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

Public Meeting #2

Meeting Summary
December 2025

The Missouri Department of Transportation (MoDOT) hosted their second public open house for the I-70 Environmental Assessment: I-435 to I-470 study, on October 28, 2025. The public was invited to attend the open house style meeting between 4:00 and 6:00 p.m. at Truman High School, 3301 S. Noland Road. The purpose of this meeting was to present the preferred alternative for the Environmental Assessment (EA) including potential safety and traffic improvements, and proposed noise wall locations. At this meeting, the study team introduced the Preferred Alternative under consideration, explained the draft Alternative screening criteria, and answered questions from members of the public. Attendees also received information about the noise study results and provided general comments and suggestions at key areas they found important, indicated by marking up a roll plot map of the project area.

There were two ways to participate: attending the in-person meeting or viewing the virtual component on the project website, which was available from October 28 through December 1. 169 attendees participated in at least one of the meeting platforms. 20 attended the in-person meeting and 149 participated virtually. The general sentiment of in-person interactions and comments received was positive.

There were 44 comments digitally submitted from October through December regarding the EA study from both the in-person and virtual meeting opportunities. A breakdown of comments received will be included in the **Appendix A**. A summary of key themes include:

- Highway Design and Safety
- Traffic Congestion and Interchange Issues
- Environmental and Health Impacts
- Noise and Community Impacts
- Effectiveness of Capacity Expansion

In-Person Public Meeting:

The in-person public meeting was held Tuesday, October 28 from 4 to 6 p.m. at Truman High School in the East Atrium located at 3301 S. Noland Rd., Independence, MO 64055. The purpose of this meeting was to show the study results and the Preferred Alternative from the Environmental Assessment (EA).

The in-person meeting had 20 attendees. Upon arrival, attendees registered their attendance digitally using the Public Involvement Management Application (PIMA) and were provided with a factsheet (**Appendix B**). The meeting was open-house style and did not include a formal presentation. Attendees were able to exhibit boards stationed around the room and pose

questions to members of the study team. The boards included are included in **Appendix C** and summarized below:

1. Study Area & Study Purpose
2. Project Purpose & Need
3. Environmental Assessment Process
4. Alternatives Screening Criteria
5. Recommended Preferred Alternative
6. Alternatives Considered
7. Alternatives Evaluation Matrix
8. Alternatives Evaluation Matrix (2nd Board)
9. Alternatives Evaluation Matrix (3rd Board)
10. Noise Study Criteria
11. Noise Wall Locations
12. EA Timeline
13. Public Engagement Process & How to Stay Informed
14. Other I-70 Projects (two boards)

Additional comments were provided using the roll plot map positioned in the center of the room. Here, guests could provide information on a sticky note and place it at a location of interest. A summary of the written roll plot comments is in **Appendix D.**

Lastly, comments were collected at a public comment station adjacent to the roll plot. Attendees could leave longer comments using the digital comment form provided or a paper comment form. At the in-person public meeting **one (1)** comment was received.

To view public meeting photos, please see **Appendix E.**

Virtual Component:

A virtual public meeting launched on the project website (Interstate 70 Environmental Assessment in Jackson County | Missouri Department of Transportation) concurrently with the in-person public meeting on October 28 and was available until December 1 – allowing for an extended comment period. As of December 1, 2025, the virtual meeting had 149 participants, with 94 participants registering for the virtual event anonymously. The virtual public meeting shared the same information as the in-person meeting and was paired with an identical digital comment form. The virtual meetings display can be viewed within the Public Meeting Information section (https://pima.modotoutreach.com/public/event-registration/search?project_id=7&pe_guid=182ec988-e9cd-417c-afae-5507d0810144). Between both meetings, a total of 44 comments were collected. See **Appendix A** for a list of all comments.

Meeting Promotion:

Prior to the public meeting, the meeting was promoted across several channels including email, social media, word of mouth, and flyer distribution. Images of all promotional materials can be found in **Appendix F.**

Email reminders were sent through the PIMA database of stakeholders to 195 stakeholders including advisory group members, businesses and the general public on the following dates:

- September 30
- October 24

The MoDOT Kansas City social media page posted weekly meeting reminders leading up the meeting date including:

- October 8
- October 20
- October 23
- October 27
- October 28

Comments Received:

There were 44 comments received digitally for this event during the virtual commenting period. One comment was recorded at the in-person event. Overall, most attendees were in support of the project and general sentiment was positive. Common themes include highway design and safety, traffic congestion and interchange issues, noise, environmental and health impacts.

Some commenters expressed concerns about the length of existing highway on-ramps, specifically calling attention to the west-bound ramp from 40 Hwy/Blue Ridge. Others raised concerns of effectiveness of capacity expansion, citing fears that widening I-70 will move bottlenecks elsewhere, as well as increased noise and other environmental impacts.

The breakdown of comments received is included below (Note: Comments may have more than one topic assigned to them):

Topics	# of Comments
Safety	21
Road Design	20
Convenience	10
Accessibility	8
Other	3
Noise/Air Quality	3
Environmental	3
Pedestrian Access	2

Appendix Title Page

Appendix A – Public Comments

Appendix B – Fact Sheet

Appendix C – Display Boards

Appendix D – Roll Plot Comments

Appendix E – Meeting Photos

Appendix F – Meeting Promotion

Appendix A – Public Comments

The full comment breakdown of all unique comments received is included below. All comments are verbatim.

Topic	Message
Accessibility	I'm curious to know why MoDOT chose to locate the October 28 meeting in Independence, far away from the project corridor (and likely out of reach for people who aren't able to drive)?
Accessibility, Convenience	Will the westbound on ramp from 40 hwy/Blue Ridge be lengthened?
Accessibility, Convenience, Road Design	"Replacement of pavement and bridges along the corridor" - what are specifics with bridge replacement, restoration or maintenance?
Accessibility, Convenience, Safety	B: Add General Capacity
Accessibility, Convenience, Safety	This needs to be extended from 470 to Grain Valley at least.
Accessibility, Convenience, Safety	This needs to be extended from 470 to Grain Valley at least.
Accessibility, Safety, Road Design	I would like to see the entrance ramp from Blue Ridge CutOff eastbound extended to Sterling Avenue
Accessibility, Safety, Road Design	I would like to encourage an extension on the entrance ramp from westbould US 40 to Blue Ridge CutOff. It would be helpful for traffic going to the Truman Sports Complex keeping off the main through lanes. Of course, if both the Royals and Chiefs leave the Sports Complex my comment would be moot.
Accessibility, Safety, Road Design	Main concern is access to side streets in this area for businesses and how that might effect employees commute

Accessibility, Safety, Road Design	Access to I-70 at 470 is greatly compromised by the 2 lanes from 350 highway through Lee's Summit and Independence on northbound 291(470). Access from 470 to 50 highway east is very dangerous narrowing to 1 lane and then merging onto 50 highway close to the Chipman Road exit. Traffic from 435 East to 470 slows to a crawl backing up onto the bridge over 71. The northbound 71 exit to 470 East backs up as well and then has to merge onto 470 East. Westbound 470 at the 50 highway interchange is horrifying trying to merge with traffic trying to exit. The westbound interchange at 470 to 71 north or south and 435 west is equally terrifying when someone crosses 5 lanes to make the correct exit ramp, not to mention how bad traffic backs up trying to go 3 different directions at rush hour. All this impacts the 70 highway corridor if there is inadequate infrastructure to get there. All the highways south of I-70, especially the 470/291 through Lee's Summit should be elevated to an urgent priority. Correct the 470/70 interchange first before improving 70 underneath it! All these highways with the congestion contribute enormous pollution to the environment as cars sit every day trying to make their way to an equally congested I-70.
Convenience	How does option C reduce congestion when all the history and data in the US stands in opposition to the idea that highway expansion reduces congestion? A comprehensive, 15 year study from the Texas Transportation Institute published in 1998 showed that compared to metros that did not spend heavily on highway expansion, metros that spent heavily reported increases in congestion costs per capita, excess fuel use per capita, and delay per capita. The roadway congestion index stayed roughly the same between the high and low spending metros. (https://www.daclarke.org/AltTrans/analysis.html) The EPA released a report in 2002 titled Guidebook on Induced Travel Demand that provides sources and information on the effect of Induced Travel Demand. It supports the idea that highway expansion does not solve the problems it claims to, particularly when it comes to congestion and traffic management.
Convenience, Road Design	What evidence is there that option B will have highly positive impacts to multimodal travel times as stated in the evaluation matrix? Highway projects expansion projects across the US have consistently failed to deliver congestion relief as people change their behavior to meet the capacity change.
Convenience, Safety, Road Design	Keep semi trucks in their own lane if possible. Traffic backs up because they can't get to speed.
Convenience, Safety, Road Design	Merging eastbound of 435 and anywhere around the 470 interchange causes so many problems. Generally, the on-ramps

	between these points have nice length and there is not significant backup on the stretch.
Convenience, Safety, Road Design	Extend on and off ramps to help flow if traffic. Put fast lane in... get on one get off 20 mile later or so
Environmental	Is the anticipated effect of stormwater measured locally, or does it include the entire Little Blue River basin? I am concerned that the increase in impervious surfaces will lead to increased flood risk further down the Little Blue River Basin if MODOT only plans to move the water off the highway quickly and does not reduce the speed of downriver flow. The Army Corps of Engineers is working a flooding mitigation measures in the river basin that could be seriously impacted by the amount of pavement being added in option B.
Environmental, Safety, Road Design	1. The Alternatives Evaluations Matrix states that both options B and C both moderately achieve or have moderately positive impacts on lifecycle costs for I-70. How can this be true for option B? Adding additional pavement will increase costs to plow, maintain, and eventually replace those lanes while the state of Missouri already struggles to maintain the highway lane-miles that we are already obligated to maintain. How can this project possibly have positive impacts on the state transportation budget when it will only increase liabilities? 2. How does option C reduce congestion when all the history and data in the US stands in opposition to the idea that highway expansion reduces congestion? A 15 year study from the Texas Transportation Institute published in 1998 showed that compared to metros that did not spend heavily on highway expansion, metros that spent heavily reported increases in congestion costs per capita, excess fuel use per capita, and delay per capita. The roadway congestion index stayed roughly the same between the high and low spending metros. 3. Does option C not merely relocate the traffic bottleneck from the I-70/I-435 interchange to the I-70/I-435 interchange? 4. What evidence is there that option B will have highly positive impacts to multimodal travel times as stated in the evaluation matrix? 5. What is the difference in projected crash data between options B and C? Will option B reduce crashes any more than option C would? By how much and using what metric? How do the projects shift the ratio of fatality and serious injury crashes vs. non-serious crashes? 6. Does option B reduce the actual number of expected fatalities on this stretch on highway? What is the change for option C? Please provide the raw numbers and not the fatalities per VMT. 7. Is the anticipated effect of stormwater measured locally or does it include the entire Little Blue River basin? 8. How will the air quality be impacted by each of these proposed options? What is the impact on tailpipe emissions in the evaluated corridor? What is the impact on particulate emissions in

	the corridor from brakes and tires? Won't this project greatly increase particulate pollution in the corridor, imparting significant health impacts on the residents of Independence? What will MODOT do to limit the particulate pollution in the project area or compensate citizens that live within range of these dangerous particulates? 9. Won't widening the highway make it easier for people to engage in anti-social or dangerous driving behaviors such as speeding and weaving, particularly during off-peak hours? How will that effect safety? Is the state highway patrol planning on increasing the number of officers allocated to the regions patrol unit? 10. What impact will option B have on the feeder roads in the project area? Can the feeder roads handle the projected increase in traffic? Will MODOT pay for improvements on roads that cannot handle the increase in traffic caused by option B? 11. What will be the impact on the 85th percentile speed throughout the project area? Will it remain the same or increase? If it increases, won't that make this stretch of road more dangerous? Does this change between options B or C? 12. What will be the effect on the average vehicle speed through the project area for option B or C compared to the average speed now? What will be the change in average speed for peak vs off-peak times? If the speeds increase, won't that make the projects area more dangerous?
Environmental, Safety, Road Design	I approve and support MoDOT's I-70 Environmental Assessment: I-435 to I-470 Project. The alternative that I support is Alternative 2 because Alternative 2 will improve safety, reduce congestion, and improve freight mobility on I-70 from I-435 to I-470.
Environmental, Pedestrian Access, Road Design	The Add General Capacity Alternative was selected as the preferred in part because it "Improved access to transit, bicycle, and pedestrian connections in the project area." In what way does this project improve any non-automobile access to the relevant areas? Having driven through this area, I agree there are definitely safety concerns, but widening the highway will only encourage more driving and further disincentivize more safe and enviro-socially positive modes of transport. I would support something between alternative C & No-Build, as wider shoulders which could be used as shoulder bus lanes would be advantageous along with noise-abatement measures. I think more important is to ensure connectivity across I-70 is a good as possible for cyclists, pedestrians, and transit users. While most crossings do have sidewalks, many either end immediately or are overgrown. Bike access is terrible as there are no bike facilities of any significance crossing I-70. Any reconstructed over- or underpasses as part of this project should feature 6ft wide sidewalks on both sides along with bike accommodations as either protected facility or a wider (9ft) multi-use pathway in place of one of the sidewalks.

Noise/Air Quality	Between Noland and Lee's Summit, why does the north side of I-70 get a noise wall and the south side (mostly) doesn't? West of about Stayton, the land profile is identical on both sides of I-70 - the neighborhoods are higher than I-70. East of there, the north side remains higher than I-70, but the south side dips down (was a swimming pool, now just a park). I would like to see the noise wall be continuous on the south side, at least from Phelps to Stayton.
Noise/Air Quality	8. The evaluation matrix does not seem to include information on the air quality impacts of the various proposals. How will the air quality be impacted by each of these proposed options? What is the impact on tailpipe emissions in the evaluated corridor? What is the impact on particulate emissions in the corridor from brakes and tires? Tailpipe emissions are regulated and have been trending downward but particulate emissions increase linearly based on total vehicle volume. Won't this project greatly increase particulate pollution in the corridor, imparting significant health impacts on the residents of Independence? What will MODOT do to limit the particulate pollution in the project area or compensate citizens that live within range of these dangerous particulates?
Noise/Air Quality, Pedestrian Access, Road Design	Adding lanes and removing reasons to slow down indicates we want more vehicles and we want to see higher speeds. My city will be more noisy and more hostile to pedestrians. Rather than connecting neighborhoods, widening the road means removing back yards so that truck traffic can be 20 feet closer to my neighbors' bedroom windows.
Other, Safety, Road Design	What impact will option B have on the feeder roads in the project area? If there is a significant increase in the number of cars moving through the project area, it should be safe to assume that there will be an increase in traffic entering and leaving the interstate in the project area. Can the feeder roads handle the projected increase in traffic? Will MODOT pay for improvements on roads that cannot handle the increase in traffic caused by option B?
Road Design	Auxilary lanes between 470, Lee's Summit Road, and Noland to ease local Independence traffic conjestion!
Road Design	What are the expected long term motor traffic flow increases that warrant an additional lane between I-435 and I-470?
Safety	I am increasingly concerned about safety in this stretch along with congestion - it is increasingly difficult and time consuming to travel through this area - and scary!

Safety	What is the difference in projected crash data between options B and C? Will option B reduce crashes any more than option C would? By how much and using what metric? How do the projects shift the ratio of fatality and serious injury crashes vs. non-serious crashes? If one option decreases the number of total crashes but increases the number of fatality crashes expected, then it should be considered less safe.
Safety	Does option B reduce the actual number of expected fatalities on this stretch on highway? What is the change for option C? Please provide the raw numbers and not the fatalities per VMT as that number can hide an increase in the actual amount of fatalities occurring in an area.
Safety	Won't widening the highway make it easier for people to engage in anti-social or dangerous driving behaviors such as speeding and weaving, particularly during off-peak hours? How will that effect safety? Is the state highway patrol planning on increasing the number of officers allocated to the regions patrol unit?
Safety	My main concern is the impact on safety on Hwy 291. As it crosses Hwy 70, starting at the Hwy 40 intersection to the 39th St intersection it's a very hazardous area with the volume of traffic entering 291 and the short merging lanes. I constantly see precarious situations with people trying to merge onto 291 or exit 291. Perhaps some improvements can be made to the on and off ramps to alleviate this situation.
Safety, Road Design	The 70 and 470 interchange cloverleaf design is outdated and does not function well in the suburban environment with current traffic volumes. Some or all of the loop ramps needs to be replaced with high speed flyover ramps.
Safety, Road Design	This needs to be repaired as soon as possible. It has been terrible for decades. The ramps number of lanes need to be increased. In my opinion the signage by 170 and 435 are confusing. Especially Southbound 435 to East Bound I70 & 40Hwy.
Safety, Road Design	Does option B not merely relocate the traffic bottleneck from the I-70/I-435 interchange to the I-70/I-435 interchange?
Safety, Road Design	What will be the impact on the 85th percentile speed throughout the project area? Will it remain the same or increase? If it increases, won't that make this stretch of road more dangerous? Does this change between options B or C?
Safety, Road Design	What will be the effect on the average vehicle speed through the project area for option B or C compared to the average speed now? What will be the change in average speed for peak vs off-peak times? If the speeds increase, won't that make the projects area more dangerous?

Safety, Road Design	The I-470 and I-70 cloverleaf design is outdated. The volumes are too high for this interchange to function safely. All or some of the loops ramps need to be replaced with flyover directional ramps to eliminate weavings. Then the spacing of 39th and 40 Hwy interchanges are too close to I-70 on I-470.
Safety, Road Design	Because there are several interchanges in this area, merging traffic is a frequent cause of backups. Suggest extending the merge lane between interchanges to connect each entrance to the next exit. This will allow ample time for merging/exiting and also provide for additional lanes during accidents.
Safety, Road Design	I believe that evening rush hour traffic would benefit greatly from expanding 70 east bound from stadium drive to 40 hwy. Essentially not having any merging lanes, so at the widest 5 lanes with the right lane exiting to sterling and the next lane exiting to 40 hwy.
	Might consider bus on shoulder to improve transit operations.
	I travel this section frequently as does my daughter who attends the University if Missouri. There are frequent accidents and safety is a major concern.
	This area is one that I travel frequently with work and my daughter attending the University of Missouri. There are frequent slow areas and accidents. Safety is a major concern.
	A fourth lane is needed badly in the KC area. Restrict and actually enforce no trucks in left lane and enforce people to stay to right unless passing and most problems go away.
	The lane from 291 south to I70 west on ramp is way to short I've witnessed multiple cars crash trying to merge onto I70 and the on ramp from lees summit rd to I 70 east impede traffic trying to merge onto 470 south makes cars come to a stop sometimes these lanes on both sides of I 70 should extend from lees summit rd to 470 givi g traffic plenty of room to merge
	Adding lanes and removing obstacles to speed is all to encourage more vehicles. It means my city will be more dangerous, more noisy, more dirty and more hostile to pedestrians. This project does not connect neighborhoods, in fact it will move trucks closer to residents' bedroom windows.

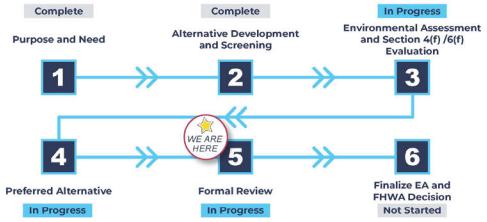
Appendix B – Fact Sheet

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 is evaluating alternatives according to each's 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 Process



Ways to Get Involved

- Public Meetings
- Surveys
- Sign up for email updates
- X (Formerly Twitter): @MoDOT_KC
- Facebook: MoDOT.KansasCity
- Website: tinyurl.com/I-70KCProject

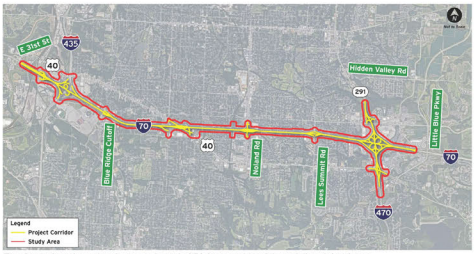
Contact
MoDOT Project Manager: Jodie Puhr, P.E.
Project Email: i70_ea_i435_i470@modot.mo.gov

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

Factsheet | Fall 2025

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.

Study Purpose

This project is one of several which will modernize the I-70 corridor across the state. I-70 from I-435 to I-470 provides a critical link to the central region of the United States, particularly for freight traffic, and is a key access point for the Kansas City region.

The primary goal of the Environmental Assessment (EA) is to evaluate short- and long-term alternatives and identify proposed actions to:

- Restore and maintain existing infrastructure
- Improve accessibility and goods movement
- Reduce congestion

Purpose and Need

The proposed project is needed to:

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

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 wider shoulders
- One (1) additional lane in each direction

C Fix Key Bottlenecks

- Remove and replace all pavement adding wider 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

Recommended Preferred Alternative

- Meets Purpose and Need
- Addresses Congestion and Traffic Safety Concerns
- Similar cost amount to the Fix Key Bottlenecks Alternative

Add General Capacity Alternative

The Add General Capacity Alternative met the Purpose and Need of the project by:

Improving Safety
- Adding new lanes to enhance capacity
- Improving ramps and interchanges

Reducing Congestion
- Additional lanes will increase the overall corridor's travel speed and increase the corridor's throughput.

Improve Accessibility and Goods Movement
- Addition of lanes for other modes of transportation and larger transportation vehicles.
- Improved access to transit, bicycle, and pedestrian connections in the project area.

Restore and Maintain Existing Infrastructure
- Replacement of pavement and bridges along the corridor.
- Addition of through lanes would impact long-term travel reliability and life-cycle costs through additional capacity in the corridor.

Both alternatives (B and C) were shown to have similar impacts to the natural and human environments, with some impact to the floodway/floodplain, and limited right-of-way aquisition.

The Add General Capacity Alternative is estimated to cost $350-$400 Million.

Noise Study

As part of the Environmental Assessment, MoDOT conducted a noise study to determine if noise walls would be feasible and cost-effective.

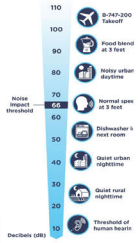
Noise Study Process

1. Identifying Noise Impacts:

A detailed software model, validated with field measurements, is used to assess existing noise and predict future noise levels.

2. Evaluating Noise-Reduction Strategies:

Where noise impacts are identified, noise reduction strategies will be evaluated. Noise walls are the most common strategy on a corridor like I-70. Noise walls must meet certain criteria in order to be recommended for construction.

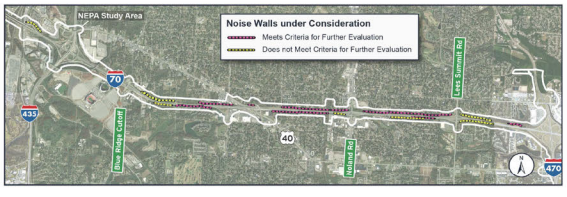


Per MoDOT and Federal Highway Administration (FHWA) noise policies, noise abatement strategies are considered feasible and reasonable if:

- *They are physically constructible without significantly impacting maintenance, safety, drainage, etc.*
- *They do not exceed 1,300 square feet of wall per residence that would benefit from the wall. A benefit is defined as a 7 decibel reduction.*
- *They are desired by the owners and residents of the properties that would benefit from the wall.*

Noise Wall Locations

The map shows locations where noise walls were evaluated. There are locations where noise walls are recommended for further study because they would help reduce noise for those properties nearby. There are other locations where noise walls were evaluated but do not meet the criteria of reducing noise for those nearby properties.



Welcome to the I-70 Environmental Assessment: I-435 to I-470 Public Meeting

Tuesday, October 28, 2025

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

Please scan the QR code to sign in.

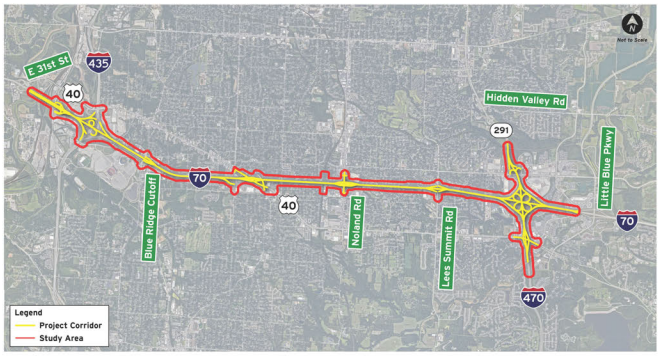
Study Area & Study Purpose

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

This project is one of several which will modernize the I-70 corridor across the state. I-70 from I-435 to I-470 provides a critical link to the central region of the United States, particularly for freight traffic, and is a key access point for the Kansas City region.

The primary goal of the Environmental Assessment (EA) is to evaluate short- and long-term alternatives and identify proposed actions to:

- Improve safety
- Reduce congestion
- Restore and maintain existing infrastructure
- Improve accessibility and goods movement



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

This EA is a continuation of the Tiered Study completed in 2011. For additional information on the Tier I Environmental Impact Statement visit: https://www.modot.org/sites/default/files/documents/I-70%20FTEIS%20ROD_webpage.pdf

Project Purpose & Need

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

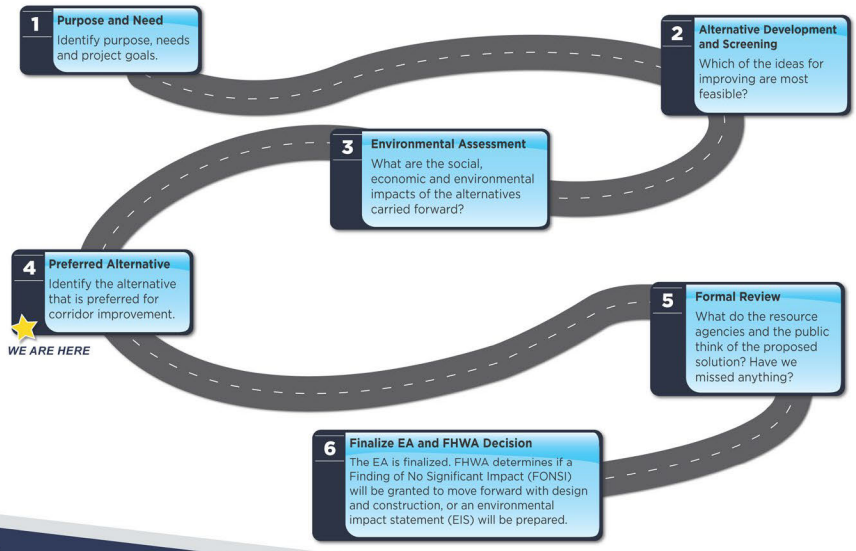
With plans statewide to modernize and update I-70, the I-70 Environmental Assessment: I-435 to I-470 evaluated current and future transportation needs and identified solutions to improve travel time reliability, increase mobility options, and accommodate planned transit routes and projects. All alternatives were evaluated according to their ability to satisfy the project Purpose and Need.

The proposed project is needed to:

- **Improve Safety**: Reduce the potential for crashes at high crash locations;
- **Reduce Congestion**: Remove key bottlenecks, reduce the potential for ramp back-up onto the freeway, and improve multi-modal travel times in coordination with plans put forward by local and regional agencies;
- **Restore and Maintain Existing Infrastructure**: Improve bridge and pavement conditions on I-70 and implement cost-effective investment strategies;
- **Improve Accessibility and Goods Movement**: Provide travel options for all residents, increase safe access across I-70 for non-motorized travel, and support local and regional land use plans in addition to improving the efficiency of freight movement on I-70.

Environmental Assessment Process

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



Alternatives Screening Criteria

The screening criteria was used to evaluate the alternatives and how well they met the Purpose and Need.

Purpose and Need Elements

Improve Safety

- Reduce the severity of potential crashes at high crash locations.

Reduce Congestion

- Traffic Operations/Congestion relief
  - Evaluate the effectiveness of the strategy on traffic operations

Restore and Maintain Existing Infrastructure

- Improve bridge and pavement conditions in the corridor
  - Evaluate how well the strategy improves existing infrastructure

Improve Accessibility and Goods Movement

- Improve accessibility within and across neighborhoods
  - Evaluate how well the strategy improves neighborhood and community accessibility
- Support local and regional land use
  - Evaluate the potential to support local and regional land use plans within the corridor
- Improve the efficiency of freight movement in the corridor
  - Evaluate how well the strategy serves the freight movement in the corridor

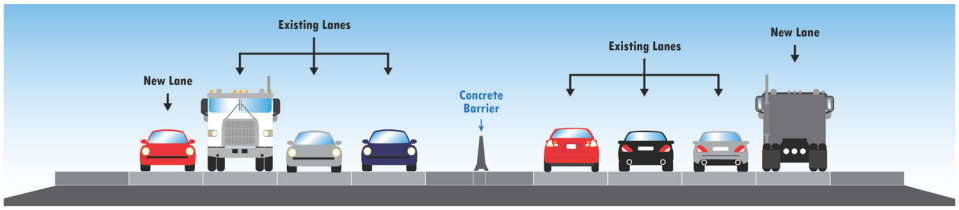
Other Performance Criteria - Environmental

- Natural Resources
  - Evaluate the potential impacts to water resources
  - Evaluate the potential impacts to forested areas
  - Evaluate the potential impacts to threatened and endangered (T&E) species and habitat
  - Evaluate the potential impacts to migratory birds
- Parks and recreational resources
  - Evaluate the potential impacts to parks and recreational lands
- Community impacts
  - Evaluate the potential impacts to properties in community
- Public facilities and services
  - Evaluate the potential impacts to facilities and services used for public uses
- Hazardous materials
  - Evaluate the potential impacts to known hazardous waste sites
- Stormwater
  - Evaluate the potential impacts to stormwater drainage
- Relocations
  - Evaluate the potential impacts on residences and businesses to be displaced
- Noise
  - Evaluate the potential impacts on existing sensitive noise receptors such as residences, schools, churches, and parks
- Cultural Resources
  - Evaluate the potential impacts on historic architectural and archaeological properties
- Land use
  - Evaluate the potential impacts on land use within and surrounding the corridor

Other Performance Criteria - Engineering

- Cost
  - Estimated cost for the project
- Maintenance of traffic / temporary traffic control
  - Evaluate the construction requirements of lane closures and/or detours
- Utilities
  - Evaluate the impacts on existing utilities and the ability to accommodate future utilities
- ROW / Acquisitions
  - Evaluate the impacts on permanent ROW, property, and/or easement acquisitions within the corridor

Recommended Preferred Alternative



Recommended Preferred Alternative

Add General Capacity Alternative

- ✓ Meets Purpose and Need
- ✓ Addresses congestion and traffic safety concerns
- ✓ Similar cost amount to the Fix Key Bottlenecks Alternative

Both alternatives were shown to have similar impacts to the natural and human environments, with some impact to the floodway/floodplain, and limited right-of-way takings.

The Add General Capacity Alternative is estimated to cost $350-400 million.

The Add General Capacity Alternative met the Purpose and Need of the project by:

Improving Safety

- Adding new lanes to enhance capacity
- Improving ramps and interchanges

Reducing Congestion

- Additional lanes will increase the overall corridor's travel speed and increase the corridor's throughput.

Improve Accessibility and Goods Movement

- Addition of lanes for other modes of transportation and larger transportation vehicles.
- Improved access to transit, bicycle, and pedestrian connections in the project area.

Restore and Maintain Existing Infrastructure

- Replacement of pavement and bridges along the corridor.
- Addition of through lanes would impact long-term travel reliability and life-cycle costs through additional capacity in the corridor.

Alternatives Considered

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

The alternatives below were carried forward from the Tier 1 EIS and were evaluated according to multiple criteria including their ability to satisfy the project Purpose & Need and impacts to man-made and natural 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 wider shoulders
- One (1) additional lane in each direction

C Fix Key Bottlenecks

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

Possible Improvements (Evaluation in Progress)

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

Alternatives Evaluation Matrix

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

The Alternatives Evaluation Matrix summarizes how each alternative addressed the Purpose and Need Elements.

Screening Criteria Definitions			
Achieved / Highly Positive Impacts	△	No Change / Neutral Impacts	□
Moderately Achieved / Moderately Positive Impacts	◊	Negative Impacts	○

Criterion	Description	Indicator	Strategy: No-Build Alternative	Strategy: Fix Key Bottlenecks	Strategy: Add General Capacity
Purpose and Need Elements					
Improve Safety					
Reduce the potential for crashes at high crash locations	Evaluate the reduction in crash rate and crash severity	Does the strategy address locations with crash rates above the statewide average?	○	△	△
Reduce Congestion					
Traffic operations / congestion relief	Evaluate the effectiveness of the strategy on traffic operations	Does the strategy remove key bottlenecks?	□	◊	△
		Does the strategy reduce the potential for ramp back-ups on the freeway?	□	◊	△
		Does the strategy improve multimodal travel times?	□	◊	△
Restore and Maintain Existing Infrastructure					
Improve bridge and pavement conditions in the corridor	Evaluate how well the strategy improves existing infrastructure	Level of improvement to bridge conditions within the corridor	□	△	△
		Does the strategy implement cost effective investment strategies?	□	△	△
Improve Accessibility and Goods Management					
Improve accessibility within and across neighborhoods	Evaluate how well the strategy improves neighborhood and community accessibility	Number of interchange and overpass reconfigurations	0	8	8
		Bicycle and/or pedestrian improvements proposed	0	0	0
Support local and regional land use	Evaluate the potential to support local and regional land use plans within the corridor	Does the strategy support local land use patterns?	□	□	□
		Does the strategy support MARC land use plans?	□	□	□
		Does the strategy integrate MARC "Smart Moves Transit Plan"?	□	□	□
Improve the efficiency of freight movement in the corridor	Evaluate how well the strategy serves the freight movement in the corridor	Level of improvement to freight movement	□	△	△

Alternatives Evaluation Matrix

The Alternatives Evaluation Matrix summarizes how each alternative addressed the Purpose and Need Elements.

Screening Criteria Definitions			
Achieved / Highly Positive Impacts	△	No Change / Neutral Impacts	□
Moderately Achieved / Moderately Positive Impacts	◊	Negative Impacts	○

Criterion	Description	Indicator	Strategy: No-Build Alternative	Strategy: Fix Key Bottlenecks	Strategy: Add General Capacity
Other Performance Criteria – Environmental					
Natural Resources	Evaluate the potential impacts to water resources	Encroachment on the Blue River (fatal flaw, large, moderate, minor, or none)	△	△	△
		Number of streams / tributaries crossed (each)	NA	13	13
		Area of floodplains impacted (acres)	0	8.98	9.31
		Area of wetlands impacted (acres)	0	2.62	2.87
	Evaluate the potential impacts to forested areas	Area of forest/shrub impacted (acres)	0	80.8	81.1
	Evaluate the potential impacts to threatened and endangered (T&E) species and habitat	Level of impact to T&E species and habitat	□	□	□
	Evaluate the potential impacts to migratory birds	Level of impact to migratory birds	□	○	○
Parks and recreational resources	Evaluate the potential impacts to parks and recreational lands	Number of parks / recreational lands impacted (each)	0	1	1
Public facilities and services	Evaluate the potential impacts to facilities and services used for public uses	Number of public facilities impacted (each)	0	0	0
Hazardous materials	Evaluate the potential impacts to known hazardous waste sites	Number of hazardous waste sites impacted (each)	0	2	2
Stormwater	Evaluate the potential impacts to stormwater drainage	Level of impact to stormwater drainage	□	◊	◊
Relocations	Evaluate the potential impacts on residences and businesses to be displaced	Residential - single-family (each)	0	0	0
		Residential - multi-family (each)	0	0	0
		Commercial / industrial (each)	0	0	0
		Places of worship (each)	0	0	0
		Schools (each)	0	0	0
Noise	Evaluate the potential impacts on existing sensitive noise receptors such as residences, schools, churches, and parks	Does the strategy move traffic closer to noise sensitive receptors?	□	○	○
		Does the strategy allow for the opportunity to analyze the feasibility and reasonableness of noise abatement?	□	△	△
Cultural Resources	Evaluate the potential impacts on historic architectural and archaeological properties	Number of historic properties impacted (buildings on or eligible for the National Register for Historic Places) (each)	0	0	0
		Number of historic districts impacted (each)	0	0	0
		Number of archaeological locations impacted (each)	0	0	0
Land Use	Evaluate the potential impacts on land use within and surrounding the corridor	What is the potential for changes in land use?	□	□	□

Alternatives Evaluation Matrix

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

The Alternatives Evaluation Matrix summarizes how each alternative addressed the Purpose and Need Elements.

Screening Criteria Definitions			
Achieved / Highly Positive Impacts	△	No Change / Neutral Impacts	□
Moderately Achieved / Moderately Positive Impacts	◊	Negative Impacts	○

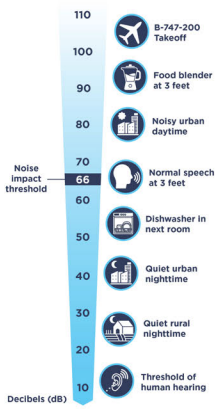
Criterion	Description	Indicator	Strategy: No-Build Alternative	Strategy: Fix Key Bottlenecks	Strategy: Add General Capacity
Other Performance Criteria – Engineering					
Cost	Opinion on the probable cost for the project	Right-of-way (ROW) acquisition cost (millions)	0	$0-$1 M	$1-$2 M
		Total construction cost (millions)	0	$300-$350 M	$350-$400 M
		Life-cycle costs	□	◊	◊
Maintenance of traffic / temporary traffic control	Evaluate the construction requirements of lane closures and/or detours	Predicted lane closures of long duration and/or detours during construction	0	○	○
Utilities	Evaluate the impacts on existing utilities and the ability to accommodate future utilities	Does the strategy accommodate utilities within right of way?	Yes	Yes	Yes
		Are significant utility corridors impacted?	No	No	No
ROW / Acquisitions	Evaluate the impacts on permanent ROW, property, and/or easement acquisitions within the corridor	Total acquisitions (acres)	0	2.17	5.09

Noise

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

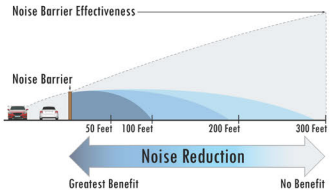
As part of the Environmental Assessment, MoDOT conducted a noise study to determine if noise walls would be feasible and cost-effective.

What is noise?



Noise Study Process

1. **Identifying Noise Impacts**: A detailed software model, validated with field measurements, is used to assess existing noise and predict future noise levels.
2. **Evaluating Noise-Reduction Strategies**: Where noise impacts are identified, noise-reduction strategies will be evaluated. Noise walls are the most common strategy on a corridor like I-70. Noise walls must meet certain criteria in order to be recommended for construction.



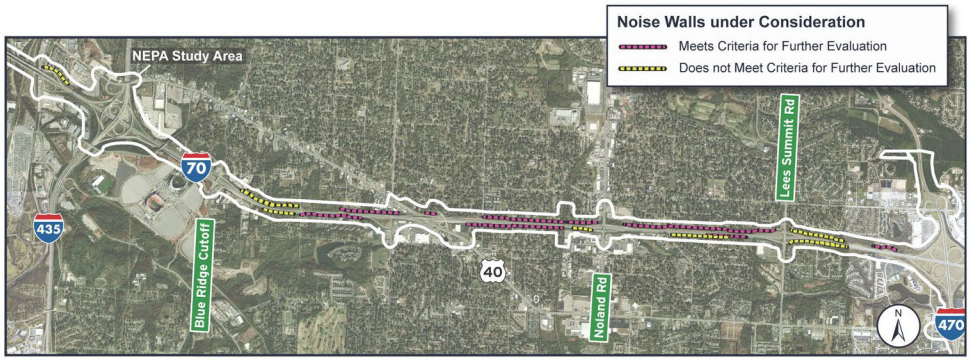
Per MoDOT and Federal Highway Administration (FHWA) noise policies, noise abatement strategies are considered feasible and reasonable if:

- They are physically constructible without significantly impacting maintenance, safety, drainage, etc.
- They do not exceed 1,300 square feet of wall per residence that would benefit from the wall. A benefit is defined as a 7 decibel reduction.
- They are desired by the owners and residents of the properties that would benefit from the wall.

Noise Wall Locations

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

The map shows locations where noise walls were evaluated. There are locations where noise walls are recommended for further study because they would help reduce noise for those properties nearby. There are other locations where noise walls were evaluated but do not meet the criteria of reducing noise for those nearby properties.



EA Timeline

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

EA Activity	2024	2025	Future		
Begin EA	●				
Purpose and Need Submittal	●				
Public Meetings	●				
Preferred Alternative Selected		●			
Public Meeting		●			
EA Documents for Public Review			●		
EA NEPA Decision Submitted to FHWA			●		
Final Design and Engineering*			▬	▬	
Construction Anticipated*					▬▶

** Dependent on funding*

Public Engagement Process & How to Stay Informed

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

There have been opportunities to provide feedback during the project.

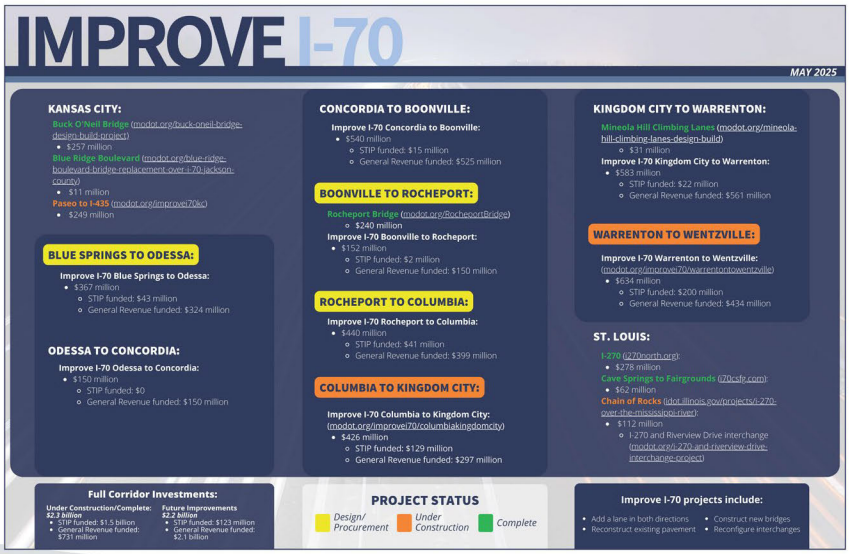
For more information, please visit the project website **www.modot.org/interstate-70-environmental-assessment-jackson** or email the project team at: **i70_ea_i435_i470@modot.mo.gov**.

Activity	2024			2025			
	Q2	Q3	Q4	Q1	Q2	Q3	Q4
Advisory Group Meetings	★		★		★	★	
Stakeholder Interviews/ Presentations	▬	▬					
Elected Officials Presentations	●	●			●		
Public Meetings		▲					▲
Agency Coordination		■			■		
Newsletters	◆	◆			◆	◆	
Public Surveys			◎			◎	

Want to stay informed? Scan this QR to sign up for our project newsletter!

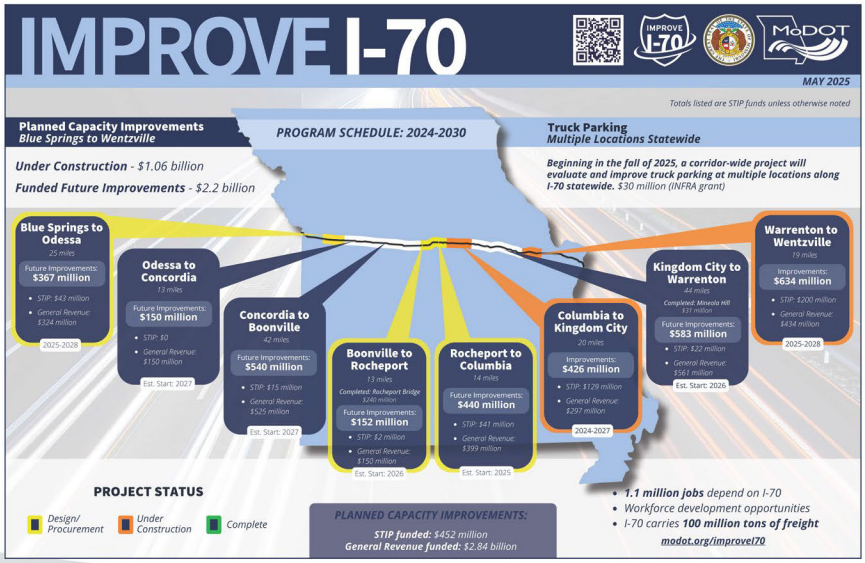
Other I-70 Projects

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



Other I-70 Projects

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



Appendix D - MoDOT Virtual Public Involvement Comment Summary - Roll Plot Comments

Near Stadium Dr.:

- HOV LANE!! CAN WE VISIT THAT IDEA 4 FUTURE
- Invest Clean Energy
- Invest in Public Transportation!!! We are behind in the world

Near Leeds Rd.:

- (arrow to WB lanes) Seems really short to merge 2 lanes from WB cutoff to WB I-70

Near Blue Ridge Cutoff:

- Will the decrease in speeds from the additional lane increase the number of total accidents? Higher speed = more dangerous accidents

Near 40th Terrace:

- This project moves this collision but further down the highway. Is there even a reduction in total crashes?

Near Pittman Rd:

- We absolutely need 4 lanes!!!

Near Sterling Ave:

- Think of where people are sleeping under the overpass in your design (from discussion with commenter – focus on how to discourage this)

Near Route 40:

- Will be excited to see the 40 Hiway Bridge updated & replaced. Feel it is in poor shape.
- New lanes are needed for this entire corridor.
- Thank you for the excellent resurfacing of 40 Highway

Near Noland Rd:

- Need longer merging lane on westbound I-70 off of Noland.
- Need extra lane on bridge Noland.
- DDI and longer merging lanes
- Need better marking lanes to see better (on bridge) Noland.
- Brief note on Wally's Ramp Access Noland.

Near Lee's Summit Rd.:

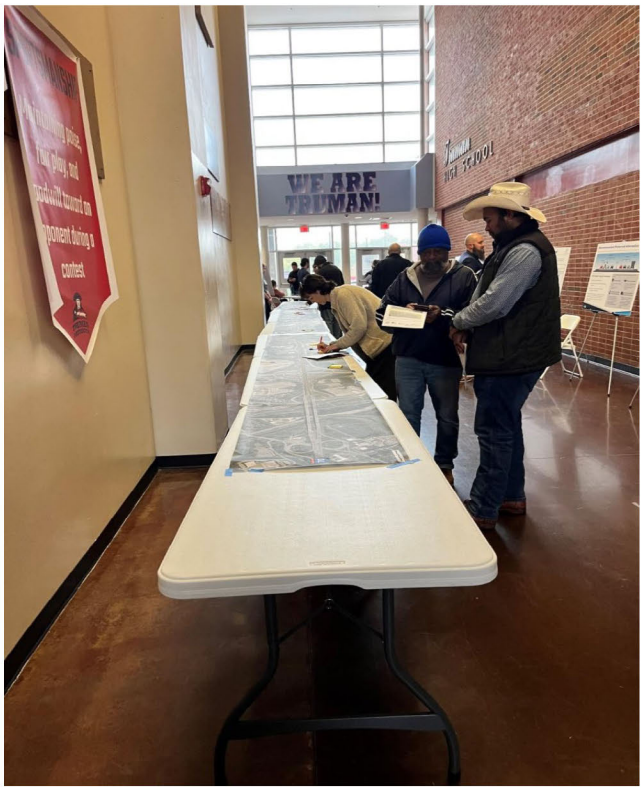
- Look into a DDI or Roundabout Interchange

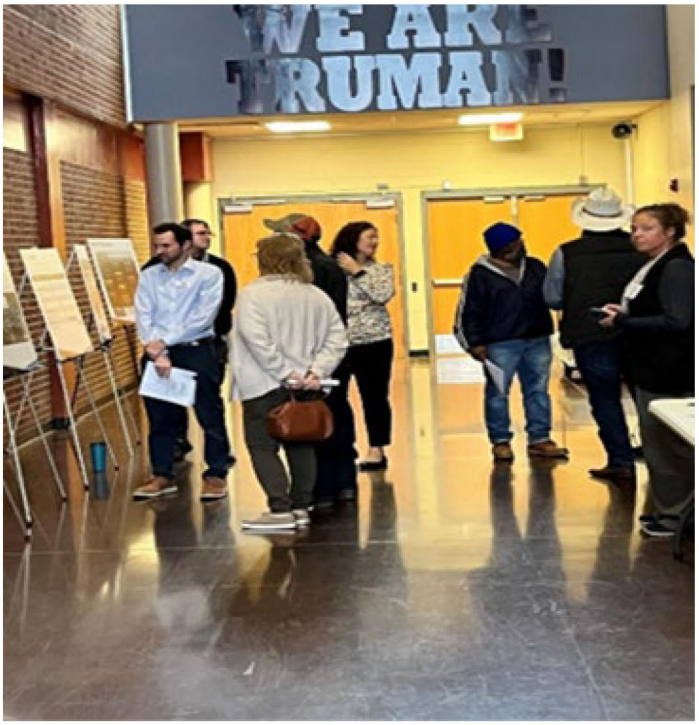
- Longer entrance ramp to I-70 from LS Rd.

Near I-470:

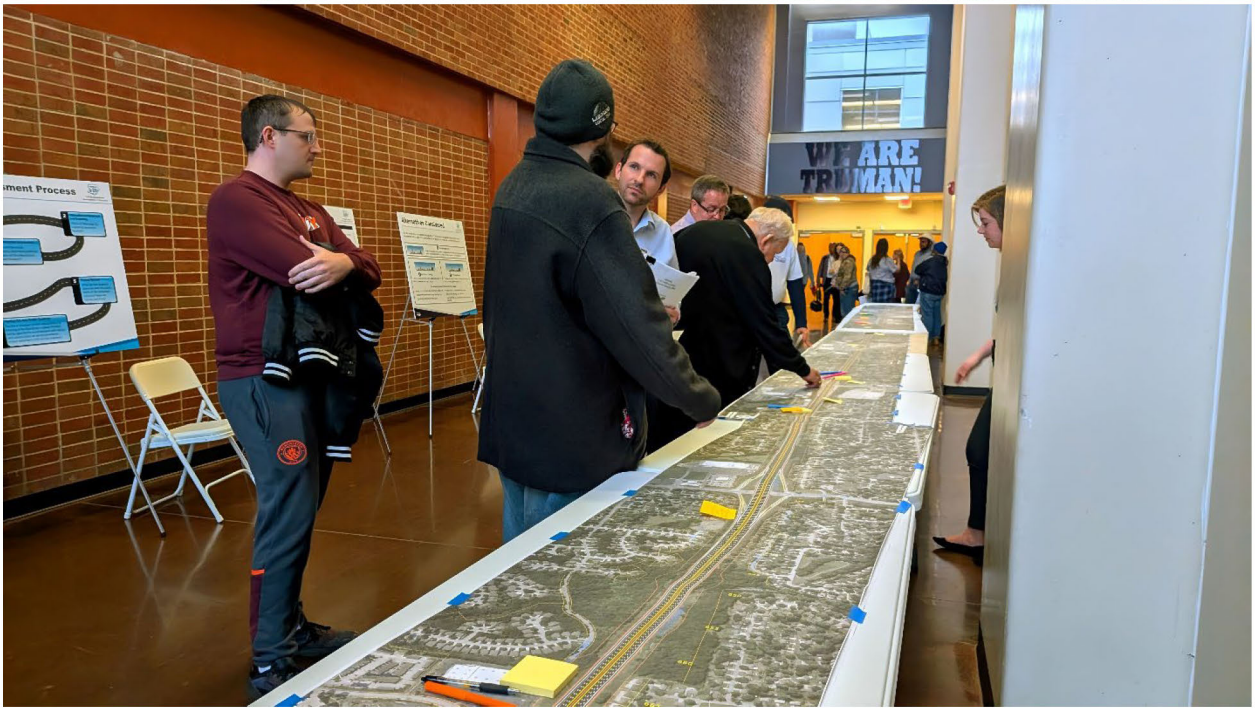
- Love the traffic changes proposed at 470
- Need plan to improve 291/470 N/S to Help w/congestion
- 291/47 – I-70 Interchange is so outdated. Needs to be updated ASAP.
- Improve 291 Bridge crossing I-70, entrance & exit gets congested near bottleneck. I-435 and I-70 will make I-70 and I-470 much worse. Solve interchanges before adding a lane!!
- Little Blue Parkway signals need to be reprogrammed. Eastbound turning left on LBP takes too long to cycle – to give green.

Appendix E – Meeting Photos




TRUMAN!


Truman
HIGH SCHOOL
Alternatives Evaluatio

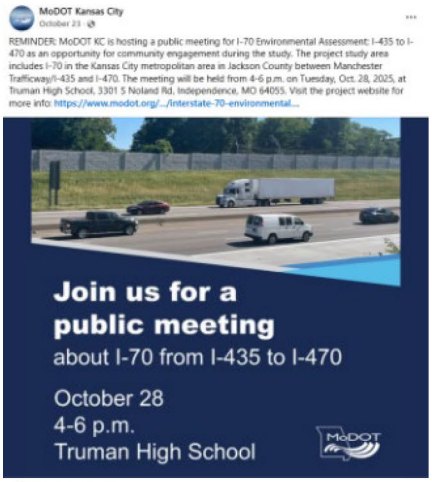

WE ARE
TRUMAN!


WE ARE
TRUMAN

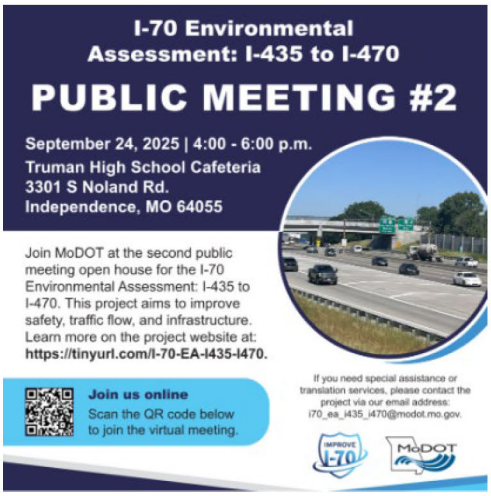

Locations
Noise Walls under Consideration
Lees Summit Rd

Appendix F – Meeting Promotion

Social Media Posts



Email Invitation



Press Release

MoDOT KC will host Public Meeting #2 for I-70 Environmental Assessment: I-435 to 470

Meeting is scheduled for 4-6 p.m. on Tuesday, Oct. 28, 2025 at Truman High School
Project
Interstate 70 Environmental Assessment in Jackson County

JACKSON COUNTY - The Missouri Department of Transportation Kansas City (MoDOT KC) is hosting a public meeting for I-70 Environmental Assessment: I-435 to I-470 as an opportunity for community engagement during the study. The project study area includes Interstate 70 (I-70) in the Kansas City metropolitan area in Jackson County between Manchester Trafficway/Interstate 435 and Interstate 470. The meeting will be held from 4-6 p.m. on Tuesday, October 28, 2025 at Truman High School, 3301 S Noland Rd, Independence, MO 64055.

In conjunction with MoDOT and in coordination with Federal Highway Administration (FHWA), the project team will be sharing the draft recommended alternative for the project and seeking public input. The intent of the project to is to address challenges along the I-70 corridor by:

- Improving safety
- Restoring and maintaining existing infrastructure
- Improving accessibility and goods movement
- Reducing congestion

Following the public meeting, a self-guided virtual presentation and an online survey will be available on the project webpage at https://www.modot.org/projects/interstate-70-environmental-assessment-jackson. The online survey will close on November 30, 2025.

MoDOT is committed to providing equal access to this event for all participants. If you require translation services or need special assistance for the meeting, please contact the team at least 48-hours in advance of the meeting, at i70_ea_i435_i470@modot.mo.gov.

Estamos comprometidos a proporcionar igualdad de acceso a este evento para todos los participantes. Si necesita servicios de traducción o necesita asistencia especial para la reunión, por favor comuníquese con el equipo al menos 48 horas antes de la reunión: i70_ea_i435_i470@modot.mo.gov.

For more information, please contact the project team at i70_ea_i435_i470@modot.mo.gov.

For more information about MoDOT news, projects or events, please visit our website at www.modot.org/kansascity. For instant updates, follow MoDOT_KC on X, or share posts and comments on our Facebook at www.facebook.com/MoDOT.KansasCity/. MoDOT Kansas City maintains more than 7,000 miles of state roadway in nine counties. Sign up online for work zone updates or call 888-ASK-MODOT (275-6636).

Districts Involved
Kansas City
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