



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

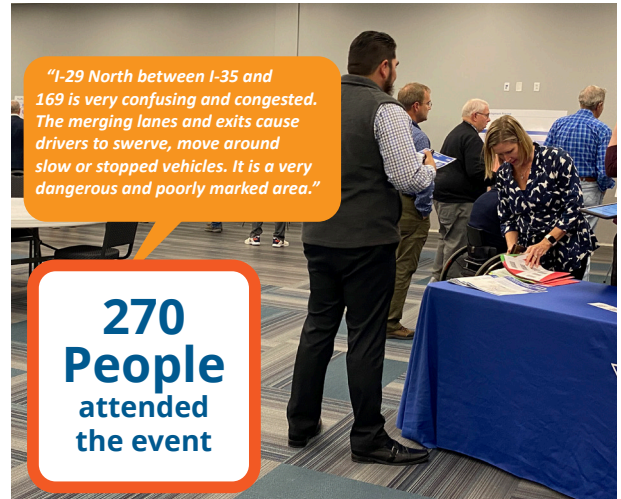
Wednesday, April 12, 2023 | Northland Neighborhoods, Inc.

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

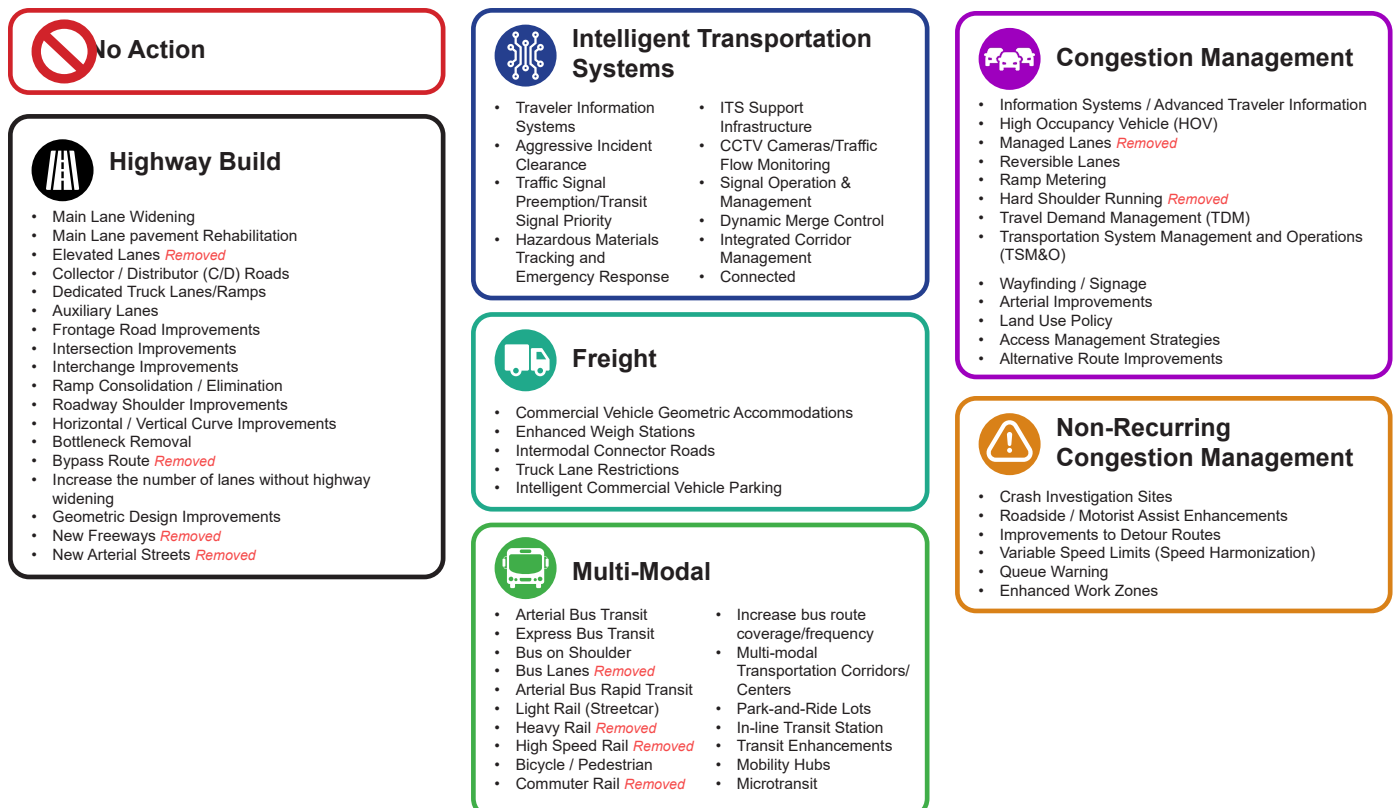


*Comments are verbatim from the public meeting attendees

Alternative Screening Process

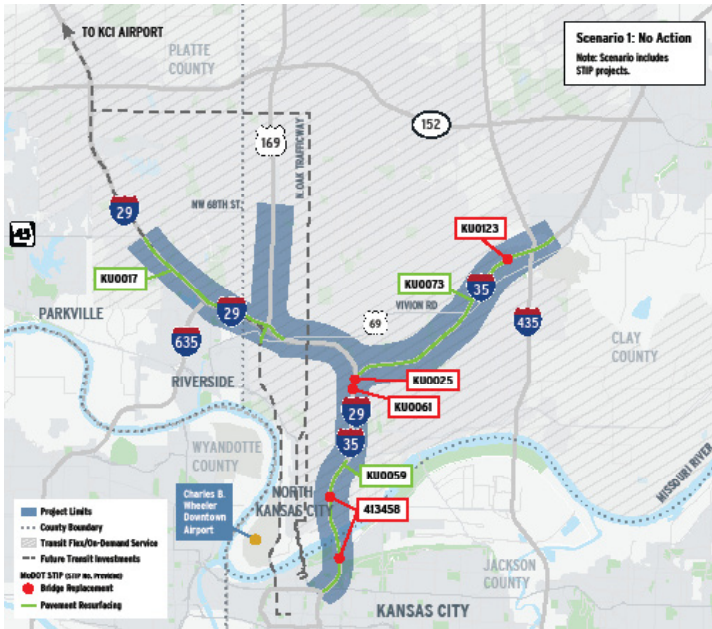
First, the universe of alternatives presented at Public Meeting No. 1 were evaluated based on how well they met the study Purpose and Need and Study Goals. Alternatives that did not meet either were eliminated as shown on Figure A.

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.



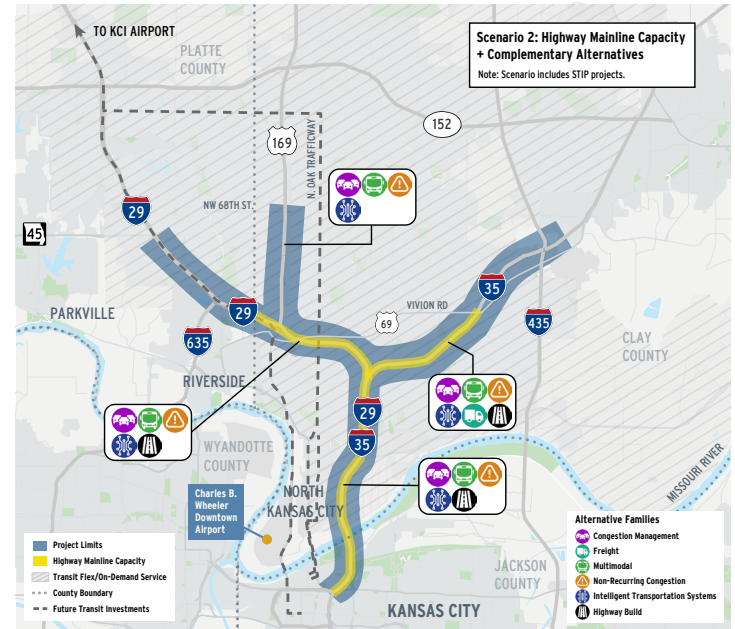
Scenarios Analyzed

Scenario 1 No Action



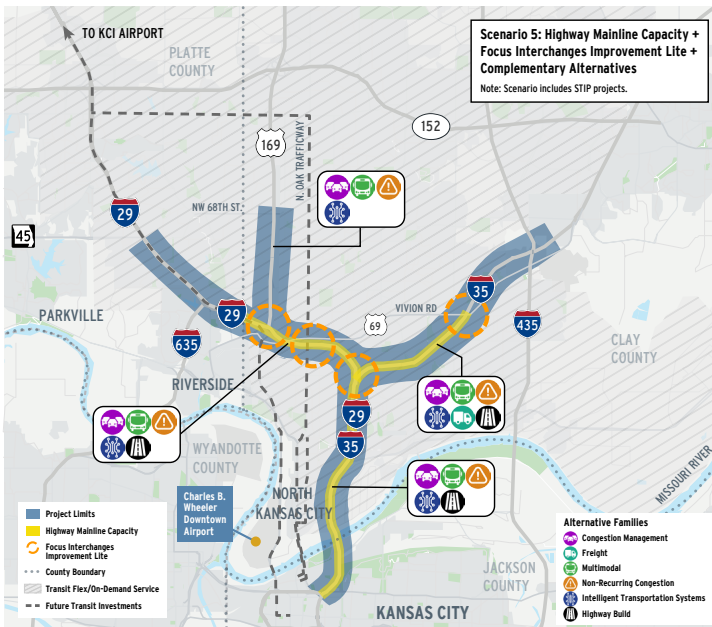
➔ No improvements are made in the study corridor except those that are already included in the MoDOT Statewide Transportation Improvement Program (STIP) and Mid-America Regional Council (MARC) Long-Range Transportation Plan. during the NEPA Phase.

Scenario 2 Highway Mainline Capacity + Complementary Alternatives



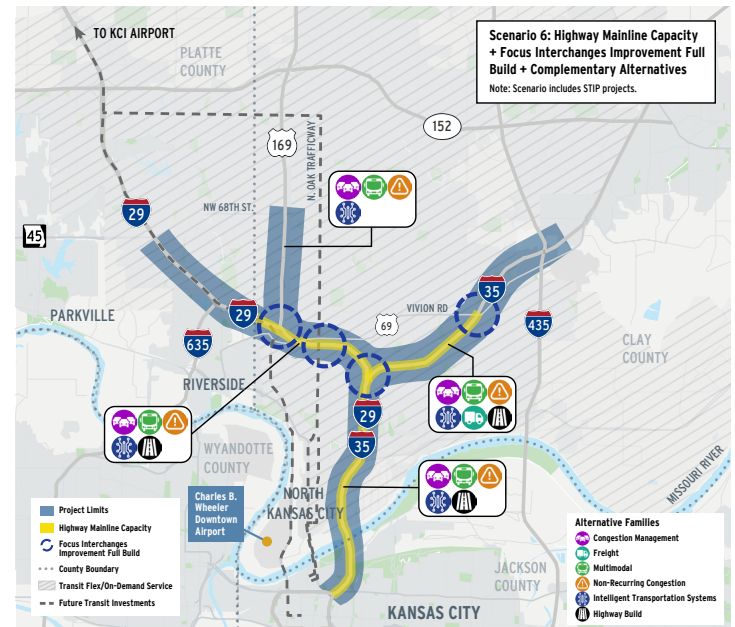
➔ Includes an additional lane in each direction for the limits shown plus complementary alternatives without additional right of way.

Scenario 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

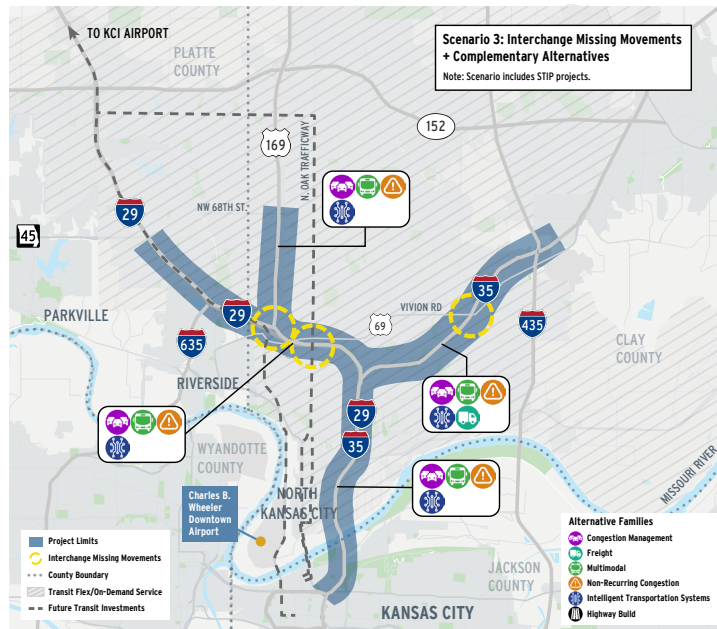
Scenario 6 Highway Mainline Capacity + Focus Interchanges Improvement Full Build + Complementary Alternatives



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

Scenario 3

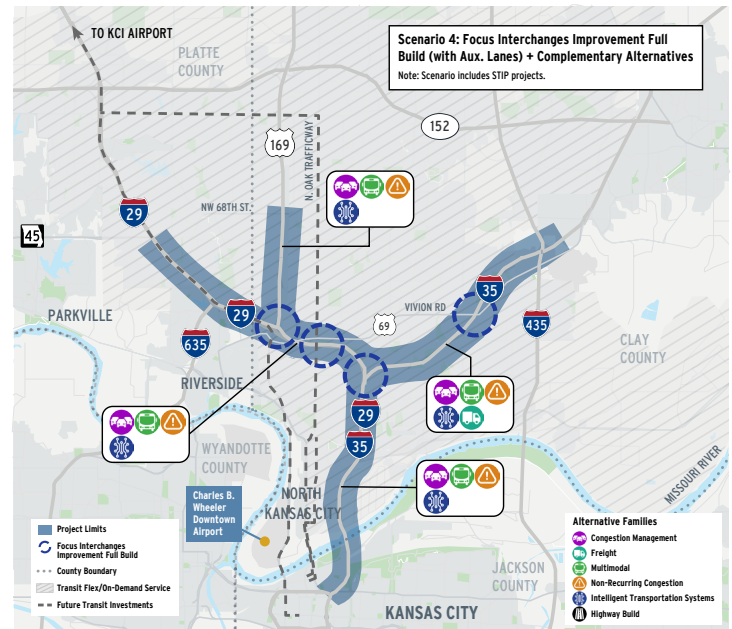
Interchange Missing Movements + Complementary Alternatives



- ➔ Includes missing ramp movements at select interchanges plus complementary alternatives.

Scenario 4

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



- ➔ Includes rebuilding focus interchanges plus complementary alternatives.

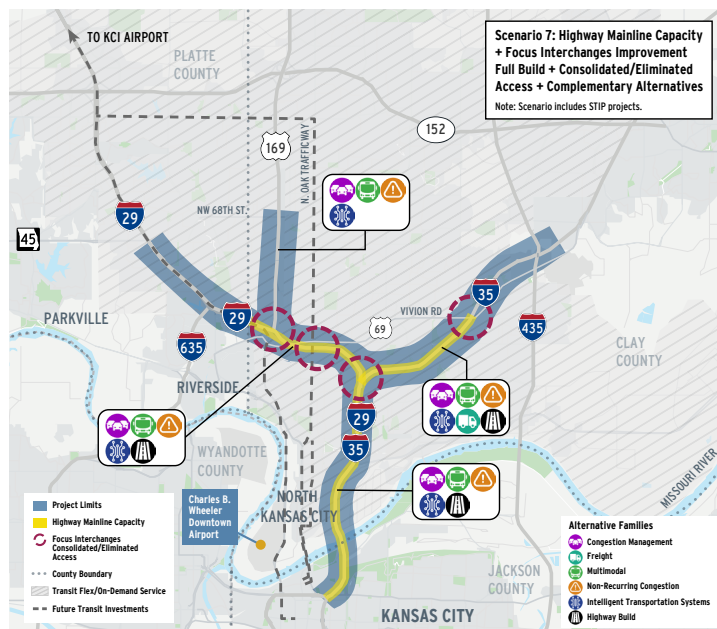
- ➔ I-29/I-35/US 169 PEL (53 Interchange Design Concepts Developed over 4 Focus Areas).

- 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.

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.

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 Title 23 of the US Code, Part 168

