limits of Kansas City, then MODOT must obtain an opening burning permit form the city. If it is outside the city limits of Kansas City, then MODOT will have to obtain an open burning permit from the Kansas City Regional Office. If open burning is allowed, then the open burning will probably require an air curtain destructor. Open burning must be at least 200 yards from the nearest occupied building.
2. Asbestos (page 3.24-2) – When MODOT is going to demo a structure (building, bridge, etc.), they were going to notify state and federal. The city of Kansas City must be notified if the structure is within the city limits of Kansas City, MO. The City of Kansas City, MO has their own regulations for asbestos. The city conducts inspection for asbestos.
3. Any building that is demolished will have a service line for wastewater and one for drinking water. These service lines must be removed to prevent water from infiltrating into the public drinking water and sewer. These issues should be coordinated with the local authority.
4. If any wells are encountered, then they must be closed properly. These wells could be old natural gas wells or possibly drinking water wells. I am not sure even if these wells exist.

James Helgason
Environmental Manager

Missouri Department of Natural Resources (MDNR) – March 7, 2014

Comment: The Kansas City area air quality monitoring region is currently designated in attainment of the National Ambient Air Quality Standards, or NAAQS, for all criteria pollutants. This ozone status includes Platte, Clay and Jackson counties in Missouri. On March 12, 2008, the EPA announced that it was tightening the primary 8-hour ozone standard to 0.075 ppm or 75 ppb. States are required to have approved state implementation plans to address nonattainment areas and areas will be required to meet the new standard between 2013 and 2020. It is expected that the Kansas City region will be re-designated as nonattainment.

A portion of Jackson County in the downtown Kansas City area is nonattainment for the 1-hour sulfur dioxide (SO₂) NAAQS (though SO₂ isn't a pollutant of concern from a vehicle emissions standpoint). The Kansas City area (Clay, Jackson, Platte Counties) is a maintenance area for the previous ozone NAAQS. Although there are several monitors in the Kansas City area in violation of the current 2008 ozone NAAQS, it hasn't been designated nonattainment. EPA has indicated that they don't intend to do additional rounds of area designations under this standard. It's possible that Kansas City becomes designated a nonattainment area at some point, but it may not happen unless/until EPA establishes a new ozone standard as a result of their next ozone NAAQS review. Regardless of Kansas City's official status, ozone continues to be an air quality concern in the area.

Response: Comment acknowledged. The language from the comment has been added to **Section 3.2.8**.

Comment: Tree Removal (page 3.24-4 and 3.24-5) – When trees are removed they have to be properly disposed. This means to take it to a composter, chip the trees or burn them. If they want to burn, then they will have to obtain an open burning permit from either the Kansas City Regional Office or the city of Kansas City. If the trees are going to be burned within the city limits of Kansas City, then MODOT must obtain an opening burning permit from the city. If it is outside the city limits of Kansas City, then MODOT will have to obtain an open burning permit from the Kansas City Regional Office. If open burning is allowed, then the open burning will probably require an air curtain destructor. Open burning must be at least 200 yards from the nearest occupied building.

Response: Tree removal will be completed in accordance with MoDOT EPG and through continued coordination with local agencies. MoDOT will obtain and comply with all required burning permits.

Comment: Asbestos (page 3.24-2) – When MODOT is going to demo a structure (building, bridge, etc.); they were going to notify state and federal. The city of Kansas City must be notified if the structure is within the city limits of Kansas City, MO. The City of Kansas City, MO has their own regulations for asbestos. The city conducts inspection for asbestos.

Response: MoDOT will notify the City of Kansas City, Missouri regarding any demolition as part of the project.

Comment: Any building that is demolished will have a service line for wastewater and one for drinking water. These service lines must be removed to prevent water from infiltrating into the public drinking water and sewer. These issues should be coordinated with the local authority.

Response: MoDOT will coordinate with the City of Kansas City, Missouri on any utility removal, relocation, additions or re-design of utilities needed due to this project

Comment: If any wells are encountered, then they must be closed properly. These wells could be old natural gas wells or possibly drinking water wells.

Response: MoDOT will coordinate with the City of Kansas City, Missouri should any wells be encountered and closed in accordance with their standards

RESOLUTION NO. 140196

Affirming the City's comments regarding the I-70 Second Tier Draft Environmental Impact Statement.

WHEREAS, under the National Environmental Policy Act ("NEPA"), the Federal Highway Administration ("FHWA") requires an environmental study before a major highway project can be constructed; NEPA requires Federal agencies to consider potential environmental impacts of their proposals, document the analysis, and make this information available to the public for comment prior to implementation; and

WHEREAS, the Missouri Department of Transportation ("MoDOT") is conducting a Second Tier Environmental Impact Statement ("EIS") for the future I-70 from The Paseo interchange to the Blue Ridge Cutoff interchange; and

WHEREAS, the overall purpose of the I-70 Second Tier EIS is to determine an improvement alternative for the corridor, including future capacity and mode choices which address safety, congestion, existing infrastructure, accessibility, and goods movement; and

WHEREAS, the Preferred Alternative in the Draft EIS could include rebuilding and/or rehabilitating I-70 pavement and bridges, improving horizontal and vertical alignment, increasing ramp lengths, extending weave areas, adding of auxiliary lanes, improving bicycle/pedestrian access across I-70, and may consider aesthetic enhancements; and

WHEREAS, MoDOT is soliciting public comment on how the Preferred Alternative in the Draft EIS will impact the community; and

WHEREAS, the Final EIS must address substantive public and agency comments on the Draft EIS, which may lead to revisions to the Preferred Alternative; and

WHEREAS, any future improvements to I-70 impact the health, safety, and general welfare of Kansas City residents and employees and the economic vitality of the entire City; and

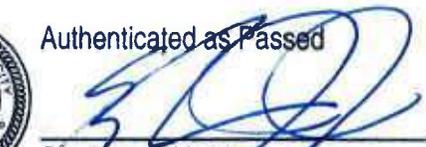
WHEREAS, City departments have reviewed and compiled a list of comments in the attached document; NOW, THEREFORE,

BE IT RESOLVED BY THE COUNCIL OF KANSAS CITY:

That the Mayor and Council affirm the staff's comments and direct the City Manager to submit this resolution and the attached comments for consideration regarding the I-70 Second Tier Environmental Impact Statement (EIS) to the Missouri Department of Transportation (MoDOT).



Authenticated as Passed


Sly James, Mayor


Marilyn Sanders, City Clerk

MAR 20 2014

Date Passed



Public Works Department

Office of the Director

20th Floor, City Hall
414 E. 12th Street
Kansas City, Missouri 64106

(816) 513-9970
Fax: (816) 513-2615

March 7, 2014

Mr. Edward Hassinger
Chief Engineer
Missouri Department of Transportation
P.O. Box 270
Jefferson City, MO 65102

Sent via e-mail to: ed.hassinger@modot.mo.gov

Re: FHWA-MO-EIS-14-01-D
I-70 Second Tier Environmental Impact Statement
Roadway Improvements Between The Paseo and Blue Ridge Cutoff Interchange
Comment by the City of Kansas City, Missouri
Job Number J411486C

Dear Mr. Hassinger:

Attach please find comments regarding the above referenced project prepared by the City of Kansas City, Missouri. The comments reflect the collective review of the EIS materials associated with the project by City staff from departments such as City Planning and Development, Parks, Public Works and Water Services. In addition, a resolution has been introduced by the Kansas City, Missouri City Council to serve as their endorsement of these comments. It is anticipated this resolution will be passed by the City Council no later than March 21, 2014. If additional comments are generated by the City Council, we will forward them to your attention.

We appreciate the opportunity to provide your agency with comments related to the further review and potential execution of this project. If you have any questions regarding the comments we have submitted, please feel free to let us know.

Sincerely,

Sherri K. McIntyre, P.E.
Director of Public Works, Assistant City Manager

Enc.

Cc: Missouri Department of Transportation, District Office

**IMPROVING I-70 IN THE KANSAS CITY METROPOLITAN AREA
BETWEEN THE PASEO AND BLUE RIDGE CUTOFF INTERCHANGE
(FHWA-MO-EIS-14-01-D / Job Number J411486C)
SECOND TIER ENVIRONMENTAL IMPACT STATEMENT**

**City of Kansas City, Missouri Coordinated Comments
Submitted to MODOT**

Project Description

The State of Missouri Department of Transportation (MoDOT) and Federal Highway Administration (FHWA) propose improving the existing I-70 corridor extending approximately 6.8 miles from the end of the last ramp termini west of The Paseo interchange to east of the Blue Ridge Cutoff interchange to meet the current and future traffic, safety, and access needs across and to/from I-70.

The Project's Preferred Alternative

The Preferred Alternative could include rebuilding and/or rehabilitating I-70 pavement and bridges, improving horizontal and vertical alignment, increased ramp lengths, extended weave areas, addition of auxiliary lanes, improved bicycle/pedestrian access across I-70, and consider aesthetic enhancements. Some of the key improvements are to:

- Rebuild and/or rehabilitate I-70 pavement and bridges over time
- Remove Brooklyn Avenue interchange ramps to and from I-70, access under I-70 will remain available
- Add an eastbound auxiliary lane between Prospect Avenue and the 18th Street off-ramp
- Improve the Benton and Jackson Curves
- Construct a connector road from Truman Road to Benton Boulevard to combine the two on-ramps into one on-ramp
- Add a westbound separated auxiliary lane between 18th and 23rd Streets
- Replace the low clearance bridge at 27th Street
- Remove local road connections to on- and off- ramps
- Add an eastbound connector road between 27th Street and Jackson Avenue to complete a split diamond interchange configuration
- Modify the southbound I-435 left lane exit ramp to a right lane exit ramp
- Extend weave areas as appropriate
- Extend merge and diverge ramp lengths at various locations
- Improve bicycle and pedestrian access across I-70
- Consider aesthetic enhancements.

**IMPROVING I-70 IN THE KANSAS CITY METROPOLITAN AREA
BETWEEN THE PASEO AND BLUE RIDGE CUTOFF INTERCHANGE
(FHWA-MO-EIS-14-01-D / Job Number J411486C)
SECOND TIER ENVIRONMENTAL IMPACT STATEMENT**

**City of Kansas City, Missouri Coordinated Comments
Submitted to MODOT**

**Affected Environment and Environmental Consequences -
Comments on the Project's Preferred Alternative**

The City of Kansas City, Missouri offers the following comments on the project's preferred alternative, organized by subject areas covered within the DEIS:

Land Use and Zoning

The addition of a westbound separated auxiliary lane between 18th and 23rd Streets would result in the creation of five new cu-de-sacs within an eight block area from Elmwood Avenue west to Myrtle Avenue immediately adjacent to the I-70 ROW. Possible mitigation of this issue by preserving through traffic on streets identified for dead ending by constructing new right-of-way to reconnect these streets to the surrounding local road network should be evaluated. In addition, the creation of cul-de-sacs within the project area due to the dead ending of streets has the potential to impact the City's provision of trash collection and snow removal to the adjacent residents and property owners given the loss of through traffic flow. These dead ended streets also become locations for potential illegal dumping.

Community and Neighborhood Effects

The creation of cul-de-sacs within the project area due to the dead ending of streets should be evaluated for any potential impact regarding vehicular and pedestrian connection and the provision of city services. Property owners within the project study area directly impacted by local road reconfiguration should be approached as the project's advanced design is developed to minimize temporary and permanent impacts associated with the project.

The mitigation of project impacts upon the neighborhoods within the project study area should include gateway and streetscape improvements to reinforce and enhance area appearance by providing a visual "point of reference" or "announcement" to transition from the interstate to the adjacent residential and commercial communities in the form of:

- Major Gateways - focal points generally located at the end of interstate off ramps, major interchanges or at the intersections of primary image streets
- Minor Gateways - focal points located within the project study area that highlight particular districts, corridors of distinction and neighborhoods
- Streetscape Enhancements - Landscaping and streetscaping improvements on local arterial streets where they intersect with I-70.

**IMPROVING I-70 IN THE KANSAS CITY METROPOLITAN AREA
BETWEEN THE PASEO AND BLUE RIDGE CUTOFF INTERCHANGE
(FHWA-MO-EIS-14-01-D / Job Number J411486C)
SECOND TIER ENVIRONMENTAL IMPACT STATEMENT**

**City of Kansas City, Missouri Coordinated Comments
Submitted to MODOT**

Project mitigation should include a comprehensive wayfinding system highlighting cultural destinations and major activity centers accessible from each off-ramp of I-70. The elements of the system should be similar to the signage installed along Bruce R. Watkins Drive (US71).

Project mitigations should include the creation of trail and bike routes in accordance with local area plans to provide access to employment areas and activity centers in addition to building neighborhood connector trails and bike routes to connect to Trails KC network.

Project mitigation should include the creation of trail and bike routes in accordance with local area plans to provide access to employment areas and activity centers in addition to building neighborhood connector trails and bike routes to connect to Trails KC network.

Project mitigation should include enhancement of transit stop amenities on arterials streets within the project area and across I-70, with proposed improvements coordinated between MoDOT, the City and the Kansas City Area Transportation Authority. In addition, related pedestrian improvements within the study area should be made to meet the requirements of the Americans with Disabilities Act (ADA).

Project mitigation related to improvements of local streets, pedestrian paths and bridge improvements should be designed in accordance with the City's Livable Streets policy.

Public Lands and Facilities

With regard to the City's Parkway and Boulevard system elements within the project study area (The Paseo, Benton Boulevard, and Van Brunt Boulevard) the following are comments/concerns:

- That placing cul-de-sacs on 14th Street by the Paseo and on East 29th Terrace by Van Brunt would pose an issue with pedestrian circulation and public safety.
- That the Parkway and Boulevard system is in the process of being labeled a historic designation.
- That the pedestrian/bicycle bridge over I-70 and Cypress Avenue remains to maintain the pedestrian and bicycle circulation in this location.
- That existing enhancements such as lighting and stone wall treatments on The Paseo under I-70 remain.

**IMPROVING I-70 IN THE KANSAS CITY METROPOLITAN AREA
BETWEEN THE PASEO AND BLUE RIDGE CUTOFF INTERCHANGE
(FHWA-MO-EIS-14-01-D / Job Number J411486C)
SECOND TIER ENVIRONMENTAL IMPACT STATEMENT**

**City of Kansas City, Missouri Coordinated Comments
Submitted to MODOT**

- That native landscaping within the boulevard rights-of-way is used to reduce maintenance and to ensure survival of the plantings. That ADA issues on boulevards in the proximity of I-70 be addressed.
- That sound walls (if any) in the vicinity of the boulevards should receive architectural details such as stone or form liner treatment.
- That a bridge replacement at I-70 & Van Brunt Boulevard receives some type of architectural treatment such as lighting, stone or form liner.

Relocations

The required amount of property acquisition and relocations needed to facilitate the project should be re-examined based upon the approach taken to modifying existing local street patterns; dead-ending existing through streets or reconfiguring existing through streets to maintain their connection to the street grid.

The relocation of property owners and / or occupants as part of the project should include a program of strategies to:

- Identify and incentivize relocation opportunities within close location to the original location of home and business occupants
- Assist any renters of property that will be relocated in becoming homeowners / property owners, if they so desire
- Reactivate vacant / underutilized properties within the project study area.

Any residual land areas created as a result of property acquisition for the project should be platted as buildable lots in accordance with the City's Development Code or reconfigured to facilitate their reuse as:

- Potential development sites
- Supplemental land for adjacent property owners
- Locations for the provision of additional community amenities
- Supplemental land to enhance the City's Parkway and Boulevard system.

**IMPROVING I-70 IN THE KANSAS CITY METROPOLITAN AREA
BETWEEN THE PASEO AND BLUE RIDGE CUTOFF INTERCHANGE
(FHWA-MO-EIS-14-01-D / Job Number J411486C)
SECOND TIER ENVIRONMENTAL IMPACT STATEMENT**

**City of Kansas City, Missouri Coordinated Comments
Submitted to MODOT**

Environmental Justice

Consideration should be given to establishing the role of “Environmental Justice Liaison” during the project’s final design phase and its construction to develop and monitor project goals and standards related to:

- Establishing community benefit goals for the project
- Mitigating the adverse impacts of the project with the study area
- Facilitating opportunities to train and/or identify local workers and material suppliers to participate in the construction of the project.

Economics

Businesses within the project study area directly impacted by local road reconfiguration should be approached as the project’s advanced design is developed to minimize temporary and permanent impacts associated with the project.

Visual Impact Assessment

The project’s design should implement measures to soften/buffer highways from adjacent neighborhoods through the use of densely planted landscape elements and built screening structures with a high degree of architectural detail and aesthetic enhancements.

Mitigation of the visual impact of the project’s new and/or rehabilitated roadway structures and appurtenances should include the incorporation of artistic and design elements created in a collaborative effort with the local community and stakeholders.

Hazardous Waste

A notification protocol should be established between MODOT and the local community regarding the discovery and handling of hazardous waste issues that emerge as part of the project’s construction phase.

Noise

Vegetated, earthen berms along the edges of roadways are the preferred technique to attenuate sound as opposed to the use of vertical walls.

**IMPROVING I-70 IN THE KANSAS CITY METROPOLITAN AREA
BETWEEN THE PASEO AND BLUE RIDGE CUTOFF INTERCHANGE
(FHWA-MO-EIS-14-01-D / Job Number J411486C)
SECOND TIER ENVIRONMENTAL IMPACT STATEMENT**

**City of Kansas City, Missouri Coordinated Comments
Submitted to MODOT**

Consideration must be given to the design and location of noise attenuation systems, including but not limited to sound barriers and vertical landscape elements.

The design of any vertical walls used to attenuate sound should include design details to visually minimize their impact on the visual aesthetics of the right-of-way and adjacent neighborhoods.

During the period of project construction, the monitoring of noise should include technologies for persons within the project area to access real-time noise level readings and established procedures for registering noise complaints and violations of predetermined noise standards.

Air Quality

Sufficient landscape buffers along the interstate's right-of-way should be established by the project to enhance air quality such as the "Freeway Forest" idea from the FOCUS Kansas City Plan and the I-70 landscape buffer concept from the Washington Wheatley Neighborhood Action Plan.

The construction of the project should include the installation of an air quality monitoring station to allow for the recording of air quality rates after the project's completion.

Groundwater, Stormwater, and Surface Water Quality

The project should incorporate the use of best management practices (BMPs) and infrastructure to direct surface runoff from I-70 to appropriate locations designed to allow for its holding and processing during and after the project's construction.

The water in local streams may be affected by the presence or absence of groundwater, a point that was not mentioned in the EIS. We encourage the use of swales and detention areas to manage stormwater in the project area.

The EIS needs to recognize that not all surface runoff from this project will flow into the Round Grove Creek and Blue River; some of it is captured by the Kansas City combined sewer system and or the MS4. Both systems and the water quality at the points of discharge are affected by such surface flows. In addition, it is the City's believe that the Blue River may be subject to a TMDL for another pollutant.

**IMPROVING I-70 IN THE KANSAS CITY METROPOLITAN AREA
BETWEEN THE PASEO AND BLUE RIDGE CUTOFF INTERCHANGE
(FHWA-MO-EIS-14-01-D / Job Number J411486C)
SECOND TIER ENVIRONMENTAL IMPACT STATEMENT**

**City of Kansas City, Missouri Coordinated Comments
Submitted to MODOT**

The question of “What is the quality of Existing Stormwater Drainage in the Study Area?” goes unanswered in the EIS. The section also fails to note that much of the runoff from I-70 enters the City’s system unrestrained and untreated. Runoff from minor storms entering the combined sewer system are conveyed to the Wastewater Treatment Plant, but the lack of flow controls (like detention) contribute to the system overflow conditions, and low flows are treated at the City’s expense. Storm runoff entering the separate storm sewer system flows to the streams untreated, contributing highway related pollutants. (See next comment)

MODOT may hold an MS4 permit, but the current highway drainage system makes significant use of the City systems as described above. The State General Permit does not provide permit to discharge to the City systems. Kansas City holds an individual “Phase One” MS4 permit. This project should comply with the City ordinances pertaining to the discharge of stormwater to its systems and must recognize that the City’s MS4 permit regulates discharge of those flows entering the City MS4, not the State General Permit. Design standards of the past allowed choices that have environmental consequences and costs to the City. While it may not be appropriate to undo the design of the past, it is certainly appropriate to capture and infiltrate and otherwise manage all the runoff in the locations affected by the current project. Even 100% capture would not make up for the practices of the past that are absent from the EIS.

The question of “What Mitigation is Needed for Groundwater and Surface Water Resources?” addressing construction site runoff is an important consideration, but fails to address BMPs to manage pollutants from highway runoff. As noted in the previous comment, these pollutants are important. Installation of BMPs to manage discharge to the City’s system to the MEP is expected. While it may not be appropriate to undo the design of the past, it is certainly appropriate to capture and infiltrate and otherwise manage all the runoff in the locations affected by the current project. Even 100% capture would not make up for the practices of the past that are absent from the EIS.

Where design from the past can be undone or where runoff is discharged to the combined sewer system we recommend stormwater detention. Runoff rates from major storms must be reduced to a level within the capacity of the system, which is the 50% storm (before any development occurred) in most locations. I-70 runoff contributes to combined sewer overflows in every overflow event in the tributary system.

**IMPROVING I-70 IN THE KANSAS CITY METROPOLITAN AREA
BETWEEN THE PASEO AND BLUE RIDGE CUTOFF INTERCHANGE
(FHWA-MO-EIS-14-01-D / Job Number J411486C)
SECOND TIER ENVIRONMENTAL IMPACT STATEMENT**

**City of Kansas City, Missouri Coordinated Comments
Submitted to MODOT**

Wildlife, Plants and Threatened and Endangered Species

Standards should be established to mitigate the loss of trees as a result of the project through significant planting of new trees to provide sufficient visual buffers between I-70 and the surrounding community and to serve as a natural filtration to reduce sound and emissions emanating from I-70. These tree replacement standards should be set based upon a ratio of the total inches of caliper for the trees being removed to the total inches of caliper (at the time of their planting) for the new trees to be added. It is recommended

Energy

Consideration should be given to utilizing solar technology in supplying power to roadway lighting and illuminated signage along I-70.

Utilities

The City should have the discretion to determine the degree to which any utilities owned and maintained by the City affected by the project should be replaced.

The City currently owns and maintains streetlights on City and MODOT rights-of-way that may be potentially impacted by the project. The following issues should be considered:

- Any changes to the geometric design of roadways, ramps, and local streets as a result of constructing the project that disturb the KCMO street lighting system within KCMO and MODOT right-of-ways shall be evaluated. Lighting deficiencies created as a result of these changes shall be addressed.
- Removal and relocation of KCMO streetlights on MODOT right-of-way shall be coordinated with KCMO. All necessary removals, relocations, additions and re-design of KCMO street lighting system in City and MODOT R-O-W shall be reviewed, approved, and coordinated with KCMO.
- All costs related to the removal, relocation, and re-design of KCMO street lighting system within KCMO right-of-way shall be borne by the project.
- Per current practices, removal, relocation, and re-design of the KCMO street lighting system within MODOT right-of-way shall be borne by the KCMO. KCMO shall allocate funds to implement this work.

**IMPROVING I-70 IN THE KANSAS CITY METROPOLITAN AREA
BETWEEN THE PASEO AND BLUE RIDGE CUTOFF INTERCHANGE
(FHWA-MO-EIS-14-01-D / Job Number J411486C)
SECOND TIER ENVIRONMENTAL IMPACT STATEMENT**

**City of Kansas City, Missouri Coordinated Comments
Submitted to MODOT**

Indirect and Cumulative Effects

The environment review of the project should provide additional background information on the effects of changing local street patterns and connectivity for motorists and pedestrians within the project area.

Construction Impacts

During the period of project construction, the monitoring of impacts should include technologies for persons within the project area to access real-time readings and protocols for registering complaints and violation of predetermined standards.

City of Kansas City, Missouri – March 7, 2014

Comment: The addition of a westbound separated auxiliary lane between 18th and 23rd Streets would result in the creation of five new cu-de-sacs within an eight block area from Elmwood Avenue west to Myrtle Avenue immediately adjacent to the I-70 right of way. Possible mitigation of this issue by preserving through traffic on streets identified for dead ending by constructing new right of way to reconnect these streets to the surrounding local road network should be evaluated. In addition, the creation of cul-de-sacs within the project area due to the dead ending of streets has the potential to impact the City's provision of trash collection and snow removal to the adjacent residents and property owners given the loss of through traffic flow. These dead ended streets also become locations for potential illegal dumping.

Response: The Preferred Alternative has been reviewed and revised, all cul-de-sacs were removed and local street connectivity maintained.

Comment: The creation of cul-de-sacs within the project area due to the dead ending of streets should be evaluated for any potential impact regarding vehicular and pedestrian connection and the provision of city services. Property owners within the project study area directly impacted by local road reconfiguration should be approached as the project's advanced design is developed to minimize temporary and permanent impacts associated with the project.

Response: The Preferred Alternative has been reviewed and revised, all cul-de-sacs were removed and local street connectivity maintained. The amount of right of way and relocations required for the Preferred Alternative was reduced. MoDOT will follow the Uniform Relocation and Real Property Acquisition Policies Act in working with the remaining impacted property owners.

Comment: The mitigation of project impacts upon the neighborhoods within the project study area should include gateway and streetscape improvements to reinforce and enhance area appearance by providing a visual "point of reference" or "announcement" to transition from the interstate to the adjacent residential and commercial communities in the form of:

- Major Gateways - focal points generally located at the end of interstate off ramps, major interchanges or at the intersections of primary image streets
- Minor Gateways - focal points located within the project study area that highlight particular districts, corridors of distinction and neighborhoods
- Streetscape Enhancements - Landscaping and streetscaping improvements on local arterial streets where they intersect with I-70.

Response: Aesthetic and landscaping opportunities will be considered in the design phase of the project in accordance with the MoDOT EPG.

Comment: Project mitigation should include a comprehensive wayfinding system highlighting cultural destinations and major activity centers accessible from each off-ramp of I-70. The elements of the system should be similar to the signage installed along Bruce R. Watkins Drive (US71).

Response: Signage opportunities will be considered in the design phase of the project in accordance with the MoDOT EPG.

Comment: Project mitigations should include the creation of trail and bike routes in accordance with local area plans to provide access to employment areas and activity centers in addition to building neighborhood connector trails and bike routes to connect to Trails KC network.

Response: There are currently on street bike routes that cross I-70 or at least fall within the study corridor including The Paseo Bikeway and the Benton Boulevard bike route. MoDOT will continue ongoing consultation with the Kansas City, Missouri Parks and Recreation Department regarding trails and bike routes as the project moves into the design phase.

Comment: Project mitigation should include enhancement of transit stop amenities on arterials streets within the project area and across I-70, with proposed improvements coordinated between MoDOT, the City and the Kansas City Area Transportation Authority. In addition, related pedestrian improvements within the study area should be made to meet the requirements of the Americans with Disabilities Act (ADA).

Response: MoDOT will continue to coordinate with the KCATA and other agencies on their plans for service and transit stops. Additional amenities will be considered in the design phase of the project in accordance with the MoDOT EPG. Any improvements for pedestrians will meet ADA requirements.

Comment: Project mitigation related to improvements of local streets, pedestrian paths and bridge improvements should be designed in accordance with the City's Livable Streets policy.

Response: As upgrades to bridges and other parts of the corridor occur over time, each project will be looked at individually and attempt to meet the community's needs. MoDOT will also consider the Complete Streets/Livable Streets approach during the design phase of each project.

Comment: With regard to the City's Parkway and Boulevard system elements within the project study area (The Paseo, Benton Boulevard, and Van Brunt Boulevard) the following are comments/concerns:

- That placing cul-de-sacs on 14th Street by the Paseo and on East 29111 Terrace by Van Brunt would pose an issue with pedestrian circulation and public safety.
- That the Parkway and Boulevard system is in the process of being labeled a historic designation.
- That the pedestrian/bicycle bridge over I-70 and Cypress Avenue remains to maintain the pedestrian and bicycle circulation in this location.
- That existing enhancements such as lighting and stone wall treatments on The Paseo under I-70 remain.
- That native landscaping within the boulevard rights-of-way is used to reduce maintenance and to ensure survival of the plantings. That ADA issues on boulevards in the proximity of I-70 be addressed.
- That sound walls (if any) in the vicinity of the boulevards should receive architectural details such as stone or form liner treatment.

- That a bridge replacement at 1-70 & Van Brunt Boulevard receives some type of architectural treatment such as lighting, stone or form liner.

Response: Comment acknowledged. The Preferred Alternative was revised, all cul-de-sacs were removed and local street connectivity maintained. The Study Team has met with the Kansas City, Missouri Parks and Recreation Department to discuss the impacts to the Boulevards and is aware that they are in the process of being nominated for historic designation. In addition, the Board of Kansas City Parks and Recreation Commissioners have sent a letter to FHWA concurring with study's determination of a Section 4(f) De Minimis impact to the Boulevards. Text has been added to **Section 3.2.6**. MoDOT will coordinate the preservation/replacement of existing aesthetic features at the Boulevard crossings and interchanges with the City of Kansas City, Missouri Parks and Recreation Department during the design process.

Comment: The required amount of property acquisition and relocations needed to facilitate the project should be re-examined based upon the approach taken to modifying existing local street patterns; dead-ending existing through streets or reconfiguring existing through streets to maintain their connection to the street grid.

Response: The Preferred Alternative has been reviewed and revised, all cul-de-sacs were removed and local street connectivity maintained. The amount of right of way and relocations required for the Preferred Alternative was reduced as discussed in **Section 3.2.3**.

Comment: The relocation of property owners and/or occupants as part of the project should include a program of strategies to:

- Identify and incentivize relocation opportunities within close location to the original location of home and business occupants.
- Assist any renters of property that will be relocated in becoming homeowners/property owners, if they so desire.
- Reactivate vacant/ underutilized properties within the project study area.

Response: MoDOT will follow the Uniform Relocation and Real Property Acquisition Policies Act in working with the impacted property owners and will deal with vacant property following MoDOT excess right of way policy. Property not immediately required for highway construction and not shown on any existing plans for construction may be used by others upon execution of a lease approved as to form by the Chief Counsel.

Comment: Any residual land areas created as a result of property acquisition for the project should be platted as buildable lots in accordance with the City's Development Code or reconfigured to facilitate their reuse as:

- Potential development sites
- Supplemental land for adjacent property owners
- Locations for the provision of additional community amenities
- Supplemental land to enhance the City's Parkway and Boulevard system.

Response: Efforts will be made during final design to reduce residual land impacts to the extent possible. MoDOT will coordinate with the City of Kansas City, Missouri on any vacant residual property within the corridor. It should be noted that MoDOT will make efforts to reduce impacts and keep useable property intact but it does not have the power to force residents and businesses to stay or relocate in this area.

Comment: Consideration should be given to establishing the role of "Environmental Justice Liaison" during the project's final design phase and its construction to develop and monitor project goals and standards related to:

- Establishing community benefit goals for the project
- Mitigating the adverse impacts of the project with the study area
- Facilitating opportunities to train and/or identify local workers and material suppliers to participate in the construction of the project.

Response: MoDOT has a community relations staff position that deals with concerns related to environmental justice and acts as a liaison with the residents and neighborhood groups. This individual has been involved with the public meetings and discussions that have taken place in the community throughout this project and will continue to be involved. MoDOT will facilitate opportunities to train and or identify economically disadvantaged workers and suppliers during the design and construction process. Commitment has been added to **Section 3.2.12**.

Comment: Businesses within the project study area directly impacted by local road reconfiguration should be approached as the project's advanced design is developed to minimize temporary and permanent impacts associated with the project.

Response: Businesses within the study corridor have been contacted through postcards and a business survey during the Second Tier Draft EIS stage of the project. MoDOT will continue to communicate with business owners on the progress of the project and any changes until the project is complete. Efforts will be made during final design to minimize temporary and permanent impacts associated with the project. During the right of way phase, per the MoDOT EPG, three notices will be sent in writing and personally served or sent by certified or registered first-class mail with return receipt requested to impacted property owners. The three types of notices that will be sent are; general information notice, notice of relocation eligibility, and vacancy notice.

Comment: The project's design should implement measures to soften/buffer highways from adjacent neighborhoods through the use of densely planted landscape elements and built screening structures with a high degree of architectural detail and aesthetic enhancements.

Response: Aesthetic and landscaping opportunities will be considered in the design phase of the project in accordance with the MoDOT EPG and in coordination with local agencies.

Comment: Mitigation of the visual impact of the project's new and/or rehabilitated roadway structures and appurtenances should include the incorporation of artistic and design elements created in a collaborative effort with the local community and stakeholders.

Response: As upgrades to bridges and other parts of the corridor occur over time, each project will be looked at individually and attempt to meet the community's needs. Aesthetic and non-motorized enhancements will be considered in the design phase of the project in accordance with the MoDOT EPG and in coordination with local agencies.

Comment: A notification protocol should be established between MODOT and the local community regarding the discovery and handling of hazardous waste issues that emerge as part of the project's construction phase.

Response: MoDOT will notify Kansas City, Missouri and the Missouri Department of Natural Resources if and when, hazardous waste issues emerge during project construction.

Comment: Vegetated, earthen berms along the edges of roadways are the preferred technique to attenuate sound as opposed to the use of vertical walls.

Consideration must be given to the design and location of noise attenuation systems, including but not limited to sound barriers and vertical landscape elements.

The design of any vertical walls used to attenuate sound should include design details to visually minimize their impact on the visual aesthetics of the right of way and adjacent neighborhoods.

Response: Specific noise mitigation measures, including aesthetic and landscaping opportunities will be considered in the design phase of the project in accordance with the MoDOT Engineering Policy Guide. A preliminary investigation identified twenty locations where noise barriers could be warranted. Nine of these noise barriers are expected to meet applicable feasibility and reasonableness criteria, and are recommended for detailed analysis in during the final design phase. **Section 3.1.10** and **Section 3.2.7** discuss the noise impacts in detail.

Comment: During the period of project construction, the monitoring of impacts should include technologies for persons within the project area to access real-time readings and protocols for registering complaints and violation of predetermined standards.

Response: Per the MoDOT EPG, during construction MoDOT will:

- Identify land uses or activities that may be affected by noise from construction of the project. The identification is to be performed during the project development studies.
 - Determine the measures that are needed in the plans and specifications to minimize or eliminate adverse construction noise impacts to the community. This determination shall include a weighing of the benefits achieved and the overall adverse social, economic and environmental effects and costs of the abatement measures.
 - Incorporate the needed abatement measures in the plans and specifications.
-

Comment: Sufficient landscape buffers along the interstate's right of way should be established by the project to enhance air quality such as the "Freeway Forest" idea from the FOCUS Kansas City Plan and the I-70 landscape buffer concept from the Washington Wheatley Neighborhood Action Plan.

Response: Specific air quality mitigation measures, including aesthetic and landscaping opportunities will be considered in the design phase of the project in accordance with the MoDOT EPG.

Comment: The construction of the project should include the installation of an air quality monitoring station to allow for the recording of air quality rates after the project's completion.

Response: Comment acknowledged. At this time MoDOT does currently subscribe to the practice of installing air quality monitoring stations for specific projects. Per the MoDOT EPG, MoDOT shall operate in a manner that minimizes and/or prevents fugitive dust from going beyond MoDOT property lines or off right of way. Dust from operations such as concrete sawing, crack and joint repair, street sweeping and roadway rotomilling shall be contained on department property.

Comment: The project should incorporate the use of best management practices (BMPs) and infrastructure to direct surface runoff from I-70 to appropriate locations designed to allow for its holding and processing during and after the project's construction.

Response: MoDOT will follow best management practices in accordance with the MoDOT EPG during the design and construction phases.

Comment: The water in local streams may be affected by the presence or absence of groundwater, a point that was not mentioned in the EIS. We encourage the use of swales and detention areas to manage stormwater in the project area.

The EIS needs to recognize that not all surface runoff from this project will flow into the Round Grove Creek and Blue River; some of it is captured by the Kansas City combined sewer system and or the MS4. Both systems and the water quality at the points of discharge are affected by such surface flows. In addition, it is the City's believe that the Blue River may be subject to a TMDL for another pollutant.

The question of "What is the quality of Existing Stormwater Drainage in the Study Area?" goes unanswered in the EIS. The section also fails to note that much of the runoff from I-70 enters the City's system unrestrained and untreated. Runoff from minor storms entering the combined sewer system are conveyed to the Wastewater Treatment Plant, but the lack of flow controls (like detention) contribute to the system overflow conditions, and low flows are treated at the City's expense. Storm runoff entering the separate storm sewer system flows to the streams untreated, contributing highway related pollutants. (See next comment)

MODOT may hold an MS4 permit, but the current highway drainage system makes significant use of the City systems as described above. The State General Permit does not provide permit to discharge to the City systems. Kansas City holds an individual "Phase One" MS4 permit. This project should comply with the City ordinances pertaining to the discharge of stormwater to its systems and must recognize that the City's

MS4 permit regulates discharge of those flows entering the City MS4, not the State General Permit. Design standards of the past allowed choices that have environmental consequences and costs to the City. While it may not be appropriate to undo the design of the past, it is certainly appropriate to capture and infiltrate and otherwise manage all the runoff in the locations affected by the current project. Even 100% capture would not make up for the practices of the past that are absent from the EIS.

The question of "What Mitigation is Needed for Groundwater and Surface Water Resources?" addressing construction site runoff is an important consideration, but fails to address BMPs to manage pollutants from highway runoff. As noted in the previous comment, these pollutants are important. Installation of BMPs to manage discharge to the City's system to the MEP is expected. While it may not be appropriate to undo the design of the past, it is certainly appropriate to capture and infiltrate and otherwise manage all the runoff in the locations affected by the current project. Even 100% capture would not make up for the practices of the past that are absent from the EIS.

Where design from the past can be undone or where runoff is discharged to the combined sewer system we recommend stormwater detention. Runoff rates from major storms must be reduced to a level within the capacity of the system, which is the 50% storm (before any development occurred), in most locations. I-70 runoff contributes to combined sewer overflows in every overflow event in the tributary system.

Response: Design of the drainage system as it relates to the improvements proposed in the Preferred Alternative will be made during the design phase of the project in accordance with MoDOT EPG and through coordination with local agencies. At that time the potential for the use of detention areas will be investigated.

Comment: Standards should be established to mitigate the loss of trees as a result of the project through significant planting of new trees to provide sufficient visual buffers between I-70 and the surrounding community and to serve as a natural filtration to reduce sound and emissions emanating from I-70. These tree replacement standards should be set based upon a ratio of the total inches of caliper for the trees being removed to the total inches of caliper (at the time of their planting) for the new trees to be added. It is recommended.

Response: Tree removal will be completed in accordance with MoDOT EPG and through continued coordination with local agencies.

Comment: Consideration should be given to utilizing solar technology in supplying power to roadway lighting and illuminated signage along I-70.

Response: Lighting design and signage design will be determined during the design phase of the project in accordance with the MoDOT EPG.

Comment: The City should have the discretion to determine the degree to which any utilities owned and maintained by the City affected by the project should be replaced.

The City currently owns and maintains streetlights on City and MODOT rights-of-way that may be potentially impacted by the project. The following issues should be considered:

- Any changes to the geometric design of roadways, ramps, and local streets as a result of constructing the project that disturb the KCMO street lighting system within KCMO and MODOT right of ways shall be evaluated. Lighting deficiencies created as a result of these changes shall be addressed.
- Removal and relocation of KCMO streetlights on MODOT right of way shall be coordinated with KCMO. All necessary removals, relocations, additions and re-design of KCMO street lighting system in City and MODOT R-0-W shall be reviewed, approved, and coordinated with KCMO.
- All costs related to the removal, relocation, and re-design of KCMO street lighting system within KCMO right of way shall be borne by the project.
- Per current practices, removal, relocation, and re-design of the KCMO street lighting system within MODOT right of way shall be borne by the KCMO. KCMO shall allocate funds to implement this work.

Response: MoDOT will coordinate with the City of Kansas City, Missouri on any utility removal, relocation, additions or re-design of utilities needed due to this project.

Comment: The environment review of the project should provide additional background information on the effects of changing local street patterns and connectivity for motorists and pedestrians within the project area.

Response: The Preferred Alternative has been revised and now reflects that the cul-de-sacs will no longer be a part of the project and the Brooklyn Avenue half diamond interchange ramps will remain open. Both motor vehicle and pedestrian access will be maintained in its current state.

Comment: During the period of project construction, the monitoring of impacts should include technologies for persons within the project area to access real-time readings and protocols for registering complaints and violation of predetermined standards.

Response: Per the MoDOT EPG, during construction MoDOT will:

- Identify land uses or activities that may be affected by noise from construction of the project. The identification is to be performed during the project development studies.
- Determine the measures that are needed in the plans and specifications to minimize or eliminate adverse construction noise impacts to the community. This determination shall include a weighing of the benefits achieved and the overall adverse social, economic and environmental effects and costs of the abatement measures.
- Incorporate the needed abatement measures in the plans and specifications.

In addition, MoDOT shall operate in a manner that minimizes and/or prevents fugitive dust from going beyond MoDOT property lines or off right of way. Dust from operations such as concrete sawing, crack and joint repair, street sweeping and roadway rotomilling shall be contained on department property.



Jeremiah W. (Jay) Nixon, Governor • Sara Parker Pauley, Director

DEPARTMENT OF NATURAL RESOURCES

www.dnr.mo.gov

December 18, 2013

Michael Meinkoth
Historic Preservation Manager
Missouri Department of Transportation
P.O. Box 270
Jefferson City, Missouri 65102

Re: Route I-70, Job No. J411486C Second Tier Environmental Impact Statement (FHWA) Kansas City, Jackson County, Missouri

Dear Mr. Meinkoth:

Thank you for submitting information on the above referenced project for our review pursuant to Section 106 of the National Historic Preservation Act (P.L. 89-665, as amended) and the Advisory Council on Historic Preservation's regulation 36 CFR Part 800, which requires identification and evaluation of cultural resources.

We have reviewed the December 2013 final report entitled *Cultural Resource Archival and Architectural Review for the Proposed I-70 Improvements, MoDOT Job Number J411486C, Kansas City, Jackson County, Missouri* by the Archaeological Research Center of St. Louis, Inc. (ARC). Based on this review it is evident that a thorough and adequate records review and assessment has been conducted of the project area. We concur with your recommendation that none of the buildings and bridges listed in Appendix D are eligible for inclusion in the National Register of Historic Places. We have no further concerns for any of these properties.

We also concur that the Paseo Boulevard, the Benton Boulevard and the Van Brunt Boulevard within the project Area of Potential Effect (APE) are contributing properties to the Kansas City Parks and Boulevard System, a property for which a nomination to the National Register of Historic Places is in preparation. We concur with your determination that the proposed project will have **no adverse effect** if implemented as currently planned.

Please be advised that, should project plans change, information documenting the revisions should be submitted to this office for further review in order to determine if there may be any potential for effect to the Kansas City Parks and Boulevard System. In the event that cultural materials are encountered during project activities, all construction should be halted, and this office notified as soon as possible in order to determine the appropriate course of action.

If you have any questions, please write the State Historic Preservation Office, P.O. Box 176, Jefferson City, Missouri 65102 attention Review and Compliance, or call Judith Deel at 573/751-7862.

Please be sure to include the SHPO Log Number (**028-JA-14**) on all future correspondence or inquiries relating to this project.

Sincerely,

STATE HISTORIC PRESERVATION OFFICE



Mark A. Miles
Director and Deputy State
Historic Preservation Officer

MAM:jd

c Raegan Ball, FHWA
Jane Beetem, DNR/OD





Jeremiah W. (Jay) Nixon
Governor

State of Missouri
OFFICE OF ADMINISTRATION

Doug E. Nelson
Commissioner

Post Office Box 809
Jefferson City, Missouri 65102
Phone: (573) 751-1851
Fax: (573) 751-1212

January 28, 2014

Mr. Randy Johnson
MoDot
600 Northeast Colbern Road
Lee's Summit, MO 64086

Dear Mr. Johnson:

Subject SAI: 1407022
Legal Name: MoDot
Project Description: EA: I-70 Second Tier Draft Environmental Impact Statement

The Missouri Federal Assistance Clearinghouse, in cooperation with state and local agencies interested or possibly affected, has completed the review on the above project application.

None of the agencies involved in the review had comments or recommendations to offer at this time. This concludes the Clearinghouse's review.

A copy of this letter is to be attached to the application as evidence of compliance with the State Clearinghouse requirements.

Please be advised that I am the contact for the Federal Funding Clearinghouse. You can send future requests to the following address: Sara VanderFeltz, Federal Funding Clearinghouse, 201 West Capitol, Room 125, and Jefferson City, Missouri 65101.

Sincerely,

A handwritten signature in blue ink that reads "Sara VanderFeltz".

Sara VanderFeltz
Administrative Assistant

cc:



REPLY TO
ATTENTION OF

DEPARTMENT OF THE ARMY
KANSAS CITY DISTRICT, CORPS OF ENGINEERS
635 FEDERAL BUILDING
601 E 12TH STREET
KANSAS CITY MO 64106-2824

February 13, 2014

Regulatory Branch
(NWK-2008-1254)
(Jackson, MO, NWP 14)

Mr. Tim Flagler, PLA, ASLA
HNTB Corporation
715 Kirk Drive
Kansas City, Missouri 64105

Dear Mr. Flagler:

This letter pertains to a request you submitted on behalf of the Missouri Department of Transportation concerning the Department of the Army (DA) permit requirements for the proposed Interstate Highway 70 improvement project from the Paseo Boulevard to Blue Ridge Cutoff. It was received on October 7, 2013. The proposed work includes; improvements to short ramp lengths, tight curves, and weave areas associated with closely spaced interchanges. The proposed roadway improvements will require the placement of fill material within wetlands adjacent to unnamed tributaries of the Blue River. The proposed project is located in Sections 3, 4, 10, 13, 14, 15, Range 33 west, Township 49 north and Sections 18, 19, 20, Range 32 west, Township 49 north, Kansas City, Jackson County, Missouri.

This letter contains a preliminary jurisdictional determination (PJD) of the waters of the United States on the project site which was completed in accordance with Corps regulations at 33 C.F.R. Part 331. PJD's, while sufficient for permit determinations, are not appealable. If you wish, you may request an Approved Jurisdictional Determination (which may be appealed) by contacting our office for further instructions. The PJD is described in the enclosed *Preliminary Jurisdictional Determination Form*. We request that you sign the signature block, and return the form to our office. If you do not concur with the jurisdictional determination, then you will need to obtain an Approved Jurisdictional Determination from our office prior to impacting any waters identified in the PJD. This jurisdictional determination is valid until the expiration date of the permit authorization, unless new information warrants a revision.

Based upon a review of the information furnished, we have made a preliminary jurisdictional determination that the unnamed tributaries to the Blue River possess an ordinary high water mark at these locations and the adjacent wetlands meet the current Corps Wetland Delineation Manual criteria and are jurisdictional waters of the United States. Therefore, the placement of fill material below the ordinary high water elevation and within the wetland boundaries, as proposed by your project, requires permit authorization from this office. The Corps of Engineers has jurisdiction over all waters of the United States. Discharges of dredged or fill material in waters of the United States, including wetlands, require authorization from the Corps under Section 404 of the Clean Water Act (33 U.S.C. 1344). The implementing regulation for this Act is found at 33 C.F.R. 320-332.

We have reviewed the information furnished and have determined that each of the three alternatives for your project are authorized by nationwide permit (NWP) No. 14, provided you ensure that the conditions listed in the enclosed copy of excerpts from the February 21, 2012 Federal Register, Issuance of Nationwide Permits, are met. You must also comply with the Kansas City District Regional NWP Conditions posted at: <http://www.nwk.usace.army.mil/Missions/RegulatoryBranch/NationWidePermits.aspx>.

If a project alternative, not described in the information furnished, is selected and that alternative results in a discharge of fill material into water of the United States, including wetlands, you must contact this office for a subsequent permit review.

General condition 30 requires you to sign and submit the enclosed "Compliance Certification" upon completion of the authorized work and any required mitigation.

This NWP verification is valid until March 18, 2017. Should your project plans change or if your activity is not complete within the specified verification term, you must contact this office for another permit determination.

Although an individual DA permit is not required, other Federal, state and/or local permits may be required. You should verify this yourself.

We are interested in your thoughts and opinions concerning your experience with the Kansas City District, Corps of Engineers Regulatory Program. Please feel free to complete our Customer Service Survey form on our website at: http://corpsmapu.usace.army.mil/cm_apex/f?p=regulatory_survey. You may also call and request a paper copy of the survey which you may complete and return to us by mail or fax.

Mr. Douglas R. Berka, Project Manager, reviewed the information furnished and made this determination. If you have any questions concerning this matter, please feel free to contact Mr. Berka at 816-389-3657 or by email at douglas.r.berka@usace.army.mil. Please reference Permit No. NWK-2008-01254 in all comments and/or inquiries relating to this project.

Enclosures

Copies Furnished (electronically w/o enclosures):

Environmental Protection Agency,
Watershed Planning and Implementation Branch
U.S. Fish and Wildlife Service, Columbia, Missouri
Missouri Department of Natural Resources,
Water Protection Program
State Historic Preservation Office
Missouri Department of Conservation

PRELIMINARY JURISDICTIONAL DETERMINATION FORM

This preliminary JD finds that there "may be" waters of the United States on the subject project site, and identifies all aquatic features on the site that could be affected by the proposed activity, based on the following information:

Appendix A - Sites

District Office File/ORM # PJD Date:
State City/County Person Requesting PJD

Site Number	Latitude	Longitude	Cowardin Class	Est. Amount of Aquatic Resource in Review Area	Class of Aquatic Resource
S1	39.070 N	-94.512 W	Riverine	276 linear ft.	Non-Section 10 non-wetland
S2	39.062 N	-94.496 W	Riverine	1000 linear ft.	Non-Section 10 non-wetland
S3	39.058 N	-94.493 W	Riverine	44 linear ft.	Non-Section 10 non-wetland
S4	39.059 N	-94.493 W	Riverine	71 linear ft.	Non-Section 10 non-wetland
W1	39.069 N	-94.511 W	Palustrine, emergent	0.07 acre	Non-Section 10 wetland
W2	39.068 N	-94.511 W	Palustrine, emergent	0.10 acre	Non-Section 10 wetland

Notes:

Site Nos. S1-S4 above correspond to NWK-2008-1254-S1-S4 for ORM Aquatic Resource Name.

Site Nos. W1 and W2 above correspond to NWK-2008-1254 W1 - W2 for ORM Aquatic Resource Name.

PRELIMINARY JURISDICTIONAL DETERMINATION FORM

This preliminary JD finds that there "may be" waters of the United States on the subject project site, and identifies all aquatic features on the site that could be affected by the proposed activity, based on the following information:

District Office	Kansas City	File/ORM #	NWK-2008-1254	PJD Date:	11 Feb 2014
State	MO	City/County	Kansas City - Jackson County	Name/Address of Person Requesting PJD	Tim Flagler, HNTB, 715 Kirk Drive, Kansas City, MO 64105
Nearest Waterbody:	Blue River	Location: TRS, Lat/Long or UTM:	Long linear project - See Appendix A - Sites and map		

Identify (Estimate) Amount of Waters in the Review Area:	Name of Any Water Bodies on the Site Identified as Section 10 Waters:	Tidal:	
Non-Wetland Waters:		Non-Tidal:	
Stream Flow:			
linear ft	width	acres	N/A
Wetlands:	0.23	acre(s)	Cowardin Class: Palustrine, emergent
			<input checked="" type="checkbox"/> Office (Desk) Determination
			<input type="checkbox"/> Field Determination: Date of Field Trip: _____

SUPPORTING DATA: Data reviewed for preliminary JD (check all that apply - checked items should be included in case file and, where checked and requested, appropriately reference sources below):

- Maps, plans, plots or plat submitted by or on behalf of the applicant/consultant: HNTB
- Data sheets prepared/submitted by or on behalf of the applicant/consultant.
 - Office concurs with data sheets/delineation report.
 - Office does not concur with data sheets/delineation report.
- Data sheets prepared by the Corps
- Corps navigable waters' study: _____
- U.S. Geological Survey Hydrologic Atlas:
 - USGS NHD data.
 - USGS 8 and 12 digit HUC maps.
- U.S. Geological Survey map(s). Cite quad name: _____
- USDA Natural Resources Conservation Service Soil Survey. Citation: _____
- National wetlands inventory map(s). Cite name: _____
- State/Local wetland inventory map(s): _____
- FEMA/FIRM maps: _____
- 100-year Floodplain Elevation is: _____
- Photographs: Aerial (Name & Date): _____
 - Other (Name & Date): provided by HNTB
- Previous determination(s). File no. and date of response letter: _____
- Other information (please specify): _____

IMPORTANT NOTE: The information recorded on this form has not necessarily been verified by the Corps and should not be relied upon for later jurisdictional determinations.

 Signature and Date of Regulatory Project Manager (REQUIRED) <u>Douglas R. Berka, Project Mgr.</u>	_____ Signature and Date of Person Requesting Preliminary JD (REQUIRED, unless obtaining the signature is impracticable)
--	--

EXPLANATION OF PRELIMINARY AND APPROVED JURISDICTIONAL DETERMINATIONS:

1. The Corps of Engineers believes that there may be jurisdictional waters of the United States on the subject site, and the permit applicant or other affected party who requested this preliminary JD is hereby advised of his or her option to request and obtain an approved jurisdictional determination (JD) for that site. Nevertheless, the permit applicant or other person who requested this preliminary JD has declined to exercise the option to obtain an approved JD in this instance and at this time.

2. In any circumstance where a permit applicant obtains an individual permit, or a Nationwide General Permit (NWP) or other general permit verification requiring "preconstruction notification" (PCN), or requests verification for a non-reporting NWP or other general permit, and the permit applicant has not requested an approved JD for the activity, the permit applicant is hereby made aware of the following: (1) the permit applicant has elected to seek a permit authorization based on a preliminary JD, which does not make an official determination of jurisdictional waters; (2) that the applicant has the option to request an approved JD before accepting the terms and conditions of the permit authorization, and that basing a permit authorization on an approved JD could possibly result in less compensatory mitigation being required or different special conditions; (3) that the applicant has the right to request an individual permit rather than accepting the terms and conditions of the NWP or other general permit authorization; (4) that the applicant can accept a permit authorization and thereby agree to comply with all the terms and conditions of that permit, including whatever mitigation requirements the Corps has determined to be necessary; (5) that undertaking any activity in reliance upon the subject permit authorization without requesting an approved JD constitutes the applicant's acceptance of the use of the preliminary JD, but that either form of JD will be processed as soon as is practicable; (6) accepting a permit authorization (e.g., signing a proffered individual permit) or undertaking any activity in reliance on any form of Corps permit authorization based on a preliminary JD constitutes agreement that all wetlands and other water bodies on the site affected in any way by that activity are jurisdictional waters of the United States, and precludes any challenge to such jurisdiction in any administrative or judicial compliance or enforcement action, or in any administrative appeal or in any Federal court; and (7) whether the applicant elects to use either an approved JD or a preliminary JD, that JD will be processed as soon as is practicable. Further, an approved JD, a proffered individual permit (and all terms and conditions contained therein), or individual permit denial can be administratively appealed pursuant to 33 C.F.R. Part 331, and that in any administrative appeal, jurisdictional issues can be raised (see 33 C.F.R. 331.5(a)(2)). If, during that administrative appeal, it becomes necessary to make an official determination whether CWA jurisdiction exists over a site, or to provide an official delineation of jurisdictional waters on the site, the Corps will provide an approved JD to accomplish that result, as soon as is practicable.

PRELIMINARY JURISDICTIONAL DETERMINATION FORM

This preliminary JD finds that there "may be" waters of the United States on the subject project site, and identifies all aquatic features on the site that could be affected by the proposed activity, based on the following information:

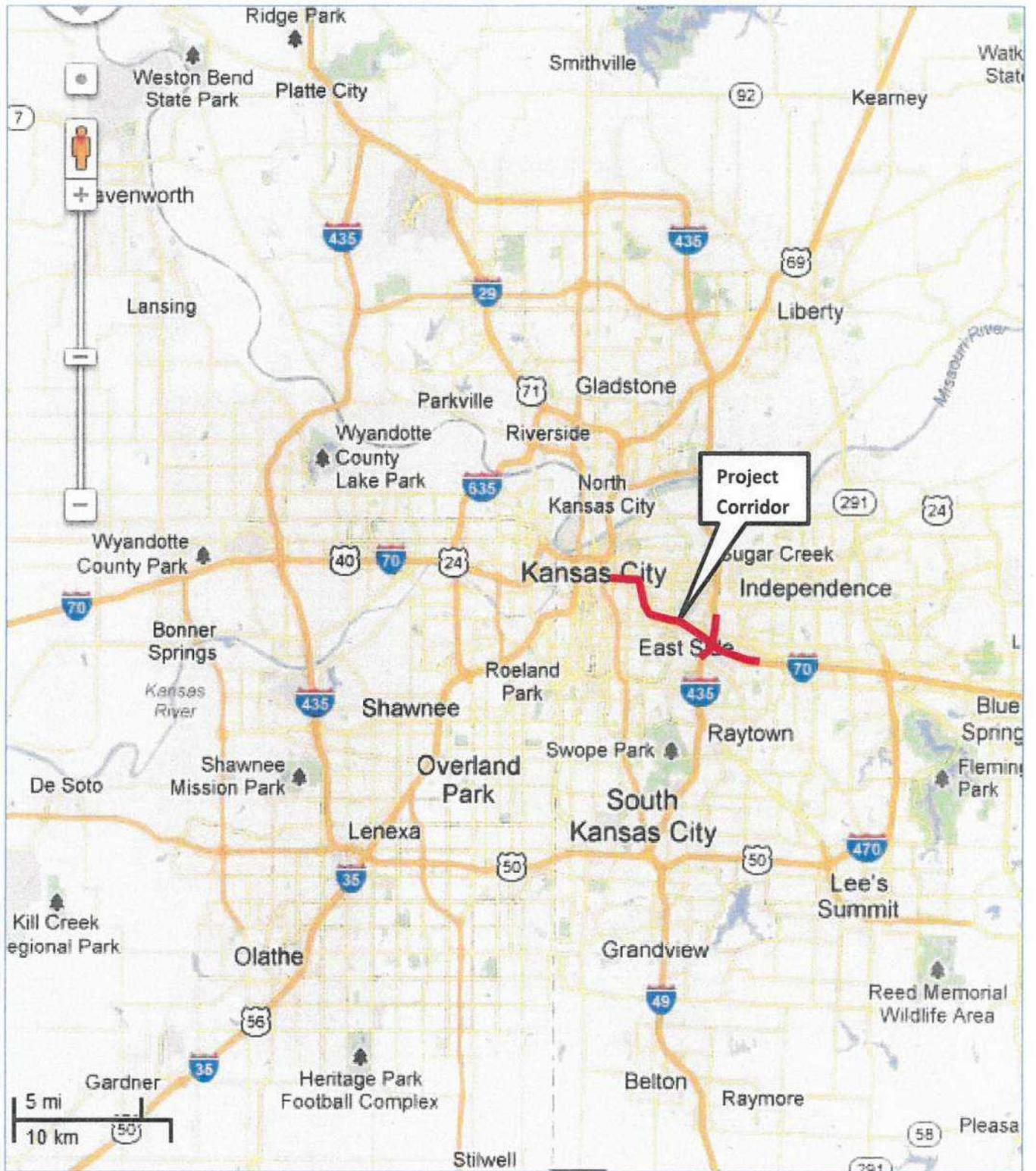
Appendix A - Sites

District Office File/ORM # PJD Date:
State City/County Person Requesting PJD

Site Number	Latitude	Longitude	Cowardin Class	Est. Amount of Aquatic Resource in Review Area	Class of Aquatic Resource
W3	39.058	-94.493 W	Palustrine, emergent	0.12	Non-Section 10 wetland
W4	39.061 N	-94.490 W	Palustrine, emergent	0.05	Non-Section 10 wetland
W5	39.060 N	-94.492 W	Palustrine, emergent	0.005	Non-Section 10 wetland
W6	39.058 N	-94.489 W	Palustrine, emergent	0.02	Non-Section 10 wetland
W7	39.058	-94.486 W	Palustrine, emergent	0.06	Non-Section 10 wetland
W8	39.059 N	-94.486 W	Palustrine, emergent	0.03	Non-Section 10 wetland

Notes:

Site Numbers W3-W8 correspond to ORM Aquatic Resource Name NWK-2008-1254-(W3-W8)



Source: 2013 Google Maps

I-70 Second Tier EIS
The Paseo to Blue Ridge Cutoff

Kansas City, Missouri
Jackson County

Exhibit A
Vicinity Map

Nationwide Permit No. 14
Linear Transportation Projects

Activities required for the construction, expansion, modification, or improvement of linear transportation projects (e.g., roads, highways, railways, trails, airport runways, and taxiways) in waters of the United States. For linear transportation projects in non-tidal waters, the discharge cannot cause the loss of greater than 1/2-acre of waters of the United States. For linear transportation projects in tidal waters, the discharge cannot cause the loss of greater than 1/3-acre of waters of the United States. Any stream channel modification, including bank stabilization, is limited to the minimum necessary to construct or protect the linear transportation project; such modifications must be in the immediate vicinity of the project.

This NWP also authorizes temporary structures, fills, and work necessary to construct the linear transportation project. Appropriate measures must be taken to maintain normal downstream flows and minimize flooding to the maximum extent practicable, when temporary structures, work, and discharges, including cofferdams, are necessary for construction activities, access fills, or dewatering of construction sites. Temporary fills must consist of materials, and be placed in a manner, that will not be eroded by expected high flows. Temporary fills must be removed in their entirety and the affected areas returned to pre-construction elevations. The areas affected by temporary fills must be revegetated, as appropriate.

This NWP cannot be used to authorize non-linear features commonly associated with transportation projects, such as vehicle maintenance or storage buildings, parking lots, train stations, or aircraft hangars.

Notification: The permittee must submit a pre-construction notification to the district engineer prior to commencing the activity if: (1) the loss of waters of the United States exceeds 1/10-acre; or (2) there is a discharge in a special aquatic site, including wetlands. (See general condition 31.) (Sections 10 and 404)

Note: Some discharges for the construction of farm roads or forest roads, or temporary roads for moving mining equipment, may qualify for an exemption under Section 404(f) of the Clean Water Act (see 33 CFR 323.4).



**UNITED STATES ENVIRONMENTAL PROTECTION AGENCY
REGION 7**

11201 Renner Boulevard
Lenexa, Kansas 66219

FEB 27 2014

Missouri Department of Transportation
ATTN: Randy L. Johnson
600 NE Colbern Road
Lee's Summit, MO 64086

Dear Mr. Johnson:

RE: Review of Draft Environmental Impact Statement for I-70 Second Tier Draft
Environmental Impact Statement Participating Agency Collaboration Point

The U.S. Environmental Protection Agency has reviewed the Draft Environmental Impact Statement for the I-70 Second Tier Draft Environmental Impact Statement Participating Agency Collaboration Point. Our review is provided pursuant to the National Environmental Policy Act 42 U.S.C. 4231, Council on Environmental Quality regulations 40 C.F.R. Parts 1500-1508, and Section 309 of the Clean Air Act. The DEIS was assigned the CEQ number 14-0008.

The DEIS discusses and analyzes the environmental impacts of the no-action alternative and several action alternatives. The preferred alternative delivers general information about how DOT intends to replace existing infrastructure with emphasis placed on providing safety, improving the economy, and modernizing aging and dangerous roadways within Kansas City with minor, short-term adverse impacts and beneficial cumulative impacts.

Based on the level of impacts analyzed and conveyed in the DEIS the EPA has rated the DEIS for this project "LO" or Lack of Objections. A copy of EPA's rating descriptions is provided as an enclosure to this letter.

Thank you for the opportunity to provide comments regarding this project and your DEIS. If you have any questions or concerns, please contact Joe Summerlin at 913-551-7029.

Sincerely,

A handwritten signature in blue ink, appearing to read "Jeffery Robichaud".

Jeffery Robichaud
Deputy Director
Environmental Services Division

Enclosure



Printed on Recycled Paper

Draft Environmental Impact Statement Rating Definitions

Environmental Impact of the Action

"LO" (Lack of Objections)

The EPA review has not identified any potential environmental impacts requiring substantive changes to the proposal. The review may have opportunities for application of mitigation measures that could be accomplished with no more than minor changes to the proposal.

"EC" (Environmental Concerns)

The EPA review has identified environmental impacts that should be avoided in order to fully protect the environment. Corrective measures require changes to the preferred alternative or application of mitigation measures that can reduce the environmental impact. EPA would like to work with the lead agency to reduce these impacts.

"EO" (Environmental Objections)

The EPA review has identified significant environmental impacts that must be avoided in order to provide adequate protection for the environment. Corrective measures may require substantial changes to the preferred alternative or consideration of some other project alternative (including the no action alternative or a new alternative). EPA intends to work with the lead agency to reduce these impacts.

"EU" (Environmentally Unsatisfactory)

The EPA review has identified adverse environmental impacts that are of sufficient magnitude that they are unsatisfactory from the standpoint of public health or welfare or environmental quality. EPA intends to work with the lead agency to reduce these impacts. If the potentially unsatisfactory impacts are not corrected at the final EIS stage, this proposal will be recommended for referral to the CEQ.

Adequacy of the Impact Statement

"Category 1" (Adequate)

EPA believes the draft EIS adequately sets forth the environmental impact(s) of the preferred alternative and those of the alternatives reasonably available to the project or action. No further analysis or data collection is necessary, but the reviewer may suggest the addition of clarifying language or information.

"Category 2" (Insufficient Information)

The draft EIS does not contain sufficient information for EPA to fully assess environmental impacts that should be avoided in order to fully protect the environment, or the EPA reviewer has identified new reasonably available alternatives that are within the spectrum of alternatives analyzed in the draft EIS, which could reduce the environmental impacts of the action. The identified additional information, data, analyses, or discussion should be included in the final EIS.

"Category 3" (Inadequate)

EPA does not believe that the draft EIS adequately assesses potentially significant environmental impacts of the action, or the EPA reviewer has identified new, reasonably available alternatives that are outside of the spectrum of alternatives analyzed in the draft EIS, which should be analyzed in order to reduce the potentially significant environmental impacts. EPA believes that the identified additional information, data, analyses, or discussions are of such a magnitude that they should have full public review at a draft stage. EPA does not believe that the draft EIS is adequate for the purposes of the NEPA and/or Section 309 review, and thus should be formally revised and made available for public comment in a supplemental or revised draft EIS. On the basis of the potential significant impacts involved, this proposal could be a candidate for referral to the CEQ.



United States Department of the Interior

OFFICE OF THE SECRETARY
Office of Environmental Policy and Compliance
Denver Federal Center, Building 67, Room 118
Post Office Box 25007 (D-108)
Denver, Colorado 80225-0007



March 5, 2014

9043.1
ER 14/0028

Kevin Ward
Division Administrator
Federal Highway Administration
3220 West Edgewood, Suite H
Jefferson City, MO 65109

Dear Mr. Ward:

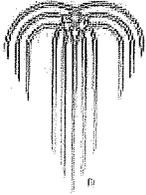
The U.S. Department of the Interior has reviewed the Second Tier Environmental Impact Statement for Route 1-70, from west of The Paseo interchange to east of the Blue Ridge Cutoff Interchange, Jackson County, MO, and has no comments on the document.

Sincerely,

Robert F. Stewart
Regional Environmental Officer

cc: Raegan Ball
Program Development Team Leader

CITY OF FOUNTAINS
HEART OF THE NATION



KANSAS CITY
MISSOURI

Board of Parks and Recreation Commissioners



"A Nationally Accredited Agency"

June 17, 2014

Mr. Kevin Ward, P.E.,
Division Administrator, Missouri Division
Federal Highway Administration
3220 W. Edgewood, Suite H
Jefferson City, Missouri 65109

Sylvester "Sly" James Jr.,
Mayor

Jean Paul Chaurand,
President

McClain Bryant,
Commissioner

Allen Dillingham,
Commissioner

Mary Jane Judy,
Commissioner

David Mecklenburg,
Commissioner

Mark L. McHenry,
Director

Dear Mr. Ward:

This letter is to provide the Federal Highway Administration (FHWA) with information to support the determination of a De Minimis finding for impacts to three Boulevards in the Kansas City, Missouri Boulevard and Parkways system impacted by the I-70 Second Tier Environmental Impact Statement (EIS) Preferred Alternative. The I-70 Second Tier EIS Study Area extends approximately 6.8 miles from the end of the last ramp termini west of The Paseo interchange to east of the Blue Ridge Cutoff. It is entirely located within the City of Kansas City, Missouri. The proposed action for the I-70 Second Tier EIS is to seek the most effective improvement alternative in the corridor to meet the current and future transportation needs while minimizing impacts to the human and natural environment.

The Preferred Alternative would include rebuilding and/or rehabilitating I-70 pavement and bridges, improving horizontal and vertical alignment, interchange consolidations, increased ramp lengths, extended weave areas, addition of auxiliary lanes, improved bicycle/pedestrian access across I-70, and consider aesthetics enhancements.

The Preferred Alternative will impact the three Boulevards in the Study Area: The Paseo, Benton Boulevard, and Van Brunt Boulevard. As a part of the Boulevards and Parkways system, the Boulevards are owned and maintained by the Kansas City, Missouri Parks and Recreation Department. The three Boulevards are protected under Section 4(f) of the Department of Transportation Act as both park/recreation facilities and historic resources.

At The Paseo, the proposed I-70 improvements will push the angle of the I-70 ramps out and separate them from the outer road, which would result in temporary construction effects to the medians immediately on either side of the bridge. A possible interchange reconfiguration and bridge reconstruction would result in permanent effects to the median of The Paseo under the bridge through additional bridge cover overhead.

Terry R. Dopson Parks and Recreation Administration Building

4600 East 63rd Street • Kansas City, Missouri 64130-4629 • (816) 513-7500 • Fax: (816) 513-7719

Page 2 of 2
FTA Letter
I-70 Second Tier Environmental Impact Statement

At Benton Boulevard, the Preferred Alternative will replace the Benton Boulevard bridge over I-70 on fill. The on-ramp to westbound I-70 will tie in at new location and a new connector road from Truman Road will tie in at this same location. It is possible that a signal will need to be added here, which could change the visual quality of Benton Boulevard. The Preferred Alternative will provide more green space around Benton Boulevard, while connectivity across I-70 including the sidewalks on both sides will remain.

The Preferred Alternative at Van Brunt Boulevard will improve the grade of the ramps and remove the outer road access to Van Brunt Boulevard on the north side of I-70. This would result in temporary construction or minor permanent effects to the median immediately adjacent to the I-70 ramp. The ramps are being replaced in the same location so effects should be minor. Improvements allow for the addition of sidewalks on both sides of Van Brunt Boulevard.

Design measures were taken to minimize impacts to the three Boulevards and resulted in the minor and/or temporary impacts discussed above. Based on this information the City of Kansas City, Missouri fully supports a determination that the project would not adversely affect the activities, features, or attributes qualifying a park, recreation area, or refuge for protection under Section 4(f).

Sincerely,



Mark McHenry, Director
Parks and Recreation Department

cc: Matt Killion-Missouri Department of Transportation
Travis W. Kiefer, P.E. – KCMO Parks and Recreation Department

Appendix A.3 Public Hearing Transcript



Missouri Department
of Transportation

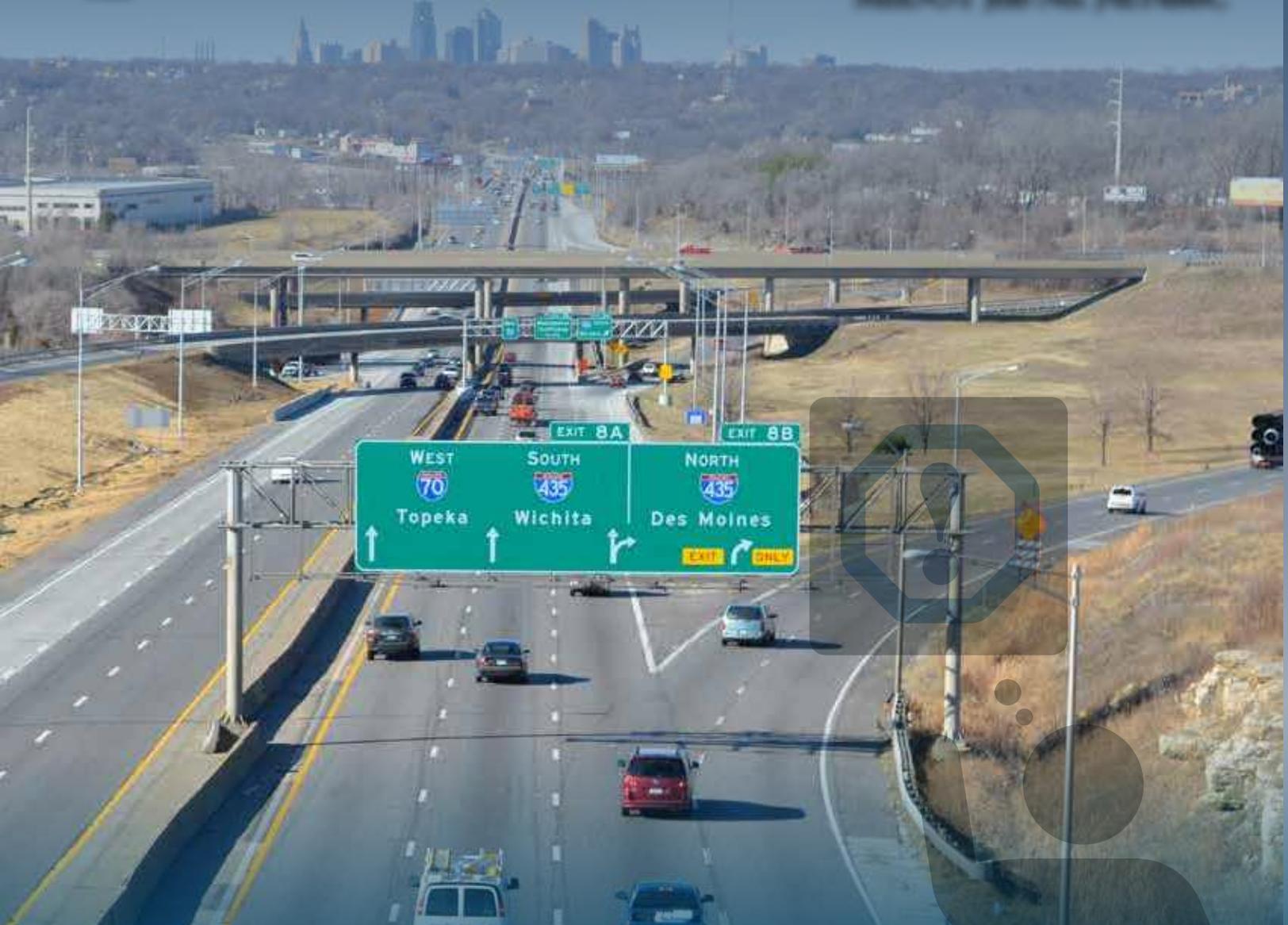
[www.modot.org/
kansascity/metroi70](http://www.modot.org/kansascity/metroi70)

600 NE Colbern Road
Lee's Summit, MO
64086

I-70 Second Tier

Environmental Impact Statement

MoDOT Job No. J4I1486C



Location Public Hearing Transcript

I-70 Second Tier Environmental Impact Statement

Transcript for Location Public Hearing

MoDOT Job No. J4I1486C

Overview

A location public hearing was held for the I-70 Second Tier Environmental Impact Statement (EIS) on Tuesday, February 11, 2014 from 4 to 7 p.m. at the Gregg/Klice Community Center (1600 John "Buck" O'Neal Way) in Kansas City, Missouri. Three MoDOT mobile meetings, Community Connections Team (CCT) meetings, and an online location public hearing were also held during the comment period, which spanned from January 17 to March 7. The additional meetings were held as follows:

- ❑ **Mobile meeting** on February 6, 2014 from 8 to 10 a.m. at the VA Medical Center (4801 Linwood Boulevard)
- ❑ **CCT meeting** with Washington Wheatley Neighborhood on February 7, 2014 at Seton Center (2816 E. 23rd Street)
- ❑ **CCT meeting** with Truman Plaza Implementation Committee on February 10, 2014 at the Kansas City Public Library – Northeast Branch
- ❑ **CCT meeting** with the Kansas City Downtown Council Infrastructure Committee on February 18, 2014 at Town Pavilion, Emerald Rom (1111 Main Street, 4th Floor)
- ❑ **CCT meeting** with Northeast Industrial Association on February 18, 2014 at the Metropolitan Community College Business and Technology Center (1775 Universal Avenue)
- ❑ **Mobile meeting** on February 20, 2014 from 4:30 to 6:30 p.m. at the Kansas City Public Library – Northeast Branch (6000 Wilson Road)
- ❑ **CCT meeting** with Ollie Gates (Gates Bar-B-Que Restaurant) on February 20, 2014 (1325 E. Emanuel Cleaver Boulevard)
- ❑ **Mobile meeting** on February 25, 2014 from 10 a.m. to noon at the Kansas City Public Library – Bluford Branch (3050 Prospect Avenue)
 - This meeting was rescheduled from February 6, 2014 due to inclement weather.
- ❑ **Online location public hearing** from January 17 to March 7, 2014 at www.metroi70.com

The public hearing and mobile meetings were formatted as open houses. The online location public hearing was formatted as a virtual, town hall meeting. The purpose of each event was to answer questions and gather public comments about:

- ❑ The preferred alternative (overall).
- ❑ How the preferred alternative would improve safety for motorists, pedestrians, and bicyclists within the I-70 corridor.
- ❑ How the preferred alternative would improve the driving experience within the I-70 corridor.
- ❑ What improvements the preferred alternative would have on the use of alternative modes of transportation within the I-70 corridor.
- ❑ Other opinions about the preferred alternative.
- ❑ The Draft EIS document, e.g. its overall findings, evaluation of alternatives, environmental impacts of improvement alternatives, or other items.

I-70 Second Tier Environmental Impact Statement

Transcript for Location Public Hearing

MoDOT Job No. J4I1486C

The hearing and mobile meeting displays described the study process and schedule, purpose and need, alternatives considered and evaluated, preferred alternative, the Draft EIS document, and next steps. Key materials were provided in both English and Spanish. Recording devices were also available. A total of 510 people participated during the hearings and meetings, offering feedback in the form of 23 comments and 12 ideas as outlined below:

Event	Date	Participants	Feedback
Location public hearing	February 11	15 stakeholders	5 comment forms
Mobile meeting	February 6	39 stakeholders	9 comment forms
Mobile meeting	February 20	11 stakeholders	7 comment forms
Mobile meeting	February 25	4 stakeholders	2 comment forms
Online hearing	January 17 – March 7	441 visitors	12 ideas

Notification

A variety of tools were used to distribute notice of the hearings and meetings to stakeholders and contacts as listed below:

Tool	Date	Distribution
Community Connections Team Letter	January 13	216 community groups
Postcard (English/Spanish)	January 17	1,123 stakeholders
Legal Notice	January 17	Kansas City Star
News Release	January 17	MoDOT media contacts
News Release	February 3	MoDOT media contacts
E-Blast	January 17	MindMixer registrants
E-Blast	January 31	82 community groups
E-Blast	February 13	82 community groups
E-Blast	February 20	82 community groups
Freeway Message Boards	January 17 – March 7	I-70 motorists
Social Media	January 17	7,600 MoDOT Twitter followers
Radio Spots (English)	January 27 – 31	KMBZ Morning News 98.1FM, 980AM, and online
Radio Spots (Spanish)	January 27 – 31	KDTD LaGran D 1250AM and KYYS LaX 1250AM
Radio Spots (Spanish)	February 3 – 7	KDTD LaGran D 1250AM and KYYS LaX 1250AM
Display Ad (English/Spanish)	January 27	Kansas City Globe
Display Ad (English/Spanish)	January 29	Kansas City Star
Display Ad (English/Spanish)	January 30	Kansas City Hispanic News
Display Ad (English/Spanish)	January 30	Dos Mundos
Display Ad (English/Spanish)	January 31	Kansas City Call

Document Availability

The Draft EIS document was available for public review at the following locations:

I-70 Second Tier Environmental Impact Statement

Transcript for Location Public Hearing

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- MoDOT District 4 (600 NE Colbern Road) in Lee's Summit
- Mid-America Regional Council (600 Broadway, Suite 200), in Kansas City, Missouri
- Kansas City Public Library: Lucile H. Bluford Branch (3050 Prospect Avenue) in Kansas City, Missouri
- Kansas City Public Library: Northeast Branch (6000 Wilson Road) in Kansas City, Missouri
- www.metroi70.com

Handouts

Participants were provided four handouts during the hearings and meetings. The materials are described below and select handouts are included as attachments to the transcript.

- Public Hearing Handout:** Overview of the hearing, including exhibits and comment options.
- Project Newsletter:** Overview of the study and preferred alternative.
- Preferred Alternative map:** A map of the alternative.
- Glossary:** Terminology used within the Draft EIS document.
- Project Comment Form:** Feedback collection tool for the Draft EIS document and preferred alternative.

Exhibits

Participants reviewed several, color exhibits during the hearings and meetings. The displays are outlined below and included as attachments to the transcript.

Type	Content	Public hearing	Mobile meeting
Welcome Board	Overview of the study	Yes	No
Study Area Board	Map of the study area	Yes	Yes
Purpose and Need Board	Description of the study's Purpose and Need	Yes	Yes
Study Process Board	Summary of the milestones included with the study process	Yes	Yes
Schedule Board	An approximate 2.5-year schedule spanning from scoping to the Final EIS document and Record of Decision	Yes	Yes
Section 106 Process Board	Overview of cultural resource protection in relationship to the EIS document	Yes	No
First Tier Selected Strategies Board	Overview of the Improve Key Bottlenecks Strategy	Yes	No
Alternative Screening Board	Evaluation of multiple, potential improvement	Yes	Yes

**I-70 Second Tier Environmental Impact Statement
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	alternatives in relation to the Purpose and Need, environmental impacts, engineering issues, and associated relative costs		
Reasonable Alternatives under Consideration Board	Three displays showing the No-Build, Interchange Consolidations, and Geometric Improvements Alternatives that resulted from the alternatives screening	Yes	No
Preferred Alternative Map	Map of the alternative	Yes	Yes
Getting Involved Board	Overview of the public involvement tools employed for the study	Yes	No
Next Steps Board	Description of the tasks to be completed after the comment period	Yes	Yes
Draft EIS Document	Draft document in hardcopy format	Yes	Yes
Cultural Resources report	Report in hardcopy format	Yes	No
Wetland Report	Report in hardcopy format	Yes	No

Agency Comments

Comments were received from the following six agencies:

- United States Environmental Protection Agency, Region 7
- State of Missouri, Office of Administration, Missouri Federal Assistance Clearinghouse
- Missouri Department of Conservation
- Mid-America Regional Council
- Missouri Department of Natural Resources
- City of Kansas City, Missouri

Public Comments

Three emails were received with comments about the study. They were from the following organizations:

- Transit Action Network
- The Metro Organization for Racial and Economic Equity (MORE2)
- Metropolitan Congregations United in St. Louis.

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Twenty-three digital and hardcopy comment forms plus 12 ideas were provided in writing to the project team during the comment period. The same questions were asked of all participants and resulted in the following verbatim answers:

- **The preferred alternative involves improving interstate ramps, merge areas, interchanges, and rebuilding and/or rehabilitating I-70 pavement and bridges. It also involves improving the Benton and Jackson Curves, bicycle and pedestrian access, and more. Overall, what do you think of the preferred alternative? Why?**
 - **Love It (6 participants)**
 - On metro bus have noticed that these improvements are needed.
 - We need to improve the interstate for safety reasons.
 - Great ideas and safety is important.
 - Minimizes impact to human environment through minimizing footprint.
 - Because it a best choice you are doing good about.
 - Good plan.
 - **Like It (10 participants)**
 - Not getting killed such as Jackson and getting off Prospect.
 - For the safety of the travelers. Could have been recognized earlier.
 - Good idea for safety.
 - Good idea. Improve bicyclists' interaction with traffic.
 - It would be very improving for everything such as the economy.
 - Everything, safety improvements, and congestion.
 - For safety of interchanges and curves - Jackson and Bento curves have always been dangerous.
 - I think necessary change is needed.
 - I-70 does need the extra lane throughout. Especially to ease the congestion. Some of the commercial buildings that would be affected do need to be removed and it would be beneficial to the city.
 - **It's OK (2 participants)**
 - Haven't had much trouble traveling this section of I-70.
 - **Neutral (8 participants)**
 - Too little detail about what you actually intend to do.
 - Not enough detail information.
 - Yes. It will make it safer to get on the highway.
 - Have see and think more about it - hate to see money thrown away on transpo projects esp. if it takes years to happen e.g. I-35 into downtown.
 - It's a waste of money

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- I-70 has only allowed each generation to increase the cost to our road system by moving ever further outward. We can't afford to spend the money.
- Bicycle safety in the I-70 corridor is my last concern
 - I don't see any significant changes to driver safety in the preferred alternative. Want to improve driver safety? Add a fourth driving lane from the downtown loop all the way to the I-470 interchange east of the study area. Close all entrance/exit ramps between downtown and Blue Ridge Cutoff except Paseo, Truman, 23rd, Van Brunt, 40 Hwy, and 435.
 - Reduce traffic outside lane exclusively for 2 or more passengers
 - From 291 thru downtown. Eliminate truck traffic during rush hour as done in Atlanta and other major cities.
- How do you think the preferred alternative will improve safety for motorists, pedestrians, and bicyclists within the I-70 corridor?**
 - Improve the curve and fatalities and crashes.
 - Yes (3 times).
 - Doing away with the short ramps to provide time to speed up.
 - It would definitely improve it including from a law enforcement perspective.
 - Making safer features.
 - The drawings or plans I seen laid out looked to be well thought out and represented.
 - It will improve curves and conflict points.
 - This question is far too vague to answer.
 - Safety measures and general improvement.
 - People need to be careful what they are doing
 - Yes improve safety
 - Yes. It will make it safer to get on the highway.
 - If they improve the curves it will.
 - No idea - lots of peds but not heavy on cyclists
 - I'm open to see whether it will make things safer
 - More pedestrian crossings would improve pedestrian safety
 - It will do nothing to help safety.
 - The only way to improve motorist safety is to reduce the number of auto trips taken. Implementing a rail line in the place of I-70 lanes would serve this function the best. Pedestrian/bike traffic would require massive upgrades in crossings at the expense of the mainline improvements, MoDOT intersections are the #1 limiting factor to pedestrian flow in Kansas City in dozens of places
- Bicycle safety in I-70 Corridor? Focus on Autos...
 - I don't see any significant changes to driver safety in the preferred alternative. Want to improve driver safety? Add a fourth driving lane from the downtown loop all the way to the I-470 interchange east of the study area. Close all entrance/exit ramps between downtown and Blue Ridge Cutoff except Paseo, Truman, 23rd, Van Brunt, 40 Hwy, and 435.

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- **How do you think the preferred alternative will improve the driving experience within the I-70 corridor?**
 - Slow things down
 - Prevent accidents with the ramp closures.
 - See previous answer.
 - Safety.
 - Feel safer.
 - More comfortable.
 - The time it takes to travel and ramps.
 - Alleviate accidents but need warning signs for curves.
 - Easier way to drive and routes better.
 - Should improve travel speed by straightening curves.
 - People won't have to slow down for the curves... but that is not necessarily a good thing.
 - Allow motorists to drive faster and safer.
 - Need to be safer out here on the roads.
 - Safer and help speeds.
 - Fixing the curves will improve safety.
 - Have to wait and see.
 - It will probably save around 5-7 minutes of travel time. It will be better to fix the curves for truck traffic.
 - Sounds like it is designed to reduce congestion.
 - Abandon Jackson and Benton Curves
 - A bit radical, but why not straighten I-70 . . . instead of bending north at the Jackson curve, acquire a massive right of way and push I-70 straight west and join with 71 HWY. Since there is no money to do a minor rehab, why not plan for a real improvement and budget accordingly? This distance on the current stretch from Jackson to Paseo is roughly 2.80 miles versus from Jackson straight west to 71 HWY is only 1.40 miles. A "soft" curve could be constructed where I-70 connects to 71 and turns north and then goes directly into downtown. The abandoned section of I-70 could just become a possible extension of I-670 and provide a viable alternative for getting in and out of the downtown loop. The same funds to rehab the existing path of I-70 could be used to acquire right of way, build new interstate, and possible zero exits other than a new interchange at 71 and where the existing Jackson curve is to connect with the "old section" of I-70. Who knows, this might even be cheaper.
 - This plan has no economic benefits
 - the goals of this project to speed up traffic and create less access points is MoDOT saying they don't care about the economic issues of the neighborhood. You can't leave an area quicker and expect it to increase economic activity. To improve the neighborhood cars need to be forced off I-70. Replacing the interstate with a parkway would serve the neighborhood better.

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- **What improvements do you think the preferred alternative will have on the use of alternative modes of transportation within the I-70 corridor?**
 - Truman and Indiana improvements.
 - Prevent conflict points between motorists and bicyclists and pedestrians.
 - Good idea to widen sidewalks.
 - These improvements will improve congestion and safety improving riding the bus.
 - Speed up motorist and less traffic jam.
 - Wait and see how it turns out.
 - Easier access.
 - Bike lanes should be available outside away from curves.
 - As I said before the plans laid out and presented were great.
 - NA.
 - No improvement at all -- unless the project includes some elements that intentionally make it happen.
 - Safer for all motorized vehicles.
 - Taking a bus will be better.
 - Yes. I think it will help all these.
 - Yes.
 - No idea.
 - Yes if the road is straighter there will be improvements but need to be careful of safety also.
 - It won't help traffic
 - The traffic crunch is at downtown. Coming from the east only a single lane stays with I-70 to the north side of the loop and it requires changing places with US 71. On the 670 side only a single lane stays the length of the shortcut across 670 and this requires trading places with US 71 SB traffic merging onto 670. This project will only allow cars to get to congestion at downtown quicker. More congestion will encourage less use of the Interstate which means this is a waste of money. Decreasing the scope of I-70 by helping KC fund a rail network to the stadiums handling as many cars each day could have a far greater return on investment and decrease future maintenance needs.
 - Acquire Rail Right of Way
 - Because we may only have one chance to get this stretch of interstate upgrades correct, let's be sure to acquire enough right of way parallel to I-70 to allow for the possibility of future rail transit and/or dedicated bus lanes. The idea of running buses on shoulders is absurd and only something I would expect to see in Kansas. That is the concept currently used by KDOT along I-35--how is a bus supposed to drive on the shoulder when it is littered with trash, tires, and abandoned cars. I've said it in other responses, but money is no reason to not do this job correctly because there is already zero money allocated to do even the smallest improvements to I-70. Let's get it right this time.

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What other opinions do you have about the preferred alternative?

- Will this provide jobs such as construction?
- Good suggestions for the improvements.
- The DDI might be an option in this area.
- If you widen out the bridges do all the corridor out to Blue Springs.
- Shorten and straighten Benton curve more
- None
- Good job!
- The preferred alternative doesn't ever really get outside the highway box. This meeting is about environmental impacts yet the questions you have asked me to answer so far are about the highway itself instead of how it will affect the surrounding urban (much less natural) environment.
- None
- Be safe
- Space out some of the ramps better. Prospect and Benton
- I think it's a long time overdue. The city seems to be lagging in a lot of interstate traffic
- It would be nice to have an easy connection between I-70 – 71 Hwy
 - I know that the selected alternative plan only goes to Paseo, however, it would be nice to have a connector to 71 HWY from I-70. Instead of having to exit from westbound I-70 at Paseo and then to Truman Rd and travel down Truman Rd to enter 71 HWY South it could somehow be connected. It would also be nice to also have an option when heading northbound on 71 HWY to not have to exit at Truman Rd and drive down Truman Rd and enter I-70 East on Paseo. I would much more prefer to have a link directly from HWY 71 directly to I-70 East.
- Aux Lanes, Exit Closures, and Four Lanes
 - The most critical aspects to improving I-70 is to have at least four continuous driving lanes from downtown to the I-470 interchange. At a minimum, I would expect that any new bridge overpasses or underpasses are designed to accommodate four-plus lanes each direction--including additional right of way for future expansion. Close as many exits as possible while improving neighborhood access to exits kept open/expanded. Use aux lanes between exits. Find a way to connect Manchester to 40 highway and close the Manchester exits. Make the interstate appealing to the eye--put decorative sound barrier walls fronted with landscaping. Use stone embossed concrete forms for walls and pillars (see St. Louis interstates). Build exit/entrance ramps long and wide to help handle potential economic growth along the corridor. Finally, do not put too much reliance on studies--they are often wrong and waste too much money.
- This won't help me choose I-70
 - It's factual that road widenings only encourage use. So any changes to increase capacity will do nothing to help the segment. I won't live in eastern Jackson County until there's rail transit because the drive is too painful.

What comments do you have about the Draft EIS document, e.g. its overall findings, evaluation of alternatives, environmental impacts of improvement alternatives, or other items?

- None.
- NA
- I have not yet read the document. (I know where to find one and expect to review it over the next

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few weeks.) I see there is one copy here but are there any display boards about environmental factors? I don't see any. Will anyone attending this meeting learn anything about the effects of an urban highway such as this on the natural / built / social environments? I think not. This survey will not elicit any meaningful public comment on the environmental impacts of the present and proposed I-70. It just won't.

- Need a flashing sign where they put in exit ramp for Blue Ridge cutoff. Sign is now under a bridge and easy to miss. Flashing sign will get attention since changes have been made
- This long study process has been an opportunity to re-think I-70 to heal the wounds inflicted on the community 50 years ago. All I see are tweaks.
- It what ya doing
- Very informative document

□ **How would you describe yourself?**

- Resident (17 participants)
- Business owner (2 participants)
- Employee (5 participants)
- Property owner (2 participants)
- Renter or lessee (2 participants)
- Other stakeholder (4 participants)



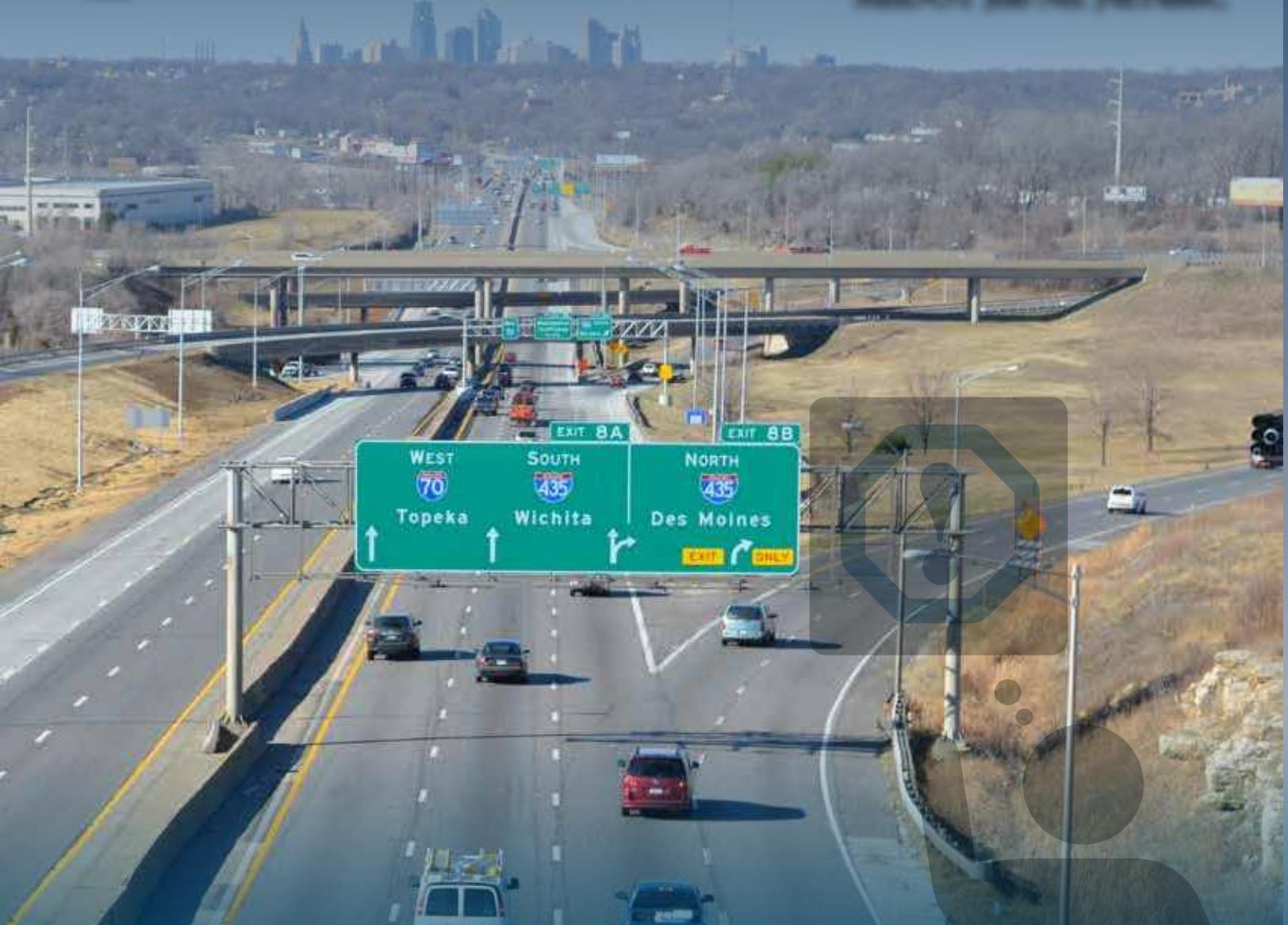
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[www.modot.org/
kansascity/metroi70](http://www.modot.org/kansascity/metroi70)

600 NE Colbern Road
Lee's Summit, MO
64086

I-70 Second Tier Environmental Impact Statement

MoDOT Job No. J4I1486C



Handouts & Exhibits

Welcome

Welcome to the Public Hearing for the I-70 Second Tier Environmental Impact Statement (EIS). This hearing provides an opportunity for formal public review of the EIS. The information presented this evening is intended to give you an overview of the study's major findings, the purpose and need for the proposed action, and the Preferred Alternative.

We encourage everyone to ask questions and make their comments known. All comments received by March 7 will be evaluated by MoDOT and FHWA to determine the appropriate action needed to improve I-70 from The Paseo to Blue Ridge Cutoff.

We Need Your Comments

You can submit your comments either tonight or through the comment period, which ends on March 7, 2014.

To submit your comments tonight you can:

1. Fill out a comment card and submit your comments in writing. Please place your completed comment card in the comment box.
2. Provide oral comments via recording device.

To submit your comments later you can:

1. Visit the Website at: www.metroi70.com and take part in the online public hearing. There are links to provide comments.
2. Send an e-mail to the MoDOT Planning Manager: Randy.Johnson@modot.mo.gov

Mail written comments to: MoDOT, 600 NE Colbern Road, Lee's Summit, MO 64086.



I-70 Second Tier Environmental Impact Statement (EIS) Public Hearing Information

What Can You View at this Public Hearing?

The public hearing provides several options for viewing information and providing your comments:

- You may view the exhibits spaced around the room including a map of the Preferred Alternative located in the center of the room.
- You may ask questions of the project team staff.
- Make your opinions known. Representatives from MoDOT and the consultant team look forward to discussing the project with you.

What Happens to Comments?

- All formal comments received at the hearing or during the comment period will be reviewed, recorded, and will become part of the Final EIS Document.
- Any additional comments received before March 7, 2014 will also be made a part of the hearing transcript. All substantive comments will be addressed in the Final EIS Document.
- All comments received will be evaluated by MoDOT and FHWA staff. After considering all comments, a Final EIS document will be developed. The Missouri Highways and Transportation Commission will approve the selected alternative once FHWA has approved the conclusion of the study process with a Record of Decision per the National Environmental Policy Act.
- All comments are important and MoDOT wants to know what you think.

The Following Exhibits and Stations are Located in the Hearing Room

Exhibit	Description
Welcome	Board will explain the purpose of the meeting. Located at the sign-in table.
Study Area Map	Board will illustrate the study area.
Purpose and Need	Board will explain the purpose of the project and reasons improvements are needed.
Study Process	Board will explain the study process including moving from a first tier study to a second tier study.
Schedule	Board will illustrate the study schedule and where at in the study we are currently.
First Tier Selected Strategy Summary	Board will summarize the results of the First Tier EIS Selected Strategy.
Section 106 Process	Board will explain the Section 106 Process.
Alternative Screening	Boards will explain the alternative screening matrix.
No-Build Alternative	Board will explain the No-Build Alternative.
Geometric Improvements Alternative Map	Board will illustrate the Geometric Improvements Alternative.
Interchange Consolidations Alternative Map	Board will illustrate the Interchange Consolidations Alternative.
Preferred Alternative	Roll plot will illustrate the Preferred Alternative.
Getting Involved	Information on how to stay involved including, contact information, the web site, MindMixer site. Located near the comment table.
Next Steps	Board will explain what the next steps after the meeting are and how participates' input will be utilized.
Station	Description
Sign-in Table	Participates will be asked to sign-in and provided any handouts.
Draft EIS Document	A hard copy of the Draft EIS document will be available for review.
Comment Table	Participates will be encouraged to fill out a comment card, provide verbal comments, or log-on to MindMixer before leaving.
Other Related Projects	Discuss other related or nearby projects that are ongoing, i.e. the Manchester Bridge Project.



Missouri Department
of Transportation

[www.modot.org/
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600 NE Colbern Road
Lee's Summit, MO
64086

Future of I-70

Talk to Us about Your Ideas!



Let's Talk!

The Missouri Department of Transportation is continuing the I-70 Second Tier Environmental Impact Statement (EIS) in Kansas City. The environmental study spans approximately seven miles of I-70 from The Paseo interchange on the west to the Blue Ridge Cutoff interchange on the east. The study will end the summer of 2014.

From Jan. 17 through Mar. 7, 2014, we're talking to the community about the preferred alternative for improving the transportation issues facing the highway. Tell us how this alternative will impact the community by registering and participating in the online town hall meeting at www.metroi70.com or talk to us in person at the hearing or mobile meeting locations described below. No formal presentations will be given. Drop by anytime.

¡Hable con Nosotros sobre Sus Ideas!

El Departamento de Transporte de Missouri continúa con la Segunda Etapa del Nivel de Impacto Ambiental (EIS, sigla en inglés) de la I-70 en Kansas City. El estudio ambiental que abarca a unas siete millas de la I-70 desde el cruce de The Paseo al este al cruce de Blue Ridge Cutoff al oeste. El estudio finalizará en el verano de 2014.

Del 17 de enero al 07 de marzo de 2014, estaremos hablando con la comunidad sobre la alternativa preferida para el mejoramiento de los problemas de transporte que enfrenta la carretera. Díganos cómo impactará la alternativa a la comunidad, registrándose y participando en la reunión municipal en línea en www.metroi70.com o hable con nosotros en persona en los lugares de reunión o sitios de reunión móvil descritos a continuación. No se harán presentaciones formales. Visítenos en cualquier momento.



¡Hablamos!



Location Public Hearing / Lugar para Reunion Pública

Tues., Feb. 11, 2014

Martes, 11 de febrero de 2014

4 to 7 p.m.

Gregg/Klice

Community Center

1600 John "Buck" O'Neil Way

Kansas City, Missouri 64108



Mobile Meetings / Reuniones Móviles *subject to change / sujeto a cambios

Thurs., Feb. 6, 2014*

Jueves, 6 de febrero de 2014*

8 to 10 a.m.

Kansas City VA

Medical Center

4801 Linwood Boulevard

Kansas City, Missouri 64128

Thurs., Feb. 20, 2014*

Jueves, 20 de febrero de 2014*

4:30 to 6:30 p.m.

Kansas City Public Library:

Northeast Branch

6000 Wilson Road

Kansas City, Missouri 64123

Tues., Feb. 25, 2014*

Martes, 25 de febrero de 2014*

10 a.m. to noon (mediodía)

Kansas City Public Library:

Lucile H. Bluford Branch

3050 Prospect Avenue

Kansas City, Missouri 64128



Join the Conversation Online / Hable con Nosotros En Línea

Jan. 17 through Mar. 7, 2014

Del 17 de enero al 7 de marzo de 2014

go to: / ir a: www.metroi70.com



Learn More!

What do you think about I-70?

Share your thoughts the most convenient way for you – email, call, or write:

Matt Killion

MoDOT Area Engineer
3050 NE Independence Ave.
Lee's Summit, MO 64064

matthew.killion@modot.mo.gov

816-622-0500

www.modot.org/kansascity/metroi70

The Preferred Alternative

In 2013, MoDOT gathered community feedback on the three improvement alternatives under consideration for I-70: No-Build, Geometric Improvements, and Interchange Consolidations. Based on public input and detailed analysis, MoDOT is recommending a Preferred Alternative for the roadway. The alternative involves:

- Making improvements to interstate ramps, as well as in areas where drivers merge with or maneuver through other traffic, resulting in safer traffic operations.
- Consolidating one interchange and two ramps to increase safety and minimize impacts.
- Rebuilding and/or rehabilitating I-70 pavement and bridges, along with improvements to the Benton and Jackson Curves, over time.
- Improving bicycle and pedestrian access across I-70.
- Continuing transit and Intelligent Transportation System coordination in the study area through Operation Green Light, Smart Moves Regional Transit Vision, and the Jackson County Commuter Corridors Alternatives Analysis.

Comment Period (Jan. 17 - Mar. 7, 2014)

The preferred alternative is described in the Draft EIS document that the Federal Highway Administration, the EIS' lead federal agency, reviewed and approved.

From Jan. 17 through Mar. 7, 2014, MoDOT is encouraging anyone who is interested in the study to comment on the preferred alternative and the Draft EIS with reference to the economic and social effects of the improvements, the impact on the environment, and consistency with the goals and objectives of the surrounding community.

The draft document, maps, and other detailed information will also be available at the hearing and mobile meetings. A copy of the document is available for public review and comment at the following locations:

- Online at www.metroi70.com
- Mid-America Regional Council (600 Broadway, Suite 200), in Kansas City, Missouri
- Kansas City Public Library: Lucile H. Bluford Branch
- Kansas City Public Library: Northeast Branch
- MoDOT's Lee's Summit office (600 NE Colbern Road)



Add your thoughts to the preferred alternative discussion today! Share them in person or online at www.metroi70.com





¡Aprenda Más!

La Alternativa Preferida

Durante el año 2013, MoDOT reunió información de la comunidad sobre las tres alternativas de mejoramiento bajo consideración para la I-70: No-Construcción, mejoramientos geométricos y la consolidación de los intercambios. Basado en la opinión del público y un análisis detallado, MoDOT recomienda una Alternativa Preferida para la carretera. Las alternativas consisten en:

- Mejorar las rampas interestatales, así como en las zonas donde los conductores se fusionan o maniobran a través de otro tipo de tráfico, lo que resulta en las operaciones de tránsito más seguras.
- La consolidación de un intercambio y dos rampas para aumentar la seguridad y minimizar los impactos.
- La reconstrucción y / o rehabilitación del pavimento y puentes de la I-70, junto con el mejoramiento en las curvas de Benton y Jackson, con el tiempo.
- El mejoramiento de los cruces de accesos para las bicicletas y los peatones en el I-70.
- Continuar con la coordinación de tránsito y el Sistema de Transportación Inteligente en el área de estudio a través de Operation Green Light, Smart Moves Regional Transit Vision, y Jackson County Commuter Corridors Alternatives Analysis.

Comentario del período

(del 17 de enero al 7 de marzo de 2014)

La alternativa preferida se describe en el documento Borrador EIS de la Administración Federal de Carreteras, la principal agencia federal de EIS, lo revisó y aprobó.

Del 17 de enero al 07 de marzo de 2014, MoDOT anima a cualquiera persona que esté interesada en el estudio de hacer comentarios sobre la alternativa preferida y el Borrador EIS con referencia a los efectos económicos y sociales del mejoramiento, el impacto sobre el medio ambiente, y la consistencia con las metas y objetivos de la comunidad circundante.

El borrador del documento, mapas y otras informaciones detalladas también estarán disponibles en la reunión y las reuniones móviles. Una copia del documento se encuentra disponible para la revisión y comentarios del público en los siguientes lugares:

- En línea en www.metroi70.com
- Consejo Regional Mid-America (600 Broadway, Oficina 200), en Kansas City, Missouri
- Biblioteca Pública de Kansas City: Lucile H. Bluford Rama.
- Biblioteca Pública de Kansas City: Subdivisión Noreste.
- Oficina de MoDOT en Lee's Summit (600 NE Colbern Road).



¿Qué piensa usted acerca de la I-70?

Comparta sus pensamientos de las maneras más conveniente para usted – por correo electrónico, teléfono o escriba a

Matt Killion

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816-622-0500
www.modot.org/kansascity/metroi70

Agregue hoy mismo sus ideas a la discusión de evaluación de las alternativas! Compártalas personalmente o en www.metroi70.com

Get Involved!

Community input is crucial to the development of the Second Tier EIS. The study involves:

- Regular meetings with a 14-member **Community Advisory Group (CAG)**, which has representatives from the Third Council District, on behalf of area neighborhoods, Cities of Kansas City, Independence, and Raytown, Jackson County, Mid-America Regional Council, Downtown Council of Kansas City, Greater Kansas City Chamber of Commerce, Hispanic Chamber of Commerce of Greater Kansas City, Kansas City Industrial Council, Jackson County Sports Complex Authority, and Owner-Operator Independent Drivers Association. CAG members share the progress of the study with the neighborhoods, businesses, and local communities that they represent while also communicating their concerns and perspectives to MoDOT.
- **Community Connections Team (CCT)** of specialists in customer relations, environmental analysis, and engineering who can talk to your organization about your issues or concerns with the study. Contact the project manager to schedule a meeting or presentation with the CCT.
- **Mobile Meetings** where MoDOT brings its Voice Van and project materials to major community gathering spots and events in order to seek input from residents and commuters.
- An on-going, **online town hall meeting** at www.metroi70.com.
- A **public hearing** to share the Draft EIS document.
- Contact us page on the project **web page** at www.modot.org/kansascity/metroi70.

¡Participe!

El aporte de la comunidad es crucial para el desarrollo de la Segunda Etapa de EIS. El estudio involucra:

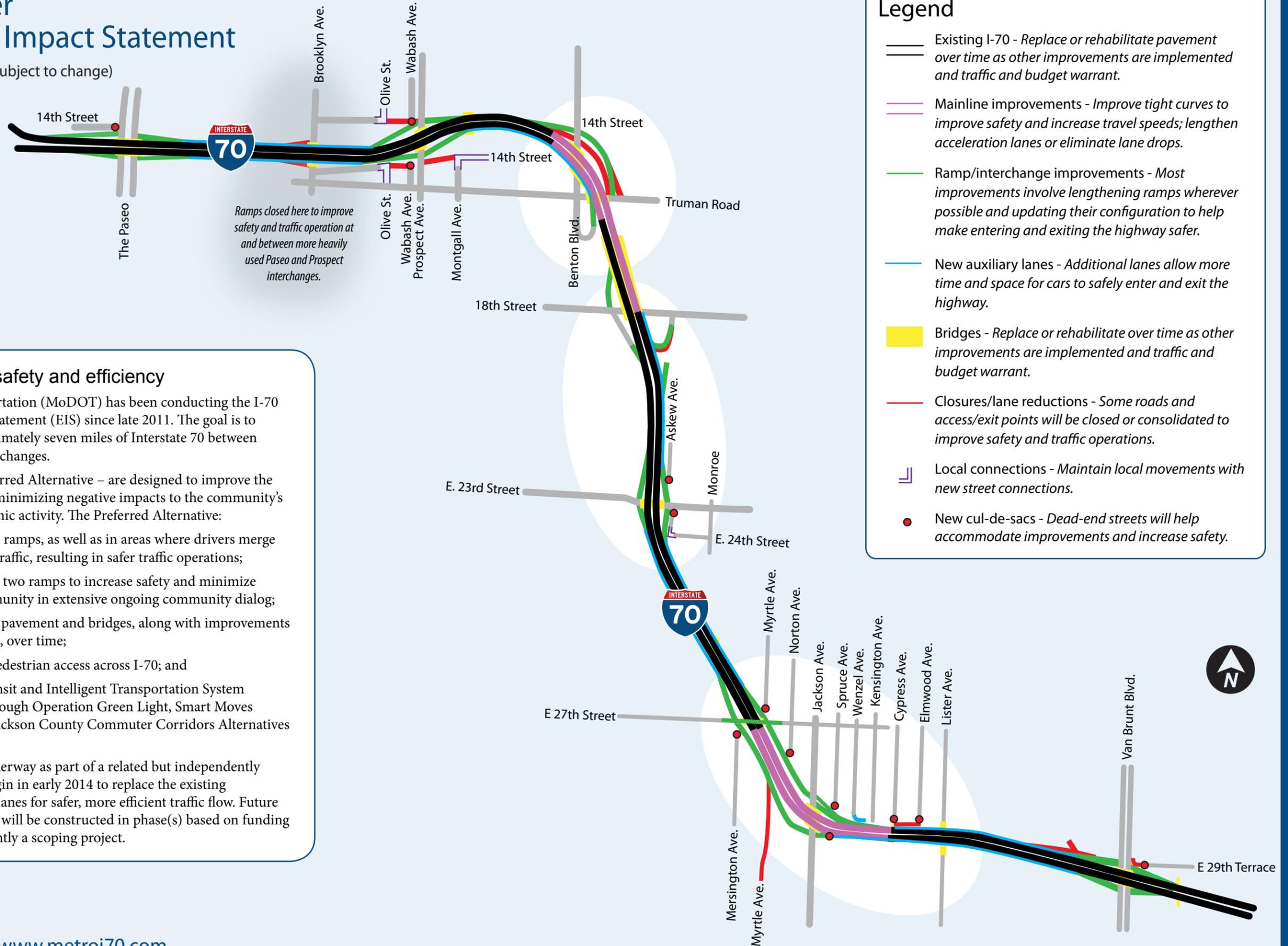
- Reuniones periódicas con los 14 miembros del **Grupo Consultivo de la Comunidad (CAG)**, que cuenta con representantes del Tercer Consejo Distrital, en nombre de los vecindarios de la zona, las ciudades de Kansas City, Independence, y Raytown, Condado de Jackson, Mid-America Consejo Regional, Consejo del Centro de Kansas City, Cámara de Comercio de Kansas City, Cámara de Comercio Hispana de Kansas City, Consejo Industrial de Kansas City, Autoridad Complejo Deportivo del Condado de Jackson, y Asociación de Conductores Propietarios y Operadores independientes. El CAG ayuda a compartir los avances del estudio con los vecindarios, empresas y comunidades locales que representan al mismo tiempo comunican sus preocupaciones y perspectivas a MoDOT.
- **El Equipo de Conexiones en la Comunidad (CCT)** de especialistas en relaciones con los clientes, análisis ambiental y de ingeniería que pueden hablar con su organización acerca de sus problemas o preocupaciones con el estudio. Póngase en contacto con el director del proyecto para programar una reunión o presentación con el CCT.
- **Reuniones Móviles** donde MoDOT trae su Voice Van y los materiales del proyecto a los principales puntos de reunión de la comunidad y eventos con el fin de solicitar la opinión de los residentes y de las personas que viajan diariamente al trabajo.
- **Una reunión en curso en línea** en www.metroi70.com.
- Una **audiencia pública** para compartir el borrador del documento de EIS.
- Póngase en **contacto** con nosotros a través de la **página web** del proyecto en www.modot.org/kansascity/metroi70.



I-70 Second Tier Environmental Impact Statement

Preferred Alternative (draft - subject to change)

The Paseo to Van Brunt Blvd.



Improving safety and efficiency

The Missouri Department of Transportation (MoDOT) has been conducting the I-70 Second Tier Environmental Impact Statement (EIS) since late 2011. The goal is to develop recommendations for approximately seven miles of Interstate 70 between The Paseo and Blue Ridge Cutoff interchanges.

The EIS recommendations – the Preferred Alternative – are designed to improve the highway’s safety and efficiency while minimizing negative impacts to the community’s current and future vitality and economic activity. The Preferred Alternative:

- Makes improvements to interstate ramps, as well as in areas where drivers merge with or maneuver through other traffic, resulting in safer traffic operations;
- Consolidates one interchange and two ramps to increase safety and minimize impacts as requested by the community in extensive ongoing community dialog;
- Rebuilds and/or rehabilitates I-70 pavement and bridges, along with improvements to the Benton and Jackson Curves, over time;
- Includes improving bicycle and pedestrian access across I-70; and
- Calls for MoDOT to continue transit and Intelligent Transportation System coordination in the study area through Operation Green Light, Smart Moves Regional Transit Vision and the Jackson County Commuter Corridors Alternatives Analysis.

Other corridor improvements are underway as part of a related but independently funded project. Construction will begin in early 2014 to replace the existing Manchester Bridge and add auxiliary lanes for safer, more efficient traffic flow. Future I-70/I-435 interchange improvements will be constructed in phase(s) based on funding availability. This interchange is currently a scoping project.

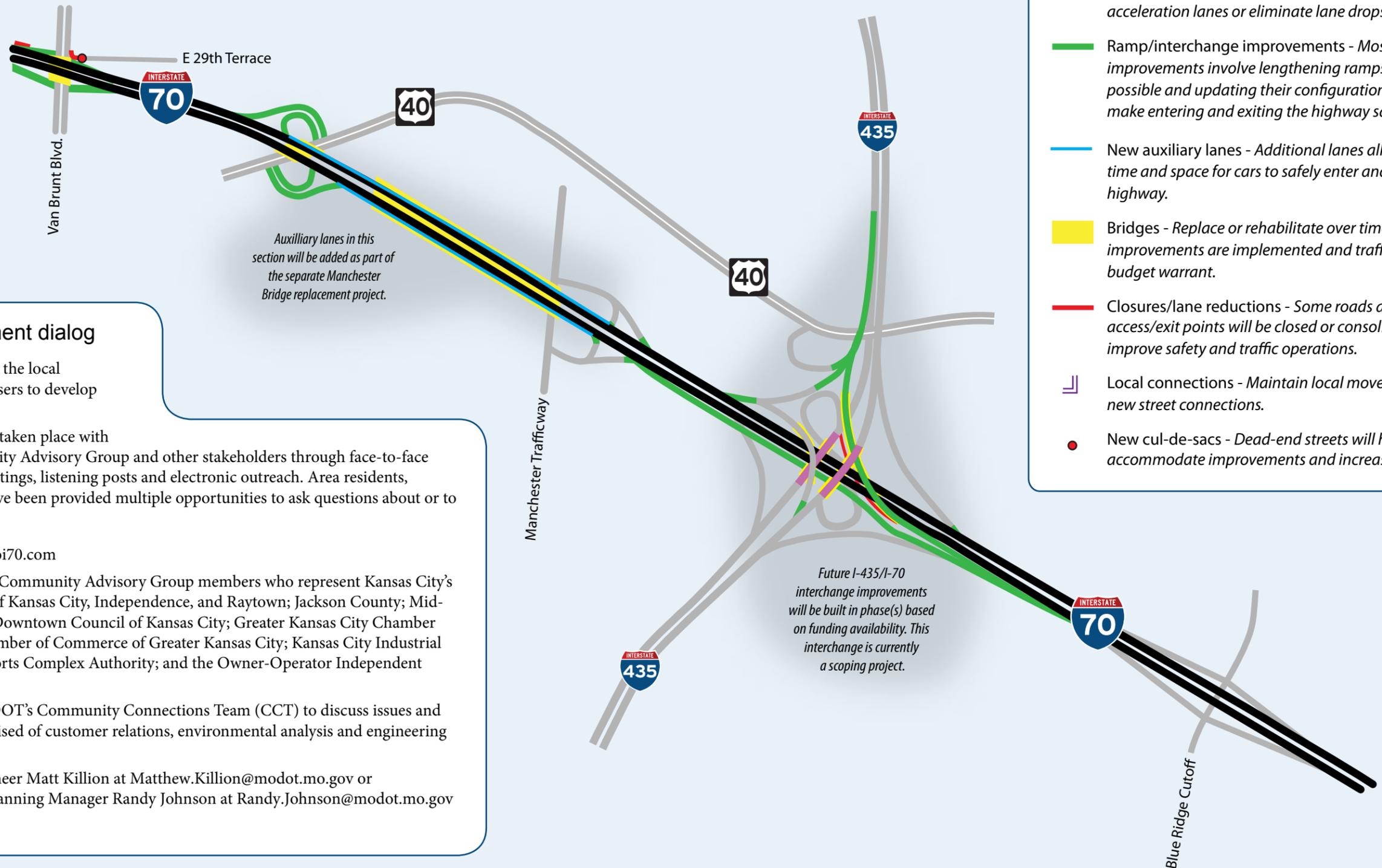




I-70 Second Tier Environmental Impact Statement

Preferred Alternative (draft - subject to change)

Van Brunt Blvd. to Blue Ridge Cutoff



Legend

- Existing I-70 - Replace or rehabilitate pavement over time as other improvements are implemented and traffic and budget warrant.
- Mainline improvements - Improve tight curves to improve safety and increase travel speeds; lengthen acceleration lanes or eliminate lane drops.
- Ramp/interchange improvements - Most improvements involve lengthening ramps wherever possible and updating their configuration to help make entering and exiting the highway safer.
- New auxiliary lanes - Additional lanes allow more time and space for cars to safely enter and exit the highway.
- Bridges - Replace or rehabilitate over time as other improvements are implemented and traffic and budget warrant.
- Closures/lane reductions - Some roads and access/exit points will be closed or consolidated to improve safety and traffic operations.
- Local connections - Maintain local movements with new street connections.
- New cul-de-sacs - Dead-end streets will help accommodate improvements and increase safety.

The I-70 improvement dialog

MoDOT has worked closely with the local community and other highway users to develop potential I-70 solutions.

Extensive stakeholder dialog has taken place with the study's 14-member Community Advisory Group and other stakeholders through face-to-face meetings, community group meetings, listening posts and electronic outreach. Area residents, business owners and travelers have been provided multiple opportunities to ask questions about or to comment on the EIS. They can:

- Find out more at www.metroi70.com
- Learn more from the study's Community Advisory Group members who represent Kansas City's 3rd Council District; Cities of Kansas City, Independence, and Raytown; Jackson County; Mid-America Regional Council; Downtown Council of Kansas City; Greater Kansas City Chamber of Commerce; Hispanic Chamber of Commerce of Greater Kansas City; Kansas City Industrial Council; Jackson County Sports Complex Authority; and the Owner-Operator Independent Drivers Association;
- Meet with a member of MoDOT's Community Connections Team (CCT) to discuss issues and concerns. The CCT is comprised of customer relations, environmental analysis and engineering specialists;
- Contact MoDOT Area Engineer Matt Killion at Matthew.Killion@modot.mo.gov or 816-622-0500 or MoDOT Planning Manager Randy Johnson at Randy.Johnson@modot.mo.gov or 816-607-2265.

Auxilliary lanes in this section will be added as part of the separate Manchester Bridge replacement project.

Future I-435/I-70 interchange improvements will be built in phase(s) based on funding availability. This interchange is currently a scoping project.





Glossary of Terms

Future of I-70

Arterial Road – a high capacity urban road. The primary function of an arterial road is to deliver traffic from collector and local roads to freeways.

Auxiliary Lane – a lane that is added between interchanges to give drivers more room to speed up and slow down when getting on or off a highway.

Bottleneck – section of road that experiences congestion at a specific point; it can be caused by curves, reduced number of lanes, merging traffic, or areas where the number of vehicles exceeds the capacity of the roadway.



Congestion along I-70 at the Jackson Curve

Environmental Impact Statement (EIS) – a document required by NEPA for certain actions "significantly affecting the quality of the human environment" that describes the positive and negative impacts of a proposed action.

First Tier EIS – covered a large corridor area and addressed overall corridor strategies that was divided into subsequent Second Tier environmental studies. The limits of this First Tier EIS were approximately 18 miles along I-70 just east of the Missouri/Kansas state line to east of the I-470 interchange.



Horizontal Curve

Geometrics – relates to the curves, hills, and valleys of a roadway. It also includes the number of lanes, median, and shoulders.

Improvement Alternative – a transportation alternative that addresses the needs along the I-70 corridor. These alternatives include roadway improvements, wider shoulders, interchange configuration improvements, interchange consolidations, etc.

Interchange Spacing – the distance between two grade-separated interchanges. Guidelines call for having them at least one mile apart within urban areas.

Kansas City Scout – a system used to monitor and respond to traffic incidents and provide roadway information to motorists in the metropolitan area. This is primarily done with changeable message boards that provide real-time information to the motorists along major facilities.



Changeable Message Board

Lane Balance – number of through lanes at an exit ramp is equal to the number of through lanes after the exit ramp.



Glossary of Terms

Level-of-Service (LOS) – a qualitative measure of traffic operating on a roadway which takes into account number of vehicles compared to the capacity of the facility. Ratings range from A to F, where LOS A represents the best conditions and LOS E-F represents the worst.

Level-of-Service		
A	Freeflow Very low vehicle volume, free traffic flow, negligible delay, no or minimal queueing, no or minimal weaving, no or minimal grade-separated crossings.	
B	Good Good traffic flow, good signal progression, some vehicle delay and occasional higher delay for HOV/2+.	
C	Average Stable traffic flow, no signal progression, significant number of vehicles delay at signals.	
D	Accumulation Noticeable traffic congestion, longer queues and considerable signal progression, more vehicle delay at signals.	
E	Congestion Noticeable traffic congestion, longer queues, significant congestion, traffic maintenance reports, frequent traffic signal cycle failures.	
F	Severely Congested Chronic delay, severely unstable flow, heavy congestion, traffic maintenance reports, frequent signal cycle failures.	

Second Tier EIS – the focus of this study which evaluates the Selected Strategy for a 6.8 mile section along I-70 between The Paseo and Blue Ridge Cutoff Interchanges.

Section of Independent Utility (SIU) – a section of a larger project which can be implemented independently without constructing improvements to adjoining roadway sections.

Selected Strategy – result of the First Tier EIS which is to improve the key bottlenecks from The Paseo to Blue Ridge Cutoff interchanges.

Sight Distance – length of road ahead that is visible to the driver.

SmartMoves Regional Transit Vision – Kansas City's vision for expanded and enhanced regional transit services in the eight counties of the metropolitan area.

Weaving Section – where vehicles in different lanes need to cross each other to get to their desired lane.

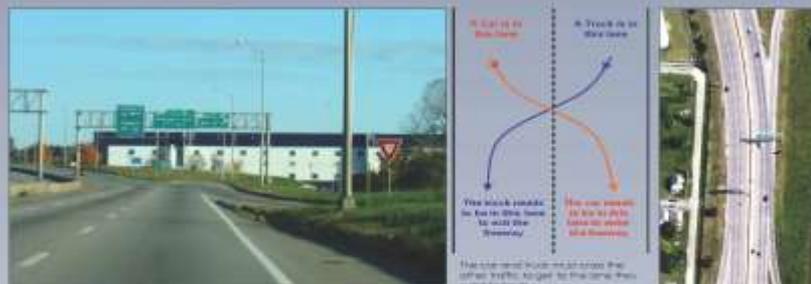
National Environmental Policy Act (NEPA) – a law that establishes requirements for evaluating and responding to environmental impacts of federal projects and projects using federal money or requiring federal action.

Operation Green Light – an ongoing study and associated projects to improve coordination of traffic signals on regional corridors which in turn could reduce the congestion at interchanges and the number of local trips on I-70.

Partial Access – one or more movements at an interchange is not available. For example, Truman Road access to I-70 is only available to and from the west.

Purpose and Need Statement – describes the transportation problems that a proposed project is to address.

Record of Decision – Federal Highway Administration's formal approval of a selected transportation improvement alternative.



Short Weave Areas

Future of I-70



Future of I-70

The Missouri Department of Transportation is continuing the I-70 Second Tier Environmental Impact Statement (EIS) in Kansas City. The environmental study spans approximately seven miles of I-70 from The Paseo interchange on the west to the Blue Ridge Cutoff interchange on the east. The study will end the summer of 2014. From Jan. 17 through Mar. 7, 2014, we're talking to the community about the preferred alternative for improving the transportation issues facing the highway. Tell us how the alternative will impact the community.

El Departamento de Transporte de Missouri continúa con la Segunda Etapa del Nivel de Impacto Ambiental (EIS, sigla en inglés) de la I-70 en Kansas City. El estudio ambiental que abarca a unas siete millas de la I-70 desde el cruce de The Paseo al este al cruce de Blue Ridge Cutoff al oeste. El estudio finalizará en el verano de 2014. Del 17 de enero al 07 de marzo de 2014, estaremos hablando con la comunidad sobre la alternativa preferida para el mejoramiento de los problemas de transporte que enfrenta la carretera. Díganos cómo impactará la alternativa a la comunidad.



Thanks!

Thank you for participating in today's meeting. We appreciate your input!

¡Gracias!

¡Gracias por participar en la reunión de hoy! ¡Nosotros agradecemos su aporte!

¡Bienvenidos! Welcome Future of I-70 El Futuro de I-70

Join the Conversation!

We want your ideas about improving I-70. Your input is essential to the study's success and will help us better understand the impact of potential improvement alternatives to the community early in the process.

As the study develops, you'll be encouraged to get involved with activities, such as the www.metroi70.com on-line town hall meeting and more, that enable you share your thoughts about I-70.

¡Únete a la Conversación!

Necesitamos sus ideas sobre cómo mejorar el I-70. Su aporte es esencial para el éxito del estudio y nos ayudará a comprender mejor el impacto de las alternativas de mejoras potenciales para la comunidad al inicio del proceso.

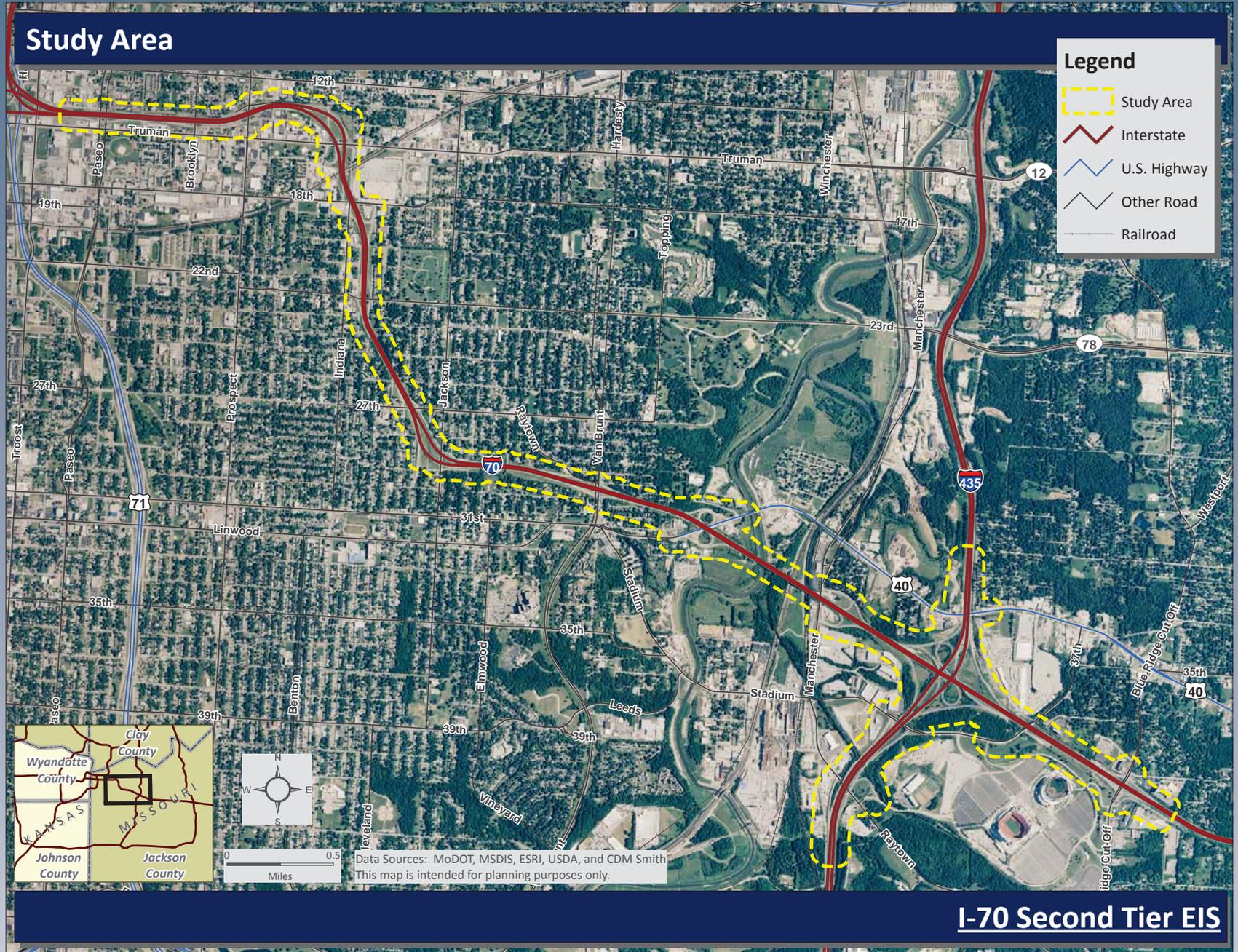
A medida que el estudio se va desarrollando, se le anima a participar en las actividades, tales como reuniones en línea de la Municipalidad en www.metroi70.com y más, que le permiten compartir sus ideas sobre el I-70.

www.metroi70.com



Study Area

Future of I-70





Purpose and Need

Why are improvements needed?

Future of I-70

Improve Safety

- From 2008 to 2012 there were 10 fatal crashes and 28 disabling injury crashes.
- The majority of the corridor exceeds the statewide average crash rate.

Reduce Congestion

- Congestion is not directly linked to traffic volumes.
- Congestion occurs at spot locations.

Restore and Maintain Existing Infrastructure

- I-70 is more than 50 years old.
- There is deteriorating pavement and bridges.
- There are geometric issues and interchange spacing and ramp issues.

Improve Accessibility

- There are 19 street crossings and 2 pedestrian bridges.
- Most of the street crossings have sidewalks, but crossing conditions could be enhanced.
- 11 bus routes cross I-70 and 3 are on I-70.
- Over 6% of adjacent households have no vehicles.

Improve Goods Movement

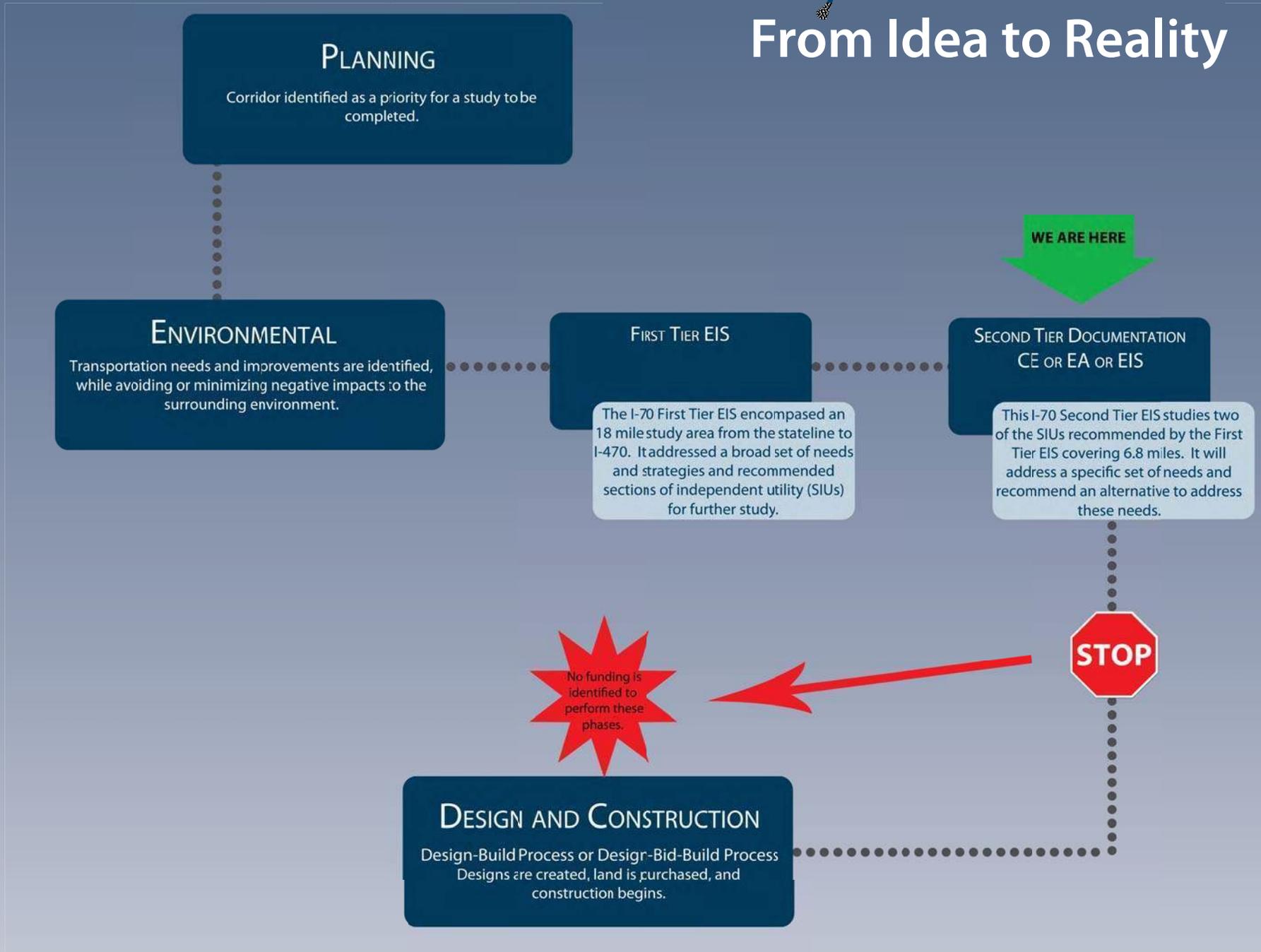
- Trucks are 11% of the daily volume.
- During peak hour, in peak direction trucks are 3% to 4% of the daily volume.
- During peak hour, in non-peak direction trucks are 8% to 9% of the daily volume.
- Provides access to several major truck facilities.





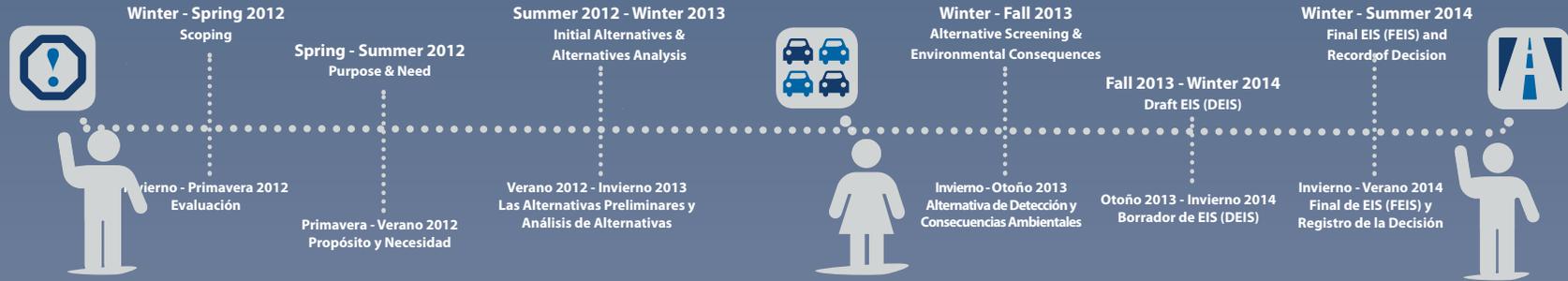
Future of I-70

Study Process From Idea to Reality





Schedule Horario



The I-70 Second Tier Environmental Impact Statement (EIS) involves the following elements:

- **Scoping (Winter 2012):** Involves working with key stakeholders, agencies, and the general public to identify a wide-range of issues (e.g. environmental, engineering, traffic) to be addressed in the EIS.
- **Purpose and Need (Spring - Summer 2012):** Identifies the problems that the study is intended to address and drives the development of a range of alternatives to improve I-70.
- **Initial Alternatives and Alternatives Analysis (Summer 2012 - Winter 2013):** Develops an initial range of alternatives that could meet the Purpose and Need and evaluates the alternatives using established criteria.
- **Alternative Screening and Environmental Consequences (Winter - Fall 2013):** Puts retained alternatives through a detailed evaluation of both beneficial and adverse social and environmental impacts.
- **Draft EIS (DEIS) (Fall 2013 - Winter 2014):** Discusses the alternatives for improving I-70 in detail including the preferred alternative and is made available for public review and comment. The document is submitted to the Federal Highway Administration (FHWA), the lead federal agency for the EIS, for review and approval.
- **Final EIS (FEIS) Record of Decision (Winter - Summer 2014):** Addresses substantive public and agency comments on the DEIS that may lead to revisions to the preferred alternative. The FEIS is also submitted to FHWA for review and approval. The project concludes when FHWA issues a Record of Decision.

La Declaración del Impacto Ambiental (EIA) de la Segunda Etapa del I-70 comprende los siguientes elementos:

- **Preliminares (Invierno 2012):** Consiste en trabajar con los principales interesados, los organismos y el público en general a identificar una amplia gama de temas (por ejemplo, ambientales, de ingeniería, tráfico) que se abordarán en el EIS.
- **Propósito y Necesidad (Primavera - Verano 2012):** Identifica los problemas que el estudio tenga por objeto atender e impulsa el desarrollo de una gama de alternativas para mejorar el I-70.
- **Las Alternativas Iniciales y Análisis de las Alternativas (Verano 2012 - Invierno 2013):** Desarrolla un rango inicial de alternativas que podrían permitir alcanzar el propósito y la necesidad y evalúa las alternativas utilizando los criterios establecidos.
- **Evaluación de las Alternativa y las Consecuencias Ambientales (Invierno 2013 - Otoño 2013):** Pone las alternativas retenidas a través de una evaluación detallada de los impactos sociales y ambientales tanto beneficiosos como perjudiciales. Dincing eu feugue dolor sustrud
- **Borrador de EIS (DEIS) (Otoño 2013 - Invierno 2014):** Trata sobre las alternativas para mejorar el I-70 en detalle, incluyendo la alternativa preferida y está disponible para su revisión y comentarios públicos. El documento se remite a la Administración Federal de Autopistas (FHWA), la agencia federal para el EIS, para su revisión y aprobación.
- **Final de EIS (FEIS) Registro de la Decisión (Invierno - Verano 2014):** Considera a fondo los comentarios sustantivos públicos y de la agencia sobre el DEIS que pueden dar lugar a la revisión de la alternativa preferida. El FEIS también se presenta a la FHWA para su revisión y aprobación. El proyecto concluye cuando la FHWA emite un Registro de Decisión.

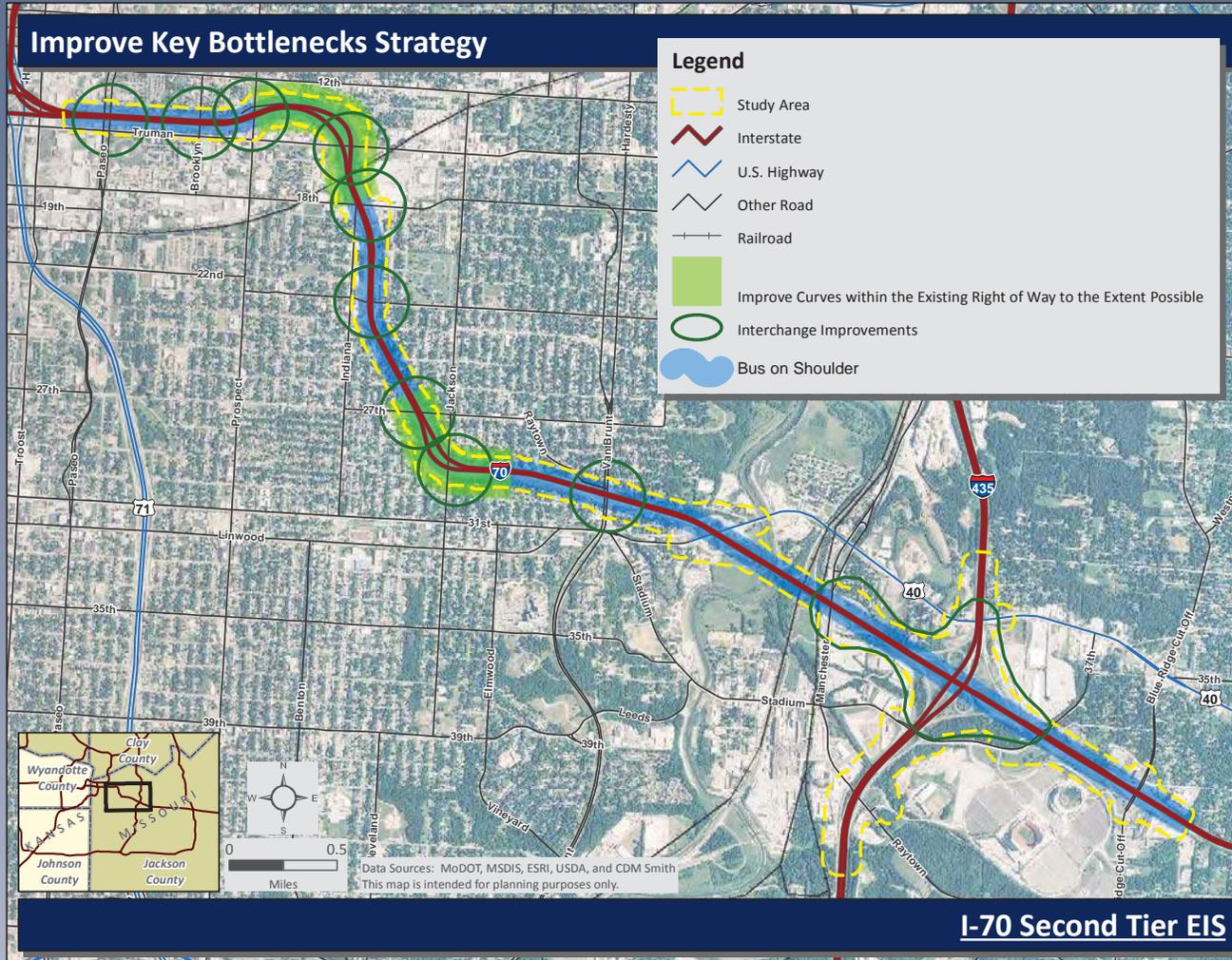
Future of I-70



First Tier Selected Strategy

Improve Key Bottlenecks

Future of I-70



Improve Key Bottlenecks' Elements:

Roadway

- Rehabilitate and/or rebuild I-70 as six lanes with a design life of 30 to 50 years
- Rehabilitate and/or rebuild obsolete and deficient bridges
- Improve the Jackson and Benton Curves
- Use collector distributor road system at key locations if needed

Interchanges

- Improve interchanges by addressing ramp lengths, merge areas, weave sections, and bicycle/pedestrian access
- Rehabilitate and/or rebuild the I-70 and I-435 Interchange
- Potential interchange consolidations, modifications, and/or eliminations

Transit and Other

- Enhance I-70 express bus service, provide for bus transit on shoulder, and explore locations to add park and ride lots as necessary
- Improve incident management response times along I-70
- Coordinate with SmartMoves Regional Transit Vision
- Integrate Operation Green Light on parallel routes
- Community Bridges



Protection of Cultural Resources

Section 106 Process

One of the key environmental factors that must be considered in an Environmental Impact Statement (EIS) is **cultural resources**. The study team used a systematic process to identify cultural resources in the project area, evaluate potential impacts to them, and determine what action will be taken to eliminate or mitigate those impacts. This is commonly referred to as the **Section 106 Process**, named after the portion of the National Historic Preservation Act that requires agencies to take into account the effects of their actions on historic properties.

Historic properties are defined as:

Any prehistoric or historic district, site, building, structure or object included in, or eligible for inclusion in, the National Register of Historic Places (NRHP).

Cultural resources investigations for the project involved researching the history of the project area and surveying various types of cultural resources in the project's area of potential effects (APE) to consider the presence of historic buildings, historic/prehistoric archaeological sites, and historic structures. The study identified three historic properties -- The Paseo, Benton Boulevard, and Van Brunt Boulevard. These are part of Kansas City's historic Parks and Boulevard System. The study team is consulting with the City of Kansas City, the Missouri State Historic Preservation Office, and the Federal Highway Administration regarding impacts to these resources. The SHPO has given preliminary concurrence that there are no adverse effects. The study team welcomes input from others interested in historic preservation to consider project effects on these historic properties. Please express your views regarding the project impacts to them and ideas for their future by providing public comments.

Besides the National Historic Preservation Act, historic properties are protected by other laws such as the Department of Transportation Act. In accordance with that law, it is the specific policy of the United States Government that:

Special efforts be made to preserve the natural beauty of the countryside and public parks and recreation lands, wildlife and waterfowl refuges, and historic sites of the United States.

The I-70 Second Tier EIS followed a four step process to determine and address any potential impacts to cultural resources. The study team is consulting with groups interested in cultural resources throughout the study process.

1

Establish Area of Potential Effects (APE)

The APE for the I-70 Second Tier EIS includes the I-70 corridor and adjacent parcels within 100 feet to either side where the project footprint extends beyond the existing right of way. This establishes the area in which the Reasonable Alternatives might have an impact on cultural resources.

2

Identify Resources and their Significance

Data and field research is conducted to identify cultural resources within the APE. Their significance or potential significance is documented and discussed with staff of the State Historic Preservation Office (SHPO) and others interested in cultural resources, potentially including tribal governments.

3

Determination of Effects

The study team determines how the Reasonable Alternatives might affect cultural resources within the APE. If a resource is adversely affected, options for eliminating or mitigating those effects are proposed.

4

Resolve Adverse Effects

The study team works with the SHPO, other relevant state and federal agencies, and consults with the public to determine the best course of action for resolving adverse effects on historic properties.

Additional information on historic preservation and the Section 106 process can be found at www.modot.org/ehp/HistoricPreservation.htm

Future of I-70





Alternative Screening

Evaluation Factor	Definition/Clarification	Indicators	Alternatives			
			No-Build	Geometric Improvements	Interchange Consolidations	Preferred
Safety						
Crash Reduction	Evaluate alternative with respect to reduction in crash rate	Addresses all or most of locations with crash rates above statewide average (<i>Complete, Substantial, Half, Some or No Achievement</i>)				
		Improves I-70 curves (<i>Complete, Substantial, Half, Some or No Achievement</i>)				
		Removes key bottlenecks (<i>Complete, Substantial, Half, Some or No Achievement</i>)				
		Number of interchange geometrics improved	2	12	12	12
Compliance with MoDOT Access Management Guidelines	Evaluate how well the alternative provides for the opportunity to implement Access Management Guidelines	Complete, Substantial, Half, Some or No Achievement				
Congestion Relief						
Traffic Operations/ Congestion Relief	Evaluate the alternatives from a traffic operations standpoint	Speed above 25 mph in 2040				
Restore/Maintain Existing Infrastructure						
Restore & Maintain Existing Infrastructure	Evaluate the corridor wide rehabilitation and/or rebuilding of existing highway	Rehabilitates and/or rebuilds existing highway (<i>Complete, Substantial, Half, Some or No Achievement</i>)				
Compliance with MoDOT Engineering Policy Guide	Evaluate how well the proposed strategy package provides the opportunity for the Engineering Policy Guide to be met.	Complete, Substantial, Half, Some or No Achievement				
Improve Accessibility						
Improve accessibility across/neighborhood	Evaluate how well the alternative improves neighborhoods and communities accessibility	Number of Interchange and Overpass Reconfigurations	0	10	10	10
		Bicycle and/or Pedestrian accommodations and/or improvements proposed (<i>Complete, Substantial, Half, Some or No Achievement</i>)				
Improve Public Transportation	Evaluate potential for the alternative to improve public transportation	Adds Park & Ride(<i>Complete, Substantial, Half, Some or No Achievement</i>)				
		Support Operation Green Light (<i>Complete, Substantial, Half, Some or No Achievement</i>)				
		Coordinate with SmartMoves Transit Plan (<i>Complete, Substantial, Half, Some or No Achievement</i>)				
Improve Goods Movement						
Improve Goods Movement	Alternative effectively serves freight movements in corridor	Improves Freight Movement (<i>Complete, Substantial, Half, Some or No Achievement</i>)				

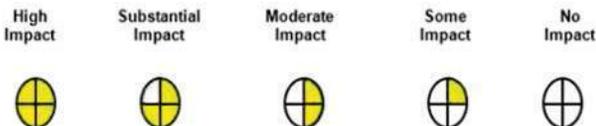
Complete Achievement Substantial Achievement Half Achievement Some Achievement No Achievement





Alternative Screening

Evaluation Factor	Definition/Clarification	Indicators	Alternatives			
			No-Build	Geometric Improvements	Interchange Consolidations	Preferred
Engineering						
Construction Staging	Evaluate how well the alternative minimizes the impact on travel and access during construction.	High, Substantial, Moderate, Some or No Impact				
Maintenance of Traffic	Evaluate potential complexity of maintaining traffic on roadway and access during construction.	High, Substantial, Moderate, Some or No Impact				
Reduce Existing Travel Diversions to Other Routes	Evaluate how the alternative reduces the diversion of travel to other routes.	High, Substantial, Moderate, Some or No Impact				
Opportunities for Future Transportation Options	Evaluate if the alternative allows for future transportation options of the roadway facility.	High, Substantial, Moderate, Some or No Impact				
Social and Economic						
Land Use	Support local and regional land use plan	Right of way needed (acres)				
Displacements and Relocations	Evaluate the impact on residences and businesses to be displaced	Residential – Single family (each)	0	42	62	31
		Commercial/Industrial (each)	0	5	8	6
		Churches (each)	0	1	1	0
Environmental Justice	Evaluate the impact to low income and/or minority areas	Area of property affected (each)	0.0			
Public Facilities and Services	Evaluate the impact to facilities and services used for public uses	Number of facilities (each)	0	1 - Property Only No Relocation	1 - Property Only No Relocation	1 - Property Only No Relocation
Environment						
Air Quality	Evaluate potential impact on air quality.	Potential to reduce local congestion (base on projected LOS) (High, Substantial, Moderate, Some or No Impact)				
Noise	Evaluate potential impact on existing sensitive receptors (residences, schools, churches, parks)	Number of sensitive noise receptor impacted	683	917	911	922
Parks/Recreational Land	Evaluate potential impact on parks	Number of park/recreational lands affected (each)	0	3	3	3
Historic Property	Evaluate potential impact on historic properties	Number of historic properties impacted (buildings on or eligible for NRHP (each)	0	1 potential property	1 potential property	1 potential property
Archaeological Site	Evaluate potential impact to known archeological sites	Number of archaeological sites potentially impacted (each)	0	3	3	3
Water Resources	Evaluate potential impact to rivers and streams	Encroachment on the Blue River (High, Substantial, Moderate, Some, or No Impact)				
Floodplains	Evaluate potential impact on floodplains	Area of floodplain affected (acres)	0.00	1.65	1.65	1.65
Wetlands	Evaluate potential impact on wetlands	Area of emergent wetland affected (acres)	0.00	0.02	0.17	0.02
		Area of forested/shrub wetland affected (acres)	0.00	0.00	0.02	0.00
Special Waste	Evaluate potential impact on special waste sites	Number of sites affected (each)	1	16	16	16
Forested Areas	Evaluate potential impact on forested areas	Area of sites affected (acres)	0.00	2.86	15.60	2.86
Cost						
Land Acquisition Cost	Opinion of probable land acquisition cost	Right of Way Cost (millions)	\$0.0	\$11.7	\$16.0	\$12.3
Construction Cost	Opinion of probable construction cost	Total Construction Cost (millions)	\$71.9	\$205.0	\$245.0	\$215.0
Total Costs	Opinion of total cost	Total Cost (millions)	\$71.9	\$216.7	\$261.0	\$227.3



No-Build Alternative

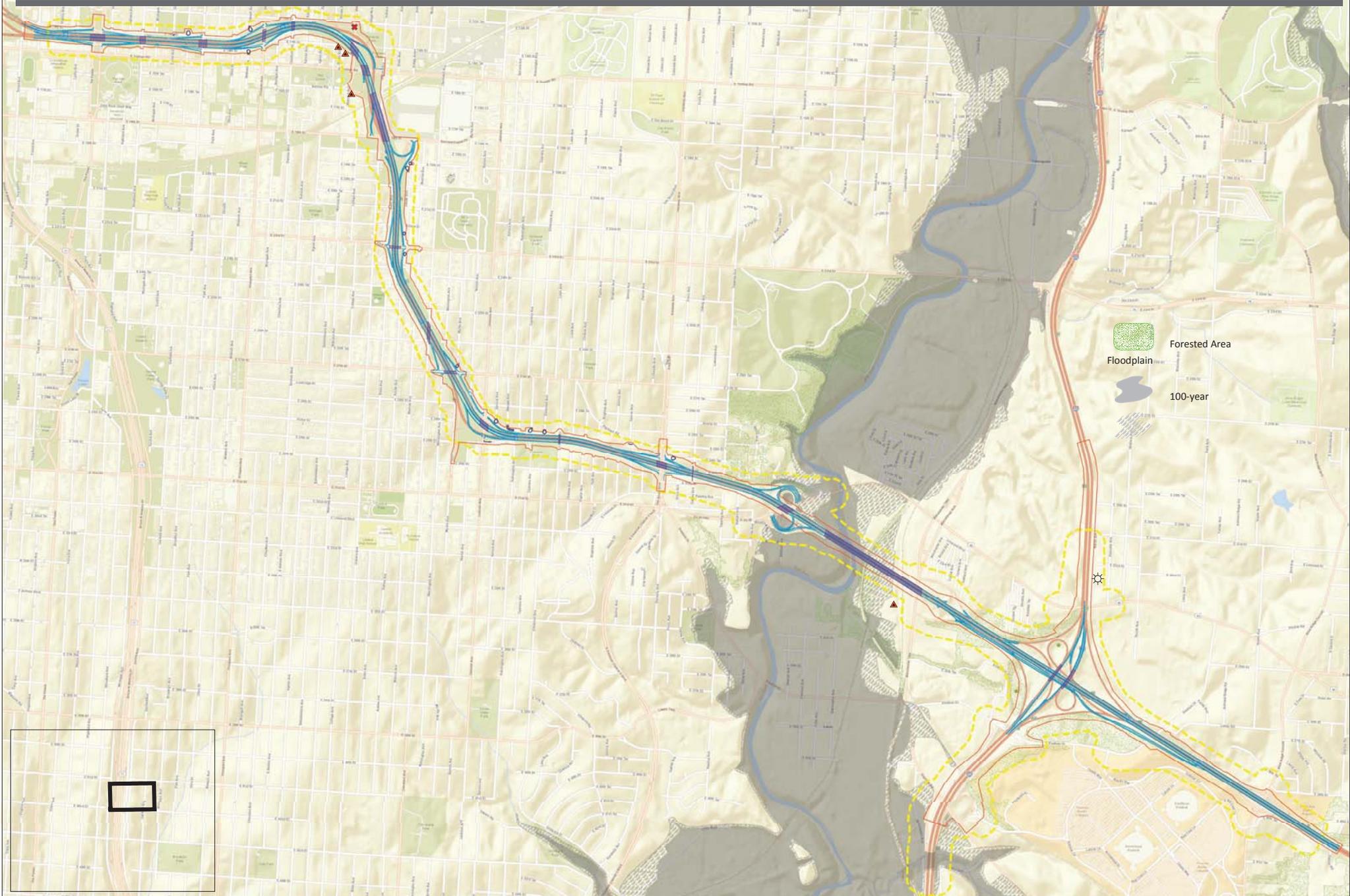
No-Build includes the following:

- General maintenance activities (repaving I-70, low cost repairs)
- Maintain existing bus service as funded by Kansas City Area Transit Authority
- Deliver committed (approved and funded) transportation projects along corridor such as replacing the Manchester Bridge

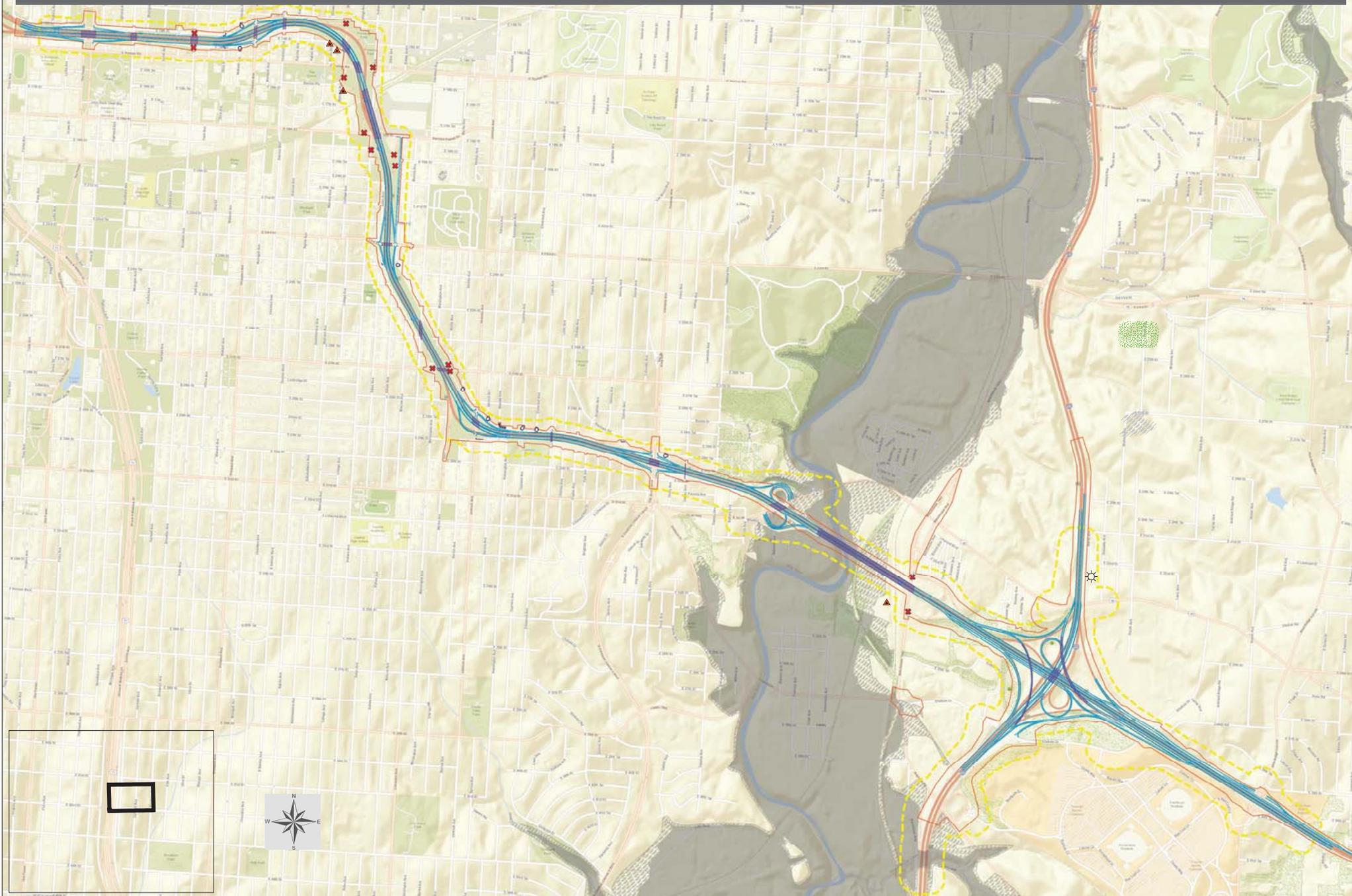
Future of I-70



Geometric Improvements Alternative



Interchange Consolidations Alternative



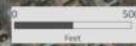
Preferred Alternative - East

CONCEPT ONLY

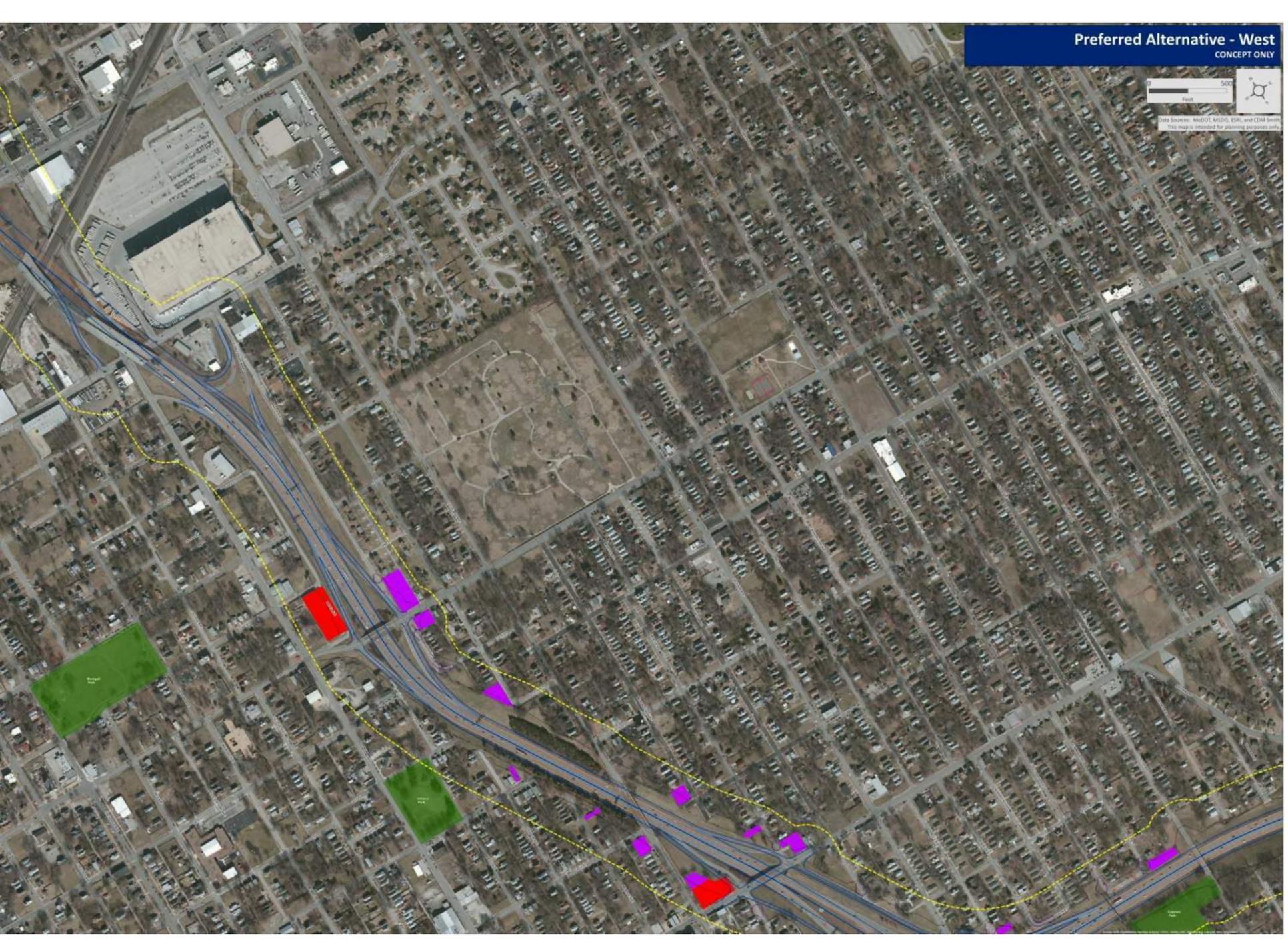


Scale bar and north arrow.





Data Sources: MMDOT, MSHQ, EIR, and CDMA Series
This map is intended for planning purposes only.





Legend

- | | | |
|------------------------|-----------------------------------|-----------------------------|
| Study Area | USFWS Wetlands | Floodplain |
| Business Relocation | Freshwater Emergent Wetland | 100-year |
| Residential Relocation | Freshwater Forested/Shrub Wetland | 500-year |
| Hydrology | Freshwater Pond | Park Area |
| Forested Area | Other | Potential 4(f) Parks |
| | Riverine | Potential 4(f) & 6(f) Parks |
| | | Community Gardens |
| | | Truman Sports Complex |

- | | | | | | | | | |
|--------|---------------|------------------|------------------|-----------|------------------|-------------|-------------|---------------|
| Bridge | Road Closures | Edge of Pavement | Edge of Shoulder | Sidewalks | Traffic Striping | Slope Lines | Cul De Sacs | Closed Access |
|--------|---------------|------------------|------------------|-----------|------------------|-------------|-------------|---------------|



Community input is crucial to the development of the Second Tier EIS, so MoDOT is connecting with the community in a variety of ways throughout the study process including:

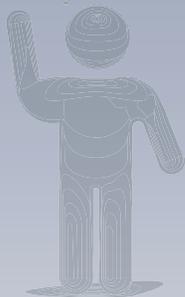
- Regular meetings with a 14-member **Community Advisory Group (CAG)**. The CAG helps share the progress of the study with the neighborhoods, businesses, and local communities that it represents while also communicating their concerns and perspectives to MoDOT.
- **Community Connections Team (CCT)** of specialists in customer relations, environmental analysis, and engineering who can talk to your organization about your issues or concerns with the study.
- **Mobile Meetings** where MoDOT brings its Voice Van and project materials to major community gathering spots and events in order to seek input from residents and commuters.
- An on-going, on-line town hall meeting at www.metroi70.com.
- A **public hearing** to share the Draft EIS document.
- Contact us page on the **project web page** at www.modot.org/kansascity/metroi70.



What do you think?

We want to hear your ideas about improving I-70 in Kansas City.

Join us at:



¿Qué piensa usted?

Queremos escuchar sus ideas sobre cómo mejorar el I-70 en Kansas City.

Únete nosotros en:

www.metroi70.com

Get Involved! ¡Junta de Programación!

El aporte de la comunidad es crucial para el desarrollo de la Segunda Etapa de EIS, por lo tanto MoDOT se está conectando con la comunidad de diversas maneras a través de todo el proceso del estudio, incluyendo:

- Reuniones periódicas con los 14 miembros del **Grupo Consultivo de la Comunidad (CAG)**. El CAG ayuda a compartir los avances del estudio con los vecindarios, empresas y comunidades locales que representan al mismo tiempo comunican sus preocupaciones y perspectivas a MoDOT.
- El **Equipo de Conexiones en la Comunidad (CCT)** de especialistas en relaciones con los clientes, análisis ambiental y de ingeniería que pueden hablar con su organización acerca de sus problemas o preocupaciones con el estudio.
- **Reuniones Móviles** donde MoDOT trae su Voice Van y los materiales del proyecto a los principales puntos de reunión de la comunidad y eventos con el fin de solicitar la opinión de los residentes y de las personas que viajan diariamente al trabajo.
- Una **reunión en curso en línea** en www.metroi70.com.
- Una **audiencia pública** para compartir el borrador del documento de EIS.
- Póngase en contacto con nosotros a través de la **página web del proyecto** en www.modot.org/kansascity/metroi70.

Future of I-70





Future of I-70



Next Steps

What happens next?

Thank you for your input. Your feedback will assist the MoDOT study team in moving the project forward. Specific upcoming activities will include:

- Completing this round of public outreach activities including: the location public hearing, an online town hall meeting; mobile meetings; and Community Connections Team presentations.
- Responding to and incorporating any comments received during public comment period.
- Preparing and submitting the Final Environmental Impact Statement (EIS) to the Federal Highway Administration (FHWA).
- Preparing and submitting the Record of Decision (ROD) to the FHWA.





Missouri Department
of Transportation

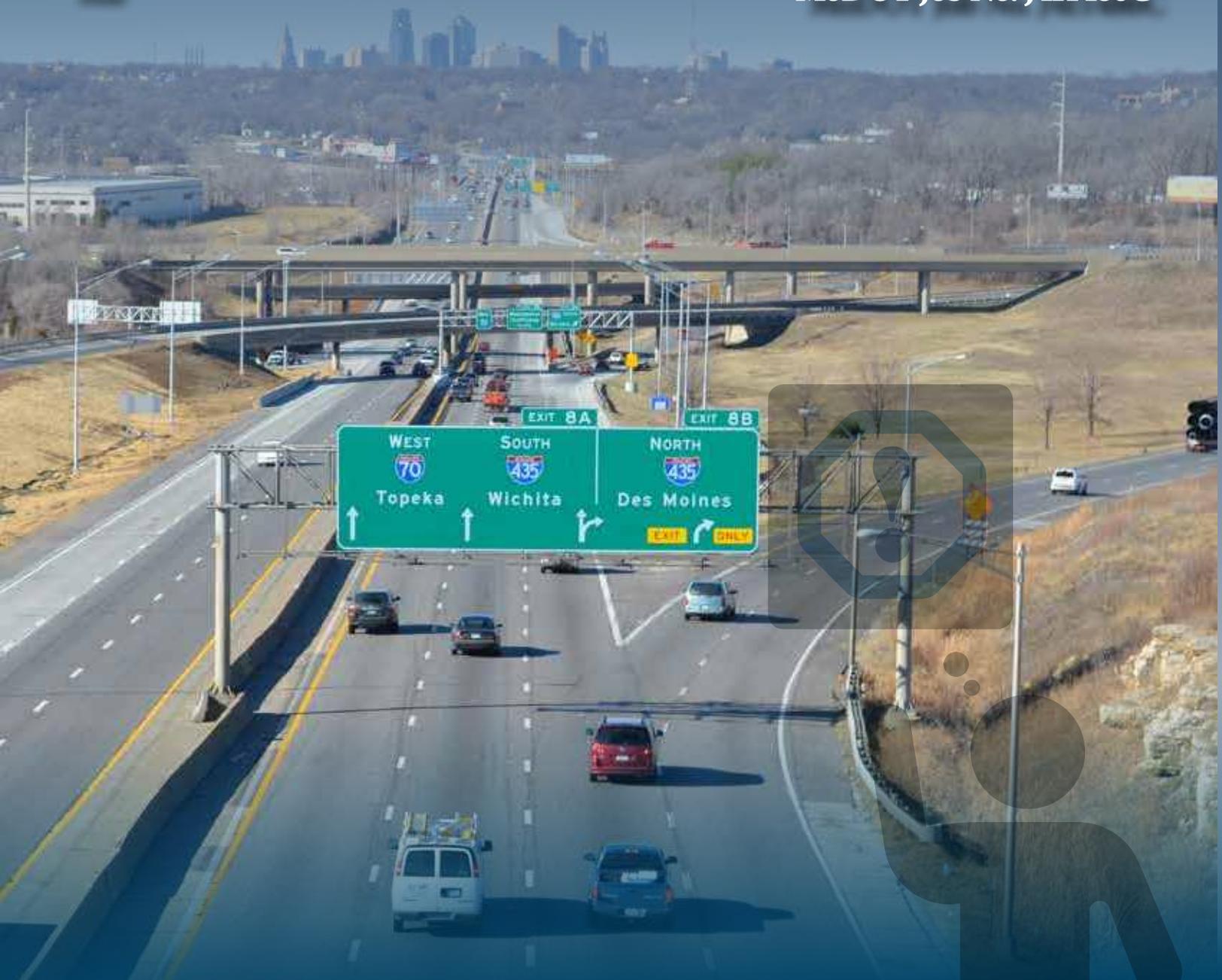
[www.modot.org/
kansascity/metroi70](http://www.modot.org/kansascity/metroi70)

600 NE Colbern Road
Lee's Summit, MO
64086

I-70 Second Tier

Environmental Impact Statement

MoDOT Job No. J4I1486C



Public Comments

From: [Randy L. Johnson](#)
To: [Matthew Burcham](#); [Nazar, Christopher R.](#); [Zafft, Allan S.](#); [Rowson, Randy](#); [Murphy, Gina L.](#); [Matthew D. Killion](#)
Cc: [Luke Miller](#)
Subject: FW: Comments on the Draft I-70 Second Tier Environmental Impact Statement
Date: Tuesday, March 11, 2014 1:01:03 PM

From: ronmclinden.yahoo.com
Sent: Friday, March 07, 2014 4:47 PM
To: Randy L. Johnson
Subject: Comments on the Draft I-70 Second Tier Environmental Impact Statement

Thank you for the opportunity to comment on the Draft Second Tier Environmental Impact Statement for reconstruction of a portion of I-70 in Jackson County, Missouri.

We have the following observations and comments:

Mitigating Past Harms

[1] - I-70 was constructed in the early 1960's under an entirely different paradigm: basically, eminent domain with no questions asked. The highway was pushed through the existing urban fabric with no public involvement, minimal relocation assistance, and little or no consideration to its effects on existing communities and institutions. Reconstruction of I-70 must include the greatest possible array of elements that will help to mitigate that past harm. For example, it is essential to both physically and symbolically reconnect the two sides of I-70 that were separated by the original construction. We suggest that MoDOT create a Community Healing Council that will provide ongoing guidance on these issues.

Design for All Travelers

[2] - The project must fully serve the needs of all travelers, including non-motorized travelers. Fully adequate facilities for such travelers to cross the I-70 corridor must be provided, and must be significantly above minimum accepted standards. For example, sidewalks on both sides of the street for both interchange and non-interchange crossings, with fully adequate illumination and engineering features that enhance the feeling of security by avoiding the creation of "hiding places," especially under overpasses.

[3] - There should be no net loss of access across the I-70 corridor for non-motorized travelers. Where access points are eliminated it is essential to retain non-interchange crossings, at least every half mile and preferably more often.

[4] - We suggest that the existing pedestrian bridges not be rebuilt because they are perceived as presenting personal security challenges and are thus underused.

Instead, they should each be replaced with a street and bridge that has adequate sidewalks on both sides.

[5] - There should be no loss of the integrity of the existing street grid, and wherever possible restoration of the pre-existing grid. Creating new cul-de-sacs is not desirable.

Aesthetics along this Gateway Highway

[6] - Because I-70 is Kansas City's gateway from the east, it is essential that it be constructed with the highest consideration to aesthetic features in mind. Design elements of Bruce R. Watkins Drive can serve as a model in creating and enhancing this gateway. Furthermore, view corridors from points east of I-435, as well as west of the Benton Curve, must be preserved and enhanced wherever possible.

[7] - In providing illumination for the highway, high-mast lighting should be avoided because it detracts from views of the city and intrudes on adjoining neighborhoods. We encourage use of LED lights both for their lower energy consumption and their lower maintenance cost due to longer life.

Noise

[8] - Noise should be minimized and/or mitigated. Noise walls are one approach, and their use should be considered in consultation with adjacent neighborhoods. However, it is more important to minimize the creation of noise. For example, careful choice of paving materials and treatments can result in less tire noise. In addition, grades in the vicinity of 27th Street should be reduced by lowering the elevation of the highway at that point, as this will reduce engine noise as well as reduce vehicle fuel consumption.

Ongoing Public Involvement

[9] - Create a Citizen Advisory Council to work with MoDOT throughout the construction process to assure that details of design are supportive and restorative of communities and their values, and that they exemplify the best in aesthetics for a gateway project such as this. This is particularly essential if MoDOT contemplates construction via the design/build process. Many of the detail decisions are often left to the contractor and are made out of sight of community involvement and/or review. Inadequacies in details of the kclCON project -- such as accommodations for non-motorized travel at I-35 and Armour Road, and also at Front Street -- come to mind

Congestion Management

[10] - As a general principle, it is essential to place improved management of existing highway capacity over the inclination to add new capacity.

[11] - We encourage ample use of access management strategies because of their potential to reduce both current and future congestion on I-70, and thereby benefit all

users. For example, ramp metering with priority access for buses and HOVs -- at least during the critical morning commute when many people make their mode choice decision for the day -- should be anticipated. Ramp metering by itself introduces a small "price" in the form of delay, and encourages some motorists, who might otherwise use I-70 for only a very short trip segment and thereby impede traffic flow, to choose another route or time of travel instead. Introducing priority access for buses and HOVs incentivizes those mode choices, and thereby expresses what we hope is our shared value of moving people over just moving vehicles.

[12] - Road use pricing mechanisms should be considered to be an almost-inevitable future practice for reducing congestion and also for recovering some part of the cost of building and operating a grade-separated urban highway -- a cost that is much higher than for arterials or expressways of comparable capacity. Thus, provision should be designed into the new I-70 for future access management strategies such as ramp metering, ramp metering with HOV priority, and road use pricing via tolls or access fees. Such provision should be made even though MoDOT might not currently have authority for such practices. In practice, for example, this might mean providing for two-lane access ramps that have some level of storage capacity on the ramp.

Transit-Specific Issues

[13] - During construction MoDOT should fund increased levels of transit service for commuters as an essential part of the project cost, and should do so at a fare level that will attract as many people as possible away from SOV travel. We suggest that providing increased levels of transit to reduce congestion in a highway corridor -- in this case congestion due to construction -- is a legitimate highway purpose and thus an eligible use of Missouri Highway Fund money.

[14] - Provision should be made for accommodating bus-on-shoulder operation in the corridor, should that strategy be deemed desirable in the future.

[15] - Because much of I-70 parallels the existing US-40 highway, traffic signals in that corridor should be made "signal-priority-ready" in order to support expedited operation of express or bus rapid transit vehicles, and at those times when congestion on the highway forces transit vehicles to use US-40 as an alternate route.

Schedule and Funding

[16] - Our understanding is that a construction schedule has not been determined as funding is uncertain. It is also our understanding that a Record of Decision has a finite "shelf life," and therefore ask that MoDOT keep its options open as factors change in the future.

Again, thank you for this opportunity to comment, and for your thoughtful consideration of our input.

Ron McLinden, Co-Founder
on behalf of
Transit Action Network
<http://www.transaction.com/>

From: [Matthew Burcham](#)
To: [Randy L. Johnson](#); [Zafft, Allan S.](#); [Nazar, Christopher R](#); [Rowson, Randy](#)
Subject: FW: FHWA-MO-EIS-14-01-D, Second Tier Environmental Impact Statement for Route I-70, Jackson County, from west of The Paseo interchange to east of the Blue Ridge Cutoff interchange, Job Number J411486C
Date: Monday, March 10, 2014 11:19:48 AM

From a non-governmental group.

Thank you,

Matt Burcham

Senior Environmental Specialist
573-526-6679
601 W. Main Street
P.O. Box 270
Jefferson City, MO 65102

From: raegan.ball.dot.gov
Sent: Monday, March 10, 2014 11:01 AM
To: Allan.Zafft@modot.mo.gov; Matthew Burcham
Subject: FW: FHWA-MO-EIS-14-01-D, Second Tier Environmental Impact Statement for Route I-70, Jackson County, from west of The Paseo interchange to east of the Blue Ridge Cutoff interchange, Job Number J411486C

Raegan Ball
Program Development Team Lead
FHWA, Missouri Division
573-638-2620

From: Cynthia Jarrold [<mailto:cjarrold@gamaliel.org>]
Sent: Friday, March 07, 2014 4:57 PM
To: Ball, Raegan (FHWA); ed.hassinger@fhwa.dot.gov; matt.killion@modot.gov; Helfer, Bryna (OST)
Subject: RE: FHWA-MO-EIS-14-01-D, Second Tier Environmental Impact Statement for Route I-70, Jackson County, from west of The Paseo interchange to east of the Blue Ridge Cutoff interchange, Job Number J411486C

Ms. Ball and Mr. Hassinger,

I am forwarding electronic copies of the letters submitted by mail from Gamaliel affiliates MORE2 in Kansas City and MCU in St. Louis. Thank you for your consideration.

Best,
Cynthia Jarrold

March 7, 2014

Ms. Raegan Ball
Program Development Team Leader

Federal Highway Administration, Division Office
3220 West Edgewood, Suite H
Jefferson City, MO 65109

Mr. Edward Hassinger
Chief Engineer
Missouri Department of Transportation
P.O. Box 270
Jefferson City, MO 65102

RE: FHWA-MO-EIS-14-01-D, Second Tier Environmental Impact Statement for Route I-70, Jackson County, from west of The Paseo interchange to east of the Blue Ridge Cutoff interchange, Job Number J4I1486C

Dear Ms. Ball and Mr. Hassinger:

We represent the Metro Organization for Racial and Economic Equity (MORE²) in Kansas City and Metropolitan Congregations United (MCU) in St. Louis. MORE² and MCU are sister organizations within the Gamaliel national network and are comprised of diverse, faith communities representing thousands of faith leaders in the Kansas City and St. Louis metropolitan regions. We work together to ensure that ordinary people—especially those in low-income communities and communities of color—are able to participate in the political, environmental, social, and economic decisions affecting their lives and to share in the prosperity of our communities. To that end we submit the following response to the I-70 Second Tier Draft Environmental Impact Statement (DEIS) prepared by the Missouri Department of Transportation (MoDOT).

- We oppose the highway-only alternative identified in the DEIS. From the time of its construction, I-70 has served as a barrier dividing our community into north and south and limiting access to opportunities within the community for local residents, especially low-income residents and people of color. Instead, it has provided improved access for those outside of the community traveling to destinations like Arrowhead Stadium. We would like to see specifics added to the DEIS that address improving connections and access for all residents and eliminating the interstate as a barrier between north and south.
- We see nothing in the DEIS about transit. That could be remedied easily by amending the Preferred Alternative to include language that allows for improved shoulder width to accommodate buses traveling on the shoulder.
- We also have questions about the extent to which the DEIS actually responds to Executive Order (EO) 12898 - Federal Actions to Address Environmental Justice in Minority Populations and Low-Income Populations. We urge MoDOT to provide a detailed assessment of the benefits and impacts to the neighborhoods immediately adjacent compared with the benefits and impacts to those outside of the adjacent neighborhoods and traveling on I-70 and to include language in the DEIS that mitigates those impacts on the adjacent neighborhoods.
- Finally, with the release of the FY 2015 federal budget earlier this week, President Obama and U.S. DOT Secretary Foxx have signaled strong support for workforce development on projects receiving federal funding. Both MCU and MORE² have worked

successfully with MoDOT (on the I-64/U.S. 40 design build project and the Christopher “Kit” Bond Bridge project) to develop community benefits agreements that include provisions and goals for pre-apprenticeship training, on-the-job training, and minority and women hires. We urge MoDOT to include specific workforce language that would benefit low-income people, people of color, and women.

We appreciate the work that has been done thus far on the DEIS. We believe, however, that the document must be strengthened by including provisions that address local access, transit, environmental justice, and workforce development. If you have questions or need further clarification, please feel free to contact us or the Executive Directors of our respective organizations —Lora McDonald, MORE², (816) 277-5912 or loramore2@yahoo.com, or David Gerth, MCU, (314) 518-6455 or david@mcustl.com.

Sincerely,



Rev. Dr. Rodney Williams
Co-Chair, MORE²
(816) 363-1861



Sandra Holderman
Co-Chair, MORE²
(816) 797-0913

James Sahaida
President, MCU
(314) 367-7121

Cc: Dr. Bryna Helfer, Deputy Assistant Secretary of Public Engagement, U.S. Department of Transportation

Matt Killion, Area Engineer, Missouri Department of Transportation
Cynthia Owen Jarrold, M.Div., Federal Policy Coordinator, Gamaliel

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Cynthia Owen Jarrold, M.Div.
Federal Policy Coordinator
Mobile: 913.219.3198
Email: cjarrold@gamaliel.org | cynthia@transportationequity.org
Website: www.gamaliel.org | www.transportationequity.org

**I-70 Second Tier EIS Community Connections Team
 Meeting Summary Sheet**

Date:	February 10, 2014
Organization/Group:	Truman Plaza Implementation Committee
Location:	Kansas City Public Library: Northeast Branch, 600 Wilson Road, Kansas City, Missouri 64123
Group Organizer (Contact):	Kelli Johnston Dorsey, City Kansas City, MO – City Planning and Development
CCT Team Member Speaker/Staff:	Matt Killion (presenter) Allan Zafft
No. of Attendees:	6
Key Issue(s) Raised:	<p>Comments and questions mentioned at the meeting.</p> <ul style="list-style-type: none"> <input type="checkbox"/> Why I-435 SB to I-70 EB bridge is not two lanes? <ul style="list-style-type: none"> o Response – Due to bridge condition <input type="checkbox"/> What is MoDOT’s funding allocation? <ul style="list-style-type: none"> o Response – Federal and state funding <input type="checkbox"/> The Brooklyn Avenue ramp closures will result in a different way to get to the barbeque restaurants. <input type="checkbox"/> Why the cul-de-sacs? Why the closures at the Jackson Curve and east? People will be upset. <input type="checkbox"/> What are the red displacements around Benton? <ul style="list-style-type: none"> o Response – One of the displacements is the KCMO police credit union. <input type="checkbox"/> What are the bicycle and pedestrian improvements? <ul style="list-style-type: none"> o Response – Do not indicate specific improvements. There are 2 pedestrian crossings. During design and construction, it will be decided if these bridges are the correct locations. <input type="checkbox"/> What about screening? <ul style="list-style-type: none"> o Noise walls will be determined during design. <input type="checkbox"/> Concern about cul-de-sacs with safety in being close to I-70. Delivery of services (i.e. snowplowing) affected with cul-de-sacs. <input type="checkbox"/> Mention the truck traffic on Hwy 24? Can the street name for US 24 be changed? What is the process? <ul style="list-style-type: none"> o Kansas City owns US 24 west of I-435. Suggest the city contact the Mid-America Regional Council about the process to change the name.

	<input type="checkbox"/> Regarding the bridge construction on US 24 in March, concern with the closure of US 24 and not being notified about it.
Follow Up:	MoDOT will follow-up with the NE Chamber of Commerce about the upcoming closure of US 24, so they can circulate notice of it.

**I-70 Second Tier EIS Community Connections Team
 Meeting Summary Sheet**

Date:	February 17, 2014
Organization/Group:	Washington-Wheatley Neighborhood Association
Location:	Seton Center, 2816 E. 23 rd Street, Kansas City, MO 64127
Group Organizer (Contact):	Marlon Hammons, President
CCT Team Member Speaker/Staff:	Matt Killion, MoDOT AJ Bryd, MoDOT Chris Nazar, CDM Smith
No. of Attendees:	Approximately 18
Key Issue(s) Raised:	<p>Key comments and questions from the attendees:</p> <ul style="list-style-type: none"> <input type="checkbox"/> Member of St. Stephens Baptist Church use The Paseo ramps. MoDOT indicated The Paseo ramps stay open and could be improved. <input type="checkbox"/> 18th Street is a dangerous exit going eastbound. Also, need lights at abutment (lights not working) at eastbound exit at 18th Street. Put a lighted arrow to show abutment on I-70 at 18th Street ramp. <input type="checkbox"/> At the Benton curve, the turn needs to be banned possibly - centrifugal force takes you into median. <input type="checkbox"/> Whose lifetime will this happen in? MoDOT explained no money for design and construction. There is money for repairs. <input type="checkbox"/> Will MoDOT repair the 23rd Street Bridge? A maintenance project is needed (needs pavement repair). <input type="checkbox"/> MoDOT did not hear any suggestions at this meeting that are inconsistent with the plan. There are some maintenance issues. <input type="checkbox"/> Question about changes near Lister Avenue. <input type="checkbox"/> Questions about the proposed KCMO improvements to 22nd/23rd Street in conjunction with the I-70 future improvements and US 71. Concern on decreasing air quality in these local areas. MoDOT explained less idling. Concern was stop signs on 22nd/23rd Street and other surface streets. MoDOT is not changing any side streets. This is a City project. MoDOT has coordinated with the City.

	<ul style="list-style-type: none"><input type="checkbox"/> Why don't we have entrance ramps that are flatter - can we grade better ramps? MoDOT said absolutely and the shoulders will be wider.<input type="checkbox"/> How do I find more information on properties affected? MoDOT answered specific questions after meeting.<input type="checkbox"/> Question about implementation. MoDOT indicated over time with funding situation as it is now no funding has been identified. Uncertain with current funding. If state transportation is funded as now it will be hard to make changes.<input type="checkbox"/> Request that AJ Byrd send job information for projects to the Seaton Center and the Washington Wheatley Neighborhood Association. AJ will come back to discuss the On The Move plan and funding for projects.<input type="checkbox"/> AJ indicated that the CCT will get an invitation to the Santa Fe Neighborhood but could be an April meeting.
Follow Up:	<ul style="list-style-type: none"><input type="checkbox"/> AJ Byrd will come back to a Washington Wheatley Neighborhood monthly meeting to discuss the On The Move plan and funding for projects.<input type="checkbox"/> AJ Byrd will contact the Santa Fe Neighborhood to invite the CCT to present the I-70 Second Tier EIS.

**I-70 Second Tier EIS Community Connections Team
Meeting Summary Sheet**

Date:	February 18, 2014
Organization/Group:	Northeast Industrial Association
Location:	Metropolitan Community College Business and Technology Campus, Kansas City, Missouri
Group Organizer (Contact):	Joe LaMothe (Mid-West Terminal Warehouse Co., Inc.)
CCT Team Member Speaker/Staff:	Randy Johnson-MoDOT
No. of Attendees:	19
Key Issue(s) Raised:	<p>The preferred alternative handout and project newsletter was provided to the meeting attendees.</p> <p>They had no concerns with the preferred alternative. They asked some questions such as the following:</p> <ol style="list-style-type: none">1. What are the historical properties?2. They would like to see improvements to the I-70 and I-435 interchange.3. They asked about tolling options to get increased funding.
Follow Up:	None

**I-70 Second Tier EIS Community Connections Team
Meeting Summary Sheet**

Date:	February 18, 2014
Organization/Group:	Kansas City Downtown Council - Infrastructure Committee
Location:	Emerald Room, Town Pavilion, 1111 Main Street, 4th Floor
Group Organizer (Contact):	Mark Rowlands, Community Improvements Districts Director
CCT Team Member Speaker/Staff:	Matt Killion-MoDOT
No. of Attendees:	31
Key Issue(s) Raised:	<p>The preferred alternative handout and project newsletter was provided to the meeting attendees.</p> <p>Below are a few questions that were answered.</p> <ol style="list-style-type: none">1. Was there any consideration for adding lighting to improve safety?2. Has the need for aesthetic improvements been discussed and identified in the study?3. What is included that addresses storm water runoff (from KCMO Water Services)?4. How would improvements be made, over time in pieces, or all at once?5. Given your current funding, are these improvements even possible?
Follow Up:	None

**I-70 Second Tier EIS Community Connections Team
Meeting Summary Sheet**

Date:	February 20, 2014
Organization/Group:	Mr. Ollie Gates
Location:	Gates Bar-B-Q Restaurant, 1325 East Emanuel Cleaver Blvd. Kansas City, Missouri
Group Organizer (Contact):	
CCT Team Member Speaker/Staff:	Matt Killion-MoDOT Randy Johnson-MoDOT
No. of Attendees:	1 (Mr. Gates)
Key Issue(s) Raised:	<p>The newsletter, preferred alternative handout, and detailed map of the preferred alternative between The Paseo and Prospect Avenue were used for discussion.</p> <p>Matt and Randy provided an overview of the study regarding purpose and need, and quickly moved to discussion about the preferred alternative and access changes at Brooklyn Avenue interchange.</p> <p>Mr. Gates did not agree that there was a safety problem in the area, and felt that the proposed changes would not improve safety.</p> <p>Mr. Gates stated that it would be acceptable to close the westbound on-ramp from Brooklyn, but that closure of the eastbound exit ramp to Brooklyn adversely affected business.</p>
Follow Up:	

Comments

Location Public Hearing
Gregg/Klice Community Center
February 11, 2014

The preferred alternative involves improving interstate ramps, merge areas, interchanges, and rebuilding and/or rehabilitating I-70 pavement and bridges. It also involves improving the Benton and Jackson Curves, bicycle and pedestrian access, and more. What do you think of the preferred alternative? (Circle 1 Response and List Why)



Not enough
detail information.

Safer Mobility: How do you think the preferred alternative will improve safety for motorists, pedestrians, and bicyclists in the corridor?

Smoother Driving Experience: How do you think the preferred alternative will improve the driving experience within the I-70 corridor?

Transportation Options: What improvements do you think the preferred alternative will have on the use of alternative modes of transportation within the I-70 corridor?

Your Opinion: What other opinions do you have about the preferred alternative?

Please turn this page over to answer a few more questions.

Draft EIS Document: What comments do you have about the Draft EIS document? For example, you might have comments about its overall findings, evaluation of improvement alternatives, impacts of the preferred alternative on the environment, or other items.

This long study process has been an opportunity to re-think I-70, to heal the wounds inflicted on the community 50 years ago. All I see are tweaks

Location: What is your zip code?

64111

(Fold)

Self Descriptions: How would you describe yourself? (Circle Up to 6 Descriptions).

Resident Business Owner Employee Property Owner Renter or Lessee Other Stakeholder

Thanks for giving us your feedback!



Your input will help us refine the preferred improvement alternative for I-70 between The Paseo and Blue Ridge Cutoff.

(Fold)

I-70 Second Tier EIS
c/o Vireo
929 Walnut, Suite 700
Kansas City, Missouri 64106



Place
Postage
Here

I-70 Second Tier EIS
 Comment Form Responses from January 17 - February 28, 2014

SURVEY	URL	SURVEY DATE	EVENT	DEVICE TYPE	RESPONDENT CODE	RESPONDENT ZIP CODE	RESPONDENT EMAIL	QUESTION #	QUESTION	ANSWER
I-70 Second Tier EIS	www.i70seiscomments.net	2/6/2014	Mobile Meeting at VA Med. Center	Tablet	1.90182E+13	64110		1	The preferred alternative involves improving interstate ramps merge areas interchanges and rebuilding and/or rehabilitating I-70 pavement and bridges. It also involves improving the Benton and Jackson Curves bicycle and pedestrian access and more. Overall what do you think of the preferred alternative? (Select 1 Response)	Like It
I-70 Second Tier EIS	www.i70seiscomments.net	2/6/2014	Mobile Meeting at VA Med. Center	Tablet	1.90182E+13	64110		2	Why did you respond to the previous question about the preferred alternative?	Not getting killed such as jackson and getting off prospect
I-70 Second Tier EIS	www.i70seiscomments.net	2/6/2014	Mobile Meeting at VA Med. Center	Tablet	1.90182E+13	64110		3	How do you think the preferred alternative will improve safety for motorists pedestrians and bicyclists within the corridor? Please type your comments in the space below.	Improve the curve and fatalities and crashes
I-70 Second Tier EIS	www.i70seiscomments.net	2/6/2014	Mobile Meeting at VA Med. Center	Tablet	1.90182E+13	64110		4	How do you think the preferred alternative will improve the driving experience within the I-70 corridor? Please type your comments in the space below.	Slow things down
I-70 Second Tier EIS	www.i70seiscomments.net	2/6/2014	Mobile Meeting at VA Med. Center	Tablet	1.90182E+13	64110		5	What improvements do you think the preferred alternative will have on the use of alternative modes of transportation within the I-70 corridor? Please type your comments in the space below.	Truman and indiana improvements
I-70 Second Tier EIS	www.i70seiscomments.net	2/6/2014	Mobile Meeting at VA Med. Center	Tablet	1.90182E+13	64110		6	What other opinions do you have about the preferred alternative? Please type your comments in the space below.	Will this provide jobs such as construction
I-70 Second Tier EIS	www.i70seiscomments.net	2/6/2014	Mobile Meeting at VA Med. Center	Tablet	1.90182E+13	64110		8	How would you describe yourself? (Select Up to 6 Descriptions).	Resident
I-70 Second Tier EIS	i70seiscomments.net	2/6/2014	Mobile Meeting at VA Med. Center	Tablet	2.07605E+13	64138		1	The preferred alternative involves improving interstate ramps merge areas interchanges and rebuilding and/or rehabilitating I-70 pavement and bridges. It also involves improving the Benton and Jackson Curves bicycle and pedestrian access and more. Overall what do you think of the preferred alternative? (Select 1 Response)	Like It
I-70 Second Tier EIS	i70seiscomments.net	2/6/2014	Mobile Meeting at VA Med. Center	Tablet	2.07605E+13	64138		2	Why did you respond to the previous question about the preferred alternative?	For the safety of the travelers. Could have been recognized earlier.

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I-70 Second Tier EIS	i70seiscomments.net	2/6/2014	Mobile Meeting at VA Med. Center	Tablet	2.07605E+13	64138		3	How do you think the preferred alternative will improve safety for motorists pedestrians and bicyclists within the corridor? Please type your comments in the space below.	Yes.
I-70 Second Tier EIS	i70seiscomments.net	2/6/2014	Mobile Meeting at VA Med. Center	Tablet	2.07605E+13	64138		4	How do you think the preferred alternative will improve the driving experience within the I-70 corridor? Please type your comments in the space below.	Prevent accidents with the ramp closures.
I-70 Second Tier EIS	i70seiscomments.net	2/6/2014	Mobile Meeting at VA Med. Center	Tablet	2.07605E+13	64138		5	What improvements do you think the preferred alternative will have on the use of alternative modes of transportation within the I-70 corridor? Please type your comments in the space below.	Prevent conflict points between motorists and bicyclists amd pedestrians.
I-70 Second Tier EIS	i70seiscomments.net	2/6/2014	Mobile Meeting at VA Med. Center	Tablet	2.07605E+13	64138		6	What other opinions do you have about the preferred alternative? Please type your comments in the space below.	Good suggestions for the improvements.
I-70 Second Tier EIS	i70seiscomments.net	2/6/2014	Mobile Meeting at VA Med. Center	Tablet	2.07605E+13	64138		8	How would you describe yourself? (Select Up to 6 Descriptions).	Resident
I-70 Second Tier EIS	www.i70seiscomments.net	2/6/2014	Mobile Meeting at VA Med. Center	Tablet	2.06827E+13	64133		1	The preferred alternative involves improving interstate ramps merge areas interchanges and rebuilding and/or rehabilitating I-70 pavement and bridges. It also involves improving the Benton and Jackson Curves bicycle and pedestrian access and more. Overall what do you think of the preferred alternative? (Select 1 Response)	Like It
I-70 Second Tier EIS	www.i70seiscomments.net	2/6/2014	Mobile Meeting at VA Med. Center	Tablet	2.06827E+13	64133		2	Why did you respond to the previous question about the preferred alternative?	Good idea for safety
I-70 Second Tier EIS	www.i70seiscomments.net	2/6/2014	Mobile Meeting at VA Med. Center	Tablet	2.06827E+13	64133		3	How do you think the preferred alternative will improve safety for motorists pedestrians and bicyclists within the corridor? Please type your comments in the space below.	Doing away with the short ramps to provide time to speed up
I-70 Second Tier EIS	www.i70seiscomments.net	2/6/2014	Mobile Meeting at VA Med. Center	Tablet	2.06827E+13	64133		4	How do you think the preferred alternative will improve the driving experience within the I-70 corridor? Please type your comments in the space below.	See previous answer
I-70 Second Tier EIS	www.i70seiscomments.net	2/6/2014	Mobile Meeting at VA Med. Center	Tablet	2.06827E+13	64133		5	What improvements do you think the preferred alternative will have on the use of alternative modes of transportation within the I-70 corridor? Please type your comments in the space below.	Good idea to widen sidewalks

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I-70 Second Tier EIS	www.i70seiscomments.net	2/6/2014	Mobile Meeting at VA Med. Center	Tablet	2.06827E+13	64133		8	How would you describe yourself? (Select Up to 6 Descriptions).	Resident
I-70 Second Tier EIS	i70seiscomments.net	2/6/2014	Mobile Meeting at VA Med. Center	Tablet	6.92574E+12	64015		1	The preferred alternative involves improving interstate ramps merge areas interchanges and rebuilding and/or rehabilitating I-70 pavement and bridges. It also involves improving the Benton and Jackson Curves bicycle and pedestrian access and more. Overall what do you think of the preferred alternative? (Select 1 Response)	Love It
I-70 Second Tier EIS	i70seiscomments.net	2/6/2014	Mobile Meeting at VA Med. Center	Tablet	6.92574E+12	64015		2	Why did you respond to the previous question about the preferred alternative?	On metro bus have noticed that these improvements are needed.
I-70 Second Tier EIS	i70seiscomments.net	2/6/2014	Mobile Meeting at VA Med. Center	Tablet	6.92574E+12	64015		3	How do you think the preferred alternative will improve safety for motorists pedestrians and bicyclists within the corridor? Please type your comments in the space below.	Yes.
I-70 Second Tier EIS	i70seiscomments.net	2/6/2014	Mobile Meeting at VA Med. Center	Tablet	6.92574E+12	64015		5	What improvements do you think the preferred alternative will have on the use of alternative modes of transportation within the I-70 corridor? Please type your comments in the space below.	These improvements will improve congestion and safety improving riding the bus.
I-70 Second Tier EIS	i70seiscomments.net	2/6/2014	Mobile Meeting at VA Med. Center	Tablet	6.92574E+12	64015		6	What other opinions do you have about the preferred alternative? Please type your comments in the space below.	The DDI might be an option in the this area.
I-70 Second Tier EIS	i70seiscomments.net	2/6/2014	Mobile Meeting at VA Med. Center	Tablet	6.92574E+12	64015		8	How would you describe yourself? (Select Up to 6 Descriptions).	Resident
I-70 Second Tier EIS	i70seiscomments.net	2/6/2014	Mobile Meeting at VA Med. Center	Tablet	6.92574E+12	64015		8	How would you describe yourself? (Select Up to 6 Descriptions).	Renter or lessee
I-70 Second Tier EIS	i70seiscomments.net	2/6/2014	Mobile Meeting at VA Med. Center	Tablet	8.32372E+12	64127		1	The preferred alternative involves improving interstate ramps merge areas interchanges and rebuilding and/or rehabilitating I-70 pavement and bridges. It also involves improving the Benton and Jackson Curves bicycle and pedestrian access and more. Overall what do you think of the preferred alternative? (Select 1 Response)	Like It
I-70 Second Tier EIS	i70seiscomments.net	2/6/2014	Mobile Meeting at VA Med. Center	Tablet	8.32372E+12	64127		2	Why did you respond to the previous question about the preferred alternative?	Good idea. Improve bicylists interaction with traffic.
I-70 Second Tier EIS	i70seiscomments.net	2/6/2014	Mobile Meeting at VA Med. Center	Tablet	8.32372E+12	64127		3	How do you think the preferred alternative will improve safety for motorists pedestrians and bicyclists within the corridor? Please type your comments in the space below.	Yes.

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I-70 Second Tier EIS	i70seiscomments.net	2/6/2014	Mobile Meeting at VA Med. Center	Tablet	8.32372E+12	64127		4	How do you think the preferred alternative will improve the driving experience within the I-70 corridor? Please type your comments in the space below.	Safety
I-70 Second Tier EIS	i70seiscomments.net	2/6/2014	Mobile Meeting at VA Med. Center	Tablet	8.32372E+12	64127		8	How would you describe yourself? (Select Up to 6 Descriptions).	Resident
I-70 Second Tier EIS	www.i70seiscomments.net	2/6/2014	Mobile Meeting at VA Med. Center	Tablet	2.95306E+12	64123		1	The preferred alternative involves improving interstate ramps merge areas interchanges and rebuilding and/or rehabilitating I-70 pavement and bridges. It also involves improving the Benton and Jackson Curves bicycle and pedestrian access and more. Overall what do you think of the preferred alternative? (Select 1 Response)	Love It
I-70 Second Tier EIS	www.i70seiscomments.net	2/6/2014	Mobile Meeting at VA Med. Center	Tablet	2.95306E+12	64123		2	Why did you respond to the previous question about the preferred alternative?	We need to improve the interstate for safety reasons
I-70 Second Tier EIS	www.i70seiscomments.net	2/6/2014	Mobile Meeting at VA Med. Center	Tablet	2.95306E+12	64123		4	How do you think the preferred alternative will improve the driving experience within the I-70 corridor? Please type your comments in the space below.	Feel safer
I-70 Second Tier EIS	www.i70seiscomments.net	2/6/2014	Mobile Meeting at VA Med. Center	Tablet	2.95306E+12	64123		5	What improvements do you think the preferred alternative will have on the use of alternative modes of transportation within the I-70 corridor? Please type your comments in the space below.	Speed up motorist and less traffic jam
I-70 Second Tier EIS	www.i70seiscomments.net	2/6/2014	Mobile Meeting at VA Med. Center	Tablet	2.95306E+12	64123		8	How would you describe yourself? (Select Up to 6 Descriptions).	Resident
I-70 Second Tier EIS	www.i70seiscomments.net	2/6/2014	Mobile Meeting at VA Med. Center	Tablet	2.95306E+12	64123		8	How would you describe yourself? (Select Up to 6 Descriptions).	Employee
I-70 Second Tier EIS	www.i70seiscomments.net	2/6/2014	Mobile Meeting at VA Med. Center	Tablet	2.95306E+12	64123		8	How would you describe yourself? (Select Up to 6 Descriptions).	Property owner
I-70 Second Tier EIS	www.i70seiscomments.net	2/6/2014	Mobile Meeting at VA Med. Center	Tablet	5.03282E+12	64085		1	The preferred alternative involves improving interstate ramps merge areas interchanges and rebuilding and/or rehabilitating I-70 pavement and bridges. It also involves improving the Benton and Jackson Curves bicycle and pedestrian access and more. Overall what do you think of the preferred alternative? (Select 1 Response)	Like It
I-70 Second Tier EIS	www.i70seiscomments.net	2/6/2014	Mobile Meeting at VA Med. Center	Tablet	5.03282E+12	64085		2	Why did you respond to the previous question about the preferred alternative?	It would be very improving for everything such as the economy

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I-70 Second Tier EIS	www.i70seiscomments.net	2/6/2014	Mobile Meeting at VA Med. Center	Tablet	5.03282E+12	64085		3	How do you think the preferred alternative will improve safety for motorists pedestrians and bicyclists within the corridor? Please type your comments in the space below.	It would definitely improve it including from a law enforcement perspective
I-70 Second Tier EIS	www.i70seiscomments.net	2/6/2014	Mobile Meeting at VA Med. Center	Tablet	5.03282E+12	64085		4	How do you think the preferred alternative will improve the driving experience within the I-70 corridor? Please type your comments in the space below.	More comfortable
I-70 Second Tier EIS	www.i70seiscomments.net	2/6/2014	Mobile Meeting at VA Med. Center	Tablet	5.03282E+12	64085		5	What improvements do you think the preferred alternative will have on the use of alternative modes of transportation within the I-70 corridor? Please type your comments in the space below.	Wait and see how it turns out
I-70 Second Tier EIS	www.i70seiscomments.net	2/6/2014	Mobile Meeting at VA Med. Center	Tablet	5.03282E+12	64085		6	What other opinions do you have about the preferred alternative? Please type your comments in the space below.	If you widen out the bridges do all the corridor out to blue springs
I-70 Second Tier EIS	www.i70seiscomments.net	2/6/2014	Mobile Meeting at VA Med. Center	Tablet	5.03282E+12	64085		8	How would you describe yourself? (Select Up to 6 Descriptions).	Employee
I-70 Second Tier EIS	i70seiscomments.net	2/6/2014	Mobile Meeting at VA Med. Center	Tablet	4.39775E+12	66112		1	The preferred alternative involves improving interstate ramps merge areas interchanges and rebuilding and/or rehabilitating I-70 pavement and bridges. It also involves improving the Benton and Jackson Curves bicycle and pedestrian access and more. Overall what do you think of the preferred alternative? (Select 1 Response)	Like It
I-70 Second Tier EIS	i70seiscomments.net	2/6/2014	Mobile Meeting at VA Med. Center	Tablet	4.39775E+12	66112		2	Why did you respond to the previous question about the preferred alternative?	Everything safety improvements and congestion
I-70 Second Tier EIS	i70seiscomments.net	2/6/2014	Mobile Meeting at VA Med. Center	Tablet	4.39775E+12	66112		3	How do you think the preferred alternative will improve safety for motorists pedestrians and bicyclists within the corridor? Please type your comments in the space below.	Making safer features
I-70 Second Tier EIS	i70seiscomments.net	2/6/2014	Mobile Meeting at VA Med. Center	Tablet	4.39775E+12	66112		4	How do you think the preferred alternative will improve the driving experience within the I-70 corridor? Please type your comments in the space below.	The time it takes to travel and ramps
I-70 Second Tier EIS	i70seiscomments.net	2/6/2014	Mobile Meeting at VA Med. Center	Tablet	4.39775E+12	66112		5	What improvements do you think the preferred alternative will have on the use of alternative modes of transportation within the I-70 corridor? Please type your comments in the space below.	Easier access

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I-70 Second Tier EIS	i70seiscomments.net	2/6/2014	Mobile Meeting at VA Med. Center	Tablet	4.39775E+12	66112		6	What other opinions do you have about the preferred alternative? Please type your comments in the space below.	Shorten and straighten benton curve more
I-70 Second Tier EIS	i70seiscomments.net	2/6/2014	Mobile Meeting at VA Med. Center	Tablet	4.39775E+12	66112		8	How would you describe yourself? (Select Up to 6 Descriptions).	Employee
I-70 Second Tier EIS	i70seiscomments.net	2/6/2014	Mobile Meeting at VA Med. Center	Tablet	7.35657E+12	64110		1	The preferred alternative involves improving interstate ramps merge areas interchanges and rebuilding and/or rehabilitating I-70 pavement and bridges. It also involves improving the Benton and Jackson Curves bicycle and pedestrian access and more. Overall what do you think of the preferred alternative? (Select 1 Response)	Like It
I-70 Second Tier EIS	i70seiscomments.net	2/6/2014	Mobile Meeting at VA Med. Center	Tablet	7.35657E+12	64110		2	Why did you respond to the previous question about the preferred alternative?	For safety of interchanges and curves - Jackson and Bento curves have always been dangerous.
I-70 Second Tier EIS	i70seiscomments.net	2/6/2014	Mobile Meeting at VA Med. Center	Tablet	7.35657E+12	64110		4	How do you think the preferred alternative will improve the driving experience within the I-70 corridor? Please type your comments in the space below.	Alleviate accidents but need warning signs for curves.
I-70 Second Tier EIS	i70seiscomments.net	2/6/2014	Mobile Meeting at VA Med. Center	Tablet	7.35657E+12	64110		5	What improvements do you think the preferred alternative will have on the use of alternative modes of transportation within the I-70 corridor? Please type your comments in the space below.	Bike lanes should be available outside away from curves.
I-70 Second Tier EIS	i70seiscomments.net	2/6/2014	Mobile Meeting at VA Med. Center	Tablet	7.35657E+12	64110		8	How would you describe yourself? (Select Up to 6 Descriptions).	Resident
I-70 Second Tier EIS	i70seiscomments.net	2/6/2014	Mobile Meeting at VA Med. Center	Tablet	7.35657E+12	64110		8	How would you describe yourself? (Select Up to 6 Descriptions).	Renter or lessee
I-70 Second Tier EIS	www.i70seiscomments.net	2/11/2014	Location Public Hearing	Tablet	1.95861E+13	64130		1	The preferred alternative involves improving interstate ramps merge areas interchanges and rebuilding and/or rehabilitating I-70 pavement and bridges. It also involves improving the Benton and Jackson Curves bicycle and pedestrian access and more. Overall what do you think of the preferred alternative? (Select 1 Response)	Love It
I-70 Second Tier EIS	www.i70seiscomments.net	2/11/2014	Location Public Hearing	Tablet	1.95861E+13	64130		2	Why did you respond to the previous question about the preferred alternative?	Great ideas and safety is important.
I-70 Second Tier EIS	www.i70seiscomments.net	2/11/2014	Location Public Hearing	Tablet	1.95861E+13	64130		3	How do you think the preferred alternative will improve safety for motorists pedestrians and bicyclists within the corridor? Please type your comments in the space below.	The drawings or plans i seen laid out looked to be well thought out and represented.

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I-70 Second Tier EIS	www.i70seiscomments.net	2/11/2014	Location Public Hearing	Tablet	1.95861E+13	64130		4	How do you think the preferred alternative will improve the driving experience within the I-70 corridor? Please type your comments in the space below.	Easier way to drive and routes better.
I-70 Second Tier EIS	www.i70seiscomments.net	2/11/2014	Location Public Hearing	Tablet	1.95861E+13	64130		5	What improvements do you think the preferred alternative will have on the use of alternative modes of transportation within the I-70 corridor? Please type your comments in the space below.	As i said beforethe plans laid out and presented were great.
I-70 Second Tier EIS	www.i70seiscomments.net	2/11/2014	Location Public Hearing	Tablet	1.95861E+13	64130		6	What other opinions do you have about the preferred alternative? Please type your comments in the space below.	None
I-70 Second Tier EIS	www.i70seiscomments.net	2/11/2014	Location Public Hearing	Tablet	1.95861E+13	64130		7	What comments do you have about the Draft EIS document? For example you might have comments about its overall findings evaluation of improvement alternatives impacts of the preferred alternative on the environment or other items. Please share your ideas with us now by typing them in the space below.	None.
I-70 Second Tier EIS	www.i70seiscomments.net	2/11/2014	Location Public Hearing	Tablet	1.95861E+13	64130		8	How would you describe yourself? (Select Up to 6 Descriptions).	Resident
I-70 Second Tier EIS	i70seiscomments.net	2/11/2014	Location Public Hearing	Tablet	5.9224E+12	66210		1	The preferred alternative involves improving interstate ramps merge areas interchanges and rebuilding and/or rehabilitating I-70 pavement and bridges. It also involves improving the Benton and Jackson Curves bicycle and pedestrian access and more. Overall what do you think of the preferred alternative? (Select 1 Response)	Love It
I-70 Second Tier EIS	i70seiscomments.net	2/11/2014	Location Public Hearing	Tablet	5.9224E+12	66210		2	Why did you respond to the previous question about the preferred alternative?	Minimizes impact to human environment through minimizing footprint.
I-70 Second Tier EIS	i70seiscomments.net	2/11/2014	Location Public Hearing	Tablet	5.9224E+12	66210		3	How do you think the preferred alternative will improve safety for motorists pedestrians and bicyclists within the corridor? Please type your comments in the space below.	It will improve curves and conflict points.
I-70 Second Tier EIS	i70seiscomments.net	2/11/2014	Location Public Hearing	Tablet	5.9224E+12	66210		4	How do you think the preferred alternative will improve the driving experience within the I-70 corridor? Please type your comments in the space below.	Should improve travel speed by straightening curves

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I-70 Second Tier EIS	i70seiscomments.net	2/11/2014	Location Public Hearing	Tablet	5.9224E+12	66210		5	What improvements do you think the preferred alternative will have on the use of alternative modes of transportation within the I-70 corridor? Please type your comments in the space below.	NA
I-70 Second Tier EIS	i70seiscomments.net	2/11/2014	Location Public Hearing	Tablet	5.9224E+12	66210		6	What other opinions do you have about the preferred alternative? Please type your comments in the space below.	Good job!
I-70 Second Tier EIS	i70seiscomments.net	2/11/2014	Location Public Hearing	Tablet	5.9224E+12	66210		7	What comments do you have about the Draft EIS document? For example you might have comments about its overall findings evaluation of improvement alternatives impacts of the preferred alternative on the environment or other items. Please share your ideas with us now by typing them in the space below.	NA
I-70 Second Tier EIS	i70seiscomments.net	2/11/2014	Location Public Hearing	Tablet	5.9224E+12	66210		8	How would you describe yourself? (Select Up to 6 Descriptions).	Other stakeholder
I-70 Second Tier EIS	www.i70seiscomments.net	2/11/2014	Location Public Hearing	Tablet	6.22847E+11	64111		1	The preferred alternative involves improving interstate ramps merge areas interchanges and rebuilding and/or rehabilitating I-70 pavement and bridges. It also involves improving the Benton and Jackson Curves bicycle and pedestrian access and more. Overall what do you think of the preferred alternative? (Select 1 Response)	Neutral
I-70 Second Tier EIS	www.i70seiscomments.net	2/11/2014	Location Public Hearing	Tablet	6.22847E+11	64111		2	Why did you respond to the previous question about the preferred alternative?	too little detail about what you actually intend to do.
I-70 Second Tier EIS	www.i70seiscomments.net	2/11/2014	Location Public Hearing	Tablet	6.22847E+11	64111		3	How do you think the preferred alternative will improve safety for motorists pedestrians and bicyclists within the corridor? Please type your comments in the space below.	this question is far too vague to answer.
I-70 Second Tier EIS	www.i70seiscomments.net	2/11/2014	Location Public Hearing	Tablet	6.22847E+11	64111		4	How do you think the preferred alternative will improve the driving experience within the I-70 corridor? Please type your comments in the space below.	people wont have to slow down for the curves... but that is not necessarily a good thing.
I-70 Second Tier EIS	www.i70seiscomments.net	2/11/2014	Location Public Hearing	Tablet	6.22847E+11	64111		5	What improvements do you think the preferred alternative will have on the use of alternative modes of transportation within the I-70 corridor? Please type your comments in the space below.	no improvement at all -- unless the project includes some elements that intentionally make it happen.

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I-70 Second Tier EIS	www.i70seiscomments.net	2/11/2014	Location Public Hearing	Tablet	6.22847E+11	64111		6	What other opinions do you have about the preferred alternative? Please type your comments in the space below.	the preferred alternative doesnt ever really get outside the highway box. this meeting is about environmental impacts yet the questions you have asked me to answer so far are about the highway itself instead of how it will affect the surrounding urban (much less natural) environment.
I-70 Second Tier EIS	www.i70seiscomments.net	2/11/2014	Location Public Hearing	Tablet	6.22847E+11	64111		7	What comments do you have about the Draft EIS document? For example you might have comments about its overall findings evaluation of improvement alternatives impacts of the preferred alternative on the environment or other items. Please share your ideas with us now by typing them in the space below.	i have not yet read the document. (i know where to find one and expect to review it over the next few weeks.) i see there is one copy here but are there any display boards about environmental factors? i dont see any. will anyone attending this meeting learn anything about the effects of an urban highway such as this on the natural / built / social environments? i think not.this survey will not elicit any meaningful public comment on the environmental impacts of the present and proposed i-70. it just wont.
I-70 Second Tier EIS	www.i70seiscomments.net	2/11/2014	Location Public Hearing	Tablet	6.22847E+11	64111		8	How would you describe yourself? (Select Up to 6 Descriptions).	Resident
I-70 Second Tier EIS	www.i70seiscomments.net	2/11/2014	Location Public Hearing	Tablet	6.22847E+11	64111		8	How would you describe yourself? (Select Up to 6 Descriptions).	Other stakeholder
I-70 Second Tier EIS	i70seiscomments.net	2/11/2014	Location Public Hearing	Tablet	1.73556E+13	64130		1	The preferred alternative involves improving interstate ramps merge areas interchanges and rebuilding and/or rehabilitating I-70 pavement and bridges. It also involves improving the Benton and Jackson Curves bicycle and pedestrian access and more. Overall what do you think of the preferred alternative? (Select 1 Response)	Like it
I-70 Second Tier EIS	i70seiscomments.net	2/11/2014	Location Public Hearing	Tablet	1.73556E+13	64130		2	Why did you respond to the previous question about the preferred alternative?	I think necessary change is needed.
I-70 Second Tier EIS	i70seiscomments.net	2/11/2014	Location Public Hearing	Tablet	1.73556E+13	64130		3	How do you think the preferred alternative will improve safety for motorists pedestrians and bicyclists within the corridor? Please type your comments in the space below.	Safety measures and general improvement.
I-70 Second Tier EIS	i70seiscomments.net	2/11/2014	Location Public Hearing	Tablet	1.73556E+13	64130		4	How do you think the preferred alternative will improve the driving experience within the I-70 corridor? Please type your comments in the space below.	Allow motorists to drive faster and safer.

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I-70 Second Tier EIS	i70seiscomments.net	2/11/2014	Location Public Hearing	Tablet	1.73556E+13	64130		5	What improvements do you think the preferred alternative will have on the use of alternative modes of transportation within the I-70 corridor? Please type your comments in the space below.	Safer for all motorized vehicles.
I-70 Second Tier EIS	i70seiscomments.net	2/11/2014	Location Public Hearing	Tablet	1.73556E+13	64130		6	What other opinions do you have about the preferred alternative? Please type your comments in the space below.	None
I-70 Second Tier EIS	i70seiscomments.net	2/11/2014	Location Public Hearing	Tablet	1.73556E+13	64130		7	What comments do you have about the Draft EIS document? For example you might have comments about its overall findings evaluation of improvement alternatives impacts of the preferred alternative on the environment or other items. Please share your ideas with us now by typing them in the space below.	Need a flashing sign where they put in exit ramp for blue ridge cutoff. Sign is now under a bridge and easy to miss. Flashing sign will get attention since changes have been made
I-70 Second Tier EIS	i70seiscomments.net	2/11/2014	Location Public Hearing	Tablet	1.73556E+13	64130		8	How would you describe yourself? (Select Up to 6 Descriptions).	Resident
I-70 Second Tier EIS	i70seiscomments.net	2/11/2014	Location Public Hearing	Tablet	1.73556E+13	64130		8	How would you describe yourself? (Select Up to 6 Descriptions).	Business owner
I-70 Second Tier EIS	i70seiscomments.net	2/11/2014	Location Public Hearing	Tablet	1.73556E+13	64130		8	How would you describe yourself? (Select Up to 6 Descriptions).	Property owner
I-70 Second Tier EIS	i70seiscomments.net	2/11/2014	Location Public Hearing	Tablet	5.92592E+12	64111		1	The preferred alternative involves improving interstate ramps merge areas interchanges and rebuilding and/or rehabilitating I-70 pavement and bridges. It also involves improving the Benton and Jackson Curves bicycle and pedestrian access and more. Overall what do you think of the preferred alternative? (Select 1 Response)	Neutral
I-70 Second Tier EIS	i70seiscomments.net	2/11/2014	Location Public Hearing	Tablet	5.92592E+12	64111		2	Why did you respond to the previous question about the preferred alternative?	Not enough detail information.
I-70 Second Tier EIS	i70seiscomments.net	2/11/2014	Location Public Hearing	Tablet	5.92592E+12	64111		7	What comments do you have about the Draft EIS document? For example you might have comments about its overall findings evaluation of improvement alternatives impacts of the preferred alternative on the environment or other items. Please share your ideas with us now by typing them in the space below.	This long study process has been an opportunity to re-think I-70 to heal the wounds inflicted on the community 50 years ago. All I see are tweaks.
I-70 Second Tier EIS	i70seiscomments.net	2/11/2014	Location Public Hearing	Tablet	5.92592E+12	64111		8	How would you describe yourself? (Select Up to 6 Descriptions).	Resident
I-70 Second Tier EIS	i70seiscomments.net	2/11/2014	Location Public Hearing	Tablet	5.92592E+12	64111		8	How would you describe yourself? (Select Up to 6 Descriptions).	Other stakeholder

I-70 Second Tier EIS
 Comment Form Responses from January 17 - February 28, 2014

I-70 Second Tier EIS	www.i70seiscomments.net	2/20/2014	Mobile Meeting at NE Library	Tablet	1.21724E+13	64123		1	The preferred alternative involves improving interstate ramps merge areas interchanges and rebuilding and/or rehabilitating I-70 pavement and bridges. It also involves improving the Benton and Jackson Curves bicycle and pedestrian access and more. Overall what do you think of the preferred alternative? (Select 1 Response)	Love It
I-70 Second Tier EIS	www.i70seiscomments.net	2/20/2014	Mobile Meeting at NE Library	Tablet	1.21724E+13	64123		2	Why did you respond to the previous question about the preferred alternative? Please type your comments in the space below.	Because it a best choice ya are doing good about.
I-70 Second Tier EIS	www.i70seiscomments.net	2/20/2014	Mobile Meeting at NE Library	Tablet	1.21724E+13	64123		3	How do you think the preferred alternative will improve safety for motorists pedestrians and bicyclists within the corridor? Please type your comments in the space below.	People need to be careful what they are doing
I-70 Second Tier EIS	www.i70seiscomments.net	2/20/2014	Mobile Meeting at NE Library	Tablet	1.21724E+13	64123		4	How do you think the preferred alternative will improve the driving experience within the I-70 corridor? Please type your comments in the space below.	Need to be sifer out here on then roads
I-70 Second Tier EIS	www.i70seiscomments.net	2/20/2014	Mobile Meeting at NE Library	Tablet	1.21724E+13	64123		5	What improvements do you think the preferred alternative will have on the use of alternative modes of transportation within the I-70 corridor? Please type your comments in the space below.	Taking a bus will be better
I-70 Second Tier EIS	www.i70seiscomments.net	2/20/2014	Mobile Meeting at NE Library	Tablet	1.21724E+13	64123		6	What other opinions do you have about the preferred alternative? Please type your comments in the space below.	Be sife
I-70 Second Tier EIS	www.i70seiscomments.net	2/20/2014	Mobile Meeting at NE Library	Tablet	1.21724E+13	64123		7	What comments do you have about the Draft EIS document? For example you might have comments about its overall findings evaluation of improvement alternatives impacts of the preferred alternative on the environment or other items. Please share your ideas with us now by typing them in the space below.	It what ya doing
I-70 Second Tier EIS	www.i70seiscomments.net	2/20/2014	Mobile Meeting at NE Library	Tablet	1.21724E+13	64123		8	How would you describe yourself? (Select Up to 6 Descriptions).	Business owner

I-70 Second Tier EIS
Comment Form Responses from January 17 - February 28, 2014

I-70 Second Tier EIS	www.i70seiscomments.net	2/20/2014	Mobile Meeting at NE Library	Tablet	6.40614E+12	64123		1	The preferred alternative involves improving interstate ramps merge areas interchanges and rebuilding and/or rehabilitating I-70 pavement and bridges. It also involves improving the Benton and Jackson Curves bicycle and pedestrian access and more. Overall what do you think of the preferred alternative? (Select 1 Response)	Like It
I-70 Second Tier EIS	www.i70seiscomments.net	2/20/2014	Mobile Meeting at NE Library	Tablet	6.40614E+12	64123		3	How do you think the preferred alternative will improve safety for motorists pedestrians and bicyclists within the corridor? Please type your comments in the space below.	Yes improve safety
I-70 Second Tier EIS	www.i70seiscomments.net	2/20/2014	Mobile Meeting at NE Library	Tablet	6.40614E+12	64123		8	How would you describe yourself? (Select Up to 6 Descriptions).	Resident
I-70 Second Tier EIS	i70seiscomments.net	2/20/2014	Mobile Meeting at NE Library	Tablet	1.99042E+13	64123		1	The preferred alternative involves improving interstate ramps merge areas interchanges and rebuilding and/or rehabilitating I-70 pavement and bridges. It also involves improving the Benton and Jackson Curves bicycle and pedestrian access and more. Overall what do you think of the preferred alternative? (Select 1 Response)	Neutral
I-70 Second Tier EIS	i70seiscomments.net	2/20/2014	Mobile Meeting at NE Library	Tablet	1.99042E+13	64123		3	How do you think the preferred alternative will improve safety for motorists pedestrians and bicyclists within the corridor? Please type your comments in the space below.	Yes. It will make it safer to get on the highway.
I-70 Second Tier EIS	i70seiscomments.net	2/20/2014	Mobile Meeting at NE Library	Tablet	1.99042E+13	64123		4	How do you think the preferred alternative will improve the driving experience within the I-70 corridor? Please type your comments in the space below.	Safer and help speeds
I-70 Second Tier EIS	i70seiscomments.net	2/20/2014	Mobile Meeting at NE Library	Tablet	1.99042E+13	64123		5	What improvements do you think the preferred alternative will have on the use of alternative modes of transportation within the I-70 corridor? Please type your comments in the space below.	Yes. I think it will help all these
I-70 Second Tier EIS	i70seiscomments.net	2/20/2014	Mobile Meeting at NE Library	Tablet	1.99042E+13	64123		8	How would you describe yourself? (Select Up to 6 Descriptions).	Resident

I-70 Second Tier EIS
 Comment Form Responses from January 17 - February 28, 2014

I-70 Second Tier EIS	i70seiscomments.net	2/20/2014	Mobile Meeting at NE Library	Tablet	9.06138E+12	64123		1	The preferred alternative involves improving interstate ramps merge areas interchanges and rebuilding and/or rehabilitating I-70 pavement and bridges. It also involves improving the Benton and Jackson Curves bicycle and pedestrian access and more. Overall what do you think of the preferred alternative? (Select 1 Response)	Love It
I-70 Second Tier EIS	i70seiscomments.net	2/20/2014	Mobile Meeting at NE Library	Tablet	9.06138E+12	64123		2	Why did you respond to the previous question about the preferred alternative? Please type your comments in the space below.	Good plan
I-70 Second Tier EIS	i70seiscomments.net	2/20/2014	Mobile Meeting at NE Library	Tablet	9.06138E+12	64123		3	How do you think the preferred alternative will improve safety for motorists pedestrians and bicyclists within the corridor? Please type your comments in the space below.	If they improve the curves it will.
I-70 Second Tier EIS	i70seiscomments.net	2/20/2014	Mobile Meeting at NE Library	Tablet	9.06138E+12	64123		4	How do you think the preferred alternative will improve the driving experience within the I-70 corridor? Please type your comments in the space below.	Fixing the curves will improve safety
I-70 Second Tier EIS	i70seiscomments.net	2/20/2014	Mobile Meeting at NE Library	Tablet	9.06138E+12	64123		5	What improvements do you think the preferred alternative will have on the use of alternative modes of transportation within the I-70 corridor? Please type your comments in the space below.	Yes.
I-70 Second Tier EIS	i70seiscomments.net	2/20/2014	Mobile Meeting at NE Library	Tablet	9.06138E+12	64123		6	What other opinions do you have about the preferred alternative? Please type your comments in the space below.	Space out some of the ramps better. Prospect and benton
I-70 Second Tier EIS	i70seiscomments.net	2/20/2014	Mobile Meeting at NE Library	Tablet	9.06138E+12	64123		7	What comments do you have about the Draft EIS document? For example you might have comments about its overall findings evaluation of improvement alternatives impacts of the preferred alternative on the environment or other items. Please share your ideas with us now by typing them in the space below.	Very informative document
I-70 Second Tier EIS	i70seiscomments.net	2/20/2014	Mobile Meeting at NE Library	Tablet	9.06138E+12	64123		8	How would you describe yourself? (Select Up to 6 Descriptions).	Resident

I-70 Second Tier EIS
Comment Form Responses from January 17 - February 28, 2014

I-70 Second Tier EIS	i70seiscomments.net	2/20/2014	Mobile Meeting at NE Library	Tablet	7.66756E+12	64123		1	The preferred alternative involves improving interstate ramps merge areas interchanges and rebuilding and/or rehabilitating I-70 pavement and bridges. It also involves improving the Benton and Jackson Curves bicycle and pedestrian access and more. Overall what do you think of the preferred alternative? (Select 1 Response)	Neutral
I-70 Second Tier EIS	i70seiscomments.net	2/20/2014	Mobile Meeting at NE Library	Tablet	7.66756E+12	64123		8	How would you describe yourself? (Select Up to 6 Descriptions).	Resident
I-70 Second Tier EIS	i70seiscomments.net	2/20/2014	Mobile Meeting at NE Library	Tablet	1.54356E+13	64123		1	The preferred alternative involves improving interstate ramps merge areas interchanges and rebuilding and/or rehabilitating I-70 pavement and bridges. It also involves improving the Benton and Jackson Curves bicycle and pedestrian access and more. Overall what do you think of the preferred alternative? (Select 1 Response)	Neutral
I-70 Second Tier EIS	i70seiscomments.net	2/20/2014	Mobile Meeting at NE Library	Tablet	1.54356E+13	64123		2	Why did you respond to the previous question about the preferred alternative? Please type your comments in the space below.	Have see and think more about it - hate to see money thrown away on transpo projects esp. if it takes years to happen e.g. I-35 into downtown.
I-70 Second Tier EIS	i70seiscomments.net	2/20/2014	Mobile Meeting at NE Library	Tablet	1.54356E+13	64123		3	How do you think the preferred alternative will improve safety for motorists pedestrians and bicyclists within the corridor? Please type your comments in the space below.	No idea - lots of peds but not heavy on cyclists
I-70 Second Tier EIS	i70seiscomments.net	2/20/2014	Mobile Meeting at NE Library	Tablet	1.54356E+13	64123		4	How do you think the preferred alternative will improve the driving experience within the I-70 corridor? Please type your comments in the space below.	Have to wait and see
I-70 Second Tier EIS	i70seiscomments.net	2/20/2014	Mobile Meeting at NE Library	Tablet	1.54356E+13	64123		5	What improvements do you think the preferred alternative will have on the use of alternative modes of transportation within the I-70 corridor? Please type your comments in the space below.	No idea
I-70 Second Tier EIS	i70seiscomments.net	2/20/2014	Mobile Meeting at NE Library	Tablet	1.54356E+13	64123		8	How would you describe yourself? (Select Up to 6 Descriptions).	Resident
I-70 Second Tier EIS	i70seiscomments.net	2/20/2014	Mobile Meeting at NE Library	Tablet	1.54356E+13	64123		8	How would you describe yourself? (Select Up to 6 Descriptions).	Employee

I-70 Second Tier EIS
 Comment Form Responses from January 17 - February 28, 2014

I-70 Second Tier EIS	www.i70seiscomments.net	2/20/2014	Mobile Meeting at NE Library	Tablet	1.93119E+13	64128		1	The preferred alternative involves improving interstate ramps merge areas interchanges and rebuilding and/or rehabilitating I-70 pavement and bridges. It also involves improving the Benton and Jackson Curves bicycle and pedestrian access and more. Overall what do you think of the preferred alternative? (Select 1 Response)	Like It
I-70 Second Tier EIS	www.i70seiscomments.net	2/20/2014	Mobile Meeting at NE Library	Tablet	1.93119E+13	64128		2	Why did you respond to the previous question about the preferred alternative? Please type your comments in the space below.	I-70 does need the extra lane throughout. Especially to ease the congestion. Some of the commercial buildings that would be affected do need to be removed and it would be beneficial to the city.
I-70 Second Tier EIS	www.i70seiscomments.net	2/20/2014	Mobile Meeting at NE Library	Tablet	1.93119E+13	64128		3	How do you think the preferred alternative will improve safety for motorists pedestrians and bicyclists within the corridor? Please type your comments in the space below.	Im open to see whether it will make thingssafer
I-70 Second Tier EIS	www.i70seiscomments.net	2/20/2014	Mobile Meeting at NE Library	Tablet	1.93119E+13	64128		4	How do you think the preferred alternative will improve the driving experience within the I-70 corridor? Please type your comments in the space below.	It will probably save around 5-7 minutes of travel time. It will be better to fix the curves for truck traffic.
I-70 Second Tier EIS	www.i70seiscomments.net	2/20/2014	Mobile Meeting at NE Library	Tablet	1.93119E+13	64128		5	What improvements do you think the preferred alternative will have on the use of alternative modes of transportation within the I-70 corridor? Please type your comments in the space below.	Yes if the road is straighter therer will be improvements but need to becareful of safety also
I-70 Second Tier EIS	www.i70seiscomments.net	2/20/2014	Mobile Meeting at NE Library	Tablet	1.93119E+13	64128		6	What other opinions do you have about the preferred alternative? Please type your comments in the space below.	I think its a long time overdue. The city seems to be lagging in a lot of interstate traffic
I-70 Second Tier EIS	www.i70seiscomments.net	2/20/2014	Mobile Meeting at NE Library	Tablet	1.93119E+13	64128		8	How would you describe yourself? (Select Up to 6 Descriptions).	Resident
I-70 Second Tier EIS	i70seiscomments.net	2/25/2014	Mobile Meeting at Bluford Library	Tablet	4.76573E+12	64118		1	The preferred alternative involves improving interstate ramps merge areas interchanges and rebuilding and/or rehabilitating I-70 pavement and bridges. It also involves improving the Benton and Jackson Curves bicycle and pedestrian access and more. Overall what do you think of the preferred alternative? (Select 1 Response)	It is OK
I-70 Second Tier EIS	i70seiscomments.net	2/25/2014	Mobile Meeting at Bluford Library	Tablet	4.76573E+12	64118		2	Why did you respond to the previous question about the preferred alternative? Please type your comments in the space below.	Havent had much trouble traveling this section of I70

I-70 Second Tier EIS
 Comment Form Responses from January 17 - February 28, 2014

I-70 Second Tier EIS	i70seiscomments.net	2/25/2014	Mobile Meeting at Bluford Library	Tablet	4.76573E+12	64118		3	How do you think the preferred alternative will improve safety for motorists pedestrians and bicyclists within the corridor? Please type your comments in the space below.	More pedestrian crossings would improve pedestrian safety
I-70 Second Tier EIS	i70seiscomments.net	2/25/2014	Mobile Meeting at Bluford Library	Tablet	4.76573E+12	64118		4	How do you think the preferred alternative will improve the driving experience within the I-70 corridor? Please type your comments in the space below.	Sounds like it is designed to reduce congestion
I-70 Second Tier EIS	i70seiscomments.net	2/25/2014	Mobile Meeting at Bluford Library	Tablet	4.76573E+12	64118		8	How would you describe yourself? (Select Up to 6 Descriptions).	Employee
I-70 Second Tier EIS	i70seiscomments.net	2/25/2014	Mobile Meeting at Bluford Library	Tablet	5.57166E+12	64128		1	The preferred alternative involves improving interstate ramps merge areas interchanges and rebuilding and/or rehabilitating I-70 pavement and bridges. It also involves improving the Benton and Jackson Curves bicycle and pedestrian access and more. Overall what do you think of the preferred alternative? (Select 1 Response)	It is OK
I-70 Second Tier EIS	i70seiscomments.net	2/25/2014	Mobile Meeting at Bluford Library	Tablet	5.57166E+12	64128		3	How do you think the preferred alternative will improve safety for motorists pedestrians and bicyclists within the corridor? Please type your comments in the space below.	
I-70 Second Tier EIS	i70seiscomments.net	2/25/2014	Mobile Meeting at Bluford Library	Tablet	5.57166E+12	64128		8	How would you describe yourself? (Select Up to 6 Descriptions).	Other stakeholder



Topic Name: Your Opinion

Idea Title: It Would Be Nice to Have An Easy Connection between I-70- 71 HWY

Idea Detail: I know that the selected alternative plan only goes to Paseo, however, it would be nice to have a connector to 71 HWY from I-70. Instead of having to exit from westbound I-70 at Paseo and then to Truman Rd and travel down Truman Rd to enter 71 HWY South it could somehow be connected. It would also be nice to also have an option when heading northbound on 71 HWY to not have to exit at Truman Rd and drive down Truman Rd and enter I-70 East on Paseo. I would much more prefer to have a link directly from HWY 71 directly to I-70 East.

Idea Author: Verniece R

Number of Seconds 0

Number of Points 8

Number of Comments 0

Idea Title: Aux Lanes, Exit Closures, and Four Lanes

Idea Detail: The most critical aspects to improving I-70 is to have at least four continuous driving lanes from downtown to the I-470 interchange. At a minimum, I would expect that any new bridge overpasses or underpasses are designed to accommodate four-plus lanes each direction--including additional right of way for future expansion. Close as many exits as possible while improving neighborhood access to exits kept open/expanded. Use aux lanes between exits. Find a way to connect Manchester to 40 highway and close the Manchester exits. Make the interstate appealing to the eye--put decorative sound barrier walls fronted with landscaping. Use stone embossed concrete forms for walls and pillars (see St. Louis interstates). Build exit/entrance ramps long and wide to help handle potential economic growth along the corridor. Finally, do not put too much reliance on studies--they are often wrong and waste too much money.

Idea Author: Kyle K

Number of Seconds 0

Number of Points 2

Number of Comments 0



Idea Title: This won't help me choose I-70

Idea Detail: it's factual that road widenings only encourage use. so any changes to increase capacity will do nothing to help the segment

I won't live in eastern Jackson County until there's rail transit because the drive is too painful

Idea Author: Kevin C

Number of Seconds 0

Number of Comments 0



Topic Name: Transportation Options

Idea Title: It won't help traffic

Idea Detail: the traffic crunch is at downtown.

coming from the east only a single lane stays with I-70 to the north side of the loop and it requires changing places with US 71.

On the 670 side only a single lane stays the length of the shortcut across 670 and this requires trading places with US 71 SB traffic merging onto 670

This project will only allow cars to get to congestion at downtown quicker. More congestion will encourage less use of the Interstate which means this is a waste of money.

Decreasing the scope of I-70 by helping KC fund a rail network to the stadiums handling as many cars each day could have a far greater return on investment and decrease future maintenance needs.

Idea Author: Kevin C

Number of Seconds 0

Number of Comments 0

Idea Title: Acquire Rail Right of Way

Idea Detail: Because we may only have one chance to get this stretch of interstate upgrades correct, let's be sure to acquire enough right of way parallel to I-70 to allow for the possibility of future rail transit and/or dedicated bus lanes. The idea of running buses on shoulders is absurd and only something I would expect to see in Kansas. That is the concept currently used by KDOT along I-35--how is a bus supposed to drive on the shoulder when it is littered with trash, tires, and abandoned cars. I've said it in other responses, but money is no reason to not do this job correctly because there is already zero money allocated to do even the smallest improvements to I-70. Let's get it right this time.

Idea Author: Kyle K

Number of Seconds 0

Number of Comments 0



Topic Name: Smoother Driving Experience

Idea Title: Abandon Jackson and Benton Curves

Idea Detail: A bit radical, but why not straighten I-70 . . . instead of bending north at the Jackson curve, acquire a massive right of way and push I-70 straight west and join with 71 HWY. Since there is no money to do a minor rehab, why not plan for a real improvement and budget accordingly? This distance on the current stretch from Jackson to Paseo is roughly 2.80 miles versus from Jackson straight west to 71 HWY is only 1.40 miles. A "soft" curve could be constructed where I-70 connects to 71 and turns north and then goes directly into downtown. The abandoned section of I-70 could just become a possible extension of I-670 and provide a viable alternative for getting in and out of the downtown loop. The same funds to rehab the existing path of I-70 could be used to acquire right of way, build new interstate, and possible zero exits other than a new interchange at 71 and where the existing Jackson curve is to connect with the "old section" of I-70. Who knows, this might even be cheaper.

Idea Author: Kyle K

Number of Seconds 0

Number of Points 9

Number of Comments 1

Comment 1: I like this. It would ease some of the I-70EB/I-35SB crisscross traffic on the northeast corner of the downtown loop. | By Ron W

Idea Title: this plan has no economic benefits

Idea Detail: the goals of this project to speed up traffic and create less access points is modot saying they don't care about the economic issues of the neighborhood. you can't leave an area quicker and expect it to increase economic activity

to improve the neighborhood cars need to be forced off I-70. replacing the interstate with a parkway would serve the neighborhood better.

Idea Author: Kevin C

Number of Seconds 0

Number of Comments 0



Topic Name: Safer Mobility

Idea Title: It will do nothing to help safety

Idea Detail: The the only way to improve motorist safety is to reduce the number of auto trips taken. implementing a rail line in the place of I-70 lanes would serve this function the best.

Pedestrian/bike traffic would require massive upgrades in crossings at the expense of the mainline improvements, modot intersections are the #1 limiting factor to pedestrian flow in Kansas City in dozens of places

Idea Author: Kevin C

Number of Seconds 0

Number of Points 1

Number of Comments 0

Idea Title: Bicycle Safety in I-70 Corridor? Focus on Autos . . .

Idea Detail: I don't see any significant changes to driver safety in the preferred alternative. Want to improve driver safety? Add a fourth driving lane from the downtown loop all the way to the I-470 interchange east of the study area. Close all entrance/exit ramps between downtown and Blue Ridge Cutoff except Paseo, Truman, 23rd, Van Brunt, 40 Hwy, and 435.

Idea Author: Kyle K

Number of Seconds 0

Number of Comments 0



Topic Name: Preferred Alternative

Idea Title: It's a waste of money

Idea Detail: put the money into transit.

I-70 has only allowed each generation to increase the cost to our road system by moving ever further outward.

we can't afford to spend the money

Idea Author: Kevin C

Number of Seconds 0

Number of Comments 0

Idea Title: Bicycle safety in the I-70 corridor is my last concern

Idea Detail: I don't see any significant changes to driver safety in the preferred alternative.

Want to improve driver safety? Add a fourth driving lane from the downtown loop all the way to the I-470 interchange east of the study area. Close all entrance/exit ramps between downtown and Blue Ridge Cutoff except Paseo, Truman, 23rd, Van Brunt, 40 Hwy, and 435.

Idea Author: Kyle K

Number of Seconds 0

Number of Comments 0

Idea Title: Reduce traffic outside lane exclusively for 2 or more passengers

Idea Detail: from 291 thru downtown. Eliminate truck traffic during rush hour as done in Atlanta and other major cities.

Idea Author: Tom B

Number of Seconds 0

Number of Comments 0

Appendix B

Field Review of Bat Habitat



United States Department of the Interior



FISH AND WILDLIFE SERVICE
Columbia Ecological Services Field Office
101 PARK DEVILLE DRIVE, SUITE A
COLUMBIA, MO 65203
PHONE: (573)234-2132 FAX: (573)234-2181

Consultation Code: 03E14000-2017-SLI-0045

October 11, 2016

Event Code: 03E14000-2017-E-00051

Project Name: I-70 Tier 2 Jackson Co I-29 to Blue Ridge Cutoff

Subject: List of threatened and endangered species that may occur in your proposed project location, and/or may be affected by your proposed project

To Whom It May Concern:

This response has been generated by the Information, Planning, and Conservation (IPaC) system in order to provide information on natural resources that could be affected by your project. The response is provided by the U.S. Fish and Wildlife Service (Service) under the authority of the Endangered Species Act of 1973 (16 U.S.C. 1531-1543), the Bald and Golden Eagle Protection Act (16 U.S.C. 668-668d), the Migratory Bird Treaty Act (16 U.S.C. 703-712), and the Fish and Wildlife Coordination Act (16 U.S.C. 661 et seq.).

Threatened and Endangered Species

The enclosed species list identifies threatened, endangered, proposed and candidate species, as well as proposed and final designated critical habitat, that may occur within the boundary of your proposed project and/or may be affected by your proposed project. The species list fulfills the requirements of the U.S. Fish and Wildlife Service (Service) under section 7(c) of the Endangered Species Act (Act) of 1973, as amended (16 U.S.C. 1531 *et seq.*).

New information based on updated surveys, changes in the abundance and distribution of species, changed habitat conditions, or other factors could change this list. Please feel free to contact our office if you need more current information or assistance regarding the potential impacts to federally proposed, listed, and candidate species and federally designated and proposed critical habitat. **Please note that under 50 CFR 402.12(e) of the regulations implementing section 7 of the Act, the accuracy of this species list should be verified after 90 days.** This verification can be completed formally or informally as desired. The Service recommends that verification be completed by visiting the ECOS-IPaC website at regular intervals during project planning and implementation for updates to species lists and information. An updated list may be requested through the ECOS-IPaC system by completing the same process used to receive the enclosed list.

For assistance in determining if suitable habitat for listed, candidate, or proposed species occurs within your project area or if species may be affected by project activities, please visit species profiles at <http://www.fws.gov/midwest/endangered/section7/s7process/lifehistory.html>. Indiana bats, gray bats, and northern long-eared bats occur throughout Missouri and the information below may help in determining if your project may affect these species.

Gray bats - Gray bats roost in caves or mines year-round and use forest riparian areas for foraging. If your project will impact caves or mines or will involve tree removal around these areas (particularly within stream corridors, riparian areas, or associated upland woodlots), gray bats could be affected.

Indiana and northern long-eared bats - These species hibernate in caves or mines only during the winter. The rest of the year they roost under loose tree bark in tree crevices or cavities during the day and forage around tree canopies of floodplain, riparian, and upland forests at night. Trees which should be considered potential roosting habitat include those exhibiting loose or shaggy bark, crevices, or hollows. Tree species often include, but are not limited to: shellbark or shagbark hickory, white oak, cottonwood, and maple. If your project will impact caves or mines or will involve clearing forested habitat containing suitable roosting habitat, Indiana bats or northern long-eared bats could be affected. If your project will involve removal of over 5 acres of forested habitat, you may wish to complete a Summer Habitat Assessment prior to contacting our office in order to expedite the consultation process. The Summer Habitat Assessment Form is available in Appendix A of the most recent version of the Range-wide Indiana Bat Summer Survey Guidelines, located at www.fws.gov/midwest/Endangered/mammals/inba/ under the heading Summer Survey Guidance.

If no suitable habitat for any federally-listed, candidate, or proposed species is present, and no species or their critical habitat will be affected, then no further consultation or coordination is required. However, if any of the following apply, please contact our office for further consultation:

1. Designated critical habitat is present within the project area,
2. Suitable habitat for listed, candidate, or proposed species is present within the project area (see above for habitat descriptions for bat species), or
3. You determine that project activities may affect these species or their critical habitat (e.g., project occurs upstream or within a distance such that the species or habitat could be affected).

The Service encourages Federal agencies to include conservation of threatened and endangered species into their project planning to further the purposes of the Act. For additional conservation measures that may benefit species identified in the enclosed list, please contact our office.

Other Considerations

Bald and Golden Eagles - Although the bald eagle has recently been removed from the endangered species list, this species and the golden eagle are protected by the Bald and Golden

Eagle Act and the Migratory Bird Treaty Act. Should bald or golden eagles occur within or near the project area please contact our office for further coordination. For communication and wind energy projects, please refer to additional guidelines below.

Migratory Birds - The Migratory Bird Treaty Act (MBTA) prohibits the taking, killing, possession, transportation, and importation of migratory birds, their eggs, parts, and nests, except when specifically authorized by the Service. The Service has the responsibility under the MBTA to proactively prevent the mortality of migratory birds whenever possible and we encourage implementation of recommendations that minimize potential impacts to migratory birds. Such measures include clearing forested habitat outside of the nesting season (generally March 1 to August 31) or conducting nest surveys prior to clearing to avoid injury to eggs or nestlings.

Communication Towers - Construction of new communications towers (including radio, television, cellular, and microwave) creates a potentially significant impact on migratory birds, especially some 350 species of night-migrating birds. However, the Service has developed voluntary guidelines for minimizing impacts and these can be found at <http://www.fws.gov/habitatconservation/communicationtowers.html>.

Transmission Lines - Migratory birds, especially large species with long wingspans, heavy bodies, and poor maneuverability can also collide with power lines. In addition, mortality can occur when birds, particularly hawks, eagles, kites, falcons, and owls, attempt to perch on uninsulated or unguarded power poles. In order to minimize these risks, please refer to guidelines developed by the Avian Power Line Interaction Committee's and the Service at http://www.aplic.org/uploads/files/2634/APPguidelines_final-draft_Apr12005.pdf. Implementation of these measures is especially important along sections of lines adjacent to wetlands or other areas known to support large numbers of raptors and migratory birds.

Wind Energy - To minimize impacts to migratory birds and bats, wind energy projects should follow guidelines located at <http://www.fws.gov/windenergy>. In addition, please refer to the Service's Eagle Conservation Plan Guidance, located at http://www.fws.gov/windenergy/eagle_guidance.html, which provides guidance for conserving bald and golden eagles in the course of siting, constructing, and operating wind energy facilities.

Next Steps

Should you determine that project activities may impact any of the natural resources described herein, please contact our office for further coordination. Letters with requests for consultation or correspondence about your project should include the Consultation Tracking Number in the header.

If you have not already done so, please contact the Missouri Department of Conservation (Policy Coordination, P. O. Box 180, Jefferson City, MO 65102) for information concerning Missouri Natural Communities and Species of Conservation Concern.

We appreciate your concern for threatened and endangered species and please feel free to contact our office with questions or for additional information.

Amy Salveter

Attachment



United States Department of Interior
Fish and Wildlife Service

Project name: I-70 Tier 2 Jackson Co I-29 to Blue Ridge Cutoff

Official Species List

Provided by:

Columbia Ecological Services Field Office
101 PARK DEVILLE DRIVE
SUITE A
COLUMBIA, MO 65203
(573) 234-2132

Consultation Code: 03E14000-2017-SLI-0045

Event Code: 03E14000-2017-E-00051

Project Type: TRANSPORTATION

Project Name: I-70 Tier 2 Jackson Co I-29 to Blue Ridge Cutoff

Project Description: Interstate improvements screening update for EIS ROD

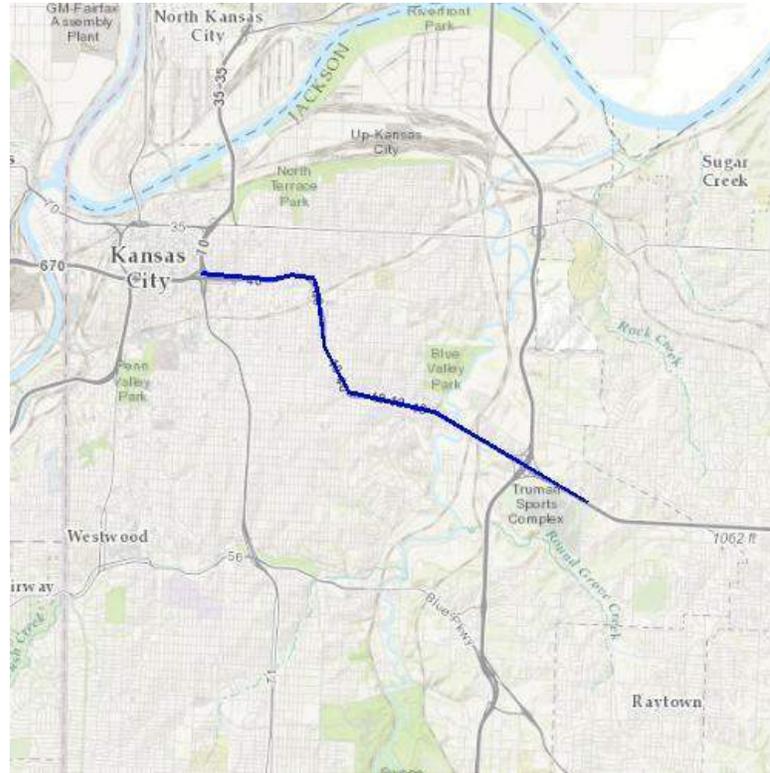
Please Note: The FWS office may have modified the Project Name and/or Project Description, so it may be different from what was submitted in your previous request. If the Consultation Code matches, the FWS considers this to be the same project. Contact the office in the 'Provided by' section of your previous Official Species list if you have any questions or concerns.



United States Department of Interior
Fish and Wildlife Service

Project name: I-70 Tier 2 Jackson Co I-29 to Blue Ridge Cutoff

Project Location Map:



Project Coordinates: MULTIPOLYGON (((-94.51274282211718 39.069402949402104, -94.5349840736607 39.07341995697768, -94.53505523643629 39.07345651606828, -94.54127617540173 39.08249129633003, -94.54316040443597 39.093903681066706, -94.54409483883484 39.09607229237343, -94.54941379380973 39.096690311439616, -94.55463364533976 39.095774107175004, -94.57229588692904 39.09697245653734, -94.57240556261894 39.097041006711486, -94.57240949778081 39.09717028315107, -94.57235491990109 39.09722828803897, -94.5722773142635 39.097246195495266, -94.55463173276958 39.09604897648859, -94.54940203859286 39.09696515972487, -94.54393029381717 39.09631742355797, -94.54387424778145 39.0962536933557, -94.54289241781555 39.093964860244284, -94.5410185681047 39.08259514561404, -94.53487910094475 39.073679805144906, -94.51264373744473 39.06965939878842, -94.4740152101904 39.05183198637379, -94.47394397065452 39.05175485576588, -94.4739481362715 39.05164994223107, -94.47402526687942 39.05157870269519, -94.47413018041422 39.051582868312174, -94.51274282211718 39.069402949402104)))



United States Department of Interior
Fish and Wildlife Service

Project name: I-70 Tier 2 Jackson Co I-29 to Blue Ridge Cutoff

Project Counties: Jackson, MO



United States Department of Interior
Fish and Wildlife Service

Project name: I-70 Tier 2 Jackson Co I-29 to Blue Ridge Cutoff

Endangered Species Act Species List

There are a total of 3 threatened or endangered species on your species list. Species on this list should be considered in an effects analysis for your project and could include species that exist in another geographic area. For example, certain fish may appear on the species list because a project could affect downstream species. Critical habitats listed under the **Has Critical Habitat** column may or may not lie within your project area. See the **Critical habitats within your project area** section further below for critical habitat that lies within your project. Please contact the designated FWS office if you have questions.

Mammals	Status	Has Critical Habitat	Condition(s)
Gray bat (<i>Myotis grisescens</i>) Population: Wherever found	Endangered		
Indiana bat (<i>Myotis sodalis</i>) Population: Wherever found	Endangered		
Northern long-eared Bat (<i>Myotis septentrionalis</i>) Population: Wherever found	Threatened		



United States Department of Interior
Fish and Wildlife Service

Project name: I-70 Tier 2 Jackson Co I-29 to Blue Ridge Cutoff

Critical habitats that lie within your project area

There are no critical habitats within your project area.



United States Department of Interior
Fish and Wildlife Service

Project name: I-70 Tier 2 Jackson Co I-29 to Blue Ridge Cutoff

Appendix A: FWS National Wildlife Refuges and Fish Hatcheries

There are no refuges or fish hatcheries within your project area.



United States Department of Interior
Fish and Wildlife Service

Project name: I-70 Tier 2 Jackson Co I-29 to Blue Ridge Cutoff

Appendix B: NWI Wetlands

There are no wetlands within your project area.

Murphy, Gina L.

From: Matthew Burcham <Matthew.Burcham@modot.mo.gov>
Sent: Tuesday, January 10, 2017 10:08 AM
To: Nazar, Christopher R; Murphy, Gina L.; Rowson, Randy; Rowson, Randy
Cc: Gerri A. Doyle; Susan E. Barry; Bree K. McMurray
Subject: FW: PA Sect 7consultation AT NEPA STAGE_ Jackson Co I-70_Paseo to Blue Ridge Cutoff_ J4I2337 including I-435/70 interchange_J4I1597C

Randy; the response we were hoping for from FWS. Please update the appropriate sections in the document and place this correspondence in the suitable appendix. If you want to run by the text for those sections by Bree and I please do so.

Thank you,

Matt Burcham

Senior Environmental Specialist
573-526-6679
601 W. Main Street
P.O. Box 270
Jefferson City, MO 65102

From: Roberts, Andy [mailto:andy_roberts@fws.gov]
Sent: Monday, January 09, 2017 11:36 AM
To: Bree K. McMurray
Cc: Gayle Unruh; Richard Moore; Matthew Burcham; raegan.ball.dot.gov; Roopa.Banerjee@dot.gov; Karen Herrington
Subject: Re: PA Sect 7consultation AT NEPA STAGE_ Jackson Co I-70_Paseo to Blue Ridge Cutoff_ J4I2337 including I-435/70 interchange_J4I1597C

Dear Ms. McMurray:

The U.S. Fish and Wildlife Service has reviewed your December 9, 2016, request regarding the I-70 improvements (Paseo to Blue Ridge Cutoff) in Jackson County, Missouri. We offer the following comments pursuant to the Fish and Wildlife Coordination Act (16 U.S.C. 661 et seq.), National Environmental Policy Act of 1969 (42 U.S.C. 4321-4347), and the Endangered Species Act of 1973, as amended (16 U.S.C. 1531-1544).

We agree with your approach outlined in the NEPA document (EIS/ROD update) and concur with your determination that the proposed overall project may affect, but is not likely to adversely affect the Indiana bat or northern long-eared bat. As such, we do not have any comments on the December 9, 2016, programmatic consultation documentation that you provided.

We appreciate the information you provided for this project and your continued coordination.

Sincerely,

Andy Roberts

On Fri, Dec 9, 2016 at 4:39 PM, Bree K. McMurray <Bree.McMurray@modot.mo.gov> wrote:

Request for concurrence on the NEPA determinations and submission of Programmatic Section 7 consultation for summer bat habitat for Indiana and northern long-eared bats.

FHWA kindly requests a written reply regarding concurrence at the NEPA stage for the effects determination with supporting information in the EIS/ROD update. FHWA is also submitting FINAL Programmatic Consultation for suitable summer habitat for Indiana and northern long-eared bats for some elements of the project that will be constructed both in 2018-2019 and others that are not in the city's long range plan until 2031-2040.

Consultation Code: 03E14000-2017-SLI-0200

Species listed: gray, Indiana, northern long-eared bats

Good afternoon Andy and John,

I am transmitting Section 7 consultation for **NLAA determination for Indiana bats and northern long-eared bats and requesting final concurrence from the Service at the NEPA Document stage for the project listed above.** Attached please find the Programmatic Bat Habitat Consultation form, updated IPaC OSL for the total project area, project location maps/aerials, and suitable bat habitat locations, and the T&E assessment from the condensed NEPA EIS/ROD document. There are no plans developed for the areas of the project with suitable summer bat roost habitat.

The I-70 Second Tier EIS/Record of Decision is being updated for improvements on Interstate 70 in Jackson County MO between The Paseo and Blue Ridge Cutoff, approximately 6.5 miles along existing interstate highway in a highly urbanized area. The improvements include rebuilding and/or rehabilitating I-70 pavement and bridges, improving horizontal and vertical alignment, increasing ramp lengths, extending weave areas, addition of auxiliary lanes, improving bicycle/pedestrian access across I-70, and considering aesthetic enhancements. The interchange at I-70/I-435 will be constructed first, possibly in the next 2-3 years. The portion of the project between The Paseo and Manchester Bridge at Blue River is in the city's long range plan for the decade 2031-2040, about 25 years from now.

In total, **roughly 3-5 acres of tree clearing** will be necessary for the full construction of this project. The first phase interchange project will account for roughly 2.0 acres of tree clearing and project limits are currently the existing Right of Way limits (see attachment). A habitat assessment in Aug 2016 conducted by MoDOT resulted in the discovery of a single suitable bat roost tree within the existing R/W limits in that location. During an October 2016 habitat assessment conducted for the larger 6.5 mile corridor, MoDOT determined that there is potentially suitable roost habitat in the other areas of the currently proposed project limits as well.

Excerpt from EIS/ROD submission to FHWA for signature:

3.2 Changes and Clarifications from the Second Tier Draft EIS

3.2.10 Wildlife, Plants, and Threatened and Endangered Species

Since the publication of the Draft I-70 EIS, new information from updated surveys. The updated species list includes Indiana bats, gray bats, and northern long-eared bats indicated by US Fish and Wildlife Service Information for Planning and Conservation website (Consultation Code: 03E14000-2017-SLI-0200, November 2016). Additional information was provided by MoDOT Design Environmental Section from reviews of the Missouri Department of Conservation (MDC) Heritage database (September 2016) and the Missouri Speleological Survey cave database information (current to 2015).

Gray bats - Gray bats are cave obligate species which congregate in maternity or bachelor colonies in the summer utilizing dome cave and mine habitat, and mixed colonies during winter hibernation in vertical or pit-type caves and mines, utilizing mainly stream corridors for foraging spring through fall. There are no known caves within a few miles of the project area and no known gray bat cave resources within 100 miles of the project area. If a project will impact caves or mines or will involve tree removal around these areas (particularly within stream corridors, riparian areas, or associated upland woodlots), gray bats could be affected. There is no known gray bat cave habitat nor any known gray bat records within several miles of the project area and there will be **No Effect on gray bats** from this project.

Indiana and northern long-eared bats – Both of these species can occur in any forested area in the state of Missouri. These species hibernate in caves or mines only during the winter. The rest of the year they

roost under loose tree bark in tree crevices or cavities during the day and forage around tree canopies of floodplain, riparian, and upland forests at night. Trees which should be considered potential roosting habitat include those exhibiting loose or shaggy bark, crevices, or hollows. Tree species often include, but are not limited to: shellbark or shagbark hickory, white oak, cottonwood, and maple.

In October 2016 MoDOT Environmental staff and the consultant surveyed the I-70 Second Tier project limits to update the impact assessment for the Combined FEIS and ROD. There are no known winter cave records for Indiana or northern long-eared bats within several miles of the project area. Even though the nearest known summer records for either species are between 40-70 miles from the project area, Indiana and northern long-eared bats could utilize suitable habitat in the project area., There are examples of suitable summer roost habitat in the clearing limits for this project, and MoDOT and FHWA expect to apply the conservation measure of only clearing suitable roost trees during the non-breeding season (November 1 to March 31). Given the small amount of overall tree removal for this section (less than 5.0 ac), small number of potentially suitable bat roost trees, and the inclusion of the conservation measure to remove suitable habitat during the non-breeding season, MoDOT and FHWA have determined this project **May Affect, but is Not Likely to Adversely Affect Indiana and northern long-eared bats**. Acting as the designated non-federal representative for FHWA for the purposes of USFWS Section 7 Endangered Species Act consultation, MoDOT will submit consultation and request concurrence with the “not likely to adversely affect” determination prior to final design.

Appendix E contains the results of the field review.

**Note, the commitment for seasonal tree clearing is also added to the NEPA commitments section of the EIS/ROD document.

The current estimated footprint for the total corridor is noted as “slope limits” (thin black line) in the attached Jackson Co I-70_Paseo to Blue Ridge Cutoff J414337 map. Those were the limits surveyed as the footprint for impacts to potentially suitable summer bat roost habitat in October 2016. All suitable roost trees evaluated at that time were within 100’ of existing roads. MoDOT and FHWA intend to apply the seasonal tree clearing conservation measure, only removing potential Indiana bat and northern long-eared bat suitable roost trees between November 1 and March 31 of any year. In this way, as currently estimated, this project qualifies for consultation for bat habitat impacts under Programmatic Consultation.

Since the construction timeline for the larger project area is so far in the future (2031-2040 in Kansas City, MO Long Range Transportation Plan, if the footprint increases during the design phase for road construction, consultation will need to be re-evaluated. Additionally, if there are any new listings of

species that were not addressed in the NEPA EIS document, effects to listed species will have to be re-evaluated and consultation may need to be revised or reinitiated.

Acting as the designated non-federal representative on behalf of Federal Highway Administration in Missouri for the purpose of USFWS Section 7 consultation, MoDOT agrees with the effects determinations in the NEPA EIS documentation. **FHWA is requesting concurrence** with the determination that the construction of this project May Affect, but Not Likely to Adversely Affect Indiana and northern long-eared bats based on the conservation measure to remove suitable summer roost trees only in the non-breeding season. If the Service concurs, that documentation will become part of the Record of Decision for this project in winter 2016-2017 and FHWA will consider USFWS Section 7 ESA complete. In the future, if the footprint for design and construction changes, or additional species are listed, the effects determinations will need to be reevaluated and consultation revisited.

Please do not hesitate to contact me with questions or comments.

Bree K. McMurray

Threatened and Endangered Species Specialist

Missouri Dept. of Transportation

Design-Environmental and Historic Preservation

601 West Main

Jefferson City, MO 65102

(573) 526-0606

Email: bree.mcmurray@modot.mo.gov

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Andy Roberts

U.S. Fish and Wildlife Service

Ecological Services

101 Park DeVille Drive, Suite A

Columbia, Missouri 65203

573-234-2132 x 110

573-234-2181 (fax)