

# Final EIS Preferred Alternative: The Paseo to Van Brunt Blvd.

### Legend

-  Study Area
-  Footprint
-  Proposed Roadway
-  Proposed Bridges

Callouts in green are changes made since the Draft EIS was published.

**Cul-de-sac removed.**

**Brooklyn Avenue half diamond interchange will not be closed.**

**Cul-de-sac removed.**

**Improve short ramp lengths at The Paseo interchange and replace diamond interchange in place with lengthened ramps where feasible. Remove ramp connection to local road at 14th Street. Add westbound and eastbound auxiliary lanes between The Paseo and Prospect Avenue.**

**Improve short ramp lengths at Prospect Avenue and replace diamond interchange in place with lengthened ramps where feasible. Remove the ramp connections to local roads at 14th Street.**

**Add an eastbound auxiliary lane between Prospect Avenue and Truman Road.**

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

**Improve Benton curve.**

**Replace eastbound off-ramp in place at Truman Road.**

**Lengthen the 18th Street westbound on-ramp acceleration lane.**

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

**Other Proposed Improvements:**

- Rebuild and/or rehabilitate I-70 pavement and bridges over time.
- Improve the curves along the route as well as the road grade (hills and valleys) to maintain design speed.
- Enhance bicycle/pedestrian access across I-70 as bridges are replaced.
- Improve safety by increasing the distance that motorists have to merge onto and off of I-70, where possible.
- Extend weave areas where possible.
- Remove connection of ramps to local roads in multiple locations.

**Bus on shoulder accommodations in place if desired in the future.**

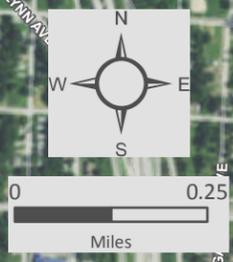
**Add westbound and eastbound auxiliary lanes between 23rd Street and 27th Street.**

**Cul-de-sac removed.**

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

**Improve Jackson curve.**

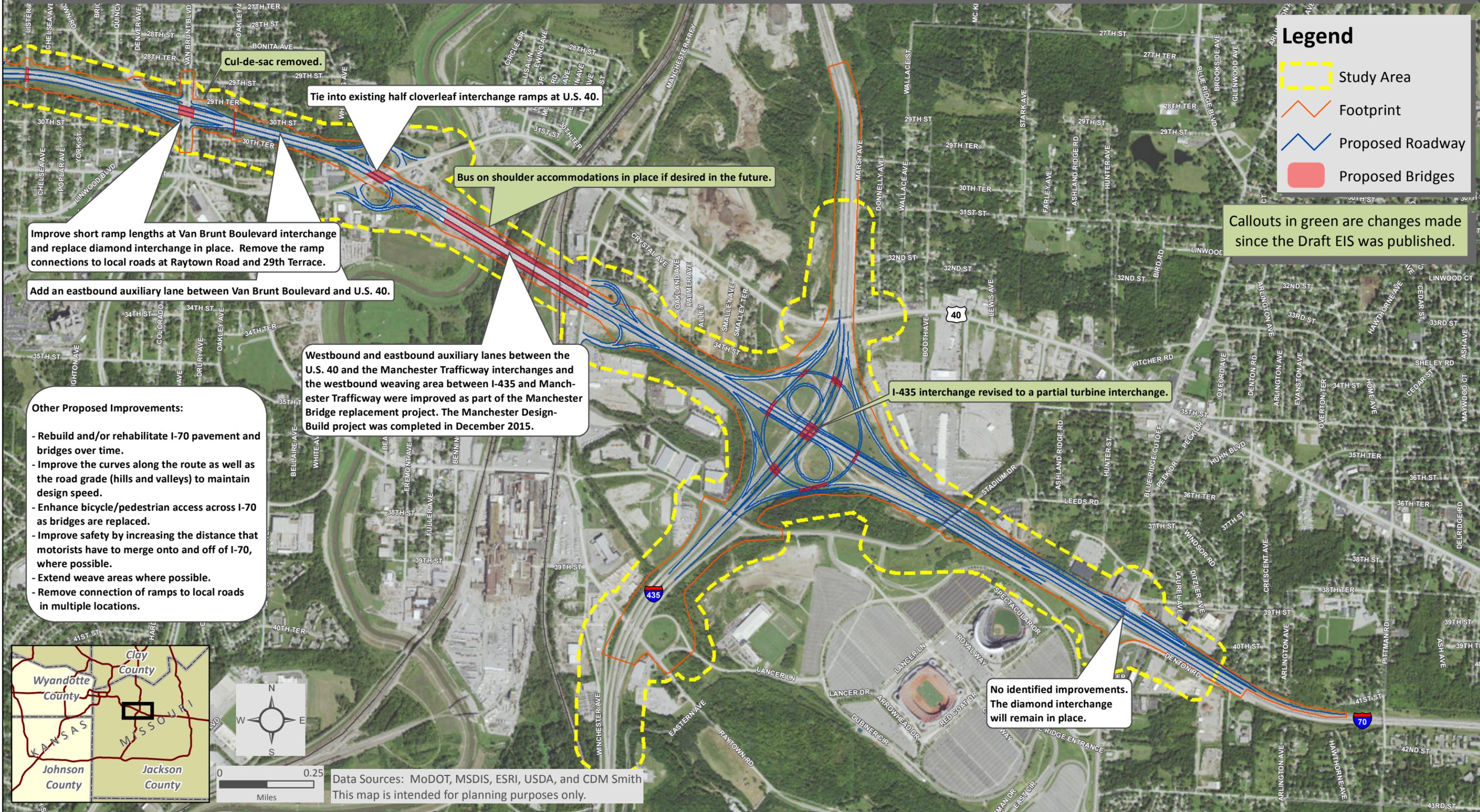
**Add westbound and eastbound auxiliary lanes between Jackson Avenue and Van Brunt Boulevard.**



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



# Final EIS Preferred Alternative: Van Brunt Blvd. to Blue Ridge Cutoff



### Legend

- Study Area
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Callouts in green are changes made since the Draft EIS was published.

**Cul-de-sac removed.**

**Tie into existing half cloverleaf interchange ramps at U.S. 40.**

**Bus on shoulder accommodations in place if desired in the future.**

**Improve short ramp lengths at Van Brunt Boulevard interchange and replace diamond interchange in place. Remove the ramp connections to local roads at Raytown Road and 29th Terrace.**

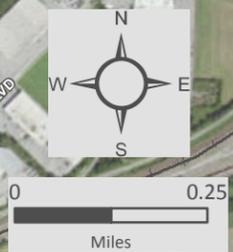
**Add an eastbound auxiliary lane between Van Brunt Boulevard and U.S. 40.**

**Westbound and eastbound auxiliary lanes between the U.S. 40 and the Manchester Trafficway interchanges and the westbound weaving area between I-435 and Manchester Trafficway were improved as part of the Manchester Bridge replacement project. The Manchester Design-Build project was completed in December 2015.**

**I-435 interchange revised to a partial turbine interchange.**

- Other Proposed Improvements:**
- Rebuild and/or rehabilitate I-70 pavement and bridges over time.
  - Improve the curves along the route as well as the road grade (hills and valleys) to maintain design speed.
  - Enhance bicycle/pedestrian access across I-70 as bridges are replaced.
  - Improve safety by increasing the distance that motorists have to merge onto and off of I-70, where possible.
  - Extend weave areas where possible.
  - Remove connection of ramps to local roads in multiple locations.

**No identified improvements. The diamond interchange will remain in place.**



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Remove the westbound I-70 on-ramp from Brooklyn Avenue and the eastbound I-70 off-ramp to Brooklyn Avenue to improve the interchange spacing along I-70. The existing Brooklyn Avenue interchange is a half diamond configuration.

Improve short ramp lengths at The Paseo interchange and replace diamond interchange in place with lengthened ramps where feasible. Remove ramp connection to local road at 14th Street. Add westbound and eastbound auxiliary lanes between The Paseo and Prospect Avenue.

Improve short ramp lengths at Prospect Avenue and replace diamond interchange in place with lengthened ramps where feasible. Remove the ramp connections to local roads at 14th Street.

Add an eastbound auxiliary lane between Prospect Avenue and Truman Road.

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

Improve Benton curve.

Replace eastbound off-ramp in place at Truman Road.

Lengthen the 18th Street westbound on-ramp acceleration lane.

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

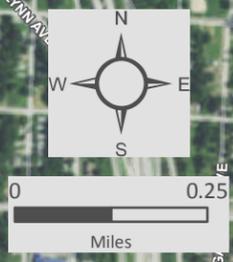
Add westbound and eastbound auxiliary lanes between 23rd Street and 27th Street.

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

Improve Jackson curve.

Add westbound and eastbound auxiliary lanes between Jackson Avenue and Van Brunt Boulevard.

- Other Proposed Improvements:**
- Rebuild and/or rehabilitate I-70 pavement and bridges over time.
  - Improve the curves along the route as well as the road grade (hills and valleys) to maintain design speed.
  - Enhance bicycle/pedestrian access across I-70 as bridges are replaced.
  - Improve safety by increasing the distance that motorists have to merge onto and off of I-70, where possible.
  - Extend weave areas where possible.
  - Remove connection of ramps to local roads in multiple locations.



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Tie into existing half cloverleaf interchange ramps at U.S. 40.

Tie into existing folded diamond interchange ramps at Manchester Trafficway.

Improve short ramp lengths at Van Brunt Boulevard interchange and replace diamond interchange in place. Remove the ramp connections to local roads at Raytown Road and 29th Terrace.

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

Add westbound and eastbound auxiliary lanes between U.S. 40 and Manchester Trafficway as part of a separate Manchester Bridge replacement project.

Realign the southbound I-435 to eastbound I-70 exit ramp to eliminate left lane exit and replace with a two-lane ramp.

Eliminate lane drop (both northbound and southbound I-435) to eliminate left exit "trap" lane.

No identified improvements. The diamond interchange will remain in place.

### Other Proposed Improvements:

- Rebuild and/or rehabilitate I-70 pavement and bridges over time.
- Improve the curves along the route as well as the road grade (hills and valleys) to maintain design speed.
- Enhance bicycle/pedestrian access across I-70 as bridges are replaced.
- Improve safety by increasing the distance that motorists have to merge onto and off of I-70, where possible.
- Extend weave areas where possible.
- Remove connection of ramps to local roads in multiple locations.



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## Preferred Alternative Changes from the Draft EIS to the Final EIS

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

- **Bus on Shoulder** – The footprint for the proposed Preferred Alternative has been developed to accommodate bus on shoulder if it is desired in the future. Commencement of bus on shoulder service will be subject to further traffic and operations analysis, coordination with other regional transit initiatives and studies as mentioned above, development of operating agreements with transit operators, and assessment of potential partnership on funding resources.
- **Cul-De-Sacs** – While local street connections to on- and off-ramps from I-70 will still be removed, local road connectivity will be maintained. All cul-de-sacs have been removed from the Preferred Alternative improvements.
- **Brooklyn Avenue** – The Brooklyn Avenue half diamond interchange will not be closed. The existing Brooklyn Avenue half diamond interchange will remain open and in place. In addition, the eastbound I-70 off ramp to Brooklyn Avenue will be converted to a decision lane exit to allow for the auxiliary lane between The Paseo and Prospect Avenue and the westbound I-70 on-ramp from Brooklyn Avenue will be lengthened by removing the 14th Street ramp connection.
- **Manchester Trafficway** – Westbound and eastbound auxiliary lanes between the U.S. 40 and the Manchester Trafficway interchanges and the westbound weaving area between I-435 and Manchester Trafficway were improved as part of the Manchester Bridge replacement project. The Manchester Design-Build project was completed in December 2015.
- **I-435 Interchange** – The design of the I-435 interchange was revised to a partial turbine interchange design. This design will replace the southbound I-435 to eastbound I-70 off-ramp with a two-lane fly-over ramp that will tie into the northbound I-435 to eastbound I-70 ramp before merging with eastbound I-70. Replace the northbound I-435 to westbound I-70 off-ramp with a fly-over ramp that will tie into the southbound I-435 to westbound I-70 ramp before merging with westbound I-70. Realign the eastbound I-70 to northbound I-435 off-ramp and the westbound I-70 to southbound I-435 off-ramp. Replace I 435 bridges over I-70.
- **Cost** – The total estimated cost of the Preferred Alternative has changed to \$265 million (2016 dollars).

**Preferred Alternative Impacts Draft EIS vs. Final EIS**

	Draft EIS Preferred Alternative	Final EIS Preferred Alternative
2040 Travel Speeds (MPH) AM Peak/Westbound		
The Paseo to Prospect Ave.	24.59	18.60
Prospect Ave. to Jackson Ave.	39.40	37.94
Jackson Ave. to U.S. 40	36.20	55.90
U.S. 40 to Manchester Tfwy.	20.40	26.10
Manchester Tfwy. to Blue Ridge Cutoff	33.31	30.92
2040 Travel Speeds (MPH) PM Peak/Eastbound		
The Paseo to Prospect Ave.	41.08	39.61
Prospect Ave. to Jackson Ave.	56.09	56.26
Jackson Ave. to U.S. 40	59.47	47.71
U.S. 40 to Manchester Tfwy.	32.84	22.11
Manchester Tfwy. to Blue Ridge Cutoff	29.52	40.41
Percent of Crash Reduction (No Build vs. Preferred)	9%	19%
Acres of Right-of-Way Needed	37.17	35.68
Number of Residential Relocations	31	22
Number of Business Relocations	6	5
Number of Church Relocations	0	0
Number of Public Facility Relocations	City Union Mission - Property Only (No Relocation)	City Union Mission - Property Only (No Relocation)
Acres of Environmental Justice Area Impacts	31.10	29.61
Number of Sensitive Noise Receptors Impacted	922	922
Number of Park/Recreational Lands Affected	3	3
Number of Historic Properties Impacted (Buildings on or Eligible for NRHP)	3	3 (No Adverse Impact)
Number of Archaeological Sites Impacted	3	8*
Acres of Floodplain Affected	1.65	1.65
Acres of Emergent Wetland Affected	0.02	0.02
Acres of Forested/Shrub Wetland Affected	0.00	0.00
Number of Special Waste Sites Affected	16	16
Acres of Forested Areas Affected	2.86	2.86
Total Cost (Millions)	\$227.3 (2013 dollars)	\$265 (2016 dollars)

\* After the publication of the Second Tier Draft EIS a Phase I Archaeological Survey for the Preferred Alternative was completed. The Phase I Survey identified archaeological remains at eight locations. These locations do seem to have been less disturbed by the interstate construction, but it was unclear, if these remains represent intact subsurface deposits or just rubble from buildings torn down during construction. After consultation with MoDOT it was decided to identify these locations as only potential sites. There is a low potential that these eight sites will be impacted. It is recommended that these locations be avoided by construction associated with the improvement of I-70. If these locations cannot be avoided, it is recommended that they be tested to better determine if they do represent archaeological sites with intact cultural deposits or just building rubble.

### Comments Received on the Draft EIS and Replies

Agency Comments Received	Responses
<p>The document states that in order to protect surface and ground water from excessive runoff, stabilize stream banks, inhibit soil erosion, and maintain wildlife habitat and diversity the Missouri Department of Transportation (MoDOT) will minimize clearing of trees and other vegetation. The Department requests that MoDOT first try to avoid clearing vegetation to the extent practicable, where avoidance isn't possible the Department supports MoDOT plans to use vegetated slopes, swales and runoff detention systems to minimize the negative impacts of this conversion of vegetation to impervious surfaces. These measures should reduce the impacts of the project, however, once constructed these measures need to be maintained to continue to function properly. MoDOT has a Municipal Separate Storm Sewer System (MS4) permit and a Stormwater Pollution Prevention Plan that when followed should also serve to protect water quality in the project area.</p>	<p>MoDOT will avoid clearing vegetation to the extent practical and where not avoidable will use vegetated slopes, swales, and runoff detention systems to minimize impacts in accordance with the MoDOT Environmental Policy Guide (EPG).</p>
<p>Although KCATA supports this MoDOT commitment, we also strongly encourage MoDOT to commit to lead or help fund a study of the bus on shoulder option in the corridor. The implication in the DEIS is that transit options are not part of the MoDOT responsibility in this corridor and we encourage MoDOT to be more pro-active in looking at transit - especially in a major corridor like I-70.</p> <p>The "Improve Accessibility" and "Provide travel options for all residents, increase safe access across I-70 for non-motorized travel; support local and regional land use plans" in the Purpose and Need section are laudable goals. However, we do not see any commitment from MoDOT to include transit options with the preferred option or a commitment to make any significant transit investments in the I-70 corridor. To achieve the goal of better accessibility and providing travel options for all residents, including residents without automobile access will require a MoDOT commitment to improve or facilitate corridor transit service.</p>	<p>Expansion of transit service was not included at this time because of other regional transit plans and initiatives that are ongoing, the Jackson County Commuter Corridors Alternatives Analysis being one of these. The footprint for the proposed Preferred Alternative has been developed to accommodate bus on shoulder if it is desired in the future. Commencement of bus on shoulder service will be subject to further traffic and operations analysis, coordination with other regional transit initiatives and studies as mentioned above, development of operating agreements with transit operators, and assessment of potential partnership on funding resources. These items would be considered, and potentially developed, during future design phases of the project. KCATA has been a Project Core Team member throughout the project and will continue to be into the design phase.</p>
<p>I-70 has been a barrier to pedestrians trying to get from one side of the highway to the other since its inception. This pedestrian barrier is a problem for transit riders, and MoDOT should identify the specific improvements anticipated to address this issue on all cross streets in keeping with the goal of increasing access across I-70.</p>	<p>There are 19 roadways and two pedestrian bridges crossing I-70 which will remain in place. There will be no change to the locations of access across I-70. Bridges within the corridor will be upgraded individually over time. Each project will be looked at individually and attempt to meet the community's needs. Aesthetics and non-motorized enhancements will be considered during the design phase of each project.</p>

Agency Comments Received	Responses
<p>We understand that MoDOT has met with MARC to review and discuss the DEIS. As a result of these meetings, MoDOT has committed to ensuring that the footprint of the preferred alternative would allow for future bus on shoulder transit operations. KCATA appreciates this position and asks that it be incorporated in the EIS as part of the preferred alternative.</p>	<p>See response above regarding bus on shoulder service.</p>
<p>Statements such as those on page 2-20 of the DEIS that “Improved travel speeds reduce the need for bus on shoulder operations” and “the number of access points also limits the use of bus on shoulder operations” are of concern. The first statement ignores the fact that schedule reliability and consistency of service are important transit goals - not just travel speed, which is more of an auto-centric measure. Bus on shoulder is an important means of enhancing transit reliability and minimizing impacts from incidents. The second statement is also a concern as it may serve as rationale to limit transit options. If the number of access points is a reason to limit transit options, then MoDOT should review how to either limit the conflicting access points or design transit options that minimize such problems.</p>	<p>See response above regarding bus on shoulder service. The statements on Page 2-20 of the Second Tier Draft EIS were not intended to limit transit options, but were specifically referring to the potential operation of bus on shoulder on I-70. The travel speed statement was referring to the fact that with improved travel speeds for all vehicles on this section I-70 could reduce the need for buses to utilize shoulders. The access points’ statement was referring specifically to the fact that buses traveling on the shoulder would need to merge back into traffic at each access point in this section of I-70 which would reduce the benefit of bus on shoulder. One of the Second Tier Alternatives, the Interchange Consolidations Alternative, looked at eliminating some access points, however this Alternative was not chosen as the Preferred Alternative.</p>
<p>KCATA concurs with MARC’s comment on Environmental Justice and urges further review of this issue. We agree that the comparative assessment of the benefits and impacts to the immediately adjacent neighborhoods versus the impacts and benefits to those outside of the adjacent neighborhoods that will travel through on I-70 has not been well addressed and needs to be improved and additional benefits for those within the corridor considered in the final preferred alternative.</p>	<p>Text was added to Section 3.5 of the Second Tier Draft EIS stating “The Build Alternatives will also provide benefits to all residents in the Study Area including the minority and low-income populations. The Build Alternatives will decrease congestion along I-70. This would improve travel for residents in the Study Area who utilize I-70 to get to work or other destinations. In addition, it would improve travel for residents who ride transit and use I-70 in the Study Area as well as improve safety not only on I-70 but on the local road network around I-70 too. The improved travel times on I-70 would also benefit commuters, who may or may not be Environmental Justice populations.”</p>
<p>Preferred Alternative – lack of inclusion of accommodation for Bus on Shoulder (BOS):</p> <ul style="list-style-type: none"> <li>• The Preferred Alternative description needs to be amended to include “improve shoulder width to allow buses on shoulder,” which was included in the descriptions for both the Geometric Improvements and Interchange Consolidations alternatives.</li> <li>• The predicted typical speeds on I-70 will support BOS operation generally, but BOS operation will also be important to provide reliable transit schedules when events or incidents create episodic congestion on I-70.</li> </ul>	<p>Expansion of transit service was not included at this time because of other regional transit plans and initiatives that are ongoing, the Jackson County Commuter Corridors Alternatives Analysis being one of these. The footprint for the proposed Preferred Alternative has been developed to accommodate bus on shoulder if it is desired in the future. Commencement of bus on shoulder service will be subject to further traffic and operations analysis, coordination with other regional transit initiatives and studies as mentioned above, development of operating agreements with transit operators, and assessment of potential partnership on funding resources. These items would be considered, and potentially developed, during future design</p>

Agency Comments Received	Responses
<ul style="list-style-type: none"> <li>MoDOT has indicated that BOS accommodation will be addressed in the Final EIS, by including the following language: "The footprint for the proposed Preferred Alternative has been developed to accommodate bus on shoulder. Commencement of bus on shoulder service will be subject to further traffic and operations analysis, coordination with other regional transit initiatives, development of operating agreements with transit operators, and assessment of potential partnership on funding resources. These items would be considered and developed during future design phases of the project." MARC supports the addition of this language.</li> </ul>	<p>phases of the project. KCATA has been a Project Core Team member throughout the project and will continue to be into the design phase.</p>
<p>Use of and References to Transportation Outlook 2040:</p> <ul style="list-style-type: none"> <li>MARC's long-range transportation plan should be referred to as "Transportation Outlook 2040" throughout the document.</li> <li>The text of the DEIS (particularly Chapter 3.19) only references five of Transportation Outlook 2040's nine policy goals. The other four (public health, placemaking, climate change/energy use, and environment) are just as relevant as the five mentioned and should be explicitly referenced and addressed in the assessment of alternatives and particularly the assessment of the Preferred Alternative. Specifically, the document should be able to describe how the Preferred Alternative will assist the region in making progress towards all nine of the policy goals in Transportation Outlook 2040.</li> </ul>	<p>All references to MARC's long-range transportation in the Second Tier Combined Final EIS and ROD have been revised to "Transportation Outlook 2040". All nine of the Transportation Outlook 2040's policy goals have been listed in Section 3.2.11.</p>
<p>Omissions/Errors/Inaccuracies in the text:</p> <ul style="list-style-type: none"> <li>The text description of Table 1-2 is inconsistent with the data in the table. In the paragraph above the table it states, "Truck percentages during the peak periods...are higher in the direction opposing commuter traffic." However, the table indicates that truck percentages are higher in the direction of peak commuter traffic, i.e. westbound in the AM and eastbound in the PM. A similarly inconsistency appears in the paragraph following Table 1-2, as well. MoDOT has indicated that the numbers in the Table are incorrect and will be corrected in the FEIS.</li> <li>Page 3.21-2 incorrectly describes the conversion of wetlands to transportation uses as a benefit of the project, when in fact it will be a negative impact.</li> </ul>	<p>The omissions/errors/inaccuracies in the text have been corrected.</p>

Agency Comments Received	Responses
<ul style="list-style-type: none"> <li>Page 3.21-2 incorrectly describes the reduction in property tax collections as a benefit of the project, when in fact it will be a negative impact.</li> </ul>	
<p>The document provides a limited assessment of the impacts of the proposed changes to the corridor in the context of the original I-70 construction and the impacts that the adjacent neighborhoods have had to endure over the life of I-70, along with additional impacts due to railroads, warehousing and manufacturing facilities and similar installations or features that may have developed in the neighborhoods partly due to the construction of I-70. Similarly, there is no discussion of the cumulative impact on the cohesion of the community that was severed by the original construction of I-70, nor of the cumulative impacts of direct emissions from cars, railroads, and industry on properties adjacent to I-70. While the proposed I-70 project is not responsible for addressing all of the cumulative impacts, it is necessary to understand I-70's role in those impacts in order to fully address them through mitigation.</p>	<p>It is acknowledged the nature of environmental studies, such as this EIS, is an existing snapshot. With the revisions to the Preferred Alternative, the Brooklyn Avenue half diamond interchange ramps are going to remain open, and there is no longer a plan to use cul-de-sacs. This was the main cumulative impact of concern as discussed in Section 3.19.1 of the Second Tier Draft EIS. This was also the area of greatest concern for community cohesion and it has been eliminated. In Section 3.19.2 of the Second Tier Draft EIS the long term effects of I-70 construction are listed as one of many projects considered when looking at these types of impacts. The section discusses the cumulative impacts of traffic, access, neighborhoods and air quality more specifically as it relates to previous I-70 construction as well as other projects. These impacts will be lessened further by retaining the Brooklyn Avenue half diamond interchange access and eliminating the cul-de-sacs from the Preferred Alternative.</p>
<p>The document does not provide a specific comparative assessment of the benefits and impacts to the immediately adjacent neighborhoods versus the impacts and benefits to those outside of the adjacent neighborhoods that will travel through on I-70. This comparative analysis is at the heart of the Environmental Justice Executive Order, and is necessary to understand the full extent of Environmental Justice impacts and the resulting mitigation that will be required to address those impacts.</p>	<p>Text was added to the Second Tier Draft EIS stating “The Build Alternatives will also provide benefits to all residents in the Study Area including the minority and low-income populations. The Build Alternatives will decrease congestion along I-70. This would improve travel for residents in the Study Area who utilize I-70 to get to work or other destinations. In addition, it would improve travel for residents who ride transit and use I-70 in the Study Area as well as improve safety not only on I-70 but on the local road network around I-70 too. The improved travel times on I-70 would also benefit commuters, who may or may not be Environmental Justice populations.” Additionally, upgrades to bridges in the corridor, which will take place over time, will benefit the surrounding neighborhoods. Each project will be looked at individually and attempt to meet the community's needs. Aesthetics and non-motorized enhancements will be considered during the design phase of each project.</p>
<p>The maps of noise impacts do not show any noise impacts extending beyond the narrowly defined study area. We would ask that this be reexamined and confirmed, to ensure that noise impacts will be adequately mitigated in the corridor.</p>	<p>For the EIS, the traffic noise analysis preliminarily identifies the impacts and mitigation measures on the level of detail available at this time. Before the construction phase, designs may change that would result in increase or decrease in the number impacted receptors. A detailed design noise analysis is typically completed during final design to determine final impacts and mitigation measures. The <i>Noise Barrier Evaluation Technical Memorandum</i></p>

Agency Comments Received	Responses
	<p>and this Combined Final EIS and ROD recommends that a final design noise study should be conducted to identify impacts and mitigation measures during final design stage in accordance with the MoDOT EPG. Design modifications and right-of-way acquisition of some impacted receptors are expected to occur during final design of the project. During final design of the Preferred Alternative, it is recommended that detailed design noise analysis using TNM 2.5 or the most current noise analysis software be conducted to determine feasibility and reasonableness for the benefit of all predicted traffic noise impacts identified in the traffic noise analysis. The location, length, height, cost, and receptors studied and benefited should be included in the study. The final decision to construct the proposed noise barrier should be made upon completion of the project design and the public involvement process taking into consideration the opinions of benefited property owners and residents, and upon FHWA approval.</p>
<p>The air quality assessment needs to fully recognize the current air quality status of the Kansas City region. The document relies too much on the current designation rather than the actual air quality readings. While the region is currently designated as attainment for the 2008 Ozone Standard, monitor data from the region exceeds the existing standard, suggesting that the region has an air quality problem and could be designated to nonattainment for ozone at any time. We acknowledge that political uncertainty surrounds federal air quality standards and designations. However, we believe a more prudent approach would be to assume that the Kansas City region will be designated as a nonattainment area, whether under the existing standard or potentially under a more stringent new standard, which could occur prior to construction commencing on I-70. The analysis of the project's impacts to air quality must take this reality into account. The proposed actions should be examined in the context of how they might support regional air quality protection efforts that will be required under a new state implementation plan.</p>	<p>MoDOT acknowledges that the Kansas City region will most likely be re-designated as non-attainment in the future. Language provided by the Missouri Department of Natural Resources in their comments regarding air quality has been added to Section 3.2.8 to address this issue.</p>
<p>Much of the discussion of water quality in the DEIS is focused on impacts during construction rather than the ongoing impacts from the completed project. While construction impacts are important and should be adequately addressed, the DEIS needs to fully assess the ongoing impacts after construction is complete, to ensure adequate mitigation is provided for those ongoing impacts. This corridor is in Kansas City Missouri which is under a consent order related to their combined stormwater/sanitary sewer</p>	<p>Design of the drainage system as it relates to the improvements proposed in the Preferred Alternative will be made during the design phase of the project in accordance with MoDOT EPG and through coordination with local agencies. At that time the potential for the use of detention areas will be investigated.</p>

Agency Comments Received	Responses
<p>system so the impacts of I-70 to this system should also be considered and discussed. We would encourage MoDOT to adopt a watershed approach to assessing the impacts of the I-70 project, examining how I-70 has impacted current watersheds over time, and assessing how the proposed changes to I-70 could either alleviate or compound those prior watershed impacts.</p>	
<p>We would encourage MoDOT to use a “Complete Streets” or “Livable Streets” approach to the design of all crossings of I-70 and at the intersections where I-70 ramps meet local streets. MARC has adopted a Complete Streets policy, Kansas City, Missouri has adopted a Livable Streets policy, and the Missouri General Assembly passed a resolution in 2011 supporting Complete Streets across the state of Missouri. MARC has produced a Complete Streets Handbook which the designers should reference as they further develop the project. The Handbook is available at: <a href="http://www.marc.org/Transportation/Special-Projects/assets/CompleteStreetsHandbook.aspx">http://www.marc.org/Transportation/Special-Projects/assets/CompleteStreetsHandbook.aspx</a>.</p>	<p>As upgrades to bridges and other parts of the corridor occur over time, each project will be looked at individually and attempt to meet the community’s needs. MoDOT will reference the MARC Handbook and consider the Complete Streets/Livable Streets approach during the design phase of each project. Text has been added to Section 3.2.1.</p>
<p>Because this portion of I-70 travels through an urban setting with significant numbers of pedestrians and bicyclists, the designers should work to ensure that pedestrian and bicyclist safety is given equal consideration to motor vehicle safety.</p>	<p>The safety of pedestrians and bicyclists is equally as important as motor vehicle safety. Text has been included in Section 3.2.1 to make this clear.</p>
<p>The Preferred Alternative results in the closure of some local streets and the creation of new cul-de-sacs. Cul-de-sacs result in out-of-direction travel, and typically receive a lower priority for snow removal and other city services. Because of this, the designers should strive to maintain local street connectivity as much as possible and use cul-de-sacs only as a last resort.</p>	<p>The Preferred Alternative has been reviewed and revised, all cul-de-sacs were removed and local street connectivity maintained.</p>
<p>I-70 serves as a gateway to the Kansas City region and to the downtown of Kansas City, Missouri. As such, the design of the corridor improvements should have an intentional beautification/aesthetic approach.</p>	<p>Coordination with local agencies will be ongoing as upgrades in the corridor take place. Aesthetic and non-motorized enhancements will be considered in the design phase of the project in accordance with the MoDOT EPG and coordination with local agencies.</p>
<p>We would encourage MoDOT to look for opportunities to use more solar power in the corridor and to transition corridor lighting to LED or other more energy-efficient technologies.</p>	<p>Lighting design will be considered in the design phase of the project in accordance with the MoDOT EPG.</p>
<p>MoDOT should commit to recycle and reuse as much material as possible in the implementation of the I-70 project.</p>	<p>Specific materials used in construction of the projects will be determined during the design phase of the project in accordance with MoDOT EPG.</p>
<p>The document indicates that noise mitigation will be considered during design. We would encourage MoDOT to work closely with Kansas City, Missouri and the affected neighborhoods to analyze creative and aesthetic</p>	<p>Specific noise mitigation measures, including aesthetic and landscaping opportunities will be considered in the design phase of the project in accordance with the MoDOT EPG. A preliminary investigation identified</p>

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ways (through structures, berms and vegetation) to address the noise impacts of the corridor.	twenty locations where noise barriers could be warranted. Nine of these noise barriers are expected to meet applicable feasibility and reasonableness criteria, and are recommended for detailed analysis in during the final design phase. Section 3.1.10 and Section 3.2.7 discuss the noise impacts in detail.
MoDOT has prior experience with workforce development programs as part of major projects in both Kansas City and St. Louis. Because the residents of the neighborhoods adjacent to I-70 have lower incomes and higher rates of unemployment, it would be a positive step to use the I-70 construction project as a method to help area residents begin working towards a future career in the construction trades.	MoDOT has a community relations staff position that deals with concerns related to environmental justice and acts as a liaison with the residents and neighborhood groups. This individual has been involved with the public meetings and discussions that have taken place in the community throughout this project and will continue to be involved. MoDOT will facilitate opportunities to train and/or identify economically disadvantaged workers and suppliers during the design and construction phases.
The original Major Investment Study for the I-70 corridor included the concept of “community bridges” as a mechanism to both physically and symbolically reconnects the two sides of I-70 that were severed by its original construction in the 1950s. While the DEIS does include enhanced bicycle and pedestrian crossings of I-70, we would encourage the designers to approach the bridges from the user’s perspective to ensure that they not only accommodate non-motorized travelers, but are creating inviting spaces for them to use to travel to the other side of I-70. In particular, we are aware that the Kansas City Missouri Public School District (KCPS) is currently reviewing school attendance boundaries to reduce the number of students that need to cross major barriers. The corridor for this study is entirely within the boundaries of KCPS. We recommend that MoDOT consult with KCPS and other stakeholders on the planning and design of any pedestrian crossings of I-70 within the boundaries of this study.	Bridges within the corridor will be upgraded individually over time. Each project will be analyzed individually and attempt to meet the community’s needs. Coordination with local agencies will be ongoing as upgrades in the corridor take place. Aesthetics and non-motorized enhancements will be considered during the design phase of each project.
The neighborhoods adjacent to I-70 have a high degree of transit usage. As such, it is important to maintain strong pedestrian accommodation along city streets. Where the Preferred Alternative results in streets being closed to motor vehicles, MoDOT should maintain the pedestrian connections in order not to lengthen anyone’s pedestrian access to transit.	The Preferred Alternative has been revised and now reflects that cul-de-sacs will no longer be a part of the project and both motor vehicle and pedestrian access will be maintained in its current state. The distance to transit access points will remain the same.
Along with maintaining pedestrian access, is ensuring that the pedestrian access meets the requirements of the Americans with Disabilities Act (ADA). MoDOT could work with Kansas City to address ADA issues on city streets in proximity to the I-70 corridor and along streets that extend the pedestrian connections across I-70 deeper into the adjacent neighborhoods.	Pedestrian connections within the MoDOT system will be ADA compliant. As bridges and other portions of the system are upgraded MoDOT will coordinate with the City of Kansas City, Missouri to encourage more off-system improvements connecting with MoDOT system improvements.

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<p>With the Preferred Alternative, MoDOT will be redesigning the drainage system for the I-70 facility. With that redesign, MoDOT has the opportunity to introduce green infrastructure approaches to hold and process stormwater runoff rather than channeling it directly into storm drains. This approach can provide assistance to Kansas City Missouri in responding to the consent order related to the combined sewer system, and can also provide natural, aesthetic elements to the corridor. MoDOT should also look for opportunities through the project design to support restoration efforts for the Blue River and tributaries to the Blue River, such as Round Grove Creek. MARC's Eco-Logical Action Plan can provide additional information and context for an ecosystem-based approach to natural system restoration and enhancement.</p>	<p>Design of the drainage system as it relates to the improvements proposed in the Preferred Alternative will be made during the design phase of the project in accordance with MoDOT EPG and through coordination with local agencies. At that time the potential for the use of detention areas will be investigated.</p>
<p>MoDOT is encouraged to consider the use of native vegetation in the I-70 right of way to absorb and sequester air pollutants, address the urban heat island effect, provide a more natural setting/aesthetic for the corridor, and reduce the long-term mowing/maintenance requirements of the right of way. MoDOT should commit to planting enough trees to more than replace any tree canopy that is removed through construction.</p>	<p>Aesthetic and landscaping opportunities will be considered in the design phase of the project in accordance with the MoDOT EPG.</p>
<p>During Community Advisory Committee meetings, neighborhood representatives indicated that they tend to use city streets for their travel more than relying on I-70. MoDOT should look to provide travel benefits to the adjacent neighborhoods commensurate with the benefits that those traveling through on I-70 will receive. One option to do that would be to work with Kansas City and MARC's Operation Green Light program to incorporate upgraded traffic signal equipment and signal timing enhancements on arterial streets across and parallel to I-70.</p>	<p>Coordination with the City of Kansas City, Missouri and Operation Green Light will be part of the process as upgrades are made in the corridor.</p>
<p>An additional way to enhance the adjacent neighborhood's mobility would be to provide transit stop amenities on arterials streets with current bus service across I-70. MoDOT should work with Kansas City and the Kansas City Area Transportation Authority to determine what transit stop amenities would be most appropriate.</p>	<p>MoDOT will continue to coordinate with the KCATA and other agencies on their plans for service and transit stops. Additional amenities will be considered in the design phase of the project in accordance with the MoDOT EPG.</p>
<p>The Preferred Alternative will result in some additional right of way acquisition by MoDOT and, after construction, leave some excess right of way in place. MoDOT could work with Kansas City and the adjacent community to identify additional community amenities that might be provided on any excess right of way.</p>	<p>Property not immediately required for highway construction and not shown on any existing plans for construction may be used by others upon execution of a lease approved as to form by the Chief Counsel. Aesthetic and landscaping opportunities will be considered in the design phase of the project in accordance with the MoDOT EPG.</p>

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<p>The Preferred Alternative will result in the relocation of some households where additional right of way will be required, and MoDOT will follow the Uniform Relocation and Real Property Acquisition Policies Act in relation to any relocations. However, due to the low incomes and high proportion of renters in the study area, MoDOT should consider partnering with other public, private and non-profit entities to provide assistance to any relocated renters to make the transition to home ownership, if they are interested in doing so.</p>	<p>Per the MoDOT EPG, displaced tenants and short-term owners who elect to purchase in lieu of renting a decent, safe and sanitary dwelling (DS&amp;S) replacement dwelling, and who actually do so, are entitled to down payment assistance if they meet the eligibility requirements discussed in EPG 236.8.13.2.</p>
<p>MoDOT should incorporate into the project features that will enhance the entrances or gateways to the adjacent neighborhoods from I-70. This could be accomplished by enhanced landscaping and streetscaping on local arterial streets where they intersect with I-70.</p>	<p>Coordination with local agencies will be ongoing as upgrades in the corridor take place. Aesthetic and landscaping opportunities will be considered in the design phase of the project in accordance with the MoDOT EPG.</p>
<p>In terms of the timing of implementation of mitigation strategies, we would recommend that some of these mitigation strategies be implemented in advance of major construction on I-70 to provide relief to the community and the region prior to the arrival of the impacts from the project.</p>	<p>At this time funding has been not identified to begin the subsequent phases which are design and construction. However, there is money available for maintenance to I-70. Construction of improvements including in the Preferred Alternative will be completed in phases for different sections of the Study Area. The Study Team has identified improvements at the I-435/I-70 interchange as the first construction project from this EIS. The construction, timing, and phasing beyond this is contingent on available funding. Mitigation in advance will be dependent on this phased process of construction. MoDOT will continue on-going maintenance on the portions of I-70 not under construction.</p>
<p>The Kansas City area air quality monitoring region is currently designated in attainment of the National Ambient Air Quality Standards, or NAAQS, for all criteria pollutants. This ozone status includes Platte, Clay and Jackson counties in Missouri. On March 12, 2008, the EPA announced that it was tightening the primary 8-hour ozone standard to 0.075 ppm or 75 ppb. States are required to have approved state implementation plans to address nonattainment areas and areas will be required to meet the new standard between 2013 and 2020. It is expected that the Kansas City region will be re-designated as nonattainment. A portion of Jackson County in the downtown Kansas City area is nonattainment for the 1-hour sulfur dioxide (SO<sub>2</sub>) NAAQS (though SO<sub>2</sub> isn't a pollutant of concern from a vehicle emissions standpoint). The Kansas City area (Clay, Jackson, Platte Counties) is a maintenance area for the previous ozone NAAQS. Although there are several monitors in the</p>	<p>Comment acknowledged. The language from the comment has been added to Section 3.2.8.</p>

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<p>Kansas City area in violation of the current 2008 ozone NAAQS, it hasn't been designated nonattainment. EPA has indicated that they don't intend to do additional rounds of area designations under this standard. It's possible that Kansas City becomes designated a nonattainment area at some point, but it may not happen unless/until EPA establishes a new ozone standard as a result of their next ozone NAAQS review. Regardless of Kansas City's official status, ozone continues to be an air quality concern in the area.</p>	
<p>Tree Removal (page 3.24-4 and 3.24-5) – When trees are removed they have to be properly disposed. This means to take it to a composter, chip the trees or burn them. If they want to burn, then they will have to obtain an open burning permit form either the Kansas City Regional Office or the city of Kansas City. If the trees are going to be burned within the city limits of Kansas City, then MODOT must obtain an opening burning permit form the city. If it is outside the city limits of Kansas City, then MODOT will have to obtain an open burning permit from the Kansas City Regional Office. If open burning is allowed, then the open burning will probably require an air curtain destructor. Open burning must be at least 200 yards from the nearest occupied building.</p>	<p>Tree removal will be completed in accordance with MoDOT EPG and through continued coordination with local agencies. MoDOT will obtain and comply with all required burning permits.</p>
<p>Asbestos (page 3.24-2) – When MODOT is going to demo a structure (building, bridge, etc.); they were going to notify state and federal. The city of Kansas City must be notified if the structure is within the city limits of Kansas City, MO. The City of Kansas City, MO has their own regulations for asbestos. The city conducts inspection for asbestos.</p>	<p>MoDOT will notify the City of Kansas City, Missouri regarding any demolition as part of the project.</p>
<p>Any building that is demolished will have a service line for wastewater and one for drinking water. These service lines must be removed to prevent water from infiltrating into the public drinking water and sewer. These issues should be coordinated with the local authority.</p>	<p>MoDOT will coordinate with the City of Kansas City, Missouri on any utility removal, relocation, additions or re-design of utilities needed due to this project</p>
<p>If any wells are encountered, then they must be closed properly. These wells could be old natural gas wells or possibly drinking water wells.</p>	<p>MoDOT will coordinate with the City of Kansas City, Missouri should any wells be encountered and closed in accordance with their standards</p>
<p>The addition of a westbound separated auxiliary lane between 18<sup>th</sup> and 23<sup>rd</sup> Streets would result in the creation of five new cu-de-sacs within an eight block area from Elmwood Avenue west to Myrtle Avenue immediately adjacent to the I-70 right of way. Possible mitigation of this issue by preserving through traffic on streets identified for dead ending by constructing new right of way to reconnect these streets to the surrounding local road network should be evaluated. In addition, the creation of cul-de-</p>	<p>The Preferred Alternative has been reviewed and revised, all cul-de-sacs were removed and local street connectivity maintained.</p>

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sacs within the project area due to the dead ending of streets has the potential to impact the City's provision of trash collection and snow removal to the adjacent residents and property owners given the loss of through traffic flow. These dead ended streets also become locations for potential illegal dumping.	
The creation of cul-de-sacs within the project area due to the dead ending of streets should be evaluated for any potential impact regarding vehicular and pedestrian connection and the provision of city services. Property owners within the project study area directly impacted by local road reconfiguration should be approached as the project's advanced design is developed to minimize temporary and permanent impacts associated with the project.	The Preferred Alternative has been reviewed and revised, all cul-de-sacs were removed and local street connectivity maintained. The amount of right of way and relocations required for the Preferred Alternative was reduced. MoDOT will follow the Uniform Relocation and Real Property Acquisition Policies Act in working with the remaining impacted property owners.
<p>The mitigation of project impacts upon the neighborhoods within the project study area should include gateway and streetscape improvements to reinforce and enhance area appearance by providing a visual "point of reference" or "announcement" to transition from the interstate to the adjacent residential and commercial communities in the form of:</p> <ul style="list-style-type: none"> <li>• Major Gateways - focal points generally located at the end of interstate off ramps, major interchanges or at the intersections of primary image streets</li> <li>• Minor Gateways - focal points located within the project study area that highlight particular districts, corridors of distinction and neighborhoods</li> <li>• Streetscape Enhancements - Landscaping and streetscaping improvements on local arterial streets where they intersect with I-70.</li> </ul>	Aesthetic and landscaping opportunities will be considered in the design phase of the project in accordance with the MoDOT EPG.
Project mitigation should include a comprehensive wayfinding system highlighting cultural destinations and major activity centers accessible from each off-ramp of I-70. The elements of the system should be similar to the signage installed along Bruce R. Watkins Drive (US71).	Signage opportunities will be considered in the design phase of the project in accordance with the MoDOT EPG.
Project mitigations should include the creation of trail and bike routes in accordance with local area plans to provide access to employment areas and activity centers in addition to building neighborhood connector trails and bike routes to connect to Trails KC network.	There are currently on street bike routes that cross I-70 or at least fall within the study corridor including The Paseo Bikeway and the Benton Boulevard bike route. MoDOT will continue ongoing consultation with the Kansas City, Missouri Parks and Recreation Department regarding trails and bike routes as the project moves into the design phase.
Project mitigation should include enhancement of transit stop amenities on arterials streets within the project area and across I-70, with proposed	MoDOT will continue to coordinate with the KCATA and other agencies on their plans for service and transit stops. Additional amenities will be

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improvements coordinated between MoDOT, the City and the Kansas City Area Transportation Authority. In addition, related pedestrian improvements within the study area should be made to meet the requirements of the Americans with Disabilities Act (ADA).	considered in the design phase of the project in accordance with the MoDOT EPG. Any improvements for pedestrians will meet ADA requirements.
Project mitigation related to improvements of local streets, pedestrian paths and bridge improvements should be designed in accordance with the City's Livable Streets policy.	As upgrades to bridges and other parts of the corridor occur over time, each project will be looked at individually and attempt to meet the community's needs. MoDOT will also consider the Complete Streets/Livable Streets approach during the design phase of each project.
<p>With regard to the City's Parkway and Boulevard system elements within the project study area (The Paseo, Benton Boulevard, and Van Brunt Boulevard) the following are comments/concerns:</p> <ul style="list-style-type: none"> <li>• That placing cul-de-sacs on 14<sup>th</sup> Street by the Paseo and on East 29111 Terrace by Van Brunt would pose an issue with pedestrian circulation and public safety.</li> <li>• That the Parkway and Boulevard system is in the process of being labeled a historic designation.</li> <li>• That the pedestrian/bicycle bridge over I-70 and Cypress Avenue remains to maintain the pedestrian and bicycle circulation in this location.</li> <li>• That existing enhancements such as lighting and stone wall treatments on The Paseo under I-70 remain.</li> <li>• That native landscaping within the boulevard rights-of-way is used to reduce maintenance and to ensure survival of the plantings. That ADA issues on boulevards in the proximity of I-70 be addressed.</li> <li>• That sound walls (if any) in the vicinity of the boulevards should receive architectural details such as stone or form liner treatment.</li> <li>• That a bridge replacement at I-70 &amp; Van Brunt Boulevard receives some type of architectural treatment such as lighting, stone or form liner.</li> </ul>	<p>Comment acknowledged. The Preferred Alternative was revised, all cul-de-sacs were removed and local street connectivity maintained. The Study Team has met with the Kansas City, Missouri Parks and Recreation Department to discuss the impacts to the Boulevards and is aware that they are in the process of being nominated for historic designation. In addition, the Board of Kansas City Parks and Recreation Commissioners have sent a letter to FHWA concurring with study's determination of a Section 4(f) De Minimis impact to the Boulevards. Text has been added to Section 3.2.6. MoDOT will coordinate the preservation/replacement of existing aesthetic features at the Boulevard crossings and interchanges with the City of Kansas City, Missouri Parks and Recreation Department during the design process.</p>
The required amount of property acquisition and relocations needed to facilitate the project should be re-examined based upon the approach taken to modifying existing local street patterns; dead-ending existing through streets or reconfiguring existing through streets to maintain their connection to the street grid.	The Preferred Alternative has been reviewed and revised, all cul-de-sacs were removed and local street connectivity maintained. The amount of right of way and relocations required for the Preferred Alternative was reduced as discussed in Section 3.2.3.
The relocation of property owners and/or occupants as part of the project should include a program of strategies to:	MoDOT will follow the Uniform Relocation and Real Property Acquisition Policies Act in working with the impacted property owners and will deal with

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<ul style="list-style-type: none"> <li>• Identify and incentivize relocation opportunities within close location to the original location of home and business occupants.</li> <li>• Assist any renters of property that will be relocated in becoming homeowners/property owners, if they so desire.</li> <li>• Reactivate vacant/ underutilized properties within the project study area.</li> </ul>	<p>vacant property following MoDOT excess right of way policy. Property not immediately required for highway construction and not shown on any existing plans for construction may be used by others upon execution of a lease approved as to form by the Chief Counsel.</p>
<p>Any residual land areas created as a result of property acquisition for the project should be platted as buildable lots in accordance with the City's Development Code or reconfigured to facilitate their reuse as:</p> <ul style="list-style-type: none"> <li>• Potential development sites</li> <li>• Supplemental land for adjacent property owners</li> <li>• Locations for the provision of additional community amenities</li> <li>• Supplemental land to enhance the City's Parkway and Boulevard system.</li> </ul>	<p>Efforts will be made during final design to reduce residual land impacts to the extent possible. MoDOT will coordinate with the City of Kansas City, Missouri on any vacant residual property within the corridor. It should be noted that MoDOT will make efforts to reduce impacts and keep useable property intact but it does not have the power to force residents and businesses to stay or relocate in this area.</p>
<p>Consideration should be given to establishing the role of "Environmental Justice Liaison" during the project's final design phase and its construction to develop and monitor project goals and standards related to:</p> <ul style="list-style-type: none"> <li>• Establishing community benefit goals for the project</li> <li>• Mitigating the adverse impacts of the project with the study area</li> <li>• Facilitating opportunities to train and/or identify local workers and material suppliers to participate in the construction of the project.</li> </ul>	<p>MoDOT has a community relations staff position that deals with concerns related to environmental justice and acts as a liaison with the residents and neighborhood groups. This individual has been involved with the public meetings and discussions that have taken place in the community throughout this project and will continue to be involved. MoDOT will facilitate opportunities to train and or identify economically disadvantaged workers and suppliers during the design and construction process. Commitment has been added to Section 3.2.12.</p>
<p>Businesses within the project study area directly impacted by local road reconfiguration should be approached as the project's advanced design is developed to minimize temporary and permanent impacts associated with the project.</p>	<p>Businesses within the study corridor have been contacted through postcards and a business survey during the Second Tier Draft EIS stage of the project. MoDOT will continue to communicate with business owners on the progress of the project and any changes until the project is complete. Efforts will be made during final design to minimize temporary and permanent impacts associated with the project. During the right of way phase, per the MoDOT EPG, three notices will be sent in writing and personally served or sent by certified or registered first-class mail with return receipt requested to impacted property owners. The three types of notices that will be sent are; general information notice, notice of relocation eligibility, and vacancy notice.</p>

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The project's design should implement measures to soften/buffer highways from adjacent neighborhoods through the use of densely planted landscape elements and built screening structures with a high degree of architectural detail and aesthetic enhancements.	Aesthetic and landscaping opportunities will be considered in the design phase of the project in accordance with the MoDOT EPG and in coordination with local agencies.
Mitigation of the visual impact of the project's new and/or rehabilitated roadway structures and appurtenances should include the incorporation of artistic and design elements created in a collaborative effort with the local community and stakeholders.	As upgrades to bridges and other parts of the corridor occur over time, each project will be looked at individually and attempt to meet the community's needs. Aesthetic and non-motorized enhancements will be considered in the design phase of the project in accordance with the MoDOT EPG and in coordination with local agencies.
A notification protocol should be established between MODOT and the local community regarding the discovery and handling of hazardous waste issues that emerge as part of the project's construction phase.	MoDOT will notify Kansas City, Missouri and the Missouri Department of Natural Resources if and when, hazardous waste issues emerge during project construction.
<p>Vegetated, earthen berms along the edges of roadways are the preferred technique to attenuate sound as opposed to the use of vertical walls. Consideration must be given to the design and location of noise attenuation systems, including but not limited to sound barriers and vertical landscape elements.</p> <p>The design of any vertical walls used to attenuate sound should include design details to visually minimize their impact on the visual aesthetics of the right of way and adjacent neighborhoods.</p>	Specific noise mitigation measures, including aesthetic and landscaping opportunities will be considered in the design phase of the project in accordance with the MoDOT Engineering Policy Guide. A preliminary investigation identified twenty locations where noise barriers could be warranted. Nine of these noise barriers are expected to meet applicable feasibility and reasonableness criteria, and are recommended for detailed analysis in during the final design phase. Section 3.1.10 and Section 3.2.7 discuss the noise impacts in detail.
During the period of project construction, the monitoring of impacts should include technologies for persons within the project area to access real-time readings and protocols for registering complaints and violation of predetermined standards.	<p>Per the MoDOT EPG, during construction MoDOT will:</p> <ul style="list-style-type: none"> <li>• Identify land uses or activities that may be affected by noise from construction of the project. The identification is to be performed during the project development studies.</li> <li>• Determine the measures that are needed in the plans and specifications to minimize or eliminate adverse construction noise impacts to the community. This determination shall include a weighing of the benefits achieved and the overall adverse social, economic and environmental effects and costs of the abatement measures.</li> <li>• Incorporate the needed abatement measures in the plans and specifications.</li> </ul>
Sufficient landscape buffers along the interstate's right of way should be established by the project to enhance air quality such as the "Freeway	Specific air quality mitigation measures, including aesthetic and landscaping opportunities will be considered in the design phase of the project in accordance with the MoDOT EPG.

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<p>Forest" idea from the FOCUS Kansas City Plan and the I-70 landscape buffer concept from the Washington Wheatley Neighborhood Action Plan.</p>	
<p>The construction of the project should include the installation of an air quality monitoring station to allow for the recording of air quality rates after the project's completion.</p>	<p>Comment acknowledged. At this time MoDOT does currently subscribe to the practice of installing air quality monitoring stations for specific projects. Per the MoDOT EPG, MoDOT shall operate in a manner that minimizes and/or prevents fugitive dust from going beyond MoDOT property lines or off right of way. Dust from operations such as concrete sawing, crack and joint repair, street sweeping and roadway rotomilling shall be contained on department property.</p>
<p>The project should incorporate the use of best management practices (BMPs) and infrastructure to direct surface runoff from I-70 to appropriate locations designed to allow for its holding and processing during and after the project's construction.</p>	<p>MoDOT will follow best management practices in accordance with the MoDOT EPG during the design and construction phases.</p>
<p>The water in local streams may be affected by the presence or absence of groundwater, a point that was not mentioned in the EIS. We encourage the use of swales and detention areas to manage stormwater in the project area.</p> <p>The EIS needs to recognize that not all surface runoff from this project will flow into the Round Grove Creek and Blue River; some of it is captured by the Kansas City combined sewer system and or the MS4. Both systems and the water quality at the points of discharge are affected by such surface flows. In addition, it is the City's believe that the Blue River may be subject to a TMDL for another pollutant.</p> <p>The question of "What is the quality of Existing Stormwater Drainage in the Study Area?" goes unanswered in the EIS. The section also fails to note that much of the runoff from I-70 enters the City's system unrestrained and untreated. Runoff from minor storms entering the combined sewer system are conveyed to the Wastewater Treatment Plant, but the lack of flow controls (like detention) contribute to the system overflow conditions, and low flows are treated at the City's expense. Storm runoff entering the separate storm sewer system flows to the streams untreated, contributing highway related pollutants. (See next comment)</p> <p>MODOT may hold an MS4 permit, but the current highway drainage system makes significant use of the City systems as described above. The State General Permit does not provide permit to discharge to the City systems. Kansas City holds an individual "Phase One" MS4 permit. This project should comply with the City ordinances pertaining to the discharge of stormwater</p>	<p>Design of the drainage system as it relates to the improvements proposed in the Preferred Alternative will be made during the design phase of the project in accordance with MoDOT EPG and through coordination with local agencies. At that time the potential for the use of detention areas will be investigated.</p>

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<p>to its systems and must recognize that the City's MS4 permit regulates discharge of those flows entering the City MS4, not the State General Permit. Design standards of the past allowed choices that have environmental consequences and costs to the City. While it may not be appropriate to undo the design of the past, it is certainly appropriate to capture and infiltrate and otherwise manage all the runoff in the locations affected by the current project. Even 100% capture would not make up for the practices of the past that are absent from the EIS.</p> <p>The question of "What Mitigation is Needed for Groundwater and Surface Water Resources?" addressing construction site runoff is an important consideration, but fails to address BMPs to manage pollutants from highway runoff. As noted in the previous comment, these pollutants are important. Installation of BMPs to manage discharge to the City's system to the MEP is expected. While it may not be appropriate to undo the design of the past, it is certainly appropriate to capture and infiltrate and otherwise manage all the runoff in the locations affected by the current project. Even 100% capture would not make up for the practices of the past that are absent from the EIS.</p> <p>Where design from the past can be undone or where runoff is discharged to the combined sewer system we recommend stormwater detention. Runoff rates from major storms must be reduced to a level within the capacity of the system, which is the 50% storm (before any development occurred), in most locations. I-70 runoff contributes to combined sewer overflows in every overflow event in the tributary system.</p>	
<p>Standards should be established to mitigate the loss of trees as a result of the project through significant planting of new trees to provide sufficient visual buffers between I-70 and the surrounding community and to serve as a natural filtration to reduce sound and emissions emanating from I-70. These tree replacement standards should be set based upon a ratio of the total inches of caliper for the trees being removed to the total inches of caliper (at the time of their planting) for the new trees to be added. It is recommended.</p>	<p>Tree removal will be completed in accordance with MoDOT EPG and through continued coordination with local agencies.</p>
<p>Consideration should be given to utilizing solar technology in supplying power to roadway lighting and illuminated signage along I-70.</p>	<p>Lighting design and signage design will be determined during the design phase of the project in accordance with the MoDOT EPG.</p>
<p>The City should have the discretion to determine the degree to which any utilities owned and maintained by the City affected by the project should be replaced.</p>	<p>MoDOT will coordinate with the City of Kansas City, Missouri on any utility removal, relocation, additions or re-design of utilities needed due to this project.</p>

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<p>The City currently owns and maintains streetlights on City and MODOT rights-of-way that may be potentially impacted by the project. The following issues should be considered:</p> <ul style="list-style-type: none"> <li>• Any changes to the geometric design of roadways, ramps, and local streets as a result of constructing the project that disturb the KCMO street lighting system within KCMO and MODOT right of ways shall be evaluated. Lighting deficiencies created as a result of these changes shall be addressed.</li> <li>• Removal and relocation of KCMO streetlights on MODOT right of way shall be coordinated with KCMO. All necessary removals, relocations, additions and re-design of KCMO street lighting system in City and MODOT R-0-W shall be reviewed, approved, and coordinated with KCMO.</li> <li>• All costs related to the removal, relocation, and re-design of KCMO street lighting system within KCMO right of way shall be borne by the project.</li> <li>• Per current practices, removal, relocation, and re-design of the KCMO street lighting system within MODOT right of way shall be borne by the KCMO. KCMO shall allocate funds to implement this work.</li> </ul>	
<p>The environment review of the project should provide additional background information on the effects of changing local street patterns and connectivity for motorists and pedestrians within the project area.</p>	<p>The Preferred Alternative has been revised and now reflects that the cul-de-sacs will no longer be a part of the project and the Brooklyn Avenue half diamond interchange ramps will remain open. Both motor vehicle and pedestrian access will be maintained in its current state.</p>
<p>During the period of project construction, the monitoring of impacts should include technologies for persons within the project area to access real-time readings and protocols for registering complaints and violation of predetermined standards.</p>	<p>Per the MoDOT EPG, during construction MoDOT will:</p> <ul style="list-style-type: none"> <li>• Identify land uses or activities that may be affected by noise from construction of the project. The identification is to be performed during the project development studies.</li> <li>• Determine the measures that are needed in the plans and specifications to minimize or eliminate adverse construction noise impacts to the community. This determination shall include a weighing of the benefits achieved and the overall adverse social, economic and environmental effects and costs of the abatement measures.</li> <li>• Incorporate the needed abatement measures in the plans and specifications.</li> </ul>

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	In addition, MoDOT shall operate in a manner that minimizes and/or prevents fugitive dust from going beyond MoDOT property lines or off right of way. Dust from operations such as concrete sawing, crack and joint repair, street sweeping and roadway rotomilling shall be contained on department property.

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I like the Preferred Alternative because it improves the likelihood of not getting killed at locations such as the Jackson Curve and getting off at Prospect Avenue. The Preferred Alternative will improve safety by improving the Jackson and Benton Curves, fatalities, and crashes. The Preferred Alternative will improve the driving experience by slowing things down. The improvements at Truman Road and Indiana Avenue will improve alternative modes of transportation. Will the Preferred Alternative provide jobs, such as construction?	Comment acknowledged. The investment of construction dollars to improve I-70 would result in the creation of new jobs. When an investment is made in the construction of a transportation facility, the companies and individuals receiving payment for building the project would in turn spend the money they receive on other goods and services. Local job benefits for construction would depend in part on the availability of local materials and workers. MoDOT seeks the best possible value from its investments when tendering construction projects and, like any other project, there is no guarantee local firms would be selected or local materials used.
I like the Preferred Alternative because it improves the safety of the travelers. This could have been recognized earlier. I think the Preferred Alternative will improve safety. It will prevent accidents with the ramp closures. The Preferred Alternative will prevent conflict points between motorists and bicyclists/pedestrians. The Preferred Alternative includes good suggestions for the improvements.	Comment acknowledged.
I like the Preferred Alternative because it is a good idea for safety. It will improve safety by doing away with the short ramps to provide time to speed up. It is a good idea to widen sidewalks.	Comment acknowledged.
I love the Preferred Alternative because while I am riding the Metro bus I have noticed that these improvements are needed. I think the Preferred Alternative will improve safety. These improvements will improve congestion and safety for those riding the bus. A DDI might be an option for this area.	Comment acknowledged.
I like the Preferred Alternative because it is a good idea. It will improve bicyclists' interaction with traffic. I think the Preferred Alternative will improve safety.	Comment acknowledged.
I love the Preferred Alternative because we need to improve the interstate for safety reasons. The Preferred Alternative will improve the driving	Comment acknowledged.

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experience by making it feel safer. The Preferred Alternative will speed up motorists and have less traffic jams.	
I like the Preferred Alternative because it would improve everything including the economy. The Preferred Alternative would definitely improve safety, including from a law enforcement perspective. I don't know if the Preferred Alternative will improve alternative modes of transportation, I will wait and see how it turns out. If you widen out the bridges do all of the corridor out to Blue Springs.	Comment acknowledged.
I like the Preferred Alternative because of the safety and congestion improvements. The Preferred Alternative will improve safety by making safer features. It will improve the driving experience by improving the travel time and ramps. The Preferred Alternative will provide easier access to alternative modes of transportation. The Preferred Alternative should shorten and straighten Benton Curve more.	Comment acknowledged. The Preferred Alternative will improve the curve at Benton Boulevard within the available right of way to the extent possible.
I like the Preferred Alternative because of the safety improvements at interchanges and the curves. The Jackson and Benton Curves have always been dangerous. The Preferred Alternative will improve the driving experience by alleviating accidents, but need warning signs at the curves. Bike lanes should be available outside, away from the curves.	Comment acknowledged.
I love the Preferred Alternative because of the great ideas and safety is important. The drawings/plans that I saw laid out at the Public Hearing looked to be well thought out and represented. The Preferred Alternative provides an easier way to drive and routes better.	Comment acknowledged.
I love the Preferred Alternative because it minimizes the impact to the human environment through minimizing the footprint. The Preferred Alternative will improve safety by improving the curves and conflict points. It should improve travel speeds by straightening the curves. Good job on the Preferred Alternative.	Comment acknowledged.
I have a neutral opinion of the Preferred Alternative because there was too little detail about what you actually intend to do. People won't have to slow down for the curves, but that is not necessarily a good thing. The Preferred Alternative will have no improvement at all on alternative modes of transportation, unless the project includes some elements that intentionally make it happen. The Preferred Alternative doesn't ever really get outside the highway box. This meeting is about environmental impacts yet the questions you have	Comment acknowledged. Several exhibits and maps of the environmental impacts were provided and on display at the Public Hearing.

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<p>asked me to answer so far are about the highway itself instead of how it will affect the surrounding urban (much less natural) environment. I have not yet read the document. I know where to find one and expect to review it over the next few weeks. I see there is one copy here but are there any display boards about environmental factors? I don't see any. Will anyone attending this meeting learn anything about the effects of an urban highway such as is this on the natural/built/social environments? I think not. This survey will not elicit any meaningful public comment on the environmental impacts of the present and proposed I-70. It just won't.</p>	
<p>I like the Preferred Alternative because I think necessary change is needed. I think the Preferred Alternative will improve safety through safety measures and general improvements. The Preferred Alternative will allow motorists to drive faster and safer. It will make it safer for all motorized vehicles. A flashing sign is needed where they put in the exit ramp for Blue Ridge Cutoff. The sign is now under a bridge and easy to miss. A flashing sign will get attention since changes have been made.</p>	<p>Comment acknowledged. The comment regarding the flashing sign has been provided to MoDOT Operations staff.</p>
<p>I have a neutral opinion of the Preferred Alternative because there is not enough detailed information. This long study process has been an opportunity to re-think I-70 and to heal the wounds inflicted on the community 50 years ago. All I see are tweaks.</p>	<p>Comment acknowledged. Section 3.19 of the Second Tier Draft EIS provides a detail discussion of the cumulative impacts of the proposed improvements to I-70.</p>
<p>I love the Preferred Alternative because it is a best choice, you are doing good. People need to be careful what they are doing and be safer out there on the roads. Taking a bus will be better with the improvements from the Preferred Alternative.</p>	<p>Comment acknowledged.</p>
<p>I like the Preferred Alternative, it will improve safety.</p>	<p>Comment acknowledged.</p>
<p>I have a neutral opinion about the Preferred Alternative. It will make it safer to get on the higher and will help speeds. I think it will help improve alternative modes of transportation.</p>	<p>Comment acknowledged.</p>
<p>I love the Preferred Alternative because it is a good plan. If it improves the curves it will improve safety. I think it will help improve alternative modes of transportation. Space some of the ramps better, such as Prospect Avenue and Benton Boulevard. The Draft EIS document is a very informative document.</p>	<p>Comment acknowledged.</p>
<p>I have a neutral opinion of the Preferred Alternative.</p>	<p>Comment acknowledged.</p>
<p>I have a neutral opinion of the Preferred Alternative because I will have to see and think about it more. I hate to see money thrown away on</p>	<p>Comment acknowledged.</p>

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transportation projects especially if it takes years to happen, e.g. I-35 into Downtown.	
I like the Preferred Alternative because I-70 does not need an extra lane throughout, especially to ease the congestion. Some of the commercial buildings that would be affected need to be removed and it would be beneficial to the City. I'm open to see whether the Preferred Alternative will make things safer. It will probably save around five to seven minutes of travel time. It will be better to fix the curves for truck traffic. If the road is straighter there will be improvements to alternative modes of transportation but need to be careful of safety also. I think it is a long time overdue. The City seems to be lagging in a lot of interstate traffic.	Comment acknowledged.
The Preferred Alternative is okay. I haven't had much trouble traveling this section of I-70. More pedestrian crossings would improve pedestrian safety. The Preferred Alternative sounds like it is designed to reduce congestion.	Comment acknowledged.
The Preferred Alternative is okay.	Comment acknowledged.
It will do nothing to help safety. The only way to improve motorist safety is to reduce the number of auto trips taken. Implementing a rail line in the place of I-70 lanes would serve this function the best. Pedestrian/bike traffic would require massive upgrades in crossings at the expense of the mainline improvements, MoDOT intersections are the #1 limiting factor to pedestrian flow in Kansas City in dozens of places.	The Preferred Alternative would provide improvements that increase safety. MoDOT conducted a Highway Safety Manual (HSM) analysis for the No-Build and Preferred Alternative. The results cover 20 years and indicate that there are anticipated safety improvements for the Preferred Alternative. The Preferred Alternative will decrease the number of crashes by 18.8 percent compared to the No-Build Alternative and will decrease the number of fatal and disabling crashes by 12.7 percent. In the preceding study, the I-70 First Tier EIS, the Initial Strategy Package 10: Rail Transit was not carried forward as a First Tier Strategy and thus was not evaluated in this Second Tier EIS. It was not carried forward in the First Tier EIS, because it did not meet the purpose and need goals; it potentially has higher human environmental and cultural impacts; the Jackson and Benton curves limit the practicality of rail being able to negotiate the curves. Expansion of transit service was not included at this time because of other regional transit plans and initiatives that are ongoing, the Jackson County Commuter Corridors Alternatives Analysis being one of these. The Preferred Alternative would enhance the accessibility across the corridor through pedestrian and bicycle crossing improvements as overpasses, underpasses, and interchanges are improved over time.
This plan has no economic benefits. The goals of this project, to speed up traffic and create less access points, is MoDOT saying they don't care about	Comment acknowledged. The investment of construction dollars to improve I-70 would result in the creation of new jobs. When an investment is made in the construction of a transportation facility, the companies and individuals

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<p>the economic issues of the neighborhood. You can't leave an area quicker and expect it to increase economic activity. To improve the neighborhood cars, need to be forced off I-70. Replacing the interstate with a parkway would serve the neighborhood better.</p>	<p>receiving payment for building the project would in turn spend the money they receive on other goods and services. Local job benefits for construction would depend in part on the availability of local materials and workers. MoDOT seeks the best possible value from its investments when tendering construction projects and, like any other project, there is no guarantee local firms would be selected or local materials used. Section 3.1.6 and Section 3.2.5 discuss the economic impacts of the Preferred Alternative.</p>
<p>It won't help traffic. The traffic crunch is at downtown. Coming from the east only a single lane stays with I-70 to the north side of the loop and it requires changing places with U.S. 71. On the I-670 side, only a single lane stays the length of the shortcut across I-670 and this requires trading places with U.S. 71 southbound traffic merging onto I-670. This project will only allow cars to get to congestion at downtown quicker. More congestion will encourage less use of the Interstate, which means this is a waste of money. Decreasing the scope of the I-70 project and helping KC fund a rail network to the stadiums, handling as many cars each day, could have a far greater return on investment and decrease future maintenance needs.</p>	<p>While this study does not include the Downtown Loop, the preceding study, the I-70 First Tier EIS, did include the Downtown Loop. The I-70 First Tier EIS Study Area extended from the Kansas Stateline on the west to I-470 on the east. The I-70 First Tier EIS divided the Study Area into five sections of independent utility (SIUs):</p> <ol style="list-style-type: none"> <li>1. Downtown SIU - Downtown Loop to The Paseo</li> <li>2. Urban SIU - The Paseo (including the interchange) to U.S. 40</li> <li>3. I-435 Interchange SIU - U.S. 40 (including the interchange) to Blue Ridge Cutoff (including the interchange)</li> <li>4. Suburban SIU - Blue Ridge Cutoff to Lee's Summit Road (including the interchange)</li> <li>5. I-470 Interchange SIU - Lee's Summit Road to east of I-470 and I-470 from 39th Street interchange to the U.S. 40 interchange</li> </ol> <p>Two of these SIUs, the Urban SIU and the I-435 Interchange SIU were combined and preceded forward for further study in this I-70 Second Tier EIS. The Downtown Loop to The Paseo was identified as a separate SIU, the Downtown SIU and could be studied further in the future.</p> <p>In the preceding study, the I-70 First Tier EIS, the Initial Strategy Package 10: Rail Transit was not carried forward as a First Tier Strategy and thus was not evaluated in this Second Tier EIS. It was not carried forward in the First Tier EIS because it did not meet the purpose and need goals; it potentially has higher human environmental and cultural impacts; the Jackson and Benton curves limit the practicality of rail being able to negotiate the curves. Expansion of transit service was not included at this time because of other regional transit plans and initiatives that are ongoing, the Jackson County Commuter Corridors Alternatives Analysis being one of these.</p>
<p>This won't help me choose I-70. It's factual that widening roads only encourage use. So any changes to increase capacity will do nothing to help the segment. I won't live in eastern Jackson County until there's rail transit because the drive is too painful.</p>	<p>Comment acknowledged. In the preceding study, the I-70 First Tier EIS, the Initial Strategy Package 10: Rail Transit was not carried forward as a First Tier Strategy and thus was not evaluated in this Second Tier EIS. It was not carried forward in the First Tier EIS, because it did not meet the purpose and</p>

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	need goals; it potentially has higher human environmental and cultural impacts; the Jackson and Benton curves limit the practicality of rail being able to negotiate the curves. Expansion of transit service was not included at this time because of other regional transit plans and initiatives that are ongoing, the Jackson County Commuter Corridors Alternatives Analysis being one of these.
It's a waste of money. Put the money into transit. I-70 has only allowed each generation to increase the cost to our road system by moving ever further outward. We can't afford to spend the money.	Comment acknowledged. At this time funding has been not identified to begin the subsequent phases, which are design and construction.
It would be nice to have an easy connection between I-70 and U.S. 71. I know that the selected alternative plan only goes to The Paseo, however, it would be nice to have a connector to U.S 71 from I-70. Instead of having to exit from westbound I-70 at The Paseo and then to Truman Road and travel down Truman Road to enter U.S. 71 south it could somehow be connected. It would also be nice to also have an option when heading northbound on U.S. 71 to not have to exit at Truman Road and drive down Truman Road and enter I-70 east at The Paseo. I would much more prefer to have a link directly from U.S. 71 to I-70 east.	Comment acknowledged. In the preceding study, the I-70 First Tier EIS, the Add General Lanes Strategy included adding the northbound to eastbound and westbound to southbound directional ramps at I-70 and Bruce R. Watkins (U.S. 71) interchange in the southeast corner of the downtown loop. However, the Preferred Strategy was not the Add General Lanes Strategy. The Add General Lanes Strategy was determined to be too costly and its impacts were too substantial.
Bicycle safety in I-70 corridor? Focus on autos. I don't see any significant changes to driver safety in the preferred alternative. Want to improve driver safety? Add a fourth driving lane from the downtown loop all the way to the I-470 interchange east of the Study Area. Close all entrance/exit ramps between downtown and Blue Ridge Cutoff except The Paseo, Truman Road, 23 <sup>rd</sup> Street, Van Brunt Boulevard, U.S. 40, and I-435.	Comment acknowledged. The Preferred Alternative would provide improvements that increase safety. MoDOT conducted a Highway Safety Manual (HSM) analysis for the No-Build and Preferred Alternative. The results cover 20 years and indicate that there are anticipated safety improvements for the Preferred Alternative. The Preferred Alternative will decrease the number of crashes by 18.8 percent compared to the No-Build Alternative and will decrease the number of fatal and disabling crashes by 12.7 percent. Section 2.5 includes a discussion on why the Preferred Alternative was chosen. In the preceding study, the I-70 First Tier EIS, the Add General Lanes Strategy included adding general-purpose lanes. However, the Preferred Strategy was not the Add General Lanes Strategy. The Add General Lanes Strategy was determined to be too costly and its impacts were too substantial.
Acquire rail right of way. Because we may only have one chance to get this stretch of interstate upgrades correct, let's be sure to acquire enough right of way parallel to I-70 to allow for the possibility of future rail transit and/or dedicated bus lanes. The idea of running buses on shoulders is absurd and only something I would expect to see in Kansas. That is the concept currently used by KDOT along I-35, how is a bus supposed to drive on the	Comment acknowledged. Expansion of transit service was not included at this time because of other regional transit plans and initiatives that are ongoing, the Jackson County Commuter Corridors Alternatives Analysis being one of these. The footprint for the proposed Preferred Alternative has been developed to accommodate bus on shoulder if it is desired in the future. Commencement of bus on shoulder service will be subject to further traffic

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<p>shoulder when it is littered with trash, tires, and abandoned cars. I've said it in other responses, but money is no reason to not do this job correctly because there is already zero money allocated to do even the smallest improvements to I-70. Let's get it right this time.</p>	<p>and operations analysis, coordination with other regional transit initiatives and studies as mentioned above, development of operating agreements with transit operators, and assessment of potential partnership on funding resources. These items would be considered and potentially developed during future design phases of the project.</p>
<p>The most critical aspects to improving I-70 is to have at least four continuous driving lanes from downtown to the I-470 interchange. At a minimum, I would expect that any new bridge overpasses or underpasses are designed to accommodate four-plus lanes in each direction, including additional right of way for future expansion. Close as many exits as possible while improving neighborhood access to exits kept open or expanded. Use auxiliary lanes between exits. Find a way to connect Manchester Trafficway to U.S. 40 and close the Manchester Trafficway exits. Make the interstate appealing to the eye, put decorative sound barrier walls fronted with landscaping. Use stone embossed concrete forms for walls and pillars (see St. Louis interstates). Build exit/entrance ramps long and wide to help handle potential economic growth along the corridor. Finally, do not put too much reliance on studies, they are often wrong and waste too much money.</p>	<p>Comment acknowledged. In the preceding study, the I-70 First Tier EIS, the Add General Lanes Strategy included adding general-purpose lanes. However, the Preferred Strategy was not the Add General Lanes Strategy. The Add General Lanes Strategy was determined to be too costly and its impacts were too substantial. Bridges within the corridor will be upgraded individually over time. Each project will be looked at individually and attempt to meet the community's needs. Aesthetics, landscaping, and non-motorized enhancements will be considered during the design phase of the project.</p>
<p>Abandon the Jackson and Benton curves. A bit radical, but why not straighten I-70, instead of bending north at the Jackson curve, acquire a massive right of way and push I-70 straight west and join with U.S. 71. Since there is no money to do a minor rehab, why not plan for a real improvement and budget accordingly? This distance on the current stretch from the Jackson curve to The Paseo is roughly 2.80 miles versus from the Jackson curve straight west to U.S., which is only 1.40 miles. A "soft" curve could be constructed where I-70 connects to U.S. 71 and turns north and then goes directly into downtown. The abandoned section of I-70 could just become a possible extension of I-670 and provide a viable alternative for getting in and out of the downtown loop. The same funds to rehab the existing path of I-70 could be used to acquire right of way, build new interstate, and possible zero exits other than a new interchange at U.S. 71 and where the existing Jackson curve is to connect with the "old section" of I-70. Who knows, this might even be cheaper.</p>	<p>Comment acknowledged. The preceding study before this Second Tier EIS, the I-70 First Tier EIS considered more expansive solutions like the one described above. The First Tier EIS identified a Preferred Strategy, which was to focus on improving bottlenecks on existing I-70.</p>
<p>Reduce traffic in outside lane to exclusively for 2 or more passengers. From U.S. 291 thru downtown, eliminate truck traffic during rush hour as done in Atlanta and other major cities.</p>	<p>Comment acknowledged. In the preceding study, the I-70 First Tier EIS, Initial Strategy Package 3, Package 4, Package 6, Package 7, Package 8, and Package 14 included improvements such as high occupancy vehicle (HOV) lanes. Package 7 was the only one carried forward as a First Tier Strategy</p>

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	<p>and became the Transportation Improvement Corridor Strategy. While the Transportation Improvement Corridor Strategy was not carried forward as the Preferred Strategy, the option to stripe a HOV/Bus lane was carried forward to the Second Tier studies.</p> <p>In the Second Tier Draft EIS, Initial Alternative 2: Transportation System Management (TSM) included HOV lanes. However, this alternative was not carried forward, because it did not meet the purpose and need of the project as discussed in Chapter 1.</p>
<p>We oppose the highway-only alternative identified in the DEIS. From the time of its construction, I-70 has served as a barrier dividing our community into north and south and limiting access to opportunities within the community for local residents, especially low-income residents and people of color. Instead, it has provided improved access for those outside of the community traveling to destinations like Arrowhead Stadium. We would like to see specifics added to the DEIS that address improving connections and access for all residents and eliminating the interstate as a barrier between north and south.</p>	<p>The Preferred Alternative would enhance the accessibility across the corridor through pedestrian and bicycle crossing improvements as overpasses, underpasses, and interchanges are improved over time.</p>
<p>We see nothing in the DEIS about transit. That could be remedied easily by amending the Preferred Alternative to include language that allows for improved shoulder width to accommodate buses traveling on the shoulder.</p>	<p>Expansion of transit service was not included at this time, because of other regional transit plans and initiatives that are ongoing, the Jackson County Commuter Corridors Alternatives Analysis being one of these. The footprint for the proposed Preferred Alternative has been developed to accommodate bus on shoulder if it is desired in the future. Commencement of bus on shoulder service will be subject to further traffic and operations analysis, coordination with other regional transit initiatives and studies as mentioned above, development of operating agreements with transit operators, and assessment of potential partnership on funding resources. These items would be considered and potentially developed during future design phases of the project.</p>
<p>We also have questions about the extent to which the DEIS actually responds to Executive Order (EO) 12898 - Federal Actions to Address Environmental Justice in Minority Populations and Low-Income Populations. We urge MoDOT to provide a detailed assessment of the benefits and impacts to the neighborhoods immediately adjacent compared with the benefits and impacts to those outside of the adjacent neighborhoods and traveling on I-70 and to include language in the DEIS that mitigates those impacts on the adjacent neighborhoods.</p>	<p>Text was added to Section 3.5 of the Second Tier Draft EIS stating “The Build Alternatives will also provide benefits to all residents in the Study Area including the minority and low-income populations. The Build Alternatives will decrease congestion along I-70. This would improve travel for residents in the Study Area who utilize I-70 to get to work or other destinations. In addition, it would improve travel for residents who ride transit and use I-70 in the Study Area as well as improve safety not only on I-70, but on the local road network around I-70 too. The improved travel times on I-70 would also</p>

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	benefit commuters, who may or may not be Environmental Justice populations.”
<p>Finally, with the release of the FY 2015 federal budget earlier this week, President Obama and U.S. DOT Secretary Foxx have signaled strong support for workforce development on projects receiving federal funding. Both MCU and MORE<sup>2</sup> have worked successfully with MoDOT (on the I-64/U.S. 40 design build project and the Christopher “Kit” Bond Bridge project) to develop community benefits agreements that include provisions and goals for pre-apprenticeship training, on-the-job training, and minority and women hires. We urge MoDOT to include specific workforce language that would benefit low-income people, people of color, and women.</p>	<p>MoDOT will facilitate opportunities to train and/or identify local workers and suppliers during the design and construction phases. Commitment has been added to Section 3.2.10 in the Second Tier Combined Final EIS and ROD.</p>
<p>I-70 was constructed in the early 1960's under an entirely different paradigm: basically, eminent domain with no questions asked. The highway was pushed through the existing urban fabric with no public involvement, minimal relocation assistance, and little or no consideration to its effects on existing communities and institutions. Reconstruction of I-70 must include the greatest possible array of elements that will help to mitigate that past harm. For example, it is essential to both physically and symbolically reconnect the two sides of I-70 that were separated by the original construction. We suggest that MoDOT create a Community Healing Council that will provide ongoing guidance on these issues.</p>	<p>It is acknowledged the nature of environmental studies, such as this EIS, is an existing snapshot. With the revisions to the Preferred Alternative, the Brooklyn Avenue half diamond interchange ramps are going to remain open, and there is no longer a plan to use cul-de-sacs. This was the main cumulative impact of concern as discussed in the Section 3.19.1 of the Second Tier Draft EIS. This was also the area of greatest concern for community cohesion and it has been eliminated. In Section 3.19.2 of the Second Tier Draft EIS the long term effects of I-70 construction are listed as one of many projects considered when looking at these types of impacts. The section discusses the cumulative impacts of traffic, access, neighborhoods, and air quality more specifically as it relates to previous I-70 construction as well as other projects. These impacts will be lessened further by retaining the Brooklyn Avenue half diamond interchange access and eliminating the cul-de-sacs from the Preferred Alternative.</p>
<p>The project must fully serve the needs of all travelers, including non-motorized travelers. Fully adequate facilities for such travelers to cross the I-70 corridor must be provided, and must be significantly above minimum accepted standards. For example, sidewalks on both sides of the street for both interchange and non-interchange crossings, with fully adequate illumination and engineering features that enhance the feeling of security by avoiding the creation of "hiding places," especially under overpasses.</p>	<p>The Preferred Alternative would enhance the accessibility across the corridor through pedestrian and bicycle crossing improvements as overpasses, underpasses, and interchanges are improved over time.</p>
<p>There should be no net loss of access across the I-70 corridor for non-motorized travelers. Where access points are eliminated it is essential to retain non-interchange crossings, at least every half mile and preferably more often.</p>	<p>The Preferred Alternative will not eliminate any access across the I-70 corridor, but will enhance the accessibility across the corridor through pedestrian and bicycle crossing improvements as overpasses, underpasses, and interchanges are improved over time.</p>

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We suggest that the existing pedestrian bridges not be rebuilt because they are perceived as presenting personal security challenges and are thus underused. Instead, they should each be replaced with a street and bridge that has adequate sidewalks on both sides.	Comment acknowledged. As a part of the Preferred Alternative improvements the two existing pedestrian bridges will be rebuilt in place, unless a better location is identified. During the design phase both aesthetic and safety features will be taken into account.
There should be no loss of the integrity of the existing street grid, and wherever possible restoration of the pre-existing grid. Creating new cul-de-sacs is not desirable.	The Preferred Alternative has been revised and now reflects that cul-de-sacs will no longer be a part of the project and both motor vehicle and pedestrian access will be maintained in its current state.
Because I-70 is Kansas City's gateway from the east, it is essential that it be constructed with the highest consideration to aesthetic features in mind. Design elements of Bruce R. Watkins Drive can serve as a model in creating and enhancing this gateway. Furthermore, view corridors from points east of I-435, as well as west of the Benton Curve, must be preserved and enhanced wherever possible.	Comment acknowledged. Aesthetic and landscaping opportunities will be considered in the design phase of the project in accordance with the MoDOT Environmental Policy Guide (EPG). MoDOT will work with the local community and neighborhood groups regarding the long-term visual effects of any improvement.
In providing illumination for the highway, high-mast lighting should be avoided because it detracts from views of the city and intrudes on adjoining neighborhoods. We encourage use of LED lights both for their lower energy consumption and their lower maintenance cost due to longer life.	Comment acknowledged. At this point in the process lighting improvements have not been identified. Lighting will be considered during the subsequent phase design.
Noise should be minimized and/or mitigated. Noise walls are one approach, and their use should be considered in consultation with adjacent neighborhoods. However, it is more important to minimize the creation of noise. For example, careful choice of paving materials and treatments can result in less tire noise. In addition, grades in the vicinity of 27 <sup>th</sup> Street should be reduced by lowering the elevation of the highway at that point, as this will reduce engine noise as well as reduce vehicle fuel consumption.	Specific noise mitigation measures, including aesthetic and landscaping opportunities will be considered in the design phase of the project in accordance with the MoDOT EPG. A preliminary investigation identified 20 locations where noise barriers could be warranted based on noise levels. Nine of these noise barriers are expected to meet applicable feasibility and reasonableness criteria, and are recommended for detailed analysis in during the final design phase. Section 3.1.10 and Section 3.2.7 discuss the noise impacts in detail.
Create a Citizen Advisory Council to work with MoDOT throughout the construction process to assure that details of design are supportive and restorative of communities and their values, and that they exemplify the best in aesthetics for a gateway project such as this. This is particularly essential if MoDOT contemplates construction via the design/build process. Many of the detail decisions are often left to the contractor and are made out of sight of community involvement and/or review. Inadequacies in details of the kClCON project, such as accommodations for non-motorized travel at I-35 and Armour Road, and also at Front Street, come to mind	As part of the planning process an I-70 Second Tier EIS Community Advisory Group (CAG) was established. The CAG consisted of appointed members of the public by several interested agencies and organizations. Each CAG member was responsible for providing I-70 study updates back to these agencies and organizations. To date the CAG has met eight times throughout the life of the project. The phased construction of the Preferred Alternative will likely lead MoDOT to a process of coordinating with individual neighborhood groups for specific locations as phased construction proceeds.
As a general principle, it is essential to place improved management of existing highway capacity over the inclination to add new capacity.	Comment acknowledged. The First Tier EIS Preferred Strategy and the Second Tier EIS Preferred Alternative both follow this approach.

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<p>We encourage ample use of access management strategies because of their potential to reduce both current and future congestion on I-70, and thereby benefit all users. For example, ramp metering with priority access for buses and HOVs, at least during the critical morning commute when many people make their mode choice decision for the day, should be anticipated. Ramp metering by itself introduces a small "price" in the form of delay, and encourages some motorists, who might otherwise use I-70 for only a very short trip segment and thereby impede traffic flow, to choose another route or time of travel instead. Introducing priority access for buses and HOVs incentivizes those mode choices, and thereby expresses what we hope is our shared value of moving people over just moving vehicles.</p>	<p>Comment acknowledged. Several of these strategies are incorporated as applicable with the Preferred Alternative.</p> <p>In the Second Tier Draft EIS, Initial Alternative 2: Transportation System Management (TSM) included HOV lanes. However, this alternative was not carried forward, because it did not meet the purpose and need of the project as discussed in Chapter 1.</p>
<p>Road use pricing mechanisms should be considered to be an almost-inevitable future practice for reducing congestion and also for recovering some part of the cost of building and operating a grade-separated urban highway, a cost that is much higher than for arterials or expressways of comparable capacity. Thus, provision should be designed into the new I-70 for future access management strategies such as ramp metering, ramp metering with HOV priority, and road use pricing via tolls or access fees. Such provision should be made even though MoDOT might not currently have authority for such practices. In practice, for example, this might mean providing for two-lane access ramps that have some level of storage capacity on the ramp.</p>	<p>Comment acknowledged. As indicated in the comment currently MoDOT has no authority to toll existing corridors such as I-70 and would not acquire right of way for options it cannot implement at this time.</p>
<p>During construction MoDOT should fund increased levels of transit service for commuters as an essential part of the project cost, and should do so at a fare level that will attract as many people as possible away from SOV travel. We suggest that providing increased levels of transit to reduce congestion in a highway corridor, in this case congestion due to construction, is a legitimate highway purpose and thus an eligible use of Missouri Highway Fund money.</p>	<p>Expansion of transit service was not included at this time, because of other regional transit plans and initiatives that are ongoing, the Jackson County Commuter Corridors Alternatives Analysis being one of these. The footprint for the proposed Preferred Alternative has been developed to accommodate bus on shoulder if it is desired in the future. Commencement of bus on shoulder service will be subject to further traffic and operations analysis, coordination with other regional transit initiatives and studies as mentioned above, development of operating agreements with transit operators, and assessment of potential partnership on funding resources. These items would be considered, and potentially developed, during future design phases of the project. These items would be considered, and potentially developed, during future design phases of the project. KCATA has been a Project Core Team member throughout the project and will continue to be into the design phase.</p>

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<p>Provision should be made for accommodating bus-on-shoulder operation in the corridor, should that strategy be deemed desirable in the future.</p>	<p>Expansion of transit service was not included at this time, because of other regional transit plans and initiatives that are ongoing, the Jackson County Commuter Corridors Alternatives Analysis being one of these. The footprint for the proposed Preferred Alternative has been developed to accommodate bus on shoulder if it is desired in the future. Commencement of bus on shoulder service will be subject to further traffic and operations analysis, coordination with other regional transit initiatives and studies as mentioned above, development of operating agreements with transit operators, and assessment of potential partnership on funding resources. These items would be considered, and potentially developed, during future design phases of the project.</p>
<p>Because much of I-70 parallels the existing U.S. 40 highway, traffic signals in that corridor should be made "signal-priority-ready" in order to support expedited operation of express or bus rapid transit vehicles, and at those times when congestion on the highway forces transit vehicles to use U.S. 40 as an alternate route.</p>	<p>Coordination with the City of Kansas City, Missouri and Operation Green Light will be part of the process as upgrades are made in the corridor.</p>
<p>Our understanding is that a construction schedule has not been determined as funding is uncertain. It is also our understanding that a Record of Decision has a finite "shelf life," and therefore ask that MoDOT keep its options open as factors change in the future.</p>	<p>Comment acknowledged.</p>
<p>Property owner was concerned about what the potential right of way impacts would be to homes near 28<sup>th</sup> Street and Mersington Avenue that abut I-70.</p>	<p>No additional right of way is needed from the homes along the east side of Mersington Avenue between 27<sup>th</sup> Street and 28<sup>th</sup> Street that abut I-70.</p>
<p>Are noise walls needed near 27<sup>th</sup> Street and Mersington Avenue?</p>	<p>A preliminary investigation identified 20 locations where noise barriers could be warranted, 2 of these locations were near 27<sup>th</sup> Street and Mersington Avenue. One of these noise barriers are expected to meet applicable feasibility and reasonableness criteria, and are recommended for detailed analysis in during the final design phase. Section 3.1.10 and Section 3.2.7 discuss the noise impacts in detail.</p>
<p>Telephone poles were moved onto personal property when I-70 was built, they need to be moved and repair/replaced. Can this be coordinated with the telephone company as part of this project? Moving them would improve property owners' access to their property.</p>	<p>During the subsequent phases of the project, design and construction, the design team will coordinate with all pertinent utility companies including telephone companies.</p>
<p>Accidents have occurred along eastbound I-70 at the Jackson Curve that has resulted in cars going over the overpass.</p>	<p>The Preferred Alternative would provide improvements that increase safety, including the improvements at the Jackson Curve.</p>

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	MoDOT conducted a Highway Safety Manual (HSM) analysis for the No-Build and Preferred Alternative. The results cover 20 years and indicate that there are anticipated safety improvements for the Preferred Alternative. From The Paseo to U.S. 40 the Preferred Alternative will decrease the number of crashes by 18.8 percent compared to the No-Build Alternative and will decrease the number of fatal and disabling crashes by 12.7percent.
When they put the freeway in it caused drainage problems at Askew Avenue and 20 <sup>th</sup> Street, basements used to flood due to too much drainage off the freeway. MoDOT needs to check where water is going today. Is it feeding to a too small an original system? Vacant homes kill property values; vacancies were caused by drainage issues.	Comment acknowledged. Current issue was referred to MoDOT Operations staff. Design of the drainage system as it relates to the improvements proposed in the Preferred Alternative will be made during the design phase of the project in accordance with MoDOT EPG and through coordination with local agencies.
Freeway noise is bad enough but no concerns with the Preferred Alternative.	Comment acknowledged. Section 3.1.10 and Section 3.2.7 discuss the existing noise, the Preferred Alternative impacts to noise, and the how those impacts will be mitigated.
Glad bottlenecks are being addressed; they are getting worse.	Comment acknowledged.
A similar study to these one would be good for the Downtown Loop.	The preceding study, the I-70 First Tier EIS, included the Downtown Loop. The I-70 First Tier EIS Study Area extended from the Kansas Stateline on the west to I-470 on the east. The I-70 First Tier EIS divided the Study Area into five sections of independent utility (SIUs): <ol style="list-style-type: none"> <li>1. Downtown SIU - Downtown Loop to The Paseo</li> <li>2. Urban SIU - The Paseo (including the interchange) to U.S. 40</li> <li>3. I-435 Interchange SIU - U.S. 40 (including the interchange) to Blue Ridge Cutoff (including the interchange)</li> <li>4. Suburban SIU - Blue Ridge Cutoff to Lee’s Summit Road (including the interchange)</li> <li>5. I-470 Interchange SIU - Lee’s Summit Road to east of I-470 and I-470 from 39th Street interchange to the U.S. 40 interchange</li> </ol> Two of these SIUs, the Urban SIU and the I-435 Interchange SIU, were combined and proceeded forward for further study in this I-70 Second Tier EIS. The Downtown Loop to The Paseo was identified as a separate SIU, the Downtown SIU and could be studied further in the future.
Taxi depot uses 14 <sup>th</sup> Street near The Paseo/east of The Paseo as a cut across and for in and out access as well as the businesses there. The Preferred Alternative cuts off access to 14 <sup>th</sup> Street from The Paseo; this could be an issue. At a minimum 14 <sup>th</sup> Street needs to be changed to two-way east of The Paseo. Currently, it is one-way in the westbound direction.	Since the publication of the Second Tier Draft EIS, changes have been made to the Preferred Alternative. While 14 <sup>th</sup> Street will still no longer connect to The Paseo at the eastbound I-70 on-ramp, 14 <sup>th</sup> Street will maintain connectivity to the alleyway just west of The Paseo, as well as Lydia Avenue

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	and Virginia Avenue. In addition, portions of 14 <sup>th</sup> Street west of The Paseo will be made two-way.
Visibility is an issue with the bridge pillars at The Paseo off-ramp from eastbound I-70. The traffic lights at The Paseo intersection could be synchronized better.	Comment acknowledged. Visibility issue was referred to MoDOT Operations staff.
Agree that there are too many ramps from The Paseo to Prospect Avenue with short on- and off-ramps. It is a good recommendation to close Brooklyn Avenue. Build a safer ramp at Prospect Avenue and streetscape a gateway entrance. There is an opportunity to direct folks, put wayfinding type gateways plazas at The Paseo and Prospect Avenue interchanges.	Comment acknowledged. Specific aesthetic enhancements will be considered during the subsequent phase design. MoDOT will work with the local community and neighborhood groups regarding the long-term visual effects of any improvement.
Do not want Brooklyn Avenue half diamond interchange closed. You can't get on I-670 when entering I-70 from The Paseo. Also Gates Barbeque draws tours from downtown and Brooklyn Avenue is an artery for that district although westbound traffic has to travel via Prospect Avenue. The Brooklyn Avenue closure does not work well for the community and neighborhood. The issue is tours coming from downtown.	The Preferred Alternative has been revised and now reflects that the Brooklyn Avenue half diamond interchange ramps will remain open at this time.
The eastbound I-70 on-ramp from Van Brunt Boulevard is very dangerous.	Comment acknowledged. The Preferred Alternative will improve the short ramp lengths at the Van Brunt Boulevard interchange and replace the existing diamond interchange in place. In addition, it will remove the ramp connections to Raytown Road and 29 <sup>th</sup> Terrace.
Benton Curve improvements are less dramatic and I like the ramp improvements. Suggest fewer ramps regarding the Preferred Alternative.	Comment acknowledged.
Like the improvements at the Jackson and Benton curves.	Comment acknowledged.
Improvements would improve travel times and speeds.	Comment acknowledged.
Why is the southbound I-435 to eastbound I-70 bridge not two lanes?	The Preferred Alternative includes improving the I-70 and I-435 interchange. These improvements include changing the design of the interchange to a partial turbine design. This design will allow for the southbound I-435 to eastbound I-70 on-ramp to be two lanes.
What is MoDOT's funding allocation?	No funding for construction of this project has been identified at this time. MoDOT receives funding primarily from the Federal Highway Trust Fund including Federal fuel taxes and from state fuel taxes.
The Brooklyn Avenue ramp closures will result in a different way to get to the barbeque restaurants.	Comment acknowledged. Closing the Brooklyn Avenue ramps would result in motorists traveling eastbound on I-70 to utilize The Paseo or Prospect Avenue to reach the barbeque restaurants near the Study Area. Based on stakeholder and public comments on the Second Tier Draft EIS, it was decided that the Brooklyn Avenue half diamond interchange will not be

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	closed. The existing Brooklyn Avenue half diamond interchange will remain open.
Why the cul-de-sacs? Why the closures at the Jackson Curve and east? People will be upset.	The Preferred Alternative has been reviewed and revised, all cul-de-sacs were removed and local street connectivity maintained.
What are the red displacements around Benton Boulevard?	The three business displacements just west of Benton Boulevard would be U.S. Plating and Surface Finishing, Car Credit, and the Kansas City Police Credit Union.
What are the bicycle and pedestrian improvements?	The Preferred Alternative would enhance the accessibility across the corridor through pedestrian and bicycle crossing improvements as overpasses, underpasses, and interchanges are improved over time. During design specific improvements specific improvements to bicycle and pedestrian facilities will be determined, including if the existing pedestrian bridges are in the correct locations.
I'm concerned about cul-de-sacs with safety in being close to I-70. Delivery of services (i.e. snowplowing) affected with cul-de-sacs.	The Preferred Alternative has been revised and now reflects that the cul-de-sacs will no longer be a part of the project
Mention the truck traffic on Hwy 24? Can the street name for U.S. 24 be changed? What is the process?	The City of Kansas City, Missouri owns U.S. 24 west of I-435. MoDOT suggests contacting the City about the process to change the name.
Regarding the bridge construction on U.S. 24 in March, I'm concerned with the closure of U.S. 24 and not being notified about it.	Comment acknowledged. This comment has been referred to MoDOT Community Relations staff.
Members of the St. Stephens Baptist Church use The Paseo on- and off-ramps.	Comment acknowledged. The on- and off-ramps at The Paseo will remain open and the Preferred Alternative will improve the short ramp lengths at The Paseo interchange and replace the diamond interchange in place with lengthened ramps where feasible. In addition, it will remove 14 <sup>th</sup> Street connections to the ramps.
18 <sup>th</sup> Street is a dangerous exit going eastbound. Also, need lights at abutment (lights not working) at eastbound exit at 18 <sup>th</sup> Street. Put a lighted arrow to show abutment on I-70 at 18 <sup>th</sup> Street ramp.	Comment acknowledged. The Preferred Alternative will improve the eastbound off-ramp at 18 <sup>th</sup> Street by lengthening the ramp. Lighting will be considered during the subsequent phase design.
At the Benton curve, the turn needs to be banned possibly, centrifugal force takes you into median.	Comment acknowledged. The Preferred Alternative will improve the curve at Benton Boulevard within the available right of way to the extent possible.
Whose lifetime will this happen in?	At this time funding has been not identified to begin the subsequent phases, which are design and construction. However, there is money available for maintenance to I-70.
Will MoDOT repair the 23 <sup>rd</sup> Street Bridge? A maintenance project is needed (needs pavement repair).	As a part of the Preferred Alternative improvements the 23 <sup>rd</sup> Street bridge over I-70 will be replaced or rehabilitated over time as other improvements are implemented and traffic and budget warrant.

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What are the changes near Lister Avenue?	As a part of the Preferred Alternative the Lister Avenue bridge over I-70 will be replaced or rehabilitated over time. In addition, the local street connection between Elmwood Avenue and Cypress Avenue will be closed to make room for an auxiliary lane on westbound I-70. However, a local street connection between Kensington Avenue and Wenzel Avenue will be added.
How will the proposed KCMO improvements to 22 <sup>nd</sup> /23 <sup>rd</sup> Street work in conjunction with the I-70 future improvements and the U.S. 71 improvements. I'm concerned with the decreasing air quality in these local areas. I am also concerned with the stop signs on 22 <sup>nd</sup> /23 <sup>rd</sup> Street and other surface streets.	The improvements to 22 <sup>nd</sup> Street and 23 <sup>rd</sup> Street are City of Kansas City projects. MoDOT has coordinated with the City on these projects and others near the Study Area. The Preferred Alternative is expected to improve air quality by reducing congestion and stop and go traffic. The improved traffic flow will allow vehicles to move more efficiently. In addition, anticipated vehicle fuel mileage efficiency increases and emission reductions will also improve air quality over time. However, these alternatives are also projected to increase the number of vehicles on I-70. Increased vehicle use along I-70 may negate some of the air quality benefits. Section 3.1.11 and Section 3.2.8 discuss air quality impacts in detail.
Why don't we have entrance ramps that are flatter? Can we grade the ramps better?	As a part of the Preferred Alternative improvements the grade of on- and off-ramps will be improved, as well as wider shoulders.
How and when will these improvements be implemented?	The improvements identified in the Preferred Alternative will be phased and implemented over time. Due to the current funding situation, funding has been not identified to begin the subsequent phases, which are design and construction. If transportation in the State of Missouri continues to operate at the same funding levels it is currently has it will be difficult to make the improvements identified in the Preferred Alternative.
Was there any consideration for adding lighting to improve safety?	At this point in the process lighting improvements have not been identified. Lighting will be considered during the subsequent phase design.
Has the need for aesthetic improvements been discussed and identified in the study?	Specific aesthetic enhancements will be considered during the subsequent phase design. MoDOT will work with the local community and neighborhood groups regarding the long-term visual effects of any improvement.
What is included that addresses storm water runoff (from KCMO Water Services)?	Design of the drainage system as it relates to the improvements proposed in the Preferred Alternative will be made during the design phase of the project in accordance with MoDOT EPG and through coordination with local agencies. At that time the potential for the use of detention areas will be investigated.
How would improvements be made, over time in pieces, or all at once?	The improvements identified in the Preferred Alternative will be phased and implemented over time.

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Given your current funding, are these improvements even possible?	Due to the current funding situation, funding has been not identified to begin the subsequent phases, which are design and construction. If transportation in the State of Missouri continues to operate at the same funding levels it is currently has it will be difficult to make the improvements identified in the Preferred Alternative.