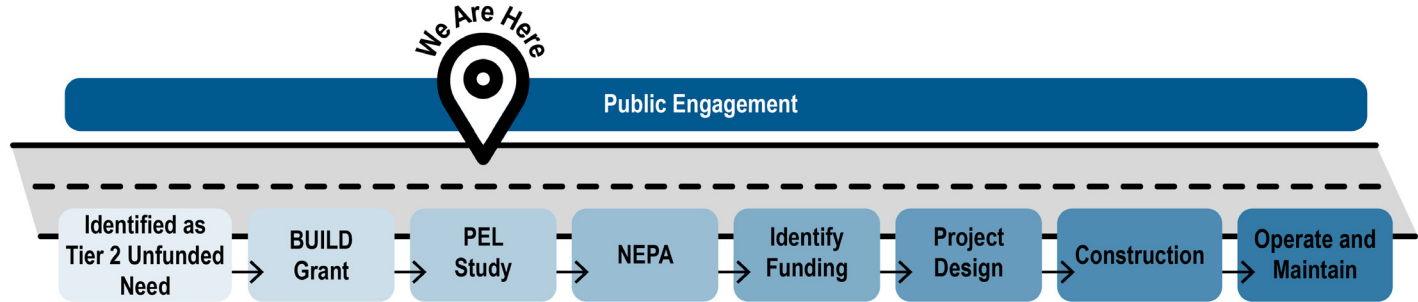


Where are we in the Overall Process?

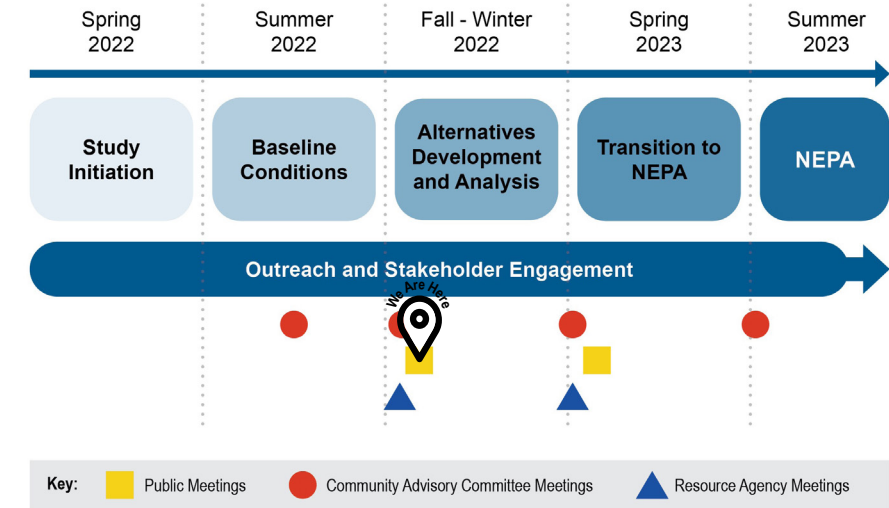
Prior to the PEL study, MoDOT identified the need for improvements in the study area, and successfully secured Federal funds to begin the process of identifying improvements for the area. The PEL will take approximately one year to complete before the Study Team transitions to National Environmental Policy Act (NEPA). Securing funding for construction, then completing a detailed design of the improvements will also need to happen before construction on any improvements occurs.

MoDOT anticipates incorporating recommendations made as part of the PEL study into future NEPA studies, per Title 23 of the U.S. Code, Part 168.



Engage with the Project Team

There will be many opportunities to get involved and provide feedback. In addition to various meetings, a person may provide feedback by completing an electronic survey, signing up for project updates, and contacting the Study Team using the email address listed below. The best way to stay informed about the PEL Study progress and upcoming meetings is by visiting the project website.



Provide your feedback on the study by taking the survey!

Submit responses by November 14, 2022.

Next Steps

The Study Team will utilize the data and stakeholder feedback gathered from the baseline conditions to complete the Alternatives Development and Analysis portion of the PEL. A second public meeting will occur after this stage is completed to collect feedback. The Study Team will continue to accept public comments throughout the process. Visit the project website to receive the most current updates on the study.



Contacts

Email: KC_I35_I29_Corridor@modot.mo.gov Website: www.modot.org/i-29i-35us-169-corridor-study

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

FACTSHEET | FALL 2022



Introduction

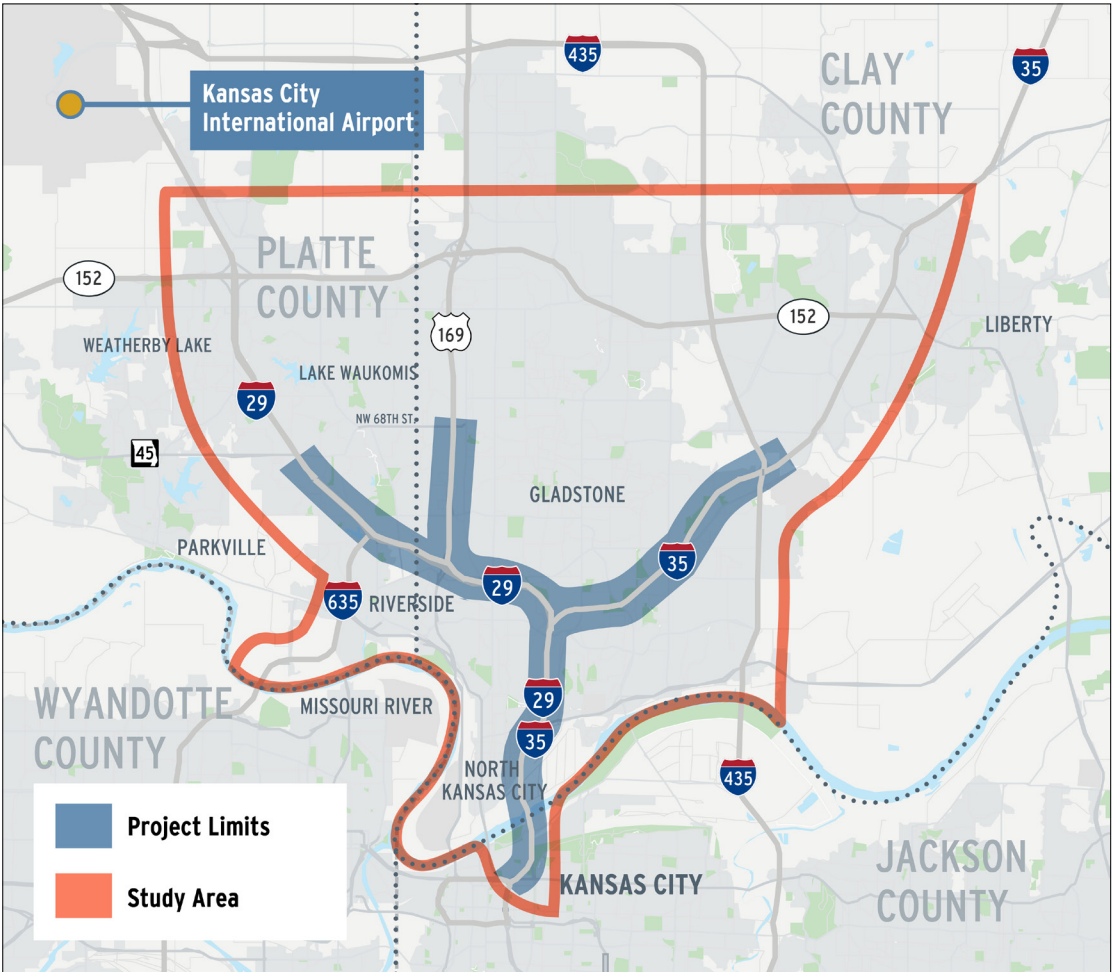
The Missouri Department of Transportation (MoDOT) is beginning a Planning and Environmental Linkages (PEL) Study of the I-29/I-35/ U.S. 169 corridors to develop both short-term and long-term improvement alternatives to:

- Address structural and functional roadway deficiencies, including pavement and bridge conditions
- Improve safety for all users
- Improve roadway capacity and freight movement demands to meet future growth in the Northland
- Provide transit and multimodal alternative

The goal of the PEL Study is to develop a clear and supported plan of action addressing deficiencies along I-29, I-35, and U.S. 169.

Study Area

The PEL study area is shown on the map and extends through portions of Clay, Jackson, and Platte Counties.

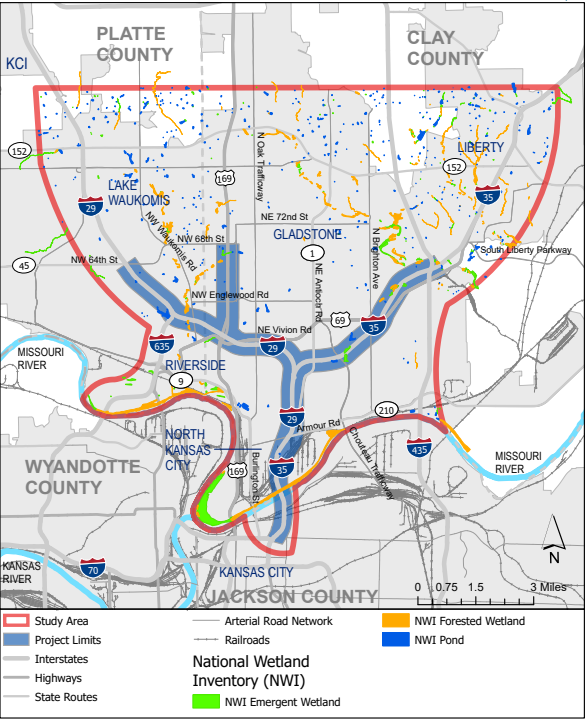


Understanding the Corridor

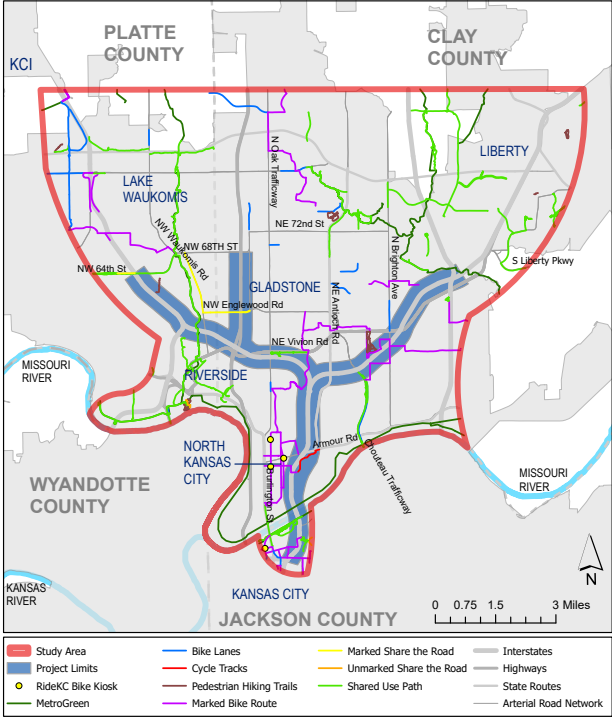
The Study Team completed a comprehensive evaluation of the existing conditions (also known as baseline conditions) to understand and confirm the primary issues and needs on I-29, I-35, U.S. 169 and other supporting roadways in the study area. The following topics were examined:

- Environmental factors including, but not limited to wetlands, floodplains, population and employment growth, low-income populations and historically disadvantaged communities
- Traffic and safety issues on the roadways during the A.M. and P.M. weekday peak hours
- Multimodal inventory of the bike/ped network, public transit availability, and trail network
- Review of engineering standards on all roadway and bridge structures to identify deficiencies

Wetlands within the study area are noted in the graphic below.



Bike and trail network are shown in the graphic below.



Universe of Alternatives

After understanding the baseline conditions in the study area, the Study Team assembled a comprehensive list of potential solutions, known as the “Universe of Alternatives”, listed below. The “No Action” is used as a basis of comparison when evaluating the effectiveness of other alternatives. The other alternatives are broken into six specific categories or families of solutions. There may not be a single solution to solve all the issues in the study area, a combination of solutions may eventually be implemented to improve performance, reliability, and safety within the project limits. To understand which solutions will work best in the corridor, alternatives will undergo a multi-step screening process to ensure that they are meeting purpose and need as well as the goals of the project. Reasonable alternatives will then be combined and evaluated for performance and cost-effectiveness until a preferred alternative is identified.



No Action



Highway Build

- Main Lane Widening
- Main Lane pavement Rehabilitation
- Elevated Lanes
- 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
- Increase the number of lanes without highway widening
- Geometric Design Improvements
- New Freeways
- New Arterial Streets



Intelligent Transportation Systems

- Traveler Information Systems
- 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 Vehicles



Freight

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



Multimodal

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



Non-Recurring Congestion Management

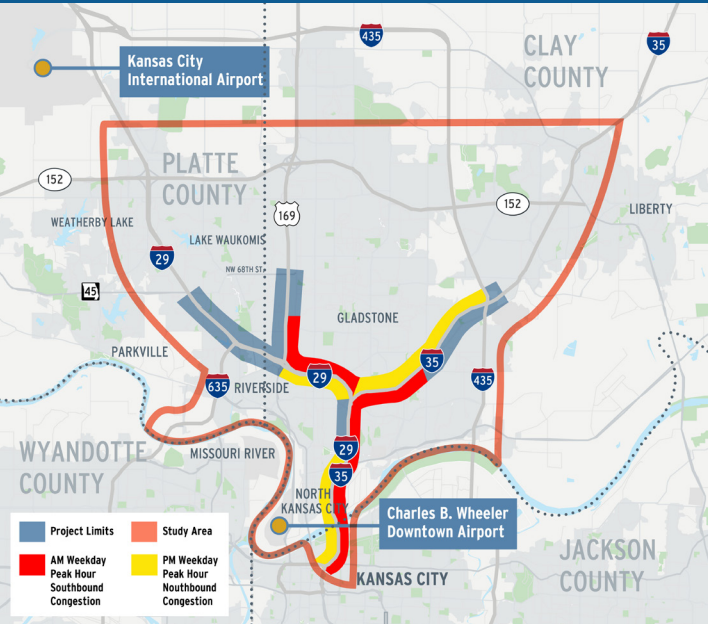
- Crash Investigation Sites
- Roadside / Motorist Assist Enhancements
- Improvements to Detour Routes
- Variable Speed Limits (Speed Harmonization)
- Queue Warning
- Enhanced Work Zones



Congestion Management

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

Segments where recurring congestion occur are noted in the graphic below.



Red dots show where interchange spacing issues are located, which are primarily located on I-29 between U.S. 169 and I-29/I-35 split.

