



What is an Environmental Assessment

An Environmental Assessment is a federally required document under the National Environmental Policy Act (NEPA) designed to evaluate a project's potential impacts to the natural and human environment.

Since there have been previous studies on this corridor to determine solutions, this EA will evaluate alternatives according to their ability to meet the Purpose and Need. After a more detailed evaluation, a preferred alternative will be selected and that recommendation will be submitted to the Federal Highway Administration (FHWA). FHWA will either issue a Finding of No Significant Impact (FONSI) and design and construction can move forward or an Environmental Impact Statement (EIS) will need to be completed.

EA Assessment Timeline



Ways to Get Involved

- Public Meetings
- Surveys
- Sign up for email updates

- X (Formerly Twitter): @MoDOT_KC
- Facebook: MoDOT.KansasCity



Website:
tinyurl.com/I-70KCPProject

Contact

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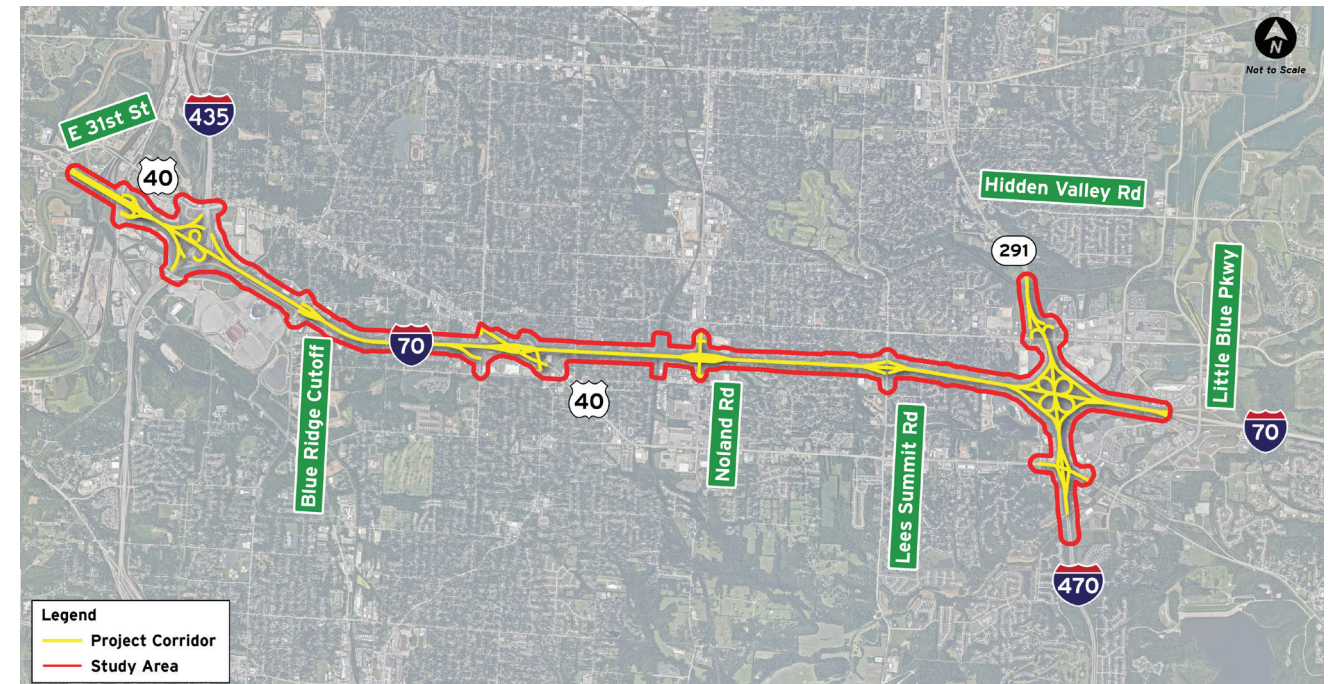
I-70 Environmental Assessment: I-435 to I-470

Factsheet | Fall 2024



Study Area Map

The map below depicts the I-70 Environmental Assessment (EA) Study Area. The yellow highlights the specific region being evaluated.



The Study Area boundary is approximately 250 feet outside of the existing right of way.

Overview

The Missouri Department of Transportation (MoDOT) has initiated an Environmental Assessment (EA) for Interstate 70 (I-70) between I-435 and I-470 in Kansas City and Independence, Missouri. This critical east-west corridor serves as a major artery for freight movement throughout the region.

As part of MoDOT's statewide I-70 modernization efforts, this EA will play a key role in enhancing system linkage and functionality. This EA is a continuation of the Tiered Study completed in 2011. The assessment will evaluate both near-term and long-term solutions to address traffic congestion, improve overall roadway performance, and ensure the long-term viability of this vital transportation asset. Completion of the EA is anticipated by winter 2025.

Draft Purpose and Need

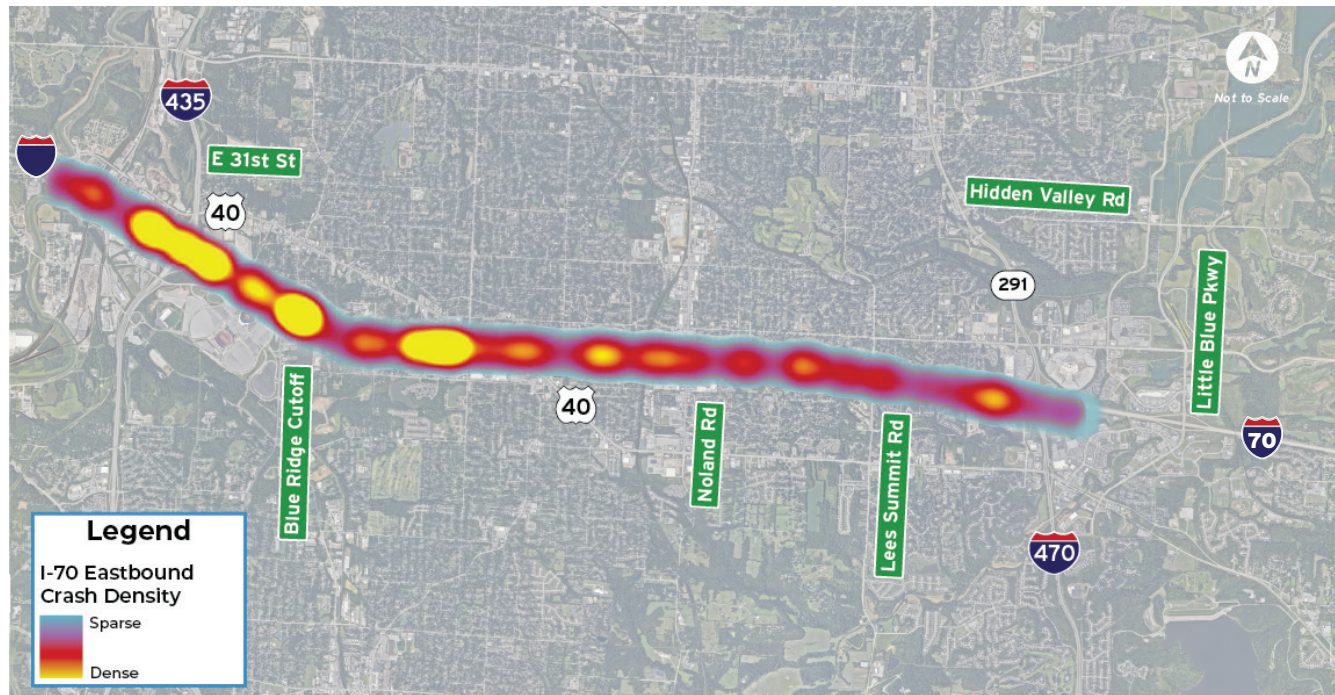
The proposed project is needed to:

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

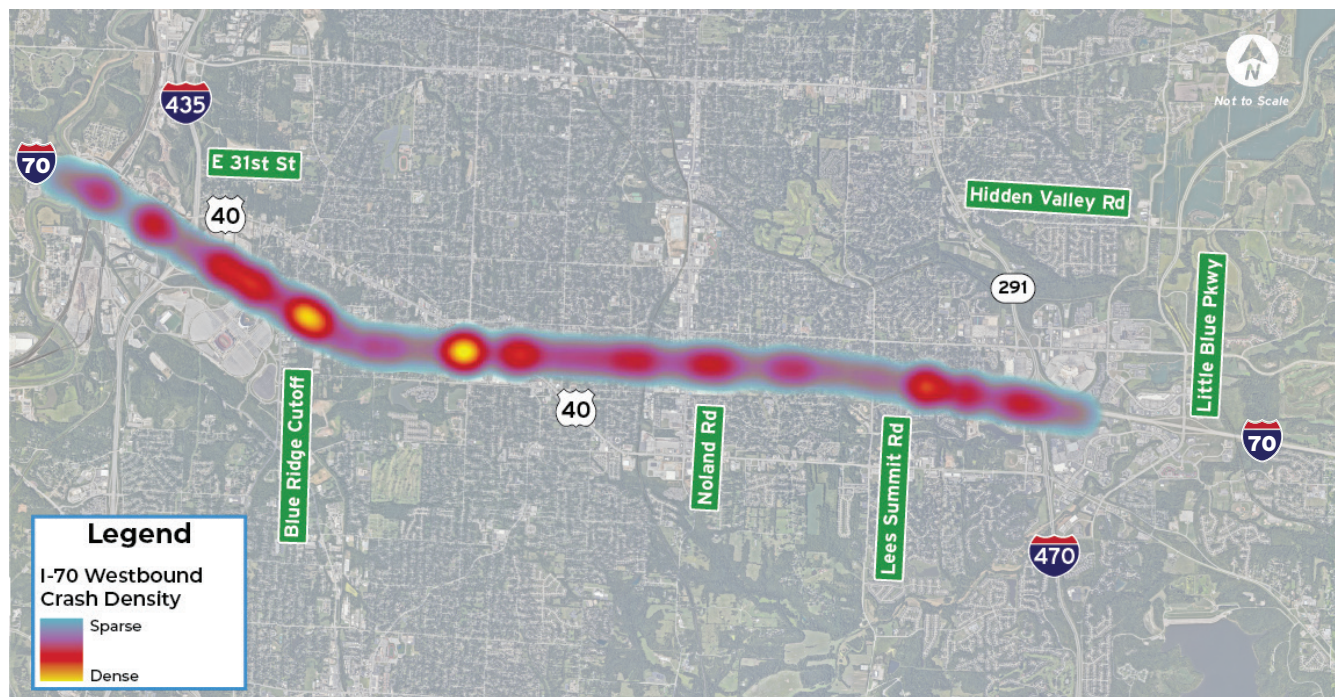
I-70 Crashes

I-70 between I-435 and I-470 has a high number of crashes, particularly near E 31st Street. The heat maps below depict crash densities eastbound and westbound I-70, respectively. The areas in red and yellow have the highest crash densities.

I-70 Eastbound Crash Density Heat Map

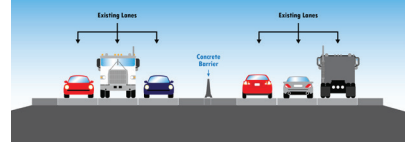


I-70 Westbound Crash Density Heat Map



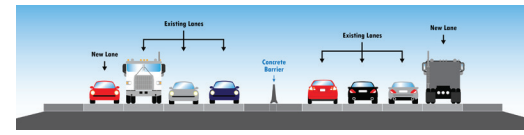
Alternatives Considered

The three alternatives, below carried forward from the Tier 1 EIS, will be evaluated according to their ability to meet the Purpose and Need and minimize impacts to the natural and human environments.



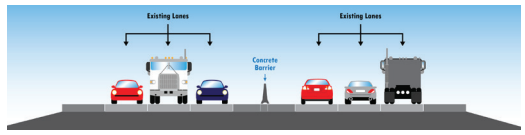
A No Build Alternative

- Maintain the existing configuration. No change will be made to the number of lanes, shoulder widths, or ramp layouts aside from what is already programmed and/or scheduled.



B Add General Capacity

- Remove and replace all pavement, adding larger shoulders
- One (1) additional lane in each direction



C Fix Key Bottlenecks

- Remove and replace all pavement, adding larger shoulders
- Retain three (3) lanes in each direction

Possible Improvements

- Longer ramp acceleration and deceleration merging lanes
- Auxiliary lanes between interchanges at key locations
- Upgrade shoulder widths to meet today's design standards
- Consideration for possible bus-on-shoulder lane
- Collector-Distributor roads at key locations
- Local interchange capacity and safety improvements where warranted

Noise Feasibility Study

As part of the EA, a traffic noise study is being completed. The traffic noise study will follow noise regulations defined by the Federal Highway Administration (FHWA) and MoDOT's statewide traffic noise policy.

A noise evaluation is typically a two-step process: 1) identifying noise impacts, and 2) evaluating noise abatement strategies at those impacted locations. Noise evaluations occur on specific types of projects, generally when capacity may be added to a roadway, like I-70. The evaluation involves measuring and modeling noise levels accounting for terrain, traffic type and volume, and distance to adjacent properties. The results are compared to federal and state regulations for considering unwanted sound to be an impact - generally set at an average of 66 decibels (dB) or greater for residences. Conducting this type of evaluation helps an agency like MoDOT determine whether traffic sounds exceed the noise impact threshold and noise abatement should be evaluated.

