

What is the Identified Preferred Strategy?

The Identified Preferred Strategy combines two first tier strategies:

- ✓ **Improve Key Bottlenecks Strategy:** From the Downtown Loop (including the loop) to east of I-435.
- ✓ **Improve Key Bottlenecks Strategy or Add General Lanes Strategy:** From east of I-435 to I-470.

A decision will be made in the future Second Tier Studies when more information is available.

Reasons for the Identified Preferred Strategy:

Improve Key Bottlenecks Strategy (Downtown Loop to east of I-435):

- ✓ Addresses the key reasons for improving I-70.
- ✓ Reduces peak hour congestion to acceptable levels.
- ✓ Improves transit with bus on shoulder.
- ✓ Restores and/or rebuilds the existing I-70 for 30 to 50 years.
- ✓ Has the lowest:
 - Relocations of homes and businesses of any of the Build Strategies.
 - Human and natural environmental effects of any of the Build Strategies.
 - Estimated cost of the Build Strategies.

Improve Key Bottlenecks or Add General Lanes Strategy (East of I-435 to I-470):

- ✓ Traffic analysis shows more lanes are needed but there are several reasons to consider not adding new lanes in the future:
 - Higher gas prices have reduced driving nationally.
 - Adding lanes must be compatible with Mid-America Regional Council 2040 transportation plan to be completed later this year.
 - New transit services proposed for rail corridors could serve some of I-70's traffic.
 - Potential federal legislation may focus funding on projects that do not add lanes.
- ✓ Delaying the final improvement decision east of I-435 will allow for further evaluation of the issues above in the future Second Tier Studies.
- ✓ For these reasons MoDOT decided that both strategies need further consideration.

Identified Preferred Strategy

