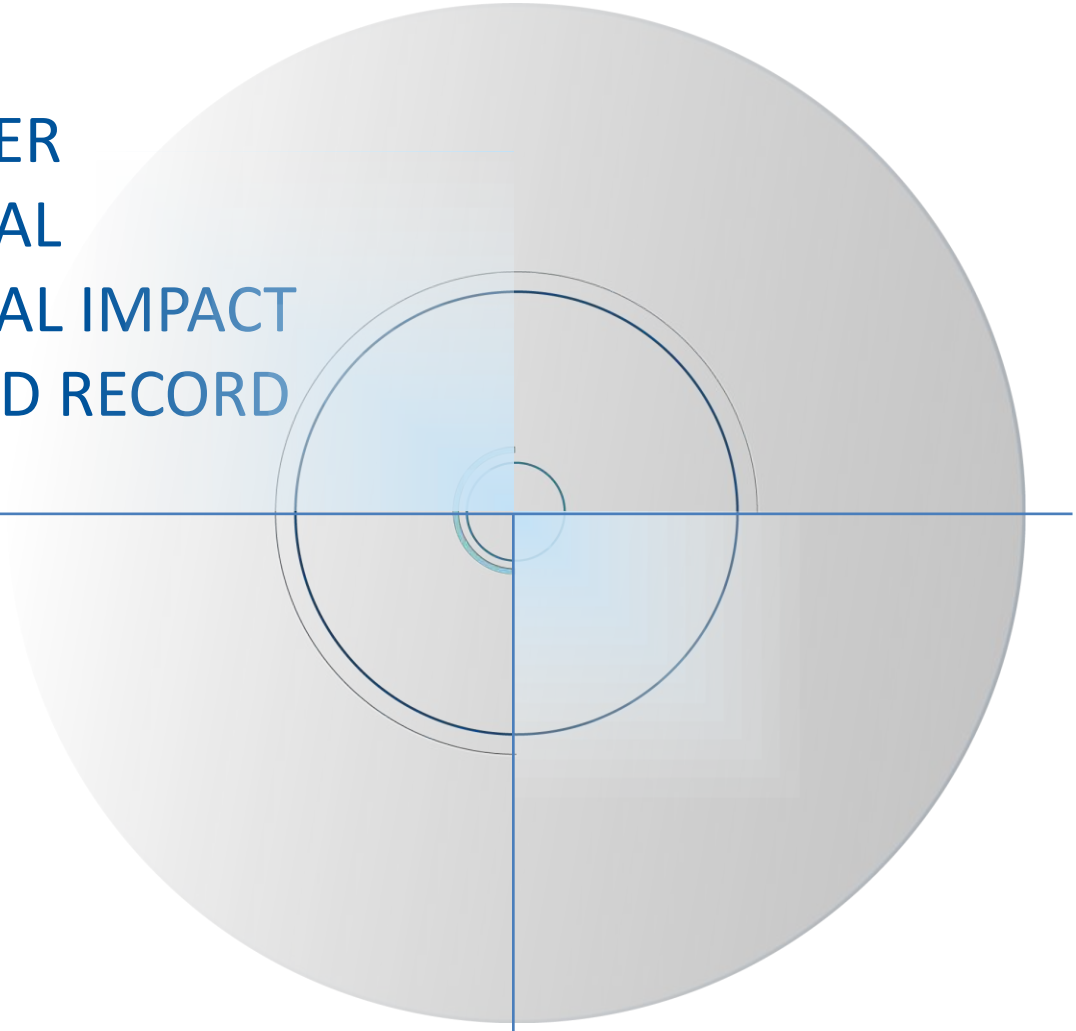
I-70 SECOND TIER COMBINED FINAL ENVIRONMENTAL IMPACT STATEMENT AND RECORD OF DECISION



Prepared for

Missouri Department of Transportation

&

Federal Highway Administration

December 2017

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I-70 Second Tier Environmental Impact Statement
From west of The Paseo interchange
to east of the Blue Ridge Cutoff interchange
Jackson County, Missouri

Kansas City Area

Combined Final Environmental Impact Statement (FEIS) /
Record of Decision (ROD)

SUBMITTED PURSUANT TO
42 U.S.C. 4332(2)(c) and 40 C.F.R. 1506.10(b)(2)

by the

U.S. Department of Transportation
Federal Highway Administration

and the

Missouri Department of Transportation

12/21/17
Date of Approval

Kevin W. Ward, P.E.
Division Administrator
Federal Highway Administration

12/20/17
Date of Approval

Edward Hassinger, P.E.
Chief Engineer
Missouri Department of Transportation

I-70 Second Tier Environmental Impact Statement
Kansas City, Missouri
Final Environmental Impact Statement

This I-70 Second Tier Condensed Final Environmental Impact Statement (EIS) documents the human and natural environmental effects of potential alternatives for improving I-70 on the Missouri side of the Kansas City Metro Area. The purpose of the I-70 Second Tier EIS is to determine an improvement alternative for the corridor which will Improve Safety, Reduce Congestion, Restore and Maintain Existing Infrastructure, Improve Accessibility, and Improve Goods Movement. The No-Build Alternative and two Build Alternatives (Geometrics Improvements and Interchange Consolidations) are evaluated in this document. The document contains a Preferred Alternative that is a combination of the two Build Alternatives.

The study area is in Jackson County, Missouri and centered on I-70 between the Paseo Boulevard and Blue Ridge Cutoff and has not changed since the Draft EIS was approved in January 2014.

MoDOT has prepared a combined FEIS/ROD in accordance with the FHWA Moving Ahead for Progress in the 21st Century (MAP-21) and FAST (Fixing America's Surface Transportation) Act guidance. Section 1319(b) of MAP-21 directs the lead agency, to the maximum extent practicable, to expeditiously develop a single document that consists of an FEIS and ROD, unless: (1) the FEIS makes substantial changes to the proposed action that are relevant to environmental or safety concerns; or (2) there are significant new circumstances or information relevant to environmental concerns and that bear on the proposed action or the impacts of the proposed action. This combined FEIS/ROD includes references to the Draft EIS as appropriate.

Additional project information, including an electronic version of this document, is available on the project website, http://www.modot.org/kansascity/metroi70/. The following persons may be contacted for additional information concerning this document:

Ms. Raegan Ball
Program Development Team
Federal Highway Administration, Division Office
3220 West Edgewood, Suite H
Jefferson City, MO 65109
(573) 638-2620

Mr. Edward Hassinger
Chief Engineer
Missouri DOT
P. O. Box 270
Jefferson City, MO 65102
(573) 751-2803

I-70 SECOND TIER CONDENSED FINAL EIS AND ROD

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Technical Memorandums Available for Review upon Request

Purpose and Need Statement Technical Memorandum
Community Impact Assessment
Noise Assessment
Cultural Resource Archival and Architectural Review
Floodplains Technical Memorandum
Preliminary Jurisdictional Waters Determinations Summary Report
Water Resources Technical Memorandum
Water Quality Technical Memorandum
Natural Communities, Wildlife, and T&E Species Technical Memorandum
Hazardous Materials Site Inspection Technical Memorandum

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RECORD OF DECISION

Introduction

This Record of Decision (ROD) officially selects the Preferred Alternative described, evaluated, and recommended in the *I-70 Second Tier Final Environmental Impact Statement*, as the NEPA Selected Alternative in this Combined FEIS/ROD document.

MoDOT suspended the project development process for improvements to I-70 between January 2015 and June 2016 due to budget constraints. MoDOT has reactivated the environmental review process and is preparing to finalize the EIS to move the project forward. MoDOT sent out a final coordination package provided comments and responses on the I-70 Second Tier Draft EIS, noted the revisions to the Preferred Alternative since the Second Tier Draft EIS, announced the intent to combine the FEIS and ROD, and notified the public and agencies this was the last opportunity to provide comments.

The ROD is organized to briefly summarize the Purpose and Need of the project; discuss the alternatives considered, the second tier alternatives carried forward and the Preferred Alternative; officially select the Preferred Alternative; outline the measures to minimize harm; identify monitor and enforcement activities; recap the public and agency outreach efforts to solicit input.

Purpose and Need

The overall purpose of the I-70 Second Tier EIS is to select an improvement alternative for this portion of the corridor, including future improvements and mode choices, which address the following needs.

- Improve Safety: Reduce crash rates and crash severity on I-70.
- 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 alternatives.
- Improve Accessibility: Provide travel options for all residents; increase safe access across I-70 for non-motorized travel; support local and regional land use plans.
- Improve Goods Movement: Improve the efficiency of freight movement on I-70.

Each of the purpose and need goals for improvements are discussed in detail in **Chapter 1** of the **Second Tier Final EIS**, attached to this document.

Alternatives Considered

Decision Making Process

MoDOT and the FHWA worked with the local agencies, stakeholders, and the public to develop, refine, and evaluate potential initial alternatives to improve I-70. The Study Team presented 12 alternatives for improving I-70 to the local agencies, stakeholders, and the public that fit within the Improve Key Bottlenecks Strategy recommendation from the First Tier EIS.

The Study Team developed 12 initial alternatives based on initial engineering and environmental analysis, Mid-America Regional Council's (MARC) Congestion Management Process (CMP) toolbox, First Tier EIS outcomes, as well as comments and feedback from local agencies, stakeholders, and the public. The 12 Initial Alternatives are:

- Initial Alternative 1: No-Build
- Initial Alternative 2: Transportation System Management (TSM)
- Initial Alternative 3: Transportation Demand Management (TDM)
- Initial Alternative 4A & 4B: Other Transportation Modes (Transit, Bike, Pedestrian)
- Initial Alternative 5: Geometric Improvements
- Initial Alternative 6: Interchange Consolidations
- Initial Alternative 7: One Interchange per Zone
- Initial Alternative 8: Collector-Distributor System
- Initial Alternative 9: Zonal Collector-Distributor System
- Initial Alternative 10: Reversible Lanes Using Existing Lanes
- Initial Alternative 11: Improve Frontage Roads/ Arterials and Parallel Streets
- Initial Alternative 12: Interchange Consolidations and Rebuild Truman Road Interchange

The alternatives were screened against the Purpose and Need goals, public input, engineering issues, impacts to the human environment, the natural environment, and the cultural resources within the Study Area. Initial Alternatives were not carried forward if they did not meet the purpose and need, with the exception of the No-Build Alternative. In addition, an alternative was not carried forward if it contained the same basic concepts as another alternative carried forward, was combined with other alternatives that were carried forward, or had engineering issues or cost estimates that were substantially higher than other alternatives. The 12 Initial Alternatives were screened down to three Second Tier Alternatives. **Chapter 2** of the **Second Tier Final EIS** (included in this documents) has additional detail on the alternative screening process.

Second Tier Alternatives

The screening process described above resulted in three Second Tier Alternatives being carried forward:

- Alternative 1: No-Build - This is a requirement of the NEPA process

- Alternative 5: Geometric Improvements
- Alternative 6: Interchange Consolidations
- Preferred Alternative

Each alternative was evaluated in terms of purpose and need, traffic, and engineering issues at a more detailed level. Public and stakeholder involvement is also a part of the overall evaluation process to help shape the Selected Alternative.

Choosing the Preferred Alternative as the Selected Alternative

The I-70 Second Tier EIS Selected Alternative is the Preferred Alternative as discussed in Chapter 2 of the I-70 Second Tier Final EIS attached to this document. The MoDOT and FHWA identified the Selected Alternative for the following reasons:

- It addresses the purpose and need for improving I-70 as identified in **Chapter 1** of the **Second Tier Final EIS**.
- It improves the overall 2040 peak hour travel speed compared to the No-Build, Geometric Improvements, and Interchange Consolidation Alternatives.
- It considers public comments and concerns.
- It has the fewest number of relocations of homes and businesses in the environmental justice areas compared to the Geometric Improvements and Interchange Consolidation Alternatives.
- It is the environmental preferable alternative, causing the least damage to the biological and physical environment; and best protects, preserves, and enhances historic, cultural, and natural resources.
- It has a comparable estimated cost to the Geometric Improvements Alternative and costs less than the Interchange Consolidations Alternative.
- It improves access across the freeway.
- It rebuilds and/or rehabilitates the existing infrastructure.

Description of the Selected Alternative

The Preferred Alternative is a combination of the Geometric Improvements Alternative and the Interchange Consolidations Alternative as described in **Chapter 2** of the attached **Second Tier FEIS**. MoDOT understands that the Preferred Alternative does not consolidate interchanges to the extent necessary to meet urban interchange spacing guidance. MoDOT will continue to monitor and evaluate the traffic operations on I-70 regarding this spacing issue. MoDOT may partially or fully close interchanges in the future when, due to closely spaced interchanges, a safety or congestion problem occurs or is expected to occur within a future 5-year period of a future study or analysis, unless an improvement project has already been identified in the MoDOT Statewide Transportation Improvement Program.

Corridor Wide Improvements – The Preferred Alternative would gradually rebuild and/or rehabilitate I-70 with pavement, roadbed, and structure improvements. This would likely occur in phases over time and complete reconstruction may not be required. Other corridor wide improvements in the Selected Alternative include improving non-motorized access over or under I-70, continued coordination with Operation Green Light, and continued coordination with Smart Moves Regional Transit Vision and the results of the Jackson County Commuter Corridors Alternatives Analysis. The footprint for the proposed Selected Alternative has been developed to accommodate bus on shoulder if it is desired in the future. Commencement of bus on shoulder service will be subject to further traffic and operations analysis, coordination with other regional transit initiatives and studies as mentioned above, development of operating agreements with transit operators, and assessment of potential partnership on funding resources.

The Paseo Interchange – Improve short ramp lengths at The Paseo interchange and replace the diamond interchange in place with lengthened ramps where feasible. Remove 14th Street connections to the ramps. The ramps will connect with The Paseo only.

Brooklyn Avenue Half Diamond Interchange – The Brooklyn Avenue half diamond interchange was initially recommended to be closed to improve interchange spacing. However, during the public comment period on the Second Tier Draft EIS, comments were received that indicated that closing the Brooklyn Avenue half diamond interchange would be detrimental to the surrounding neighbors and the businesses along the Brooklyn Avenue corridor. Based on these comments it was decided that the Brooklyn Avenue half diamond interchange will not be closed. The existing Brooklyn Avenue half diamond interchange will remain open and in place. In addition, the eastbound I-70 off-ramp to Brooklyn Avenue will be converted to a decision lane exit to allow for an auxiliary lane between The Paseo and Prospect Avenue and the westbound I-70 on-ramp from Brooklyn Avenue will be lengthened by removing the 14th Street ramp connection.

Prospect Avenue Interchange – Improve ramp lengths at Prospect Avenue and replace the diamond interchange in place with lengthened ramps where feasible. Remove 14th Street connections to the ramps. The ramps will connect with Prospect Avenue only. Add an eastbound auxiliary lane between Prospect Avenue and Truman Road.

Benton Boulevard and Truman Road Interchanges – Consolidate the two westbound on-ramps from Benton Boulevard and Truman Road into one on-ramp using a partial split-diamond configuration. Build a connector road from Truman Road to Benton Boulevard resulting in an improved weaving area length with the Prospect Avenue off-ramp.

Benton Curve – Improve the curve at Benton Boulevard within the available right of way to the extent possible.

Truman Road Interchange – Replace the eastbound off-ramp at Truman Road as is.

18th Street and 23rd Street Interchanges – Lengthen the 18th Street westbound on-ramp acceleration lane. Add a westbound separated auxiliary lane between 23rd Street and 18th Street, improve ramp lengths, and replace the quarter cloverleaf interchange at 18th Street and the diamond interchange at 23rd Street in place. Add westbound and eastbound auxiliary lanes between 23rd Street and 27th Street.

27th Street and Jackson Avenue Interchanges – Add an eastbound connector road between 27th Street and Jackson Avenue, improve ramp lengths, and replace with a split diamond interchange. Remove the ramp connections to Myrtle Avenue and Wenzel Avenue, including the eastbound off-ramp to Myrtle Avenue.

Jackson Curve – Improve the curve at Jackson Avenue within the available right of way to the extent possible.

Van Brunt Boulevard Interchange – Improve the short ramp lengths at the Van Brunt Boulevard interchange and replace the diamond interchange in place. Remove the ramp connections to Raytown Road and 29th Terrace. Add westbound and eastbound auxiliary lanes between Jackson Avenue and Van Brunt Boulevard.

U.S. 40 Interchange – Add an eastbound auxiliary lane between Van Brunt Boulevard and U.S. 40.

Manchester Trafficway Interchange – During the DEIS, the Manchester Design-Build project improvements, described in the DEIS No-Build Alternative, added westbound and eastbound auxiliary lanes between the U.S. 40 and the Manchester Trafficway interchanges and improved the westbound weaving area between I-435 and Manchester Trafficway and was completed in December 2015. MoDOT evaluated the independent Manchester Design-Build project for environmental impact and since there were no significant impacts, prepared a Categorical Exclusion.

I-435 Interchange – Since the publication of the Second Tier Draft EIS, the design of the I-435 interchange has changed to a partial turbine interchange design. This design will:

- Replace the southbound I-435 to eastbound I-70 left lane off-ramp with a right lane exit two-lane fly-over ramp that will tie into the northbound I-435 to eastbound I-70 ramp before merging with eastbound I-70.
- Replace the northbound I-435 to westbound I-70 left lane off-ramp with a right lane exit fly-over ramp that will tie into the southbound I-435 to westbound I-70 ramp before merging with westbound I-70.
- Realign the eastbound I-70 to northbound I-435 off-ramp and the westbound I-70 to southbound I-435 off-ramp.
- Replace I-435 bridges over I-70.

Blue Ridge Cutoff Interchange – No identified improvements. The diamond interchange will remain in place.

Based on stakeholder and public comments on the Second Tier Draft EIS, the Selected Alternative will not include local street cul-de-sacs. While local road connections to on- and off-ramps have still been removed, local street connectivity has been maintained.

Measures to Minimize Harm

The following is a list of MoDOT's project commitments. MoDOT will implement all project and regulatory commitments. Federal authorization for construction will not be granted until the necessary regulatory obligations have been satisfactorily completed.

- A Transportation Management Plan (TMP) will be developed and include:
    - A Traffic Operations Plan will be developed during project design and be included in the construction contract. A TMP will lay out a set of coordinated traffic management strategies to manage the work zone impacts.
    - MoDOT will send a news release out to local newspapers and radio stations giving local commuters information about construction activities that could impact their daily travels. This information will also be posted on MoDOT's website.
- MoDOT will acquire all properties needed for this project in accordance with the Uniform Relocation Assistance and Real Property Acquisition Act as amended (Uniform Act; 42 U.S.C 4601), and other regulations and policies as appropriate.
- MoDOT will continue to coordinate with the Kansas City Area Transit Authority (KCATA) and other agencies on their plans for service and transit stops. Additional amenities will be considered in the design phase of the project in accordance with the MoDOT EPG.
- MoDOT will coordinate with local agencies as bridge and pavement upgrades in the corridor take place to discuss aesthetics and non-motorized enhancements during the design phase of each project. Aesthetic and landscaping opportunities will be considered in the design phase of the project in accordance with the MoDOT EPG. During the right of way phase, per the MoDOT EPG, three notices will be sent in writing and personally served or sent by certified or registered first-class mail with return receipt requested to impacted property owners. The three types of notices that will be sent are; general information notice, notice of relocation eligibility, and vacancy notice.
- MoDOT will coordinate the preservation/replacement of existing aesthetic features at the Boulevard crossings and interchanges with the City of Kansas City, Missouri Parks and Recreation Department during the design process.
- MoDOT will continue ongoing consultation with the Kansas City, Missouri Parks and Recreation Department regarding trails and bike routes as the project moves into the design phase. MoDOT will coordinate with City of Kansas City, Missouri's Livable Streets policy and MARC's Complete Streets policy. Links to both policies have been included in **Chapter 8** of the **Second Tier Final EIS**.

- MoDOT will facilitate opportunities to train and/or identify local workers and suppliers during the design and construction phases.
- Signage opportunities, including replacements and additions will be considered in the design phase of the project in accordance with the MoDOT EPG. At the time of the first phase of design MoDOT will coordinate with KCMO to discuss signage.
- Lighting design will be considered in the design phase of the project in accordance with the MoDOT EPG.
- If remediation is need at the 1301 Prospect hazardous waste site, it will be determined during the design and construction phases. MoDOT will coordinate with MDNR and the EPA during the design phase including providing design drawings at the locations of identified sites and get their input and concurrence. Any avoidance or mitigation activities resulting from the coordination with the regulatory agencies will be incorporated into the final design and construction documents.
- Any previously known and unknown hazardous waste sites (see known sites listed in **Table 3-1** in the **Second Tier Draft EIS**) that are found during project construction will be handled in accordance with federal and state laws and regulations. If regulated solid or hazardous wastes are found during construction activities, the MoDOT construction inspector will direct the contractor to cease work at the suspect site. The construction inspector will contact the appropriate environmental specialist to discuss options for remediation. The environmental specialist, the construction office, and the contractor will develop a plan for sampling, remediation, and continuation of project construction. Independent consulting, analytical, and remediation services will be contracted if necessary. MDNR and EPA will be contacted for coordination and approval of required activities.
- The contractor will identify all borrow and waste sites prior to initiating construction. The contractor shall be responsible for obtaining all necessary environmental clearances, approvals, and permits for use of all borrow and/or waste sites.
- MoDOT will notify the City of Kansas City, Missouri and the MDNR if and when, hazardous waste issues emerge during project construction.
- If cultural resources that may be eligible for listing on the National Register of Historic Places (NRHP) or archaeological artifacts are encountered during construction, the Contractor shall first stop all work within a 50-foot buffer around the limits of the resource, and secondly, shall notify the appropriate MoDOT Resident Engineer or Construction Inspector who will contact the MoDOT's Historic Preservation (HP) section. MoDOT HP shall contact the appropriate staff at the FHWA and the SHPO to report the discovery after a preliminary evaluation of the resource/artifact is made and reasonable efforts to see if it can be avoided. The contractor will take steps to preserve any such objects that may be encountered and to deliver them to MoDOT. If it is necessary to discontinue operations in a particular area to preserve such objects, this section of the specifications is basis for a work suspension. If it is determined that the cultural resource is a historic property that will be adversely affected by the undertaking, MoDOT will immediately notify the FHWA and SHPO of this finding and provide recommendations to minimize and/or mitigate the adverse effect. FHWA will notify the Advisory Council

on Historic Preservation and any Indian tribe that might attach religious and cultural significance to the affected property within 48 hours of this determination. FHWA shall take into account Council and Tribal recommendations regarding National Register eligibility and proposed actions, and then direct MoDOT to carry-out the appropriate actions. MoDOT will provide FHWA and SHPO with a report of the actions when they are completed. FHWA shall provide this report to the Advisory Council and the Indian tribes. The Miami Tribe of Oklahoma has specifically requested to be a consulting party.

- Pollution control measures outlined in the Missouri Standard Specifications for Highway Construction will be used to minimize impacts associated with the construction of any alternative; these measures pertain to air, noise, and water pollution as well as traffic control (e.g., detours) and safety measures. Best management practices will be employed to minimize or mitigate potential impacts.
- During final design, MoDOT will conduct a detailed design noise analysis using the FHWA Traffic Noise Model (TNM 2.5) or the most current noise analysis software to determine feasibility and reasonableness for the benefit of all predicted traffic noise impacts identified in the traffic noise analysis. The location, length, height, cost, and receptors studied and benefited should be included in the study. The final decision to construct the proposed noise barrier should be made upon completion of the project design and the public involvement process taking into consideration the opinions of benefited property owners and residents, and upon FHWA approval.
- If meeting the project schedule requires that earth removal, grading, hauling, and/or paving must occur during evening, nighttime, and/or weekend hours in the vicinity of residential neighborhoods, the contractor shall notify MoDOT as soon as possible. In such instance(s), all reasonable attempts shall be made to notify and to make appropriate arrangements for the mitigation of the predicted construction noise impacts upon the affected property owners and/or residents.
- Emissions from construction equipment will be controlled in accordance with emission standards prescribed under state and federal regulations.
- The project area is within MoDOT's Transportation Separate Storm Sewer System (TS4) Permit area and permit requirements apply. The Contractor shall include in the project's design, where feasible and appropriate, permanent stormwater BMPs to potentially detain and/or treat new stormwater from the project, if the project fits MoDOT's definition of redevelopment or new development, to the maximum extent practicable.
- MoDOT will implement its SWPPP to prevent or minimize adverse stormwater and construction impacts to streams, water courses, lakes, ponds, or other water impoundments within and adjacent to the project area. The plan provides for temporary erosion and sediment control measures that will be included within construction contract documents. MoDOT's SWPPP and construction contract documents will be used to develop a project specific SWPPP which will outline specific BMPs that will be used to protect the waters of the US. The project specific SWPPP will be updated when land disturbance operations require the deployment or alteration of BMPs during filed operations. Seed and mulch, rock linings, and pavement surfaces will be used to achieve final stabilization of all erodible areas.

- MoDOT contractors will locate and protect all temporary storage facilities for petroleum products, other fuels, and chemicals to prevent accidental spills from entering the streams within the project vicinity. The contractor will clean-up any such spills to prevent the possibility of pollution due to runoff.
- MoDOT contractors will avoid disposing of cement sweepings, washings, concrete wash water from concrete trucks, and other concrete mixing equipment, treatment chemicals, or grouting and bonding materials into streams, wetlands, or into any location where water runoff will wash pollutants into streams or wetlands.
- MoDOT will avoid clearing vegetation to the extent practical and where not avoidable will use vegetated slopes, swales, and runoff detention systems to minimize impacts in accordance with the MoDOT EPG.
- Design of the drainage system as it relates to the improvements proposed in the Selected Alternative will be made during the design phase of the project in accordance with MoDOT EPG and through coordination with local agencies. MoDOT is aware that this area is served by the City of Kansas City, Missouri's combined sewer system and will consult with them during design.
- MoDOT will follow best management practices in accordance with the MoDOT EPG during the design and construction phases.
- MoDOT will coordinate with the City of Kansas City, Missouri should any wells be encountered and closed in accordance with their standards.
- MoDOT obtained a preliminary jurisdictional determination for the proposed impacts form the USACE and that the improvements would be permitted under nationwide permit (NWP) 14. This information will be used by MoDOT to obtain a Section 404 Permit for construction of the project, if required.
- If suitable roost trees for the Indiana and northern long-eared bats are present and need to be removed for construction, MoDOT will only allow clearing of potentially suitable roost habitat between November 1st and March 31st.
- Prior to demolition of existing bridges, MoDOT will conduct surveys to determine the absence or presence of swallow nests in the bridge superstructure. If nests are present and impacts are anticipated to species protected by the Migratory Bird Treaty Act, precautions will be implemented to avoid impacts and/or additional consultation with USFW will be completed. These efforts will be completed between April 1st and July 31st.
- Tree removal will be completed in accordance with MoDOT EPG and through continued coordination with local agencies.
- MoDOT's utility engineers and representatives of the utilities will work out details of individual utility relocations on a case-by-case basis.
- MoDOT will coordinate with the City of Kansas City, Missouri on any utility removal, relocation, additions, or re-design of utilities needed due to this project.
- All construction activities will comply with the existing rules and regulations of governmental agencies having jurisdiction over streams and water supplies in the area.
- Painted structures shall be tested prior to painting and demolition to determine proper disposal for the waste generated during the project. The inspection reports must be included in the construction bid proposal.

- Bridge work involving removal of lead or non-lead paint by sandblasting or power washing must follow the procedures outlined in MoDOT Standard Specification 1081, "Coating of Structural Steel, for proper removal and disposal of paint, blast residue or wash water".
- All structures, including bridges that will be renovated or demolished will be inspected for asbestos. The reports from these hazardous material inspections must be included in the construction bid proposal. Demolition or renovation is a three-step process under the asbestos regulations. All structures that meet the criteria as described above must be inspected by an Asbestos Building Inspector. Following the inspection, regardless of whether asbestos is present or not, an Asbestos Demolition Notification shall be made to MDNR no fewer than 10 working days prior to beginning the project. If regulated amounts of asbestos are present, an Asbestos Project Notification will also be submitted and an Asbestos Post-Notification will be filed after the work is completed. If abatement is necessary, a certified Contractor Supervisor will be present during the abatement and a licensed asbestos contractor will do the abatement. MoDOT would ensure these materials, depending on their condition and quantity, are removed and disposed of according to current regulations and procedures.
- MoDOT will notify the City of Kansas City, Missouri regarding any demolition as part of the project.
- Specific materials used in construction of the projects will be determined during the design phase of the project in accordance with MoDOT EPG.
- MoDOT will obtain and comply with all required burning permits.

Monitoring and Enforcement

The following permits and approvals will be required for construction of the proposed project based on current anticipated impacts:

- Section 404 Permit and Section 401 Water Quality Certification under the Clean Water Act – A Section 404 Permit from the USACE and Section 401 Water Quality Certification from MDNR will be required to authorize placement of fill materials within jurisdictional wetlands. Since the publication of the I-70 Second Tier Draft EIS, the United States Army Corps of Engineers' (USACE) provided a preliminary jurisdictional determination for the proposed impacts and that the improvements would be permitted under nationwide permit (NWP) 14.
- Section 402 of the Clean Water Act – Authorization for the discharge of storm water from construction activities is required in Missouri in compliance with the National Pollutant Discharge Elimination System requirements of Section 402. A Notice of Intent would need to be filed with the MDNR to request authorization under the Missouri State Operating Permit (reissued February 8, 2012). MDNR requires the development of a storm water pollution protection plan in conjunction with the permit authorization. Once construction is complete, a Notice of Termination will be submitted to the MDNR.

Public Involvement

MoDOT invited the U.S. Army Corps of Engineers (USACE) to be a cooperating agency for the I-70 Second Tier EIS due to USACE's jurisdictional control over Waters of the US which will require permit approval. They elected to be involved in the study as a participating agency. The following agencies were invited to become participating agencies:

- Environmental Resource Agencies:
    - U.S. Environmental Protection Agency Region 7 (EPA)
    - U.S. Fish and Wildlife Service (USFWS)
    - U.S. Department of Housing and Urban Development (HUD)
    - Federal Emergency Management Agency (FEMA)
    - Missouri Department of Natural Resources (MDNR)
    - Missouri Department of Conservation (MDC)
    - Missouri Natural Resource Conservation Service (NRCS)
    - Missouri Department of Economic Development (MoDED)
    - Missouri State Historic Preservation Office (SHPO)
    - State Emergency Management Agency (SEMA)
- Local Study Management Agencies:
    - City of Kansas City, Missouri
    - Kansas City Area Transportation Authority (KCATA)
    - Mid-America Regional Council (MARC)

FHWA also invited 13 tribal governments as consulting parties to identify properties of tribal interest. The 13 tribes contacted were:

- Delaware Nation
- Delaware Tribe of Indians
- Iowa Tribe of Kansas and Nebraska
- Iowa Tribe of Oklahoma
- Kaw Indian Nation of Oklahoma
- Miami Tribe of Oklahoma
- Osage Nation
- Ponca Tribe of Nebraska
- Ponca Tribe of Oklahoma
- Sac and Fox Tribe of the Missouri in Kansas and Nebraska
- Sac and Fox Tribe of the Mississippi in Iowa
- Sac and Fox Nation of Oklahoma
- Wyandotte Nation

Miami Tribe of Oklahoma requested to be contacted if any archaeological findings are discovered during the project.

In addition to the participating agencies, numerous other stakeholders were invited to participate in a variety of public outreach efforts. Stakeholders are individuals and groups who are affected by or have an interest in a particular project or action. Stakeholders include but not limited to property owners and residents, community groups, business groups, developers, utility companies, school districts, umbrella organizations (chambers of commerce, neighborhood associations, etc.), and elected/appointed officials at the federal, state, county, and local levels.

Public Input

MoDOT held three rounds of public involvement outreach prior to the publication of the I-70 Second Tier Draft EIS. Public meetings and/or listening posts allowed members of the public to speak one on one with the Study Team. All meetings were held in an open house format over two to three hours and members of the public could stop by at any time during the meetings.

Public Involvement Period #1

The Study Team held the first series of public input meetings from March 12 to June 10, 2012, details are shown in **Table R-1**. The purpose of the first public involvement period was to introduce the project, explain why improvements are needed, discuss environmental constraints, and provide information on the initial alternatives for improving I-70. The Study Team used a number of approaches to reach the public including a listening post, Community Connection Team meetings, mobile meetings, Government Relations Briefings, and MindMixer.

The Study Team asked members of the public attending the meeting the following three questions:

1. What are the problems in the corridor?
2. What needs to be fixed and how would you fix it?
3. How does the corridor affect your everyday life?

Table R-1 Public Involvement Period #1		
Meeting	**Location and Date**	**Meeting Type**
Listening Post	• Gregg Klice Community Center (April 17, 2012)	Weekday Evening Public Open House
Community Connections Team	• Blue Valley Neighborhood Association (April 19, 2012) • Westside Neighborhood Association (May 23, 2012)	Weekday Evening Neighborhood Meeting
Mobile Meetings	• Lucile H. Bluford Library Branch (May 2, 2012) • Wild Woody's Happy Foods (May 7, 2012)	Weekday Afternoon
MindMixer	• Online Town Hall Meeting	Online Meeting

Members of the public were also able to discuss their concerns one-on-one with Study Team members. The March 12 to June 10, 2012 public outreach events were promoted through the following methods:

- Approximately 1,740 postcards were distributed to residents and businesses near the corridor. Postcards with Spanish translations were sent to encourage participation of this language group in the Study Area.
- Approximately 400 newsletters were distributed to residents and businesses near the corridor. These were also translated into Spanish.
- A letter was sent to organizations reminding them that the Community Connections Team was available to speak to their organization.
- A media release was sent by MoDOT to local media outlets in the Kansas City area.
- KC Scout electronic variable message signs along the corridor advertised the online town hall meeting.

The Study Team provided a Spanish translator at the listening post.

Public Involvement Period #1 Online Town Hall Meeting

MoDOT posted the I-70 Second Tier Purpose and Need on the project website and as part of an online town hall meeting for public review and comment from March 12 to June 10, 2012. The online town hall meeting provided a series of questions that each visitor could comment on at their own pace, provide blog comments, and e-mail comments to MoDOT.

Approximately 85 individuals visited the online town hall meeting. The comment form was also available in Spanish.

Public Involvement Period #2

The second public involvement period formally ran from July 15 to August 17, 2012. The purpose of the second public involvement period was to show the 12 initial alternatives. The Study Team used a number of approaches to reach the public including a listening post, Community Connections Team meetings, mobile meetings, Government Relations Briefings, and MindMixer. The meeting details are shown in **Table R-2**. Members of the public were also able to discuss their concerns one-on-one with Study Team members.

Table R-2 Public Involvement Period #2

Meeting	Location and Date	Meeting Type
Listening Post	• Pioneer Community College (July 26, 2012)	Weekday Evening Public Open House
Community Connections Team	• Washington Wheatley Neighborhood Association (June 12, 2012) • Mid-America Regional Council Total Transportation Policy Committee (July 17, 2012) • Mid-America Regional Council Transit Committee (August 1, 2012) • Downtown Council- Infrastructure Committee (August 10, 2012) • Kansas City, MO Third District Meeting (August 13, 2012)	Weekday Day and Evening Meetings
Mobile Meetings	• WalMart at Blue Ridge Crossing (August 7, 2012) • The Museums at 18th and Vine (August 17, 2012)	Weekday Afternoon
Government Relations Briefings	• John McGurk, Mayor James' Chief of Staff (June 21, 2012) • Kansas City Councilman Russ Johnson (June 21, 2012) • Representatives from Jackson County Executive Mike Sanders Office (June 21, 2012) • County Legislator Theresa Garza-Ruiz (June 25, 2012) • Kansas City Councilman Jermaine Reed (July 11, 2012) • Kansas City Councilman Dick Davis (July 11, 2012) • Missouri State Senator Shalonn "Kiki" Curls (August 21, 2012)	One-on-one meetings with elected officials
MindMixer	• Online Town Hall Meeting	Online Meeting

The July 15 to August 17, 2012 public outreach events were promoted through the following methods:

- Approximately 1,140 postcards were distributed to residents and businesses near the corridor. Postcards with Spanish translations were sent to encourage participation of this language group in the Study Area.
- Approximately 400 newsletters were distributed to residents and businesses near the corridor. These were also translated into Spanish.
- Approximately 1,500 English/Spanish door hangers were distributed door to door at residences and businesses near the corridor ahead of the public involvement period 2 listening post.
- A letter was sent to organizations reminding them that the Community Connections Team was available to speak to their organization.
- A media release was sent by MoDOT to local media outlets in the Kansas City area.
- KC Scout electronic variable message signs along the corridor directed travelers to the online town hall meeting.

The Study Team provided a Spanish translator at the listening post.

Public Involvement Period #2 Online Town Hall Meeting

MoDOT posted the I-70 Second Tier EIS initial alternatives and information on the MindMixer site for public review and comment from July 15 to August 17, 2012 as part of an online town hall meeting. The online town hall meeting provided a series of questions that each visitor could comment on at their pace, provide blog comments, and e-mail comments to MoDOT.

More than 120 individuals visited the online town hall meeting. The website has an online comment form that could be filled out and sent to the Study Team. The comment form was also available in Spanish.

Public Involvement Period #3

The Study Team formally conducted the third public involvement period from January 25 to March 8, 2013. The purpose of the third public involvement period was to receive comments on the three alternatives that were proposed to be carried forward. The Study Team used a number of methods to reach the public including mobile meetings, Community Connections Team Meetings, Government Relations Briefings, and MindMixer. The meeting details are shown in **Table R-3**. Members of the public were also able to discuss their concerns one-on-one with Study Team members.

The Study Team promoted the January 25 to March 8, 2013 public outreach events through the following methods:

- Approximately 1,050 postcards were distributed to residents and businesses near the corridor. Postcards with Spanish translations were sent to encourage participation of these language groups that live in the Study Area.

- Approximately 525 newsletters were distributed to residents and businesses near the corridor. These were also translated into Spanish.
- A letter was sent to organizations reminding them that the Community Connections Team was available to speak to their organization.
- A media release was sent by MoDOT to local media outlets in the Kansas City area.
- KC Scout electronic variable message signs along the corridor directed travelers to the online town hall meeting.

Public Involvement Period #3 Online Town Hall Meeting

MoDOT posted the three I-70 Second Tier EIS alternatives proposed to be carried forward on the project website for public review and comment as part of an online town hall meeting. The online town hall meeting provided a series of questions that each visitor could comment on at their pace, provide blog comments, and e-mail comments to MoDOT.

More than 190 individuals visited the online town hall meeting. The website has an online comment form that could be filled out and sent to the Study Team. The comment form was also available in Spanish.

MoDOT used the public responses, along with the environmental and engineering analysis, to help define the improvements to propose in the Selected Alternative. Some of the Selected Alternative improvement decisions based on public comments are described below. The Northeast Neighborhood raised concerns over the Benton Boulevard ramp closure. The U.S. Postal Distribution Center representatives expressing access concerns with the closure of ramps at Truman Road and 18th Street.

These concerns led the Study Team to redefine the improvement options in this area of I-70. As a result, the Selected Alternative is proposed to have a connector road between Truman Road and Benton Boulevard connecting at a new signalized intersection which will then have access to westbound I-70. This will consolidate two access points on I-70 into one while maintaining connections to I-70 from both Benton Boulevard and Truman Road.

In response to 18th Street, the Study Team proposes to leave the 18th Street interchange open and extend the acceleration lane to accommodate the large volume of U.S. Postal Service trucks. With 18th Street remaining open, the proximity of 23rd Street needed to be addressed. The proposed improvement is to provide a separated collector-distributor road for westbound I-70 between these two interchanges.

The Blue Valley Industrial Area and the City of Kansas City, Missouri (via resolution) had concerns with closing the Manchester Trafficway interchange which the Study Team proposes to leave open.

The Study Team also heard support for improvements to the Benton and Jackson Curves, longer ramp lengths, and longer weaving areas.

Table R-3 Public Involvement Period #3		
Meeting	**Location and Date**	**Meeting Type**
Community Connections Team	• Blue Valley Industrial Association (January 8, 2013) • Truman Plaza Area Plan Implementation Committee (February 1, 2013) • Kansas City Transportation and Infrastructure Committee (February 7, 2013) also broadcasted on public television • Jackson County Legislature (February 11, 2013) also broadcasted on public television • Pendleton Heights Neighborhood Association (February 12, 2013) • Independence Plaza Neighborhood Council (February 12, 2013) • Washington Wheatley Neighborhood Association (February 18, 2013) • Scarritt-Renaissance Neighborhood Association (March 4, 2013) • Northeast Kansas City Chamber of Commerce (March 5, 2013) • Kansas City Police Department (March 14, 2013) • U.S. Postal Service Distribution Facility (March 19, 2013) • St. Stephens Baptist Church (March 28, 2013)	Weekday Day and Evening Meetings
Mobile Meetings	• The Museums at 18th and Vine (February 1, 2013) • Metropolitan Community Colleges – Pioneer Campus (February 6, 2013) • St. Paul School of Theology (February 12, 2013) • Linwood Family YMCA (February 19, 2013)	Weekday Morning and Afternoon
Government Relations Briefings	• County Legislator Crystal Williams (January 23, 2013) • Kansas City Councilman Jermaine Reed (February 8, 2013) • Kansas City Councilman Dick Davis (January 23, 2013) • Kansas City Councilwoman Melba Curls (February 15, 2013) • Goeff Jolly for Representative Cleaver (January 30, 2013) • Corey Dillion for Senator McCaskill (February 15, 2013) • Mailed information to: • Kansas City Councilman Russ Johnson • County Legislator Scott Burnett • County Legislator Fred Arbanas	One-on-one meetings with elected officials
MindMixer	• Online Town Hall Meeting	Online Meeting

Public Involvement Period #4

Since the publication of the Second Tier Draft EIS, MoDOT held another round of public involvement to provide the opportunity for formal public review of the Second Tier Draft EIS and help clarify the impacts discussed in **Chapter 3** of the **Second Tier Final EIS**. The notice of availability for the Second Tier Draft EIS was published on January 17, 2014 and the fourth series of public input meetings was held from January 17, 2014 to March 7, 2014. The Study Team used a number of approaches to reach the public including a public hearing, Community Connection Team (CCT) meetings, mobile meetings, Government Relations Briefings, a Community Advisory Group (CAG), and MindMixer.

A variety of tools were used to distribute notice of the hearings and meetings to stakeholders including:

- Community Connections Team
- Postcards (English /Spanish)
- Legal Notice
- News Releases
- E-mail blasts
- Social Media
- Variable Message Boards
- Radio Spots
- Newspaper Display Ads

The public hearings and mobile meetings were formatted as open houses. The online public hearing was formatted as an online town hall meeting. The displays at the meetings described the study process and schedule, purpose and need, alternatives considered and evaluated, Preferred Alternative, the Second Tier Draft EIS, and next steps. Key materials were provided in both English and Spanish. Recording devices were also available to record comments. A total of 510 people participated during the hearings and meetings.

Final Coordination Packet

Prior to issuing this combined Final EIS and Record of Decision (ROD) MoDOT sent a packet of information to members of public and stakeholders who commented on the Second Tier Draft EIS. The packet included:

- The map of the Preferred Alternative from the Second Tier Final EIS
- The map of the Preferred Alternative from the Second Tier Draft EIS
- A list of changes made to the Preferred Alternative from the Second Tier Draft EIS
- A table comparing the impacts of Preferred Alternative Impacts from the Second Tier Draft EIS to the Final EIS
- A table of the comments received on the Second Tier Draft EIS and MoDOT's responses

The packet was also posted on the project website at: http://www.modot.org/kansascity/metroi70 and MoDOT put out a press release. Members of the public and stakeholders had 30 days to comment on the information provided in the packet and the decision to complete a combined

Final EIS and ROD. The comment period ended on September 26, 2016. Due to an issue with the original posting of the packet on the project website a second 30-day comment period was held from February 10 to March 16, 2017. This was the last opportunity to provide comments that would be considered by MoDOT and FHWA as part of the environmental review process.

The comments received are included in **Appendix D**. The comments were not substantive in nature and did not change the recommendation to select the Preferred Alternative.

Conclusion

The environmental record for this decision includes the following documents:

- The I-70 Second Tier Draft Environmental Impact Statement (January, 2014)
- The I-70 Final Environmental Impact Statement (September, 2017)
- All technical reports and supporting documentation incorporated by reference into the I-70 Second Tier Draft EIS and I-70 Second Tier Final EIS.

These documents, incorporated here by reference, constitute the statements required by the National Environmental Protection Act (NEPA) and Title 23 of the United States Code on the environmental impacts of the project; the adverse environmental effects that cannot be avoided should the project be implemented; alternatives to the proposed project; and, irreversible and irretrievable impacts on the environment that may be involved with the project, should it be implemented. Having carefully considered the environmental record noted above, the mitigation measures as required herein, the public and agency comments on this record, and the written responses to these comments, FHWA has determined that the Selected Alternative is also the environmentally preferred alternative. The Selected Alternative represents the best option for the I-70 Second Tier EIS. FHWA finds that all practicable measures to minimize environmental harm have been incorporated into the design of the Selected Alternative. MoDOT will ensure that the commitments outlined herein will be implemented as part of final design, construction, and post construction monitoring. FHWA also determines that this decision is in the best overall public interest.

SUMMARY

Missouri Department of Transportation (MoDOT) and the Federal Highway Administration (FHWA) prepared this combined Final Environmental Impact Statement (EIS) and Record of Decision (ROD) to discuss and compare alternatives for improving I-70 in the Kansas City Metropolitan Area between The Paseo and Blue Ridge Cutoff. The Study Area is shown on **Figure 1-1** in **Chapter 1 Purpose and Need**.



Illustration of the Tiered Environmental Process. The First Tier study covers a corridor that will be broken down into multiple future Second Tier environmental studies.

This document is a Second Tier Final EIS, which highlights key changes and clarifications since the publication of the Second Tier Draft EIS (January 2014) and refers readers to the Second Tier Draft EIS for background information. A re-evaluation of the Second Draft Tier Draft EIS was also completed and approved in August 2017 due to the Final EIS not being approved within three years of the Draft EIS. The re-evaluation demonstrates that the 2014 I-70 Second Tier Draft EIS remains valid. The Preferred Alternative still meets the purpose and need of the project identified in the I-70 Second Tier Draft EIS. The re-evaluation is available at http://www.modot.org/kansascity/metroi70/.

The ROD located above selects a project alternative.

Why is this project combining the FEIS and ROD into one document?

Fixing America's Surface Transportation (FAST) Act (Public Law 114-94) was signed into law by President Obama on December 4, 2015. Section 1304 of the FAST Act, provides for the preparation of a Final EIS by attaching errata sheets to the Draft EIS if certain conditions are met and develop a single, combined Final EIS/ROD. MoDOT and FHWA have decided to include the entire I-70 Second Tier Final EIS instead of using errata sheets and take advantage of the FAST Act flexibility to combine the Final EIS and ROD.

What is the I-70 Second Tier Environmental Impact Statement?



Location of the Study Area

This I-70 Second Tier EIS study is following a tiered environmental documentation process. Tiering complies with National Environmental Policy Act (NEPA) requirements and other environmental regulations. First Tier documents address broad programs or overall corridor strategies and issues in an initial, high level environmental impact analysis. The tiered process enables a decision-making process that focuses on issues that are ready for decision and reduces repetition in environmental documents. First Tier EIS documents frame and narrow the boundaries and scope for multiple future Second Tier studies.

- A First Tier EIS was completed in 2011 for I-70 from the end of the last ramp termini east of the Missouri and Kansas state line to the I-470 interchange.
- This Second Tier EIS covers the Urban and I-435 interchange Sections of Independent Utility that were identified in the First Tier EIS between The Paseo and Blue Ridge Cutoff.
- The Second Tier Draft EIS was signed on January 8, 2014.
- The Second Tier Draft EIS identified a Preferred Alternative.
- The public and interested agencies provided comments on the Preferred Alternative considered by the project team.
- The Second Tier Final EIS is in a condensed format that the reader may want to refer to the Second Tier Draft EIS (http://www.modot.org/kansascity/metroi70/draft_eis_documents.htm) for additional content and detail.

Why is MoDOT Studying a Section of I-70 in the Kansas City Region?

The overall purpose of the I-70 Second Tier EIS is to determine an improvement alternative for the corridor, including future capacity and mode choices. The Study Team developed the elements of the purpose and need in coordination with and through reviews by participating agencies, a community

advisory group, and the public. The purpose and need addresses the following items:

- *Improve Safety*: Reduce crash rates and crash severity on I-70.
- *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 alternatives.
- *Improve Accessibility*: Provide travel options for all residents, increase safe access across I-70 for non-motorized travel, and support local and regional land use plans.
- *Improve Goods Movement*: Improve the efficiency of freight movement on I-70.

What is meant by improvement alternatives?

Improvement alternatives are general, high level transportation improvement opportunities to address the transportation issues along I-70. Improvement alternatives may include a series of specific transportation improvements such as fixing existing pavement and bridges, improving interchange ramps, and/or transit projects.

Each of the above elements of the purpose and need for improvements is discussed in more detail in **Chapter 1** of the **Second Tier Draft EIS** (http://www.modot.org/kansascity/metroi70/documents/Chapter1.pdf).

What Alternatives did the Study Team Consider for Improving I-70?

MoDOT and FHWA worked with local agencies, stakeholders, and the public to develop, refine, and evaluate 12 Initial Alternatives based on initial engineering and environmental analysis, Mid-America Regional Council's (MARC's) Congestion Management Process (CMP) toolbox and the First Tier EIS strategy. The 12 Initial Alternatives all related to the approved Improve Key Bottleneck Strategy from the First Tier EIS.

What are the Second Tier Alternatives?

Why is the No-Build Alternative Considered?

The No-Build Alternative is required in the NEPA process and is always an option in case the benefits of improvements to I-70 do not outweigh the environmental impacts.

The Study Team screened the 12 Initial Alternatives down to four Second Tier Alternatives:

- Alternative 1 No-Build - This is a requirement of the NEPA process
- Alternative 5 - Geometric Improvements
- Alternative 6 - Interchange Consolidations
- Preferred Alternative

The Preferred Alternative is a combination of Alternative 5 and Alternative 6. Stakeholder and public input discouraged the interchange consolidations to the extent originally proposed by MoDOT. As a result, geometric modifications were made as an alternative to the consolidation of some interchanges. **Chapter 2** of the **Second Tier Draft EIS** (http://www.modot.org/kansascity/metroi70/documents/Chapter2Alternatives.pdf) provides detailed information on the Second Tier Alternatives including the Preferred Alternative.

What is meant by Preferred Alternative?

The Preferred Alternative is the alternative that the Study Team has determined will best address the purpose and need for improving I-70 while minimizing the land use, social, and environmental effects of the project in the Draft EIS. This does not mean the Preferred Alternative has been selected. The final Selected Alternative is included Record of Decision (ROD). The Second Tier Draft EIS comments received from agencies, the public, the project website, and the public hearing were considered prior to selecting a final Selected Alternative.

What is the Preferred Alternative?

The Study Team has proposed a Preferred Alternative to move forward at this time. The I-70 Second Tier EIS Preferred Alternative is a combination of the Geometric Improvements and the Interchange Consolidations Alternatives.

Since the publication of the Second Tier Draft EIS, changes have been made to the Preferred Alternative. **Figure 2-1** at the end of **Chapter 2** displays the Preferred Alternative.

The Preferred Alternative includes rebuilding and/or rehabilitating I-70 pavement and bridges, improving horizontal and vertical alignment, increasing ramp lengths, extending weave areas, addition of auxiliary lanes, improving modal choices across I-70, and considering aesthetic enhancements. Some of the key improvements include:

- Add an eastbound auxiliary lane between Prospect Avenue and the 18th Street off-ramp
- Improve the Benton and Jackson Curves

- Construct a connector road from Truman Road to Benton Boulevard to combine the two on-ramps into one on-ramp
- Add a westbound separated auxiliary lane between 18th and 23rd Streets
- Replace the low clearance bridge at 27th Street
- Remove local road connections to on- and off- ramps
- Add an eastbound connector road between 27th Street and Jackson Avenue to complete a split diamond interchange configuration
- Add westbound and eastbound auxiliary lanes between Jackson Avenue and Van Brunt Boulevard
- Modify the I-435 interchange to a partial turbine interchange design
- Extend weave areas as appropriate
- Extend merge and diverge ramp lengths at various locations
- Improve bicycle and pedestrian access across I-70
- Consider aesthetic enhancements

What Changes have been made to the Preferred Alternative since the Second Tier Draft EIS?

Public and agency comments led to revisions to the Preferred Alternative. In addition, updated annual traffic and crash data became available. These revisions included:

- Identifying bus on shoulder
- Removing cul-de sacs
- Not consolidating the Brooklyn interchange
- Manchester Bridge Design-Build moved to the No-Build
- A revised I-435 Interchange improvement option
- Updates to the traffic, safety, and cost information

The Preferred Alternative revisions are consistent with and meet the project's purpose and need goals. As discussed further in **Section 2.5,** the Preferred Alternative still improves traffic conditions and goods movement, improves safety, and enhances accessibility along and across the corridor.

Bus on Shoulder

The footprint for the proposed Preferred Alternative has been developed to accommodate bus on shoulder if it is desired in the future. Commencement of bus on shoulder service will be subject to further traffic and operations analysis, coordination with other regional transit initiatives and studies, development of operating agreements with transit operators, and assessment of potential partnership on funding resources.

Cul-De-Sacs

While local street connections to on- and off-ramps from I-70 will still be removed, local road connectivity will be maintained. All cul-de-sacs proposed in the Second Tier Draft EIS have been removed from the Preferred Alternative improvements.

Brooklyn Avenue



The Brooklyn Avenue half diamond interchange will remain open (See Figure 2-1)

The Brooklyn Avenue half diamond interchange was initially recommended to be closed to improve interchange spacing. However, during the public comment period on the Second Tier Draft EIS, comments were received that indicated that closing the Brooklyn Avenue half diamond interchange would be detrimental to the surrounding neighbors and the businesses along the Brooklyn Avenue corridor. Based on these comments it was decided that the Brooklyn Avenue half diamond interchange will not be closed. The existing Brooklyn Avenue half diamond interchange will remain open and in place. In addition, the eastbound I-70 off-ramp to Brooklyn Avenue will be converted to a decision lane exit to allow for an auxiliary lane between The Paseo and Prospect Avenue and the westbound I-070 on-ramp from Brooklyn Avenue will be lengthened by removing the 14th Street ramp connection.

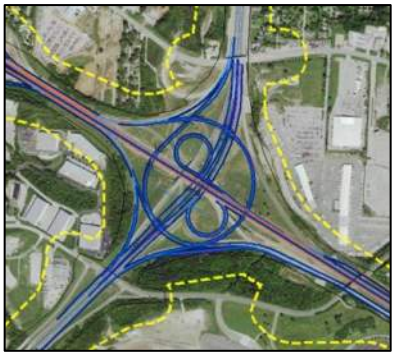
Manchester Trafficway Interchange

MoDOT developed CE documentation that demonstrated that the bridge replacement would not result in significant impacts to the human or natural environment therefore the preparation of an EA or EIS is not required. There are no identified improvements in the Preferred Alternative. The Manchester

Design-Build project was removed from the I-70 Second Tier EIS and completed as a separate project and is assumed under the No-Build Alternative because of immediate bridge improvement needs. The project added westbound and eastbound auxiliary lanes between the U.S. 40 and the Manchester Trafficway interchanges and improved the westbound weaving area between I-435 and Manchester Trafficway.

I-435 Interchange

The design of the I-435 interchange was revised to a partial turbine interchange design. This design will replace the southbound I-435 to eastbound I-70 off-ramp with a two-lane fly-over ramp that will tie into the northbound I-435 to eastbound I-70 ramp before merging with eastbound I-70. The southbound to eastbound flyover ramp will be about 2.4 feet higher than the existing directional ramp. The design will replace the northbound I-435 to westbound I-70 off-ramp with a fly-over ramp that will tie into the southbound I-435 to westbound I-70 ramp before merging with westbound I-70. The northbound to westbound flyover ramp will be about 1.4 feet higher than the existing directional ramp. The design will realign the eastbound I-70 to northbound I-435 off-ramp and the westbound I-70 to southbound I-435 off-ramp and replace the I-435 bridges over I-70. The design of the I-435 interchange turbine interchange will not substantially change the noise or visual impacts of the Study Area.



Proposed I-435 Interchange Improvements (See Figure 2-1)

Traffic

While the Preferred Alternative still improves travel flow through the Study Area, changes made to it since the publication of the Second Tier Draft EIS have resulted in changes to the anticipated 2040 travel speeds in the Study Area (see **Table 2-2**). During the westbound AM peak period the travel speeds that changed the most from the Second Tier Draft EIS were from the Paseo to Prospect Avenue (decreased), Jackson Avenue to U.S. 40 (increased), and U.S. 40 to Manchester Trafficway (increased). During the eastbound PM peak period the travel speeds that changed the most from the Second Tier Draft EIS were from Jackson Avenue to U.S. 40

(decreased), U.S. 40 to Manchester Trafficway (decreased), and Manchester Trafficway to Blue Ridge Cutoff (increased).

Safety

After the publication of the Second Tier Draft EIS, MoDOT conducted a Highway Safety Manual (HSM) analysis for the updated Preferred Alternative. The results of this analysis project that the changes to the Preferred Alternative will provide additional improvements to safety in the corridor. In the Second Tier Draft EIS, the total number of crashes decreased by approximately 9 percent from the No-Build Alternative versus the Preferred Alternative. The updated results indicate that decrease in crashes from the No-Build Alternative to the Preferred Alternative will actually be nearly 19 percent. In addition, the number of fatal or disabling crashes will decrease almost 13 percent from the No-Build Alternative versus the Preferred Alternative. This is an improvement from approximately 3 percent in the Second Tier Draft EIS.

Cost

The total estimated cost of the Preferred Alternative has changed to $265 million (2016 dollars).

How Will the Alternatives Affect the Human and Natural Environment?

Chapter 3 of this Second Tier Final EIS provides a summary of the impacts associated with the Preferred Alternative to both the human and natural environment. The following paragraphs briefly highlight key impacts that have changed from the Second Tier Draft EIS.

Community and Neighborhood Effects

The Preferred Alternative no longer includes closing the Brooklyn Avenue half diamond interchange. Because the interchange will remain open, the existing conflict point between pedestrians/cyclists and vehicles as stated in the Second Tier Draft EIS will remain.

The Preferred Alternative no longer includes local street cul-de-sacs. While local road connections to on- and off- ramps have still been removed, local street connectivity has been maintained for both motor vehicles and pedestrians. The distance to transit access will remain the same.

The Study Team completed an analysis of the difference in travel times between the No-Build Alternative and the three Build Alternatives. This analysis looked at routes to major destinations to and from the neighborhoods in the Study Area. The updated analysis indicated that the Preferred Alternative has three routes that the travel time increases compared to the No-Build Alternative. This is a decrease from six routes as stated in the Second Tier Draft EIS. These increases in travel time are all only one minute. These routes are highlighted in yellow in **Table 3-2** at the end of **Chapter 3**.

There are 19 roadways and two pedestrian bridges crossing I-70 that will remain in place. There will be no change in location of access across I-70. Bridges within the corridor will be upgraded individually over time. The safety of pedestrians and bicyclists is equally as important as motor vehicle safety.

Public Lands and Facilities

The Preferred Alternative will no longer affect the route persons traveling on I-70 use to reach or leave The Parade Park. With the Brooklyn Avenue half diamond interchange remaining open there will be no change in travel patterns to or from the park.


Houses in the Study Area

In addition, further coordination with the Kansas City, Missouri Parks and Recreation Department has occurred. The Study Team's determination of a 4(f) De Minimis impact were presented to the Kansas City Parks and Recreation Board and a letter stating their support was signed by Mark McHenry, Director of Kansas Parks and Recreation and sent to FHWA. This letter is included in **Appendix D.2**.

Relocations

The Preferred Alternative would require the potential relocation of 22 residences (21 buildings) and 5 businesses. This

decreased from 31 residences (26 buildings) and 6 businesses in the Second Tier Draft EIS.

Environmental Justice

As with the number of relocations, the changes to the Preferred Alternative have also decreased the amount of right of way and thus the impacts to Environmental Justice populations. The Preferred Alternative will each require approximately 36 acres of additional right of way. **Table 3-11** in **Chapter 3** shows the amount of right of way required by the Preferred Alternative that is within Environmental Justice areas. In addition, the table also shows the number of residential relocations that are within Environmental Justice areas.

Members of public had two main concerns with the Preferred Alternative, the closure of the Brooklyn Avenue half diamond interchange and the use of cul-de-sacs on local streets throughout the Study Area. In response to the public comments, the Brooklyn Avenue half diamond interchange will remain open and the creation of cul-de-sacs from closing local streets have been removed from the project.

The Preferred Alternative would impact minority and low-income populations along the corridor, however these impacts have decreased since the I-70 Second Tier Draft EIS. These impacts have been minimized and mitigated, thus it was determined that the Preferred Alternative would result in adverse impacts but not disproportionately high impacts on minority and low-income populations along the I-70 corridor, in accordance with provisions of Executive Order 12898 and FHWA Order 6640.23. No further Environmental Justice analysis is required, however MoDOT will follow through with the commitments as outlined in **Section 3.2.12**.

Economics

The changes to the Preferred Alternative have also resulted in one less business relocation. The Preferred Alternative will now relocate 5 businesses, instead of 6. These 5 businesses still account for approximately 51 jobs. **Table 3-13** in **Chapter 3** shows the summary of access changes with potential effects on businesses caused by the Preferred Alternative.

Cultural Resources

Since the publication of the Second Tier Draft EIS, MoDOT received a letter from the State Historic Preservation Office (SHPO) stating their concurrence that there would be no adverse effect on the historic resources in the Study Area (see **Section 3.1.9**) based on their review of the *Final Cultural Resource Archival and Architectural Review*. This letter is included in **Appendix D.2**.

In addition, a Phase I Archaeological Survey for the Preferred Alternative has been completed since the publication of the Second Tier Draft EIS. Some archaeological remains do appear to exist in at least eight locations, where construction rubble and some artifacts were identified. These locations do seem to have been less disturbed by the interstate construction, but it was unclear, due to the limitations of shovel testing within an urban environment, if these remains represent intact subsurface deposits or just rubble from buildings torn down during construction. After consultation with MoDOT it was decided to identify these locations as only potential sites. There is a low potential that these eight sites will be impacted. It is recommended that these eight locations be avoided by construction associated with the improvement of I-70. If these locations cannot be avoided, it is recommended that they be tested to better determine if they do represent archaeological sites with intact cultural deposits or just building rubble.

Noise

A preliminary noise barrier evaluation identified 20 locations along I-70 within the Study Area where noise barriers could be warranted. Nine of these noise barriers are expected to meet applicable feasibility and reasonableness criteria, and are recommended for detailed analysis during the final design phase.

What are feasible and reasonableness?

Feasible means a noise mitigation measure is structurally and acoustically possible to reduce noise levels at least 5 dBA at 67 percent of the impacted, first row receptors.

Reasonableness means that noise mitigation must meet the required three reasonableness factors:

1) Over 50 percent of the benefitted residents' responses must be favorable.
2) Noise abatement measures shall not exceed 1,300 square feet per benefited receptor for noise walls or $36,000 per benefitted receptor for other noise abatement techniques.
3) Must provide a minimum benefit of 7 dBA for 67 percent of the benefitted, first row receptors.

Air Quality

After the publication of the Second Tier Draft EIS, concerns were raised regarding status of air quality in the Kansas City region. The information below addresses these concerns.

The Kansas City area air quality monitoring region is currently designated in attainment of the National Ambient Air Quality Standards (NAAQS), for all criteria pollutants. This ozone status includes Platte, Clay, and Jackson Counties in Missouri. On October 1, 2015, the EPA strengthened the NAAQS for ground level ozone to 70 part per billion (ppb). States are required to have approved state implementation plans to address nonattainment areas and areas will be required to meet the new standard between 2013 and 2020.

A portion of Jackson County in the downtown Kansas City area is non-attainment for the 1-hour sulfur dioxide (SO_2) NAAQS (though SO_2 isn't a pollutant of concern from a vehicle emissions standpoint). The Kansas City area (Clay, Jackson, and Platte Counties) is a maintenance area for the previous ozone NAAQS. None of the monitors in the Kansas City area are in violation of the current 2015 ozone NAAQS. However, it's possible that Kansas City becomes designated a nonattainment area at some point, but it may not happen unless/until EPA establishes a new ozone standard as a result of their next ozone NAAQS review. Regardless of Kansas City's official status, ozone continues to be an air quality concern in the area.

Wetlands

Since the publication of the Second Tier Draft EIS, the United States Army Corps of Engineers (USACE) provided a preliminary jurisdictional determination for the proposed impacts to 0.02 acres of wetland and that the improvements would be permitted under nationwide permit (NWP) 14. The USACE's letter is included in **Appendix D.2**.

Wildlife, Plants, and Threatened and Endangered Species

Since the publication of the I-70 Second Tier Draft EIS, new information from updated surveys has been collected. The updated species list includes Indiana bats, gray bats, and northern long-eared bats.

There is no known gray bat cave habitat nor any known gray bat records within several miles of the project area and there will be no effect on gray bats from this project.

There are no known winter cave records for Indiana or northern long-eared bats within several miles of the project area. Even though the nearest known summer records for either species are between 40 and 70 miles from the project area, Indiana and northern long-eared bats could utilize suitable habitat in the project area. There are examples of suitable summer roost habitat in the clearing limits for this project, and MoDOT and FHWA expect to apply the conservation measure of only clearing suitable roost trees during the non-breeding season (November 1st to March 31st). Given the small amount of overall tree removal for this section (less than 5.0 acres), small number of potentially suitable bat roost trees, and the inclusion of the conservation measure to remove suitable habitat during the non-breeding season, MoDOT and FHWA have determined this project may affect, but is not likely to adversely affect Indiana bat or northern long-eared bat. USFWS concurred with this determination.

Indirect and Cumulative Effects

The Draft EIS cumulative impacts must be revised because of the changes made to the Preferred Alternative since the Second Tier Draft EIS that now avoid these cumulative impact.

What are Cumulative Effects?

Cumulative effects may occur when combining the effects of the proposed project with the effects of other past, present, and foreseeable future projects.

As a result of the changes to the Preferred Alternative, the cumulative effect of access changes on neighborhoods in the vicinity of the Study Area has changed. The Preferred Alternative no longer includes closing the Brooklyn Avenue half diamond interchange and thus will no longer contribute to a cumulative effect on access to the Northeast Neighborhood.

In addition, the cumulative effect on neighborhoods would be less for the Preferred Alternative than described in the Second Tier Draft EIS. The changes to the Preferred Alternative resulted in fewer potential relocations, thus lessening the cumulative relocation impact due to overall I-70 improvements and the cumulative impact to affordable housing.

While the cumulative benefit for regional traffic and freight circulation has not changed, this discussion in the Second Tier Draft EIS only referenced five of the nine Transportation Outlook 2040 policy goals. The nine goals are now included in **Section 3.2.11**.

Proposed Project Commitments

Section 3.2.12 contains a compiled list of MoDOT's proposed project commitments. The list includes the commitments from the Second Tier Draft and those added since its publication.

How did the Study Team Coordinate with the Public and Stakeholders?

MoDOT developed a detailed Public Involvement and Agency Coordination Plan specifically for the I-70 Second Tier EIS. The plan was circulated to participating agencies and local study management agencies for review and comment. The plan was also posted on the project website for public review and comment. Detailed discussion of how MoDOT involved the public and stakeholders is contained in **Chapter 4**.

MoDOT developed several ways to educate the public about the project. These included a project website, a project phone number, project newsletters, a Community Connections Team (CCT), mobile meetings and listening posts, MindMixer, Twitter, local media, and other project interactive activities.

What is MindMixer?

MindMixer is a platform for conducting online town hall meetings. The I-70 STEIS online meeting was available at www.metroi70.com. The public used the site to share their thoughts and views about the conditions and safety of the highway as well as the possible improvement alternatives that could address stated issues and concerns.

Community Advisory Group

The I-70 Second Tier EIS Community Advisory Group (CAG) focused on providing meaningful input to MoDOT as it plans for the improvement of I-70. The CAG was one of several tools MoDOT used to gather public feedback. The CAG consisted of appointed members of the public from several interested agencies and organizations.

Each CAG member was responsible for providing I-70 study updates back to these agencies and organizations. MoDOT has held eight CAG meetings to date.

Community Connections Team

MoDOT also established a CCT for the study. Study Team members are available to attend neighborhood, business, and community organization meetings by request. The Study Team sent an invitation letter to more than 45 organizations along the corridor inviting them to request a speaker. The Study Team also posted a CCT request form on the project website. Study Team members have presented at 23 community group meetings.

Listening Posts

MoDOT held two listening posts for the public to attend prior to the publication of the Second Tier Draft EIS. Both listening posts were held in an open house format for 2 to 3 hours and members of the public could stop by at any time. The first listening post was held on April 17, 2012 to gather input on the Purpose and Need and help define the 12 Initial Alternatives. The second listening post was held on July 26, 2012 for the public to comment on the 12 Initial Alternatives and assist in the development of the Second Tier Alternatives that were carried forward.



Public Hearing

Public Hearing

Since the publication of the Second Tier Draft EIS, MoDOT held a Public Hearing. The Public Hearing was held in an open house format where members of the public could stop by at any time during the hearing. The Public Hearing was held on February 11, 2014 from 4 to 7 pm at the Gregg Klice Community Center. The displays at the hearing described the study process and schedule, purpose and need, alternatives considered and evaluated, Preferred Alternative, the Second Tier Draft EIS, and next steps.

Mobile Meetings

In addition, MoDOT vinyl wrapped an existing 12-passenger van, and provided a display tent and backdrop to share information about the Second Tier EIS with the community.



Mobile Meeting

The mobile meetings were held at 11 different events throughout the study.

Online Town Hall Meetings

The online town hall meetings used MindMixer as the host of a variety of online tools that help engage the public in the decision-making process through surveys, thought provoking questions, blogs, and other online interactive methods to get public feedback. The online town hall meetings ran during each of the four public involvement periods with 441 participants.

Final Coordination Packet

Prior to issuing this combined Final EIS and ROD MoDOT sent a packet of information to members of public and stakeholders who commented on the Second Tier Draft EIS. The packet included:

- The map of the Preferred Alternative from the Second Tier Final EIS
- The map of the Preferred Alternative from the Second Tier Draft EIS
- A list of changes made to the Preferred Alternative from the Second Tier Draft EIS
- A table comparing the impacts of Preferred Alternative Impacts from the Second Tier Draft EIS to the Final EIS
- A table of the comments received on the Second Tier Draft EIS and MoDOT's responses

The packet was also posted on the project website and MoDOT published a press release. Members of the public and stakeholders had 30 days to comment on the information provided in the packet and the decision to complete a combined Final EIS and ROD. The comment period ended on September 26, 2016. Due to an issue with the original posting of the packet on the project website a second 30-day comment period was held from February 10 to March 16, 2017. This was the last opportunity to provide comments that would be considered by MoDOT and FHWA as part of the environmental review process. All comments received from both the public and

stakeholders and MoDOT's responses to those comments are located in **Appendix D.4**.

What are the Next Steps?

The EIS process ends with the completion of a Record of Decision (ROD). The ROD explains MoDOT and FHWA's decision, describes the alternatives that were considered (including the Preferred Alternative), and discusses plans for mitigating potential environmental effects and monitoring those commitments. MoDOT and FHWA have decided to combine the I-70 Second Tier Final EIS and ROD in accordance with provisions on environmental documentation in the Moving Ahead for Progress in the 21st Century Act (MAP-21) and the Fixing America's Surface Transportation (FAST) Act, selecting a project alternative.

The ROD will formally select a project alternative to move forward into the design and construction phases. MoDOT is prepared to move the project forward with the projects shown at the end of **Section 2.5**.

CHAPTER 1

PURPOSE AND NEED STATEMENT

This chapter summarizes the basic information for the I-70 Second Tier Environmental Impact Statement (EIS) including what the project is about, where it is located, and why improvements are needed. In review of the comments received on the I-70 Second Tier Draft EIS, minimal new information was submitted relating to the purpose and need for improvements to I-70. This new information, relating to an update of the crash data for the corridor, is discussed in **Section 1.4**. The remaining sections below provide a summary of **Chapter 1** of the **Second Tier Draft EIS** (http://www.modot.org/kansascity/metroi70/documents/Chapter1.pdf) and reference it for detail.

What is a Purpose and Need Statement?

A Purpose and Need Statement describes the transportation problems that a proposed project is to address.

1.1 Project Background

The Missouri Department of Transportation (MoDOT) and the Federal Highway Administration (FHWA) propose improving the existing I-70 corridor extending approximately 6.8 miles from the end of the last ramp termini west of The Paseo interchange to east of the Blue Ridge Cutoff interchange to meet the current and future traffic, safety, and access needs across and to/from I-70.

The purpose of the I-70 Second Tier EIS is to evaluate and document the potential human and natural impacts of the proposed alternative(s). The I-70 Second Tier EIS evaluates alternatives that address travel demand and the overall performance of the corridor to safely move people and goods.

Why is I-70 in Kansas City Important?

The 6.8-mile I-70 corridor that is the subject of this Second Tier EIS is vital to serving the greater Kansas City regional transportation demands including commuters, transit, and local and national freight movements. In addition to serving local needs, I-70 in Kansas City is also the main artery for traffic traveling to and from other cities and destinations across the state and nation. Some of the interstate traffic heading east and west through Kansas City is bound for major population centers in Missouri or other adjacent states and beyond.

How Does This Study Differ from the I-70 First Tier EIS?

The I-70 Second Tier EIS in Kansas City is the final part of a tiered environmental documentation process. The first tier documents addressed broad programs or overall corridor strategies and issues in an initial, higher level environmental impact analysis. More specific improvement alternatives and impacts are analyzed in this second tier study. The tiered process enables a decision-making process that focuses on issues that are ready for decision and reduces repetition in environmental documentation. The first tier document frames and narrows the boundaries and scope for second tier projects. The tiered process provides a consistent strategy decision across a longer corridor, which allows Section of Independent Utility (SIU) to be studied or built without studying or building the entire corridor. The following were the five SIUs approved in the First Tier EIS in April 2011:

What is a Section of Independent Utility?

A Section of Independent Utility (SIU) is a section of a larger project that can function on its own without further improvements to adjoining road sections.

1. **Downtown SIU** - Downtown Loop to The Paseo
2. **Urban SIU** - The Paseo (including the interchange) to U.S. 40
3. **I-435 Interchange SIU** - U.S. 40 (including the interchange) to Blue Ridge Cutoff (including the interchange)
4. **Suburban SIU** - Blue Ridge Cutoff to Lee's Summit Road (including the interchange)
5. **I-470 Interchange SIU** - Lee's Summit Road to east of I-470 and I-470 from 39th Street interchange to the U.S. 40 interchange

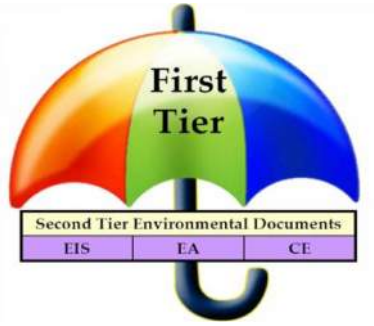


Illustration of the Tiered Environmental Process. The First Tier Study covers a corridor that will be broken down into multiple future Second Tier environmental studies.

The I-70 Second Tier EIS Study Area is a combination of the Urban and I-435 SIUs, each of which has independent utility. The combination of the two SIUs will also have independent utility. MoDOT combined these two SIUs, because they both have the same selected improvement strategy from the First Tier EIS; both require the same level of environmental analysis, an EIS, in the second tier evaluation process; and both have similar improvement needs. The I-70 Second Tier EIS Study Area is shown in **Figure 1-1** at the end of this chapter.

1.2 Purpose and Need

The overall purpose of the I-70 Second Tier EIS is to select an improvement alternative for this portion of the corridor, including future improvements and mode choices, which address the following needs:

- *Improve Safety*: Reduce crash rates and crash severity on I-70.
- *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 alternatives.
- *Improve Accessibility:* Provide travel options for all residents, increase safe access across I-70 for non-motorized travel, and support local and regional land use plans.
- *Improve Goods Movement:* Improve the efficiency of freight movement on I-70.



Benton Curve

Additional information on the purpose and need for the project is discussed in **Chapter 1** of the **Second Tier Draft EIS** (http://www.modot.org/kansascity/metroi70/documents/Chapter1.pdf).

1.3 Projects Related to the I-70 Second Tier EIS

As discussed, the I-70 Second Tier EIS covers two sections of the I-70 First Tier EIS. MoDOT intends to complete further National Environmental Policy Act (NEPA) studies on the other three adjacent sections of the I-70 First Tier EIS at a later date.

In January 2013, MoDOT separated out the replacement of the Manchester Bridge (two bridge structures) between I-435 and 31st Street into its own Categorical Exclusion (CE) project. For the Manchester Bridge design-build project, MoDOT developed CE documentation that demonstrated that the bridge replacement would not result in significant impacts to the human or natural environment therefore the preparation of an EA or EIS is not required. The Manchester Bridge design-

build project was included in the No-Build Alternative of the I-70 Second Tier EIS. Each of the structures to be replaced had reached the end of their useful life and required frequent and costly repairs, creating inconveniences to drivers. The project included adding an auxiliary lane on the Manchester Bridge in both directions. The Manchester Bridge project is compatible with all of the alternatives proposed for the I-70 Second Tier EIS and does not preclude the selection of any alternative.

The separate CE document was approved on March 3, 2013 and the design-build process was completed in December 2015. Improvements included westbound and eastbound auxiliary lanes between the U.S. 40 and the Manchester Trafficway interchanges and the westbound weaving area between I-435 and Manchester Trafficway.

1.4 Changes and Clarifications from the Second Tier Draft EIS

The crash analysis has been updated since the Second Tier Draft EIS. At that time the most recent statewide average crash rate available was from 2012. Since the publication of the Second Tier Draft EIS, the 2015 crash data and the statewide average crash rate has been made available. This difference required a recalculation of the 2012 to 2015 crash rates. **Table 1-1** provides a summary of the crash analysis with the updated information (shown in blue italics).

Table 1-1 Summary of Crash Analysis for the Period 2011-2015						
Analysis Sections		Length (miles)	2011 to 2015 Crash Rate (Crashes Per 100 Million Vehicle Miles of Travel)		5 Year Crash Rate versus Statewide Average Crash Rate*	
			Eastbound	Westbound	Eastbound	Westbound
1	Paseo Interchange	0.87	110.22 *119.63*	136.05 *204.35*	96% *111%*	118% *189%*
2	Benton Curve	1.20	183.89 *163.35*	153.51 *121.14*	160% *151%*	133% *112%*
3	23rd Street Interchange	0.67	96.93 *84.25*	134.43 *95.83*	84% *78%*	117% *89%*
4	Jackson Curve	0.90	222.89 *148.25*	109.88 *111.15*	193% *137%*	95% *106%*
5	Van Brunt Interchange	0.73	191.22 *213.05*	137.21 *235.12*	166% *197%*	119% *217%*
6	U.S. 40 West Interchange	0.59	160.19 *129.49*	179.07 *193.94*	139% *120%*	155% *179%*
7	Manchester Interchange	0.57	228.01 *198.91*	195.15 *61.17*	198% *184%*	164% *57%*
8	I-435 Interchange	0.96	270.80 *284.49*	220.42 *277.15*	235% *263%*	191% *256%*
9	Blue Ridge Cutoff Interchange	1.28	158.29 *149.91*	123.15 *96.92*	137% *139%*	107% *90%*

*Statewide average crash rate for urbanized interstates as of 2014. The 2014 Statewide Average Rate (108.16) is the most recently available.
Shading indicates sections which exceed the statewide average crash rates by more than 150 percent and have a higher need for improvements.
Updated 2015 information shown in blue italics.

In the five-year period from 2011 to 2015, seven crashes on I-70 involved a fatality and 30 crashes resulted in disabling injuries within the study area. The locations of those disabling crashes are shown in **Figure 1-2** and the locations of those fatal crashes are shown in **Figure 1-3**. The majority of the crashes were rear end (44 percent) followed by out of control (21 percent) and passing (18 percent). Rear end collisions likely occur more frequently in congested areas and interchange areas as drivers fail to adjust for the slower moving and merging traffic. Approximately 72 percent of the total crashes caused property damage while approximately 28 percent caused injury. Approximately 27 percent of all crashes occurred in dark conditions and approximately 21 percent of all crashes occurred on icy, snow, or wet pavement conditions.

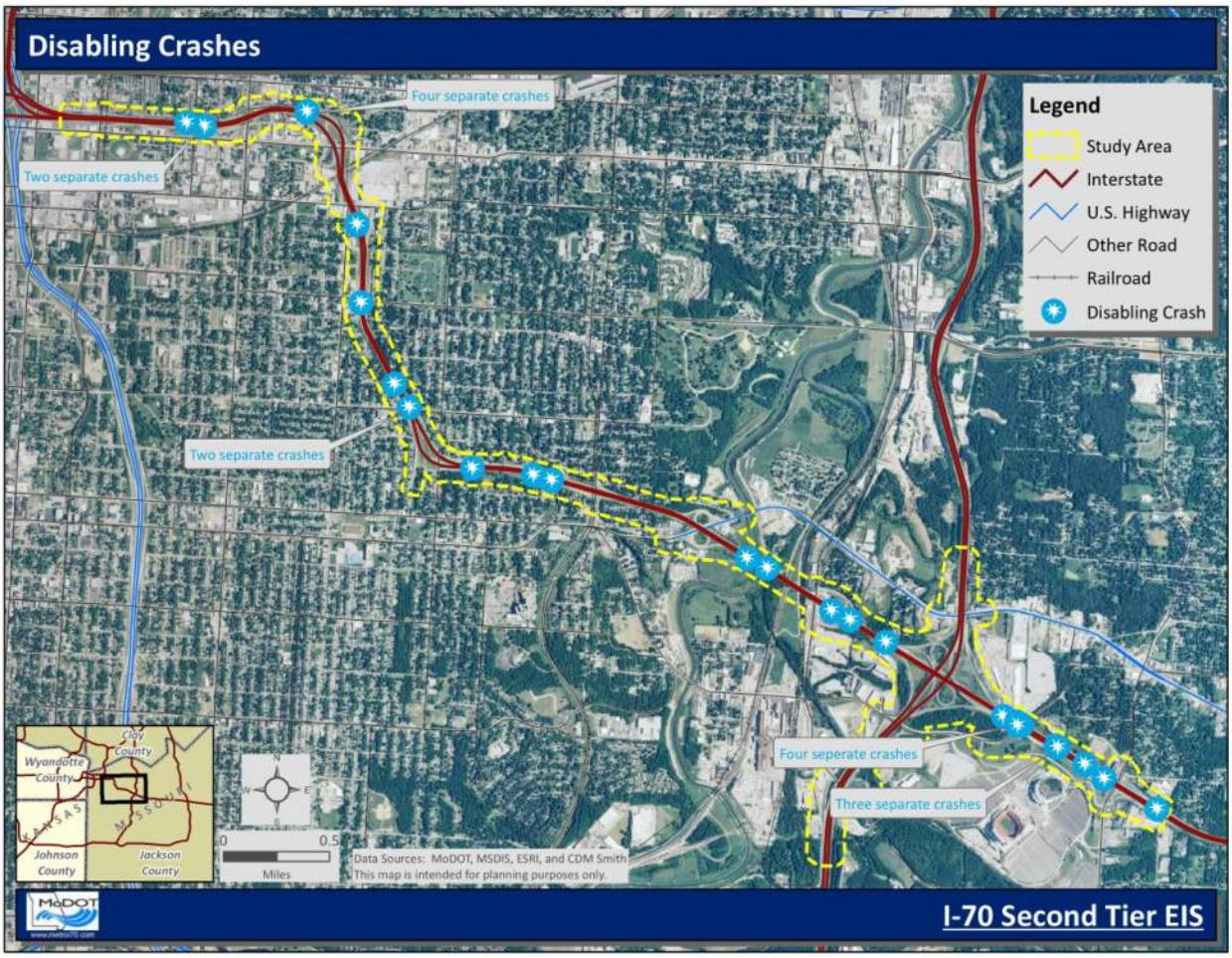
Disabling Injury Crashes

In a review of the 30 disabling injury crashes that occurred in the study area between 2011 and 2015, the following potential contributing circumstances were noted.

- Excessive speed or driving too fast for conditions (40 percent)
- Following too close (13 percent)
- Improper lane usage/change (10 percent)

Alcohol was a probable factor in one of the 30 disabling injury crashes. The majority of the disabling injury crashes were rear end crashes (40 percent) and out of control crashes (33 percent), accounting for 73 percent of the disabling injury crashes. One of the disabling injury crashes involved a pedestrian.

Figure 1-2: Disabling Crashes in the Study Area 2011 to 2015



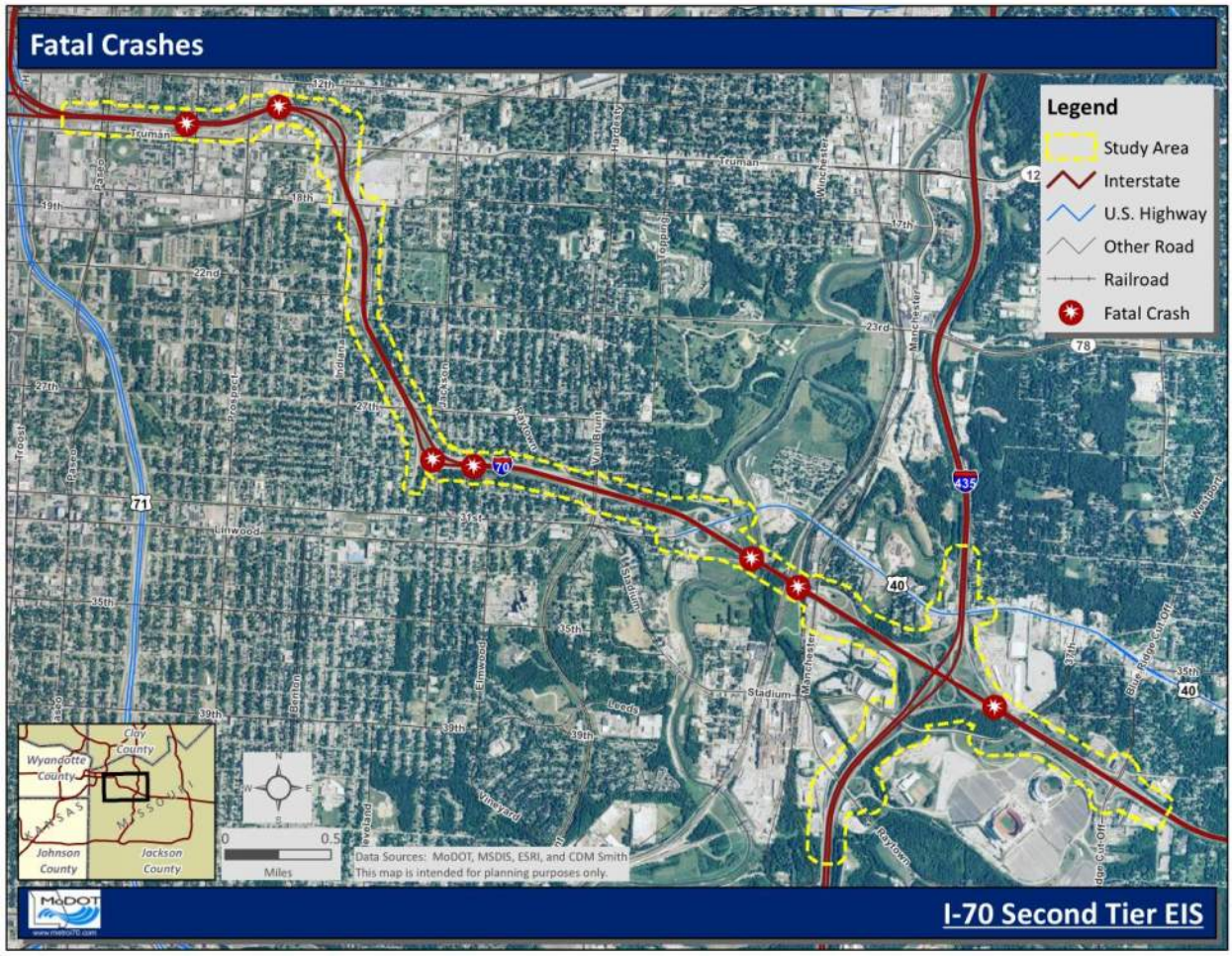
Fatal Crashes

In a review of the ten fatal crashes occurring in the study area between 2011 and 2015, the following potential contributing circumstances were noted.

- Alcohol was cited in three (43 percent) of the fatal crashes
- Improper lane usage/change was cited in one (13 percent) of the fatal crashes
- Excessive speed or driving too fast for conditions was cited in one (13 percent) of the fatal crashes
- Failure to yield was cited in one (13 percent) of the fatal crashes
- Vehicle defect was cited in one (13 percent) of the fatal crashes

The pavement condition was dry for five of the seven fatal crashes. A total of seven persons lost their lives; two persons suffered a disabling injury; and 16 persons received minor injuries in the seven fatal crash events in the study area between 2011 and 2015. One of the fatal crashes involved a pedestrian.

Figure 1-3: Fatal Crashes in the Study Area 2011 to 2015



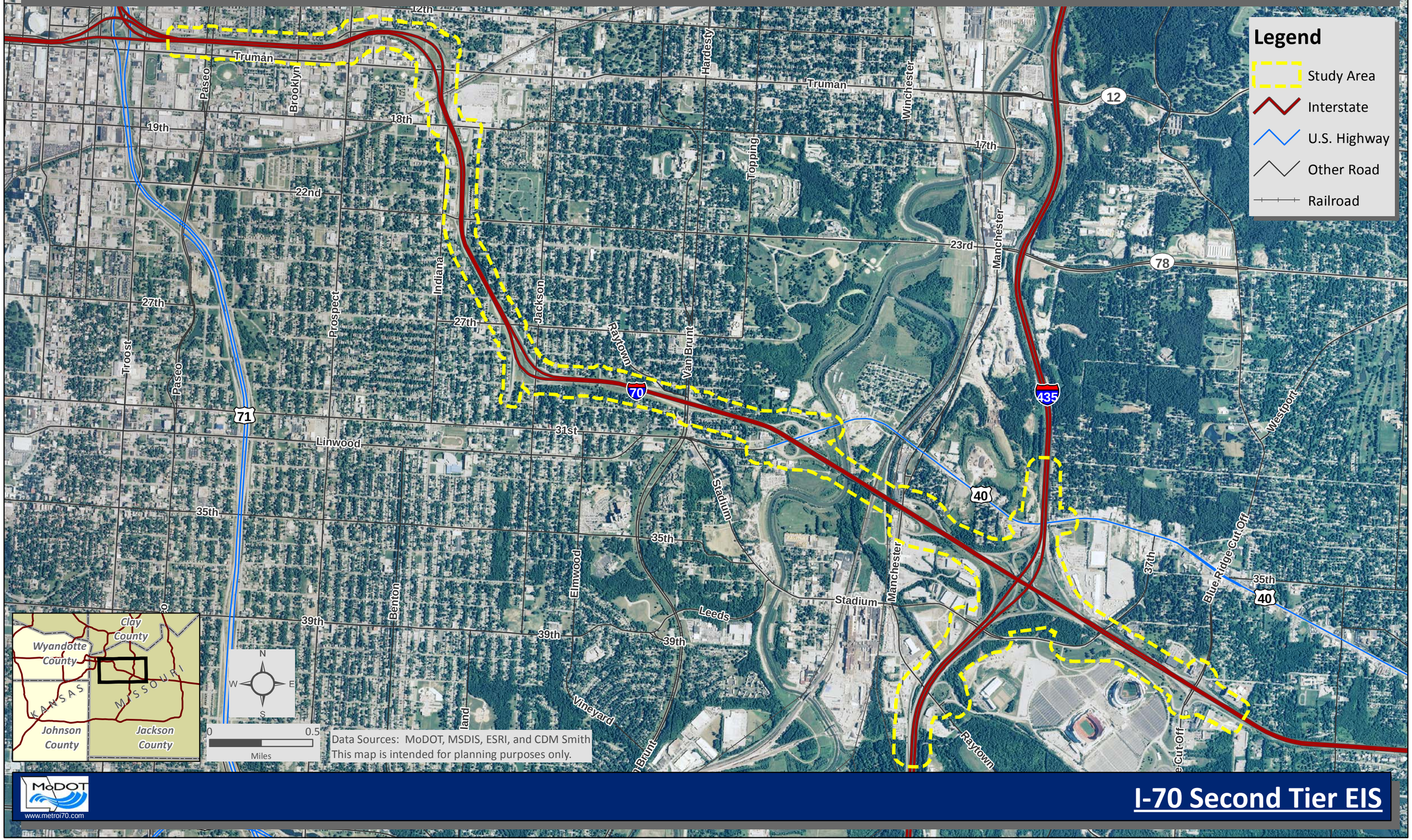
The truck percentages on I-70 shown in **Table 1-2** in the **Second Tier Draft EIS** were also updated. These percentages were shown incorrectly in the Second Tier Draft EIS and have been updated (shown in bold italics) in **Table 1-2** below.

Table 1-2 Truck Percentages on I-70

Direction	Section	AM	PM	Daily
Westbound I-70	I-435 to Downtown Loop	9% *3%*	4% *8%*	11% *11%*
Eastbound I-70	Downtown Loop to I-435	3% *9%*	8% *4%*	11% *11%*

Updated 2012 information shown in blue italics.

Figure 1-1 Study Area



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I-70 Second Tier EIS

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CHAPTER 2

ALTERNATIVES CONSIDERED

This chapter discusses the potential concepts and alternatives for improvements in the I-70 Second Tier EIS Study Area and how the Study Team developed, refined, and analyzed the alternatives over the course of the study.

What is meant by improvement alternatives?

Improvement alternatives are transportation improvement opportunities to address the transportation issues along I-70. Improvement alternatives may include a series of specific transportation improvements concepts such as fixing existing pavement and bridges, improving interchange ramps, and transit improvements.

2.1 Initial Alternative Development

MoDOT and FHWA worked with the local agencies, stakeholders, and the public to develop, refine, and evaluate potential initial alternatives to improve I-70. The Study Team presented 12 alternatives for improving I-70 to the local agencies, stakeholders, and the public that fit within the Improve Key Bottlenecks Strategy recommendation from the First Tier EIS. **Chapter 4** identifies the local agency, stakeholder, and public involvement processes used throughout the study.

The Study Team developed 12 initial alternatives based on initial engineering and environmental analysis, Mid-America Regional Council's (MARC) Congestion Management Process (CMP) toolbox, First Tier EIS outcomes, as well as comments and feedback from local agencies, stakeholders, and the public. The 12 Initial Alternatives are:

- Initial Alternative 1: No-Build
- Initial Alternative 2: Transportation System Management (TSM)
- Initial Alternative 3: Transportation Demand Management (TDM)
- Initial Alternative 4A & 4B: Other Transportation Modes (Transit, Bike, Pedestrian)
- Initial Alternative 5: Geometric Improvements
- Initial Alternative 6: Interchange Consolidations
- Initial Alternative 7: One Interchange per Zone
- Initial Alternative 8: Collector-Distributor System
- Initial Alternative 9: Zonal Collector-Distributor System

What is Transportation System Management (TSM)?

TSM is a series of programs and efforts to improve the existing roadway operations. Some examples include Motorist Assist and Kansas City Scout.

What is Transportation Demand Management (TDM)?

TDM is a series of programs and efforts to reduce the demand for using the roadway. Examples include carpooling, alternative work hours, and telecommuting.

- Initial Alternative 10: Reversible Lanes Using Existing Lanes
- Initial Alternative 11: Improve Frontage Roads/ Arterials and Parallel Streets
- Initial Alternative 12: Interchange Consolidations and Rebuild Truman Road Interchange

What is a Second Tier Alternative?

A Second Tier Alternative is one of three alternatives that is carried forward from the 12 Initial Alternatives for more detailed evaluation.

Chapter 2 of the **Second Tier Draft EIS** (http://www.modot.org/kansascity/metroi70/documents/Chapter2Alternatives.pdf) provides a description of each of the 12 Initial Alternatives.

2.2 Second Tier Alternatives Development

The Study Team screened the 12 Initial Alternatives down to four Second Tier Alternatives. They were evaluated against the purpose and need for improving I-70:

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

What is a screening process?

An evaluation that identifies which alternatives best achieve the goals set forth by the project.

More detailed information on the purpose and need for improving I-70 is in **Chapter 1**. The Study Team also considered public input, engineering issues and impacts to the human environment, the natural environment, and the cultural resources within the Study Area. Initial Alternatives were not carried forward if they did not meet the purpose and need, with the exception of the No-Build Alternative. In addition, an alternative was not carried forward if it contained the same basic concepts as another alternative carried forward, was combined with other alternatives that were carried forward, or had engineering issues or cost estimates that were substantially higher than other alternatives. **Appendix B** (Initial Alternatives Screening of the Technical Memoranda) of the **I-70 Second Tier Draft EIS** provides a detailed discussion of the 12 Initial alternatives and the screening/evaluation results.

What Are the Second Tier Alternatives?

The screening process resulted in four Second Tier Alternatives being carried forward:

- Alternative 1: No-Build - This is a requirement of the NEPA process
- Alternative 5: Geometric Improvements
- Alternative 6: Interchange Consolidations
- Preferred Alternative

2.3 Second Tier Alternatives Traffic Modeling

The Study Team used 2012 as the base year and 2040 as the forecasted future year for assessing traffic levels on I-70. MoDOT provided historic Average Annual Daily Traffic (AADT) counts. The Second Tier Alternatives were modeled using a modified 2010 MARC regional travel demand model and Dynameq Model Software.

What is Average Annual Daily Traffic (AADT)?

AADT is the average number of vehicles that use a road segment on an average day. It is an estimate of the number of vehicles that use a section of road during an entire year divided by 365.

The result of the traffic modeling for each of the Second Tier Alternatives is discussed in detail in **Chapter 2** of the **Second Tier Draft EIS** (http://www.modot.org/kansascity/metroi70/documents/Chapter2Alternatives.pdf).

2.4 Evaluation Process for the Second Tier Alternatives

Each alternative was evaluated in terms of purpose and need, traffic, and engineering issues. Public and stakeholder involvement is also a part of the overall evaluation process as discussed in **Chapter 4**. The Second Tier Alternative evaluation matrix, **Table 2-1,** is located at the end of this chapter. Changes made to this table since the publication of the I-70 Second Tier Draft EIS are shown in blue italics. The environmental analysis of the alternatives is contained in **Chapter 3**.

What is Dynameq?

Dynameq is a traffic model that uses internal model travel results to revise the traffic routes, which will allow the Study Team to account for the peak period effects of congestion on I-70 and local streets.

2.5 The Preferred Alternative

The I-70 Second Tier EIS Preferred Alternative is a combination of the Geometric Improvements Alternative and the Interchange Consolidations Alternative. Since the publication

of the I-70 Second Tier Draft EIS, changes have been made to the Preferred Alternative. These changes are discussed below and in **Section 2.6**. **Figure 2-1** at the end of this chapter shows the Preferred Alternative.

MoDOT understands that the proposed Preferred Alternative does not consolidate interchanges to the extent necessary to meet urban interchange spacing guidance. MoDOT will continue to monitor and evaluate the traffic operations on I-70. MoDOT may partially or fully close interchanges in the future due to closely spaced interchanges, if a safety or congestion problem occurs or is forecasted to occur within a future 5-year period based on future studies or analysis, unless an improvement project has already been identified in the MoDOT *Statewide Transportation Improvement Program*.

What is Operation Green Light?

It is a cooperative effort to improve the coordination of traffic signals and incident response on major routes.

Corridor Wide Improvements: The Preferred Alternative would gradually rebuild and/or rehabilitate I-70 with pavement, roadbed, and structure improvements. This would likely occur in phases over time and complete reconstruction may not be required. Other corridor wide improvements in the Preferred Alternative include improving non-motorized access over or under I-70, continued coordination with Operation Green Light, and continued coordination with Smart Moves Regional Transit Vision and the results of the Jackson County Commuter Corridors Alternatives Analysis. The footprint for the Preferred Alternative has been developed to accommodate bus on shoulder if it is desired in the future. Commencement of bus on shoulder service will be subject to further traffic and operations analysis, coordination with other regional transit initiatives and studies as mentioned above, development of operating agreements with transit operators, and assessment of potential partnership on funding resources.

What is the Smart Moves Regional Transit Vision?

It is the region's long-range transit vision as developed and updated by MARC. The vision highlights corridors throughout the region and suggests service modes that could efficiently serve the populations along those corridors.



The Brooklyn Avenue half diamond interchange will remain open (See Figure 2-1)

The location specific improvements listed below are described starting from The Paseo and moving along I-70 to the east. The identified improvements include:

The Paseo interchange – Improve short ramp lengths at The Paseo interchange and replace the diamond interchange in place with lengthened ramps where feasible. Remove 14th Street connections to the ramps. The ramps will connect with The Paseo only.

Brooklyn Avenue half diamond interchange – The Brooklyn Avenue half diamond interchange was initially recommended to be closed to improve interchange spacing. However, during the public comment period on the I-70 Second Tier Draft EIS, comments were received that indicated that closing the Brooklyn Avenue half diamond interchange would be detrimental to the surrounding neighbors and the businesses along the Brooklyn Avenue corridor. Based on these comments it was decided that the Brooklyn Avenue half diamond interchange will not be closed. The existing Brooklyn Avenue half diamond interchange will remain open and in place. In addition, the eastbound I-70 off-ramp to Brooklyn Avenue will be converted to a decision lane exit (the driver will have the option to remain on I-70 or exit to Brooklyn Boulevard) to allow for an auxiliary lane between The Paseo and Prospect Avenue and the westbound I-70 on-ramp from Brooklyn Avenue will be lengthened by removing the 14th Street ramp connection.



Proposed Seperated Auxiliary Lane between 18th Street and 23rd Street (See Figure 2-1)

Prospect Avenue interchange – Improve ramp lengths at Prospect Avenue and replace the diamond interchange in place with lengthened ramps where feasible. Remove 14th Street connections to the ramps. The ramps will connect with Prospect Avenue only. Add an eastbound auxiliary lane between Prospect Avenue and Truman Road.

Benton Boulevard and Truman Road interchanges – Consolidate the two westbound on-ramps from Benton Boulevard and Truman Road into one on-ramp using a partial split-diamond configuration. Build a connector road from Truman Road to Benton Boulevard resulting in an improved weaving area length with the Prospect Avenue off-ramp.

Benton Curve – Improve the curve at Benton Boulevard within the available right of way to the extent possible.

Truman Road interchange – Replace the eastbound off-ramp at Truman Road as is.

18th Street and 23rd Street interchanges – Lengthen the 18th Street westbound on-ramp acceleration lane. Add a westbound separated auxiliary lane between 23rd Street and 18th Street, improve ramp lengths, and replace the quarter cloverleaf



Proposed Split Diamond Interchange between 27th Street and Jackson Curve (See Figure 2-1)

interchange at 18th Street and the diamond interchange at 23rd Street in place. Add westbound and eastbound auxiliary lanes between 23rd Street and 27th Street.

27th Street and Jackson Avenue interchanges – Add an eastbound connector road between 27th Street and Jackson Avenue, improve ramp lengths, and replace with a split diamond interchange. Remove the ramp connections to Myrtle Avenue and Wenzel Avenue, including the eastbound off-ramp to Myrtle Avenue.

Jackson Curve – Improve the curve at Jackson Avenue within the available right of way to the extent possible.

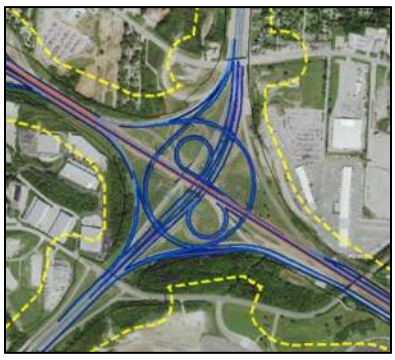
Van Brunt Boulevard interchange – Improve the short ramp lengths at the Van Brunt Boulevard interchange and replace the diamond interchange in place. Remove the ramp connections to Raytown Road and 29th Terrace. Add westbound and eastbound auxiliary lanes between Jackson Avenue and Van Brunt Boulevard.

U.S. 40 interchange – Add an eastbound auxiliary lane between Van Brunt Boulevard and U.S. 40.

What is a turbine interchange?

A turbine interchange, also known as a whirlpool, has left-turning ramps sweep around the center of the interchange in a spiral pattern.

Manchester Trafficway interchange – MoDOT developed a Categorical Exclusion (CE) document that demonstrated that the bridge replacement of the I-70 bridge over Manchester Trafficway and associated improvements to the Manchester Trafficway Interchange would not result in significant impacts to the human or natural environment therefore the preparation of an Environmental Assessment (EA) or EIS was not required. Improvements included in this project, the Manchester Design-Build project, were removed from the I-70 Second Tier EIS Preferred Alternative and are included as part of the No-Build Alternative. The project added westbound and eastbound auxiliary lanes between the U.S. 40 and the Manchester Trafficway interchanges and improved the westbound weaving lanes between I-435 and Manchester Trafficway.



Proposed I-435 Interchange Improvements (See Figure 2-1)

I-435 interchange – Since the publication of the I-70 Second Tier Draft EIS, the design of the I-435 interchange has changed to a partial turbine interchange design. This design will replace the southbound I-435 to eastbound I-70 off-ramp with a two-lane

fly-over ramp that will tie into the northbound I-435 to eastbound I-70 ramp before merging with eastbound I-70. Replace the northbound I-435 to westbound I-70 off-ramp with a fly-over ramp that will tie into the southbound I-435 to westbound I-70 ramp before merging with westbound I-70. Realign the eastbound I-70 to northbound I-435 off-ramp and the westbound I-70 to southbound I-435 off-ramp. Replace I-435 bridges over I-70.

Blue Ridge Cutoff interchange – No identified improvements. The diamond interchange will remain in place.

Based on stakeholder and public comments on the I-70 Second Tier Draft EIS, the Preferred Alternative will not include local street cul-de-sacs. While local road connections to on- and off-ramps have still been removed, local street connectivity has been maintained.

How Does the Preferred Alternative Improve Traffic Conditions and Goods Movement?

The Preferred Alternative has one location where travel speeds are reduced to less than 25 mph during the 2040 westbound morning peak period. The location is Prospect Avenue to The Paseo.

The proposed improvements to I-70 would allow vehicles to travel more efficiently and reach the downtown loop with fewer slowdowns. This results in congestion from within the downtown loop extending back to Prospect Avenue.

The 2040 eastbound evening peak period commute would also experience a location with travel speeds below 25 mph. Travel speeds are reduced between U.S. 40 and Manchester Trafficway.

The Dynameq model results are shown in **Appendix B** and indicate improved travel flow through the Study Area in the Preferred Alternative. The improved travel flow allows traffic to reach the end points of the Study Area more efficiently instead of traffic being delayed at existing bottlenecks. The model also suggests the potential for congestion in the

downtown loop and east of the Study Area, which may result in reduced speeds at both ends of the Study Area.

Increasing the travel speed will benefit goods movement along I-70. Some companies have limited truck deliveries during the morning and afternoon peak periods to avoid congested roadways like I-70, to minimize lost time for drivers and to achieve more reliable delivery times. The overall proposed improvements for the Preferred Alternative would assist with the movement of freight during all times of the day. **Table 2-2** shows the I-70 Second Tier Draft EIS and updated (shown in blue italics) anticipated travel speeds for each alternative.

Table 2-2 Dynameq 2040 Travel Speed Results (MPH)

	Sections	Preferred
AM Peak/ Westbound	The Paseo to Prospect Ave.	24.59 *18.60*
	Prospect Ave. to Jackson Ave.	39.40 *37.94*
	Jackson Ave. to U.S. 40	36.20 *55.90*
	U.S. 40 to Manchester Tfwy.	20.40 *26.10*
	Manchester Tfwy. to Blue Ridge Cutoff	33.31 *30.92*
PM Peak/ Eastbound	The Paseo to Prospect Ave.	41.08 *39.61*
	Prospect Ave. to Jackson Ave.	56.09 *56.26*
	Jackson Ave. to U.S. 40	59.47 *47.71*
	U.S. 40 to Manchester Tfwy.	32.84 *22.11*
	Manchester Tfwy. to Blue Ridge Cutoff	29.52 *40.41*

Updated 2040 travel speeds shown in in blue italics.

How Does the Preferred Alternative Improve Safety?

The Preferred Alternative would provide improvements that increase safety including: improvements to the Benton Curve, the Jackson Curve, improvements at the I-435 interchange, and ramp improvements at The Paseo, Prospect Avenue, Benton

Boulevard, Truman Road, 18th Street, 23rd Street, 27th Street, Jackson Avenue, Van Brunt Boulevard, U.S. 40, and Manchester Avenue. Many of these locations are areas where safety improvements are needed.

MoDOT conducted a Highway Safety Manual (HSM) analysis for the No-Build and the Preferred Alternative. The results cover 20 years and indicate that there are anticipated safety improvements for the Preferred Alternative, as shown in **Table 2-3**.

Table 2-3 Highway Safety Manual Results

Sections	Preferred Alternative		No-Build versus Preferred Alternative Percent Change	
	Crashes	Fatal and Disabling	Crashes	Fatal and Disabling
The Paseo to U.S. 40	3,180 *3,242*	70 *70*	-13.5 *-11.8*	-5.4 *-5.4*
U.S. 40 to east of Blue Ridge Cutoff	2,474 *1,784*	50 *37*	-2.7 *-29.8*	2.0 *-24.5*
I-435: 23rd Street ramps to Raytown Road/Stadium Drive ramps	1,011 *933*	25 *23*	-9.7 *-16.7*	-3.8 *-11.5*
Total	6,665 *5,959*	145 *130*	-9.2 *-18.8*	-2.7 *-12.7*

Updated safety results shown in blue italics.

How Well Will the Preferred Alternative Enhance Accessibility Along and Across the Corridor?

MoDOT will consult with MARC and Kansas City to enhance the accessibility across the corridor through pedestrian and bicycle crossing improvements as overpasses, underpasses, and interchanges are improved.

The footprint for the proposed Preferred Alternative has been developed to accommodate bus on shoulder if it is desired in the future. Commencement of bus on shoulder service will be subject to further traffic and operations analysis, coordination with other regional transit initiatives and studies as mentioned above, development of operating agreements with transit operators, and assessment of potential partnership on funding resources.

Why is the Preferred Alternative Proposed?

This section discusses why the Study Team identified the Preferred Alternative. The Study Team identified the Preferred Alternative for the following reasons:

- It addresses the purpose and need for improving I-70 as identified in **Chapter 1**.
- It improves 2040 peak hour travel speed compared to the No-Build, Geometric Improvements, and Interchange Consolidation Alternatives.
- It considers public comments and concerns.
- It has the fewest number of relocations of homes and businesses in the environmental justice areas as the Geometric Improvements and Interchange Consolidation Alternatives.
- It has comparable human and natural environmental impacts as the Geometric Improvements and Interchange Consolidation Alternatives.
- It has a comparable estimated cost to the Geometric Improvements Alternative and costs less than the Interchange Consolidations Alternative.
- It improves access across the freeway.
- It rebuilds and/or rehabilitates the existing infrastructure.

What will the Preferred Alternative Cost?

The Preferred Alternative is estimated to cost $255.0 million (2016 dollars) to construct and an additional $9.9 million in right of way acquisition costs. The total estimated cost is $265.0 million.

What are the Next Steps?

The EIS process ends with the completion of a Record of Decision (ROD). The ROD explains MoDOT and FHWA's decision, describes the alternatives that were considered (including the Preferred Alternative), and discusses plans for mitigating potential environmental effects and monitoring those commitments. MoDOT and FHWA have decided to combine the I-70 Second Tier Final EIS and ROD in accordance with provisions on environmental documentation in the

Moving Ahead for Progress in the 21st Century Act (MAP-21) and the Fixing America's Surface Transportation (FAST) Act, selecting a project alternative.

The ROD will formally select a project alternative to move forward into the design and construction phases.

The phased construction of the Preferred Alternative will be a key to maintaining regional travel. As a result, shutting down I-70 across the entire Study Area is highly unlikely. A complete closure would force travelers to find alternate routes, which will likely include local streets that are less able to handle the traffic volumes from I-70. MoDOT will attempt to provide a minimum of two traffic lanes on I-70 in each direction during a majority of construction. In the design phase of the project, MoDOT will determine which segments of I-70 will need full pavement reconstruction. MoDOT will continue on-going maintenance on the portions of I-70 not under construction.

The Study Team has identified improvements at the I-435/I-70 interchange as the first potential construction project from this EIS. The construction, timing, and phasing beyond this is contingent on available funding. MoDOT is prepared to move the project forward in the way shown in **Table 2-4**.

Table 2-4 Potential Project Phasing			
Project #	**Location**	**Year of Expenditure Costs***	**Period**
690402 MARC TIP	I-70 Scoping for interchange improvements at I-435 within the limits of Kansas City	$4,837,000	2014-2018
4I1597C STIP	Construction of Interchange improvements at I-435 within the limits of KC. Project involves bridges A0990, A0991, A0992, A0993 in SFY18	$44,458,000	2018
227 MARC Transportation Outlook	I-70/I-435 Phase 1 Replace 4 Bridges	$30,000,000	2015-2020
3005 MARC Transportation Outlook	I-70/I-435 Phase 2 reconfigure interchange for safety and operational improvements	$10,000,000	2015-2020
192 MARC Transportation Outlook	I-70 at Benton and Jackson curves, implement preferred strategies from I-70 STEIS, address bike/ped barriers	$85,000,000	2031-2040
Assumes 3% inflation per year			

2.6 Changes and Clarifications from the Second Tier Draft EIS

Since the publication of the I-70 Second Tier Draft EIS, the following changes and clarifications have been made to the Preferred Alternative.

Bus on Shoulder

The footprint for the proposed Preferred Alternative has been developed to accommodate bus on shoulder if it is desired in the future. Commencement of bus on shoulder service will be subject to further traffic and operations analysis, coordination with other regional transit initiatives and studies as mentioned above, development of operating agreements with transit operators, and assessment of potential partnership on funding resources. The Preferred Alternative included wider shoulders to accommodate bus on shoulder but did not explicitly identify bus on shoulder. This revision was made to accommodate agency comments requesting bus on shoulder operations be identified in the Preferred Alternative.

Cul-De-Sacs

While local street connections to on- and off-ramps from I-70 will still be removed, local road connectivity will be maintained. All cul-de-sacs have been removed from the Preferred Alternative improvements. This revision was made to accommodate agency and public comments requesting the removal of all cul-de-sacs to maintain connectivity, easier maintenance, and better emergency response capability.

Brooklyn Avenue

The Brooklyn Avenue half diamond interchange will not be closed. The existing Brooklyn Avenue half diamond interchange will remain open and in place. In addition, the eastbound I-70 off-ramp to Brooklyn Avenue will be converted to a decision lane exit to allow for the auxiliary lane between The Paseo and Prospect Avenue and the westbound I-70 on-ramp from Brooklyn Avenue will be lengthened by removing the 14th Street ramp connection. This revision was made to accommodate public comments expressing concerns with patrons getting to their business location.

Manchester Trafficway Interchange

Build Alternative, added westbound and eastbound auxiliary lanes between the U.S. 40 and the Manchester Trafficway interchanges and improved the westbound weaving area between I-435 and Manchester Trafficway and was completed in December 2015. MoDOT evaluated the independent Manchester Design-Build project for environmental impact and since there were no significant impacts, prepared a Categorical Exclusion.

I-435 Interchange

The design of the I-435 interchange was revised to a partial turbine interchange design. This design will replace the southbound I-435 to eastbound I-70 off-ramp with a two-lane fly-over ramp that will tie into the northbound I-435 to eastbound I-70 ramp before merging with eastbound I-70. Replace the northbound I-435 to westbound I-70 off-ramp with a fly-over ramp that will tie into the southbound I-435 to

westbound I-70 ramp before merging with westbound I-70. Realign the eastbound I-70 to northbound I-435 off-ramp and the westbound I-70 to southbound I-435 off-ramp. Replace I-435 bridges over I-70. This design revision was made after MoDOT engineers reviewed the design of the interchange and determined that the turbine interchange design would improve traffic flow more and still stay inside the existing right-of-way.

Traffic

While the Preferred Alternative still improves travel flow through the Study Area, changes made to it since the publication of the I-70 Second Tier Draft EIS have resulted in changes to the 2040 travel speeds in the Study Area (see **Table 2-2**). During the westbound AM peak period the travel speeds that changed the most from the I-70 Second Tier Draft EIS were from the Paseo to Prospect Avenue (decreased), Jackson Avenue to U.S. 40 (increased), and U.S. 40 to Manchester Trafficway (increased). During the eastbound PM peak period that changed the most from the I-70 Second Tier Draft EIS were from Jackson Avenue to U.S. 40 (decreased), U.S. 40 to Manchester Trafficway (decreased), and Manchester Trafficway to Blue Ridge Cutoff (increased). The traffic information was updated because more recent traffic data was available.

Safety

After the publication of the I-70 Second Tier Draft EIS, MoDOT conducted a HSM analysis for the updated Preferred Alternative. The results of this analysis are shown in **Table 2-3**. The results of this analysis project that the changes to the Preferred Alternative will provide additional improvements to safety in corridor. In the I-70 Second Tier Draft EIS, the total number of crashes decreased by approximately 9 percent from the No-Build Alternative versus the Preferred Alternative. The updated results indicate that the decrease in crashes between the two alternatives will be nearly 19 percent with much of the improvement because of the revised I-435 Interchange design. In addition, the number of fatal or disabling crashes will decrease almost 13 percent from the No-Build Alternative versus the Preferred Alternative. This is an improvement from approximately 3 percent in the I-70 Second Tier Draft EIS. The

crash analysis was updated because more recent crash data was available.

Cost

The total estimated cost of the Preferred Alternative has changed to $265 million (2016 dollars). The cost estimates were revised to reflect the Preferred Alternative revisions above.

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Figure 2-1A Preferred Alternative with Relocations

CONCEPT ONLY

Bridge
Road Closures
Edge of Pavement
Edge of Shoulder
Sidewalks
Walls
Traffic Striping
Slope Lines

Legend

- Study Area
- Business Relocation
- Residential Relocation
- Hydrology
- Forested Area

USFWS Wetlands

- Freshwater Emergent Wetland
- Freshwater Forested/Shrub Wetland
- Freshwater Pond
- Other
- Riverine

Floodplain

- 100-year
- 500-year

Park Area

- Potential 4(f) Parks
- Potential 4(f) & 6(f) Parks
- Community Gardens
- Truman Sports Complex

Clay County
Wyandotte County
Johnson County
Jackson County
KANSAS
MISSOURI

N
W
E
S

0 500
Feet

Data Sources: MoDOT, MSDIS, ESRI, and CDM Smith
This map is intended for planning purposes only.

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I-70 Second Tier EIS

Figure 2-1B Preferred Alternative with Relocations

CONCEPT ONLY

Bridge
Road Closures
Edge of Pavement
Edge of Shoulder
Sidewalks
Walls
Traffic Striping
Slope Lines

Legend

- Study Area
- Business Relocation
- Residential Relocation
- Hydrology
- Forested Area

USFWS Wetlands

- Freshwater Emergent Wetland
- Freshwater Forested/Shrub Wetland
- Freshwater Pond
- Other
- Riverine

Floodplain

- 100-year
- 500-year

Park Area

- Potential 4(f) Parks
- Potential 4(f) & 6(f) Parks
- Community Gardens
- Truman Sports Complex

MYRTLE AVE
TRUMAN RD
16TH ST
BALES AVE
ASKEW AVE
12TH ST
14TH ST
Freeway Community Gardens
COLLEGE AVE
INDIANA AVE
BENTON BLVD
ILLINOIS AVE
70
IS70W TO ASKEW AVE
CLEVELAND AVE
18TH ST
20TH ST
21ST ST
22ND ST
23RD ST
24TH ST
24TH TER
WALROND AVE
BELLEFONTAINE AVE
The Grove Park
17TH ST
19TH ST
20TH TER
19TH TER
Indiana Park
Montgall Park
MOULTON AVE
25TH ST

Clay County
Wyandotte County
Johnson County
Jackson County
KANSAS
MISSOURI

N E S W

0 500
Feet

Data Sources: MoDOT, MSDIS, ESRI, and CDM Smith
This map is intended for planning purposes only.

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I-70 Second Tier EIS

Figure 2-1C Preferred Alternative with Relocations

CONCEPT ONLY

Bridge
Road Closures
Edge of Pavement
Edge of Shoulder
Sidewalks
Walls
Traffic Striping
Slope Lines

Legend

- Study Area
- Business Relocation
- Residential Relocation
- Hydrology
- Forested Area

USFWS Wetlands
- Freshwater Emergent Wetland
- Freshwater Forested/Shrub Wetland
- Freshwater Pond
- Other
- Riverine

Floodplain
- 100-year
- 500-year

Park Area
- Potential 4(f) Parks
- Potential 4(f) & 6(f) Parks
- Community Gardens
- Truman Sports Complex

KENSINGTON AVE
23RD ST
23RD TER
24TH ST
NORTON AVE
SPRUCE AVE
JACKSON AVE
MERSINGTON AVE
MONROE AVE
24TH TER
25TH ST
MYRTLE AVE
26TH ST
27TH ST
WENZEL AVE
Cypress Park
70
BALES AVE
Indiana Park
CLEVELAND AVE
ASKEW AVE
28TH TER
29TH TER
29TH ST
31ST ST
ELMWOOD AVE
CYPRESS AVE
LINWOOD BLVD

Clay County
Wyandotte County
Johnson County
Jackson County
KANSAS
MISSOURI

N E S W

0 500
Feet

Data Sources: MoDOT, MSDIS, ESRI, and CDM Smith
This map is intended for planning purposes only.

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I-70 Second Tier EIS

Figure 2-1D Preferred Alternative with Relocations

CONCEPT ONLY

Bridge
Road Closures
Edge of Pavement
Edge of Shoulder
Sidewalks
Walls
Traffic Striping
Slope Lines

Legend

- Study Area
- Business Relocation
- Residential Relocation
- Hydrology
- Forested Area

USFWS Wetlands

- Freshwater Emergent Wetland
- Freshwater Forested/Shrub Wetland
- Freshwater Pond
- Other
- Riverine

Floodplain

- 100-year
- 500-year

Park Area

- Potential 4(f) Parks
- Potential 4(f) & 6(f) Parks
- Community Gardens
- Truman Sports Complex

28TH ST
28TH TER
29TH ST
29TH TER
30TH ST
30TH TER
31ST ST
32ND ST
BONITA AVE
LISTER AVE
POPLAR AVE
BELLAIRE AVE
PALOMA AVE
DRURY AVE
OAKLEY AVE
TOPPING AVE
WHEELING AVE
WHITE AVE
Cypress Park
Van Brunt Park
CHELSEA AVE
YORK ST
BRIGHTON AVE
QUINCY AVE
DENVER AVE
COLORADO AVE
40
70

Clay County
Wyandotte County
Johnson County
Jackson County
KANSAS
MISSOURI

N
W
E
S

0 500
Feet

Data Sources: MoDOT, MSDIS, ESRI, and CDM Smith
This map is intended for planning purposes only.

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I-70 Second Tier EIS

Figure 2-1E Preferred Alternative with Relocations

CONCEPT ONLY

Bridge
Road Closures
Edge of Pavement
Edge of Shoulder
Sidewalks
Walls
Traffic Striping
Slope Lines

Legend

- Study Area
- Business Relocation
- Residential Relocation
- Hydrology
- Forested Area

USFWS Wetlands

- Freshwater Emergent Wetland
- Freshwater Forested/Shrub Wetland
- Freshwater Pond
- Other
- Riverine

Floodplain

- 100-year
- 500-year

Park Area

- Potential 4(f) Parks
- Potential 4(f) & 6(f) Parks
- Community Gardens
- Truman Sports Complex

MANCHESTER TRFY
WINCHESTER AVE
BRISTOL AVE
33RD ST
LINWOOD BLVD
CORRINGTON AVE
EASTERN AVE
CRYSTAL AVE
OAKLAND AVE
PALMER AVE
PALMER TER
ALLEY
SMALLEY AVE
SMALLEY TER
34TH ST
ALMER TER
BUNKER
SH AVE
X AVE
40
70
435
IS70W TO IS435N
IS435S TO IS70W
IS435S TO IS70E
IS435N TO RP435S
IS70W TO IS435S

Clay County
Wyandotte County
Johnson County
Jackson County
KANSAS
MISSOURI

N
W
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S

0 500
Feet

Data Sources: MoDOT, MSDIS, ESRI, and CDM Smith
This map is intended for planning purposes only.

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I-70 Second Tier EIS

Figure 2-1F Preferred Alternative with Relocations

CONCEPT ONLY

Bridge
Road Closures
Edge of Pavement
Edge of Shoulder
Sidewalks
Walls
Traffic Striping
Slope Lines

Legend

- Study Area
- Business Relocation
- Residential Relocation
- Hydrology
- Forested Area

USFWS Wetlands
- Freshwater Emergent Wetland
- Freshwater Forested/Shrub Wetland
- Freshwater Pond
- Other
- Riverine

Floodplain
- 100-year
- 500-year

Park Area
- Potential 4(f) Parks
- Potential 4(f) & 6(f) Parks
- Community Gardens
- Truman Sports Complex

ASHL
FARLEY AVE
STADIUM DR
W TO IS435N
435
IS435S TO IS70E
IS435N TO IS70E
39TH ST
40TH ST
70
DENTON RD
40TH TER
SPECTACULAR DR
DUBINER CIR
LANCER LN
RED COAT DR
ROYAL WAY
STADIUM ENTRANC
CHIEF

Clay County
Wyandotte County
KANSAS
MISSOURI
Johnson County
Jackson County

N
E
W
S

0
500
Feet

Data Sources: MoDOT, MSDIS, ESRI, and CDM Smith
This map is intended for planning purposes only.

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I-70 Second Tier EIS

Figure 2-1G Preferred Alternative with Relocations

CONCEPT ONLY

Bridge
Road Closures
Edge of Pavement
Edge of Shoulder
Sidewalks
Walls
Traffic Striping
Slope Lines

Legend

- Study Area
- Business Relocation
- Residential Relocation
- Hydrology
- Forested Area

USFWS Wetlands
- Freshwater Emergent Wetland
- Freshwater Forested/Shrub Wetland
- Freshwater Pond
- Other
- Riverine

Floodplain
- 100-year
- 500-year

Park Area
- Potential 4(f) Parks
- Potential 4(f) & 6(f) Parks
- Community Gardens
- Truman Sports Complex

STADIUM ENTRANCE A DR
DUBINE
CHIEFS WAY
Truman Sports Com
IS70W TO IS435N
IS435N TO RP435S
IS435S TO IS70E
IS70W TO IS435S
IS70E TO IS435S
IS435N TO STADIUM DR
RAYTOWN RD TO IS435S
STADIUM DR TO IS435S
STADIUM DR
LANCER LN
EASTERN AVE
WINCHESTER AVE
41ST ST
435
435

Clay County
Wyandotte County
Johnson County
Jackson County
KANSAS
MISSOURI

N E S W

0 500
Feet

Data Sources: MoDOT, MSDIS, ESRI, and CDM Smith
This map is intended for planning purposes only.

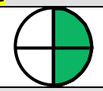
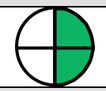
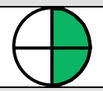
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I-70 Second Tier EIS

Table 2-1: SECOND TIER REASONABLE ALTERNATIVES SCREENING

October 2017

The Reasonable Alternatives that are a part of this screening process have been screened against the Purpose & Need in the Initial Screening Evaluation. The No-Build does not meet the goals of the Purpose & Need but is required by NEPA to be carried forward. Reasonable Alternatives5 and 6 met the goals of the Purpose & Need.

Evaluation Factor	Definition/Clarification	Indicators	Alternatives			
			1 No-Build	5 Geometric Improvements	6 Interchange Consolidations	Preferred
Safety						
Crash Reduction	Evaluate alternative with respect to reduction in crash rate	Addresses all or most of locations with crash rates above statewide average *(Complete, Substantial, Half, Some or No Achievement)*				
		Improves I-70 curves *(Complete, Substantial, Half, Some or No Achievement)*				
		Removes key bottlenecks *(Complete, Substantial, Half, Some or No Achievement)**				
		Number of interchange geometrics improved	2	12	12	12
Compliance with MoDOT Access Management Guidelines	Evaluate how well the alternative provides for the opportunity to implement Access Management Guidelines	Complete, Substantial, Half, Some or No Achievement				
Congestion Relief *Remove key bottlenecks is both a safety and congestion relief improvement						
Traffic Operations/ Congestion Relief	Evaluate the alternatives from a traffic operations standpoint	Speed above 25 mph in 2040				
Restore/Maintain Existing Infrastructure						
Restore & Maintain Existing Infrastructure	Evaluate the corridor wide rehabilitation and/or rebuilding of existing highway	Rehabilitates and/or rebuilds existing highway (Complete, Substantial, Half, Some or No Achievement)				
Compliance with MoDOT Engineering Policy Guide	Evaluate how well the proposed strategy package provides the opportunity for the Engineering Policy Guide to be met.	Complete, Substantial, Half, Some or No Achievement				

Complete Achievement/High Impact (approximately 100%); Substantial Achievement/Substantial Impact (approximately 75%); Half Achievement/Moderate Impact (approximately 50%); Some Achievement/Some Impact (approximately 25%); No Achieve/No Impact

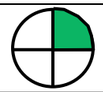
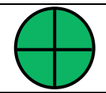
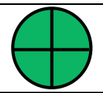
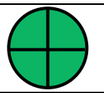
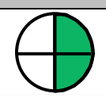
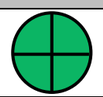
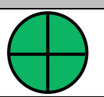
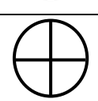
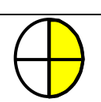
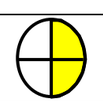
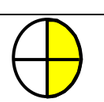
The evaluation symbol legend for the Achievement/Impact Scale is included on Page 4 below.

Blue italics indicates updated information.*Removal of Key Bottlenecks is both a safety and congestion relief improvement.

Table 2-1: SECOND TIER REASONABLE ALTERNATIVES SCREENING

October 2017

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Evaluation Factor	Definition/Clarification	Indicators	Alternatives			
			1 No-Build	5 Geometric Improvements	6 Interchange Consolidations	Preferred
Improve Accessibility						
Improve accessibility across/neighborhood	Evaluate how well the alternative improves neighborhoods and communities accessibility	Number of Interchange and Overpass Reconfigurations	0	10	10	10
		Bicycle and/or Pedestrian accommodations and/or improvements proposed *(Complete, Substantial, Half, Some or No Achievement)*				
Improve Public Transportation	Evaluate potential for the alternative to improve public transportation	Adds Park & Ride*(Complete, Substantial, Half, Some or No Achievement)*				
		Support Operation Green Light *(Complete, Substantial, Half, Some or No Achievement)*				
		Coordinate with SmartMoves Transit Plan *(Complete, Substantial, Half, Some or No Achievement)*				
Improve Goods Movement						
Improve Goods Movement	Alternative effectively serves freight movements in corridor	Improves Freight Movement *(Complete, Substantial, Half, Some or No Achievement)*				
Engineering						
Construction Staging	Evaluate how well the alternative minimizes the impact on travel and access during construction.	High, Substantial, Moderate, Some or No Impact				
Maintenance of Traffic	Evaluate potential complexity of maintaining traffic on roadway and access during construction.	High, Substantial, Moderate, Some or No Impact				
Reduce Existing Travel Diversions to Other Routes	Evaluate how the alternative reduces the diversion of travel to other routes.	High, Substantial, Moderate, Some or No Impact				

Complete Achievement/High Impact (approximately 100%); Substantial Achievement/Substantial Impact (approximately 75%); Half Achievement/Moderate Impact (approximately 50%); Some Achievement/Some Impact (approximately 25%); No Achieve/No Impact

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Evaluation Factor	Definition/Clarification	Indicators	Alternatives			
			1 No-Build	5 Geometric Improvements	6 Interchange Consolidations	Preferred
Opportunities for Future Transportation Options	Evaluate if the alternative allows for future transportation options of the roadway facility.	High, Substantial, Moderate, Some or No Impact				
Social and Economic						
Land Use	Support local and regional land use plan	Right of way needed (acres)	0	36.88	55.44	37.17 *35.68*
Displacements and Relocations	Evaluate the impact on residences and businesses to be displaced	Residential – Single family (each)	0	42	62	31 *22*
		Commercial/Industrial (each)	0	5	8	6 *5*
		Churches (each)	0	1	1	0
Environmental Justice	Evaluate the impact to low income and/or minority areas	Area of property affected (each)				
Public Facilities and Services	Evaluate the impact to facilities and services used for public uses	Number of facilities (each)	0	1 - Property Only No Relocation	1 - Property Only No Relocation	1 - Property Only No Relocation
Environment						
Air Quality	Evaluate potential impact on air quality.	Potential to reduce local congestion (base on projected LOS) (High, Substantial, Moderate, Some or No Impact)				
Noise	Evaluate potential impact on existing sensitive receptors (residences, schools, churches, parks)	Number of sensitive noise receptor impacted	683	917	911	922
Parks/Recreational Land	Evaluate potential impact on parks	Number of park/recreational lands affected (each)	0	3	3	3
Historic Property	Evaluate potential impact on historic properties	Number of historic properties impacted (buildings on or eligible for NRHP (each)	0	3 potential properties	3 potential properties	3 potential property *No Adverse Effects*

Complete Achievement/High Impact (approximately 100%); Substantial Achievement/Substantial Impact (approximately 75%); Half Achievement/Moderate Impact (approximately 50%); Some Achievement/Some Impact (approximately 25%); No Achieve/No Impact

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Evaluation Factor	Definition/Clarification	Indicators	Alternatives			
			1 No-Build	5 Geometric Improvements	6 Interchange Consolidations	Preferred
Archaeological Site	Evaluate potential impact to known archeological sites	Number of archaeological sites potentially impacted (each)	0	3 *8*	3 *8*	3 *8*
Water Resources	Evaluate potential impact to rivers and streams	Encroachment on the Blue River (*High, Substantial, Moderate, Some, or No Impact)*				
Floodplains	Evaluate potential impact on floodplains	Area of floodplain affected (acres)	0.00	1.65	1.65	0.00
Wetlands	Evaluate potential impact on wetlands	Area of emergent wetland affected (acres)	0.00	0.02	0.17	0.02
		Area of forested/shrub wetland affected (acres)	0.00	0.00	0.02	0.00
Special Waste	Evaluate potential impact on special waste sites	Number of sites affected (each)	1	16	16	16
Forested Areas	Evaluate potential impact on forested areas	Area of sites affected (acres)	0.00	2.86	15.60	2.86
Cost						
Land Acquisition Cost	Opinion of probable land acquisition cost	Right of Way Cost (millions)	$0.0	$11.7	$16.0	$12.3 *$9.9*
Construction Cost	Opinion of probable construction cost	Total Construction Cost (millions)	$71.9	$205.0	$245.0	$215.0 *$255.0*
Total Costs	Opinion of total cost	Total Cost (millions)	$71.9	$216.7	$261.0	$227.3 *$265.0*

Legend:

Complete Achievement	Substantial Achievement	Half Achievement	Some Achievement	No Achievement	High Impact	Substantial Impact	Moderate Impact	Some Impact	No Impact
									

Complete Achievement/High Impact (approximately 100%); Substantial Achievement/Substantial Impact (approximately 75%); Half Achievement/Moderate Impact (approximately 50%); Some Achievement/Some Impact (approximately 25%); No Achieve/No Impact
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CHAPTER 3

EXISTING ENVIRONMENT AND ENVIRONMENTAL EFFECTS

This chapter discusses the impacts of the Preferred Alternative on the human and natural environment. The chapter includes a summary of impacts from the I-70 Second Tier Draft EIS that have not changed and describes any changes that occurred since the I-70 Second Tier Draft EIS. The alternatives evaluated in **Chapter 2** of the **Second Tier Draft EIS** (http://www.modot.org/kansascity/metroi70/documents/Chapter2Alternatives.pdf) included the No-Build Alternative, Geometric Improvements Alternative, and Interchange Consolidations Alternative. These alternatives have not been revised since the I-70 Second Tier Draft EIS. Please refer to **Chapter 3** of the **Second Tier Draft EIS** (http://www.modot.org/kansascity/metroi70/documents/Chapter3.pdf) for a full discussion of the affected environment and environmental consequences of each of these alternatives.

Section 3.1 provides a summary of the impacts of the Preferred Alternative that have not changed since the I-70 Second Tier Draft EIS. **Section 3.2** discusses changes and clarifications made since the I-70 Second Tier Draft EIS.

3.1 Environmental Effects

The following subsections provide a brief summary of the impacts of the Preferred Alternative that have not changed from the I-70 Second Tier Draft EIS.

What is Land Use?

Land Use is the type of activity that occurs on real property. Categories can include residences, wholesale and retail businesses, services, employment and open spaces such as parks.

3.1.1 Land Use and Zoning

This section discusses how the Preferred Alternative will impact both existing and future land use and zoning in the Study Area.

The Preferred Alternative will have minimal effects on the overall existing land use and zoning in the Study Area as it aims to make improvements within the existing right of way to the extent possible. The Preferred Alternative is consistent with the

City of Kansas City, Missouri's four area plans that the Study Area is a part of. These four area plans the Study Area is a part of are:

1. Greater Downtown Area Plan
2. Heart of the City Area Plan
3. Truman Plaza Area Plan
4. Sports Complex Area Plan

The improvements may help draw businesses to the Study Area by improving traffic flow and capacity on I-70 and traffic flow on the local streets around I-70. All four of the area plans discuss redevelopment, keeping existing businesses, and attracting new businesses.

3.1.2 Community and Neighborhood Effects

This section discusses how the Preferred Alternative will impact residents, neighborhoods, and community facilities.

The Preferred Alternative will not impact churches, schools, colleges and universities, libraries, hospitals, or the use of park and recreational areas.



City Union Mission Family Center

The Preferred Alternative will not impact emergency service facilities. The improvements proposed as part of the Preferred Alternative could improve emergency access and response times along I-70. Access to and from I-70 should not be impacted with the Preferred Alternative.

The Preferred Alternative will require land from the City Union Mission Family Center property, approximately 2,000 square feet of right of way from the southeast corner of the property. It will not impact the building, any recreation areas, or access to the property. Nor will it require relocation. MoDOT has coordinated with representatives from the City Union Mission and they did not express any concerns with the project or that this amount of right of way would be needed. MoDOT will continue to coordinate with them to minimize impacts to their property when the project moves ahead.

What is the Americans with Disabilities Act (ADA) of 1990?

ADA prohibits discrimination based on disability.

The Preferred Alternative will also decrease congestion along I-70. This would improve travel for residents in the Study Area who utilize I-70 to get to work or other destinations. In

addition, it would improve travel for residents who ride transit that utilizes I-70 in the Study Area. The Preferred Alternative intends to improve the pedestrian facilities in the Study Area by making them more accessible in accordance with the Americans with Disabilities Act (ADA) as outline in MoDOT's Engineering Policy Guide (EPG).

Additional information on community and neighborhood effects is discussed in **Section 3.2.1**.

3.1.3 Public Lands and Facilities

This section discusses the Preferred Alternative impacts to public lands and facilities in the Study Area. The Preferred Alternative only affects the Boulevard System. The following are the anticipated effects of the Preferred Alternative:

- The Paseo - Pushing the angle of the ramp termini out and separating them from the outer road would result in temporary effects to the medians immediately on either side of the bridge. Possible interchange reconfiguration and bridge reconstruction would result in permanent effects to the median under the bridge. These impacts would result in minor right of way acquisition, but would not impact any of the amenities in the median, nor the use of the parkway or its amenities.
- Benton Boulevard - The Benton Boulevard Bridge over I-70 will be replaced on fill. The on-ramp to westbound I-70 will tie into I-70 at a new location and new ramp termini from Truman Road will tie in at this same location. It is possible that a signal will need to be added here, which could change the visual quality of Benton Boulevard. These impacts will not impact the use of the boulevard. The Preferred Alternative will provide more green space around Benton Boulevard, while connectivity across I-70 including the sidewalks on both sides will remain.
- Van Brunt Boulevard - Improving the grade of the ramps and removing the outer road access to Van Brunt Boulevard on the north side of I-70 would result in temporary or minor permanent effect to the median immediately adjacent to the ramp termini. The ramps



Benton Boulevard



Median along Van Brunt Boulevard

are being replaced in the same location so impacts should be minor. These impacts would result in minor right of way acquisition, but would not impact any of the amenities in the median, nor the use of the boulevard or its amenities. Also, improvements allow for the addition of sidewalks on both sides of Van Brunt Boulevard.

- Cypress Park - To avoid right of way impacts to the park, retaining walls will be constructed at this location. Construction impacts to the park will also be avoided by building the retaining wall as close to I-70 as possible.

What is Title VI of the Civil Rights Act of 1964?

Title VI prohibits discrimination on the basis of race, color, and national origin in programs and activities receiving federal financial assistance.

Additional information on the public lands and facilities is discussed in **Section 3.2.2**.

3.1.4 Relocations

The Preferred Alternative would require residential and commercial relocations. The number of relocations caused by the Preferred Alternative has decreased since the I-70 Second Tier Draft EIS and is discussed further in **Section 3.2.3**.

3.1.5 Environmental Justice

What is Title VIII of the Civil Rights Act of 1968?

Title VIII (Fair Housing Act) prohibits discrimination in the sale, rental, and financing of dwellings based on race, color, religion, sex, or national origin.

An Environmental Justice assessment was conducted in accordance with Executive Order 12898 on Environmental Justice, Title VI of the Civil Rights Act of 1964, Title VIII of the Civil Rights Act of 1968, Executive Order 13166, and The Americans with Disabilities Act (ADA) of 1990.

The Preferred Alternative would impact minority and low-income populations along the corridor, however these impacts have decreased since the I-70 Second Tier Draft EIS. These impacts have been mitigated and are not significant, thus it was determined that the Preferred Alternative would not result in adverse and disproportionately high effects on minority and low-income populations along the I-70 corridor, in accordance with provisions of Executive Order 12898 and FHWA Order 6640.23. No further Environmental Justice analysis is required.

Section 3.2.4 discusses the changes in impacts caused by the Preferred Alternative to Environmental Justice populations and how these impacts have decreased and were mitigated.

The Preferred Alternative will also provide benefits to all residents in the Study Area including the minority and low-income populations. The Preferred Alternative will decrease congestion along I-70. This would improve travel for residents in the Study Area who utilize I-70 to get to work or other destinations. In addition, it would improve travel for residents who ride transit and use I-70 in the Study Area as well as improve safety not only on I-70, but on the local road network around I-70 too. The improved travel times on I-70 would also benefit commuters, who may or may not be Environmental Justice populations.

3.1.6 Economics

This section discusses how the Preferred Alternative will impact businesses and jobs. The Preferred Alternative would affect businesses and jobs in three key ways:

- By changing access near the location of specific businesses that could make it easier or more difficult for customers to reach the business
- By requiring businesses to relocate as part of the acquisition of new right of way
- By improving travel times and goods movement for businesses and workers through reduced congestion

A full discussion of each of these impacts in located in **Section 3.6** of the **I-70 Second Tier Draft EIS**. Changes to the economic impacts are discussed in **Section 3.2.5**.



VAU-1 Westbound near Brooklyn Boulevard

3.1.7 Visual Impact Assessment

This section discusses the visual impact the Preferred Alternative would have on the Study Area.

The Study Area was divided into three areas that display consistent visual characteristics and a uniform visual experience. These areas are called Visual Assessment Units (VAUs) and consist of:



VAU-2 Eastbound approaching 27th Street

- VAU-1 – Urban Commercial Area
- VAU-2 – Urban Neighborhood Area
- VAU-3 – I-435 Area

Overall, the existing Study Area view shed is primarily developed with urban residential and commercial uses.

The views of the roadway and from the roadway are not expected to be substantially altered with the implementation of the Preferred Alternative. Minor widening of the shoulders, longer on- and off-ramps is not expected to change the views of the highway or from highway.



VAU-3 Westbound near Stadium Drive

Additional commitments have been added to the list of proposed project commitments in **Section 3.2.12** related to the visual impact of the Preferred Alternative.

3.1.8 Hazardous Waste

This section discusses the known and listed hazardous waste sites in the Study Area and the potential for the Preferred Alternative to affect or disturb hazardous wastes at these sites.

The Preferred Alternative could potentially impact 16 identified hazardous waste sites, through right of way acquisition. **Table 3-1** at the end of the chapter lists these sites.

The Preferred Alternative will potentially require a partial take of approximately 2,200 square feet of right of way from the 1301 Prospect Avenue site. Some level of remediation may be needed if the site is impacted by construction activities, which will be determined during design of the project. At this time, the type of construction and mitigation to limit impacts to the site is unknown. Remediation activity may be warranted in the future if it is determined that the project will negatively impact the site. The type of remediation will be determined at that time. MoDOT will coordinate with Missouri Department of Natural Resources (MDNR) and United States Environmental Protection Agency (EPA) during the design phase including providing design drawings at the locations of identified sites and get their input and concurrence. As participating agencies, MDNR and EPA attended two scoping meetings for the I-70

Second Tier EIS and provided scoping materials to the Study Team. Both agencies had the opportunity to review and comment on the I-70 Second Tier Draft EIS and the alternatives during the comment period and the opportunity to review and comment on the changes made to the Preferred Alternative since the publication of the I-70 Second Tier Draft EIS. The agencies did not provide comments on the hazardous waste site.

The remaining listed sites including drycleaner sites, Resource Conservation Recovery Act (RCRA) generators, and storage tanks would not normally be expected to impact construction activities unless an unreported release has occurred. Dry cleaning operations may result in solvent, typically perchloroethylene, contamination of soil and groundwater. Underground Storage Tanks (USTs) located on a site have a minimal probability to have impacted the soil or groundwater. The Leaking Underground Storage Tanks (LUSTs), however, possess a moderate risk to human health and the environment. It is assumed that the LUSTs have resulted in only localized soil contamination from the contents of the tanks. It is most likely that these tanks contained gasoline or fuel oils. Risk to the health of local residents or users of the roadway are minimal; however, there could be a risk to the health of workers during construction. No other environmental concerns were identified during the site visits. Based on these observations, there is a relatively low risk of encountering hazardous waste sites within the Preferred Alternative. If hazardous waste sites are encountered within it, the extent of the cleanup will depend on the type of waste discovered. If storage tanks are encountered, they would need to be removed and soil sampling would occur. If impact to the soil or groundwater is encountered, then additional remediation would be required.

What is Resource Conservation and Recovery Act (RCRA)?

RCRA's primary goals are to protect human health and the environment from the potential hazards of waste disposal, to conserve energy and natural resources, to reduce the amount of waste generated, and to ensure that wastes are managed in an environmentally sound manner.

Additional commitments have been added to the list of proposed project commitments in **Section 3.2.12** related to the impact to hazardous materials from the Preferred Alternative.

3.1.9 Cultural Resources

This section discusses cultural resources including historic properties and archaeological sites within the area of potential

What is a Cultural Resource?

Cultural resources include both tangible and intangible cultural materials including such things as, artifacts, archaeological sites, buildings, ships, cemeteries, bridges and dams, paintings, sculptures, folklore storytelling, and drama.

What is an area of potential affects?

The area of potential affects (APE) is the geographic area or areas within which a project may directly or indirectly cause modification in the character or use of cultural resources, if any exist. The APE is influenced by the size and nature of the project.

affects (APE) and the potential impacts the Preferred Alternative will have on them.

The Preferred Alternative will impact the three Boulevards that are part of the Boulevard System and are historic resources. The Preferred Alternative impacts to the three Boulevards are discussed in **Section 3.1.3**.

None of the features that make the boulevards historic will be impacted. Because the portions of the three Boulevards within the APE have been previously altered, the Preferred Alternative will have no adverse effect on the boulevards.

Additional information on cultural resources, including archaeological sites, is discussed in **Section 3.2.6**.

3.1.10 Noise

Noise levels were predicted for the existing year (2013) and the design year (2040) loudest-hour traffic volumes at 1,274 receptor locations that represented existing land uses.

Predicted noise levels for the Preferred Alternative were calculated and compared to the No-Build Alternative and to the existing condition noise levels. The effect of future traffic volumes on noise levels within the Study Area would result in noise levels higher than the existing conditions.

Additional information on noise is discussed in **Section 3.2.7**.

3.1.11 Air Quality

This section provides a brief summary on air quality from the I-70 Second Tier Draft EIS, for more detail see **Section 3.11** of the **I-70 Second Tier Draft EIS**.

Carbon Monoxide

There are no existing violations of carbon monoxide (CO) in the Study Area. Since the Study Area is in attainment for CO, no additional analysis is required. The Preferred Alternative includes horizontal and vertical improvements to increase the average design speed throughout the corridor. Because CO emissions are greatest from vehicles operating at low speeds,

the faster and consistent speed associated with the Preferred Alternative has the potential to decrease CO emissions throughout the corridor. This project is not expected to produce a projected violation of the CO National Ambient Air Quality Standards (NAAQS). The nearest air quality monitor downwind of the summer west/southwest air flow is in Liberty, approximately 15 miles to the northeast.

Ozone

Motor vehicles are sources of hydrocarbons (HC) and nitrogen oxide (NOx). HC and NOx emitted from vehicles are carried into the atmosphere where they react with sunlight to form ozone (O_3) and nitrogen dioxide (NO_2). Automotive emissions of HC and NOx are expected to decrease in the future due to the continued installation and maintenance of pollution control devices on new cars. However, regarding area-wide emissions, these technological improvements may be offset by the increasing number of cars in the area. The photochemical reactions that form O_3 and NO_2 require several hours to occur. For this reason, the peak levels of O_3 generally occur 10 to 20 kilometers (approximately 6 to 12 miles) downwind of the source of HC emissions. Urban areas as a whole are regarded as sources of HC, not individual streets and highways. The emissions of all sources in an urban area mix in the atmosphere, and in the presence of sunlight, this mixture reacts to form O_3, NO_2, and other photochemical oxidants.

As compared to the No-Build Alternative, the Preferred Alternative is expected to decrease the time vehicles spend on I-70, because of less congestion and fewer delays. In addition, the number of hybrid and electric vehicles in the overall vehicle fleet will continue to increase. These factors will decrease the amount of greenhouse gases such as CO_2 released into the atmosphere. However, the expected increase in traffic volumes will negate some or all of these benefits.

Mobile Source Air Toxics

Mobile Source Air Toxics (MSAT) emissions will likely be lower than present levels in the design year, 2040, as a result of EPA's national control programs that are projected to reduce annual MSAT emissions by over 80 percent between 2010 and 2050. Local conditions may differ from these national projections in terms of fleet mix and turnover, vehicle miles traveled (VMT)

growth rates, and local control measures; however, the magnitude of the EPA projected reductions is so great (even after accounting for VMT growth) that MSAT emissions in the Study Area are likely to be lower in the future in nearly all cases. In FHWA's view, information is incomplete or unavailable to credibly predict the project-specific health impacts due to changes in MSAT emissions associated with a proposed set of highway alternatives. The outcome of such an assessment, adverse or not, would be influenced more by the uncertainty introduced into the process through assumption and speculation, rather than any genuine insight into the actual health impacts directly attributable to MSAT exposure associated with a proposed action. Additional information on ozone is included in **Section 3.2.8**.

What Air Toxics are of the Most Concern?

Six air toxins have been called out as "priority toxins":

Benzene is a known human carcinogen.

Acrolein's carcinogenicity has not been determined based on inadequate data on oral inhalation exposure.

Formaldehyde is a probable human carcinogen, based on limited evidence in humans, and sufficient evidence in animals.

1,3-butadiene is carcinogenic to humans by inhalation.

Acetaldehyde is a probable human carcinogen based on tumors in lab rats and hamsters after inhalation exposure.

Diesel exhaust (DE) is likely to be carcinogenic to humans by inhalation. DE is the combination of diesel particulate matter and diesel exhaust organic gases. DE is also likely associated with chronic respiratory and pulmonary problems.

Other Air Pollutants

Motor vehicles are not regarded as significant sources of particulate matter (PM_{10}), particulate matter ($PM_{2.5}$), and sulfur dioxide (SO_2). Nationwide, highway sources account for less than seven percent of particulate matter emissions and less than two percent of SO_2 emissions. PM_{10}, $PM_{2.5}$, and SO_2 emissions are predominantly the result of non-highway sources (e.g., industrial, commercial, and agricultural). Because emissions of PM_{10}, $PM_{2.5}$, and SO_2 from automobiles are very low, the traffic on the project will not cause air quality standards for PM to, $PM_{2.5}$, and SO_2 to exceed the NAAQS.

The Preferred Alternative includes improvements promoting alternate commuting options and therefore aim at reducing the VMT in the corridor. The Preferred Alternative will be coordinated with the improvements recommended as part of the Jackson County Commuter Corridors Alternatives Analysis and transit service improvements over time. The Preferred Alternative includes improved existing and/or consideration of additional bicycle and pedestrian access across I-70 to allow increased opportunities to bike or walk. By reducing the VMT, particulate matter would be reduced and both volatile organic compounds (VOC) and nitrogen oxides (NOx), ingredients in ozone formation, would be reduced as compared to the No-Build Alternative. However, this minor reduction in VOC and NOx may be offset, because NOx emissions increase when traffic speeds are high and consistent. An increase in traffic

flow would cause a higher emission of NOx, which could worsen ozone levels in the Kansas City metropolitan area.

Supplemental information on air quality is discussed in **Section 3.2.8**.

3.1.12 Groundwater, Stormwater, and Surface Water Quality

This section presents the effects of the Preferred Alternative on the groundwater, stormwater, and surface water quality within the Study Area.

The proposed alignment for I-70 Preferred Alternative is generally the same as the existing alignment. Consequently, the impacts associated with it include all the impacts associated with the existing I-70 highway:

- Pollution of the river system as a result of fuel, oil, and debris carried from the road surfaces by stormwater runoff.
- Exposure of the river system to airborne particulates and combustion gases from traffic.

The Preferred Alternative will slightly increase the impervious surface and result in increased rainwater runoff of the roadway.

MoDOT is regulated under a National Pollutant Discharge Elimination System (NPDES) individual stormwater permit that requires MoDOT to develop and implement a comprehensive program to prevent pollution of surface waters resulting from stormwater runoff. The post construction runoff control minimum control measure (MCM) requires MoDOT to develop, implement, and enforce a program to address the quality of stormwater runoff from new development and redevelopment projects on areas owned and operated by MoDOT that disturb greater than or equal to one acre. This control includes developing and implementing strategies which include structural and/or non-structural best management practices (BMPs) and ensuring long term operation and maintenance of those BMPs. In addition, the MoDOT also operates under a NPDES general state operating permit that requires MoDOT to develop and adhere to a Storm

Water Pollution Prevention Plan (SWPPP) to prevent pollution of surface waters resulting from stormwater runoff.

Additional commitments have been added to the list of proposed project commitments in **Section 3.2.12** related to the water quality impact of the Preferred Alternative and the NPDES regulations discussed above.

3.1.13 Floodplains, Streams, and River Crossings

This section presents the benefits of floodplains, identifies the locations where the Study Area crosses or encroaches on floodways, streams, and rivers and identifies the potential effects of the Preferred Alternative. The Preferred Alternative will have no impacts to floodplains, streams, or river crossings.

3.1.14 Wetlands

What is a wetland?

Wetlands are areas where water covers the soil, or is present either at or near the surface of the soil all year or for varying periods of time during the year.

Information for this section was collected from National Wetlands Inventory (NWI) mapping and field investigations. The NWI maps were reviewed to determine locations of potential "vegetated wetlands" within the Study Area. The review of the NWI maps indicated that there are only two NWI-mapped areas within the Study Area. Field investigations revealed that these two areas, as well as six other areas contained potential wetlands.

The Preferred Alternative is anticipated to impact 0.02 acres of wetland. None of impacts are to jurisdictional wetlands.

Additional information on wetlands is discussed in **Section 3.2.9**.

3.1.15 Wildlife, Plants, and Threatened and Endangered Species

The Endangered Species Act of 1973 assigned the Department of the Interior, United States Fish & Wildlife Service (USFWS) to establish a list of federally protected species. The Endangered Species Act states that each federal agency must insure that "any action authorized, funded, or carried out" by that agency "is not likely to jeopardize the continued existence

of any endangered species or threatened species or result in the destruction or adverse modification" of officially designated critical habitat of these species.

Additional information on threatened and endangered species is discussed in **Section 3.2.10**.

3.1.16 Farmland and Soils

The entire Study Area is located in the urbanized city of Kansas City, Missouri. Over time, development has transformed farmland in this area to urban uses including homes and businesses. As a result, none of the alternatives will impact farmland or prime agricultural soils.

3.1.17 Energy

This section discusses the effects of the Preferred Alternative on the consumption of energy. The primary energy consumption activity of highway mobility is vehicle operation.

The Preferred Alternative will reduce energy consumption for vehicles on I-70 and adjacent streets. Improvements include, but are not limited to, adding acceleration lanes, improving the curvature of the roadway in specific locations, extending the weave areas where possible, and removing the connection of ramps to local roads in multiple locations. Construction will likely require lane restrictions or closures which would lead to a temporary increase in congestion and energy use.

3.1.18 Utilities

The following major utilities services exist within the Study Area; sanitary sewer, water, gas, electricity, and communications. The Preferred Alternative would result in temporary impacts to utility services. The greatest impacts will most likely be to electrical and communication lines. Public and private owners with utility easements for aboveground or underground utilities on their property could be restricted from certain uses on the portion of the property where the easement is located. Prior written consent from an easement grantee would be required in order to place temporary or permanent structures or other improvements or to alter terrain on the

property. The easement grantee would also retain the right of access to that portion of the property. Utility easements, and their use, are not expected to deny property owners reasonable economic use of their property.

Additional commitments have been added to the list of proposed project commitments in **Section 3.2.12** related to the water quality impact of the Preferred Alternative.

3.1.19 Indirect and Cumulative Effects

This section analyzes indirect and cumulative effects of the Preferred Alternative.

The main cause of potential indirect effects of the Preferred Alternative is the rerouting of some local traffic patterns.

Closure of 14th Street between the Prospect Avenue on-ramp and Montgall Avenue to avoid ramp conflicts will not limit property access to any notable degree. Rerouting of traffic will be minimal.

What are Indirect Effects?

Effects that are caused by the project that become evident later in time or are farther removed in distance than direct effects, but are still reasonably foreseeable are referred to as Indirect effects.

The Benton Boulevard and Truman Road on-ramps will be consolidated into one on-ramp using a partial split-diamond configuration. A connector road will be built from Truman Road to Benton Boulevard resulting in an improved weaving area length with the Prospect Avenue off-ramp.

Adding connections to achieve a split diamond interchange between 27th Street and Jackson Avenue will improve access to I-70 at those locations.

Cumulative effects were considered from nine past and foreseeable projects including the original construction of I-70, I-29/35 kcICON, and U.S. 71 (Bruce R. Watkins) to name a few as well as the future I-70 SIU segments identified in the First Tier EIS study. The cumulative affects identified include:

- The cumulative benefit for regional traffic and freight circulation and safety.
- The cumulative effect of access changes on neighborhoods near the Study Area.

- The cumulative effect of improvements on neighborhoods adjacent to I-70 from relocations, noise, and neighborhood continuity.
- Potential cumulative impacts on regional air quality.

Additional information on indirect and cumulative effects is discussed in **Section 3.2.11**.

3.1.20 Joint Development

The joint development or multi-use concept proposes that a roadway right of way be used for purposes other than the movement of traffic. Although the Preferred Alternative does not include any specific joint development proposals, the right of way could incorporate the multi-use concept through the accommodation of water and sanitary sewer lines, telephone conduits and poles, natural gas lines, electric cables and poles, and fiber optic lines.

3.1.21 The Relationship between Local Short-Term Uses of the Human Environment and the Maintenance and Enhancement of Long-Term Productivity

The Preferred Alternative would involve short-term and long-term effects. Short-term environmental uses of the Preferred Alternative include:

- Temporary noise, air, water pollution, and visual effects during construction
- Increased cost to travelers in time and fuel efficiency due to construction delays and detours
- Relocation of homes and businesses, including expenses that would be incurred as these individuals and businesses are compensated
- Potential loss of property that does not require a relocation
- Use of public funds to construct the project
- Conversion of land to transportation uses

Long-term benefits of the Preferred Alternative include:

- Improved safety and emergency response times
- Improved mobility (travel time) along the I-70 corridor

- Enhanced economic opportunities for local contractors in the region

3.1.22 Irreversible and Irretrievable Commitments of Resources

This section discusses the irreversible and irretrievable commitments of resources involved in the selection and construction of the Preferred Alternative.

Construction of the Preferred Alternative would involve the commitment of a range of natural, physical, human resources, and public tax dollars. Land used for construction of the proposed improvements is considered a permanent commitment during the time that the land is used for a highway facility. For right of way, land resources would be converted from natural, residential, and commercial areas. However, if a greater need arises for the use of the land or if the highway facilities are no longer needed, the land can conceivably be converted to another use. At present, there is no reason to believe such a conversion would ever occur.

Construction of the Preferred Alternative would utilize considerable amounts of fossil fuels, labor, and construction materials such as cement, aggregate, and asphalt materials. Such a resource use would generally be permanent, although it would be possible to retrieve and reuse these resources to a limited extent. Any construction would also require a substantial one-time expenditure of both state and federal funds, which are irretrievable.

3.1.23 Construction Impacts



MoDOT Construction

This section discusses the potential effects of the Preferred Alternative during construction. Construction of the Preferred Alternative would result in certain short-term environmental impacts associated with construction activities. These impacts include noise, air quality, water quality, floodplains, traffic circulation, and disposal of surplus or waste.

3.1.24 Proposed Project Commitments

Section 3.2.12 provides a full list of the proposed project commitments including those discussed in the I-70 Second Tier Draft EIS and those added since its publication.

3.2 Changes and Clarifications from the Second Tier Draft EIS

The following subsections discuss changes to the impacts of the Preferred Alternative since the I-70 Second Tier Draft EIS. The changes are a result of resource agency and public comments. Most of these changes were minor and included updated data.

3.2.1 Community and Neighborhood Effects

The Preferred Alternative no longer includes closing the Brooklyn Avenue interchange, thus the Preferred Alternative does not eliminate a conflict point between pedestrians/cyclists and vehicles as stated in the I-70 Second Tier Draft EIS.

The Preferred Alternative no longer includes local street cul-de-sacs. While local road connections to on- and off- ramps have still been removed, local street connectivity has been maintained for both motor vehicles and pedestrians. The distance to transit access will remain the same.

The analysis completed by the Study Team of the difference in travel times between the No-Build Alternative and the three Build Alternatives indicated that the Preferred Alternative has six routes that the travel time increases compared to the No-Build Alternative. These increases in travel time range from one to five minutes. These routes are highlighted in yellow in **Table 3-2**.



Pedestrian Bridge West of Lister Avenue

There are 19 roadways and two pedestrian bridges crossing I-70 that will remain in place. There will be no change in location of access across I-70. Bridges within the corridor will be upgraded individually over time and attempt to meet the community's needs. Aesthetics and non-motorized enhancements will be considered during the design phase in accordance with the MoDOT EPG and coordination with local agencies. The safety

of pedestrians and bicyclists is equally as important as motor vehicle safety.

In the I-70 Second Tier Draft EIS 2010 U.S. Census Bureau data was used to develop a demographic profile of the residents in the Study Area compared to Kansas City, Jackson County, and Missouri. The demographic profile was updated to reflect the most recent data available, 2014 U.S. Census Bureau data. **Tables 3-3** to **3-7** show the I-70 Second Tier Draft EIS and updated (shown in blue italics) demographic data.

The population in the Study Area has decreased slightly since 2010, however the age and gender percentages have remained fairly consistent. The Study Area still has a younger population than the surrounding jurisdictions. **Table 3-3** shows the I-70 Second Tier Draft EIS and updated (shown in blue italics) age and gender profiles.

Table 3-3 Age and Gender Assessment

	Study Area	Kansas City	Jackson County	Missouri
Total Persons	17,268 *16,376*	459,787 *465,005*	674,158 *678,167*	5,988,927 *6,028,076*
Under 18	28.2% *29.8%*	24.2% *23.8%*	24.6% *24.2%*	23.8% *23.3%*
18 to 64	62.1% *60.7%*	64.8% *64.7%*	63.0% *62.8%*	62.2% *62.0%*
65 and older	9.7% *9.5%*	11.0% *11.5%*	12.5% *13.0%*	14.0% *14.6%*
Male	46.8% *44.7%*	48.5% *48.4%*	48.3% *48.3%*	49.0% *49.0%*
Female	53.2% *55.3%*	51.5% *51.6%*	51.7% *51.7%*	51.0% *51.0%*

Source: U.S. Census Bureau 2010 and ACS 2010-2014 5-Year Estimate

While the median household income and the per capita income in the Study Area increased slightly from 2010 to 2014, it remains lower than the surrounding jurisdictions. In addition, the percent of the individuals below the poverty level increased approximately 12 percent. **Table 3.4** shows the I-70 Second Tier Draft EIS and the updated (shown in blue italics) income levels and poverty status.

Table 3-4 Economic Characteristics Comparison				
	Study Area	**Kansas City**	**Jackson County**	**Missouri**
Median Household Income	$25,251 *$25,905*	$44,113 *$45,376*	$46,252 *$46,917*	$46,262 *$47,764*
Per Capita Income	$14,117 *$14,981*	$25,683 *$27,282*	$25,213 *$26,328*	$24,724 *$26,006*
Individuals Below Poverty Level	26.8% *38.9%*	18.1% *19.4%*	15.7% *17.5%*	14.0% *15.6%*
Source: U.S. Census Bureau 2010 and ACS 2010-2014 5-Year Estimate				

The percent of residents in the Study Area who earned a high school diploma is still lower than the surrounding jurisdictions, however it has increased since 2010. The percent of residents in the Study Area who earned a bachelor's degree or higher has remained nearly the same. **Table 3-5** shows the I-70 Second Tier Draft EIS and the updated (shown in blue italics) education profile.

Table 3-5 Education Levels				
	Study Area	**Kansas City**	**Jackson County**	**Missouri**
Population 25 years and over	14,983 *14,500*	300,129 *309,930*	439,574 *452,633*	3,906,865 *4,028,930*
Less than 9th grade	6.2% *8.1%*	4.2% *3.7%*	3.6% *3.3%*	4.7% *3.9%*
9th to 12th grade, no diploma	16.5% *18.6%*	9.4% *8.3%*	9.1% *8.0%*	9.2% *8.1%*
High school graduate or equivalent	31.1% *33.5%*	27.3% *26.1%*	30.1% *29.5%*	32.6% *31.4%*
Some college, no degree	21.6% *22.8%*	22.7% *23.4%*	23.8% *24.2%*	22.0% *22.7%*
Associate's degree	4.7% *6.4%*	6.9% *7.0%*	6.6% *7.0%*	6.6% *7.2%*
Bachelor's degree	6.3% *6.2%*	18.8% *19.7%*	16.9% *17.6%*	15.8% *16.7%*
Graduate or professional degree	3.8% *4.5%*	10.8% *11.9%*	10.0% *10.4%*	9.2% *10.0%*
Percent high school graduate or higher	67.4% *73.2%*	86.4% *88.0%*	87.3% *88.7%*	86.2% *88.0%*
Percent Bachelor's degree or higher	10.1% *10.6%*	29.6% *31.6%*	26.9% *28.0%*	25.0% *26.7%*
Source: U.S. Census Bureau 2010 and ACS 2010-2014 5-Year Estimate				

The Study Area still has fewer residents 16 years old and over in the labor force compared to the surrounding jurisdictions with more of those in the labor force unemployed. The unemployment rate in the Study Area has increased since 2010. **Table 3-6** shows the I-70 Second Tier Draft EIS and the updated (shown in blue italics) employment status.

Table 3-6 Employment Status

	Study Area	Kansas City	Jackson County	Missouri
Population 16 years and over	18,708 *17,473*	354,716 *365,716*	520,175 *531,180*	4,664,019 *7,781,853*
In the labor force	54.9% *60.4%*	69.3% *68.5%*	68.2% *66.6%*	65.2% *63.9%*
Employed	45.5% *50.8%*	62.8% *62.2%*	62.1% *60.8%*	59.9% *58.1%*
Unemployed Rate	15.6% *16.8%*	9.2% *9.1%*	8.8% *8.8%*	7.4% *8.4%*

Source: U.S. Census Bureau 2010 and ACS 2010-2014 5-Year Estimate

Driving alone remains the most common source of transportation to and from work for residents in the Study Area as well as the surrounding jurisdictions. **Table 3-7** shows the I-70 Second Tier Draft EIS and the updated (shown in blue italics) means of transportation to work.

Table 3-7 Means of Transportation to Work

	Study Area	Kansas City	Jackson County	Missouri
Workers 16 years and over	9,533 *8,805*	218,562 *223,849*	316,448 *317,229*	2,752,405 *2,747,017*
Drive alone	76.9% *75.8%*	80.5% *80.0%*	81.9% *81.9%*	80.7% *81.6%*
Carpool	9.5% *9.9%*	9.3% *8.8%*	9.0% *8.2%*	10.3% *9.4%*
Public transportation	8.5% *8.2%*	3.7% *3.3%*	0.8% *2.5%*	1.5% *1.5%*
Walk	1.4% *2.7%*	2.1% *2.2%*	1.6% *1.7%*	2.0% *2.0%*
Other means of transportation	2.2% *1.2%*	1.3% *1.5%*	1.2% *1.5%*	1.2% *1.3%*
Work at home	1.5% *2.1%*	3.1% *4.2%*	3.5% *4.1%*	4.2% *4.3%*

Source: U.S. Census Bureau 2010 and ACS 2010-2014 5-Year Estimate

3.2.2 Public Lands and Facilities

The impacts to the three Boulevards and retaining wall mitigation at Cypress Park from the Preferred Alternative have remained unchanged since the I-70 Second Tier Draft EIS. However, the Preferred Alternative will no longer affect the route persons traveling on I-70 use to reach or leave Parade Park. With the Brooklyn Avenue interchange remaining open there will be no change in travel patterns to or from the park.



Playground at Parade Park

In addition, further coordination with the Kansas City, Missouri Parks and Recreation Department has occurred. The Study Team's determination of a 4(f) De Minimis impact were presented to the Kansas City Parks and Recreation Board and a letter stating their support was signed by Mark McHenry, Director of Kansas City Parks and Recreation and sent to FHWA. This letter is included in **Appendix D.2**.

3.2.3 Relocations

The changes to the Preferred Alternative since the I-70 Second Tier Draft EIS have resulted in fewer relocations, specifically from the removal of cul-de-sacs from the Preferred Alternative improvements. The Preferred Alternative would require the potential relocation of 22 residences (21 buildings) and five businesses. This decreased from 31 residences (26 buildings) and six businesses in the I-70 Second Tier Draft EIS. **Figure 3-1** at the end of this chapter shows the locations of the potential relocations caused by the Preferred Alternative.

Since the entire Study Area contains Environmental Justice populations, all relocations would occur within communities with Environmental Justice populations. Although the relocations are borne solely by the Environmental Justice communities, they are not disproportionately high and adverse through the efforts to avoid and minimize the relocation impacts. One reason the Preferred Alternative was selected in the I-70 Second Tier Draft EIS was because it had fewer relocations than other alternatives. As the project has progressed, the number of relocations has further been minimized through thoughtful design modifications and public requests. For more information on Environmental Justice, please see **Section 3.2.4**.

Included in the 22 residential relocations is one duplex, which accounts for two residences. **Table 3-8** provides a summary of the value of the relocated residences for the Preferred Alternative from the I-70 Second Tier Draft EIS and the updated values (shown in blue italics).

The five businesses that would be relocated are:

- Kansas City Police Credit Union, 2800 E. 14th Street
- US Plating and Surface Finishing, 1341 Montgall Avenue
- Car Credit, 2716 E. 14th Street
- Royal Auto Sales, 3816 E. 27th Street
- Aluminum Fabricators Inc., 3416 E. 23rd Street

The Aluminum Fabricators Inc. property is currently vacant.

Table 3-8 Assessed Value of Relocated Homes by Zip Code

		64106	64108	64127	64128	64129
Preferred Alternative	**$0 to $50,000**	0 *0*	0 *0*	19 *15*	7 *6*	0 *0*
	$50,000 to $100,000	0 *0*	0 *0*	0 *0*	0 *0*	0 *0*
	$100,000 to $150,000	0 *0*	0 *0*	0 *0*	0 *0*	0 *0*
	$150,000 to $200,000	0 *0*	0 *0*	0 *0*	0 *0*	0 *0*
	$200,000+	0 *0*	0 *0*	0 *0*	0 *0*	0 *0*

Source: Jackson County Assessor. Note: Assessed values of duplexes are for both sides of the duplex.

There are homes throughout the Study Area for sale. As of July 2016, there were a total of 232 homes for sale in the five zip codes that encompass the Study Area. This is less than 287 homes that were for sale in the Study Area in 2013. **Table 3-9** lists the number of houses for sale on the multiple listing service operated by the National Association of Realtors, www.realtor.com from the I-70 Second Tier Draft EIS and the updated number of homes for sale.

Table 3-9 Houses for Sale					
Housing Price/Type	**64106**	**64108**	**64127**	**64128**	**64129**
$0 to $50,000	0 *0*	4 *0*	52 *19*	52 *32*	17 *15*
$50,000 to $100,000	1 *6*	3 *1*	6 *5*	4 *7*	15 *19*
$100,000 to $150,000	12 *14*	7 *8*	1 *1*	0 *0*	1 *1*
$150,000 to $200,000	13 *3*	23 *14*	0 *2*	0 *0*	0 *0*
$200,000+	29 *27*	47 *58*	0 *0*	0 *0*	0 *0*
1 Bedroom	14 *31*	15 *21*	1 *1*	0 *0*	1 *0*
2 Bedrooms	36 *19*	50 *43*	26 *5*	14 *8*	5 *9*
3 Bedrooms	5 *0*	13 *15*	23 *15*	26 *20*	21 *22*
4 Bedrooms	0 *0*	6 *2*	8 *4*	8 *10*	5 *4*
5+ Bedrooms	0 *0*	0 *0*	1 *2*	8 *1*	1 *0*
Source: National Association of Realtors, www.realtors.com, as of July 2016 * Replacement Property must meet DS&S (decent, safe and sanitary) requirements.					

3.2.4 Environmental Justice

This section discusses the potential human health or environmental effects of the Preferred Alternative on minority and low-income populations including those covered by the Executive Order 12898 on Environmental Justice, Title VI, Title VIII, Executive Order 13166, and The Americans with Disabilities Act (ADA).

An Environmental Justice assessment was conducted in accordance with Executive Order 12898 on Environmental Justice, Title VI of the Civil Rights Act of 1964, Title VIII of the Civil Rights Act of 1968, and The Americans with Disabilities Act (ADA) of 1990. This section describes the identification of minority and low-income populations, coordination and opportunities for the public and project stakeholders to

participate in the NEPA process, a determination of project impacts, public comments that resulted in changes to the Preferred Alternative, and the resulting reduction/mitigation of impacts on the Environmental Justice communities. Environmental Justice has three guiding principles:

- Avoid, minimize, or mitigate disproportionately high and adverse human health and environmental impacts, including social and economic effects on minority and low-income populations
- Ensure full and fair participation by all potentially affected communities in the decision-making process
- Prevent the denial of, reduction in, or significant delay in the receipt of benefits by minority and low-income populations

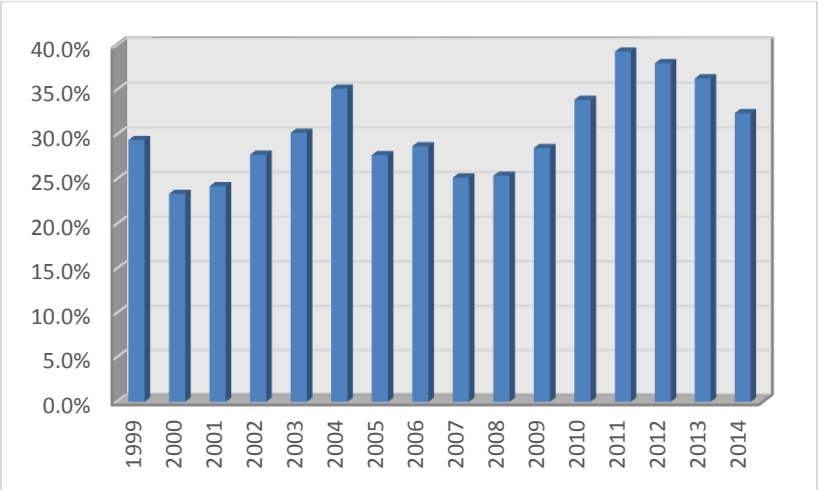
In the I-70 Second Tier Draft EIS, 2010 U.S. Census Bureau data was used to determine the presence of Environmental Justice populations in the Study Area. This analysis was updated to reflect the most recent data available, 2014 U.S. Census Bureau data.

The percentage of minorities living in the Study Area has decreased slightly since 2010, however it is still higher than the surrounding jurisdictions. **Table 3-10** shows the U.S. 2010 Census data from the I-70 Second Tier Draft EIS and the updated 2014 U.S. Census data (shown in blue italics) ethnicity/race characteristics. **Figure 3-2** at the end of this chapter shows the updated percentage of the population that is minority by block group. As shown in **Table 3-4** in **Section 3.2.1**, the percent of the individuals below the poverty level within the Study Area has increased approximately 12 percent between 2010 and 2014. **Figure 3-3** at the end of this chapter shows the updated percentage of the population that is low income by census tract.

Table 3-10 Ethnicity/Race Assessment				
	Study Area	**Kansas City**	**Jackson County**	**Missouri**
Total Persons	17,268 *16,376*	459,787 *465,005*	674,158 *678,167*	5,988,927 *6,028,076*
Total Minority Population as a Percent of All Persons	79.7% *77.6%*	44.8% *44.9%*	36.1% *37.0%*	18.6% *19.5%*
White Population (Non-Hispanic) as a Percent of All Persons	20.3% *22.4%*	55.2% *55.1%*	63.9% *63.0%*	81.4% *80.5%*
African American Population (Non-Hispanic) as a Percent of All Persons	61.4% *57.3%*	29.7% *28.9%*	23.9% *23.6%*	11.4% *11.4%*
American Indian Population (Non-Hispanic) as a Percent of All Persons	0.3% *0.2%*	0.4% *0.4%*	0.4% *0.4%*	0.3% *0.4%*
Asian Population (Non-Hispanic) as a Percent of All Persons	0.5% *1.0%*	2.3% *2.4%*	1.6% *1.7%*	1.5% *1.7%*
Hispanic Population (all races) as a Percent of All Persons	13.9% *16.5%*	9.7% *10.1%*	7.9% *8.5%*	3.4% *3.8%*
Other Race Alone as a Percent of All Persons	0.0% *0.2%*	0.1% *0.2%*	0.1% *0.3%*	0.1% *0.1%*
Two or More Races as a Percent of All Persons	3.1% *2.2%*	2.3% *2.6%*	2.1% *2.3%*	1.8% *2.1%*
Source: U.S. Census Bureau 2010 and ACS 2010-2014 5-Year Estimate				

The Study Team also analyzed updated 2014 data from the Mid-America Regional Council's Metro Dataline, which provides an estimate of children five to 17 years of age living in poverty by school district. Between 2010 and 2011 the percentage of children living in poverty in the Kansas City, Missouri School District increased from 34 percent to almost 40 percent. Since 2011, this number (40 percent) decreased to approximately 32 percent in 2014. In 2014, the Kansas City, Missouri School District had the fourth largest percentage of children, five to 17 years of age, living in poverty as compared to all other school districts within the Kansas City Metropolitan Statistical Area. **Figure 3-4** shows the percent of children living in poverty in the Kansas City, Missouri School District.

Figure 3-4 Percent of Children Living in Poverty in the Kansas City, Missouri School District



The total Limited English Proficient (LEP) population in the Study Area has increased from 4.3 percent in 2010 to 6.7 percent in 2014. This is higher than Kansas City (5.1 percent), Jackson County (3.6 percent), and the state of Missouri (2.2 percent). **Figure 3-5** at the end of this chapter shows the updated percentage of the population within the Study Area with LEP by census tract.

As the data indicates, there are Environmental Justice populations, both minority and low-income, present in the Study Area. The Study Team determined that the entire populated area of the Study Area consists of Environmental Justice communities and impacts to these populations must be analyzed. This is the same determination that was made in the **I-70 Second Tier Draft EIS** in **Section 3.5**.

MoDOT held three rounds of public involvement outreach prior to the publication of the I-70 Second Tier Draft EIS, discussed in detail in **Chapter 4** of the **I-70 Second Tier Draft EIS** (http://www.modot.org/kansascity/metroi70/documents/Chapter4CommentsandCoordination_000.pdf).

The Study Team used several approaches to reach the public including a public hearing, Community Connection Team (CCT) neighborhood meetings, mobile meetings, Government Relations Briefings, a Community Advisory Group (CAG), and MindMixer. Recognizing MindMixer may not be an option for

some Environmental Justice communities, the Study Team used several additional approaches to reach the Environmental Justice communities. A few examples include:

- Community Connection Teams attended multiple Neighborhood Association meetings (Pendleton Heights, Independence Plaza, Washington Wheatley, Scarritt-Renaissance) and the Truman Area Plan Committee.
- Distributed door hangers to homes adjacent to I-70 inviting their comments through mail, phone, email, MindMixer, or in person at upcoming mobile meetings and listening posts.
- Mobile meetings at neighborhood stores, libraries, museums, and other community places to collect input from the community.

MoDOT used the public responses on, along with the environmental and engineering analysis, to help define the improvements to propose in the Preferred Alternative. Some of the Preferred Alternative improvement decisions based on public comments are described below. The Northeast Neighborhood raised concerns over the Benton Boulevard ramp closure. The U.S. Postal Distribution Center representatives expressing access concerns with the closure of ramps at Truman Road and 18th Street.

These concerns led the Study Team to redefine the improvement options in this area of I-70. As a result, the Preferred Alternative is proposed to have a connector road between Truman Road and Benton Boulevard connecting at a new signalized intersection which will then have access to westbound I-70. This will consolidate two access points on I-70 into one while maintaining connections to I-70 from both Benton Boulevard and Truman Road.

In response to 18th Street, the Study Team proposes to leave the 18th Street interchange open and extend the acceleration lane to accommodate the large volume of U.S. Postal Service trucks. With 18th Street remaining open, the proximity of 23rd Street needed to be addressed. The proposed improvement is to

provide a separated collector-distributor road for westbound I-70 between these two interchanges.

The Blue Valley Industrial Area and the City of Kansas City, Missouri (via resolution) had concerns with closing the Manchester Trafficway interchange which the Study Team proposes to leave open.

The Study Team also heard support for improvements to the Benton and Jackson Curves, longer ramp lengths, and longer weaving areas.

Since the publication of the I-70 Second Tier Draft EIS, MoDOT held another round of public outreach to provide opportunities for public involvement. In addition, from the beginning of the project, all public involvement materials were translated into Spanish to assist in reaching non-English speaking minority groups in the Study Area. The Study Team has listened to the community regarding their concerns with the Preferred Alternative and made changes to the Preferred Alternative to address these concerns.

Members of public had two main concerns with the Preferred Alternative, the closure of the Brooklyn Avenue half diamond interchange and the use of cul-de-sacs on local streets throughout the Study Area. Other community concerns included relocations, existing noise levels, and the condition of the existing freeway. After hearing these concerns from the public and receiving comments from MARC and the City of Kansas City on these issues, the Study Team decided that the Brooklyn Avenue half diamond interchange will remain open and all cul-de-sacs previously proposed were removed from the Preferred Alternative. By addressing the community concerns to the Preferred Alternative, these modifications also resulted in improved local access to I-70, improved connectivity on the local roadway network, and fewer relocations. However, by leaving the Brooklyn Avenue interchange open, travel speeds on I-70 near the Brooklyn Avenue interchange have decreased, which could be a negative impact to commuters who do not live in the Study Area, but only travel through it.

To notify the public and stakeholders of the Study Team's modifications to the Preferred Alternative and their intent to

combine the FEIS and ROD, MoDOT sent a packet of information to all who commented on the I-70 Second Tier Draft EIS and posted the information on the project website. The packet included the modifications to the Preferred Alternative since the I-70 Second Tier Draft EIS, the resulting changes in impacts, and all the comments received on the I-70 Second Tier Draft EIS and the Study Team's responses. Members of the public and stakeholders had 30 days to comment on the information provided in the packet and the decision to complete a combined Final EIS and ROD. The comment period ended on September 26, 2016.

During this comment period the Study Team met with representatives from the City of Kansas City and MARC who had previously identified several of the same community impact concerns in their comments on the DEIS. The project team discussed the changes made to the Preferred Alternative and any additional comments they may have had. Both agencies were satisfied with the changes made to the Preferred Alternative and the responses provided to their comments. Due to an issue with the original posting of the packet on the project website, a second 30-day comment period was held from February 10 to March 16, 2017. This was the last opportunity to provide comments that would be considered by MoDOT and FHWA as part of the environmental review process. No substantive comments were made by the public. As a result, the Study Team believes the public and stakeholder concerns throughout the process have been substantially addressed. All comments received and the Study Team's response are in **Appendix D.4** and a detailed discussion of how MoDOT involved the public and project stakeholders is contained in **Chapter 4**.

Throughout the entire study process, the Study Team involved and consulted with members of the public and project stakeholders. Multiple methods of public outreach were used to increase the likelihood of minority and low-income persons' participation. The distribution of public outreach activities included those areas that are Environmental Justice areas.

The modifications to the Preferred Alternative based on comments heard from the local community in addition to other changes made to the Preferred Alternative, as discussed in

Section 2.6, have led to fewer relocations and decreased the amount of right of way required thus reducing the impacts to Environmental Justice populations. The Preferred Alternative could require the potential relocation of 22 residences (21 buildings) and five businesses. This decreased from 31 residences (26 buildings) and six businesses in the I-70 Second Tier Draft EIS. The availability of similar replacement properties in the Study Area, discussed in **Section 3.2.3**, allows for those that need to be relocated to remain in the local community, thus not greatly changing their travel time to work, their access to services, or requiring a change in schools or churches. As a result of opportunities for displaced residences and business of remaining in the Study Area, the relocation concerns has been adequately addressed. In addition, all relocations are on properties adjacent to I-70 and moving to properties located further from I-70 would reduce noise impacts on the relocated households. The Uniform Relocation Act requires all relocations to be into comparable housing and in some instances the housing may be better than the current living quarters.

As of July 2016, there were a total of 232 homes for sale in the five zip codes that encompass the Study Area. This is less than 287 homes that were for sale in the Study Area in 2013. **Table 3-9 in Section 3.2.3** lists the number of houses for sale on the multiple listing service operated by the National Association of Realtors, www.realtor.com from the I-70 Second Tier Draft EIS and the updated number of homes for sale.

Of the five businesses the Preferred Alternative may relocate, four are currently in operation. The four operating businesses account for approximately 51 jobs, however they are not neighborhood based businesses that serve the immediate community and rely on local customers. Two of these four businesses, the Kansas City Police Credit Union and US Plating and Surface Finishing participated in the business survey conducted by the Study Team, discussed in **Section 3.6** of the **I-70 Second Tier Draft EIS.** The Kansas City Police Credit Union indicated that less than two percent of their customer traffic is from unplanned stops and US Plating and Surface Finishing indicated that all their traffic is freight traffic.

The Preferred Alternative will require approximately 36 acres of right of way acquisition. This decreased from just over 37 acres in the I-70 Second Tier Draft EIS. The 36 acres of right of way is spread throughout the Study Area and is mostly comprised of slivers from parcels that are directly adjacent to the I-70 corridor. Approximately 14 acres or 38 percent of the right of way needed is from vacant parcels or parcels with only a billboard on them.

The Preferred Alternative will require land from the City Union Mission Family Center property, approximately 2,000 square feet of right of way will need to be acquired from the southeast corner of the property. It will not impact the building, any recreation areas, or access to the property, nor will it require relocation. MoDOT has coordinated with representatives from the City Union Mission and they did not express any concerns with the project or with the amount of right of way that would be needed. MoDOT will continue to coordinate with the City Union Mission Family Center to minimize impacts to their property when the project moves ahead.

Table 3-11 shows the amount of right of way required by the Preferred Alternative from the I-70 Second Tier Draft EIS and the modified Preferred Alternative (shown in blue italics) that is within an area with a high concentration of minorities (greater than 40 percent), a substantial low-income area (greater than 20 percent), and within both areas. In addition, the table also shows the number of residential relocations that are within Environmental Justice areas. The Study Team has worked to minimize the impacts to relocations and right of way needed, but are unable to avoid all relocation and right of way impacts. As the project moves forward into the design phase, MoDOT will continue to make additional efforts to reduce the number of relocations and the amount of right of way required.

The Preferred Alternative could also result in noise impacts. A preliminary noise barrier evaluation identified 20 locations in the Study Area where noise barriers could be warranted based on noise levels, all of which are in Environmental Justice areas. Nine of these noise barriers are expected to meet applicable feasibility and reasonableness criteria, and are recommended for detailed analysis during the final design phase.

Table 3-11 Impacts to Environmental Justice Areas	
	Preferred Alternative
Total Acres of Right of Way Required	37.17 *35.68*
Total Acres Required in Non EJ Areas	6.07 *6.07*
Total Acres Required in EJ Areas	31.1 *29.61*
Acres in Minority Areas	4.11 *3.96*
Acres in Low-Income Areas	21.53 *21.53*
Acres in Both Minority and Low-Income Areas	5.46 *4.12*
Percent of Acres Required in EJ Area	83.7% *83.0%*
Total Residential Relocations Required	31 *22*
Total Relocations Required in Non EJ Areas	0 *0*
Total Relocations Required in EJ Areas	31 *22*
Relocations in Minority Areas	14 *14*
Relocations in Low-Income Areas	0 *0*
Relocations in Both Minority and Low-Income Areas	17 *8*
Percent of Relocations Required in EJ Areas	100.0% *100.0%*
EJ – Environmental Justice	

During final design of the Preferred Alternative, MoDOT will conduct a detailed design noise analysis using the FHWA Traffic Noise Model (TNM 2.5 or the most current noise analysis software) to determine feasibility and reasonableness for the benefit of all predicted traffic noise impacts identified in the traffic noise analysis. The location, length, height, cost, and receptors studied and receptors benefited should be included in the study. The final decision to construct the proposed noise barrier should be made upon completion of the project design and the public involvement process taking into consideration

the opinions of benefited property owners and residents, and upon FHWA approval. Noise barriers are a mitigating action of future noise impacts to the Environmental Justice communities and others located within the Study Area. However, it is possible that noise impacts are not mitigated if the noise barriers are not feasible and reasonable. The Preferred Alternative will provide benefits to all residents in the Study Area including minority and low-income populations. The Preferred Alternative will decrease the overall congestion along I-70 even with the Brooklyn Avenue interchange remaining open. This would improve travel for residents in the Study Area who utilize I-70 to get to work or other destinations. In addition, it would improve travel for residents who ride transit and use I-70 in the Study Area, as well as improve safety not only on I-70, but on the local road network around I-70. The improved travel times on I-70 would also benefit commuters, a portion of which are from the Environmental Justice areas.

The Preferred Alternative will enhance the accessibility across the corridor through pedestrian and bicycle crossing improvements as overpasses, underpasses, and interchanges within the Study Area are improved over time. As bridges within the corridor are upgraded individually over time, each project will be analyzed individually and attempt to meet the individual neighborhood's needs. The replacement of the aging infrastructure will benefit all users of I-70 but the bridges over I-70 will benefit the minority and low-income populations in the Study Area. The Study Area has low-income populations that may not have access to personal transportation options and rely on transit or non-motorized transportation. Possible improvements include wider sidewalks, trails, bike lanes, and/or enhanced separation from motorize traffic while ensuring ADA compliance as bridges are replaced over time. Coordination with local agencies will be ongoing as infrastructure upgrades in the corridor take place.

EJ Determination

The Preferred Alternative would impact minority and low-income populations along the corridor; however, because of important changes made in the project's design as well as mitigation proposed these impacts have decreased since the I-70 Second Tier Draft EIS. The two main issues the public had with the Preferred Alternative (closing the Brooklyn Avenue

half diamond interchange and the creation of cul-de-sacs from closing local streets) have been removed from the project, and the impacts that remain have been avoided when possible, minimized when not possible and mitigated. Two of the key mitigation measures include relocations in accordance with the Uniform Relocation Act; 42 U.S.C. 4601 that requires comparable (or better) housing for dislocated person(s) and improvements for non-motorized travel across I-70 including possible improvements such as wider sidewalks and improved separation from motorize traffic while ensuring ADA compliance as bridges are replaced over time. The full list of MoDOT commitments are in **Section 3.2.12** and include mitigation to other community impacts regarding noise, aesthetics, landscaping, lighting, signing, and construction.

The Study Team determined based on the mitigation commitments and community coordination that the Preferred Alternative would result in a no adverse impacts or disproportionately high impacts on minority and low-income populations along the I-70 corridor, in accordance with provisions of Executive Order 12898 and FHWA Order 6640.23. No further Environmental Justice analysis is required; however, MoDOT will follow through with the commitments as outlined in **Section 3.2.12**.

3.2.5 Economics

In the I-70 Second Tier Draft EIS April 2013 employment and unemployment data was used develop an economic profile of the Study Area. The economic profile was updated to reflect the most recent data available. **Table 3-12** shows the I-70 Second Tier Draft EIS and updated (shown in blue italics) employment and unemployment information for the jurisdictions in the Study Area.

Table 3-12 Local Area Unemployment and Employment Information

	Labor Force	Employed	Unemployed	Unemployment Rate
Jackson County	330,743 *369,688*	307,345 *351,859*	23,398 *17,829*	7.1% *4.8%*
City of Kansas City	227,263 *259,420*	211,816 *247,859*	15,447 *11,561*	6.8% *4.5%*

Source: Missouri Local Area Unemployment Statistics (LAUS) from Missouri Economic Research and Information Center (MERIC) in cooperation with U.S. Department of Labor, Bureau of Labor Statistics (May 2016).

As stated in **Section 3.1.6**, the Preferred Alternative will affect businesses and jobs in three ways; access changes, business relocations, and travel times. The changes to the Preferred Alternative have resulted in fewer access changes and business relocations.

Table 3-13 shows the summary of access changes with potential effects on businesses caused by the Preferred Alternative from the I-70 Second Tier Draft EIS and current potential effects (shown in blue italics).

In addition, the changes to the Preferred Alternative have also resulted in one less business relocation. The Preferred Alternative will now relocate five businesses, instead of six. These businesses are listed in **Section 3.2.3**. These five businesses still account for approximately 51 jobs.

Changes to estimated travel times to key destinations are shown in **Table 3-2**.

Table 3-13 Summary of Access Changes with Potential Effects on Businesses and Customers	
Proposed Access Change Locations and Type	**Potential Effects on Businesses and Customers**
Preferred Alternative	
Cul-de-sac and local road closure at Wabash Avenue, along 14th Street from Olive Avenue to Wabash Avenue, and 14th Street between Prospect Avenue and Montgall Avenue *Local road closure at 14th Street between Prospect Avenue and Montgall Avenue*	Businesses and customers for businesses backing onto this section of 14th Street will need to use Truman Road and Prospect Avenue to access I-70. Potential back door business access mitigation will be discussed with property owners and developed in detail during the design process. *Businesses and customers for businesses backing onto this section of 14th Street will need to use Truman Road and Prospect Avenue to access I-70.*
Cul-de-sacs on Askew Avenue between 18th Street and 23rd Street *No cul-de-sac on Askew Avenue*	Businesses and customers can no longer use Askew Avenue between interchanges. This is a residential street. They will likely use Indiana Avenue instead. The visibility of businesses would not be affected and the access change is approximately 0.2 miles of travel distance on city streets. *No effects on businesses or customers.*
Closure of Raytown Road direct access to Van Brunt Boulevard on-ramp to Westbound I-70 *Closure of Raytown Road direct access to Van Brunt Boulevard on-ramp to Westbound I-70*	Businesses and customers will have to access I-70 directly off of Van Brunt Boulevard. The visibility of businesses would not be affected and the access change is approximately 0.2 miles of travel distance on city streets. *Businesses and customers will have to access I-70 directly off of Van Brunt Boulevard. The visibility of businesses would not be affected and the access change is approximately 0.2 miles of travel distance on city streets.*
Closure of Brooklyn Avenue interchange at I-70 (two ramps) *Brooklyn Avenue interchange will remain open*	Businesses and customers using this interchange would now have to access I-70 through The Paseo or Prospect Avenue interchanges and the local road network. This would create a change for customers currently using the Brooklyn Avenue interchange to access local businesses although the businesses themselves are not visible from I-70 at the Brooklyn Avenue interchange. The Prospect Avenue interchange is closest and would represent a change of 0.6 miles of travel distance on city streets. *No effects on businesses or customers.*
Consolidation of Benton Boulevard and Truman Road on-ramps to Westbound I-70 *Consolidation of Benton Boulevard and Truman Road on-ramps to Westbound I-70*	No real change in access, but businesses and customers would travel through an additional traffic signal. *No real change in access but businesses and customers would travel through an additional traffic signal.*
Source: Study Team Analysis	

In addition, to the impacts to businesses the Preferred Alternative would also impact the tax base of the local communities. In the I-70 Second Tier Draft EIS, 2011 and 2012 taxable properties values were used to determine the impact the Preferred Alternative would have on the tax base. This analysis was updated to 2014, 2015, and 2016 data. **Table 3-14** shows the I-70 Second Tier Draft EIS and the updated (shown in blue italics) property tax base for the Study Area communities.

Table 3-14 Total Assessed Value of Taxable Property for Study Area Communities

	Total Assessed Value	10-Year Average Growth per Year
Study Area	$45,439,274 *$45,075,693*	Not Available *Not Available*
Jackson County (2011) ***Jackson County (2014)***	$9,201,363,000 *$9,218,865,263*	2.2% *0.5%*
City of Kansas City (2012) ***City of Kansas City (2015)***	$6,814,623,000 *$6,882,341,000*	2.5% *1.0%*
Kansas City School District (2011) ***Kansas City School District (2014)***	$2,310,512,000 *$2,735,470,550*	1.0% *-0.4%*

Sources: Budget and Comprehensive Annual Financial Report Information for City of Kansas City, Missouri, Jackson County, and Kansas City School District. Percentages calculated.

Table 3-15 shows the I-70 Second Tier Draft EIS and the updated (shown in blue italics) taxable value of parcels affected and relocated by the alternatives.

Table 3-15 Assessed Value of Parcels Affected

	Total Assessed Value of Parcels Fully Acquired	Total Assessed Value of All Parcels Affected	Number of Parcels Affected	Average Assessed Value of All Parcels Affected
Preferred Alternative	$773,877 *$767,284*	$19,419,860 *$19,164,144*	193 *184*	$100,621 *$104,153*

Source: Calculated based on Jackson County Assessors Data from August 2016.

3.2.6 Cultural Resources

Since the publication of the I-70 Second Tier Draft EIS MoDOT received a letter from the State Historic Preservation Office (SHPO) stating their concurrence of no adverse effect on the historic resources in the Study Area (see **Section 3.1.9**) based on

their review of the *Final Cultural Resource Archival and Architectural Review*. This letter is included in **Appendix D.2**.

In addition, a Phase I Archaeological Survey for the Preferred Alternative has been completed since the publication of the I-70 Second Tier Draft EIS.

The archaeological survey of the proposed construction easement associated with the I-70 Second Tier EIS study within Kansas City revealed that a large portion of this area had been previously disturbed. Most of this disturbance was caused by the original construction of the interstate. However, some archaeological remains do appear to exist in at least eight locations, where construction rubble and some artifacts were identified. These locations do seem to have been less disturbed by the interstate construction, but it was unclear, due to the limitations of shovel testing within an urban environment, if these remains represent intact subsurface deposits or just rubble from buildings torn down during construction. After consultation with MoDOT it was decided to identify these locations as only potential sites. There is a low potential that these eight sites will be impacted. It is recommended that these eight locations be avoided by construction associated with the improvement of I-70. If these locations cannot be avoided, it is recommended that they be tested to better determine if they do represent archaeological sites with intact cultural deposits or just building rubble.

If archaeological artifacts are discovered during construction activities, the contractor will immediately notify MoDOT. This will allow an inspection of the site by professional archaeologists to determine if further investigation is necessary before construction activities continue. The contractor will take steps to preserve any such objects that may be encountered and to deliver them to MoDOT. If it is necessary to discontinue operations in a particular area to preserve such objects, this section of the specifications is basis for a work suspension.

What are feasible and reasonableness?

Feasible means a noise mitigation measure is structurally and acoustically possible to reduce noise levels at least 5 dBA at 67 percent of the receptors.

Reasonableness means that noise mitigation must meet the required three reasonableness factors.

1) Over 50 percent of residents' responses must be favorable
2) Noise abatement measures shall not exceed 1,300 square feet per benefited receptor for noise walls or $36,000 per benefitted receptor for other noise abatement techniques
3) Must provide a minimum benefit of 7 dBA for 67 percent of the first row receptors

3.2.7 Noise

A preliminary noise barrier evaluation was completed for the Preferred Alternative after the publication of the I-70 Second Tier Draft EIS. This evaluation identified 20 locations along I-70

within the Study Area where noise barriers could be warranted based on noise levels. Nine of these noise barriers are expected to meet applicable feasibility and reasonableness criteria, and are recommended for detailed analysis during the final design phase. **Figure 3-6** shows the locations of these potential noise barriers. The Noise Barrier Evaluation Technical Memorandum is included in **Appendix C**.

During final design of the Preferred Alternative, MoDOT will conduct a detailed design noise analysis using the FHWA Traffic Noise Model (TNM 2.5) or the most current noise analysis software be conducted to determine feasibility and reasonableness for the benefit of all predicted traffic noise impacts identified in the traffic noise analysis. The location, length, height, cost, and receptors studied and benefited should be included in the study. The final decision to construct the proposed noise barrier should be made upon completion of the project design and the public involvement process taking into consideration the opinions of benefited property owners and residents, and upon FHWA approval.

3.2.8 Air Quality

After the publication of the I-70 Second Tier Draft EIS, concerns were raised regarding status of air quality in the Kansas City region. The information below addresses these concerns.

The Kansas City area air quality monitoring region is currently designated in attainment of the NAAQS, for all criteria pollutants. This ozone status includes Platte, Clay, and Jackson counties in Missouri. On October 1, 2015, the EPA strengthen the NAAQS for ground level ozone to 70 part per billion (ppb). States are required to have approved state implementation plans to address nonattainment areas and areas will be required to meet the new standard between 2013 and 2020.

A portion of Jackson County in the downtown Kansas City area is nonattainment for the 1-hour SO_2) NAAQS (though SO_2 isn't a pollutant of concern from a vehicle emissions standpoint). The Kansas City area (Clay, Jackson, and Platte counties) is a maintenance area for the previous ozone NAAQS. None of the monitors in the Kansas City area are in

violation of the current 2015 ozone NAAQS. However, it's possible that Kansas City becomes designated a nonattainment area at some point, but it may not happen unless/until EPA establishes a new ozone standard as a result of their next ozone NAAQS review. Regardless of Kansas City's official status, ozone continues to be an air quality concern in the area.

3.2.9 Wetlands

Since the publication of the I-70 Second Tier Draft EIS, the United States Army Corps of Engineers' (USACE) provided a preliminary jurisdictional determination for the proposed impacts and that the improvements would be permitted under nationwide permit (NWP) 14. The USACE's letter is included in **Appendix D.2**.



Woodland Area

3.2.10 Wildlife, Plants, and Threatened and Endangered Species

Since the publication of the I-70 Second Tier Draft EIS, new information from updated surveys has been collected. The updated species list includes Indiana bats, gray bats, and northern long-eared bats indicated by US Fish and Wildlife Service Information for Planning and Conservation website (Consultation Code: 03E14000-2017-SLI-0200, November 2016). Additional information was provided by the MoDOT Design Environmental Section from reviews of the Missouri Department of Conservation (MDC) Heritage database (September 2016) and the Missouri Speleological Survey cave database information (current to 2015).

Gray bats - Gray bats are cave obligate species which congregate in maternity or bachelor colonies in the summer utilizing dome cave and mine habitat, and mixed colonies during winter hibernation in vertical or pit-type caves and mines, utilizing mainly stream corridors for foraging spring through fall. There are no known caves within a few miles of the project area and no known gray bat cave resources within 100 miles of the project area. If a project will impact caves or mines or will involve tree removal around these areas (particularly within stream corridors, riparian areas, or associated upland woodlots), gray bats could be affected. There is no known gray

bat cave habitat nor any known gray bat records within several miles of the project area and there will be no effect on gray bats from this project.

Indiana and northern long-eared bats – Both of these species can occur in any forested area in the state of Missouri. These species hibernate in caves or mines only during the winter. The rest of the year they roost under loose tree bark in tree crevices or cavities during the day and forage around tree canopies of floodplain, riparian, and upland forests at night. Trees which should be considered potential roosting habitat include those exhibiting loose or shaggy bark, crevices, or hollows. Tree species often include, but are not limited to: shellbark or shagbark hickory, white oak, cottonwood, and maple.

In October 2016 MoDOT Environmental staff and the consultant surveyed the I-70 Second Tier project area to update the impact assessment for this Second Tier Final EIS and ROD. There are no known winter cave records for Indiana or northern long-eared bats within several miles of the project area. Even though the nearest known summer records for either species are between 40 and 70 miles from the project area, Indiana and northern long-eared bats could utilize suitable habitat in the project area., There are examples of suitable summer roost habitat in the clearing limits for this project, and MoDOT and FHWA expect to apply the conservation measure of only clearing suitable roost trees during the non-breeding season (November 1st to March 31st). Given the small amount of overall tree removal for this section (less than 5.0 acres), small number of potentially suitable bat roost trees, and the inclusion of the conservation measure to remove suitable habitat during the non-breeding season, MoDOT and FHWA have determined this project may affect, but is not likely to adversely affect the Indiana bat or northern long-eared bat. Acting as the designated non-federal representative for FHWA for the purposes of USFWS Section 7 Endangered Species Act consultation, MoDOT submitted consultation and requested concurrence with the "not likely to adversely affect" determination. USFWS concurred with this determination. **Appendix E** contains the results of the field review and the USFWS concurrence.

3.2.11 Indirect and Cumulative Effects

The main cause of potential indirect effects from the Preferred Alternative included rerouting of some local traffic patterns around the proposed interchange closure and cul-de-sacs.

With the changes made to the Preferred Alternative since the I-70 Second Tier Draft EIS, including leaving the Brooklyn Avenue interchange open and not utilizing cul-de-sacs in the design these effects are no longer valid.

What are Cumulative Effects?

Cumulative effects may occur when combining the effects of the proposed project with the effects of other past, present and foreseeable future projects.

The cumulative effects identified for the Preferred Alternative include:

1. The cumulative benefit for regional traffic and freight circulation and safety.
2. The cumulative effect of access changes on neighborhoods in the vicinity of the Study Area.
3. The cumulative effect of improvements on neighborhoods adjacent to I-70 from relocations, noise, and neighborhood continuity.
4. Potential cumulative impacts on regional air quality.

Two of these four cumulative effects changed as a result to the changes to the Preferred Alternative. The cumulative benefit for regional traffic and freight circulation and safety, as well as the potential cumulative impacts on regional air quality will remain unchanged and are discussed fully in **Section 3.19** of the **Second Tier Draft EIS**.

As a result of the changes to the Preferred Alternative, the cumulative effect of access changes on neighborhoods in the vicinity of the Study Area has changed. The Preferred Alternative no longer includes closing the Brooklyn Avenue interchange and thus will no longer cause a cumulative effect on access to the Northeast Neighborhood. The 19 street crossings and two pedestrian crossing of I-70 will remain open. To improve the non-motorized crossing of I-70, the possible improvements include wider sidewalks, bike lanes, and enhanced separation from motorize traffic at the street crossings while ensuring ADA compliance continues to be met as bridges are replaced over time.

In addition, the cumulative effect on neighborhoods would be less for the Preferred Alternative than describe in the I-70 Second Tier Draft EIS. The changes to the Preferred Alternative resulted in fewer potential relocations, as discussed in **Section 3.2.3**, thus lessening the cumulative relocation impact due to overall I-70 improvements and the cumulative impact to affordable housing.

While the cumulative benefit for regional traffic and freight circulation has not changed, this discussion in the I-70 Second Tier Draft EIS only referenced five of the nine Transportation Outlook 2040 policy goals. The nine goals include:

1. Maximize mobility and access to opportunity for all area residents.
2. Decrease the use of fossil fuels through reduced travel demand, technology advancements, and a transition to renewable energy sources.
3. Support an innovative, competitive 21st-century economy.
4. Protect and restore our region's natural resources (land, water, and air) through proactive environmental stewardship.
5. Coordinate transportation and land-use planning as a means to create quality places in existing and developing areas, and to strengthen the quality of the region.
6. Facilitate healthy and active living.
7. Improve safety and security for all transportation users.
8. Ensure transportation system is maintained in good condition.
9. Manage the system to achieve reliable and efficient performance.

3.2.12 Proposed Project Commitments

The following is a compiled list of MoDOT's proposed project commitments. This list includes the commitments from the I-70 Second Tier Draft EIS and those added since its publication. MoDOT will implement all project and regulatory commitments. Federal authorization for construction will not be granted until the necessary regulatory obligations have been satisfactorily completed.

- A Transportation Management Plan (TMP) will be developed and include:
    - A Traffic Operations Plan will be developed during project design and be included in the construction contract. A TMP will lay out a set of coordinated traffic management strategies to manage the work zone impacts.
    - MoDOT will send a news release out to local newspapers and radio stations giving local commuters information about construction activities that could impact their daily travels. This information will also be posted on MoDOT's website.
- MoDOT will acquire all properties needed for this project in accordance with the Uniform Relocation Assistance and Real Property Acquisition Act as amended (Uniform Act; 42 U.S.C 4601), and other regulations and policies as appropriate.
- MoDOT will continue to coordinate with the Kansas City Area Transit Authority (KCATA) and other agencies on their plans for service and transit stops. Additional amenities will be considered in the design phase of the project in accordance with the MoDOT EPG.
- MoDOT will coordinate with local agencies as bridge and pavement upgrades in the corridor take place to discuss aesthetics and non-motorized enhancements during the design phase of each project. MoDOT will consider aesthetic and landscaping opportunities in the design phase of the project in accordance with the MoDOT EPG.
- To avoid right of way impacts to Cypress Park, retaining walls will be constructed at this location. Construction impacts to the park will also be avoided by building the retaining wall as close to I-70 as possible.
- During the right of way phase, per the MoDOT EPG, three notices will be sent in writing and personally served or sent by certified or registered first-class mail with return receipt requested to impacted property owners. The three types of notices that will be sent are; general information notice, notice of relocation eligibility, and vacancy notice.



KCATA Bus



On-Street Bike Lane

- MoDOT will coordinate the preservation/replacement of existing aesthetic features at the Boulevard crossings and interchanges with the City of Kansas City, Missouri Parks and Recreation Department during the design process.
- MoDOT will continue ongoing consultation with the Kansas City, Missouri Parks and Recreation Department regarding trails and bike routes as the project moves into the design phase. MoDOT will coordinate with City of Kansas City, Missouri's Livable Streets policy and MARC's Complete Streets policy. Links to both policies have been included in **Chapter 8**.
- MoDOT will facilitate opportunities to train and/or identify local workers and suppliers during the design and construction phases.
- Signage opportunities, including replacements and additions will be considered in the design phase of the project in accordance with the MoDOT EPG. At the time of the first phase of design MoDOT will coordinate with KCMO to discuss signage.
- Lighting design will be considered in the design phase of the project in accordance with the MoDOT EPG.
- If remediation is need at the 1301 Prospect hazardous waste site, it will be determined during the design and construction phases. MoDOT will coordinate with MDNR and the EPA during the design phase including providing design drawings at the locations of identified sites and get their input and concurrence. Any avoidance or mitigation activities resulting from the coordination with the regulatory agencies will be incorporated into the final design and construction documents.
- Any previously known and unknown hazardous waste sites (see known sites listed in **Table 3-1**) that are found during project construction will be handled in accordance with federal and state laws and regulations. If regulated solid or hazardous wastes are found during construction activities, the MoDOT construction inspector will direct the contractor to cease work at the suspect site. The construction inspector will contact the appropriate environmental specialist to discuss options for remediation. The environmental specialist, the construction office, and the contractor will develop a

plan for sampling, remediation, and continuation of project construction. Independent consulting, analytical, and remediation services will be contracted if necessary. MDNR and EPA will be contacted for coordination and approval of required activities.

- The contractor will identify all borrow and waste sites prior to initiating construction. The contractor shall be responsible for obtaining all necessary environmental clearances, approvals, and permits for use of all borrow and/or waste sites.
- MoDOT will notify the City of Kansas City, Missouri and the MDNR if and when, hazardous waste issues emerge during project construction.
- If cultural resources that may be eligible for listing on the National Register of Historic Places (NRHP) or archaeological artifacts are encountered during construction, the Contractor shall first stop all work within a 50-foot buffer around the limits of the resource, and secondly, shall notify the appropriate MoDOT Resident Engineer or Construction Inspector who will contact the MoDOT's Historic Preservation (HP) section. MoDOT HP shall contact the appropriate staff at the FHWA and the SHPO to report the discovery after a preliminary evaluation of the resource/artifact is made and reasonable efforts to see if it can be avoided. The contractor will take steps to preserve any such objects that may be encountered and to deliver them to MoDOT. If it is necessary to discontinue operations in a particular area to preserve such objects, this section of the specifications is basis for a work suspension. If it is determined that the cultural resource is a historic property that will be adversely affected by the undertaking, MoDOT will immediately notify the FHWA and SHPO of this finding and provide recommendations to minimize and/or mitigate the adverse effect. FHWA will notify the Advisory Council on Historic Preservation and any Indian tribe that might attach religious and cultural significance to the affected property within 48 hours of this determination FHWA shall take into account Council and Tribal recommendations regarding National Register eligibility and proposed actions, and then direct MODOT to carry-out the appropriate actions. MoDOT

will provide FHWA and SHPO with a report of the actions when they are completed. FHWA shall provide this report to the Advisory Council and the Indian tribes. The Miami Tribe of Oklahoma has specifically requested to be a consulting party.

- Pollution control measures outlined in the Missouri Standard Specifications for Highway Construction will be used to minimize impacts associated with the construction of any alternative; these measures pertain to air, noise, and water pollution as well as traffic control (e.g., detours) and safety measures. Best management practices will be employed to minimize or mitigate potential impacts.
- During final design, MoDOT will conduct a detailed design noise analysis using the FHWA Traffic Noise Model (TNM 2.5) or the most current noise analysis software to determine feasibility and reasonableness for the benefit of all predicted traffic noise impacts identified in the traffic noise analysis. The location, length, height, cost, and receptors studied and benefited should be included in the study. The final decision to construct the proposed noise barrier should be made upon completion of the project design and the public involvement process taking into consideration the opinions of benefited property owners and residents, and upon FHWA approval.
- If meeting the project schedule requires that earth removal, grading, hauling, and/or paving must occur during evening, nighttime, and/or weekend hours in the vicinity of residential neighborhoods, the contractor shall notify MoDOT as soon as possible. In such instance(s), all reasonable attempts shall be made to notify and to make appropriate arrangements for the mitigation of the predicted construction noise impacts upon the affected property owners and/or residents.
- Emissions from construction equipment will be controlled in accordance with emission standards prescribed under state and federal regulations.
- The project area is within MoDOT's Transportation Separate Storm Sewer System (TS4) Permit area and permit requirements apply. The Contractor shall include in the project's design, where feasible and appropriate, permanent stormwater BMPs to



Noise Walls

potentially detain and/or treat new stormwater from the project, if the project fits MoDOT's definition of redevelopment or new development, to the maximum extent practicable.

- MoDOT will implement its SWPPP to prevent or minimize adverse stormwater and construction impacts to streams, water courses, lakes, ponds, or other water impoundments within and adjacent to the project area. The plan provides for temporary erosion and sediment control measures that will be included within construction contract documents. MoDOT's SWPPP and construction contract documents will be used to develop a project specific SWPPP which will outline specific BMPs that will be used to protect the waters of the US. The project specific SWPPP will be updated when land disturbance operations require the deployment or alteration of BMPs during filed operations. Seed and mulch, rock linings, and pavement surfaces will be used to achieve final stabilization of all erodible areas.
- MoDOT contractors will locate and protect all temporary storage facilities for petroleum products, other fuels, and chemicals to prevent accidental spills from entering the streams within the project vicinity. The contractor will clean-up any such spills to prevent the possibility of pollution due to runoff.
- MoDOT contractors will avoid disposing of cement sweepings, washings, concrete wash water from concrete trucks, and other concrete mixing equipment, treatment chemicals, or grouting and bonding materials into streams, wetlands, or into any location where water runoff will wash pollutants into streams or wetlands.
- MoDOT will avoid clearing vegetation to the extent practical and where not avoidable will use vegetated slopes, swales, and runoff detention systems to minimize impacts in accordance with the MoDOT EPG.
- Design of the drainage system as it relates to the improvements proposed in the Preferred Alternative will be made during the design phase of the project in accordance with MoDOT EPG and through coordination with local agencies. MoDOT is aware that this area is served by the City of Kansas City, Missouri's

combined sewer system and will consult with them during design.

- MoDOT will follow best management practices in accordance with the MoDOT EPG during the design and construction phases.
- MoDOT will coordinate with the City of Kansas City, Missouri should any wells be encountered and closed in accordance with their standards.
- MoDOT obtained a preliminary jurisdictional determination for the proposed impacts form the USACE and that the improvements would be permitted under nationwide permit (NWP) 14. This information will be used by MoDOT to obtain a Section 404 Permit for construction of the project, if required.
- If suitable roost trees for the Indiana and northern long-eared bats are present and need to be removed for construction, MoDOT will only allow clearing of potentially suitable roost habitat between November 1st and March 31st.
- Prior to demolition of existing bridges, MoDOT will conduct surveys to determine the absence or presence of swallow nests in the bridge superstructure. If nests are present and impacts are anticipated to species protected by the Migratory Bird Treaty Act, precautions will be implemented to avoid impacts and/or additional consultation with USFW will be completed. These efforts will be completed between April 1st and July 31st.
- Tree removal will be completed in accordance with MoDOT EPG and through continued coordination with local agencies.
- MoDOT's utility engineers and representatives of the utilities will work out details of individual utility relocations on a case-by-case basis.
- MoDOT will coordinate with the City of Kansas City, Missouri on any utility removal, relocation, additions, or re-design of utilities needed due to this project.
- All construction activities will comply with the existing rules and regulations of governmental agencies having jurisdiction over streams and water supplies in the area.
- Painted structures shall be tested prior to painting and demolition to determine proper disposal for the waste



Emergent Wetland

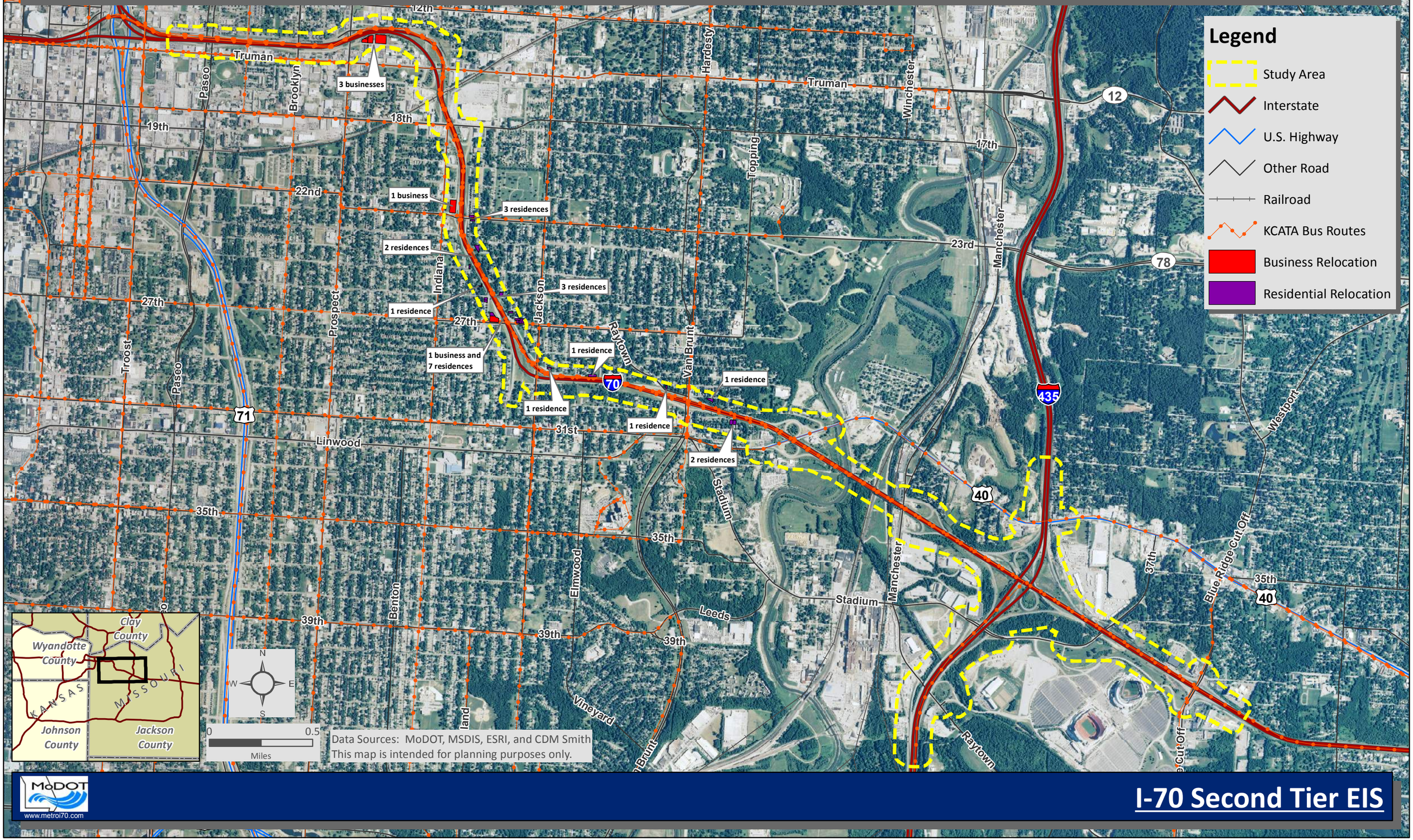


Overhead Power Lines

generated during the project. The inspection reports must be included in the construction bid proposal.

- Bridge work involving removal of lead or non-lead paint by sandblasting or power washing must follow the procedures outlined in MoDOT Standard Specification 1081, "Coating of Structural Steel, for proper removal and disposal of paint, blast residue or wash water".
- All structures, including bridges that will be renovated or demolished will be inspected for asbestos. The reports from these hazardous material inspections must be included in the construction bid proposal. Demolition or renovation is a three-step process under the asbestos regulations. All structures that meet the criteria as described above must be inspected by an Asbestos Building Inspector. Following the inspection, regardless of whether asbestos is present or not, an Asbestos Demolition Notification shall be made to MDNR no fewer than 10 working days prior to beginning the project. If regulated amounts of asbestos are present, an Asbestos Project Notification will also be submitted and an Asbestos Post-Notification will be filed after the work is completed. If abatement is necessary, a certified Contractor Supervisor will be present during the abatement and a licensed asbestos contractor will do the abatement. MoDOT would ensure these materials, depending on their condition and quantity, are removed and disposed of according to current regulations and procedures.
- MoDOT will notify the City of Kansas City, Missouri regarding any demolition as part of the project.
- Specific materials used in construction of the projects will be determined during the design phase of the project in accordance with MoDOT EPG.
- MoDOT will obtain and comply with all required burning permits.

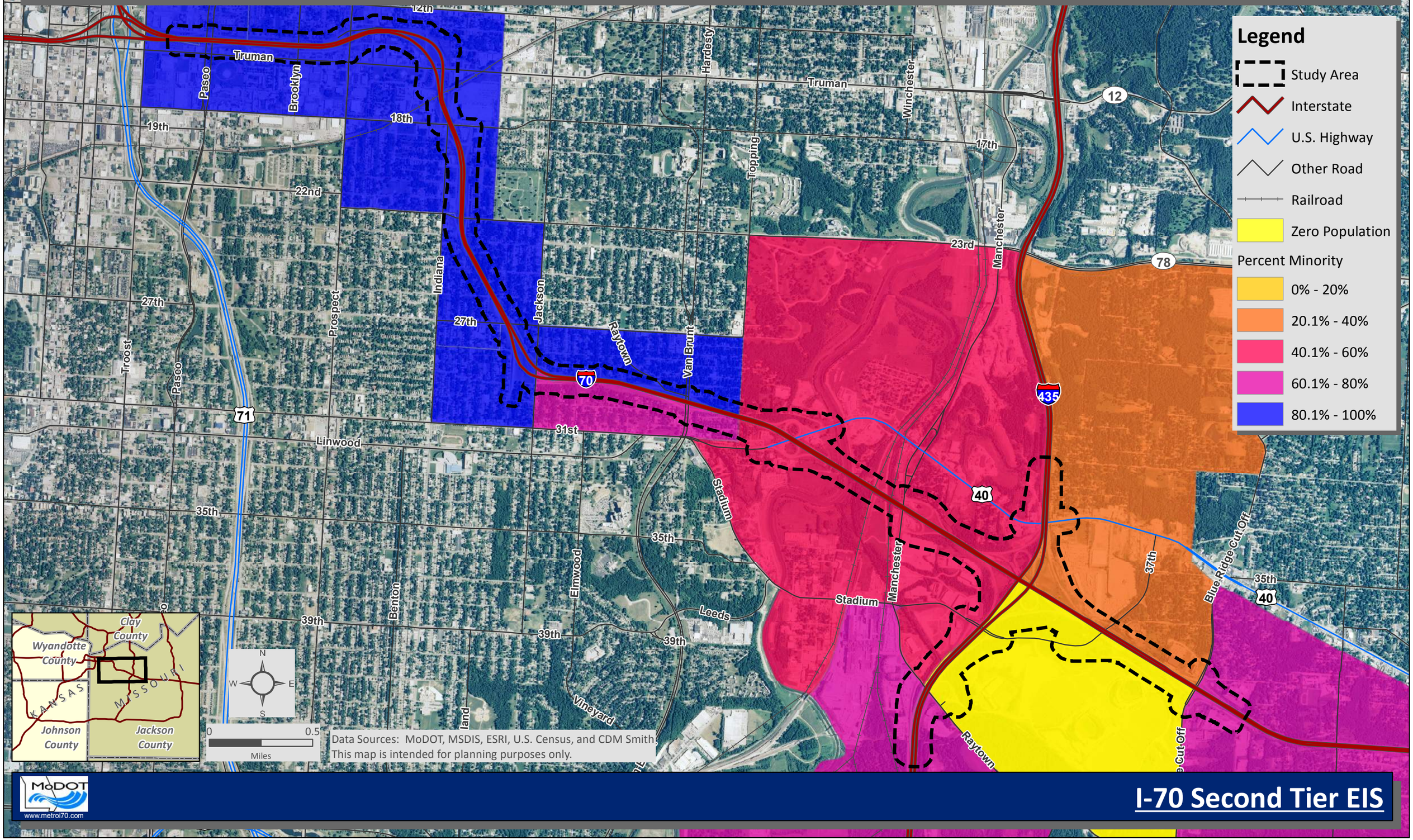
Figure 3-1 Preferred Alternative Potential Relocations



MoDOT
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I-70 Second Tier EIS

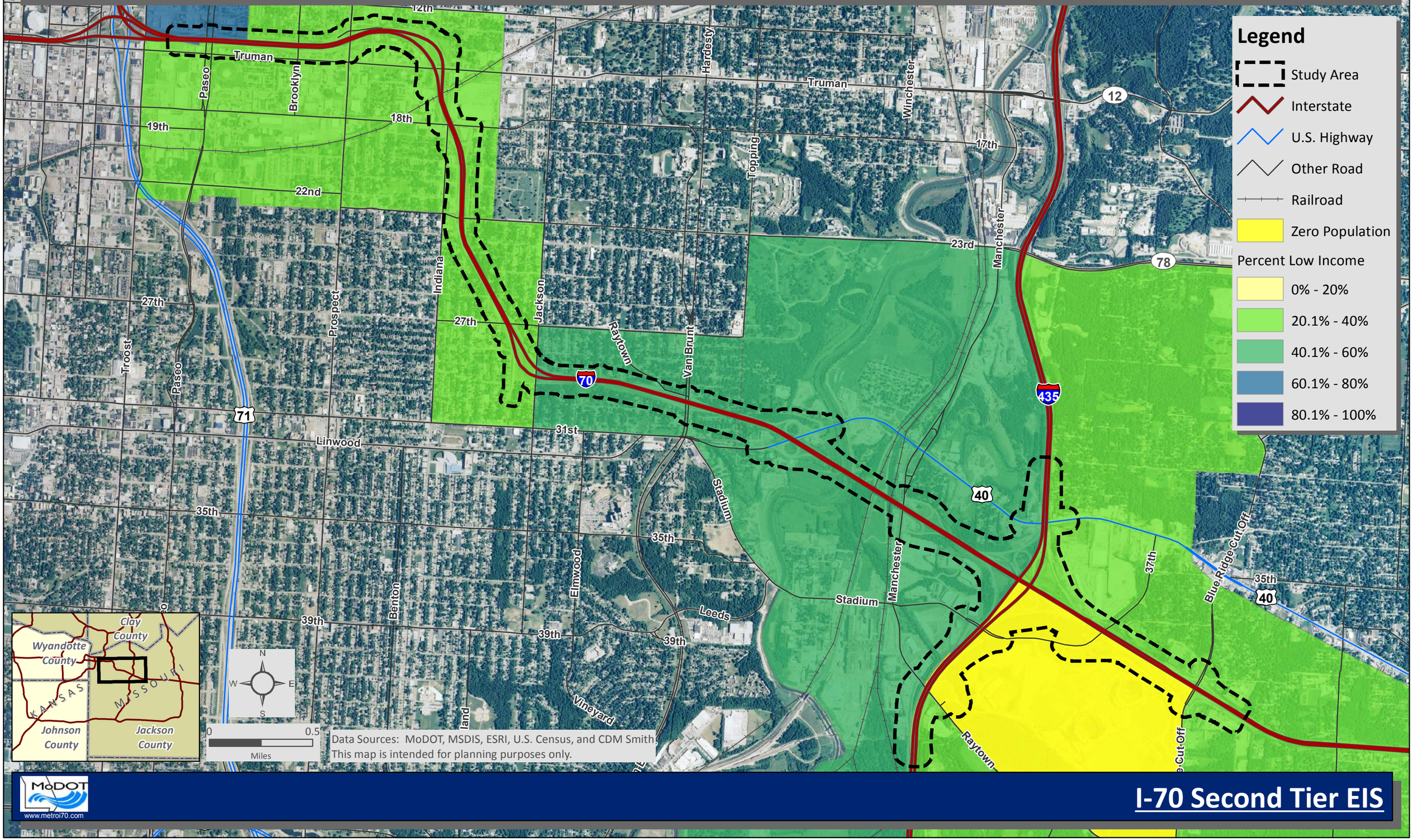
Figure 3-2 Percent Minority by Block Group



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I-70 Second Tier EIS

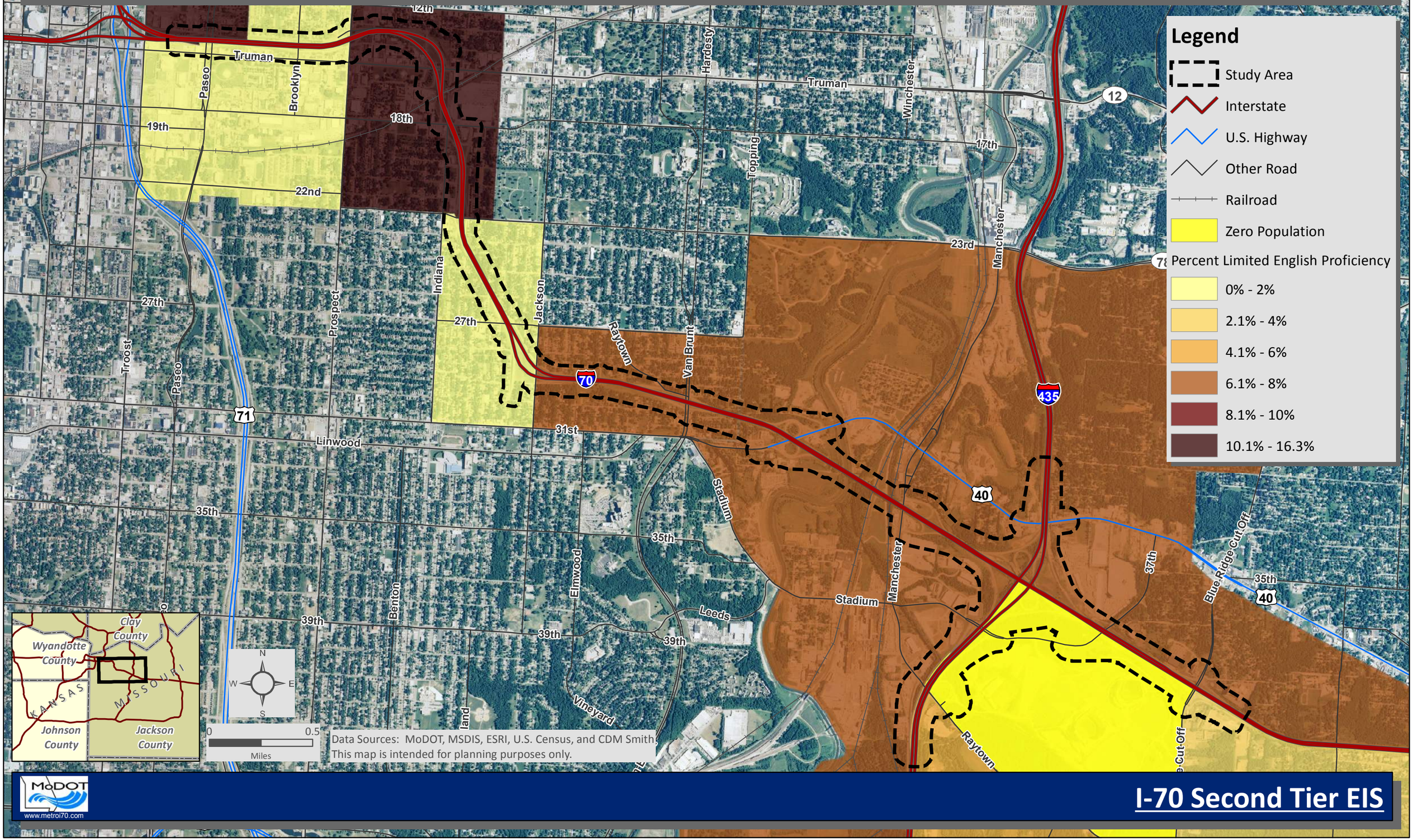
Figure 3-3 Percent Low Income by Census Tract



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Figure 3-5 Percent Limited English Proficiency by Census Tract



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Figure 3-6 Preferred Alternative Potential Noise Barriers

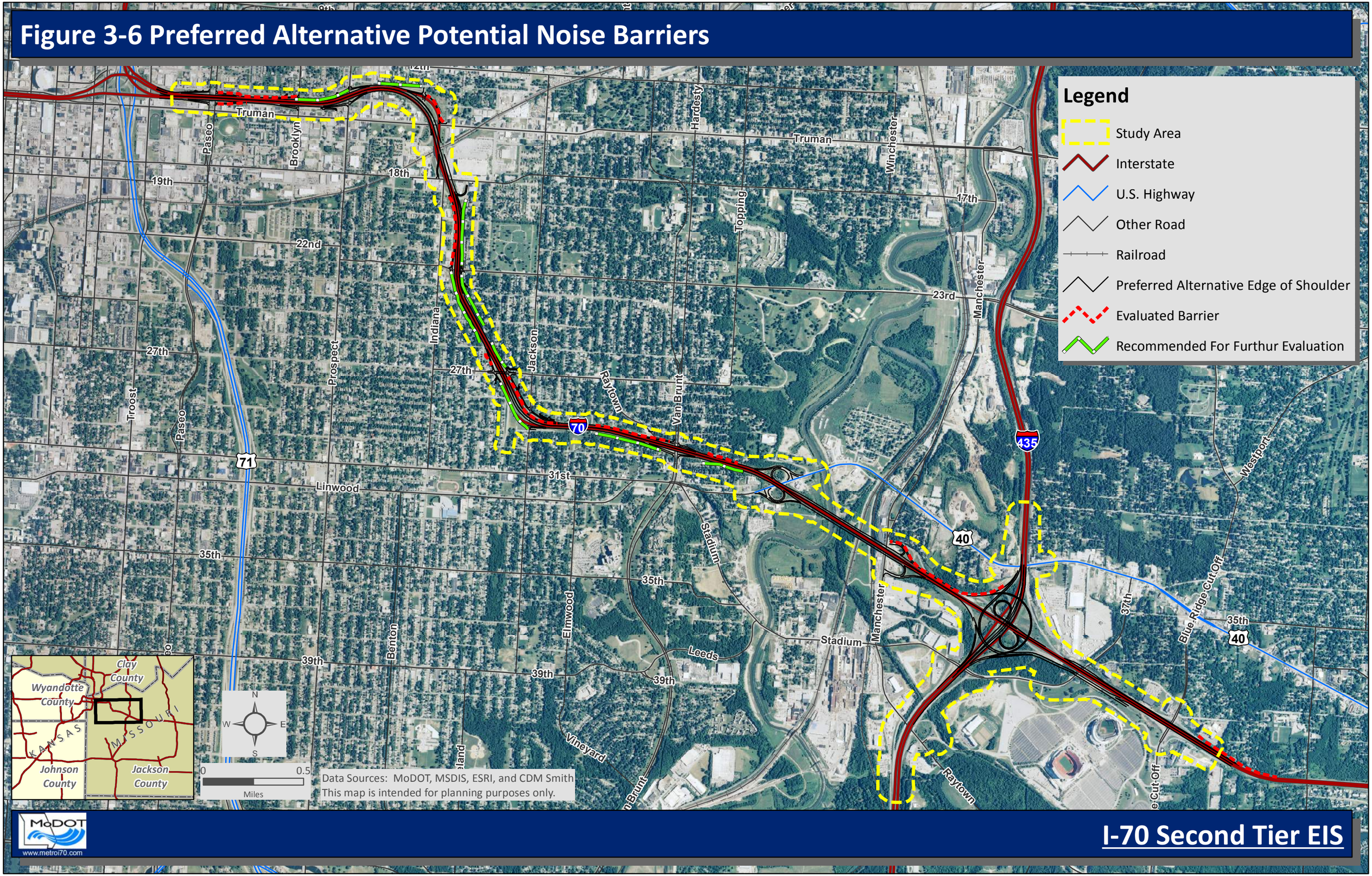


Table 3-1 Preferred Alternative Hazardous Waste Sites						
Map ID	**Address**	**Database Listing**	**Facility**	**Site Visit Results**	**Phone Interview Results**	**Potential Impact**
6	1324 Truman Rd	DRYCLEANERS	East Side Cleaners Inc.	Vacant Lot	--	Low
22	1623 E 14th St	DRYCLEANERS	Yale Cleaners, Hi-Class Cleaners, Crowe Cleaners	Address Not Found	--	Low
29	1908 Truman Rd	RCRA-CESQG, FINDS	Spray Paint & Accessories Inc.	Currently used by National Coatings and Supplies (NCS)	Store manager indicated all environmental issues are handled through the corp. office. Also, there has never been a spill or environmental clean-up at the site since he was hired in 1999.	Low
12	1427 Prospect Ave	DRYCLEANERS	Kessler Chas Cleaners	Currently Russell Car Wash	Phone out of service.	Low
5	1301 Prospect Ave	UST, LUST, AST	US Fuels LLC, Service Oil/Inner City Oil Company Incorporated, US Fuel #2	Prospect Food Mart Convenience Shop and British Petroleum Gas Station. Site has monitoring wells, two 55-gallon drums containing purge water and an unidentified 4-inch diameter PVC well casing that was identified sticking up from the ground behind the building.	Store owner indicated that no spills or releases have occurred. Soil borings were advanced when new tanks were installed but results were negative.	Low
8	1341 Montgall Ave	RCRA-SQG, FINDS	US Plating & Surface Finishing	Currently operating as US Plating Manufacturing	Owner indicated that there have been no spills or releases that would affect the soil/groundwater on the property outside of the building.	Low
51	2710-2718 E 14th St	Not specified	Historical machine shop	Currently a Parking Lot	--	Low
7	1328 Agnes	SPILLS	Not reported (tank at police headquarters)	Former Kansas City Police Academy	--	Low
57	3500 E 18th St	Not specified	Historical sheet metal works	Address Not Found	--	Low
37	2115 Indiana Ave	DRYCLEANERS	Star Carpet Cleaners	Empty Lot	--	Low
38	2123 Indiana Ave	Not specified; RCRA NonGen/NLR	Historical machine shop; orphan site – Bill Gross & Virginia Solas	Continued portion of AG Custom Cabinets	Manager indicated that no spills or environmental releases have occurred at the facility in the last 20 years.	Low
59	3816 E 27th St	DRYCLEANERS	Wards Carpet Cleaners / Carpet Cleaners / KC Rug Doctor	Currently operated as Auto Royal Sales	Not available.	Low
52	2911 Van Brunt Blvd	AST	Orphan site – Express Stop #5	Phillips 66 Gas Station	Not available.	Low
53	3003 Van Brunt Blvd	DRYCLEANERS	Speedy Automatic Laundry	Appears To Have Been Demolished During Construction Of The Interstate	--	Low
54	3011 Van Brunt Blvd	LUST, UST	Phillips 66 SS #21484	Current Car Wash	--	Low
55	3027 Van Brunt Blvd	LUST, UST, AST, (RCRA NonGen/NLR)	Air Group LLC dba Van Brunt BP, Van Brunt BP, Amoco Oil SS #2163	Currently operated as BP Station. Station manager indicated there have been no environmental spills or cleanup actions at the site in recent history		Low
67	6700 & 6740 Stadium Dr	RCRA	Beazer East	No Site Visit Completed, Information from the Manchester Bridge Design-Build Project was utilized	--	Low

Table 3-2 Preferred Alternative Travel Time Changes (Minutes)

	Location	Kansas City City Hall 414 E 12th St	Western Terminus (The Paseo)	American Jazz Museum 1616 E 18th St	Gates BBQ 1221 Brooklyn Ave	Truman Medical Center 2301 Holmes St	Kansas City Museum 3218 Gladstone Blvd	US Postal Service Distribution Facility 1500 Cleveland Ave	Kansas City VA Medical Center 4801 E Linwood Blvd	Arrow Truck Sales 3200 Manchester Tfwy	Eastern Terminus (Blue Ridge Cutoff)
No-Build Alternative	Kansas City City Hall		3	6	5	5	10	6	9	9 *10*	9 *17*
	Western Terminus (The Paseo)	3		2 *4*	2 *3*	5	9	4	6 *7*	6 *7*	6 *14*
	18th & Vine Jazz Museum	6	3		3	4	10	4	8	8	9 *15*
	Gates BBQ	4	3	3		7	8	5	8 *7*	8	7 *14*
	Truman Medical Center	5	5	4	7		10	9	11	12	12
	Kansas City Museum	10	7	9	7	11		10	12 *8*	13 *8*	12 *14*
	US Postal Service Distribution Facility	6 *5*	3 *2*	4	5	9	10		7	7	7 *13*
	VA Hospital	18 *17*	15 *14*	17	17 *13*	10	22 *15*	15 *13*		5	5 *8*
	Arrow Truck Sales	19 *20*	16 *17*	17	16	16	22	14	9 *5*		5 *7*
	Eastern Terminus (Blue Ridge Blvd)	21 *32*	19 *29*	19 *29*	18 *28*	19 *28*	24 *31*	17 *25*	13 *16*	4 *13*	
Preferred Alternative	Kansas City City Hall		3	6	5	5	10	6 *5*	9 *8*	9 *10*	9 *15*
	Western Terminus (The Paseo)	3		2 *4*	4 *3*	5	9	4	6	6 *7*	6 *12*
	18th & Vine Jazz Museum	6	3		3	4	10	4	8 *7*	8	9 *13*
	Gates BBQ	4	4	3		7	8	5	8 *7*	8	11 *14*
	Truman Medical Center	5	5	4	7		10	9	11	12	12
	Kansas City Museum	10	7	9	7	11		10	12 *8*	13 *8*	12 *14*
	US Postal Service Distribution Facility	7 *6*	4 *3*	4	5	9	10		7	7	7 *12*
	VA Hospital	12 *10*	9 *7*	10	9	10 *8*	14 *11*	8 *5*		5	5 *7*
	Arrow Truck Sales	13 *12*	10 *9*	12 *9*	11 *8*	14	16 *12*	19 *8*	6 *4*		5
	Eastern Terminus (Blue Ridge Blvd)	14 *19*	12 *16*	12 *16*	17 *15*	15 *18*	17	10 *11*	9 *10*	3 *8*	

Yellow highlights indicate travel time increased compared to the No-Build Alternative.
Updated travel times shown in blue italics.

CHAPTER 4

PUBLIC INVOLVEMENT AND COORDINATION

This chapter describes how the Study Team involved and consulted with members of the public and project stakeholders regarding potential improvement alternatives along I-70 in Kansas City, Missouri. This chapter includes a discussion of the tools used to involve the public. Summaries of the public and stakeholder comments on the **Second Tier Draft EIS** are in **Appendix D.1** and **Appendix D.2**. **Chapter 4** of the **Second Tier Draft EIS** (http://www.modot.org/kansascity/metroi70/documents/Chapter4CommentsandCoordination_000.pdf) explains how MoDOT followed the guidelines for public and stakeholder coordination as mandated by Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU), Moving Ahead for Progress in the 21st Century Act (MAP-21), and the Fixing America's Surface Transportation (FAST) Act. A summary of the coordination is presented here.

Who are stakeholders?

Stakeholders are individuals and groups who are affected by or have an interest in a particular project or action. Stakeholders include property owners and residents, community groups, business groups, developers, utility companies, school districts, umbrella organizations (chambers of commerce, neighborhood associations, etc.), and elected/appointed officials at the federal, state, county, and local levels.

What was MoDOT's Plan for Involving Members of the Public?

The Study Team developed a detailed Public Involvement and Agency Coordination Plan specifically for the I-70 Second Tier EIS. This plan can be found on the project website at www.modot.org/kansascity/metroi70/information.htm.

How Did MoDOT Announce the Project?

The FHWA published a Notice of Intent in the Federal Register. This notice was issued on December 14, 2011 and published in the December 20, 2011 issue of the Federal Register (Vol. 76, No. 244, Pg. 78967). A copy of this Notice of Intent is located in **Appendix D** of the **Second Tier Draft EIS** (http://www.modot.org/kansascity/metroi70/documents/AppendixDPublicandAgencyPart1.pdf).

What is the Federal Register?

The Federal Register is the official daily publication for rules, proposed rules, and notices of federal agencies and organizations, as well as executive orders and other presidential documents.

MoDOT announced the project to potential stakeholder agencies through a press release, a series of letters sent out to resource agencies and local organizations, and informally announced the project to the public through the project website, social media, and MindMixer in December 2011.

How Could Members of the Public Learn More About the Project?

What is the Community Connections Team?

The I-70 Second Tier EIS Community Connections Team includes designated Study Team members who will attend neighborhood, business, and/or community meetings, by request, to discuss the I-70 Second Tier EIS project.

MoDOT developed several ways for members of the public to learn more about the project. These included a project website, a project phone number, project newsletters, a Community Connections Team, listening posts, mobile meetings, Twitter, MindMixer, and other project interactive tools and activities. **Chapter 4** of the **Second Tier Draft EIS** provides a description of each of these outreach methods.

How did the Study Team coordinate with Federal, State, and Local Agencies?

Agreement and input is critical in order to proceed through the study. As a result, an early effort to coordinate with federal and state agencies took place. Early coordination letters and preliminary study information were sent to these agencies in December 2011. The agencies are listed in **Chapter 4** of the Second Tier Draft EIS and their response letters are included in **Appendix D** of the **Second Tier Draft EIS**.

What is MindMixer?

MindMixer is a platform for conducting online town hall meetings. The I-70 STEIS online meeting was available at www.metroi70.com. The public used the site to share their thoughts and views about the conditions and safety of the highway as well as the possible improvement alternatives that could address stated issues and concerns.

The resource agencies and local study management agencies were invited to attend a scoping meeting on February 7, 2012 to describe the study, identify key environmental issues to be considered for the project, and offered a site tour of the Study Area. Agencies received copies of and were asked to comment on the project's Purpose and Need document, Environmental Impact Assessment Methodologies Memorandum, and Public Involvement and Agency Coordination Plan. These agencies also had the opportunity to review the Initial Alternatives Screening Memoranda. In addition, a resource agency meeting was held on October 23, 2013 to discuss a preliminary version of the Second Tier Draft EIS. Resource agencies had the opportunity to review both a preliminary version and the Second Tier Draft EIS.

What Public Involvement did MoDOT Do?

MoDOT held three rounds of public involvement outreach prior to the publication of the Second Tier Draft EIS. These are discussed in detail in **Chapter 4** of the **Second Tier Draft EIS**. Public meetings and/or listening posts allowed members of the public to speak one-on-one with the Study Team. All meetings were held in an open house format over 2 to 3 hours and members of the public could stop by at any time during the meetings.



Listening Post

Since the publication of the Second Tier Draft EIS, MoDOT held another round of public involvement to provide the opportunity for formal public review of the Second Tier Draft EIS and help clarify the impacts discussed in **Chapter 3**. The notice of availability for the Second Tier Draft EIS was published on January 17, 2014 and the fourth series of public input meetings was held from January 17, 2014 to March 7, 2014; details are shown in **Table 4-1**. The Study Team used a number of approaches to reach the public including a public hearing, Community Connection Team (CCT) meetings, mobile meetings, Government Relations Briefings, a Community Advisory Group (CAG), and MindMixer.

Table 4-1 Public Involvement Period #4

Meeting	Location and Date	Meeting Type
Public Hearing	• Gregg Klice Community Center (February 11, 2014, 4 to 7 pm)	Weekday Evening Public Open House
Community Connections Team	• Washington Wheatley Neighborhood (February 7, 2014) • Truman Plaza Implementation Committee (February 10, 2014) • Kansas City Downtown Council Infrastructure Committee (February 18, 2014) • Northeast Industrial Association (February 18, 2014)	Weekday Evening Neighborhood Meeting
Mobile Meetings	• Kansas City VA Medical Center (February 6, 2014, 8 to 10 am) • Kansas City Public Library Northeast Branch (February 20, 2014, 4:30 to 6:30 pm) • Kansas City Public Library Bluford Branch (February 25, 2014, 10 am to 12 pm)	Weekday Morning and Afternoon
MindMixer	• Online Hearing	Online Meeting

A variety of tools were used to distribute notice of the hearings and meetings to stakeholders as listed in **Table 4-2**.

Table 4-2 Public Involvement Period #4 Advertisement

Tool	Date	**Distribution**
CCT Letters	January 13	216 community groups
Postcard (English/Spanish)	January 17	1,123 stakeholders
Legal Notice	January 17	Kansas City Star
News Release	January 17	MoDOT media contacts
News Release	February 3	MoDOT media contacts
E-Blast	January 17	MindMixer registrants
E-Blast	January 31	82 community groups
E-Blast	February 13	82 community groups
E-Blast	February 20	82 community groups
Variable Message Boards	January 17 – March 7	I-70 motorists
Social Media	January 17	7,600 MoDOT Twitter followers
Radio Spots (English)	January 27 – 31	KMBZ Morning News 98.1FM, 980AM, and online
Radio Spots (Spanish)	January 27 – 31	KDTD LaGran D 1250AM and KYYS LaX 1250AM
Radio Spots (Spanish)	February 3 – 7	KDTD LaGran D 1250AM and KYYS LaX 1250AM
Display Ad (English/Spanish)	January 27	Kansas City Globe
Display Ad (English/Spanish)	January 29	Kansas City Star
Display Ad (English/Spanish)	January 30	Kansas City Hispanic News
Display Ad (English/Spanish)	January 30	Dos Mundos
Display Ad (English/Spanish)	January 31	Kansas City Call

The public hearings and mobile meetings were formatted as open houses. The online public hearing was formatted as an online town hall meeting. The displays at the meetings described the study process and schedule, purpose and need, alternatives considered and evaluated, Preferred Alternative, the Second Tier Draft EIS, and next steps. Key materials were provided in both English and Spanish. Recording devices were also available to record comments. A total of 510 people participated during the hearings and meetings as outlined in **Table 4-3**.

Table 4-3 Public Hearing Attendance

Meeting	Participates
Public Hearing	15
Kansas City VA Medical Center Mobile Meeting	39
Kansas City Public Library Northeast Branch Mobile Meeting	11
Kansas City Public Library Bluford Branch Mobile Meeting	4
MindMixer Online Hearing	441

The public hearing transcript is included in **Appendix D.3**.

MoDOT also held one CAG meeting prior the publication of the Second Tier Draft EIS to discuss the Preferred Alternative. This CAG meeting was held on December 20, 2013. In addition, MoDOT held meetings with MARC and the City of Kansas City, Missouri to discuss the Second Tier Draft EIS and the Preferred Alternative.



Public Hearing

How Did MoDOT Provide Information Through the Media?

MoDOT used a variety of media outlets to provide public meeting information. For the I-70 Second Tier EIS, press releases were sent to 87 representatives of Kansas City area newspapers, television stations, and radio stations as shown in **Table 4-2**.

How Did MoDOT Use the Public Comments?

MoDOT used the public comments heard during this fourth round of public involvement to redefine the improvements to propose in the Preferred Alternative. These changes to the Preferred Alternative are discussed in **Section 2.6**. All

comments received from both the public and stakeholders and MoDOT's responses to those comments are located in **Appendix D.1** and **Appendix D.2** of the **Second Tier Draft EIS**.

What Public Involvement has been Completed in Conjunction with the Final EIS and ROD?

In an effort to notify the public and stakeholders of the project team's intent to combine the FEIS and ROD, MoDOT sent a packet of information to all who commented on the Second Tier DEIS with the following information. The packet included:

- The map of the Preferred Alternative from the Second Tier Final EIS
- The map of the Preferred Alternative from the Second Tier Draft EIS
- A list of changes made to the Preferred Alternative from the Second Tier Draft EIS
- A table comparing the impacts of Preferred Alternative Impacts from the Second Tier Draft EIS to the Final EIS
- A table of the comments received on the Second Tier Draft EIS and MoDOT's responses

The packet was also posted on the project website at: http://www.modot.org/kansascity/metroi70 and MoDOT put out a press release. Members of the public and stakeholders had 30 days to comment on the information provided in the packet and the decision to complete a combined Final EIS and ROD. The comment period ended on September 26, 2016. Due to an issue with the original posting of the packet on the project website, a second 30-day comment period was held from February 10 to March 16, 2017. This was the last opportunity to provide comments that would be considered by MoDOT and FHWA as part of the environmental review process. All comments received from both the public and stakeholders and MoDOT's responses to those comments are located in **Appendix D.4**.

CHAPTER 5

LIST OF PREPARERS AND REVIEWERS

FEDERAL HIGHWAY ADMINISTRATION

Raegan Ball: FHWA (Division Office), Program Development Team Lead, 6 years with FHWA.
B.S. in Environmental Resource Management, Arizona State University, 2004

Kevin Irving: FHWA (Division Office), Transportation Engineer, 20 years with FHWA.
B.S. in Civil Engineering, University of Missouri-Rolla, 1994

Brian Nevins: FHWA (Division Office), Environmental Specialist, 8 years with FHWA.
B.S. in Mechanical Engineer, University of Missouri, 2002

MISSOURI DEPARTMENT OF TRANSPORTATION

Gerri Doyle: MoDOT (Kansas City District), Transportation Planning Coordinator, 10 years with MoDOT.
M.A. in Urban Planning, University of Kansas, 1996

Matt Killion: MoDOT (Kansas City District), Area Engineer, 17 years with MoDOT.
B.S. in Civil and Environmental Engineering, University of Missouri-Columbia, 1999

Lee Ann Kell: MoDOT (Kansas City District), Transportation Project Manager, 29 years with MoDOT.
B.S. in Civil Engineering, University of Missouri-Rolla, 1988

Joshua Scott: MoDOT (Kansas City District), Senior Highway Designer, 17 years with MoDOT.
B.S. in Civil Engineering, Iowa State University, 1998

Jeffrey Hardy: MoDOT (Kansas City District), District Design Engineer, 8 years with MoDOT.
B.S. in Civil Engineering, University of Missouri-Columbia, 1992
B.S. in Agricultural Engineering, University of Missouri-Columbia, 1992

Lavonda Hughlon: MoDOT (Kansas City District), Senior Right of Way Specialist, 18 years with MoDOT.
Master Degree in Project Management, Keller School of Management, 2006

Lorene Bayan-Wilson: MoDOT (Kansas City District), Certified Appraiser, 4 years with MoDOT.
Bachelor Degree in Education, University of Kansas, 1973
Certified General Real Estate Appraiser No. RA 001436

Stowe Johnson: MoDOT (Central Office), Intermediate Environmental Specialist, 24 years with MoDOT.
B.A. in Environmental Studies, Columbia College, 2011

Larry Ayres: MoDOT (Central Office), Senior Historic Preservation Specialist, 24 years with MoDOT.
M.S. in Secondary Education, University of Arkansas, 1988
M.A. in Anthropology, University of Arkansas, 1987
B.A. in Antiquities, Southwest Missouri State University, 1979

Bree McMurray: MoDOT (Central Office), Senior Environmental Specialist - Threatened and Endangered Species, 11 years with MoDOT.
M.S. in Applied Ecology, Eastern Kentucky University, 2001
B.S. in Systematics and Ecology, University of Kansas, 1995

Melissa A. Scheperle: MoDOT (Central Office), Senior Environmental Specialist, 12 years with MoDOT.
M.S. in Biology, Southwest Missouri State University, 2002
B.S. in Biology, Avila University, 1999

Chris Shulse: MoDOT Central Office, Senior Environmental Specialist, 19 years with MoDOT.
Ph.D. Biological Sciences, University of Missouri, 2011
M.S. Zoology, The Ohio State University, 1997
B.S. Biology, Culver-Stockton College, 1995

Matt Burcham: MoDOT Central Office, Senior Environmental Specialist, 23 years with MoDOT.
B.S in Agriculture, Kansas State University, 1984

Mike Harms: MoDOT (Central Office), Structural Liaison Engineer, 27 years with MoDOT.
B.S. in Civil Engineering, University of Missouri-Rolla, 1980

CDM SMITH

Chris Nazar: CDM Smith (Denver Office), Senior Environmental Project Manager, 13 years with CDM Smith.
M.S. in Urban Planning, University of Toronto, 2001
B.A. in Economics and Urban Studies, University of Toronto, 1999

Randy Rowson: CDM Smith (Kansas City Office), Senior Transportation Planner, 17 years with CDM Smith.
M.A. in Urban and Regional Planning: University of Iowa, 1992
B.A. in Economics, University of Northern Iowa, 1989

Gina Murphy: CDM Smith (Kansas City Office), Transportation Planner, 10 years with CDM Smith.
M.A. in Urban Planning, University of Kansas, 2007
B.A. in Architectural Studies, University of Kansas, 2005

Lindsay Maki: CDM Smith (Lansing Office), GIS Analyst/Transportation Planner, 10 years with CDM Smith.
B.A. in Geography, Michigan State University, 2005

Jaime Jesperson: CDM Smith (Helena Office), Senior Transportation Planner, 32 years with CDM Smith.
B.A. in Civil Engineering, Carroll College, 2008

Pam Bowe: CDM Smith (Kansas City Office), Project Administrator, 21 years with CDM Smith.

Rajit Ramkumar: CDM Smith (Raleigh Office), GIS Analyst/Transportation Planner, 10 years with CDM Smith.
Master Degree in Civil Engineering, North Carolina State, 2005
B.T.E.C. in Civil Engineering, University of Kerala, India, 2002

Liza Amar: CDM Smith (Houston Office), Transportation Planner, 9 years with CDM Smith.
M.S. in Civil Engineering, North Carolina State, 2004
B.S. in Transportation Planning, North Carolina State, 2006

Barbara Wells: CDM Smith (Kansas City Office), Client Service Leader, 3 years with CDM Smith.
B.S.in Civil Engineering, Iowa State University, 1995

HNTB

Gretchen Ivy: HNTB Corporation (Kansas City Office), Project Manager, Environmental Planning, 17 years with HNTB.
M.S. in Engineering Management, University of Kansas, 2006
B.S. in Civil Engineering, University of Missouri-Columbia, 1998

Tim Flagler: HNTB Corporation (Kansas City Office), Sr. Environmental Planner, 30 years with HNTB.
M.L.A. in Landscape Architecture, Kansas State University, 1985
M.A. in Fine Arts, Fort Hays State University, 1976
B.A. in Fine Arts, Fort Hays State University, 1974

Joe Blasi: HNTB Corporation (Kansas City Office), Transportation Planning Engineer, 11 years with HNTB.
M.S. in Transportation Engineering, Washington University, 2004
B.S. in Civil Engineering, Washington University, 2004

Derek Vap: HNTB Corporation (Kansas City Office), Engineer III – Highway Design, 8 years with HNTB.
M.S. in Civil Engineering, University of Missouri-Columbia, 2007
B.S. in Civil Engineering, University of Missouri-Columbia, 2006

Marc Whitmore: HNTB Corporation (Kansas City Office), Department Manager – Highway Design, 8 years with HNTB.
B.S. in Civil Engineering, Kansas State University, 1998

ARCHEOLOGICAL REASEARCH CENTER

Robin Machiran: Archaeological Research Center of St. Louis, Inc. (ARC), Senior Cultural Resource Specialist, 9 years with ARC.
M.A. in History, University of Missouri-St. Louis, 2001
B.A. in Anthropology, University of Missouri-St. Louis, 1999

Joe Harl: Archaeological Research Center of St. Louis Inc., Senior Cultural Resource Specialist, 21 years with ARC
M.A. in Anthropology, Washington University, St. Louis, 1991
B.A. in Anthropology, University of Missouri St. Louis, 1980

Janet Kneller: Archaeological Research Center of St. Louis, Inc. (ARC), Senior Cultural Resource Specialist, 21 years with ARC.
B.A. in Anthropology, University of Missouri-St. Louis, 1989

Meredith Hawkins Trautt: Archaeological Research Center of St. Louis, Inc. (ARC), Cultural Resource Specialist, 7 years with ARC.
M.S. in Historical Archaeology, Illinois State University, 2007
B.A. in Anthropology, University of Missouri-St. Louis, 2005

John Klein: Archaeological Research Center of St. Louis, Inc. (ARC), Cultural Resource Specialist, 7 years with ARC.
M.A. in Geography, Southern Illinois University, 2013 (Expected)
B.A. in Sociology/Anthropology, Truman State University, 2005

HG CONSULT, INC.

Earl Harrison Jr.: Hg Consult, Inc., President, 6 years with Hg Consult.
B.S. Civil Engineering, Iowa State University, 1994

Eric Reinkemeyer: Hg Consult, Inc., Project Manager, 4 years with Hg Consult.
B.S. in Civil Engineering, University of Missouri-Kansas City, 2001

Stephen Wells: Hg Consult, Inc., Vice President, 2 years with Hg Consult.
M.A. in Urban and Regional Planning, University of Iowa, 1992
B.S. in Political Science, University of Iowa, 1991

Jen Johnson: Hg Consult, Inc., Planner, 2 years with Hg Consult.
M.A. in Urban and Regional Planning, University of Iowa, 2001
J.D. in Law, University of Iowa, 2001
B.A. in Political Science, Iowa State University, 1998

Dave Kocour: Hg Consult, Inc., Environmental Scientist/Planner, 2 years with Hg Consult.
M.S. in Environmental Health Science, University of Kansas, 1988
B.S. in Environmental Studies, University of Kansas, 1985

VIREO

Triveece Penelton: Vireo, Project Manager, 9 years with Vireo.
M.A. in Urban Planning, University of Kansas, 2002
B.A. in Architectural Studies, University of Kansas, 2000

CHAPTER 6

CIRCULATION LIST

U. S. Senators
Roy Blunt
Claire McCaskill

U. S. Representatives
Emanuel Cleaver

Governor
Eric Greitens

State Senators
Shalonn Curls
John Rizzo

State Representatives
District 23 Vacant
Brandon Ellington

Federal Government Agencies
Federal Emergency Management Agency
Federal Railroad Administration
Federal Transit Administration, Region VII
Missouri NRCS Clay and Jackson Field Office
U.S. Army Corps of Engineers
U.S. Coast Guard, Bridge Branch
U.S. Department of Agriculture/NRCS
U.S. Department of Housing and Urban Development
U.S. Department of the Interior
U.S. Department of the Interior, National Park Service, Midwest Field Area
U.S. Environmental Protection Agency, Region VII
U.S. Fish and Wildlife Service

State Government Agencies

Missouri Department of Conservation
Missouri Department of Conservation, Regional Forestry
Missouri Department of Natural Resources
Missouri Federal Assistance Clearinghouse
Missouri Emergency Management Agency

Local Agencies and Organizations

City of Kansas City, Missouri
City of Kansas City, Missouri Public Works
City of Kansas City, Missouri Parks and Recreation
City of Kansas City, Missouri Planning and Development
Jackson County - County Executive Office
Jackson County - Public Works
Kansas City Area Transportation Authority
Kansas City Chamber of Commerce
Kansas City Economic Development Corporation
Mid-America Regional Council

Tribal Nations

Miami Tribe of Oklahoma

CHAPTER 7

LIST OF ACRONYMS

AADT	Average Annual Daily Traffic
ADA	Americans with Disabilities Act
APE	Area of Potential Effect
BLS	Bureau of Labor Statistics
CAA	Clean Air Act
CAAP	Clean Air Action Plan
CAG	Community Advisory Group
CBD	Central Business District
CCT	Community Connections Team
CE	Categorical Exclusion
CFR	Code of Federal Regulations
CMP	Congestion Management Process
CMS	Congestion Management System
CO	Carbon Monoxide
CWA	Clean Water Act
dB	Decibel
DE	Diesel Exhaust
DOT	Department of Transportation
EDR	Environmental Data Resources
EIS	Environmental Impact Statement
EPA	Environmental Protection Agency
EPG	Engineering Policy Guide
FAST Act	Fixing America's Surface Transportation Act
FEMA	Federal Emergency Management Agency
FHWA	Federal Highway Administration
FIS	Flood Insurance Study
HC	Hydrocarbons
HP	Historic Preservation
HSM	Highway Safety Manual
HUD	U.S. Department of Housing and Urban Development
ITS	Intelligent Transportation System
KCATA	Kansas City Area Transit Authority
KCPD	Kansas City Police Department
Leq	Equivalent Sound Level
LRTP	Long Range Transportation Plan
LUST	Leaking Underground Storage Tank
MAP-21	Moving Ahead for Progress in the 21st Century Act
MARC	Mid-America Regional Council

MDC	Missouri Department of Conservation
MERIC	Missouri Economic Research and Information Center
MLS	Multiple Listing Service
MoDED	Missouri Department of Economic Development
MDNR	Missouri Department of Natural Resources
MoDOT	Missouri Department of Transportation
MSA	Metropolitan Statistical Area
MSATs	Mobile Source Air Toxics
NAAQS	National Ambient Air Quality Standards
NAC	Noise Abatement Criteria
NEPA	National Environmental Policy Act
NESHAP	National Emission Standards for Hazardous Air Pollutants
NO_2	Nitrogen Dioxide
NOx	Nitrogen Oxide
NRCS	Natural Resource Conservation Service
NRHP	National Register of Historic Places
NWI	National Wetland Inventory
NWP	Nationwide Permit
O_3	Ozone
OGL	Operation Green Light
OMB	Office of Management and Budget
Pb	Lead
PEM	Palustrine Emergent
$PM_{2.5}$	Particle Matter 10 microns or smaller
PM_{10}	Particle Matter 2.5 microns or smaller
PPB	Parts Per Billion
PPM	Parts Per Million
RCRA	Resource Conservation and Recovery Act
ROD	Record of Decision
SAFETEA-LU	Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users
SEMA	State Emergency Management Agency
SHPO	State Historic Preservation Office
SIU	Section of Independent Utility
STIP	Statewide Transportation Improvement Program
SO_2	Sulfer Dioxide
TA	Technical Advisory
TDM	Transportation Demand Management
TMP	Transportation Management Plan
TSM	Transportation System Management
USACE	United States Army Corps of Engineers
USFWS	United States Fish and Wildlife Service
USPS	United States Postal Service

UST	Underground Storage Tank
VAU	Visual Assessment Unit
VMT	Vehicle Miles Traveled
VOC	Volatile Organic Compound

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CHAPTER 8

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Appendix A

Disclaimer

APPENDIX A

Traffic Accident and Safety Data

The National Environmental Policy Act (NEPA), 42 U.S.C. §§ 4321-4370f, requires that this analysis of the proposed project must consider and discuss its effects and impacts on mankind, and its effects and impacts on plants, animals, resources, and the natural world in general. One of the key elements to be discussed in any NEPA analysis of a proposed highway project is its effects and impacts on the safety of those who use those highways. However, Congress has recognized that even while this document summarizes and presents traffic accident and safety information for the general benefit of the public, pursuant to federal law, some people may attempt to use the information to establish federal, state or local liability in lawsuits arising from highway accidents. Congress has enacted a law, 23 USC Section 409, which prohibits the discovery or use, in litigation, of highway accident and safety data, developed under federal law to make highway safety improvements. Congress's rationale is obvious: the safety data was compiled and collected at their request, to help prevent future accidents, injuries and death on our nation's highways. If that information can be used in expensive damage suits, then the millions of dollars that litigation may cost the Missouri Department of Transportation (MoDOT) and local governments will not be available for their use to make Missouri's highways safer. The collection of this safety data should be encouraged, not discouraged.

Traffic accident statistics and safety data are compiled, presented and summarized in portions of this NEPA document. Where noted in an introductory footnote to a segment of this document, the discussions, reports, lists, tables, diagrams and data presented throughout that chapter, unit, section or subsection were compiled or collected for the purpose of identifying, evaluating or planning the safety enhancement of potential accident sites or hazardous roadway conditions pursuant to federal law. Thus, that information and its supporting reports, schedules, lists, tables, diagrams and data are not subject to discovery, and they are prohibited by federal law (23 USC § 409) from being admitted into evidence in a federal or state court proceeding, or from being considered for other purposes, in any action for damages arising from an occurrence on the highways, intersections or interchanges discussed in this document.

Appendix B

Traffic Data

Travel Time (sec)

	Link Section	Existing	No-Build	Improve Geometrics	Interchange Consolidation	Preferred
AM Peak / Westbound	Paseo to Prospect	47.12	85.63	56.56	48.74	154.69
	Prospect to Jackson	144.38	441.42	333.62	267.32	194.06
	Jackson to Hwy 40	77.60	295.89	247.13	164.88	83.45
	Hwy 40 to Manchester	39.55	173.39	137.16	59.53	96.27
	Manchester to Blue Ridge	313.84	726.87	484.93	550.34	407.73
	Total	622.48	1723.19	1259.40	1090.79	936.19
PM Peak / Eastbound	Paseo to Prospect	51.18	119.33	67.80	55.89	72.61
	Prospect to Jackson	133.28	149.11	130.54	137.97	130.85
	Jackson to Hwy 40	76.67	80.44	79.27	101.51	97.76
	Hwy 40 to Manchester	42.48	72.69	69.01	67.68	113.64
	Manchester to Blue Ridge	286.87	422.34	407.47	295.42	311.99
	Total	590.48	843.91	754.08	658.47	726.85

* during worst 15 minute period

Speed (mph)

		Existing	No-Build	Improve Geometrics	Interchange Consolidation	Preferred
AM Peak / Westbound	Paseo to Prospect	61.05	33.59	50.86	59.02	18.60
	Prospect to Jackson	50.99	16.68	22.07	27.54	37.94
	Jackson to Hwy 40	60.11	15.76	18.88	28.29	55.90
	Hwy 40 to Manchester	63.54	14.49	18.32	42.21	26.10
	Manchester to Blue Ridge	40.17	17.35	26.00	22.91	30.92
PM Peak / Eastbound	Paseo to Prospect	56.20	24.10	42.43	51.46	39.61
	Prospect to Jackson	55.24	49.37	56.40	53.36	56.26
	Jackson to Hwy 40	60.84	57.99	58.85	45.95	47.71
	Hwy 40 to Manchester	59.15	34.57	36.41	37.13	22.11
	Manchester to Blue Ridge	43.95	29.85	30.94	42.68	40.41

* during worst 15 minute period

Volume (veh/hr)

		Existing	No-Build	Improve Geometrics	Interchange Consolidation	Preferred
AM Peak / Westbound	Paseo to Prospect	6,794.40	8,057.33	8,514.00	7,348.00	8,576.67
	Prospect to Jackson	5,558.32	6,284.21	6,431.79	6,476.00	7,007.37
	Jackson to Hwy 40	5,333.00	5,909.00	5,863.50	5,959.50	6,144.50
	Hwy 40 to Manchester	5,408.00	5,332.00	5,700.00	5,732.00	5,676.00
	Manchester to Blue Ridge	5,328.33	6,730.18	6,674.15	5,510.46	5,836.92
PM Peak / Eastbound	Paseo to Prospect	5,650.40	6,335.20	6,892.00	6,516.80	6,790.40
	Prospect to Jackson	4,710.91	5,639.45	5,889.82	5,724.73	5,873.45
	Jackson to Hwy 40	4,357.33	5,718.22	5,883.11	5,809.33	5,674.22
	Hwy 40 to Manchester	4,294.00	5,560.00	5,710.00	5,670.00	5,454.00
	Manchester to Blue Ridge	4,338.59	6,399.76	6,342.12	5,979.53	6,242.12

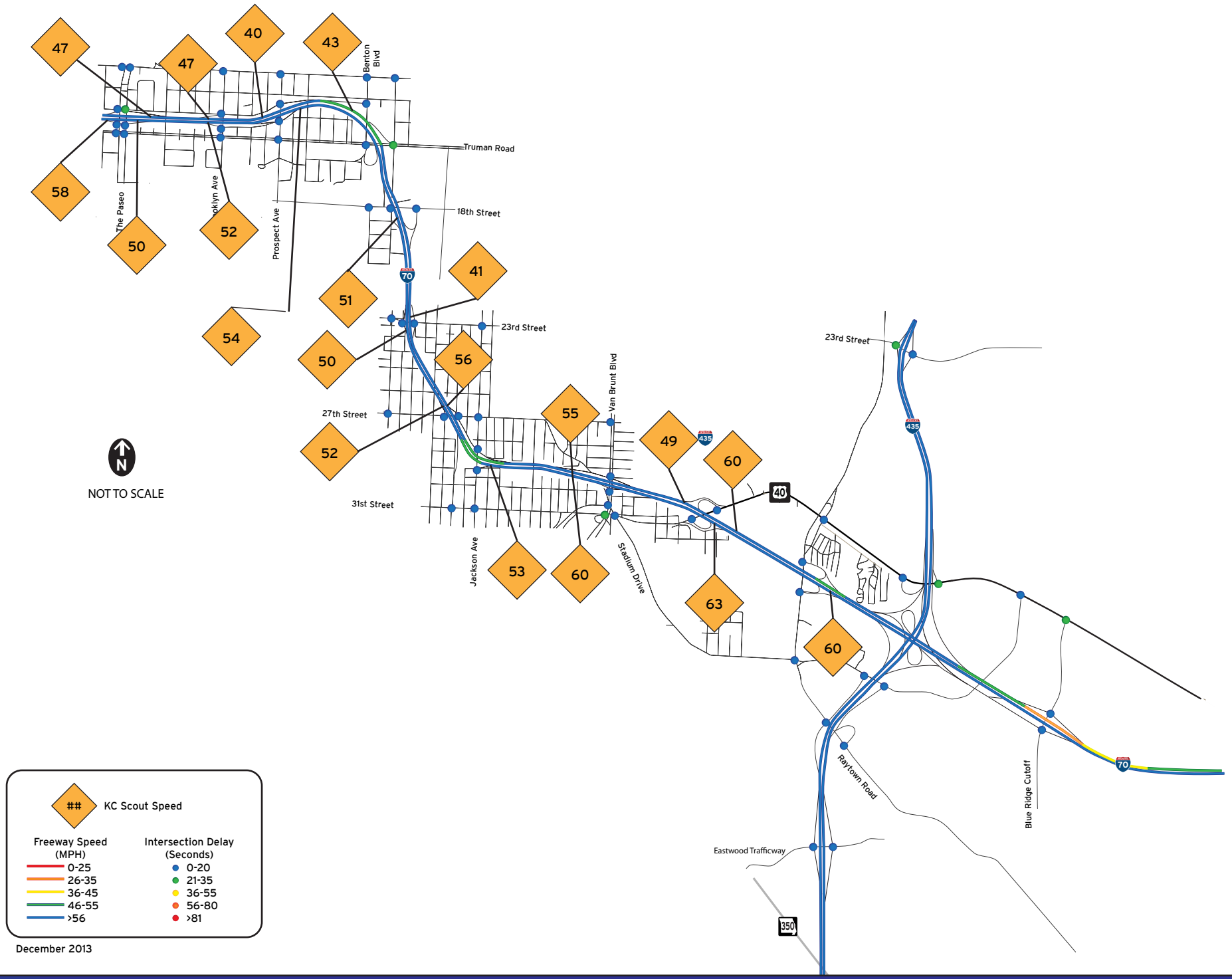
* average in section during heaviest 15 minute period

Network Measures of Effectiveness

		Existing	No-Build	Improve Geometrics	Interchange Consolidation	Preferred
AM Peak	Vehicle Miles Traveled	442,887.89	549,780.77	550,886.87	551,915.62	547,269.69
	Vehicle Hours Traveled	10,650.77	16,240.44	15,975.02	15,920.48	15,082.61
	Vehicle Hours of Delay	1,788.45	4,897.34	4,655.55	4,461.72	3,830.38
	Average Speed	41.58	33.85	34.48	34.67	36.28
PM Peak	Vehicle Miles Traveled	482,803.52	631,418.10	618,236.84	619,660.69	625,001.31
	Vehicle Hours Traveled	12,113.33	18,501.55	17,914.87	18,074.97	18,477.33
	Vehicle Hours of Delay	2,187.52	5,380.81	5,075.99	5,105.98	5,440.58
	Average Speed	39.86	34.13	34.51	34.28	33.83

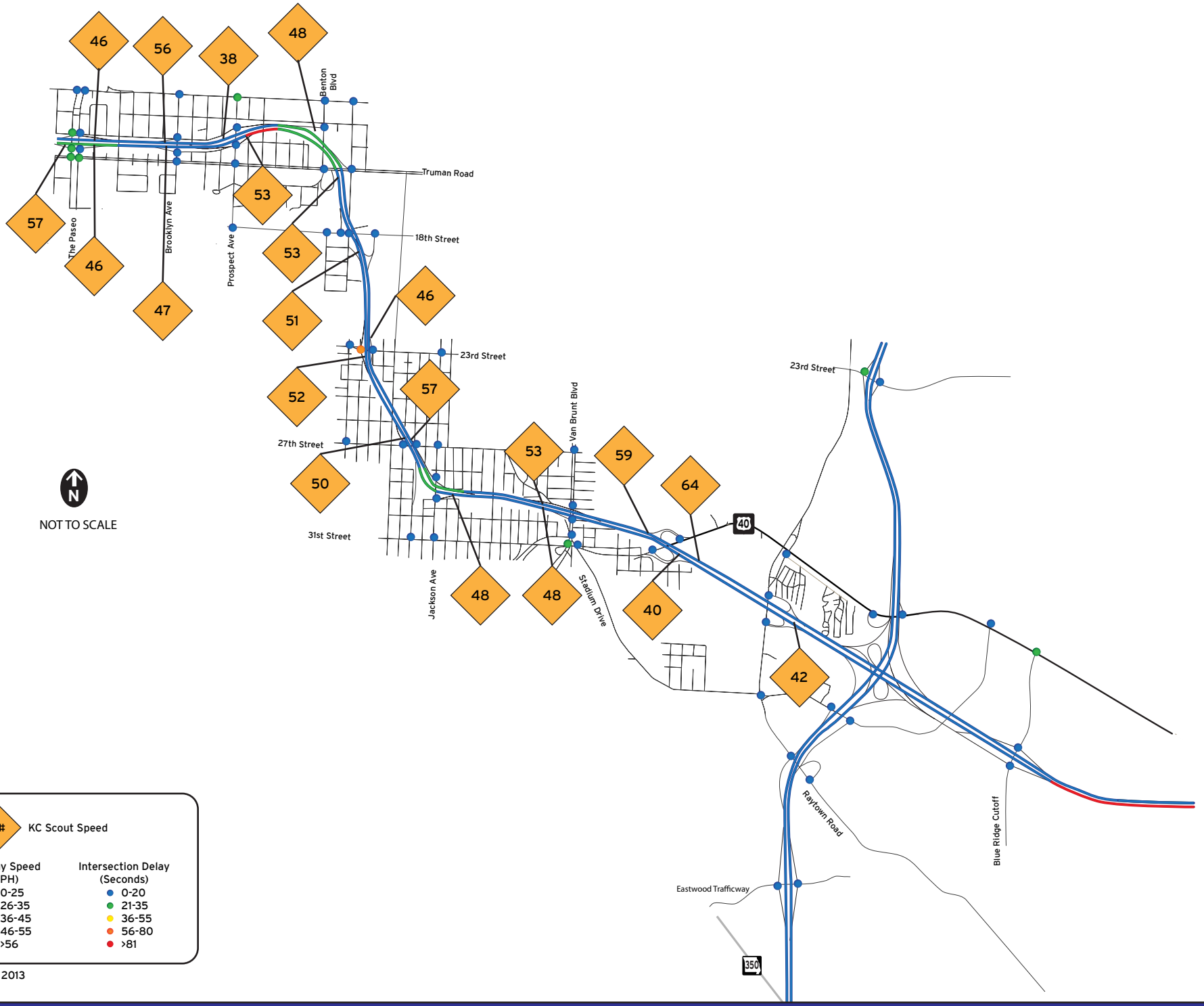
* values reflect subarea from US-71 to Noland and Linwood to Independence (US-24)

Dynameq Existing 2012 AM Speeds and Intersection Delay

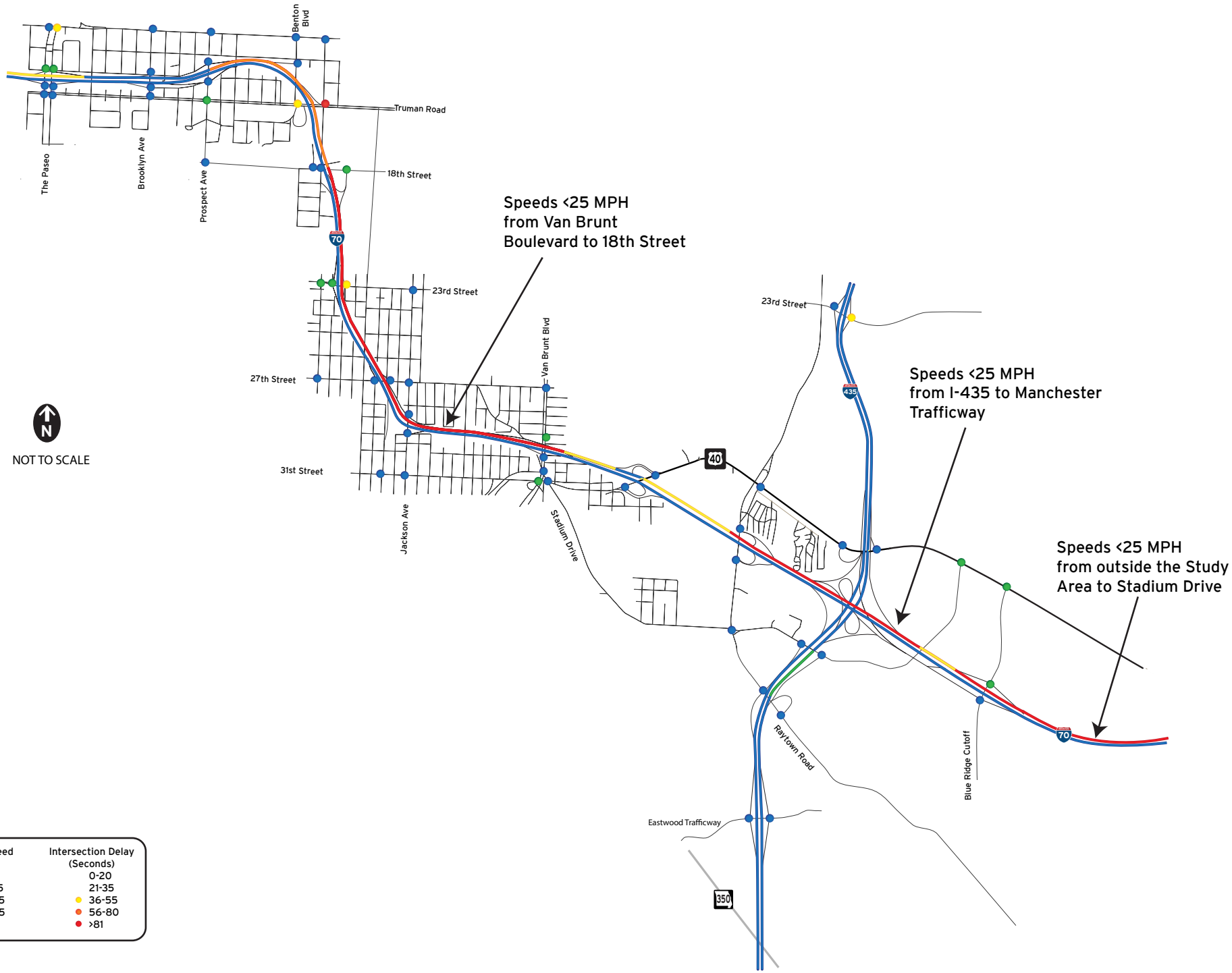


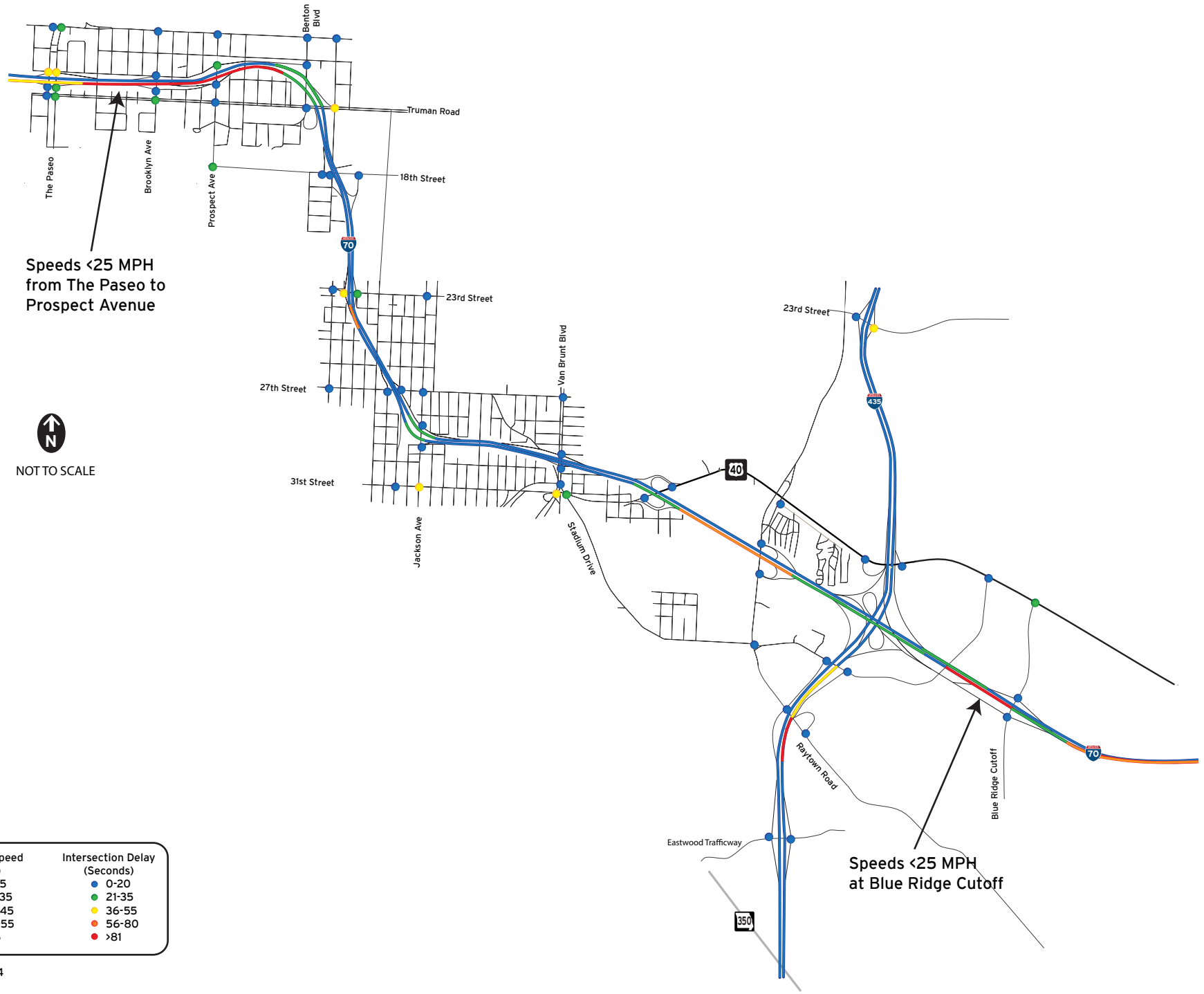
December 2013

Dynameq Existing 2012 PM Speeds and Intersection Delay

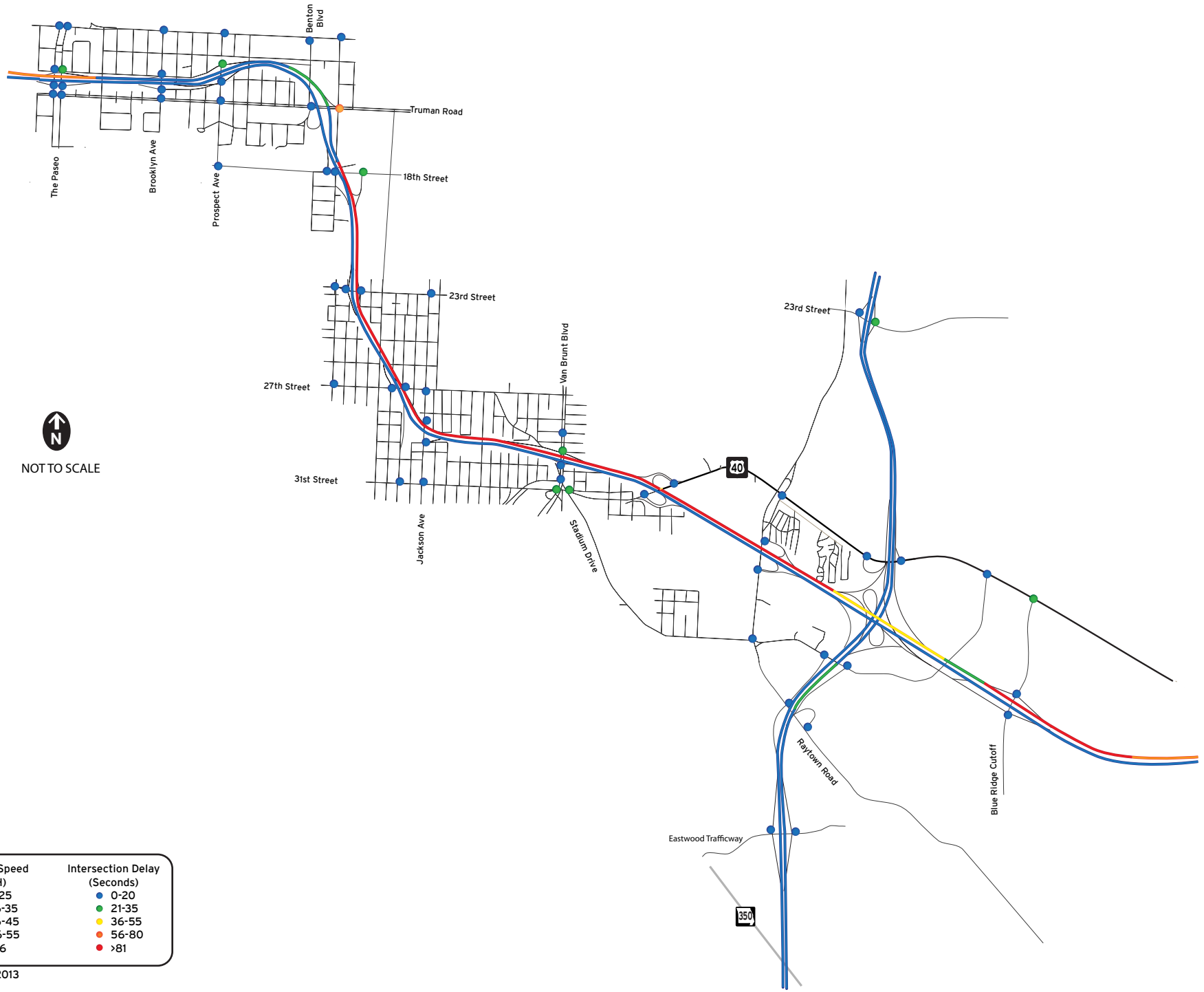


December 2013

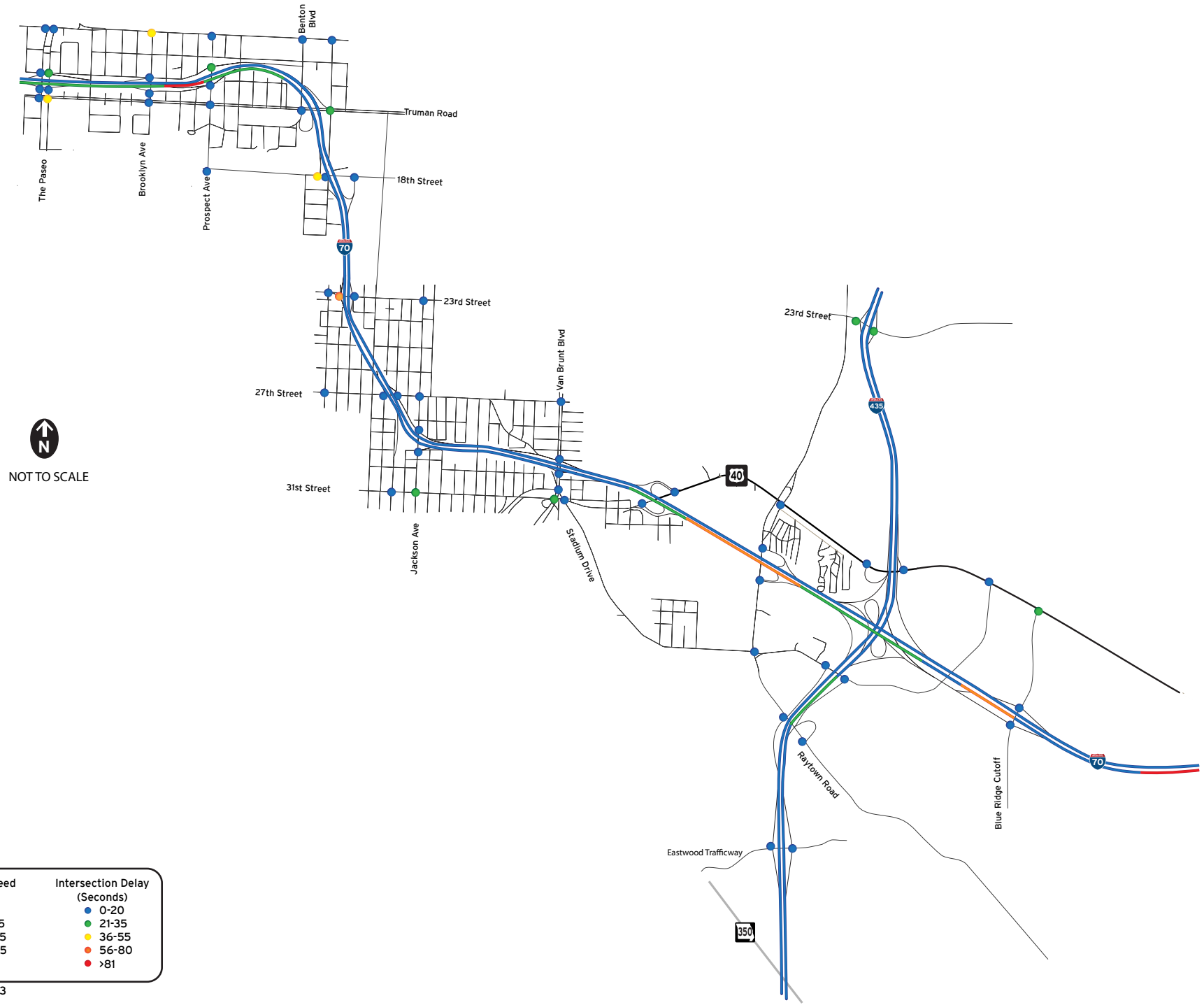

Benton Blvd
Truman Road
The Paseo
Brooklyn Ave
Prospect Ave
18th Street
70
23rd Street
27th Street
Van Brunt Blvd
31st Street
Jackson Ave
Stadium Drive
40
435
Raytown Road
Blue Ridge Cutoff
Eastwood Trafficway
350
Speeds <25 MPH from Van Brunt Boulevard to 18th Street
Speeds <25 MPH from I-435 to Manchester Trafficway
Speeds <25 MPH from outside the Study Area to Stadium Drive
N
NOT TO SCALE
Freeway Speed (MPH)
0-25
26-35
36-45
46-55
>56
Intersection Delay (Seconds)
0-20
21-35
36-55
56-80
>81
October 2014

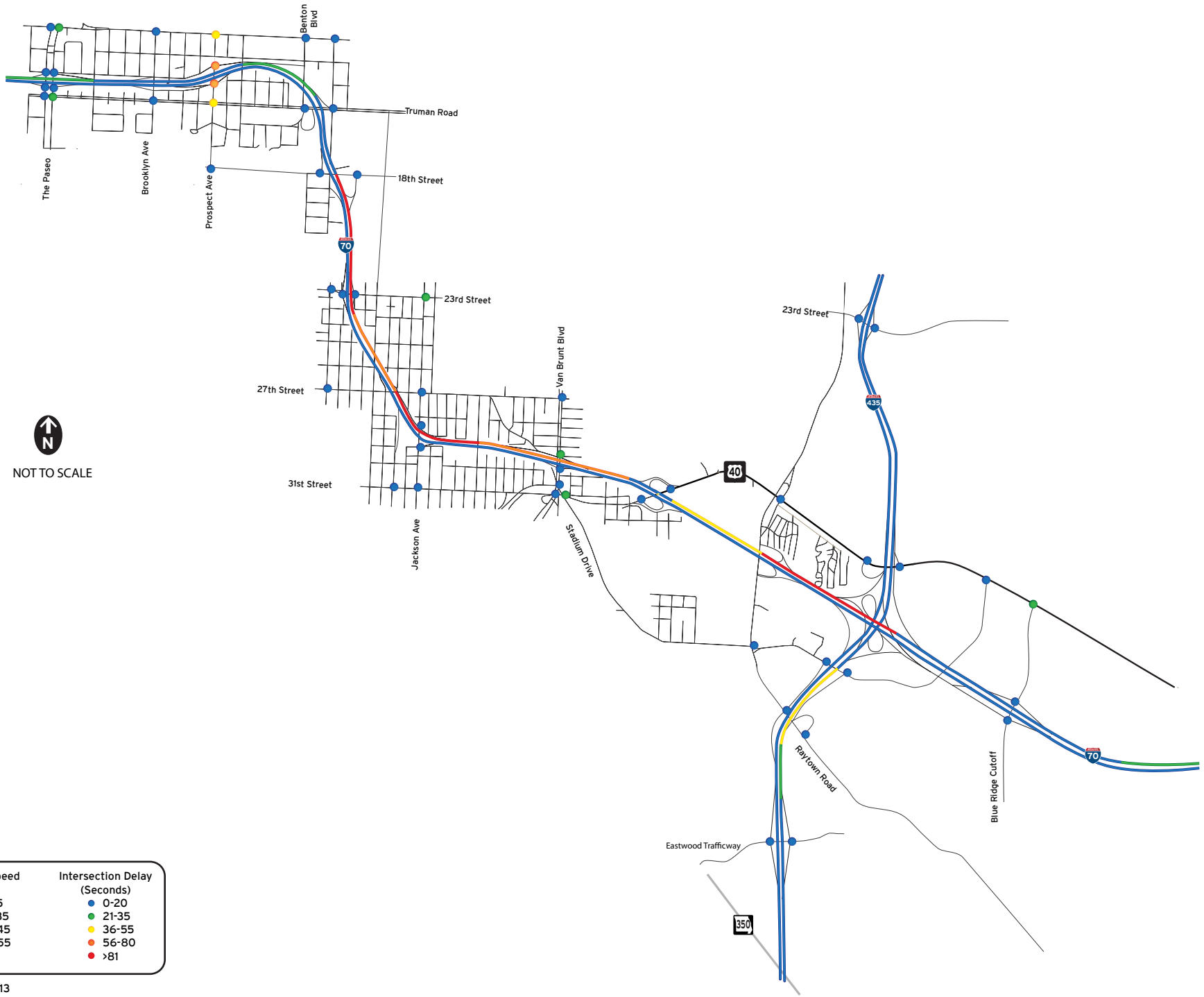


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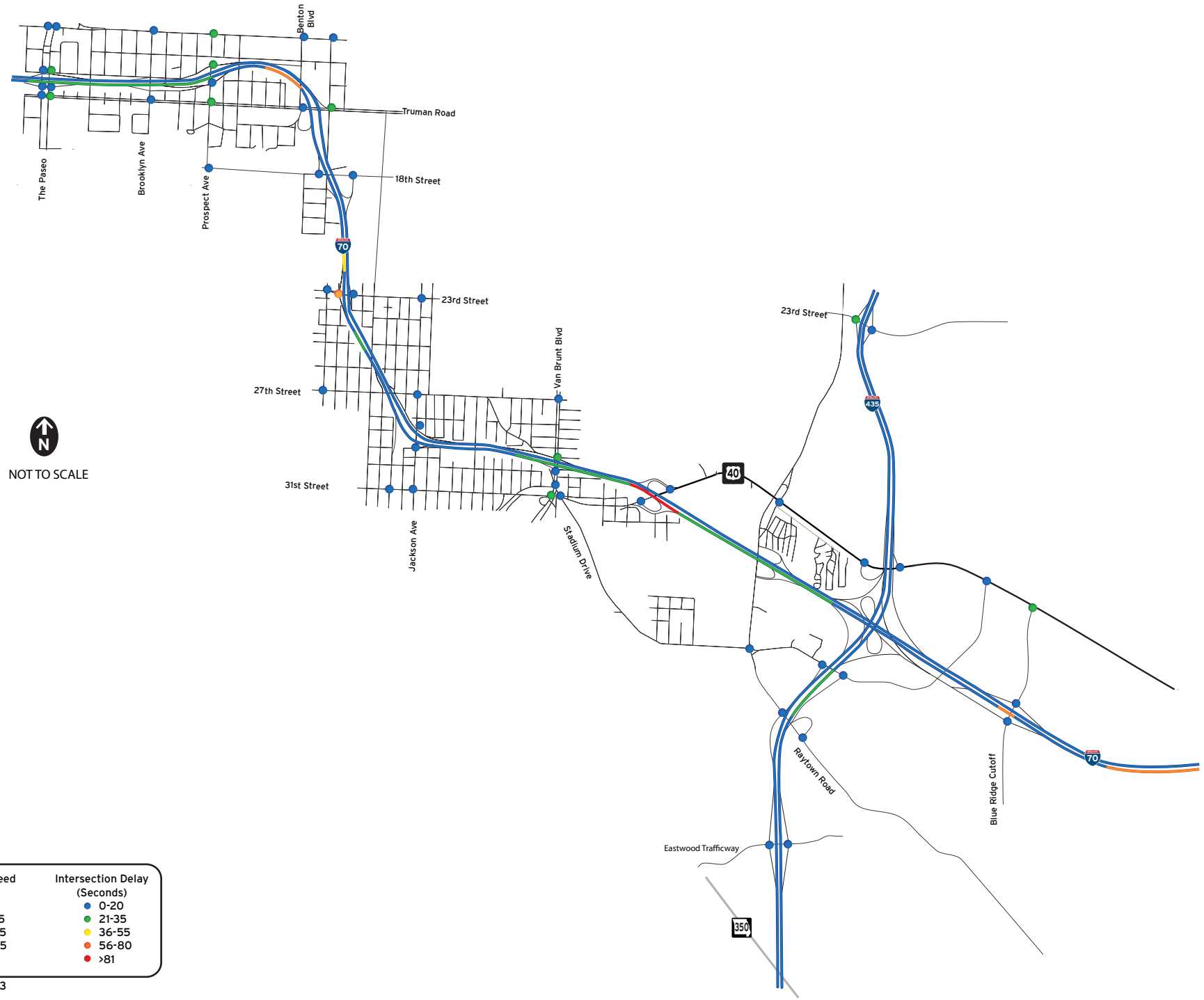


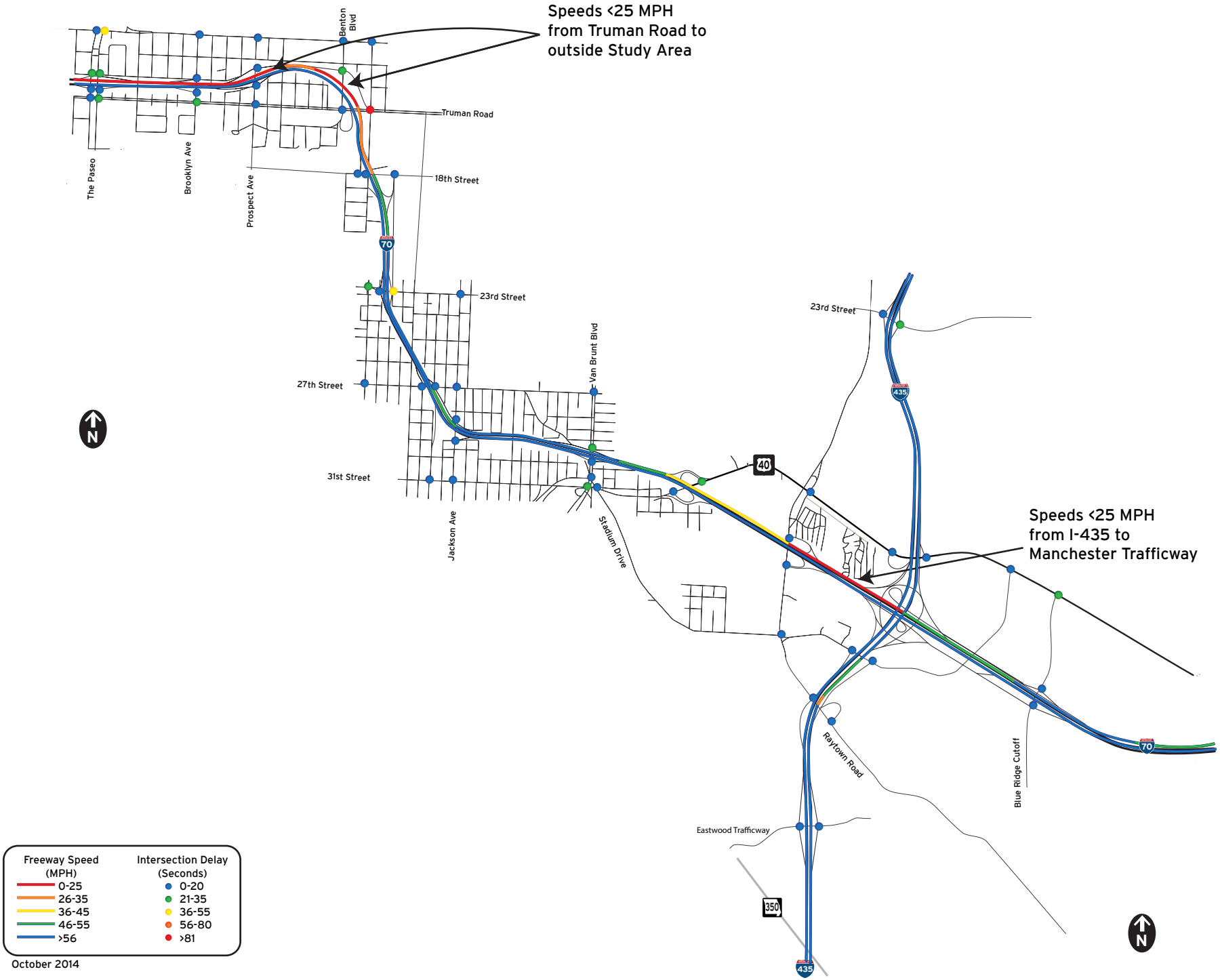
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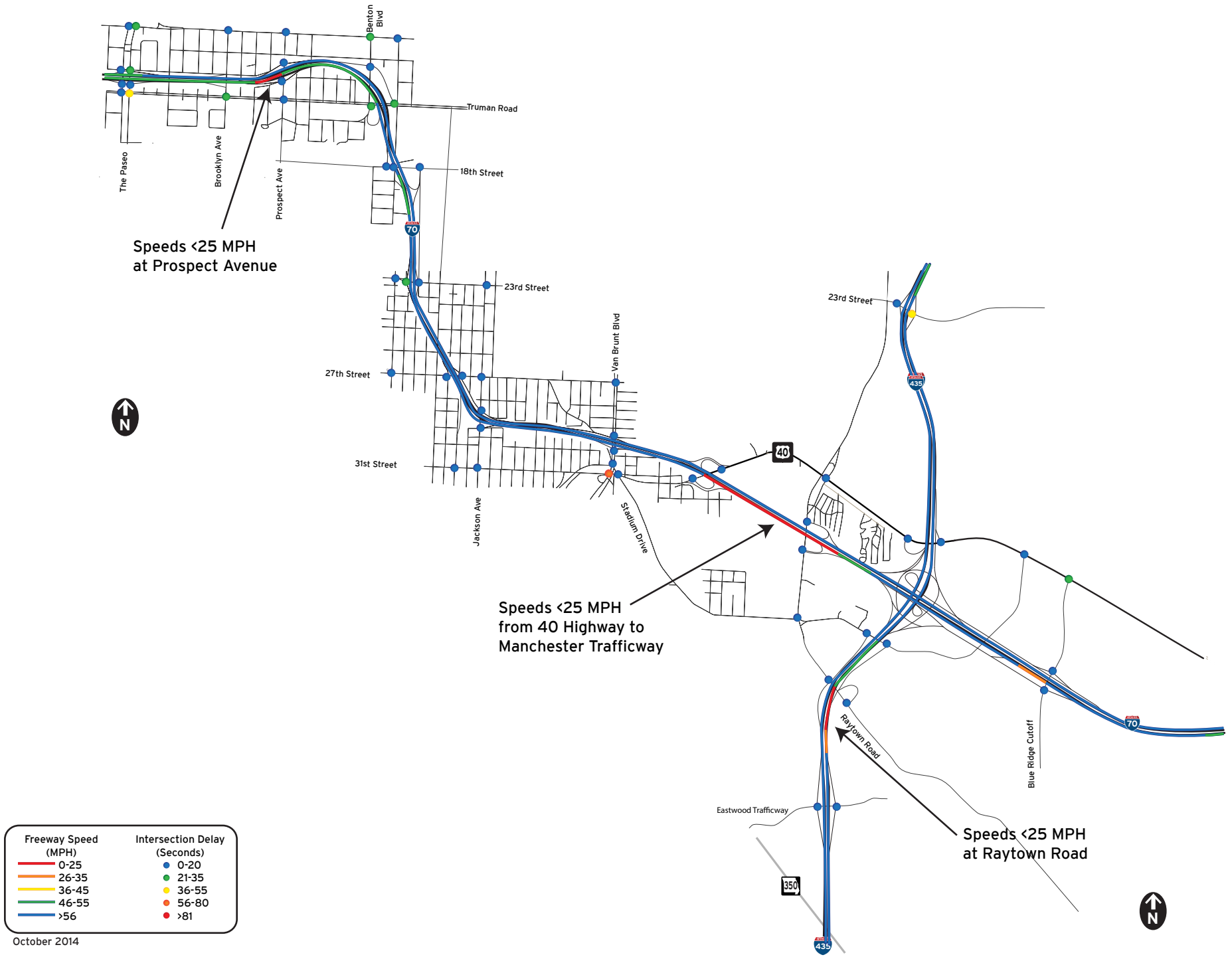

Benton Blvd
Truman Road
The Paseo
Brooklyn Ave
Prospect Ave
18th Street
70
23rd Street
27th Street
Van Brunt Blvd
31st Street
Jackson Ave
Stadium Drive
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Eastwood Trafficway
350
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Freeway Speed (MPH)
0-25
26-35
36-45
46-55
>56
Intersection Delay (Seconds)
0-20
21-35
36-55
56-80
>81
December 2013



December, 2013


Benton Blvd
Truman Road
The Paseo
Brooklyn Ave
Prospect Ave
18th Street
70
23rd Street
27th Street
Van Brunt Blvd
31st Street
Jackson Ave
Stadium Drive
40
23rd Street
435
Raytown Road
Blue Ridge Cutoff
70
Eastwood Trafficway
350
N
NOT TO SCALE
Freeway Speed (MPH)
0-25
26-35
36-45
46-55
>56
Intersection Delay (Seconds)
0-20
21-35
36-55
56-80
>81
December 2013


Speeds <25 MPH
from Truman Road to
outside Study Area
Benton Blvd
Truman Road
The Paseo
Brooklyn Ave
Prospect Ave
18th Street
70
23rd Street
27th Street
Van Brunt Blvd
31st Street
Jackson Ave
Stadium Drive
40
23rd Street
435
Speeds <25 MPH
from I-435 to
Manchester Trafficway
Raytown Road
Blue Ridge Cutoff
70
Eastwood Trafficway
350
435
N
N
Freeway Speed (MPH)
0-25
26-35
36-45
46-55
>56
Intersection Delay (Seconds)
0-20
21-35
36-55
56-80
>81
October 2014


Benton Blvd
Truman Road
The Paseo
Brooklyn Ave
Prospect Ave
18th Street
Speeds <25 MPH
at Prospect Avenue
23rd Street
27th Street
Van Brunt Blvd
31st Street
Jackson Ave
Stadium Drive
Speeds <25 MPH
from 40 Highway to
Manchester Trafficway
23rd Street
Raytown Road
Blue Ridge Cutoff
Eastwood Trafficway
Speeds <25 MPH
at Raytown Road
N
N
Freeway Speed (MPH)
0-25
26-35
36-45
46-55
>56
Intersection Delay (Seconds)
0-20
21-35
36-55
56-80
>81
October 2014

Appendix C

Noise Barrier Evaluation Technical Memorandum

Memorandum

To: *MoDOT*

From: *CDM Smith*

Date: *July 28, 2014*

Subject: *I-70 Second Tier EIS Noise Barrier Evaluation*

Introduction

In accordance with Title 23 Code of Federal Regulations Part 772, *Procedures for Abatement of Highway Traffic Noise and Construction Noise* (Title 23 CFR 772), each Type I highway project must be analyzed for predicted traffic noise impacts. Type I projects are proposed Federal or Federal-aid highway projects for construction of a highway on new location or improvements of an existing highway which significantly changes the horizontal or vertical alignment or increases the vehicle capacity. Traffic noise impacts are determined from the current procedures for the abatement of highway traffic noise and construction noise found in Title 23 CFR 772, which also includes provisions for traffic noise abatement measures. When traffic noise impacts are predicted, examination and evaluation of alternative noise abatement measures must be considered for reducing or eliminating these impacts.

The purpose of this technical memorandum is to identify and evaluate noise mitigation measures for the I-70 Preferred Alternative and document it in the Final EIS for the project. The I-70 Second Tier EIS Preferred Alternative is a combination of the Geometric Improvements and the Interchange Consolidations Alternatives. The Preferred Alternative includes rebuilding and/or rehabilitating I-70 pavement and bridges, improving horizontal and vertical alignment, increased ramp lengths, extended weave areas, addition of auxiliary lanes, improved bicycle/pedestrian access across I-70, and consider aesthetic enhancements.

Traffic Noise Abatement Measures

In accordance with MoDOT Traffic Noise Abatement Policy, abatement measures were considered for the benefit of all predicted Design Year 2040 build-condition traffic noise impacts for the I-70 Preferred Alternative. The noise abatement measures evaluated for highway projects include Buffer Zones, Proper use of Land Use Controls, Highway Alignment, Traffic System Management Measures, and Noise Barriers.

For each of these measures, benefits versus costs, engineering feasibility, effectiveness and practicability, land use issues, and other factors were included in the noise abatement considerations. Noise Barriers were evaluated as mitigation measures for the impacted receptors. Noise walls were evaluated where there are no physical constraints of drainage, topography, utilities, safety, maintenance, and presence of other noise sources.

A noise abatement measure is any positive action taken to reduce the impact of traffic noise on an activity area. For the areas where impacts are identified, methods of noise abatement are evaluated to determine the feasibility and reasonableness of their implementation. The evaluation is based on many factors, some of which include constructability, cost, height of wall, amount of land use, and whether changes in existing land use are expected.

MoDOT has established criteria for noise abatement evaluation process. Feasibility and reasonableness of a noise abatement measure must be considered. Feasibility is primarily concerned with the acoustical and engineering ability and limitations of a noise abatement measure. For example, a noise barrier should be located beyond the clear recovery zone or be incorporated into needed safety devices. Feasibility of the noise barrier should also consider access, drainage and safety requirements. The topography of the area should be such that a barrier can be built. Reasonableness is based on socio, economic, and environmental factors. Both feasibility and reasonableness should be achieved for the noise abatement to be justified and constructed as part of the highway project.

According to MoDOT Traffic Noise Abatement Policy, feasibility of an abatement measure is satisfied if:

1. At least a 5dBA reduction is achieved for 67 percent or more of the first-row impacted receptors; and

2. There are no extreme physical constraints of drainage, topography, utilities, safety, maintenance, and presence of other noise sources that prevents construction and makes design unfeasible.

In Missouri, a noise wall's height is limited to 20 feet for safety; however, this criterion alone cannot be used to determine infeasibility of a noise abatement measure.

Reasonableness of an abatement measure must meet the following factors:

1. Over 50 percent of the aggregate response of viewpoints must be favorable, where 25 percent of the total viewpoints are from non-owner residents and the remaining viewpoints from owners. Viewpoints are typically surveyed during the public involvement process of the project, through mailings or a public forum.

2. The abatement measure shall not exceed 1,300 square feet per benefitted receptor for noise walls. Where noise walls are not feasible, other noise abatement techniques may be considered if the cost doesn't exceed $36,000 per benefitted receptor. The wall area and the cost per benefitted receptor shall be recalculated at least every five years.

3. The noise abatement measure must provide at least a 7-dBA reduction for 67 percent of the first-row receptors.

Third party funding cannot be used to determine whether the noise abatement measure cost is reasonable, as they can only be used to pay for landscaping and aesthetic improvements on noise barriers that meet the cost-effectiveness criteria.

Both feasibility and reasonableness should be achieved for the noise abatement to be justified and constructed as part of the highway project.

Existing residential and commercial land uses borders the I-70 corridor. Several receptors are impacted in the existing and no build condition due to the close proximity to the highway. A noise barrier must be high enough and long enough to shield the receptor from significant sections of the highway in order to provide sufficient noise reduction. While evaluating barriers, topography and grades were taken into consideration in locating noise barriers. I-70 transitions from a cut and fill along the corridor and several streets cross I-70 on bridge sections. Due to increased cost of construction of noise barriers on bridges and maintenance difficulties, barriers are not typically built on bridges. Access openings in the barrier severely reduce the noise reduction provided by the barrier. Safety at access openings (driveways, crossing streets, etc.) due to restricted sight distance is also a concern. Furthermore, to provide a sufficient reduction, a barrier's length would normally be eight times the distance from the barrier to the receptor. For example, a receptor located 50 feet (15 meters) from the barrier would normally require a barrier 400 feet (120 meters) long. An access opening of 40 feet (10 percent of the area) would limit its noise reduction to approximately 4 dBA. Taking all these factors into consideration, 20 potential barrier locations were evaluated for feasibility and reasonableness.

Based upon the preliminary designs prepared for the project, nine barriers are expected to meet applicable feasibility and reasonableness criteria, and are recommended for detailed analysis in the Final Design. Location and approximate length of the barrier studied and the ones that meet the feasibility and reasonableness criteria are shown in **Figures A1-A-23** and **Table A1**. Barrier evaluation was developed using available roadway design, and in accordance with the current MoDOT Traffic Noise Analysis and Abatement Guidance Manual.

Summary

In accordance with MoDOT Traffic Noise Policy, Federal and State governments are not responsible for providing noise abatement measures for development for which building permits are issued after the Date of Public Knowledge. The Date of Public Knowledge of the proposed highway project will be the approval date of the State Record of Decision (SROD) which is anticipated to be February 2015. The criteria for determining when undeveloped land is "permitted" for development will be the approval date of a building permit for an individual lot. For development occurring after this date, local governing bodies are responsible to ensure that noise compatible designs are utilized along the proposed facility.

Design modifications and right-of-way acquisition of some impacted receptors are expected to occur during final design of the project. During final design of the Preferred Alternative, it is recommended that detailed design noise analysis using TNM 2.5 or the most current noise analysis software be conducted to determine feasibility and reasonableness for the benefit of all predicted traffic noise impacts identified in the traffic noise analysis. The location, length, height, cost, and receptors studied and benefited should be included in the study. The final decision to construct the proposed noise barrier should be made upon completion of the project design and the public involvement process taking into consideration the opinions of benefited property owners and residents, and upon FHWA approval.

Based on this preliminary study, detailed traffic noise abatement analysis and design is proposed as part of project final design. This evaluation completes the highway traffic noise requirements of Title 23 CFR Part 772. An additional design noise analysis should be performed during final design of this project to develop more detailed locations and dimensions of the recommended noise barrier(s).

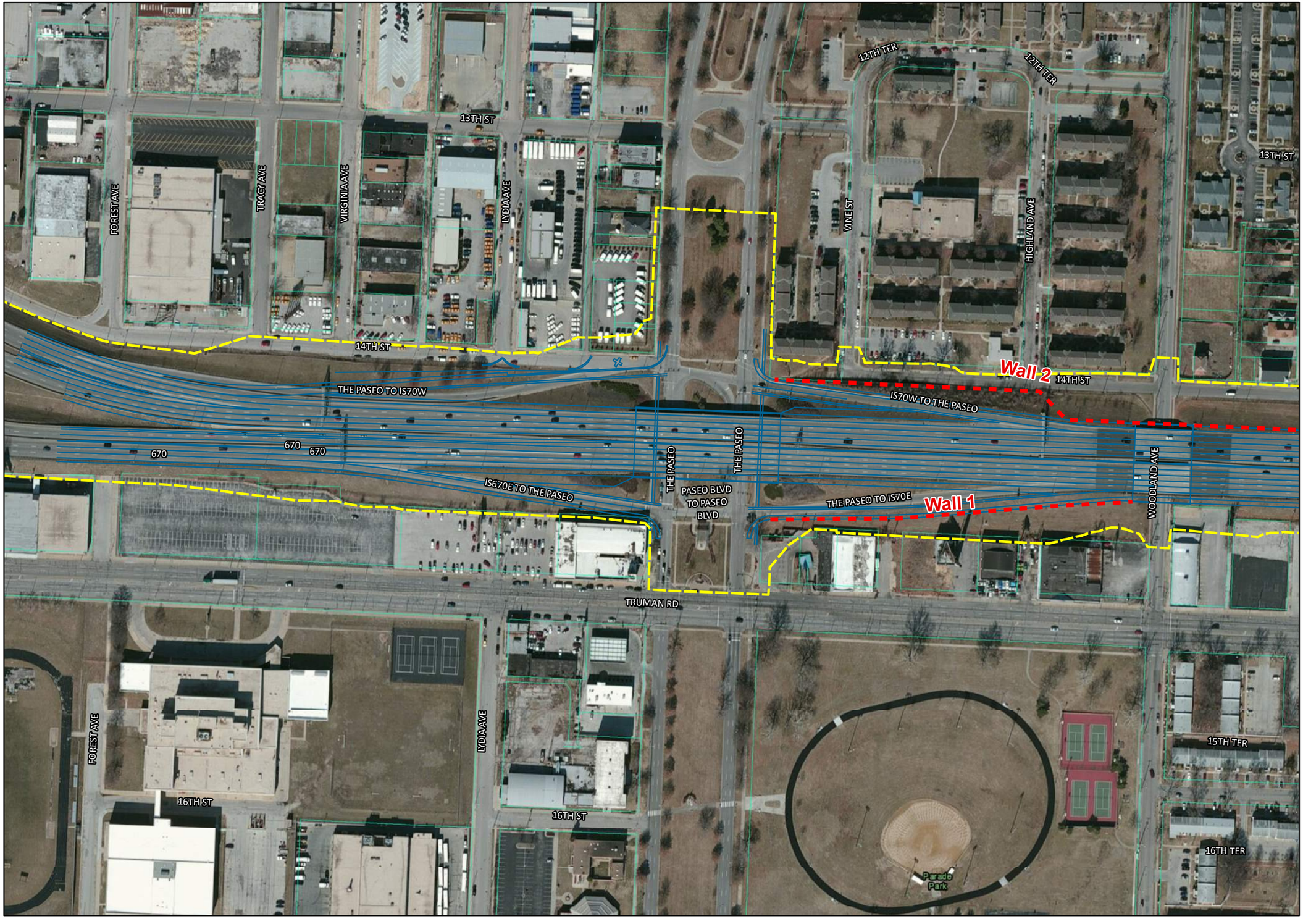
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I-70
Second Tier EIS

Jackson County
Missouri

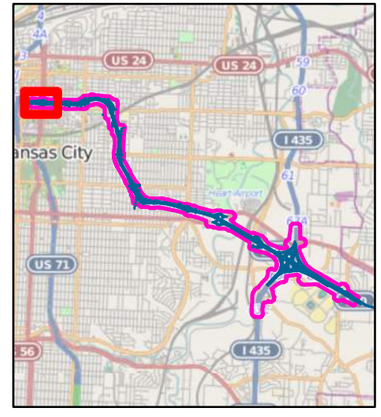
Barrier Evaluation
Preferred 2040
Alternative

Figure - A1



Legend

- Barrier for Final Design
- Evaluated Barrier
- 2014 Preferred Alternative Corridor
- Relocations
- Parcel Boundary



CDM Smith

0 100 200 400 600 800 1,000 Feet

1 inch = 200 feet

I-70
Second Tier EIS

Jackson County
Missouri

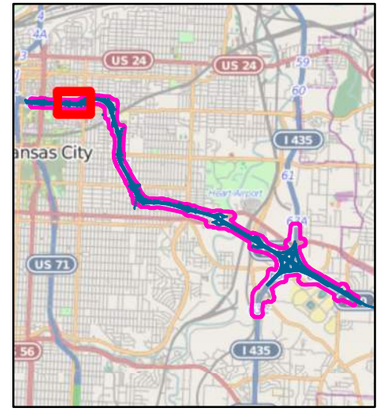
Barrier Evaluation
Preferred 2040
Alternative

Figure - A2



Legend

- Barrier for Final Design
- Evaluated Barrier
- 2014 Preferred Alternative Corridor
- Relocations
- Parcel Boundary



CDM Smith

0 100 200 400 600 800 1,000 Feet

1 inch = 200 feet

I-70
Second Tier EIS

Jackson County
Missouri

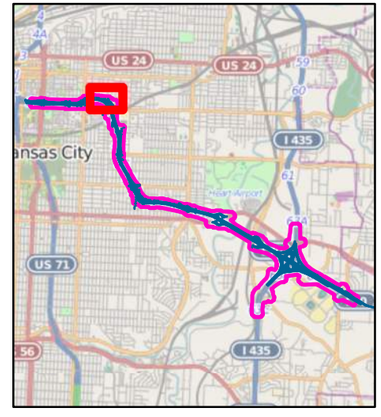
Barrier Evaluation
Preferred 2040
Alternative

Figure - A3

Legend

- Barrier for Final Design
- Evaluated Barrier
- 2014 Preferred Alternative Corridor
- Relocations
- Parcel Boundary





CDM Smith

0 100 200 400 600 800 1,000 Feet

1 inch = 200 feet

I-70
Second Tier EIS

Jackson County
Missouri

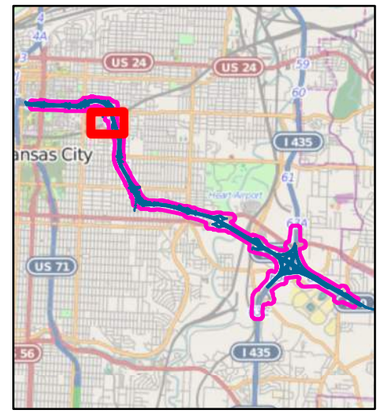
Barrier Evaluation
Preferred 2040
Alternative

Figure - A4

Legend

- Barrier for Final Design
- Evaluated Barrier
- 2014 Preferred Alternative Corridor
- Relocations
- Parcel Boundary





CDM Smith

0 100 200 400 600 800 1,000 Feet

1 inch = 200 feet

I-70
Second Tier EIS

Jackson County
Missouri

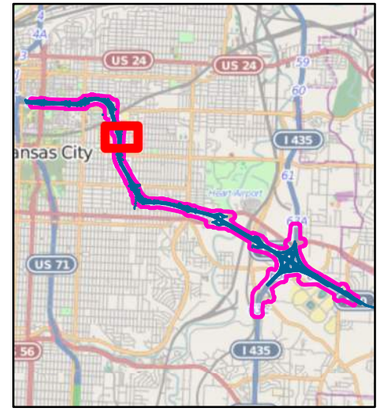
Barrier Evaluation
Preferred 2040
Alternative

Figure - A5



Legend

- Barrier for Final Design
- Evaluated Barrier
- 2014 Preferred Alternative Corridor
- Relocations
- Parcel Boundary



CDM Smith

0 100 200 400 600 800 1,000 Feet

1 inch = 200 feet

I-70
Second Tier EIS

Jackson County
Missouri

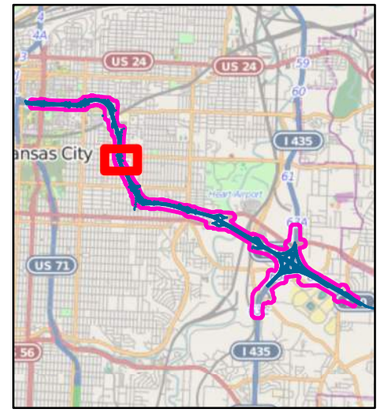
Barrier Evaluation
Preferred 2040
Alternative

Figure - A6

Legend

- Barrier for Final Design
- Evaluated Barrier
- 2014 Preferred Alternative Corridor
- Relocations
- Parcel Boundary





CDM Smith

0 100 200 400 600 800 1,000 Feet

1 inch = 200 feet

I-70
Second Tier EIS

Jackson County
Missouri

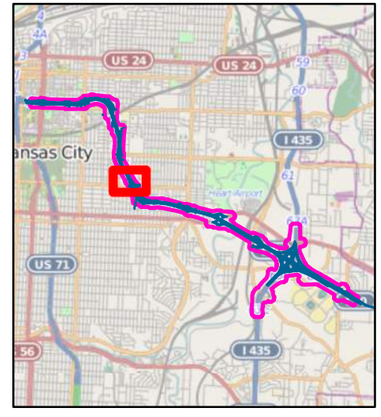
Barrier Evaluation
Preferred 2040
Alternative

Figure - A7



Legend

- Barrier for Final Design
- Evaluated Barrier
- 2014 Preferred Alternative Corridor
- Relocations
- Parcel Boundary



CDM Smith

0 100 200 400 600 800 1,000 Feet

1 inch = 200 feet

I-70
Second Tier EIS

Jackson County
Missouri

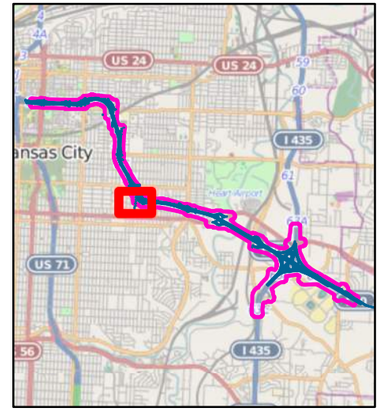
Barrier Evaluation
Preferred 2040
Alternative

Figure - A8



Legend

- Barrier for Final Design
- Evaluated Barrier
- 2014 Preferred Alternative Corridor
- Relocations
- Parcel Boundary



CDM Smith

0 100 200 400 600 800 1,000 Feet

1 inch = 200 feet

I-70
Second Tier EIS

Jackson County
Missouri

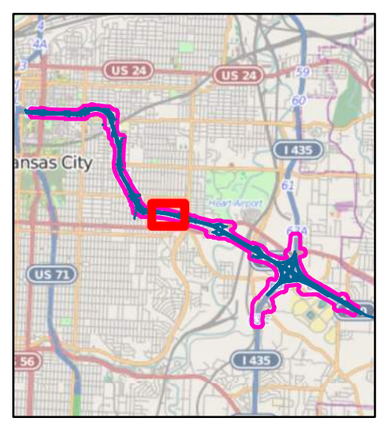
Barrier Evaluation
Preferred 2040
Alternative

Figure - A9



Legend

- Barrier for Final Design
- Evaluated Barrier
- 2014 Preferred Alternative Corridor
- Relocations
- Parcel Boundary



CDM Smith

0 100 200 400 600 800 1,000 Feet

1 inch = 200 feet

I-70
Second Tier EIS

Jackson County
Missouri

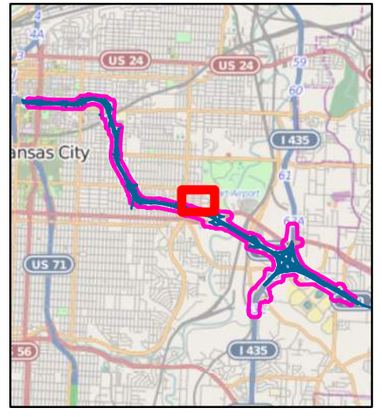
Barrier Evaluation
Preferred 2040
Alternative

Figure - A10

Legend

- Barrier for Final Design
- Evaluated Barrier
- 2014 Preferred Alternative Corridor
- Relocations
- Parcel Boundary





CDM Smith

0 100 200 400 600 800 1,000 Feet

1 inch = 200 feet

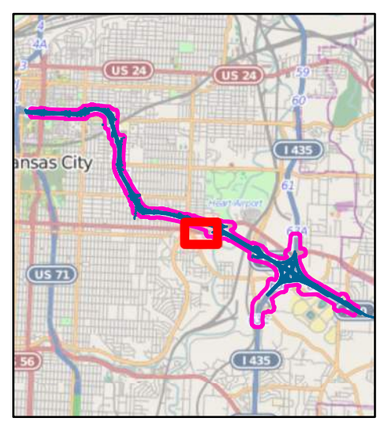
I-70
Second Tier EIS

Jackson County
Missouri

Barrier Evaluation
Preferred 2040
Alternative

Figure - A11





CDM Smith

0 100 200 400 600 800 1,000 Feet

1 inch = 200 feet

I-70
Second Tier EIS

Jackson County
Missouri

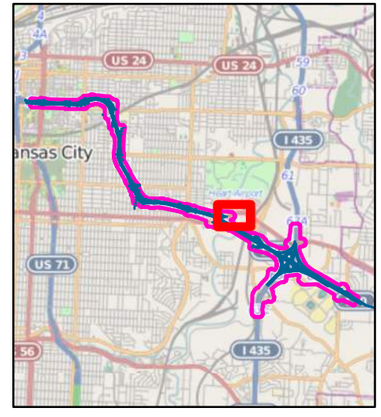
Barrier Evaluation
Preferred 2040
Alternative

Figure - A12



Legend

- Barrier for Final Design
- Evaluated Barrier
- 2014 Preferred Alternative Corridor
- Relocations
- Parcel Boundary



CDM Smith

0 100 200 400 600 800 1,000 Feet

1 inch = 200 feet

I-70
Second Tier EIS

Jackson County
Missouri

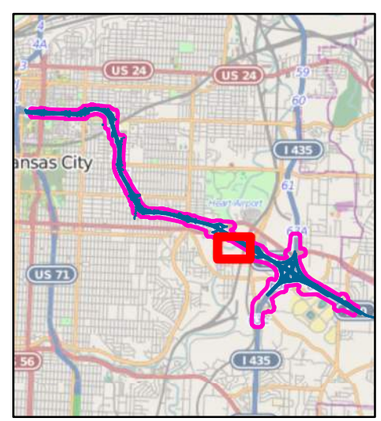
Barrier Evaluation
Preferred 2040
Alternative

Figure - A13



Legend

- Barrier for Final Design
- Evaluated Barrier
- 2014 Preferred Alternative Corridor
- Relocations
- Parcel Boundary



CDM Smith

0 100 200 400 600 800 1,000 Feet

1 inch = 200 feet

I-70
Second Tier EIS

Jackson County
Missouri

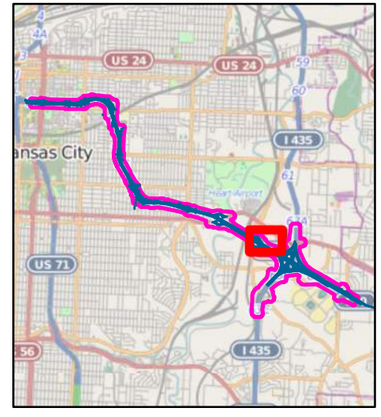
Barrier Evaluation
Preferred 2040
Alternative

Figure - A14

Legend

- Barrier for Final Design
- Evaluated Barrier
- 2014 Preferred Alternative Corridor
- Relocations
- Parcel Boundary





CDM Smith

0 100 200 400 600 800 1,000 Feet

1 inch = 200 feet

I-70
Second Tier EIS

Jackson County
Missouri

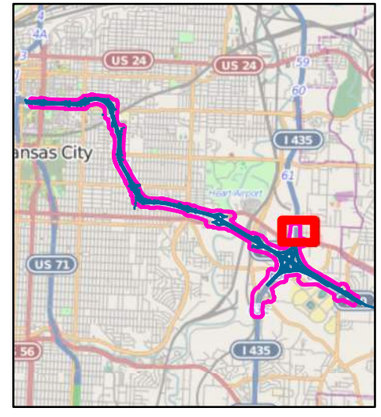
Barrier Evaluation
Preferred 2040
Alternative

Figure - A15



Legend

- Barrier for Final Design
- Evaluated Barrier
- 2014 Preferred Alternative Corridor
- Relocations
- Parcel Boundary



CDM Smith

0 100 200 400 600 800 1,000 Feet

1 inch = 200 feet

I-70
Second Tier EIS

Jackson County
Missouri

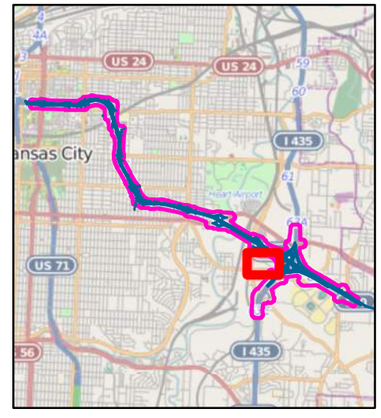
Barrier Evaluation
Preferred 2040
Alternative

Figure - A16



Legend

- Barrier for Final Design
- Evaluated Barrier
- 2014 Preferred Alternative Corridor
- Relocations
- Parcel Boundary



CDM Smith

0 100 200 400 600 800 1,000 Feet

1 inch = 200 feet

I-70
Second Tier EIS

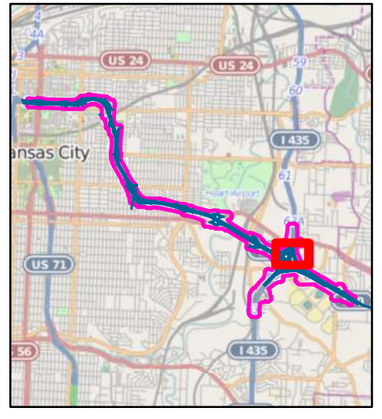
Jackson County
Missouri

Barrier Evaluation
Preferred 2040
Alternative

Figure - A17

Legend

- Barrier for Final Design
- Evaluated Barrier
- 2014 Preferred Alternative Corridor
- Relocations
- Parcel Boundary



CDM Smith

0 100 200 400 600 800 1,000 Feet

1 inch = 200 feet

I-70
Second Tier EIS

Jackson County
Missouri

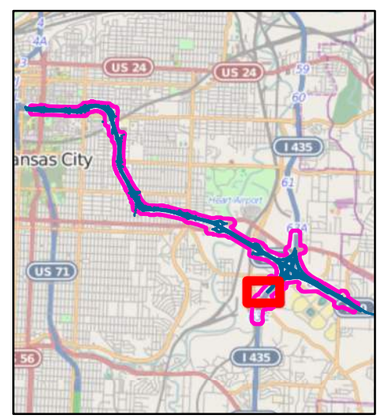
Barrier Evaluation
Preferred 2040
Alternative

Figure - A18



Legend

- Barrier for Final Design
- Evaluated Barrier
- 2014 Preferred Alternative Corridor
- Relocations
- Parcel Boundary



CDM Smith

0 100 200 400 600 800 1,000 Feet

1 inch = 200 feet

I-70
Second Tier EIS

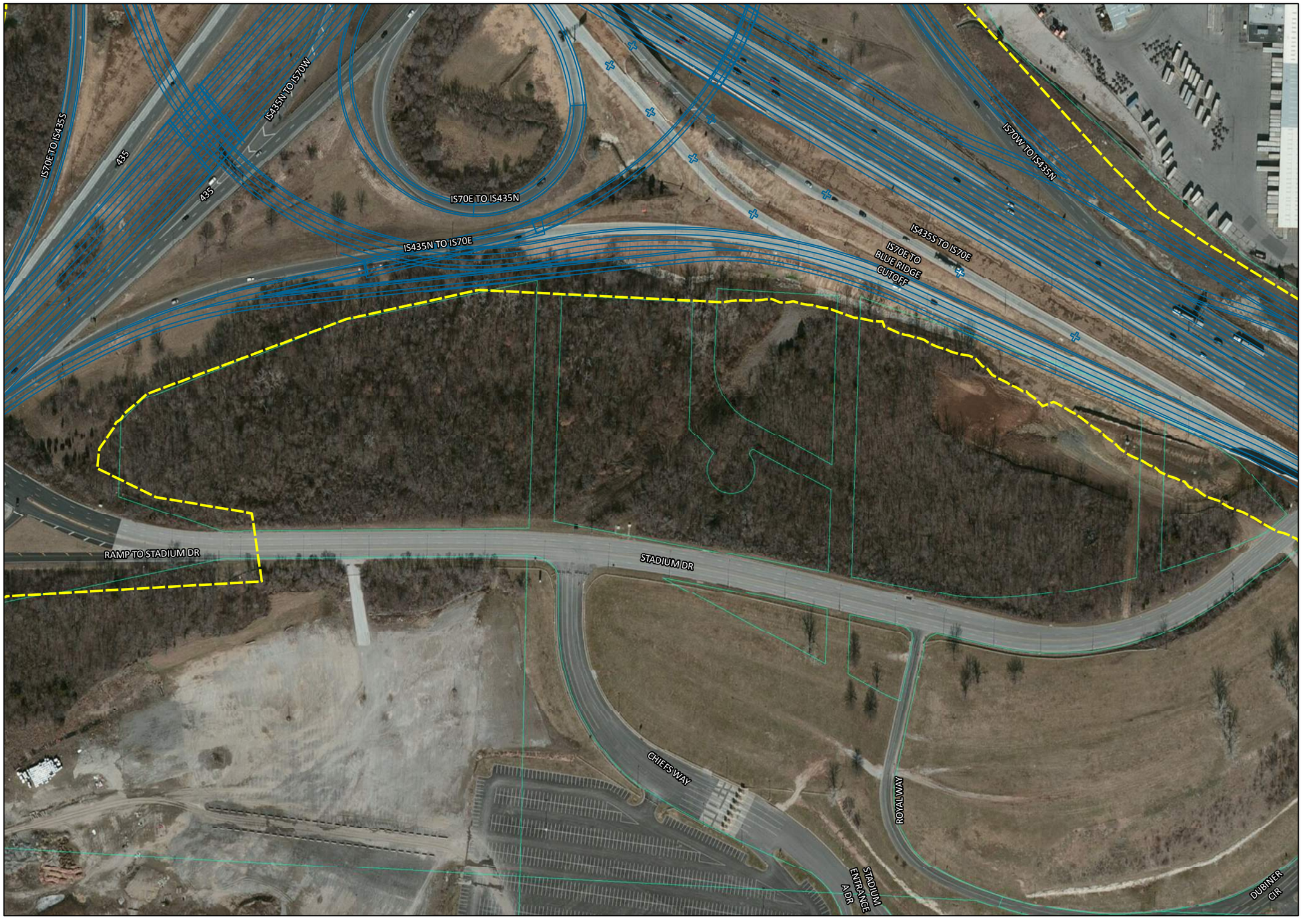
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Missouri

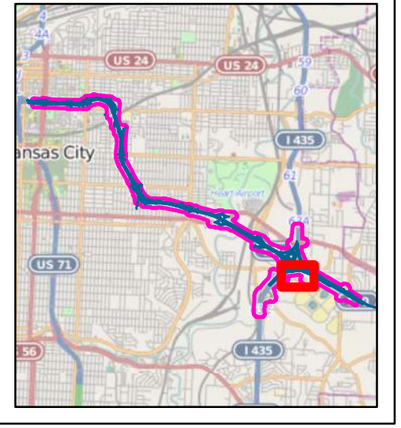
Barrier Evaluation
Preferred 2040
Alternative

Figure - A19

Legend

- Barrier for Final Design
- Evaluated Barrier
- 2014 Preferred Alternative Corridor
- Relocations
- Parcel Boundary





CDM Smith

0 100 200 400 600 800 1,000 Feet

1 inch = 200 feet

I-70
Second Tier EIS

Jackson County
Missouri

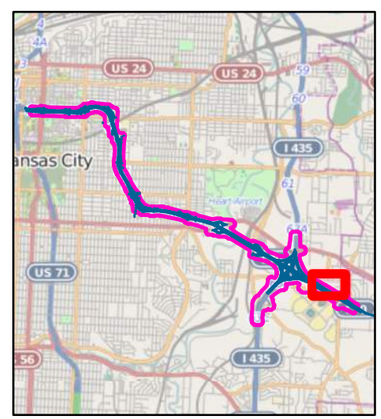
Barrier Evaluation
Preferred 2040
Alternative

Figure - A20



Legend

- Barrier for Final Design
- Evaluated Barrier
- 2014 Preferred Alternative Corridor
- Relocations
- Parcel Boundary



CDM Smith

0 100 200 400 600 800 1,000 Feet

1 inch = 200 feet

I-70
Second Tier EIS

Jackson County
Missouri

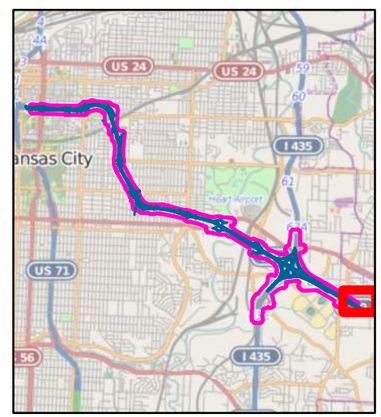
Barrier Evaluation
Preferred 2040
Alternative

Figure - A21



Legend

- Barrier for Final Design
- Evaluated Barrier
- 2014 Preferred Alternative Corridor
- Relocations
- Parcel Boundary



CDM Smith

0 100 200 400 600 800 1,000 Feet

1 inch = 200 feet

I-70
Second Tier EIS

Jackson County
Missouri

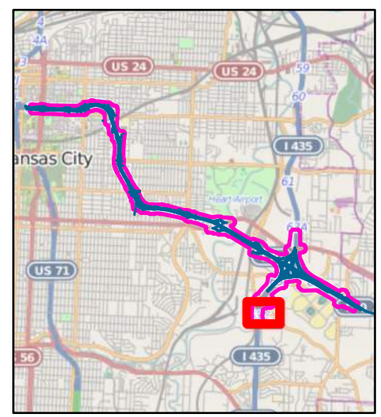
Barrier Evaluation
Preferred 2040
Alternative

Figure - A22



Legend

- Barrier for Final Design
- Evaluated Barrier
- 2014 Preferred Alternative Corridor
- Relocations
- Parcel Boundary



CDM Smith

0 100 200 400 600 800 1,000 Feet

1 inch = 200 feet

I-70
Second Tier EIS

Jackson County
Missouri

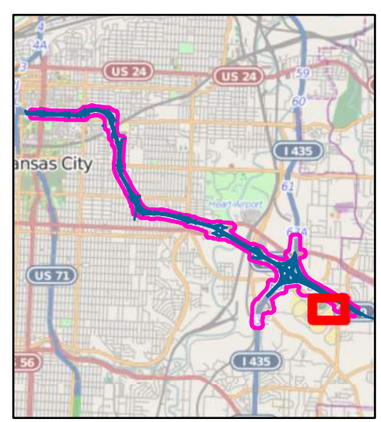
Barrier Evaluation
Preferred 2040
Alternative

Figure - A23



Legend

- Barrier for Final Design
- Evaluated Barrier
- 2014 Preferred Alternative Corridor
- Relocations
- Parcel Boundary



CDM Smith

0 100 200 400 600 800 1,000 Feet

1 inch = 200 feet

Table A1

Barrier #	Direction	Location/Cross Street	Cut/Fill	Comments	Other Comments	Length	Feasible	Reasonable
1	EB I-70	Between Paseo & Woodland Ave	Fill	I-70 overpasses Woodland Ave	Mostly commercial/industrial properties not impacted. Park is impacted. Opening required for Paseo and Woodland	800	No, Short Segment	No
2	WB I-70	Between Paseo & Woodland Ave	Fill	I-70 overpasses Woodland Ave	Some apartment units on NE side. Wall has to be on bridge section and opening at Paseo.	1300	No, wall must be continued on the bridge to be effective. Has to run parallel to 14th St. Barrier opening for Woodland Avenue.	No
3	WB I-70	Brooklyn Ave to Olive St	Fill	Vacant parcels on Michgan, Euclid, and Garfield. Opening needed at Brooklyn Avenue	Overlap with Wall 2	900	No	No
4	EB I-70	Garfield Ave to Prospect Ave	Fill	Prospect Ave exit	Residential Receptors on Park Avenue. Wall over Brookyln Avenue Bridge	1500	Yes, Wall must be continued on the bridge to be effective	Yes
5	WB I-70	Chestnut Ave to Benton Ave	Cut		Residential area above I-70 elevation. Wall should run parallel to 13th Street. High volumes on 13th Street would make the wall less	1200	Yes, along 13th Street	Yes
6	WB I-70	Benton Ave to 18th St	Fill	I-70 overpasses Benton Ave & Truman Rd & Indiana Ave	WB I-70 elevated and alignment shifted away from Indiana Ave	1000	No	No
7	EB I-70	Indiana Ave on-ramp to E 23rd St Overpass	Cut	E 23rd St overpasses I-70	Yes. Several Parcels are vacant. Impacted residential area	1900	Yes along I-70	No
8	WB I-70	E 19th St to west of E 22nd St	Cut	Askew Ave On ramp onto WB I-70	Residential area south of 21st St above I-70 elevation, impacted residential area	1800	Yes along I-70	Yes
9	WB I-70	On Ramp from WB I-70 to E 23rd St	Cut	Impacted residential area above I-70 elevation		1500	Yes, on top of berm	Yes
10	EB I-70	E 23rd St Off ramp to Cleveland Ave Overpass	Cut	Impacted residential area above I-70 elevation		2100	Yes, on top of berm	Yes
11	WB I-70	Cleveland Ave to E 27th overpass	Cut	Ends near Myrtle Ave Onramp onto WB I-70	Impacted residential area	800	Yes, on top of berm	Yes
12	EB I-70	Cleveland Ave to E 27th overpass	Cut	Ends near off-ramp onto Mersington Ave	Impacted residential area	500	No, Opening for Cleveland Ave bridge	No
13	EB I-70	E 27st overpass to Jackson Ave on ramp	Cut & Fill	Transitions from cut to fill at beginning of exit 58 to Myrtle Ave	Impacted residential area	1500	Yes	Yes
14	WB I-70	E 27th Overpass to Kensington Ave	Cut	E 29th - side street parallel to WB I-70	Impacted residential area	2000	No, wall on bridge section	No
15	WB I-70	Lister Ave Overpass to Raytown Rd on-ramp	Cut		Impacted residential area	2000	No, wall along I-70 WB & on ramp	No
16	EB I-70	Lister Ave Overpass to VanBrunt Blvd exit	Cut & Fill	Transitions from cut to fill at beginning of exit to VanBrunt Blvd. I-70 Overpasses VanBrunt Blvd	Impacted residential area.	1800	Yes, potion on top of berm	Yes
17	EB I-70	Cross Walk near Oakley Ave to E 31st St S	Cut	I-70 overpasses E 31st St	Impacted residential area above I-70 elevation	1100	Yes, on top of berm	Yes
18	WB I-70	Oakley Ave crosswalk to interchange near E 31st St	Fill	Impacted residential area above I-70 elevation. Vacant parcels on 29th, Topping Ave, 30th		900	Yes, potion on top of berm	No

Barrier #	Direction	Location/Cross Street	Cut/Fill	Comments	Other Comments	Length	Feasible	Reasonable
19	WB I-70	E 31st St to Off-ramp to Manchester Ave	Fill	Mobile home park impacted. Industrial areas surrounding the interchange.		3600	Yes	No
20	WB I-70	E of Blue Ridge Cutoff	Cut	Hotel/commercial area, edge of impacted residential area		2400	No	No

Appendix D

Public and Agency Coordination Documents

Contents:

Appendix D.1
Public Comment Summary

Appendix D.2
Agency Comment Letters and Summary

Appendix D.3
Public Hearing Transcript

Appendix D.4
Final Coordination Packet Comment Summary

Appendix D.1 Public Comment Summary

Public Comment Summary

The following provides a summary of the public comments received on the I-70 Second Tier Draft Environmental Impact Statement (EIS). The comments were received through MindMixer, email, comment cards, and verbally at the mobile meetings and the public hearing. In addition, comments were received through the Community Connection Team meetings. The Study Team has prepared a response for all substantive comments received.

Comment Cards from Public Hearing

Comment: I like the Preferred Alternative because it improves the likelihood of not getting killed at locations such as the Jackson Curve and getting off at Prospect Avenue. The Preferred Alternative will improve safety by improving the Jackson and Benton Curves, fatalities, and crashes. The Preferred Alternative will improve the driving experience by slowing things down. The improvements at Truman Road and Indiana Avenue will improve alternative modes of transportation. Will the Preferred Alternative provide jobs, such as construction?

Response: Comment acknowledged. The investment of construction dollars to improve I-70 would result in the creation of new jobs. When an investment is made in the construction of a transportation facility, the companies and individuals receiving payment for building the project would in turn spend the money they receive on other goods and services. Local job benefits for construction would depend in part on the availability of local materials and workers. MoDOT seeks the best possible value from its investments when tendering construction projects and, like any other project, there is no guarantee local firms would be selected or local materials used.

———————

Comment: I like the Preferred Alternative because it improves the safety of the travelers. This could have been recognized earlier. I think the Preferred Alternative will improve safety. It will prevent accidents with the ramp closures. The Preferred Alternative will prevent conflict points between motorists and bicyclists/pedestrians. The Preferred Alternative includes good suggestions for the improvements.

Response: Comment acknowledged.

———————

Comment: I like the Preferred Alternative because it is a good idea for safety. It will improve safety by doing away with the short ramps to provide time to speed up. It is a good idea to widen sidewalks.

Response: Comment acknowledged.

———————

Comment: I love the Preferred Alternative because while I am riding the Metro bus I have noticed that these improvements are needed. I think the Preferred Alternative will improve safety. These improvements will improve congestion and safety for those riding the bus. A DDI might be an option for this area.

Response: Comment acknowledged.

———————

Comment: I like the Preferred Alternative because it is a good idea. It will improve bicyclists' interaction with traffic. I think the Preferred Alternative will improve safety.

Response: Comment acknowledged.

_____

Comment: I love the Preferred Alternative because we need to improve the interstate for safety reasons. The Preferred Alternative will improve the driving experience by making it feel safer. The Preferred Alternative will speed up motorists and have less traffic jams.

Response: Comment acknowledged.

_____

Comment: I like the Preferred Alternative because it would improve everything including the economy. The Preferred Alternative would definitely improve safety, including from a law enforcement perspective. I don't know if the Preferred Alternative will improve alternative modes of transportation, I will wait and see how it turns out. If you widen out the bridges do all of the corridor out to Blue Springs.

Response: Comment acknowledged.

_____

Comment: I like the Preferred Alternative because of the safety and congestion improvements. The Preferred Alternative will improve safety by making safer features. It will improve the driving experience by improving the travel time and ramps. The Preferred Alternative will provide easier access to alternative modes of transportation. The Preferred Alternative should shorten and straighten Benton Curve more.

Response: Comment acknowledged. The Preferred Alternative will improve the curve at Benton Boulevard within the available right of way to the extent possible.

_____

Comment: I like the Preferred Alternative because of the safety improvements at interchanges and the curves. The Jackson and Benton Curves have always been dangerous. The Preferred Alternative will improve the driving experience by alleviating accidents, but need warning signs at the curves. Bike lanes should be available outside, away from the curves.

Response: Comment acknowledged.

_____

Comment: I love the Preferred Alternative because of the great ideas and safety is important. The drawings/plans that I saw laid out at the Public Hearing looked to be well thought out and represented. The Preferred Alternative provides an easier way to drive and routes better.

Response: Comment acknowledged.

_____

Comment: I love the Preferred Alternative because it minimizes the impact to the human environment through minimizing the footprint. The Preferred Alternative will improve safety by improving the curves and conflict points. It should improve travel speeds by straightening the curves. Good job on the Preferred Alternative.

Response: Comment acknowledged.

———————

Comment: I have a neutral opinion of the Preferred Alternative because there was too little detail about what you actually intend to do. People won't have to slow down for the curves, but that is not necessarily a good thing. The Preferred Alternative will have no improvement at all on alternative modes of transportation, unless the project includes some elements that intentionally make it happen.

The Preferred Alternative doesn't ever really get outside the highway box. This meeting is about environmental impacts yet the questions you have asked me to answer so far are about the highway itself instead of how it will affect the surrounding urban (much less natural) environment. I have not yet read the document. I know where to find one and expect to review it over the next few weeks. I see there is one copy here but are there any display boards about environmental factors? I don't see any. Will anyone attending this meeting learn anything about the effects of an urban highway such as is this on the natural/built/social environments? I think not. This survey will not elicit any meaningful public comment on the environmental impacts of the present and proposed I-70. It just won't.

Response: Comment acknowledged. Several exhibits and maps of the environmental impacts were provided and on display at the Public Hearing.

———————

Comment: I like the Preferred Alternative because I think necessary change is needed. I think the Preferred Alternative will improve safety through safety measures and general improvements. The Preferred Alternative will allow motorists to drive faster and safer. It will make it safer for all motorized vehicles.

A flashing sign is needed where they put in the exit ramp for Blue Ridge Cutoff. The sign is now under a bridge and easy to miss. A flashing sign will get attention since changes have been made.

Response: Comment acknowledged. The comment regarding the flashing sign has been provided to MoDOT Operations staff.

———————

Comment: I have a neutral opinion of the Preferred Alternative because there is not enough detailed information. This long study process has been an opportunity to re-think I-70 and to heal the wounds inflicted on the community 50 years ago. All I see are tweaks.

Response: Comment acknowledged. **Section 3.19** of the **Second Tier Draft EIS** provides a detail discussion of the cumulative impacts of the proposed improvements to I-70.

———————

Comment: I love the Preferred Alternative because it is a best choice, you are doing good. People need to be careful what they are doing and be safer out there on the roads. Taking a bus will be better with the improvements from the Preferred Alternative.

Response: Comment acknowledged.

———————

Comment: I like the Preferred Alternative, it will improve safety.

Response: Comment acknowledged.

———————

Comment: I have a neutral opinion about the Preferred Alternative. It will make it safer to get on the higher and will help speeds. I think it will help improve alternative modes of transportation.

Response: Comment acknowledged.

———————

Comment: I love the Preferred Alternative because it is a good plan. If it improves the curves it will improve safety. I think it will help improve alternative modes of transportation. Space some of the ramps better, such as Prospect Avenue and Benton Boulevard. The Draft EIS document is a very informative document.

Response: Comment acknowledged.

———————

Comment: I have a neutral opinion of the Preferred Alternative.

Response: Comment acknowledged.

———————

Comment: I have a neutral opinion of the Preferred Alternative because I will have to see and think about it more. I hate to see money thrown away on transportation projects especially if it takes years to happen, e.g. I-35 into Downtown.

Response: Comment acknowledged.

———————

Comment: I like the Preferred Alternative because I-70 does not need an extra lane throughout, especially to ease the congestion. Some of the commercial buildings that would be affected need to be removed and it would be beneficial to the City. I'm open to see whether the Preferred Alternative will make things safer. It will probably save around five to seven minutes of travel time. It will be better to fix the curves for truck traffic. If the road is straighter there will be improvements to alternative modes of transportation but need to be careful of safety also. I think it is a long time overdue. The City seems to be lagging in a lot of interstate traffic.

Response: Comment acknowledged.

———————

Comment: The Preferred Alternative is okay. I haven't had much trouble traveling this section of I-70. More pedestrian crossings would improve pedestrian safety. The Preferred Alternative sounds like it is designed to reduce congestion.

Response: Comment acknowledged.

———————

Comment: The Preferred Alternative is okay.

Response: Comment acknowledged.

———————

MindMixer Comments

Comment: It will do nothing to help safety. The only way to improve motorist safety is to reduce the number of auto trips taken. Implementing a rail line in the place of I-70 lanes would serve this function the best.

Pedestrian/bike traffic would require massive upgrades in crossings at the expense of the mainline improvements, MoDOT intersections are the #1 limiting factor to pedestrian flow in Kansas City in dozens of places.

Response: The Preferred Alternative would provide improvements that increase safety. MoDOT conducted a Highway Safety Manual (HSM) analysis for the No-Build and Preferred Alternative. The results cover 20 years and indicate that there are anticipated safety improvements for the Preferred Alternative. The Preferred Alternative will decrease the number of crashes by 18.8 percent compared to the No-Build Alternative and will decrease the number of fatal and disabling crashes by 12.7 percent.

In the preceding study, the I-70 First Tier EIS, the Initial Strategy Package 10: Rail Transit was not carried forward as a First Tier Strategy and thus was not evaluated in this Second Tier EIS. It was not carried forward in the First Tier EIS, because it did not meet the purpose and need goals; it potentially has higher human environmental and cultural impacts; the Jackson and Benton curves limit the practicality of rail being able to negotiate the curves. Expansion of transit service was not included at this time because of other regional transit plans and initiatives that are ongoing, the Jackson County Commuter Corridors Alternatives Analysis being one of these.

The Preferred Alternative would enhance the accessibility across the corridor through pedestrian and bicycle crossing improvements as overpasses, underpasses, and interchanges are improved over time.

———————

Comment: This plan has no economic benefits. The goals of this project, to speed up traffic and create less access points, is MoDOT saying they don't care about the economic issues of the neighborhood. You can't leave an area quicker and expect it to increase economic activity.

To improve the neighborhood cars need to be forced off I-70. Replacing the interstate with a parkway would serve the neighborhood better.

Response: Comment acknowledged. The investment of construction dollars to improve I-70 would result in the creation of new jobs. When an investment is made in the construction of a transportation facility, the companies and individuals receiving payment for building the project would in turn spend the money they receive on other goods and services. Local job benefits for construction would depend in part on the availability of local materials and workers. MoDOT seeks the best possible value from its investments when tendering construction projects and, like any other project, there is no guarantee local firms would be selected or local materials used. **Section 3.1.6** and **Section 3.2.5** discuss the economic impacts of the Preferred Alternative.

———————

Comment: It won't help traffic. The traffic crunch is at downtown.

Coming from the east only a single lane stays with I-70 to the north side of the loop and it requires changing places with U.S. 71.

On the I-670 side, only a single lane stays the length of the shortcut across I-670 and this requires trading places with U.S. 71 southbound traffic merging onto I-670.

This project will only allow cars to get to congestion at downtown quicker. More congestion will encourage less use of the Interstate, which means this is a waste of money.

Decreasing the scope of the I-70 project and helping KC fund a rail network to the stadiums, handling as many cars each day, could have a far greater return on investment and decrease future maintenance needs.

Response: While this study does not include the Downtown Loop, the preceding study, the I-70 First Tier EIS, did include the Downtown Loop. The I-70 First Tier EIS Study Area extended from the Kansas Stateline on the west to I-470 on the east. The I-70 First Tier EIS divided the Study Area into five sections of independent utility (SIUs):

1. Downtown SIU - Downtown Loop to The Paseo
2. Urban SIU - The Paseo (including the interchange) to U.S. 40
3. I-435 Interchange SIU - U.S. 40 (including the interchange) to Blue Ridge Cutoff (including the interchange)
4. Suburban SIU - Blue Ridge Cutoff to Lee's Summit Road (including the interchange)
5. I-470 Interchange SIU - Lee's Summit Road to east of I-470 and I-470 from 39th Street interchange to the U.S. 40 interchange

Two of these SIUs, the Urban SIU and the I-435 Interchange SIU were combined and preceded forward for further study in this I-70 Second Tier EIS. The Downtown Loop to The Paseo was identified as a separate SIU, the Downtown SIU and could be studied further in the future.

In the preceding study, the I-70 First Tier EIS, the Initial Strategy Package 10: Rail Transit was not carried forward as a First Tier Strategy and thus was not evaluated in this Second Tier EIS. It was not carried forward in the First Tier EIS because it did not meet the purpose and need goals; it potentially has higher human environmental and cultural impacts; the Jackson and Benton curves limit the practicality of rail being able to negotiate the curves. Expansion of transit service was not included at this time because of other regional transit plans and initiatives that are ongoing, the Jackson County Commuter Corridors Alternatives Analysis being one of these.

———————

Comment: This won't help me choose I-70. It's factual that widening roads only encourage use. So any changes to increase capacity will do nothing to help the segment.

I won't live in eastern Jackson County until there's rail transit because the drive is too painful.

Response: Comment acknowledged. In the preceding study, the I-70 First Tier EIS, the Initial Strategy Package 10: Rail Transit was not carried forward as a First Tier Strategy and thus was not evaluated in this Second Tier EIS. It was not carried forward in the First Tier EIS, because it did not meet the purpose and need goals; it potentially has higher human environmental and cultural impacts; the Jackson and Benton curves limit the practicality of rail being able to negotiate the curves. Expansion of transit service was not included at this time because of other regional transit plans and initiatives that are ongoing, the Jackson County Commuter Corridors Alternatives Analysis being one of these.

———————

Comment: It's a waste of money. Put the money into transit.

I-70 has only allowed each generation to increase the cost to our road system by moving ever further outward.

We can't afford to spend the money.

Response: Comment acknowledged. At this time funding has been not identified to begin the subsequent phases, which are design and construction.

———————

Comment: It would be nice to have an easy connection between I-70 and U.S. 71. I know that the selected alternative plan only goes to The Paseo, however, it would be nice to have a connector to U.S 71 from I-70. Instead of having to exit from westbound I-70 at The Paseo and then to Truman Road and travel down Truman Road to enter U.S. 71 south it could somehow be connected. It would also be nice to also have an option when heading northbound on U.S. 71 to not have to exit at Truman Road and drive down Truman Road and enter I-70 east at The Paseo. I would much more prefer to have a link directly from U.S. 71 to I-70 east.

Response: Comment acknowledged. In the preceding study, the I-70 First Tier EIS, the Add General Lanes Strategy included adding the northbound to eastbound and westbound to southbound directional ramps at I-70 and Bruce R. Watkins (U.S. 71) interchange in the southeast corner of the downtown loop. However, the Preferred Strategy was not the Add General Lanes Strategy. The Add General Lanes Strategy was determined to be too costly and its impacts were too substantial.

———————

Comment: Bicycle safety in I-70 corridor? Focus on autos. I don't see any significant changes to driver safety in the preferred alternative. Want to improve driver safety? Add a fourth driving lane from the downtown loop all the way to the I-470 interchange east of the Study Area. Close all entrance/exit ramps between downtown and Blue Ridge Cutoff except The Paseo, Truman Road, 23rd Street, Van Brunt Boulevard, U.S. 40, and I-435.

Response: Comment acknowledged. The Preferred Alternative would provide improvements that increase safety. MoDOT conducted a Highway Safety Manual (HSM) analysis for the No-Build and

Preferred Alternative. The results cover 20 years and indicate that there are anticipated safety improvements for the Preferred Alternative. The Preferred Alternative will decrease the number of crashes by 18.8 percent compared to the No-Build Alternative and will decrease the number of fatal and disabling crashes by 12.7 percent. **Section 2.5** includes a discussion on why the Preferred Alternative was chosen.

In the preceding study, the I-70 First Tier EIS, the Add General Lanes Strategy included adding general-purpose lanes. However, the Preferred Strategy was not the Add General Lanes Strategy. The Add General Lanes Strategy was determined to be too costly and its impacts were too substantial.

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Comment: Acquire rail right of way. Because we may only have one chance to get this stretch of interstate upgrades correct, let's be sure to acquire enough right of way parallel to I-70 to allow for the possibility of future rail transit and/or dedicated bus lanes. The idea of running buses on shoulders is absurd and only something I would expect to see in Kansas. That is the concept currently used by KDOT along I-35, how is a bus supposed to drive on the shoulder when it is littered with trash, tires, and abandoned cars. I've said it in other responses, but money is no reason to not do this job correctly because there is already zero money allocated to do even the smallest improvements to I-70. Let's get it right this time.

Response: Comment acknowledged. Expansion of transit service was not included at this time because of other regional transit plans and initiatives that are ongoing, the Jackson County Commuter Corridors Alternatives Analysis being one of these. The footprint for the proposed Preferred Alternative has been developed to accommodate bus on shoulder if it is desired in the future. Commencement of bus on shoulder service will be subject to further traffic and operations analysis, coordination with other regional transit initiatives and studies as mentioned above, development of operating agreements with transit operators, and assessment of potential partnership on funding resources. These items would be considered and potentially developed during future design phases of the project.

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Comment: The most critical aspects to improving I-70 is to have at least four continuous driving lanes from downtown to the I-470 interchange. At a minimum, I would expect that any new bridge overpasses or underpasses are designed to accommodate four-plus lanes in each direction, including additional right of way for future expansion. Close as many exits as possible while improving neighborhood access to exits kept open or expanded. Use auxiliary lanes between exits. Find a way to connect Manchester Trafficway to U.S. 40 and close the Manchester Trafficway exits. Make the interstate appealing to the eye, put decorative sound barrier walls fronted with landscaping. Use stone embossed concrete forms for walls and pillars (see St. Louis interstates). Build exit/entrance ramps long and wide to help handle potential economic growth along the corridor. Finally, do put too much reliance on studies, they are often wrong and waste too much money.

Response: Comment acknowledged. In the preceding study, the I-70 First Tier EIS, the Add General Lanes Strategy included adding general-purpose lanes. However, the Preferred Strategy was not the Add General Lanes Strategy. The Add General Lanes Strategy was determined to be too costly and its impacts were too substantial. Bridges within the corridor will be upgraded individually over time. Each project will be looked at individually and attempt to meet the community's needs. Aesthetics, landscaping, and non-motorized enhancements will be considered during the design phase of the project.

_____

Comment: Abandon the Jackson and Benton curves. A bit radical, but why not straighten I-70, instead of bending north at the Jackson curve, acquire a massive right of way and push I-70 straight west and join

with U.S. 71. Since there is no money to do a minor rehab, why not plan for a real improvement and budget accordingly? This distance on the current stretch from the Jackson curve to The Paseo is roughly 2.80 miles versus from the Jackson curve straight west to U.S., which is only 1.40 miles. A "soft" curve could be constructed where I-70 connects to U.S. 71 and turns north and then goes directly into downtown. The abandoned section of I-70 could just become a possible extension of I-670 and provide a viable alternative for getting in and out of the downtown loop. The same funds to rehab the existing path of I-70 could be used to acquire right of way, build new interstate, and possible zero exits other than a new interchange at U.S. 71 and where the existing Jackson curve is to connect with the "old section" of I-70. Who knows, this might even be cheaper.

Response: Comment acknowledged. The preceding study before this Second Tier EIS, the I-70 First Tier EIS considered more expansive solutions like the one described above. The First Tier EIS identified a Preferred Strategy, which was to focus on improving bottlenecks on existing I-70.

_____

Comment: Reduce traffic in outside lane to exclusively for 2 or more passengers. From U.S. 291 thru downtown, eliminate truck traffic during rush hour as done in Atlanta and other major cities.

Response: Comment acknowledged. In the preceding study, the I-70 First Tier EIS, Initial Strategy Package 3, Package 4, Package 6, Package 7, Package 8, and Package 14 included improvements such as high occupancy vehicle (HOV) lanes. Package 7 was the only one carried forward as a First Tier Strategy and became the Transportation Improvement Corridor Strategy. While the Transportation Improvement Corridor Strategy was not carried forward as the Preferred Strategy, the option to stripe a HOV/Bus lane was carried forward to the Second Tier studies.

In the Second Tier Draft EIS, Initial Alternative 2: Transportation System Management (TSM) included HOV lanes. However, this alternative was not carried forward, because it did not meet the purpose and need of the project as discussed in **Chapter 1**.

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Email Comments

Comment: We oppose the highway-only alternative identified in the DEIS. From the time of its construction, I-70 has served as a barrier dividing our community into north and south and limiting access to opportunities within the community for local residents, especially low-income residents and people of color. Instead, it has provided improved access for those outside of the community traveling to destinations like Arrowhead Stadium. We would like to see specifics added to the DEIS that address improving connections and access for all residents and eliminating the interstate as a barrier between north and south.

Response: The Preferred Alternative would enhance the accessibility across the corridor through pedestrian and bicycle crossing improvements as overpasses, underpasses, and interchanges are improved over time.

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Comment: We see nothing in the DEIS about transit. That could be remedied easily by amending the Preferred Alternative to include language that allows for improved shoulder width to accommodate buses traveling on the shoulder.

Response: Expansion of transit service was not included at this time, because of other regional transit plans and initiatives that are ongoing, the Jackson County Commuter Corridors Alternatives Analysis being one of these. The footprint for the proposed Preferred Alternative has been developed to accommodate bus on shoulder if it is desired in the future. Commencement of bus on shoulder service will be subject to further traffic and operations analysis, coordination with other regional transit initiatives and studies as mentioned above, development of operating agreements with transit operators, and assessment of potential partnership on funding resources. These items would be considered and potentially developed during future design phases of the project.

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Comment: We also have questions about the extent to which the DEIS actually responds to Executive Order (EO) 12898 - Federal Actions to Address Environmental Justice in Minority Populations and Low-Income Populations. We urge MoDOT to provide a detailed assessment of the benefits and impacts to the neighborhoods immediately adjacent compared with the benefits and impacts to those outside of the adjacent neighborhoods and traveling on I-70 and to include language in the DEIS that mitigates those impacts on the adjacent neighborhoods.

Response: Text was added to **Section 3.5** of the **Second Tier Draft EIS** stating "The Build Alternatives will also provide benefits to all residents in the Study Area including the minority and low-income populations. The Build Alternatives will decrease congestion along I-70. This would improve travel for residents in the Study Area who utilize I-70 to get to work or other destinations. In addition, it would improve travel for residents who ride transit and use I-70 in the Study Area as well as improve safety not only on I-70, but on the local road network around I-70 too. The improved travel times on I-70 would also benefit commuters, who may or may not be Environmental Justice populations."

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Comment: Finally, with the release of the FY 2015 federal budget earlier this week, President Obama and U.S. DOT Secretary Foxx have signaled strong support for workforce development on projects receiving federal funding. Both MCU and MORE^2 have worked successfully with MoDOT (on the I-64/U.S. 40 design build project and the Christopher "Kit" Bond Bridge project) to develop community benefits agreements that include provisions and goals for pre-apprenticeship training, on-the-job training, and minority and women hires. We urge MoDOT to include specific workforce language that would benefit low-income people, people of color, and women.

Response: MoDOT will facilitate opportunities to train and/or identify local workers and suppliers during the design and construction phases. Commitment has been added to Section 3.2.10 in the Second Tier Condensed Final EIS.

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Comment: I-70 was constructed in the early 1960's under an entirely different paradigm: basically, eminent domain with no questions asked. The highway was pushed through the existing urban fabric with no public involvement, minimal relocation assistance, and little or no consideration to its effects on existing communities and institutions. Reconstruction of I-70 must include the greatest possible array of elements that will help to mitigate that past harm. For example, it is essential to both physically and symbolically reconnect the two sides of I-70 that were separated by the original construction. We suggest that MoDOT create a Community Healing Council that will provide ongoing guidance on these issues.

Response: It is acknowledged the nature of environmental studies, such as this EIS, is an existing snapshot. With the revisions to the Preferred Alternative, the Brooklyn Avenue half diamond interchange ramps are going to remain open, and there is no longer a plan to use cul-de-sacs. This was the main cumulative impact of concern as discussed in the **Section 3.19.1** of the **Second Tier Draft EIS**. This was also the area of greatest concern for community cohesion and it has been eliminated. In **Section 3.19.2** of the **Second Tier Draft EIS** the long term effects of I-70 construction are listed as one of many projects considered when looking at these types of impacts. The section discusses the cumulative impacts of traffic, access, neighborhoods, and air quality more specifically as it relates to previous I-70 construction as well as other projects. These impacts will be lessened further by retaining the Brooklyn Avenue half diamond interchange access and eliminating the cul-de-sacs from the Preferred Alternative.

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Comment: The project must fully serve the needs of all travelers, including non-motorized travelers. Fully adequate facilities for such travelers to cross the I-70 corridor must be provided, and must be significantly above minimum accepted standards. For example, sidewalks on both sides of the street for both interchange and non-interchange crossings, with fully adequate illumination and engineering features that enhance the feeling of security by avoiding the creation of "hiding places," especially under overpasses.

Response: The Preferred Alternative would enhance the accessibility across the corridor through pedestrian and bicycle crossing improvements as overpasses, underpasses, and interchanges are improved over time.

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Comment: There should be no net loss of access across the I-70 corridor for non-motorized travelers. Where access points are eliminated it is essential to retain non-interchange crossings, at least every half mile and preferably more often.

Response: The Preferred Alternative will not eliminate any access across the I-70 corridor, but will enhance the accessibility across the corridor through pedestrian and bicycle crossing improvements as overpasses, underpasses, and interchanges are improved over time.

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Comment: We suggest that the existing pedestrian bridges not be rebuilt because they are perceived as presenting personal security challenges and are thus underused. Instead, they should each be replaced with a street and bridge that has adequate sidewalks on both sides.

Response: Comment acknowledged. As a part of the Preferred Alternative improvements the two existing pedestrian bridges will be rebuilt in place, unless a better location is identified. During the design phase both aesthetic and safety features will be taken into account.

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Comment: There should be no loss of the integrity of the existing street grid, and wherever possible restoration of the pre-existing grid. Creating new cul-de-sacs is not desirable.

Response: The Preferred Alternative has been revised and now reflects that cul-de-sacs will no longer be a part of the project and both motor vehicle and pedestrian access will be maintained in its current state.

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Comment: Because I-70 is Kansas City's gateway from the east, it is essential that it be constructed with the highest consideration to aesthetic features in mind. Design elements of Bruce R. Watkins Drive can serve as a model in creating and enhancing this gateway. Furthermore, view corridors from points east of I-435, as well as west of the Benton Curve, must be preserved and enhanced wherever possible.

Response: Comment acknowledged. Aesthetic and landscaping opportunities will be considered in the design phase of the project in accordance with the MoDOT Environmental Policy Guide (EPG). MoDOT will work with the local community and neighborhood groups regarding the long-term visual effects of any improvement.

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Comment: In providing illumination for the highway, high-mast lighting should be avoided because it detracts from views of the city and intrudes on adjoining neighborhoods. We encourage use of LED lights both for their lower energy consumption and their lower maintenance cost due to longer life.

Response: Comment acknowledged. At this point in the process lighting improvements have not been identified. Lighting will be considered during the subsequent phase design.

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Comment: Noise should be minimized and/or mitigated. Noise walls are one approach, and their use should be considered in consultation with adjacent neighborhoods. However, it is more important to minimize the creation of noise. For example, careful choice of paving materials and treatments can result in less tire noise. In addition, grades in the vicinity of 27th Street should be reduced by lowering the elevation of the highway at that point, as this will reduce engine noise as well as reduce vehicle fuel consumption.

Response: Specific noise mitigation measures, including aesthetic and landscaping opportunities will be considered in the design phase of the project in accordance with the MoDOT EPG. A preliminary investigation identified 20 locations where noise barriers could be warranted based on noise levels. Nine of these noise barriers are expected to meet applicable feasibility and reasonableness criteria, and are recommended for detailed analysis in during the final design phase. **Section 3.1.10** and **Section 3.2.7** discuss the noise impacts in detail.

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Comment: Create a Citizen Advisory Council to work with MoDOT throughout the construction process to assure that details of design are supportive and restorative of communities and their values, and that they exemplify the best in aesthetics for a gateway project such as this. This is particularly essential if MoDOT contemplates construction via the design/build process. Many of the detail decisions are often left to the contractor and are made out of sight of community involvement and/or review. Inadequacies in details of the kcICON project, such as accommodations for non-motorized travel at I-35 and Armour Road, and also at Front Street, come to mind

Response: As part of the planning process an I-70 Second Tier EIS Community Advisory Group (CAG) was established. The CAG consisted of appointed members of the public by several interested agencies and organizations. Each CAG member was responsible for providing I-70 study updates back to these agencies and organizations. To date the CAG has met eight times throughout the life of the project.

The phased construction of the Preferred Alternative will likely lead MoDOT to a process of coordinating with individual neighborhood groups for specific locations as phased construction proceeds.

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Comment: As a general principle, it is essential to place improved management of existing highway capacity over the inclination to add new capacity.

Response: Comment acknowledged. The First Tier EIS Preferred Strategy and the Second Tier EIS Preferred Alternative both follow this approach.

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Comment: We encourage ample use of access management strategies because of their potential to reduce both current and future congestion on I-70, and thereby benefit all users. For example, ramp metering with priority access for buses and HOVs, at least during the critical morning commute when many people make their mode choice decision for the day, should be anticipated. Ramp metering by itself introduces a small "price" in the form of delay, and encourages some motorists, who might otherwise use I-70 for only a very short trip segment and thereby impede traffic flow, to choose another route or time of travel instead. Introducing priority access for buses and HOVs incentivizes those mode choices, and thereby expresses what we hope is our shared value of moving people over just moving vehicles.

Response: Comment acknowledged. Several of these strategies are incorporated as applicable with the Preferred Alternative.

In the Second Tier Draft EIS, Initial Alternative 2: Transportation System Management (TSM) included HOV lanes. However, this alternative was not carried forward, because it did not meet the purpose and need of the project as discussed in **Chapter 1**.

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Comment: Road use pricing mechanisms should be considered to be an almost-inevitable future practice for reducing congestion and also for recovering some part of the cost of building and operating a grade-separated urban highway, a cost that is much higher than for arterials or expressways of comparable capacity. Thus, provision should be designed into the new I-70 for future access management strategies such as ramp metering, ramp metering with HOV priority, and road use pricing via tolls or access fees. Such provision should be made even though MoDOT might not currently have authority for such practices. In practice, for example, this might mean providing for two-lane access ramps that have some level of storage capacity on the ramp.

Response: Comment acknowledged. As indicated in the comment currently MoDOT has no authority to toll existing corridors such as I-70 and would not acquire right of way for options it cannot implement at this time.

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Comment: During construction MoDOT should fund increased levels of transit service for commuters as an essential part of the project cost, and should do so at a fare level that will attract as many people as possible away from SOV travel. We suggest that providing increased levels of transit to reduce congestion in a highway corridor, in this case congestion due to construction, is a legitimate highway purpose and thus an eligible use of Missouri Highway Fund money.

Response: Expansion of transit service was not included at this time, because of other regional transit plans and initiatives that are ongoing, the Jackson County Commuter Corridors Alternatives Analysis being one of these. The footprint for the proposed Preferred Alternative has been developed to accommodate bus on shoulder if it is desired in the future. Commencement of bus on shoulder service will be subject to further traffic and operations analysis, coordination with other regional transit initiatives and studies as mentioned above, development of operating agreements with transit operators, and assessment of potential partnership on funding resources. These items would be considered, and potentially developed, during future design phases of the project. These items would be considered, and potentially developed, during future design phases of the project. KCATA has been a Project Core Team member throughout the project and will continue to be into the design phase.

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Comment: Provision should be made for accommodating bus-on-shoulder operation in the corridor, should that strategy be deemed desirable in the future.

Response: Expansion of transit service was not included at this time, because of other regional transit plans and initiatives that are ongoing, the Jackson County Commuter Corridors Alternatives Analysis being one of these. The footprint for the proposed Preferred Alternative has been developed to accommodate bus on shoulder if it is desired in the future. Commencement of bus on shoulder service will be subject to further traffic and operations analysis, coordination with other regional transit initiatives and studies as mentioned above, development of operating agreements with transit operators, and assessment of potential partnership on funding resources. These items would be considered, and potentially developed, during future design phases of the project.

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Comment: Because much of I-70 parallels the existing U.S. 40 highway, traffic signals in that corridor should be made "signal-priority-ready" in order to support expedited operation of express or bus rapid transit vehicles, and at those times when congestion on the highway forces transit vehicles to use U.S. 40 as an alternate route.

Response: Coordination with the City of Kansas City, Missouri and Operation Green Light will be part of the process as upgrades are made in the corridor.

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Comment: Our understanding is that a construction schedule has not been determined as funding is uncertain. It is also our understanding that a Record of Decision has a finite "shelf life," and therefore ask that MoDOT keep its options open as factors change in the future.

Response: Comment acknowledged.

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Verbal Comments

Comment: Property owner was concerned about what the potential right of way impacts would be to homes near 28th Street and Mersington Avenue that abut I-70.

Response: No additional right of way is needed from the homes along the east side of Mersington Avenue between 27th Street and 28th Street that abut I-70.

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Comment: Are noise walls needed near 27th Street and Mersington Avenue?

Response: A preliminary investigation identified 20 locations where noise barriers could be warranted, 2 of these locations were near 27th Street and Mersington Avenue. One of these noise barriers are expected to meet applicable feasibility and reasonableness criteria, and are recommended for detailed analysis in during the final design phase. **Section 3.1.10** and **Section 3.2.7** discuss the noise impacts in detail.

———————

Comment: Telephone poles were moved onto personal property when I-70 was built, they need to be moved and repair/replaced. Can this be coordinated with the telephone company as part of this project? Moving them would improve property owners' access to their property.

Response: During the subsequent phases of the project, design and construction, the design team will coordinate with all pertinent utility companies including telephone companies.

———————

Comment: Accidents have occurred along eastbound I-70 at the Jackson Curve that has resulted in cars going over the overpass.

Response: The Preferred Alternative would provide improvements that increase safety, including the improvements at the Jackson Curve.

MoDOT conducted a Highway Safety Manual (HSM) analysis for the No-Build and Preferred Alternative. The results cover 20 years and indicate that there are anticipated safety improvements for the Preferred Alternative. From The Paseo to U.S. 40 the Preferred Alternative will decrease the number of crashes by 18.8 percent compared to the No-Build Alternative and will decrease the number of fatal and disabling crashes by 12.7percent.

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Comment: When they put the freeway in it caused drainage problems at Askew Avenue and 20th Street, basements used to flood due to too much drainage off the freeway. MoDOT needs to check where water is going today. Is it feeding to a too small an original system? Vacant homes kill property values; vacancies were caused by drainage issues.

Response: Comment acknowledged. Current issue was referred to MoDOT Operations staff.

Design of the drainage system as it relates to the improvements proposed in the Preferred Alternative will be made during the design phase of the project in accordance with MoDOT EPG and through coordination with local agencies.

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Comment: Freeway noise is bad enough but no concerns with the Preferred Alternative.

Response: Comment acknowledged. **Section 3.1.10** and **Section 3.2.7** discuss the existing noise, the Preferred Alternative impacts to noise, and the how those impacts will be mitigated.

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Comment: Glad bottlenecks are being addressed; they are getting worse.

Response: Comment acknowledged.

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Comment: A similar study to these one would be good for the Downtown Loop.

Response: The preceding study, the I-70 First Tier EIS, included the Downtown Loop. The I-70 First Tier EIS Study Area extended from the Kansas Stateline on the west to I-470 on the east. The I-70 First Tier EIS divided the Study Area into five sections of independent utility (SIUs):

1. Downtown SIU - Downtown Loop to The Paseo
2. Urban SIU - The Paseo (including the interchange) to U.S. 40
3. I-435 Interchange SIU - U.S. 40 (including the interchange) to Blue Ridge Cutoff (including the interchange)
4. Suburban SIU - Blue Ridge Cutoff to Lee's Summit Road (including the interchange)
5. I-470 Interchange SIU - Lee's Summit Road to east of I-470 and I-470 from 39th Street interchange to the U.S. 40 interchange

Two of these SIUs, the Urban SIU and the I-435 Interchange SIU, were combined and proceeded forward for further study in this I-70 Second Tier EIS. The Downtown Loop to The Paseo was identified as a separate SIU, the Downtown SIU and could be studied further in the future.

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Comment: Taxi depot uses 14th Street near The Paseo/east of The Paseo as a cut across and for in and out access as well as the businesses there. The Preferred Alternative cuts off access to 14th Street from The Paseo; this could be an issue. At a minimum 14th Street needs to be changed to two-way east of The Paseo. Currently, it is one-way in the westbound direction.

Response: Since the publication of the Second Tier Draft EIS, changes have been made to the Preferred Alternative. While 14th Street will still no longer connect to The Paseo at the eastbound I-70 on-ramp, 14th Street will maintain connectivity to the alleyway just west of The Paseo, as well as Lyndia Avenue and Virginia Avenue. In addition, portions of 14th Street west of The Paseo will be made two-way.

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Comment: Visibility is an issue with the bridge pillars at The Paseo off-ramp from eastbound I-70. The traffic lights at The Paseo intersection could be synchronized better.

Response:
Comment acknowledged. Visibility issue was referred to MoDOT Operations staff.

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Comment: Agree that there are too many ramps from The Paseo to Prospect Avenue with short on- and off-ramps. It is a good recommendation to close Brooklyn Avenue. Build a safer ramp at Prospect Avenue and streetscape a gateway entrance. There is an opportunity to direct folks, put wayfinding type gateways plazas at The Paseo and Prospect Avenue interchanges.

Response: Comment acknowledged. Specific aesthetic enhancements will be considered during the subsequent phase design. MoDOT will work with the local community and neighborhood groups regarding the long-term visual effects of any improvement.

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Comment: Do not want Brooklyn Avenue half diamond interchange closed. You can't get on I-670 when entering I-70 from The Paseo. Also Gates Barbeque draws tours from downtown and Brooklyn Avenue is an artery for that district although westbound traffic has to travel via Prospect Avenue. The Brooklyn Avenue closure does not work well for the community and neighborhood. The issue is tours coming from downtown.

Response: The Preferred Alternative has been revised and now reflects that the Brooklyn Avenue half diamond interchange ramps will remain open at this time.

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Comment: The eastbound I-70 on-ramp from Van Brunt Boulevard is very dangerous.

Response: Comment acknowledged. The Preferred Alternative will improve the short ramp lengths at the Van Brunt Boulevard interchange and replace the existing diamond interchange in place. In addition, it will remove the ramp connections to Raytown Road and 29th Terrace.

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Comment: Benton Curve improvements are less dramatic and I like the ramp improvements. Suggest fewer ramps regarding the Preferred Alternative.

Response: Comment acknowledged.

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Comment: Like the improvements at the Jackson and Benton curves.

Response: Comment acknowledged.

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Comment: Improvements would improve travel times and speeds.

Response: Comment acknowledged.

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Community Connections Team Meeting Comments

Comment: Why is the southbound I-435 to eastbound I-70 bridge not two lanes?

Response: The Preferred Alternative includes improving the I-70 and I-435 interchange. These improvements include changing the design of the interchange to a partial turbine design. This design will allow for the southbound I-435 to eastbound I-70 on-ramp to be two lanes.

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Comment: What is MoDOT's funding allocation?

Response: No funding for construction of this project has been identified at this time. MoDOT receives funding primarily from the Federal Highway Trust Fund including Federal fuel taxes and from state fuel taxes.

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Comment: The Brooklyn Avenue ramp closures will result in a different way to get to the barbeque restaurants.

Response: Comment acknowledged. Closing the Brooklyn Avenue ramps would result in motorists traveling eastbound on I-70 to utilize The Paseo or Prospect Avenue to reach the barbeque restaurants near the Study Area. Based on stakeholder and public comments on the Second Tier Draft EIS, it was decided that the Brooklyn Avenue half diamond interchange will not be closed. The existing Brooklyn Avenue half diamond interchange will remain open.

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Comment: Why the cul-de-sacs? Why the closures at the Jackson Curve and east? People will be upset.

Response: The Preferred Alternative has been reviewed and revised, all cul-de-sacs were removed and local street connectivity maintained.

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Comment: What are the red displacements around Benton Boulevard?

Response: The three business displacements just west of Benton Boulevard would be U.S. Plating and Surface Finishing, Car Credit, and the Kansas City Police Credit Union.

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Comment: What are the bicycle and pedestrian improvements?

Response: The Preferred Alternative would enhance the accessibility across the corridor through pedestrian and bicycle crossing improvements as overpasses, underpasses, and interchanges are improved over time. During design specific improvements specific improvements to bicycle and pedestrian facilities will be determined, including if the existing pedestrian bridges are in the correct locations.

———————

Comment: I'm concerned about cul-de-sacs with safety in being close to I-70. Delivery of services (i.e. snowplowing) affected with cul-de-sacs.

Response: The Preferred Alternative has been revised and now reflects that the cul-de-sacs will no longer be a part of the project

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Comment: Mention the truck traffic on Hwy 24? Can the street name for U.S. 24 be changed? What is the process?

Response: The City of Kansas City, Missouri owns U.S. 24 west of I-435. MoDOT suggests contacting the City about the process to change the name.

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Comment: Regarding the bridge construction on U.S. 24 in March, I'm concerned with the closure of U.S. 24 and not being notified about it.

Response: Comment acknowledged. This comment has been referred to MoDOT Community Relations staff.

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Comment: Members of the St. Stephens Baptist Church use The Paseo on- and off-ramps.

Response: Comment acknowledged. The on- and off-ramps at The Paseo will remain open and the Preferred Alternative will improve the short ramp lengths at The Paseo interchange and replace the diamond interchange in place with lengthened ramps where feasible. In addition, it will remove 14th Street connections to the ramps.

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Comment: 18th Street is a dangerous exit going eastbound. Also, need lights at abutment (lights not working) at eastbound exit at 18th Street. Put a lighted arrow to show abutment on I-70 at 18th Street ramp.

Response: Comment acknowledged. The Preferred Alternative will improve the eastbound off-ramp at 18th Street by lengthening the ramp. Lighting will be considered during the subsequent phase design.

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Comment: At the Benton curve, the turn needs to be banned possibly, centrifugal force takes you into median.

Response: Comment acknowledged. The Preferred Alternative will improve the curve at Benton Boulevard within the available right of way to the extent possible.

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Comment: Whose lifetime will this happen in?

Response: At this time funding has been not identified to begin the subsequent phases, which are design and construction. However, there is money available for maintenance to I-70.

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Comment: Will MoDOT repair the 23rd Street Bridge? A maintenance project is needed (needs pavement repair).

Response: As a part of the Preferred Alternative improvements the 23rd Street bridge over I-70 will be replaced or rehabilitated over time as other improvements are implemented and traffic and budget warrant.

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Comment: What are the changes near Lister Avenue?

Response: As a part of the Preferred Alternative the Lister Avenue bridge over I-70 will be replaced or rehabilitated over time. In addition, the local street connection between Elmwood Avenue and Cypress Avenue will be closed to make room for an auxiliary lane on westbound I-70. However, a local street connection between Kensington Avenue and Wenzel Avenue will be added.

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Comment: How will the proposed KCMO improvements to 22nd/23rd Street work in conjunction with the I-70 future improvements and the U.S. 71 improvements. I'm concerned with the decreasing air quality in these local areas. I am also concerned with the stop signs on 22nd/23rd Street and other surface streets.

Response: The improvements to 22nd Street and 23rd Street are City of Kansas City projects. MoDOT has coordinated with the City on these projects and others near the Study Area.

The Preferred Alternative is expected to improve air quality by reducing congestion and stop and go traffic. The improved traffic flow will allow vehicles to move more efficiently. In addition, anticipated vehicle fuel mileage efficiency increases and emission reductions will also improve air quality over time. However, these alternatives are also projected to increase the number of vehicles on I-70. Increased vehicle use along I-70 may negate some of the air quality benefits. **Section 3.1.11** and **Section 3.2.8** discuss air quality impacts in detail.

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Comment: Why don't we have entrance ramps that are flatter? Can we grade the ramps better?

Response: As a part of the Preferred Alternative improvements the grade of on- and off-ramps will be improved, as well as wider shoulders.

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Comment: How and when will these improvements be implemented?

Response: The improvements identified in the Preferred Alternative will be phased and implemented over time. Due to the current funding situation, funding has been not identified to begin the subsequent phases, which are design and construction. If transportation in the State of Missouri continues to operate at the same funding levels it is currently has it will be difficult to make the improvements identified in the Preferred Alternative.

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Comment: Was there any consideration for adding lighting to improve safety?

Response: At this point in the process lighting improvements have not been identified. Lighting will be considered during the subsequent phase design.

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Comment: Has the need for aesthetic improvements been discussed and identified in the study?

Response: Specific aesthetic enhancements will be considered during the subsequent phase design. MoDOT will work with the local community and neighborhood groups regarding the long-term visual effects of any improvement.

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Comment: What is included that addresses storm water runoff (from KCMO Water Services)?

Response: Design of the drainage system as it relates to the improvements proposed in the Preferred Alternative will be made during the design phase of the project in accordance with MoDOT EPG and through coordination with local agencies. At that time the potential for the use of detention areas will be investigated.

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Comment: How would improvements be made, over time in pieces, or all at once?

Response: The improvements identified in the Preferred Alternative will be phased and implemented over time.

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Comment: Given your current funding, are these improvements even possible?

Response: Due to the current funding situation, funding has been not identified to begin the subsequent phases, which are design and construction. If transportation in the State of Missouri continues to operate at the same funding levels it is currently has it will be difficult to make the improvements identified in the Preferred Alternative.

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Appendix D.2 Agency Comment Letters and Summary

Agency Comment Letters and Summary

The following provides a summary of the agency comments received on the I-70 Second Tier Draft Environmental Impact Statement (EIS). The Study Team has prepared a response for all substantive comments received. The actual letters received from each agency are included before each summary.

MISSOURI DEPARTMENT OF CONSERVATION

Headquarters

2901 West Truman Boulevard, P.O. Box 180, Jefferson City, Missouri 65102-0180

Telephone: 573-751-4115 ▲ www.MissouriConservation.org

ROBERT L. ZIEHMER, Director

March 4, 2014

Edward Hassinger
Chief Engineer
Missouri Department of Transportation
P.O. Box 270
Jefferson City, MO 65102

RE: I-70 Second Tier Draft Environmental Impact Statement

Dear Mr. Hassinger,

The Missouri Department of Conservation (Department) has received your request for review and comments on the Second Tier Environmental Impact Statement for the I-70 corridor. The proposed project corridor extends from west of The Paseo interchange to east of the Blue Ridge Cutoff interchange, a distance of 6.8 miles in Jackson County, Missouri.

The Department is the agency responsible for forest, fish and wildlife resources in Missouri. As such, we actively participate in project reviews when projects might affect those resources. Our comments and recommendations are for your consideration and are offered to reduce impacts to the forest, fish and wildlife resources.

The Department has reviewed the document and considered the potential impacts to the states forest, fish and wildlife resources. Since this is an urbanized and heavily developed area and the Manchester Bridge over the Blue River and the U.S. 40 Bridge are not part of this study because they are being addressed as part of a separate project, the Departments' concerns with this project are limited. The document states that in order to protect surface and ground water from excessive runoff, stabilize stream banks, inhibit soil erosion, and maintain wildlife habitat and diversity the Missouri Department of Transportation (MoDOT) will minimize clearing of trees and other vegetation. The Department requests that MoDOT first try to avoid clearing vegetation to the extent practicable, where avoidance isn't possible the Department supports MoDOT's proposal to minimize clearing. Where clearing of vegetation is necessary MoDOT plans to use vegetated slopes, swales and runoff detention systems to minimize the negative impacts of this conversion of vegetation to impervious surfaces. These measures should reduce the impacts of the project, however, once constructed these measures need to be maintained to continue to function properly. MoDOT has a Municipal Separate Storm Sewer System (MS4) permit and a Stormwater Pollution Prevention Plan that when followed should also serve to protect water quality in the project area.

COMMISSION

DON C. BEDELL, Sikeston | JAMES T. BLAIR, IV, St. Louis | MARILYNN J. BRADFORD, Jefferson City | TIM E. DOLLAR, Blue Springs

There are no records of rare, threatened or endangered species in the vicinity and the document indicates that no suitable habitat exists for any of these species that are known from Jackson County. At this time it doesn't appear that the project will impact any state sensitive species. However, the Department would like to continue to provide comments as the project proceeds through the remainder of the design and development stages.

If you have any questions about these comments and recommendations, please contact me at (573) 522-4115 ext. 3346 or by e-mail at alan.leary@mdc.mo.gov.

Sincerely,

Alan W. Leary

ALAN W. LEARY
POLICY COORDINATOR

AWL/eh

cc: Allan Zafft (MoDOT), Randy Johnson (MoDOT)

Missouri Department of Conservation (MDC) – March 4, 2014

Comment: The document states that in order to protect surface and ground water from excessive runoff, stabilize stream banks, inhibit soil erosion, and maintain wildlife habitat and diversity the Missouri Department of Transportation (MoDOT) will minimize clearing of trees and other vegetation. The Department requests that MoDOT first try to avoid clearing vegetation to the extent practicable, where avoidance isn't possible the Department supports MoDOT plans to use vegetated slopes, swales and runoff detention systems to minimize the negative impacts of this conversion of vegetation to impervious surfaces. These measures should reduce the impacts of the project, however, once constructed these measures need to be maintained to continue to function properly. MoDOT has a Municipal Separate Storm Sewer System (MS4) permit and a Stormwater Pollution Prevention Plan that when followed should also serve to protect water quality in the project area.

Response: MoDOT will avoid clearing vegetation to the extent practical and where not avoidable will use vegetated slopes, swales, and runoff detention systems to minimize impacts in accordance with the MoDOT Environmental Policy Guide (EPG).

KCATA
Kansas City Area Transportation Authority

March 5, 2014

Ms. Raegan Ball
Program Development Team Leader
Federal Highway Administration, Division Office
3220 West Edgewood, Suite H
Jefferson City, MO 65109

Mr. Edward Hassinger
Chief Engineer
Missouri Department of Transportation
P.O. Box 270
Jefferson City, MO 65102

RE: FHWA-MO-EIS-14-01-D, Second Tier Environmental Impact Statement for Route I-70, Jackson County, from West of the Paseo Interchange to East of the Blue Ridge Cutoff Interchange, Job Number J4I1486C

Dear Ms. Ball and Mr. Hassinger:

The Kansas City Area Transportation Authority (KCATA) appreciates the work done on the referenced I-70 Second Tier Draft Environmental Impact Statement (DEIS). We recognize the need for improvements in this important transportation corridor, but do have comments on the preferred alternative of the DEIS.

KCATA has coordinated with the Mid-America Regional Council (MARC - the area's MPO) and concurs with the comments MARC is sending to MoDOT and FHWA. KCATA offers the following additional comments:

- The "Improve Accessibility" and "Provide travel options for all residents, increase safe access across I-70 for non-motorized travel; support local and regional land use plans" in the Purpose and Need section are laudable goals. However, we do not see any commitment from MoDOT to include transit options with the preferred option or a commitment to make any significant transit investments in the I-70 corridor. To achieve the goal of better accessibility and providing travel options for all residents, including residents without automobile access, will require a MoDOT commitment to improve or facilitate corridor transit service.

816-346-0200 • www.kcata.org
1200 East 18th Street, Kansas City, MO 64108

- I-70 has been a barrier to pedestrians trying to get from one side of the highway to the other since its inception. This pedestrian barrier is a problem for transit riders, and MoDOT should identify the specific improvements anticipated to address this issue on all cross streets in keeping with the goal of increasing access across I-70.

- We understand that MoDOT has met with MARC to review and discuss the DEIS. As a result of these meetings, MoDOT has committed to ensuring that the footprint of the preferred alternative would allow for future bus on shoulder transit operations. KCATA appreciates this position and asks that it be incorporated in the EIS as part of the preferred alternative.

- Although KCATA supports this MoDOT commitment, we also strongly encourage MoDOT to commit to lead or help fund a study of the bus on shoulder option in the corridor. The implication in the DEIS is that transit options are not part of the MoDOT responsibility in this corridor and we encourage MoDOT to be more pro-active in looking at transit - especially in a major corridor like I-70.

- Statements such as those on page 2-20 of the DEIS that "Improved travel speeds reduce the need for bus on shoulder operations" and "the number of access points also limits the use of bus on shoulder operations" are of concern. The first statement ignores the fact that schedule reliability and consistency of service are important transit goals - not just travel speed, which is more of an auto-centric measure. Bus on shoulder is an important means of enhancing transit reliability and minimizing impacts from incidents. The second statement is also a concern as it may serve as rationale to limit transit options. If the number of access points is a reason to limit transit options, then MoDOT should review how to either limit the conflicting access points or design transit options that minimize such problems.

- KCATA concurs with MARC's comment on Environmental Justice and urges further review of this issue. We agree that the comparative assessment of the benefits and impacts to the immediately adjacent neighborhoods versus the impacts and benefits to those outside of the adjacent neighborhoods that will travel through on I-70 has not been well addressed and needs to be improved and additional benefits for those within the corridor considered in the final preferred alternative.

One way to address this may be to provide transit improvements including pedestrian amenities and transit stops on arterial streets across I-70. KCATA is willing to work with MoDOT to determine what transit improvements might be most appropriate.

We appreciate the efforts of MoDOT and FHWA to improve and enhance the I-70 corridor in Jackson County. If you have any questions regarding the comments above, please contact Richard Jarrold at (816) 346-0356 or djarrold@kcata.org.

Sincerely,

Mark E. Huffer
General Manager

MEH:RCJ:mt

cc: Mokhtee Ahmad, FTA
David Warm, MARC
Randy Johnson, MoDOT
Sherri McIntyre, City of Kansas City, Missouri

Kansas City Area Transportation Authority (KCATA) – March 5, 2014

Comment: Although KCATA supports this MoDOT commitment, we also strongly encourage MoDOT to commit to lead or help fund a study of the bus on shoulder option in the corridor. The implication in the DEIS is that transit options are not part of the MoDOT responsibility in this corridor and we encourage MoDOT to be more pro-active in looking at transit - especially in a major corridor like I-70.

The "Improve Accessibility" and "Provide travel options for all residents, increase safe access across I-70 for non-motorized travel; support local and regional land use plans" in the Purpose and Need section are laudable goals. However, we do not see any commitment from MoDOT to include transit options with the preferred option or a commitment to make any significant transit investments in the I-70 corridor. To achieve the goal of better accessibility and providing travel options for all residents, including residents without automobile access will require a MoDOT commitment to improve or facilitate corridor transit service.

Response: Expansion of transit service was not included at this time because of other regional transit plans and initiatives that are ongoing, the Jackson County Commuter Corridors Alternatives Analysis being one of these. The footprint for the proposed Preferred Alternative has been developed to accommodate bus on shoulder if it is desired in the future. Commencement of bus on shoulder service will be subject to further traffic and operations analysis, coordination with other regional transit initiatives and studies as mentioned above, development of operating agreements with transit operators, and assessment of potential partnership on funding resources. These items would be considered, and potentially developed, during future design phases of the project. KCATA has been a Project Core Team member throughout the project and will continue to be into the design phase.

_____

Comment: I-70 has been a barrier to pedestrians trying to get from one side of the highway to the other since its inception. This pedestrian barrier is a problem for transit riders, and MoDOT should identify the specific improvements anticipated to address this issue on all cross streets in keeping with the goal of increasing access across I-70.

Response: There are 19 roadways and two pedestrian bridges crossing I-70 which will remain in place. There will be no change to the locations of access across I-70. Bridges within the corridor will be upgraded individually over time. Each project will be looked at individually and attempt to meet the community's needs. Aesthetics and non-motorized enhancements will be considered during the design phase of each project.

_____

Comment: We understand that MoDOT has met with MARC to review and discuss the DEIS. As a result of these meetings, MoDOT has committed to ensuring that the footprint of the preferred alternative would allow for future bus on shoulder transit operations. KCATA appreciates this position and asks that it be incorporated in the EIS as part of the preferred alternative.

Response: See response above regarding bus on shoulder service.

_____

Comment: Statements such as those on page 2-20 of the DEIS that "Improved travel speeds reduce the need for bus on shoulder operations" and "the number of access points also limits the use of bus on shoulder operations" are of concern. The first statement ignores the fact that schedule reliability and consistency of service are important transit goals - not just travel speed, which is more of an auto-centric measure. Bus on shoulder is an important means of enhancing transit reliability and minimizing impacts from incidents. The second statement is also a concern as it may serve as rationale to limit transit options. If the number of access points is a reason to limit transit options, then MoDOT should review how to either limit the conflicting access points or design transit options that minimize such problems.

Response: See response above regarding bus on shoulder service. The statements on **Page 2-20** of the **Second Tier Draft EIS** were not intended to limit transit options, but were specifically referring to the potential operation of bus on shoulder on I-70. The travel speed statement was referring to the fact that with improved travel speeds for all vehicles on this section I-70 could reduce the need for buses to utilize shoulders. The access points' statement was referring specifically to the fact that buses traveling on the shoulder would need to merge back into traffic at each access point in this section of I-70 which would reduce the benefit of bus on shoulder. One of the Second Tier Alternatives, the Interchange Consolidations Alternative, looked at eliminating some access points, however this Alternative was not chosen as the Preferred Alternative.

Comment: KCATA concurs with MARC's comment on Environmental Justice and urges further review of this issue. We agree that the comparative assessment of the benefits and impacts to the immediately adjacent neighborhoods versus the impacts and benefits to those outside of the adjacent neighborhoods that will travel through on I-70 has not been well addressed and needs to be improved and additional benefits for those within the corridor considered in the final preferred alternative.

Response: Text was added to **Section 3.5** of the **Second Tier Draft EIS** stating "The Build Alternatives will also provide benefits to all residents in the Study Area including the minority and low-income populations. The Build Alternatives will decrease congestion along I-70. This would improve travel for residents in the Study Area who utilize I-70 to get to work or other destinations. In addition, it would improve travel for residents who ride transit and use I-70 in the Study Area as well as improve safety not only on I-70 but on the local road network around I-70 too. The improved travel times on I-70 would also benefit commuters, who may or may not be Environmental Justice populations."

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600 Broadway, Suite 200
Kansas City, Missouri 64105-1659

816/474-4240
816/421-7758 FAX
www.marc.org

MARC
MID-AMERICA REGIONAL COUNCIL

March 6, 2014

Ms. Raegan Ball
Program Development Team Leader
Federal Highway Administration, Division Office
3220 West Edgewood, Suite H
Jefferson City, MO 65109

Mr. Edward Hassinger
Chief Engineer
Missouri Department of Transportation
P.O. Box 270
Jefferson City, MO 65102

RE: FHWA-MO-EIS-14-01-D, Second Tier Environmental Impact Statement for Route I-70, Jackson County, from west of The Paseo interchange to east of the Blue Ridge Cutoff interchange, Job Number J4I1486C

Dear Ms. Ball and Mr. Hassinger:

The Mid-America Regional Council (MARC) has reviewed the I-70 Second Tier Draft Environmental Impact Statement (DEIS), and offers the following comments for consideration by the Missouri Department of Transportation (MoDOT) and the Federal Highway Administration (FHWA).

Overview

- As one of the participating agencies, MARC had the opportunity to review the preliminary DEIS, and offered a number of comments on that document. We received responses from MoDOT , and were able to discuss our initial comments with MoDOT and their consultant team. We appreciate MoDOT's receptivity to our input and willingness to work with MARC to strengthen the final document.
- MARC concurs that the Preferred Alternative (with accommodation for Bus on Shoulder –see below) will provide for improved traffic flow, safety and mobility along I-70 and will support the efficient movement of freight in the Kansas City region.
- The Preferred Alternative will result in community and environmental impacts; MARC has provided a number of suggestions below for how MoDOT and FHWA might mitigate those impacts.
- The DEIS document is well written and easy to read. We found the use of explanations in the margins of the document to be particularly helpful.

Chair
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Councilmember
Olathe, Kan.

1st Vice Chair
Jan Marcason
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Kansas City, Mo.

2nd Vice Chair
Ed Peterson
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Curt Skoog
Councilmember
Overland Park, Kan.

Executive Director
David A. Warm

Areas of Concern – already addressed by MoDOT

The following items were identified in our earlier comments on the Preliminary DEIS. They were not addressed in the DEIS, but MoDOT has indicated that they will be addressed in the Final EIS.

- Preferred Alternative – lack of inclusion of accommodation for Bus on Shoulder (BOS).
    - The Preferred Alternative description needs to be amended to include "improve shoulder width to allow buses on shoulder," which was included in the descriptions for both the Geometric Improvements and Interchange Consolidations alternatives.
    - The predicted typical speeds on I-70 will support BOS operation generally, but BOS operation will also be important to provide reliable transit schedules when events or incidents create episodic congestion on I-70.
    - MoDOT has indicated that BOS accommodation will be addressed in the Final EIS, by including the following language: "The footprint for the proposed Preferred Alternative has been developed to accommodate bus on shoulder. Commencement of bus on shoulder service will be subject to further traffic and operations analysis, coordination with other regional transit initiatives, development of operating agreements with transit operators, and assessment of potential partnership on funding resources. These items would be considered and developed during future design phases of the project." MARC supports the addition of this language.
- Use of and References to *Transportation Outlook 2040*
    - MARC's long-range transportation plan should be referred to as "*Transportation Outlook 2040*" throughout the document.
    - The text of the DEIS (particularly Chapter 3.19) only references five of *Transportation Outlook 2040*'s nine policy goals. The other four (public health, placemaking, climate change/energy use, and environment) are just as relevant as the five mentioned and should be explicitly referenced and addressed in the assessment of alternatives and particularly the assessment of the Preferred Alternative. Specifically, the document should be able to describe how the Preferred Alternative will assist the region in making progress towards all nine of the policy goals in *Transportation Outlook 2040*.
- Omissions/Errors/Inaccuracies in the text
    - The text description of Table 1-2 is inconsistent with the data in the table. In the paragraph above the table it states, "Truck percentages during the peak periods…are higher in the direction opposing commuter traffic." However, the table indicates that truck percentages are higher in the direction of peak commuter traffic, i.e. westbound in the AM and eastbound in the PM. A similarly inconsistency appears in the paragraph following Table 1-2, as well. MoDOT has indicated that the numbers in the Table are incorrect and will be corrected in the FEIS.
    - Page 3.21-2 incorrectly describes the conversion of wetlands to transportation uses as a benefit of the project, when in fact it will be a negative impact.
    - Page 3.21-2 incorrectly describes the reduction in property tax collections as a benefit of the project, when in fact it will be a negative impact.

Areas of Concern – under consideration by MoDOT

The following items were identified in our earlier comments on the Preliminary DEIS or in subsequent discussions with various MARC committees. They have not been addressed in the DEIS, but MoDOT has indicated that they will review them further and may consider making additional modifications in the Final EIS.

- Environmental Impacts
    - *Cumulative Impacts* – The document provides a limited assessment of the impacts of the proposed changes to the corridor in the context of the original I-70 construction and the impacts that the adjacent neighborhoods have had to endure over the life of I-70, along with additional impacts due to railroads, warehousing and manufacturing facilities and similar installations or features that may have developed in the neighborhoods partly due to the construction of I-70. Similarly, there is no discussion of the cumulative impact on the cohesion of the community that was severed by the original construction of I-70, nor of the cumulative impacts of direct emissions from cars, railroads, and industry on properties adjacent to I-70. While the proposed I-70 project is not responsible for addressing all of the cumulative impacts, it is necessary to understand I-70's role in those impacts in order to fully address them through mitigation.
    - *Environmental Justice* – The document does not provide a specific comparative assessment of the benefits and impacts to the immediately adjacent neighborhoods versus the impacts and benefits to those outside of the adjacent neighborhoods that will travel through on I-70. This comparative analysis is at the heart of the Environmental Justice Executive Order, and is necessary to understand the full extent of Environmental Justice impacts and the resulting mitigation that will be required to address those impacts.
    - *Noise* – The maps of noise impacts do not show any noise impacts extending beyond the narrowly defined study area. We would ask that this be reexamined and confirmed, to ensure that noise impacts will be adequately mitigated in the corridor.
    - *Air Quality* – The air quality assessment needs to fully recognize the current air quality status of the Kansas City region. The document relies too much on the current designation rather than the actual air quality readings. While the region is currently designated as attainment for the 2008 Ozone Standard, monitor data from the region exceeds the existing standard, suggesting that the region has an air quality problem and could be redesignated to nonattainment for ozone at any time. We acknowledge that political uncertainty surrounds federal air quality standards and designations. However, we believe a more prudent approach would be to assume that the Kansas City region will be designated as a nonattainment area, whether under the existing standard or potentially under a more stringent new standard, which could occur prior to construction commencing on I-70. The analysis of the project's impacts to air quality must take this reality into account. The proposed actions should be examined in the context of how they might support regional air quality protection efforts that will be required under a new state implementation plan.
    - *Public Health* – The DEIS documents an expected increase in truck traffic in the I-70 corridor. However, the document doesn't address the diesel emissions from the increased truck traffic and the impacts of those direct emissions on the health of those living and working in the adjacent neighborhoods.
    - *Water Quality* – Much of the discussion of water quality in the DEIS is focused on impacts during construction rather than the ongoing impacts from the completed project. While construction impacts are important and should be adequately addressed, the DEIS needs to fully assess the

ongoing impacts after construction is complete, to ensure adequate mitigation is provided for those ongoing impacts. This corridor is in Kansas City Missouri which is under a consent order related to their combined stormwater/sanitary sewer system so the impacts of I-70 to this system should also be considered and discussed. We would encourage MoDOT to adopt a watershed approach to assessing the impacts of the I-70 project, examining how I-70 has impacted current watersheds over time, and assessing how the proposed changes to I-70 could either alleviate or compound those prior watershed impacts.

- Design Considerations
    - We would encourage MoDOT to use a "Complete Streets" or "Livable Streets" approach to the design of all crossings of I-70 and at the intersections where I-70 ramps meet local streets. MARC has adopted a Complete Streets policy, Kansas City, Missouri has adopted a Livable Streets policy, and the Missouri General Assembly passed a resolution in 2011 supporting Complete Streets across the state of Missouri. MARC has produced a Complete Streets Handbook which the designers should reference as they further develop the project. The Handbook is available at: http://www.marc.org/Transportation/Special-Projects/assets/CompleteStreetsHandbook.aspx
    - Because this portion of I-70 travels through an urban setting with significant numbers of pedestrians and bicyclists, the designers should work to ensure that pedestrian and bicyclist safety is given equal consideration to motor vehicle safety.
    - The Preferred Alternative results in the closure of some local streets and the creation of new cul-de-sacs. Cul-de-sacs result in out-of-direction travel, and typically receive a lower priority for snow removal and other city services. Because of this, the designers should strive to maintain local street connectivity as much as possible and use cul-de-sacs only as a last resort.
    - I-70 serves as a gateway to the Kansas City region and to the downtown of Kansas City, Missouri. As such, the design of the corridor improvements should have an intentional beautification/aesthetic approach.
    - We would encourage MoDOT to look for opportunities to use more solar power in the corridor and to transition corridor lighting to LED or other more energy-efficient technologies.
    - MoDOT should commit to recycle and reuse as much material as possible in the implementation of the I-70 project.

Potential Mitigation Strategies

While the Preferred Alternative will provide for improved travel in the I-70 corridor, it does create impacts to the region and the immediately surrounding neighborhoods. MARC anticipates that MoDOT and FHWA will identify mitigation measures to address these impacts and include them in the Final EIS. From our review of recent local planning work, input from our community and area residents, and projects with similar impacts in our region and others, we would offer the following potential mitigation list for consideration by MoDOT and FHWA.

- *Noise barriers* – the document indicates that noise mitigation will be considered during design. We would encourage MoDOT to work closely with Kansas City, Missouri and the affected neighborhoods to analyze creative and aesthetic ways (through structures, berms and vegetation) to address the noise impacts of the corridor.
- *Workforce Development Program* – MoDOT has prior experience with workforce development programs as part of major projects in both Kansas City and St. Louis. Because the residents of the neighborhoods adjacent to I-70 have lower incomes and higher rates of unemployment, it would be a positive step to use

the I-70 construction project as a method to help area residents begin working towards a future career in the construction trades.

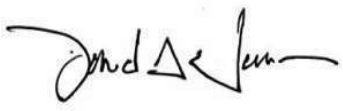
- *Community Bridges* – the original Major Investment Study for the I-70 corridor included the concept of "community bridges" as a mechanism to both physically and symbolically reconnect the two sides of I-70 that were severed by its original construction in the 1950s. While the DEIS does include enhanced bicycle and pedestrian crossings of I-70, we would encourage the designers to approach the bridges from the user's perspective to ensure that they not only accommodate non-motorized travelers, but are creating inviting spaces for them to use to travel to the other side of I-70. In particular, we are aware that the Kansas City Missouri Public School District (KCPS) is currently reviewing school attendance boundaries to reduce the number of students that need to cross major barriers. The corridor for this study is entirely within the boundaries of KCPS. We recommend that MoDOT consult with KCPS and other stakeholders on the planning and design of any pedestrian crossings of I-70 within the boundaries of this study.
- *Pedestrian Access to Transit* – The neighborhoods adjacent to I-70 have a high degree of transit usage. As such, it is important to maintain strong pedestrian accommodation along city streets. Where the Preferred Alternative results in streets being closed to motor vehicles, MoDOT should maintain the pedestrian connections in order not to lengthen anyone's pedestrian access to transit.
- *ADA Compliance* – Along with maintaining pedestrian access, is ensuring that the pedestrian access meets the requirements of the Americans with Disabilities Act (ADA). MoDOT could work with Kansas City to address ADA issues on city streets in proximity to the I-70 corridor and along streets that extend the pedestrian connections across I-70 deeper into the adjacent neighborhoods.
- *Green Infrastructure* – With the Preferred Alternative, MoDOT will be redesigning the drainage system for the I-70 facility. With that redesign, MoDOT has the opportunity to introduce green infrastructure approaches to hold and process stormwater runoff rather than channeling it directly into storm drains. This approach can provide assistance to Kansas City Missouri in responding to the consent order related to the combined sewer system, and can also provide natural, aesthetic elements to the corridor. MoDOT should also look for opportunities through the project design to support restoration efforts for the Blue River and tributaries to the Blue River, such as Round Grove Creek. MARC's Eco-Logical Action Plan can provide additional information and context for an ecosystem-based approach to natural system restoration and enhancement.
- *Native Vegetation* – MoDOT is encouraged to consider the use of native vegetation in the I-70 right-of-way to absorb and sequester air pollutants, address the urban heat island effect, provide a more natural setting/aesthetic for the corridor, and reduce the long-term mowing/maintenance requirements of the right-of-way. MoDOT should commit to planting enough trees to more than replace any tree canopy that is removed through construction.
- *Arterial Street Efficiency* – During Community Advisory Committee meetings, neighborhood representatives indicated that they tend to use city streets for their travel more than relying on I-70. MoDOT should look to provide travel benefits to the adjacent neighborhoods commensurate with the benefits that those traveling through on I-70 will receive. One option to do that would be to work with Kansas City and MARC's Operation Green Light program to incorporate upgraded traffic signal equipment and signal timing enhancements on arterial streets across and parallel to I-70.
- *Transit Amenities* – An additional way to enhance the adjacent neighborhood's mobility would be to provide transit stop amenities on arterials streets with current bus service across I-70. MoDOT should work with Kansas City and the Kansas City Area Transportation Authority to determine what transit stop amenities would be most appropriate.

- *Community Amenities* – The Preferred Alternative will result in some additional right-of-way acquisition by MoDOT and, after construction, leave some excess right-of-way in place. MoDOT could work with Kansas City and the adjacent community to identify additional community amenities that might be provided on any excess right-of-way.
- *Transition to Home Ownership* – The Preferred Alternative will result in the relocation of some households where additional right-of-way will be required, and MoDOT will follow the Uniform Relocation and Real Property Acquisition Policies Act in relation to any relocations. However, due to the low incomes and high proportion of renters in the study area, MoDOT should consider partnering with other public, private and non-profit entities to provide assistance to any relocated renters to make the transition to home ownership, if they are interested in doing so.
- *Neighborhood Gateways* – MoDOT should incorporate into the project features that will enhance the entrances or gateways to the adjacent neighborhoods from I-70. This could be accomplished by enhanced landscaping and streetscaping on local arterial streets where they intersect with I-70.

In terms of the timing of implementation of mitigation strategies, we would recommend that some of these mitigation strategies be implemented in advance of major construction on I-70 to provide relief to the community and the region prior to the arrival of the impacts from the project.

In conclusion, we appreciate the efforts of MoDOT and FHWA to improve and enhance the I-70 corridor in Jackson County. Our comments are intended to strengthen the final Environmental Impact Statement and ensure that the final constructed project meets the transportation needs of the Kansas City region, while ensuring the neighborhoods along I-70 become more vibrant and healthy. If you have any questions regarding the comments above, please contact Mell Henderson, MARC's director of transportation at (816) 474-4240 or at mellh@marc.org.

Sincerely,



David A. Warm
Executive Director

cc: Dan Niec, MoDOT
Randy Johnson, MoDOT
Kevin Ward, FHWA-MO
Mike Latuszek, FHWA-MO
Sherri McIntyre, Kansas City, Missouri

Mid-America Regional Council (MARC) – March 6, 2014

Comment: Preferred Alternative – lack of inclusion of accommodation for Bus on Shoulder (BOS):

- The Preferred Alternative description needs to be amended to include "improve shoulder width to allow buses on shoulder," which was included in the descriptions for both the Geometric Improvements and Interchange Consolidations alternatives.
- The predicted typical speeds on I-70 will support BOS operation generally, but BOS operation will also be important to provide reliable transit schedules when events or incidents create episodic congestion on I-70.
- MoDOT has indicated that BOS accommodation will be addressed in the Final EIS, by including the following language: "The footprint for the proposed Preferred Alternative has been developed to accommodate bus on shoulder. Commencement of bus on shoulder service will be subject to further traffic and operations analysis, coordination with other regional transit initiatives, development of operating agreements with transit operators, and assessment of potential partnership on funding resources. These items would be considered and developed during future design phases of the project." MARC supports the addition of this language.

Response: Expansion of transit service was not included at this time because of other regional transit plans and initiatives that are ongoing, the Jackson County Commuter Corridors Alternatives Analysis being one of these. The footprint for the proposed Preferred Alternative has been developed to accommodate bus on shoulder if it is desired in the future. Commencement of bus on shoulder service will be subject to further traffic and operations analysis, coordination with other regional transit initiatives and studies as mentioned above, development of operating agreements with transit operators, and assessment of potential partnership on funding resources. These items would be considered, and potentially developed, during future design phases of the project. KCATA has been a Project Core Team member throughout the project and will continue to be into the design phase.

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Comment: Use of and References to Transportation Outlook 2040:

- MARC's long-range transportation plan should be referred to as "Transportation Outlook 2040" throughout the document.
- The text of the DEIS (particularly Chapter 3.19) only references five of Transportation Outlook 2040's nine policy goals. The other four (public health, placemaking, climate change/energy use, and environment) are just as relevant as the five mentioned and should be explicitly referenced and addressed in the assessment of alternatives and particularly the assessment of the Preferred Alternative. Specifically, the document should be able to describe how the Preferred Alternative will assist the region in making progress towards all nine of the policy goals in Transportation Outlook 2040.

Response: All references to MARC's long-range transportation in the Second Tier Condensed Final EIS have been revised to "Transportation Outlook 2040". All nine of the Transportation Outlook 2040's policy goals have been listed in **Section 3.2.11**.

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Comment: Omissions/Errors/Inaccuracies in the text:

- The text description of Table 1-2 is inconsistent with the data in the table. In the paragraph above the table it states, "Truck percentages during the peak periods…are higher in the direction

opposing commuter traffic." However, the table indicates that truck percentages are higher in the direction of peak commuter traffic, i.e. westbound in the AM and eastbound in the PM. A similarly inconsistency appears in the paragraph following Table 1-2, as well. MoDOT has indicated that the numbers in the Table are incorrect and will be corrected in the FEIS.

- Page 3.21-2 incorrectly describes the conversion of wetlands to transportation uses as a benefit of the project, when in fact it will be a negative impact.
- Page 3.21-2 incorrectly describes the reduction in property tax collections as a benefit of the project, when in fact it will be a negative impact.

Response: The omissions/errors/inaccuracies in the text have been corrected.

———————

Comment: Cumulative Impacts – The document provides a limited assessment of the impacts of the proposed changes to the corridor in the context of the original I-70 construction and the impacts that the adjacent neighborhoods have had to endure over the life of I-70, along with additional impacts due to railroads, warehousing and manufacturing facilities and similar installations or features that may have developed in the neighborhoods partly due to the construction of I-70. Similarly, there is no discussion of the cumulative impact on the cohesion of the community that was severed by the original construction of I-70, nor of the cumulative impacts of direct emissions from cars, railroads, and industry on properties adjacent to I-70. While the proposed I-70 project is not responsible for addressing all of the cumulative impacts, it is necessary to understand I-70's role in those impacts in order to fully address them through mitigation.

Response: It is acknowledged the nature of environmental studies, such as this EIS, is an existing snapshot. With the revisions to the Preferred Alternative, the Brooklyn Avenue half diamond interchange ramps are going to remain open, and there is no longer a plan to use cul-de-sacs. This was the main cumulative impact of concern as discussed in **Section 3.19.1** of the **Second Tier Draft EIS**. This was also the area of greatest concern for community cohesion and it has been eliminated. In **Section 3.19.2** of the **Second Tier Draft EIS** the long term effects of I-70 construction are listed as one of many projects considered when looking at these types of impacts. The section discusses the cumulative impacts of traffic, access, neighborhoods and air quality more specifically as it relates to previous I-70 construction as well as other projects. These impacts will be lessened further by retaining the Brooklyn Avenue half diamond interchange access and eliminating the cul-de-sacs from the Preferred Alternative.

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Comment: Environmental Justice – The document does not provide a specific comparative assessment of the benefits and impacts to the immediately adjacent neighborhoods versus the impacts and benefits to those outside of the adjacent neighborhoods that will travel through on I-70. This comparative analysis is at the heart of the Environmental Justice Executive Order, and is necessary to understand the full extent of Environmental Justice impacts and the resulting mitigation that will be required to address those impacts.

Response: Text was added to the Second Tier Draft EIS stating "The Build Alternatives will also provide benefits to all residents in the Study Area including the minority and low-income populations. The Build Alternatives will decrease congestion along I-70. This would improve travel for residents in the Study Area who utilize I-70 to get to work or other destinations. In addition, it would improve travel for residents who ride transit and use I-70 in the Study Area as well as improve safety not only on I-70 but on the local road

network around I-70 too. The improved travel times on I-70 would also benefit commuters, who may or may not be Environmental Justice populations."

Additionally upgrades to bridges in the corridor, which will take place over time, will benefit the surrounding neighborhoods. Each project will be looked at individually and attempt to meet the community's needs. Aesthetics and non-motorized enhancements will be considered during the design phase of each project.

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Comment: Noise – The maps of noise impacts do not show any noise impacts extending beyond the narrowly defined study area. We would ask that this be reexamined and confirmed, to ensure that noise impacts will be adequately mitigated in the corridor.

Response: For the EIS, the traffic noise analysis preliminarily identifies the impacts and mitigation measures on the level of detail available at this time. Before the construction phase, designs may change that would result in increase or decrease in the number impacted receptors. A detailed design noise analysis is typically completed during final design to determine final impacts and mitigation measures. The *Noise Barrier Evaluation Technical Memorandum* and this Condensed Final EIS recommends that a final design noise study should be conducted to identify impacts and mitigation measures during final design stage in accordance with the MoDOT EPG. Design modifications and right-of-way acquisition of some impacted receptors are expected to occur during final design of the project. During final design of the Preferred Alternative, it is recommended that detailed design noise analysis using TNM 2.5 or the most current noise analysis software be conducted to determine feasibility and reasonableness for the benefit of all predicted traffic noise impacts identified in the traffic noise analysis. The location, length, height, cost, and receptors studied and benefited should be included in the study. The final decision to construct the proposed noise barrier should be made upon completion of the project design and the public involvement process taking into consideration the opinions of benefited property owners and residents, and upon FHWA approval.

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Comment: Air Quality – The air quality assessment needs to fully recognize the current air quality status of the Kansas City region. The document relies too much on the current designation rather than the actual air quality readings. While the region is currently designated as attainment for the 2008 Ozone Standard, monitor data from the region exceeds the existing standard, suggesting that the region has an air quality problem and could be designated to nonattainment for ozone at any time. We acknowledge that political uncertainty surrounds federal air quality standards and designations. However, we believe a more prudent approach would be to assume that the Kansas City region will be designated as a nonattainment area, whether under the existing standard or potentially under a more stringent new standard, which could occur prior to construction commencing on I-70. The analysis of the project's impacts to air quality must take this reality into account. The proposed actions should be examined in the context of how they might support regional air quality protection efforts that will be required under a new state implementation plan.

Response: MoDOT acknowledges that the Kansas City region will most likely be re-designated as non-attainment in the future. Language provided by the Missouri Department of Natural Resources in their comments regarding air quality has been added to **Section 3.2.8** to address this issue.

———————

Comment: Water Quality – Much of the discussion of water quality in the DEIS is focused on impacts during construction rather than the ongoing impacts from the completed project. While construction impacts are important and should be adequately addressed, the DEIS needs to fully assess the ongoing impacts after construction is complete, to ensure adequate mitigation is provided for those ongoing impacts. This corridor is in Kansas City Missouri which is under a consent order related to their combined stormwater/sanitary sewer system so the impacts of I-70 to this system should also be considered and discussed. We would encourage MoDOT to adopt a watershed approach to assessing the impacts of the I-70 project, examining how I-70 has impacted current watersheds over time, and assessing how the proposed changes to I-70 could either alleviate or compound those prior watershed impacts.

Response: Design of the drainage system as it relates to the improvements proposed in the Preferred Alternative will be made during the design phase of the project in accordance with MoDOT EPG and through coordination with local agencies. At that time the potential for the use of detention areas will be investigated.

———————

Comment: We would encourage MoDOT to use a "Complete Streets" or "Livable Streets" approach to the design of all crossings of I-70 and at the intersections where I-70 ramps meet local streets. MARC has adopted a Complete Streets policy, Kansas City, Missouri has adopted a Livable Streets policy, and the Missouri General Assembly passed a resolution in 2011 supporting Complete Streets across the state of Missouri. MARC has produced a Complete Streets Handbook which the designers should reference as they further develop the project. The Handbook is available at:
http://www.marc.org/Transportation/Special-Projects/assets/CompleteStreetsHandbook.aspx.

Response: As upgrades to bridges and other parts of the corridor occur over time, each project will be looked at individually and attempt to meet the community's needs. MoDOT will reference the MARC Handbook and consider the Complete Streets/Livable Streets approach during the design phase of each project. Text has been added to **Section 3.2.1**.

———————

Comment: Because this portion of I-70 travels through an urban setting with significant numbers of pedestrians and bicyclists, the designers should work to ensure that pedestrian and bicyclist safety is given equal consideration to motor vehicle safety.

Response: The safety of pedestrians and bicyclists is equally as important as motor vehicle safety. Text has been included in **Section 3.2.1** to make this clear.

———————

Comment: The Preferred Alternative results in the closure of some local streets and the creation of new cul-de-sacs. Cul-de-sacs result in out-of-direction travel, and typically receive a lower priority for snow removal and other city services. Because of this, the designers should strive to maintain local street connectivity as much as possible and use cul-de-sacs only as a last resort.

Response: The Preferred Alternative has been reviewed and revised, all cul-de-sacs were removed and local street connectivity maintained.

———————

Comment: I-70 serves as a gateway to the Kansas City region and to the downtown of Kansas City, Missouri. As such, the design of the corridor improvements should have an intentional beautification/aesthetic approach.

Response: Coordination with local agencies will be ongoing as upgrades in the corridor take place. Aesthetic and non-motorized enhancements will be considered in the design phase of the project in accordance with the MoDOT EPG and coordination with local agencies.

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Comment: We would encourage MoDOT to look for opportunities to use more solar power in the corridor and to transition corridor lighting to LED or other more energy-efficient technologies.

Response: Lighting design will be considered in the design phase of the project in accordance with the MoDOT EPG.

_____

Comment: MoDOT should commit to recycle and reuse as much material as possible in the implementation of the I-70 project.

Response: Specific materials used in construction of the projects will be determined during the design phase of the project in accordance with MoDOT EPG.

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Comment: Noise barriers – the document indicates that noise mitigation will be considered during design. We would encourage MoDOT to work closely with Kansas City, Missouri and the affected neighborhoods to analyze creative and aesthetic ways (through structures, berms and vegetation) to address the noise impacts of the corridor.

Response: Specific noise mitigation measures, including aesthetic and landscaping opportunities will be considered in the design phase of the project in accordance with the MoDOT EPG. A preliminary investigation identified twenty locations where noise barriers could be warranted. Nine of these noise barriers are expected to meet applicable feasibility and reasonableness criteria, and are recommended for detailed analysis in during the final design phase. **Section 3.1.10** and **Section 3.2.7** discuss the noise impacts in detail.

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Comment: Workforce Development Program – MoDOT has prior experience with workforce development programs as part of major projects in both Kansas City and St. Louis. Because the residents of the neighborhoods adjacent to I-70 have lower incomes and higher rates of unemployment, it would be a positive step to use the I-70 construction project as a method to help area residents begin working towards a future career in the construction trades.

Response: MoDOT has a community relations staff position that deals with concerns related to environmental justice and acts as a liaison with the residents and neighborhood groups. This individual has been involved with the public meetings and discussions that have taken place in the community throughout this project and will continue to be involved. MoDOT will facilitate opportunities to train

and/or identify economically disadvantaged workers and suppliers during the design and construction phases.

_____

Comment: Community Bridges – the original Major Investment Study for the I-70 corridor included the concept of "community bridges" as a mechanism to both physically and symbolically reconnects the two sides of I-70 that were severed by its original construction in the 1950s. While the DEIS does include enhanced bicycle and pedestrian crossings of I-70, we would encourage the designers to approach the bridges from the user's perspective to ensure that they not only accommodate non-motorized travelers, but are creating inviting spaces for them to use to travel to the other side of I-70. In particular, we are aware that the Kansas City Missouri Public School District (KCPS) is currently reviewing school attendance boundaries to reduce the number of students that need to cross major barriers. The corridor for this study is entirely within the boundaries of KCPS. We recommend that MoDOT consult with KCPS and other stakeholders on the planning and design of any pedestrian crossings of I-70 within the boundaries of this study.

Response: Bridges within the corridor will be upgraded individually over time. Each project will be analyzed individually and attempt to meet the community's needs. Coordination with local agencies will be ongoing as upgrades in the corridor take place. Aesthetics and non-motorized enhancements will be considered during the design phase of each project.

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Comment: Pedestrian Access to Transit – The neighborhoods adjacent to I-70 have a high degree of transit usage. As such, it is important to maintain strong pedestrian accommodation along city streets. Where the Preferred Alternative results in streets being closed to motor vehicles, MoDOT should maintain the pedestrian connections in order not to lengthen anyone's pedestrian access to transit.

Response: The Preferred Alternative has been revised and now reflects that cul-de-sacs will no longer be a part of the project and both motor vehicle and pedestrian access will be maintained in its current state. The distance to transit access points will remain the same.

_____

Comment: ADA Compliance – Along with maintaining pedestrian access, is ensuring that the pedestrian access meets the requirements of the Americans with Disabilities Act (ADA). MoDOT could work with Kansas City to address ADA issues on city streets in proximity to the I-70 corridor and along streets that extend the pedestrian connections across I-70 deeper into the adjacent neighborhoods.

Response: Pedestrian connections within the MoDOT system will be ADA compliant. As bridges and other portions of the system are upgraded MoDOT will coordinate with the City of Kansas City, Missouri to encourage more off-system improvements connecting with MoDOT system improvements.

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Comment: Green Infrastructure – With the Preferred Alternative, MoDOT will be redesigning the drainage system for the I-70 facility. With that redesign, MoDOT has the opportunity to introduce green infrastructure approaches to hold and process stormwater runoff rather than channeling it directly into storm drains. This approach can provide assistance to Kansas City Missouri in responding to the consent order related to the combined sewer system, and can also provide natural, aesthetic elements to the

corridor. MoDOT should also look for opportunities through the project design to support restoration efforts for the Blue River and tributaries to the Blue River, such as Round Grove Creek. MARC's Eco-Logical Action Plan can provide additional information and context for an ecosystem-based approach to natural system restoration and enhancement.

Response: Design of the drainage system as it relates to the improvements proposed in the Preferred Alternative will be made during the design phase of the project in accordance with MoDOT EPG and through coordination with local agencies. At that time the potential for the use of detention areas will be investigated.

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Comment: Native Vegetation – MoDOT is encouraged to consider the use of native vegetation in the I-70 right of way to absorb and sequester air pollutants, address the urban heat island effect, provide a more natural setting/aesthetic for the corridor, and reduce the long-term mowing/maintenance requirements of the right of way. MoDOT should commit to planting enough trees to more than replace any tree canopy that is removed through construction.

Response: Aesthetic and landscaping opportunities will be considered in the design phase of the project in accordance with the MoDOT EPG.

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Comment: Arterial Street Efficiency – During Community Advisory Committee meetings, neighborhood representatives indicated that they tend to use city streets for their travel more than relying on I-70. MoDOT should look to provide travel benefits to the adjacent neighborhoods commensurate with the benefits that those traveling through on I-70 will receive. One option to do that would be to work with Kansas City and MARC's Operation Green Light program to incorporate upgraded traffic signal equipment and signal timing enhancements on arterial streets across and parallel to I-70.

Response: Coordination with the City of Kansas City, Missouri and Operation Green Light will be part of the process as upgrades are made in the corridor.

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Comment: Transit Amenities – An additional way to enhance the adjacent neighborhood's mobility would be to provide transit stop amenities on arterials streets with current bus service across I-70. MoDOT should work with Kansas City and the Kansas City Area Transportation Authority to determine what transit stop amenities would be most appropriate.

Response: MoDOT will continue to coordinate with the KCATA and other agencies on their plans for service and transit stops. Additional amenities will be considered in the design phase of the project in accordance with the MoDOT EPG.

_____

Comment: Community Amenities – The Preferred Alternative will result in some additional right of way acquisition by MoDOT and, after construction, leave some excess right of way in place. MoDOT could work with Kansas City and the adjacent community to identify additional community amenities that might be provided on any excess right of way.

Response: Property not immediately required for highway construction and not shown on any existing plans for construction may be used by others upon execution of a lease approved as to form by the Chief Counsel. Aesthetic and landscaping opportunities will be considered in the design phase of the project in accordance with the MoDOT EPG.

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Comment: Transition to Home Ownership – The Preferred Alternative will result in the relocation of some households where additional right of way will be required, and MoDOT will follow the Uniform Relocation and Real Property Acquisition Policies Act in relation to any relocations. However, due to the low incomes and high proportion of renters in the study area, MoDOT should consider partnering with other public, private and non-profit entities to provide assistance to any relocated renters to make the transition to home ownership, if they are interested in doing so.

Response: Per the MoDOT EPG, displaced tenants and short-term owners who elect to purchase in lieu of renting a decent, safe and sanitary dwelling (DS&S) replacement dwelling, and who actually do so, are entitled to down payment assistance if they meet the eligibility requirements discussed in EPG 236.8.13.2.

_____

Comment: Neighborhood Gateways – MoDOT should incorporate into the project features that will enhance the entrances or gateways to the adjacent neighborhoods from I-70. This could be accomplished by enhanced landscaping and streetscaping on local arterial streets where they intersect with I-70.

Response: Coordination with local agencies will be ongoing as upgrades in the corridor take place. Aesthetic and landscaping opportunities will be considered in the design phase of the project in accordance with the MoDOT EPG.

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Comment: In terms of the timing of implementation of mitigation strategies, we would recommend that some of these mitigation strategies be implemented in advance of major construction on I-70 to provide relief to the community and the region prior to the arrival of the impacts from the project.

Response: At this time funding has been not identified to begin the subsequent phases which are design and construction. However, there is money available for maintenance to I-70.

Construction of improvements including in the Preferred Alternative will be completed in phases for different sections of the Study Area. The Study Team has identified improvements at the I-435/I-70 interchange as the first construction project from this EIS. The construction, timing, and phasing beyond this is contingent on available funding. Mitigation in advance will be dependent on this phased process of construction.

MoDOT will continue on-going maintenance on the portions of I-70 not under construction.

_____

STATE OF MISSOURI
Jeremiah W. (Jay) Nixon, Governor • Sara Parker Pauley, Director
DEPARTMENT OF NATURAL RESOURCES
www.dnr.mo.gov

MAR - 7 2014

Raegan Ball
Federal Highway Administration, District Office
3220 West Edgewood Suite H
Jefferson City, MO 65109

Re: I-70 Second Tier Draft Environmental Impact Statement, Kansas City, Missouri

Dear Ms. Ball:

The Missouri Department of Natural Resources (department) appreciates the opportunity to review the information submitted and provide comments for the I-70 Second Tier Draft Environmental Impact Statement in Kansas City, Missouri. The department offers the following comments for consideration.

The Kansas City area air quality monitoring region is currently designated in attainment of the National Ambient Air Quality Standards, or NAAQS, for all criteria pollutants. This ozone status includes Platte, Clay and Jackson counties in Missouri. On March 12, 2008, the EPA announced that it was tightening the primary 8-hour ozone standard to 0.075 ppm or 75 ppb. States are required to have approved state implementation plans to address nonattainment areas and areas will be required to meet the new standard between 2013 and 2020. It is expected that the Kansas City region will be re-designated as nonattainment.

A portion of Jackson County in the downtown Kansas City area is nonattainment for the 1-hour sulfur dioxide (SO2) NAAQS (though SO2 isn't a pollutant of concern from a vehicle emissions standpoint). The Kansas City area (Clay, Jackson, Platte Counties) is a maintenance area for the previous ozone NAAQS. Although there are several monitors in the Kansas City area in violation of the current 2008 ozone NAAQS, it hasn't been designated nonattainment. EPA has indicated that they don't intend to do additional rounds of area designations under this standard. It's possible that Kansas City becomes designated a nonattainment area at some point, but it may not happen unless/until EPA establishes a new ozone standard as a result of their next ozone NAAQS review. Regardless of Kansas City's official status, ozone continues to be an air quality concern in the area.

Recycled Paper

We appreciate the opportunity to provide comments for the I-70 Second Tier Draft Environmental Impact Statement in Kansas City, Missouri. If you have any questions or need clarification, please contact me, phone number (573) 751-3195. The address for correspondence is Department of Natural Resources, P.O. Box 176, Jefferson City, MO 65102.

Thank you.

Sincerely,

DEPARTMENT OF NATURAL RESOURCES

Robert Stout
Chief of Policy

RS/jbk

From:	Matthew Burcham
To:	Randy L. Johnson; Nazar, Christopher R; Zafft, Allan S.; Rowson, Randy
Subject:	FW: MODOT Second Tier Draft EIS - Comments from DNR
Date:	Saturday, March 08, 2014 10:45:51 AM
Attachments:	I70 Second Tier Draft EIS comment ltr.pdf

Comment letter from DNR. Then comments Jane did not get in the letter that were from James Helgason in the KC office.

Thank you,

Matt Burcham
Senior Environmental Specialist
573-526-6679
601 W. Main Street
P.O. Box 270
Jefferson City, MO 65102

From: jane.beetem@dnr.mo.gov
Sent: Friday, March 07, 2014 4:44 PM
To: Matthew Burcham
Subject: FW: MODOT Second Tier Draft EIS

Matt, I just realized that there were a couple of comments that were omitted from the I-70 Second Tier EIS comment letter. Please forward these to the appropriate party for incorporation into the EIS comments. Thank you!

1. Tree Removal (page 3.24-4 and 3.24-5) – When trees are removed they have to be property disposed. This means to take it to a composter, chip the trees or burn them. If they want to burn, then they will have to obtain an open burning permit form either the Kansas City Regional Office or the city of Kansas City. If the trees are going to be burned within the city limits of Kansas City, then MODOT must obtain an opening burning permit form the city. If it is outside the city limits of Kansas City, then MODOT will have to obtain an open burning permit from the Kansas City Regional Office. If open burning is allowed, then the open burning will probably require an air curtain destructor. Open burning must be at least 200 yards from the nearest occupied building.
2. Asbestos (page 3.24-2) – When MODOT is going to demo a structure (building, bridge, etc.), they were going to notify state and federal. The city of Kansas City must be notified if the structure is within the city limits of Kansas City, MO. The City of Kansas City, MO has their own regulations for asbestos. The city conducts inspection for asbestos.
3. Any building that is demolished will have a service line for wastewater and one for drinking water. These service lines must be removed to prevent water from infiltrating into the public drinking water and sewer. These issues should be coordinated with the local authority.
4. If any wells are encountered, then they must be closed properly. These wells could be old natural gas wells or possibly drinking water wells.

Jane Beetem

Director's Office
Missouri Department of Natural Resources
P.O. Box 176
Jefferson City, MO 65102
573-522-2401 Phone
573-526-3444 FAX
Jane.beetem@dnr.mo.gov

Celebrating 40 years of taking care of Missouri's natural resources. To learn more about the Missouri Department of Natural Resources visit dnr.mo.gov.

From: Helgason, James
Sent: Tuesday, February 11, 2014 1:16 PM
To: Beetem, Jane
Cc: Collier, Andrea
Subject: MODOT Second Tier Draft EIS

Jane,

Below are my comments. The major issue that I had was the Former Koppers site, but the EIS states that it will work with the DNR Hazardous Waste Program (which is great).

1. Tree Removal (page 3.24-4 and 3.24-5) – When trees are removed they have to be property disposed. This means to take it to a composter, chip the trees or burn them. If they want to burn, then they will have to obtain an open burning permit form either the Kansas City Regional Office or the city of Kansas City. If the trees are going to be burned within the city limits of Kansas City, then MODOT must obtain an opening burning permit form the city. If it is outside the city limits of Kansas City, then MODOT will have to obtain an open burning permit from the Kansas City Regional Office. If open burning is allowed, then the open burning will probably require an air curtain destructor. Open burning must be at least 200 yards from the nearest occupied building.
2. Asbestos (page 3.24-2) – When MODOT is going to demo a structure (building, bridge, etc.), they were going to notify state and federal. The city of Kansas City must be notified if the structure is within the city limits of Kansas City, MO. The City of Kansas City, MO has their own regulations for asbestos. The city conducts inspection for asbestos.
3. Any building that is demolished will have a service line for wastewater and one for drinking water. These service lines must be removed to prevent water from infiltrating into the public drinking water and sewer. These issues should be coordinated with the local authority.
4. If any wells are encountered, then they must be closed properly. These wells could be old natural gas wells or possibly drinking water wells. I am not sure even if these wells exist.

James Helgason
Environmental Manager

Missouri Department of Natural Resources (MDNR) – March 7, 2014

Comment: The Kansas City area air quality monitoring region is currently designated in attainment of the National Ambient Air Quality Standards, or NAAQS, for all criteria pollutants. This ozone status includes Platte, Clay and Jackson counties in Missouri. On March 12, 2008, the EPA announced that it was tightening the primary 8-hour ozone standard to 0.075 ppm or 75 ppb. States are required to have approved state implementation plans to address nonattainment areas and areas will be required to meet the new standard between 2013 and 2020. It is expected that the Kansas City region will be re-designated as nonattainment.

A portion of Jackson County in the downtown Kansas City area is nonattainment for the 1-hour sulfur dioxide (S02) NAAQS (though S02 isn't a pollutant of concern from a vehicle emissions standpoint). The Kansas City area (Clay, Jackson, Platte Counties) is a maintenance area for the previous ozone NAAQS. Although there are several monitors in the Kansas City area in violation of the current 2008 ozone NAAQS, it hasn't been designated nonattainment. EPA has indicated that they don't intend to do additional rounds of area designations under this standard. It's possible that Kansas City becomes designated a nonattainment area at some point, but it may not happen unless/until EPA establishes a new ozone standard as a result of their next ozone NAAQS review. Regardless of Kansas City's official status, ozone continues to be an air quality concern in the area.

Response: Comment acknowledged. The language from the comment has been added to **Section 3.2.8**.

Comment: Tree Removal (page 3.24-4 and 3.24-5) – When trees are removed they have to be property disposed. This means to take it to a composter, chip the trees or burn them. If they want to burn, then they will have to obtain an open burning permit form either the Kansas City Regional Office or the city of Kansas City. If the trees are going to be burned within the city limits of Kansas City, then MODOT must obtain an opening burning permit form the city. If it is outside the city limits of Kansas City, then MODOT will have to obtain an open burning permit from the Kansas City Regional Office. If open burning is allowed, then the open burning will probably require an air curtain destructor. Open burning must be at least 200 yards from the nearest occupied building.

Response: Tree removal will be completed in accordance with MoDOT EPG and through continued coordination with local agencies. MoDOT will obtain and comply with all required burning permits.

Comment: Asbestos (page 3.24-2) – When MODOT is going to demo a structure (building, bridge, etc.); they were going to notify state and federal. The city of Kansas City must be notified if the structure is within the city limits of Kansas City, MO. The City of Kansas City, MO has their own regulations for asbestos. The city conducts inspection for asbestos.

Response: MoDOT will notify the City of Kansas City, Missouri regarding any demolition as part of the project.

Comment: Any building that is demolished will have a service line for wastewater and one for drinking water. These service lines must be removed to prevent water from infiltrating into the public drinking water and sewer. These issues should be coordinated with the local authority.

Response: MoDOT will coordinate with the City of Kansas City, Missouri on any utility removal, relocation, additions or re-design of utilities needed due to this project

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Comment: If any wells are encountered, then they must be closed properly. These wells could be old natural gas wells or possibly drinking water wells.

Response: MoDOT will coordinate with the City of Kansas City, Missouri should any wells be encountered and closed in accordance with their standards

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RESOLUTION NO. 140196

Affirming the City's comments regarding the I-70 Second Tier Draft Environmental Impact Statement.

WHEREAS, under the National Environmental Policy Act ("NEPA"), the Federal Highway Administration ("FHWA") requires an environmental study before a major highway project can be constructed; NEPA requires Federal agencies to consider potential environmental impacts of their proposals, document the analysis, and make this information available to the public for comment prior to implementation; and

WHEREAS, the Missouri Department of Transportation ("MoDOT") is conducting a Second Tier Environmental Impact Statement ("EIS") for the future I-70 from The Paseo interchange to the Blue Ridge Cutoff interchange; and

WHEREAS, the overall purpose of the I-70 Second Tier EIS is to determine an improvement alternative for the corridor, including future capacity and mode choices which address safety, congestion, existing infrastructure, accessibility, and goods movement; and

WHEREAS, the Preferred Alternative in the Draft EIS could include rebuilding and/or rehabilitating I-70 pavement and bridges, improving horizontal and vertical alignment, increasing ramp lengths, extending weave areas, adding of auxiliary lanes, improving bicycle/pedestrian access across I-70, and may consider aesthetic enhancements; and

WHEREAS, MoDOT is soliciting public comment on how the Preferred Alternative in the Draft EIS will impact the community; and

WHEREAS, the Final EIS must address substantive public and agency comments on the Draft EIS, which may lead to revisions to the Preferred Alternative; and

WHEREAS, any future improvements to I-70 impact the health, safety, and general welfare of Kansas City residents and employees and the economic vitality of the entire City; and

WHEREAS, City departments have reviewed and compiled a list of comments in the attached document; NOW, THEREFORE,

BE IT RESOLVED BY THE COUNCIL OF KANSAS CITY:

That the Mayor and Council affirm the staff's comments and direct the City Manager to submit this resolution and the attached comments for consideration regarding the I-70 Second Tier Environmental Impact Statement (EIS) to the Missouri Department of Transportation (MoDOT).

Authenticated as Passed

Sly James, Mayor

Marilyn Sanders, City Clerk

MAR 20 2014

Date Passed

CITY OF FOUNTAINS
HEART OF THE NATION
KANSAS CITY
MISSOURI

Public Works Department

Office of the Director

20th Floor, City Hall
414 E. 12th Street
Kansas City, Missouri 64106

(816) 513-9970
Fax: (816) 513-2615

March 7, 2014

Mr. Edward Hassinger
Chief Engineer
Missouri Department of Transportation
P.O. Box 270
Jefferson City, MO 65102

Sent via e-mail to: ed.hassinger@modot.mo.gov

Re: FHWA-MO-EIS-14-01-D
I-70 Second Tier Environmental Impact Statement
Roadway Improvements Between The Paseo and Blue Ridge Cutoff Interchange
Comment by the City of Kansas City, Missouri
Job Number J4I1486C

Dear Mr. Hassinger:

Attach please find comments regarding the above referenced project prepared by the City of Kansas City, Missouri. The comments reflect the collective review of the EIS materials associated with the project by City staff from departments such as City Planning and Development, Parks, Public Works and Water Services. In addition, a resolution has been introduced by the Kansas City, Missouri City Council to serve as their endorsement of these comments. It is anticipated this resolution will be passed by the City Council no later than March 21, 2014. If additional comments are generated by the City Council, we will forward them to your attention.

We appreciate the opportunity to provide your agency with comments related to the further review and potential execution of this project. If you have any questions regarding the comments we have submitted, please feel free to let us know.

Sincerely,

Sherri K. McIntyre

Sherri K. McIntyre, P.E.
Director of Public Works, Assistant City Manager

Enc.

Cc: Missouri Department of Transportation, District Office

IMPROVING I-70 IN THE KANSAS CITY METROPOLITAN AREA
BETWEEN THE PASEO AND BLUE RIDGE CUTOFF INTERCHANGE
(FHWA-MO-EIS-14-01-D / Job Number J411486C)
SECOND TIER ENVIRONMENTAL IMPACT STATEMENT

City of Kansas City, Missouri Coordinated Comments
Submitted to MODOT

Project Description

The State of Missouri Department of Transportation (MoDOT) and Federal Highway Administration (FHWA) propose improving the existing I-70 corridor extending approximately 6.8 miles from the end of the last ramp termini west of The Paseo interchange to east of the Blue Ridge Cutoff interchange to meet the current and future traffic, safety, and access needs across and to/from I-70.

The Project's Preferred Alternative

The Preferred Alternative could include rebuilding and/or rehabilitating I-70 pavement and bridges, improving horizontal and vertical alignment, increased ramp lengths, extended weave areas, addition of auxiliary lanes, improved bicycle/pedestrian access across I-70, and consider aesthetic enhancements. Some of the key improvements are to:

- Rebuild and/or rehabilitate I-70 pavement and bridges over time
- Remove Brooklyn Avenue interchange ramps to and from I-70, access under I-70 will remain available
- Add an eastbound auxiliary lane between Prospect Avenue and the 18th Street off-ramp
- Improve the Benton and Jackson Curves
- Construct a connector road from Truman Road to Benton Boulevard to combine the two on-ramps into one on-ramp
- Add a westbound separated auxiliary lane between 18th and 23rd Streets
- Replace the low clearance bridge at 27th Street
- Remove local road connections to on- and off- ramps
- Add an eastbound connector road between 27th Street and Jackson Avenue to complete a split diamond interchange configuration
- Modify the southbound I-435 left lane exit ramp to a right lane exit ramp
- Extend weave areas as appropriate
- Extend merge and diverge ramp lengths at various locations
- Improve bicycle and pedestrian access across I-70
- Consider aesthetic enhancements.

IMPROVING I-70 IN THE KANSAS CITY METROPOLITAN AREA
BETWEEN THE PASEO AND BLUE RIDGE CUTOFF INTERCHANGE
(FHWA-MO-EIS-14-01-D / Job Number J411486C)
SECOND TIER ENVIRONMENTAL IMPACT STATEMENT

City of Kansas City, Missouri Coordinated Comments
Submitted to MODOT

Affected Environment and Environmental Consequences - Comments on the Project's Preferred Alternative

The City of Kansas City, Missouri offers the following comments on the project's preferred alternative, organized by subject areas covered within the DEIS:

Land Use and Zoning

The addition of a westbound separated auxiliary lane between 18th and 23rd Streets would result in the creation of five new cu-de-sacs within an eight block area from Elmwood Avenue west to Myrtle Avenue immediately adjacent to the I-70 ROW. Possible mitigation of this issue by preserving through traffic on streets identified for dead ending by constructing new right-of-way to reconnect these streets to the surrounding local road network should be evaluated. In addition, the creation of cul-de-sacs within the project area due to the dead ending of streets has the potential to impact the City's provision of trash collection and snow removal to the adjacent residents and property owners given the loss of through traffic flow. These dead ended streets also become locations for potential illegal dumping.

Community and Neighborhood Effects

The creation of cul-de-sacs within the project area due to the dead ending of streets should be evaluated for any potential impact regarding vehicular and pedestrian connection and the provision of city services. Property owners within the project study area directly impacted by local road reconfiguration should be approached as the project's advanced design is developed to minimize temporary and permanent impacts associated with the project.

The mitigation of project impacts upon the neighborhoods within the project study area should include gateway and streetscape improvements to reinforce and enhance area appearance by providing a visual "point of reference" or "announcement" to transition from the interstate to the adjacent residential and commercial communities in the form of:

- Major Gateways - focal points generally located at the end of interstate off ramps, major interchanges or at the intersections of primary image streets
- Minor Gateways - focal points located within the project study area that highlight particular districts, corridors of distinction and neighborhoods
- Streetscape Enhancements - Landscaping and streetscaping improvements on local arterial streets where they intersect with I-70.

Project mitigation should include a comprehensive wayfinding system highlighting cultural destinations and major activity centers accessible from each off-ramp of I-70. The elements of the system should be similar to the signage installed along Bruce R. Watkins Drive (US71).

Project mitigations should include the creation of trail and bike routes in accordance with local area plans to provide access to employment areas and activity centers in addition to building neighborhood connector trails and bike routes to connect to Trails KC network.

Project mitigation should include the creation of trail and bike routes in accordance with local area plans to provide access to employment areas and activity centers in addition to building neighborhood connector trails and bike routes to connect to Trails KC network.

Project mitigation should include enhancement of transit stop amenities on arterials streets within the project area and across I-70, with proposed improvements coordinated between MoDOT, the City and the Kansas City Area Transportation Authority. In addition, related pedestrian improvements within the study area should be made to meet the requirements of the Americans with Disabilities Act (ADA).

Project mitigation related to improvements of local streets, pedestrian paths and bridge improvements should be designed in accordance with the City's Livable Streets policy.

Public Lands and Facilities

With regard to the City's Parkway and Boulevard system elements within the project study area (The Paseo, Benton Boulevard, and Van Brunt Boulevard) the following are comments/concerns:

- That placing cul-de-sacs on 14th Street by the Paseo and on East 29th Terrace by Van Brunt would pose an issue with pedestrian circulation and public safety.
- That the Parkway and Boulevard system is in the process of being labeled a historic designation.
- That the pedestrian/bicycle bridge over I-70 and Cypress Avenue remains to maintain the pedestrian and bicycle circulation in this location.
- That existing enhancements such as lighting and stone wall treatments on The Paseo under I-70 remain.

- That native landscaping within the boulevard rights-of-way is used to reduce maintenance and to ensure survival of the plantings. That ADA issues on boulevards in the proximity of I-70 be addressed.
- That sound walls (if any) in the vicinity of the boulevards should receive architectural details such as stone or form liner treatment.
- That a bridge replacement at I-70 & Van Brunt Boulevard receives some type of architectural treatment such as lighting, stone or form liner.

Relocations

The required amount of property acquisition and relocations needed to facilitate the project should be re-examined based upon the approach taken to modifying existing local street patterns; dead-ending existing through streets or reconfiguring existing through streets to maintain their connection to the street grid.

The relocation of property owners and / or occupants as part of the project should include a program of strategies to:

- Identify and incentivize relocation opportunities within close location to the original location of home and business occupants
- Assist any renters of property that will be relocated in becoming homeowners / property owners, if they so desire
- Reactivate vacant / underutilized properties within the project study area.

Any residual land areas created as a result of property acquisition for the project should be platted as buildable lots in accordance with the City's Development Code or reconfigured to facilitate their reuse as:

- Potential development sites
- Supplemental land for adjacent property owners
- Locations for the provision of additional community amenities
- Supplemental land to enhance the City's Parkway and Boulevard system.

Environmental Justice

Consideration should be given to establishing the role of "Environmental Justice Liaison" during the project's final design phase and its construction to develop and monitor project goals and standards related to:

- Establishing community benefit goals for the project
- Mitigating the adverse impacts of the project with the study area
- Facilitating opportunities to train and/or identify local workers and material suppliers to participate in the construction of the project.

Economics

Businesses within the project study area directly impacted by local road reconfiguration should be approached as the project's advanced design is developed to minimize temporary and permanent impacts associated with the project.

Visual Impact Assessment

The project's design should implement measures to soften/buffer highways from adjacent neighborhoods through the use of densely planted landscape elements and built screening structures with a high degree of architectural detail and aesthetic enhancements.

Mitigation of the visual impact of the project's new and/or rehabilitated roadway structures and appurtenances should include the incorporation of artistic and design elements created in a collaborative effort with the local community and stakeholders.

Hazardous Waste

A notification protocol should be established between MODOT and the local community regarding the discovery and handling of hazardous waste issues that emerge as part of the project's construction phase.

Noise

Vegetated, earthen berms along the edges of roadways are the preferred technique to attenuate sound as opposed to the use of vertical walls.

Consideration must be given to the design and location of noise attenuation systems, including but not limited to sound barriers and vertical landscape elements.

The design of any vertical walls used to attenuate sound should include design details to visually minimize their impact on the visual aesthetics of the right-of-way and adjacent neighborhoods.

During the period of project construction, the monitoring of noise should include technologies for persons within the project area to access real-time noise level readings and established procedures for registering noise complaints and violations of predetermined noise standards.

Air Quality

Sufficient landscape buffers along the interstate's right-of-way should be established by the project to enhance air quality such as the "Freeway Forest" idea from the FOCUS Kansas City Plan and the I-70 landscape buffer concept from the Washington Wheatley Neighborhood Action Plan.

The construction of the project should include the installation of an air quality monitoring station to allow for the recording of air quality rates after the project's completion.

Groundwater, Stormwater, and Surface Water Quality

The project should incorporate the use of best management practices (BMPs) and infrastructure to direct surface runoff from I-70 to appropriate locations designed to allow for its holding and processing during and after the project's construction.

The water in local streams may be affected by the presence or absence of groundwater, a point that was not mentioned in the EIS. We encourage the use of swales and detention areas to manage stormwater in the project area.

The EIS needs to recognize that not all surface runoff from this project will flow into the Round Grove Creek and Blue River; some of it is captured by the Kansas City combined sewer system and or the MS4. Both systems and the water quality at the points of discharge are affected by such surface flows. In addition, it is the City's believe that the Blue River may be subject to a TMDL for another pollutant.

The question of "What is the quality of Existing Stormwater Drainage in the Study Area?" goes unanswered in the EIS. The section also fails to note that much of the runoff from I-70 enters the City's system unrestrained and untreated. Runoff from minor storms entering the combined sewer system are conveyed to the Wastewater Treatment Plant, but the lack of flow controls (like detention) contribute to the system overflow conditions, and low flows are treated at the City's expense. Storm runoff entering the separate storm sewer system flows to the streams untreated, contributing highway related pollutants. (See next comment)

MODOT may hold an MS4 permit, but the current highway drainage system makes significant use of the City systems as described above. The State General Permit does not provide permit to discharge to the City systems. Kansas City holds an individual "Phase One" MS4 permit. This project should comply with the City ordinances pertaining to the discharge of stormwater to its systems and must recognize that the City's MS4 permit regulates discharge of those flows entering the City MS4, not the State General Permit. Design standards of the past allowed choices that have environmental consequences and costs to the City. While it may not be appropriate to undo the design of the past, it is certainly appropriate to capture and infiltrate and otherwise manage all the runoff in the locations affected by the current project. Even 100% capture would not make up for the practices of the past that are absent from the EIS.

The question of "What Mitigation is Needed for Groundwater and Surface Water Resources?" addressing construction site runoff is an important consideration, but fails to address BMPs to manage pollutants from highway runoff. As noted in the previous comment, these pollutants are important. Installation of BMPs to manage discharge to the City's system to the MEP is expected. While it may not be appropriate to undo the design of the past, it is certainly appropriate to capture and infiltrate and otherwise manage all the runoff in the locations affected by the current project. Even 100% capture would not make up for the practices of the past that are absent from the EIS.

Where design from the past can be undone or where runoff is discharged to the combined sewer system we recommend stormwater detention. Runoff rates from major storms must be reduced to a level within the capacity of the system, which is the 50% storm (before any development occurred) in most locations. I-70 runoff contributes to combined sewer overflows in every overflow event in the tributary system.

Wildlife, Plants and Threatened and Endangered Species

Standards should be established to mitigate the loss of trees as a result of the project through significant planting of new trees to provide sufficient visual buffers between I-70 and the surrounding community and to serve as a natural filtration to reduce sound and emissions emanating from I-70. These tree replacement standards should be set based upon a ratio of the total inches of caliper for the trees being removed to the total inches of caliper (at the time of their planting) for the new trees to be added. It is recommended

Energy

Consideration should be given to utilizing solar technology in supplying power to roadway lighting and illuminated signage along I-70.

Utilities

The City should have the discretion to determine the degree to which any utilities owned and maintained by the City affected by the project should be replaced.

The City currently owns and maintains streetlights on City and MODOT rights-of-way that may be potentially impacted by the project. The following issues should be considered:

- Any changes to the geometric design of roadways, ramps, and local streets as a result of constructing the project that disturb the KCMO street lighting system within KCMO and MODOT right-of-ways shall be evaluated. Lighting deficiencies created as a result of these changes shall be addressed.
- Removal and relocation of KCMO streetlights on MODOT right-of-way shall be coordinated with KCMO. All necessary removals, relocations, additions and re-design of KCMO street lighting system in City and MODOT R-O-W shall be reviewed, approved, and coordinated with KCMO.
- All costs related to the removal, relocation, and re-design of KCMO street lighting system within KCMO right-of-way shall be borne by the project.
- Per current practices, removal, relocation, and re-design of the KCMO street lighting system within MODOT right-of-way shall be borne by the KCMO. KCMO shall allocate funds to implement this work.

Indirect and Cumulative Effects

The environment review of the project should provide additional background information on the effects of changing local street patterns and connectivity for motorists and pedestrians within the project area.

Construction Impacts

During the period of project construction, the monitoring of impacts should include technologies for persons within the project area to access real-time readings and protocols for registering complaints and violation of predetermined standards.

City of Kansas City, Missouri – March 7, 2014

Comment: The addition of a westbound separated auxiliary lane between 18th and 23rd Streets would result in the creation of five new cu-de-sacs within an eight block area from Elmwood Avenue west to Myrtle Avenue immediately adjacent to the I-70 right of way. Possible mitigation of this issue by preserving through traffic on streets identified for dead ending by constructing new right of way to reconnect these streets to the surrounding local road network should be evaluated. In addition, the creation of cul-de-sacs within the project area due to the dead ending of streets has the potential to impact the City's provision of trash collection and snow removal to the adjacent residents and property owners given the loss of through traffic flow. These dead ended streets also become locations for potential illegal dumping.

Response: The Preferred Alternative has been reviewed and revised, all cul-de-sacs were removed and local street connectivity maintained.

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Comment: The creation of cul-de-sacs within the project area due to the dead ending of streets should be evaluated for any potential impact regarding vehicular and pedestrian connection and the provision of city services. Property owners within the project study area directly impacted by local road reconfiguration should be approached as the project's advanced design is developed to minimize temporary and permanent impacts associated with the project.

Response: The Preferred Alternative has been reviewed and revised, all cul-de-sacs were removed and local street connectivity maintained. The amount of right of way and relocations required for the Preferred Alternative was reduced. MoDOT will follow the Uniform Relocation and Real Property Acquisition Policies Act in working with the remaining impacted property owners.

_____

Comment: The mitigation of project impacts upon the neighborhoods within the project study area should include gateway and streetscape improvements to reinforce and enhance area appearance by providing a visual "point of reference" or "announcement" to transition from the interstate to the adjacent residential and commercial communities in the form of:

- Major Gateways - focal points generally located at the end of interstate off ramps, major interchanges or at the intersections of primary image streets
- Minor Gateways - focal points located within the project study area that highlight particular districts, corridors of distinction and neighborhoods
- Streetscape Enhancements - Landscaping and streetscaping improvements on local arterial streets where they intersect with I-70.

Response: Aesthetic and landscaping opportunities will be considered in the design phase of the project in accordance with the MoDOT EPG.

_____

Comment: Project mitigation should include a comprehensive wayfinding system highlighting cultural destinations and major activity centers accessible from each off-ramp of 1-70. The elements of the system should be similar to the signage installed along Bruce R. Watkins Drive (US71).

Response: Signage opportunities will be considered in the design phase of the project in accordance with the MoDOT EPG.

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Comment: Project mitigations should include the creation of trail and bike routes in accordance with local area plans to provide access to employment areas and activity centers in addition to building neighborhood connector trails and bike routes to connect to Trails KC network.

Response: There are currently on street bike routes that cross I-70 or at least fall within the study corridor including The Paseo Bikeway and the Benton Boulevard bike route. MoDOT will continue ongoing consultation with the Kansas City, Missouri Parks and Recreation Department regarding trails and bike routes as the project moves into the design phase.

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Comment: Project mitigation should include enhancement of transit stop amenities on arterials streets within the project area and across 1-70, with proposed improvements coordinated between MoDOT, the City and the Kansas City Area Transportation Authority. In addition, related pedestrian improvements within the study area should be made to meet the requirements of the Americans with Disabilities Act (ADA).

Response: MoDOT will continue to coordinate with the KCATA and other agencies on their plans for service and transit stops. Additional amenities will be considered in the design phase of the project in accordance with the MoDOT EPG. Any improvements for pedestrians will meet ADA requirements.

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Comment: Project mitigation related to improvements of local streets, pedestrian paths and bridge improvements should be designed in accordance with the City's Livable Streets policy.

Response: As upgrades to bridges and other parts of the corridor occur over time, each project will be looked at individually and attempt to meet the community's needs. MoDOT will also consider the Complete Streets/Livable Streets approach during the design phase of each project.

_____

Comment: With regard to the City's Parkway and Boulevard system elements within the project study area (The Paseo, Benton Boulevard, and Van Brunt Boulevard) the following are comments/concerns:

- That placing cul-de-sacs on 14th Street by the Paseo and on East 29111 Terrace by Van Brunt would pose an issue with pedestrian circulation and public safety.
- That the Parkway and Boulevard system is in the process of being labeled a historic designation.
- That the pedestrian/bicycle bridge over I-70 and Cypress Avenue remains to maintain the pedestrian and bicycle circulation in this location.
- That existing enhancements such as lighting and stone wall treatments on The Paseo under 1-70 remain.
- That native landscaping within the boulevard rights-of-way is used to reduce maintenance and to ensure survival of the plantings. That ADA issues on boulevards in the proximity of I-70 be addressed.
- That sound walls (if any) in the vicinity of the boulevards should receive architectural details such as stone or form liner treatment.

- That a bridge replacement at 1-70 & Van Brunt Boulevard receives some type of architectural treatment such as lighting, stone or form liner.

Response: Comment acknowledged. The Preferred Alternative was revised, all cul-de-sacs were removed and local street connectivity maintained. The Study Team has met with the Kansas City, Missouri Parks and Recreation Department to discuss the impacts to the Boulevards and is aware that they are in the process of being nominated for historic designation. In addition, the Board of Kansas City Parks and Recreation Commissioners have sent a letter to FHWA concurring with study's determination of a Section 4(f) De Minimis impact to the Boulevards. Text has been added to **Section 3.2.6**. MoDOT will coordinate the preservation/replacement of existing aesthetic features at the Boulevard crossings and interchanges with the City of Kansas City, Missouri Parks and Recreation Department during the design process.

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Comment: The required amount of property acquisition and relocations needed to facilitate the project should be re-examined based upon the approach taken to modifying existing local street patterns; dead-ending existing through streets or reconfiguring existing through streets to maintain their connection to the street grid.

Response: The Preferred Alternative has been reviewed and revised, all cul-de-sacs were removed and local street connectivity maintained. The amount of right of way and relocations required for the Preferred Alternative was reduced as discussed in **Section 3.2.3**.

———————

Comment: The relocation of property owners and/or occupants as part of the project should include a program of strategies to:

- Identify and incentivize relocation opportunities within close location to the original location of home and business occupants.
- Assist any renters of property that will be relocated in becoming homeowners/property owners, if they so desire.
- Reactivate vacant/ underutilized properties within the project study area.

Response: MoDOT will follow the Uniform Relocation and Real Property Acquisition Policies Act in working with the impacted property owners and will deal with vacant property following MoDOT excess right of way policy. Property not immediately required for highway construction and not shown on any existing plans for construction may be used by others upon execution of a lease approved as to form by the Chief Counsel.

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Comment: Any residual land areas created as a result of property acquisition for the project should be platted as buildable lots in accordance with the City's Development Code or reconfigured to facilitate their reuse as:

- Potential development sites
- Supplemental land for adjacent property owners
- Locations for the provision of additional community amenities
- Supplemental land to enhance the City's Parkway and Boulevard system.

Response: Efforts will be made during final design to reduce residual land impacts to the extent possible. MoDOT will coordinate with the City of Kansas City, Missouri on any vacant residual property within the corridor. It should be noted that MoDOT will make efforts to reduce impacts and keep useable property intact but it does not have the power to force residents and businesses to stay or relocate in this area.

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Comment: Consideration should be given to establishing the role of "Environmental Justice Liaison" during the project's final design phase and its construction to develop and monitor project goals and standards related to:

- Establishing community benefit goals for the project
- Mitigating the adverse impacts of the project with the study area
- Facilitating opportunities to train and/or identify local workers and material suppliers to participate in the construction of the project.

Response: MoDOT has a community relations staff position that deals with concerns related to environmental justice and acts as a liaison with the residents and neighborhood groups. This individual has been involved with the public meetings and discussions that have taken place in the community throughout this project and will continue to be involved. MoDOT will facilitate opportunities to train and or identify economically disadvantaged workers and suppliers during the design and construction process. Commitment has been added to **Section 3.2.12**.

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Comment: Businesses within the project study area directly impacted by local road reconfiguration should be approached as the project's advanced design is developed to minimize temporary and permanent impacts associated with the project.

Response: Businesses within the study corridor have been contacted through postcards and a business survey during the Second Tier Draft EIS stage of the project. MoDOT will continue to communicate with business owners on the progress of the project and any changes until the project is complete. Efforts will be made during final design to minimize temporary and permanent impacts associated with the project. During the right of way phase, per the MoDOT EPG, three notices will be sent in writing and personally served or sent by certified or registered first-class mail with return receipt requested to impacted property owners. The three types of notices that will be sent are; general information notice, notice of relocation eligibility, and vacancy notice.

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Comment: The project's design should implement measures to soften/buffer highways from adjacent neighborhoods through the use of densely planted landscape elements and built screening structures with a high degree of architectural detail and aesthetic enhancements.

Response: Aesthetic and landscaping opportunities will be considered in the design phase of the project in accordance with the MoDOT EPG and in coordination with local agencies.

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Comment: Mitigation of the visual impact of the project's new and/or rehabilitated roadway structures and appurtenances should include the incorporation of artistic and design elements created in a collaborative effort with the local community and stakeholders.

Response: As upgrades to bridges and other parts of the corridor occur over time, each project will be looked at individually and attempt to meet the community's needs. Aesthetic and non-motorized enhancements will be considered in the design phase of the project in accordance with the MoDOT EPG and in coordination with local agencies.

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Comment: A notification protocol should be established between MODOT and the local community regarding the discovery and handling of hazardous waste issues that emerge as part of the project's construction phase.

Response: MoDOT will notify Kansas City, Missouri and the Missouri Department of Natural Resources if and when, hazardous waste issues emerge during project construction.

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Comment: Vegetated, earthen berms along the edges of roadways are the preferred technique to attenuate sound as opposed to the use of vertical walls.

Consideration must be given to the design and location of noise attenuation systems, including but not limited to sound barriers and vertical landscape elements.

The design of any vertical walls used to attenuate sound should include design details to visually minimize their impact on the visual aesthetics of the right of way and adjacent neighborhoods.

Response: Specific noise mitigation measures, including aesthetic and landscaping opportunities will be considered in the design phase of the project in accordance with the MoDOT Engineering Policy Guide. A preliminary investigation identified twenty locations where noise barriers could be warranted. Nine of these noise barriers are expected to meet applicable feasibility and reasonableness criteria, and are recommended for detailed analysis in during the final design phase. **Section 3.1.10** and **Section 3.2.7** discuss the noise impacts in detail.

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Comment: During the period of project construction, the monitoring of impacts should include technologies for persons within the project area to access real-time readings and protocols for registering complaints and violation of predetermined standards.

Response: Per the MoDOT EPG, during construction MoDOT will:

- Identify land uses or activities that may be affected by noise from construction of the project. The identification is to be performed during the project development studies.
- Determine the measures that are needed in the plans and specifications to minimize or eliminate adverse construction noise impacts to the community. This determination shall include a weighing of the benefits achieved and the overall adverse social, economic and environmental effects and costs of the abatement measures.
- Incorporate the needed abatement measures in the plans and specifications.

_____

Comment: Sufficient landscape buffers along the interstate's right of way should be established by the project to enhance air quality such as the "Freeway Forest" idea from the FOCUS Kansas City Plan and the I-70 landscape buffer concept from the Washington Wheatley Neighborhood Action Plan.

Response: Specific air quality mitigation measures, including aesthetic and landscaping opportunities will be considered in the design phase of the project in accordance with the MoDOT EPG.

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Comment: The construction of the project should include the installation of an air quality monitoring station to allow for the recording of air quality rates after the project's completion.

Response: Comment acknowledged. At this time MoDOT does currently subscribe to the practice of installing air quality monitoring stations for specific projects. Per the MoDOT EPG, MoDOT shall operate in a manner that minimizes and/or prevents fugitive dust from going beyond MoDOT property lines or off right of way. Dust from operations such as concrete sawing, crack and joint repair, street sweeping and roadway rotomilling shall be contained on department property.

_____

Comment: The project should incorporate the use of best management practices (BMPs) and infrastructure to direct surface runoff from I-70 to appropriate locations designed to allow for its holding and processing during and after the project's construction.

Response: MoDOT will follow best management practices in accordance with the MoDOT EPG during the design and construction phases.

_____

Comment: The water in local streams may be affected by the presence or absence of groundwater, a point that was not mentioned in the EIS. We encourage the use of swales and detention areas to manage stormwater in the project area.

The EIS needs to recognize that not all surface runoff from this project will flow into the Round Grove Creek and Blue River; some of it is captured by the Kansas City combined sewer system and or the MS4. Both systems and the water quality at the points of discharge are affected by such surface flows. In addition, it is the City's believe that the Blue River may be subject to a TMDL for another pollutant.

The question of "What is the quality of Existing Stormwater Drainage in the Study Area?" goes unanswered in the EIS. The section also fails to note that much of the runoff from I-70 enters the City's system unrestrained and untreated. Runoff from minor storms entering the combined sewer system are conveyed to the Wastewater Treatment Plant, but the lack of flow controls (like detention) contribute to the system overflow conditions, and low flows are treated at the City's expense. Storm runoff entering the separate storm sewer system flows to the streams untreated, contributing highway related pollutants. (See next comment)

MODOT may hold an MS4 permit, but the current highway drainage system makes significant use of the City systems as described above. The State General Permit does not provide permit to discharge to the City systems. Kansas City holds an individual "Phase One" MS4 permit. This project should comply with the City ordinances pertaining to the discharge of stormwater to its systems and must recognize that the City's

MS4 permit regulates discharge of those flows entering the City MS4, not the State General Permit. Design standards of the past allowed choices that have environmental consequences and costs to the City. While it may not be appropriate to undo the design of the past, it is certainly appropriate to capture and infiltrate and otherwise manage all the runoff in the locations affected by the current project. Even 100% capture would not make up for the practices of the past that are absent from the EIS.

The question of "What Mitigation is Needed for Groundwater and Surface Water Resources?" addressing construction site runoff is an important consideration, but fails to address BMPs to manage pollutants from highway runoff. As noted in the previous comment, these pollutants are important. Installation of BMPs to manage discharge to the City's system to the MEP is expected. While it may not be appropriate to undo the design of the past, it is certainly appropriate to capture and infiltrate and otherwise manage all the runoff in the locations affected by the current project. Even 100% capture would not make up for the practices of the past that are absent from the EIS.

Where design from the past can be undone or where runoff is discharged to the combined sewer system we recommend stormwater detention. Runoff rates from major storms must be reduced to a level within the capacity of the system, which is the 50% storm (before any development occurred), in most locations. I-70 runoff contributes to combined sewer overflows in every overflow event in the tributary system.

Response: Design of the drainage system as it relates to the improvements proposed in the Preferred Alternative will be made during the design phase of the project in accordance with MoDOT EPG and through coordination with local agencies. At that time the potential for the use of detention areas will be investigated.

———————

Comment: Standards should be established to mitigate the loss of trees as a result of the project through significant planting of new trees to provide sufficient visual buffers between I-70 and the surrounding community and to serve as a natural filtration to reduce sound and emissions emanating from I-70. These tree replacement standards should be set based upon a ratio of the total inches of caliper for the trees being removed to the total inches of caliper (at the time of their planting) for the new trees to be added. It is recommended.

Response: Tree removal will be completed in accordance with MoDOT EPG and through continued coordination with local agencies.

———————

Comment: Consideration should be given to utilizing solar technology in supplying power to roadway lighting and illuminated signage along I-70.

Response: Lighting design and signage design will be determined during the design phase of the project in accordance with the MoDOT EPG.

———————

Comment: The City should have the discretion to determine the degree to which any utilities owned and maintained by the City affected by the project should be replaced.

The City currently owns and maintains streetlights on City and MODOT rights-of-way that may be potentially impacted by the project. The following issues should be considered:

- Any changes to the geometric design of roadways, ramps, and local streets as a result of constructing the project that disturb the KCMO street lighting system within KCMO and MODOT right of ways shall be evaluated. Lighting deficiencies created as a result of these changes shall be addressed.
- Removal and relocation of KCMO streetlights on MODOT right of way shall be coordinated with KCMO. All necessary removals, relocations, additions and re-design of KCMO street lighting system in City and MODOT R-0-W shall be reviewed, approved, and coordinated with KCMO.
- All costs related to the removal, relocation, and re-design of KCMO street lighting system within KCMO right of way shall be borne by the project.
- Per current practices, removal, relocation, and re-design of the KCMO street lighting system within MODOT right of way shall be borne by the KCMO. KCMO shall allocate funds to implement this work.

Response: MoDOT will coordinate with the City of Kansas City, Missouri on any utility removal, relocation, additions or re-design of utilities needed due to this project.

_____

Comment: The environment review of the project should provide additional background information on the effects of changing local street patterns and connectivity for motorists and pedestrians within the project area.

Response: The Preferred Alternative has been revised and now reflects that the cul-de-sacs will no longer be a part of the project and the Brooklyn Avenue half diamond interchange ramps will remain open. Both motor vehicle and pedestrian access will be maintained in its current state.

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Comment: During the period of project construction, the monitoring of impacts should include technologies for persons within the project area to access real-time readings and protocols for registering complaints and violation of predetermined standards.

Response: Per the MoDOT EPG, during construction MoDOT will:

- Identify land uses or activities that may be affected by noise from construction of the project. The identification is to be performed during the project development studies.
- Determine the measures that are needed in the plans and specifications to minimize or eliminate adverse construction noise impacts to the community. This determination shall include a weighing of the benefits achieved and the overall adverse social, economic and environmental effects and costs of the abatement measures.
- Incorporate the needed abatement measures in the plans and specifications.

In addition, MoDOT shall operate in a manner that minimizes and/or prevents fugitive dust from going beyond MoDOT property lines or off right of way. Dust from operations such as concrete sawing, crack and joint repair, street sweeping and roadway rotomilling shall be contained on department property.

_____

STATE OF MISSOURI
Jeremiah W. (Jay) Nixon, Governor • Sara Parker Pauley, Director
DEPARTMENT OF NATURAL RESOURCES
www.dnr.mo.gov

December 18, 2013

Michael Meinkoth
Historic Preservation Manager
Missouri Department of Transportation
P.O. Box 270
Jefferson City, Missouri 65102

Re: Route I-70, Job No. J4I1486C Second Tier Environmental Impact Statement (FHWA) Kansas City, Jackson County, Missouri

Dear Mr. Meinkoth:

Thank you for submitting information on the above referenced project for our review pursuant to Section 106 of the National Historic Preservation Act (P.L. 89-665, as amended) and the Advisory Council on Historic Preservation's regulation 36 CFR Part 800, which requires identification and evaluation of cultural resources.

We have reviewed the December 2013 final report entitled *Cultural Resource Archival and Architectural Review for the Proposed I-70 Improvements, MoDOT Job Number J4I1486C, Kansas City, Jackson County, Missouri* by the Archaeological Research Center of St. Louis, Inc. (ARC). Based on this review it is evident that a thorough and adequate records review and assessment has been conducted of the project area. We concur with your recommendation that none of the buildings and bridges listed in Appendix D are eligible for inclusion in the National Register of Historic Places. We have no further concerns for any of these properties.

We also concur that the Paseo Boulevard, the Benton Boulevard and the Van Brunt Boulevard within the project Area of Potential Effect (APE) are contributing properties to the Kansas City Parks and Boulevard System, a property for which a nomination to the National Register of Historic Places is in preparation. We concur with your determination that the proposed project will have **no adverse effect** if implemented as currently planned.

Please be advised that, should project plans change, information documenting the revisions should be submitted to this office for further review in order to determine if there may be any potential for effect to the Kansas City Parks and Boulevard System. In the event that cultural materials are encountered during project activities, all construction should be halted, and this office notified as soon as possible in order to determine the appropriate course of action.

If you have any questions, please write the State Historic Preservation Office, P.O. Box 176, Jefferson City, Missouri 65102 attention Review and Compliance, or call Judith Deel at 573/751-7862.

Recycled Paper

Please be sure to include the SHPO Log Number (**028-JA-14**) on all future correspondence or inquiries relating to this project.

Sincerely,

STATE HISTORIC PRESERVATION OFFICE

Mark A. Miles
Director and Deputy State
Historic Preservation Officer

MAM:jd

c Raegan Ball, FHWA
Jane Beetem, DNR/OD

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ENVIRONMENTAL SECTION
MO DEPARTMENT OF TRANSPORTATION

Jeremiah W. (Jay) Nixon
Governor

State of Missouri
OFFICE OF ADMINISTRATION
Post Office Box 809
Jefferson City, Missouri 65102
Phone: (573) 751-1851
Fax: (573) 751-1212

Doug E. Nelson
Commissioner

January 28, 2014

Mr. Randy Johnson
MoDot
600 Northeast Colbern Road
Lee's Summit, MO 64086

Dear Mr. Johnson:

Subject SAI: 1407022
Legal Name: MoDot
Project Description: EA: I-70 Second Tier Draft Environmental Impact Statement

The Missouri Federal Assistance Clearinghouse, in cooperation with state and local agencies interested or possibly affected, has completed the review on the above project application.

None of the agencies involved in the review had comments or recommendations to offer at this time. This concludes the Clearinghouse's review.

A copy of this letter is to be attached to the application as evidence of compliance with the State Clearinghouse requirements.

Please be advised that I am the contact for the Federal Funding Clearinghouse. You can send future requests to the following address: Sara VanderFeltz, Federal Funding Clearinghouse, 201 West Capitol, Room 125, and Jefferson City, Missouri 65101.

Sincerely,

Sara VanderFeltz

Sara VanderFeltz
Administrative Assistant

cc:

DEPARTMENT OF THE ARMY
KANSAS CITY DISTRICT, CORPS OF ENGINEERS
635 FEDERAL BUILDING
601 E 12TH STREET
KANSAS CITY MO 64106-2824

REPLY TO
ATTENTION OF

February 13, 2014

Regulatory Branch
(NWK-2008-1254)
(Jackson, MO, NWP 14)

Mr. Tim Flagler, PLA, ASLA
HNTB Corporation
715 Kirk Drive
Kansas City, Missouri 64105

Dear Mr. Flagler:

This letter pertains to a request you submitted on behalf of the Missouri Department of Transportation concerning the Department of the Army (DA) permit requirements for the proposed Interstate Highway 70 improvement project from the Paseo Boulevard to Blue Ridge Cutoff. It was received on October 7, 2013. The proposed work includes; improvements to short ramp lengths, tight curves, and weave areas associated with closely spaced interchanges. The proposed roadway improvements will require the placement of fill material within wetlands adjacent to unnamed tributaries of the Blue River. The proposed project is located in Sections 3, 4, 10, 13, 14, 15, Range 33 west, Township 49 north and Sections 18, 19, 20, Range 32 west, Township 49 north, Kansas City, Jackson County, Missouri.

This letter contains a preliminary jurisdictional determination (PJD) of the waters of the United States on the project site which was completed in accordance with Corps regulations at 33 C.F.R. Part 331. PJD's, while sufficient for permit determinations, are not appealable. If you wish, you may request an Approved Jurisdictional Determination (which may be appealed) by contacting our office for further instructions. The PJD is described in the enclosed *Preliminary Jurisdictional Determination Form*. We request that you sign the signature block, and return the form to our office. If you do not concur with the jurisdictional determination, then you will need to obtain an Approved Jurisdictional Determination from our office prior to impacting any waters identified in the PJD. This jurisdictional determination is valid until the expiration date of the permit authorization, unless new information warrants a revision.

Based upon a review of the information furnished, we have made a preliminary jurisdictional determination that the unnamed tributaries to the Blue River possess an ordinary high water mark at these locations and the adjacent wetlands meet the current Corps Wetland Delineation Manual criteria and are jurisdictional waters of the United States. Therefore, the placement of fill material below the ordinary high water elevation and within the wetland boundaries, as proposed by your project, requires permit authorization from this office. The Corps of Engineers has jurisdiction over all waters of the United States. Discharges of dredged or fill material in waters of the United States, including wetlands, require authorization from the Corps under Section 404 of the Clean Water Act (33 U.S.C. 1344). The implementing regulation for this Act is found at 33 C.F.R. 320-332.

We have reviewed the information furnished and have determined that each of the three alternatives for your project are authorized by nationwide permit **(NWP) No. 14,** provided you ensure that the conditions listed in the enclosed copy of excerpts from the February 21, 2012 Federal Register, Issuance of Nationwide Permits, are met. You must also comply with the Kansas City District Regional NWP Conditions posted at: http://www.nwk.usace.army.mil/Missions/RegulatoryBranch/NationWidePermits.aspx.

If a project alternative, not described in the information furnished, is selected and that alternative results in a discharge of fill material into water of the United States, including wetlands, you must contact this office for a subsequent permit review.

General condition 30 requires you to sign and submit the enclosed "Compliance Certification" upon completion of the authorized work and any required mitigation.

This NWP verification is valid until March 18, 2017. Should your project plans change or if your activity is not complete within the specified verification term, you must contact this office for another permit determination.

Although an individual DA permit is not required, other Federal, state and/or local permits may be required. You should verify this yourself.

We are interested in your thoughts and opinions concerning your experience with the Kansas City District, Corps of Engineers Regulatory Program. Please feel free to complete our Customer Service Survey form on our website at: http://corpsmapu.usace.army.mil/cm_apex/f?p=regulatory_survey. You may also call and request a paper copy of the survey which you may complete and return to us by mail or fax.

Mr. Douglas R. Berka, Project Manager, reviewed the information furnished and made this determination. If you have any questions concerning this matter, please feel free to contact Mr. Berka at 816-389-3657 or by email at douglas.r.berka@usace.army.mil. Please reference Permit No. NWK-2008-01254 in all comments and/or inquiries relating to this project.

Enclosures

Copies Furnished (electronically w/o enclosures):

Environmental Protection Agency,
Watershed Planning and Implementation Branch
U.S. Fish and Wildlife Service, Columbia, Missouri
Missouri Department of Natural Resources,
Water Protection Program
State Historic Preservation Office
Missouri Department of Conservation

PRELIMINARY JURISDICTIONAL DETERMINATION FORM

This preliminary JD finds that there *"may be"* waters of the United States on the subject project site, and identifies all aquatic features on the site that could be affected by the proposed activity, based on the following information:

District Office: Kansas City | File/ORM #: NWK-2008-1254 | PJD Date: 11 Feb 2014

State: MO | City/County: Kansas City - Jackson

Nearest Waterbody: Blue River

Location: TRS, LatLong or UTM: Long linear project. See Appendix A - Sites and attached map.

Name/ Address of Person Requesting PJD: Mr. Tim Flagler, HNTB Corp., 715 Kirk Drive, Kansas City, MO 64105 (Agent for MoDOT)

Identify (Estimate) Amount of Waters in the Review Area:

Non-Wetland Waters: 1391 linear ft | width | acres | Stream Flow: Ephemeral

Wetlands: 0.17 acre(s) | Cowardin Class: Palustrine, emergent

Name of Any Water Bodies on the Site Identified as Section 10 Waters: Tidal: | Non-Tidal:

☑ Office (Desk) Determination
☐ Field Determination: Date of Field Trip:

SUPPORTING DATA: Data reviewed for preliminary JD (check all that apply - checked items should be included in case file and, where checked and requested, appropriately reference sources below):

- ☑ Maps, plans, plots or plat submitted by or on behalf of the applicant/consultant:
- ☑ Data sheets prepared/submitted by or on behalf of the applicant/consultant.
  - ☑ Office concurs with data sheets/delineation report.
  - ☐ Office does not concur with data sheets/delineation report.
- ☐ Data sheets prepared by the Corps
- ☐ Corps navigable waters' study:
- ☐ U.S. Geological Survey Hydrologic Atlas:
  - ☐ USGS NHD data.
  - ☐ USGS 8 and 12 digit HUC maps.
- ☐ U.S. Geological Survey map(s). Cite quad name:
- ☐ USDA Natural Resources Conservation Service Soil Survey. Citation:
- ☐ National wetlands inventory map(s). Cite name:
- ☐ State/Local wetland inventory map(s):
- ☐ FEMA/FIRM maps:
- ☐ 100-year Floodplain Elevation is:
- ☑ Photographs: ☐ Aerial (Name & Date):
  - ☑ Other (Name & Date): provided by HNTB Delineator
- ☐ Previous determination(s). File no. and date of response letter:
- ☐ Other information (please specify):

IMPORTANT NOTE: The information recorded on this form has not necessarily been verified by the Corps and should not be relied upon for later jurisdictional determinations.

Signature and Date of Regulatory Project Manager (REQUIRED) Douglas R. Berka, Project Mgr.

Signature and Date of Person Requesting Preliminary JD (REQUIRED, unless obtaining the signature is impracticable)

EXPLANATION OF PRELIMINARY AND APPROVED JURISDICTIONAL DETERMINATIONS:

1. The Corps of Engineers believes that there may be jurisdictional waters of the United States on the subject site, and the permit applicant or other affected party who requested this preliminary JD is hereby advised of his or her option to request and obtain an approved jurisdictional determination (JD) for that site. Nevertheless, the permit applicant or other person who requested this preliminary JD has declined to exercise the option to obtain an approved JD in this instance and at this time.

2. In any circumstance where a permit applicant obtains an individual permit, or a Nationwide General Permit (NWP) or other general permit verification requiring "preconstruction notification" (PCN), or requests verification for a non-reporting NWP or other general permit, and the permit applicant has not requested an approved JD for the activity, the permit applicant is hereby made aware of the following: (1) the permit applicant has elected to seek a permit authorization based on a preliminary JD, which does not make an official determination of jurisdictional waters; (2) that the applicant has the option to request an approved JD before accepting the terms and conditions of the permit authorization, and that basing a permit authorization on an approved JD could possibly result in less compensatory mitigation being required or different special conditions; (3) that the applicant has the right to request an individual permit rather than accepting the terms and conditions of the NWP or other general permit authorization; (4) that the applicant can accept a permit authorization and thereby agree to comply with all the terms and conditions of that permit, including whatever mitigation requirements the Corps has determined to be necessary; (5) that undertaking any activity in reliance upon the subject permit authorization without requesting an approved JD constitutes the applicant's acceptance of the use of the preliminary JD, but that either form of JD will be processed as soon as is practicable; (6) accepting a permit authorization (e.g., signing a proffered individual permit) or undertaking any activity in reliance on any form of Corps permit authorization based on a preliminary JD constitutes agreement that all wetlands and other water bodies on the site affected in any way by that activity are jurisdictional waters of the United States, and precludes any challenge to such jurisdiction in any administrative or judicial compliance or enforcement action, or in any administrative appeal or in any Federal court; and (7) whether the applicant elects to use either an approved JD or a preliminary JD, that JD will be processed as soon as is practicable. Further, an approved JD, a proffered individual permit (and all terms and conditions contained therein), or individual permit denial can be administratively appealed pursuant to 33 C.F.R. Part 331, and that in any administrative appeal, jurisdictional issues can be raised (see 33 C.F.R. 331.5(a)(2)). If, during that administrative appeal, it becomes necessary to make an official determination whether CWA jurisdiction exists over a site, or to provide an official delineation of jurisdictional waters on the site, the Corps will provide an approved JD to accomplish that result, as soon as is practicable.

PRELIMINARY JURISDICTIONAL DETERMINATION FORM

This preliminary JD finds that there *"may be"* waters of the United States on the subject project site, and identifies all aquatic features on the site that could be affected by the proposed activity, based on the following information:

Appendix A - Sites

District Office	Kansas City	File/ORM #	NWK-2008-1254	PJD Date:	11 Feb 2014
State	MO	City/County	Kansas City, Jackson County	Person Requestinq PJD	Tim Flagler, HNTB

Site Number	Latitude	Longitude	Cowardin Class	Est. Amount of Aquatic Resource in Review Area	Class of Aquatic Resource
S1	39.070 N	-94.512 W	Riverine	276 linear ft.	Non-Section 10 non-wetlanc
S2	39.062 N	-94.496 W	Riverine	1000 linear ft.	Non-Section 10 non-wetlanc
S3	39.058 N	-94.493 W	Riverine	44 linear ft.	Non-Section 10 non-wetlanc
S4	39.059 N	-94.493 W	Riverine	71linear ft.	Non-Section 10 non-wetlanc
W1	39.069 N	-94.511 W	Palustrine, emergent	0.07 acre	Non-Section 10 wetland
W2	39.068 N	-94.511 W	Palustrine, emergent	0.10 acre	Non-Section 10 wetland

Notes:

Site Nos. S1-S4 above correspond to NWK-2008-1254-S1-S4 for ORM Aquatic Resource Name.

Site Nos. W1 and W2 above correspond to NWK-2008-1254 W1 - W2 for ORM Aquatic Resource Name.

PRELIMINARY JURISDICTIONAL DETERMINATION FORM

This preliminary JD finds that there *"may be"* waters of the United States on the subject project site, and identifies all aquatic features on the site that could be affected by the proposed activity, based on the following information:

District Office: Kansas City | File/ORM #: NWK-2008-1254 | PJD Date: 11 Feb 2014

State: MO | City/County: Kansas City - Jackson County

Nearest Waterbody: Blue River

Location: TRS, LatLong or UTM: Long linear project - See Appendix A - Sites and map

Name/ Address of Person Requesting PJD: Tim Flagler, HNTB, 715 Kirk Drive, Kansas City, MO 64105

Identify (Estimate) Amount of Waters in the Review Area:

Non-Wetland Waters: ____ linear ft ____ width ____ acres | Stream Flow: N/A

Wetlands: 0.23 acre(s) | Cowardin Class: Palustrine, emergent

Name of Any Water Bodies on the Site Identified as Section 10 Waters: Tidal: ____ Non-Tidal: ____

☑ Office (Desk) Determination
☐ Field Determination: Date of Field Trip: ____

SUPPORTING DATA: Data reviewed for preliminary JD (check all that apply - checked items should be included in case file and, where checked and requested, appropriately reference sources below):

- ☑ Maps, plans, plots or plat submitted by or on behalf of the applicant/consultant: HNTB
- ☑ Data sheets prepared/submitted by or on behalf of the applicant/consultant.
  - ☑ Office concurs with data sheets/delineation report.
  - ☐ Office does not concur with data sheets/delineation report.
- ☐ Data sheets prepared by the Corps
- ☐ Corps navigable waters' study:
- ☐ U.S. Geological Survey Hydrologic Atlas:
  - ☐ USGS NHD data.
  - ☐ USGS 8 and 12 digit HUC maps.
- ☐ U.S. Geological Survey map(s). Cite quad name:
- ☐ USDA Natural Resources Conservation Service Soil Survey. Citation:
- ☐ National wetlands inventory map(s). Cite name:
- ☐ State/Local wetland inventory map(s):
- ☐ FEMA/FIRM maps:
- ☐ 100-year Floodplain Elevation is:
- ☑ Photographs: ☐ Aerial (Name & Date): ☑ Other (Name & Date): provided by HNTB
- ☐ Previous determination(s). File no. and date of response letter:
- ☐ Other information (please specify):

IMPORTANT NOTE: The information recorded on this form has not necessarily been verified by the Corps and should not be relied upon for later jurisdictional determinations.

Signature and Date of Regulatory Project Manager (REQUIRED) Douglas R. Berka, Project Mgr.

Signature and Date of Person Requesting Preliminary JD (REQUIRED, unless obtaining the signature is impracticable)

EXPLANATION OF PRELIMINARY AND APPROVED JURISDICTIONAL DETERMINATIONS:

1. The Corps of Engineers believes that there may be jurisdictional waters of the United States on the subject site, and the permit applicant or other affected party who requested this preliminary JD is hereby advised of his or her option to request and obtain an approved jurisdictional determination (JD) for that site. Nevertheless, the permit applicant or other person who requested this preliminary JD has declined to exercise the option to obtain an approved JD in this instance and at this time.

2. In any circumstance where a permit applicant obtains an individual permit, or a Nationwide General Permit (NWP) or other general permit verification requiring "preconstruction notification" (PCN), or requests verification for a non-reporting NWP or other general permit, and the permit applicant has not requested an approved JD for the activity, the permit applicant is hereby made aware of the following: (1) the permit applicant has elected to seek a permit authorization based on a preliminary JD, which does not make an official determination of jurisdictional waters; (2) that the applicant has the option to request an approved JD before accepting the terms and conditions of the permit authorization, and that basing a permit authorization on an approved JD could possibly result in less compensatory mitigation being required or different special conditions; (3) that the applicant has the right to request an individual permit rather than accepting the terms and conditions of the NWP or other general permit authorization; (4) that the applicant can accept a permit authorization and thereby agree to comply with all the terms and conditions of that permit, including whatever mitigation requirements the Corps has determined to be necessary; (5) that undertaking any activity in reliance upon the subject permit authorization without requesting an approved JD constitutes the applicant's acceptance of the use of the preliminary JD, but that either form of JD will be processed as soon as is practicable; (6) accepting a permit authorization (e.g., signing a proffered individual permit) or undertaking any activity in reliance on any form of Corps permit authorization based on a preliminary JD constitutes agreement that all wetlands and other water bodies on the site affected in any way by that activity are jurisdictional waters of the United States, and precludes any challenge to such jurisdiction in any administrative or judicial compliance or enforcement action, or in any administrative appeal or in any Federal court; and (7) whether the applicant elects to use either an approved JD or a preliminary JD, that JD will be processed as soon as is practicable. Further, an approved JD, a proffered individual permit (and all terms and conditions contained therein), or individual permit denial can be administratively appealed pursuant to 33 C.F.R. Part 331, and that in any administrative appeal, jurisdictional issues can be raised (see 33 C.F.R. 331.5(a)(2)). If, during that administrative appeal, it becomes necessary to make an official determination whether CWA jurisdiction exists over a site, or to provide an official delineation of jurisdictional waters on the site, the Corps will provide an approved JD to accomplish that result, as soon as is practicable.

PRELIMINARY JURISDICTIONAL DETERMINATION FORM

This preliminary JD finds that there *"may be"* waters of the United States on the subject project site, and identifies all aquatic features on the site that could be affected by the proposed activity, based on the following information:

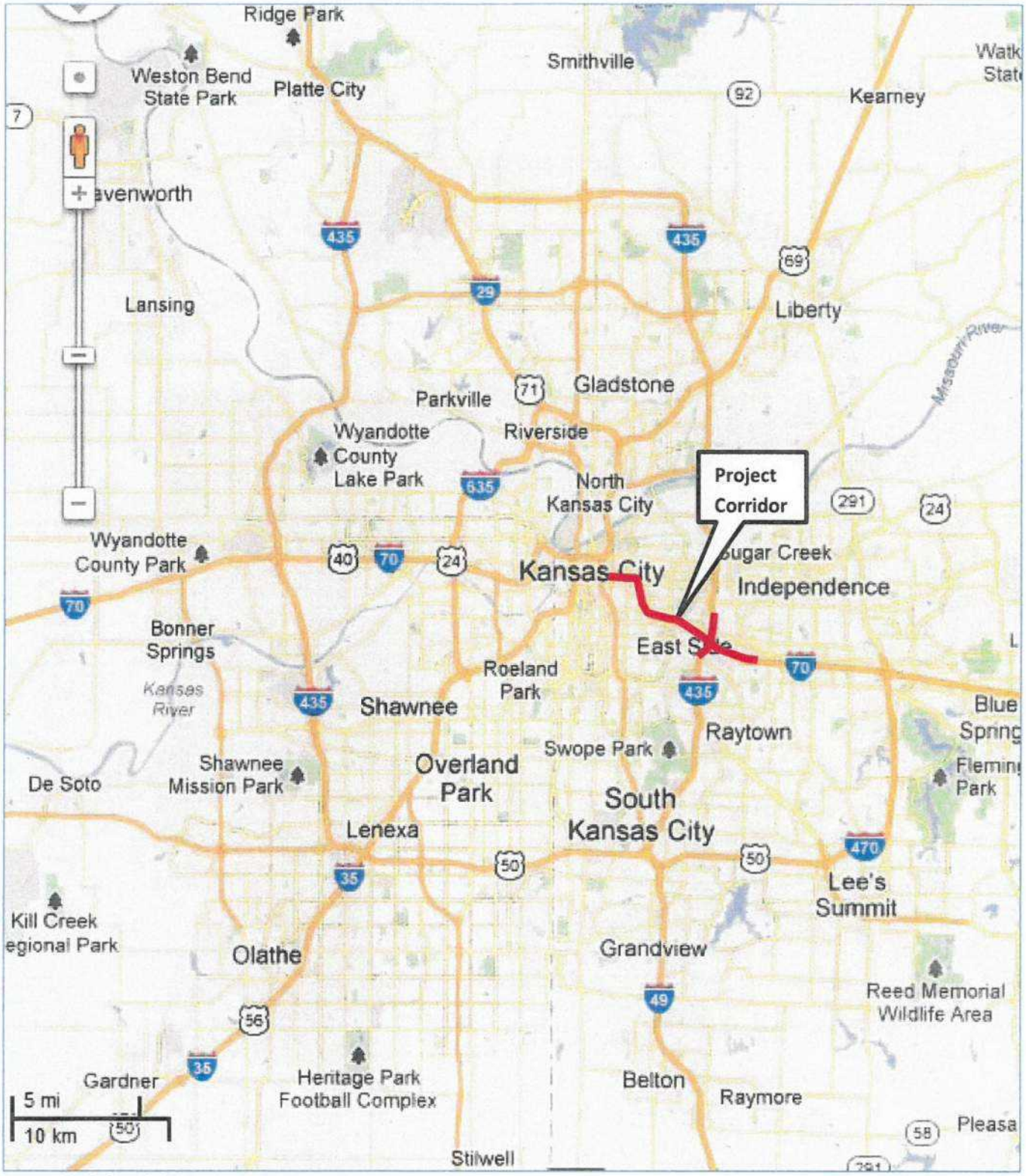
Appendix A - Sites

District Office	Kansas City	File/ORM #	NWK-2008-1254	PJD Date:	11 Feb 2014
State	MO	City/County	Kansas City, Jackson County, Missouri	Person Requestinq PJD	Tim Flagler, HNTB

Site Number	Latitude	Longitude	Cowardin Class	Est. Amount of Aquatic Resource in Review Area	Class of Aquatic Resource
W3	39.058	-94.493 W	Palustrine, emergent	0.12	Non-Section 10 wetland
W4	39.061 N	-94.490 W	Palustrine, emergent	0.05	Non-Section 10 wetland
W5	39.060 N	-94.492 W	Palustrine, emergent	0.005	Non-Section 10 wetland
W6	39.058 N	-94.489 W	Palustrine, emergent	0.02	Non-Section 10 wetland
W7	39.058	-94.486 W	Palustrine, emergent	0.06	Non-Section 10 wetland
W8	39.059 N	-94.486 W	Palustrine, emergent	0.03	Non-Section 10 wetland

Notes:

Site Numbers W3-W8 correspond to ORM Aquatic Resource Name NWK-2008-1254-(W3-W8)

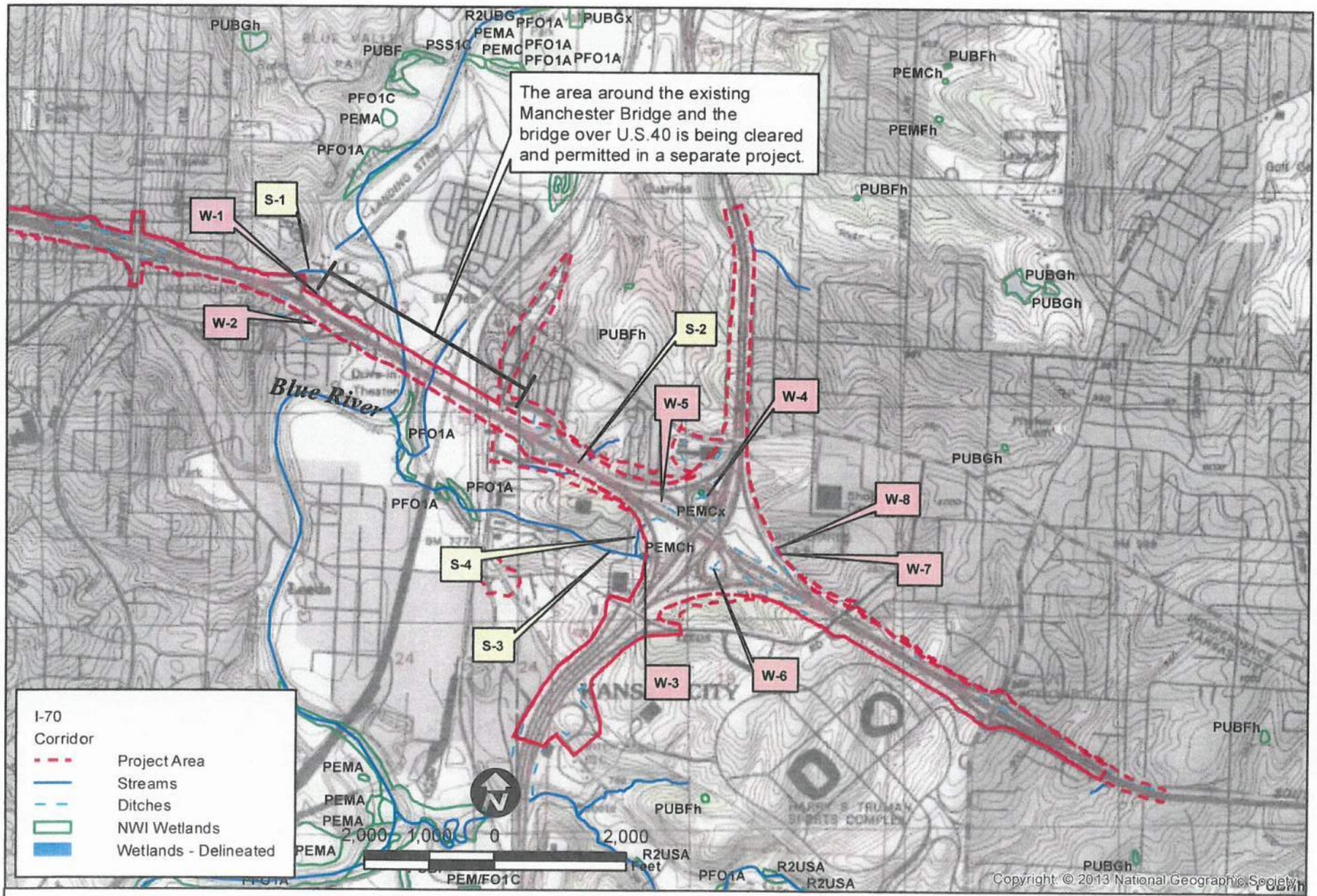


Source: 2013 Google Maps

I-70 Second Tier EIS
The Paseo to Blue Ridge Cutoff

Kansas City, Missouri
Jackson County

Exhibit A
Vicinity Map



I-70 Second Tier EIS
The Paseo to Blue Ridge Cutoff

Kansas City, Missouri
Jackson County

Exhibit B-2
USGS / NWI Map

Nationwide Permit No. 14
Linear Transportation Projects

Activities required for the construction, expansion, modification, or improvement of linear transportation projects (e.g., roads, highways, railways, trails, airport runways, and taxiways) in waters of the United States. For linear transportation projects in non-tidal waters, the discharge cannot cause the loss of greater than 1/2-acre of waters of the United States. For linear transportation projects in tidal waters, the discharge cannot cause the loss of greater than 1/3-acre of waters of the United States. Any stream channel modification, including bank stabilization, is limited to the minimum necessary to construct or protect the linear transportation project; such modifications must be in the immediate vicinity of the project.

This NWP also authorizes temporary structures, fills, and work necessary to construct the linear transportation project. Appropriate measures must be taken to maintain normal downstream flows and minimize flooding to the maximum extent practicable, when temporary structures, work, and discharges, including cofferdams, are necessary for construction activities, access fills, or dewatering of construction sites. Temporary fills must consist of materials, and be placed in a manner, that will not be eroded by expected high flows. Temporary fills must be removed in their entirety and the affected areas returned to pre-construction elevations. The areas affected by temporary fills must be revegetated, as appropriate.

This NWP cannot be used to authorize non-linear features commonly associated with transportation projects, such as vehicle maintenance or storage buildings, parking lots, train stations, or aircraft hangars.

Notification: The permittee must submit a pre-construction notification to the district engineer prior to commencing the activity if: (1) the loss of waters of the United States exceeds 1/10-acre; or (2) there is a discharge in a special aquatic site, including wetlands. (See general condition 31.) (Sections 10 and 404)

Note: Some discharges for the construction of farm roads or forest roads, or temporary roads for moving mining equipment, may qualify for an exemption under Section 404(f) of the Clean Water Act (see 33 CFR 323.4).

UNITED STATES ENVIRONMENTAL PROTECTION AGENCY
REGION 7
11201 Renner Boulevard
Lenexa, Kansas 66219

FEB 27 2014

Missouri Department of Transportation
ATTN: Randy L. Johnson
600 NE Colbern Road
Lee's Summit, MO 64086

Dear Mr. Johnson:

RE: Review of Draft Environmental Impact Statement for I-70 Second Tier Draft Environmental Impact Statement Participating Agency Collaboration Point

The U.S. Environmental Protection Agency has reviewed the Draft Environmental Impact Statement for the I-70 Second Tier Draft Environmental Impact Statement Participating Agency Collaboration Point. Our review is provided pursuant to the National Environmental Policy Act 42 U.S.C. 4231, Council on Environmental Quality regulations 40 C.F.R. Parts 1500-1508, and Section 309 of the Clean Air Act. The DEIS was assigned the CEQ number 14-0008.

The DEIS discusses and analyzes the environmental impacts of the no-action alternative and several action alternatives. The preferred alternative delivers general information about how DOT intends to replace existing infrastructure with emphasis placed on providing safety, improving the economy, and modernizing aging and dangerous roadways within Kansas City with minor, short-term adverse impacts and beneficial cumulative impacts.

Based on the level of impacts analyzed and conveyed in the DEIS the EPA has rated the DEIS for this project "LO" or Lack of Objections. A copy of EPA's rating descriptions is provided as an enclosure to this letter.

Thank you for the opportunity to provide comments regarding this project and your DEIS. If you have any questions or concerns, please contact Joe Summerlin at 913-551-7029.

Sincerely,

Jeffery Robichaud
Deputy Director
Environmental Services Division

Enclosure

Printed on Recycled Paper

Draft Environmental Impact Statement Rating Definitions

Environmental Impact of the Action

"LO" (Lack of Objections)

The EPA review has not identified any potential environmental impacts requiring substantive changes to the proposal. The review may have opportunities for application of mitigation measures that could be accomplished with no more than minor changes to the proposal.

"EC" (Environmental Concerns)

The EPA review has identified environmental impacts that should be avoided in order to fully protect the environment. Corrective measures require changes to the preferred alternative or application of mitigation measures that can reduce the environmental impact. EPA would like to work with the lead agency to reduce these impacts.

"EO" (Environmental Objections)

The EPA review has identified significant environmental impacts that must be avoided in order to provide adequate protection for the environment. Corrective measures may require substantial changes to the preferred alternative or consideration of some other project alternative (including the no action alternative or a new alternative). EPA intends to work with the lead agency to reduce these impacts.

"EU" (Environmentally Unsatisfactory)

The EPA review has identified adverse environmental impacts that are of sufficient magnitude that they are unsatisfactory from the standpoint of public health or welfare or environmental quality. EPA intends to work with the lead agency to reduce these impacts. If the potentially unsatisfactory impacts are not corrected at the final EIS stage, this proposal will be recommended for referral to the CEQ.

Adequacy of the Impact Statement

"Category 1" (Adequate)

EPA believes the draft EIS adequately sets forth the environmental impact(s) of the preferred alternative and those of the alternatives reasonably available to the project or action. No further analysis or data collection is necessary, but the reviewer may suggest the addition of clarifying language or information.

"Category 2" (Insufficient Information)

The draft EIS does not contain sufficient information for EPA to fully assess environmental impacts that should be avoided in order to fully protect the environment, or the EPA reviewer has identified new reasonably available alternatives that are within the spectrum of alternatives analyzed in the draft EIS, which could reduce the environmental impacts of the action. The identified additional information, data, analyses, or discussion should be included in the final EIS.

"Category 3" (Inadequate)

EPA does not believe that the draft EIS adequately assesses potentially significant environmental impacts of the action, or the EPA reviewer has identified new, reasonably available alternatives that are outside of the spectrum of alternatives analyzed in the draft EIS, which should be analyzed in order to reduce the potentially significant environmental impacts. EPA believes that the identified additional information, data, analyses, or discussions are of such a magnitude that they should have full public review at a draft stage. EPA does not believe that the draft EIS is adequate for the purposes of the NEPA and/or Section 309 review, and thus should be formally revised and made available for public comment in a supplemental or revised draft EIS. On the basis of the potential significant impacts involved, this proposal could be a candidate for referral to the CEQ.

United States Department of the Interior

OFFICE OF THE SECRETARY
Office of Environmental Policy and Compliance
Denver Federal Center, Building 67, Room 118
Post Office Box 25007 (D-108)
Denver, Colorado 80225-0007

March 5, 2014

9043.1
ER 14/0028

Kevin Ward
Division Administrator
Federal Highway Administration
3220 West Edgewood, Suite H
Jefferson City, MO 65109

Dear Mr. Ward:

The U.S. Department of the Interior has reviewed the Second Tier Environmental Impact Statement for Route 1-70, from west of The Paseo interchange to east of the Blue Ridge Cutoff Interchange, Jackson County, MO, and has no comments on the document.

Sincerely,

Robert F. Stewart
Regional Environmental Officer

cc: Raegan Ball
Program Development Team Leader

CITY OF FOUNTAINS
HEART OF THE NATION
KANSAS CITY
MISSOURI

Board of Parks and Recreation Commissioners

"A Nationally Accredited Agency"

June 17, 2014

Mr. Kevin Ward, P.E.,
Division Administrator, Missouri Division
Federal Highway Administration
3220 W. Edgewood, Suite H
Jefferson City, Missouri 65109

Sylvester "Sly" James Jr., Mayor

Jean Paul Chaurand, President

McClain Bryant, Commissioner

Allen Dillingham, Commissioner

Mary Jane Judy, Commissioner

David Mecklenburg, Commissioner

Mark L. McHenry, Director

Dear Mr. Ward:

This letter is to provide the Federal Highway Administration (FHWA) with information to support the determination of a De Minimis finding for impacts to three Boulevards in the Kansas City, Missouri Boulevard and Parkways system impacted by the I-70 Second Tier Environmental Impact Statement (EIS) Preferred Alternative. The I-70 Second Tier EIS Study Area extends approximately 6.8 miles from the end of the last ramp termini west of The Paseo interchange to east of the Blue Ridge Cutoff. It is entirely located within the City of Kansas City, Missouri. The proposed action for the I-70 Second Tier EIS is to seek the most effective improvement alternative in the corridor to meet the current and future transportation needs while minimizing impacts to the human and natural environment.

The Preferred Alternative would include rebuilding and/or rehabilitating I-70 pavement and bridges, improving horizontal and vertical alignment, interchange consolidations, increased ramp lengths, extended weave areas, addition of auxiliary lanes, improved bicycle/pedestrian access across I-70, and consider aesthetics enhancements.

The Preferred Alternative will impact the three Boulevards in the Study Area: The Paseo, Benton Boulevard, and Van Brunt Boulevard. As a part of the Boulevards and Parkways system, the Boulevards are owned and maintained by the Kansas City, Missouri Parks and Recreation Department. The three Boulevards are protected under Section 4(f) of the Department of Transportation Act as both park/recreation facilities and historic resources.

At The Paseo, the proposed I-70 improvements will push the angle of the I-70 ramps out and separate them from the outer road, which would result in temporary construction effects to the medians immediately on either side of the bridge. A possible interchange reconfiguration and bridge reconstruction would result in permanent effects to the median of The Paseo under the bridge through additional bridge cover overhead.

At Benton Boulevard, the Preferred Alternative will replace the Benton Boulevard bridge over I-70 on fill. The on-ramp to westbound I-70 will tie in at new location and a new connector road from Truman Road will tie in at this same location. It is possible that a signal will need to be added here, which could change the visual quality of Benton Boulevard. The Preferred Alternative will provide more green space around Benton Boulevard, while connectivity across I-70 including the sidewalks on both sides will remain.

The Preferred Alternative at Van Brunt Boulevard will improve the grade of the ramps and remove the outer road access to Van Brunt Boulevard on the north side of I-70. This would result in temporary construction or minor permanent effects to the median immediately adjacent to the I-70 ramp. The ramps are being replaced in the same location so effects should be minor. Improvements allow for the addition of sidewalks on both sides of Van Brunt Boulevard.

Design measures were taken to minimize impacts to the three Boulevards and resulted in the minor and/or temporary impacts discussed above. Based on this information the City of Kansas City, Missouri fully supports a determination that the project would not adversely affect the activities, features, or attributes qualifying a park, recreation area, or refuge for protection under Section 4(f).

Sincerely,

Mark McHenry, Director
Parks and Recreation Department

cc: Matt Killion-Missouri Department of Transportation
Travis W. Kiefer, P.E. – KCMO Parks and Recreation Department

Appendix D.3 Public Hearing Transcript

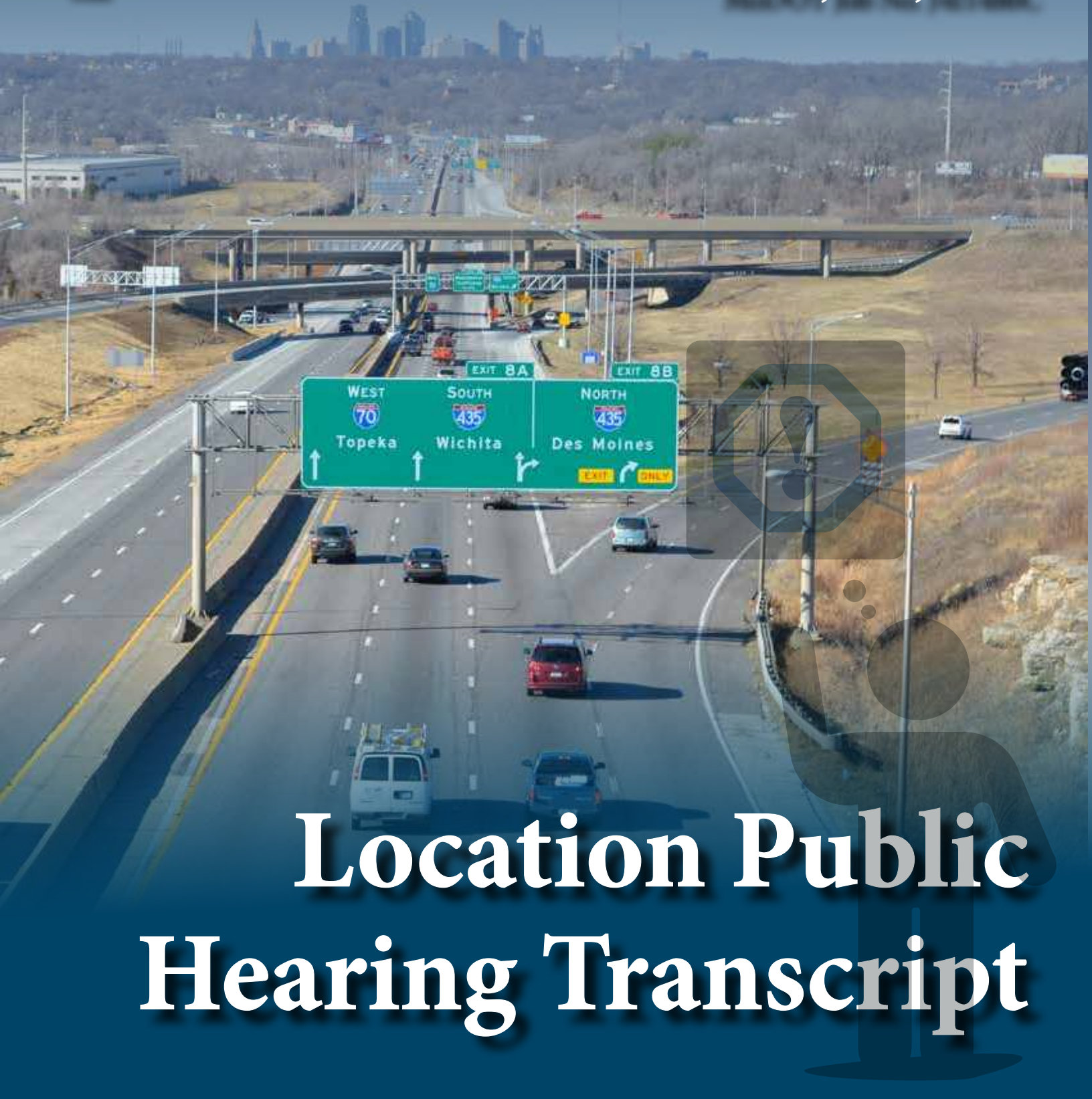
Missouri Department
of Transportation

www.modot.org/
kansascity/metroi70

600 NE Colbern Road
Lee's Summit, MO
64086

I-70 Second Tier Environmental Impact Statement

MoDOT Job No. J4I1486C



Location Public Hearing Transcript

I-70 Second Tier Environmental Impact Statement
Transcript for Location Public Hearing
MoDOT Job No. J4I1486C

Overview

A location public hearing was held for the I-70 Second Tier Environmental Impact Statement (EIS) on Tuesday, February 11, 2014 from 4 to 7 p.m. at the Gregg/Klice Community Center (1600 John "Buck" O'Neal Way) in Kansas City, Missouri. Three MoDOT mobile meetings, Community Connections Team (CCT) meetings, and an online location public hearing were also held during the comment period, which spanned from January 17 to March 7. The additional meetings were held as follows:

- **Mobile meeting** on February 6, 2014 from 8 to 10 a.m. at the VA Medical Center (4801 Linwood Boulevard)
- **CCT meeting** with Washington Wheatley Neighborhood on February 7, 2014 at Seton Center (2816 E. 23rd Street)
- **CCT meeting** with Truman Plaza Implementation Committee on February 10, 2014 at the Kansas City Public Library – Northeast Branch
- **CCT meeting** with the Kansas City Downtown Council Infrastructure Committee on February 18, 2014 at Town Pavilion, Emerald Rom (1111 Main Street, 4th Floor)
- **CCT meeting** with Northeast Industrial Association on February 18, 2014 at the Metropolitan Community College Business and Technology Center (1775 Universal Avenue)
- **Mobile meeting** on February 20, 2014 from 4:30 to 6:30 p.m. at the Kansas City Public Library – Northeast Branch (6000 Wilson Road)
- **CCT meeting** with Ollie Gates (Gates Bar-B-Que Restaurant) on February 20, 2014 (1325 E. Emanuel Cleaver Boulevard)
- **Mobile meeting** on February 25, 2014 from 10 a.m. to noon at the Kansas City Public Library – Bluford Branch (3050 Prospect Avenue)
    - This meeting was rescheduled from February 6, 2014 due to inclement weather.
- **Online location public hearing** from January 17 to March 7, 2014 at www.metroi70.com

The public hearing and mobile meetings were formatted as open houses. The online location public hearing was formatted as a virtual, town hall meeting. The purpose of each event was to answer questions and gather public comments about:

- The preferred alternative (overall).
- How the preferred alternative would improve safety for motorists, pedestrians, and bicyclists within the I-70 corridor.
- How the preferred alternative would improve the driving experience within the I-70 corridor.
- What improvements the preferred alternative would have on the use of alternative modes of transportation within the I-70 corridor.
- Other opinions about the preferred alternative.
- The Draft EIS document, e.g. its overall findings, evaluation of alternatives, environmental impacts of improvement alternatives, or other items.

I-70 Second Tier Environmental Impact Statement
Transcript for Location Public Hearing
MoDOT Job No. J4I1486C

The hearing and mobile meeting displays described the study process and schedule, purpose and need, alternatives considered and evaluated, preferred alternative, the Draft EIS document, and next steps. Key materials were provided in both English and Spanish. Recording devices were also available. A total of 510 people participated during the hearings and meetings, offering feedback in the form of 23 comments and 12 ideas as outlined below:

Event	Date	Participants	Feedback
Location public hearing	February 11	15 stakeholders	5 comment forms
Mobile meeting	February 6	39 stakeholders	9 comment forms
Mobile meeting	February 20	11 stakeholders	7 comment forms
Mobile meeting	February 25	4 stakeholders	2 comment forms
Online hearing	January 17 – March 7	441 visitors	12 ideas

Notification

A variety of tools were used to distribute notice of the hearings and meetings to stakeholders and contacts as listed below:

Tool	Date	Distribution
Community Connections Team Letter	January 13	216 community groups
Postcard (English/Spanish)	January 17	1,123 stakeholders
Legal Notice	January 17	***Kansas City Star***
News Release	January 17	MoDOT media contacts
News Release	February 3	MoDOT media contacts
E-Blast	January 17	MindMixer registrants
E-Blast	January 31	82 community groups
E-Blast	February 13	82 community groups
E-Blast	February 20	82 community groups
Freeway Message Boards	January 17 – March 7	I-70 motorists
Social Media	January 17	7,600 MoDOT Twitter followers
Radio Spots (English)	January 27 – 31	KMBZ Morning News 98.1FM, 980AM, and online
Radio Spots (Spanish)	January 27 – 31	KDTD LaGran D 1250AM and KYYS LaX 1250AM
Radio Spots (Spanish)	February 3 – 7	KDTD LaGran D 1250AM and KYYS LaX 1250AM
Display Ad (English/Spanish)	January 27	***Kansas City Globe***
Display Ad (English/Spanish)	January 29	***Kansas City Star***
Display Ad (English/Spanish)	January 30	***Kansas City Hispanic News***
Display Ad (English/Spanish)	January 30	***Dos Mundos***
Display Ad (English/Spanish)	January 31	***Kansas City Call***

Document Availability

The Draft EIS document was available for public review at the following locations:

- MoDOT District 4 (600 NE Colbern Road) in Lee's Summit
- Mid-America Regional Council (600 Broadway, Suite 200), in Kansas City, Missouri
- Kansas City Public Library: Lucile H. Bluford Branch (3050 Prospect Avenue) in Kansas City, Missouri
- Kansas City Public Library: Northeast Branch (6000 Wilson Road) in Kansas City, Missouri
- www.metroi70.com

Handouts

Participants were provided four handouts during the hearings and meetings. The materials are described below and select handouts are included as attachments to the transcript.

- **Public Hearing Handout:** Overview of the hearing, including exhibits and comment options.
- **Project Newsletter:** Overview of the study and preferred alternative.
- **Preferred Alternative map:** A map of the alternative.
- **Glossary:** Terminology used within the Draft EIS document.
- **Project Comment Form:** Feedback collection tool for the Draft EIS document and preferred alternative.

Exhibits

Participants reviewed several, color exhibits during the hearings and meetings. The displays are outlined below and included as attachments to the transcript.

Type	Content	Public hearing	Mobile meeting
Welcome Board	Overview of the study	Yes	No
Study Area Board	Map of the study area	Yes	Yes
Purpose and Need Board	Description of the study's Purpose and Need	Yes	Yes
Study Process Board	Summary of the milestones included with the study process	Yes	Yes
Schedule Board	An approximate 2.5-year schedule spanning from scoping to the Final EIS document and Record of Decision	Yes	Yes
Section 106 Process Board	Overview of cultural resource protection in relationship to the EIS document	Yes	No
First Tier Selected Strategies Board	Overview of the Improve Key Bottlenecks Strategy	Yes	No
Alternative Screening Board	Evaluation of multiple, potential improvement	Yes	Yes

	alternatives in relation to the Purpose and Need, environmental impacts, engineering issues, and associated relative costs		
Reasonable Alternatives under Consideration Board	Three displays showing the No-Build, Interchange Consolidations, and Geometric Improvements Alternatives that resulted from the alternatives screening	Yes	No
Preferred Alternative Map	Map of the alternative	Yes	Yes
Getting Involved Board	Overview of the public involvement tools employed for the study	Yes	No
Next Steps Board	Description of the tasks to be completed after the comment period	Yes	Yes
Draft EIS Document	Draft document in hardcopy format	Yes	Yes
Cultural Resources report	Report in hardcopy format	Yes	No
Wetland Report	Report in hardcopy format	Yes	No

Agency Comments

Comments were received from the following six agencies:

- United States Environmental Protection Agency, Region 7
- State of Missouri, Office of Administration, Missouri Federal Assistance Clearinghouse
- Missouri Department of Conservation
- Mid-America Regional Council
- Missouri Department of Natural Resources
- City of Kansas City, Missouri

Public Comments

Three emails were received with comments about the study. They were from the following organizations:

- Transit Action Network
- The Metro Organization for Racial and Economic Equity (MORE2)
- Metropolitan Congregations United in St. Louis.

Twenty-three digital and hardcopy comment forms plus 12 ideas were provided in writing to the project team during the comment period. The same questions were asked of all participants and resulted in the following verbatim answers:

- **The preferred alternative involves improving interstate ramps, merge areas, interchanges, and rebuilding and/or rehabilitating I-70 pavement and bridges. It also involves improving the Benton and Jackson Curves, bicycle and pedestrian access, and more. Overall, what do you think of the preferred alternative? Why?**
  - **Love It (6 participants)**
    - On metro bus have noticed that these improvements are needed.
    - We need to improve the interstate for safety reasons.
    - Great ideas and safety is important.
    - Minimizes impact to human environment through minimizing footprint.
    - Because it a best choice you are doing good about.
    - Good plan.
  - **Like It (10 participants)**
    - Not getting killed such as Jackson and getting off Prospect.
    - For the safety of the travelers. Could have been recognized earlier.
    - Good idea for safety.
    - Good idea. Improve bicyclists' interaction with traffic.
    - It would be very improving for everything such as the economy.
    - Everything, safety improvements, and congestion.
    - For safety of interchanges and curves - Jackson and Bento curves have always been dangerous.
    - I think necessary change is needed.
    - I-70 does need the extra lane throughout. Especially to ease the congestion. Some of the commercial buildings that would be affected do need to be removed and it would be beneficial to the city.
  - **It's OK (2 participants)**
    - Haven't had much trouble traveling this section of I-70.
  - **Neutral (8 participants)**
    - Too little detail about what you actually intend to do.
    - Not enough detail information.
    - Yes. It will make it safer to get on the highway.
    - Have see and think more about it - hate to see money thrown away on transpo projects esp. if it takes years to happen e.g. I-35 into downtown.
    - It's a waste of money

- I-70 has only allowed each generation to increase the cost to our road system by moving ever further outward. We can't afford to spend the money.

- Bicycle safety in the I-70 corridor is my last concern

- I don't see any significant changes to driver safety in the preferred alternative. Want to improve driver safety? Add a fourth driving lane from the downtown loop all the way to the I-470 interchange east of the study area. Close all entrance/exit ramps between downtown and Blue Ridge Cutoff except Paseo, Truman, 23rd, Van Brunt, 40 Hwy, and 435.

- Reduce traffic outside lane exclusively for 2 or more passengers

- From 291 thru downtown. Eliminate truck traffic during rush hour as done in Atlanta and other major cities.

How do you think the preferred alternative will improve safety for motorists, pedestrians, and bicyclists within the I-70 corridor?

- Improve the curve and fatalities and crashes.
- Yes (3 times).
- Doing away with the short ramps to provide time to speed up.
- It would definitely improve it including from a law enforcement perspective.
- Making safer features.
- The drawings or plans I seen laid out looked to be well thought out and represented.
- It will improve curves and conflict points.
- This question is far too vague to answer.
- Safety measures and general improvement.
- People need to be careful what they are doing
- Yes improve safety
- Yes. It will make it safer to get on the highway.
- If they improve the curves it will.
- No idea - lots of peds but not heavy on cyclists
- I'm open to see whether it will make things safer
- More pedestrian crossings would improve pedestrian safety
- It will do nothing to help safety.

  - The only way to improve motorist safety is to reduce the number of auto trips taken. Implementing a rail line in the place of I-70 lanes would serve this function the best. Pedestrian/bike traffic would require massive upgrades in crossings at the expense of the mainline improvements, MoDOT intersections are the #1 limiting factor to pedestrian flow in Kansas City in dozens of places

- Bicycle safety in I-70 Corridor? Focus on Autos…

  - I don't see any significant changes to driver safety in the preferred alternative. Want to improve driver safety? Add a fourth driving lane from the downtown loop all the way to the I-470 interchange east of the study area. Close all entrance/exit ramps between downtown and Blue Ridge Cutoff except Paseo, Truman, 23rd, Van Brunt, 40 Hwy, and 435.

- **How do you think the preferred alternative will improve the driving experience within the I-70 corridor?**
    - Slow things down
    - Prevent accidents with the ramp closures.
    - See previous answer.
    - Safety.
    - Feel safer.
    - More comfortable.
    - The time it takes to travel and ramps.
    - Alleviate accidents but need warning signs for curves.
    - Easier way to drive and routes better.
    - Should improve travel speed by straightening curves.
    - People won't have to slow down for the curves... but that is not necessarily a good thing.
    - Allow motorists to drive faster and safer.
    - Need to be safer out here on the roads.
    - Safer and help speeds.
    - Fixing the curves will improve safety.
    - Have to wait and see.
    - It will probably save around 5-7 minutes of travel time. It will be better to fix the curves for truck traffic.
    - Sounds like it is designed to reduce congestion.
    - Abandon Jackson and Benton Curves
        - A bit radical, but why not straighten I-70 . . . instead of bending north at the Jackson curve, acquire a massive right of way and push I-70 straight west and join with 71 HWY. Since there is no money to do a minor rehab, why not plan for a real improvement and budget accordingly? This distance on the current stretch from Jackson to Paseo is roughly 2.80 miles versus from Jackson straight west to 71 HWY is only 1.40 miles. A "soft" curve could be constructed where I-70 connects to 71 and turns north and then goes directly into downtown. The abandoned section of I-70 could just become a possible extension of I-670 and provide a viable alternative for getting in and out of the downtown loop. The same funds to rehab the existing path of I-70 could be used to acquire right of way, build new interstate, and possible zero exits other than a new interchange at 71 and where the existing Jackson curve is to connect with the "old section" of I-70. Who knows, this might even be cheaper.
    - This plan has no economic benefits
        - the goals of this project to speed up traffic and create less access points is MoDOT saying they don't care about the economic issues of the neighborhood. You can't leave an area quicker and expect it to increase economic activity. To improve the neighborhood cars need to be forced off I-70. Replacing the interstate with a parkway would serve the neighborhood better.

- **What improvements do you think the preferred alternative will have on the use of alternative modes of transportation within the I-70 corridor?**
    - Truman and Indiana improvements.
    - Prevent conflict points between motorists and bicyclists and pedestrians.
    - Good idea to widen sidewalks.
    - These improvements will improve congestion and safety improving riding the bus.
    - Speed up motorist and less traffic jam.
    - Wait and see how it turns out.
    - Easier access.
    - Bike lanes should be available outside away from curves.
    - As I said before the plans laid out and presented were great.
    - NA.
    - No improvement at all -- unless the project includes some elements that intentionally make it happen.
    - Safer for all motorized vehicles.
    - Taking a bus will be better.
    - Yes. I think it will help all these.
    - Yes.
    - No idea.
    - Yes if the road is straighter there will be improvements but need to be careful of safety also.
    - It won't help traffic
        - The traffic crunch is at downtown. Coming from the east only a single lane stays with I-70 to the north side of the loop and it requires changing places with US 71. On the 670 side only a single lane stays the length of the shortcut across 670 and this requires trading places with US 71 SB traffic merging onto 670. This project will only allow cars to get to congestion at downtown quicker. More congestion will encourage less use of the Interstate which means this is a waste of money. Decreasing the scope of I-70 by helping KC fund a rail network to the stadiums handling as many cars each day could have a far greater return on investment and decrease future maintenance needs.
    - Acquire Rail Right of Way
        - Because we may only have one chance to get this stretch of interstate upgrades correct, let's be sure to acquire enough right of way parallel to I-70 to allow for the possibility of future rail transit and/or dedicated bus lanes. The idea of running buses on shoulders is absurd and only something I would expect to see in Kansas. That is the concept currently used by KDOT along I-35--how is a bus supposed to drive on the shoulder when it is littered with trash, tires, and abandoned cars. I've said it in other responses, but money is no reason to not do this job correctly because there is already zero money allocated to do even the smallest improvements to I-70. Let's get it right this time.

- **What other opinions do you have about the preferred alternative?**
  - Will this provide jobs such as construction?
  - Good suggestions for the improvements.
  - The DDI might be an option in this area.
  - If you widen out the bridges do all the corridor out to Blue Springs.
  - Shorten and straighten Benton curve more
  - None
  - Good job!
  - The preferred alternative doesn't ever really get outside the highway box. This meeting is about environmental impacts yet the questions you have asked me to answer so far are about the highway itself instead of how it will affect the surrounding urban (much less natural) environment.
  - None
  - Be safe
  - Space out some of the ramps better. Prospect and Benton
  - I think it's a long time overdue. The city seems to be lagging in a lot of interstate traffic
  - It would be nice to have an easy connection between I-70 – 71 Hwy
    - I know that the selected alternative plan only goes to Paseo, however, it would be nice to have a connector to 71 HWY from I-70. Instead of having to exit from westbound I-70 at Paseo and then to Truman Rd and travel down Truman Rd to enter 71 HWY South it could somehow be connected. It would also be nice to also have an option when heading northbound on 71 HWY to not have to exit at Truman Rd and drive down Truman Rd and enter I-70 East on Paseo. I would much more prefer to have a link directly from HWY 71 directly to I-70 East.
  - Aux Lanes, Exit Closures, and Four Lanes
    - The most critical aspects to improving I-70 is to have at least four continuous driving lanes from downtown to the I-470 interchange. At a minimum, I would expect that any new bridge overpasses or underpasses are designed to accommodate four-plus lanes each direction--including additional right of way for future expansion. Close as many exits as possible while improving neighborhood access to exits kept open/expanded. Use aux lanes between exits. Find a way to connect Manchester to 40 highway and close the Manchester exits. Make the interstate appealing to the eye--put decorative sound barrier walls fronted with landscaping. Use stone embossed concrete forms for walls and pillars (see St. Louis interstates). Build exit/entrance ramps long and wide to help handle potential economic growth along the corridor. Finally, do put too much reliance on studies--they are often wrong and waste too much money.
  - This won't help me choose I-70
    - It's factual that road widenings only encourage use. So any changes to increase capacity will do nothing to help the segment. I won't live in eastern Jackson County until there's rail transit because the drive is too painful.

- **What comments do you have about the Draft EIS document, e.g. its overall findings, evaluation of alternatives, environmental impacts of improvement alternatives, or other items?**
  - None.
  - NA
  - I have not yet read the document. (I know where to find one and expect to review it over the next

few weeks.) I see there is one copy here but are there any display boards about environmental factors? I don't see any. Will anyone attending this meeting learn anything about the effects of an urban highway such as this on the natural / built / social environments? I think not. This survey will not elicit any meaningful public comment on the environmental impacts of the present and proposed I-70. It just won't.

- Need a flashing sign where they put in exit ramp for Blue Ridge cutoff. Sign is now under a bridge and easy to miss. Flashing sign will get attention since changes have been made
- This long study process has been an opportunity to re-think I-70 to heal the wounds inflicted on the community 50 years ago. All I see are tweaks.
- It what ya doing
- Very informative document

How would you describe yourself?

- Resident (17 participants)
- Business owner (2 participants)
- Employee (5 participants)
- Property owner (2 participants)
- Renter or lessee (2 participants)
- Other stakeholder (4 participants)

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600 NE Colbern Road
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64086

I-70 Second Tier Environmental Impact Statement

MoDOT Job No. J4I1486C



Handouts & Exhibits

Welcome

Welcome to the Public Hearing for the I-70 Second Tier Environmental Impact Statement (EIS). This hearing provides an opportunity for formal public review of the EIS. The information presented this evening is intended to give you an overview of the study's major findings, the purpose and need for the proposed action, and the Preferred Alternative.

We encourage everyone to ask questions and make their comments known. All comments received by March 7 will be evaluated by MoDOT and FHWA to determine the appropriate action needed to improve I-70 from The Paseo to Blue Ridge Cutoff.

We Need Your Comments

You can submit your comments either tonight or through the comment period, which ends on March 7, 2014.

To submit your comments tonight you can:

1. Fill out a comment card and submit your comments in writing. Please place your completed comment card in the comment box.
2. Provide oral comments via recording device.

To submit your comments later you can:

1. Visit the Website at: www.metroi70.com and take part in the online public hearing. There are links to provide comments.
2. Send an e-mail to the MoDOT Planning Manager: Randy.Johnson@modot.mo.gov

Mail written comments to: MoDOT, 600 NE Colbern Road, Lee's Summit, MO 64086.

I-70 Second Tier Environmental Impact Statement (EIS) Public Hearing Information

What Can You View at this Public Hearing?

The public hearing provides several options for viewing information and providing your comments:

- You may view the exhibits spaced around the room including a map of the Preferred Alternative located in the center of the room.
- You may ask questions of the project team staff.
- Make your opinions known. Representatives from MoDOT and the consultant team look forward to discussing the project with you.

What Happens to Comments?

- All formal comments received at the hearing or during the comment period will be reviewed, recorded, and will become part of the Final EIS Document.
- Any additional comments received before March 7, 2014 will also be made a part of the hearing transcript. All substantive comments will be addressed in the Final EIS Document.
- All comments received will be evaluated by MoDOT and FHWA staff. After considering all comments, a Final EIS document will be developed. The Missouri Highways and Transportation Commission will approve the selected alternative once FHWA has approved the conclusion of the study process with a Record of Decision per the National Environmental Policy Act.
- All comments are important and MoDOT wants to know what you think.

The Following Exhibits and Stations are Located in the Hearing Room

Exhibit	Description
Welcome	Board will explain the purpose of the meeting. Located at the sign-in table.
Study Area Map	Board will illustrate the study area.
Purpose and Need	Board will explain the purpose of the project and reasons improvements are needed.
Study Process	Board will explain the study process including moving from a first tier study to a second tier study.
Schedule	Board will illustrate the study schedule and where at in the study we are currently.
First Tier Selected Strategy Summary	Board will summarize the results of the First Tier EIS Selected Strategy.
Section 106 Process	Board will explain the Section 106 Process.
Alternative Screening	Boards will explain the alternative screening matrix.
No-Build Alternative	Board will explain the No-Build Alternative.
Geometric Improvements Alternative Map	Board will illustrate the Geometric Improvements Alternative.
Interchange Consolidations Alternative Map	Board will illustrate the Interchange Consolidations Alternative.
Preferred Alternative	Roll plot will illustrate the Preferred Alternative.
Getting Involved	Information on how to stay involved including, contact information, the web site, MindMixer site. Located near the comment table.
Next Steps	Board will explain what the next steps after the meeting are and how participates' input will be utilized.
Station	**Description**
Sign-in Table	Participates will be asked to sign-in and provided any handouts.
Draft EIS Document	A hard copy of the Draft EIS document will be available for review.
Comment Table	Participates will be encouraged to fill out a comment card, provide verbal comments, or log-on to MindMixer before leaving.
Other Related Projects	Discuss other related or nearby projects that are ongoing, i.e. the Manchester Bridge Project.

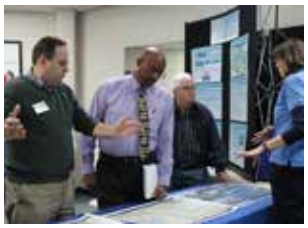
Missouri Department of Transportation

www.modot.org/kansascity/metroi70

600 NE Colbern Road
Lee's Summit, MO
64086



Talk to Us about Your Ideas!



Let's Talk!

The Missouri Department of Transportation is continuing the I-70 Second Tier Environmental Impact Statement (EIS) in Kansas City. The environmental study spans approximately seven miles of I-70 from The Paseo interchange on the west to the Blue Ridge Cutoff interchange on the east. The study will end the summer of 2014.

From Jan. 17 through Mar. 7, 2014, we're talking to the community about the preferred alternative for improving the transportation issues facing the highway. Tell us how this alternative will impact the community by registering and participating in the online town hall meeting at www.metroi70.com or talk to us in person at the hearing or mobile meeting locations described below. No formal presentations will be given. Drop by anytime.

¡Hable con Nosotros sobre Sus Ideas!



¡Hablamos!

El Departamento de Transporte de Missouri continúa con la Segunda Etapa del Nivel de Impacto Ambiental (EIS, sigla en inglés) de la I-70 en Kansas City. El estudio ambiental que abarca a unas siete millas de la I-70 desde el cruce de The Paseo al este al cruce de Blue Ridge Cutoff al oeste. El estudio finalizará en el verano de 2014.

Del 17 de enero al 07 de marzo de 2014, estaremos hablando con la comunidad sobre la alternativa preferida para el mejoramiento de los problemas de transporte que enfrenta la carretera. Díganos cómo impactará la alternativa a la comunidad, registrándose y participando en la reunión municipal en línea en www.metroi70.com o hable con nosotros en persona en los lugares de reunión o sitios de reunión móvil descritos a continuación. No se harán presentaciones formales. Visítenos en cualquier momento.

Location Public Hearing / Lugar para Reunion Pública

Tues., Feb. 11, 2014
Martes, 11 de febrero de 2014
4 to 7 p.m.
Gregg/Klice
Community Center
1600 John "Buck" O'Neil Way
Kansas City, Missouri 64108

Mobile Meetings / Reuniones Móviles

*subject to change / sujeto a cambios

Thurs., Feb. 6, 2014*
Jueves, 6 de febrero de 2014*
8 to 10 a.m.
Kansas City VA
Medical Center
4801 Linwood Boulevard
Kansas City, Missouri 64128

Thurs., Feb. 20, 2014*
Jueves, 20 de febrero de 2014*
4:30 to 6:30 p.m.
Kansas City Public Library:
Northeast Branch
6000 Wilson Road
Kansas City, Missouri 64123

Tues., Feb. 25, 2014*
Martes, 25 de febrero de 2014*
10 a.m. to noon (mediodía)
Kansas City Public Library:
Lucile H. Bluford Branch
3050 Prospect Avenue
Kansas City, Missouri 64128

Join the Conversation Online / Hable con Nosotros En Línea

Jan. 17 through Mar. 7, 2014
Del 17 de enero al 7 de marzo de 2014
go to: / ir a: www.metroi70.com



Learn More!

What do you think about I-70?
Share your thoughts the most convenient way for you – email, call, or write:

Matt Killion
MoDOT Area Engineer
3050 NE Independence Ave.
Lee's Summit, MO 64064

matthew.killion@modot.mo.gov

816-622-0500
www.modot.org/kansascity/metroi70



The Preferred Alternative

In 2013, MoDOT gathered community feedback on the three improvement alternatives under consideration for I-70: No-Build, Geometric Improvements, and Interchange Consolidations. Based on public input and detailed analysis, MoDOT is recommending a Preferred Alternative for the roadway. The alternative involves:

- Making improvements to interstate ramps, as well as in areas where drivers merge with or maneuver through other traffic, resulting in safer traffic operations.
- Consolidating one interchange and two ramps to increase safety and minimize impacts.
- Rebuilding and/or rehabilitating I-70 pavement and bridges, along with improvements to the Benton and Jackson Curves, over time.
- Improving bicycle and pedestrian access across I-70.
- Continuing transit and Intelligent Transportation System coordination in the study area through Operation Green Light, Smart Moves Regional Transit Vision, and the Jackson County Commuter Corridors Alternatives Analysis.

Comment Period (Jan. 17 - Mar. 7, 2014)

The preferred alternative is described in the Draft EIS document that the Federal Highway Administration, the EIS' lead federal agency, reviewed and approved.

From Jan. 17 through Mar. 7, 2014, MoDOT is encouraging anyone who is interested in the study to comment on the preferred alternative and the Draft EIS with reference to the economic and social effects of the improvements, the impact on the environment, and consistency with the goals and objectives of the surrounding community.

The draft document, maps, and other detailed information will also be available at the hearing and mobile meetings. A copy of the document is available for public review and comment at the following locations:

- Online at www.metroi70.com
- Mid-America Regional Council (600 Broadway, Suite 200), in Kansas City, Missouri
- Kansas City Public Library: Lucile H. Bluford Branch
- Kansas City Public Library: Northeast Branch
- MoDOT's Lee's Summit office (600 NE Colbern Road)



Add your thoughts to the preferred alternative discussion today! Share them in person or online at www.metroi70.com

¡AprendaMás!

La Alternativa Preferida

Durante el año 2013, MoDOT reunió información de la comunidad sobre las tres alternativas de mejoramiento bajo consideración para la I-70: No-Construcción, mejoramientos geométricos y la consolidación de los intercambios. Basado en la opinión del público y un análisis detallado, MoDOT recomienda una Alternativa Preferida para la carretera. Las alternativas consisten en:

- Mejorar las rampas interestatales, así como en las zonas donde los conductores se fusionan o maniobran a través de otro tipo de tráfico, lo que resulta en las operaciones de tránsito más seguras.
- La consolidación de un intercambio y dos rampas para aumentar la seguridad y minimizar los impactos.
- La reconstrucción y / o rehabilitación del pavimento y puentes de la I-70, junto con el mejoramiento en las curvas de Benton y Jackson, con el tiempo.
- El mejoramiento de los cruces de accesos para las bicicletas y los peatones en el I-70.
- Continuar con la coordinación de tránsito y el Sistema de Transportación Inteligente en el área de estudio a través de Operation Green Light, Smart Moves Regional Transit Vision,y Jackson County Commuter Corridors Alternatives Analysis.

Comentario del período

(del 17 de enero al 7 de marzo de 2014)

La alternativa preferida se describe en el documento Borrador EIS de la Administración Federal de Carreteras, la principal agencia federal de EIS, lo revisó y aprobó.

Del 17 de enero al 07 de marzo de 2014, MoDOT anima a cualquiera persona que esté interesada en el estudio de hacer comentarios sobre la alternativa preferida y el Borrador EIS con referencia a los efectos económicos y sociales del mejoramiento, el impacto sobre el medio ambiente, y la consistencia con las metas y objetivos de la comunidad circundante.

El borrador del documento, mapas y otras informaciones detalladas también estarán disponibles en la reunión y las reuniones móviles. Una copia del documento se encuentra disponible para la revisión y comentarios del público en los siguientes lugares:

- En línea en www.metroi70.com
- Consejo Regional Mid-America (600 Broadway,Oficina 200), en Kansas City, Missouri
- Biblioteca Pública de Kansas City: Lucile H. Bluford Rama.
- Biblioteca Pública de Kansas City: Subdivisión Noreste.
- Oficina de MoDOT en Lee's Summit (600 NE Colbern Road).

Agregue hoy mismo sus ideas a la discusión de evaluación de las alternativas! Compártalas personalmente o en www.metroi70.com



¿Qué piensa usted acerca de la I-70?

Comparta sus pensamientos de las maneras más conveniente para usted – por correo electrónico, teléfono o escriba a

Matt Killion
MoDOT Ingeniero de la Zona
3050 NE Independence Ave.
Lee's Summit, MO 64064
matthew.killion@modot.mo.gov
816-622-0500
www.modot.org/kansascity/metroi70

Get Involved!

Community input is crucial to the development of the Second Tier EIS. The study involves:

- Regular meetings with a 14-member **Community Advisory Group (CAG)**, which has representatives from the Third Council District, on behalf of area neighborhoods, Cities of Kansas City, Independence, and Raytown, Jackson County, Mid-America Regional Council, Downtown Council of Kansas City, Greater Kansas City Chamber of Commerce, Hispanic Chamber of Commerce of Greater Kansas City, Kansas City Industrial Council, Jackson County Sports Complex Authority, and Owner-Operator Independent Drivers Association. CAG members share the progress of the study with the neighborhoods, businesses, and local communities that they represent while also communicating their concerns and perspectives to MoDOT.
- **Community Connections Team (CCT)** of specialists in customer relations, environmental analysis, and engineering who can talk to your organization about your issues or concerns with the study. Contact the project manager to schedule a meeting or presentation with the CCT.
- **Mobile Meetings** where MoDOT brings its Voice Van and project materials to major community gathering spots and events in order to seek input from residents and commuters.
- An on-going, **online town hall meeting** at ***www.metroi70.com***.
- A **public hearing** to share the Draft EIS document.
- Contact us page on the project **web page** at ***ww.modot.org/kansascity/metroi70.***

¡Participe!

El aporte de la comunidad es crucial para el desarrollo de la Segunda Etapa de EIS. El estudio involucra:

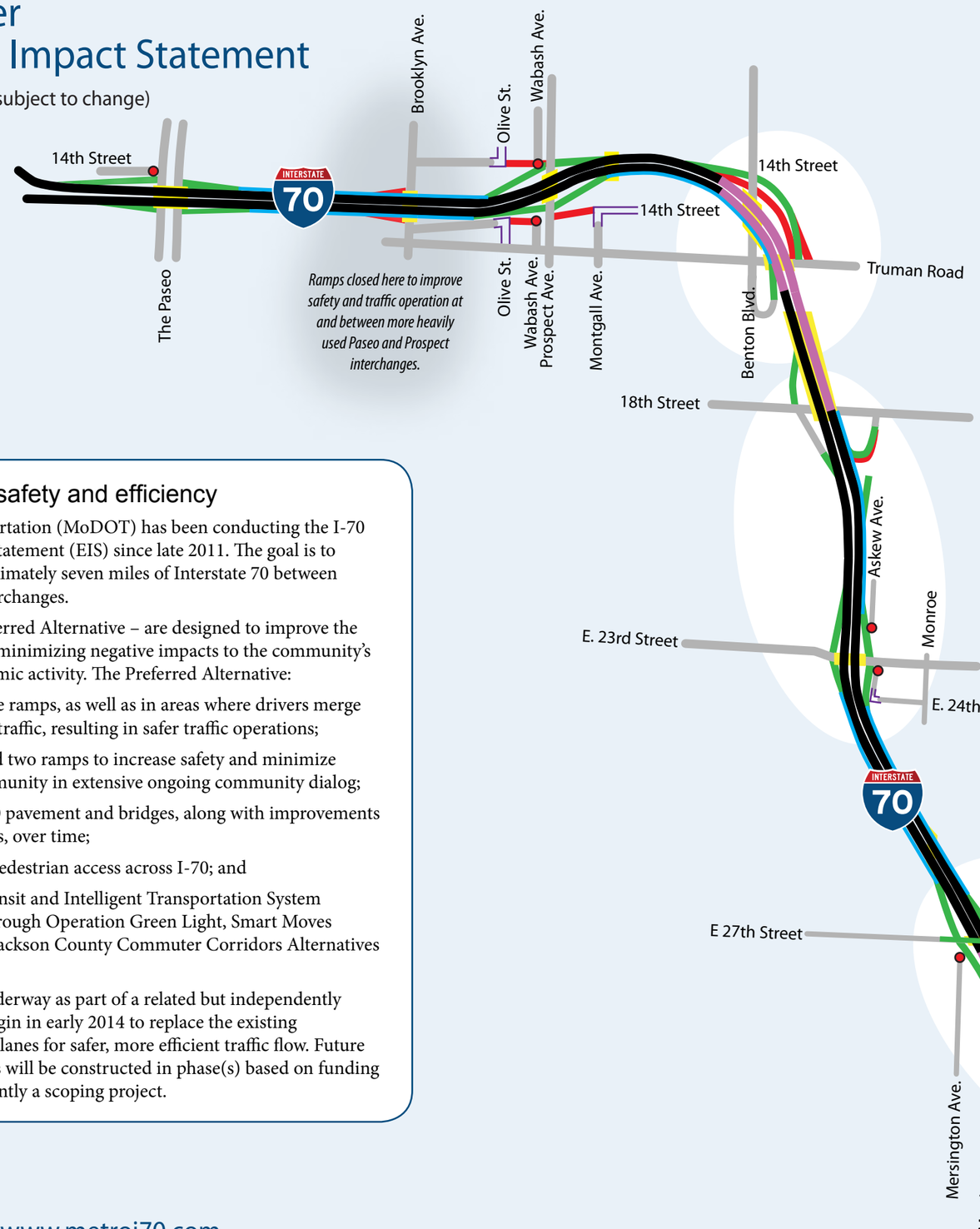
- Reuniones periódicas con los 14 miembros del **Grupo Consultivo de la Comunidad (CAG)**, que cuenta con representantes del Tercer Consejo Distrital, en nombre de los vecindarios de la zona, las ciudades de Kansas City, Independence, y Raytown, Condado de Jackson, Mid-America Consejo Regional, Consejo del Centro de Kansas City, Cámara de Comercio de Kansas City, Cámara de Comercio Hispana de Kansas City, Consejo Industrial de Kansas City, Autoridad Complejo Deportivo del Condado de Jackson , y Asociación de Conductores Propietarios y Operadores independientes. El CAG ayuda a compartir los avances del estudio con los vecindarios, empresas y comunidades locales que representan al mismo tiempo comunican sus preocupaciones y perspectivas a MoDOT.
- **El Equipo de Conexiones en la Comunidad (CCT)** de especialistas en relaciones con los clientes, análisis ambiental y de ingeniería que pueden hablar con su organización acerca de sus problemas o preocupaciones con el estudio. Póngase en contacto con el director del proyecto para programar una reunión o presentación con el CCT.
- **Reuniones Móviles** donde MoDOT trae su Voice Van y los materiales del proyecto a los principales puntos de reunión de la comunidad y eventos con el fin de solicitar la opinión de los residentes y de las personas que viajan diariamente al trabajo.
- **Una reunión en curso en línea** en ***www.metroi70.com***.
- Una **audiencia pública** para compartir el borrador del documento de EIS.
- Póngase en **contacto** con nosotros a través de la **página web** del proyecto en ***www.modot.org/kansascity/metroi70***.

Missouri Department of Transportation
600 NE Colbern Road
Lee's Summit, Missouri 64086

I-70 Second Tier Environmental Impact Statement

Preferred Alternative (draft - subject to change)

The Paseo to Van Brunt Blvd.



Legend

- Existing I-70 - *Replace or rehabilitate pavement over time as other improvements are implemented and traffic and budget warrant.*
- Mainline improvements - *Improve tight curves to improve safety and increase travel speeds; lengthen acceleration lanes or eliminate lane drops.*
- Ramp/interchange improvements - *Most improvements involve lengthening ramps wherever possible and updating their configuration to help make entering and exiting the highway safer.*
- New auxiliary lanes - *Additional lanes allow more time and space for cars to safely enter and exit the highway.*
- Bridges - *Replace or rehabilitate over time as other improvements are implemented and traffic and budget warrant.*
- Closures/lane reductions - *Some roads and access/exit points will be closed or consolidated to improve safety and traffic operations.*
- Local connections - *Maintain local movements with new street connections.*
- New cul-de-sacs - *Dead-end streets will help accommodate improvements and increase safety.*

Improving safety and efficiency

The Missouri Department of Transportation (MoDOT) has been conducting the I-70 Second Tier Environmental Impact Statement (EIS) since late 2011. The goal is to develop recommendations for approximately seven miles of Interstate 70 between The Paseo and Blue Ridge Cutoff interchanges.

The EIS recommendations – the Preferred Alternative – are designed to improve the highway's safety and efficiency while minimizing negative impacts to the community's current and future vitality and economic activity. The Preferred Alternative:

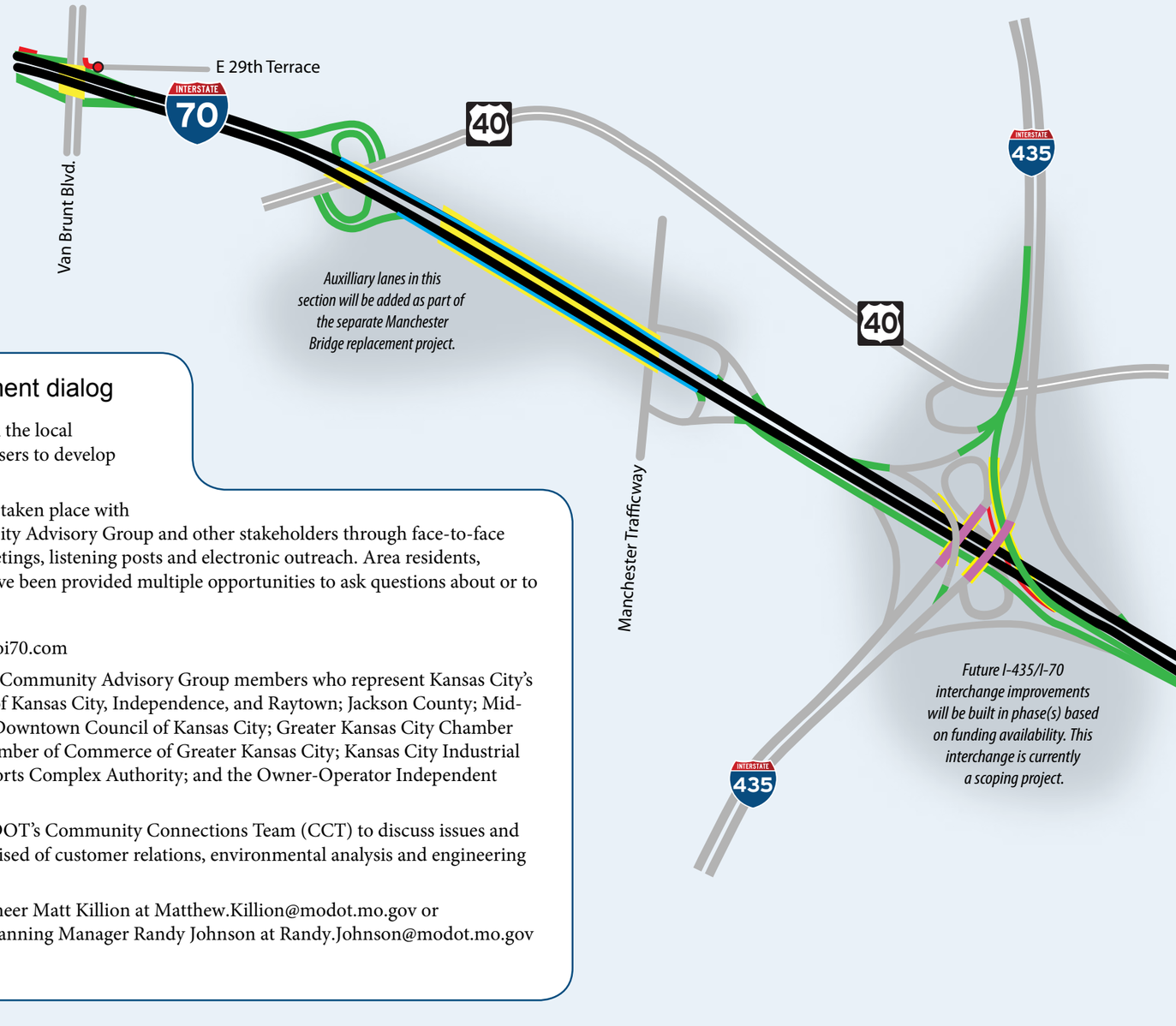
- Makes improvements to interstate ramps, as well as in areas where drivers merge with or maneuver through other traffic, resulting in safer traffic operations;
- Consolidates one interchange and two ramps to increase safety and minimize impacts as requested by the community in extensive ongoing community dialog;
- Rebuilds and/or rehabilitates I-70 pavement and bridges, along with improvements to the Benton and Jackson Curves, over time;
- Includes improving bicycle and pedestrian access across I-70; and
- Calls for MoDOT to continue transit and Intelligent Transportation System coordination in the study area through Operation Green Light, Smart Moves Regional Transit Vision and the Jackson County Commuter Corridors Alternatives Analysis.

Other corridor improvements are underway as part of a related but independently funded project. Construction will begin in early 2014 to replace the existing Manchester Bridge and add auxiliary lanes for safer, more efficient traffic flow. Future I-70/I-435 interchange improvements will be constructed in phase(s) based on funding availability. This interchange is currently a scoping project.

I-70 Second Tier Environmental Impact Statement

Preferred Alternative (draft - subject to change)

Van Brunt Blvd. to Blue Ridge Cutoff



Legend

- Existing I-70 - *Replace or rehabilitate pavement over time as other improvements are implemented and traffic and budget warrant.*
- Mainline improvements - *Improve tight curves to improve safety and increase travel speeds; lengthen acceleration lanes or eliminate lane drops.*
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- New cul-de-sacs - *Dead-end streets will help accommodate improvements and increase safety.*

The I-70 improvement dialog

MoDOT has worked closely with the local community and other highway users to develop potential I-70 solutions.

Extensive stakeholder dialog has taken place with the study's 14-member Community Advisory Group and other stakeholders through face-to-face meetings, community group meetings, listening posts and electronic outreach. Area residents, business owners and travelers have been provided multiple opportunities to ask questions about or to comment on the EIS. They can:

- Find out more at www.metroi70.com
- Learn more from the study's Community Advisory Group members who represent Kansas City's 3rd Council District; Cities of Kansas City, Independence, and Raytown; Jackson County; Mid-America Regional Council; Downtown Council of Kansas City; Greater Kansas City Chamber of Commerce; Hispanic Chamber of Commerce of Greater Kansas City; Kansas City Industrial Council; Jackson County Sports Complex Authority; and the Owner-Operator Independent Drivers Association;
- Meet with a member of MoDOT's Community Connections Team (CCT) to discuss issues and concerns. The CCT is comprised of customer relations, environmental analysis and engineering specialists;
- Contact MoDOT Area Engineer Matt Killion at Matthew.Killion@modot.mo.gov or 816-622-0500 or MoDOT Planning Manager Randy Johnson at Randy.Johnson@modot.mo.gov or 816-607-2265.



Glossary of Terms

Arterial Road – a high capacity urban road. The primary function of an arterial road is to deliver traffic from collector and local roads to freeways.

Auxiliary Lane – a lane that is added between interchangeges to give drivers more room to speed up and slow down when getting on or off a highway.

Bottleneck – section of road that experiences congestion at a specific point; it can be caused by curves, reduced number of lanes, merging traffic, or areas where the number of vehicles exceeds the capacity of the roadway.



Congestion along I-70 at the Jackson Curve

Environmental Impact Statement (EIS) – a document required by NEPA for certain actions "significantly affecting the quality of the human environment" that describes the positive and negative impacts of a proposed action.

First Tier EIS – covered a large corridor area and addressed overall corridor strategies that was divided into subsequent Second Tier environmental studies. The limits of this First Tier EIS were approximately 18 miles along I-70 just east of the Missouri/Kansas state line to east of the I-470 interchange.

Geometrics – relates to the curves, hills, and valleys of a roadway. It also includes the number of lanes, median, and shoulders.



Horizontal Curve

Improvement Alternative – a transportation alternative that addresses the needs along the I-70 corridor. These alternatives include roadway improvements, wider shoulders, interchange configuration improvements, interchange consolidations, etc.

Interchange Spacing – the distance between two grade-separated interchanges. Guidelines call for having them at least one mile apart within urban areas.

Kansas City Scout – a system used to monitor and respond to traffic incidents and provide roadway information to motorists in the metropolitan area. This is primarily done with changeable message boards that provide real-time information to the motorists along major facilities.

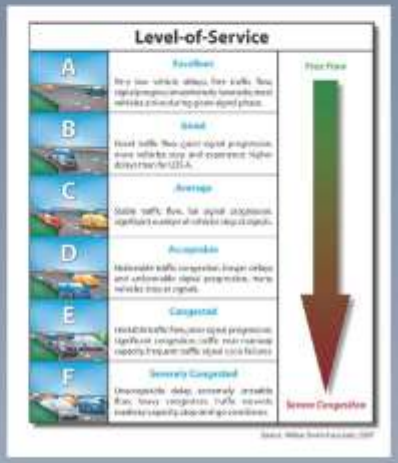


Changeable Message Board

Lane Balance – number of through lanes at an exit ramp is equal to the number of through lanes after the exit ramp.

Glossary of Terms

Level-of-Service (LOS) – a qualitative measure of traffic operating on a roadway which takes into account number of vehicles compared to the capacity of the facility. Ratings range from A to F, where LOS A represents the best conditions and LOS E-F represents the worst.



National Environmental Policy Act (NEPA) – a law that establishes requirements for evaluating and responding to environmental impacts of federal projects and projects using federal money or requiring federal action.

Operation Green Light – an ongoing study and associated projects to improve coordination of traffic signals on regional corridors which in turn could reduce the congestion at interchanges and the number of local trips on I-70.

Partial Access – one or more movements at an interchange is not available. For example, Truman Road access to I-70 is only available to and from the west.

Purpose and Need Statement – describes the transportation problems that a proposed project is to address.

Record of Decision – Federal Highway Administration's formal approval of a selected transportation improvement alternative.

Second Tier EIS – the focus of this study which evaluates the Selected Strategy for a 6.8 mile section along I-70 between The Paseo and Blue Ridge Cutoff interchanges.

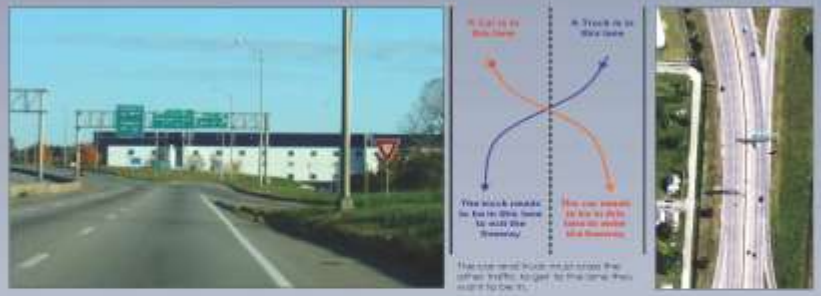
Section of Independent Utility (SIU) – a section of a larger project which can be implemented independently without constructing improvements to adjoining roadway sections.

Selected Strategy – result of the First Tier EIS which is to improve the key bottlenecks from The Paseo to Blue Ridge Cutoff interchanges.

Sight Distance – length of road ahead that is visible to the driver.

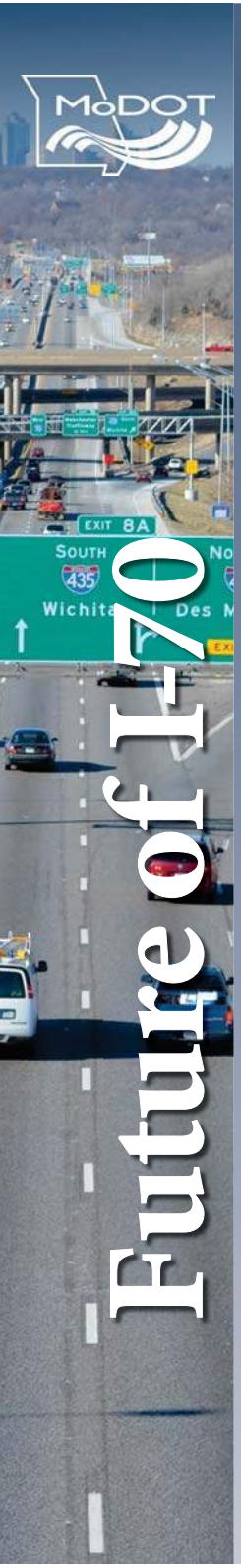
SmartMoves Regional Transit Vision – Kansas City's vision for expanded and enhanced regional transit services in the eight counties of the metropolitan area.

Weaving Section – where vehicles in different lanes need to cross each other to get to their desired lane.



Short Weave Areas

Future of I-70



The Missouri Department of Transportation is continuing the I-70 Second Tier Environmental Impact Statement (EIS) in Kansas City. The environmental study spans approximately seven miles of I-70 from The Paseo interchange on the west to the Blue Ridge Cutoff interchange on the east. The study will end the summer of 2014. From Jan. 17 through Mar. 7, 2014, we're talking to the community about the preferred alternative for improving the transportation issues facing the highway. Tell us how the alternative will impact the community.

El Departamento de Transporte de Missouri continúa con la Segunda Etapa del Nivel de Impacto Ambiental (EIS, sigla en inglés) de la I-70 en Kansas City. El estudio ambiental que abarca a unas siete millas de la I-70 desde el cruce de The Paseo al este al cruce de Blue Ridge Cutoff al oeste. El estudio finalizará en el verano de 2014. Del 17 de enero al 07 de marzo de 2014, estaremos hablando con la comunidad sobre la alternativa preferida para el mejoramiento de los problemas de transporte que enfrenta la carretera. Díganos cómo impactará la alternativa a la comunidad.



Thanks!

Thank you for participating in today's meeting. We appreciate your input!

¡Gracias!

¡Gracias por participar en la reunión de hoy! ¡Nosotros agradecemos su aporte!

¡Bienvenidos!

Welcome

Future of I-70

El Futuro de I-70

Join the Conversation!

We want your ideas about improving I-70. Your input is essential to the study's success and will help us better understand the impact of potential improvement alternatives to the community early in the process.

As the study develops, you'll be encouraged to get involved with activities, such as the ***www.metroi70.com*** on-line town hall meeting and more, that enable you share your thoughts about I-70.

¡Únete a la Conversación!

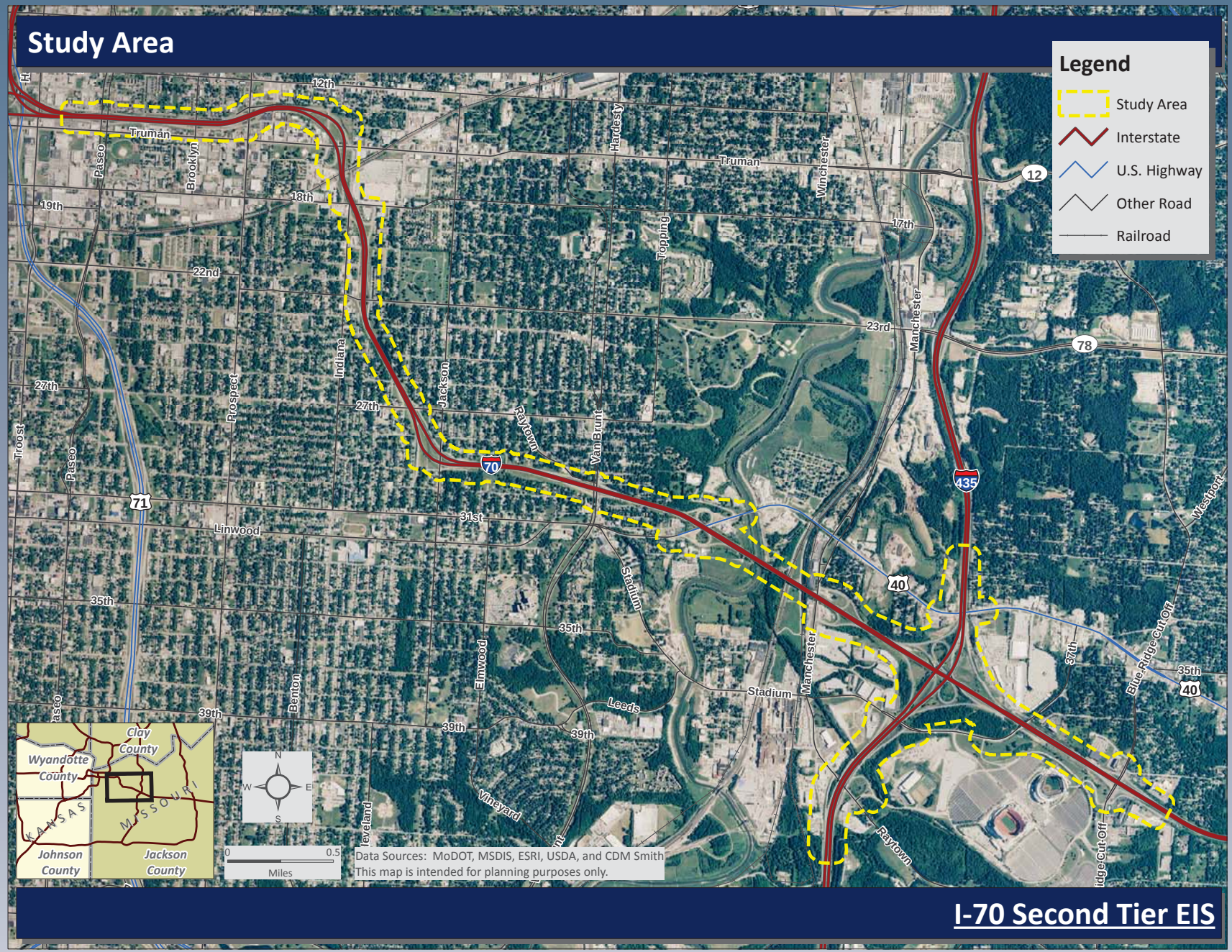
Necesitamos sus ideas sobre cómo mejorar el I-70. Su aporte es esencial para el éxito del estudio y nos ayudará a comprender mejor el impacto de las alternativas de mejoras potenciales para la comunidad al inicio del proceso.

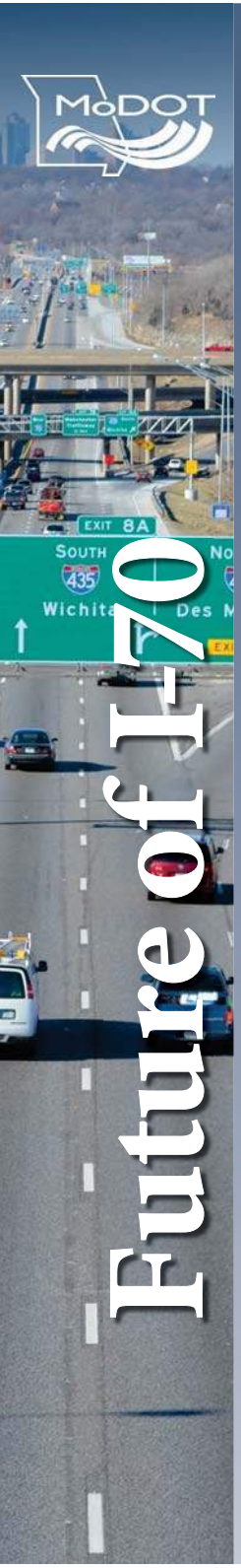
A medida que el estudio se va desarrollando, se le anima a participar en las actividades, tales como reuniones en línea de la Municipalidad en ***www.metroi70.com*** y más, que le permiten compartir sus ideas sobre el I-70.

www.metroi70.com

Study Area


MoDOT
EXIT 8A
SOUTH
435
Wichita
Des M
Future of I-70


Study Area
Legend
Study Area
Interstate
U.S. Highway
Other Road
Railroad
12th
Truman
Paseo
Brooklyn
19th
18th
Hardesty
Topping
Winchester
17th
22nd
23rd
Manchester
78
27th
Prospect
Indiana
Jackson
Troost
71
Linwood
31st
Raytown
Van Brunt
70
435
40
Westport
35th
Stadium
Leeds
Benton
Elmwood
39th
Vineyard
Blue Ridge Cut Off
37th
Clay County
Wyandotte County
Johnson County
Jackson County
KANSAS
MISSOURI
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S
0
0.5
Miles
Data Sources: MoDOT, MSDIS, ESRI, USDA, and CDM Smith
This map is intended for planning purposes only.
I-70 Second Tier EIS



Purpose and Need

Why are improvements needed?

Improve Safety

- From 2008 to 2012 there were 10 fatal crashes and 28 disabling injury crashes.
- The majority of the corridor exceeds the statewide average crash rate.

Reduce Congestion

- Congestion is not directly linked to traffic volumes.
- Congestion occurs at spot locations.

Restore and Maintain Existing Infrastructure

- I-70 is more than 50 years old.
- There is deteriorating pavement and bridges.
- There are geometric issues and interchange spacing and ramp issues.

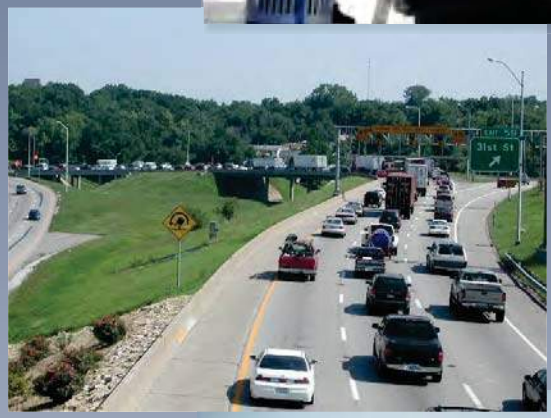
Improve Accessibility

- There are19 street crossings and 2 pedestrian bridges.
- Most of the street crossings have sidewalks, but crossing conditions could be enhanced.
- 11 bus routes cross I-70 and 3 are on I-70.
- Over 6% of adjacent households have no vehicles.

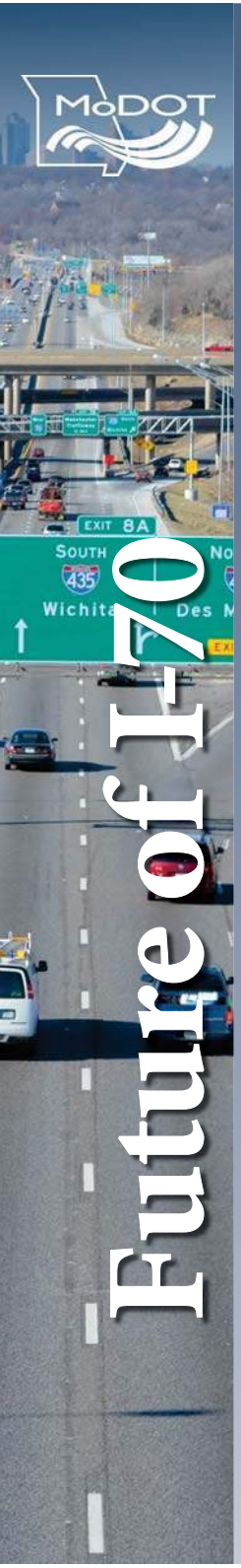
Improve Goods Movement

- Trucks are 11% of the daily volume.
- During peak hour, in peak direction trucks are 3% to 4% of the daily volume.
- During peak hour, in non-peak direction trucks are 8% to 9% of the daily volume.
- Provides access to several major truck facilities.









Study Process

From Idea to Reality

Planning

Corridor identified as a priority for a study to be completed.

Environmental

Transportation needs and improvements are identified, while avoiding or minimizing negative impacts to the surrounding environment.

First Tier EIS

The I-70 First Tier EIS encompased an 18 mile study area from the stateline to I-470. It addressed a broad set of needs and strategies and recommended sections of independent utility (SIUs) for further study.

Second Tier Documentation CE or EA or EIS

WE ARE HERE

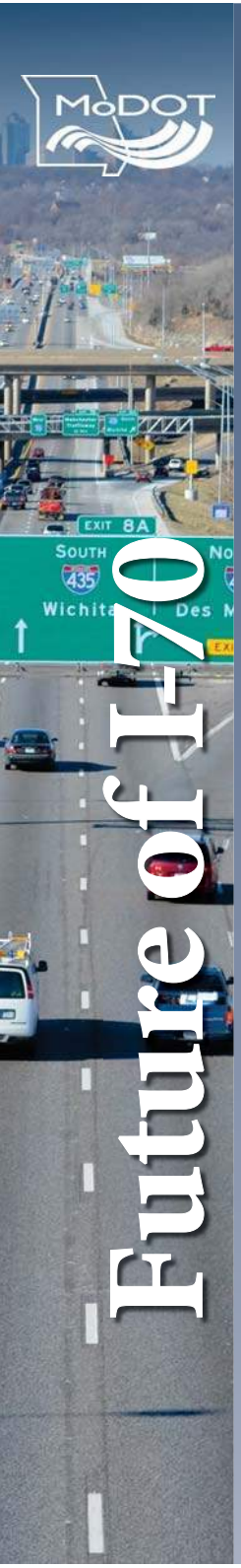
This I-70 Second Tier EIS studies two of the SIUs recommended by the First Tier EIS covering 6.8 miles. It will address a specific set of needs and recommend an alternative to address these needs.

STOP

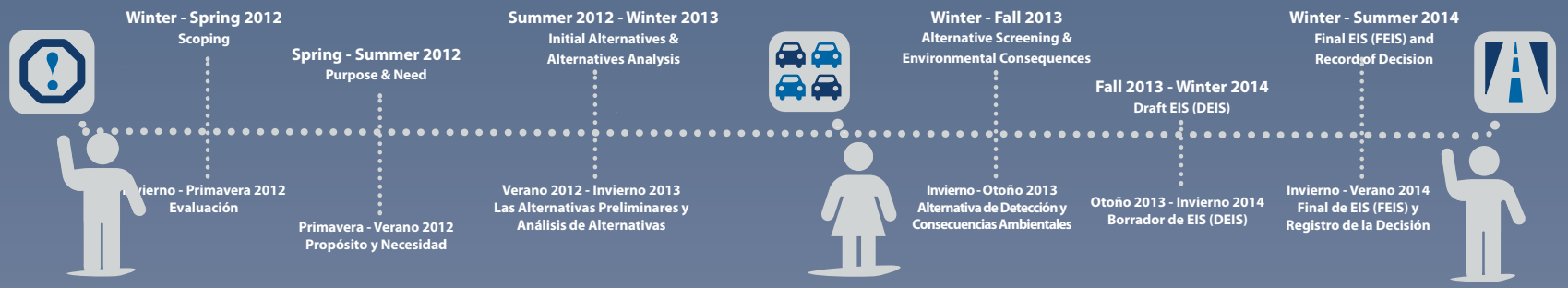
No funding is identified to perform these phases.

Design and Construction

Design-Build Process or Desigr-Bid-Build Process
Designs are created, land is purchased, and construction begins.



Schedule
Horario



The I-70 Second Tier Environmental Impact Statement (EIS) involves the following elements:

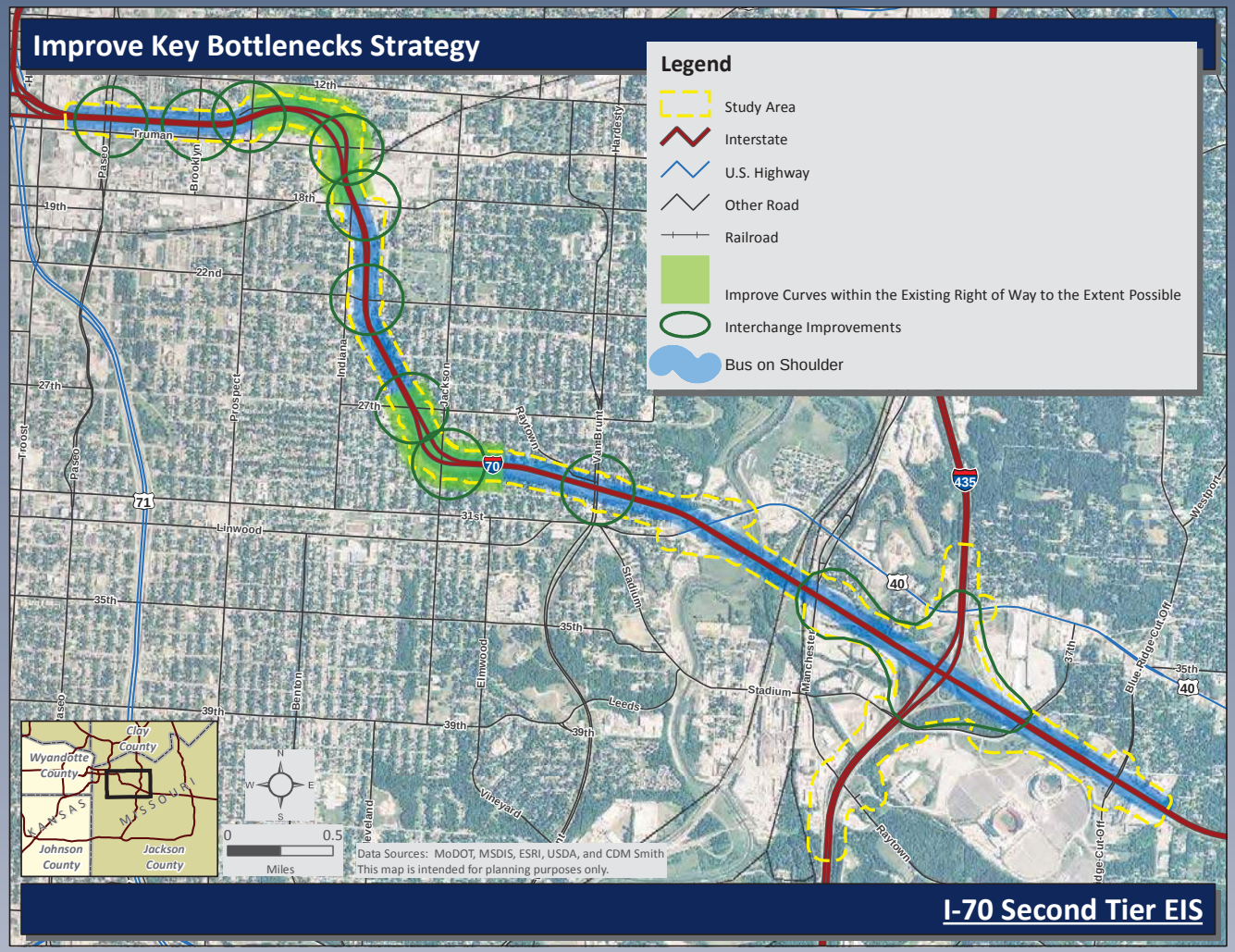
- **Scoping (Winter 2012):** Involves working with key stakeholders, agencies, and the general public to identify a wide-range of issues (e.g. environmental, engineering, traffic) to be addressed in the EIS.
- **Purpose and Need (Spring - Summer 2012):** Identifies the problems that the study is intended to address and drives the development of a range of alternatives to improve I-70.
- **Initial Alternatives and Alternatives Analysis (Summer 2012 - Winter 2013):** Develops an initial range of alternatives that could meet the Purpose and Need and evaluates the alternatives using established criteria.
- **Alternative Screening and Environmental Consequences (Winter - Fall 2013):** Puts retained alternatives through a detailed evaluation of both beneficial and adverse social and environmental impacts.
- **Draft EIS (DEIS) (Fall 2013 - Winter 2014):** Discusses the alternatives for improving I-70 in detail including the preferred alternative and is made available for public review and comment. The document is submitted to the Federal Highway Administration (FHWA), the lead federal agency for the EIS, for review and approval.
- **Final EIS (FEIS) Record of Decision (Winter - Summer 2014):** Addresses substantive public and agency comments on the DEIS that may lead to revisions to the preferred alternative. The FEIS is also submitted to FHWA for review and approval. The project concludes when FHWA issues a Record of Decision.

La Declaración del Impacto Ambiental (EIA) de la Segunda Etapa del I-70 comprende los siguientes elementos:

- **Preliminares (Invierno 2012):** Consiste en trabajar con los principales interesados, los organismos y el público en general a identificar una amplia gama de temas (por ejemplo, ambientales, de ingeniería, tráfico) que se abordarán en el EIS.
- **Propósito y Necesidad (Primavera - Verano 2012):** Identifica los problemas que el estudio tenga por objeto atender e impulsa el desarrollo de una gama de alternativas para mejorar el I-70.
- **Las Alternativas Iniciales y Análisis de las Alternativas (Verano 2012 - Invierno 2013):** Desarrolla un rango inicial de alternativas que podrían permitir alcanzar el propósito y la necesidad y evalúa las alternativas utilizando los criterios establecidos.
- **Evaluación de las Alternativa y las Consecuencias Ambientales (Invierno 2013 - Otoño 2013):** Pone las alternativas retenidas a través de una evaluación detallada de los impactos sociales y ambientales tanto beneficiosos como perjudiciales.Dincing eu feugue dolor sustrud
- **Borrador de EIS (DEIS) (Otoño 2013 - Invierno 2014):** Trata sobre las alternativas para mejorar el I-70 en detalle, incluyendo la alternativa preferida y está disponible para su revisión y comentarios públicos. El documento se remite a la Administración Federal de Autopistas (FHWA), la agencia federal para el EIS, para su revisión y aprobación.
- **Final de EIS (FEIS) Registro de la Decisión (Invierno - Verano 2014):** Considera a fondo los comentarios sustantivos públicos y de la agencia sobre el DEIS que pueden dar lugar a la revisión de la alternativa preferida. El FEIS también se presenta a la FHWA para su revisión y aprobación. El proyecto concluye cuando la FHWA emite un Registro de Decisión.

First Tier Selected Strategy

Improve Key Bottlenecks



Improve Key Bottlenecks' Elements:

Roadway

- Rehabilitate and/or rebuild I-70 as six lanes with a design life of 30 to 50 years
- Rehabilitate and/or rebuild obsolete and deficient bridges
- Improve the Jackson and Benton Curves
- Use collector distributor road system at key locations if needed

Interchanges

- Improve interchanges by addressing ramp lengths, merge areas, weave sections, and bicycle/pedestrian access
- Rehabilitate and/or rebuild the I-70 and I-435 Interchange
- Potential interchange consolidations, modifications, and/or eliminations

Transit and Other

- Enhance I-70 express bus service, provide for bus transit on shoulder, and explore locations to add park and ride lots as necessary
- Improve incident management response times along I-70
- Coordinate with SmartMoves Regional Transit Vision
- Integrate Operation Green Light on parallel routes
- Community Bridges

Future of I-70



Protection of Cultural Resources

Section 106 Process

One of the key environmental factors that must be considered in an Environmental Impact Statement (EIS) is **cultural resources**. The study team used a systematic process to identify cultural resources in the project area, evaluate potential impacts to them, and determine what action will be taken to eliminate or mitigate those impacts. This is commonly referred to as the **Section 106 Process**, named after the portion of the National Historic Preservation Act that requires agencies to take into account the effects of their actions on historic properties.

Historic properties are defined as:

Any prehistoric or historic district, site, building, structure or object included in, or eligible for inclusion in, the National Register of Historic Places (NRHP).

Cultural resources investigations for the project involved researching the history of the project area and surveying various types of cultural resources in the project's area of potential effects (APE) to consider the presence of historic buildings, historic/prehistoric archaeological sites, and historic structures. The study identified three historic properties -- The Paseo, Benton Boulevard, and Van Brunt Boulevard. These are part of Kansas City's historic Parks and Boulevard System. The study team is consulting with the City of Kansas City, the Missouri State Historic Preservation Office, and the Federal Highway Administration regarding impacts to these resources. The SHPO has given preliminary concurrence that there are no adverse effects. The study team welcomes input from others interested in historic preservation to consider project effects on these historic properties. Please express your views regarding the project impacts to them and ideas for their future by providing public comments.

Besides the National Historic Preservation Act, historic properties are protected by other laws such as the Department of Transportation Act. In accordance with that law, it is the specific policy of the United States Government that:

Special efforts be made to preserve the natural beauty of the countryside and public parks and recreation lands, wildlife and waterfowl refuges, and historic sites of the United States.

The I-70 Second Tier EIS followed a four step process to determine and address any potential impacts to cultural resources. The study team is consulting with groups interested in cultural resources throughout the study process.

1
Establish Area of Potential Effects (APE)

The APE for the I-70 Second Tier EIS includes the I-70 corridor and adjacent parcels within 100 feet to either side where the project footprint extends beyond the existing right of way. This establishes the area in which the Reasonable Alternatives might have an impact on cultural resources.

2
Identify Resources and their Significance

Data and field research is conducted to identify cultural resources within the APE. Their significance or potential significance is documented and discussed with staff of the State Historic Preservation Office (SHPO) and others interested in cultural resources, potentially including tribal governments.

3
Determination of Effects

The study team determines how the Reasonable Alternatives might affect cultural resources within the APE. If a resource is adversely affected, options for eliminating or mitigating those effects are proposed.

4
Resolve Adverse Effects

The study team works with the SHPO, other relevant state and federal agencies, and consults with the public to determine the best course of action for resolving adverse effects on historic properties.

Additional information on historic preservation and the Section 106 process can be found at www.modot.org/ehp/HistoricPreservation.htm

Alternative Screening

Evaluation Factor	Definition/Clarification	Indicators	Alternatives			
			No-Build	Geometric Improvements	Interchange Consolidations	Preferred
Safety						
Crash Reduction	Evaluate alternative with respect to reduction in crash rate	Addresses all or most of locations with crash rates above statewide average *(Complete, Substantial, Half, Some or No Achievement)*				
		Improves I-70 curves *(Complete, Substantial, Half, Some or No Achievement)*				
		Removes key bottlenecks *(Complete, Substantial, Half, Some or No Achievement)*				
		Number of interchange geometrics improved	2	12	12	12
Compliance with MoDOT Access Management Guidelines	Evaluate how well the alternative provides for the opportunity to implement Access Management Guidelines	Complete, Substantial, Half, Some or No Achievement				
Congestion Relief						
Traffic Operations/ Congestion Relief	Evaluate the alternatives from a traffic operations standpoint	Speed above 25 mph in 2040				
Restore/Maintain Existing Infrastructure						
Restore & Maintain Existing Infrastructure	Evaluate the corridor wide rehabilitation and/or rebuilding of existing highway	Rehabilitates and/or rebuilds existing highway *(Complete, Substantial, Half, Some or No Achievement)*				
Compliance with MoDOT Engineering Policy Guide	Evaluate how well the proposed strategy package provides the opportunity for the Engineering Policy Guide to be met.	Complete, Substantial, Half, Some or No Achievement				
Improve Accessibility						
Improve accessibility across/neighborhood	Evaluate how well the alternative improves neighborhoods and communities accessibility	Number of Interchange and Overpass Reconfigurations	0	10	10	10
		Bicycle and/or Pedestrian accommodations and/or improvements proposed *(Complete, Substantial, Half, Some or No Achievement)*				
Improve Public Transportation	Evaluate potential for the alternative to improve public transportation	Adds Park & Ride*(Complete, Substantial, Half, Some or No Achievement)*				
		Support Operation Green Light *(Complete, Substantial, Half, Some or No Achievement)*				
		Coordinate with SmartMoves Transit Plan *(Complete, Substantial, Half, Some or No Achievement)*				
Improve Goods Movement						
Improve Goods Movement	Alternative effectively serves freight movements in corridor	Improves Freight Movement *(Complete, Substantial, Half, Some or No Achievement)*				

Complete Achievement	Substantial Achievement	Half Achievement	Some Achievement	No Achievement
				

Alternative Screening

Evaluation Factor	Definition/Clarification	Indicators	Alternatives			
			No-Build	Geometric Improvements	Interchange Consolidations	Preferred
Engineering						
Construction Staging	Evaluate how well the alternative minimizes the impact on travel and access during construction.	High, Substantial, Moderate, Some or No Impact				
Maintenance of Traffic	Evaluate potential complexity of maintaining traffic on roadway and access during construction.	High, Substantial, Moderate, Some or No Impact				
Reduce Existing Travel Diversions to Other Routes	Evaluate how the alternative reduces the diversion of travel to other routes.	High, Substantial, Moderate, Some or No Impact				
Opportunities for Future Transportation Options	Evaluate if the alternative allows for future transportation options of the roadway facility.	High, Substantial, Moderate, Some or No Impact				
Social and Economic						
Land Use	Support local and regional land use plan	Right of way needed (acres)				
Displacements and Relocations	Evaluate the impact on residences and businesses to be displaced	Residential – Single family (each)	0	42	62	31
		Commercial/Industrial (each)	0	5	8	6
		Churches (each)	0	1	1	0
Environmental Justice	Evaluate the impact to low income and/or minority areas	Area of property affected (each)	0.0			
Public Facilities and Services	Evaluate the impact to facilities and services used for public uses	Number of facilities (each)	0	1 - Property Only No Relocation	1 - Property Only No Relocation	1 - Property Only No Relocation
Environment						
Air Quality	Evaluate potential impact on air quality.	Potential to reduce local congestion (base on projected LOS) (High, Substantial, Moderate, Some or No Impact)				
Noise	Evaluate potential impact on existing sensitive receptors (residences, schools, churches, parks)	Number of sensitive noise receptor impacted	683	917	911	922
Parks/Recreational Land	Evaluate potential impact on parks	Number of park/recreational lands affected (each)	0	3	3	3
Historic Property	Evaluate potential impact on historic properties	Number of historic properties impacted(buildings on or eligible for NRHP (each)	0	1 potential property	1 potential property	1 potential property
Archaeological Site	Evaluate potential impact to known archeological sites	Number of archaeological sites potentially impacted (each)	0	3	3	3
Water Resources	Evaluate potential impact to rivers and streams	Encroachment on the Blue River (*High, Substantial, Moderate, Some, or No Impact)*				
Floodplains	Evaluate potential impact on floodplains	Area of floodplain affected (acres)	0.00	1.65	1.65	1.65
Wetlands	Evaluate potential impact on wetlands	Area of emergent wetland affected (acres)	0.00	0.02	0.17	0.02
		Area of forested/shrub wetland affected (acres)	0.00	0.00	0.02	0.00
Special Waste	Evaluate potential impact on special waste sites	Number of sites affected (each)	1	16	16	16
Forested Areas	Evaluate potential impact on forested areas	Area of sites affected (acres)	0.00	2.86	15.60	2.86
Cost						
Land Acquisition Cost	Opinion of probable land acquisition cost	Right of Way Cost (millions)	$0.0	$11.7	$16.0	$12.3
Construction Cost	Opinion of probable construction cost	Total Construction Cost (millions)	$71.9	$205.0	$245.0	$215.0
Total Costs	Opinion of total cost	Total Cost (millions)	$71.9	$216.7	$261.0	$227.3

High Impact	Substantial Impact	Moderate Impact	Some Impact	No Impact
				

www.metroi70.com

Future of I-70

No-Build Alternative

No-Build includes the following:

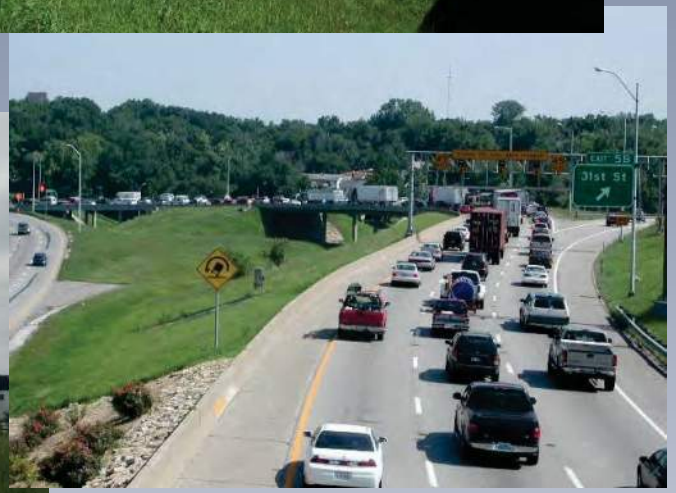
- General maintenance activities (repaving I-70, low cost repairs)
- Maintain existing bus service as funded by Kansas City Area Transit Authority
- Deliver committed (approved and funded) transportation projects along corridor such as replacing the Manchester Bridge



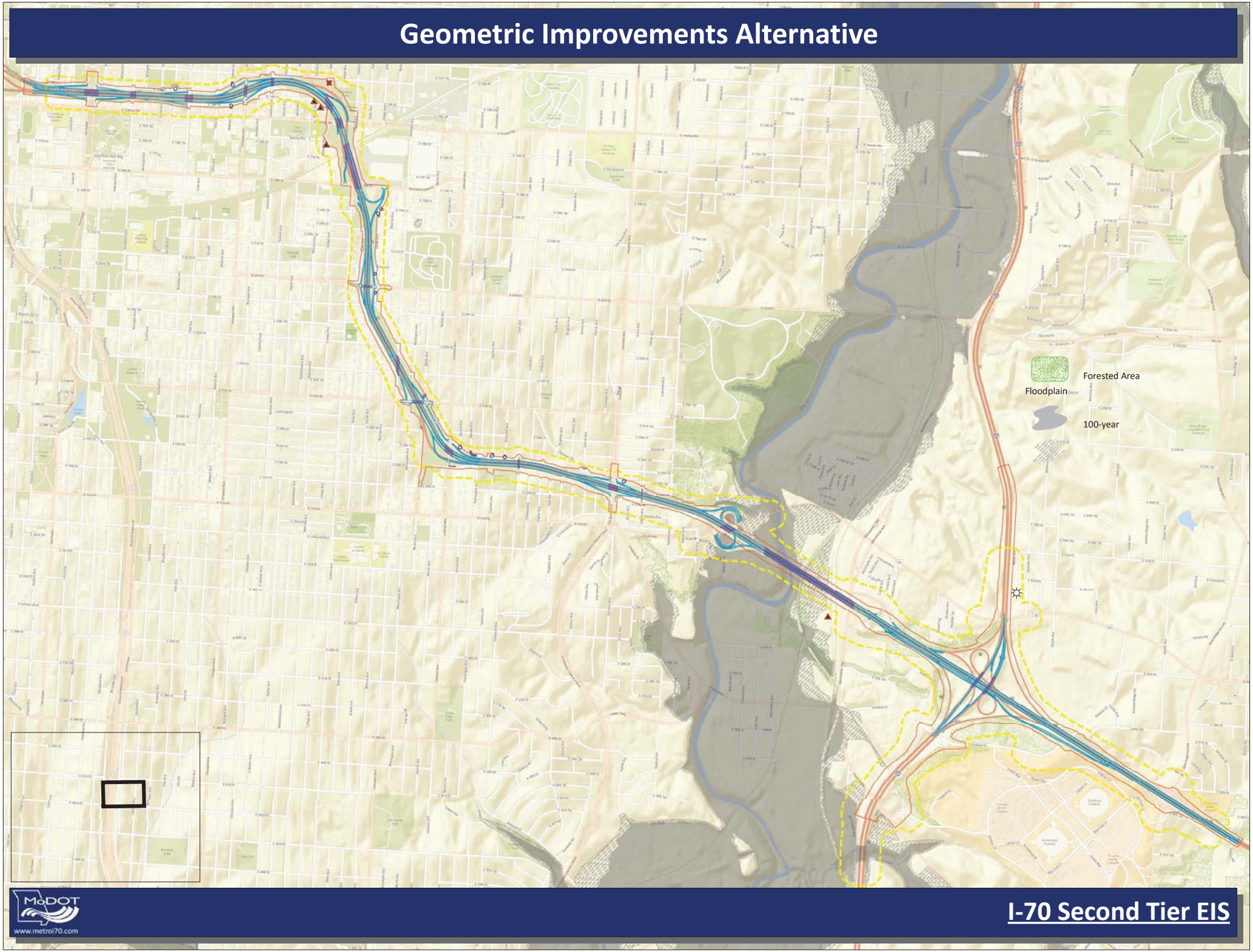




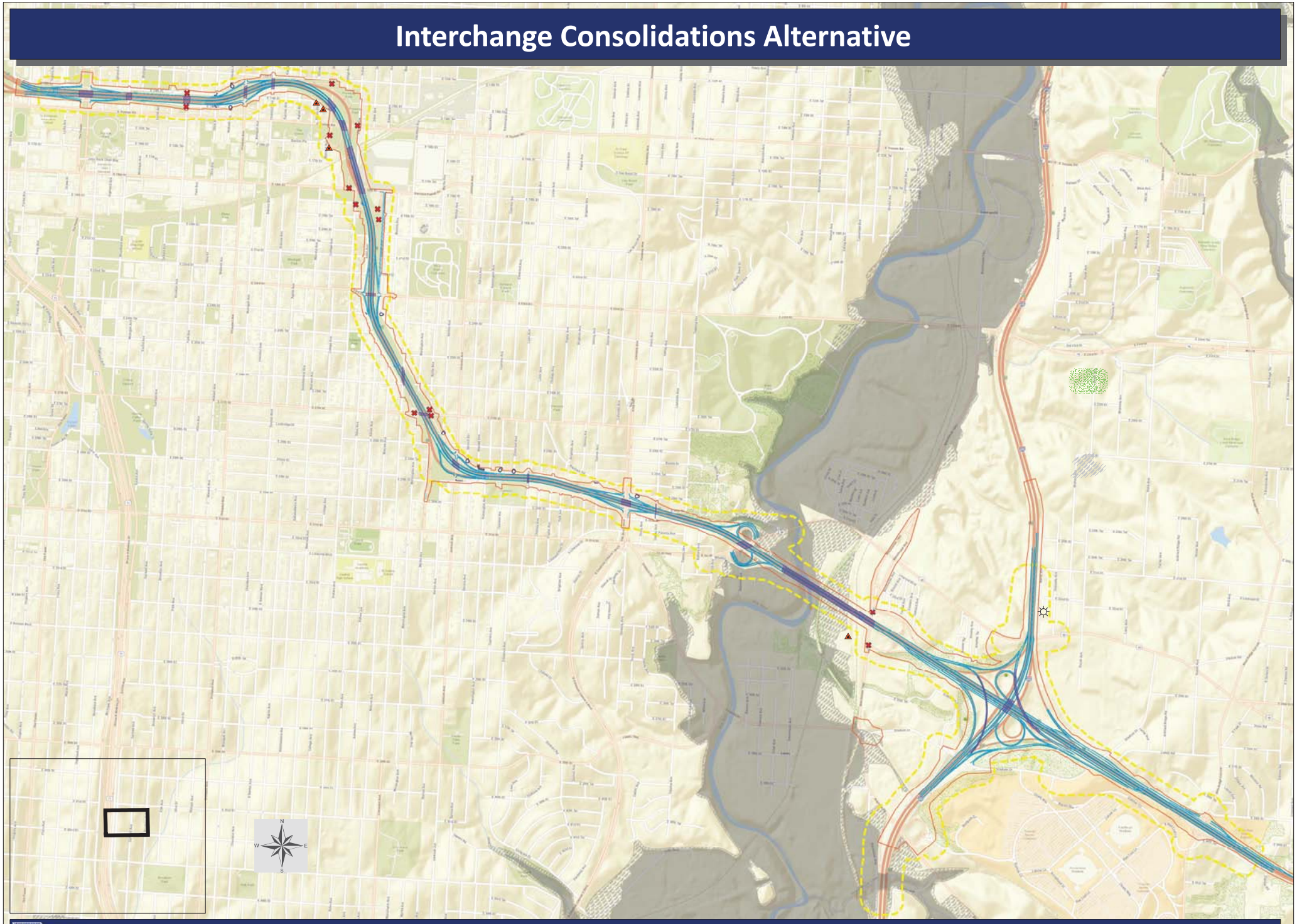




Geometric Improvements Alternative

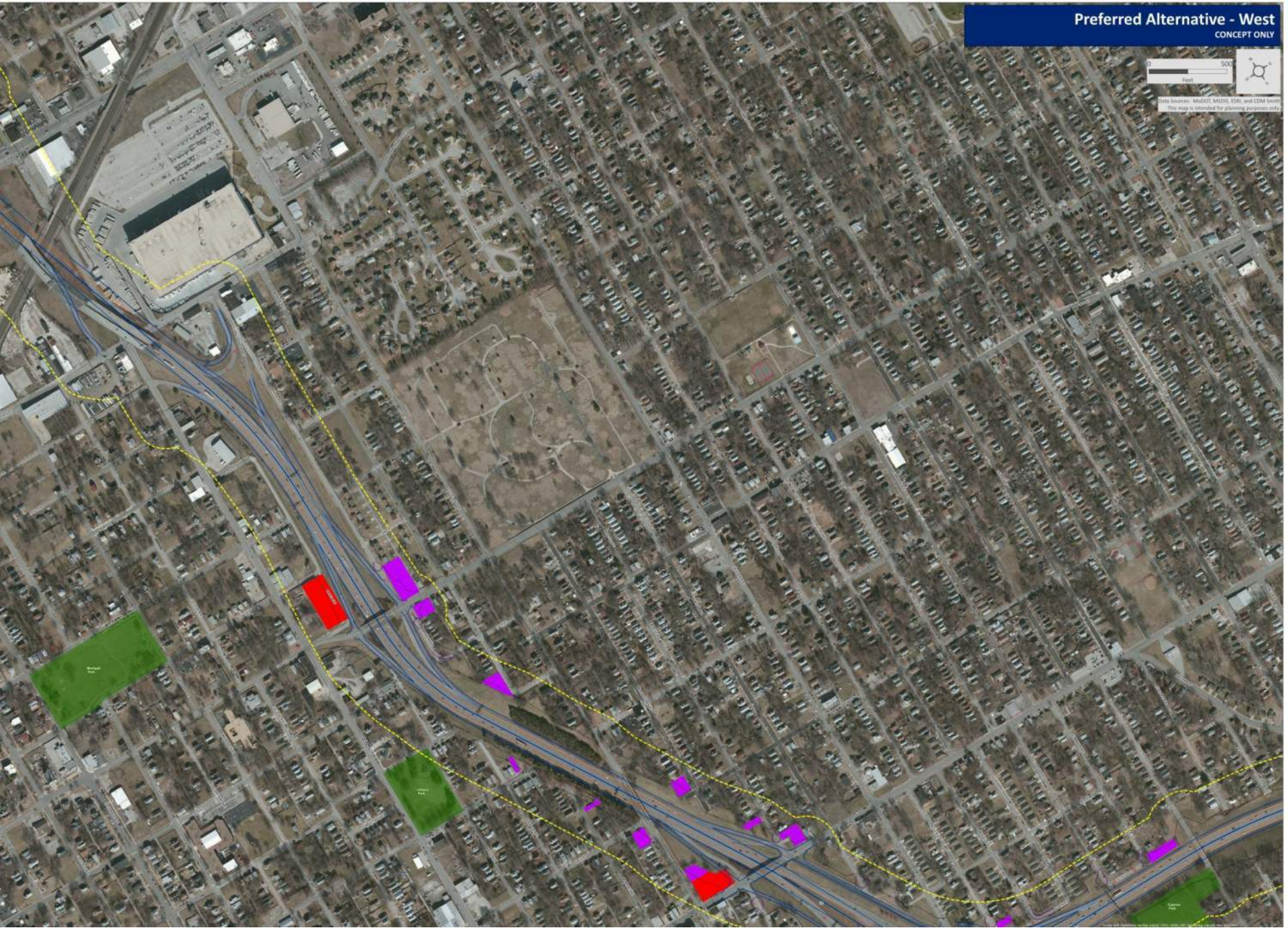


Interchange Consolidations Alternative

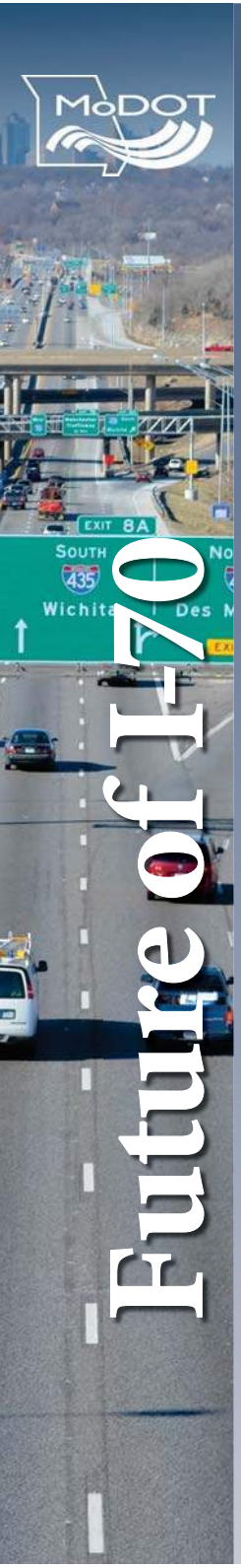



Preferred Alternative - East
CONCEPT ONLY


Legend
Study Area
Business Relocation
Residential Relocation
Hydrology
Forested Area
USFWS Wetlands
Freshwater Emergent Wetland
Freshwater Forested/Shrub Wetland
Freshwater Pond
Other
Riverine
Floodplain
100-year
500-year
Park Area
Potential 4(f) Parks
Potential 4(f) & 6(f) Parks
Community Gardens
Truman Sports Complex
Bridge
Road Closures
Edge of Pavement
Edge of Shoulder
Sidewalks
Traffic Striping
Slope Lines
Cul De Sacs
Closed Access


Preferred Alternative - West
CONCEPT ONLY
0
500
Feet
Data Sources: MoDOT, MSDIS, ESRI, and CDM Smith
This map is intended for planning purposes only.


Legend
Study Area
Business Relocation
Residential Relocation
Hydrology
Forested Area
USFWS Wetlands
Freshwater Emergent Wetland
Freshwater Forested/Shrub Wetland
Freshwater Pond
Other
Riverine
Floodplain
100-year
500-year
Park Area
Potential 4(f) Parks
Potential 4(f) & 6(f) Parks
Community Gardens
Truman Sports Complex
Bridge
Road Closures
Edge of Pavement
Edge of Shoulder
Sidewalks
Traffic Striping
Slope Lines
Cul De Sacs
Closed Access



Get Involved!

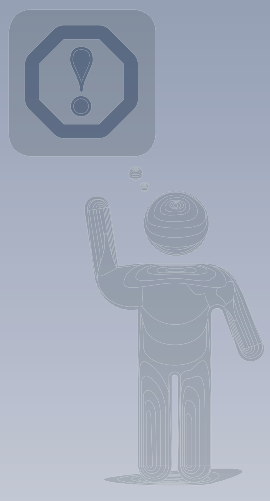
¡Junta de Programación!

Community input is crucial to the development of the Second Tier EIS, so MoDOT is connecting with the community in a variety of ways throughout the study process including:

- Regular meetings with a 14-member **Community Advisory Group (CAG)**. The CAG helps share the progress of the study with the neighborhoods, businesses, and local communities that it represents while also communicating their concerns and perspectives to MoDOT.
- **Community Connections Team (CCT)** of specialists in customer relations, environmental analysis, and engineering who can talk to your organization about your issues or concerns with the study.
- **Mobile Meetings** where MoDOT brings its Voice Van and project materials to major community gathering spots and events in order to seek input from residents and commuters.
- An on-going, **on-line town hall** meeting at ***www.metroi70.com***.
- **A public hearing** to share the Draft EIS document.
- Contact us page on the **project web page** at ***www.modot.org/kansascity/metroi70.***

El aporte de la comunidad es crucial para el desarrollo de la Segunda Etapa de EIS, por lo tanto MoDOT se está conectando con la comunidad de diversas maneras a través de todo el proceso del estudio, incluyendo:

- Reuniones periódicas con los 14 miembros del **Grupo Consultivo de la Comunidad (CAG)**. El CAG ayuda a compartir los avances del estudio con los vecindarios, empresas y comunidades locales que representan al mismo tiempo comunican sus preocupaciones y perspectivas a MoDOT.
- El **Equipo de Conexiones en la Comunidad (CCT)** de especialistas en relaciones con los clientes, análisis ambiental y de ingeniería que pueden hablar con su organización acerca de sus problemas o preocupaciones con el estudio.
- **Reuniones Móviles** donde MoDOT trae su Voice Van y los materiales del proyecto a los principales puntos de reunión de la comunidad y eventos con el fin de solicitar la opinión de los residentes y de las personas que viajan diariamente al trabajo.
- Una ***reunión en curso en línea*** en ***www.metroi70.com***.
- **Una audiencia pública** para compartir el borrador del documento de EIS.
- Póngase en contacto con nosotros a través de la ***página web del proyecto*** en ***www.modot.org/kansascity/metroi70.***



What do you think?

We want to hear your ideas about improving I-70 in Kansas City.

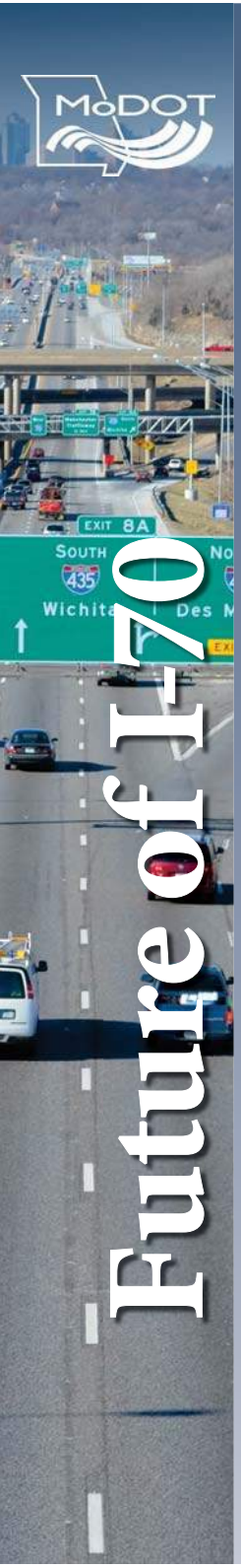
Join us at:

¿Qué piensa usted?

Queremos escuchar sus ideas sobre cómo mejorar el I-70 en Kansas City.

Únete nosotros en:

www.metroi70.com



Next Steps

What happens next?

Thank you for your input. Your feedback will assist the MoDOT study team in moving the project foward. Specific upcoming activities will include:

- Completing this round of public outreach activities including: the location public hearing, an online town hall meeting; mobile meetings; and Community Connections Team presentations.
- Responding to and incorporating any comments received during public comment period.
- Preparing and submitting the Final Environmental Impact Statement (EIS) to the Federal Highway Adminstration (FHWA).
- Preparing and submitting the Record of Decision (ROD) to the FHWA.





Missouri Department
of Transportation

www.modot.org/
kansascity/metroi70

600 NE Colbern Road
Lee's Summit, MO
64086

I-70 Second Tier Environmental Impact Statement

MoDOT Job No. J4I1486C



Public Comments

From:	Randy L. Johnson
To:	Matthew Burcham; Nazar, Christopher R; Zafft, Allan S.; Rowson, Randy; Murphy, Gina L.; Matthew D. Killion
Cc:	Luke Miller
Subject:	FW: Comments on the Draft I-70 Second Tier Environmental Impact Statement
Date:	Tuesday, March 11, 2014 1:01:03 PM

From: ronmclinden.yahoo.com
Sent: Friday, March 07, 2014 4:47 PM
To: Randy L. Johnson
Subject: Comments on the Draft I-70 Second Tier Environmental Impact Statement

Thank you for the opportunity to comment on the Draft Second Tier Environmental Impact Statement for reconstruction of a portion of I-70 in Jackson County, Missouri.

We have the following observations and comments:

Mitigating Past Harms

[1] - I-70 was constructed in the early 1960's under an entirely different paradigm: basically, eminent domain with no questions asked. The highway was pushed through the existing urban fabric with no public involvement, minimal relocation assistance, and little or no consideration to its effects on existing communities and institutions. Reconstruction of I-70 must include the greatest possible array of elements that will help to mitigate that past harm. For example, it is essential to both physically and symbolically reconnect the two sides of I-70 that were separated by the original construction. We suggest that MoDOT create a Community Healing Council that will provide ongoing guidance on these issues.

Design for All Travelers

[2] - The project must fully serve the needs of all travelers, including non-motorized travelers. Fully adequate facilities for such travelers to cross the I-70 corridor must be provided, and must be significantly above minimum accepted standards. For example, sidewalks on both sides of the street for both interchange and non-interchange crossings, with fully adequate illumination and engineering features that enhance the feeling of security by avoiding the creation of "hiding places," especially under overpasses.

[3] - There should be no net loss of access across the I-70 corridor for non-motorized travelers. Where access points are eliminated it is essential to retain non-interchange crossings, at least every half mile and preferably more often.

[4] - We suggest that the existing pedestrian bridges not be rebuilt because they are perceived as presenting personal security challenges and are thus underused.

Instead, they should each be replaced with a street and bridge that has adequate sidewalks on both sides.

[5] - There should be no loss of the integrity of the existing street grid, and wherever possible restoration of the pre-existing grid. Creating new cul-de-sacs is not desirable.

Aesthetics along this Gateway Highway

[6] - Because I-70 is Kansas City's gateway from the east, it is essential that it be constructed with the highest consideration to aesthetic features in mind. Design elements of Bruce R. Watkins Drive can serve as a model in creating and enhancing this gateway. Furthermore, view corridors from points east of I-435, as well as west of the Benton Curve, must be preserved and enhanced wherever possible.

[7] - In providing illumination for the highway, high-mast lighting should be avoided because it detracts from views of the city and intrudes on adjoining neighborhoods. We encourage use of LED lights both for their lower energy consumption and their lower maintenance cost due to longer life.

Noise

[8] - Noise should be minimized and/or mitigated. Noise walls are one approach, and their use should be considered in consultation with adjacent neighborhoods. However, it is more important to minimize the creation of noise. For example, careful choice of paving materials and treatments can result in less tire noise. In addition, grades in the vicinity of 27th Street should be reduced by lowering the elevation of the highway at that point, as this will reduce engine noise as well as reduce vehicle fuel consumption.

Ongoing Public Involvement

[9] - Create a Citizen Advisory Council to work with MoDOT throughout the construction process to assure that details of design are supportive and restorative of communities and their values, and that they exemplify the best in aesthetics for a gateway project such as this. This is particularly essential if MoDOT contemplates construction via the design/build process. Many of the detail decisions are often left to the contractor and are made out of sight of community involvement and/or review. Inadequacies in details of the kcICON project -- such as accommodations for non-motorized travel at I-35 and Armour Road, and also at Front Street -- come to mind

Congestion Management

[10] - As a general principle, it is essential to place improved management of existing highway capacity over the inclination to add new capacity.

[11] - We encourage ample use of access management strategies because of their potential to reduce both current and future congestion on I-70, and thereby benefit all

users. For example, ramp metering with priority access for buses and HOVs -- at least during the critical morning commute when many people make their mode choice decision for the day -- should be anticipated. Ramp metering by itself introduces a small "price" in the form of delay, and encourages some motorists, who might otherwise use I-70 for only a very short trip segment and thereby impede traffic flow, to choose another route or time of travel instead. Introducing priority access for buses and HOVs incentivizes those mode choices, and thereby expresses what we hope is our shared value of moving people over just moving vehicles.

[12] - Road use pricing mechanisms should be considered to be an almost-inevitable future practice for reducing congestion and also for recovering some part of the cost of building and operating a grade-separated urban highway -- a cost that is much higher than for arterials or expressways of comparable capacity. Thus, provision should be designed into the new I-70 for future access management strategies such as ramp metering, ramp metering with HOV priority, and road use pricing via tolls or access fees. Such provision should be made even though MoDOT might not currently have authority for such practices. In practice, for example, this might mean providing for two-lane access ramps that have some level of storage capacity on the ramp.

Transit-Specific Issues

[13] - During construction MoDOT should fund increased levels of transit service for commuters as an essential part of the project cost, and should do so at a fare level that will attract as many people as possible away from SOV travel. We suggest that providing increased levels of transit to reduce congestion in a highway corridor -- in this case congestion due to construction -- is a legitimate highway purpose and thus an eligible use of Missouri Highway Fund money.

[14] - Provision should be made for accommodating bus-on-shoulder operation in the corridor, should that strategy be deemed desirable in the future.

[15] - Because much of I-70 parallels the existing US-40 highway, traffic signals in that corridor should be made "signal-priority-ready" in order to support expedited operation of express or bus rapid transit vehicles, and at those times when congestion on the highway forces transit vehicles to use US-40 as an alternate route.

Schedule and Funding

[16] - Our understanding is that a construction schedule has not been determined as funding is uncertain. It is also our understanding that a Record of Decision has a finite "shelf life," and therefore ask that MoDOT keep its options open as factors change in the future.

Again, thank you for this opportunity to comment, and for your thoughtful consideration of our input.

Ron McLinden, Co-Founder
on behalf of
Transit Action Network
http://www.transaction.com/

From:	Matthew Burcham
To:	Randy L. Johnson; Zafft, Allan S.; Nazar, Christopher R; Rowson, Randy
Subject:	FW: FHWA-MO-EIS-14-01-D, Second Tier Environmental Impact Statement for Route I-70, Jackson County, from west of The Paseo interchange to east of the Blue Ridge Cutoff interchange, Job Number J4I1486C
Date:	Monday, March 10, 2014 11:19:48 AM

From a non-governmental group.

Thank you,

Matt Burcham
Senior Environmental Specialist
573-526-6679
601 W. Main Street
P.O. Box 270
Jefferson City, MO 65102

From: raegan.ball.dot.gov
Sent: Monday, March 10, 2014 11:01 AM
To: Allan.Zafft@modot.mo.gov; Matthew Burcham
Subject: FW: FHWA-MO-EIS-14-01-D, Second Tier Environmental Impact Statement for Route I-70, Jackson County, from west of The Paseo interchange to east of the Blue Ridge Cutoff interchange, Job Number J4I1486C

Raegan Ball
Program Development Team Lead
FHWA, Missouri Division
573-638-2620

From: Cynthia Jarrold [mailto:cjarrold@gamaliel.org]
Sent: Friday, March 07, 2014 4:57 PM
To: Ball, Raegan (FHWA); ed.hassinger@fhwa.dot.gov; matt.killion@modot.gov; Helfer, Bryna (OST)
Subject: RE: FHWA-MO-EIS-14-01-D, Second Tier Environmental Impact Statement for Route I-70, Jackson County, from west of The Paseo interchange to east of the Blue Ridge Cutoff interchange, Job Number J4I1486C

Ms. Ball and Mr. Hassinger,

I am forwarding electronic copies of the letters submitted by mail from Gamaliel affiliates MORE2 in Kansas City and MCU in St. Louis. Thank you for your consideration.

Best,
Cynthia Jarrold

March 7, 2014

Ms. Raegan Ball
Program Development Team Leader

Federal Highway Administration, Division Office
3220 West Edgewood, Suite H
Jefferson City, MO 65109

Mr. Edward Hassinger
Chief Engineer
Missouri Department of Transportation
P.O. Box 270
Jefferson City, MO 65102

RE: FHWA-MO-EIS-14-01-D, Second Tier Environmental Impact Statement for Route I-70, Jackson County, from west of The Paseo interchange to east of the Blue Ridge Cutoff interchange, Job Number J4I1486C

Dear Ms. Ball and Mr. Hassinger:

We represent the Metro Organization for Racial and Economic Equity (MORE^2) in Kansas City and Metropolitan Congregations United (MCU) in St. Louis. MORE^2 and MCU are sister organizations within the Gamaliel national network and are comprised of diverse, faith communities representing thousands of faith leaders in the Kansas City and St. Louis metropolitan regions. We work together to ensure that ordinary people—especially those in low-income communities and communities of color—are able to participate in the political, environmental, social, and economic decisions affecting their lives and to share in the prosperity of our communities. To that end we submit the following response to the I-70 Second Tier Draft Environmental Impact Statement (DEIS) prepared by the Missouri Department of Transportation (MoDOT).

- We oppose the highway-only alternative identified in the DEIS. From the time of its construction, I-70 has served as a barrier dividing our community into north and south and limiting access to opportunities within the community for local residents, especially low-income residents and people of color. Instead, it has provided improved access for those outside of the community traveling to destinations like Arrowhead Stadium. We would like to see specifics added to the DEIS that address improving connections and access for all residents and eliminating the interstate as a barrier between north and south.
- We see nothing in the DEIS about transit. That could be remedied easily by amending the Preferred Alternative to include language that allows for improved shoulder width to accommodate buses traveling on the shoulder.
- We also have questions about the extent to which the DEIS actually responds to Executive Order (EO) 12898 - Federal Actions to Address Environmental Justice in Minority Populations and Low-Income Populations. We urge MoDOT to provide a detailed assessment of the benefits and impacts to the neighborhoods immediately adjacent compared with the benefits and impacts to those outside of the adjacent neighborhoods and traveling on I-70 and to include language in the DEIS that mitigates those impacts on the adjacent neighborhoods.
- Finally, with the release of the FY 2015 federal budget earlier this week, President Obama and U.S. DOT Secretary Foxx have signaled strong support for workforce development on projects receiving federal funding. Both MCU and MORE^2 have worked

successfully with MoDOT (on the I-64/U.S. 40 design build project and the Christopher "Kit" Bond Bridge project) to develop community benefits agreements that include provisions and goals for pre-apprenticeship training, on-the-job training, and minority and women hires. We urge MoDOT to include specific workforce language that would benefit low-income people, people of color, and women.

We appreciate the work that has been done thus far on the DEIS. We believe, however, that the document must be strengthened by including provisions that address local access, transit, environmental justice, and workforce development. If you have questions or need further clarification, please feel free to contact us or the Executive Directors of our respective organizations —Lora McDonald, MORE^2, (816) 277-5912 or loramore2@yahoo.com, or David Gerth, MCU, (314) 518-6455 or david@mcustl.com.

Sincerely,

Rev. Dr. Rodney Williams
Co-Chair, MORE^2
(816) 363-1861

Sandra Holderman
Co-Chair, MORE^2
(816) 797-0913

James Sahaida
President, MCU
(314) 367-7121

Cc: Dr. Bryna Helfer, Deputy Assistant Secretary of Public Engagement, U.S. Department of Transportation
Matt Killion, Area Engineer, Missouri Department of Transportation
Cynthia Owen Jarrold, M.Div., Federal Policy Coordinator, Gamaliel

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Cynthia Owen Jarrold, M.Div.
Federal Policy Coordinator
Mobile: 913.219.3198
Email: cjarrold@gamaliel.org | cynthia@transportationequity.org
Website: www.gamaliel.org | www.transportationequity.org

Missouri Department of Transportation
Kansas City District
600 Northeast Colbern Road
Lee's Summit, Missouri 64086

I-70 Second Tier EIS Community Connections Team
Meeting Summary Sheet

Date:	February 10, 2014
Organization/Group:	Truman Plaza Implementation Committee
Location:	Kansas City Public Library: Northeast Branch, 600 Wilson Road, Kansas City, Missouri 64123
Group Organizer (Contact):	Kelli Johnston Dorsey, City Kansas City, MO – City Planning and Development
CCT Team Member Speaker/Staff:	Matt Killion (presenter) Allan Zafft
No. of Attendees:	6

Key Issue(s) Raised:	Comments and questions mentioned at the meeting.
	• Why I-435 SB to I-70 EB bridge is not two lanes?
	  ○ Response – Due to bridge condition
	• What is MoDOT's funding allocation?
	  ○ Response – Federal and state funding
	• The Brooklyn Avenue ramp closures will result in a different way to get to the barbeque restaurants.
	• Why the cul-de-sacs? Why the closures at the Jackson Curve and east? People will be upset.
	• What are the red displacements around Benton?
	  ○ Response – One of the displacements is the KCMO police credit union.
	• What are the bicycle and pedestrian improvements?
	  ○ Response – Do not indicate specific improvements. There are 2 pedestrian crossings. During design and construction, it will be decided if these bridges are the correct locations.
	• What about screening?
	  ○ Noise walls will be determined during design.
	• Concern about cul-de-sacs with safety in being close to I-70. Delivery of services (i.e. snowplowing) affected with cul-de-sacs.
	• Mention the truck traffic on Hwy 24? Can the street name for US 24 be changed? What is the process?
	  ○ Kansas City owns US 24 west of I-435. Suggest the city contact the Mid-America Regional Council about the process to change the name.

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Kansas City District
600 Northeast Colbern Road
Lee's Summit, Missouri 64086

	Regarding the bridge construction on US 24 in March, concern with the closure of US 24 and not being notified about it.
Follow Up:	MoDOT will follow-up with the NE Chamber of Commerce about the upcoming closure of US 24, so they can circulate notice of it.

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I-70 Second Tier EIS Community Connections Team
Meeting Summary Sheet

Date:	February 17, 2014
Organization/Group:	Washington-Wheatley Neighborhood Association
Location:	Seton Center, 2816 E. 23rd Street, Kansas City, MO 64127
Group Organizer (Contact):	Marlon Hammons, President
CCT Team Member Speaker/Staff:	Matt Killion, MoDOT AJ Bryd, MoDOT Chris Nazar, CDM Smith
No. of Attendees:	Approximately 18
Key Issue(s) Raised:	Key comments and questions from the attendees: • Member of St. Stephens Baptist Church use The Paseo ramps. MoDOT indicated The Paseo ramps stay open and could be improved. • 18th Street is a dangerous exit going eastbound. Also, need lights at abutment (lights not working) at eastbound exit at 18th Street. Put a lighted arrow to show abutment on I-70 at 18th Street ramp. • At the Benton curve, the turn needs to be banned possibly - centrifugal force takes you into median. • Whose lifetime will this happen in? MoDOT explained no money for design and construction. There is money for repairs. • Will MoDOT repair the 23rd Street Bridge? A maintenance project is needed (needs pavement repair). • MoDOT did not hear any suggestions at this meeting that are inconsistent with the plan. There are some maintenance issues. • Question about changes near Lister Avenue. • Questions about the proposed KCMO improvements to 22nd/23rd Street in conjunction with the I-70 future improvements and US 71. Concern on decreasing air quality in these local areas. MoDOT explained less idling. Concern was stop signs on 22nd/23rd Street and other surface streets. MoDOT is not changing any side streets. This is a City project. MoDOT has coordinated with the City.

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	- Why don't we have entrance ramps that are flatter - can we grade better ramps? MoDOT said absolutely and the shoulders will be wider. - How do I find more information on properties affected? MoDOT answered specific questions after meeting. - Question about implementation. MoDOT indicated over time with funding situation as it is now no funding has been identified. Uncertain with current funding. If state transportation is funded as now it will be hard to make changes. - Request that AJ Byrd send job information for projects to the Seaton Center and the Washington Wheatley Neighborhood Association. AJ will come back to discuss the On The Move plan and funding for projects. - AJ indicated that the CCT will get an invitation to the Santa Fe Neighborhood but could be an April meeting.
Follow Up:	- AJ Byrd will come back to a Washington Wheatley Neighborhood monthly meeting to discuss the On The Move plan and funding for projects. - AJ Byrd will contact the Santa Fe Neighborhood to invite the CCT to present the I-70 Second Tier EIS.

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Kansas City District
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I-70 Second Tier EIS Community Connections Team
Meeting Summary Sheet

Date:	February 18, 2014
Organization/Group:	Northeast Industrial Association
Location:	Metropolitan Community College Business and Technology Campus, Kansas City, Missouri
Group Organizer (Contact):	Joe LaMothe (Mid-West Terminal Warehouse Co., Inc.)
CCT Team Member Speaker/Staff:	Randy Johnson-MoDOT
No. of Attendees:	19
Key Issue(s) Raised:	The preferred alternative handout and project newsletter was provided to the meeting attendees. They had no concerns with the preferred alternative. They asked some questions such as the following: 1. What are the historical properties? 2. They would like to see improvements to the I-70 and I-435 interchange. 3. They asked about tolling options to get increased funding.
Follow Up:	None

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I-70 Second Tier EIS Community Connections Team
Meeting Summary Sheet

Date:	February 18, 2014
Organization/Group:	Kansas City Downtown Council - Infrastructure Committee
Location:	Emerald Room, Town Pavilion, 1111 Main Street, 4th Floor
Group Organizer (Contact):	Mark Rowlands, Community Improvements Districts Director
CCT Team Member Speaker/Staff:	Matt Killion-MoDOT
No. of Attendees:	31
Key Issue(s) Raised:	The preferred alternative handout and project newsletter was provided to the meeting attendees. Below are a few questions that were answered. 1. Was there any consideration for adding lighting to improve safety? 2. Has the need for aesthetic improvements been discussed and identified in the study? 3. What is included that addresses storm water runoff (from KCMO Water Services)? 4. How would improvements be made, over time in pieces, or all at once? 5. Given your current funding, are these improvements even possible?
Follow Up:	None

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I-70 Second Tier EIS Community Connections Team
Meeting Summary Sheet

Date:	February 20, 2014
Organization/Group:	Mr. Ollie Gates
Location:	Gates Bar-B-Q Restaurant, 1325 East Emanuel Cleaver Blvd. Kansas City, Missouri
Group Organizer (Contact):	
CCT Team Member Speaker/Staff:	Matt Killion-MoDOT Randy Johnson-MoDOT
No. of Attendees:	1 (Mr. Gates)
Key Issue(s) Raised:	The newsletter, preferred alternative handout, and detailed map of the preferred alternative between The Paseo and Prospect Avenue were used for discussion. Matt and Randy provided an overview of the study regarding purpose and need, and quickly moved to discussion about the preferred alternative and access changes at Brooklyn Avenue interchange. Mr. Gates did not agree that there was a safety problem in the area, and felt that the proposed changes would not improve safety. Mr. Gates stated that it would be acceptable to close the westbound on-ramp from Brooklyn, but that closure of the eastbound exit ramp to Brooklyn adversely affected business.
Follow Up:	

Comments

Location Public Hearing
Gregg/Klice Community Center
February 11, 2014

The preferred alternative involves improving interstate ramps, merge areas, interchanges, and rebuilding and/or rehabilitating I-70 pavement and bridges. It also involves improving the Benton and Jackson Curves, bicycle and pedestrian access, and more. What do you think of the preferred alternative? (Circle 1 Response and List Why)

Love It | Like It | It's OK | Neutral

Not enough detail information.

Safer Mobility: How do you think the preferred alternative will improve safety for motorists, pedestrians, and bicyclists in the corridor?

Smoother Driving Experience: How do you think the preferred alternative will improve the driving experience within the I-70 corridor?

Transportation Options: What improvements do you think the preferred alternative will have on the use of alternative modes of transportation within the I-70 corridor?

Other Comments via Computer

Your Opinion: What other opinions do you have about the preferred alternative?

Please turn this page over to answer a few more questions.

Future of I-70
www.metroi70.com

Draft EIS Document: What comments do you have about the Draft EIS document? For example, you might have comments about its overall findings, evaluation of improvement alternatives, impacts of the preferred alternative on the environment, or other items.

This long study process has been an opportunity to re-think I-70, to heal the wounds inflicted on the community 50 years ago. All I see are tweaks

Location: What is your zip code?

64111

(Fold)

Self Descriptions: How would you describe yourself? (Circle Up to 6 Descriptions).

Resident | Business Owner | Employee | Property Owner | Renter or Lessee | Other Stakeholder

Thanks for giving us your feedback!

Your input will help us refine the preferred improvement alternative for I-70 between The Paseo and Blue Ridge Cutoff.

(Fold)

I-70 Second Tier EIS
c/o Vireo
929 Walnut, Suite 700
Kansas City, Missouri 64106

Place Postage Here

I-70 Second Tier EIS
Comment Form Responses from January 17 - February 28, 2014

SURVEY	URL	SURVEY DATE	EVENT	DEVICE TYPE	RESPONDENT CODE	RESPONDENT ZIP CODE	RESPONDENT EMAIL	QUESTION #	QUESTION	ANSWER
I-70 Second Tier EIS	www.i70seiscomments.net	2/6/2014	Mobile Meeting at VA Med. Center	Tablet	1.90182E+13	64110		1	The preferred alternative involves improving interstate ramps merge areas interchanges and rebuilding and/or rehabilitating I-70 pavement and bridges. It also involves improving the Benton and Jackson Curves bicycle and pedestrian access and more. Overall what do you think of the preferred alternative? (Select 1 Response)	Like It
I-70 Second Tier EIS	www.i70seiscomments.net	2/6/2014	Mobile Meeting at VA Med. Center	Tablet	1.90182E+13	64110		2	Why did you respond to the previous question about the preferred alternative?	Not getting killed such as jackson and getting off prospect
I-70 Second Tier EIS	www.i70seiscomments.net	2/6/2014	Mobile Meeting at VA Med. Center	Tablet	1.90182E+13	64110		3	How do you think the preferred alternative will improve safety for motorists pedestrians and bicyclists within the corridor? Please type your comments in the space below.	Improve the curve and fatalities and crashes
I-70 Second Tier EIS	www.i70seiscomments.net	2/6/2014	Mobile Meeting at VA Med. Center	Tablet	1.90182E+13	64110		4	How do you think the preferred alternative will improve the driving experience within the I-70 corridor? Please type your comments in the space below.	Slow things down
I-70 Second Tier EIS	www.i70seiscomments.net	2/6/2014	Mobile Meeting at VA Med. Center	Tablet	1.90182E+13	64110		5	What improvements do you think the preferred alternative will have on the use of alternative modes of transportation within the I-70 corridor? Please type your comments in the space below.	Truman and indiana improvements
I-70 Second Tier EIS	www.i70seiscomments.net	2/6/2014	Mobile Meeting at VA Med. Center	Tablet	1.90182E+13	64110		6	What other opinions do you have about the preferred alternative? Please type your comments in the space below.	Will this provide jobs such as construction
I-70 Second Tier EIS	www.i70seiscomments.net	2/6/2014	Mobile Meeting at VA Med. Center	Tablet	1.90182E+13	64110		8	How would you describe yourself? (Select Up to 6 Descriptions).	Resident
I-70 Second Tier EIS	i70seiscomments.net	2/6/2014	Mobile Meeting at VA Med. Center	Tablet	2.07605E+13	64138		1	The preferred alternative involves improving interstate ramps merge areas interchanges and rebuilding and/or rehabilitating I-70 pavement and bridges. It also involves improving the Benton and Jackson Curves bicycle and pedestrian access and more. Overall what do you think of the preferred alternative? (Select 1 Response)	Like It
I-70 Second Tier EIS	i70seiscomments.net	2/6/2014	Mobile Meeting at VA Med. Center	Tablet	2.07605E+13	64138		2	Why did you respond to the previous question about the preferred alternative?	For the safety of the travelers. Could have been recognized earlier.

I-70 Second Tier EIS	i70seiscomments.net	2/6/2014	Mobile Meeting at VA Med. Center	Tablet	2.07605E+13	64138		3	How do you think the preferred alternative will improve safety for motorists pedestrians and bicyclists within the corridor? Please type your comments in the space below.	Yes.
I-70 Second Tier EIS	i70seiscomments.net	2/6/2014	Mobile Meeting at VA Med. Center	Tablet	2.07605E+13	64138		4	How do you think the preferred alternative will improve the driving experience within the I-70 corridor? Please type your comments in the space below.	Prevent accidents with the ramp closures.
I-70 Second Tier EIS	i70seiscomments.net	2/6/2014	Mobile Meeting at VA Med. Center	Tablet	2.07605E+13	64138		5	What improvements do you think the preferred alternative will have on the use of alternative modes of transportation within the I-70 corridor? Please type your comments in the space below.	Prevent conflict points between motorists and bicyclists amd pedestrians.
I-70 Second Tier EIS	i70seiscomments.net	2/6/2014	Mobile Meeting at VA Med. Center	Tablet	2.07605E+13	64138		6	What other opinions do you have about the preferred alternative? Please type your comments in the space below.	Good suggestions for the improvements.
I-70 Second Tier EIS	i70seiscomments.net	2/6/2014	Mobile Meeting at VA Med. Center	Tablet	2.07605E+13	64138		8	How would you describe yourself? (Select Up to 6 Descriptions).	Resident
I-70 Second Tier EIS	www.i70seiscomments.net	2/6/2014	Mobile Meeting at VA Med. Center	Tablet	2.06827E+13	64133		1	The preferred alternative involves improving interstate ramps merge areas interchanges and rebuilding and/or rehabilitating I-70 pavement and bridges. It also involves improving the Benton and Jackson Curves bicycle and pedestrian access and more. Overall what do you think of the preferred alternative? (Select 1 Response)	Like It
I-70 Second Tier EIS	www.i70seiscomments.net	2/6/2014	Mobile Meeting at VA Med. Center	Tablet	2.06827E+13	64133		2	Why did you respond to the previous question about the preferred alternative?	Good idea for safety
I-70 Second Tier EIS	www.i70seiscomments.net	2/6/2014	Mobile Meeting at VA Med. Center	Tablet	2.06827E+13	64133		3	How do you think the preferred alternative will improve safety for motorists pedestrians and bicyclists within the corridor? Please type your comments in the space below.	Doing away with the short ramps to provide time to speed up
I-70 Second Tier EIS	www.i70seiscomments.net	2/6/2014	Mobile Meeting at VA Med. Center	Tablet	2.06827E+13	64133		4	How do you think the preferred alternative will improve the driving experience within the I-70 corridor? Please type your comments in the space below.	See previous answer
I-70 Second Tier EIS	www.i70seiscomments.net	2/6/2014	Mobile Meeting at VA Med. Center	Tablet	2.06827E+13	64133		5	What improvements do you think the preferred alternative will have on the use of alternative modes of transportation within the I-70 corridor? Please type your comments in the space below.	Good idea to widen sidewalks

I-70 Second Tier EIS	www.i70seiscomments.net	2/6/2014	Mobile Meeting at VA Med. Center	Tablet	2.06827E+13	64133		8	How would you describe yourself? (Select Up to 6 Descriptions).	Resident
I-70 Second Tier EIS	i70seiscomments.net	2/6/2014	Mobile Meeting at VA Med. Center	Tablet	6.92574E+12	64015		1	The preferred alternative involves improving interstate ramps merge areas interchanges and rebuilding and/or rehabilitating I-70 pavement and bridges. It also involves improving the Benton and Jackson Curves bicycle and pedestrian access and more. Overall what do you think of the preferred alternative? (Select 1 Response)	Love It
I-70 Second Tier EIS	i70seiscomments.net	2/6/2014	Mobile Meeting at VA Med. Center	Tablet	6.92574E+12	64015		2	Why did you respond to the previous question about the preferred alternative?	On metro bus have noticed that these improvements are needed.
I-70 Second Tier EIS	i70seiscomments.net	2/6/2014	Mobile Meeting at VA Med. Center	Tablet	6.92574E+12	64015		3	How do you think the preferred alternative will improve safety for motorists pedestrians and bicyclists within the corridor? Please type your comments in the space below.	Yes.
I-70 Second Tier EIS	i70seiscomments.net	2/6/2014	Mobile Meeting at VA Med. Center	Tablet	6.92574E+12	64015		5	What improvements do you think the preferred alternative will have on the use of alternative modes of transportation within the I-70 corridor? Please type your comments in the space below.	These improvements will improve congestion and safety improving riding the bus.
I-70 Second Tier EIS	i70seiscomments.net	2/6/2014	Mobile Meeting at VA Med. Center	Tablet	6.92574E+12	64015		6	What other opinions do you have about the preferred alternative? Please type your comments in the space below.	The DDI might be an option in the this area.
I-70 Second Tier EIS	i70seiscomments.net	2/6/2014	Mobile Meeting at VA Med. Center	Tablet	6.92574E+12	64015		8	How would you describe yourself? (Select Up to 6 Descriptions).	Resident
I-70 Second Tier EIS	i70seiscomments.net	2/6/2014	Mobile Meeting at VA Med. Center	Tablet	6.92574E+12	64015		8	How would you describe yourself? (Select Up to 6 Descriptions).	Renter or lessee
I-70 Second Tier EIS	i70seiscomments.net	2/6/2014	Mobile Meeting at VA Med. Center	Tablet	8.32372E+12	64127		1	The preferred alternative involves improving interstate ramps merge areas interchanges and rebuilding and/or rehabilitating I-70 pavement and bridges. It also involves improving the Benton and Jackson Curves bicycle and pedestrian access and more. Overall what do you think of the preferred alternative? (Select 1 Response)	Like It
I-70 Second Tier EIS	i70seiscomments.net	2/6/2014	Mobile Meeting at VA Med. Center	Tablet	8.32372E+12	64127		2	Why did you respond to the previous question about the preferred alternative?	Good idea. Improve bicylists interaction with traffic.
I-70 Second Tier EIS	i70seiscomments.net	2/6/2014	Mobile Meeting at VA Med. Center	Tablet	8.32372E+12	64127		3	How do you think the preferred alternative will improve safety for motorists pedestrians and bicyclists within the corridor? Please type your comments in the space below.	Yes.

I-70 Second Tier EIS	i70seiscomments.net	2/6/2014	Mobile Meeting at VA Med. Center	Tablet	8.32372E+12	64127		4	How do you think the preferred alternative will improve the driving experience within the I-70 corridor? Please type your comments in the space below.	Safety
I-70 Second Tier EIS	i70seiscomments.net	2/6/2014	Mobile Meeting at VA Med. Center	Tablet	8.32372E+12	64127		8	How would you describe yourself? (Select Up to 6 Descriptions).	Resident
I-70 Second Tier EIS	www.i70seiscomments.net	2/6/2014	Mobile Meeting at VA Med. Center	Tablet	2.95306E+12	64123		1	The preferred alternative involves improving interstate ramps merge areas interchanges and rebuilding and/or rehabilitating I-70 pavement and bridges. It also involves improving the Benton and Jackson Curves bicycle and pedestrian access and more. Overall what do you think of the preferred alternative? (Select 1 Response)	Love It
I-70 Second Tier EIS	www.i70seiscomments.net	2/6/2014	Mobile Meeting at VA Med. Center	Tablet	2.95306E+12	64123		2	Why did you respond to the previous question about the preferred alternative?	We need to impriove the interstate for safety reasons
I-70 Second Tier EIS	www.i70seiscomments.net	2/6/2014	Mobile Meeting at VA Med. Center	Tablet	2.95306E+12	64123		4	How do you think the preferred alternative will improve the driving experience within the I-70 corridor? Please type your comments in the space below.	Feel safer
I-70 Second Tier EIS	www.i70seiscomments.net	2/6/2014	Mobile Meeting at VA Med. Center	Tablet	2.95306E+12	64123		5	What improvements do you think the preferred alternative will have on the use of alternative modes of transportation within the I-70 corridor? Please type your comments in the space below.	Speed up motorist and less traffic jam
I-70 Second Tier EIS	www.i70seiscomments.net	2/6/2014	Mobile Meeting at VA Med. Center	Tablet	2.95306E+12	64123		8	How would you describe yourself? (Select Up to 6 Descriptions).	Resident
I-70 Second Tier EIS	www.i70seiscomments.net	2/6/2014	Mobile Meeting at VA Med. Center	Tablet	2.95306E+12	64123		8	How would you describe yourself? (Select Up to 6 Descriptions).	Employee
I-70 Second Tier EIS	www.i70seiscomments.net	2/6/2014	Mobile Meeting at VA Med. Center	Tablet	2.95306E+12	64123		8	How would you describe yourself? (Select Up to 6 Descriptions).	Property owner
I-70 Second Tier EIS	www.i70seiscomments.net	2/6/2014	Mobile Meeting at VA Med. Center	Tablet	5.03282E+12	64085		1	The preferred alternative involves improving interstate ramps merge areas interchanges and rebuilding and/or rehabilitating I-70 pavement and bridges. It also involves improving the Benton and Jackson Curves bicycle and pedestrian access and more. Overall what do you think of the preferred alternative? (Select 1 Response)	Like It
I-70 Second Tier EIS	www.i70seiscomments.net	2/6/2014	Mobile Meeting at VA Med. Center	Tablet	5.03282E+12	64085		2	Why did you respond to the previous question about the preferred alternative?	It would be very improving for everything such as the economy

I-70 Second Tier EIS	www.i70seiscomments.net	2/6/2014	Mobile Meeting at VA Med. Center	Tablet	5.03282E+12	64085		3	How do you think the preferred alternative will improve safety for motorists pedestrians and bicyclists within the corridor? Please type your comments in the space below.	It would definitely improve it including from a law enforcement perspective
I-70 Second Tier EIS	www.i70seiscomments.net	2/6/2014	Mobile Meeting at VA Med. Center	Tablet	5.03282E+12	64085		4	How do you think the preferred alternative will improve the driving experience within the I-70 corridor? Please type your comments in the space below.	More comfortable
I-70 Second Tier EIS	www.i70seiscomments.net	2/6/2014	Mobile Meeting at VA Med. Center	Tablet	5.03282E+12	64085		5	What improvements do you think the preferred alternative will have on the use of alternative modes of transportation within the I-70 corridor? Please type your comments in the space below.	Wait and see how it turns out
I-70 Second Tier EIS	www.i70seiscomments.net	2/6/2014	Mobile Meeting at VA Med. Center	Tablet	5.03282E+12	64085		6	What other opinions do you have about the preferred alternative? Please type your comments in the space below.	If you widen out the bridges do all the corridor out to blue springs
I-70 Second Tier EIS	www.i70seiscomments.net	2/6/2014	Mobile Meeting at VA Med. Center	Tablet	5.03282E+12	64085		8	How would you describe yourself? (Select Up to 6 Descriptions).	Employee
I-70 Second Tier EIS	i70seiscomments.net	2/6/2014	Mobile Meeting at VA Med. Center	Tablet	4.39775E+12	66112		1	The preferred alternative involves improving interstate ramps merge areas interchanges and rebuilding and/or rehabilitating I-70 pavement and bridges. It also involves improving the Benton and Jackson Curves bicycle and pedestrian access and more. Overall what do you think of the preferred alternative? (Select 1 Response)	Like It
I-70 Second Tier EIS	i70seiscomments.net	2/6/2014	Mobile Meeting at VA Med. Center	Tablet	4.39775E+12	66112		2	Why did you respond to the previous question about the preferred alternative?	Everything safety improvements and congestion
I-70 Second Tier EIS	i70seiscomments.net	2/6/2014	Mobile Meeting at VA Med. Center	Tablet	4.39775E+12	66112		3	How do you think the preferred alternative will improve safety for motorists pedestrians and bicyclists within the corridor? Please type your comments in the space below.	Making safer features
I-70 Second Tier EIS	i70seiscomments.net	2/6/2014	Mobile Meeting at VA Med. Center	Tablet	4.39775E+12	66112		4	How do you think the preferred alternative will improve the driving experience within the I-70 corridor? Please type your comments in the space below.	The time it takes to travel and ramps
I-70 Second Tier EIS	i70seiscomments.net	2/6/2014	Mobile Meeting at VA Med. Center	Tablet	4.39775E+12	66112		5	What improvements do you think the preferred alternative will have on the use of alternative modes of transportation within the I-70 corridor? Please type your comments in the space below.	Easier access

I-70 Second Tier EIS	i70seiscomments.net	2/6/2014	Mobile Meeting at VA Med. Center	Tablet	4.39775E+12	66112		6	What other opinions do you have about the preferred alternative? Please type your comments in the space below.	Shorten and straighten benton curve more
I-70 Second Tier EIS	i70seiscomments.net	2/6/2014	Mobile Meeting at VA Med. Center	Tablet	4.39775E+12	66112		8	How would you describe yourself? (Select Up to 6 Descriptions).	Employee
I-70 Second Tier EIS	i70seiscomments.net	2/6/2014	Mobile Meeting at VA Med. Center	Tablet	7.35657E+12	64110		1	The preferred alternative involves improving interstate ramps merge areas interchanges and rebuilding and/or rehabilitating I-70 pavement and bridges. It also involves improving the Benton and Jackson Curves bicycle and pedestrian access and more. Overall what do you think of the preferred alternative? (Select 1 Response)	Like It
I-70 Second Tier EIS	i70seiscomments.net	2/6/2014	Mobile Meeting at VA Med. Center	Tablet	7.35657E+12	64110		2	Why did you respond to the previous question about the preferred alternative?	For safety of interchanges and curves - Jackson and Bento curves have always been dangerous.
I-70 Second Tier EIS	i70seiscomments.net	2/6/2014	Mobile Meeting at VA Med. Center	Tablet	7.35657E+12	64110		4	How do you think the preferred alternative will improve the driving experience within the I-70 corridor? Please type your comments in the space below.	Alleviate accidents but need warning signs for curves.
I-70 Second Tier EIS	i70seiscomments.net	2/6/2014	Mobile Meeting at VA Med. Center	Tablet	7.35657E+12	64110		5	What improvements do you think the preferred alternative will have on the use of alternative modes of transportation within the I-70 corridor? Please type your comments in the space below.	Bike lanes should be available outside away from curves.
I-70 Second Tier EIS	i70seiscomments.net	2/6/2014	Mobile Meeting at VA Med. Center	Tablet	7.35657E+12	64110		8	How would you describe yourself? (Select Up to 6 Descriptions).	Resident
I-70 Second Tier EIS	i70seiscomments.net	2/6/2014	Mobile Meeting at VA Med. Center	Tablet	7.35657E+12	64110		8	How would you describe yourself? (Select Up to 6 Descriptions).	Renter or lessee
I-70 Second Tier EIS	www.i70seiscomments.net	2/11/2014	Location Public Hearing	Tablet	1.95861E+13	64130		1	The preferred alternative involves improving interstate ramps merge areas interchanges and rebuilding and/or rehabilitating I-70 pavement and bridges. It also involves improving the Benton and Jackson Curves bicycle and pedestrian access and more. Overall what do you think of the preferred alternative? (Select 1 Response)	Love It
I-70 Second Tier EIS	www.i70seiscomments.net	2/11/2014	Location Public Hearing	Tablet	1.95861E+13	64130		2	Why did you respond to the previous question about the preferred alternative?	Great ideas and safety is important.
I-70 Second Tier EIS	www.i70seiscomments.net	2/11/2014	Location Public Hearing	Tablet	1.95861E+13	64130		3	How do you think the preferred alternative will improve safety for motorists pedestrians and bicyclists within the corridor? Please type your comments in the space below.	The drawings or plans i seen laid out looked to be well thought out and represented.

I-70 Second Tier EIS	www.i70seiscomments.net	2/11/2014	Location Public Hearing	Tablet	1.95861E+13	64130		4	How do you think the preferred alternative will improve the driving experience within the I-70 corridor? Please type your comments in the space below.	Easier way to drive and routes better.
I-70 Second Tier EIS	www.i70seiscomments.net	2/11/2014	Location Public Hearing	Tablet	1.95861E+13	64130		5	What improvements do you think the preferred alternative will have on the use of alternative modes of transportation within the I-70 corridor? Please type your comments in the space below.	As i said beforethe plans laid out and presented were great.
I-70 Second Tier EIS	www.i70seiscomments.net	2/11/2014	Location Public Hearing	Tablet	1.95861E+13	64130		6	What other opinions do you have about the preferred alternative? Please type your comments in the space below.	None
I-70 Second Tier EIS	www.i70seiscomments.net	2/11/2014	Location Public Hearing	Tablet	1.95861E+13	64130		7	What comments do you have about the Draft EIS document? For example you might have comments about its overall findings evaluation of improvement alternatives impacts of the preferred alternative on the environment or other items. Please share your ideas with us now by typing them in the space below.	None.
I-70 Second Tier EIS	www.i70seiscomments.net	2/11/2014	Location Public Hearing	Tablet	1.95861E+13	64130		8	How would you describe yourself? (Select Up to 6 Descriptions).	Resident
I-70 Second Tier EIS	i70seiscomments.net	2/11/2014	Location Public Hearing	Tablet	5.9224E+12	66210		1	The preferred alternative involves improving interstate ramps merge areas interchanges and rebuilding and/or rehabilitating I-70 pavement and bridges. It also involves improving the Benton and Jackson Curves bicycle and pedestrian access and more. Overall what do you think of the preferred alternative? (Select 1 Response)	Love It
I-70 Second Tier EIS	i70seiscomments.net	2/11/2014	Location Public Hearing	Tablet	5.9224E+12	66210		2	Why did you respond to the previous question about the preferred alternative?	Minimizes impact to human environment through minimizing footprint.
I-70 Second Tier EIS	i70seiscomments.net	2/11/2014	Location Public Hearing	Tablet	5.9224E+12	66210		3	How do you think the preferred alternative will improve safety for motorists pedestrians and bicyclists within the corridor? Please type your comments in the space below.	It will improve curves and conflict points.
I-70 Second Tier EIS	i70seiscomments.net	2/11/2014	Location Public Hearing	Tablet	5.9224E+12	66210		4	How do you think the preferred alternative will improve the driving experience within the I-70 corridor? Please type your comments in the space below.	Should improve travel speed by straightening curves

I-70 Second Tier EIS	i70seiscomments.net	2/11/2014	Location Public Hearing	Tablet	5.9224E+12	66210		5	What improvements do you think the preferred alternative will have on the use of alternative modes of transportation within the I-70 corridor? Please type your comments in the space below.	NA
I-70 Second Tier EIS	i70seiscomments.net	2/11/2014	Location Public Hearing	Tablet	5.9224E+12	66210		6	What other opinions do you have about the preferred alternative? Please type your comments in the space below.	Good job!
I-70 Second Tier EIS	i70seiscomments.net	2/11/2014	Location Public Hearing	Tablet	5.9224E+12	66210		7	What comments do you have about the Draft EIS document? For example you might have comments about its overall findings evaluation of improvement alternatives impacts of the preferred alternative on the environment or other items. Please share your ideas with us now by typing them in the space below.	NA
I-70 Second Tier EIS	i70seiscomments.net	2/11/2014	Location Public Hearing	Tablet	5.9224E+12	66210		8	How would you describe yourself? (Select Up to 6 Descriptions).	Other stakeholder
I-70 Second Tier EIS	www.i70seiscomments.net	2/11/2014	Location Public Hearing	Tablet	6.22847E+11	64111		1	The preferred alternative involves improving interstate ramps merge areas interchanges and rebuilding and/or rehabilitating I-70 pavement and bridges. It also involves improving the Benton and Jackson Curves bicycle and pedestrian access and more. Overall what do you think of the preferred alternative? (Select 1 Response)	Neutral
I-70 Second Tier EIS	www.i70seiscomments.net	2/11/2014	Location Public Hearing	Tablet	6.22847E+11	64111		2	Why did you respond to the previous question about the preferred alternative?	too little detail about what you actually intend to do.
I-70 Second Tier EIS	www.i70seiscomments.net	2/11/2014	Location Public Hearing	Tablet	6.22847E+11	64111		3	How do you think the preferred alternative will improve safety for motorists pedestrians and bicyclists within the corridor? Please type your comments in the space below.	this question is far too vague to answer.
I-70 Second Tier EIS	www.i70seiscomments.net	2/11/2014	Location Public Hearing	Tablet	6.22847E+11	64111		4	How do you think the preferred alternative will improve the driving experience within the I-70 corridor? Please type your comments in the space below.	people wont have to slow down for the curves... but that is not necessarily a good thing.
I-70 Second Tier EIS	www.i70seiscomments.net	2/11/2014	Location Public Hearing	Tablet	6.22847E+11	64111		5	What improvements do you think the preferred alternative will have on the use of alternative modes of transportation within the I-70 corridor? Please type your comments in the space below.	no improvement at all -- unless the project includes some elements that intentionally make it happen.

I-70 Second Tier EIS	www.i70seiscomments.net	2/11/2014	Location Public Hearing	Tablet	6.22847E+11	64111		6	What other opinions do you have about the preferred alternative? Please type your comments in the space below.	the preferred alternative doesnt ever really get outside the highway box. this meeting is about environmental impacts yet the questions you have asked me to answer so far are about the highway itself instead of how it will affect the surrounding urban (much less natural) environment.
I-70 Second Tier EIS	www.i70seiscomments.net	2/11/2014	Location Public Hearing	Tablet	6.22847E+11	64111		7	What comments do you have about the Draft EIS document? For example you might have comments about its overall findings evaluation of improvement alternatives impacts of the preferred alternative on the environment or other items. Please share your ideas with us now by typing them in the space below.	i have not yet read the document. (i know where to find one and expect to review it over the next few weeks.) i see there is one copy here but are there any display boards about environmental factors? i dont see any. will anyone attending this meeting learn anything about the effects of an urban highway such as this on the natural / built / social environments? i think not.this survey will not elicit any meaningful public comment on the environmental impacts of the present and proposed i-70. it just wont.
I-70 Second Tier EIS	www.i70seiscomments.net	2/11/2014	Location Public Hearing	Tablet	6.22847E+11	64111		8	How would you describe yourself? (Select Up to 6 Descriptions).	Resident
I-70 Second Tier EIS	www.i70seiscomments.net	2/11/2014	Location Public Hearing	Tablet	6.22847E+11	64111		8	How would you describe yourself? (Select Up to 6 Descriptions).	Other stakeholder
I-70 Second Tier EIS	i70seiscomments.net	2/11/2014	Location Public Hearing	Tablet	1.73556E+13	64130		1	The preferred alternative involves improving interstate ramps merge areas interchanges and rebuilding and/or rehabilitating I-70 pavement and bridges. It also involves improving the Benton and Jackson Curves bicycle and pedestrian access and more. Overall what do you think of the preferred alternative? (Select 1 Response)	Like It
I-70 Second Tier EIS	i70seiscomments.net	2/11/2014	Location Public Hearing	Tablet	1.73556E+13	64130		2	Why did you respond to the previous question about the preferred alternative?	I think necessary change is needed.
I-70 Second Tier EIS	i70seiscomments.net	2/11/2014	Location Public Hearing	Tablet	1.73556E+13	64130		3	How do you think the preferred alternative will improve safety for motorists pedestrians and bicyclists within the corridor? Please type your comments in the space below.	Safety measures and general improvement.
I-70 Second Tier EIS	i70seiscomments.net	2/11/2014	Location Public Hearing	Tablet	1.73556E+13	64130		4	How do you think the preferred alternative will improve the driving experience within the I-70 corridor? Please type your comments in the space below.	Allow motorists to drive faster and safer.

I-70 Second Tier EIS	i70seiscomments.net	2/11/2014	Location Public Hearing	Tablet	1.73556E+13	64130		5	What improvements do you think the preferred alternative will have on the use of alternative modes of transportation within the I-70 corridor? Please type your comments in the space below.	Safer for all motorized vehicles.
I-70 Second Tier EIS	i70seiscomments.net	2/11/2014	Location Public Hearing	Tablet	1.73556E+13	64130		6	What other opinions do you have about the preferred alternative? Please type your comments in the space below.	None
I-70 Second Tier EIS	i70seiscomments.net	2/11/2014	Location Public Hearing	Tablet	1.73556E+13	64130		7	What comments do you have about the Draft EIS document? For example you might have comments about its overall findings evaluation of improvement alternatives impacts of the preferred alternative on the environment or other items. Please share your ideas with us now by typing them in the space below.	Need a flashing sign where they put in exit ramp for blue ridge cutoff. Sign is now under a bridge and easy to miss. Flashing sign will get attention since changes have been made
I-70 Second Tier EIS	i70seiscomments.net	2/11/2014	Location Public Hearing	Tablet	1.73556E+13	64130		8	How would you describe yourself? (Select Up to 6 Descriptions).	Resident
I-70 Second Tier EIS	i70seiscomments.net	2/11/2014	Location Public Hearing	Tablet	1.73556E+13	64130		8	How would you describe yourself? (Select Up to 6 Descriptions).	Business owner
I-70 Second Tier EIS	i70seiscomments.net	2/11/2014	Location Public Hearing	Tablet	1.73556E+13	64130		8	How would you describe yourself? (Select Up to 6 Descriptions).	Property owner
I-70 Second Tier EIS	i70seiscomments.net	2/11/2014	Location Public Hearing	Tablet	5.92592E+12	64111		1	The preferred alternative involves improving interstate ramps merge areas interchanges and rebuilding and/or rehabilitating I-70 pavement and bridges. It also involves improving the Benton and Jackson Curves bicycle and pedestrian access and more. Overall what do you think of the preferred alternative? (Select 1 Response)	Neutral
I-70 Second Tier EIS	i70seiscomments.net	2/11/2014	Location Public Hearing	Tablet	5.92592E+12	64111		2	Why did you respond to the previous question about the preferred alternative?	Not enough detail information.
I-70 Second Tier EIS	i70seiscomments.net	2/11/2014	Location Public Hearing	Tablet	5.92592E+12	64111		7	What comments do you have about the Draft EIS document? For example you might have comments about its overall findings evaluation of improvement alternatives impacts of the preferred alternative on the environment or other items. Please share your ideas with us now by typing them in the space below.	This long study process has been an opportunity to re-think I-70 to heal the wounds inflicted on the community 50 years ago. All I see are tweaks.
I-70 Second Tier EIS	i70seiscomments.net	2/11/2014	Location Public Hearing	Tablet	5.92592E+12	64111		8	How would you describe yourself? (Select Up to 6 Descriptions).	Resident
I-70 Second Tier EIS	i70seiscomments.net	2/11/2014	Location Public Hearing	Tablet	5.92592E+12	64111		8	How would you describe yourself? (Select Up to 6 Descriptions).	Other stakeholder

I-70 Second Tier EIS	www.i70seiscomments.net	2/20/2014	Mobile Meeting at NE Library	Tablet	1.21724E+13	64123		1	The preferred alternative involves improving interstate ramps merge areas interchanges and rebuilding and/or rehabilitating I-70 pavement and bridges. It also involves improving the Benton and Jackson Curves bicycle and pedestrian access and more. Overall what do you think of the preferred alternative? (Select 1 Response)	Love It
I-70 Second Tier EIS	www.i70seiscomments.net	2/20/2014	Mobile Meeting at NE Library	Tablet	1.21724E+13	64123		2	Why did you respond to the previous question about the preferred alternative? Please type your comments in the space below.	Because it a best choice ya are doing good about.
I-70 Second Tier EIS	www.i70seiscomments.net	2/20/2014	Mobile Meeting at NE Library	Tablet	1.21724E+13	64123		3	How do you think the preferred alternative will improve safety for motorists pedestrians and bicyclists within the corridor? Please type your comments in the space below.	People need to becareful what they are doing
I-70 Second Tier EIS	www.i70seiscomments.net	2/20/2014	Mobile Meeting at NE Library	Tablet	1.21724E+13	64123		4	How do you think the preferred alternative will improve the driving experience within the I-70 corridor? Please type your comments in the space below.	Need to be slfer out here on then roads
I-70 Second Tier EIS	www.i70seiscomments.net	2/20/2014	Mobile Meeting at NE Library	Tablet	1.21724E+13	64123		5	What improvements do you think the preferred alternative will have on the use of alternative modes of transportation within the I-70 corridor? Please type your comments in the space below.	Taking a bus will be better
I-70 Second Tier EIS	www.i70seiscomments.net	2/20/2014	Mobile Meeting at NE Library	Tablet	1.21724E+13	64123		6	What other opinions do you have about the preferred alternative? Please type your comments in the space below.	Be slfe
I-70 Second Tier EIS	www.i70seiscomments.net	2/20/2014	Mobile Meeting at NE Library	Tablet	1.21724E+13	64123		7	What comments do you have about the Draft EIS document? For example you might have comments about its overall findings evaluation of improvement alternatives impacts of the preferred alternative on the environment or other items. Please share your ideas with us now by typing them in the space below.	It what ya doing
I-70 Second Tier EIS	www.i70seiscomments.net	2/20/2014	Mobile Meeting at NE Library	Tablet	1.21724E+13	64123		8	How would you describe yourself? (Select Up to 6 Descriptions).	Business owner

I-70 Second Tier EIS	www.i70seiscomments.net	2/20/2014	Mobile Meeting at NE Library	Tablet	6.40614E+12	64123		1	The preferred alternative involves improving interstate ramps merge areas interchanges and rebuilding and/or rehabilitating I-70 pavement and bridges. It also involves improving the Benton and Jackson Curves bicycle and pedestrian access and more. Overall what do you think of the preferred alternative? (Select 1 Response)	Like It
I-70 Second Tier EIS	www.i70seiscomments.net	2/20/2014	Mobile Meeting at NE Library	Tablet	6.40614E+12	64123		3	How do you think the preferred alternative will improve safety for motorists pedestrians and bicyclists within the corridor? Please type your comments in the space below.	Yes improve safety
I-70 Second Tier EIS	www.i70seiscomments.net	2/20/2014	Mobile Meeting at NE Library	Tablet	6.40614E+12	64123		8	How would you describe yourself? (Select Up to 6 Descriptions).	Resident
I-70 Second Tier EIS	i70seiscomments.net	2/20/2014	Mobile Meeting at NE Library	Tablet	1.99042E+13	64123		1	The preferred alternative involves improving interstate ramps merge areas interchanges and rebuilding and/or rehabilitating I-70 pavement and bridges. It also involves improving the Benton and Jackson Curves bicycle and pedestrian access and more. Overall what do you think of the preferred alternative? (Select 1 Response)	Neutral
I-70 Second Tier EIS	i70seiscomments.net	2/20/2014	Mobile Meeting at NE Library	Tablet	1.99042E+13	64123		3	How do you think the preferred alternative will improve safety for motorists pedestrians and bicyclists within the corridor? Please type your comments in the space below.	Yes. It will make it safer to get on the highway.
I-70 Second Tier EIS	i70seiscomments.net	2/20/2014	Mobile Meeting at NE Library	Tablet	1.99042E+13	64123		4	How do you think the preferred alternative will improve the driving experience within the I-70 corridor? Please type your comments in the space below.	Safer and help speeds
I-70 Second Tier EIS	i70seiscomments.net	2/20/2014	Mobile Meeting at NE Library	Tablet	1.99042E+13	64123		5	What improvements do you think the preferred alternative will have on the use of alternative modes of transportation within the I-70 corridor? Please type your comments in the space below.	Yes. I think it will help all these
I-70 Second Tier EIS	i70seiscomments.net	2/20/2014	Mobile Meeting at NE Library	Tablet	1.99042E+13	64123		8	How would you describe yourself? (Select Up to 6 Descriptions).	Resident

I-70 Second Tier EIS	i70seiscomments.net	2/20/2014	Mobile Meeting at NE Library	Tablet	9.06138E+12	64123		1	The preferred alternative involves improving interstate ramps merge areas interchanges and rebuilding and/or rehabilitating I-70 pavement and bridges. It also involves improving the Benton and Jackson Curves bicycle and pedestrian access and more. Overall what do you think of the preferred alternative? (Select 1 Response)	Love It
I-70 Second Tier EIS	i70seiscomments.net	2/20/2014	Mobile Meeting at NE Library	Tablet	9.06138E+12	64123		2	Why did you respond to the previous question about the preferred alternative? Please type your comments in the space below.	Good plan
I-70 Second Tier EIS	i70seiscomments.net	2/20/2014	Mobile Meeting at NE Library	Tablet	9.06138E+12	64123		3	How do you think the preferred alternative will improve safety for motorists pedestrians and bicyclists within the corridor? Please type your comments in the space below.	If they improve the curves it will.
I-70 Second Tier EIS	i70seiscomments.net	2/20/2014	Mobile Meeting at NE Library	Tablet	9.06138E+12	64123		4	How do you think the preferred alternative will improve the driving experience within the I-70 corridor? Please type your comments in the space below.	Fixing the curves will improve safety
I-70 Second Tier EIS	i70seiscomments.net	2/20/2014	Mobile Meeting at NE Library	Tablet	9.06138E+12	64123		5	What improvements do you think the preferred alternative will have on the use of alternative modes of transportation within the I-70 corridor? Please type your comments in the space below.	Yes.
I-70 Second Tier EIS	i70seiscomments.net	2/20/2014	Mobile Meeting at NE Library	Tablet	9.06138E+12	64123		6	What other opinions do you have about the preferred alternative? Please type your comments in the space below.	Space out some of the ramps better. Prospect and benton
I-70 Second Tier EIS	i70seiscomments.net	2/20/2014	Mobile Meeting at NE Library	Tablet	9.06138E+12	64123		7	What comments do you have about the Draft EIS document? For example you might have comments about its overall findings evaluation of improvement alternatives impacts of the preferred alternative on the environment or other items. Please share your ideas with us now by typing them in the space below.	Very informative document
I-70 Second Tier EIS	i70seiscomments.net	2/20/2014	Mobile Meeting at NE Library	Tablet	9.06138E+12	64123		8	How would you describe yourself? (Select Up to 6 Descriptions).	Resident

I-70 Second Tier EIS	i70seiscomments.net	2/20/2014	Mobile Meeting at NE Library	Tablet	7.66756E+12	64123		1	The preferred alternative involves improving interstate ramps merge areas interchanges and rebuilding and/or rehabilitating I-70 pavement and bridges. It also involves improving the Benton and Jackson Curves bicycle and pedestrian access and more. Overall what do you think of the preferred alternative? (Select 1 Response)	Neutral
I-70 Second Tier EIS	i70seiscomments.net	2/20/2014	Mobile Meeting at NE Library	Tablet	7.66756E+12	64123		8	How would you describe yourself? (Select Up to 6 Descriptions).	Resident
I-70 Second Tier EIS	i70seiscomments.net	2/20/2014	Mobile Meeting at NE Library	Tablet	1.54356E+13	64123		1	The preferred alternative involves improving interstate ramps merge areas interchanges and rebuilding and/or rehabilitating I-70 pavement and bridges. It also involves improving the Benton and Jackson Curves bicycle and pedestrian access and more. Overall what do you think of the preferred alternative? (Select 1 Response)	Neutral
I-70 Second Tier EIS	i70seiscomments.net	2/20/2014	Mobile Meeting at NE Library	Tablet	1.54356E+13	64123		2	Why did you respond to the previous question about the preferred alternative? Please type your comments in the space below.	Have see and think more about it - hate to see money thrown away on transpo projects esp. if it takes years to happen e.g. I-35 into downtown.
I-70 Second Tier EIS	i70seiscomments.net	2/20/2014	Mobile Meeting at NE Library	Tablet	1.54356E+13	64123		3	How do you think the preferred alternative will improve safety for motorists pedestrians and bicyclists within the corridor? Please type your comments in the space below.	No idea - lots of peds but not heavy on cyclists
I-70 Second Tier EIS	i70seiscomments.net	2/20/2014	Mobile Meeting at NE Library	Tablet	1.54356E+13	64123		4	How do you think the preferred alternative will improve the driving experience within the I-70 corridor? Please type your comments in the space below.	Have to wait and see
I-70 Second Tier EIS	i70seiscomments.net	2/20/2014	Mobile Meeting at NE Library	Tablet	1.54356E+13	64123		5	What improvements do you think the preferred alternative will have on the use of alternative modes of transportation within the I-70 corridor? Please type your comments in the space below.	No idea
I-70 Second Tier EIS	i70seiscomments.net	2/20/2014	Mobile Meeting at NE Library	Tablet	1.54356E+13	64123		8	How would you describe yourself? (Select Up to 6 Descriptions).	Resident
I-70 Second Tier EIS	i70seiscomments.net	2/20/2014	Mobile Meeting at NE Library	Tablet	1.54356E+13	64123		8	How would you describe yourself? (Select Up to 6 Descriptions).	Employee

I-70 Second Tier EIS	www.i70seiscomments.net	2/20/2014	Mobile Meeting at NE Library	Tablet	1.93119E+13	64128		1	The preferred alternative involves improving interstate ramps merge areas interchanges and rebuilding and/or rehabilitating I-70 pavement and bridges. It also involves improving the Benton and Jackson Curves bicycle and pedestrian access and more. Overall what do you think of the preferred alternative? (Select 1 Response)	Like It
I-70 Second Tier EIS	www.i70seiscomments.net	2/20/2014	Mobile Meeting at NE Library	Tablet	1.93119E+13	64128		2	Why did you respond to the previous question about the preferred alternative? Please type your comments in the space below.	I-70 does need the extra lane throughout. Especially to ease the congestion. Some of the commercial buildings that would be affected do need to be removed and it would be beneficial to the city.
I-70 Second Tier EIS	www.i70seiscomments.net	2/20/2014	Mobile Meeting at NE Library	Tablet	1.93119E+13	64128		3	How do you think the preferred alternative will improve safety for motorists pedestrians and bicyclists within the corridor? Please type your comments in the space below.	Im open to see whether it will make thingssafer
I-70 Second Tier EIS	www.i70seiscomments.net	2/20/2014	Mobile Meeting at NE Library	Tablet	1.93119E+13	64128		4	How do you think the preferred alternative will improve the driving experience within the I-70 corridor? Please type your comments in the space below.	It will probably save around 5-7 minutes of travel time. It will be better to fix the curves for truck traffic.
I-70 Second Tier EIS	www.i70seiscomments.net	2/20/2014	Mobile Meeting at NE Library	Tablet	1.93119E+13	64128		5	What improvements do you think the preferred alternative will have on the use of alternative modes of transportation within the I-70 corridor? Please type your comments in the space below.	Yes if the road is straighter therer will be improvements but need to becareful of safety also
I-70 Second Tier EIS	www.i70seiscomments.net	2/20/2014	Mobile Meeting at NE Library	Tablet	1.93119E+13	64128		6	What other opinions do you have about the preferred alternative? Please type your comments in the space below.	I think its a long time overdue. The city seems to be lagging in a lot of interstate traffic
I-70 Second Tier EIS	www.i70seiscomments.net	2/20/2014	Mobile Meeting at NE Library	Tablet	1.93119E+13	64128		8	How would you describe yourself? (Select Up to 6 Descriptions).	Resident
I-70 Second Tier EIS	i70seiscomments.net	2/25/2014	Mobile Meeting at Bluford Library	Tablet	4.76573E+12	64118		1	The preferred alternative involves improving interstate ramps merge areas interchanges and rebuilding and/or rehabilitating I-70 pavement and bridges. It also involves improving the Benton and Jackson Curves bicycle and pedestrian access and more. Overall what do you think of the preferred alternative? (Select 1 Response)	It is OK
I-70 Second Tier EIS	i70seiscomments.net	2/25/2014	Mobile Meeting at Bluford Library	Tablet	4.76573E+12	64118		2	Why did you respond to the previous question about the preferred alternative? Please type your comments in the space below.	Havent had much trouble traveling this section of I70

I-70 Second Tier EIS	i70seiscomments.net	2/25/2014	Mobile Meeting at Bluford Library	Tablet	4.76573E+12	64118		3	How do you think the preferred alternative will improve safety for motorists pedestrians and bicyclists within the corridor? Please type your comments in the space below.	More pedestrian crossings would improve pedestrian safety
I-70 Second Tier EIS	i70seiscomments.net	2/25/2014	Mobile Meeting at Bluford Library	Tablet	4.76573E+12	64118		4	How do you think the preferred alternative will improve the driving experience within the I-70 corridor? Please type your comments in the space below.	Sounds like it is designed to reduce congestion
I-70 Second Tier EIS	i70seiscomments.net	2/25/2014	Mobile Meeting at Bluford Library	Tablet	4.76573E+12	64118		8	How would you describe yourself? (Select Up to 6 Descriptions).	Employee
I-70 Second Tier EIS	i70seiscomments.net	2/25/2014	Mobile Meeting at Bluford Library	Tablet	5.57166E+12	64128		1	The preferred alternative involves improving interstate ramps merge areas interchanges and rebuilding and/or rehabilitating I-70 pavement and bridges. It also involves improving the Benton and Jackson Curves bicycle and pedestrian access and more. Overall what do you think of the preferred alternative? (Select 1 Response)	It is OK
I-70 Second Tier EIS	i70seiscomments.net	2/25/2014	Mobile Meeting at Bluford Library	Tablet	5.57166E+12	64128		3	How do you think the preferred alternative will improve safety for motorists pedestrians and bicyclists within the corridor? Please type your comments in the space below.	
I-70 Second Tier EIS	i70seiscomments.net	2/25/2014	Mobile Meeting at Bluford Library	Tablet	5.57166E+12	64128		8	How would you describe yourself? (Select Up to 6 Descriptions).	Other stakeholder

Topic Name: Your Opinion

Idea Title: It Would Be Nice to Have An Easy Connection between I-70- 71 HWY

Idea Detail: I know that the selected alternative plan only goes to Paseo, however, it would be nice to have a connector to 71 HWY from I-70. Instead of having to exit from westbound I-70 at Paseo and then to Truman Rd and travel down Truman Rd to enter 71 HWY South it could somehow be connected. It would also be nice to also have an option when heading northbound on 71 HWY to not have to exit at Truman Rd and drive down Truman Rd and enter I-70 East on Paseo. I would much more prefer to have a link directly from HWY 71 directly to I-70 East.

Idea Author: Verniece R

Number of Seconds 0

Number of Points 8

Number of Comments 0

Idea Title: Aux Lanes, Exit Closures, and Four Lanes

Idea Detail: The most critical aspects to improving I-70 is to have at least four continuous driving lanes from downtown to the I-470 interchange. At a minimum, I would expect that any new bridge overpasses or underpasses are designed to accommodate four-plus lanes each direction--including additional right of way for future expansion. Close as many exits as possible while improving neighborhood access to exits kept open/expanded. Use aux lanes between exits. Find a way to connect Manchester to 40 highway and close the Manchester exits. Make the interstate appealing to the eye--put decorative sound barrier walls fronted with landscaping. Use stone embossed concrete forms for walls and pillars (see St. Louis interstates). Build exit/entrance ramps long and wide to help handle potential economic growth along the corridor. Finally, do put too much reliance on studies--they are often wrong and waste too much money.

Idea Author: Kyle K

Number of Seconds 0

Number of Points 2

Number of Comments 0

Idea Title: This won't help me choose I-70

Idea Detail: it's factual that road widenings only encourage use. so any changes to increase capacity will do nothing to help the segment

I won't live in eastern Jackson County until there's rail transit because the drive is too painful

Idea Author: Kevin C

Number of Seconds 0

Number of Comments 0

Topic Name: Transportation Options

Idea Title: It won't help traffic

Idea Detail: the traffic crunch is at downtown.

coming from the east only a single lane stays with I-70 to the north side of the loop and it requires changing places with US 71.

On the 670 side only a single lane stays the length of the shortcut across 670 and this requires trading places with US 71 SB traffic merging onto 670

This project will only allow cars to get to congestion at downtown quicker. More congestion will encourage less use of the Interstate which means this is a waste of money.

Decreasing the scope of I-70 by helping KC fund a rail network to the stadiums handling as many cars each day could have a far greater return on investment and decrease future maintenance needs.

Idea Author: Kevin C

Number of Seconds 0

Number of Comments 0

Idea Title: Acquire Rail Right of Way

Idea Detail: Because we may only have one chance to get this stretch of interstate upgrades correct, let's be sure to acquire enough right of way parallel to I-70 to allow for the possibility of future rail transit and/or dedicated bus lanes. The idea of running buses on shoulders is absurd and only something I would expect to see in Kansas. That is the concept currently used by KDOT along I-35--how is a bus supposed to drive on the shoulder when it is littered with trash, tires, and abandoned cars. I've said it in other responses, but money is no reason to not do this job correctly because there is already zero money allocated to do even the smallest improvements to I-70. Let's get it right this time.

Idea Author: Kyle K

Number of Seconds 0

Number of Comments 0

Topic Name: Smoother Driving Experience

Idea Title: Abandon Jackson and Benton Curves

Idea Detail: A bit radical, but why not straighten I-70 . . . instead of bending north at the Jackson curve, acquire a massive right of way and push I-70 straight west and join with 71 HWY. Since there is no money to do a minor rehab, why not plan for a real improvement and budget accordingly? This distance on the current stretch from Jackson to Paseo is roughly 2.80 miles versus from Jackson straight west to 71 HWY is only 1.40 miles. A "soft" curve could be constructed where I-70 connects to 71 and turns north and then goes directly into downtown. The abandoned section of I-70 could just become a possible extension of I-670 and provide a viable alternative for getting in and out of the downtown loop. The same funds to rehab the existing path of I-70 could be used to acquire right of way, build new interstate, and possible zero exits other than a new interchange at 71 and where the existing Jackson curve is to connect with the "old section" of I-70. Who knows, this might even be cheaper.

Idea Author: Kyle K

Number of Seconds 0

Number of Points 9

Number of Comments 1

Comment 1: I like this. It would ease some of the I-70EB/I-35SB crisscross traffic on the northeast corner of the downtown loop. | By Ron W

Idea Title: this plan has no economic benefits

Idea Detail: the goals of this project to speed up traffic and create less access points is modot saying they don't care about the economic issues of the neighborhood. you can't leave an area quicker and expect it to increase economic activity

to improve the neighborhood cars need to be forced off I-70. replacing the interstate with a parkway would serve the neighborhood better.

Idea Author: Kevin C

Number of Seconds 0

Number of Comments 0

Topic Name: Safer Mobility

Idea Title: It will do nothing to help safety

Idea Detail: The the only way to improve motorist safety is to reduce the number of auto trips taken. implementing a rail line in the place of I-70 lanes would serve this function the best.

Pedestrian/bike traffic would require massive upgrades in crossings at the expense of the mainline improvements, modot intersections are the #1 limiting factor to pedestrian flow in Kansas City in dozens of places

Idea Author: Kevin C

Number of Seconds 0

Number of Points 1

Number of Comments 0

Idea Title: Bicycle Safety in I-70 Corridor? Focus on Autos . . .

Idea Detail: I don't see any significant changes to driver safety in the preferred alternative. Want to improve driver safety? Add a fourth driving lane from the downtown loop all the way to the I-470 interchange east of the study area. Close all entrance/exit ramps between downtown and Blue Ridge Cutoff except Paseo, Truman, 23rd, Van Brunt, 40 Hwy, and 435.

Idea Author: Kyle K

Number of Seconds 0

Number of Comments 0

Topic Name: Preferred Alternative

Idea Title: It's a waste of money

Idea Detail: put the money into transit.

I-70 has only allowed each generation to increase the cost to our road system by moving ever further outward.

we can't afford to spend the money

Idea Author: Kevin C

Number of Seconds 0

Number of Comments 0

Idea Title: Bicycle safety in the I-70 corridor is my last concern

Idea Detail: I don't see any significant changes to driver safety in the preferred alternative. Want to improve driver safety? Add a fourth driving lane from the downtown loop all the way to the I-470 interchange east of the study area. Close all entrance/exit ramps between downtown and Blue Ridge Cutoff except Paseo, Truman, 23rd, Van Brunt, 40 Hwy, and 435.

Idea Author: Kyle K

Number of Seconds 0

Number of Comments 0

Idea Title: Reduce traffic outside lane exclusively for 2 or more passengers

Idea Detail: from 291 thru downtown. Eliminate truck traffic during rush hour as done in Atlanta and other major cities.

Idea Author: Tom B

Number of Seconds 0

Number of Comments 0

Appendix D.4 Final Coordination Packet Comment Summary

Final Coordination Packet Comment Summary

The following provides a summary of the comments received on the final coordination packet sent out prior to the release of the I-70 Second Tier Condensed Final Environmental Impact Statement (EIS) and Record of Decision (ROD). The Study Team has prepared a response for all substantive comments received. The actual letters received from are included before each summary.

City of Kansas City, Missouri – September 22, 2016

Comment: The Final EIS Preferred Alternative project sheets note "cul-de-sac" removed several times. Are there any streets that are currently thru and connected streets that the project still plans to make into a cul-de-sac with the Final EIS Preferred Alternative? Were any cul-de-sacs planned in the DEIS left in place for the FEIS?

Response: All cul-de-sacs that were planned in the Draft EIS Preferred Alternative have been removed from the Final EIS Preferred Alternative and local streets connected.

———————

Comment: We believe that a majority of the pavement in this reach of I-70 has reached the end of its useful life and should be rebuilt not rehabbed. Construction of the planned project will have significant impacts to area resident and transportation in this corridor for an extended period of time. Replacing the pavement instead of rehabbing will reduce or eliminate the need to impact this same corridor with additional construction activities in the near future.

Response: Per discussions with the City of Kansas City, Missouri, MoDOT will keep the option open to rebuild the pavement in this portion of I-70 if funding becomes available to do so. However, the wording "pavement rehabilitation" will remain in the Second Tier Condensed Final EIS, so as not to hinder improvements being made if funding for full a pavement rebuild cannot be found.

———————

Comment: The Final EIS Preferred Alternative will create new alignments, adjust and expand pavement and alter existing grades. The changes will also impact stormwater runoff. We encourage MoDOT to retain and manage stormwater runoff within the corridor right-of-way thru the use of BMPs and other sustainable practices.

Response: The following commitment has been included in **Section 3.2.12**. "Design of the drainage system as it relates to the improvements proposed in the Preferred Alternative will be made during the design phase of the project in accordance with MoDOT EPG and through coordination with local agencies. MoDOT is aware that this area is served by the City of Kansas City, Missouri's combined sewer system and will consult with them during design."

———————

Comment: As the primary East-West corridor thru Kansas City, Missouri and MoDOT's Kansas City District, I-70 serves as a gateway to the Metro area as well as downtown. Consequently, the design should intentionally include visual enhancements and aesthetic improvements beyond the base functional elements including bridge and wall formliners, fencing, landscaping, lighting and public art at a minimum as well as gateway elements and streetscape enhancements at neighborhood access points.

Response: The following commitments has been included in **Section 3.2.12**.

- "Bridges within the corridor will be upgraded individually over time. Each project will be analyzed individually and attempt to meet the community's needs. Coordination with local agencies will be ongoing as upgrades in the corridor take place. Aesthetics and non-motorized enhancements will be considered during the design phase of each project. At the time of the first

bridge replacement/phase of design MoDOT will coordinate with KCMO and MARC to discuss aesthetics."

- "MoDOT will coordinate the preservation/replacement of existing aesthetic features at the Boulevard crossings and interchanges with the City of Kansas City, Missouri Parks and Recreation Department during the design process."
- "Coordination with local agencies will be ongoing as upgrades in the corridor take place. Aesthetic and landscaping opportunities will be considered in the design phase of the project in accordance with the MoDOT EPG."

Comment: The Final EIS Preferred Alternative will have extensive impacts to the adjacent city street network. Where the design meets local streets, all design should be done in adherence to the City's adopted Livable Streets policy. This policy, adopted via Ordinance 110069, promotes a bicycle and pedestrian friendly, multi-modal, and sustainable community. http://cityclerk.kcmo.org/liveweb/Documents/Document.aspx?q=NqJpNXtnk1JvB%2FxWC5843a%2F8iRslPm%2B%2FRgAgRmcSSA4tznDk%2FcMjkkg0ymAfSFJL.

Response: The following commitment is included in **Section 3.2.12**. "MoDOT will continue ongoing consultation with the Kansas City, Missouri Parks and Recreation Department regarding trails and bike routes as the project moves into the design phase. MoDOT will coordinate with City of Kansas City, Missouri's Livable Streets policy and MARC's Complete Streets policy. Links to both policies have been included in **Chapter 8**."

In addition, links to both policies have been included in **Chapter 8 References**.

Comment: The Kansas City metro area is home to numerous tourist destinations, many of which are located adjacent to the I-70 FEIS corridor. We encourage the inclusion of wayfinding signage throughout the corridor as part of the project scope to enable area visitors to easily navigate and access all the amenities and activities the area has to offer.

Response: The following commitment is included in **Section 3.2.12**. "Signage opportunities, including replacements and additions will be considered in the design phase of the project in accordance with the MoDOT EPG. At the time of the first phase of design MoDOT will coordinate with KCMO to discuss signage."

The Miami Tribe of Oklahoma – September 15, 2016

Comment: The Miami Tribe offers no objection to the above-mentioned project at this time, as we are not currently aware of existing documentation directly linking a specific Miami cultural or historic site to the project site. However, as this site is within the aboriginal homelands of the Miami Tribe, if any human remains or Native American cultural items falling under the Native American Graves Protection and Repatriation Act (NAGPRA) or archaeological evidence is discovered during any phase of this project, the Miami Tribe requests immediate consultation with the entity of jurisdiction for the location of discovery. The Miami Tribe requests to serve as an interested party to the proposed project.

Response: The following commitment is included in **Section 3.2.12**. "If cultural resources that may be eligible for listing on the National Register of Historic Places (NRHP) or archaeological artifacts are encountered during construction, the Contractor shall first stop all work within a 50-foot buffer around the limits of the resource, and secondly, shall notify the appropriate MoDOT Resident Engineer or Construction Inspector who will contact the MoDOT's Historic Preservation (HP) section. MoDOT HP shall contact the appropriate staff at the FHWA and the SHPO to report the discovery after a preliminary evaluation of the resource/artifact is made and reasonable efforts to see if it can be avoided. The contractor will take steps to preserve any such objects that may be encountered and to deliver them to MoDOT. If it is necessary to discontinue operations in a particular area to preserve such objects, this section of the specifications is basis for a work suspension. If it is determined that the cultural resource is a historic property that will be adversely affected by the undertaking, MoDOT will immediately notify the FHWA and SHPO of this finding and provide recommendations to minimize and/or mitigate the adverse effect. FHWA will notify the Advisory Council on Historic Preservation and any Indian tribe that might attach religious and cultural significance to the affected property within 48 hours of this determination. FHWA shall take into account Council and Tribal recommendations regarding National Register eligibility and proposed actions, and then direct MODOT to carry-out the appropriate actions. MoDOT will provide FHWA and SHPO with a report of the actions when they are completed. FHWA shall provide this report to the Advisory Council and the Indian tribes. The Miami Tribe of Oklahoma has specifically requested to be a consulting party."

———————

Appendix E

Field Review of Bat Habitat

United States Department of the Interior

FISH AND WILDLIFE SERVICE
Columbia Ecological Services Field Office
101 PARK DEVILLE DRIVE, SUITE A
COLUMBIA, MO 65203
PHONE: (573)234-2132 FAX: (573)234-2181

Consultation Code: 03E14000-2017-SLI-0045 October 11, 2016
Event Code: 03E14000-2017-E-00051
Project Name: I-70 Tier 2 Jackson Co I-29 to Blue Ridge Cutoff

Subject: List of threatened and endangered species that may occur in your proposed project location, and/or may be affected by your proposed project

To Whom It May Concern:

This response has been generated by the Information, Planning, and Conservation (IPaC) system in order to provide information on natural resources that could be affected by your project. The response is provided by the U.S. Fish and Wildlife Service (Service) under the authority of the Endangered Species Act of 1973 (16 U.S.C. 1531-1543), the Bald and Golden Eagle Protection Act (16 U.S.C. 668-668d), the Migratory Bird Treaty Act (16 U.S.C. 703-712), and the Fish and Wildlife Coordination Act (16 U.S.C. 661 et seq.).

Threatened and Endangered Species

The enclosed species list identifies threatened, endangered, proposed and candidate species, as well as proposed and final designated critical habitat, that may occur within the boundary of your proposed project and/or may be affected by your proposed project. The species list fulfills the requirements of the U.S. Fish and Wildlife Service (Service) under section 7(c) of the Endangered Species Act (Act) of 1973, as amended (16 U.S.C. 1531 *et seq.*).

New information based on updated surveys, changes in the abundance and distribution of species, changed habitat conditions, or other factors could change this list. Please feel free to contact our office if you need more current information or assistance regarding the potential impacts to federally proposed, listed, and candidate species and federally designated and proposed critical habitat. **Please note that under 50 CFR 402.12(e) of the regulations implementing section 7 of the Act, the accuracy of this species list should be verified after 90 days.** This verification can be completed formally or informally as desired. The Service recommends that verification be completed by visiting the ECOS-IPaC website at regular intervals during project planning and implementation for updates to species lists and information. An updated list may be requested through the ECOS-IPaC system by completing the same process used to receive the enclosed list.

For assistance in determining if suitable habitat for listed, candidate, or proposed species occurs within your project area or if species may be affected by project activities, please visit species profiles at http://www.fws.gov/midwest/endangered/section7/s7process/lifehistory.html. Indiana bats, gray bats, and northern long-eared bats occur throughout Missouri and the information below may help in determining if your project may affect these species.

Gray bats - Gray bats roost in caves or mines year-round and use forest riparian areas for foraging. If your project will impact caves or mines or will involve tree removal around these areas (particularly within stream corridors, riparian areas, or associated upland woodlots), gray bats could be affected.

Indiana and northern long-eared bats - These species hibernate in caves or mines only during the winter. The rest of the year they roost under loose tree bark in tree crevices or cavities during the day and forage around tree canopies of floodplain, riparian, and upland forests at night. Trees which should be considered potential roosting habitat include those exhibiting loose or shaggy bark, crevices, or hollows. Tree species often include, but are not limited to: shellbark or shagbark hickory, white oak, cottonwood, and maple. If your project will impact caves or mines or will involve clearing forested habitat containing suitable roosting habitat, Indiana bats or northern long-eared bats could be affected. If your project will involve removal of over 5 acres of forested habitat, you may wish to complete a Summer Habitat Assessment prior to contacting our office in order to expedite the consultation process. The Summer Habitat Assessment Form is available in Appendix A of the most recent version of the Range-wide Indiana Bat Summer Survey Guidelines, located at www.fws.gov/midwest/Endangered/mammals/inba/ under the heading Summer Survey Guidance.

If no suitable habitat for any federally-listed, candidate, or proposed species is present, and no species or their critical habitat will be affected, then no further consultation or coordination is required. However, if any of the following apply, please contact our office for further consultation:

1. Designated critical habitat is present within the project area,
2. Suitable habitat for listed, candidate, or proposed species is present within the project area (see above for habitat descriptions for bat species), or
3. You determine that project activities may affect these species or their critical habitat (e.g., project occurs upstream or within a distance such that the species or habitat could be affected).

The Service encourages Federal agencies to include conservation of threatened and endangered species into their project planning to further the purposes of the Act. For additional conservation measures that may benefit species identified in the enclosed list, please contact our office.

Other Considerations

Bald and Golden Eagles - Although the bald eagle has recently been removed from the endangered species list, this species and the golden eagle are protected by the Bald and Golden

Eagle Act and the Migratory Bird Treaty Act. Should bald or golden eagles occur within or near the project area please contact our office for further coordination. For communication and wind energy projects, please refer to additional guidelines below.

Migratory Birds - The Migratory Bird Treaty Act (MBTA) prohibits the taking, killing, possession, transportation, and importation of migratory birds, their eggs, parts, and nests, except when specifically authorized by the Service. The Service has the responsibility under the MBTA to proactively prevent the mortality of migratory birds whenever possible and we encourage implementation of recommendations that minimize potential impacts to migratory birds. Such measures include clearing forested habitat outside of the nesting season (generally March 1 to August 31) or conducting nest surveys prior to clearing to avoid injury to eggs or nestlings.

Communication Towers - Construction of new communications towers (including radio, television, cellular, and microwave) creates a potentially significant impact on migratory birds, especially some 350 species of night-migrating birds. However, the Service has developed voluntary guidelines for minimizing impacts and these can be found at http://www.fws.gov/habitatconservation/communicationtowers.html.

Transmission Lines - Migratory birds, especially large species with long wingspans, heavy bodies, and poor maneuverability can also collide with power lines, In addition, mortality can occur when birds, particularly hawks, eagles, kites, falcons, and owls, attempt to perch on uninsulated or unguarded power poles. In order to minimize these risks, please refer to guidelines developed by the Avian Power Line Interaction Committee's and the Service at http://www.aplic.org/uploads/files/2634/APPguidelines_final-draft_Aprl2005.pdf. Implementation of these measures is especially important along sections of lines adjacent to wetlands or other areas known to support large numbers of raptors and migratory birds.

Wind Energy - To minimize impacts to migratory birds and bats, wind energy projects should follow guidelines located at http://www.fws.gov/windenergy. In addition, please refer to the Service's Eagle Conservation Plan Guidance, located at http://www.fws.gov/windenergy/eagle_guidance.html, which provides guidance for conserving bald and golden eagles in the course of siting, constructing, and operating wind energy facilities.

Next Steps

Should you determine that project activities may impact any of the natural resources described herein, please contact our office for further coordination. Letters with requests for consultation or correspondence about your project should include the Consultation Tracking Number in the header.

If you have not already done so, please contact the Missouri Department of Conservation (Policy Coordination, P. O. Box 180, Jefferson City, MO 65102) for information concerning Missouri Natural Communities and Species of Conservation Concern.

We appreciate your concern for threatened and endangered species and please feel free to contact our office with questions or for additional information.

Amy Salveter

Attachment

Official Species List

Provided by:

Columbia Ecological Services Field Office
101 PARK DEVILLE DRIVE
SUITE A
COLUMBIA, MO 65203
(573) 234-2132

Consultation Code: 03E14000-2017-SLI-0045
Event Code: 03E14000-2017-E-00051

Project Type: TRANSPORTATION

Project Name: I-70 Tier 2 Jackson Co I-29 to Blue Ridge Cutoff
Project Description: Interstate improvements screening update for EIS ROD

Please Note: The FWS office may have modified the Project Name and/or Project Description, so it may be different from what was submitted in your previous request. If the Consultation Code matches, the FWS considers this to be the same project. Contact the office in the 'Provided by' section of your previous Official Species list if you have any questions or concerns.

Project Location Map:



Project Coordinates: MULTIPOLYGON (((-94.51274282211718 39.069402949402104, -94.5349840736607 39.07341995697768, -94.53505523643629 39.07345651606828, -94.54127617540173 39.08249129633003, -94.54316040443597 39.093903681066706, -94.54409483883484 39.09607229237343, -94.54941379380973 39.096690311439616, -94.55463364533976 39.095774107175004, -94.57229588692904 39.09697245653734, -94.57240556261894 39.097041006711486, -94.57240949778081 39.09717028315107, -94.57235491990109 39.09722828803897, -94.5722773142635 39.097246195495266, -94.55463173276958 39.09604897648859, -94.54940203859286 39.09696515972487, -94.54393029381717 39.09631742355797, -94.54387424778145 39.0962536933557, -94.54289241781555 39.093964860244284, -94.5410185681047 39.08259514561404, -94.53487910094475 39.073679805144906, -94.51264373744473 39.06965939878842, -94.4740152101904 39.05183198637379, -94.47394397065452 39.05175485576588, -94.4739481362715 39.05164994223107, -94.47402526687942 39.05157870269519, -94.47413018041422 39.051582868312174, -94.51274282211718 39.069402949402104)))

Project Counties: Jackson, MO

Endangered Species Act Species List

There are a total of 3 threatened or endangered species on your species list. Species on this list should be considered in an effects analysis for your project and could include species that exist in another geographic area. For example, certain fish may appear on the species list because a project could affect downstream species. Critical habitats listed under the **Has Critical Habitat** column may or may not lie within your project area. See the **Critical habitats within your project area** section further below for critical habitat that lies within your project. Please contact the designated FWS office if you have questions.

Mammals	Status	Has Critical Habitat	Condition(s)
Gray bat *(Myotis grisescens)* Population: Wherever found	Endangered		
Indiana bat *(Myotis sodalis)* Population: Wherever found	Endangered		
Northern long-eared Bat *(Myotis septentrionalis)* Population: Wherever found	Threatened		

Critical habitats that lie within your project area

There are no critical habitats within your project area.

Appendix A: FWS National Wildlife Refuges and Fish Hatcheries

There are no refuges or fish hatcheries within your project area.

Appendix B: NWI Wetlands

There are no wetlands within your project area.

Murphy, Gina L.

From: Matthew Burcham <Matthew.Burcham@modot.mo.gov>
Sent: Tuesday, January 10, 2017 10:08 AM
To: Nazar, Christopher R; Murphy, Gina L.; Rowson, Randy; Rowson, Randy
Cc: Gerri A. Doyle; Susan E. Barry; Bree K. McMurray
Subject: FW: PA Sect 7consultation AT NEPA STAGE_ Jackson Co I-70_Paseo to Blue Ridge Cutoff_ J4I2337 including I-435/70 interchange_J4I1597C

Randy; the response we were hoping for from FWS. Please update the appropriate sections in the document and place this correspondence in the suitable appendix. If you want to run by the text for those sections by Bree and I please do so.

Thank you,

Matt Burcham
Senior Environmental Specialist
573-526-6679
601 W. Main Street
P.O. Box 270
Jefferson City, MO 65102

From: Roberts, Andy [mailto:andy_roberts@fws.gov]
Sent: Monday, January 09, 2017 11:36 AM
To: Bree K. McMurray
Cc: Gayle Unruh; Richard Moore; Matthew Burcham; raegan.ball.dot.gov; Roopa.Banerjee@dot.gov; Karen Herrington
Subject: Re: PA Sect 7consultation AT NEPA STAGE_ Jackson Co I-70_Paseo to Blue Ridge Cutoff_ J4I2337 including I-435/70 interchange_J4I1597C

Dear Ms. McMurray:

The U.S. Fish and Wildlife Service has reviewed your December 9, 2016, request regarding the I-70 improvements (Paseo to Blue Ridge Cutoff) in Jackson County, Missouri. We offer the following comments pursuant to the Fish and Wildlife Coordination Act (16 U.S.C. 661 et seq.), National Environmental Policy Act of 1969 (42 U.S.C. 4321-4347), and the Endangered Species Act of 1973, as amended (16 U.S.C. 1531-1544).

We agree with your approach outlined in the NEPA document (EIS/ROD update) and concur with your determination that the proposed overall project may affect, but is not likely to adversely affect the Indiana bat or northern long-eared bat. As such, we do not have any comments on the December 9, 2016, programmatic consultation documentation that you provided.

We appreciate the information you provided for this project and your continued coordination.

Sincerely,

Andy Roberts

On Fri, Dec 9, 2016 at 4:39 PM, Bree K. McMurray <Bree.McMurray@modot.mo.gov> wrote:

Request for concurrence on the NEPA determinations and submission of Programmatic Section 7 consultation for summer bat habitat for Indiana and northern long-eared bats.

FHWA kindly requests a written reply regarding concurrence at the NEPA stage for the effects determination with supporting information in the EIS/ROD update. FHWA is also submitting FINAL Programmatic Consultation for suitable summer habitat for Indiana and northern long-eared bats for some elements of the project that will be constructed both in 2018-2019 and others that are not in the city's long range plan until 2031-2040.

Consultation Code: 03E14000-2017-SLI-0200

Species listed: gray, Indiana, northern long-eared bats

Good afternoon Andy and John,

I am transmitting Section 7 consultation for **NLAA determination for Indiana bats and northern long-eared bats and requesting final concurrence from the Service at the NEPA Document stage for the project listed above.** Attached please find the Programmatic Bat Habitat Consultation form, updated IPaC OSL for the total project area, project location maps/aerials, and suitable bat habitat locations, and the T&E assessment from the condensed NEPA EIS/ROD document. There are no plans developed for the areas of the project with suitable summer bat roost habitat.

The I-70 Second Tier EIS/Record of Decision is being updated for improvements on Interstate 70 in Jackson County MO between The Paseo and Blue Ridge Cutoff, approximately 6.5 miles along existing interstate highway in a highly urbanized area. The improvements include rebuilding and/or rehabilitating I-70 pavement and bridges, improving horizontal and vertical alignment, increasing ramp lengths, extending weave areas, addition of auxiliary lanes, improving bicycle/pedestrian access across I-70, and considering aesthetic enhancements. The interchange at I-70/I-435 will be constructed first, possibly in the next 2-3 years. The portion of the project between The Paseo and Manchester Bridge at Blue River is in the city's long range plan for the decade 2031-2040, about 25 years from now.

In total, **roughly 3-5 acres of tree clearing** will be necessary for the full construction of this project. The first phase interchange project will account for roughly 2.0 acres of tree clearing and project limits are currently the existing Right of Way limits (see attachment). A habitat assessment in Aug 2016 conducted by MoDOT resulted in the discovery of a single suitable bat roost tree within the existing R/W limits in that location. During an October 2016 habitat assessment conducted for the larger 6.5 mile corridor, MoDOT determined that there is potentially suitable roost habitat in the other areas of the currently proposed project limits as well.

Excerpt from EIS/ROD submission to FHWA for signature:

3.2 Changes and Clarifications from the Second Tier Draft EIS

3.2.10 Wildlife, Plants, and Threatened and Endangered Species

Since the publication of the Draft I-70 EIS, new information from updated surveys. The updated species list includes Indiana bats, gray bats, and northern long-eared bats indicated by US Fish and Wildlife Service Information for Planning and Conservation website (Consultation Code: 03E14000-2017-SLI-0200, November 2016). Additional information was provided by MoDOT Design Environmental Section from reviews of the Missouri Department of Conservation (MDC) Heritage database (September 2016) and the Missouri Speleological Survey cave database information (current to 2015).

Gray bats - Gray bats are cave obligate species which congregate in maternity or bachelor colonies in the summer utilizing dome cave and mine habitat, and mixed colonies during winter hibernation in vertical or pit-type caves and mines, utilizing mainly stream corridors for foraging spring through fall. There are no known caves within a few miles of the project area and no known gray bat cave resources within 100 miles of the project area. If a project will impact caves or mines or will involve tree removal around these areas (particularly within stream corridors, riparian areas, or associated upland woodlots), gray bats could be affected. There is no known gray bat cave habitat nor any known gray bat records within several miles of the project area and there will be **No Effect on gray bats** from this project.

Indiana and northern long-eared bats – Both of these species can occur in any forested area in the state of Missouri. These species hibernate in caves or mines only during the winter. The rest of the year they

roost under loose tree bark in tree crevices or cavities during the day and forage around tree canopies of floodplain, riparian, and upland forests at night. Trees which should be considered potential roosting habitat include those exhibiting loose or shaggy bark, crevices, or hollows. Tree species often include, but are not limited to: shellbark or shagbark hickory, white oak, cottonwood, and maple.

In October 2016 MoDOT Environmental staff and the consultant surveyed the I-70 Second Tier project limits to update the impact assessment for the Combined FEIS and ROD. There are no known winter cave records for Indiana or northern long-eared bats within several miles of the project area. Even though the nearest known summer records for either species are between 40-70 miles from the project area, Indiana and northern long-eared bats could utilize suitable habitat in the project area., There are examples of suitable summer roost habitat in the clearing limits for this project, and MoDOT and FHWA expect to apply the conservation measure of only clearing suitable roost trees during the non-breeding season (November 1 to March 31). Given the small amount of overall tree removal for this section (less than 5.0 ac), small number of potentially suitable bat roost trees, and the inclusion of the conservation measure to remove suitable habitat during the non-breeding season, MoDOT and FHWA have determined this project **May Affect, but is Not Likely to Adversely Affect Indiana and northern long-eared bats**. Acting as the designated non-federal representative for FHWA for the purposes of USFWS Section 7 Endangered Species Act consultation, MoDOT will submit consultation and request concurrence with the "not likely to adversely affect" determination prior to final design.

Appendix E contains the results of the field review.

**Note, the commitment for seasonal tree clearing is also added to the NEPA commitments section of the EIS/ROD document.

The current estimated footprint for the total corridor is noted as "slope limits" (thin black line) in the attached Jackson Co I-70_Paseo to Blue Ridge Cutoff J4I4337 map. Those were the limits surveyed as the footprint for impacts to potentially suitable summer bat roost habitat in October 2016. All suitable roost trees evaluated at that time were within 100' of existing roads. MoDOT and FHWA intend to apply the seasonal tree clearing conservation measure, only removing potential Indiana bat and northern long-eared bat suitable roost trees between November 1 and March 31 of any year. In this way, as currently estimated, this project qualifies for consultation for bat habitat impacts under Programmatic Consultation.

Since the construction timeline for the larger project area is so far in the future (2031-2040 in Kansas City, MO Long Range Tranportation Plan, if the footprint increases during the design phase for road construction, consultation will need to be re-evaluated. Additionally, if there are any new listings of

species that were not addressed in the NEPA EIS document, effects to listed species will have to be re-evaluated and consultation may need to be revised or reinitiated.

Acting as the designated non-federal representative on behalf of Federal Highway Administration in Missouri for the purpose of USFWS Section 7 consultation, MoDOT agrees with the effects determinations in the NEPA EIS documentation. **FHWA is requesting concurrence** with the determination that the construction of this project May Affect, but Not Likely to Adversely Affect Indiana and northern long-eared bats based on the conservation measure to remove suitable summer roost trees only in the non-breeding season. If the Service concurs, that documentation will become part of the Record of Decision for this project in winter 2016-2017 and FHWA will consider USFWS Section 7 ESA complete. In the future, if the footprint for design and construction changes, or additional species are listed, the effects determinations will need to be reevaluated and consultation revisited.

Please do not hesitate to contact me with questions or comments.

Bree K. McMurray

Threatened and Endangered Species Specialist

Missouri Dept. of Transportation

Design-Environmental and Historic Preservation

601 West Main

Jefferson City, MO 65102

(573) 526-0606

Email: bree.mcmurray@modot.mo.gov

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Andy Roberts
U.S. Fish and Wildlife Service
Ecological Services
101 Park DeVille Drive, Suite A
Columbia, Missouri 65203

573-234-2132 x 110
573-234-2181 (fax)

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