







I-29/I-35/U.S. 169 Planning and Environmental Linkages Study

Wednesday, April 12, 2023 | Northland Neighborhoods, Inc.

The Missouri Department of Transportation (MoDOT) is completing a Planning and Environmental Linkages (PEL) Study of the I-29/I-35/U.S. 169 corridors to identify short-term and long-term improvement alternatives. At the last public meeting input is summarized below.

At the in-person and on-line public meetings held in October 2022, the Project Team presented information on traffic, safety, engineering, and environmental issues in the corridor.

Top concerns for meeting participants included:

- Safety
- Congestion
- Need for improved/updated roadway design
- Bike and pedestrian access



*Comments are verbatim from the public meeting attendees

Alternative Screening Process

First, the universe of alternatives presented at Public Meeting No. 1 were evaluated based on how well they met the study Purpose and Need and Study Goals. Alternatives that did not meet either were eliminated as shown on Figure A.

Next, alternatives were organized into Primary (those that could stand on their own) and Complementary (could not stand on their own). The Primary alternatives were organized into seven scenarios that could include complementary alternatives. These were then evaluated with 53 factors for traffic, safety, engineering and the environment.





Highway Build

- Main Lane Widening
- Main Lane payement Rehabilitation
- Elevated Lanes Remo
- Collector / Distributor (C/D) Roads
- Dedicated Truck Lanes/Ramps
- **Auxiliary Lanes**
- Frontage Road Improvements
- Intersection Improvements
- Interchange Improvements Ramp Consolidation / Elimination
- Roadway Shoulder Improvements
- Horizontal / Vertical Curve Improvements
- Bottleneck Removal
- Bypass Route Removed
- Increase the number of lanes without highway
- Geometric Design Improvements
- New Freeways R
- New Arterial Streets Removed



Intelligent Transportation Systems

- Traveler Information
- Aggressive Incident
- Clearance Traffic Signal
- Preemption/Transit Signal Priority
- Hazardous Materials Tracking and
 - Emergency Response
- · ITS Support Infrastructure · CCTV Cameras/Traffic
- Flow Monitoring Signal Operation &
 - Management Dynamic Merge Control Integrated Corridor
 - Management Connected



Freight

- Commercial Vehicle Geometric Accommodations
- **Enhanced Weigh Stations**
- Intermodal Connector Roads
- Truck Lane Restrictions
- Intelligent Commercial Vehicle Parking



Multi-Modal

- Arterial Bus Transit
- Express Bus Transit
- Bus on Shoulder
- Bus Lanes Removed
- Arterial Bus Rapid Transit Light Rail (Streetcar)
- Heavy Rail Removed
- High Speed Rail Removed
- Bicvcle / Pedestrian
- Commuter Rail Removed
- Increase bus route
- coverage/frequency
- Multi-modal Transportation Corridors/
- Centers Park-and-Ride Lots
- In-line Transit Station
- Transit Enhancements
- Mobility Hubs
- Microtransit

Congestion Management

- Information Systems / Advanced Traveler Information
- High Occupancy Vehicle (HOV)
- Managed Lanes Re
- Reversible Lanes
- Ramp Metering
- Hard Shoulder Running Remove
- Travel Demand Management (TDM)
- Transportation System Management and Operations
- Wayfinding / Signage
- Arterial Improvements Land Use Policy
- Access Management Strategies Alternative Route Improvements



Non-Recurring **Congestion Management**

- Crash Investigation Sites
- Roadside / Motorist Assist Enhancements
- Improvements to Detour Route
- Variable Speed Limits (Speed Harmonization)
- Queue Warning
- Enhanced Work Zones

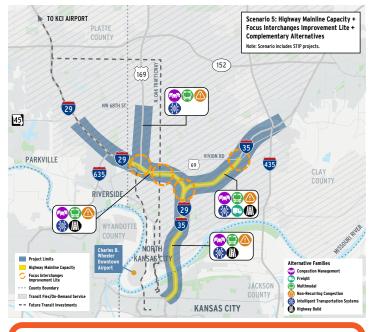
Scenarios Analyzed

Scenario 1



No improvements are made in the study corridor except those that are already included in the MoDOT Statewide Transportation Improvement Program (STIP) and Mid-America Regional Council (MARC) Long-Range Transportation Plan. during the NEPA Phase.

Scenario 5
Highway Mainline Capacity + Focus Interchanges Improvement Lite
+ Complementary Alternatives



Includes an additional lane in each direction for the limits shown, plus limited interchange improvements

Scenario 2 Highway Mainline Capacity + Complementary Alternatives



Includes an additional lane in each direction for the limits shown plus complementary alternatives without additional right of way.

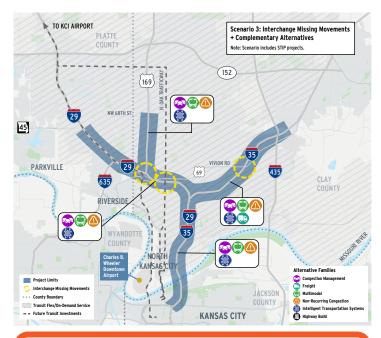
Scenario 6 Highway Mainline Capacity + Focus Interchanges Improvement Full Build + Complementary Alternatives



Includes an additional lane in each direction for the limits shown, plus rebuilding the focus interchanges plus complementary alternatives.

Scenario 3

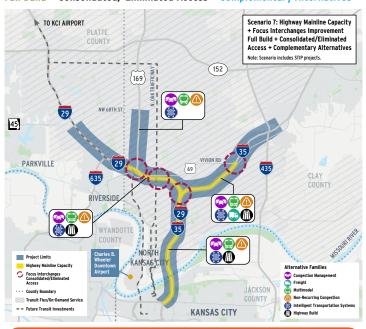
Interchange Missing Movements + Complementary Alternatives



Includes missing ramp movements at select interchanges plus complementary alternatives.

Scenario 7

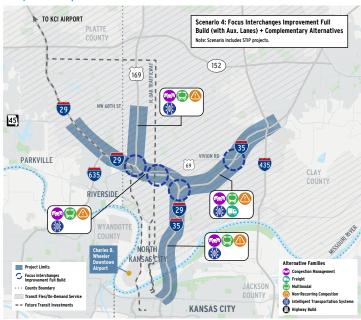
Highway Mainline Capacity + Focus Interchanges Improvement
Full Build + Consolidated/ Eliminated Access + Complementary Alternatives



Includes an additional lane in each direction for the limits shown, plus rebuilding the focus interchanges plus complementary alternatives. Some ramps may be eliminated or consolidated to improve highway mobility, but local mobility will be maintained.

Scenario 4

Focus Interchanges Improvement Full Build (with Aux. Lanes) + Complementary Alternatives



- Includes rebuilding focus interchanges plus complementary alternatives.
- I-29/I-35/US 169 PEL (53 Interchange Design Concepts Developed over 4 Focus Areas).
 - I-29/I-35 Split (13 concepts)
 - I-29-US169 (9 concepts)
 - I-29-N Oak (14 concepts)
 - I-35-Vivion/Brighton (17 concepts)
- Does not include an additional lane in each direction.

Scenarios 5, 6 and 7 all provided a high level of traffic performance while addressing the safety concerns in the project limits. These scenarios provided the greatest opportunity to improve bicycle and pedestrian crossings of the freeways. These scenarios did have more environmental impacts than the other scenarios, but the study team thinks the impacts can be mitigated during the NEPA Phase.

Preliminary PEL Recommendation

Scenario 5	Scenario 6	Scenario 7
Highway Mainline Capacity + Focus Interchanges Improvement Lite + Complementary Alternatives	Highway Mainline Capacity + Focus Interchanges Improvement Full Build + Complementary Alternatives	Highway Mainline Capacity + Focus Interchanges Improvement Full Build + Consolidated/ Eliminated Access + Complementary Alternatives
Specific corridor recommendations will be identified in the NEPA phase		

Next Steps

- Complete the PEL report and associated documents.
- Public Outreach
 If you have a group that would be interested
 in this study talk to MoDOT about a
 presentation or you can send them to the
 project website:

www.modot.org/i-29i-35us-169-corridor-study



The Missouri Department of
Transportation anticipates incorporating
recommendations made as part of the PEL
study into future NEPA studies, per Tile 23
of the US Code, Part 168

