

Appendix E

Public and Agency Coordination Documents

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Appendix E.1 Notice of Intent

NOTICE OF INTENT
billing code number

DEPARTMENT OF TRANSPORTATION

[4910-22]

Federal Highway Administration

FIRST TIER ENVIRONMENTAL IMPACT STATEMENT: Jackson County, Missouri

AGENCY: Federal Highway Administration (FHWA), DOT

ACTION: Notice of Intent

SUMMARY: The FHWA is issuing this notice to advise the public that a First Tier Environmental Impact Statement (EIS) will be prepared for proposed improvements to I-70 from the end of the last ramp termini east of the Missouri and Kansas state line to east of the I-470 interchange, including the entire Kansas City, Missouri's Downtown Central Business District (CBD) Freeway Loop, in Jackson County, Missouri.

FOR FURTHER INFORMATION CONTACT: Ms. Peggy Casey, Environmental Projects Engineer, FHWA Division Office, 3220 West Edgewood, Suite H, Jefferson City, MO 65109, Telephone Number 573-636-7104; or Mr. Kevin Keith, Chief Engineer, Missouri Department of Transportation, P.O. Box 270, Jefferson City, MO 65102, Telephone Number 573-751-2803.

SUPPLEMENTARY INFORMATION: The FHWA, in cooperation with the Missouri Department of Transportation (MoDOT), will prepare a First Tier EIS to consider impacts of improvements to I-70 from the end of the last ramp termini east of the Missouri and Kansas state line to east of the I-470 interchange, including the entire Kansas City, Missouri's Downtown CBD Freeway Loop, Jackson County Missouri. The project length is approximately 18 miles.

MoDOT in partnership with the Mid-America Regional Council (MARC) and the Kansas City Area Transportation Authority (KCATA) completed a Major Investment Study (MIS) for the I-70 corridor in Jackson County in November 2004. The MIS evaluated the I-70 corridor in a general nature and recommended an improvement strategy that the reconstructing and widening of the existing facility from the Kansas City, Missouri's Downtown Central Business (CBD) Freeway Loop to the Route F/H interchange in Oak Grove, Missouri. This strategy also included the redesigning access and interchanges for the entire CBD Freeway Loop.

FHWA and MoDOT are now preparing a First Tier EIS to develop an improvement strategy for the highway elements of the I-70 corridor, using the MIS Statement of Purpose and Need and Strategy Packages as their foundation. The First Tier EIS will also coordinate with completed and ongoing studies. These studies are the I-70 Transit Alternatives Analysis, Kansas City, Missouri's Downtown CBD Study, I-29/I-35 Paseo Bridge Corridor EIS, I-470 Purpose and Need study and the I-70 Supplemental EIS study.

Strategies to be considered include (1) no build; (2) highway widening and interchange improvements strategies; and (3) multi-modal options. The First Tier EIS will seek to determine

sections of independent utility over this 18-mile stretch of I-70 that will become the basis for second tier environmental studies.

As part of the scoping process, an interagency coordination meeting will be held with federal and state resource agencies, and local agencies. In addition, informational meetings with the public and community representatives will be held to solicit input on the project. The Study Management Team from the I-70 MIS will be re-established which will consist of agency staff from MoDOT, MARC and KCAT, and other local participating agencies identified. A location public hearing will be held to present the findings of the Draft First Tier EIS. Public notice will be given announcing the time and place of all public meetings and the hearing. The Draft First Tier EIS will be available for public and agency review and comment prior to the public hearing.

To ensure that the full range of issues related to this proposed action are addressed and all significant issues are identified, comments and suggestions are invited from all interested parties. Comments and questions concerning this proposed action and the First Tier EIS should be directed to the FHWA or MoDOT at the addresses provided above. Concerns in the study area include impacts to communities, cultural resources and rivers.

(Catalog of Federal Domestic Assistance Program Number 20.205, Highway Planning and Construction. The regulations implementing Executive Order 12372 regarding intergovernmental consultation on Federal programs and activities apply to this program.)

Issued on: June ____, 2008.

Peggy Casey, P.E.
Environmental Projects Engineer
Jefferson City, Missouri

Proposed Action, which are considered in the draft EIS. Under Alternative 1, the FAA would consider issuing a launch site operator license only for the operation of a launch site to support horizontal launches. This is considered a feasible alternative because a significant number of launches of horizontal LVs are projected, and most X Prize Cup activities would be located at the airfield.

Under Alternative 2, the FAA would consider issuing a launch site operator license only for the operation of a launch site to support vertical launches. This is considered a feasible alternative because a significant number of launches are projected to be of vertical LVs.

Under the No Action Alternative, the FAA would not issue a launch site operator license to the NMSA. Subsequently, the need to support commercial launches and host the X Prize Cup would not be met by the State of New Mexico.

Resource areas were considered to provide a context for understanding and assessing the potential environmental effects of the Proposed Action, with attention focused on key issues. The resource areas considered included compatible land use; Section 4(f) lands and farmlands; noise; visual resources and light emissions; historical, architectural, archaeological, and cultural resources; air quality; water quality, wetlands, wild and scenic rivers, coastal resources, and floodplains; fish, wildlife, and plants; hazardous materials, pollution prevention, and solid waste; socioeconomic, environmental justice, and children's environmental health and safety risks; and energy supply and natural resources. Construction impacts and secondary (induced) impacts are also considered. Additional analyses considered in the appendices include geology and soils; mineral resources; air space; health and safety; and transportation.

FOR FURTHER INFORMATION CONTACT: Stacey M. Zee (AST-100), Office of Commercial Space Transportation, 800 Independence Avenue, SW., Room 331, Washington, DC 20591, telephone (202) 267-9305; E-mail stacey.zee@faa.gov.

Issued in Washington, DC on July 2, 2008.

Michael McElligott,
Manager, Space Systems Development Division.

[FR Doc. E8-15545 Filed 7-8-08; 8:45 am]

BILLING CODE 4910-13-P

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

[Summary Notice No. PE-2008-25]

Petitions for Exemption; Summary of Petitions Received

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Notice of petitions for exemption received.

SUMMARY: This notice contains a summary of certain petitions seeking relief from specified requirements of 14 CFR. The purpose of this notice is to improve the public's awareness of, and participation in, this aspect of FAA's regulatory activities. Neither publication of this notice nor the inclusion or omission of information in the summary is intended to affect the legal status of any petition or its final disposition.

DATES: Comments on petitions received must identify the petition docket number involved and must be received on or before July 21, 2008.

ADDRESSES: You may send comments identified by Docket Number FAA-2006-25466 using any of the following methods:

- **Government-wide Rulemaking Web Site:** Go to <http://www.regulations.gov> and follow the instructions for sending your comments electronically.

- **Mail:** Send comments to the Docket Management Facility; U.S. Department of Transportation, 1200 New Jersey Avenue, SE., West Building Ground Floor, Room W12-140, Washington, DC 20590.

- **Fax:** Fax comments to the Docket Management Facility at 202-493-2251.

- **Hand Delivery:** Bring comments to the Docket Management Facility in Room W12-140 of the West Building Ground Floor at 1200 New Jersey Avenue, SE., Washington, DC, between 9 a.m. and 5 p.m., Monday through Friday, except Federal holidays.

- **Docket:** To read background documents or comments received, go to <http://www.regulations.gov> at any time or to the Docket Management Facility in Room W12-140 of the West Building Ground Floor at 1200 New Jersey Avenue, SE., Washington, DC, between 9 a.m. and 5 p.m., Monday through Friday, except Federal holidays.

SUPPLEMENTARY INFORMATION: We will post all comments we receive, without change, to <http://www.regulations.gov>, including any personal information you provide. Using the search function of our docket Web Site, anyone can find and read the comments received into any of our dockets, including the name

of the individual sending the comment (or signing the comment for an association, business, labor union, etc.). You may review DOT's complete Privacy Act Statement in the **Federal Register** published on April 11, 2000 (65 FR 19477-78).

FOR FURTHER INFORMATION CONTACT: Tyneka Thomas (202) 267-7626 or Frances Shaver (202) 267-9681, Office of Rulemaking, Federal Aviation Administration, 800 Independence Avenue, SW., Washington, DC 20591.

This notice is published pursuant to 14 CFR 11.85.

Issued in Washington, DC, on July 2, 2008.

Pamela Hamilton-Powell,
Director, Office of Rulemaking.

Petitions for Exemption

Docket No.: FAA-2006-25466.

Petitioner: Southwest Airlines Co.

Section of 14 CFR Affected:

§§ 121.391(a) and 121.393(b).

Description of Relief Sought: To clarify or amend Southwest Airlines, Co. (Southwest), current Exemption No. 9382, which allows Southwest to substitute a pilot for one required flight attendant crewmember during boarding at an intermediate stop and to reduce the number of required flight attendants onboard during the deplaning of passengers at an intermediate stop. The clarification or amendment Southwest seeks would broaden the exemption to include all stops from the time the aircraft door is opened upon arrival at the gate until the door is closed prior to the next flight operation. Southwest also requests that the certificate holder may substitute for the required flight attendants other persons qualified in the emergency evacuation procedures for that aircraft as required in § 121.417, for all stops, if these persons are identified to the passengers.

[FR Doc. E8-15481 Filed 7-8-08; 8:45 am]

BILLING CODE 4910-13-P

DEPARTMENT OF TRANSPORTATION

Federal Highway Administration

First Tier Environmental Impact Statement: Jackson County, MO

AGENCY: Federal Highway Administration (FHWA), DOT.

ACTION: Notice of intent.

SUMMARY: The FHWA is issuing this notice to advise the public that a First Tier Environmental Impact Statement (EIS) will be prepared for proposed improvements to I-70 from the end of the last ramp termini east of the Missouri and Kansas state line to east of

the I-470 interchange, including the entire Kansas City Downtown Central Business District (CBD) Freeway Loop, in Jackson County, Missouri.

FOR FURTHER INFORMATION CONTACT: Ms. Peggy J. Casey, Environmental Projects Engineer, FHWA Division Office, 3220 West Edgewood, Suite H, Jefferson City, MO 65109, Telephone: (573) 636-7104; or Mr. Kevin Keith, Chief Engineer, Missouri Department of Transportation, P.O. Box 270, Jefferson City, MO 65102, Telephone: (573) 751-2803.

SUPPLEMENTARY INFORMATION: The FHWA, in cooperation with the Missouri Department of Transportation (MoDOT), will prepare a First Tier EIS to consider the impacts of improvements to I-70 from the end of the last ramp termini east of the Missouri and Kansas state line to east of the I-470 interchange, including the entire Kansas City downtown CBD freeway loop, in Jackson County, Missouri. The project length is approximately 18 miles (20 miles with freeway loop segments).

MoDOT, in partnership with Mid-America Regional Council (MARC), and the Kansas City Area Transportation Authority (KCATA), completed a Major Investment Study (MIS) for the I-70 corridor in Jackson County in November, 2004. The MIS evaluated the I-70 corridor in a general nature and recommended an improvement strategy that would reconstruct and widen the existing facility from Kansas City's downtown CBD freeway loop to the Route F/H interchange in Oak Grove, Missouri. This strategy also included redesigning access and interchanges for the entire CBD freeway loop.

FHWA and MoDOT are now preparing a First Tier EIS to develop an improvement strategy for the highway elements of the I-70 corridor, using the MIS Statement of Purpose and Need and Strategy Packages as the foundation. The First Tier EIS will coordinate with completed and ongoing studies. These studies include the I-70 Transit Alternatives Analysis; the Kansas City, Missouri's Downtown CBD Study; the I-29/I-35 Paseo Bridge Corridor EIS; the I-470 Purpose and Need study; and the I-70 Supplemental EIS study.

Strategies to be considered include (1) no build; (2) highway widening and interchange improvement strategies; and (3) transportation system management options. The First Tier EIS will seek to determine sections of independent utility over this 18-mile stretch of I-70 that will become the basis for second tier environmental studies (20 miles with the freeway loop segments).

The First Tier EIS will conform to the environmental review process as established in Section 6002 of the Safe, Accountable, Flexible, Efficient, Transportation Equity Act: A Legacy for Users (SAFETEA-LU). The Section 6002 environmental review process requires the following activities: Identification and invitation of cooperating and participating agencies; establishment of a coordination plan; and opportunities for additional agency and public comment on the project's purpose and need, strategies, and methodologies for determining impacts.

As part of the scoping process, an interagency coordination meeting will be held with federal and state resource agencies and local agencies. In addition, informational meetings with the public and community representatives will be held to solicit input on the project. The Study Management Team from the I-70 MIS will be re-established and will consist of agency staff from MoDOT, MARC, KCAT, and other identified local participating agencies. A location public hearing will be held to present the findings of the Draft First Tier EIS. Public notice will be given announcing the time and place of all public meetings and the hearing. The Draft First Tier EIS will be available for public and agency review and comment prior to the public hearing.

To ensure that the full range of issues related to this proposed action is addressed and all significant issues are identified, comments and suggestions are invited from all interested parties. Comments and questions concerning this proposed action and the First Tier EIS should be directed to the FHWA or MoDOT at the addresses provided above. Concerns in the study area include potential impacts to communities, cultural resources, and rivers.

(Catalog of Federal Domestic Assistance Program Number 20.205, Highway Planning and Construction. The regulations implementing Executive Order 12372 regarding intergovernmental consultation on Federal programs and activities apply to this program.)

Issued on: June 27, 2008.

Peggy J. Casey,
Environmental Project Engineer, Jefferson City.

[FR Doc. E8-15611 Filed 7-8-08; 8:45 am]

BILLING CODE 4910-22-P

DEPARTMENT OF TRANSPORTATION

Federal Motor Carrier Safety Administration

Sunshine Act Meetings; Unified Carrier Registration Plan Board of Directors

AGENCY: Federal Motor Carrier Safety Administration (FMCSA), DOT.

TIME AND DATE: August 7, 2008, 12 noon to 3 p.m., Eastern Daylight Time.

PLACE: This meeting will take place telephonically. Any interested person may call Mr. Avelino Gutierrez at (505) 827-4565 to receive the toll free number and pass code needed to participate in these meetings by telephone.

STATUS: Open to the public.

MATTERS TO BE CONSIDERED: The Unified Carrier Registration Plan Board of Directors (the Board) will continue its work in developing and implementing the Unified Carrier Registration Plan and Agreement and to that end, may consider matters properly before the Board.

FOR FURTHER INFORMATION CONTACT: Mr. Avelino Gutierrez, Chair, Unified Carrier Registration Board of Directors at (505) 827-4565.

Dated: July 2, 2008.

William A. Quade,
Associate Administrator for Enforcement and Program Delivery.

[FR Doc. 08-1426 Filed 7-7-08; 2:54 pm]

BILLING CODE 4910-EX-P

DEPARTMENT OF THE TREASURY

Alcohol and Tobacco Tax and Trade Bureau

Proposed Information Collections; Comment Request

AGENCY: Alcohol and Tobacco Tax and Trade Bureau, Treasury.

ACTION: Notice and request for comments.

SUMMARY: As part of our continuing effort to reduce paperwork and respondent burden, and as required by the Paperwork Reduction Act of 1995, we invite comments on the proposed or continuing information collections listed below in this notice.

DATES: We must receive your written comments on or before September 8, 2008.

ADDRESSES: You may send comments to Mary A. Wood, Alcohol and Tobacco Tax and Trade Bureau, at any of these addresses:

• P.O. Box 14412, Washington, DC 20044-4412;

Appendix E.2 Resource Management Group Meeting Notes



Meeting Documentation



Group Name: I-70 First Tier Environmental Impact Statement, Jackson County - Job No. J4I1486B No. 1
Resource Agency Group Meeting and Tour
Date: July 16, 2008 **Time:** 1:00 p.m.
Team Leader: Allan Zafft **Phone Number:** 816-622-0687
Location: MoDOT District 4 Office (Lee's Summit)

In Attendance:

Representing (Agency or Firm)

David Park	City of Kansas City, MO - Neighborhood and Community Services Department (N.C.S.D.)
John Stapleton	Stapleton Law Firm
John Powell	City of Independence
Todd Gemeinhardt	Missouri Department of Conservation
Robert Bens	Environmental Advisors and Engineers (EAE)
Alan Mitchell	Environmental Advisors and Engineers (EAE)
Mark Griffith	Environmental Advisors and Engineers (EAE)
Dan O'Connor	Kansas City Area Transportation Authority (KCATA)
Mell Henderson	Mid-America Regional Council (MARC)
Jane Beetem	Missouri Department of Natural Resources
Douglas Berka	U. S. Army Corps of Engineers, Kansas City District
Chuck Miller	HNTB
Matt Burcham	MoDOT - CO Design
Lee Ann Kell	MoDOT - District 4
Allan Zafft	MoDOT - District 4
Chris Nazar	Wilbur Smith Associates (WSA)
Randy Rowson	Wilbur Smith Associates (WSA)

Summary of Discussion

A PowerPoint presentation was given by Allan Zafft and Chris Nazar. This presentation will serve as part of the minutes.

1. Allan Zafft welcomed the attendees and introductions were made.
2. Allan Zafft gave an overview of the I-70 FTEIS Project.

3. Project Study Area
 - a. Chris Nazar reviewed the project study area.
 - b. There is a 1,000 foot buffer for socio-economics and other more indirect impacts.
 - c. There is a 100 foot mainline butter for potential direct impacts which widens to a 300 foot buffer at key interchanges.
4. Reviewed what a "First Tier" Document is. First Tier Documents inform/educate.
5. Reviewed previously completed studies.
6. I-70 FTEIS Purpose and Need
 - a. Highlight Purpose and Need - safety, congestion, engineering and design issues, mode choice, and goods movements.
7. Key Resource Issues
 - a. Discussed human factors.
 - b. Discussed environmental factors.
 - c. Discussed other factors: cultural, archaeological, T&E, Section 4(f), Section 6(f), and Section 106.
8. Agency Coordination
 - a. Copies of the Public Involvement and Agency Coordination Plans document were distributed for review and comments.
 - b. Agency Coordination designed to address agency concerns early.
 - c. Comments on this document from participating agencies are due August 15th.
9. Approach and Timing - Reviewed project schedule.
10. Coordination Plan
 - a. David Park will help with neighborhood association contacts.
 - b. Request assistance from Kansas City and MARC for identification of special language requirement neighborhoods.
 - c. Mell Henderson stated the need to be ready to discuss with the public:
 - i. How to reduce fuel consumption
 - ii. Greenhouse gas emissions
11. Methodologies Memorandum
 - a. Copies of the Methodologies Memorandum were distributed for review and comments.
 - b. Comments on this document from participating agencies are due August 15th.
12. Chris Nazar gave a summary of the presentation.
13. Conclusion/Comments/Questions
 - a. Hole in downtown - why? Outside 300 foot buffer for detailed socio-economic/land use inventory.
 - b. Missing 300 foot buffer on U.S. 69 (Broadway)

14. Study Area Tour - after the meeting adjourned, attendees were invited to go along on a driving tour of the study area. (Comments made on the tour are attached.)

Authored by: Randy Rowson

I-70 First Tier Environmental Impact Statement, Jackson County
Job No. J4I1486B
Resource Agency Group Study Area Tour
July 16, 2008

Comments:

- Study Team needs to track the Mayor's Regional Transit Plan - mid-August will know what will be on the November ballot (starter line vs. regional plan).
- Bus on shoulders - a consideration in FTEIS.
- Stadium Drive Bridge frames downtown view.
- I-435 interchange study - ½ diamond on U.S. 40 with I-435 (north side) - hope to relieve interchange congestion.
- Study Team needs to coordinate with Lid Study - KCMO - HNTB.
- MoDOT owns property under I-70 west bottoms. Easement required for use under bridge.
- Admiral ramp to eastbound I-70 - was proposed to be taken out in 29/35 EIS study. Need to keep in due to tight/short weave between 11th and 12th Street and I-70 eastbound ramp.
- U.S. 69 at Broadway backup on to west side of loop. One lane northbound at northwest corner of loop - need to weave two lanes to continue north on I-35.
- Columbus Park Neighborhood - Vietnamese speaking pocket.
- McGee Street Bridge to be taken out (most likely).



Meeting Documentation



Group Name: I-70 First Tier Environmental Impact Statement
Kansas City Metro - Job No. J4I1486B No. 2
Resource Agency Group Meeting

Date: November 3, 2008 **Time:** 10:00 a.m.

Team Leader: Allan Zafft **Phone Number:** 816-622-0687

Location: MoDOT District 4 Office (Lee's Summit)

In Attendance:

Peggy Casey
Roopa Banerjee
Dan O'Connor
Ron Acholpohl
Jane Beetem
Douglas Berka
Tom Degenhardt
Charles Pursley
Toni Prawl
Kelly Cox
Matt Burcham
Lee Ann Kell
Allan Zafft
Chris Nazar
Randy Rowson

Representing (Agency or Firm)

Federal Highway Administration (FHWA)
Federal Highway Administration (FHWA)
Kansas City Area Transportation Authority (KCATA)
Mid-America Regional Council (MARC)
Missouri Department of Natural Resources
U. S. Army Corps of Engineers, Kansas City District
Kansas City MO PW
MoDOT - Design Environmental
MoDOT - Design Environmental
MoDOT
MoDOT - CO Design
MoDOT - District 4
MoDOT - District 4
Wilbur Smith Associates (WSA)
Wilbur Smith Associates (WSA)

Summary of Discussion

1. Allan Zafft welcomed the attendees and introductions were made.
2. Chris Nazar reviewed the project's goals and expected results - First Tier goals, Section of Independent Utility, and Preferred Strategy and provided a recap of recent project activity.
 - a. Public Meetings - Changing to a proactive public input approach to increase turn out and involvement. The Study Team will use web based content as an outreach tool. Shifting to strategy of going out to the public.

- b. The environmental field studies have been completed. The Study Team is starting to write the Affected Environment section of the DEIS.
3. The Draft Purpose and Need Technical Memorandum is out for review. Comments are due by November 10th.
4. Initial Concepts and Strategy Packages
 - a. Chris Nazar reviewed the No-Build Concept; Bottleneck Concepts; General Capacity Improvement Concepts; and Specialty Capacity Improvement Concepts presented at the Public Meetings.
 - b. 15 initial strategy packages were developed - Strategy Packages 1-7 were from the MIS with minor revisions. Strategy Packages 8-15 were developed by the Study Team based on the purpose and need goals, public and stakeholder input.
 - c. Reviewed the initial strategy package screening process - Purpose and Need goals, environmental issues, and engineering issues.
 - d. Will narrow down to four packages. Likely they will be: No-Build; Bottleneck, General Capacity, and Specialty Lanes.
 - e. Comment - Clearly indicate the origin of the packages (i.e. MIS preferred) and be consistent throughout.
 - f. Environmental Issues - Blue River floodplain, community environmental justice, noise, cultural (NCRP) properties.
 - g. Elevated section not easily mitigated for noise.
 - h. Cultural issues are more historic 4(f) not as much park 4(f) properties.
5. Public Involvement Upcoming Activities - Low turn out at the Public Meetings led to change Public Involvement approach. Will have an Open House Listening Post, Speakers Bureaus at home owner association and other group meetings, create an interactive PDF slideshow with a blog for comments, and have interactive MoDOT mobile meetings at various locations (football games, Farmer's Market, shopping area).
6. Chris Nazar reviewed the next steps and the schedule.
7. Questions/Comments
 - a. MARC will finalize draft of LRTP next fall. MoDOT/MARC need to work together on showing further project costs as part of LRTP development as financial constraints may be more stringent.
 - b. Coordination with I-70 Statewide TOL Study and identify where/how transition impacts the KC Metro. The transition area will be a concern. Need a plan to move I-70 Statewide results into 2nd Tier EIS, if needed.
 - c. Engineering issues discussed - tunnel, elevated lanes, rail, and curves. Bus transit on shoulder is included in this study.
 - d. Inform KCMO and MARC of when outreach events will take place.

- e. MARC has OneKC Voice to setup Speaker Bureau as an option. LRTP is drawing interest for speakers.
- f. Mobile Meetings - can tag on to other regional project public involvement events if I-70 discussion is appropriate. Coordinate with LRTP events.
- g. PI Speaker Bureau letter will be mailed this week.

Authored by: Randy Rowson

Appendix E.3 Correspondence with Federal, State, and Local Agencies

Missouri
Department
of Transportation



105 West Capitol Avenue
P.O. Box 270
Jefferson City, MO 65102
(573) 751-2551
Fax (573) 751-6555
www.modot.org

Pete K. Rahn, Director



2007 Missouri Quality Award Winner

June 26, 2008

John Askew
Regional Administrator
US EPA Region 7
901 N. 5th Street
Kansas City, KS 66101

Dear Mr. Askew:

Subject: I-70 First Tier Environmental Impact Statement
I-70 Jackson County, MO
MoDOT Job No. J4I1486B
Request to become a Cooperating and Participating Agency

The Federal Highway Administration (FHWA), in cooperation with the Missouri Department of Transportation (MoDOT), will prepare a First Tier Environmental Impact Statement (FTEIS) to consider impacts of improvements to I-70 from the end of the last ramp termini east of the Missouri and Kansas state line to east of the I-470 interchange, including the entire Kansas City, Missouri's Downtown Central Business District (CBD) Freeway Loop in Jackson County Missouri. The project length is approximately 18 miles (20 miles including all segments of the downtown loop). We have enclosed a copy of a Project Location Map for your review.

Project Background: MoDOT in partnership with the Mid-America Regional Council (MARC) and the Kansas City Area Transportation Authority (KCATA) completed a Major Investment Study (MIS) for the I-70 corridor in Jackson County in November 2004. The MIS evaluated the I-70 corridor in a general nature and recommended an improvement strategy that the reconstructing and widening of the existing facility from the Kansas City, Missouri's Downtown CBD Freeway Loop to the Route F/H interchange in Oak Grove, Missouri. This strategy also included the redesigning access and interchanges for the entire CBD Freeway Loop.

FHWA and MoDOT are now preparing a FTEIS to develop an improvement strategy for the highway elements of the I-70 corridor, using the MIS Statement of Purpose and Need and Strategy Packages as their foundation. The FTEIS will also coordinate with completed and ongoing studies. These studies are the I-70 Transit Alternatives Analysis, Kansas City, Missouri's Downtown CBD Study, I-29/I-35 Paseo Bridge Corridor EIS, I-470 Purpose and Need study and the I-70 Supplemental EIS study.

Strategies to be considered include (1) no build; (2) highway widening and interchange improvements strategies; and (3) Transportation System Management (TSM). The First Tier EIS will seek to determine sections of independent utility over this 18-mile stretch of I-70 that will become the basis for second tier environmental studies.

Cooperating and Participating Agency Invitation: The purpose of this letter is to initiate coordination with your agency. With this letter, FHWA and MoDOT request your agency to become a cooperating agency, in accordance with 40 CFR 1501.6 of the Council on Environmental Quality's (CEQ) Regulations for Implementing the Procedural Provision of the National Environmental Policy Act, because the project may involve impacts to resources under your jurisdiction. We also invite your agency under Section 6002 of SAFETEA-LU to become a participating agency with the FHWA in the development of the I-70 FTEIS. Neither designation implies that your agency supports the proposal.

Your agency has been identified as one that may have an interest in the I-70 FTEIS, because of the following:

- Your jurisdiction over environmental resources including the Clean Air Act and Clean Water Act.
- Your expertise with environmental resources including soil, air, and water quality and protection of human health.

Accordingly, your agency is being extended this invitation to become a cooperating and participating agency for the project.

Role as a Cooperating and Participating Agency: As a cooperating and participating agency for the I-70 FTEIS, you will be afforded the opportunity, together with the public, to be involved in defining the purpose of and need for the project, as well as in determining the range of alternatives to be considered. Your agency's involvement as a cooperating agency should include those areas under its jurisdiction and expertise, with no direct writing or analysis expected for preparation of the FTEIS. We will take the following actions to maximize interagency cooperation:

- Invite you to coordination meetings;
- Consult with you on any relevant technical studies the project requires;
- Provide you with project information, including study results;
- Encourage you to express your agency's views on subjects within its jurisdiction or expertise; and
- Include information in the project environmental documents that your agency needs to discharge its National Environmental Policy Act (NEPA) responsibilities.

The Environmental Protection Agency has the right to expect that the FTEIS will enable you to discharge your jurisdictional responsibilities for this phase of the project. If at any point in the process your agency's needs are not being met, we need to be informed so steps can be taken to resolve the issue.

As a participating agency you will be asked to:

- Provide input on the impact assessment methodologies for your agency's area of expertise;
- Participate in coordination meetings, conference calls, and joint field reviews, as appropriate; and
- Review and comment on sections of the pre-draft and pre-final environmental documents to communicate any concerns of your agency on the adequacy of the document, the alternatives considered, and the anticipated impacts and mitigation.

A detailed coordination plan will be provided at the first agency coordination meeting, as discussed below.

Project Agency Meeting and Tour: Your agencies designated representative(s) are invited to attend the first agency coordination meeting and Study Area tour. The meeting will be held on Wednesday July 16, 2008 at 1:00 PM at the MoDOT District 4 Office, 600 NE Colbern Road, Lee's Summit, MO 64086. The coordination meeting is expected to last 1.5 hours and will be followed by a 1.5 hour tour of the Study Area. At the meeting, the Study Team will provide an overview of the study process and key issues. There will also be time for agencies to provide input on key concerns regarding the projects potential environmental or socioeconomic impacts. Following the meeting, the meeting materials and notes will be sent to agency representatives who are unable to attend.

Response Requested: We request that your agency provide confirmation on whether you are accepting or declining the invitation to become a cooperating and/or participating agency. The acceptance or declination of this invitation may be transmitted electronically to Allan Zafft at Allan.Zafft@modot.mo.gov; please include the title of the official responding or via mail to the MoDOT District 4 office shown above. Responses should be transmitted to this office no later

Mr. Askew
June 26, 2008
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than July 15, 2008. If your agency declines to become a cooperating agency but wishes to be a participating agency, please state your reasons for doing so.

As a Federal agency, if you elect not to become a participating agency, you must decline this invitation in writing. Your letter declining the invitation must indicate that your agency has no jurisdiction or authority with respect to the project, no expertise or information relevant to the project, and does not intend to submit comments on the project.

Your assistance is greatly appreciated and we look forward to working with you as the study progresses. If you have questions regarding this invitation, please contact Allan Zafft at 816-622-0687.

Sincerely,

David B. Nichols, P.E.
Director of Program Delivery

Enclosures

Copy: Mr. Allen Masuda-FHWA
Mr. Matt Burcham-de
Mr. Allan Zafft-4tp

Missouri
Department
of Transportation



105 West Capitol Avenue
P.O. Box 270
Jefferson City, MO 65102
(573) 751-2551
Fax (573) 751-6555
www.modot.org

Pete K. Rahn, Director



2007 Missouri Quality Award Winner

June 26, 2008

Wayne Cauthen
City Manager
City of Kansas City - City Manager's Office
414 East 12th Street
City Hall
Kansas City, MO 64106

Dear Mr. Cauthen:

Subject: I-70 First Tier Environmental Impact Statement
I-70 Jackson County, MO
MoDOT Job No. J4I1486B
Request to become a Participating Agency

The Federal Highway Administration (FHWA), in cooperation with the Missouri Department of Transportation (MoDOT), will prepare a First Tier Environmental Impact Statement (FTEIS) to consider impacts of improvements to I-70 from the end of the last ramp termini east of the Missouri and Kansas state line to east of the I-470 interchange, including the entire Kansas City, Missouri's Downtown Central Business District (CBD) Freeway Loop in Jackson County Missouri. The project length is approximately 18 miles (20 miles including all segments of the downtown loop). We have enclosed a copy of a Project Location Map for your review.

Project Background: MoDOT in partnership with the Mid-America Regional Council (MARC) and the Kansas City Area Transportation Authority (KCATA) completed a Major Investment Study (MIS) for the I-70 corridor in Jackson County in November 2004. The MIS evaluated the I-70 corridor in a general nature and recommended an improvement strategy that the reconstructing and widening of the existing facility from the Kansas City, Missouri's Downtown CBD Freeway Loop to the Route F/H interchange in Oak Grove, Missouri. This strategy also included the redesigning access and interchanges for the entire CBD Freeway Loop.

FHWA and MoDOT are now preparing a FTEIS to develop an improvement strategy for the highway elements of the I-70 corridor, using the MIS Statement of Purpose and Need and Strategy Packages as their foundation. The FTEIS will also coordinate with completed and ongoing studies. These studies are the I-70 Transit Alternatives Analysis, Kansas City, Missouri's Downtown CBD Study, I-29/I-35 Paseo Bridge Corridor EIS, I-470 Purpose and Need study and the I-70 Supplemental EIS study.

Strategies to be considered include (1) no build; (2) highway widening and interchange improvements strategies; and (3) Transportation System Management (TSM). The First Tier EIS will seek to determine sections of independent utility over this 18-mile stretch of I-70 that will become the basis for second tier environmental studies.

Participating Agency Invitation: The purpose of this letter is to initiate coordination with your organization. Section 6002 of the current federal highway bill known as the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU). Section 6002 of SAFETEA-LU, which focuses on efficient environmental reviews for project decision-making, expands the involvement agencies and the public can have in the transportation decision making process. As part of the environmental review process, the lead agencies (FHWA and MoDOT) must identify any other Federal and non-Federal agencies that may have a specific interest in the project and invite these agencies to become participating agencies in the environmental review process.

Your agency has been identified as one that may have an interest in the I-70 FTEIS, because of the following:

- Your jurisdiction as a City over portions of the Study Area.
- Your expertise with local planning, economic development, community features, and resources.

Accordingly, your agency is being extended this invitation to become a participating agency for the project.

Role as a Participating Agency: As a participating agency for the I-70 FTEIS, you will be afforded the opportunity, together with the public, to be involved in defining the purpose of and need for the project, as well as in determining the range of alternatives to be considered. You will be asked to:

- Provide input on the impact assessment methodologies for your agency's area of expertise;
- Participate in coordination meetings, conference calls, and joint field reviews, as appropriate; and

Mr. Cauthen
June 26, 2008
Page 3

- Review and comment on sections of the pre-draft and pre-final environmental documents to communicate any concerns of your agency on the adequacy of the document, the alternatives considered, and the anticipated impacts and mitigation.

A detailed coordination plan will be provided at the first agency coordination meeting, as discussed below.

Project Agency Meeting and Tour: Your agencies designated representative(s) are invited to attend the first agency coordination meeting and Study Area tour. The meeting will be held on Wednesday July 16, 2008 at 1:00 PM at the MoDOT District 4 Office, 600 NE Colbern Road, Lee's Summit, MO 64086. The coordination meeting is expected to last 1.5 hours and will be followed by a 1.5 hour tour of the Study Area. At the meeting, the Study Team will provide an overview of the study process and key issues. There will also be time for agencies to provide input on key concerns regarding the projects potential environmental or socioeconomic impacts. Following the meeting, the meeting materials and notes will be sent to agency representatives who are unable to attend.

Response Requested: We request that your agency provide confirmation on whether it is accepting or declining the invitation to become a participating agency. The acceptance or declination of this invitation may be transmitted electronically to Allan Zafft at Allan.Zafft@modot.mo.gov; please include the title of the official responding or via mail to the MoDOT District 4 office shown above. Responses should be transmitted to this office no later than July 15, 2008.

Your assistance is greatly appreciated and we look forward to working with you as the study progresses. If you have questions regarding this invitation, please contact Allan Zafft at 816-622-0687.

Sincerely,

David B. Nichols, P.E.
Director of Program Delivery

Enclosures

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June 26, 2008
Page 4

Copy: Mr. Allen Masuda-FHWA
Mr. Matt Burcham-de
Mr. Allan Zafft-4tp
Mr. Thomas Coyle-City of Kansas City-City Planning and Development
Mr. Lester Washington-City of Kansas City-Neighborhood and Community Services
Mr. Mark McHenry-City of Kansas City-Parks and Recreation
Mr. Stan Harris-City of Kansas City-Public Works

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Pete K. Rahn, Director



2007 Missouri Quality Award Winner

June 26, 2008

Richard Hainje
Regional Administrator, Region VII
Federal Emergency Management Agency, Region VII
9221 Ward Parkway, Suite 300
Kansas City, MO 64114

Dear Mr. Hainje:

Subject: I-70 First Tier Environmental Impact Statement
I-70 Jackson County, MO
MoDOT Job No. J4I1486B
Request to become a Participating Agency

The Federal Highway Administration (FHWA), in cooperation with the Missouri Department of Transportation (MoDOT), will prepare a First Tier Environmental Impact Statement (FTEIS) to consider impacts of improvements to I-70 from the end of the last ramp termini east of the Missouri and Kansas state line to east of the I-470 interchange, including the entire Kansas City, Missouri's Downtown Central Business District (CBD) Freeway Loop in Jackson County Missouri. The project length is approximately 18 miles (20 miles including all segments of the downtown loop). We have enclosed a copy of a Project Location Map for your review.

Project Background: MoDOT in partnership with the Mid-America Regional Council (MARC) and the Kansas City Area Transportation Authority (KCATA) completed a Major Investment Study (MIS) for the I-70 corridor in Jackson County in November 2004. The MIS evaluated the I-70 corridor in a general nature and recommended an improvement strategy that the reconstructing and widening of the existing facility from the Kansas City, Missouri's Downtown CBD Freeway Loop to the Route F/H interchange in Oak Grove, Missouri. This strategy also included the redesigning access and interchanges for the entire CBD Freeway Loop.

FHWA and MoDOT are now preparing a FTEIS to develop an improvement strategy for the highway elements of the I-70 corridor, using the MIS Statement of Purpose and Need and Strategy Packages as their foundation. The FTEIS will also coordinate with completed and ongoing studies. These studies are the I-70 Transit Alternatives Analysis, Kansas City, Missouri's Downtown CBD Study, I-29/I-35 Paseo Bridge Corridor EIS, I-470 Purpose and Need study and the I-70 Supplemental EIS study.

Strategies to be considered include (1) no build; (2) highway widening and interchange improvements strategies; and (3) Transportation System Management (TSM). The First Tier EIS will seek to determine sections of independent utility over this 18-mile stretch of I-70 that will become the basis for second tier environmental studies.

Participating Agency Invitation: The purpose of this letter is to initiate coordination with your organization. Section 6002 of the current federal highway bill known as the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU). Section 6002 of SAFETEA-LU, which focuses on efficient environmental reviews for project decision-making, expands the involvement agencies and the public can have in the transportation decision making process. As part of the environmental review process, the lead agencies (FHWA and MoDOT) must identify any other Federal and non-Federal agencies that may have a specific interest in the project and invite these agencies to become participating agencies in the environmental review process.

Your agency has been identified as one that may have an interest in the I-70 FTEIS, because of the following:

- Your jurisdiction over emergency preparedness.
- Your jurisdiction and expertise regarding floodplains and floodplain management.

Accordingly, your agency is being extended this invitation to become a participating agency for the project.

Role as a Participating Agency: As a participating agency for the I-70 FTEIS, you will be afforded the opportunity, together with the public, to be involved in defining the purpose of and need for the project, as well as in determining the range of alternatives to be considered. You will be asked to:

- Provide input on the impact assessment methodologies for your agency's area of expertise;
- Participate in coordination meetings, conference calls, and joint field reviews, as appropriate; and

Mr. Hainje
June 26, 2008
Page 3

- Review and comment on sections of the pre-draft and pre-final environmental documents to communicate any concerns of your agency on the adequacy of the document, the alternatives considered, and the anticipated impacts and mitigation.

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Your assistance is greatly appreciated and we look forward to working with you as the study progresses. If you have questions regarding this invitation, please contact Allan Zafft at 816-622-0687.

Sincerely,

David B. Nichols, P.E.
Director of Program Delivery

Enclosures

Mr. Hainje
June 26, 2008
Page 4

Copy: Mr. Allen Masuda-FHWA
Mr. Matt Burcham-de
Mr. Allan Zafft-4tp

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Pete K. Rahn, Director



2007 Missouri Quality Award Winner

June 26, 2008

Charlie Scott
Field Supervisor
U.S. Fish and Wildlife Service
Columbia Ecological Services Field Office
101 Park DeVille Drive, Suite A
Columbia, MO 65203-0057

Dear Mr. Scott:

Subject: I-70 First Tier Environmental Impact Statement
I-70 Jackson County, MO
MoDOT Job No. J4I1486B
Request to become a Participating Agency

The Federal Highway Administration (FHWA), in cooperation with the Missouri Department of Transportation (MoDOT), will prepare a First Tier Environmental Impact Statement (FTEIS) to consider impacts of improvements to I-70 from the end of the last ramp termini east of the Missouri and Kansas state line to east of the I-470 interchange, including the entire Kansas City, Missouri's Downtown Central Business District (CBD) Freeway Loop in Jackson County Missouri. The project length is approximately 18 miles (20 miles including all segments of the downtown loop). We have enclosed a copy of a Project Location Map for your review.

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Mr. Scott
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FHWA and MoDOT are now preparing a FTEIS to develop an improvement strategy for the highway elements of the I-70 corridor, using the MIS Statement of Purpose and Need and Strategy Packages as their foundation. The FTEIS will also coordinate with completed and ongoing studies. These studies are the I-70 Transit Alternatives Analysis, Kansas City, Missouri's Downtown CBD Study, I-29/I-35 Paseo Bridge Corridor EIS, I-470 Purpose and Need study and the I-70 Supplemental EIS study.

Strategies to be considered include (1) no build; (2) highway widening and interchange improvements strategies; and (3) Transportation System Management (TSM). The First Tier EIS will seek to determine sections of independent utility over this 18-mile stretch of I-70 that will become the basis for second tier environmental studies.

Participating Agency Invitation: The purpose of this letter is to initiate coordination with your organization. Section 6002 of the current federal highway bill known as the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU). Section 6002 of SAFETEA-LU, which focuses on efficient environmental reviews for project decision-making, expands the involvement agencies and the public can have in the transportation decision making process. As part of the environmental review process, the lead agencies (FHWA and MoDOT) must identify any other Federal and non-Federal agencies that may have a specific interest in the project and invite these agencies to become participating agencies in the environmental review process.

Your agency has been identified as one that may have an interest in the I-70 FTEIS, because of the following:

- Your jurisdiction over threatened and endangered species and their habitat.
- Your expertise in the protection of wildlife resources and their habitat.

Accordingly, your agency is being extended this invitation to become a participating agency for the project.

Role as a Participating Agency: As a participating agency for the I-70 FTEIS, you will be afforded the opportunity, together with the public, to be involved in defining the purpose of and need for the project, as well as in determining the range of alternatives to be considered. You will be asked to:

- Provide input on the impact assessment methodologies for your agency's area of expertise;
- Participate in coordination meetings, conference calls, and joint field reviews, as appropriate; and

Mr. Scott
June 26, 2008
Page 3

- Review and comment on sections of the pre-draft and pre-final environmental documents to communicate any concerns of your agency on the adequacy of the document, the alternatives considered, and the anticipated impacts and mitigation.

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As a Federal agency, if you elect not to become a participating agency, you must decline this invitation in writing. Your letter declining the invitation must indicate that your agency has no jurisdiction or authority with respect to the project, no expertise or information relevant to the project, and does not intend to submit comments on the project.

Your assistance is greatly appreciated and we look forward to working with you as the study progresses. If you have questions regarding this invitation, please contact Allan Zafft at 816-622-0687.

Sincerely,

David B. Nichols, P.E.
Director of Program Delivery

Enclosures

Mr. Scott
June 26, 2008
Page 4

Copy: Mr. Allen Masuda-FHWA
Mr. Matt Burcham-de
Mr. Allan Zafft-4tp

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Pete K. Rahn, Director



2007 Missouri Quality Award Winner

June 26, 2008

Roger Hanson
State Conservationist
Missouri NRCS State Office
Parkdale Center, Suite 250
601 Business Loop 70 West
Columbia, MO 65203-2546

Dear Mr. Hanson:

Subject: I-70 First Tier Environmental Impact Statement
I-70 Jackson County, MO
MoDOT Job No. J4I1486B
Request to become a Participating Agency

The Federal Highway Administration (FHWA), in cooperation with the Missouri Department of Transportation (MoDOT), will prepare a First Tier Environmental Impact Statement (FTEIS) to consider impacts of improvements to I-70 from the end of the last ramp termini east of the Missouri and Kansas state line to east of the I-470 interchange, including the entire Kansas City, Missouri's Downtown Central Business District (CBD) Freeway Loop in Jackson County Missouri. The project length is approximately 18 miles (20 miles including all segments of the downtown loop). We have enclosed a copy of a Project Location Map for your review.

Project Background: MoDOT in partnership with the Mid-America Regional Council (MARC) and the Kansas City Area Transportation Authority (KCATA) completed a Major Investment Study (MIS) for the I-70 corridor in Jackson County in November 2004. The MIS evaluated the I-70 corridor in a general nature and recommended an improvement strategy that the reconstructing and widening of the existing facility from the Kansas City, Missouri's Downtown CBD Freeway Loop to the Route F/H interchange in Oak Grove, Missouri. This strategy also included the redesigning access and interchanges for the entire CBD Freeway Loop.

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Strategies to be considered include (1) no build; (2) highway widening and interchange improvements strategies; and (3) Transportation System Management (TSM). The First Tier EIS will seek to determine sections of independent utility over this 18-mile stretch of I-70 that will become the basis for second tier environmental studies.

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Your agency has been identified as one that may have an interest in the I-70 FTEIS, because of the following:

- Your jurisdiction over farmland and agricultural resources.
- Your expertise with water, soil, and plant resources.

Accordingly, your agency is being extended this invitation to become a participating agency for the project.

Role as a Participating Agency: As a participating agency for the I-70 FTEIS, you will be afforded the opportunity, together with the public, to be involved in defining the purpose of and need for the project, as well as in determining the range of alternatives to be considered. You will be asked to:

- Provide input on the impact assessment methodologies for your agency's area of expertise;
- Participate in coordination meetings, conference calls, and joint field reviews, as appropriate; and

Mr. Hanson
June 26, 2008
Page 3

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Sincerely,

David B. Nichols, P.E.
Director of Program Delivery

Enclosures

Mr. Hanson
June 26, 2008
Page 4

Copy: Mr. Allen Masuda-FHWA
Mr. Matt Burcham-de
Mr. Allan Zafft-4tp
Mr. Dan Switzner-MO NRCS Clay and Jackson County Field Office

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Pete K. Rahn, Director



2007 Missouri Quality Award Winner

June 26, 2008

Col. Roger Wilson, Jr.
District Engineer
U.S. Army Corps of Engineers, Kansas City District
601 East 12th Street
Kansas City, MO 64106

Dear Mr. Wilson, Jr.:

Subject: I-70 First Tier Environmental Impact Statement
I-70 Jackson County, MO
MoDOT Job No. J4I1486B
Request to become a Participating Agency

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Your agency has been identified as one that may have an interest in the I-70 FTEIS, because of the following:

- Your jurisdiction over navigable waters and other waters of the United States.
- Your expertise regarding water resources.
- Your jurisdiction and expertise regarding flood management.

Accordingly, your agency is being extended this invitation to become a participating agency for the project.

Role as a Participating Agency: As a participating agency for the I-70 FTEIS, you will be afforded the opportunity, together with the public, to be involved in defining the purpose of and need for the project, as well as in determining the range of alternatives to be considered. You will be asked to:

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Sincerely,

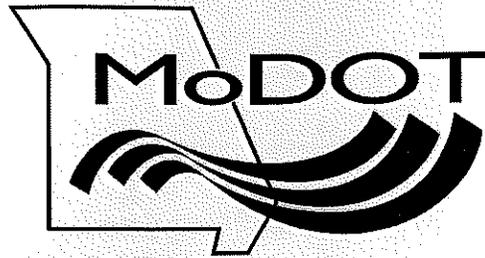
David B. Nichols, P.E.
Director of Program Delivery

Enclosures

Col. Wilson, Jr.
June 26, 2008
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Mr. Matt Burcham-de
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Missouri
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Pete K. Rahn, Director

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2007 Missouri Quality Award Winner

June 26, 2008

Michael Sanders
Jackson County Executive
Jackson County - County Executive Office
415 East 12th Street, 2nd Floor
Kansas City Courthouse
Kansas City, MO 64106

Dear Mr. Sanders:

Subject: I-70 First Tier Environmental Impact Statement
I-70 Jackson County, MO
MoDOT Job No. J4I1486B
Request to become a Participating Agency

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Participating Agency Invitation: The purpose of this letter is to initiate coordination with your organization. Section 6002 of the current federal highway bill known as the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU). Section 6002 of SAFETEA-LU, which focuses on efficient environmental reviews for project decision-making, expands the involvement agencies and the public can have in the transportation decision making process. As part of the environmental review process, the lead agencies (FHWA and MoDOT) must identify any other Federal and non-Federal agencies that may have a specific interest in the project and invite these agencies to become participating agencies in the environmental review process.

Your agency has been identified as one that may have an interest in the I-70 FTEIS, because of the following:

- Your jurisdiction as a County over the Study Area.
- Your expertise with local planning, economic development, community features, and resources.

Accordingly, your agency is being extended this invitation to become a participating agency for the project.

Role as a Participating Agency: As a participating agency for the I-70 FTEIS, you will be afforded the opportunity, together with the public, to be involved in defining the purpose of and need for the project, as well as in determining the range of alternatives to be considered. You will be asked to:

- Provide input on the impact assessment methodologies for your agency's area of expertise;
- Participate in coordination meetings, conference calls, and joint field reviews, as appropriate; and

- Review and comment on sections of the pre-draft and pre-final environmental documents to communicate any concerns of your agency on the adequacy of the document, the alternatives considered, and the anticipated impacts and mitigation.

A detailed coordination plan will be provided at the first agency coordination meeting, as discussed below.

Project Agency Meeting and Tour: Your agencies designated representative(s) are invited to attend the first agency coordination meeting and Study Area tour. The meeting will be held on Wednesday July 16, 2008 at 1:00 PM at the MoDOT District 4 Office, 600 NE Colbern Road, Lee's Summit, MO 64086. The coordination meeting is expected to last 1.5 hours and will be followed by a 1.5 hour tour of the Study Area. At the meeting, the Study Team will provide an overview of the study process and key issues. There will also be time for agencies to provide input on key concerns regarding the projects potential environmental or socioeconomic impacts. Following the meeting, the meeting materials and notes will be sent to agency representatives who are unable to attend.

Response Requested: We request that your agency provide confirmation on whether it is accepting or declining the invitation to become a participating agency. The acceptance or declination of this invitation may be transmitted electronically to Allan Zafft at Allan.Zafft@modot.mo.gov; please include the title of the official responding or via mail to the MoDOT District 4 office shown above. Responses should be transmitted to this office no later than July 15, 2008.

Your assistance is greatly appreciated and we look forward to working with you as the study progresses. If you have questions regarding this invitation, please contact Allan Zafft at 816-622-0687.

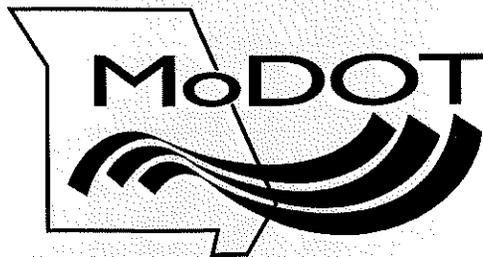
Sincerely,

David B. Nichols, P.E.
Director of Program Delivery

Enclosures

Copy: Mr. Allen Masuda-FHWA
Mr. Matt Burcham-de
Mr. Allan Zafft-4tp
Mr. Robbie Makinen-Jackson County-Economic Development
Mr. Jerry Page-Jackson County-Public Works

Missouri
Department
of Transportation



Pete K. Rahn, Director

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2007 Missouri Quality Award Winner

June 26, 2008

Robert Heacock
City Manager
City of Independence - City Manager's Office
111 East Maple Street
Third Floor, City Hall
Independence, MO 64050

Dear Mr. Heacock:

Subject: I-70 First Tier Environmental Impact Statement
I-70 Jackson County, MO
MoDOT Job No. J4I1486B
Request to become a Participating Agency

The Federal Highway Administration (FHWA), in cooperation with the Missouri Department of Transportation (MoDOT), will prepare a First Tier Environmental Impact Statement (FTEIS) to consider impacts of improvements to I-70 from the end of the last ramp termini east of the Missouri and Kansas state line to east of the I-470 interchange, including the entire Kansas City, Missouri's Downtown Central Business District (CBD) Freeway Loop in Jackson County Missouri. The project length is approximately 18 miles (20 miles including all segments of the downtown loop). We have enclosed a copy of a Project Location Map for your review.

Project Background: MoDOT in partnership with the Mid-America Regional Council (MARC) and the Kansas City Area Transportation Authority (KCATA) completed a Major Investment Study (MIS) for the I-70 corridor in Jackson County in November 2004. The MIS evaluated the I-70 corridor in a general nature and recommended an improvement strategy that the reconstructing and widening of the existing facility from the Kansas City, Missouri's Downtown CBD Freeway Loop to the Route F/H interchange in Oak Grove, Missouri. This strategy also included the redesigning access and interchanges for the entire CBD Freeway Loop.

Mr. Heacock
June 26, 2008
Page 2

FHWA and MoDOT are now preparing a FTEIS to develop an improvement strategy for the highway elements of the I-70 corridor, using the MIS Statement of Purpose and Need and Strategy Packages as their foundation. The FTEIS will also coordinate with completed and ongoing studies. These studies are the I-70 Transit Alternatives Analysis, Kansas City, Missouri's Downtown CBD Study, I-29/I-35 Paseo Bridge Corridor EIS, I-470 Purpose and Need study and the I-70 Supplemental EIS study.

Strategies to be considered include (1) no build; (2) highway widening and interchange improvements strategies; and (3) Transportation System Management (TSM). The First Tier EIS will seek to determine sections of independent utility over this 18-mile stretch of I-70 that will become the basis for second tier environmental studies.

Participating Agency Invitation: The purpose of this letter is to initiate coordination with your organization. Section 6002 of the current federal highway bill known as the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU). Section 6002 of SAFETEA-LU, which focuses on efficient environmental reviews for project decision-making, expands the involvement agencies and the public can have in the transportation decision making process. As part of the environmental review process, the lead agencies (FHWA and MoDOT) must identify any other Federal and non-Federal agencies that may have a specific interest in the project and invite these agencies to become participating agencies in the environmental review process.

Your agency has been identified as one that may have an interest in the I-70 FTEIS, because of the following:

- Your jurisdiction as a City over portions of the Study Area.
- Your expertise with local planning, economic development, community features, and resources.

Accordingly, your agency is being extended this invitation to become a participating agency for the project.

Role as a Participating Agency: As a participating agency for the I-70 FTEIS, you will be afforded the opportunity, together with the public, to be involved in defining the purpose of and need for the project, as well as in determining the range of alternatives to be considered. You will be asked to:

- Provide input on the impact assessment methodologies for your agency's area of expertise;
- Participate in coordination meetings, conference calls, and joint field reviews, as appropriate; and

Mr. Heacock
June 26, 2008
Page 3

- Review and comment on sections of the pre-draft and pre-final environmental documents to communicate any concerns of your agency on the adequacy of the document, the alternatives considered, and the anticipated impacts and mitigation.

A detailed coordination plan will be provided at the first agency coordination meeting, as discussed below.

Project Agency Meeting and Tour: Your agencies designated representative(s) are invited to attend the first agency coordination meeting and Study Area tour. The meeting will be held on Wednesday July 16, 2008 at 1:00 PM at the MoDOT District 4 Office, 600 NE Colbern Road, Lee's Summit, MO 64086. The coordination meeting is expected to last 1.5 hours and will be followed by a 1.5 hour tour of the Study Area. At the meeting, the Study Team will provide an overview of the study process and key issues. There will also be time for agencies to provide input on key concerns regarding the projects potential environmental or socioeconomic impacts. Following the meeting, the meeting materials and notes will be sent to agency representatives who are unable to attend.

Response Requested: We request that your agency provide confirmation on whether it is accepting or declining the invitation to become a participating agency. The acceptance or declination of this invitation may be transmitted electronically to Allan Zafft at Allan.Zafft@modot.mo.gov; please include the title of the official responding or via mail to the MoDOT District 4 office shown above. Responses should be transmitted to this office no later than July 15, 2008.

Your assistance is greatly appreciated and we look forward to working with you as the study progresses. If you have questions regarding this invitation, please contact Allan Zafft at 816-622-0687.

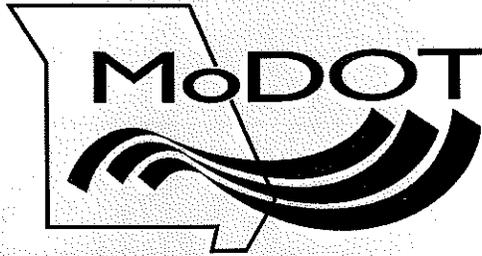
Sincerely,

David B. Nichols, P.E.
Director of Program Delivery

Enclosures

Copy: Mr. Allen Masuda-FHWA
Mr. Matt Burcham-de
Mr. Allan Zafft-4tp
Ms. Jennifer Clark-City of Independence-Community Development
Mr. John Powell-City of Independence-Public Works

Missouri
Department
of Transportation



Pete K. Rahn, Director

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2007 Missouri Quality Award Winner

June 26, 2008

Mark Huffer
General Manager
Kansas City Area Transit Authority
1200 East 18th Street
Kansas City, MO 64108

Dear Mr. Huffer:

Subject: I-70 First Tier Environmental Impact Statement
I-70 Jackson County, MO
MoDOT Job No. J4I1486B
Request to become a Participating Agency

The Federal Highway Administration (FHWA), in cooperation with the Missouri Department of Transportation (MoDOT), will prepare a First Tier Environmental Impact Statement (FTEIS) to consider impacts of improvements to I-70 from the end of the last ramp termini east of the Missouri and Kansas state line to east of the I-470 interchange, including the entire Kansas City, Missouri's Downtown Central Business District (CBD) Freeway Loop in Jackson County Missouri. The project length is approximately 18 miles (20 miles including all segments of the downtown loop). We have enclosed a copy of a Project Location Map for your review.

Project Background: MoDOT in partnership with the Mid-America Regional Council (MARC) and the Kansas City Area Transportation Authority (KCATA) completed a Major Investment Study (MIS) for the I-70 corridor in Jackson County in November 2004. The MIS evaluated the I-70 corridor in a general nature and recommended an improvement strategy that the reconstructing and widening of the existing facility from the Kansas City, Missouri's Downtown CBD Freeway Loop to the Route F/H interchange in Oak Grove, Missouri. This strategy also included the redesigning access and interchanges for the entire CBD Freeway Loop.

Mr. Huffer
June 26, 2008
Page 2

FHWA and MoDOT are now preparing a FTEIS to develop an improvement strategy for the highway elements of the I-70 corridor, using the MIS Statement of Purpose and Need and Strategy Packages as their foundation. The FTEIS will also coordinate with completed and ongoing studies. These studies are the I-70 Transit Alternatives Analysis, Kansas City, Missouri's Downtown CBD Study, I-29/I-35 Paseo Bridge Corridor EIS, I-470 Purpose and Need study and the I-70 Supplemental EIS study.

Strategies to be considered include (1) no build; (2) highway widening and interchange improvements strategies; and (3) Transportation System Management (TSM). The First Tier EIS will seek to determine sections of independent utility over this 18-mile stretch of I-70 that will become the basis for second tier environmental studies.

Participating Agency Invitation: The purpose of this letter is to initiate coordination with your organization. Section 6002 of the current federal highway bill known as the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU). Section 6002 of SAFETEA-LU, which focuses on efficient environmental reviews for project decision-making, expands the involvement agencies and the public can have in the transportation decision making process. As part of the environmental review process, the lead agencies (FHWA and MoDOT) must identify any other Federal and non-Federal agencies that may have a specific interest in the project and invite these agencies to become participating agencies in the environmental review process.

Your agency has been identified as one that may have an interest in the I-70 FTEIS, because of the following:

- Your jurisdiction and expertise regarding transit services in the region.

Accordingly, your agency is being extended this invitation to become a participating agency for the project.

Role as a Participating Agency: As a participating agency for the I-70 FTEIS, you will be afforded the opportunity, together with the public, to be involved in defining the purpose of and need for the project, as well as in determining the range of alternatives to be considered. You will be asked to:

- Provide input on the impact assessment methodologies for your agency's area of expertise;
- Participate in coordination meetings, conference calls, and joint field reviews, as appropriate; and

Mr. Huffer
June 26, 2008
Page 3

- Review and comment on sections of the pre-draft and pre-final environmental documents to communicate any concerns of your agency on the adequacy of the document, the alternatives considered, and the anticipated impacts and mitigation.

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Response Requested: We request that your agency provide confirmation on whether it is accepting or declining the invitation to become a participating agency. The acceptance or declination of this invitation may be transmitted electronically to Allan Zafft at Allan.Zafft@modot.mo.gov; please include the title of the official responding or via mail to the MoDOT District 4 office shown above. Responses should be transmitted to this office no later than July 15, 2008.

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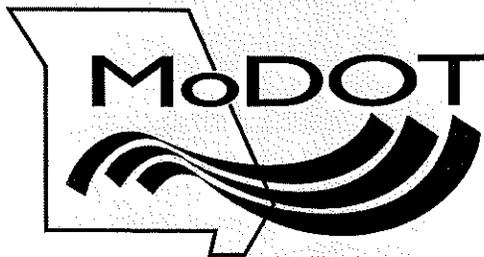
Sincerely,

David B. Nichols, P.E.
Director of Program Delivery

Enclosures

Copy: Mr. Allen Masuda-FHWA
Mr. Matt Burcham-de
Mr. Allan Zafft-4tp

Missouri
Department
of Transportation



Pete K. Rahn, Director

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www.modot.org



2007 Missouri Quality Award Winner

June 26, 2008

Mell Henderson
Director of Transportation
Mid-America Regional Council
600 Broadway, Suite 200
Kansas City, MO 64105

Dear Mr. Henderson:

Subject: I-70 First Tier Environmental Impact Statement
I-70 Jackson County, MO
MoDOT Job No. J4I1486B
Request to become a Participating Agency

The Federal Highway Administration (FHWA), in cooperation with the Missouri Department of Transportation (MoDOT), will prepare a First Tier Environmental Impact Statement (FTEIS) to consider impacts of improvements to I-70 from the end of the last ramp termini east of the Missouri and Kansas state line to east of the I-470 interchange, including the entire Kansas City, Missouri's Downtown Central Business District (CBD) Freeway Loop in Jackson County Missouri. The project length is approximately 18 miles (20 miles including all segments of the downtown loop). We have enclosed a copy of a Project Location Map for your review.

Project Background: MoDOT in partnership with the Mid-America Regional Council (MARC) and the Kansas City Area Transportation Authority (KCATA) completed a Major Investment Study (MIS) for the I-70 corridor in Jackson County in November 2004. The MIS evaluated the I-70 corridor in a general nature and recommended an improvement strategy that the reconstructing and widening of the existing facility from the Kansas City, Missouri's Downtown CBD Freeway Loop to the Route F/H interchange in Oak Grove, Missouri. This strategy also included the redesigning access and interchanges for the entire CBD Freeway Loop.

FHWA and MoDOT are now preparing a FTEIS to develop an improvement strategy for the highway elements of the I-70 corridor, using the MIS Statement of Purpose and Need and Strategy Packages as their foundation. The FTEIS will also coordinate with completed and ongoing studies. These studies are the I-70 Transit Alternatives Analysis, Kansas City, Missouri's Downtown CBD Study, I-29/I-35 Paseo Bridge Corridor EIS, I-470 Purpose and Need study and the I-70 Supplemental EIS study.

Strategies to be considered include (1) no build; (2) highway widening and interchange improvements strategies; and (3) Transportation System Management (TSM). The First Tier EIS will seek to determine sections of independent utility over this 18-mile stretch of I-70 that will become the basis for second tier environmental studies.

Participating Agency Invitation: The purpose of this letter is to initiate coordination with your organization. Section 6002 of the current federal highway bill known as the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU). Section 6002 of SAFETEA-LU, which focuses on efficient environmental reviews for project decision-making, expands the involvement agencies and the public can have in the transportation decision making process. As part of the environmental review process, the lead agencies (FHWA and MoDOT) must identify any other Federal and non-Federal agencies that may have a specific interest in the project and invite these agencies to become participating agencies in the environmental review process.

Your agency has been identified as one that may have an interest in the I-70 FTEIS, because of the following:

- Your jurisdiction over regional planning.
- Your expertise with regional transportation assets, resources, and plans.

Accordingly, your agency is being extended this invitation to become a participating agency for the project.

Role as a Participating Agency: As a participating agency for the I-70 FTEIS, you will be afforded the opportunity, together with the public, to be involved in defining the purpose of and need for the project, as well as in determining the range of alternatives to be considered. You will be asked to:

- Provide input on the impact assessment methodologies for your agency's area of expertise;
- Participate in coordination meetings, conference calls, and joint field reviews, as appropriate; and

Mr. Henderson
June 26, 2008
Page 3

- Review and comment on sections of the pre-draft and pre-final environmental documents to communicate any concerns of your agency on the adequacy of the document, the alternatives considered, and the anticipated impacts and mitigation.

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Project Agency Meeting and Tour: Your agencies designated representative(s) are invited to attend the first agency coordination meeting and Study Area tour. The meeting will be held on Wednesday July 16, 2008 at 1:00 PM at the MoDOT District 4 Office, 600 NE Colbern Road, Lee's Summit, MO 64086. The coordination meeting is expected to last 1.5 hours and will be followed by a 1.5 hour tour of the Study Area. At the meeting, the Study Team will provide an overview of the study process and key issues. There will also be time for agencies to provide input on key concerns regarding the projects potential environmental or socioeconomic impacts. Following the meeting, the meeting materials and notes will be sent to agency representatives who are unable to attend.

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Your assistance is greatly appreciated and we look forward to working with you as the study progresses. If you have questions regarding this invitation, please contact Allan Zafft at 816-622-0687.

Sincerely,

David B. Nichols, P.E.
Director of Program Delivery

Enclosures

Copy: Mr. Allen Masuda-FHWA
Mr. Matt Burcham-de
Mr. Allan Zafft-4tp

Missouri
Department
of Transportation



Pete K. Rahn, Director

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www.modot.org



2007 Missouri Quality Award Winner

June 26, 2008

Ronald Reynolds
Director
State Emergency Management Agency
P.O. Box 116
Jefferson City, MO 65102

Dear Mr. Reynolds:

Subject: I-70 First Tier Environmental Impact Statement
I-70 Jackson County, MO
MoDOT Job No. J4I1486B
Request to become a Participating Agency

The Federal Highway Administration (FHWA), in cooperation with the Missouri Department of Transportation (MoDOT), will prepare a First Tier Environmental Impact Statement (FTEIS) to consider impacts of improvements to I-70 from the end of the last ramp termini east of the Missouri and Kansas state line to east of the I-470 interchange, including the entire Kansas City, Missouri's Downtown Central Business District (CBD) Freeway Loop in Jackson County Missouri. The project length is approximately 18 miles (20 miles including all segments of the downtown loop). We have enclosed a copy of a Project Location Map for your review.

Project Background: MoDOT in partnership with the Mid-America Regional Council (MARC) and the Kansas City Area Transportation Authority (KCATA) completed a Major Investment Study (MIS) for the I-70 corridor in Jackson County in November 2004. The MIS evaluated the I-70 corridor in a general nature and recommended an improvement strategy that the reconstructing and widening of the existing facility from the Kansas City, Missouri's Downtown CBD Freeway Loop to the Route F/H interchange in Oak Grove, Missouri. This strategy also included the redesigning access and interchanges for the entire CBD Freeway Loop.

FHWA and MoDOT are now preparing a FTEIS to develop an improvement strategy for the highway elements of the I-70 corridor, using the MIS Statement of Purpose and Need and Strategy Packages as their foundation. The FTEIS will also coordinate with completed and ongoing studies. These studies are the I-70 Transit Alternatives Analysis, Kansas City, Missouri's Downtown CBD Study, I-29/I-35 Paseo Bridge Corridor EIS, I-470 Purpose and Need study and the I-70 Supplemental EIS study.

Strategies to be considered include (1) no build; (2) highway widening and interchange improvements strategies; and (3) Transportation System Management (TSM). The First Tier EIS will seek to determine sections of independent utility over this 18-mile stretch of I-70 that will become the basis for second tier environmental studies.

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Your agency has been identified as one that may have an interest in the I-70 FTEIS, because of the following:

- Your jurisdiction over emergency preparedness and evacuation procedures.
- Your expertise in the protection of public safety during major disasters.

Accordingly, your agency is being extended this invitation to become a participating agency for the project.

Role as a Participating Agency: As a participating agency for the I-70 FTEIS, you will be afforded the opportunity, together with the public, to be involved in defining the purpose of and need for the project, as well as in determining the range of alternatives to be considered. You will be asked to:

- Provide input on the impact assessment methodologies for your agency's area of expertise;
- Participate in coordination meetings, conference calls, and joint field reviews, as appropriate; and

Mr. Reynolds
June 26, 2008
Page 3

- Review and comment on sections of the pre-draft and pre-final environmental documents to communicate any concerns of your agency on the adequacy of the document, the alternatives considered, and the anticipated impacts and mitigation.

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Sincerely,

David B. Nichols, P.E.
Director of Program Delivery

Enclosures

Copy: Mr. Allen Masuda-FHWA
Mr. Matt Burcham-de
Mr. Allan Zafft-4tp

Missouri
Department
of Transportation



Pete K. Rahn, Director

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Fax (573) 751-6555
www.modot.org



2007 Missouri Quality Award Winner

June 26, 2008

Mark Nelson
Forestry Regional Supervisor
Missouri Department of Conservation
3424 NW Duncan Road
Blue Springs, MO 64015

Dear Mr. Nelson:

Subject: I-70 First Tier Environmental Impact Statement
I-70 Jackson County, MO
MoDOT Job No. J4I1486B
Request to become a Participating Agency

The Federal Highway Administration (FHWA), in cooperation with the Missouri Department of Transportation (MoDOT), will prepare a First Tier Environmental Impact Statement (FTEIS) to consider impacts of improvements to I-70 from the end of the last ramp termini east of the Missouri and Kansas state line to east of the I-470 interchange, including the entire Kansas City, Missouri's Downtown Central Business District (CBD) Freeway Loop in Jackson County Missouri. The project length is approximately 18 miles (20 miles including all segments of the downtown loop). We have enclosed a copy of a Project Location Map for your review.

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Your agency has been identified as one that may have an interest in the I-70 FTEIS, because of the following:

- Your jurisdiction over outdoor recreation and conservation.
- Your expertise with fish and wildlife resources and their habitat.

Accordingly, your agency is being extended this invitation to become a participating agency for the project.

Role as a Participating Agency: As a participating agency for the I-70 FTEIS, you will be afforded the opportunity, together with the public, to be involved in defining the purpose of and need for the project, as well as in determining the range of alternatives to be considered. You will be asked to:

- Provide input on the impact assessment methodologies for your agency's area of expertise;
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Mr. Nelson
June 26, 2008
Page 3

- Review and comment on sections of the pre-draft and pre-final environmental documents to communicate any concerns of your agency on the adequacy of the document, the alternatives considered, and the anticipated impacts and mitigation.

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Your assistance is greatly appreciated and we look forward to working with you as the study progresses. If you have questions regarding this invitation, please contact Allan Zafft at 816-622-0687.

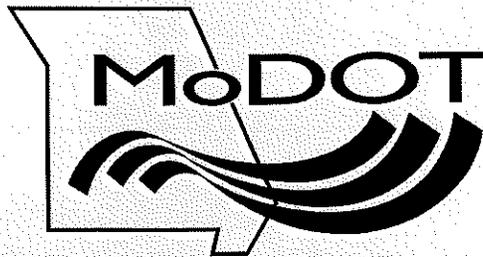
Sincerely,

David B. Nichols, P.E.
Director of Program Delivery

Enclosures

Copy: Mr. Allen Masuda-FHWA
Mr. Matt Burcham-de
Mr. Allan Zafft-4tp
Mr. John Hoskins-Missouri Department of Conservation

Missouri
Department
of Transportation



Pete K. Rahn, Director

105 West Capitol Avenue
P.O. Box 270
Jefferson City, MO 65102
(573) 751-2551
Fax (573) 751-6555
www.modot.org



2007 Missouri Quality Award Winner

June 26, 2008

John Hoskins
Director
Missouri Department of Conservation
P.O. Box 180
Jefferson City, MO 65109

Dear Mr. Hoskins:

Subject: I-70 First Tier Environmental Impact Statement
I-70 Jackson County, MO
MoDOT Job No. J4I1486B
Request to become a Participating Agency

The Federal Highway Administration (FHWA), in cooperation with the Missouri Department of Transportation (MoDOT), will prepare a First Tier Environmental Impact Statement (FTEIS) to consider impacts of improvements to I-70 from the end of the last ramp termini east of the Missouri and Kansas state line to east of the I-470 interchange, including the entire Kansas City, Missouri's Downtown Central Business District (CBD) Freeway Loop in Jackson County Missouri. The project length is approximately 18 miles (20 miles including all segments of the downtown loop). We have enclosed a copy of a Project Location Map for your review.

Project Background: MoDOT in partnership with the Mid-America Regional Council (MARC) and the Kansas City Area Transportation Authority (KCATA) completed a Major Investment Study (MIS) for the I-70 corridor in Jackson County in November 2004. The MIS evaluated the I-70 corridor in a general nature and recommended an improvement strategy that the reconstructing and widening of the existing facility from the Kansas City, Missouri's Downtown CBD Freeway Loop to the Route F/H interchange in Oak Grove, Missouri. This strategy also included the redesigning access and interchanges for the entire CBD Freeway Loop.

Mr. Hoskins
June 26, 2008
Page 2

FHWA and MoDOT are now preparing a FTEIS to develop an improvement strategy for the highway elements of the I-70 corridor, using the MIS Statement of Purpose and Need and Strategy Packages as their foundation. The FTEIS will also coordinate with completed and ongoing studies. These studies are the I-70 Transit Alternatives Analysis, Kansas City, Missouri's Downtown CBD Study, I-29/I-35 Paseo Bridge Corridor EIS, I-470 Purpose and Need study and the I-70 Supplemental EIS study.

Strategies to be considered include (1) no build; (2) highway widening and interchange improvements strategies; and (3) Transportation System Management (TSM). The First Tier EIS will seek to determine sections of independent utility over this 18-mile stretch of I-70 that will become the basis for second tier environmental studies.

Participating Agency Invitation: The purpose of this letter is to initiate coordination with your organization. Section 6002 of the current federal highway bill known as the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU). Section 6002 of SAFETEA-LU, which focuses on efficient environmental reviews for project decision-making, expands the involvement agencies and the public can have in the transportation decision making process. As part of the environmental review process, the lead agencies (FHWA and MoDOT) must identify any other Federal and non-Federal agencies that may have a specific interest in the project and invite these agencies to become participating agencies in the environmental review process.

Your agency has been identified as one that may have an interest in the I-70 FTEIS, because of the following:

- Your jurisdiction over outdoor recreation and conservation.
- Your expertise with fish and wildlife resources and their habitat.

Accordingly, your agency is being extended this invitation to become a participating agency for the project.

Role as a Participating Agency: As a participating agency for the I-70 FTEIS, you will be afforded the opportunity, together with the public, to be involved in defining the purpose of and need for the project, as well as in determining the range of alternatives to be considered. You will be asked to:

- Provide input on the impact assessment methodologies for your agency's area of expertise;
- Participate in coordination meetings, conference calls, and joint field reviews, as appropriate; and

Mr. Hoskins
June 26, 2008
Page 3

- Review and comment on sections of the pre-draft and pre-final environmental documents to communicate any concerns of your agency on the adequacy of the document, the alternatives considered, and the anticipated impacts and mitigation.

A detailed coordination plan will be provided at the first agency coordination meeting, as discussed below.

Project Agency Meeting and Tour: Your agencies designated representative(s) are invited to attend the first agency coordination meeting and Study Area tour. The meeting will be held on Wednesday July 16, 2008 at 1:00 PM at the MoDOT District 4 Office, 600 NE Colbern Road, Lee's Summit, MO 64086. The coordination meeting is expected to last 1.5 hours and will be followed by a 1.5 hour tour of the Study Area. At the meeting, the Study Team will provide an overview of the study process and key issues. There will also be time for agencies to provide input on key concerns regarding the projects potential environmental or socioeconomic impacts. Following the meeting, the meeting materials and notes will be sent to agency representatives who are unable to attend.

Response Requested: We request that your agency provide confirmation on whether it is accepting or declining the invitation to become a participating agency. The acceptance or declination of this invitation may be transmitted electronically to Allan Zafft at Allan.Zafft@modot.mo.gov; please include the title of the official responding or via mail to the MoDOT District 4 office shown above. Responses should be transmitted to this office no later than July 15, 2008.

Your assistance is greatly appreciated and we look forward to working with you as the study progresses. If you have questions regarding this invitation, please contact Allan Zafft at 816-622-0687.

Sincerely,

David B. Nichols, P.E.
Director of Program Delivery

Enclosures

Copy: Mr. Allen Masuda-FHWA
Mr. Matt Burcham-de
Mr. Allan Zafft-4tp
Mr. Mark Nelson-Missouri Department of Conservation

Missouri
Department
of Transportation



Pete K. Rahn, Director

105 West Capitol Avenue
P.O. Box 270
Jefferson City, MO 65102
(573) 751-2551
Fax (573) 751-6555
www.modot.org



2007 Missouri Quality Award Winner

June 26, 2008

Dan Switzner
District Conservationist
MO NRCS Clay and Jackson Field Office
United Bank Building, Suite 100
1 Victory Lane Drive
Liberty, MO 64068-3813

Dear Mr. Switzner:

Subject: I-70 First Tier Environmental Impact Statement
I-70 Jackson County, MO
MoDOT Job No. J4I1486B
Request to become a Participating Agency

The Federal Highway Administration (FHWA), in cooperation with the Missouri Department of Transportation (MoDOT), will prepare a First Tier Environmental Impact Statement (FTEIS) to consider impacts of improvements to I-70 from the end of the last ramp termini east of the Missouri and Kansas state line to east of the I-470 interchange, including the entire Kansas City, Missouri's Downtown Central Business District (CBD) Freeway Loop in Jackson County Missouri. The project length is approximately 18 miles (20 miles including all segments of the downtown loop). We have enclosed a copy of a Project Location Map for your review.

Project Background: MoDOT in partnership with the Mid-America Regional Council (MARC) and the Kansas City Area Transportation Authority (KCATA) completed a Major Investment Study (MIS) for the I-70 corridor in Jackson County in November 2004. The MIS evaluated the I-70 corridor in a general nature and recommended an improvement strategy that the reconstructing and widening of the existing facility from the Kansas City, Missouri's Downtown CBD Freeway Loop to the Route F/H interchange in Oak Grove, Missouri. This strategy also included the redesigning access and interchanges for the entire CBD Freeway Loop.

Mr. Switzner
June 26, 2008
Page 2

FHWA and MoDOT are now preparing a FTEIS to develop an improvement strategy for the highway elements of the I-70 corridor, using the MIS Statement of Purpose and Need and Strategy Packages as their foundation. The FTEIS will also coordinate with completed and ongoing studies. These studies are the I-70 Transit Alternatives Analysis, Kansas City, Missouri's Downtown CBD Study, I-29/I-35 Paseo Bridge Corridor EIS, I-470 Purpose and Need study and the I-70 Supplemental EIS study.

Strategies to be considered include (1) no build; (2) highway widening and interchange improvements strategies; and (3) Transportation System Management (TSM). The First Tier EIS will seek to determine sections of independent utility over this 18-mile stretch of I-70 that will become the basis for second tier environmental studies.

Participating Agency Invitation: The purpose of this letter is to initiate coordination with your organization. Section 6002 of the current federal highway bill known as the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU). Section 6002 of SAFETEA-LU, which focuses on efficient environmental reviews for project decision-making, expands the involvement agencies and the public can have in the transportation decision making process. As part of the environmental review process, the lead agencies (FHWA and MoDOT) must identify any other Federal and non-Federal agencies that may have a specific interest in the project and invite these agencies to become participating agencies in the environmental review process.

Your agency has been identified as one that may have an interest in the I-70 FTEIS, because of the following:

- Your jurisdiction over farmland and agricultural resources.
- Your expertise with water, soil, and plant resources.

Accordingly, your agency is being extended this invitation to become a participating agency for the project.

Role as a Participating Agency: As a participating agency for the I-70 FTEIS, you will be afforded the opportunity, together with the public, to be involved in defining the purpose of and need for the project, as well as in determining the range of alternatives to be considered. You will be asked to:

- Provide input on the impact assessment methodologies for your agency's area of expertise;
- Participate in coordination meetings, conference calls, and joint field reviews, as appropriate; and

Mr. Switzner
June 26, 2008
Page 3

- Review and comment on sections of the pre-draft and pre-final environmental documents to communicate any concerns of your agency on the adequacy of the document, the alternatives considered, and the anticipated impacts and mitigation.

A detailed coordination plan will be provided at the first agency coordination meeting, as discussed below.

Project Agency Meeting and Tour: Your agencies designated representative(s) are invited to attend the first agency coordination meeting and Study Area tour. The meeting will be held on Wednesday July 16, 2008 at 1:00 PM at the MoDOT District 4 Office, 600 NE Colbern Road, Lee's Summit, MO 64086. The coordination meeting is expected to last 1.5 hours and will be followed by a 1.5 hour tour of the Study Area. At the meeting, the Study Team will provide an overview of the study process and key issues. There will also be time for agencies to provide input on key concerns regarding the projects potential environmental or socioeconomic impacts. Following the meeting, the meeting materials and notes will be sent to agency representatives who are unable to attend.

Response Requested: We request that your agency provide confirmation on whether it is accepting or declining the invitation to become a participating agency. The acceptance or declination of this invitation may be transmitted electronically to Allan Zafft at Allan.Zafft@modot.mo.gov; please include the title of the official responding or via mail to the MoDOT District 4 office shown above. Responses should be transmitted to this office no later than July 15, 2008.

Your assistance is greatly appreciated and we look forward to working with you as the study progresses. If you have questions regarding this invitation, please contact Allan Zafft at 816-622-0687.

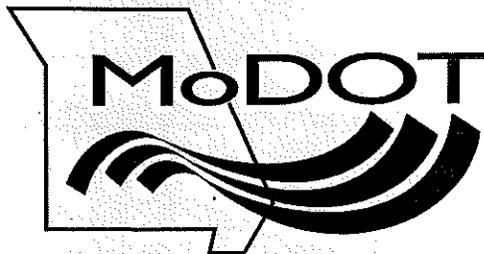
Sincerely,

David B. Nichols, P.E.
Director of Program Delivery

Enclosures

Copy: Mr. Allen Masuda-FHWA
Mr. Matt Burcham-de
Mr. Allan Zafft-4tp
Mr. Roger Hanson-Missouri NRCS State Office

Missouri
Department
of Transportation



Pete K. Rahn, Director

105 West Capitol Avenue
P.O. Box 270
Jefferson City, MO 65102
(573) 751-2551
Fax (573) 751-6555
www.modot.org



2007 Missouri Quality Award Winner

June 26, 2008

Doyle Childers
Director
Missouri Department of Natural Resources
P.O. Box 176
Jefferson City, MO 65102

Dear Mr. Childers:

Subject: I-70 First Tier Environmental Impact Statement
I-70 Jackson County, MO
MoDOT Job No. J4I1486B
Request to become a Participating Agency

The Federal Highway Administration (FHWA), in cooperation with the Missouri Department of Transportation (MoDOT), will prepare a First Tier Environmental Impact Statement (FTEIS) to consider impacts of improvements to I-70 from the end of the last ramp termini east of the Missouri and Kansas state line to east of the I-470 interchange, including the entire Kansas City, Missouri's Downtown Central Business District (CBD) Freeway Loop in Jackson County Missouri. The project length is approximately 18 miles (20 miles including all segments of the downtown loop). We have enclosed a copy of a Project Location Map for your review.

Project Background: MoDOT in partnership with the Mid-America Regional Council (MARC) and the Kansas City Area Transportation Authority (KCATA) completed a Major Investment Study (MIS) for the I-70 corridor in Jackson County in November 2004. The MIS evaluated the I-70 corridor in a general nature and recommended an improvement strategy that the reconstructing and widening of the existing facility from the Kansas City, Missouri's Downtown CBD Freeway Loop to the Route F/H interchange in Oak Grove, Missouri. This strategy also included the redesigning access and interchanges for the entire CBD Freeway Loop.

FHWA and MoDOT are now preparing a FTEIS to develop an improvement strategy for the highway elements of the I-70 corridor, using the MIS Statement of Purpose and Need and Strategy Packages as their foundation. The FTEIS will also coordinate with completed and ongoing studies. These studies are the I-70 Transit Alternatives Analysis, Kansas City, Missouri's Downtown CBD Study, I-29/I-35 Paseo Bridge Corridor EIS, I-470 Purpose and Need study and the I-70 Supplemental EIS study.

Strategies to be considered include (1) no build; (2) highway widening and interchange improvements strategies; and (3) Transportation System Management (TSM). The First Tier EIS will seek to determine sections of independent utility over this 18-mile stretch of I-70 that will become the basis for second tier environmental studies.

Participating Agency Invitation: The purpose of this letter is to initiate coordination with your organization. Section 6002 of the current federal highway bill known as the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU). Section 6002 of SAFETEA-LU, which focuses on efficient environmental reviews for project decision-making, expands the involvement agencies and the public can have in the transportation decision making process. As part of the environmental review process, the lead agencies (FHWA and MoDOT) must identify any other Federal and non-Federal agencies that may have a specific interest in the project and invite these agencies to become participating agencies in the environmental review process.

Your agency has been identified as one that may have an interest in the I-70 FTEIS, because of the following:

- Your jurisdiction over parklands and other natural features and protection areas.
- Your expertise in the protection and enhancement of natural resources.

Accordingly, your agency is being extended this invitation to become a participating agency for the project.

Role as a Participating Agency: As a participating agency for the I-70 FTEIS, you will be afforded the opportunity, together with the public, to be involved in defining the purpose of and need for the project, as well as in determining the range of alternatives to be considered. You will be asked to:

- Provide input on the impact assessment methodologies for your agency's area of expertise;
- Participate in coordination meetings, conference calls, and joint field reviews, as appropriate; and

Mr. Childers
June 26, 2008
Page 3

- Review and comment on sections of the pre-draft and pre-final environmental documents to communicate any concerns of your agency on the adequacy of the document, the alternatives considered, and the anticipated impacts and mitigation.

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Response Requested: We request that your agency provide confirmation on whether it is accepting or declining the invitation to become a participating agency. The acceptance or declination of this invitation may be transmitted electronically to Allan Zafft at Allan.Zafft@modot.mo.gov; please include the title of the official responding or via mail to the MoDOT District 4 office shown above. Responses should be transmitted to this office no later than July 15, 2008.

Your assistance is greatly appreciated and we look forward to working with you as the study progresses. If you have questions regarding this invitation, please contact Allan Zafft at 816-622-0687.

Sincerely,

David B. Nichols, P.E.
Director of Program Delivery

Enclosures

Copy: Mr. Allen Masuda-FHWA
Mr. Matt Burcham-de
Mr. Allan Zafft-4tp
Mr. Mark Miles- MDNR, State Historic Preservation Office
Mr. Karl Fett-MDNR, Kansas City Office

Nazar, Christopher R

From: Allan.Zafft@modot.mo.gov
Sent: Thursday, October 09, 2008 12:43 PM
To: cothern.joe@epa.gov; Shannon.Cave@mdc.mo.gov; Todd.Gemeinhardt@mdc.mo.gov; judith.deel@dnr.mo.gov; jane.beetem@dnr.mo.gov; David.Kacirek@mo.usda.gov; Jason.Schneider@sema.dps.mo.gov; RONA@MARC.ORG; mhuffer@kcata.org; djarrold@kcata.org; doconnor@kcata.org; jpowell@indepmo.org; dcoatsworth@indepmo.org; Patty_Hilderbrand@kcmo.org; David_Park@kcmo.org; Tom_Degenhardt@kcmo.org
Cc: peggy.casey@fhwa.dot.gov; Matthew.Burcham@modot.mo.gov; Nazar, Christopher R
Subject: MoDOT Job No. J4I1486B, I-70 First Tier EIS, Draft Purpose and Need Technical Memorandum

Dear Participating Agencies:

The Missouri Department of Transportation (MoDOT) have completed the Draft Purpose and Need Technical Memorandum for the I-70 First Tier Environmental Impact Statement (FTEIS) in the Kansas City, Missouri metro area. This project spans 18 miles of I-70 from the last ramp termini east of the Missouri - Kansas state line to just east of I-470 and includes all of the Kansas City, Missouri Downtown Freeway Loop.

As indicated in the I-70 FTEIS Public Involvement and Agency Coordination Plan (July 2008), participating agencies are afforded the opportunity to review the draft purpose and need statement for the I-70 FTEIS. Therefore, MoDOT is requesting your review on the Draft Purpose and Need Technical Memorandum.

Below is the MoDOT ftp website address to download the Draft Purpose and Need Technical Memorandum. If you experience any problems with downloading the document, please let me know and I can mail you a CD copy or hard copy ASAP.

<ftp://ftp.modot.mo.gov/District4/J4I1486B/>

Please e-mail me your review comments of the technical memorandum by Monday, November 10, 2008.

If you have questions, please contact me.

Sincerely,

Allan Zafft
Transportation Planning Coordinator
MoDOT - District 4
Phone: (816) 622-0687
E-mail: Allan.Zafft@modot.mo.gov

Nazar, Christopher R

From: Allan.Zafft@modot.mo.gov
Sent: Thursday, October 09, 2008 12:43 PM
To: david.r.hibbs@usace.army.mil
Cc: mark.d.frazier@usace.army.mil; John.D.Holm@nwk02.usace.army.mil;
Douglas.R.Berka@usace.army.mil; peggy.casey@fhwa.dot.gov;
Matthew.Burcham@modot.mo.gov; Nazar, Christopher R
Subject: Project No. 2008-01254, I-70 First Tier EIS in the Kansas City, Missouri Metro Area, Draft Purpose and Need Technical Memorandum

Dear Mr. Hibbs:

The Missouri Department of Transportation (MoDOT) have completed the Draft Purpose and Need Technical Memorandum for the I-70 First Tier Environmental Impact Statement (FTEIS) in the Kansas City, Missouri metro area (Project No. 2008-01254). This project spans 18 miles of I-70 from the last ramp termini east of the Missouri - Kansas state line to just east of I-470 and includes all of the Kansas City, Missouri Downtown Freeway Loop.

As indicated in the I-70 FTEIS Public Involvement and Agency Coordination Plan (July 2008), participating agencies are afforded the opportunity to review the draft purpose and need statement for the I-70 FTEIS. Therefore, MoDOT is requesting your review on the Draft Purpose and Need Technical Memorandum.

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<ftp://ftp.modot.mo.gov/District4/J4I1486B/>

Please e-mail me your review comments of the technical memorandum by Monday, November 10, 2008.

If you have questions, please contact me.

Sincerely,

Allan Zafft
Transportation Planning Coordinator
MoDOT - District 4
Phone: (816) 622-0687
E-mail: Allan.Zafft@modot.mo.gov

Missouri
Department
of Transportation



District 4 – Kansas City Area
600 NE Colbern Road
Lee's Summit, MO 64086
(816) 622-6500
Fax (816) 622-6329
Toll free 1-888 ASK MoDOT
(1-888-ASK-6636)
www.modot.mo.gov

Elizabeth A. Wright, District Engineer



2007 Missouri Quality Award Winner

October 9, 2008



Mr. Richard Hainje
Regional Administrator, Region VII
Federal Emergency Management Agency, Region VII
9221 Ward Parkway, Suite 300
Kansas City, MO 64114

Dear Mr. Hainje:

Subject: I-70 First Tier Environmental Impact Statement
I-70 Jackson County, MO
MoDOT Job No. J4I1486B
Draft Purpose and Need Technical Memorandum

The Missouri Department of Transportation have completed the Draft Purpose and Need Technical Memorandum for the I-70 First Tier Environmental Impact Statement (FTEIS) in the Kansas City, Missouri metro area. This project spans 18 miles of I-70 from the last ramp termini east of the Missouri – Kansas state line to just east of I-470 and includes all of the Kansas City, Missouri Downtown Freeway Loop.

As indicated in the I-70 FTEIS Public Involvement and Agency Coordination Plan (July 2008), participating agencies are afforded the opportunity to review the draft purpose and need statement for the project. Therefore, we have enclosed a copy of the Draft Purpose and Need Technical Memorandum for your agency's review. Please e-mail any comments to me at Allan.Zafft@modot.mo.gov by Monday, November 10, 2008.

If you have questions, please call me at (816) 622-0687.

Sincerely,

Allan Zafft
Transportation Planning Coordinator

Copy: Mr. Matt Burcham-de

Nazar, Christopher R

From: Allan.Zafft@modot.mo.gov
Sent: Thursday, January 15, 2009 5:31 PM
To: cothern.joe@epa.gov; Smith.StephenK@epamail.epa.gov; Tucker.Amber@epamail.epa.gov; Shannon.Cave@mdc.mo.gov; Todd.Gemeinhardt@mdc.mo.gov; judith.deel@dnr.mo.gov; jane.beetem@dnr.mo.gov; David.Kacirek@mo.usda.gov; Jason.Schneider@sema.dps.mo.gov; RONA@MARC.ORG; mhuffer@kcata.org; djarrold@kcata.org; doconnor@kcata.org; jpowell@indepmo.org; dcoatsworth@indepmo.org; TGarland@indepmo.org; Patty_Hilderbrand@kcmo.org; David_Park@kcmo.org; Tom_Degenhardt@kcmo.org
Cc: peggy.casey@fhwa.dot.gov; Matthew.Burcham@modot.mo.gov; Nazar, Christopher R
Subject: MoDOT Job No. J4I1486B, I-70 First Tier EIS, Draft Initial Strategy Packages Summary Memorandum

Dear Participating Agencies:

The Missouri Department of Transportation (MoDOT) has completed the Draft Initial Strategy Packages Summary Memorandum for the I-70 First Tier Environmental Impact Statement (FTEIS) in the Kansas City, Missouri metro area. This project spans 18 miles of I-70 from the last ramp termini east of the Missouri - Kansas state line to just east of I-470 and includes all of the Kansas City, Missouri Downtown Freeway Loop.

As indicated in the I-70 FTEIS Public Involvement and Agency Coordination Plan (July 2008), participating agencies are afforded the opportunity to review the first tier strategies for the I-70 FTEIS. Therefore, MoDOT is requesting your review on the Draft Initial Strategy Packages Summary Memorandum. This document discusses the fifteen initial first tier strategy packages that were evaluated and screened down to four reasonable first strategy packages. Currently, MoDOT is holding an online public meeting from January 2 to 31, 2009 where you can review a detailed map of the proposed four reasonable first strategies. The online meeting is posted on the project website at www.modot.org/kansascity/metroi70 and it allows the general public to make comments via blog or e-mail about the reasonable first tier strategies.

Below is the MoDOT ftp website address to download the Draft Initial Strategy Packages Summary Memorandum. If you experience any problems with downloading the document, please let me know and I can mail you a CD copy or hard copy ASAP.

<ftp://ftp.modot.mo.gov/District4/I-70%20FTEIS/>

Please e-mail me your review comments of the Draft Initial Strategy Packages Summary Memorandum by Monday, February 16, 2009. Note: This is a draft document. Please do not circulate the Draft Initial Strategy Packages Summary Memorandum to the general public at this time.

Also, available at the MoDOT ftp website is the following document:

- November 3, 2008 Resource Agency Group Meeting Minutes and Meeting Handouts
- July 16, 2008 Resource Agency Group Meeting Minutes and Study Area Tour Notes
- Draft Purpose and Need Technical Memorandum (Most Recent Version)
- Draft Purpose and Need Technical Memorandum - Appendix (Most Recent Version)
- Draft Environmental Impact Assessment Methodologies Coordination Memorandum (Most Recent Version)
- Draft Public Involvement and Agency Coordination Plan (Most Recent Version)

If you have questions, please contact me.

Sincerely,

Allan Zafft
Transportation Planning Coordinator
MoDOT - District 4
Phone: (816) 622-0687
E-mail: Allan.Zafft@modot.mo.gov

Nazar, Christopher R

From: Allan.Zafft@modot.mo.gov
Sent: Thursday, January 15, 2009 5:25 PM
To: david.r.hibbs@usace.army.mil
Cc: Douglas.R.Berka@usace.army.mil; peggy.casey@fhwa.dot.gov; Matthew.Burcham@modot.mo.gov; Nazar, Christopher R
Subject: Project No. 2008-01254, I-70 First Tier EIS, Draft Initial Strategy Packages Summary Memorandum

Dear Mr. Hibbs:

The Missouri Department of Transportation (MoDOT) has completed the Draft Initial Strategy Packages Summary Memorandum for the I-70 First Tier Environmental Impact Statement (FTEIS) in the Kansas City, Missouri metro area (Project No. 2008-01254). This project spans 18 miles of I-70 from the last ramp termini east of the Missouri - Kansas state line to just east of I-470 and includes all of the Kansas City, Missouri Downtown Freeway Loop.

As indicated in the I-70 FTEIS Public Involvement and Agency Coordination Plan (July 2008), participating agencies are afforded the opportunity to review the first tier strategies for the I-70 FTEIS. Therefore, MoDOT is requesting your review on the Draft Initial Strategy Packages Summary Memorandum. This document discusses the fifteen initial first tier strategy packages that were evaluated and screened down to four reasonable first strategy packages. Currently, MoDOT is holding an online public meeting from January 2 to 31, 2009 where you can review a detailed map of the proposed four reasonable first strategies. The online meeting is posted on the project website at www.modot.org/kansascity/metroi70 and it allows the general public to make comments via blog or e-mail about the reasonable first tier strategies.

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- Draft Environmental Impact Assessment Methodologies Coordination Memorandum (Most Recent Version)
- Draft Public Involvement and Agency Coordination Plan (Most Recent Version)

If you have questions, please contact me.

Sincerely,

Allan Zafft
Transportation Planning Coordinator
MoDOT - District 4
Phone: (816) 622-0687
E-mail: Allan.Zafft@modot.mo.gov



UNITED STATES ENVIRONMENTAL PROTECTION AGENCY

REGION 7
901 NORTH 5TH STREET
KANSAS CITY, KANSAS 66101

07 AUG 2008

Matt Burcham
Senior Environmental Specialist
P.O. Box 270
Jefferson City, MO 65102

Dear Mr. Burcham:

RE: Participating Agency for the First Tier I-70 Environmental Impact Statement,
Jackson County, Missouri (MoDOT Job No. J4I1486B)

This letter is to inform you that the U.S. Environmental Protection Agency, Region 7, accepts your invitation to be a participating agency in the preparation of an environmental impact statement for this project. We look forward to participating in the coordination meetings and providing comments as appropriate.

If you have any questions regarding this letter, please contact me at 913-551-7148 or cothern.joe@epa.gov.

Sincerely,

A handwritten signature in cursive script that reads "Joseph Cothorn".

Joseph Cothorn
NEPA Team Leader
Environmental Services Division



DEPARTMENT OF THE ARMY
KANSAS CITY DISTRICT, CORPS OF ENGINEERS
700 FEDERAL BUILDING
KANSAS CITY, MISSOURI 64106-2896

Planning

July 10, 2008

REPLY TO
ATTENTION OF:

Regulatory Branch
(2008-01254)

David B. Nichols, P.E.
Director of Program Delivery
Missouri Department of Transportation, District No. 4
600 Northeast Colbern Road
Lee's Summit, Missouri 64086

Dear Mr. Nichols:

This is in response to your letter, dated June 26, 2008, requesting our participation in the preparation of the First Tier Environmental Impact Statement (FTEIS) for the proposed Interstate 70 improvement project in the Kansas City, Missouri metro area.

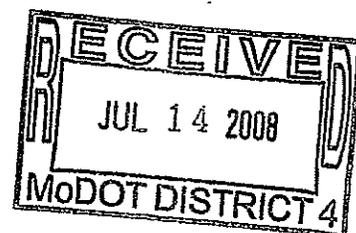
The project corridor as outlined in your letter is of interest to us because of our regulatory authority under the Clean Water Act (33 U.S.C. 1344) and because of our Blue River Channel Modification Project, a cooperative effort with the City of Kansas City, Missouri. As a result, we accept the invitation to assist as a participating agency in the preparation of the FTEIS.

This project has been assigned number 2008-01254. Please reference this number in all inquiries and correspondence concerning this project.

If you have questions, please contact Mr. Mark Frazier, Chief, Regulatory Branch, at (816) 389-3664, or Mr. John Holm, Project Manager, at (816) 389-3111.

Sincerely,

David R. Hibbs
Regulatory Program Manager
Operations Division





Matt Blunt, Governor • Doyle Childers, Director

DEPARTMENT OF NATURAL RESOURCES

www.dnr.mo.gov

Mr. David B. Nichols, P.E.
Director of Program Delivery
Missouri Department of Transportation
P.O. Box 270
Jefferson City, Missouri 65102

Dear Mr. Nichols:

The Missouri Department of Natural Resources (department) accepts the invitation from the Missouri Department of Transportation (MoDOT) to act as a Participating Agency on development of a First Tier Environmental Impact Statement (EIS) for I-70 in Jackson County, Missouri.

The department understands that as a Participating Agency, we will work to:

- (1) provide meaningful and early input on the purpose and need for the project, the range of alternatives for consideration, as well as methodologies and the level of detail required in the alternatives analysis;
- (2) participate in coordination meetings and joint field reviews as appropriate; and
- (3) provide timely review and comment on environmental documents developed during this process. Such comments will include any concerns the department may have regarding the adequacy of the documents, the alternatives considered, and anticipated impacts and mitigation.

Thank you for inviting the department to participate in this process. We look forward to working with you on this project. If you have any questions or require further information, please contact me at 573-751-3195. My address for correspondence is Department of Natural Resources, P.O. Box 176, Jefferson City, MO 65102. Thank you.

Sincerely,

DEPARTMENT OF NATURAL RESOURCES



Jane Beetem
NEPA Coordinator

Nazar, Christopher R

From: Allan.Zafft@modot.mo.gov
Sent: Friday, July 11, 2008 10:16 AM
To: Jerry Page
Subject: Re: I-70 FTEIS MoDOT Job NO. J411486B

Dear Mr. Jerry Page:

In regards to your e-mail below, you indicate that Jackson County Public Works declines the invitation to become a participating agency for the I-70 First Tier Environmental Impact Statement (Job No. J411486B). Is your response for Jackson County or will MoDOT receive a response from the Jackson County - County Executive Office?

If you have questions, please contact me.

Sincerely,

Allan Zafft
Transportation Planning Coordinator
MoDOT - District 4
Phone: (816) 622-0687
E-mail: Allan.Zafft@modot.mo.gov

Jerry Page
<JPage@jacksongov.org>

07/10/2008 10:56
AM

Allan Zafft
<Allan.Zafft@modot.mo.gov>

To

cc

Subject
I-70 FTEIS MoDOT Job NO. J411486B

Mr. Zafft, Jackson County Public Works declines the invitation to participate in the above subject.

Sincerely,

Jerry Page, PE
Director Public Works
Jackson County, MO
816.881.4496 phone
816.881.4448 fax
jpage@jacksongov.org

Nazar, Christopher R

From: Allan.Zafft@modot.mo.gov
Sent: Friday, July 11, 2008 9:04 AM
To: Judith Deel
Subject: Re: I-70 Jackson County, Job No. J4I1486B

Ms. Judith Deel:

This e-mail is to let you know that I received your response on accepting the invitation to become a participating agency for the I-70 First Tier Environmental Impact Statement in Jackson County, Missouri. Thank you for your response.

Will you be attending the first agency coordination meeting and Study Area Tour that will be held on Wednesday, July 16, 2008 at 1:00 p.m. at the MoDOT District 4 Office, 600 NE Colbern Road, Lee's Summit, MO 64086? The coordination meeting is expected to last 1.5 hours and will be followed by a 1.5 hour tour of the Study Area. At the meeting, the Study Team will provide an overview of the study process and key issues. There will also be time for agencies to provide input on key concerns regarding the projects potential environmental or socioeconomic impacts.

If possible, could you please let me know by the end of July 14, if you plan on attending the July 16 meeting/tour? We are trying to get a headcount for this meeting. If you cannot attend the meeting, we will send you the meeting materials and notes soon after the meeting.

If you have questions, please contact me.

Sincerely,

Allan Zafft
Transportation Planning Coordinator
MoDOT - District 4
Phone: (816) 622-0687
E-mail: Allan.Zafft@modot.mo.gov

"Judith Deel"
<judith.deel@dnr.
mo.gov>

07/07/2008 12:32
PM

Allan.Zafft@modot.mo.gov To
cc
Subject
I-70 Jackson County, Job No.
J4I1486B

The Department of Natural Resources, State Historic Preservation Office, would like to become a participating agency for the MoDOT Job No. J4I1486B.

Judith Deel
State Historic Preservation Office
Missouri Department of Natural Resources P.O. Box 176 Jefferson City, MO 65102

Nazar, Christopher R

From: Allan.Zafft@modot.mo.gov
Sent: Monday, July 14, 2008 1:19 PM
To: Nazar, Christopher R
Cc: Matthew.Burcham@modot.mo.gov
Subject: Fw: I-70 First Tier Environmental Impact Statement

FYI - Below is SEMA's acceptance to become a participating agency. SEMA representative will not attend the July 16 mtg.

Thanks,

Allan Zafft
Transportation Planning Coordinator
MoDOT - District 4
Phone: (816) 622-0687
E-mail: Allan.Zafft@modot.mo.gov

----- Forwarded by Allan S Zafft/D4/MODOT on 07/14/2008 01:17 PM -----

"Schneider, Jason" <Jason.Schneider@ sema.dps.mo.gov>	"Zafft, Allan" <allan.zafft@modot.mo.gov>	To
07/14/2008 09:28 AM		cc
	I-70 First Tier Environmental Impact Statement	Subject

Mr. Zafft

The State Emergency Management Agency (SEMA) will accept the invitation to become a participating agency. We will be unable however to attend the meeting on Wednesday July 16, 2008.

Jason Schneider
Floodplain Management Engineer
Missouri State Emergency Management Agency
Phone: 573.526.9119
Fax 573.526.9198
jason.schneider@sema.dps.mo.gov

Nazar, Christopher R

From: Allan.Zafft@modot.mo.gov
Sent: Monday, July 14, 2008 1:18 PM
To: Nazar, Christopher R
Cc: Matthew.Burcham@modot.mo.gov
Subject: Fw: I-70 First Tier EIS, Jackson County, MoDOT Job No. J411486B - Request to Become a Participating Agency

FYI - Below is Independence's acceptance to become a participating agency. John Powell will be attending the July 16 meeting/tour.

Thanks,

Allan Zafft
Transportation Planning Coordinator
MoDOT - District 4
Phone: (816) 622-0687
E-mail: Allan.Zafft@modot.mo.gov

----- Forwarded by Allan S Zafft/D4/MODOT on 07/14/2008 01:13 PM -----

"John Powell"
<JPOWELL@indepmo.org>

07/14/2008 10:39 AM

<Allan.Zafft@modot.mo.gov>

To
cc
Subject
"John Pinch" <JPinch@indepmo.org>
Re: I-70 First Tier EIS, Jackson County, MoDOT Job No. J411486B - Request to Become a Participating Agency

Hello Allan, Independence is accepting the invitation to become a participating agency for the I-70 project. I will be attending the July 16 meeting and tour. Thank you for the opportunity to be involved with this important project.

John Powell
Public Works Director
(816)325-7606

>>> <Allan.Zafft@modot.mo.gov> 7/11/2008 12:56 PM >>>

Dear Mr. Robert Heacock:

Attached is a letter dated June 26, 2008 from David B. Nichols, Missouri Department of Transportation (MoDOT) Director of Program Delivery, to you that extends an invitation to the city of Independence to become a participating agency for the I-70 First Tier Environmental Impact Statement in Jackson County (see attachment for more details).

(See attached file: Invitation_I-70 FTEIS_Robert Heacock.pdf)

This e-mail is a reminder that the deadline to accept or decline the invitation to become

a participating agency is no later than Tuesday, July 15, 2008.

In addition, the first agency coordination meeting will be held on Wednesday, July 16, 2008 at 1:00 p.m. at the MoDOT District 4 Office, 600 NE Colbern Road, Lee's Summit, MO 64086. The coordination meeting is expected to last 1.5 hours and will be followed by a 1.5 hour tour of the Study Area. At the meeting, the Study Team will provide an overview of the study process and key issues. There will also be time for agencies to provide input on key concerns regarding the projects potential environmental or socioeconomic impacts. Could you please let me know, if a city representative will attend the July 16 meeting/tour?

If you have questions, please contact me.

Sincerely,

Allan Zafft
Transportation Planning Coordinator
MoDOT - District 4
Phone: (816) 622-0687
E-mail: Allan.Zafft@modot.mo.gov

Nazar, Christopher R

From: Allan.Zafft@modot.mo.gov
Sent: Monday, July 14, 2008 9:13 PM
To: Nazar, Christopher R
Cc: Matthew.Burcham@modot.mo.gov
Subject: Fw: MoDOT Job No. J4I1486B

FYI - Todd Gemeinhardt will represent MDC at the July 16 meeting/tour. Shannon Cave will be the point of contact for MDC on the I-70 FTEIS.

Thanks,

Allan Zafft
Transportation Planning Coordinator
MoDOT - District 4
Phone: (816) 622-0687
E-mail: Allan.Zafft@modot.mo.gov

----- Forwarded by Allan S Zafft/D4/MODOT on 07/14/2008 09:09 PM -----

"Shannon Cave"
<Shannon.Cave@mdc.mo.gov>

07/14/2008 02:24
PM

<Allan.Zafft@modot.mo.gov>

To

cc

"Jane Epperson"
<Jane.Epperson@mdc.mo.gov>, "Joseph Bonneau"
<Joseph.Bonneau@mdc.mo.gov>, "Mark Nelson" <Mark.Nelson@mdc.mo.gov>, "Todd Gemeinhardt"
<Todd.Gemeinhardt@mdc.mo.gov>

Subject

Re: MoDOT Job No. J4I1486B

Per your request, Todd Gemeinhardt of MDC's Fisheries Division will represent MDC at the initial meeting. Please keep me involved with minutes and future meeting announcements, as I will be the point of contact for MDC's administration on this matter.

Mr. Shannon D. Cave
Public Involvement Coordinator
Policy Coordination Unit
Missouri Department of Conservation
P. O. Box 180
Jefferson City, MO 65102
573-522-4115 X 3250
e-mail: Shannon.Cave@mdc.mo.gov

>>> <Allan.Zafft@modot.mo.gov> 7/11/2008 9:25 AM >>>

Ms. Jane Epperson:

This e-mail is to let you know that I received your response on accepting the invitation

to become a participating agency for the I-70 First Tier Environmental Impact Statement in Jackson County, Missouri. Thank you for responding.

Will there be a Department of Conservation representative attending the first agency coordination meeting and Study Area Tour that will be held on Wednesday, July 16, 2008 at 1:00 p.m. at the MoDOT District 4 Office, 600 NE Colbern Road, Lee's Summit, MO 64086? The coordination meeting is expected to last 1.5 hours and will be followed by a 1.5 hour tour of the Study Area. At the meeting, the Study Team will provide an overview of the study process and key issues. There will also be time for agencies to provide input on key concerns regarding the projects potential environmental or socioeconomic impacts.

If possible, could you please let me know by the end of July 14, if a Department of Conservation representative plans on attending the July 16

meeting/tour? We are trying to get a headcount for this meeting. If a Department of Conservation representative cannot attend the meeting, we will send you and Mr. Shannon Cave the meeting materials and notes to review soon after the meeting.

If you have questions, please contact me.

Sincerely,

Allan Zafft
Transportation Planning Coordinator
MoDOT - District 4
Phone: (816) 622-0687
E-mail: Allan.Zafft@modot.mo.gov

"Jane Epperson"

<Jane.Epperson@md

c.mo.gov>

To inet:Allan.Zafft@modot.mo.gov

07/09/2008 11:11

cc AM "John Hoskins"
<John.Hoskins@mdc.mo.gov>, "Mark Nelson"

<Mark.Nelson@mdc.mo.gov>,

"Shannon Cave"
<Shannon.Cave@mdc.mo.gov>

Subject MoDOT Job No. J4I1486B

Good morning Allan,

I'm contacting you in response to Mr. David Nichols' June 26, 2008 letter to Missouri Department of Conservation's Director John Hoskins, in which we were invited to participate in the I-70 First Tier EIS preparation.

The Department accepts your invitation and looks forward to contributing information and comments to conserve the fish, forest, and wildlife resources of the state. The staff position who provides environmental coordination for this part of the state is vacant at the moment, so please add Mr. Shannon Cave's name to the contact list (Shannon is copied on this e-mail).

Thanks and have a great day!

Jane Epperson
Policy Coordination Unit Supervisor
Missouri Department of Conservation
573-522-4115 ext 3351
jane.epperson@mdc.mo.gov
fax 573-526-4495

"There are risks and costs to a program of action, but they are far less than the long-range risks and costs of comfortable inaction." JFK

Nazar, Christopher R

From: Allan.Zafft@modot.mo.gov
Sent: Friday, July 11, 2008 9:17 AM
To: Cheryl Floyd
Cc: Mark Huffer
Subject: Re: KCATA RESPONSE: I-70 First Tier Environmental Impact Statement

Attachments: pic16096.jpg



pic16096.jpg (12 KB)

Ms. Cheryl D. Floyd:

This e-mail is to let you know that I received KCATA's response on accepting the invitation to become a participating agency for the I-70 First Tier Environmental Impact Statement in Jackson County, Missouri. Thank you for responding.

Will there be a KCATA representative attending the first agency coordination meeting and Study Area Tour that will be held on Wednesday, July 16, 2008 at 1:00 p.m. at the MoDOT District 4 Office, 600 NE Colbern Road, Lee's Summit, MO 64086? The coordination meeting is expected to last 1.5 hours and will be followed by a 1.5 hour tour of the Study Area. At the meeting, the Study Team will provide an overview of the study process and key issues. There will also be time for agencies to provide input on key concerns regarding the projects potential environmental or socioeconomic impacts.

If possible, could you please let me know by the end of July 14, if a KCATA representative plans on attending the July 16 meeting/tour? We are trying to get a headcount for this meeting. If a KCATA representative cannot attend the meeting, we will send Mr. Mark Huffer the meeting materials and notes to review soon after the meeting.

If you have questions, please contact me.

Sincerely,

Allan Zafft
Transportation Planning Coordinator
MoDOT - District 4
Phone: (816) 622-0687
E-mail: Allan.Zafft@modot.mo.gov

"Cheryl Floyd"
<cfloyd@kcata.org
>

07/01/2008 01:13
PM

To
<allan.zafft@modot.mo.gov>
cc
"Mark Huffer" <mhuffer@kcata.org>
Subject
KCATA RESPONSE: I-70 First Tier
Environmental Impact Statement

(Embedded image moved to file: pic16096.jpg) Dear Mr. Zafft,

This message is sent to you on behalf of Mark Huffer, our General Manager.

Mr. Huffer received the letter from David B. Nichols, dated June 26, 2008, inviting the KCATA to become a participating agency in the I-70 First Tier Environmental Impact Statement process. Mr. Huffer confirms that KCATA will participate.

Thank you!

Cheryl D. Floyd
Executive Assistant to the General Manager Assistant Secretary to the Board of
Commissioners Kansas City Area Transportation Authority 1200 E. 18th Street Kansas City,
MO 64108

P: 816-346-0211

F: 816-346-0253

E: cfloyd@kcata.org

Nazar, Christopher R

From: Allan.Zafft@modot.mo.gov
Sent: Friday, July 11, 2008 9:07 AM
To: Kacirek, David - St Joseph, MO
Cc: Lee, Clayton - Columbia, MO
Subject: RE: I-70 First Tier Environmental Impact Statement

Mr. David Kacirek:

Thanks you for the quick response. Yes, I will send you the meeting material and notes for your review soon after the meeting.

Thanks,

Allan Zafft
Transportation Planning Coordinator
MoDOT - District 4
Phone: (816) 622-0687
E-mail: Allan.Zafft@modot.mo.gov

"Kacirek, David -
St Joseph, MO"
<David.Kacirek@mo.usda.gov>
07/11/2008 09:03 AM
To
<Allan.Zafft@modot.mo.gov>
cc
"Lee, Clayton - Columbia, MO"
<clayton.lee@mo.usda.gov>
Subject
RE: I-70 First Tier Environmental
Impact Statement

Mr. Allan Zafft,

Thank you for the invitation to attend the meeting and Study Area Tour. I will be at a soils training session in Wisconsin the week of July 13-18; and will not be able to attend the coordination meeting on July 16th. Please send me the materials and notes for me to review at a later date.
Thank you.

Dave Kacirek
Area Resource Soil Scientist
NRCS
St. Joseph, MO.

-----Original Message-----

From: Allan.Zafft@modot.mo.gov [mailto:Allan.Zafft@modot.mo.gov]
Sent: Friday, July 11, 2008 8:54 AM
To: Lee, Clayton - Columbia, MO
Cc: Kacirek, David - St Joseph, MO
Subject: Re: I-70 First Tier Environmental Impact Statement

Mr. Clayton Lee:

This e-mail is to let you know that I received your response on accepting the invitation to become a participating agency for the I-70 First Tier Environmental Impact Statement in Jackson County, Missouri. Thank you for your response.

Will Mr. Kacirek be attending the first agency coordination meeting and Study Area Tour that will be held on Wednesday, July 16, 2008 at 1:00 p.m. at the MoDOT District 4 Office, 600 NE Colbern Road, Lee's Summit, MO 64086? The coordination meeting is expected to last 1.5 hours and will be followed by a 1.5 hour tour of the Study Area. At the meeting, the Study Team will provide an overview of the study process and key issues.

There will also be time for agencies to provide input on key concerns regarding the projects potential environmental or socioeconomic impacts.

If possible, could you please let me know by the end of July 14, if Mr. Kacirek is attending the July 16 meeting/tour? We are trying to get a headcount for this meeting. If Mr. Kacirek cannot attend the meeting, we will send the meeting materials and notes.

If you have questions, please contact me.

Sincerely,

Allan Zafft
Transportation Planning Coordinator
MoDOT - District 4
Phone: (816) 622-0687
E-mail: Allan.Zafft@modot.mo.gov

"Lee, Clayton -

Columbia, MO"

<clayton.lee@mo.u

To

sda.gov>

<Allan.Zafft@modot.mo.gov>

cc

07/02/2008 11:36

"Kacirek, David - St Joseph, MO"

AM

<David.Kacirek@mo.usda.gov>

Subject

I-70 First Tier Environmental
Impact Statement

Allan,
NRCS would be happy to be a participating agency with this project.

Based
on a quick review of the map, it appears the project area is entirely within the city limits making the provisions of the Farmland Protection Policy Act a non-issue. Areas within city limits are considered already converted. With regard to water, soil, and plant resources, we are always willing to offer recommendations. Oftentimes the use of our critical area seeding practice standard will help with highly erodible soils.

David Kacirek, Area Resource Soil Scientist in St. Joseph, MO has responsibilities within this area and can serve the NRCS contact. I will mail him the information you sent to Roger Hansen, so he will have the background information.

If you have any questions, let me know.

Thanks!

Clayton Lee

State Soil Scientist

USDA-NRCS

[attachment "David Kacirek (david.kacirek@mo.usda.gov).vcf" deleted by Allan S Zafft/D4/MODOT]

Nazar, Christopher R

From: Allan.Zafft@modot.mo.gov
Sent: Friday, July 11, 2008 8:54 AM
To: Lee, Clayton - Columbia, MO
Cc: Kacirek, David - St Joseph, MO
Subject: Re: I-70 First Tier Environmental Impact Statement

Mr. Clayton Lee:

This e-mail is to let you know that I received your response on accepting the invitation to become a participating agency for the I-70 First Tier Environmental Impact Statement in Jackson County, Missouri. Thank you for your response.

Will Mr. Kacirek be attending the first agency coordination meeting and Study Area Tour that will be held on Wednesday, July 16, 2008 at 1:00 p.m. at the MoDOT District 4 Office, 600 NE Colbern Road, Lee's Summit, MO 64086? The coordination meeting is expected to last 1.5 hours and will be followed by a 1.5 hour tour of the Study Area. At the meeting, the Study Team will provide an overview of the study process and key issues. There will also be time for agencies to provide input on key concerns regarding the projects potential environmental or socioeconomic impacts.

If possible, could you please let me know by the end of July 14, if Mr. Kacirek is attending the July 16 meeting/tour? We are trying to get a headcount for this meeting. If Mr. Kacirek cannot attend the meeting, we will send the meeting materials and notes.

If you have questions, please contact me.

Sincerely,

Allan Zafft
Transportation Planning Coordinator
MoDOT - District 4
Phone: (816) 622-0687
E-mail: Allan.Zafft@modot.mo.gov

"Lee, Clayton -
Columbia, MO"
<clayton.lee@mo.usda.gov>

07/02/2008 11:36
AM

<Allan.Zafft@modot.mo.gov>

To

cc

"Kacirek, David - St Joseph, MO"
<David.Kacirek@mo.usda.gov>

Subject

I-70 First Tier Environmental
Impact Statement

Allan,
NRCS would be happy to be a participating agency with this project. Based on a quick review of the map, it appears the project area is entirely within the city limits making the provisions of the Farmland Protection Policy Act a non-issue. Areas within city limits are considered already converted. With regard to water, soil, and plant resources, we are

always willing of offer recommendations. Oftentimes the use of our critical area seeding practice standard will help with highly erodible soils.

David Kacirek, Area Resource Soil Scientist in St. Joseph, MO has responsibilities within this area and can serve the NRCS contact. I will mail him the information you sent to Roger Hansen, so he will have the background information.

If you have any questions, let me know.

Thanks!

Clayton Lee

State Soil Scientist

USDA-NRCS

"Hibbs, David R NWK"
<David.R.Hibbs@usace.army.mil>

To <Allan.Zafft@modot.mo.gov>
08/15/2008 03:27 PM

cc "Berka, Douglas R NWK"
<Douglas.R.Berka@usace.army.mil>,
"Holm, John D NWK"
<John.D.Holm@usace.army.mil>,
"Frazier, Mark D NWK"
<Mark.D.Frazier@usace.army.mil>

Subject RE: Project No. 2008-01254, I-70 First Tier Environmental
Impact Statement in Jackson County

Mr. Zafft,

This is in response to your email below, requesting our review of the Environmental Impact Assessment Methodologies Coordination Memorandum (Draft Version) and Public Involvement and Agency Coordination Plan (Draft Version) for the proposed Interstate 70 improvement project in the Kansas City, Missouri metro area.

The project corridor as outlined in the documents is of interest to us because of our regulatory authority under the Clean Water Act (33 U.S.C. 1344) and because of our Blue River Channel Modification Project, a cooperative effort with the City of Kansas City, Missouri.

We have no specific comments on these draft documents at this time. General comments are to mention that should the proposed improvements require the discharge of dredged or fill material in any waters of the United States, including wetlands, a Department of the Army (DA) permit will be required.

Also, any potential impacts upon the Blue River Channel Modification Project will also need to be coordinated with the Corps and the City of Kansas City, Missouri.

If you have any questions concerning this matter, please feel free to contact Doug Berka at 816-389-3657. Please reference Permit No. 2008-01254 in all comments and/or inquiries relating to this project.

Thanks.

David R. Hibbs

Regulatory Program Manager/Assistant Branch Chief
Kansas City District, U.S. Army Corps of Engineers
700 Federal Bldg., 601 East 12th Street (OD-R)
Kansas City, MO 64106
Phone - 816-389-3136
david.r.hibbs@usace.army.mil

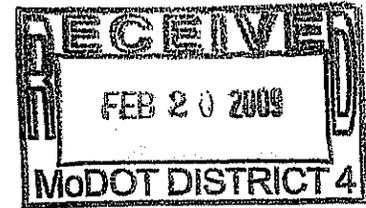
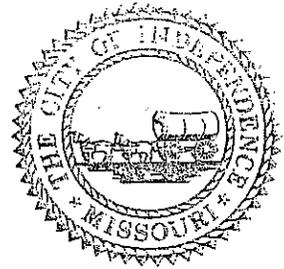
City of Independence

111 EAST MAPLE • P.O. BOX 1019 • INDEPENDENCE, MISSOURI 64051-0519

www.ci.independence.mo.us • (816) 325-7000

February 13, 2009

Missouri Department of Transportation
Attention: Elizabeth Wright, District Engineer
600 N.E. Colbern Road
Lee's Summit, MO 64086



RE: I-70 FIRST TIER ENVIRONMENTAL IMPACT STUDY

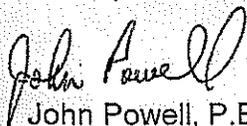
Dear Ms. Wright:

Thank you for the opportunity to participate with your efforts on the I-70 First Tier Environmental Impact Study. This project has the potential of becoming a great benefit to Independence and the metropolitan area. The recent evaluation of the initial strategies has been reviewed and the following comments are being offered.

- The two strategies of no-build and fixing key bottlenecks are not adequate to address the long term needs of the area. A component to increase the capacity and reduce travel delays is necessary.
- The idea of a transportation improvement corridor between downtown and U.S. 40 Highway needs to be further defined. It currently states that this could be high occupancy vehicle lanes, reversible lanes, toll lanes, or bus only lanes. These all will have different levels of capacity improvements.
- A cost-benefit analysis is needed between the adding general lane capacity and the transportation improvement corridor is needed. The general lane capacity option is favored unless there are clear advantages to the transportation improvement corridor.
- The component of fixing key bottlenecks needs to include reconstruction of the I-70 and I-470 interchange. This will need to include improvements to the adjacent I-470 interchanges with U.S. 40 Highway and 39th Street.

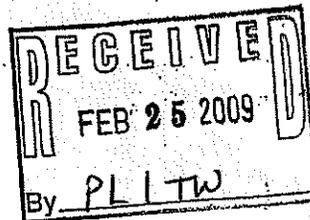
Please review these comments and advise if there are any questions or further information needed. We will look forward to participating in the future steps of this study with you.

Sincerely,



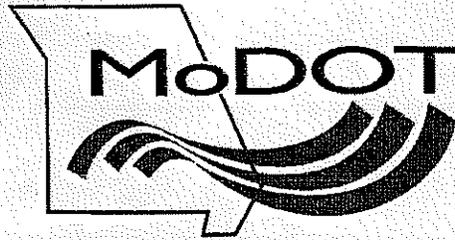
John Powell, P.E.
Public Works Director

cc: Donna Coatsworth



<input checked="" type="checkbox"/>	Dist. Engr.	Regt. Council	
<input checked="" type="checkbox"/>	Asst. DE-Oper	General Services	
<input checked="" type="checkbox"/>	Asst. DE-Design	Human Resources	
<input checked="" type="checkbox"/>	Asst. DE-Admin	Maintenance	
<input checked="" type="checkbox"/>	All Dept.	Materials	
<input checked="" type="checkbox"/>	Area Engineers	Planning	
<input checked="" type="checkbox"/>	Bus. and Benefits	Project Managers	
<input checked="" type="checkbox"/>	Design Build	Community Relations	
<input checked="" type="checkbox"/>	Construction	Risk Mgt.	
<input checked="" type="checkbox"/>	Customer Service	Right of Way	
<input checked="" type="checkbox"/>	Design	Traffic	
<input checked="" type="checkbox"/>	Info Systems	Scout	

Missouri
Department
of Transportation



Elizabeth A. Wright, District Engineer

District 4 – Kansas City Area
600 NE Colbern Road
Lee's Summit, MO 64086
(816) 622-6500
Fax (816) 622-6323
Toll free 1-888 ASK MoDOT
(1-888-ASK-6636)
www.modot.mo.gov

April 7, 2009

Mr. John Powell, P.E.
Public Works Director
City of Independence
111 East Maple, P.O. Box 1019
Independence, MO 64051-0519

Dear Mr. Powell:

Thank you for providing us review comments on the Draft Initial Strategy Packages Summary Memorandum for the I-70 First Tier Environmental Impact Statement (FTEIS) in the Kansas City, Missouri metro area.

Below are our responses to the comments as shown in your letter dated February 13, 2009.

Comment Bullet #1 – The two strategies of no-build and fixing key bottlenecks are not adequate to address the long term needs of the area. A component to increase the capacity and reduce travel delays is necessary.

Response #1 – The purpose of the I-70 FTEIS is determining an improvement strategy to address the key purpose and need goals for the corridor. The Study Team is assessing the potential for all four reasonable strategies to meet the goals of the study (improve safety, reduce congestion, improve accessibility, restore and maintain existing infrastructure, and improve goods movement) in 2030. A No-Build strategy is required to be carried forward per the National Environmental Policy Act (NEPA) process and serves as a comparative strategy.

Comment Bullet #2 – The idea of a transportation improvement corridor between downtown and U.S. 40 Highway needs to be further defined. It currently states that this could be high occupancy vehicle lanes, reversible lanes, toll lanes, or bus only lanes. These all will have different levels of capacity improvements.

Response #2 – This strategy was intentionally left with a variety of options per the original I-70 Major Investment Study. The FTEIS evaluation process of the transportation improvement corridor will start with the widest footprint of all the potential uses within the corridor. As potential uses are eliminated, the footprint can be narrowed. It is easier to narrow the footprint and reduce the impacts as opposed to increasing the footprint and impact area as the study moves

Mr. John Powell
Page 2
April 7, 2009

forward. If the Transportation Improvement Corridor is selected as the preferred strategy, the I-70 FTEIS may limit the options available for the corridor as needed for a First Tier environmental clearance, which will allow decisions on the corridor to be made as part of the second tier studies.

Comment Bullet #3 – A cost-benefit analysis is needed between the adding general lane capacity and the transportation improvement corridor is needed. The general lane capacity option is favored unless there are clear advantages to the transportation improvement corridor.

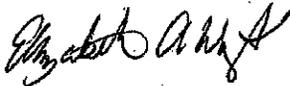
Response #3 – With limited funding sources, MoDOT is very conscience to achieve cost effective improvements. In deciding on a preferred strategy, the costs, benefits, and impacts will all be evaluated. The city of Independence's preference for general lane capacity is noted.

Comment Bullet #4 – The component of fixing key bottlenecks needs to include reconstruction of the I-70 and I-470 interchange. This will need to include improvements to the adjacent I-470 interchanges with U.S. 40 Highway and 39th Street.

Response #4 – The fix key bottlenecks strategy does include improvements at the I-70 and I-470 interchange. This interchange is identified as a bottleneck, however an improvement approach has not been decided upon yet. The approach may include a reconstruction of the interchange. MoDOT recognizes the proximity of the U.S. 40 Highway and the 39th Street interchanges will require special considerations to any improvement options at the I-70 and I-470 interchange. One result of the FTEIS is to identify sections of independent utility (SIU). Due to the complexity of the I-70 and I-470 interchange and nearby interchanges, the initial thought is to have the I-70 and I-470 interchange along with the U.S. 40 and 39th Street interchanges as a SIU for further Tier 2 study. In order to accomplish this, the I-70 FTEIS will expand its study boundaries to include greater portions of I-470. The necessary data is available through the I-470 Purpose and Need Study if the portion of the study area added to the I-70 FTEIS remains within the I-470 Purpose and Need study area.

We appreciate your continued coordination as a participation agency on this environmental study. If you have questions, please contact Allan Zafft at (816) 622-0687.

Sincerely,



Elizabeth A. Wright, P.E.

Copies: Ms. Donna Coatsworth-City of Independence
Mr. Matt Burcham-de
Ms. Lee Ann Kell-4tp
~~Mr. Allan Zafft-4tp~~



Jeremiah W. (Jay) Nixon, Governor • Joseph P. Bindbeutel, Acting Director

DEPARTMENT OF NATURAL RESOURCES

www.dnr.mo.gov

February 6, 2009

Mr. Allan Zafft
Transportation Planning Coordinator
MoDOT - District 4
600 NE Colbern Road
Lee's Summit, MO 64086

Re: Draft Initial Strategy Packages Summary Memorandum for the I-70 First Tier Environmental Impact Statement (FTEIS), Kansas City, Missouri

Dear Mr. Zafft:

The Missouri Department of Natural Resources (Department) appreciates the opportunity to provide comments on the Draft Initial Strategy Packages Summary Memorandum for the I-70 First Tier Environmental Impact Statement (FTEIS), in Kansas City, Missouri.

As a first tier study, this project is in the initial stages of identifying alternatives strategies for reducing congestion on Interstate 70 through Kansas City, Missouri. The Department remains interested in following this study as it develops. However, since no environmental impacts have yet been identified in the study, the Department has no comments at this time.

We appreciate the opportunity to provide comments on the Draft Initial Strategy Packages Summary Memorandum for the I-70 First Tier Environmental Impact Statement (FTEIS), in Kansas City, Missouri. If you have any questions or need clarification, please contact me or Ms. Jane Beetem, phone number 573-751-3195. Her address for correspondence is Department of Natural Resources, P.O. Box 176, Jefferson City, MO 65102. Thank you.

Sincerely,

DEPARTMENT OF NATURAL RESOURCES

A handwritten signature in black ink that reads "Dru Buntin".

Dru Buntin
Director of Government Affairs

DB:bjj

Nazar, Christopher R

From: Allan.Zafft@modot.mo.gov
Sent: Wednesday, February 25, 2009 1:00 PM
To: Nazar, Christopher R
Cc: Matthew.Burcham@modot.mo.gov
Subject: Fw: I-70 First Tier EIS, Kansas to I-470, MoDOT Job No. J4I1486B,

Attachments: City of Independence_response.pdf; DNR response.pdf



City of Independence_response.pdf



DNR response.pdf (49 KB)

Chris:

We received responses from three participating agencies regarding the Draft Initial Strategy Packages Summary Memorandum. Attached are letters from the city of Independence and the Department of Natural Resources. Below is an e-mail response from the Missouri Department of Conversation. I e-mailed KCATA and KMCO that I need their comments by Thursday, February 26, 2009.

(See attached file: City of Independence_response.pdf) (See attached file: DNR response.pdf)

I need to talk with Matt Burcham about the MoDOT protocol on responding to participating agency comments (i.e. city of Independence).

If you have questions, please contact me.

Thanks,

Allan Zafft
Transportation Planning Coordinator
MoDOT - District 4
Phone: (816) 622-0687
E-mail: Allan.Zafft@modot.mo.gov

----- Forwarded by Allan S Zafft/D4/MODOT on 02/25/2009 12:40 PM -----

Shannon Cave
<Shannon.Cave@mdc.mo.gov>

01/21/2009 02:14 PM

"Allan.Zafft@modot.mo.gov"
<Allan.Zafft@modot.mo.gov>

To

cc

Todd Gemeinhardt
<Todd.Gemeinhardt@mdc.mo.gov>

Subject

RE: I-70 First Tier EIS, Kansas to I-470, MoDOT Job No. J4I1486B,

It looks like a good deal has been accomplished to narrow the range of build options. MDC concerns primarily relate to issues further down the planning pipeline, primarily best

management of stream crossings and construction runoff/pollutants. Those issues are pretty neutral on the subject of how many lanes and which vehicle travels which lane.

At this time we are satisfied with the drafts and have no comments to offer.

Shannon Cave
Public Involvement Coordinator
Missouri Department of Conservation
P. O. Box 180
Jefferson City, MO 65102-0180
573-522-4115 ext. 3250
Shannon.Cave@mdc.mo.gov

-----Original Message-----

From: Allan.Zafft@modot.mo.gov [mailto:Allan.Zafft@modot.mo.gov]
Sent: Thursday, January 15, 2009 5:31 PM
To: cothern.joe@epa.gov; Smith.StephenK@epamail.epa.gov; Tucker.Amber@epamail.epa.gov; Shannon Cave; Todd Gemeinhardt; judith.deel@dnr.mo.gov; jane.beetem@dnr.mo.gov; David.Kacirek@mo.usda.gov; Jason.Schneider@sema.dps.mo.gov; RONA@MARC.ORG; mhuffer@kcata.org; djarrold@kcata.org; doconnor@kcata.org; jpowell@indepmo.org; dcoatsworth@indepmo.org; TGarland@indepmo.org; Patty_Hilderbrand@kcmo.org; David_Park@kcmo.org; Tom Degenhardt@kcmo.org
Cc: peggy.casey@fhwa.dot.gov; Matthew.Burcham@modot.mo.gov; Nazar, Christopher R
Subject: MoDOT Job No. J4I1486B, I-70 First Tier EIS, Draft Initial Strategy Packages Summary Memorandum

Dear Participating Agencies:

The Missouri Department of Transportation (MoDOT) has completed the Draft Initial Strategy Packages Summary Memorandum for the I-70 First Tier Environmental Impact Statement (FTEIS) in the Kansas City, Missouri metro area. This project spans 18 miles of I-70 from the last ramp termini east of the Missouri - Kansas state line to just east of I-470 and includes all of the Kansas City, Missouri Downtown Freeway Loop.

As indicated in the I-70 FTEIS Public Involvement and Agency Coordination Plan (July 2008), participating agencies are afforded the opportunity to review the first tier strategies for the I-70 FTEIS. Therefore, MoDOT is requesting your review on the Draft Initial Strategy Packages Summary Memorandum. This document discusses the fifteen initial first tier strategy packages that were evaluated and screened down to four reasonable first strategy packages. Currently, MoDOT is holding an online public meeting from January 2 to 31, 2009 where you can review a detailed map of the proposed four reasonable first strategies. The online meeting is posted on the project website at www.modot.org/kansascity/metroi70 and it allows the general public to make comments via blog or e-mail about the reasonable first tier strategies.

Below is the MoDOT ftp website address to download the Draft Initial Strategy Packages Summary Memorandum. If you experience any problems with downloading the document, please let me know and I can mail you a CD copy or hard copy ASAP.

<ftp://ftp.modot.mo.gov/District4/I-70%20FTEIS/>

Please e-mail me your review comments of the Draft Initial Strategy Packages Summary Memorandum by Monday, February 16, 2009. Note: This is a draft document. Please do not circulate the Draft Initial Strategy Packages Summary Memorandum to the general public at this time.

Also, available at the MoDOT ftp website is the following document:

- November 3, 2008 Resource Agency Group Meeting Minutes and Meeting Handouts
- July 16, 2008 Resource Agency Group Meeting Minutes and Study Area Tour Notes
- Draft Purpose and Need Technical Memorandum (Most Recent Version)
- Draft Purpose and Need Technical Memorandum - Appendix (Most Recent

Version)
Draft Environmental Impact Assessment Methodologies Coordination
Memorandum (Most Recent Version)
Draft Public Involvement and Agency Coordination Plan (Most Recent
Version)

If you have questions, please contact me.

Sincerely,

Allan Zafft
Transportation Planning Coordinator
MoDOT - District 4
Phone: (816) 622-0687
E-mail: Allan.Zafft@modot.mo.gov



U.S. Department
of Transportation

**Federal Highway
Administration**

Missouri Division
Allen Masuda, Division Administrator

3220 W. Edgewood, Suite H
Jefferson City, Missouri 65109
(573) 636-7104
Fax (573) 636-9283
Missouri.FHWA@fhwa.dot.gov

August 22, 2008

Mr. Leaford Bearskin, Chief
Wyandotte Nation
64790 East Highway 60
Wyandotte, OK 74370

Attn: Ms. Kathleen A. Welch, 106

Subject: I-70, Jackson County, Missouri
I-70 First Tier Environmental Impact Statement
MoDOT Job No. J411486B
Invitation to Become a Consulting Party for Section 106 Issues

Dear Chief Bearskin:

The Federal Highway Administration (FHWA) in cooperation with the Missouri Department of Transportation (MoDOT) is initiating a First Tier Environmental Impact Statement (FTEIS) to consider impacts of improvements to I-70 from the Missouri/Kansas state line to I-470 in Jackson County, Missouri. The project will include the entire downtown Kansas City central business district (CBD) freeway loop. The project length is approximately 20 miles, including all segments of the downtown Kansas City CBD freeway loop. A copy of the project location map is enclosed.

FHWA and MoDOT will prepare an FTEIS to develop an improvement strategy for this I-70 corridor. We are now working on a purpose and need statement for the project and will next consider strategies to improve I-70 including widening and interchange improvements, as well as strategies to improve system management and operations. We expect to have a preliminary draft of the FTEIS in spring of 2009.

As a tribal government you are entitled to become a consulting party under Section 106 of the National Historic Preservation Act of 1966. As a consulting party you would have the right to participate in identification of properties of interest to the tribe and/or that are eligible for the National Register of Historic Places and the evaluation of effects on those properties that are eligible.

We would appreciate it if you would let us know if you have any information you would like to provide or concerns you may have about this project or this project area. Your response will help us to incorporate your concerns into project planning. For your convenience we have

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enclosed a Project Consultation Options form that you may choose to complete and forward to our office, hopefully within 30 days.

If you have questions or would like to discuss in more detail the project or our respective roles and responsibilities during preparation of the FTEIS, please contact Mr. Allan Zafft, MoDOT District 4 Transportation Planning Coordinator, at 816-622-0687; or me at 573-638-2620 or peggy.casey@fhwa.dot.gov.

Sincerely,

//original signature//

Peggy J. Casey, P.E.
Environmental Projects Engineer

Enclosures

Copies: MoDOT, Environmental Section, Gayle Unruh
HNTB, Tim Flagler

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U.S. Department
of Transportation

**Federal Highway
Administration**

Missouri Division
Allen Masuda, Division Administrator

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Jefferson City, Missouri 65109
(573) 636-7104
Fax (573) 636-9283
Missouri.FHWA@fhwa.dot.gov

August 22, 2008

Ms. Kay Rhoads, Principal Chief
Sac and Fox Nation of Oklahoma
Route 2, Box 246
Stroud, OK 74079

Attn: Ms. Sandra Kaye Massey, Cultural Resources

Subject: I-70, Jackson County, Missouri
I-70 First Tier Environmental Impact Statement
MoDOT Job No. J4I1486B
Invitation to Become a Consulting Party for Section 106 Issues

Dear Chief Rhoads:

The Federal Highway Administration (FHWA) in cooperation with the Missouri Department of Transportation (MoDOT) is initiating a First Tier Environmental Impact Statement (FTEIS) to consider impacts of improvements to I-70 from the Missouri/Kansas state line to I-470 in Jackson County, Missouri. The project will include the entire downtown Kansas City central business district (CBD) freeway loop. The project length is approximately 20 miles, including all segments of the downtown Kansas City CBD freeway loop. A copy of the project location map is enclosed.

FHWA and MoDOT will prepare an FTEIS to develop an improvement strategy for this I-70 corridor. We are now working on a purpose and need statement for the project and will next consider strategies to improve I-70 including widening and interchange improvements, as well as strategies to improve system management and operations. We expect to have a preliminary draft of the FTEIS in spring of 2009.

As a tribal government you are entitled to become a consulting party under Section 106 of the National Historic Preservation Act of 1966. As a consulting party you would have the right to participate in identification of properties of interest to the tribe and/or that are eligible for the National Register of Historic Places and the evaluation of effects on those properties that are eligible.

We would appreciate it if you would let us know if you have any information you would like to provide or concerns you may have about this project or this project area. Your response will help us to incorporate your concerns into project planning. For your convenience we have

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Sincerely,

//original signature//

Peggy J. Casey, P.E.
Environmental Projects Engineer

Enclosures

Copies: MoDOT, Environmental Section, Gayle Unruh
HNTB, Tim Flagler

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U.S. Department
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**Federal Highway
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Missouri Division
Allen Masuda, Division Administrator

3220 W. Edgewood, Suite H
Jefferson City, Missouri 65109
(573) 636-7104
Fax (573) 636-9283
Missouri.FHWA@fhwa.dot.gov

August 22, 2008

Mr. Leon Campbell, Chairman
Iowa Tribe of Kansas and Nebraska
3345B Thrasher Road
White Cloud, Kansas 66094

Attn: Mr. Patt Murphy, NAGPRA Representative
206 South Buckeye Avenue
Abilene, KS 67410

Subject: I-70, Jackson County, Missouri
I-70 First Tier Environmental Impact Statement
MoDOT Job No. J4I1486B
Invitation to Become a Consulting Party for Section 106 Issues

Dear Chairman Campbell:

The Federal Highway Administration (FHWA) in cooperation with the Missouri Department of Transportation (MoDOT) is initiating a First Tier Environmental Impact Statement (FTEIS) to consider impacts of improvements to I-70 from the Missouri/Kansas state line to I-470 in Jackson County, Missouri. The project will include the entire downtown Kansas City central business district (CBD) freeway loop. The project length is approximately 20 miles, including all segments of the downtown Kansas City CBD freeway loop. A copy of the project location map is enclosed.

FHWA and MoDOT will prepare an FTEIS to develop an improvement strategy for this I-70 corridor. We are now working on a purpose and need statement for the project and will next consider strategies to improve I-70 including widening and interchange improvements, as well as strategies to improve system management and operations. We expect to have a preliminary draft of the FTEIS in spring of 2009.

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help us to incorporate your concerns into project planning. For your convenience we have enclosed a Project Consultation Options form that you may choose to complete and forward to our office, hopefully within 30 days.

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Sincerely,

//original signature//

Peggy J. Casey, P.E.
Environmental Projects Engineer

Enclosures

Copies: MoDOT, Environmental Section, Gayle Unruh
HNTB, Tim Flagler

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U.S. Department
of Transportation

**Federal Highway
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Allen Masuda, Division Administrator

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Fax (573) 636-9283
Missouri.FHWA@fhwa.dot.gov

August 22, 2008

Mr. Homer Bear, Jr., Chairman
Sac and Fox Tribe of the Mississippi in Iowa
349 Meskwaki Road
Tama, IA 52339

Attn: Mr. Johnathan Buffalo, Historic Preservation Coordinator

Subject: I-70, Jackson County, Missouri
I-70 First Tier Environmental Impact Statement
MoDOT Job No. J4I1486B
Invitation to Become a Consulting Party for Section 106 Issues

Dear Chairman Bear:

The Federal Highway Administration (FHWA) in cooperation with the Missouri Department of Transportation (MoDOT) is initiating a First Tier Environmental Impact Statement (FTEIS) to consider impacts of improvements to I-70 from the Missouri/Kansas state line to I-470 in Jackson County, Missouri. The project will include the entire downtown Kansas City central business district (CBD) freeway loop. The project length is approximately 20 miles, including all segments of the downtown Kansas City CBD freeway loop. A copy of the project location map is enclosed.

FHWA and MoDOT will prepare an FTEIS to develop an improvement strategy for this I-70 corridor. We are now working on a purpose and need statement for the project and will next consider strategies to improve I-70 including widening and interchange improvements, as well as strategies to improve system management and operations. We expect to have a preliminary draft of the FTEIS in spring of 2009.

As a tribal government you are entitled to become a consulting party under Section 106 of the National Historic Preservation Act of 1966. As a consulting party you would have the right to participate in identification of properties of interest to the tribe and/or that are eligible for the National Register of Historic Places and the evaluation of effects on those properties that are eligible.

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Sincerely,

//original signature//

Peggy J. Casey, P.E.
Environmental Projects Engineer

Enclosures

Copies: MoDOT, Environmental Section, Gayle Unruh
HNTB, Tim Flagler

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U.S. Department
of Transportation

**Federal Highway
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Missouri.FHWA@fhwa.dot.gov

August 22, 2008

Mr. Jim Gray, Principal Chief
Osage Nation of Oklahoma
627 Grandview
P.O. Box 779
Pawhuska, OK 74056

Attn: Dr. Andrea Hunter, THPO

Subject: I-70, Jackson County, Missouri
I-70 First Tier Environmental Impact Statement
MoDOT Job No. J411486B
Invitation to Become a Consulting Party for Section 106 Issues

Dear Chief Gray:

The Federal Highway Administration (FHWA) in cooperation with the Missouri Department of Transportation (MoDOT) is initiating a First Tier Environmental Impact Statement (FTEIS) to consider impacts of improvements to I-70 from the Missouri/Kansas state line to I-470 in Jackson County, Missouri. The project will include the entire downtown Kansas City central business district (CBD) freeway loop. The project length is approximately 20 miles, including all segments of the downtown Kansas City CBD freeway loop. A copy of the project location map is enclosed.

FHWA and MoDOT will prepare an FTEIS to develop an improvement strategy for this I-70 corridor. We are now working on a purpose and need statement for the project and will next consider strategies to improve I-70 including widening and interchange improvements, as well as strategies to improve system management and operations. We expect to have a preliminary draft of the FTEIS in spring of 2009.

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Sincerely,

//original signature//

Peggy J. Casey, P.E.
Environmental Projects Engineer

Enclosures

Copies: MoDOT, Environmental Section, Gayle Unruh
HNTB, Tim Flagler

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U.S. Department
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Fax (573) 636-9283
Missouri.FHWA@fhwa.dot.gov

August 22, 2008

Mr. Guy Munroe, Chairman
Kaw Nation
Drawer 50
Kaw City, OK 74641

Attn: Ms. Crystal Douglas NAGPRA

Subject: I-70, Jackson County, Missouri
I-70 First Tier Environmental Impact Statement
MoDOT Job No. J4I1486B
Invitation to Become a Consulting Party for Section 106 Issues

Dear Chairman Munroe:

The Federal Highway Administration (FHWA) in cooperation with the Missouri Department of Transportation (MoDOT) is initiating a First Tier Environmental Impact Statement (FTEIS) to consider impacts of improvements to I-70 from the Missouri/Kansas state line to I-470 in Jackson County, Missouri. The project will include the entire downtown Kansas City central business district (CBD) freeway loop. The project length is approximately 20 miles, including all segments of the downtown Kansas City CBD freeway loop. A copy of the project location map is enclosed.

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Sincerely,

//original signature//

Peggy J. Casey, P.E.
Environmental Projects Engineer

Enclosures

Copies: MoDOT, Environmental Section, Gayle Unruh
HNTB, Tim Flagler

**AMERICAN
ECONOMY**



U.S. Department
of Transportation
**Federal Highway
Administration**

Missouri Division
Allen Masuda, Division Administrator

3220 W. Edgewood, Suite H
Jefferson City, Missouri 65109
(573) 636-7104
Fax (573) 636-9283
Missouri.FHWA@fhwa.dot.gov

August 22, 2008

Ms. Christie Modlin, Chairperson
Iowa Tribe of Oklahoma
R.R. 1, Box 721
Perkins, OK 74059-9599

Attn: Ms. Joyce Miller, Historic Preservation

Subject: I-70, Jackson County, Missouri
I-70 First Tier Environmental Impact Statement
MoDOT Job No. J411486B
Invitation to Become a Consulting Party for Section 106 Issues

Dear Chairperson Modlin:

The Federal Highway Administration (FHWA) in cooperation with the Missouri Department of Transportation (MoDOT) is initiating a First Tier Environmental Impact Statement (FTEIS) to consider impacts of improvements to I-70 from the Missouri/Kansas state line to I-470 in Jackson County, Missouri. The project will include the entire downtown Kansas City central business district (CBD) freeway loop. The project length is approximately 20 miles, including all segments of the downtown Kansas City CBD freeway loop. A copy of the project location map is enclosed.

FHWA and MoDOT will prepare an FTEIS to develop an improvement strategy for this I-70 corridor. We are now working on a purpose and need statement for the project and will next consider strategies to improve I-70 including widening and interchange improvements, as well as strategies to improve system management and operations. We expect to have a preliminary draft of the FTEIS in spring of 2009.

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**AMERICAN
ECONOMY**

enclosed a Project Consultation Options form that you may choose to complete and forward to our office, hopefully within 30 days.

If you have questions or would like to discuss in more detail the project or our respective roles and responsibilities during preparation of the FTEIS, please contact Mr. Allan Zafft, MoDOT District 4 Transportation Planning Coordinator, at 816-622-0687; or me at 573-638-2620 or peggy.casey@fhwa.dot.gov.

Sincerely,

//original signature//

Peggy J. Casey, P.E.
Environmental Projects Engineer

Enclosures

Copies: MoDOT, Environmental Section, Gayle Unruh
HNTB, Tim Flagler

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ECONOMY**





U.S. Department
of Transportation

**Federal Highway
Administration**

Missouri Division
Allen Masuda, Division Administrator

3220 W. Edgewood, Suite H
Jefferson City, Missouri 65109
(573) 636-7104
Fax (573) 636-9283
Missouri.FHWA@fhwa.dot.gov

August 22, 2008

Mr. Gregory E. Pyle, Chief
Choctaw Nation of Oklahoma
P.O. Drawer 1210
16th and Locust Street
Durant, OK 74702-1210

Attn: Mr. Terry Cole, NAGPRA

Subject: I-70, Jackson County, Missouri
I-70 First Tier Environmental Impact Statement
MoDOT Job No. J4I1486B
Invitation to Become a Consulting Party for Section 106 Issues

Dear Chief Pyle:

The Federal Highway Administration (FHWA) in cooperation with the Missouri Department of Transportation (MoDOT) is initiating a First Tier Environmental Impact Statement (FTEIS) to consider impacts of improvements to I-70 from the Missouri/Kansas state line to I-470 in Jackson County, Missouri. The project will include the entire downtown Kansas City central business district (CBD) freeway loop. The project length is approximately 20 miles, including all segments of the downtown Kansas City CBD freeway loop. A copy of the project location map is enclosed.

FHWA and MoDOT will prepare an FTEIS to develop an improvement strategy for this I-70 corridor. We are now working on a purpose and need statement for the project and will next consider strategies to improve I-70 including widening and interchange improvements, as well as strategies to improve system management and operations. We expect to have a preliminary draft of the FTEIS in spring of 2009.

As a tribal government you are entitled to become a consulting party under Section 106 of the National Historic Preservation Act of 1966. As a consulting party you would have the right to participate in identification of properties of interest to the tribe and/or that are eligible for the National Register of Historic Places and the evaluation of effects on those properties that are eligible.

We would appreciate it if you would let us know if you have any information you would like to provide or concerns you may have about this project or this project area. Your response will help us to incorporate your concerns into project planning. For your convenience we have

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enclosed a Project Consultation Options form that you may choose to complete and forward to our office, hopefully within 30 days.

If you have questions or would like to discuss in more detail the project or our respective roles and responsibilities during preparation of the FTEIS, please contact Mr. Allan Zafft, MoDOT District 4 Transportation Planning Coordinator, at 816-622-0687; or me at 573-638-2620 or peggy.casey@fhwa.dot.gov.

Sincerely,

//original signature//

Peggy J. Casey, P.E.
Environmental Projects Engineer

Enclosures

Copies: MoDOT, Environmental Section, Gayle Unruh
HNTB, Tim Flagler

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ECONOMY**



U.S. Department
of Transportation

**Federal Highway
Administration**

Missouri Division
Allen Masuda, Division Administrator

3220 W. Edgewood, Suite H
Jefferson City, Missouri 65109
(573) 636-7104
Fax (573) 636-9283
Missouri.FHWA@fhwa.dot.gov

August 22, 2008

Mr. Kerry Holton, President
Delaware Nation
P.O. Box 825
Anadarko, OK 73005

Attn: Ms. Tamara Francis, NAGPRA Director

Subject: I-70, Jackson County, Missouri
I-70 First Tier Environmental Impact Statement
MoDOT Job No. J4I1486B
Invitation to Become a Consulting Party for Section 106 Issues

Dear President Holton:

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~~MOVING THE~~
**AMERICAN
ECONOMY**

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//original signature//

Peggy J. Casey, P.E.
Environmental Projects Engineer

Enclosures

Copies: MoDOT, Environmental Section, Gayle Unruh
HNTB, Tim Flagler

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AMERICAN
ECONOMY



Tribal Consultation Options

Name Crystal Douglas
Tribe KAW Nation
Address
City, State Zip

Project Name: **I-70 First Tier EIS in Jackson County**

Please check the appropriate response:

The KAW Nation Tribe, a federally recognized tribe, would like to consult directly with the Federal Highway Administration and Missouri Department of Transportation in a government-to-government relationship for this proposed project.

The _____ Tribe has no interest associated with this proposed project and further consultation is not required.

Use the back of this form or additional sheets if you would like to make additional comments.

Crystal Douglas
Tribal Representative (Please print)

580 269-2552
Telephone

[Signature]
Tribal Representative (Signature)

10-27-08
Date

Mail: KAW Nation
Drawer 50 Kaw City OK. 74641
Phone: 580 269-2552
Fax: 580 269 1157
E-mail: cdouglas@kawnation.com
Other: _____
(Please describe) _____

If you have chosen to proceed with consultation, please identify a Tribal Representative for the consultation.

Name of Formal Tribal Representative (Please print)

Telephone

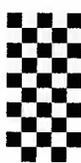
Name of Formal Tribal Representative (Signature)

Date

Please mail to: **Envelope Enclosed:**
Allen Masuda
FHWA
3220 W. Edgewood
Suite H
Jefferson City, MO 65109

Or, Fax to: 573-636-9283

*only if you Discover
Human Remains a
Archological materials.*
[Signature]



Tribal Consultation Options

Name ANDREA A HUNTER
Tribe Osage Nation
Address 627 Grandview
City, State Zip Pawhuska, OK 74056

Project Name: I-70 First Tier EIS In Jackson County

Please check the appropriate response:

X The Osage Nation Tribe, a federally recognized tribe, would like to consult directly with the Federal Highway Administration and Missouri Department of Transportation in a government-to-government relationship for this proposed project.

The Tribe has no interest associated with this proposed project and further consultation is not required.

Use the back of this form or additional sheets if you would like to make additional comments.

ANDREA A. HUNTER
Tribal Representative (Please print)

918-287-5671
Telephone

Andrea A. Hunter
Tribal Representative (Signature)

11-2-08
Date

Mail: 627 Grandview

Pawhuska, OK 74056

Phone: 918-287-5671

Fax: 918-287-5376

E-mail: ahunter@osagetribe.org

Other:
(Please describe)

If you have chosen to proceed with consultation, please identify a Tribal Representative for the consultation.

ANDREA A. HUNTER
Name of Formal Tribal Representative (Please print)

918-287-5671
Telephone

Andrea A. Hunter
Name of Formal Tribal Representative (Signature)

11-2-08
Date

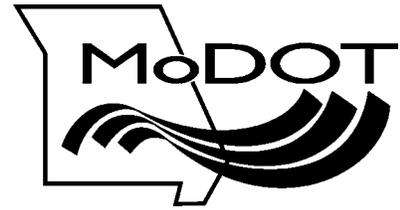
Please mail to: Envelope Enclosed:
Allen Masuda
FHWA
3220 W. Edgewood
Suite H
Jefferson City, MO 65109

Or, Fax to: 573-636-9283

Appendix E.4 Public Notices

n e w s

Missouri Department of Transportation



FOR IMMEDIATE RELEASE
August 28, 2008

For more information, contact:
Steve Porter, (816) 622-6329

Future of I-70 to Be Discussed at Public Meetings in September

LEE'S SUMMIT, Mo. – MoDOT is asking for public input on the future of I-70 from the Kansas state line to the I-470 interchange during meetings this September at sites near the I-70 corridor.

These meetings are part of the First Tier Environmental Impact Study (FTEIS) of this heavily used 18-mile corridor that includes the Downtown Loop and the busy I-435 and I-470 interchanges. MoDOT wants to hear how nearby residents, businesses and travelers perceive the interstate corridor's future, what they expect the highway system to deliver and what other options should be considered to satisfy transportation needs and provide options to all the traveling public.

The I-70 study will outline a broad strategy to address issues in this corridor. When the study concludes in 2010, MoDOT will have a general understanding of the public's needs and expectations, how improvements might affect nearby properties and what strategies to pursue in more detail to deliver better transportation services.

This study will not determine specific improvements or how they may affect this corridor. It will not pick a design, but it will lay the groundwork to help planners approach the challenges. The environmental impact study is part of a federally-mandated series of planning steps that ensures many factors are considered before design and location decisions are made.

Public meetings to discuss this study will be:

- 4-7 p.m. Tuesday, Sept. 9, St. Paul's School of Theology, 5123 Truman Rd., KCMO
- 4-7 p.m. Thursday, Sept. 11, Truman High School, Independence

Informational coffees to discuss this study will be:

- 9-11 a.m. Saturday, Sept. 13, Central High School, 3221 Indiana Ave., KCMO
- 9-11 a.m. Saturday, Sept. 27, Don Bosco Center, 580 Campbell Street, KCMO

District 4

600 NE Colbern Road, Lee's Summit, MO 64086 (816) 622-6500 fax (816) 622-6323

For more information about other projects in the area, please visit MoDOT's I-70 study
Web site at www.modot.org/kansascity/metroi70

###

Questions & Comments?

Contact MoDOT Project Manager,
Allan Zafft, at 816-622-0687 or
allan.zafft@modot.mo.gov.

Visit us at: [www.modot.org/
kansascity/metroi70](http://www.modot.org/kansascity/metroi70).

Write MoDOT at
600 NE Colbern Road
Lee's Summit, MO 64086



MoDOT Stays Ahead of the Curve with I-70 Environmental Study in KC Metro

The Missouri Department of Transportation (MoDOT) is beginning an environmental study of I-70 in Jackson County. The study is a First Tier Environmental Impact Statement (FTEIS) for the Future I-70 Kansas City Metro project. The study spans 18 miles of I-70 from the last ramp termini east of the Missouri – Kansas state line to just east of I-470 and includes all of the Downtown Kansas City Central Business District Freeway Loop. The planning process is anticipated to be completed in 2010 with the Final First Tier Environmental Impact Statement and Record of Decision.



The FTEIS Process Step by Step

As an I-70 stakeholder you may have participated in the I-70 Major Investment Study (MIS), which was completed in 2004. An examination of concepts developed during the I-70 MIS will be part of the current FTEIS project. In fact during Step 2 of the I-70 FTEIS process, the Study Team will build on data from the I-70 MIS to define why improvements are needed along I-70. The Purpose and Need statement will identify the transportation problems that successful improvement strategies need to address. The Purpose and Need information can be refined during the course of the study. However, it will be deemed firm by the time of the approval of the final environmental document, which is anticipated for March 2010. MoDOT will hold open house public meetings September 9th and 11th to discuss the Purpose and Need with the community.

Share Your Thoughts

MoDOT is holding public meetings for the I-70 community this September to discuss the project's purpose and need, constraints, and initial strategies. The meetings will be open houses, so you are welcome to come and go as you please. Access for the physically disabled is available. You can also choose which meeting you want to attend:

Tuesday, September 9, 2008

4:00 PM – 7:00 PM
St. Paul School of Theology, Holter Center
5123 Truman Road
Kansas City, Missouri 64127

Saturday, September 13, 2008

9:00 AM – 11:00 AM
Central High School
3221 Indiana Avenue
Kansas City, Missouri 64128

Thursday, September 11, 2008

4:00 PM – 7:00 PM
Truman High School Cafeteria
3301 S. Noland Road
Independence, Missouri 64055

Saturday, September 27, 2008

9:00 AM – 11:00 AM
Don Bosco Senior Center
580 Campbell
Kansas City, Missouri 64106

¿Preguntas y Comentarios?

Contacte al Gerente de Proyecto

Allan Zafft

816-622-0687

allan.zafft@modot.mo.gov.

Visítanos en: www.modot.org/kansascity/metroi70.

Escriba a MoDOT al:
600 NE Colbern Road
Lee's Summit, MO 64086



MoDOT Está a la delantera de la Curva con un estudio del ambiente en el área Metropolitana de Kansas City

El Departamento de Transportación de Missouri (MoDOT) está empezando un estudio en la I-70 del Condado De Jackson. El estudio es la primera parte del Impacto Ambiental (FTEIS) sobre el futuro del proyecto del área metro de Kansas City en la I-70. El estudio se extiende 18 millas desde la I-70 hasta la rampa terminal este de la línea estatal de Missouri y Kansas a solo el este de la I-470 e incluye todo el Distrito Central de Negocios de la Ciudad de Kansas City en la autopista. El proceso de planeamiento se anticipa que este completado con la primera parte del Impacto Ambiental y un Registro de la Decisión. Ambiental y Registro de la Decisión.



El proceso de FTEIS paso por paso

Como usted es uno de los accionistas, usted tal vez ha participado en el estudio de inversión de mejoras de la I-70 (MIS), el cual fue completado en el 2004. Una reexaminación de los conceptos se desarrolló durante el Estudio I-70 MIS que formará parte del proyecto actual FTEIS. De hecho durante el Paso 2 del proceso de la I-70, el equipo de estudio empezará a construir con información del estudio I-70 MIS que define las mejoras necesarias a través de la I-70. La declaración de propósito y necesidad identificara los problemas de transportación que con éxito mejoraran las estrategias que necesitan dirección. El propósito y la necesidad de información que puede ser definido durante el curso del estudio. Sin embargo será definido con firmeza al momento de ser aprobado en el documento final del ambiente, que se anticipa sea para marzo del 2010. MoDOT tendrá reuniones públicas de casa abierta en septiembre para discutir el Propósito y la Necesidad con la comunidad.

Comparta Sus Pensamientos

MoDOT tendrá una reunión pública para la comunidad de la I-70 este septiembre para discutir el propósito y la necesidad, restricciones y las estrategias iniciales. Las reuniones serán casas abiertas, así que usted esta invitado a asistir cuando quiera. Acceso para las personas con discapacitadas físicas estará disponible. Usted puede escoger la reunión que desee asistir:

Martes, 9 de septiembre, 2008

4:00 PM – 7:00 PM
St. Paul School of Theology, Holter Center
5123 Truman Road
Kansas City, Missouri 64127

Jueves, 11 de septiembre, 2008

4:00 PM – 7:00 PM
Truman High School Cafeteria
3301 S. Noland Road
Independence, Missouri 64055

Sábado, 13 de septiembre, 2008

9:00 AM – 11:00 AM
Central High School
3221 Indiana Avenue
Kansas City, Missouri 64128

Sábado, 27 de septiembre, 2008

9:00 AM – 11:00 AM
Don Bosco Senior Center
580 Campbell
Kansas City, Missouri 64106

Questions & Comments?

Contact MoDOT Project Manager,
Allan Zafft, at 816-622-0687 or
allan.zafft@modot.mo.gov.

Visit us at: [www.modot.org/
kansascity/metroi70](http://www.modot.org/kansascity/metroi70).

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600 NE Colbern Road
Lee's Summit, MO 64086



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580 Campbell
Kansas City, Missouri 64106

Nha MoDOT ở phía trên đường đô biểu với bản nghiên cứu môi trường I-70 vùng KC

Nha Giao Thông Vận chuyển bang Missouri (MoDOT) đang bắt đầu nghiên cứu môi trường của xa lộ I-70 trong hạt Jackson. Sự nghiên cứu là Văn bản Ảnh hưởng Môi trường phần thứ nhất (FTEIS) cho công trình tương lai xa lộ I-70 vùng Kansas City Nó kéo dài 18 dặm của I-70 từ đường dốc tẻ cuối phía đông của đường ranh Missouri và Kansas đến phía đông của I-470 và gồm tất cả đường vòng Trung tâm thương mại Kansas City. Dự trù tiến trình được tiên đoán hoàn tất năm 2010 với Bản văn Ảnh hưởng Môi trường phần thứ nhất sau cùng và Hồ sơ Quyết định.

Từng Bước Một Tiến Trình FTEIS

Là đối tượng liên hệ I-70 bạn có thể tham gia vào **Nghiên Cứu Đầu tư Chánh I-70 (MIS)** nó đã hoàn tất năm 2004. Khảo sát những ý tưởng phát triển trong **I-70 MIS** sẽ là thành phần của công trình FTEIS hiện tại. Thật ra trong bước thứ nhì của tiến trình I-70 FTEIS, ban nghiên cứu sẽ xây dựng dự kiện từ **I-70 MIS** để định rõ tại sao những cải tiến là cần thiết dọc xa lộ I-70. Văn bản về mục đích và nhu cầu sẽ nhận ra những vấn đề giao thông để kế hoạch cải tiến thành công được nêu lên. Thông tin về mục đích và nhu cầu có thể được sàng lọc trong quá trình nghiên cứu. Tuy nhiên, nó sẽ được đánh giá chắc chắn vào lúc chấp thuận của văn kiện sau cùng về môi sinh, được dự đoán vào tháng Ba năm 2010. Nha MoDOT sẽ mở những phiên họp công chúng tự do vào tháng Chín để bàn thảo về Mục đích và Nhu cầu với cộng đồng.

CÀI VÀO ĐỒ HÌNH MỐC THỜI GIAN

Bước 1: Thâu lượm và Kiểm kê những dữ kiện tiềm năng
Mùa Xuân/Hè 2008

Bước thứ 2: Cập nhật Mục đích và Nhu cầu
Mùa Hè 2008

Bước thứ 3: Quyết định những kế hoạch khởi đầu và các Kế hoạch Hữu lý
Mùa Thu 2008

Bước thứ 4: Đề nghị kế hoạch được chọn
Mùa Đông 2008

Bước thứ 5: Viết bản thảo Bản Văn Ảnh Hưởng Môi trường phần thứ nhất
Mùa Hè 2009

Bước thứ 6: Tạo bản FTEIS cuối cùng và nhận Hồ sơ quyết định
Xuân 2010

Bước thứ 7: Văn kiện về Môi trường phần thứ nhì
Tùy thuộc vào ngân sách chuẩn chỉ

Có Câu Hỏi Và Phê Bình?

- Liên lạc Giám đốc công trình Nha MoDOT
Allan Zafft, số 816-622-0687 hoặc
allan.zafft@modot.mo.gov.
- Viếng trang mạng
www.modot.org/kansascity/metroi70.
- Viết cho Nha MoDOT ở 600 NE Colbern Road
Lee's Summit, MO 64086

Chia Sẻ Các Cảm Tưởng Của Bạn

Nha MoDOT tổ chức các buổi họp công cộng cho cộng đồng I-70 vào tháng Chín này để bào thảo về mục đích và nhu cầu của công trình, giới hạn và những kế hoạch khởi đầu. Các buổi họp mở cửa tự do, do đó bạn đến và đi tùy ý. Có lối vào dành cho người khuyết tật thể chất. Bạn có thể chọn buổi họp mà bạn muốn tham dự.

Tuesday, September 9, 2008

4:00 PM – 7:00 PM
St. Paul School of Theology, Holter Center
5123 Truman Road
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Don Bosco Senior Center
580 Campbell
Kansas City, Missouri 64106





How would you Improve I-70?

Ask us, Tell us! Turn over for contact information.

www.modot.org/kansascity/metroi70



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Ask us, Tell us! Turn over for contact information.

www.modot.org/kansascity/metroi70



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**We're Here to Listen
Contact Us!**

write MoDOT
600 NE Colbern Road
Lee's Summit, MO 64086

call 1-888-ASK-MODOT (275-6636)

e-mail allan.zafft@modot.mo.gov

visit www.modot.org/kansascity/metroi70

**Project Manager
Allan Zafft**

Help MoDOT plan for the future I-70

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600 NE Colbern Road
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600 NE Colbern Road
Lee's Summit, MO 64086

call 1-888-ASK-MODOT (275-6636)

e-mail allan.zafft@modot.mo.gov

visit www.modot.org/kansascity/metroi70

**Project Manager
Allan Zafft**

Help MoDOT plan for the future I-70

**We're Here to Listen
Contact Us!**

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Project Manager:
Gerente de Proyecto:
Allan Zafft
1-888-ASK-MODOT
allan.zafft@modot.mo.gov



¡Queremos tener noticias de Usted!

We Want to Hear from You!

MoDOT Stays Ahead of the Curve with I-70 Environmental Study in KC Metro
MoDOT se mantiene adelante en los estudios ambientales de I-70 en el metro de KC

Listening Post

Tuesday, January 6th, 2009

Puesto de Escucha

Martes, 6 de enero de 2009

4:00 PM – 7:00 PM

St. Paul School of Theology, Holter Center
5123 Truman Road, KC, MO 64127

On-Line Comment

January 2nd - 31st, 2009

Comentarios por Línea Electrónica

2 -31 de enero de 2009

go to / vaya a

www.modot.org/kansascity/metroi70

www.modot.org/kansascity/metroi70



For more information visit:
Para más información visítenos en :
[www.modot.org/
kansascity/metroi70](http://www.modot.org/kansascity/metroi70)

MoDOT has prepared a series of possible improvement strategies for I-70. They will be on display at the January 6th Listening Post and available for review and comment at www.modot.org/kansascity/metroi70. You can attend the Listening Post (a.k.a. open house public meeting) to comment or review and blog about the strategies at our website. We look forward to hearing from you!

MoDOT ha preparado una serie de posibles estrategias para mejorar la I-70. Estas serán presentadas el 6 de enero. El puesto de escucha estará disponible para revisión y comentarios en el sitio de la red www.modot.org/kansascity/metroi70. Usted puede asistir al Puesto de Escucha "Listening Post" (también conocido como sesión pública "Open House") para comentarios o revisiones y blog acerca de las estrategias en nuestro sitio en la red. ¡Nosotros queremos escuchar de ustedes!

Patti Banks Associates
929 Walnut, Suite 200
Kansas City, MO 64106

Project Manager:
Giám Đốc Chương Trình
Allan Zafft
1-888-ASK-MODOT
allan.zafft@modot.mo.gov



Chúng Tôi Muốn Nghe Từ Các Bạn!

We Want to Hear from You!

MoDOT Stays Ahead of the Curve with I-70 Environmental Study in KC Metro

Nha MoDOT ở phần trên của đồ biểu với bản nghiên cứu môi trường I-70 vùng KC

Listening Post

Tuesday, January 6, 2009

Trạm Nghe Tin

Thứ Ba, ngày 6 tháng 1, 2009

4:00 PM – 7:00 PM

St. Paul School of Theology, Holter Center
5123 Truman Road, KC, MO 64127

On-Line Comment

January 2nd - 31st, 2009

Phê Bình Trên Mạng

Tháng 1, từ ngày 2 đến 31, 2009

go to / Vào địa chỉ mạng

www.modot.org/kansascity/metroi70

www.modot.org/kansascity/metroi70



For more information visit:
Để biết thêm chi tiết viếng:
[www.modot.org/
kansascity/metroi70](http://www.modot.org/kansascity/metroi70)

MoDOT has prepared a series of possible improvement strategies for I-70. They will be on display at the January 6th Listening Post and available for review and comment at www.modot.org/kansascity/metroi70. You can attend the Listening Post (a.k.a. open house public meeting) to comment or review and blog about the strategies at our website. We look forward to hearing from you!

Patti Banks Associates
929 Walnut, Suite 200
Kansas City, MO 64106

Nha Giao Thông MoDOT đã chuẩn bị nhiều kế hoạch cải tiến khả thi cho xa lộ I-70. Những kế hoạch này được trưng bày ngày 6 tháng 1, 2009 ở Trạm Nghe Tin và sẵn sàng để xem xét và phê bình trên mạng ở địa chỉ www.modot.org/kansascity/metroi70. Bạn có thể tham dự Trạm Nghe Tin (được biết như buổi họp công chúng tự do) để phê bình và xem xét và ghi (blog) về những kế hoạch trên mạng của chúng tôi. Chúng tôi trông chờ được nghe từ các bạn!

MoDOT Kansas City Area District News Release

Stephen Porter 816-622-6329 or Michele Watley 816-622-6312

December 30, 2008

Improvement Strategies for I-70 Available Online

MoDOT seeks public input on the proposed improvement strategies for the Future I-70 Kansas City Metro Project from the Kansas state line to just east of the I-470 interchange. MoDOT will host an online public meeting from January 2 through January 31 with an interactive presentation and blog for the public to voice its opinion and ask questions regarding the project.

In an effort to keep the public informed and involved in this project, MoDOT has incorporated an online public meeting. The meeting, posted on MoDOT's I-70 project website at www.modot.org/kansascity/metroi70, will feature an interactive presentation that provides an in-depth look at each of the four different strategies proposed by MoDOT. The public will have the opportunity to comment on each of the proposed strategies on a blog that will also be available on the website.

Those who prefer to talk with a MoDOT representative in person are invited to attend a Listening Post, also known as an open house public meeting, on Tuesday, January 6, at St. Paul's School of Theology, 5123 Truman Rd., Kansas City, MO, 64127. Representatives from MoDOT will be available from 4 to 7 p.m. to receive public input and answer questions about the proposed strategies. Improvement strategy packages will also be on display at the meeting and on the I-70 Project website.

The online meeting and Listening Post is part of the First Tier Environmental Impact Study (FTEIS) of the heavily used 18-mile corridor that includes the Downtown Loop and the busy I-435 and I-470 interchanges. The I-70 study will outline a broad strategy to address issues in this corridor, and will give MoDOT a general understanding of the public's needs and expectations concerning this project. The study will also examine how improvements might affect nearby properties and what strategies to pursue to deliver better transportation services.

The study will not determine specific improvements or how they may affect specific properties. It will not pick a design, but will lay the groundwork to help planners and engineers approach the challenges. The environmental impact study is part of a federally-mandated series of planning steps that ensures many factors are considered before design and location decisions are made.

For more information about Future I-70, visit www.modot.org/kansascity/metroi70. You can also contact MoDOT Project Manager Allan Zafft, by phone at 816-622-0687 or by email at allan.zafft@modot.mo.gov

For more information about other projects in the area, please visit MoDOT's website at www.modot.mo.gov/kansascity.

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Appendix E.5 Public Brochures/Newsletters

Share Your Thoughts

MoDOT is holding two large public meetings for the I-70 community on September 9th and 11th. The meetings will be formatted as open houses, so you are welcome to come and go as you please. Access for the physically disabled is available. No formal presentations will be given and the same materials will be on display at both meetings. Staff from MoDOT and the consultant team will be on hand to discuss the project's purpose and need, constraints, and initial strategies with you, so ask questions and share your thoughts with us. **You can choose which meeting you want to attend below.**



Comparta Sus Pensamientos

MoDOT tendrá dos grandes reuniones públicas para la comunidad de la I-70 el 9 y 11 de septiembre. Las reuniones serán en un formato de casas abiertas, así que usted es bienvenido cuando quiera. Habrá acceso para personas con impedimentos físicos. No habrá presentaciones formales y el mismo material será puesto en ambas reuniones. El personal de MoDOT y el equipo de consulta estarán disponibles para discutir la necesidad y propósito, restricciones, y las estrategias iniciales con ustedes, así que usted puede compartir sus pensamientos con nosotros. **Usted puede escoger la reunión que quiera asistir:**

Tuesday, September 9, 2008
Martes, 9 de septiembre, 2008

4:00 PM-7:00PM

St. Paul School Of Theology, Holter Center

5123 Truman Road Kansas City, MO 64127

Thursday, September 11, 2008
Jueves, 11 de septiembre, 2008

4:00 PM-7:00 PM

Truman High School Cafeteria

3301 S. Noland Road Independence, MO 64055

Ahead of the Curve



MoDOT Stays Ahead of the Curve with I-70 Environmental Study in KC Metro

The Missouri Department of Transportation (MoDOT) is beginning an in-depth environmental study of I-70 in Jackson County. The study is a First Tier Environmental Impact Statement (FTEIS) for the Future I-70 Kansas City Metro project. It spans 18 miles of I-70 from the last ramp termini east of the Missouri – Kansas state line to just east of I-470 and includes all of the Downtown Kansas City Central Business District Freeway Loop. The planning process is anticipated to be completed in 2010 with the Final First Tier Environmental Impact Statement and Record of Decision.

MoDOT Está a la delantera de la Curva con un estudio del ambiente en el área Metropolitana de Kansas City

El Departamento de Transportación de Missouri (MoDOT) está empezando un estudio en la I-70 del Condado De Jackson. El estudio es la primera parte del Impacto Ambiental (FTEIS) sobre el futuro del proyecto del área metro de Kansas City en la I-70. El estudio se extiende 18 millas desde la I-70 hasta la rampa terminal este de la línea estatal de Missouri y Kansas a solo el este de la I-470 e incluye todo el Distrito Central de Negocios de la Ciudad de Kansas City en la autopista. El proceso de planeamiento se anticipa que este completado con la primera parte del Impacto Ambiental y un Registro de la Decisión.



staying ahead of the curve

Está a la delantera de la Curva



WHAT'S HAPPENING?

The FTEIS Process

As an I-70 stakeholder you may have participated in the I-70 Major Investment Study (MIS), which was completed in 2004. An examination of concepts developed during the I-70 MIS will be part of the current FTEIS project. In fact during Step 2 of the I-70 FTEIS process, the Study Team will build on data from the I-70 MIS to define why improvements are needed along I-70. The Purpose and Need statement will identify the transportation problems that successful improvement strategies need to address. The Purpose and Need information can

be refined during the course of the study. However, it will be deemed firm by the time of the approval of the final environmental document, which is anticipated for March 2010. MoDOT will hold open house public meetings September 9th and 11th to discuss the Purpose and Need with the community.

FAQs

Q. Why study I-70?

A. MoDOT recognizes that though I-70 is aging and in need of improvement, it is one of the Kansas City region's key commercial and commuter thoroughfares carrying tens of thousands of travelers and tons of goods daily to destinations all-around and through the Kansas City region. MoDOT is committed to making the drive along the I-70 corridor as smooth, safe, and efficient as possible. Doing so requires a comprehensive transportation planning process of which the First Tier Environmental Impact Statement (FTEIS) is a key component.

Q. What is meant by strategies?

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

¿QUÉ PASA?

El Proceso de FTEIS

Como usted es uno de los accionistas, usted tal vez ha participado en el estudio de inversión de mejoras de la I-70 (MIS), el cual fue completado en el 2004. Una reexaminación de los conceptos se desarrolló durante el Estudio I-70 MIS que formará parte del proyecto actual FTEIS. De hecho durante el Paso 2 del proceso de la I-70, el equipo de estudio empezará a construir con información del estudio I-70 MIS que define las mejoras necesarias a través de la I-70. La declaración de propósito y necesidad identificara los problemas de transportación que con éxito mejoraran las estrategias que necesitan dirección. El propósito y la necesidad de información que puede ser definido durante el curso del estudio. Sin embargo será definido con firmeza al momento de ser aprobado en el documento final del ambiente, que se anticipa sea para marzo del 2010. MoDOT tendrá reuniones públicas de casa abierta en septiembre para discutir el Propósito y la Necesidad con la comunidad.

Preguntas

Q. ¿Por qué un estudio de la I-70?

A. MoDOT reconoce que la I-70 esta envejeciendo y necesita mejoras. Es una de las regiones de Kansas City clave para el



comercio y personas que viajan diariamente cargando miles de toneladas de viajeros y miles de toneladas de víveres a varios destinos a través de toda la región de Kansas City. MoDOT esta comprometido ha hacer que viajar a través de el corredor de la I-70 sea fácil, seguro lo mas eficientemente posible. Para hacer eso se requiere un proceso comprensivo de planes que serán la FTEIS que es una parte clave.



Q. ¿Qué quieren decir con estrategias?

A. Las estrategias son generales, la oportunidad de mejorar la transportación a un alto nivel que pueda tratar con los problemas a través de I-70. Las estrategias incluyen una serie específica de mejoras de transportación como añadiendo carriles, arreglando el pavimento existente y los puentes, mejorando el intercambio en las rampas y/o proyecto de transito.

¿Preguntas y Comentarios?

Contacto: Gerente de Proyecto
Allan Zafft
816-622-0687
allan.zafft@modot.mo.gov.

visítenos en: www.modot.org/kansascity/metroi70.

Escriba a MoDOT al:
600 NE Colbern Road
Lee's Summit, MO 64086

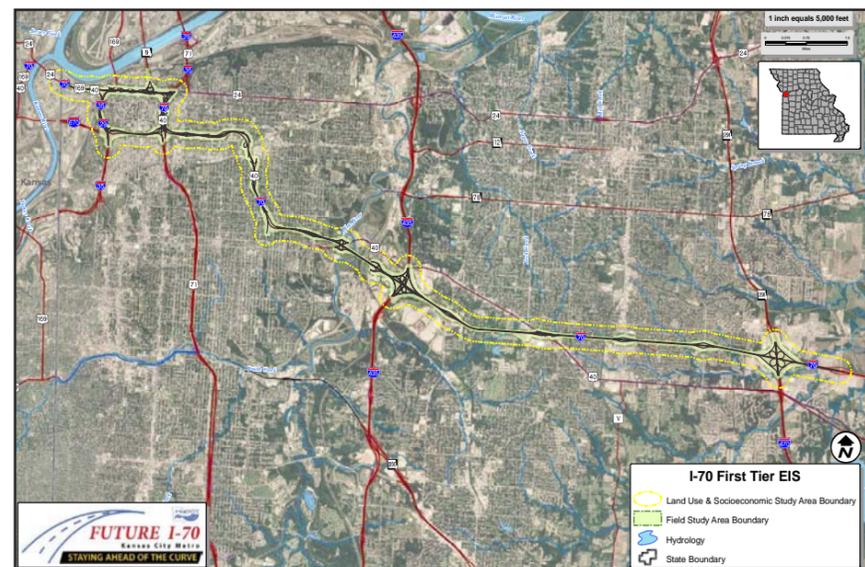
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Contact: Project Manager

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Chia sẻ những ý tưởng của bạn

Nhà MoDOT tổ chức hai buổi họp công cộng lớn cho cộng đồng I-70 vào ngày 9 và 11 tháng Chín. Các buổi họp được tổ chức theo hình thức mở cửa tự do, để bạn được đón nhận đến và đi tùy ý. Có đường vào dành cho người khuyết tật thể chất. Không có diễn giảng chính thức và cùng tài liệu sẽ được trưng bày trong hai phiên họp. Ban hướng dẫn từ Nhà MoDOT và Ban cố vấn sẽ có mặt để thảo luận mục đích và nhu cầu của công trình, khó khăn và những kế hoạch khởi đầu với bạn, do đó hãy chia sẻ cảm nghĩ với chúng tôi.

Có Câu Hỏi Và Phê Bình?

- Liên lạc Giám đốc công trình Nhà MoDOT, Allan Zafft, số 816-622-0687 hoặc allan.zafft@modot.mo.gov.
- Viếng trang mạng www.modot.org/kansascity/metroi70.
- Viết cho Nhà MoDOT ở 600 NE Colbern Road, Lee's Summit, MO 64086

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Missouri Department of Transportation
600 NE Colbern Road
Lee's Summit, Missouri 64086



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with I-70 Environmental Study in KC Metro

The Missouri Department of Transportation (MoDOT) is beginning an in-depth environmental study of I-70 in Jackson County. The study is a First Tier Environmental Impact Statement (FTEIS) for the Future I-70 Kansas City Metro project. It spans 18 miles of I-70 from the last ramp termini east of the Missouri – Kansas state line to just east of I-470 and includes all of the Downtown Kansas City Central Business District Freeway Loop. The planning process is anticipated to be completed in 2010 with the Final First Tier Environmental Impact Statement and Record of Decision.

Nhà MoDOT ở phía trên đường đồ biểu với bản nghiên cứu môi trường I-70 vùng KC

Nhà Giao Thông Vận chuyển bang Missouri (MoDOT) đang bắt đầu nghiên cứu môi trường của xa lộ I-70 trong hạt Jackson. Sự nghiên cứu là Văn bản Ảnh hưởng Môi trường phần thứ nhất (FTEIS) cho công trình tương lai xa lộ I-70 vùng Kansas City Nó kéo dài 18 dặm của I-70 từ đường dốc tẻ cuối phía đông của đường ranh Missouri và Kansas đến phía đông của I-470 và gồm tất cả đường vòng Trung tâm thương mại Kansas City. Dự trù tiến trình được tiên đoán hoàn tất năm 2010 với Bản văn Ảnh hưởng Môi trường phần thứ nhất sau cùng và Hồ sơ Quyết định.



staying ahead of the curve



WHAT'S HAPPENING

The FTEIS Process

Questions & Comments?

Contact: Project Manager

Allan Zafft

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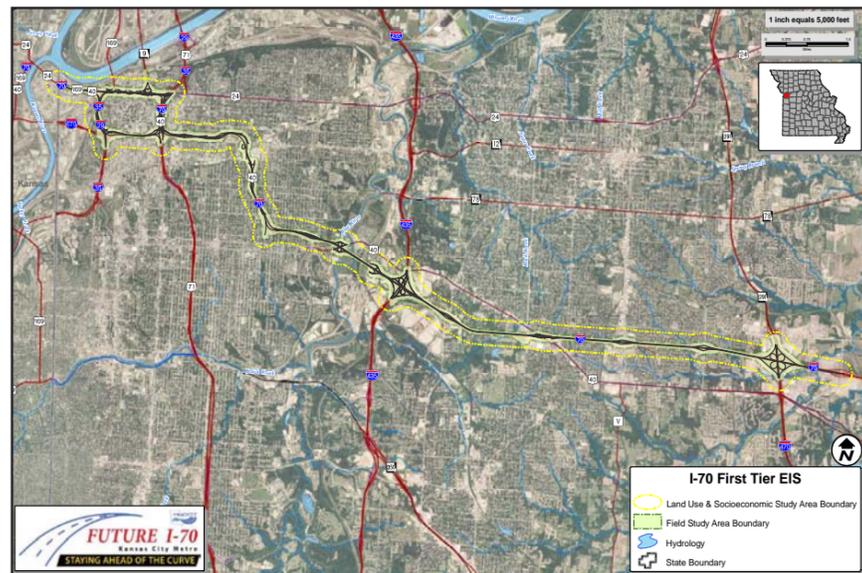
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Từng Bước Một Tiến Trình FTEIS

Là đối tượng liên hệ I-70 bạn có thể tham gia vào **Nghiên Cứu Đầu tư Chánh I-70 (MIS)** nó đã hoàn tất năm 2004. Khảo sát những ý tưởng phát triển trong **I-70 MIS** sẽ là thành phần của công trình FTEIS hiện tại. Thật ra trong bước thứ nhì của tiến trình I-70 FTEIS, ban nghiên cứu sẽ xây dựng dữ kiện từ **I-70 MIS** để định rõ tại sao những cải tiến là cần thiết dọc xa lộ I-70. Văn bản về mục đích và nhu cầu sẽ nhận ra những vấn đề giao thông để kế hoạch cải tiến thành công được nêu lên. Thông tin về mục đích và nhu cầu có thể được sàng lọc trong quá trình nghiên cứu. Tuy nhiên, nó sẽ được đánh giá chắc chắn vào lúc chấp thuận của văn kiện sau cùng về môi sinh, được dự đoán vào tháng Ba năm 2010. Nha MoDOT sẽ mở những phiên họp công chúng tự do vào ngày 9 và 11 tháng Chín để bàn thảo về Mục đích và Nhu cầu với cộng đồng.

CÀI VÀO ĐỒ HÌNH MỐC THỜI GIAN

Bước 1: Thâu lượm và Kiểm kê những dữ kiện tiềm năng
Mùa Xuân/Hè 2008

Bước thứ 2: Cập nhật Mục đích và Nhu cầu
Mùa Hè 2008

Bước thứ 3: Quyết định những kế hoạch khởi đầu và các Kế hoạch Hữu lý
Mùa Thu 2008

Bước thứ 4: Đề nghị kế hoạch được chọn
Mùa Đông 2008

Bước thứ 5: Viết bản thảo Bản Văn Ảnh Hưởng Môi trường phần thứ nhất
Mùa Hè 2009

Bước thứ 6: Tạo bản FTEIS cuối cùng và nhận Hồ sơ quyết định
Xuân 2010

Bước thứ 7: Văn kiện về Môi trường phần thứ nhì
Tùy thuộc vào ngân sách chuẩn chi

CÁC CÂU HỎI ĐÁP THƯỜNG GẶP

H. Tại Sao Nghiên Cứu I-70?

Đ. Nha MoDOT nhận thấy xa lộ I-70 đã cũ và cần cải tiến. Nó là một trong những con đường thương mại và di chuyển huyết mạch của vùng Kansas city vận chuyển hàng chục ngàn người và hàng hóa đến các điểm xung quanh thành phố Kansas city. Nha MoDOT cam kết thực hiện đường hành lang dọc theo xa lộ tương lai I-70 vùng Kansas city được suông sẻ, an toàn và hiệu quả. Để thực hiện điều đó đòi hỏi sự tiến hành dự tính giao thông thông minh mà Văn bản Ảnh hưởng Môi trường phần thứ nhất (FTEIS) là thành phần chính.

H. Kế hoạch có nghĩa là gì?

Đ. Kế hoạch là những cơ hội tổng quát, cải tiến giao thông cao cấp để giải quyết các vấn đề dọc theo xa lộ I-70. Kế hoạch có thể gồm nhiều cải tiến đặc biệt như thêm làn xe, sửa lề đường và cầu hiện hữu, cải tiến đường dốc rẽ, và /hoặc chương trình chuyên chở công cộng.



MoDOT Stays Ahead of the Curve

with I-70 Environmental Study in KC Metro

The Missouri Department of Transportation (MoDOT) is conducting an environmental study of I-70 in Jackson County. The study is a First Tier Environmental Impact Statement (FTEIS) for the Future I-70 Kansas City Metro project. It spans 18 miles of I-70 from the last ramp termini east of the Missouri – Kansas state line to just east of I-470 and includes all of the Downtown Kansas City Central Business District Freeway Loop. The planning process is anticipated to be completed in 2010 with the Final First Tier Environmental Impact Statement and Record of Decision.

MoDOT Está a la delantera de la Curva

con un estudio del ambiente en el área Metropolitana de Kansas City

El Departamento de Transportación de Missouri (MoDOT) está empezando un estudio en la I-70 del Condado De Jackson. El estudio es la primera parte del Impacto Ambiental (FTEIS) sobre el futuro del proyecto del área metro de Kansas City en la I-70. El estudio se extiende 18 millas desde la I-70 hasta la rampa terminal este de la línea estatal de Missouri y Kansas a solo el este de la I-470 e incluye todo el Distrito Central de Negocios de la Ciudad de Kansas City en la autopista. El proceso de planeamiento se anticipa que este completado con la primera parte del Impacto Ambiental y un Registro de la Decisión.

Visit our blog January 2nd - 31st and post your ideas and comments!

Visitar nuestro sitio y publique sus ideas y comentarios en

www.modot.org/kansascity/metroi70

As the project progresses MoDOT will also offer:

- **Speakers Bureaus** where project staff attend local neighborhood or business group meetings to discuss the project with you and listen to your ideas. Contact us to invite us to your meeting.
- **MoDOT Mobile Meetings** where MoDOT brings its Voice Van and project materials to major community and sporting events in order to seek input from residents and commuters. Dates and times will be posted on the project website.
- **A Community Blog** for public meeting comments. Post your ideas and comments at: www.modot.org/kansascity/metroi70/

A medida que el proyecto avanza MoDOT también ofrecerá:

- **Oficina de Oradores** donde el personal del proyecto atenderá al vecindario y negocios locales en reuniones de grupos para discutir el proyecto con usted y sus ideas. Contáctenos para invitarnos a su reunión.
- **Reuniones móviles de MoDOT** donde MoDOT le lleva a usted su Camioneta de Voz y los materiales de proyecto a la mayoría de las comunidades y eventos deportivos de modo que se obtenga la opinión de los residentes y personas que viajan al trabajo. Las fechas y horas serán publicadas en el sitio de la red del proyecto.
- **Un Blog comunitaria** para los comentarios públicos de la reuniones. Publique sus ideas y comentarios en: www.modot.org/kansascity/metroi70/

Ahead of the Curve



We Want to Hear from You!

The Missouri Department of Transportation (MoDOT) is conducting an environmental study of I-70 and has prepared a series of possible improvement strategies for it. They will be on display at the **January 6th Listening Post** (a.k.a. open house public meeting) and available for review and comment on the Internet at www.modot.org/kansascity/metroi70. You can attend the Listening Post to comment on the strategies or visit our website and blog about them.

Displays and summaries from previous public meetings are also available on our site, along with an explanation of the planning process, MoDOT contact information, and much more.

¡Queremos tener noticias de Usted!

El Departamento de Transportación de Missouri (MoDOT) está llevando a cabo un estudio ambiental de la I-70 y ha preparado una serie de posibles estrategias de mejoras para la misma. Estos serán expuestos **el 6 de enero en el puesto de escucha** (también conocido como "Open House" o sesión pública) y disponibles para revisar y comentar en el Internet en www.modot.org/kansascity/metroi70. Usted puede asistir al puesto de escucha para comentar sobre las estrategias o visitar nuestro sitio en la red y la bitácora acerca de estos. Una muestra y resúmenes de las reuniones públicas anteriores también están disponibles en nuestro sitio en la red, junto con una explicación del proceso de planificación, información de contacto de MoDOT y mucho más.

Listening Post

Tuesday, January 6, 2009

Poste que Escucha

Martes, 6 de enero de 2009

4:00 PM – 7:00 PM

St. Paul School of Theology, Holter Center
5123 Truman Road, KC, MO 64127

On-Line Comment

January 2nd - 31st, 2009

Comentario en Línea

2 -31 de enero de 2009

go to / vaya a

www.modot.org/kansascity/metroi70



staying ahead of the curve

Está a la delantera de la Curva



WHAT'S HAPPENING?

Questions & Comments?

Contact: Project Manager

Allan Zafft
816-622-0687
allan.zafft@modot.mo.gov

visit us at: www.modot.org/kansascity/metroi70

Write MoDOT at:
600 NE Colbern Road
Lee's Summit, MO 64086



two/dos

Step 3 of the Process

After gathering input about the Purpose and Need and initial improvement concepts from the community during the late summer, the Study Team began working on Step 3 of the I-70 First Tier Environmental Impact Statement (FTEIS) process. They identified a series of initial strategies that may have the potential for serving the project needs and fulfilling the purpose of the proposed improvements as detailed in the Purpose and Need statement.

The initial strategies are organized into several strategy packages including, but not limited to, the six strategy packages and the one recommended strategy package contained and evaluated in the *I-70 Major Investment Study*, which was completed in 2004. The Team screened and analyzed the initial strategies to identify reasonable strategy packages, including the No-Build Package. In Step 4 the reasonable strategy packages will be analyzed within the draft EIS and further evaluated to determine a preferred strategy. MoDOT will present the reasonable strategies to the community for discussion in December.

FAQs

Q. What is an Initial Strategy?

A. The initial strategies are combinations of improvement concepts. An initial strategy may include several improvement concepts such as upgrading major interchanges, enhancing bus service along I-70, and adding High Occupancy Vehicle (HOV) lanes. A series of initial strategies were developed and analyzed for this project.

Q. What is a Reasonable Strategy?

A. A reasonable strategy is a combination of improvement concepts that have the ability to meet the I-70 First Tier EIS Purpose and Need and also have no serious or fatal flaws in terms of environmental, social, or engineering impacts or costs. The reasonable strategies (also called First Tier Strategies) were developed by screening and analyzing the initial strategies to determine the best options. All of the impacts to the reasonable strategies will be evaluated in the Draft Environmental Impact Statement.

Q. What is a Preferred Strategy?

A. The preferred strategy is the strategy that best addresses the I-70 First Tier EIS Purpose and Need as determined by consideration of transportation, land-use, environmental, social, engineering, and fiscal impacts of each of the reasonable strategies.

¿QUÉ PASA?

Paso 3 del Proceso

Después de reunir información acerca del propósito y necesidad y conceptos iniciales para el mejoramiento de la comunidad durante finales de verano, el equipo de estudio comenzó a trabajar en el paso 3 de la I-70 del proceso de la primera parte de la declaración del impacto ambiental. Ellos identificaron una serie de estrategias iniciales que podrían tener el potencial para servir a las necesidades del proyecto y cumplir el propósito de la propuesta de mejoras según se detalla en la declaración de Propósito y Necesidad.

Las estrategias iniciales son organizadas en diversos paquetes de estrategias incluyendo pero no limitadas a, los seis paquetes de estrategia y el paquete de estrategia recomendado que su contenido y evaluación se encuentran en el *Estudio de Mayor Inversión de la I-70*, el cual fue completado en el 2004. El equipo investigo y analizo las estrategias iniciales para identificar paquetes de estrategia razonables, incluyendo paquetes de no desarrollo o "No- Building Package". En el paso 4, los paquetes de estrategia razonables, serán analizados dentro de el borrador de la Declaración de Impacto Ambiental o en ingles "EIS" y serán más evaluados para determinar la estrategia seleccionada. MoDOT presentara las estrategias razonables a la comunidad para ser discutidas en diciembre.

Preguntas

P. ¿Qué es una estrategia inicial?

C. Las estrategias iniciales son combinaciones de conceptos para el mejoramiento. Una estrategia inicial podría incluir varios conceptos para el mejoramiento tales como modernizando los mayores cruces, ampliando los servicios de autobús a lo largo de la I-70 y añadiendo una alta acumulación de vehículos y los carriles. Una serie de estrategias iniciales fueron desarrolladas y analizadas para este proyecto.

P. ¿Qué es una estrategia razonable?

C. Una estrategia razonable es una combinación de conceptos para el mejoramiento que tienen la habilidad de cumplir con los propósitos y necesidades de el borrador de la primera parte de la Declaración de Impacto Ambiental y también no tiene fallos serios o fatales en términos ambientales, sociales o impactos de ingeniería o costos. Las estrategias razonables (también conocidas como La Primera Declaración de Estrategias) fueron desarrolladas bajo investigación y analizando las estrategias iniciales para determinar las mejores opciones. Todos los impactos para las estrategias razonables serán evaluados en el borrador de la Declaración de Impacto Ambiental.

P. ¿Qué es una estrategia preferida?

C. La estrategia preferida es la estrategia que mejor se refiere a los propósitos y necesidades del borrador de la primera parte de la Declaración de Impacto Ambiental como se determino por la consideración de transportación, uso de terrenos, ambiente, social, ingeniería e impactos físicos de cada una de las estrategias razonables.

¿Preguntas y Comentarios?

Contacto: Gerente de Proyecto

Allan Zafft
816-622-0687
allan.zafft@modot.mo.gov

visítenos en: www.modot.org/kansascity/metroi70

Escriba a MoDOT al:
600 NE Colbern Road
Lee's Summit, MO 64086

three/three

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www.modot.org/kansascity/metroi70

Nha MoDOT ở phần trên của đồ biểu chuẩn với bản nghiên cứu môi trường xa lộ I-70 vùng KC

Nha Giao Thông Vận Chuyển Bang Missouri (MoDOT) đang hướng dẫn nghiên cứu môi trường xa lộ I-70 thuộc quận Jackson. Sự nghiên cứu là Phần đầu của Văn Bản Ảnh hưởng Môi Trường (FTEIS) của công trình cho tương lai xa lộ I-70 vùng Kansas City. Công trình kéo dài 18 dặm từ dốc rẽ cuối cùng phía đông đường ranh tiểu bang Missouri và Kansas đến phía đông xa lộ I-470 và bao gồm tất cả xa lộ bao vòng Khu thương mại khu phố Kansas City. Chương trình dự trù sẽ hoàn tất năm 2010 với văn bản cuối cùng của Phần đầu của văn bản ảnh hưởng Môi trường và Hồ sơ Quyết định.

Viếng trang điện thư của chúng tôi (blogs) từ ngày 2 đến 31 tháng 1, 2009 và ghi ý kiến và những phê bình của bạn!

www.modot.org/kansascity/metroi70

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Trong khi công trình đang tiến hành, Nha MoDOT đề nghị:

- Phòng Phát Ngôn, nơi mà các quan chức thuộc chương trình tham dự những buổi họp của láng giềng địa phương và các nhóm kinh doanh để bàn thảo chương trình với bạn và lắng nghe ý kiến bạn.
- Các cuộc họp Lưu Động của Nha MoDOT, nơi đây Nha MoDOT mang xe Phát thanh và các tài liệu đến các khu cộng đồng chính và các buổi thể thao để thu nhận ý kiến của dân cư và người quá cảnh. Ngày, giờ sẽ được ghi trên mạng của công trình.
- Trang Điện thư Cộng đồng (Blogs) dành cho ý kiến buổi họp. Ghi ý kiến và phê bình của bạn ở địa chỉ mạng www.modot.org/kansascity/metroi70/

Ahead of the Curve

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Chúng Tôi Muốn Nghe Từ Các Bạn!

Nha Giao Thông Vận Chuyển Tiểu bang Missouri (MoDOT) đang hướng dẫn nghiên cứu môi trường xa lộ I-70 và đã chuẩn bị nhiều phương cách cải tiến khả thi cho chương trình. Các phương án này sẽ được trưng bày tại Trạm Nghe Tin vào ngày 6 tháng Giêng 2009 (được biết như buổi họp công chúng tự do) và sẵn sàng để xét duyệt và phê bình trên mạng tại địa chỉ www.modot.org/kansascity/metroi70. Bạn có thể tham dự ở Trạm Nghe Tin để phê bình về các phương án hoặc viếng trang mạng của chúng tôi và trang thư (blog) về vấn đề này. Những trưng bày và các tóm lược các buổi họp công chúng trước cũng sẵn sàng trên trang mạng của chúng tôi, cùng với giải thích về tiến trình, chỉ dẫn liên lạc Nha MoDOT, và nhiều nữa.

Listening Post

Tuesday, January 6, 2009

Trạm Nghe Tin

Thứ Ba, ngày 6 tháng 1, 2009

4:00 PM – 7:00 PM

St. Paul School of Theology, Holter Center
5123 Truman Road, KC, MO 64127

On-Line Comment

January 2nd - 31st, 2009

Phê Bình Trên Mạng

Tháng 1, từ ngày 2 đến 31, 2009

go to / Vào địa chỉ mạng

www.modot.org/kansascity/metroi70



staying ahead of the curve đi trước biểu đồ chuẩn



WHAT'S HAPPENING?

Questions & Comments?
Contact: Project Manager

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CÁI GÌ ĐANG XẢY RA?

Bước ba của Tiến Trình

Sau khi thu lượm những ý kiến về Mục đích và Nhu cầu và các ý tưởng cải tiến đầu tiên từ cộng đồng vào cuối mùa hè, ban Nghiên cứu bắt đầu thực hiện Bước thứ 3 của tiến trình văn bản Ảnh hưởng Môi trường Phần thứ nhất của xa lộ I-70 (FTEIS). Họ tìm nhiều phương án khởi đầu có tiềm năng đáp ứng các nhu cầu của chương trình và thỏa mãn mục đích của các cải tiến đề nghị như chi tiết trong văn bản Mục đích và Nhu cầu.

Những Phương án khởi đầu được sắp xếp thành nhiều gói phương án gồm cả, nhưng không giới hạn, sáu gói phương án và một gói phương án được đề nghị được chứa và thẩm định trong Bản Nghiên cứu đầu tư chánh, đã được hoàn tất trong năm 2004. Nhóm đã sàng lọc và phân tích các phương án khởi đầu để nhận diện các gói phương án hữu lý gồm cả gói Không xây dựng. Ở bước 4 các gói phương án hữu lý sẽ được phân tích ở bản thảo EIS và phân tích thêm để quyết định phương án được chọn. Nhà MoDOT sẽ giới thiệu những phương án hữu lý đến cộng đồng để thảo luận vào tháng Mười hai.

Các Câu hỏi, Trả lời thường gặp

Hỏi. Phương án khởi đầu là gì?

Đáp. Các phương án khởi đầu là tổng hợp các tư tưởng cải tiến. Phương án khởi đầu có thể gồm nhiều tư tưởng cải tiến như nâng cấp các giao điểm chính, phong phú hóa dịch vụ xe Bút đọc theo xa lộ I-70, và thêm nhiều làn xe cho Xe nhiều chỗ ngồi (HOV). Nhiều phương án khởi đầu được triển khai và phân tích cho chương trình này.

Hỏi. Phương án hữu lý là thế nào?

Đáp. Phương án hữu lý là tập hợp các tư tưởng cải tiến có khả năng thỏa mãn trong phần đầu EIS của xa lộ I-70 về Mục đích và Nhu cầu và cũng không có những nhược điểm rầm trọng hoặc chết người về môi trường Xã hội, hoặc ảnh hưởng kỹ thuật hoặc giá cả. Những phương án hữu lý (cũng được gọi là Phần đầu của phương án) được phát triển bởi sàng lọc và phân tích những phương án khởi đầu để quyết định sự chọn lựa tốt nhất. Tất cả những ảnh hưởng đến những phương án hữu lý sẽ được thẩm định trong văn bản thảo về Ảnh hưởng Môi trường.

Hỏi. Phương án được chọn là gì?

Đáp. Phương án được chọn là phương án được trình bày tốt nhất trong Phần đầu thuộc xa lộ I-70 về Mục đích và Nhu cầu của EIS được xác định bởi vận chuyển, làn xe dừng, môi trường, xã hội, kỹ thuật, và tài chánh của mỗi phương án hữu lý.



Giám Đốc Chương Trình

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Để biết thêm chi tiết viếng:
www.modot.org/kansascity/metroi70

Appendix E.6 Public Meeting Summaries

I-70 FTEIS

Pre-Location Meeting Summary

September 2008

OVERVIEW

The Missouri Department of Transportation (MoDOT) has begun an environmental study of I-70 on the Missouri side of the Kansas City Metropolitan Area. The study is a First Tier Environmental Impact Statement (FTEIS) for the future I-70 Kansas City Metro project. The study will end in 2010. It spans 18 miles of I-70 from the last ramp termini east of the Missouri – Kansas state line to just east of I-470 and includes all of the Downtown Kansas City Central Business District Freeway Loop.

MoDOT held two large public meetings for the study:

- September 9, 2008 from 4-7PM at St. Paul School of Theology, Holter Center, 5123 Truman Road, Kansas City, Missouri.
- September 11, 2008 from 4-7PM at Truman High School, Cafeteria, 3301 S. Noland Road, Independence, Missouri.

The meetings were formatted as open houses, so participants were welcome to come and go as desired through the length of the 3-hour meetings. No formal presentations were given. The following exhibits were on display for review and comment:

- Welcome
- From Idea to Reality – The overall process for a transportation project
- FTEIS Schedule and Process
- Study Area Map
- Existing Traffic – Both directions on an average day
- Purpose and Need Map
- Environmental Constraints Map
- What is a Concept and a Strategy
- No Build Concept
- Improve Bottlenecks Concepts
- Concepts that Change Capacity
- Specialty Managed Lanes Concepts
- Evaluation of Strategies
- Getting Involved
- Other MoDOT Projects in the Kansas City Area

Meeting participants received a project status handout and a comment card that included four questions as they signed into the meeting:

- What are the problems in the Corridor?
- What needs to be fixed and how would you fix it?
- How does the corridor affect your everyday life?
- Other Comments?

Over 8,400 newsletters were mailed to I-70 property owners and 308 fliers were mailed to umbrella organizations, agencies, businesses, and public officials inviting them to attend the meetings. Combined, 54 people attended. Generally their comments related to:

- Noise/sound walls
- Additional lanes
- Traffic congestion
- Entrance and exit ramp lengths
- Light rail/multi-modal transportation

Specific comments are included below by meeting date.

COMMENTS: SEPTEMBER 9, 2008 MEETING AT ST. PAUL SCHOOL OF THEOLOGY

- 24 people attended the meeting and 11 comment cards were received. Verbatim comment card comments include (person's name excluded):

Q. What are the problems in the corridor?

- A. Only one method of transit...cars. The North Loop forms a barrier between downtown and river market. The South Loop forms a barrier between downtown and the crossroads. Air pollution which impacts the safety and health nearby residents is horrendous. The residents in the city are bearing the brunt of suburban commuters.
- A. Traffic moves too slow. It's very noisy & we have no privacy. We are so close to the highway now, we have a major noise problem. Crime is also high and we hear the emergency equipment go by all the time. When traffic is backed up I can't even cook in the kitchen because people can see in our windows. We keep them closed at all times. Homes should not be allowed so close to the highways. I agree that I-70 should be widened to get the flow going. Yes!
- A. Benton Curve poses problems from the standpoints of degree & turn (turns too quick). Also very treacherous in winter weather.
- A. There is bumper to bumper traffic mornings and evenings to and from downtown KC.

- A. Congestion problems—widen area and provide conservational touch (trees, flowers, bushes, etc.) to beautiful and absorb some of the pollution.
- A. Too much traffic for the road. Wasn't meant to handle all the traffic it carries. Heavy vehicles tear up the pavement. Should have been a cross over from one side to the other when originally built. 29th and Oakley.
- A. Back-up between 3p-6p M-F
- A. That there's only one highway going east and there should be more than one east west highway.
- A. Interested in any access to 40 hwy—I-70—435. Signed, Kevin Sleyster.
- A. Traffic going east from downtown is basically a parking lot. Widen I-70 from 3 lanes to 6 lanes in each direction.
- A. My main concern is with the short on/off ramps that serve as both on/off ramp at the same time.
- A. Problems in the corridor are not enough lanes. Lanes need to widen to 5 lanes. On and exit ramps are too short, need to lengthen. Jackson Curve is very dangerous.

Q. What needs to be fixed and how would you fix it?

- A. Cap the South Loop. Get rid of the North Loop. Add Massive tree buffers to filter pollutants from adjacent neighborhoods. Get rail transit in the corridor (see I-25 in Denver T-REX project). Stop perpetuating suburban and exurban sprawl.
- A. For ½ diamond curve, it's preferable to see a more graduated curve.
- A. I would recommend light rail where one could park their cars in Independence, Overland Park, N. Kansas City. Connections and agreement would need to be worked with the railroad as light rail could go to Union Station and buses from there to downtown and other connections.
- A. Replace road bed with mixture of old tires to give road more give and wouldn't tear up or wear out so easily. If you build a new road put in a bridge crossing, over I-70 at 29th and Oakley area.
- A. Improved maintenance.
- A. The reverse highway is a really good idea.
- A. Need to fix the on and off exit 7A. I-70 & 40 Hwy for future development. Signed, Kevin Sleyster.
- A. Funding or no funding I-70 needs fixed from 435 west (Legends) to St. Louis.
- A. Reduce the number of on/off ramps especially in the north loop so that some ramps can be longer and serve a single purpose.
- A. Short entrance ramp make traffic merging difficult and at times unsafe. The I-70 w/I-435 exit from Delaware/Independence ramp is an example of such a ramp. Getting to I-70 w is at times dangerous, requiring you to come to a full stop at the end of the ramp and then dart across lanes to arrive in the correct left most lane.
- A. It's simple. Buy up property and spend some money. Get I-70 up graded for the safety of Kansas Citians. It's long overdue.

Q. How does the corridor affect your everyday life?

- A. I have to breathe in the pollutants emitted from suburban commuters which enhances my risk of asthma. I find it hard to walk from my residence at 8th and Broadway to the River Market and Crossroads because of the North and South Loop.
- A. Sometimes it takes a long time to get home after work because of the slowness. And if there is an accident, forget a decent time to arrive home. Everyone I work with hates the I-70 drive home. Especially the Benton Curve.
- A. I do not drive I-70 through rush hour—not necessary. Not affected by it. I-70 makes connections east to 435, Hwy 291 and west connection—problem occurs downtown with connection to I-35 and to intercity bridge and north across Paseo bridge or connections north.
- A. Shopping, getting out of town to points east.
- A. It is behind my house.
- A. Not Much. I only travel if I am going to KS or Eastern Jackson County.
- A. I walk to work, so the corridors effect on my life is mainly due to the noise I encounter while walking over it. On the weekend, however, I drive along I-70 frequently and do experience the challenges then.
- A. It's a nightmare all the way to Indep., Blue Springs. Back to back traffic every day. Stand stills. Traffic. Road rage.

Q. Other Comments?

- A. Build a highway for the 21st Century and beyond. Fix the mistakes of the original highway network which sacrificed sustainable urban living for unsustainable suburban sprawl. Make the highway multi-modal...Give people different options for transit. Increase MoDOT's funding of mass-transit, decrease funding for roads. PUT A TOLL ROAD FROM I-470 TO DOWNTOWN. TAX THE SUBURBANITES WHO WANT TO COMMUTE 50+ MILES PER DAY.
- A. Thanks for listening. It's a constant battle Monday-Friday.
- A. Light rail worked in Sacramento CA. Could be used as a guide for Kansas City. I-70 East past Marshall, MO is a mess. Worn out and into St. Louis, disastrous. A tunnel proposed is a joke and to me one way traffic and separate lanes for bus and 4 riders. Tried in California and failed. A subway in LA was built no exists, etc. I-70 is more flat in Missouri and rails could be built along the present I-70.
- A. Keep up the good work—& remember safety 1st. Provide more camera and solar powered lighting to save on energy!
- A. Prepare for increased rapid transit.
- A. There needs to be another way to go east or toll lanes for faster travel.
- A. It's about time.
- A. If the north and south loop could be covered, converting the space into a park or some other community feature, you would have my vote!

- A. Why has it taken MoDOT and other city members to start making plans to do something about the I-70 corridor? Stop worrying about money. Just get it down.

- **Staff Notes**

- Support for truck lanes—need thicker truck pavement.
 - ✓ 3 cars for cars, 3 trucks for trucks and rebuild existing.
- Would like to see recycled asphalt used.
- Don't like elevated lanes.
- Like tunnel and reversible lanes—reversible lanes wouldn't cost too much.
- One way loop would probably work.
- Thinks light rail would work.
- Lived in Chicago—used reversible lanes—it helps, one of the better ideas, limit exits within them—I-90 did this—the better option with good signage.
- On I-70 everyday—congestion comes and goes.
- Concern over long term road condition.

COMMENTS: SEPTEMBER 11, 2008 MEETING AT TRUMAN HIGH SCHOOL

- 31 people attended the meeting and 12 comment cards were received. Verbatim comment card comments include (person's name excluded):

Q. What are the problems in the corridor?

- A. Entering and exiting alone I 70 are too short and cross traffic at 470/I 70 Benton Curve too sharp. And info for lane change to short notice.
- A. Benton Curve is biggest problem. We need the tunnel.
- A. Noise abatement by traffic and "No Jake Break Signs" (Especially on the Chrysler Bridge where the drivers start to let her loose)! Signed, Bill Baker.
- A. Region wide issues. More capacity needed. Alternatives to adding lanes.
- A. Noise and level drainage—from west and east a 12 mile marker. Come across our yard washing gravel away. Signed, John Paris.
- A. Speed—decrease noise and wrecks with lower speed.
- A. Lane reductions at 435 interchange clogs rush hour commutes. High level of noise for homes facing the highway. High level of traffic use.
- A. The speed limit should be lower. It would decrease noise and lower the number of wrecks.
- A. Extra entrance/exit lane. I-70 EB in between Lee's Summit Rd and 291 always a problem with everyone wanting to be in the right lane to get on 291 and people trying to get on the highway from Lee's Summit Rd EB.
- A. The biggest problem is noise. I-70 as it now stands can handle the traffic.

Q. What needs to be fixed and how would you fix it?

- A. TDM. Alternative work hours. Ride-sharing. Carpool lanes. Light rail throughout metro area. Design issues. Cloverleaf interchange design outdated at I-470. I-435 interchange also needs to be modernized ie flyovers etch. Longer weave areas would help with interchanges.
- A. Build up grown so water will go east not across our yard. Signed, John Paris.
- A. Added lanes. The reversible lane is a viable suggestion. Barrier walls to reduce the noise.
- A. Make 3 lanes that go under 435 eastbound and westbound. Consider rush hour by using a lane from direction it is going like St. Louis. Do not put red lights on ramps.
- A. I would build longer and wider entrance and exit ramps at the stadium. I would put in reversible lanes. This would cut down on the wrecks.
- A. Redesign of 40/Sterling Exit (I-70 WB). Very dangerous merging with traffic coming from Blue Ridge as well. Straighten out the curves heading downtown to reduce speed restrictions.
- A. Sound barriers on both sides. Do not add any additional lanes.

Q. How does the corridor affect your everyday life?

- A. When we built our home 50 plus years ago, I-70 was a “corn-field.” My builder and I were both informed that the long hill behind my location would be “cut thru” and all I would be seeing is the tops of some semis. As a former Independence City Councilman, I know that there were federal dollars too. Signed, Bill Baker.
- A. Noise and can get yard dry so can mow it. Signed, John Paris.
- A. Noise.
- A. Home sits along I-70 and the noise level is annoying to the point it affects volume levels of TV and recreational use of backyard.
- A. It is so loud during rush hour, we dare not open the windows. There are 1 ½ blocks north of I-70 on Rittman Rd.
- A. Noise. We live next to I-70 and we cannot use our backyard. Primary noise is from large trucks and additional lanes were only make the noise problem worse.

Q. Other Comments?

- A. Better access to Power and Light from Eastern Jackson County.
- A. Build sound barriers—neighbors and I attended a meeting down by the plaza years ago and were not allowed to express or comments or feelings. Not a good night. So what’s the latest on sound barriers so I can report back to neighbors? Thank you, Bill Baker. 12904 E 41st Terrace (Just East of the Crysler Bridge). (Comment – Suggest not show person’s name regarding the version of the meeting summary shown to the public.) Signed, Bill Baker.

- A. Believe a light rail/commuter train would be popular and heavily used. Would love to see this happen parallel to I-70 to Blue Springs and North to Airport.
- A. Thanks for explaining things so well—it is a relief to know exactly how this process works. A big relief for us!!!
- A. The disintegrating rubber tires contribute to toxic air.
- A. I think the Highway Department should work with county assessors for lower tax assessed value of property next to the highway. This would give some relief to property owners.

- **Staff Notes**

- Need 3 lanes under I-435, now just 2.
- Accidents in the straight part between Blue Ridge Cutoff and Sterling or any straight part.
- Weird going in loop from I-70 w to 29/35N.
- Accidents (sirens) when there's a ball game.
- Straighten out I-70 between downtown to I-435.
- Straighten out curves and allow faster speeds for through traffic.
- Need better signage to help people go east on I-70 from the west side of the loop (Sign needs to say that you can stay in the right lane).
- Would like to see flyover ramps to I-470 from I-70.
- Like reversible lanes-work elsewhere.
- 12 Mile marker—new warning sign coming across back fence to read the meter—message board is in their backyard.
- Also have drainage problem related to freeway runoff and erosion.
- Flyovers at I-435—a key issue.
- Part of major congestion is ongoing construction on the road.
- 15 miles on I-70 to Kansas side sometimes takes 45 minutes to an hour—often construction is a factor.
- Big fan of cloverleaf except some on I-470/70.
- Dust is a concern close to freeway system in addition to noise.
- Tires, shocks—car damage due to maintenance issues—road litter, metal, tires etc causing damage.
- Car pool lanes.
- Need to reduce drivers.
- No experience with HOT/HOV lanes—don't know if we need something like that.
- Do not normally have much trouble with I-70 traffic. Mainly go from Lee's Summit to the airport.
- In favor of maintain and perhaps add a lane.
- Stick to the basics.
- Concerned with widening—lives 5 houses away and says it is very noisy—gotten more so in the last 30 years—doesn't want road widened.

- Need flyover eastbound to southbound 470—70 people don't yield the right of way.
- Problem with drainage to north from original construction of center lane—need to present in any future construction.
- Noise bad and vibrations.
- Noise on hills—“Jake Breaks”.
- What happened to money for sound barriers between Noland and 40 HWY?

I-70 FTEIS

Community Coffee Summary

September 2008

OVERVIEW

The Missouri Department of Transportation (MoDOT) has begun an environmental study of I-70 on the Missouri side of the Kansas City Metropolitan Area. The study is a First Tier Environmental Impact Statement (FTEIS) for the future I-70 Kansas City Metro project. The study will end in 2010. It spans 18 miles of I-70 from the last ramp termini east of the Missouri – Kansas state line to just east of I-470 and includes all of the Downtown Kansas City Central Business District Freeway Loop.

MoDOT held two Saturday Coffee meetings for the study:

- September 13, 2008 from 9-11AM at Central High School, 3221 Indiana Ave, Kansas City, Missouri.
- September 27, 2008 from 9-11AM at Don Bosco Center, 580 Campbell St, Kansas City, Missouri

The informational meetings were identical to the pre-location meetings held September 9th and 11th. The following exhibits were on display for review and comment:

- Welcome
- From Idea to Reality – The overall process for a transportation project
- FTEIS Schedule and Process
- Study Area Map
- Existing Traffic – Both directions on an average day
- Purpose and Need Map
- Environmental Constraints Map
- What is a Concept and a Strategy
- No Build Concept
- Improve Bottlenecks Concepts
- Concepts that Change Capacity
- Specialty Managed Lanes Concepts
- Evaluation of Strategies
- Getting Involved
- Other MoDOT Projects in the Kansas City Area

Meeting participants received a project status handout and a comment card that included four questions as they signed into the meeting:

- What are the problems in the Corridor?
- What needs to be fixed and how would you fix it?
- How does the corridor affect your everyday life?
- Other Comments?

Over 2,700 postcards were mailed to I-70 property owners and 308 fliers were mailed to umbrellas organizations, agencies, businesses, and public officials inviting them to attend the meetings. 11 people attended the Coffees. Generally their comments related to:

- Benton Curve.
- Downtown Loop access and traffic.
- High Occupancy Vehicle provisions.
- Transportation options, particularly transit (rail and bus), bicycle, and pedestrian.

Specific comments are included below by meeting date.

COMMENTS: SEPTEMBER 13, 2008 COMMUNITY COFFEE MEETING

- 6 people attended the meeting and 1 comment card was received. Verbatim comment card comments include (person's name excluded):

Q. What are the problems in the corridor?

- A. Too much traffic. We need to provide alternative modes of transportation (ie rail, bus, bike) to users. We need to decrease the need for people to travel long distances or at least eliminate local users from wanting to get on I-70.

Q. What needs to be fixed and how would you fix it?

- A. Provide alternative modes of transportation and make it more attractive to travel short distances in their local community without creating the need to use I-70.

Q. How does the corridor affect your everyday life?

- A. I sometimes take my car to downtown on I-35 towards the downtown loops. Sometimes there is a lot of traffic. If there would be viable alternatives I would take them.

Q. Other Comments?

- A. Please consider the high cost of fuel (gasoline, electricity) and the projected cost of fuel in the next 20 years.

- **Staff Notes**

- Likes options for tunnels—like I-35 in Duluth with park on top.
- Likes options for reducing lanes/parkways.
- Likes one way downtown loop.
- Likes alternative transportation options—*more light rail than BRT—views as ideal corridor for that.*
- Consider transportation technology and its effects.
- Concern about particulate matter in the neighborhoods near the curves—have we done the PM readings—wants to see trees/scrubbers—likely because of latex and railroad.
- UMKC has done a study—Get it from them.
- Concern over jobs—Looking over positive impacts—Link to project like kcICON.
- Curves are deadly—Benton/Jackson.
- Makes sense to straighten out. Would take out historic homes in African American community. This is the area SW of I-70.
- Can you put light rail down the middle for this design.
 - ✓ Don't know about usage if only built to I-435.
 - ✓ Rail to connect better shopping opportunities/employment.
- In creating new highway—Will study look at economics?
- Need to invent something to put city and state on the map.
- Take the extra lane and reverse them—like reversible lane with gate.
- Does not like toll lanes.

COMMENTS: SEPTEMBER 27, 2008 COMMUNITY COFFEE MEETING

- 5 people attended the meeting and 4 comment cards were received. Verbatim comment card comments include (person's name excluded):

Q. What are the problems in the corridor?

- A. Not enough transportation options available. Need welcoming bike/ped accommodation on intersecting roads.
- A. I don't see any major problems.
- A. Not enough lanes, lane switching, no on-ramp at I-70 and Benton at 13th Street going east. No south bound on-ramp from I-70 to Bruce Watkins. Signed, Lee Lambert.

Q. What needs to be fixed and how would you fix it?

- A. Fix bike/ped access under overpasses and on roads/bridges that cross I-70 make sure there are crosswalks/bike lanes across on/off ramps or otherwise safe passage.
- A. The on-going ramp to I-70 needs to be wider and easier access to I-70.
- A. On and off ramps too close together, also see above. Signed, Lee Lambert

Q. How does the corridor affect your everyday life?

- A. Separates downtown and neighborhoods, makes a barrier like a river.
- A. It's what we use to go to Wal-Mart and easier to use. Needs to be wider because of traffic lanes during stadium events.
- A. It takes me to my doctor in Kansas, to my son's house near the stadium, and to my daughters houses in Kansas and Columbia. I use it almost as much as side streets. Signed, Lee Lambert.

Q. Other Comments?

- A. Prefer HOV/HOT lanes, more transit options. No extra lanes unless for balance. Safe comfortable bike/ped on intersecting roads. Reduce lanes as needed.
- A. I think everything has been thought of and the concept has been thought of to indicate concern for the citizens in ___ neighborhood.
- A. Rather than HOV/HOT lanes, manage all lanes for high occupancy priority – HOV free/SOV toll – during peak period. Look at I-70 corridor for rail connection between Rock Island line at Blue River and KCT line at 18th/Truman. Revisit travel demand forecasts in light of rising motor fuel prices and climate change (including implications of policy/regulatory measures adopted to address climate change).
- A. One map showed a hazardous waste site in the 12000 block of Benton. What is it? Could I get more info? Signed, Lee Lambert.

• **Staff Notes**

- Extremely dangerous going from I-70 west to the Admiral exit.
 - ✓ Speed is 45 mph but everyone's going faster.
 - ✓ Have to cross south loop traffic, east loop traffic, and north 71 Highway traffic (difficult, dangerous) – Have to find a hole in the traffic and dive in – I'm an aggressive driver and it scares me.
- 23rd, 27th, and 18th Streets really bad short on-off ramps where people don't yield.
- Getting on at Truman/Prospect is also difficult – confusing – easy to miss stop signs.
- Issues of 2 lanes merging to one in the loop.
- Can see down grading north loop to parkway but the rest is travelled too much – would need another way to move cars, trucks, buses through.
- Missouri was one of the worst highways traveling to New York State.
- Interested in what the hazardous site is at Benton north of I-70.
- Flood issues on Benton Curve pavement – on major rain – once this year on westbound side down to one lane – in previous years whole westbound section flooded.
- Buses need to go where people want to go.
- Re-designate south leg of I-70 and make north leg I-670.
- North and south leg downtown cover/better bike/ped facilities.
- Access across I-70.
- Complete street design.

- Safety at cross streets for bike/ped.
- Use trees/vegetation as sound barrier instead of walls.

I-70 FTEIS

MoDOT Mobile Meeting

December 14, 2008

OVERVIEW

As part of the planning process for the I-70 First Tier Environmental Impact Statement (FTEIS), the Missouri Department of Transportation (MoDOT) prepared a series of possible improvement strategies for I-70. The strategies were put on display for public review and comment during a December 14, 2008 Mobile Meeting at Arrowhead Stadium. MoDOT stationed its Voice Van, tent, and exhibits in the parking lot on the east side of the stadium and staff distributed the project business card to sports fans as they crossed the lot on the way into the stadium. Approximately 2,500 cards were distributed that directed individuals to the project web site. Patrons were encouraged to stop by the Voice Van to talk with MoDOT staff and to review the following exhibits:

- Purpose and Need
- From Idea to Reality – The overall process for a transportation project
- FTEIS Schedule
- 4 Strategy Packages
 - No-Build
 - Fix Key Bottlenecks
 - Add General Lane Capacity
 - Fix Key Bottlenecks plus Transportation Improvement Corridor
- Getting Involved – Project Contact Information

The meeting gave MoDOT the opportunity to gain input from residents and commuters about the project by going directly to them rather than scheduling a traditional public meeting. More mobile meetings are planned for the future. Feedback from the December 14th mobile meeting related to:

- Widening I-70 to 12-lanes – 6 in each direction.
- Removing dangerous drivers from the road.
- The state of Missouri having more miles of highway than any other state in the country.
- Support for the use of buses over light rail as an alternative form of transportation because of the number of roadways available in the Kansas City area.
- Elimination of tolls (likely comments from Kansas drivers).
- Do not support HOV lanes.

The comments gathered were collected verbally from sports fans. They do not represent verbatim comment card responses.

I-70 FTEIS

MoDOT Listening Post & On-Line Public Meeting

January 2009

OVERVIEW

The Missouri Department of Transportation (MoDOT) has begun an environmental study of I-70 on the Missouri side of the Kansas City Metropolitan Area. The study is a First Tier Environmental Impact Statement (FTEIS) for the future I-70 Kansas City Metro project. The study will end in 2010. It spans 18 miles of I-70 from the last ramp termini east of the Missouri – Kansas state line to just east of I-470 and includes all of the Downtown Kansas City Central Business District Freeway Loop. As part of the FTEIS planning process, the study team prepared a series of possible improvement strategies for I-70 and presented them for public review and comment during January 2009.

FORMAT AND EXHIBITS

The I-70 improvement strategies were posted on the project website for public review and comment from January 2nd to January 31st as part of an on-line public meeting. The information was also presented at the January 6, 2009 Listening Post (a.k.a. open house public meeting) at the St. Paul School of Theology's Holter Center (5123 East Truman Road in Kansas City, Missouri) from 4:00 p.m. to 7:00 p.m. Participants reviewed the following exhibits:

- Purpose and Need
- From Idea to Reality – The overall process for a transportation project
- FTEIS Schedule
- 4 Strategy Packages
 - No-Build
 - Fix Key Bottlenecks
 - Add General Lane Capacity
 - Fix Key Bottlenecks plus Transportation Improvement Corridor
- Getting Involved – Project Contact Information
- Interactive PowerPoint slideshow

MEETING NOTIFICATION, ATTENDANCE, and COMMENTS

Approximately 3,070 postcards were mailed to I-70 property owners, umbrella organizations, agencies, businesses, and public officials inviting them to participate in the on-line public meeting and attend the Listening Post. The meetings were also advertised in the *Kansas City Star* and on the KC Scout Highway Message Boards. Ultimately, the MoDOT District 4 (Kansas

City) webpage received 3,000 downloads and the project page received 1,500 downloads of the interactive slideshow developed for the meetings. On-line meeting participants commented via blog and email. Twenty-three (23) people attended the Listening Post and they commented through conversations with staff and with comment cards. The comments received related to the following:

- Fixing key bottlenecks and congestion, e.g. I-70/I-435
- Straightening the Benton and Jackson curves
- Providing alternative modes of transportation, e.g. transit service (light rail, bus) and bike/pedestrian options at entrance/exit ramps and across bridges
- Desire for High Occupancy Vehicle (HOV) and/or reversible lanes
- Land necessary for improvements and the impacts to adjacent neighborhoods
- Increasing the speed limit, e.g. to 65 mph
- High cost associated with improving the freeway
- Managing traffic during the construction of proposed improvements
- Altering the Downtown Loop, e.g. by reducing/changing the exits, making it one-way
- Adding lanes, e.g. near Blue Ridge Cut-off, I-470, and Lee’s Summit Road
- Expanding the project limits east to Blue Springs, Missouri
- Accommodating large trucks with lower speed limits and/or separate lanes
- Needed improvements for nearby highways, e.g. I-470, I-670, and US 40 Highway

RESPONSES TO SURVEY NO. 1

A survey was posted on the project blog from January 2nd to January 12th. It asked participants to finish the following statement, “I think I-70 in Kansas City...”, with one of four answers. The results were as follows:

Answer	Number of Respondents	Percent of Total Respondents
is fine as it is.	5	11.6%
needs to have bottlenecks fixed.	20	46.5%
needs to be expanded with four lanes.	16	37.2%
needs to have fewer lanes.	2	4.6%
Total	43	99.9%

VERBATIM BLOG COMMENTS

Forty-four (44) blog comments were received from the on-line public meeting and Listening Post. They include:

- **Anonymous said...**Why doesn't the survey on the right include an option like "I-70 needs to have HOV lanes" ? ?

January 6, 2009 9:58 AM

- **K Lee said...**I think the expansion of the I-70/ 435 location would be the major correction necessary at this point. Not counting event traffic at the stadiums, this area never made sense to me as long as I've lived and commuted from the east side of the city (Blue Springs/ Lee's Summit). That's the busiest area of the entire stretch during rush hours AND sports games, AND IT GOES DOWN TO 2 LANES?!?!?! Who was the engineer and proj manager that signed off on that idea? Just never made any sense, glad someone else is finally noticing it. Thank you to those intelligent people!

January 6, 2009 4:35 PM

- **Dayon said...**The I-435 & Jackson curve needs to be worked on right away. Take care of the bottle necks, so the traffic can flow smoother. I hope it doesn't take too many years.

January 6, 2009 5:10 PM

- **Dayon said...**I hope that you fix the bottle necks. I think that the traffic will run a lot smoother when that is done. Please don't take too long for this project. We need it done. Thank you.

January 6, 2009 5:12 PM

- **Anonymous said...**Why improve I-70? An additional reason is to make the I-70 / US 40 corridor an attractive development corridor with housing, retail, and other services, all served by a high quality public transit route. Make this corridor a part of the solution to the region's problems, part of the response to the region's goal of becoming America's Green Region. –RM

January 6, 2009 5:26 PM

- **Anonymous said...**The No-Build strategy includes maintaining existing transit service. Does the project include funding to maintain that service? Or does MoDOT count on the ATA and its various local government partners to bear the cost of that? –RM

January 6, 2009 5:29 PM

- **Anonymous said...**In the Fix Key Bottlenecks strategy, forget about bus on shoulder. Transit will work better and probably faster if it uses the parallel US 40 during traffic backups. Bus on shoulder is just not worth the effort. –RM

January 6, 2009 5:32 PM

- **Anonymous said...**Option 3 - Add lanes. Please don't do this. Instead, work with local partners to better manage travel demand to reduce traffic. Fuel prices are down right now, but the motoring public knows the trend is upward and they are changing their

travel habits accordingly. Past traffic projections might show increasing travel demand, but those projections are based on past trends -- trends that are no longer valid in a time of generally rising energy prices and growing awareness of climate change and the adaptations that will require of all of us. -RM

January 6, 2009 5:36 PM

- **Anonymous said...**Option 4 - Transportation Improvement Corridor. This option is too vague to even evaluate. However, I'll say that adding managed lanes or HOV / HOT lanes is not a good use of public resources. Such lanes will provide the greatest benefit to people who making long commutes -- a habit that should be discouraged, not encouraged. Furthermore, managed lanes would be added at significant cost, yet would be used only a few hours per week. It would be far better to implement a pricing strategy for the entire corridor -- collect a nominal access fee during the morning commute period for each SOV, while allowing HOVs and buses on without charge. (If necessary, SOVs could be allowed on without paying the access fee if they enter via a metered lane on the access ramp.) Charging the access fee only during the morning commute would impose minimal inconvenience, and would set people's commuting habits for the day, thus making an evening fee unnecessary. A probable consequence of such a pricing strategy would be a freeway that would operate better for everyone -- a High Occupancy Priority Highway. -RM

January 6, 2009 5:44 PM

- **Anonymous said...**Additional general comment: Significant consideration needs to be given to the impacts this freeway has on adjacent neighborhoods. I-70 was bulldozed through neighborhoods in the 60s with little or no public involvement. That needs to be mitigated through extra attention to the esthetics of the project, minimizing the taking of property for right-of-way, and improving the experience for pedestrians and cyclists who want to move across this freeway.

Additional general comment: A lower speed limit (maybe 60 mph) should become national policy as part of our response to climate change, and a lower speed limit within urban areas makes further sense. A 45-mph speed limit inside the I-435 loop is not at all unreasonable. Energy consumption would be reduced. What's more, traffic noise -- a major component of which is tire noise that increases with speed -- would also be reduced. This would greatly reduce the need for sound walls -- which I would not want if I lived near the freeway. -RM

January 6, 2009 6:03 PM

- **Anonymous said...**so if more lanes are added, kc. mo. will be stealing more people's land in the name of progress!!!!

January 6, 2009 8:33 PM

- **brewsterrichard@ymail.com said...** I have lived in Kansas City all my life, and I-70's capacity is just fine. I travel a lot and there are problems in every city during rush hour, actually Kansas City's is generally much better than most other cities of the same size.

January 6, 2009 10:21 PM

- **Lara said...** The FIX KEY BOTTLENECKS AND TRANSPORTATION IMPROVEMENT strategy offers corrections the I-70 corridor has needed for a long time. I've been a Kansas Citian for 36 years, and when I lived in Independence, I used to dread the I-70 corridor's traffic snarls enough to take as many back roads as possible (23rd Street and Truman Road) despite all of the delays caused by multiple stop lights and heavy traffic that had the same idea. The curves are an issue, but the primary bottleneck is the 435 junction. Rush hour traffic is something we all have to deal with, and is to be expected no matter what improvements are made to any highway system. The 435 bottleneck seems to span a greater portion of the day than rush hour. Of course, if the 435 bottleneck is fixed, that will push more traffic at higher speeds into the 435 to I-470 stretch which will exacerbate the congestion in this area, so attention should be given to capacity here. I've often wondered why there hasn't been a 435/40 hwy junction north of I-70; seems like this would alleviate some of the pressure on the I-70/435 junction. Nice feature of the No-Build strategy, but is it feasible? Lane consistency is key to smooth transitions between highways, particularly for motorists not familiar with the area. And, I'm a big fan of the Operation Green Light function on parallel routes. I've often jumped off of I-70 at 40 hwy (east-bound before 435) because of congestion and found an even bigger congestion problem because of the traffic light at Blue Ridge Cutoff, for example. MoDOT has been making great strides in recent years and I applaud them! We need a campaign (perhaps a bumper sticker?) to assist in changing the public perception of MoDOT and their efforts to improve Missouri's highways!

January 7, 2009 12:48 PM

- **20 on I70 said...** I drive I-70 everyday between exit 20 and the downtown loop. Only two things I see need fixing to make traffic flow better. One, the bottleneck at I-435 (who thought up that current design believing one-third of traffic would exit I-435???). Two, get people to drive in the rightmost lane. 40% stay in the middle lane and 40% in the left lane, thinking it is a driving lane instead of a passing lane.

January 7, 2009 4:53 PM

- **Anonymous said...** This needs to be looked at from a comprehensive, big-picture viewpoint. Are there ways to handle or reduce traffic without adding lanes and all

these other massively expensive construction projects?

The answer is yes.

Are they cost-competitive with the solutions being examined in this study?

Yes--in many cases these other solutions would be less expensive.

Are they being looked at an evaluated fairly?

No.

What needs to be done is a "least cost planning" look at this whole situation. Put in place the cheapest/simplest solutions first and then see if more needs to be done. If it does, implement the next cheapest/simplest and you work up the chain until you've solve the problem at a small fraction of the cost of reconstructing I-70 and adding an extra lane.

An example of least-cost planning would be converting an EXISTING lane to HOV/bus. How about when it goes from 2 to 3 lanes, the "new" 3rd lane becomes HOV/bus? That would cost very little to implement and sure would encourage a lot wiser use of our resources (i.e., more carpooling/bus riding).

See <http://www.vtpi.org/tdm/tdm21.htm>

January 8, 2009 1:05 PM

- **Anonymous said...** First off I would like to thank all involved for taking the time to get the publics opinion. 1. There should not be any bottlenecks on the future I-70 unless you want everyone to laugh at you... hysterically. We are all smart enough now to know that taking away a lane of traffic is going to cause problems. 2. We have laws against holding up the flow of traffic. Driving along in the left lane while NOT passing anyone in my opinion falls into that law. Yes there are laws against speeding too but these are all for law enforcement to handle. There needs to be a driver awareness initiative to get people to stop clogging up the left passing lane. It is a cause of traffic and a major contributor to road rage as faster drivers are constantly encountering slow vehicles. If those people want to speed let the cops deal with it and stop getting in their way. 3. If lanes are added a carpool/HOV lane would be a great idea.

January 8, 2009 3:05 PM

- **Anonymous said...** I say we go ahead and make it 8 lanes... option 3 on that chart if you will seems like the best one of all... will it cost a fortune? Yes... will it be the worst traffic in the country while it's under construction? Yes... will the problems be solved when it's over? Yes... LOSE LOSE WIN

January 8, 2009 3:18 PM

- **Anonymous said...** Please plan and make needed improvements to detour routes before closing lanes and causing heavy traffic backups. Possibly completing added lanes and bridges before redoing existing lanes.

January 8, 2009 6:51 PM

- **Anonymous said...** The Benton and Jackson curves are a major sore spot. These areas should have been addressed years ago. I also think the I-70/I-435 interchange needs to be redone as well. In my opinion, the problem also presents itself that there is really no other viable east/west route into/out of the city that doesn't take at least 20-25 minutes longer. We need to look at making improvements to other areas such as 40 hwy and possibly 23rd St in Independence, or 24 hwy. There are some days where it seems that the off ramps cause much of the problems, for example, I-470. I have on many occasions seen drivers slow down to below the posted minimum to make this transition. Fix the onramps/off ramps, you fix most of the problem.

January 8, 2009 10:22 PM

- **Anonymous said...** Forget about turning I-70 into a toll road. Do not let buses on the shoulder, these are for emergencies, not to drive on. I agree with the other guy, Kansas city has one of the quickest rush hours in the nation, try going to Oklahoma City or Chicago or St. Louis during rush hour. Pack a book, you're gonna be there awhile. Fix the bottlenecks; make I-70 65 mph all the way thru the city and most of your problems will fix themselves. Benton and Jackson curves have always been a problem, so if you want to figure out how to straighten it out, do so without taking any more land or homes. I don't think it can be done. If the public would follow the speed limit, drive smart, and pay attention, it would go a lot faster.

January 8, 2009 10:29 PM

- **Anonymous said...** I-70 Needs additional lanes. To improve safety on-ramps need to be longer in order to give ramp traffic a chance to merge safely with Interstate traffic. An additional lane from exit 4 or 5 heading east to I-470 would alleviate the bottleneck and decrease transit time and also reduce pollution, as cars and trucks would not be idling as much as they do now. Please move on this quickly, as the new President

seems willing to work with local governments on infrastructure projects. The Noland Road Bridge project was well done, this could be as well!! January 10, 2009 3:37 AM

- **Anonymous said...** The comment at 1:05 pm on Jan 8 calls attention to "least cost planning." In a time of budget and resource constraints, that approach makes enormous sense, and VTPI (Victoria Transport Policy Institute) <http://www.vtpi.org/tm/tm21.htm> is a great resource. --RM

January 11, 2009 12:57 PM

- **Anonymous said...** I think either option 3 or 4 should be used. If we're going to be doing a huge project like this, we might as well do it right and make it sustainable. I would say make it 4 lanes each way all the way, but if ROW is going to be an issue, I'd vote for a reversible lane versus an HOV/HOT lane (Kansas City doesn't have the traffic to warrant that kind of action). However, any homes/land that would be taken would probably be put to better use as a road than what they are now...in case you haven't paid attention to the fact that most of the buildings(especially around The Curves) are crumbling anyway...imminent domain would give those people a chance to find somewhere better.

I also think the limits of the 435 interchange should be extended more on the south side to straighten it out a little, I cannot tell you how many accidents I have seen coming out of that curve on the south side right before the overpass. And they're usually pretty bad, high-speed wrecks. I think the Bus-on-shoulder idea is good from downtown to 40 hwy, people just need to be educated about it, otherwise they won't agree. This would be a great incentive for commuters from Independence to Downtown to take the bus as long as the frequency is increased during peak period.

Priority 1 should be the 70/435 interchange obviously. if nothing else is to be done, that interchange is one of the most dangerous and inconvenient in Kansas City.

~Kati

January 16, 2009 6:00 PM

- **Anonymous said...** I agree with many on here that I-435 and I-70 interchange need to be looked at. I drive everyday from Independence/Blue Springs and this is the congestion area every time, and don't even ask what it's like when there's a football game.

Someone earlier said making the speed limit on I-70 65mph and I have to agree. Changing the speed limit 3 different times confuses people, and especially causes

many accidents. People who don't slow down crash into those that do and so forth.

I think MoDot has done a lot in the previous few years, and this seems like the logical fix for me...I just hope it doesn't take 10 years to completely overhaul that interchange.

-DE

January 18, 2009 3:06 PM

- **Anonymous said...** I think that the addition of a lane from I-470 to the loop is a great idea. I've always thought we needed another lane especially heading towards the city. With the populations growing rapidly in the suburbs we need this. There are some downsides too like construction. This project would take a long time and create more of a headache while being done. I personally think it would be worth the trouble, but I understand many would not.

If I had to put all my ideas down here I would say add a lane each east and west bound, DEFINITELY make I-435 and I-70 interchange work easier, and also straighten out the curves. I personally think the downtown loop works as well as it's going to, and I think adding a bus lane would only make congestion worse. I think adding park and ride facilities is a great idea, just not putting a lane specifically for the busses.

Thank you for opening this up to everyone, I think this is a great and easy way for people to get out their opinions of the future of their everyday commute.

--DE

January 18, 2009 3:17 PM

- **Anonymous said...** The I70/I435 issue of one of merging capacity. The entire run out from this area going east is slowed by the Blue Ridge Hill itself and loaded trucks running up the hill past Sterling and Blue Ridge Blvd @50 miles per hour vs. 65. Bumpy pavement also slows average speeds.

January 25, 2009 3:37 PM

- **Tom said...** My commute from the northland to Blue Springs is intolerable. Every night I must wait 15 minutes just to get on I-70 from I-435-SB and then another 30 min to go 15 miles to Blue Springs. Nothing has changed here since the stadium was built in the 70's and it's time to bite the bullet and spend some money. How about an exit ramp from 435sb to 40 Highway? How about 5 lanes to the sports complex and 4 lanes to Noland rd.? Couldn't hurt.

January 25, 2009 7:21 PM

- **Anonymous said...** Missouri's roads are a joke period! I think they need to make I-70 a toll road from KC to St Louis in order to fund road improvements in Missouri. I moved to Missouri from out of state and my insurance rates went WAY UP, just because of the roads and the amount of accidents in MO.

January 29, 2009 8:39 AM

- **Anonymous said...** I travel to St. Louis many times a year and there are many things about I-70 I would change. I will tell you like I told the Johnson County folks bus on the shoulder not a good idea actually this is the worst idea one could think of. Very dangerous the city would spend more money towing cars out of this lane. If we spend money to build a lane that only buses use why not look at cities like Atlanta where they have a full lane that only buses can use but cars carrying 2 or more people can use this lane(it's called a carpool lane.) Doing this would add to the whole fake "Green" movement by not only giving bus riders a faster route it would encourage carpooling. This lane would be open to all travelers during certain times of the day and open to only buses and certain cars during rush hour. Like many of these people I see the pain of getting on and off I70. Through downtown why not eliminate some ramps and make one big on ramp because there are too many people getting on at Broadway and Main and then these poor people have to merge all the way over to get to I35 north.

I do not know what we have been thinking for so long this traffic grid is for a population of 60,000. Let's get it together and go with the whole bus idea because other mass transit plans make too much sense.

I do understand the issues you folks face and you do a good job.

January 29, 2009 10:17 AM

- **Anonymous said...** Cheap fixes and short term solutions do not work. If you settle on cheap and then look at how it does you will find problems and you will stuck with fixing it and that will be very very expensive. Spend the money now. Why not give the people of Lee's Summit and Blue Springs a better way of travel. With the expansion of downtown and the population growth like that of Olathe these communities need a future growth project because soon these areas could see pop. of 100,000 plus. I live in Olathe and I wish that KDOT would have look at adding a lane to I35 about 10 years ago.

January 29, 2009 10:28 AM

- **Anonymous said...** Attack the bottlenecks quickly and continue to use Scout to help manage traffic. Let's see how well traffic flow improves with this strategy before

spending millions of more dollars creating long-term traffic impacts by trying to unsuccessfully build our way out of congestion. Why isn't a multimodal / transportation demand strategies education component included in this strategy?

January 29, 2009 10:58 AM

- **Anonymous said...** While property prices are down, buy the property to get rid of the curves. Add two lanes and straighten this out!
The best long term is two inter lane for cars and 3 outer lanes (Like WDC). This will also save significant gas/CO2.

January 29, 2009 11:19 AM

- **Anonymous said...** Fix the bottlenecks, especially at the 70/435 interchange. Do NOT give us HOV lanes! I've lived in several other large metro areas where HOV lanes were implemented (San Francisco, Miami, Dallas, DC) and it ALWAYS makes traffic congestion WORSE! All it ever accomplishes is to force SOVs to compete for positions in less available lanes. It is never effective in prompting drivers to carpool.

January 29, 2009 11:33 AM

- **Anonymous said...** Widening I70 and eliminating the bottlenecks are NOT rocket science, just get it done.

January 29, 2009 4:46 PM

- **Kevin Haggerty said...** I think the Benton and Jackson curves need to be changed so they are not so dangerous.
I think the I-435 exchanges, especially to the sports complex need to be widened and the ramps lengthened.
I think the downtown loop needs to be changed.
There are too many exits. Some of them need to be eliminated. Also the downtown loop needs to be larger to access more cars.
I think the I-470 exchange needs work. It needs to be widened and the ramps lengthened. That is a growing area. More people will be using it in the future. I think fixing it now will head off some future problems as the city continues to grow.
Kevin H.

January 29, 2009 5:33 PM

- **JPB said...** More Lanes at the 435 70 interchange on 70. Squeezing down to 2 lanes under 435 creates problems.

Traffic alert signs should also be put on 40 highways and on Blue Ridge Blvd and Cutoff. If I am on one of the streets and can see a traffic alert sign that says there is a problem on 70 then I can avoid 70 and take an alternate route. Right now when I get on 70 from Blue Ridge Blvd. I find out that there is a back up after I am on 70.

Expand 40 so it can be used as a viable alternate route. Time the stop lights on it to avoid backups.

Put signs up on westbound 70 that remind motorists to turn on their headlights in the morning. When the sun comes up you can't merge or change lanes with the sun in your mirror. If people have their lights on you can see them better in your mirror. The signs can flash a yellow light in the morning rush when the sun is just over the horizon in the east.

Make dedicated exit and entrance lanes that are divided from the interstate at the 70 435 interchange like they have on 435 in the Metcalf to 69 highway area.

Take out the curves at Benton and Jackson. Whoever designed this was not thinking. The approach to downtown from 435 should be as straight as possible or with a slight progressive curve not 2 sharp curves as it is now.

Make dedicated through lanes starting east of Blue Springs that end in Bonner Springs. These would be parallel from the main interstate and be used by truckers or people travelling through the metro. You can have local lanes for people who need to get off at an exit and express through lanes for those passing through town. If there is no room for a separate stretch of lanes then build an elevated interstate for the trucks and through traffic.

i-70 would not be so bad if there was another east west interstate that runs east to west along 95th or 87th street and along the Missouri River.

Get rid of the stop lights that are along 71 (Bruce R Watkins) that might encourage people who live in south KC area to take 71 instead of going up 435 to 70.

You can have a set of 3-4 extra lanes in the middle that can be used for westbound traffic in the morning and then can switch over to east bound in the evening. This would be great for when there are events at the Sports Complex.

January 29, 2009 6:18 PM

- **Anonymous said...** No Build or Fix Bottlenecks is the way to go. Mass public transit is really the only option. Increasing the capacity will only increase demand, at which point we are back where we started. MODOT's current right-of-way might be better

used in the future for some sort of rail for the public. HOV is also not the answer as people only seem to use it if they are traveling long distances (defeating the purpose of urban areas with transit and higher densities which would relieve congestion) or already happen to have 2 or more people in the car.

January 29, 2009 9:33 PM

- **Anonymous said...** Facilitating travel into and around downtown benefits the area greatly and the city as a whole so this discussion is a big step toward making the Kansas City downtown one to be proud of.

I think exits on the north side need to be condensed and some eliminated so that people getting on and off the highway do not cause as much backup. I don't see any scenario where adding lanes would not be beneficial to all travelers, local or interstate.

The bottom line is that this highway is outdated and needs to be updated to meet the needs of a shifting area, growing city and new travelling patterns. Please take some of the suggestions you have received and do everything possible to improve this important road.

January 30, 2009 9:37 AM

- **chipdsn1 said...** I am in support of least cost planning. Since KC has some of the least congested roads of any big city I doubt that we need more lanes that would disrupt the surrounding neighborhoods. Probably teaching people to drive better would be the cheapest solution.

Anyway, we need more transit though I don't know if transit on the shoulder is a good idea. Study another region and see if it works. I think a toll road is ok. We need to encourage carpooling, transit and discourage policies that make sprawl.

Another thing, make sure bridges and underpasses have safe infrastructure for walking and bicycling. I want to make sure that entrance and exit ramps account for slower bicycling and walking traffic that may cross the motorized traffic. This might include colored bicycle lanes and signals that work for pedestrians and cyclists. Anywhere transit traffic is in the I-70 corridor make sure the transit access is safe and friendly for pedestrians.

Thanks for letting the public comment.

January 31, 2009 6:49 PM

- **Anonymous said...** Highways that get the trucks to drive in the far right lanes or left lanes only have much better movement and are a lot less dangerous. I am nearly killed every time I get on the I-70 exchange by big huge trucks that like to play games. Many times I have been sandwiched between two (in my tiny car) and I just know if someone stopped in front of them I would be dead. Terrible situation.

January 31, 2009 7:13 PM

- **Brent Hugh said...** Attention needs to be given to safe bicycle and pedestrian access across I-70 wherever bridges are built or modified for streets that cross the interstate.

Major highways like I-70 are among the biggest impediments to bicycle and pedestrian traffic in the metro area. Much of this could be mitigated if attention were paid at the crossing points.

The problem is made worse because the freeway and its interchanges tend to attract commercial development. Commercial development means traffic generators or destinations that bicyclists and pedestrians need access just like everyone else.

Since these destinations are close to a freeway the bicycle and pedestrian access general means helping the bicyclist or pedestrian get safely across the freeway interchange.

It takes a lot of careful design to do this right (and also maintain ADA compliance) and frankly it is not often been done right in the KC area up to now.

However there are many examples across the country of these type of interchanges that can handle the motor vehicles accessing the freeways *and* also provide safe bicycle & pedestrian access for those travel by foot or bicycle through the interchange.

So it *can* be done and I have every confidence that MoDOT can do it and do it right if you put your mind to it.

January 31, 2009 8:40 PM

- **Brent Hugh said...** Reading through the comments above, I agree with those above who have voiced support for some way to better accommodate transit, encourage more carpooling, be sensitive to the neighborhoods the freeway runs through (sorry, but there is no need to ruin perfectly good neighborhoods closer in and that happen to be close to the freeway, just so people who want to live further out where it is "nice" can get there a few seconds faster), have a very good program for real, meaningful public involved in planning, design and all the way through the project, take into consideration all important variables (i.e. noise, environment, sprawl, not just traffic

flow), look for more inexpensive alternatives to huge construction projects such as traffic demand management and least-cost planning.

In general, maintain what we have well before we go building something big, new, and expensive that causes even further unforeseen problems and adds further huge ongoing maintenance costs when it appears that we can't even adequately maintain what we already have.

January 31, 2009 8:51 PM

- **Anonymous said...** Widen it between 435 and 470 and add more lanes under 435.

Rebuild the interchanges at 435 and 470 to remove the loop ramps.

Add lanes between the exits of 470, Lee's Summit Road, Noland, US 40 and Blue Ridge Cutoff, like they do on the south side of 435 and on all the freeways on the KS side. That way people that can't seem to get up to speed and use those lanes and not slow the entire interstate down.

Do more with buses and park and rides. Please don't do any HOV or reversible lanes. I have never seen those work in any city besides maybe LA or Seattle and they don't really work too well there. If you are going to add a lane, let everybody use it.

February 1, 2009 12:54 AM

- **Anonymous said...** There's ongoing interest in commuter rail to the south and east. Previous studies have all but ruled it out, but those studies have assumed no new rail segments. Commuter rail in from Lee's Summit and Raytown would be much more feasible if there were a more direct route, and such a route is possible if trains had a short-cut from near I-70 and the Blue River to about 18th Street. This I-70 study should reserve space for a future rail link between the Blue River and about 18th Street -- just as the Watkins Drive project reserved space for light rail in its right-of-way. --RM

February 2, 2009 10:15 AM

VERBATIM EMAIL COMMENTS

The following 80 emails were received.

- **01/02/2009 07:04 PM**

Glad to hear this area of I-70 is up for improvement. Something similar to the Lee's Summit to the Triangle has worked very well, particularly the exit ramp to 350 highway- it eliminated highway back-up on 470, making it much safer for everyone. Good luck with your project- it's definitely needed and a worthwhile effort.

- **01/02/2009 10:57 PM**

I strongly urge you to consider going a little further East to include Blue Springs. I drive Blue Springs to Downtown KC every day for work and it's a nightmare! Unfortunately all the good jobs are in the city and we have no choice. There is no reason a 20 minute drive should take an hour or more. I am often late to work or late getting home to pick up the kids because of the traffic. It's really gotten bad over the last 10 years

- **01/02/2009 11:20 PM**

I have been to a lot of different places courtesy of my job as a truck driver, and I have seen a lot of ways to route traffic -- some of which work and more that don't. One of the worst traffic control devices I have ever seen or experienced is the "round-about" at the bottom of exit ramps. Large commercial vehicles can't navigate the tight turn around the round-about without taking up more than one lane of traffic, which compromises the safety of everyone in the intersection. Please, please do NOT consider using roundabouts! However, one of the most effective ways to manage traffic flow that I have personally used are "feeder roads" like they have in the major metropolitan areas in Texas. I'm not a big fan of Texas or Texas traffic, but the "feeder roads" idea does work. This would be similar to the idea already implemented on the north-side of the downtown loop and in front of the outlet mall at Odessa. Frontage roads would handle all of the on-ramp and off-ramp traffic by exiting the highway onto the "feeder roads", and the "feeder roads" would feed traffic onto the surface streets by the use of traffic lights at crossings like Noland Road, the Blue Ridge Cut-off, etc. The same would hold true for traffic entering the highway system. They would turn onto the "feeder road", and then take a ramp onto the highway which allows traffic the time and space necessary to gain speed to enter the highway safely. Thank you for listening to my suggestion, I look forward to the improvements on I-70!

- **01/02/2009 11:37 PM**

Whatever you do, just be smart about how you close the roads. I mean, shutting down entire sections of highway for days, weeks, or months is so ridiculous, especially when you're talking about such a huge interstate such as I-70. Do a lot of night work if possible, or on weekends. Also, think about the Chiefs and Royals traffic, or other events that are huge at the time, where out of town guests may be inconvenienced. BE SMART! We are grateful for you fixing the highway, but no one likes detours that take more time out of the day and cause headaches. Thanks.

- **01/03/2009 06:17 AM**

How on earth are you going to make this happen with SO many people driving I-70 daily to go to work? We already have a horrible time of it.

I have a suggestion for you MODOT. How about working on this: When there is a serious accident on I-70 - how about shutting down the access to the highway for the nearest entry ramp BEFORE the accident. For instance, if there is a wreck by Noland Road, you would shut down the ramp from Lee's Summit Road. I can't tell you how many times I've sat on our bus and watched 30 - 40 cars try and get on an already loaded I-70. You should shut that entry ramp down and force the 30 - 40 cars to find another way.

What do you think of this?

- **01/03/2009 08:28 AM**

First priority should be to fix bottleneck at area of Manchester Bridge going east just west of the stadium, where the road goes from 3 lanes to 2 lanes. This problem backs traffic up at rush hour. Should increase to 3+ lanes for entire section.

- **01/03/2009 10:29AM**

By rebuilding US 50 highway from St. Louis to I-470 to a limited access freeway, half of the commercial and other traffic can go around downtown Kansas City and Independence. This would not only cut down on traffic, but would bring more revenue to central Missouri. Making US-71 highway limited access [and removing the stoplights in Kansas City, which can be done by taking them back to court on the grounds that they are an extreme safety hazard and do no good anyway] from Kansas City to I-44 would allow more vehicles to go south in Missouri rather than crossing into Kansas. This would put more revenue into western Missouri. It would also be a benefit to Missouri to extend I-29, with Federal Help, from Kansas City to the boot heel of Missouri as a Toll-road [if you can get the legislature to change the constitution to allow it] which would not only bring in more revenue, but would create more jobs and bring in more businesses. There is a way to finance the I-29 extension if toll roads would be allowed.

- **01/03/2009 10:32 AM**

I want to take this time to thank the MODOT workers in the Oak Grove-Odessa area for the great job they are doing year around.

- **01/03/2009 11:51 PM**

Thank God I have never had to travel I-70 as a commute. The Benton and Jackson curves have seen more accidents than any other portion of I-70. This design has been atrocious since it was first designed and built- must have been some really bad ROW issues back then! Was this a Pendergast era project? Were these ever Interstate rated designs? Nothing short of a stoplight in the middle of each corner could congest the traffic worse! Nothing that you do in adding lanes will work, if you can't straighten out these two. I would use eminent domain to make a new ROW that bisects these two corners, and makes the road with much better radii. These two corners are treacherous

when it is dry, let alone when it is inclement weather. I'm sure that a few drug houses might be displaced, but that would be a good thing too, right? (No offense intended to the local residents, but that is my perception of the area.) Once the road is straightened, then allow new construction where the old road bed was, trade the ROW areas. After these curves are fixed, then extra lanes can be added in a few years.

- **01/04/2009 09:18 PM**

Another 2-3 year "study"? Can we possibly drag this out any more?

The interstate system on Kansas side of KC has been rebuilt twice since anything has been done to I-70 on the MO side.

West of 470, has it changed since 1950?

Can we just do something? Widen it, build some auxiliary lanes, do something with the main entry way into KC besides study it to death.

You guys should study KC's light rail system too!

Sorry, but I-70 in KC is an embarrassment that has gone on long enough.

- **01/04/2009 10:56 PM**

I commute from Lee's Summit road to Shawnee Mission, KS, using I70 to I35S. Of all the proposed measures, I like the "Fix Key Bottlenecks plus Transportation Improvement Corridor Strategy." My commute time is increased by about 10 to 15 minutes (with no accidents). I do like the initiatives to reduce the bottleneck areas and reduce accident propensity. As I'm originally from Chicago and dealt with traffic there, the increased travel time here is not that extraordinary and actually provides little cost to encourage drivers to use public transportation. I think much focus on public transportation would be a waste. I would prefer to see the corridor as a reversible lane (for morning/evening rush), or perhaps an express lane or two (i.e. limited exits). I also don't think a High Occupancy toll would provide much benefit. A small reduction in travel time wouldn't provide much incentive for most users to forego normal traffic for the toll road. I do like the focus beyond just the downtown loop but all the way out to 470 to improve bottlenecks and entrance/exits, as these can be the most congested areas.

- **01/05/2009 07:26 AM**

Combining transportation projects:

1. Kansas City wants light rail.
2. MO needs an improved I-70.

Recommendation:

1. Do not build any new road projects without the ability to expand with light rail sometime in the future if not now.
2. A high-speed light rail between KC and STL would take traffic off I-70.

3. If I could get between KC and STL 3 hrs. I could use either airport. I could attend more functions and relax during the travel. This could increase taxi service.
4. If high-speed light rail worked between KC and STL, how well would it work between Dallas, Chicago, Minneapolis, or Denver? KC and STL could once again be a central hub.
5. If the light rail was electric, we would also help to reduce emissions.
6. Run a light rail down the middle of I-435 in KC. This would cover all metropolitan areas and give them a place to connect. KC would not have to acquire property through eminent domain because you already own the median. You could easily connect to KCI, Speedway Complex, Kaufman Stadium, and other major complexes. Re-do bus routes to maximize the convenience of this issue. By going down the middle of I-435 there are many more people in a position to win. This could provide additional tax dollars from all the communities, Kansas & Missouri States and federal revenue as well.

- **01/05/2009 09:13 AM**

I would like to see a great increase in available public transportation along the East-West I-70 corridor. Park and Ride, actually costs more than driving for many residents, and the bus must fight the very same rush hour traffic.

- **01/05/2009 09:46 AM**

Is there a complete document about the I-70 Study I can access online (or that can be emailed to me) to reproduce for constituents who do not have web access?

Thank you very much.

- **01/05/2009 09:05 PM**

My normal daily commute from Colbern Road in Lee's Summit to around the downtown airport. The key points I would like addressed are

1. Clover interchange from N470 to I70. This interchange is very dangerous during high traffic. There is not enough space to get up to speed to merge. This is especially true for drivers who are not familiar with clover interchanges.
2. I 70 corridor from 470 to Blue Ridge BLVD West bound. This area needs more lanes and longer merge lanes. Traffic usually slows in this area during peak commute.
3. The West Bound I-70 exit to Broadway on the north side of the loop is a death trap. Lanes merging onto I 70 Lane merging off to Broadway compounding by many cars wanting to exit on to 35 south bound.
4. On the return trip the E I-70 from downtown, the curves slow traffic flow dramatically. Can we straighten the road?
5. The interchange at 435 W bound is also a major traffic slow down. The hill from 435 to the stadiums as well as the merging traffic from 435 and stadium traffic brings I 70 to

a standstill. (Recommend a Stadium exit for I 70 before 435 that merges with 435 stadium traffic allowing I 70 to be dedicated to thru traffic.)

6. From the stadium to 470 the entire system would benefit from an additional lane and better interchanges at Blue Ridge, Noland and Lees Summit Road.

- **01/06/2009 09:04 AM**

I am a lifelong KC resident and enjoy driving

I-70. I live in South KCMO near Leawood and work downtown. I have the option to take I-35 in KS, 71 Hwy in MO, or 435 E/N to I-70W in MO to get to work every day, and hands down, I-70 wins. As long as I am not traveling during peak rush hour times on I-70(7:15 - 8 am; 4:45-5:30 pm) my commute is rather pleasant and speedy.

If improvements will be made to I-70, I would like to see all of the curves and bends eliminated; from Benton to Van Brunt is where a lot of congestion happens during rush hour simply because people have to slow down to go through around the curves.

Also I think near the stadiums the interstate needs to grow to 4 lanes all the way until I-470, versus squeezing down to 2 at the 435 interchanges; this also causes a lot of congestion.

Last, I also suggest some type of very long exit ramps specifically for stadium traffic, similar to what was done with the Grandview triangle area in South KCMO, to force game traffic off the highway and preventing back-ups on game days.

I am excited to see Missouri be proactive in this area and I hope my comments are helpful.

- **01/06/2009 09:27 AM**

The Benton and Jackson curves have got to be considered. They should have never been built like that. They are the most trouble on I-70. And the I-435 exchanges near the stadiums need to be redesigned, add another lane or something.

- **01/06/2009 09:31 AM**

I-70 seriously needs to be fixed and lanes need to be added as they have been at the Grandview Triangle. I don't understand why I-70 is not given the same time, consideration, resources and money as all the other projects around this city. I-70 is one of the most traveled roads in the US let alone the state! When I-70 was resurfaced a few years ago lanes should have been added. I don't understand why so many highways around here are 4 lanes and I-70 the main way to downtown is only three and at some points 2. If any construction is done that will cause time delays lanes have to be added. Otherwise it would just be a waste of time and a headache for all commuters who use I-70.

- **01/06/2009 05:51 PM**

The Jackson and Benton Curves are the biggest bottle-neck places on I-70 into and out of downtown KC. They are also very hazardous to drivers because of the semi-truck traffic. Adding another lane will help but I feel will not solve the problem. Doing away with the sharp curves will be the only way to improve those areas. I've heard many truck drivers comment on those curves because they take a chance at their load shifting. Why can't we have a straight away into and out of downtown. Also the short on-ramps at Truman and Prospect are really a hazard.

- **01/06/2009 07:59 PM**

I've driven this route for 12 years and the 70 / 435 interchange is typically the source for major back-up / slowdown. In my mind this is the #1 scope of work that needs to be addressed. To be 8 miles from downtown & have just 4 lanes on what is really the only good east/west thoroughfare doesn't even make common sense.

- **01/06/2009 08:05 PM**

By far the most visionary and long term solution. Without a doubt the 70 / 435 interchange needs to be widened with more lanes. To have just 4 lanes 8 miles from downtown on the major east/west thoroughfare is tragic. It's always the source of back-ups & wrecks.

- **01/06/2009 10:43 PM**

I-70 for the most part doesn't need any improvements at the time. I-70's bridges may need some rehabilitation, but instead of redesigning the entire I-70 because of certain points, why not just improve those points. With the current economy I don't think a city of our size should be undergoing such a huge task or project, especially a project that could take upwards of 5 years. I understand safety for the city's residents and visitors, but embarking on such a task this tremendous to reduce our already low crash rates and severity on I-70 is quite frankly silly. Congestion I noticed was also a large concern, every city has congestion during "rush hour," or during construction. The reason I-70 is always congested if not during rush hour is because Kansas City is always got some highway ripped up and torn out. We need to give our citizens a moment to recuperate from construction. Just a few months ago the Manchester Bridge was all torn up and torn out, and that was a huge headache for all who traveled that way and now you want that same situation city-wide. Accessibility was another problem noted in the presentation, perhaps instead of changing the ramps we should give people lessons in getting on the highway, because all too many times I've noticed people stopping at the end of the ramp to get on the highway. And honestly you expect tearing I-70 up will improve our goods movement through Kansas City. The items that would be moved through Kansas City on the new and improved I-70 will still be moved through on the "old" I-70. I do agree that the Jackson curve could withstand some improvement but throwing our city head first into chaos because of a few "bad spots," just sounds totally outrageous, similar to if a doctor cut off your arm because you hurt your elbow, it just doesn't add up! Please feel free to contact me if any of my comments need clarification.

- **01/06/2009 11:19 PM**

I appreciate the way you keep I-70 safe during the snow/ice storms, I realize that accidents happen but to be cautious and keep your distance and don't drink and drive have a lot to do with those tragic accidents.

I would like to see a bus system that would go all the way to Concordia, MO, there are a lot of people living in that area and going all the way to the downtown area, like other cities and that they would run later at night, I work 0700-1900 and the bus stops too early for me to take it from Blue Springs (I couldn't come home), that would help a lot of traffic on I-70. I have been to Honolulu where you can take the bus all around the Island, It is rather enjoyable not to have to worry about driving, so maybe one day hopefully before I retire. Thanks again

- **01/07/2009 07:55 AM**

I-70 is next to my backyard so I'm very interested in sound barriers. Also, I know many people who will not move out east because of I-70 and its bottlenecks.

- **01/07/2009 08:50 AM**

Want to hear from you, can't go to meetings, would like to know how this is going to impact property if any

- **01/07/2009 06:58 PM**

I prefer the second choice. Less construction and cost than #3 & #4. I don't want 4 lanes of traffic. I also think the speed limit should be reduced to 55 during rush hours from Blue Springs to 435.

- **01/08/2009 04:07 AM**

My main concern is and has been for some time that the large trucks are allowed to haul very heavy loads at high rates of speed. When I traveled out to the eastern states the trucks were kept at 55 mph and the autos at 65 mph. The highway was in much better shape and there were less serious accidents involving trucks. Also, those speed limits were enforced. I have been passed on a regular basis in Missouri by loaded trucks going well over 75 mph. it doesn't take a genius to figure this one out. Let's slow things down and save lives and money. If not, let the bills for repairs and the blood of the injured and killed be in the hands of those able to make the changes. I will look forward to your response. Thank You.

- **01/08/2009 06:04 PM**

Any work should be done at night and all lanes should be cleared for rush hours

- **01/08/2009 07:23 PM**

Please keep me informed on the progress of this project..I still would like to see HOV lanes to force commuters to carpool to enjoy a faster traffic lane...our public transportation is so poor here...we have no light rail and the metro bus system caters to the inter-city only and it is scary to ride the bus after dark..I ride the bus daily from the I-70 Park and Ride at Blue Ridge to downtown.

Thanks

- **01/09/2009 09:21 AM**

I believe the add general use lane is the best solution. At a minimum it needs to be 4 lanes each direction if not 5. The biggest problem is the I-70/435 interchange. That should be priority 1 to make it 4 or 5 lanes wide. I believe that even if you do nothing else but make it 3 lanes the backups would be reduced greatly.

Also since I ride the bus a bus only/ HOV lane would also be nice.

- **01/09/2009 02:51 PM**

The bottle neck at east & west I-70 at the 435 needs to be made into 3 lanes all the way up to Blue Ridge cutoff. The exit at Blue Ridge needs a better design in is really a mess after game and rush hour traffic. The cables need to be repaired between Blue Springs and oak grove most of it is done how safe is that? Why wasn't the lane from hwy 7 to Adams Dairy Parkway on i-70 east made into 3 lanes it is very dangerous during rush hour every day. That is probably too far for the people that check the roads to come it is kinda of out of the city limits.

- **01/10/2009 12:51 AM**

I looked over the strategies with my husband, as we live near and use the 23rd street access to I-70 on a daily basis. We feel the Strategy to Add General Lane Capacity would be the best course of action. The connection to US-71 is essential. Lane expansion from the loop to 23rd and from 40 hwy to 470 would be beneficial to those who work in the area.

Thank you for letting us in on the process.

- **01/11/2009 06:38 AM**

Mr. Zafft:

I am the President of the Heritage Park Condominium Association. We are located on the northeast corner of I-70 and Crysler Avenue in Independence. I have not been able to make one of your meetings about the I-70 project, but have several questions. I don't think the residents of our community have picked up on this proposed project, but I think it will impact us greatly, as we are just off I-70.I was wondering if it would be possible for me and a few residents to meet with you about this project and find out what is going to happen with our community. There is no big rush - we can wait a few months if that would work for you. However, I feel like we need to discuss our community and make sure we all work together to make this work smoothly.

I look forward to hearing from you.

- **01/12/2009 06:03 AM**

Would direct access from 71 northbound to i-70 east be possible? Right now drivers must exit at Truman road and then get on I-70 at Paseo.

- **01/12/2009 09:56 AM**

I agree with the project for taking care of the bottlenecks on I-70.

- **01/14/2009 10:56 AM**

Hi Randy –

Mike Frisch sent me your contact info (see below).

We have published our plan with Washington Wheatley and would like to meet with you and the I-70 team to present our findings.

Please let me know a time that works for you.

- **01/15/2009 06:32 PM**

I believe it is a good idea to expand the highway to 8 lanes across it will improve traffic and cut down on accidents by allowing people to relax and not worrying about being late to work because it takes 40 minutes to travel 2 miles

- **01/16/2009 10:51 AM**

I-70 is part of a mass transit program. I don't think any of the ideas will work for long. We need to add light and heavy rail along with updating the bus network. Someone needs to go to Chicago and look how all forms of transit work together. The Kansas City Region need heavy rail in all directions for about 60-90 miles. If it were my money I would set up a heavy rail system that serves Topeka in the West, St. Joe and Cameron in the north, Columbia/Jefferson City in the East and Nevada and Clinton in the South. I would be looking at a regional light rail plan for the metro and would reroute buses to serve those lines. I would also increase parking prices downtown to encourage people to change to mass transit.

- **01/19/2009 06:27 PM**

I like the no build idea. I-70 is working and compared to other parts of the country AZ, MD, TX, D.C. our traffic is awesome and moves along. Our big problem is the way the residents and truck drivers drive.

Thanks

- **01/21/2009 02:10 PM**

I have not seen how many lanes are proposed for 670 through the downtown loop. Only a consistent number. Also unclear what is planned for 670 in the downtown loop about

on and off ramps. That area is where the most improvements are needed as I think that is a very dangerous area to drive through. I would like to see more lanes there and eliminate or change the on and off lanes. Having to move over two full lanes to continue through on 670 in heavy traffic is not good. Improvements here should be to provide a smooth flow through for going all the way through on 670 out the west side of the downtown loop without having to do a bunch of lane changes. Eliminating some of the on and off ramps for streets in the middle might help flow and safety.

- **01/22/2009 08:38 AM**

I sent MODOT comments about the widening of I-70 from I-470 to 7 Hwy. I thought that the money being spent for that should go to revamping the I-435 interchange and the Jackson and Benton curves. Since I drive I-70 almost every day of the week I can say that the exiting improvement is nice but I still think that the money should have been spent for this project. As with any project, without the costs associated to each of the four plans it is really hard to determine which is the biggest bang for the buck. Without knowing this here is my opinion. Of course without those numbers most people will say let's do it all. That of course is not realistic. As for each plan here are my thoughts. The no-build solution should be renamed to no-solution solution. All it is spending minimal money to keep it as it is for the most part. This to me as a taxpayer is unacceptable. The fix key bottlenecks is probably the best of all four. It provides a resolution at I will assume the lowest cost due to the fact that it is also included in the other three. Add general lane capacity in my opinion is also desperately needed at some point in time but don't feel that if the cost is sufficiently more to add this then it can probably wait. Improvement of the I-435 and the curve bottlenecks should bring about enough resolution to provide a huge impact without the lanes increased. Since I drive this every day the construction for this will be a pain for quite a while. Therefore I do believe that if all of it is a legitimate option let's just do it all at the same time.

However I still don't think adding lane capacity is immediately necessary if the bottlenecks are significantly improved. The improvement corridor option is one that I personally don't quite comprehend with the information given. Ultimately to me the most immediate issue is to fix the I-435, Jackson and Benton curve bottlenecks. Anything else at this point and time is fluff and should probably wait.

Thanks for your time not only to read this but to take on this enormous task.

- **01/22/2009 11:16 AM**

I would like to find out how the Kansas City Community Garden near Indiana Street might be affected. I have gardened at this location for 3 years, and it is an important source of nutritious, affordable food for my immediate and extended family.

There are many families and elderly people that have gardens there, many who are in direr straights than me. I would hate to see the garden paved over.

Please advise if there is any information about how the area to the west of Indiana may be affected.

http://maps.google.com/maps?f=q&source=s_q&hl=en&geocode=&q=benton+%26+truman,+kansas+city,+mo&sl=37.0625,-95.677068&sspn=48.555061,79.101563&ie=UTF8&ll=39.0962,-94.542785&spn=0.002927,0.004828&t=h&z=180

- **1/22/2009 02:40 PM**

Thanks for the reply,

I didn't mean to take it out on you, but it seems like MoDot, or Missouri in general doesn't give this side of the state anything like it does the St Louis area. All the freeways in St Louis are wide, have directional flyover type interchanges etc. And now that I-64 is getting rebuilt, its like night and day compared to KC.

I understand you have done wonders in the past decade with the Grandview Triangle, Bruce Watkins, and now the new Paseo Bridge, not to mention all the repaving which has brought he MO side highways out of the dark ages and they don't destroy our cars anymore.

But we are still behind, as I would guess you know.

While St Louis widens highways 60 miles from the city, we sit here with a four lane I-70 in eastern Blue Springs. While St Louis builds 10 lane page avenue freeways and the ten lane 370 beltway, we get Band-Aids on four lane I-470 and still have cloverleaf interchanges.

I guess I'm saying we still have a long way to go. I-70 should have been widened a long time ago and we are probably 10 years out from seeing any real progress.

But since it appears that you will listen and pass on what I have to say, here are my suggestions for I-70.

Widen 70 to six lanes to Grain Valley. This should be super high priority. If you can, widen it to Oak Grove.

Widen 70 between 435 and 470. That is where traffic is the most congested and where traffic is merging the most.

Add more lanes under 435 and get rid of the lane drop, like you did at 435/350.

Add lighting to 70 east of 435.

Add auxiliary lanes between the exits east of 435. Auxiliary lanes between Noland, Lee's Summit and 470 would do wonders to keep traffic flowing.

Add auxiliary lanes between Little Blue and Woods Chapel, especially eastbound where traffic backs up going up that hill.

We don't need HOV lanes or anything like that, if we just make the highway function better it will move just fine, even during rush hour, and commuter buses won't be delayed, but please do put some money into the commuter lots. They should all be as nice as the new one on route 7 and more funding for transit would be great if that is a MoDot issue. I ride the Blue Springs Express sometimes and it's always overcrowded.

Rebuild the area around the Truman Sports Complex. That bridge is embarrassing to visitors, why can't we have a nice bridge at that location like what you seen in some of the suburbs in St Louis or Johnson County?

I-70 west of 435 seems to do ok, but I'm sure it needs to be rebuilt as well, so may as well look at widening it in the process of that, but I wouldn't widen I at the expense of other needs. The congestion is worse east of 435. But do think about adding the missing ramps to and from US-71 and get KDOT to route 70 across 670 change the Lewis and Clark to I-670 to end most of the confusion to drivers trying to stay on 70 through town.

And please don't tear things up for years and not actually accomplish anything. For example, I live in Blue Springs and I-70 was rebuilt through Blue Springs and things were tore up for years and MoDOT didn't even replace the bridges at the Woods Chapel and Route 7 interchanges, plus they could have built the third lane to Adams Dairy as well. Now we will have to go through that entire process again to replace the bridges.

Again, MoDOT should be out there next week adding that median lane east of Route 7. I-70 and Adams Dairy is a disaster in the making.

No way would that have happened in Johnson County or suburban St Louis, the bridges would have been replaced at the same time, even if the city has to step up with some funding.

So there are my opinions. Thanks for the reply!

- **01/22/2009 08:22 PM**

it is rumored that the new plans would move the highway through my block. can you tell me if that is true or when you would be able to tell me if it involves my neighborhood.

- **01/24/2009 07:24 PM**

Please find a way to improve traffic flow on eastbound I-70 at the 435 interchange. The traffic coming off 435 is trying to come over to the left hand lanes, the through lanes of I-70. Some of the traffic on I-70 is trying to get over to exit on Blue Ridge Cutoff and have a very short distance to do it, while trying to avoid the I-435 traffic coming to the left lanes. It causes a major slow down every rush hour.

- **01/25/2009 10:24 PM**

In reading the 4 strategies online, I can only see that the only viable long-term option is to add general lane capacity. The three other options are Band-Aids that seem to be a fix

for the next 10 to 20 years. I-70 from downtown to I-470 has needed to be 8 lanes for a long time now. I would not be in favor of any option other than making I-70 an 8 lane interstate from downtown to I-470 including improvements to the I-435 interchange. One other beneficial project is a ramp to south 71 Hwy from I-70 westbound and vice versa.

- **01/26/2009 10:47 PM**

I would like to know what the effects of widening I 70 and US 40 will have on my property which sets on 40 and I 70 thank you I'll be waiting to hear back

- **01/28/2009 10:30 AM**

is it in the planning to make i-70 at 435 to 3 lanes? it is really a bottle neck during rush hour traffic. whoever design that interchange had no idea the amount of traffic that goes through there. the blue ridge cutoff at the sport stadiums is mostly the problem. thanks for the info about i-70 past blue springs.

- **01/28/2009 10:35 AM**

Who would be a good person to contact to find out if there is an opportunity for us to assist the project team with the design and construction aspects of the project?

- **01/29/2009 8:00 AM**

Is there any way to add bike lanes to the adjacent freeway area as constructon evolves. It would be great to ride from Independence to downtown along a safe route.

- **01/29/2009 8:51 AM**

I would like to see a carpool lane and bus lane.

- **01/29/2009 9:10 AM**

Reversible lanes seems like a highly efficient use of lane space. Could consider a one way concept for the downtown loop.

- **01/29/2009 9:45 AM**

If you do HOV lanes of any kind be sure that motorcycles are allowed full access. I'm not in favor of HOV toll lanes in general, but motorcycles should have full, free, access to them as well. Please encourage the use of these congestion reducing vehicles. Do not relegate them to second tier status by leaving them out of the plan. Thank you very much.

- **01/29/2009 10:37 AM**

This is in regards to the reconstruction proposal on 70 hwy. I live in Independence and drive to Lenexa everyday for work, and i-70 is a very integral part of that commute. The lanes are narrow, the potholes and the hills, and the oncoming traffic make the drive a tedious one. If they added another lane, point blannk on both sides, and gave the

HOV/carpool lane a whirl, (and got up to speed with other cities) I think that it would make thousands of morning commutes alot better. Thank you!

- **01/29/2009 12:20 PM**

Any rebuild of I-70 in Downtown KC must include attempting to modify the Consent Decree to allow northbound US71 traffic to travel eastbound on I70, and westbound I70 to travel southbound on US 71.

In another separate matter, the US71 corridor needs to be revisited. The traffic signals and surface cross streets are a safety problem. The community has lived with US71 now for some time; maybe reopening the court case to allow proper overpasses would now be acceptable.

I've always been puzzled by the lack of a Kansas City/New Orleans Interstate route. I-29 should have continued south. Thanks.

- **01/29/2009 1:05 PM**

How about a double level freeway. Install a top deck for all motorists wish to go completely through KC downtown area?

- **01/29/2009 4:51 PM**

After reading the article in today's KC Star concerning fixing I-70, I have a concern that I would like to share. As you enter KC on I-70 from the east, there are green signs that specify routes for 670 and I-35. As you continue east, you go under the Bartle Hall building extension. During the day, it is very dark in that location, and as you continue east under Bartle, there is a large green overhead sign that denoted the lanes for I-35 South and 670 West. This sign is EXTREMELY DIFFICULT to read due to the fact that it is either not illuminated or if it is, the illumination is so low that it makes it almost impossible to read the sign until you are almost on top of it. I have seen a lot of cars that wanted to go south on I-35, but were in the right lane and ended up going west on to 670, or trying to cross over into the left lane to go onto I-35 South. This sign has been severely under illuminated or not illuminated at all, for a very long time. Well over a year. The sign serves very little function during daylight hours. I know that there is a green overhead sign that designates routes before you enter the tunnel caused by Bartle Hall, But the one in question needs much more illumination during daylight hours.

- **01/29/2009 7:27 PM**

The first thing that comes to mind is that in the past few years, I remember that MoDOT asked us what we wanted to see for I-70. At the time, you asked if we should create, in effect, a new I-70, off the current highway. I remember giving you my input on that that I thought it was a wrong development and that we should just widen the current highway.

Now, you're asking us the same thing.

I-70 is an extremely dangerous highway, particularly between Kansas City and St. Louis. I've seen many accidents, myself, around Columbia. My partner was run off the highway, just West of St. Louis.

So please, please widen I-70 and as soon as possible.

My next thought is both a point and a question: Do you not have these plans already on the board? I assume you don't. If you did, I wouldn't think you'd be having this dialogue. And if you don't, why not? And since you apparently don't, how soon are you going to get these on the board so they can go forward?

The current new Presidential administration wants highway plans like these, right now, that are ready to go, and you apparently aren't ready to go, apparently but, I'd say, obviously.

What have you been doing all these years? We've needed to get good plans for I-70 and you're not ready and I find this frustrating, disappointing and a bit maddening.

Instead of continuing to ask us what to do, you need to get plans to expand I-70 as soon as possible. The time is way past due. Get the plans to expand I-70 on the board. Do your job, do it well and do it quickly.

- **01/30/2009 12:06 PM**

I propose for the downtown area that the loop be reconstructed as a four-lane wide ONE WAY loop counter-clockwise with all off-ramps on the outside of the loop and all on-ramps on the inside.

A major two-way freeway would branch off from each corner, NE would be I-29, I-35 & US-71 across the Paseo bridge, NW would be I-70 across to Kansas, SW would be I-670 across to Kansas and I-35 south, and SE would be I-70 east and US 71 south.

All of the access points to downtown would have non-conflicting traffic flow since the traffic entering the loop would be on the inside of the loop and flowing with traffic on the loop itself, and traffic exiting the loop would be exiting on the outside (right side of the loop), also in the same direction.

The only problem would be for anyone seeking to enter the loop at one point, then exit it later without leaving the downtown area. There should not be much traffic of this sort, since these drivers can get to where they are going without using the loop at all, on the city streets.

At the corners, traffic coming toward downtown would enter the loop via a simple right-side ramp that would have to be at least two, probably three lanes wide. Traffic on the loop would exit toward the outbound highways on a similar ramp.

The whole structure should not require much additional land, since the current loop already has four lanes (two each way) and all of the entrance and exit ramps can be simple, straight ramps, no cloverleaf loops.

- **01/30/2009 12:23 PM**

I appreciate you requesting some feedback to the I-70 concerns/issues.

I moved to KC in April 2007 from several years in the Phoenix, AZ area.

One of the first things that I noticed while starting to learn my way around my new metro's highways was the very big differences of driving here verses there. One of the worst in the area, I consider is to be just this...the I-70 from my downtown home to the areas going east of the metro. The sharp almost insane for highway driving curves and short on/off ramps are just horrible! On another note, but somewhat the same is that the metro suffers from almost invisible lane striping and notification markings on the roadways.

Please DO upgrade and improve the transportation modes of yesterday!

Please focus on the concerns & issues of today for this great American city.

Thank you for your time

- **01/30/2009 2:54 PM**

Regarding an article by the Kansas City Star on 29 Jan, I would like to add a public comment on the proposed improvements to Interstate 70. To me the simplest improvement to the downtown loop would be to redesign the existing loop to create 'express' portions for through traffic, and 'business' or 'local' portions for downtown access. For example, the northern portion could be redesigned to allow ramps for I29, 9, and 169 ONLY. The southern portion could then be redesigned to provide local access. Consideration could also be given for replacing this southern portion with a 4-6 lane (tree lined?) boulevard.

I never understood the original rationale for the loop configuration in the first place - I would be curious if you could shed some light on this. The DT loop has always struck me as one of the most poorly designed urban freeway systems that I have encountered. This is difficult to understand especially given the lack of spatial and geographic constraints of DT Kansas City, compared to, say, Seattle or Portland, OR.

- **01/30/2009 3:06 PM**

Commuter rail would be an ideal solution to this rapidly growing area.

- **01/30/2009 3:06 PM**

Nowhere has it been suggested that commuter rail could be a solution to this problem. Extra buses aren't going to help because they utilize the same infrastructure that all the cars do contributing to the same problem. Commuter rail will move far more people to jobs than HOV lanes and the reversible lanes (death lanes) will confuse people and are

potentially dangerous. You should be looking at cities like Denver, Austin and Boston at how their systems work. Commuter rail is an integral part of their system that is comparably cheaper than light rail. Kansas City needs commuter rail and this corridor is a great place for it to begin.

- **01/30/2009 3:09 PM**

Is anyone talking anything about a well thought out plan for the future? Isn't an HOV lane and express lane a band aid for the inevitable expansion of eastern Jackson County. People need alternatives, more economical and environmentally friendly transit options. Sure the expansion will reduce congestion, but at the price of what? My vote will be cast for a sensible solution such as regional rail transit.

- **01/30/2009 3:14 PM**

To reduce congestion on I-70 from downtown Kansas City to Independence, I suggest that you consider commuter rail as an option. Living less than five minutes away from the Truman Sports Complex, I would be willing to use the commuter rail as I deal with congestion every day on my commute to and from work.

- **01/30/2009 3:17 PM**

Have you thought about commuter rail? I understand there is quite an extensive plan coming together for the KC Metro area that might be some interest to everyone.

- **01/30/2009 3:17 PM**

After reading the article in the KC STAR - I feel like the 4 items listed should be augmented. A fifth item, some form of Regional Rail should be included in the Study. As you know the County Leadership of Platte, Clay and Jackson have announced that they are taking the lead on a regional approach to the transportation problems and opportunities in the area. I am aware that KCS has indicated a willingness to consider their Gateway Railroad line from Odessa, Oak Grove, Blue Springs, Independence into Kansas City as part of the solution to develop a cost effective alternative to simply building more highway lanes. Couple this with implementing Commuter Rail on UP's former Rock Island line then many thousands of vehicles could be effectively removed from the existing interstate system in the Kansas city area. This would be consistent with the "Smart Moves" plan that was adopted in the past. As I am sure you are aware, Kansas city is the second leading rail hub in the nation. Only Chicago has more daily trains operating in the area. And this is only because the Chicago area has more than 600 passenger trains daily moving a large portion of their citizens. Let's not limit ourselves to a predetermined set of solutions and miss the opportunity to use some of the basic assets of the Kansas City area by limiting the study to only the 4 items listed. Feel free to contact me to discuss this further at the above contact information. Thank ou.

- **01/30/2009 3:18 PM**

The designation of I-70 around the east and north legs to the Lewis and Clark and then to Kansas for through travelers who do not know the shorter straight through route available on I-470 causes needless congestion. Switching I-70 designation to the more efficient straight through route would have far less congestion. Good frontage roads on both sides of I-70 from the Blue river to the Kansas line along with fewer interchanges would greatly ease congestion. I have driven in many large cities who have this system and it works beautifully.

- **01/30/2009 3:28 PM**

I think that straitening the 2 curves, 1 extra lane on each side of I-70, a dedicated center lane for bus/carpool and a commuter rail system. Not light rail but commuter rail. This can serve the needs of people from Downtowmn to Arrowhead and can be located in the same corridor as the bus/carpool lane! I do work for a trasit firm and these are great ideas, not only to us, but to anyone that drives I-70, wether everyday or for entertainment events city wide.

- **01/30/2009 3:31 PM**

I believe developing a rail commuter systems would reduce the congestion on I-70 and other auto commuter routes in the Kansas City area. I did not see rail commuter rail as an option. The I-70 corridor could be one location for the rail commuter line as well as a number of existing rail and road corridors. As far as immediate roadway improvements, I'm sure the elimination of the I-70 lane drop at the I-435 interchange and the reduction of the curves at Benton and Jackson are among the top priorities.

- **01/30/2009 3:32 PM**

"Our mission is to provide a world-class transportation experience that delights our customers and promotes a prosperous Missouri". I know of have lived here my whole life and have yet to see this "world class transportation experience", only one which consists of one mode of transportation. I wish you would stop thinking they were Missouri Department of Highways, and start acting you are actually the Department of TRANSPORTATION. The vast majority of political entities which are known as "growing" or "progressive" have built, have under construction and/or have in planning some phase of rail network... yet every plan you come up with consists of more surface highways. The cities that have rail as a supplement to their network all still continue to build highways - so you don't have to lose all focus. I am not saying you have to build rail, but I wish you would at least consider it. Every "highway" project that comes up should have a no-build option as well as a no-highway option (which would consist of something other than limited access freeways). I would love to hear your thoughts on the subject.

- **01/30/2009 3:39 PM**

We need to add lanes to I-70 throughout the project and maybe create POV lanes through the most congested areas. Reconfigure some of the exits (435 & 470) with flyovers to allow better flow.

- **01/30/2009 3:40 PM**

I believe it is time for us, as a state, to get serious about non-expansion oriented means for relieving congestion on our highways, especially around urban areas. In this case, there is an under-utilized rail line paralleling I-70 from downtown Kansas City to Odessa, Missouri. Our transportation policy needs to begin recognizing that more highway lanes just begets more cars. Providing alternative modes of transit, such as commuter rail, may be the only way of appreciably reducing congestion.

- **01/30/2009 3:58 PM**

An expanded bus system and/or commuter rail should be considered.

Ramp metering might be a good way to balance traffic flows on the interstate, and make alternative routes like Route 40 used more.

MoDOT should investigate innovative strategies to work with KCMO and the neighborhoods around the Jackson curve. With all of the private redevelopment occurring in this area, it seems a public/private partnership could provide a mechanism to purchase properties for the highway realignment while providing relocation into the same neighborhood for property owners. Something similar could be arranged with the commercial properties near the Benton curve. This would lessen the impact to the neighborhoods, impact to the property owners, and would improve infill and development in these distressed areas of the city.

- **01/30/2009 4:16 PM**

Please think about commuter rail to help with the problems of I-70, I am originally from the D.C. area and rail was a way of life for me. Thank you.

- **01/30/2009 4:36 PM**

I would like to see a commuter rail system in place. I drive I70 only at times when I know it shouldn't be congested. The highway takes longer during high traffic to travel than a 35 mph street with several stop lights. The highway is severely outdated. I hope you can take the commuter rail option into consideration to help bring the transportation system into the 21st century.

- **01/30/2009 8:28 PM**

I work for Kansas City Power & Light as a planning engineer. I would like to be involved in this project to provide information and suggestions for any changes to this highway corridor.

- **01/30/2009 8:46 PM**

To start out putting the 24,000 pound truck limit on trucks for the left lane use is a great start. I-70 needs to have I-435 under pass widen to three lanes both directions. The entrance on ramps need to have longer merge ramps. You need to put ramp timed traffic lights in to help vehicles merge into traffic better during rush hour times (West AM rush hour, East PM rush hour). I-70 needs to have the sharp curves taken out and make turns that are 65 MPH speeds. With these adjustments you would increase traffic flow better than its been for decades.

- **01/30/2009 8:49 PM**

I am a planning engineer with Kansas City Power & Light. My company owns many utility crossings of I-70 and I-670, both underground and overhead. In some cases, we even have manholes that exist within the roadbed of the interstate.

I would like to provide your project with information about the KCP&L system.

I would also like to collaborate with your team in an effort to maximize opportunities for KCP&L system expansion or replacement.

Please let me know how I can best become involved with your project.

- **01/30/2009 11:21 PM**

I've taken the 291/I-470 for many yrs. The P.M. east-bound rush hour is The Big Problem (You probably already know the why's, if not, since I obsess on it every trip home I can help)..... Fixing Key Bottlenecks has my vote, but with some reservations: (1) Designated bus lane. Not nearly enough bus traffic to justify sacrificing a car lane. Besides, the bus traffic keeps up with the rest of us and isn't a problem to begin with. P.S. Semi's don't cause problems they once did since they don't ride 3-lanes abreast anymore. (2)

Downtown loop ramp closings: Would need master coordination w/KCMO, especially the S.W. loop around Sprint/Bartle Hall. Not too promising, considering KC's track record on the downtown street patterns. Point being: When there's an accident within the loop, or bad weather, or big Bartle Hall/Sprint Center events, we'll need those "bail out" exits - the city streets couldn't handle the traffic what with stoplights at every exit ramp & street corner. This is already a problem with the existing ramps, especially with Sprint Center since everybody's getting there/leaving at once - cutting back would make it even worse. (3) The a.m. westbound commute isn't bad. It's the p.m. traffic, but you probably know the cause (I-435 interchange) and the reason (I obsess on it every trip home - thru lane reduction, not enough e.b. traffic exiting I-70 and too much entering onto the other side of the overpass, the jam doesn't break up until Noland Rd. It's especially bad on Royals P.M. games - I hope the new plan takes that into consideration too; I've sat stalled on Manchester Bridge many an evening, everybody gets there early to tailgate. (5) Please no stoplights at the bottom of the downtown loop exits - bad enough as it is now just when cars slow down entering E-bound I-70 from Broadway (rear-enders) - besides that would back up B-Way traffic. (6) I-70 toll road? There's only a handful of alternate thru routes parallel to I-70 and they're not equipped to handle shut-downs as it is, much less every single day. I-70 is The East/ West corridor. Add to

that the immense amount of traffic. This is akin to damming up the creek every mile or so to increase water flow? Why should we pay money when we're already in traffic jams for free? (7) Standing Ovarions for: (a) Grandview Triangle - how that was accomplished in the midst the old without totally tearing it down is amazing (b) Noland Road bridge overpass, ahead of schedule and with as minimum discomfort as possible to the driver. (c) Eastbound I-470 @ 50 Hwy project.

- **01/31/2009 9:22 AM**

I am personally in favor or a commuter rail-type system! I recently visited London, England was truly amazed at their commuter rail system. My husband was teaching in a village an hour north of London. While he taught, I commuted to central London several times a week to visit various sights. Their system was so AMAZING!!! I had the option of traveling the Express Train (~45-minute commute) or taking the regular commuter train (~1-hour commute). I purchased one ticket that was good for ANY train and double-decker bus in a 24-hour period. Their fantastic commuter transit system enabled me to travel all over the vast city of London in a matter of minutes!

My point: Kansas City and Metro areas could really benefit from a London-type commuter transit system and firmly believe we would be making a huge impact on the environment by reducing our carbon footprint. Kansas City should be the first major city in the midwest to be an "Green Leader"and have a commuter rail.

- **01/31/2009 10:54 AM**

I would like to see active management road practices utilized on I-70. There are many new ideas being implemented around the country and Kansas City should benefit from the latest technology. I also favor HOV lanes. At present they are only needed part of the day. HOV lanes would be a huge step in getting a real BRT/express type commuter bus on I-70. Currently the commuter buses are called express only because they don't have any stops between Blue Springs and downtown, but they travel at the same speed and in the same congestion as the cars. An upgrade that allowed the buses to go faster than the cars during congested times would have a huge impact on ridership.

- **01/31/2009 1:30 PM**

What about commuter rail and taking some traffic off of I-70 altogether?

- **02/01/2009 12:37 PM**

I own a business AT the benton curve. 3110 E. 13th. I want to make sure I'm kept informed of all plans that effect my property. Please include me on all mailing list for property owners.

- **02/02/2009 3:11 PM**

I am particularly interested in those I-70 improvements that might deal with the north loop of Downtown Kansas City and connecting intersections.

- 02/03/2009 6:56 PM

Too bad there isn't money to eliminate the Benton Avenue curve at I-70 and Truman R Road, Kansas City.

VERBATIM COMMENT CARD RESPONSES

Nine comment cards were received at the meeting. The cards included three questions:

- What do you like most about the strategies?
- What do you like least about the strategies?
- Which strategy do you prefer? Why?

Meeting participants provided the following verbatim responses to the questions:

What do you like most about the strategies?

- Improving the road is great – MoDOT needs to.
- The Fix Key Bottlenecks strategy.
- Fixing bottlenecks.
- Inclusion of transit and HOV lanes.
- Fixing the curves.
- Good use of the computer.

What do you like least about the strategies?

- It's going to be a long time from now.
- I don't want a strategy that takes my house (just north of Benton curve, street between fence and I-70).
- Most of the problem lies in the Benton and Jackson curves. Jackson curve is probably solvable; Benton curve is unsolvable in each plan.
- What does it mean, "Fix curves as far as practical in existing right of way"? This doesn't sound like much of a fix.
- The Add General Lane Capacity strategy.
- Adding general travel lanes.
- Transportation Improvement Corridor strategy is just too nebulous a concept. Focus on reducing travel demand in the corridor and/or shifting more people to transit and carpooling.

Which strategy do you prefer? Why?

- Put in lanes for big rigs and heavy trucks. Have smaller vehicles, vans, and pick-ups on existing lanes. Politicians in Jefferson City and Washington D.C. should get money for projects.

- Adding HOV lanes.
- Any strategy that does not involve widening near my house.
- My proposal of rerouting I-70 between I-435 and Benton curve – less bridge expansions through undeveloped land with no shut-down time.
- Fixing bottlenecks would be cost effective and not contribute to sprawl. We need commuter rail as an option.
- Fixing bottlenecks.
- Fix key bottlenecks plus congestion pricing.
- Not sure – depends on available funding.

Other comments:

- Getting to the top of Blue Ridge and merging with entering traffic is the main point of inbound congestion. I-70 outbound traffic merging with traffic off of I-435 is a primary outbound issue. There is slowing traffic approaching Blue Ridge Boulevard. These are the bottlenecks.
- Inbound I-70 has been much better since Hwy 71 opened.
- What about four lanes from I-470 to I-435.
- When police are ticketing on Manchester during the evening, it definitely causes a slowdown for outbound traffic.
- In the winter, some lighting under the new Noland Road Bridge may help increase speeds.
- People brake because of the rough pavement on the interchange of Blue Ridge Boulevard and I-70.
- There is rubbernecking at the new shopping center at Blue Ridge Boulevard.
- There should be more visible instructions on I-70 on what to do in case of a minor accident.
- Adjust the timing of lights at Hwy 40 and Blue Ridge Cutoff, and Sterling and Highway 40 to allow better outbound flow.
- Maintain nearby ready assistance each day for possible breakdowns and accidents.
- Construct an elevated, single HOV lane in the current ROW.
- Build a 2.5 mile tunnel beneath Blue Ridge and make it a two-lane HOV lane.
- Remove the traffic lights from Hwy 71 to attract more people to use it and thereby reduce traffic on I-70.

I-70 FTEIS

MoDOT Mobile Meeting

January 9, 2009

OVERVIEW

As part of the planning process for the I-70 First Tier Environmental Impact Statement (FTEIS), the Missouri Department of Transportation (MoDOT) prepared a series of possible improvement strategies for I-70. The strategies were put on display for public review and comment during a January 9, 2008 Mobile Meeting at the Wal-Mart Supercenter (4200 Blue Ridge Boulevard in Kansas City, Missouri). MoDOT stationed its Voice Van, tent, and exhibits near the front of the store and staff distributed the project business card to shoppers as they entered/exited from the store's two front entrances. Approximately 200 cards were distributed that directed individuals to the project web site. Patrons were encouraged to stop by the Voice Van to talk with MoDOT staff and to review the following exhibits:

- Purpose and Need
- From Idea to Reality – The overall process for a transportation project
- FTEIS Schedule
- 4 Strategy Packages
 - No-Build
 - Fix Key Bottlenecks
 - Add General Lane Capacity
 - Fix Key Bottlenecks plus Transportation Improvement Corridor
- Getting Involved – Project Contact Information

The meeting gave MoDOT the opportunity to gain input from residents and commuters about the project by going directly to them rather than scheduling a traditional public meeting. More mobile meetings are planned for the future. Feedback from the January 9th mobile meeting related to the following topics:

- Widening and adding lanes to segments of I-70, e.g.
- Areas of high priority, including Benton and Jackson curves
- Truck-only lanes and other solutions to congestion

The following were verbatim comments from participants' comment cards:

- Widen I-70, at least from downtown to Independence Mall.
- Add one lane, maybe two, out to the shopping area at 470.
- I like the solution that adds another lane in each direction.
- I do not want more lanes.

- It is dangerous at I-435 and MO-291. I have experienced an accident at I-70 eastbound and MO-291 north.
- MO-291 and I-70, and I-435 and I-70 need more space for vehicles to exit and enter.
- Benton curve is the greatest concern.
- Fixing Benton curve is the highest priority.
- Eliminate the Benton and Jackson curves.
- Build straight lines between curves by buying the property to do so.
- MoDOT should use the strategy that Fixes Key Bottlenecks Plus the Transportation Improvement Corridor.
- There should be more options statewide on this high-speed corridor.
- I like the idea of left lanes not including trucks.
- The truck lane should extend from the State Line Road to I-470, with speeds reduced to 45 mph for the truck lane. Yellow Freight and other union carriers have to abide by union rules for driving trucks. Other truckers aren't following the same rules. They're driving too close to passenger vehicles, with the potential for truck accidents. Amount of trucks on the highway make truck-only lanes necessary.
- I would like regulations that were enforced with spacing between trucks and other vehicles.
- MoDOT should build a connection from Jackson Avenue to US 71.
- Prettier landscaping along I-70.



I-70 FTEIS Speakers Bureau Request Information Sheet

Date:

Organization/Group:

Location:

**Group Organizer
(Contact):**

Contact's Phone No.:

Contact's Email:

Speaker(s):

No. of Attendees:

Key Issue(s):

Follow Up:



I-70 FTEIS Speakers Bureau Request Information Sheet

Date: February 19, 2009 (12-5pm)
Organization/Group: KCTA Industry Day Convention
Location: Harrah's Convention Center

Group Organizer (Contact): NA

Contact's Phone No.: 816-935-5568
Contact's Email: kcta99@msn.com

Speaker(s): Allan Zafft, Jeff Cremer, Jennifer Benningfield, Chris Nazar in shifts

No. of Attendees: Exposure to 225 attendees via exposition booth

Key Issue(s): None

Follow Up: None



I-70 FTEIS Speakers Bureau Request Information Sheet

Date: February 23, 2009 - 4-6 pm
Organization/Group: Heritage Park Condo Association
Location: Heritage Park Condominiums - Chrysler and I-70 (NE Quadrant)

Group Organizer (Contact): Joy Freeland

Contact's Phone No.:

Contact's Email: joyfreeland@gmail.com

Speaker(s): Allan Zafft, Chris Nazar

No. of Attendees: 5

Key Issue(s): Impacts adjacent to their property. Potential footprint could come to the edge of their property. Want to stay involved. Concerned about long-term right-of-way acquisition process. Concerned about the visibility of their community and the affects of any noise walls. View of property is important to them. The property has a Gazebo/recreation area at the SW edge that is their yard space. Want to keep informed. Have only sidewalk on west side of Chrysler bridge.

Follow Up: Send two copies of alternatives maps. Make sure they are on contact list. Allan received business cards.



I-70 FTEIS Speakers Bureau Request Information Sheet

Date: _____

Organization/Group: _____

Location: _____

Group Organizer
(Contact): _____

Contact's Phone No.: _____

Contact's Email: _____

Speaker(s): _____

No. of Attendees: _____

Key Issue(s): _____

Follow Up: _____



I-70 FTEIS Speakers Bureau Request Information Sheet

Date: February 18, 2009 at 7:00 p.m.

Organization/Group: Columbus Park Community Council

Location: Don Bosco Center
580 Campbell Street, Kansas City, Missouri

**Group Organizer
(Contact):** Mike Sturgeon

Contact's Phone No.: (816) 842-1126

Contact's Email: Mike.Sturgeon@vvcflc.com

Speaker(s): Allan Zafft and Randy Rowson

No. of Attendees: 18

Key Issue(s):

- One participant wanted to know how long it might be before the project would be under construction
- One participant wanted to know to what extent public comments would be used – suggested consideration of kcIcon and U.S. 71 comments
- Suggestion to re-designate I-70 across the south leg of the downtown loop.
- One participant wants to have sound walls from M-9 to the east
- One participant wanted consideration for a park and ride lot in the downtown area.
- One participant asked about light rail or high speed rail opportunities.
- Question if Stimulus package funding was available.
- Comment – Noise study readings should be taken during peak



traffic periods – not off peak times unlike past studies.

- One participant would like to see HOV lanes to bring Kansas City up to date with other cities.

Follow Up:

- Share results with core team



I-70 FTEIS Speakers Bureau Request Information Sheet

Date: February 13, 2009 at 11:30 a.m.

Organization/Group: Downtown Council – Infrastructure Committee

Location: Town Pavilion Building, 4th Floor Conference Center,
1100 Walnut Street, Kansas City, Missouri

**Group Organizer
(Contact):** Meghan Coulter

Contact's Phone No.: (816) 421-1539

Contact's Email: meghan@downtownkc.org

Speaker(s): Lee Ann Kell and Chris Nazar

No. of Attendees: Approximately 25

Key Issue(s):

- One participant wanted to see the study extended to include I-35 south of the loop to the State Line
- One participant wanted to see mitigation of past impacts as part of the Purpose and Need
- Questions about who is the interface for the City when it comes to dealing with changes to on and off ramps - including I-670 ramps that was removed.
- Need to understand how ramp closures would work - need to work upfront with the City on this - both MoDOT and Downtown Council
- Performing Arts Center is doing a parking study including the affects on I-70
- One participant asked about commuter rail and expressed that ridership would be higher than previously forecast - due to gas prices.



- One participant wanted to see lower speeds on I-70 and traffic calming measures to encourage drivers follow speed limits.

Follow Up:

- Share results with core team
- Lee Ann may get follow-up inquiry on I-35



I-70 FTEIS Speakers Bureau Request Information Sheet

Date: January 20, 2009 at 9:30 a.m.

Organization/Group: Mid-America Regional Council – Total Transportation Policy Committee

Location: 600 Broadway, Suite 200; KCMO 64105

Group Organizer (Contact): Ron Achelpohl

Contact's Phone No.: (816) 474-4240

Contact's Email: rona@marc.org

Speaker(s): Allan Zafft and Chris Nazar

No. of Attendees: Approximately 25

Key Issue(s): HOV lanes and transit

Follow Up: