

**Appendix V-A**  
**Columbia Advisory Group**  
**Membership List**

# APPENDIX V-A

## COLUMBIA ADVISORY GROUP

### SEPTEMBER 26, 2003

Craig Adams  
Parkade Neighborhood

Bernie Andrews  
Regional Economic Development, Inc.

Ed Baker  
Holiday Inn Executive Center

Jeff Barrow  
Greenbelt Coalition

Bob Bechtold  
Midway Travel Plaza

Elaine Blodgett  
League of Women Voters

Susan Clark  
Diversified Management

Chip Cooper  
Ped/Net Coalition

Skip Elkin  
District II Commissioner  
Boone County

Dave Griggs  
CarpetMax Flooring

Chris Janku  
Councilman, City of Columbia

Kory Kaufman  
Boone County Resident

David Mink, P.E.  
Director of Public Works  
Boone County

Tom Moran  
Sierra Club

Larry Moore  
Boone Quarries

Mike Morgan  
Mike Morgan Restaurants, Inc.

James E. (Bud) Moulder  
Retired Professional Engineer

Justin Perry  
Perry Chevrolet

Pat Smith, Chair  
Boone County Planning and Zoning  
Commission

Lorah Steiner  
Convention and Visitor's Bureau

Garry Taylor, Director  
Mid-Missouri Regional Planning  
Commission

Bob Walters  
Virtual Realty

Lowell Patterson  
Public Works Director, City of Columbia

# IMPROVE I-70 ADVISORY GROUP OPERATING AGREEMENTS (CHARTER)

## MARCH 2003

### A. Purpose

The Improve I-70 Advisory Group will focus on providing meaningful input to Missouri Department of Transportation (MoDOT) as it plans for the improvement of I-70 in the Columbia area. The Group is one of several mechanisms that MoDOT expects to use to gather public opinion.

#### 1. Roles

The Advisory Group is composed of people interested in planning the future of I-70 in the Columbia area. Members include people who reside or work in the area as well as individuals who work for affected governments, organizations and agencies. The expectation is that all members will:

- attend all meetings and prepare appropriately (because of the importance of continuity of participation and the relationships which will develop among members, no provision is made for substitutes in the event of an unavoidable absence),
- clearly articulate and reflect the interests they bring to the table,
- listen to other points of view and try to understand the interests of others,
- openly discuss issues with people who hold diverse views,
- actively generate and evaluate options, and
- keep their agency or organization informed of the Group's work

Neutral facilitators will assist the Advisory Group. The facilitators will:

- design and implement discussion procedures,
- design meeting agendas,
- conduct meetings,
- make strategic suggestions as appropriate,
- develop and maintain an email list for distribution of information,
- prepare a meeting summary for distribution to members and other interested individuals after each meeting,
- remain impartial toward the substance of the issues under discussion,
- remain responsible to the full Group and not to individual members or interest groups,

- enforce discussion guidelines accepted by the Group, and
- work with members to resolve process questions, and construct substantive options for the Advisory Group's consideration as appropriate.

Representatives of MoDOT, and its engineering consultants, will attend all Advisory Group meetings in order to listen to the discussion and provide timely information to the Group

## **2. Meeting and Discussion Guidelines**

The Advisory Group seeks to have productive and useful meetings. To this end, our collective expectations are:

- Meetings will begin promptly and adjourn by the time specified on the agenda.
- Members will arrive on time and stay through the entire meeting.
- The facilitators will call on people to speak during the meetings.
- Only one person will speak at a time.
- Members will focus on substantive and procedural issues rather than personalities.
- Members will avoid side conversations that might be disruptive.
- Members should ensure cell phones are turned off at meetings.
- Members will be brief in their comments and avoid repeating themselves or others.

The facilitators will distribute material, including an agenda, at least five working days in advance of meetings. Members are expected to read the material beforehand and come prepared to contribute to the discussions.

Members of the public are both invited and encouraged to attend all Advisory Group meetings. However, these sessions are intended to focus on the discussions of the Advisory Group and it is not anticipated that there will be opportunities for the broader public to participate during Advisory Group meetings. Other opportunities, however, will be available for the general public to offer their input to MoDOT at other times.

## **3. Between Meetings**

If questions arise, Advisory Group members are encouraged to contact Project Team members directly between meetings. If questions are of broad interest, any Advisory Group member may send comments or questions to the full Advisory Group email list.

If Project Team members think that questions raised between meetings are of broad and immediate interest they may develop answers in writing for the facilitators to share with the full Advisory Group.

Time will be reserved at all Advisory Group meetings for the asking and answering of questions of general interest.

As a general rule, **ad hoc** meetings scheduled between Advisory Group meetings will be rare. When such meetings are deemed advisable by the Project Team, however, they will be convened in an open and inclusive manner and their results reported to the Advisory Group in a written summary.

Project Team members, as part of their planning, design, and impact assessment responsibilities beyond the Advisory Group, will be in contact with many individuals and organizations in Columbia on an ongoing basis.

#### **4. Decision Making**

By law, MoDOT has the responsibility of making final decisions about the improvement of I-70 in Missouri. For this reason, MoDOT is not a member of the Group, although its representatives will attend and participate in all meetings. As its name implies, the Group is advisory to MoDOT on matters of general interest to the community as they relate to the planning, design and construction of I-70 improvements.

While the ideal may be for members to reach consensus on a variety of variables, such as the importance of criteria for decision-making, the pros and cons of identified corridors, or even the preferred alignment, which will be under discussion, it is not required. MoDOT will utilize the Advisory Group's input in its entirety in its own decision-making process. This will happen primarily through:

- MoDOT's listening to the Group's discussions and answering timely questions,
- MoDOT's review of the verbatim transcripts of all meetings. A court reporter will be provided to produce transcripts, and,
- The dissemination of a Meeting Summary which will be drafted and distributed by The Osprey Group after each meeting.

These "Operating Agreements" will evolve as needed to continue to meet the needs of the Advisory Group.

**Appendix V-B**  
**Advisory Group Meeting Summaries**

# APPENDIX V-B

## ADVISORY GROUP MEETING SUMMARIES

### A. Improve I-70 Advisory Group – September 19, 2002

*(1<sup>st</sup> Meeting; Holiday Inn Select, Columbia, Missouri)*

This is a summary of the first meeting of the Improve I-70 Advisory Group. It summarizes key informational and action items from the meeting.

#### 1. General

##### a. Members Present

Members of the Advisory Group attending the initial meeting: Bernie Andrews, Ed Baker, Bob Bechtold, Elaine Blodgett, Susan Clark, Chip Cooper, Roy Dudark, Dave Griggs, Chris Janku, Kory Kaufman, David Mink, Larry Moore, Tom Moran, Lorah Steiner, Garry Taylor, Bob Walters.

Dennis Donald and John Huyler of The Osprey Group facilitated the meeting.

##### b. Materials Available at the Meeting

Materials available for discussion at the meeting, in addition to the agenda, included:

- A list of the Improve I-70 Advisory Group membership;
- A decision-making flow chart that depicted graphically the general flow of information, advice, recommendations and decisions that will be made during the I-70 Second Tier Environmental Studies in Columbia;
- Draft operating agreements that described the purpose of the Advisory Group and the roles and expectations for the Advisory Group and the facilitators;
- A summary of issues and criteria from The Osprey Group survey and report;
- A draft Columbia Area Project Schedule, which outlined a process of screening the three corridors, developing preliminary alternatives, and evaluating and screening these alternative that is projected to be complete by the end of 2003 (the formal EIS process will take considerably longer); and
- Correspondence from the City of Columbia to the Missouri Department of Transportation and MoDOT's response to the City.

##### c. Meeting Goals

- Discuss and accept Operating Agreements for the Advisory Group;

- Create understanding of the relationship between the overall planning process and the Group's input;
- Review key issues and criteria for making choices among corridor alternatives.

## **2. Summary of Issues and Input for the Documents**

### **a. Welcome**

Mr. Roger Schwartze, District Engineer from the Missouri Department of Transportation, opened the meeting by welcoming everyone and thanking the members of the Advisory Group for their willingness to participate in this effort.

He stressed that this is obviously something that is very important to MoDOT, because I-70 is the major highway corridor going across the State of Missouri. MoDOT has created this Advisory Group in Columbia to help the Department gain community input about the ultimate decision for improving Interstate 70 in the Columbia area.

The reality is MoDOT does not have the funding available today to build the ultimate I-70 improvements. But MoDOT believes it is important to conduct this planning in a thoughtful way recognizing that the planning process is both necessary and time-consuming. Even though funding is not available to build the ultimate project, there are incremental resources to make some improvements. Those improvements will be made in the context of the ultimate goal for I-70. Mr. Schwartze cited the I-70 and 63 interchange as a case in point.

He noted that this is purposely a diverse group with differing viewpoints about the I-70 improvement options in Columbia. He commented that these decisions will be difficult, but he hoped that this process will lead to better education for the community, better community input to MoDOT, and perhaps some consensus on a solution, a solution that is best for Columbia, Boone County and the State of Missouri.

### **b. Operating Agreements and Group Composition**

The Group reviewed and discussed the proposed operating agreements. One part that was highlighted was the decision-making process. By law, MoDOT has the responsibility for making final decisions about the improvement of I-70. As the name of the Group implies, it is advisory to MoDOT on matters of general interest to the community as they relate to the planning, design and construction of the interstate improvements. There will be no votes and consensus is not required. At the same time, it might be useful for the Group to find common ground on a range of issues it will be discussing. Representatives from MoDOT will attend every meeting, a transcript of the full discussion will be produced, and a meeting summary (this document) will be developed and distributed to the Advisory Group and other interested parties by The Osprey Group following each meeting. The Group adopted the agreements as presented, recognizing the operating agreements may evolve over time.

The Group reviewed and discussed the membership of the Advisory Group for its adequacy. Two additions were recommended. It was noted that Patricia Smith, the Chair of the County Planning and Zoning Commission had expressed interest in being part of the Group. A second recommendation was to add an individual with a retailing interest along the existing I-70 corridor. There was some discussion about university and residential interests north of the



interstate. The Group discussed these concerns and agreed to the existing composition with the addition of Ms. Smith and another retailing interest.

**c. Most Important Issues**

The issues and criteria that emerged as priorities, based upon The Osprey Group interviews, were presented to the Group. A variety of issues, 31 in total, were presented to interviewees with a request that they highlight the five to seven they thought were the most important. Based upon the responses, the most important issues (those cited ten or more times) were:

- Improvement plan recognizes future capacity needs (17 mentions)
- Growth/sprawl to the north (14 mentions)
- Local east-west traffic accommodated (14 mentions)
- Growth in Columbia continues (12 mentions)
- Trucks diverted to bypass (11 mentions)
- Displacement of residents (10 mentions)

In addition to specific issues cited as most important, Osprey made the following observations:

- Based upon what we heard, there is a strong desire to make a decision about the highway alignment that meets long-term community needs.
- There is concern about the bifurcation of the community by the interstate and the amount of growth that is expected to occur to the north.
- Some see growth to the north as something that should be anticipated. Others see this growth as negative and something that should not be encouraged.
- While there are some who believe growth has more negative than positive aspects, most of the interviewees thought continued thoughtful growth in Columbia was a valuable characteristic for the community.
- The amount of truck traffic traveling through Columbia was viewed as a problem. This issue, along with the traffic and safety issues related to the intersection of U.S. Highway 63 and I-70, were most often cited as significant negatives of the present corridor.
- Access is considered an issue that ties directly to the impact to the businesses located along the interstate. Some downplayed the near-term access issue as something that would need to be tolerated during the construction phase as a necessary condition to solve a bigger problem. Some were also concerned about access as it might impact the downtown area over the longer term.

**d. Suggested Criteria for Evaluating Alternatives**

Interviewees were also asked about the criteria they would suggest be used in making a choice among the three broad corridors under consideration. The most frequently mentioned criteria were:

- Meeting the traffic needs

- Taking a longer-term perspective
- Cost
- Safety
- Short-term construction impacts
- Economic impacts on the community

Other criteria mentioned less frequently included dislocations of residents or businesses, truck traffic, alternative modes of transportation, the ability to bring traffic into Columbia, and environmental impacts.

The Group was asked about its assessment of the critical criteria that should be used in evaluating alternatives. Comments and questions from the Group included:

Understand the costs of widening I-70. Any widening of the existing interstate corridor will have a physical, economic and fiscal impact. How do we weigh these costs in comparison with a short bypass.

Understand the impact on traffic. What are the implications of the various alternatives on distance, traffic volumes and travel time? How will this change over time? Similarly, what will the future distribution be between local versus non-local traffic demand? And, do these answers suggest alternative planning or design options? Can the City address the east-west traffic demand?

Status of existing I-70 with a bypass. There is concern that if a bypass were to be constructed, the existing interstate could be susceptible to deterioration over time. What are the plans for the existing corridor should a bypass route be chosen? How can the existing interstate remain as an attractive asset for the community?

Economic and fiscal impact. There is a desire to have a better understanding of the impact (e.g., retail sales, employment, property and sales tax) that a new bypass would have on existing businesses along the current interstate. It was reported that 99 percent of Columbia's hotel inventory, probably 50 percent of the restaurant inventory, and probably at least 35 percent of our major retail is on I-70. Can the businesses along the existing I-70 remain competitive if a new bypass is constructed? If not, what are the dimensions and degrees of the problem economically and fiscally? What are the likely economic gains to be had with a bypass? Which corridor leads to be best community option from an economic point of view?

Traffic speed and dedicated highways. The ultimate choice might be a function of the extent to which speed can be reduced on the existing corridor or an alternative route could be designated for truck traffic only. Can we make a longer bypass more attractive if those driving it can drive faster? Is it legally possible to require that truck traffic be diverted to the bypass?

Analogous situations. What can be learned from other communities that have faced a similar choice in terms of their decisions and the resultant economic and fiscal impacts?

The impact during construction. It would be helpful to have a better understanding of the impact of a construction phase, especially if the decision were to be made to widen the existing interstate. What will be the impact on traffic during construction? How long will the construction phase last? What can be done to mitigate impacts? "We can all sit here and say, gosh, it's gonna be awful, but there are several degrees of awful."

Planning and zoning. In addition to minimizing the number of interchanges on a new bypass, the City and County have tools that can minimize the land use changes and economic development that might occur with a new interstate. To what extent might these tools be used to guide future development?

There were also expressions of concern about environmental impacts, noise impacts, and safety as choices are made and design alternatives considered.

**e. Background: The First Tier Study**

Mr. Jerry Mugg from HNTB presented information about the First Tier studies that preceded the present effort.

Recognizing problems with I-70, MoDOT initiated a study to identify the needs for improvement. They concluded that a comprehensive approach was needed to address a range of needs on the 200-mile interstate between Kansas City and St. Louis. The options explored ranged from having a brand new Interstate 70 to addressing multi-modal needs, from having toll roads to addressing freight options. The agency also came to the conclusion that there needed to be a more comprehensive dialogue with other agencies and the public as part of the decision-making process.

MoDOT determined that a thorough study, in the form of an environmental impact statement or EIS, was needed and that it should be done in phases. The sponsors of this effort are MoDOT and the Federal Highway Administration. The first phase, called Tier One, was to examine I-70 from a big picture or statewide perspective, define an improvement strategy, and set forth an action plan. It evaluated various improvement alternatives, assessed the impacts of these alternatives from an environmental, engineering and traffic viewpoint, and culminated in an EIS document that was completed with a Record of Decision (ROD) in December 2001.

The fundamental conclusion was that the best approach was to reinvest in the existing interstate. The first study identified two areas that, due to tight constraints and a mix of local and interstate traffic, warrant additional consideration of other improvement options. Columbia is one of these areas (the other is in the area near St. Louis).

The First Tier did address some local issues, but the focus was again on a statewide perspective. It also suggested that seven areas across the 200-mile system be evaluated. These areas were called “sections of independent utility” or SIUs. The Columbia area is known as SIU 4. The Second Tier study, now beginning, is to add depth to the analysis of each of the SIUs. The First Tier also included a prioritization plan. Columbia is considered one of the higher priorities within the overall corridor.

With the Second Tier studies complete, projected to be 2005, MoDOT, with funding, will be able to move forward into the design and construction of the improvements.

Some Columbia-specific findings:

- Projections for 2030 show that traffic through the Columbia area will be around 90,000 to 100,000 vehicles per day. This volume suggests that about eight to 10 lanes of traffic will be necessary.

- There is quite a mixture of local and through traffic. However, even without local traffic, there is enough projected traffic along I-70 to show that improvements in the Columbia area are necessary.
- The First Tier identified three broad (mile-wide) corridors for consideration – the existing alignment, plus Near North and Far North Corridors. These corridors were intended to be very conceptual in nature. This second phase study will add detail and specificity to these alternatives.
- Even recognizing there would be impacts associated with each of the alternative corridors, none of the proposed corridors were found to have fatal flaws. Relocation to the south of Columbia was not considered feasible due to land use issues, parklands, and greater density of development.
- Should a bypass alternative be viewed as the preferred choice ultimately, improvements to the existing interstate will still be necessary.
- A statewide travel demand forecasting model was used to assess how much traffic would use either of the bypass options. Traffic projections suggested that the far north alternative would divert or attract about 6,000 to 8,000 vehicles per day. The Near North would attract about half the projected 90,000 to 100,000 vehicles. Each of the three corridor options will be evaluated again, using local information and a local travel demand forecasting model.

**f. Background: The Second Tier Study**

Mr. Tim Nittler, from the firm of CH2M HILL, provided additional information about what the Second Tier will include.

Referring to the schedule in the Group's packet, it was noted that there are seven major tasks to be completed. The Second Tier, as noted above, is intended to dive deep into the local details, evaluating existing conditions, setting forth and screening preliminary and final alternatives. The tasks and projected completion date are:

<b>Task</b>	<b>Projected Completion</b>
Corridor Screening	December 2002
Develop Preliminary Alternatives	April 2003
Evaluate Alternatives and Screen to Reasonable Ones	November 2003
Develop Draft Environmental Impact Statement (DEIS)	June 2004
Public Review of DEIS and Public Hearing	July 2004
Develop Final Environmental Impact Statement (FEIS)	May 2005
Record of Decision (ROD)	August 2005

The initial step is to revisit the three proposed corridors. The hope is that the number of corridors can be reduced from three to two before the more detailed study of alternative

alignments begins. Moving from corridors to alignments is a much more specific endeavor. The corridors are roughly one-mile bands and the alignments will be approximately 500-feet wide. Key variables in making this decision will be incorporating more detailed Columbia land use plans as well as the new traffic forecasts for 2030. This information will be brought before the Group as it is developed.

Once the corridors are defined and hopefully narrowed to two, the process of determining possible alignments and drawing actual lines on maps begins. These proposed alignments will enable the consultants to be more definitive about the location of the road with effort being taken to avoid and minimize impacts. Once defined, each alternative will be evaluated for its environmental, social and economic impacts.

A considerable amount of time will be needed to develop and review the draft EIS and the final EIS. However, the plan is that the Advisory Group will be involved in much of this analysis and assessment prior to the drafting of the EIS. The intention is to have many of the more sensitive issues aired openly before and while drafting of the EIS is occurring so that the preferred alternative does reflect thoughtful community input. The Group can play a particularly valuable role in the review of the corridor options and the screening of alignment choices.

#### **g. Discussion**

Group discussion followed the presentations by Mr. Muggs and Mr. Nittler.

Key variables and cost estimates. Initially there was some discussion about which is the driving variable in making a decision about the alternatives. Are we principally concerned about maximizing the amount we can construct within a fixed budget? Are we primarily concerned with the cheapest alternative that diverts truck traffic? Are we concerned about drawing people into town? The view was that, without answering some of these preliminary questions, it is difficult to determine which answer or alternative is preferred.

Mr. Nittler responded that there is no fixed budget. Rather, a budget will be developed for each alternative. That will be one variable in making a choice about the preferred alternative. Cost plays a role, but it might not be the ultimate driver. The various benefits associated with each alternative will also have to be compared with the cost.

Mr. Mugg noted that the First Tier did give some general guidance as to cost. A cursory level of study suggests that improving the existing I-70 would cost around \$350 million in current dollars. Early estimates are that either of the bypass alternatives would cost about \$50 million less.

Speed and diversion of truck traffic. Mr. Nittler responded to the question of reducing speed on the interstate through Columbia. He thought it would be difficult to lower the speed limit without major adjustments to the roadway. However, he thought that with direction from MoDOT and the Advisory Group, it would be a variable CH2M HILL could evaluate.

Mr. Mugg noted that the traffic projections assumed 65 miles per hour along the existing interstate and 70 miles per hour for the relocated highway alternatives. He also said there would be other things, such as the interstate configurations at both ends and signage, which could be explored to encourage through traffic to use one of the northern corridors.

Noise. A question was raised about how noise might be impacted by moving truck traffic from one alternative to another. Mr. Nittler responded that the question of the truck traffic should be

answered in the coming months as the new traffic data are developed. The model will indicate the split of traffic by alternative. In addition, additional noise studies will take place in the Second Tier. Mr. Mugg noted that noise studies are very site or line specific. Early screening will occur without the benefit of these studies. Once specific alignment alternatives are identified, however, there will be more detailed noise studies.

Construction options. A question was raised about the possibility of doing an over/under interstate. In response, Mr. Mugg said they considered a number of alternatives. For example, one was to separate the through traffic from local and turning traffic. The concept would be to have basically a viaduct or a double deck through town. The goal would be to minimize the impact by, rather than spreading the highway footprint, going vertical. The top lanes would be reserved for express or through traffic. Even though it is a short distance, it is cost prohibitive, with the cost per mile being roughly double a typical freeway construction. As a result, it was one of the options not recommended to be studied in greater detail during this second phase.

A bypass with no exits. Another question was asked about having a bypass that was exclusively for through traffic (i.e., it would have no exits). The response was that the bypass alternatives did incorporate the idea of minimal exits to encourage through traffic to use the bypass. An option with no exits was not considered viable.

Current estimates of interstate traffic. Mr. Schwartze noted that in the rural area of I-70, the traffic volume is currently about 33,000 to 35,000 vehicles per day. The maximum in Columbia right now is around 60,000 vehicles per day. Thus, the difference of 25,000 to 27,000 vehicles per day can be assumed to be attributable to local traffic. He also noted that truck traffic constitutes 28 to 30 percent of the traffic on the rural portions of the highway.

Truck traffic. There was interest in knowing if trucks cause a disproportionate impact on the system and how the percentage of truck traffic might change by the year 2030. Mr. Muggs noted that trucks in the overall corridor are nearly 30 percent. The percentage is greater in rural areas, so the estimate is 10,000 to 12,000 trucks per day on the interstate. He also noted that truck traffic nationally is growing at a faster rate than auto traffic, two-and-a half to three percent per year for trucks versus around two percent for automobiles. This information is available in the First Tier report.

Size of the median. There was some discussion about the size of the median. Mr. Mugg noted that 80 percent of the corridor is rural. That, combined with the desire to maintain four lanes of traffic during construction, led to the concept of creating an extra wide median. Since an extra wide median was being created, the thought was to preserve the median for future transportation options, such as passenger rail. There is no rail initiative, but it seems prudent to modestly increase the cost and preserve a future option.

Current design capacity. A question was raised about the existing I-70 and its capacity. The response was that a four-lane highway has essentially the same capacity today as it did in the 1950's, or roughly 30,000 to 35,000 vehicles per day depending on a number of variables.

### **3. Summary, Next Steps, and Closing Comments**

The Group addressed certain logistical issues. It was decided that the preferred time to meet was in the late afternoon, between 4:00 and 7:00.

The Group decided to have its next meeting on November 7 and explore holding it at the new library. (This location has been reserved). The Group was asked to hold the 4:00 to 7:00 time slot in their calendars until a more specific agenda is developed. Preliminarily, the agenda will include more detail about each of the corridor options and a presentation about traffic modeling.

#### **4. Upcoming Advisory Group Meeting**

December 12, 2002

### **B. Improve I-70 Advisory Group – November 7, 2002**

*(2nd Meeting; Daniel Boone Regional Library; Friends Room, 100 West Broadway, Columbia, Missouri)*

This is a summary of the second meeting of the Improve I-70 Advisory Group. It summarizes key informational and action items from the meeting.

#### **1. General**

##### **a. Members Present**

Members of the Advisory Group attending the initial meeting: Bernie Andrews, Jeff Barrow, Bob Bechtold, Elaine Blodgett, Susan Clark, Chip Cooper, Roy Dudark, Dave Griggs, Pete Herring, Chris Janku, Kory Kaufman, David Mink, Larry Moore, Tom Moran, Mike Morgan, Bud Moulder, Justin Perry, Pat Smith, Lorah Steiner, Garry Taylor, and Bob Walters.

Dennis Donald and John Huyler of The Osprey Group facilitated the meeting.

##### **b. Materials Available at the Meeting**

Materials available for discussion at the meeting, in addition to the agenda, included:

- Description of purpose and need
- Conceptual corridor overview
- Land use and demographic data
- Traffic forecasting background
- Traffic modeling scenarios
- Questions and answers from the 1<sup>st</sup> meeting

##### **c. Meeting Goals**

The overarching purpose for the meeting was to gain understanding about how the engineers and MoDOT will evaluate and screen the three corridor options for I-70. More specifically, the meeting goals include: 1) understand decision criteria for corridor screening; 2) review background information on each corridor option; 3) review and discuss land use assumptions, 4) review and discuss traffic modeling and scenarios; 5) respond to questions raised at the first meeting.

## 2. Summary of Issues and Advisory Group Input

### a. Purpose and Need

Mr. Buddy Desai from CH2M HILL opened the presentations by describing “purpose and need” and the criteria that will be applied in analyzing the corridor alternatives.

At the outset, Mr. Desai noted that there are a number of critically-important issues. Many of these were defined during the Tier One study, but they apply to Columbia as well. These include roadway capacity, traffic safety, roadway design features and land use compatibility. Several items were underscored in Mr. Desai’s handout including the projected increase in traffic volume and congestion at interchanges. He also noted that these issues will receive additional emphasis during the Tier Two study now underway.

A question was raised about what constitutes an unacceptable level of service. Mr. Desai responded that the engineers assess the level of service and rate various levels (rated A through F, with F being the worst). If the highway operates below level of service D in 2030, it is judged to be unacceptable.

There are three one-mile wide corridors under consideration. Moving forward, the goal is to examine more specific alternatives within one or more corridors. The initial step, however, is to screen the corridors to determine whether any alternative within the corridor would meet the purpose and need. Mr. Desai also underscored that regardless of whether a near-north or Far North alternative is pursued, improvements to the existing I-70 will be made.

The initial corridor screening is conducted at a high level and emphasizes the transportation elements of the proposed project. Mr. Desai identified five corridor screening criteria and the rationale for their inclusion. He mentioned that as the analysis moves forward, specific thresholds, such as average speed or time, will be determined and applied for each criterion.

A question was raised about whether the criteria reflected the desire to see traffic diverted to a bypass in order to achieve “traffic calming” on the existing I-70. Mr. Desai responded that this would be something they could consider. He also stressed that the alternatives should not really be considered a “bypass” since the existing I-70 is expected to continue to operate as an interstate. There was some follow-up discussion about the extent of the commitment to continue to operate the existing I-70 as an interstate facility. For example, the issue of variable speed limits was discussed. There was concern that unless the traffic was slowed by some mechanism on the existing corridor, there would be little incentive to drive a longer route.

The phasing of construction was also discussed. Mr. Desai indicated that this would be an issue that will need to be examined as the study progresses. It will also be a function of the availability and timing of resources.

### b. Corridor Overview

Mr. Jerry Mugg from HNTB provided a broad overview of the three corridors under consideration. This material was summarized as one of the handouts. In addition, a CD that includes the documentation, the final EIS, and all the associated information from the First Tier EIS was passed out.



Mr. Mugg emphasized the difference between the two study efforts. The initial study was from a statewide perspective. In many ways, it provided the starting point for the more detailed analysis that is now beginning in the Columbia area.

The three alternatives were discussed. One alternative is to improve the existing interstate in its present location. This would entail widening the existing lanes through Columbia from four to six lanes. There is also the concept of frontage roads that complements this improvement; namely, there would be one-way frontage roads, such that there would be six main line lanes, and frontage roads two or three lanes in each direction, for a total of twelve lanes. There are a number of options, but basically ten to twelve lanes are needed through Columbia.

There are several related goals that MoDOT is attempting to address. For instance, it is a goal to separate local versus through traffic. This can be achieved in a number of different ways. One approach is to rely upon the frontage road concept. It is also a goal to improve the design standard of the roadway; for example, improvements would include much wider shoulders. To the extent possible, it is a goal to have the ability to expand the roadway to meet future needs. Several of the interchanges in Columbia will need to be totally reconstructed.

Mr. Mugg then described the concept of additional corridors. This approach would provide additional lanes off the existing I-70. The connections to the additional corridor would be such that through traffic would be encouraged to use the new corridor. To use the existing corridor, the driver would have to make a decision to leave the corridor through some kind of ramp.

The Far North Corridor is about 20.9 miles long while the near-north corridor is about 17.6 miles long. The right of way width of the four lanes in the corridor would be about 500 feet or so, including an extra-wide median of approximately 120 feet. These corridors would have a 70-mile-per-hour design speed. If the existing I-70 is operating at 55 miles per hour and the new alignment is achieving an average speed of 70 miles per hour, then there is a speed differential that could make up for differences in length.

Mr. Mugg highlighted a table in his handout that provided a rough comparison of the three conceptual alternatives. He stressed that these data will be augmented by more refined analysis, including the traffic projections, which are described below. He also mentioned that the opportunity to avoid or minimize impacts is notably greater for either of the two alternative corridors than it would be on the existing I-70, which is essentially fixed. Some of his observations include:

- The near-north corridor is about 0.9 miles longer than existing, and the far north is about 4.2 miles longer than the existing (based upon centerline calculations).

The capital costs, which include right of way acquisition costs, in current dollars for the Far North and Near North are very similar.

- The cost to widen the existing I-70 is about \$50 million more than either of the two alternative corridors.

The number of projected displacements for each alternative was also cited. It was also noted that the figures were developed based upon recent aerial photography (approximately a year and a half old) and might not be totally current and certainly do not reflect future land use changes or development.

Interchanges. A question was raised about the location of interchanges on the northern alternatives. While there have been some suggestions made about likely locations, Mr. Mugg indicated that the precise locations will need to be determined during this more detailed study phase.

Enhancements. There was also a question about whether the cost figures included money for visual upgrades and enhancements to the highway. Mr. Mugg indicated that, yes, it is anticipated that some urban design features would be included, but these are not specified in any detail at present.

Decommissioning of the existing I-70. A question was also raised about why the current corridor needs to be maintained as an interstate. Mr. Mugg and Ms. Harvey from MoDOT both addressed the question. There is the possibility of decommissioning an interstate highway. It was noted that this would, on the one hand, need to be negotiated with the Federal Highway Administration since federal dollars have been invested in the system. On the other hand, there is the need to address longer-term maintenance responsibility for the road. There may be little interest on the part of MoDOT to assume ongoing responsibility for a road that has been reduced in terms of its classification, in part because of federal funding implications. If not MoDOT, then would there be a local government recipient for the highway? This raises the question about Columbia's willingness or ability to assume responsibility for the road as another arterial within the City.

### **c. Land Use Planning and Demographics**

The next portion of the meeting emphasized how local information would be translated into the traffic modeling efforts. The basis for much of this is assumptions about population growth, demographic characteristics, and land use projections.

Roy Dudark, Planning Director from the City of Columbia, provided a presentation about socioeconomic trends, land use, and local transportation issues. Mr. Dudark relied on both handout material as well as Columbia metropolitan planning area maps.

Highlights included:

- Growth is expected to be about 2,200 persons per year, or about 980 residences annually through the year 2030.
- In the last six years, most growth within the city limits of Columbia has occurred, in order, to the west, east, and north.
- Future land use projections were based upon population growth, projected commercial and retail growth, existing land uses, and land use constraints and opportunities.

The land use projections are distributed through various traffic zones, based upon developable land area and the availability of utilities and services. This information forms the basis for the consultants, Wilbur Smith and CH2M HILL, to develop its traffic models and projections.

**d. Traffic Modeling and Scenarios**

Mr. Steve Wells from Wilbur Smith described how this local information will be used to develop the traffic model. The model will reflect local conditions and allow various assumptions to be incorporated to determine which of the three corridors best fulfills the purpose and need for the improvement of I-70.

Mr. Wells indicated that his firm has taken the statewide traffic model and, working with the City of Columbia, is developing a much more refined and accurate model. This model should provide more realistic traffic projections, have the capacity to generate alternative scenarios, and fundamentally assist in evaluating the corridor alternatives under consideration.

The modeling process was described. It consists of a four-step process. The initial step is to develop the model itself, and the traffic model is primarily composed of the roadway system in the community. The model is calibrated to existing conditions including an assessment of trip generation and trip attractors and how these trips are allocated within the local roadway network. Once this has taken place, the model is then used to project future traffic by incorporating projections of population, employment and land use along with information about longer distance trips and changes in the existing roadway network. With this information in the model, the three alternative corridors can be evaluated.

Modeling is a tool to evaluate whether the alternatives can meet the identified needs of the project (namely, accommodating 2030 traffic on I-70 in the Columbia area). Mr. Wells cited figures that show average daily traffic volume at the western edge of the community being about 35,000 to 40,000 vehicles per day. As you move toward the center of the community, the figures rise closer to 60,000 vehicles per day. By the year 2030, traffic on I-70 is expected to roughly double. Mr. Wells noted that even today, there are parts of the interstate that have traffic and congestion that is judged to be unacceptable.

The model will be able to perform sensitivity analysis. This will include changing assumptions or variables in the model and seeing the impact on traffic volume. Some of these variables will be geometric considerations, such as the number and location of interchanges or lanes. Other variables, such as variations in speed, can also be incorporated into the model.

Questions were raised about the modeling and the assumptions that would drive the results.

One question concerned the assumption that under the scenarios envisioned the current I-70 is projected to be widened to six lanes. The view was that there was some merit in running the model under the assumption that the existing interstate, while improved, might not have additional lanes or greater capacity. Mr. Wells noted that all alternatives will be evaluated versus the “no build” alternative, which this would be.

There was also concern about the extent to which the interstate was accommodating local versus through traffic in the year 2030. Mr. Desai commented that this would be the type of information the model would generate once it is calibrated to local conditions. Mr. Mugg also noted that the first tier study showed that, even if all local traffic was removed from I-70, there would still be a need to improve the interstate capacity up to six lanes.

There was also discussion about other variables that would make one of the northern alternatives more attractive to motorists. As one individual noted, it should be “built for speed.”

There was discussion about whether the existing interstate could be decommissioned and primarily be available to serve local traffic needs. A few in the Group thought this would be an interesting scenario to examine. The response to this was that this would be more of a policy question than an engineering one and that the Group will receive additional information about this at the December meeting. At the same time, the traffic model could be used to assess this type of alternative.

There was a concern raised about how the model incorporates truck traffic versus automobile traffic. Mr. Wells commented that I-70 between St. Louis and Kansas City does carry a high proportion of truck traffic.

There was concern about environmental impacts. Mr. Desai reinforced that these and other impacts would receive a good deal more scrutiny as the engineers begin to examine specific alignment options within whatever corridors are selected for future analysis.

### **3. Summary and Next Steps**

The next meeting is scheduled for December 12. The agenda will continue to focus on the screening of the corridors. At this session, Mr. Wells will have the first runs from the traffic modeling effort. Mr. Desai will have developed more definition to what constitutes an acceptable threshold for the criteria he shared with the Group. We will also allow more time for Group discussion of the alternatives. In addition, there will be an overview discussion about the economic impact of these types of transportation changes, with an emphasis on what can be learned from the experience of other communities. At the December meeting, there will also be input from MoDOT on several policy issues, such as the legal and administrative options related to diverting truck traffic and the issues related to decommissioning an existing interstate.

The fourth meeting of the Advisory Group is scheduled for January 30. At that time, it is projected that more detailed information will be available from the traffic modeling including the sensitivity analysis and that the process of selecting the corridor(s) for more detailed analysis will be close to complete.

Once the corridors are reduced from three to two or one, the Group may not meet again for a few months. The engineering effort will move toward defining and evaluating specific alignments within the selected corridors. This task will take some time to complete.

### **4. Upcoming Advisory Group Meeting**

December 12, 2002.

## **C. Improve I-70 Advisory Group – December 12, 2002**

*(3<sup>rd</sup> Meeting; Daniel Boone Regional Library, Friends Room; 100 West Broadway, Columbia, Missouri)*

This is a summary of the third meeting of the Improve I-70 Advisory Group. It summarizes key informational and action items from the meeting.

## **1. General**

### **a. Members Present**

Members of the Advisory Group attending the meeting: Bernie Andrews, Jeff Barrow, Bob Bechtold, Elaine Blodgett, Susan Clark, Chip Cooper, Roy Dudark, Skip Elkin, Pete Herring, Chris Janku, Kory Kaufman, David Mink, Larry Moore, Tom Moran, Mike Morgan, Justin Perry, Pat Smith, and Bob Walters.

Dennis Donald and John Huyler of The Osprey Group facilitated the meeting.

### **b. Materials Available at the Meeting**

Materials available for discussion at the meeting, in addition to the agenda, included:

- Questions and Responses from MoDOT
- Corridor Decision-Making Criteria
- Corridor Enhancements
- Wisconsin Case Study

In addition, the initial forecasts generated by the traffic modeling and a handout describing level of service were made available at the meeting.

### **c. Meeting Goals**

The meeting fundamentally continued the focus on the alternative interstate corridors. The penultimate goal for the meeting was to determine if MoDOT, after hearing the traffic forecasts and from the Advisory Group, has sufficient confidence in what they have heard to feel comfortable thinking they can eliminate at least one of the alternative corridors under consideration. Other more specific goals included: 1) Receive legal and policy guidance from MoDOT about truck diversions, speed limits, decommissioning of the existing interstate route, corridor enhancement alternatives, and funding and spending constraints; 2) Review preliminary guidance about objective measures for screening criteria; 3) Share and discuss results of initial traffic forecasts; 4) Clarify expectations about traffic modeling sensitivity analysis; 5) Initial discussion about economic impacts of altered interstate routes in similar-sized communities.

## **2. Summary of Issues and Advisory Group Input**

### **a. Legal and Policy Issues**

Two items were included for the participants. One was a series of questions raised in earlier Advisory Group meetings about MoDOT's ability to adjust speed limits, the possibility of decommissioning interstate highways, and the ability to regulate truck traffic along with MoDOT's responses. The other was a document called Corridor Enhancements that addressed ideas related to urban design and highway enhancements that might be applied to interchanges, overpasses, and so on. At this time, these issues are being addressed by a corridor enhancement committee to develop a general framework for enhancements that can be applied corridor-wide. It is projected that aesthetic issues can begin to be addressed locally in the fall of 2003.

Ms. Kathy Harvey, MoDOT's project manager for all of the I-70 studies between Kansas City and St. Louis, highlighted the documents and addressed questions from the Advisory Group. There was interest in the potential enhancements. It was mentioned that some of the highway enhancements with which the Group was familiar were funded through a combination of developer, local and state funding. It was mentioned that the corridor-wide enhancement committee will help generate a baseline to help guide MoDOT's level and type of enhancement investment. Ms. Harvey also emphasized that safety improvements will need to take priority over enhancements. Many of the enhancement determinations will be developed during the final design phase of the project. Given the sideboards of safety and the overall enhancement guidelines for the entire interstate, there will be opportunity for local input and potential enhancements beyond what MoDOT alone would fund. Ms. Harvey also mentioned that the corridor-wide enhancement committee is meeting the Tuesday following this meeting and that minutes from the meetings can be made available if desired.

There were no questions regarding MoDOT's responses related to decommissioning or the regulation of truck traffic.

**b. Criteria and Standards**

Mr. Buddy Desai from CH2M HILL provided a presentation about level of service, the criteria that will be used to assess the corridors, and the standards by which these standards will be judged.

He initially went through a handout that described the level of service, which ranged from A through F. He noted that the photo that reflected level of service F was taken in Columbia. In his criteria, he has placed emphasis on level of service D as being a minimum acceptable level of service for urban areas during peak traffic.

His second topic of discussion was the criteria and standards or thresholds that would be used to help determine whether the various scenarios being developed sufficiently meet the traffic and safety purposes of the I-70 project and justify further and more detailed investigation. In other words, at a coarse level the corridors are initially screened and then, at a finer level, alignments within corridors will be generated and evaluated. The various thresholds were characterized as measures of effectiveness. They included average travel time in 2030, average speed in 2030, daily vehicle miles of travel in 2030 operating at LOS D, percentage of short-trip traffic in 2030, and crashes per million vehicle miles traveled in 2030.

These criteria and standards are integrally linked to the projected traffic that will need to be served in 2030.

**c. Traffic Forecasts**

Mr. Steve Wells from Wilbur Smith reviewed preliminary projections from the traffic model. The model incorporates assumptions from the City of Columbia regarding land use, population projections, and the build out of the City's traffic network. The initial results of the model were available as a handout at the meeting.

Mr. Wells noted that a number of questions had come up in earlier meetings that the traffic model can help address. These include questions such as how much traffic is local versus long distance and what is the percentage of trucks on the interstate? Answers to these questions help frame the discussion about how much traffic would be diverted to either of the northern corridors.

Mr. Wells explained some of the definitions he uses to describe the origin and destination of trips. For example, an internal to internal trip is one that starts and ends in Columbia. Internal to external starts in Columbia, but ends outside Columbia. External to external is a through trip, one that does not make any stop in Columbia. Some “through” traffic might stop in Columbia, in which case the trip would be counted as two trips, an external to internal and then an internal to external.

How much traffic and where is it heading? Mr. Wells described the flow of traffic, called a screen-line analysis, from the west and the east and discussed a diagram that showed where these trips were destined. He noted, for instance, that 84 percent of the traffic coming into Columbia from the west has a destination somewhere within Columbia. The remaining 16 percent has a destination outside Columbia with a large portion continuing on Interstate 70, but others taking other routes to destinations outside Columbia. A similar analysis was shown for traffic coming into Columbia from the east. In this case, 69 percent of the trips have a destination in Columbia. A comparable analysis was conducted for an internal stretch of the interstate. In this case, an even higher percentage of the trips are internal to internal.

The next logical question is where in Columbia are these travelers heading? In the year 2000, Columbia had about 27,000 trips a day entering the city from the west. Of the original 27,000 trips, only 2,400 exit the city on the other side of 63, which is about nine percent. Many of those entering the community head toward a southern destination. Sixty four percent of those coming into Columbia from the west have a destination on the south side of Columbia. What is the implication of these numbers? Mr. Wells said you can make a logical argument that the people that have a destination south are not likely to use a northern alternative when their destination is to the south.

On the other hand, those who have a destination to the north are candidates to use a northern alternative. Under the best case scenario, Mr. Wells indicated that if all those heading north use a northern alternative, 27 percent of the total trips could potentially use that facility. And, for those traveling through Columbia, Mr. Wells indicated they are most likely to make their travel decision based upon whichever route is the quickest. If the northern route is quicker, then an additional nine percent are likely to take that route.

A similar analysis was shown for traffic coming into Columbia from the east. The results are similar. About 64 percent have destinations to the south, the total heading toward a northern destination is about 22 percent, and 14 percent travel through on the interstate to other external destinations.

How many trucks are on the highway? Studies have shown that trucks account for between 20 and 30 percent of all the traffic across the state on the interstate. In Columbia, it is not substantially different. In 2000, roughly 20 percent of the daily trips are truck trips. The percentage of trucks is lower within the more urban sections of Columbia primarily because there are more cars in urban areas.

There are currently between 9,000 and 14,000 trucks per day in Columbia. By the year 2030, it is projected that those numbers will almost double to between 16,000 and 25,000 trucks per day.

What does the model project for the various corridors? Mr. Wells shared several projections of traffic with the Group.

The first one is the no-build alternative. It projects traffic, assuming essentially no changes to the interstate. Currently, there are between 45,000 and 70,000 vehicles per day traveling through Columbia. By 2030, that number is expected to reach between 70,000 and 110,000. Even at today's traffic levels, several sections of I-70 through Columbia are at or exceeding service level D, which is the level considered by traffic engineers as unacceptable. By the year 2030, it only gets worse. The level of service will steadily move from level of service D to E and then to F, an extremely unacceptable level of service.

Mr. Wells noted that if the existing interstate is expanded, the volume of 2030 traffic would be slightly higher than projected under the no-build scenario, perhaps four percent more, but the level of service would be considerably better with much less congestion.

Mr. Wells shared with the Group his projections of how much traffic would be expected to be diverted to the Near North or the Far North in 2030. For the Near North, he projected that approximately 23,700 to 24,000 vehicles would be diverted, or about 26 percent of the traffic. In addition, an additional 4,100 trips would be generated by this new facility, based upon future projections of land use and population growth. Thus, approximately 28,000 vehicles are projected to use the Near North alternative with almost 68,000 vehicles remaining on the existing I-70.

In 2030 the Far North fares less well in terms of its ability to attract traffic. The model shows that about 5,500 vehicles that are currently using I-70 would be diverted to the Far North alternative. In addition, it is estimated that an additional 2,300 trips will be generated locally, based on development in the area. Thus, a total of roughly 8,000 trips per day are projected to use the Far North alternative in the year 2030. Mr. Wells indicated that what they are seeing is that the Far North is simply too far out and adds too much time to the trip to attract travelers. Most will elect to remain on the existing I-70 as they pass through Columbia.

Mr. Wells concluded noting that over the next several weeks, they will be running the sensitivity analysis. It will help determine how sensitive these projections are to various assumptions such as changes in speeds, number of lanes or capacity, and number and location of interchanges. These results will be available at the Advisory Group's January meeting.

#### **d. Group Discussion**

The bulk of the meeting focused on the Advisory Group's discussion of the implications of the traffic forecasts and, in particular, input from the Group to MoDOT about continued evaluation of the various Columbia interstate corridor options.

There were some clarifying questions about the modeling. A number of questions related to truck traffic in the community and how the percentages might change over time. There were also questions about specific types of trips and how they are reflected in the model. For instance, if a traveler is driving from St. Louis to Kansas City, but stops at the local McDonald's, is that an external to external trip? In fact, this type of trip would be classified as two distinct trips – the first being external to internal and the latter being internal to external.

There was considerable discussion about the viability of the corridors as a complement to the existing interstate. This was especially the case for the Far North alternative.

Local traffic. Some saw the capacity problem on the interstate as it travels through Columbia as fundamentally a local issue. As one of the first speakers commented, "if 64 percent of the traffic



is going to be southbound to internal destinations and another good proportion of the remaining traffic is going somewhere else within the Columbia area, it seems like we have a local traffic problem. . . . (What's needed is) local solutions to local traffic problems." Many urban areas do rely on parts of the interstate system to provide for local needs.

Timing. There were questions about timing. There was concern that if the environmental studies required a couple of years to complete, additional development would take place to the north, and the required right of way would be increasingly unavailable or more costly. And, a related question was that if neither of the northern alternatives were to be pursued does that allow construction to begin substantially quicker? Mr. Desai responded to the latter question by saying that the simple answer is "no." There are a number of review cycles that need to occur and regulatory agencies that need to be involved regardless of the number of options under consideration. So it is less a matter of the options under consideration and more a function of the EIS requirements, including review periods. Mr. Desai also mentioned that the financial resources available from MoDOT have also caused the study process to be extended beyond what was originally envisioned.

Far North assessment. Many were critical of the Far North as a viable alternative. As one Group member noted, "I can't imagine that we would spend the money to do a Far North, unless there's some way to make the speed limits -- make it attractive, and it doesn't look to me like you can drive fast enough or slow enough on the two alternatives to make it work. I can't imagine the Far North working." Another said, "Neither loop makes a lot of sense, but the Near North makes more sense than the Far North." No one spoke about the merit of continuing to consider the Far North in more detailed evaluations.

Criteria for corridor screening. There were some concerns about whether this analysis focuses purely on traffic when economic and environmental factors might suggest another alternative makes more sense. The alternatives that will be considered for more detailed economic and environmental evaluation must first be shown that they can meet the operational and safety needs of the interstate from a traffic perspective. If they do not meet the traffic objectives, there is no merit in assessing the various impacts when the alternative fails to address the traffic needs.

Rising costs. As development occurs to the north, there is concern that the costs for right of way acquisition will rise dramatically and that the current cost estimates are too low. One person noted that "There's no way in hell it is going to cost \$250 million. I'll cost \$600 to \$700 million, especially if you choose the Near North."

Distances. Some thought the driving distance along the corridors would vary depending upon whether the distance is measured from the inside, the middle or the outside of the corridor. At this point, the models assume the driving distance is down the middle of the mile-wide corridor. Mr. Wells noted that this is one of the sensitivities that will be tested over the next several weeks. For example, if the Near North were four-tenths of a mile shorter, does that make a difference in its ability to attract traffic? The response from one member of the Group was that, if anything, the distance, given development pressure, would be pushed toward the outer limit of the corridor and therefore longer. Mr. Wells noted that the longer you make the distance of the alternative, the less likely people will use it.

Accuracy of the projections. For some, the projection of the Far North accommodating only 7,800 vehicles seemed “terribly low.” For example, the traffic volume of Route B near Hallsville and Centralia was estimated to currently be over 9,000 vehicles per day.

Basis for population projections. Some expressed concern that the City’s projections might rely too heavily on Census figures that do not accurately reflect the growth pressure to the north. Mr. Dudark noted that the City’s figures do incorporate those plats and trends that are showing growth to the north beyond the 2000 Census data.

The interstate as a barrier. While the focus of this evaluation is the traffic, some expressed concern that the interstate for them is a barrier in the community. To think of two highways “cutting right through the center of our future city, the heart of our future city” is not considered a positive. Adding a Near North, we would have “two interstates cutting right through the heart of the city.” Another person said, “I think the ideal thing would be for us to just save I-70 the way it is. We have one major interstate that's cutting our community. Let's not have two.”

Planning a transportation system. Some saw a need to address local and state traffic needs more comprehensively. “There really needs to be a marriage between the local road system and whatever we’re going to do on the interstate, so we don’t make I-70 into a local roadway.” Others saw value in concentrating the investment in the existing system and avoiding both of the northern options. “I’m wondering if we turned all of our investment towards the existing corridor, could we actually make a facility that really works with good interconnections with city streets and adequate lanes to carry the through traffic and the local traffic.”

Sprawl. The Far North to some was seen as stimulating urban sprawl. “If we want to guarantee that we have urban sprawl all the way up there, then let's have the Far North bypass. . . . I don’t think the costs of what it's going to do to Boone County would warrant us to putting it far north.”

Business Loop 70. Part of the system thinking extended to thinking about how to enhance the capacity of Business Loop 70 for local east-west traffic and thus relieve some of the pressure on the interstate. There was some concern about whether state and federal funds could be used for this. Ms. Harvey commented, “It is a real complicated question. Can we spend money on upgrading Business Loop 70, yes. Can we spend money to build you a local road network, I don't know. The money that comes from different pots is earmarked for different things.”

Funding availability versus a decision-making process. There were some who wondered about allocating the funds for different transportation needs in the community to optimize the investment. Ms. Harvey clarified that there is no fixed budget that is available to be spent. The decision-making process is such that the best alternative is determined and cost is a final evaluation criterion. “The process that we're going through is come up with the right solution for the problem and then to identify how much money it's going to cost and then try to figure out the funding and a budget.”

After much discussion, the Group concluded that the Far North had little merit. There were issues with the Near North as well, but it seemed to attract sufficient traffic volume to warrant further consideration and analysis. Future evaluations, primarily through the sensitivity analysis, will focus on the existing I-70 and the Near North corridors.

### e. Economic Impacts: A Preliminary Evaluation

Mr. Wells discussed economic impacts primarily from the perspective of case study material developed in the state of Wisconsin. He was asked to hit the highpoints.

He mentioned there are really two ways to assess the overall potential economic development implications of any of these types of improvements. One is to examine what has occurred in other communities. You can evaluate the economic data before and after the improvement. That was what was done in Wisconsin. Similar studies have been conducted in other parts of the country, including Missouri, but these results are dated. Most often, these evaluations also focus on communities that are smaller in size than Columbia.

Some highlights:

- Different businesses are more traffic dependent and therefore are more likely to experience impacts.
- Many businesses, even though they are located on I-70, serve a local population.
- If one of the corridor alternatives is built, it is not a bypass similar to what has been built in other communities.
- Even with an alternative highway being built, such as one in the Near North corridor, traffic along I-70 is still projected to grow.

This was simply a preliminary discussion about economic impacts. More specific analyses will be conducted over the next several months as more definitive alignments are identified.

## 3. Summary and Next Steps

At the conclusion of the meeting, several logistical items were covered. Mr. Steenbergen from MoDOT mentioned at upcoming public meeting to discuss improvements to the I-70/63 interchange. He characterized it as a safety project that involves adding left-turn lanes, adding auxiliary lanes, and realigning and lengthening ramps.

Mr. Brendel, also from MoDOT, indicated that there will be a major mailing about the Interstate 70 project on a statewide basis. It will go out the week following the Advisory Group meeting and describe the vision for the interstate and how this planning process is being conducted throughout the state. He also mentioned that the [www.improveI70.org](http://www.improveI70.org) website has moved through its next generation of development and now contains a good deal more information than previous versions, including information that is specific to various lengths of the interstate such as Columbia. Future technical documents, as they are prepared, will appear at this website. Finally, he mentioned that a public meeting would likely be scheduled to occur in Columbia in April.

Ms. Harvey concluded that given what she had heard from the Group and given the traffic data presented, MoDOT will not be pursuing the idea of decommissioning and the future traffic sensitivity analysis to be conducted over the next few weeks and presented at the January meeting will not include the Far North alternative. The focus will be on the existing route and the Near North option.

The next meeting is scheduled for Thursday, January 30. The location will again be at the library. Topics anticipated to be covered include the traffic forecasts and sensitivity analysis, the application of the criteria and related standards, and next steps in the planning process.

#### **4. Upcoming Advisory Group Meeting**

January 30, 2003

### **D. Improve I-70 Advisory Group – January 30, 2003**

*(4<sup>th</sup> Meeting; Daniel Boone Regional Library, Friends Room; 100 West Broadway, Columbia, Missouri)*

This is a summary of the fourth meeting of the Improve I-70 Advisory Group. It summarizes key informational and action items from the meeting.

#### **1. General**

##### **a. Members Present**

Members of the Advisory Group attending the meeting: Bernie Andrews, Jeff Barrow, Elaine Blodgett, Susan Clark, Chip Cooper, Roy Dudark, Dave Griggs, Chris Janku, Kory Kaufman, David Mink, Larry Moore, Tom Moran, Mike Morgan, Justin Perry, Pat Smith, Garry Taylor, and Bob Walters.

Dennis Donald and John Huyler of The Osprey Group facilitated the meeting.

##### **b. Materials Available at the Meeting**

Materials available for discussion at the meeting, in addition to the agenda, included:

- Questions and Responses from MoDOT
- Traffic Forecasts and Sensitivity Analysis
- Next Steps in the Planning Process

In addition, other graphic representations of the traffic modeling results were available at the meeting.

##### **c. Meeting Goals**

The meeting fundamentally continued the focus on the alternative interstate corridors. In the Advisory Group's 3<sup>rd</sup> meeting, it was determined that the Far North had little merit and the focus of the 4<sup>th</sup> meeting should be on having a clearer understanding of the degree to which either the existing I-70 corridor or the Near North corridor would meet the interstate traffic and safety objectives. More specific goals for this meeting included:

- Review how I-70 problems are being addressed in a systematic and coordinated manner with local jurisdictions;

- Examine traffic forecasts and sensitivity analysis results and discuss implications;
- Clarify next steps in the planning process.

## **2. Summary of Issues and Advisory Group Input**

### **a. Coordinated Approach to Planning I-70**

Mr. Buddy Desai from CH2M HILL provided opening comments about how the I-70 planning effort is coordinating with local governments and other entities.

He started with an overview about how traffic modeling had been developed in coordination with CATSO and the City of Columbia specifically. He noted that the Tier 1 study relied on a statewide traffic model, which by its nature was general. The Tier 2 effort provides the opportunity to add locally-specific information. Thus Columbia land use, population and economic growth trends are now incorporated into a Columbia-specific traffic model.

As the study progresses, Mr. Desai noted, the consultants will be examining a full range of improvements (e.g., overpasses, intersecting roadways, interchanges, parallel roadways) to I-70. During this process, the consultants will be meeting frequently with City and County staff and others to gather data and insights about the nature and magnitude of impacts.

Mr. Dudark reinforced the comments about the traffic modeling. He noted that the City has provided data by traffic zone to the modelers and worked with the modeling effort to ensure that the model is calibrated and valid. He thinks the City and the consultants now have a model that provides representative forecasts of traffic 20 or 30 years into the future. It is a reasonable basis on which to make decisions.

### **b. Traffic Forecasts and Sensitivity Analysis**

The bulk of the meeting focused on presentation of and discussion about the traffic forecasts and the more detailed sensitivity analyses. Mr. Steve Wells provided the initial perspective and Mr. Buddy Desai followed up with a review of the variables modified in each of the scenarios and additional interpretation of the results. The focus for the presentation was on the scenarios or sensitivity analyses related to the Near North and the existing I-70 corridors.

Some of the highlights from the presentation included:

- The traffic model forecasts 8,000 to 10,000 vehicles per day on the Far North alternative.
- The model shows 15,000 to 25,000 vehicles per day on the Near North.
- The model shows 80,000 to 100,000 vehicles per day remaining on the existing I-70 corridor.
- There needs to be significant improvements made to I-70 in its existing location and, once those improvements are made, most traffic remains on the existing highway, which continues to be the straightest and shortest distance.

When the existing I-70 does become congested, travelers will seek an alternative route. People will choose a longer route if it is perceived to be quicker. This occurs when I-70 is constrained to four lanes.

The more you improve the existing I-70, the more the benefit of either the Near North or the Far North is reduced.

In some scenarios, the traffic volumes vary considerably. It was explained that when an alternative, such as the Near North, serves as an arterial road, it will attract many short trips near development, but will not necessarily pull much through traffic from the interstate.

The discussion that followed initially focused on modeling and methodological issues. This included questions about which roads and intersections were assumed to be in existence in the future (e.g., an extension of Stadium Boulevard is assumed, but an interchange west of Stadium is not included since it is not part of the CATSO plan), variations in time-of-day traffic flow, the fact that the model as configured does not assume any preferential design to encourage traffic to move to one alternative over another, and how might the business loop be designed to better accommodate local east-west traffic (this was an issue that would be addressed as specific alignments are being reviewed). It was followed by more discussion about the implications of the modeling results.

The Advisory Group considered whether its input to MoDOT should focus exclusively on the existing I-70 corridor or examine the existing corridor plus the Near North.

Cost. An initial point made was that the cost of widening the existing corridor was projected to be \$50 million more than the Near North alternative. It was suggested that this was for eight lanes on the existing, but that was to be checked. There was also some discussion about the validity of the cost estimates in any event given the passage of time and the changes in patterns of development. Mr. Desai reinforced that the design of the highway including associated facilities such as interchanges would be the next step in this process and this would yield more precise cost estimates. The expectation is that the revised cost estimates developed as part of the Tier 2 study will likely be significantly different from the original estimates generated as part of the Tier 1 study. Mr. Desai suggested that, if anything, the costs for the Near North would rise more dramatically than the costs for the existing corridor.

Rate of growth in northern Columbia. It was noted that the rate of growth north of the existing interstate is faster than most are anticipating. More growth is expected and a significant highway in this area would further stimulate growth and, therefore, the volume of traffic projected for the Near North would be higher than the model estimates.

Mr. Wells discussed the background assumptions that drive the model. He mentioned that they had coordinated with the City to determine the most likely development patterns over the next 30 years. The model therefore incorporates not perfect information, but the best educated guesses that can be developed based upon current knowledge. Mr. Wells indicated that many of the development trends being identified by the Group are reflected in the model. Mr. Dudark also noted that the model assumes 60,000 additional people in Columbia and this incremental population is distributed in several of the more rapidly growing parts of the community including the north.

Road network. The existing model is also based on the current transportation plan. This assumes a number of new roads, but there may be other roads constructed that are not reflected in the current planning documents.

Construction strategy. A point was raised that it might be more prudent to construct the Near North alternative first before improving the existing I-70 because this would provide an alternative path for travel. Without having a Near North alternative, the construction involved on the existing I-70 would severely impact the community. Moreover, if people were to get used to using the Near North, their travel preferences might change. Later in the discussion it was noted that this is frequently the challenge in improving interstate systems within urban areas. While it is a challenge, it is one that is frequently addressed.

The southern orientation of many trips. Many of the local travelers along I-70 have trip destinations that are somewhere south of the interstate. With this in mind, it was reinforced that most people will choose the shorter alternative to get across town. Thus, the preference will continue to be to use the existing corridor for most trips. As one Advisory Group member stated, “. . . I think you’ve got to look at those origin and destination studies . . . it’s going to be awfully difficult to move them to the north to choose to drive across town.”

The Near North as a negative. One individual stated that “I guess the first thing that comes to my mind with a Near Loop or Far Loop is basically a negative. I mean, for the City of Columbia, those things are a negative, basically, because they create an island of ground in between that’s going to be real difficult to develop. . . . It’s an environmental negative. It’s a developmental negative. It’s a negative for the City of Columbia basically any way you look at it unless it does a great deal to help I-70.” There was some discussion about this assessment – i.e., does having an interstate such as the Near North alternative create a negative for the ground in between the Near North and the existing I-70? Mr. Wells commented that based on his experience there are examples of areas that have eroded economically and there are some that have very attractive neighborhoods adjacent to interstate facilities. At the same time, he noted that there is a tendency to move from residential to commercial and industrial zoning closer to interstates.

A bottom-line assessment. There were several who thought the data presented demonstrate that the Near North is not a strong enough alternative to warrant continued investigation. “. . .

If I-70 doesn't come to a standstill half the time, which none of us wants, then nobody is going to use the Near Loop anyway. . . . So the bottom line is we don't want to create a situation where I-70 doesn't function right for us. None of us do . . . and yet when we look at this Near North alternative, there's really nothing that we can do to make that work on its own. We've still got to build I-70 up to a greater level, so I guess I'm ready to stop talking about the Near North because I don't see any positives for it and only negatives.” The Group was asked to react to this assessment and, while many concurred, there were a few who believed it was premature to give up on a northern alternative.

An arterial to the north. In discussing the community’s transportation plan, it was mentioned that without a Near North alternative, the concept would be to create an arterial, similar to Stadium Boulevard, on the north side of the community to meet local traffic needs. Mr. Desai noted that this is an example of a transportation planning decision that is complementary to the planning for the improvement of I-70; that is, it might do little to address the fundamental problems on the existing I-70, but be a very good idea for the community.

A systemic solution. It was noted that the combination of having a Stadium-like loop to the north along with an improved I-70 would be a systemic solution for the state and the community. “It helps move local traffic off I-70 and might actually diminish the overall cost.” Question: can the funds used to address the interstate problems be deployed to other needs that might help address the problem, but not necessarily by expanding an interstate? Mr. Desai indicated that his understanding is the money can be used as long as it's directly related to improving operations on I-70. The challenge at this point is to seek the best solution and not get tangled in a concern over whether the funds are federal, state or city dollars. This, of course, recognizes that any design will be developed in a world of financial constraints.

Alternative scenarios. Some saw the data as presenting an apparently strong case for improving the existing I-70, but were not convinced there might not be some northern scenarios that would fare better. One Group member asked if there might be an opportunity to run other sensitivity analyses. For example, he thought that having only one run where the existing I-70 is maintained at four lanes biases the results toward the existing interstate. He thought the presentation was attempting to lead the Group to a certain conclusion. Mr. Wells noted that any concepts that have merit will be examined. These concepts can come from the Advisory Group, one of the local governments, or any member of the public. At the end of the meeting, Mr. Desai wrote up his email address so that any suggestions for alternative scenarios could be sent to him as soon as possible. At the same time, Mr. Wells stressed the importance of remembering that the challenge is to address I-70 traffic and safety concerns and while there is not a bias against the northern alternatives, there is not a bias for them either. He concluded, “What we want to stress is that we're not here to make a Near North or Far North alternative work. What we're here to do is try to solve the problems on I-70, and based on what we have today, we're having a hard time doing that with either one of these two [northern alternatives].”

Maintaining the northern loop for flexibility. There was some concern that total elimination of the Near North at this time might unduly constrain the options for MoDOT and the community. Some, advocating this view – even though they believed it appropriate to focus on the existing corridor -- thought there continue to be too many unknowns, including the availability of funds for local roads and the nature and magnitude of economic impacts, and that the prudent thing would be to preserve the Near North option. This would be done, recognizing the data do not suggest it is a preferred alternative, but that it might provide a fallback.

### **c. Next Steps in the Planning Process**

Mr. Desai spent a few moments outlining the next steps in the process and encouraging everyone to continue to be involved. As the specific alignments are identified, a major challenge will be to assess the social, economic and environmental impacts. Local knowledge will help greatly.

One item that will be incorporated into the analysis is to integrate the traffic projections developed through the modeling and compare the results with the criteria and thresholds that were developed and discussed at earlier meetings. This will be another effort to calibrate the viability of each of the corridors using information such as travel time and accident rates.

For each corridor judged to reasonably address the I-70 traffic and safety problems, specific alignments will then be developed. Mr. Desai mentioned that if, after concluding with the analytical portion of the corridor assessment, it “appears that Near North doesn't make a whole lot of sense, we'll certainly gather that information, summarize it, present it to the Group, and



continue to concentrate just on existing I-70 for addressing the issues that are at hand, all the while leaving open a variety of other options. . . . So, whereas we may eliminate a corridor, it doesn't mean we may not have to go back in there and make some minor improvements to impact further improvements on to existing I-70.”

Once the alignments are identified, the consultants will examine the socioeconomic and environmental impacts for each of the alternatives. The alignments will reduce what had been a mile-wide corridor down to a 500 foot alignment. So, the future analysis will be much more detailed.

The Advisory Group will not be meeting as frequently during the coming year. This is largely due to the engineering and impact analysis work that must be completed.

Some next steps in the planning process include:

- February – Develop final recommendations for the corridor screening and selection.
- March – Preview corridor screening decision with the Advisory Group and begin to discuss impacts associated with alignment alternatives.
- April – Hold general public meeting in Columbia to review corridor selection and, hopefully, set forth initial set of alignment alternatives.
- July and November – Tentative schedule for future Advisory Group meetings to hear interim findings.

### **3. Summary and Next Steps**

The next step in the process will be to define more specific alignments within corridors that meet the traffic objectives of I-70 and then, once these are established, a primary focus will be on the range of social, economic and environmental impacts associated with each alignment. It was also mentioned that part of the alignment definition will include a more detailed examination of intersections, interchanges and other structural variables that will impact traffic flow and safety.

Two major tasks are scheduled for the March meeting. One will be to hear how the traffic projections dovetail with the criteria and thresholds (such as travel time and level of service), which were discussed at the second and third Advisory Group meetings. The other significant task for the March meeting will be for the Advisory Group to offer its thoughts about the impacts for alignments that will be preliminarily identified. This will be done on maps in smaller groups and then shared and discussed with the larger Group.

The next meeting is scheduled for Thursday, March 13. It cannot be at the library so other possibilities will be explored. Notification of the location will be sent to the Advisory Group and others on the email list at least a week prior to the meeting.

### **4. Upcoming Advisory Group Meeting**

March 13, 2003

## E. Improve I-70 Advisory Group – March 13, 2003

*(5<sup>th</sup> Meeting; Columbia Activity and Recreation Center; 1701 W. Ash Street, Columbia, Missouri)*

This is a summary of the fifth meeting of the Improve I-70 Advisory Group. It summarizes key informational and action items from the meeting.

### 1. General

#### a. Members Present

Members of the Advisory Group attending the meeting: Bernie Andrews, Jeff Barrow, Bob Bechtold, Susan Clark, Roy Dudark, Skip Elkin, Dave Griggs, Chris Janku, Kory Kaufman, David Mink, Larry Moore, Tom Moran, Justin Perry, Pat Smith, Lorah Steiner and Bob Walters.

Dennis Donald and John Huyler of The Osprey Group facilitated the meeting.

#### b. Materials Available at the Meeting

Materials available for discussion at the meeting, in addition to the agenda, included:

- Questions and Responses from MoDOT and the consulting team;
- A primer about frontage roads

Other handouts included:

- the preliminary evaluation of the corridors using operational criteria thresholds established earlier in the process;
- a proposal for amending the Group's operating agreement;
- an organizational chart; and
- information on improvements at the I-70 and U.S. 63 interchange (scheduled for construction during the summer of 2004).

#### c. Meeting Goals

This meeting served as a transition from broad corridor screening to the development of narrower alignment alternatives. Much of the Study Team's and Advisory Group's work to date had involved traffic forecasting and evaluation of the forecasts to inform and guide input about the three broad interstate corridors. The process is now moving to the identification and evaluation of constraints that will help establish preferred and more specific interstate alignments.

Specific goals included:

- Review questions raised at Meeting 4 and responses;

- Discuss process for inter-meeting communications;
- Review assessments of Near North and Existing I-70 as corridor options and preview screening findings;
- Provide input about potential impacts along Near North and Existing I-70;
- Clarify next steps in the planning process.

## 2. Summary of Issues and Advisory Group Input

### a. Process Review: Inter-Meeting Communication

As background, immediately following the 4<sup>th</sup> meeting of the Advisory Group, several members communicated with the facilitators about various logistical and substantive issues. Each of these communications was handled differently. There were some concerns raised about the most desirable process for dealing with inter-meeting communications, one that balances the desire to be responsive with the need to be inclusive and transparent.

At the initial meeting, the Advisory Group adopted a set of Operating Agreements to guide its performance and set forth expectations for all involved. It was recognized that the agreements might need to evolve over time. As a result, several recommended additions or amendments to the agreement were proposed, namely:

If questions arise, Advisory Group members are encouraged to contact Project Team members directly between meetings. If questions are of broad interest, any Advisory Group member may send comments or questions to the full Advisory Group email list.

If Project Team members think that questions raised between meetings are of broad and immediate interest they may develop answers in writing for the facilitators to share with the full Advisory Group.

Time will be reserved at all Advisory Group meetings for the asking and answering of questions of general interest.

As a general rule, **ad hoc** meetings scheduled between Advisory Group meetings will be rare. When such meetings are deemed advisable by the Project Team, however, they will be convened in an open and inclusive manner and their results reported to the Advisory Group.

Project Team members, as part of their continued I-70 planning responsibilities, will be in contact with interested and knowledgeable individuals and organizations in Columbia on an ongoing basis.

The discussion concluded with the Advisory Group agreeing to add the 5 suggestions above with the addition of the words, “in a written summary” to #4. The facilitators committed to update the Operating Agreements accordingly and send them to the entire mailing list along with this meeting summary.

One question raised after the 4<sup>th</sup> meeting and discussed during this meeting concerned a rumor that a high-level MoDOT official had stated that MoDOT had a predetermined decision about

which corridor would be selected. Ms. Kathy Harvey, MoDOT's Improve I-70 project manager, told the Group that she had checked with top management at MoDOT and could assure the Group that there is no predetermined solution from MoDOT's perspective. At the same time, she noted, there are over 2,000 MoDOT employees, people have their opinions, and it is easy to start rumors. She encouraged members who have heard rumors to contact Dennis or John, who will take the necessary steps to find answers. Ms. Harvey said she is committed to seeking clarification and tracking down any potential source when rumors arise.

One of the Group members reinforced the positive deliberations that have taken place through the Advisory Group process to date. She said, "I heard the same rumor at the inception before we started -- it was before our first meeting. But I want to say publicly and I think I speak for everybody else in the Group that, after the first meeting in this process, any notion that I had that there was a preconceived notion of where this was going to go was dispelled. I also want to say, having been involved in a lot of different planning processes over my 15 years with the city, that this process has been very professionally run. It has been very detailed and the communication has been excellent. I do not think there is any sense that there is anything that is preconceived."

**b. Review of Criteria: Near North and Existing I-70 as Corridor Options**

During the second and third Advisory Group meetings the project team set forth several criteria and related thresholds to be applied to the traffic projections to aid in screening the three corridor options. This 5<sup>th</sup> meeting was the first opportunity to view the traffic forecasts through the lens of these criteria.

Mr. Buddy Desai from CH2M HILL presented the criteria screening information. He indicated that the corridor screening process has taken somewhat longer than expected because the traffic projections have caused the team to evaluate the corridors more thoroughly. The expectation at the beginning of the Tier 2 Study process was that the Near North would be a viable alternative in Columbia. However, the traffic projections, relying on more local input for the model, have made the team question that initial expectation. The traffic modeling demonstrated that, regardless of the Near North configuration, it could not divert much traffic from the existing I-70.

The criteria and thresholds were developed to help determine what impact building the Near North would have on operations along the existing I-70. There were five criteria initially presented to the Group and the analysis shared with the Group at this meeting focused on the three operational characteristics, such as average speed or time to drive along the existing interstate with and without a Near North option.

Conclusions presented included:

- Travel time from one end of the existing I-70 corridor to the other is only minimally impacted by development of a Near North corridor. At most, it was about 15 seconds faster than staying on existing. This is due to the conclusion from the traffic model that the number of vehicles on the existing corridor will stay largely the same regardless of the existence of a Near North corridor.
- Similarly, the average speed for traffic along I-70 is expected to remain roughly constant at about 60 miles per hour regardless of the Near North development options.

- Regardless of the development option for the Near North, travel along the existing I-70 corridor is generally considered acceptable (level of service D or better for all alternatives evaluated).

There was some discussion about possible options that would leave the existing corridor at four lanes thus forcing more traffic to move to either the business loop or a Near North alternative. Mr. Desai explained that four lanes on the existing I-70 is not a reasonable alternative; with four lanes, the existing I-70 cannot handle the traffic that is projected for it.

It was also mentioned that the rural portions of the interstate will be built to six lanes and that if Columbia were to remain at four lanes it would become a notable bottle neck for traffic flow. Some wanted clarity about why the Near North could not constitute the continuation of the six lanes with the current alignment remaining at four. Mr. Desai responded that the projections show that even at four lanes the Near North is not at capacity and thus with six lanes would be even more under-utilized. Given a choice, most travelers would opt for the existing corridor as their route. This preference adds considerable demand on the existing corridor and requires expanding it to at least six lanes. With six lanes in place on the existing alignment, only a modest amount of traffic would choose the Near North alternative.

There was some question about whether expanding the existing corridor from six to eight lanes would affect the level of service. The response was that the level of service might improve with additional capacity, but with either six or eight lanes, the existing I-70 would perform at level of service D, which is considered the minimum acceptable level of service. The follow-up question was: How will the team determine whether six or eight lanes are preferable? Mr. Desai indicated that the team will start its analysis assuming a minimum of three lanes in each direction and then seek to balance the need to avoid over-designing the system with the need to ensure there is adequate capacity throughout the Columbia corridor. One option that was mentioned is that certain sections might have eight lanes while the default for the corridor is six.

A short-hand expression of the bottom-line conclusion about the Near North from one member was simply, “you can build it, but they won’t come.” Mr. Desai modified this somewhat and indicated that at least “they” won’t come in any appreciable numbers from the existing I-70.

Another member translated what he was hearing as the bottom-line: “There’s a need presently and certainly that need increases in the future to improve the existing I-70 corridor. And improvements to the existing I-70 corridor will draw traffic away from any [northern] alternative back to I-70.”

### **c. Input about Potential Impacts along Near North and Existing I-70**

Four groups, three from the Advisory Group and one for the public in attendance, were created to provide input to the consulting team about points of interest and constraints that exist along both the existing corridor and the Near North corridor. The Near North was included in this process because it is premature to completely eliminate it as a possible alternative, although participants were asked to concentrate on the existing corridor.

This work was done on a set of maps (aerial photos from January 2000) and then each small group reported its results to the larger Group. The project team will use these maps to help them identify constraints to future alignments. This consolidated information, along with further analysis, will be shared at the next Advisory Group meeting.

### 3. Summary and Next Steps

The Group received an organizational chart that highlighted the key players in the process from this point forward. As the process now moves toward specifying more definitive alignments, several individuals, such as those examining water quality issues, identifying cultural resources, or addressing socioeconomic impacts, will now play a more prominent role.

A public meeting will be held on April 23, at the Recreation Center from 4:00 to 7:00. Additional information about this meeting will be advertised in the weeks ahead. It is expected to be conducted mostly in an open house format augmented by a few brief presentations.

The next meeting of the Advisory Group will reflect the changing focus of the study effort. Candidate topics identified for the meeting include:

- Debrief of the public meeting
- Identification of specific alignment alternatives
- Identification of constraints
- “Final, final” traffic results
- Design considerations
- Input from the statewide enhancement committee
- The corridor screening decision document
- Categories of impacts to be considered

The next Advisory Group meeting is scheduled for Thursday, May 29. It will be held at the Daniel Boone Regional Library, 100 W. Broadway. An agenda and supporting material will be sent to the Advisory Group a week prior to the meeting.

### 4. Upcoming Advisory Group Meeting

May 29, 2003

## F. Improve I-70 Advisory Group – May 29, 2003

*(6<sup>th</sup> Meeting; Columbia Activity and Recreation Center; 1701 W. Ash Street, Columbia, Missouri)*

This is a summary of the key informational and action items from the sixth meeting of the Improve I-70 Advisory Group.

#### 1. General

##### a. Members Present

Members of the Advisory Group attending the meeting: Ed Baker, Elaine Blodgett, Susan Clark, Chip Cooper, Roy Dudark, Skip Elkin, Chris Janku, Kory Kaufman, David Mink, Tom Moran, Bud Moulder, Pat Smith, Garry Taylor and Bob Walters.

Dennis Donald and John Huyler of The Osprey Group facilitated the meeting.

**b. Materials Available at the Meeting**

Materials distributed prior to and available for discussion at the meeting, in addition to the agenda, included:

- A paper entitled “Traffic Forecasting Process and Results” for the Columbia area
- A “Corridor Screening Analysis” matrix that provided the categories used for corridor screening

Handouts at the meeting included:

- The filled-in “Corridor Screening Analysis” that added specific information to the screening categories to facilitate evaluation of alternative corridors
- A six-page document: “Traffic Forecasting – Revised Sensitivity Analysis Results”

**c. Meeting Goals**

Previous meetings had placed emphasis on an initial coarse filtering process to help determine which of three corridor alternatives might best meet the interstate traffic objectives. A subsequent screening focused on various types of impacts. This meeting emphasized the “finer screen.” New, more-specific information was presented that allowed comparison of the advantages and disadvantages of (a) the Near-North with needed improvements to existing I-70 and (b) the Build-in-Existing-I-70-Corridor-Only alternatives.

Specific goals included:

- Receive information about recent activities;
- Review changes in the traffic modeling and the revised forecasts;
- Discuss preliminary information about the environmental, socioeconomic and financial impacts of a Near North and expanded existing I-70 alternative;
- Gather input about the viability of the Near North corridor as an option; and
- Clarify next steps in the planning process.

The substantive portion of the meeting began with Bob Brendel of MoDOT updating the Group on the I-70 public meeting that was held on May 23. This was one of eight meetings held across the state, which, in total, attracted nearly 1,000 people. About 160 people attended the Columbia meeting. Mr. Brendel reiterated that much information is available on the project website: [www.improvel70.org](http://www.improvel70.org)

**2. Summary of Issues and Advisory Group Input****a. Changes in the Traffic Modeling and the Revised Forecasts**

In the first substantive item on the agenda Jerry Mugg from HNTB and Paul Hershkowitz from Wilbur Smith Associates explained changes in the traffic modeling and the resulting changes in

the travel demand forecasts. The Quality Assurance/Quality Control (QA/QC) process revealed two significant errors: human error in coding of some of the distances on the bypasses and the input of too few trips on the eastern end of the Columbia urban area. These errors resulted in initial projections of the traffic that the Near North was predicted to carry being low. With the revised forecasts the fundamental conclusion is that a minimum of 6 lanes will be necessary on the existing I-70 alignment whether or not a Near North is built.

An extensive, facilitated question and answer session then took place during which members of the Advisory Group asked questions or made statements. Questions included whether or not projections of the future production and price of oil are factored into the traffic modeling, the level of service that can be expected along various areas and at various dates in the future, the confidence level that should now be attributed to these projections, where and when the model originated and how long it has been used reliably, and how the model accounts for the way in which drivers make the decision to take one route or another.

Several additional questions and their answers include:

In response to a question about how the model allocates traffic, it was pointed out that the model allocates all actual through traffic (i.e. traffic that does not make any stops in Columbia) to whichever route is fastest. Once the model predicts that travel time would be shorter on the Near North all such through traffic is allocated there. The model does not allow for some assumed apportionment of that traffic between the two routes.

- As more precision is developed concerning the number of proposed lanes and design of intersections in any given area, it will be possible to develop projections of levels of service for interim time periods (e.g., 10, 15, 20 years after completion) in addition to the predictions that are currently made for the year 2030.
- Projections about the amount of future traffic traveling on Highways 36 and 50 are accounted for in the model.

Skepticism was expressed about the way the model accounts for through traffic. In spite of understanding that “through trips” are defined as those that make no stops at all in Columbia, several people still thought the number is too low. One member asserted that truck trips alone show it to be too low.

The discussion about traffic modeling and the revised forecasts ended with the realization that traffic projections alone do not justify the elimination of the Near North. Discussion then turned to initial information about projected impacts of the two alternatives – improve and expand I-70 in its current location or improve I-70 and add a Near North corridor.

#### **b. Preliminary Impact Assessment of Near North and Existing I-70 Corridors**

To introduce the discussion of impacts, Mr. Buddy Desai, CH2M HILL, began by referring to maps that showed conceptual representations of both the Near North and the widen existing options. On the map the Near North concept was shown by a mile-wide corridor within which a 500 foot wide conceptual “footprint” of a possible alignment was drawn. Normal-capacity and high-capacity intersections were also shown at various locations. On the existing corridor the conceptual drawings showed six lanes approaching and leaving Columbia with eight lanes in the middle sections from Stadium to just east of U.S. 63. Mr. Desai then passed out a matrix



with detail that allowed side-by-side comparison of the two conceptual corridors. He highlighted what he saw as the most important results:

- The new miles of freeway lanes that would need to be constructed for the Near North are more than twice what the existing corridor would require.
- Five additional standard interchanges that would need to be constructed in the Near North.
- Ten new structures would be required for the Near North versus zero for existing.
- Total right of way required is almost four times greater for the Near North than for the existing.

A number of impacts are notably larger for the Near North than for the existing:

- Wetlands impacts are three times greater.
- Impacts to floodplains are more than three times greater.
- Woodlands impacts are more than five times greater.
- Agricultural impact is almost ten times greater.
- The number of street crossings for the Near North are more than double those required for the existing.
- The number of residential displacements are more than four times greater on the Near North.
- The approximate cost to widen and improve the existing I-70 is projected at about \$375 million versus \$650 million to build Near North along with the improvements required to existing.

Following Mr. Desai's explanations, a facilitated question and answer session again took place. Topics raised in the discussion that followed included: the methodology used for calculating displacements, the cut-off date for the most recent information that was included in the estimates, if/when analysis is done on the lost tax revenue attributable to through traffic, why the Near North results in fewer business displacements than widening existing, fine tuning our understanding of the aesthetic, functional and tax roll impacts to individual properties, the specific assumptions about width, interchange reconstruction and right of way purchase that result in the cost differences between the two alternatives, if the analysis to-date had tried hard to be sure that there are no "fatal flaws" with the existing alternative, the impact of having an "island" surrounded by two major "rivers" of concrete if the Near North is built, the fact that the widen existing alternative will include enough purchased right of way that it would be possible to widen to six lanes in some sections now and to eight lanes in the future if demand increases to that point, that building the Near North would provide functional redundancy in the event of a major accident closing the entirety of the existing alignment, the extent to which the cost and impacts of necessary frontage roads has been included in the assessment to-date, the overall budget for the improvement of I-70 across the state and how that budget will be refined as

studies proceed, and, finally, the importance of absolute cost and comparative value in MoDOT's decision of which corridor to select.

**c. Corridor Screening: Viability of the Near North as an Option**

Noting the depth of understanding and sophistication of the previous discussion, Mr. Desai was asked to tell the Group what, at this point in the study, the engineering consultants would recommend to MoDOT, if anything. Mr. Desai replied that the recommendation "will be to eliminate the Near North corridor from further consideration . . . (and) . . . proceed by concentrating on developing detailed alignments only within the existing I-70 corridor."

Asked to summarize the reasoning behind that recommendation, Mr. Desai said that the lesser environmental and socioeconomic costs of the existing corridor versus those that would be present in improving the existing highway and constructing a Near North alternative were paramount.

The Advisory Group responded to this recommendation. Eight members commented, several making additional suggestions. No Advisory Group member expressed disagreement with the recommendation.

To wrap up this portion of the agenda and of the process itself, Ms. Harvey from MoDOT was asked for her appraisal. Ms. Harvey said, ". . . from what we've seen tonight with the data that the consultants have prepared for us and presented to this Group and what we've heard, we're prepared to take the recommendation and move forward with looking at the details of widening the existing corridor, and put our focus now in the study on that corridor as we go ahead."

### **3. Summary and Next Steps**

In terms of next steps Mr. Desai told the Group that the challenge ahead will be to develop alternatives within the existing corridor in a way that limits the impacts to businesses, residents and the natural environment. The analysis will now start concentrating on specific interchanges to see how they operate and what will need to be done to improve them so that they would operate well in the 2030 design year. He added that this will involve gathering of field data. He said that the project is on schedule and he hopes to be able to accelerate it a bit and have a first draft environmental document available for review within a year.

Discussion then ensued about a meeting date in August. Given the complexities of summer schedules and the absence of various Group members in August, the facilitators with Group agreement determined it would be best to coordinate a date that will work better for more members of the Advisory Group. This communication will be done via email and it is likely that the next meeting of the Advisory Group will be in September.

Before adjournment Ms. Harvey clarified for the Group that the ultimate decisions for the interstate are not MoDOT's alone, but involve the Federal Highway Administration as well as MoDOT, working together with partners like the Army Corps of Engineers and the Missouri Department of Natural Resources.

Potential topics for the next meeting include:

- More detail on operational analysis of the system and possible improvements
- Corridor enhancements

As a final comment, one of the Advisory Group members remarked, “I just wanted to say that I really appreciate the process and being a part of this process. It’s very informative to me and I’ve enjoyed hearing from all the different viewpoints that have been brought to the table. And I just wanted to say thank you for the process.”

#### **4. Upcoming Advisory Group Meeting**

September 18, 2003

### **G. Improve I-70 Advisory Group – September 18, 2003**

*(7<sup>th</sup> Meeting; Columbia Activity and Recreation Center; 1701 W. Ash Street, Columbia, Missouri)*

This is a summary of the key informational and action items from the seventh meeting of the Improve I-70 Advisory Group.

#### **1. General**

##### **a. Members Present**

Members of the Advisory Group attending the meeting: Craig Adams, Bernie Andrews, Ed Baker, Bob Bechtold, Elaine Blodgett, Susan Clark, Skip Elkin, Dave Griggs, Chris Janku, Kory Kaufman, David Mink, Bud Moulder and Bob Walters.

Dennis Donald and John Huyler of The Osprey Group facilitated the meeting.

##### **b. Materials Available at the Meeting**

Materials, available for discussion at the meeting included:

- A summary of comments provided at the public workshop held on August 21st
- An evaluation matrix about alternative widening concepts for I-70
- The schedule for the remainder of the study

##### **c. Meeting Goals**

The overall goal of this meeting was to understand and inform the process for screening and selecting the preferred I-70 widening alternative.

Specific goals were:

- Review project goals, challenges and constraints;

- Define how various alternatives will be developed and evaluated;
- Examine five widening concepts presented at the public meeting with their advantages and disadvantages;
- Identify emerging alternatives and provide illustrative example of one alternative and how it performs in an initial screening;
- Clarify next steps in the planning process.

#### **d. Preliminary Items**

After the Group agreed to the agenda, Bob Brendel described the public workshop held on August 21. He reported that about 120 people attended. No additional questions or comments were offered.

Next on the agenda was consideration of the adequacy of the composition of the Advisory Group. It was agreed that Roy Dudark will step down from formal membership since he will be working in a hands-on capacity with the Project Team to bring the City's and CATSO's concerns and plans into the everyday planning. It was further agreed that Osprey would contact the City Manager with an invitation for a possible replacement for Roy to represent the City.

Because Kory Kaufman has moved from the Parkade Neighborhood, it was agreed that Craig Adams, a resident of Parkade for 11 years, would be invited to join the Advisory Group as a representative of that neighborhood. Craig was invited to the table and participated in the remainder of the meeting. At the same time, the Group agreed that Kory, given his commitment to the process, should continue to serve on the Group as a Boone County resident.

Finally, Roy Dudark described the discussions that have taken place about a possible new interchange west of Stadium. CATSO, the Columbia City Council and the Planning and Zoning Commission have considered various alternatives and there is currently a coordinated effort under way in which the Improve I-70 Study is considering the entire stretch from Stadium to Midway and the various existing and possible connecting routes and interchanges.

## **2. Summary of Issues and Advisory Group Input**

### **a. Project Goals and Context: Approach to Evaluating Alternatives**

Buddy Desai of CH2M HILL began the presentation on alternatives by stressing that traffic operation issues constitute the core of the purpose and need for the widening of I-70. Buddy reiterated the five widening concepts that are under consideration and noted that as the number of concepts or alternatives is narrowed the amount of information that will be gathered and reviewed about each increases.

Rob Miller, the Lead Environmental Planner for CH2M HILL, then continued the presentation. He summarized the essential mandate of the National Environmental Protection Act (NEPA) and spoke about the capabilities of the Geographic Information System (GIS) that the Project Team has at its disposal to evaluate resources and potential impacts. When considering impacts Rob said that the attempt is first to avoid, second to minimize and third to mitigate

impacts. He then described categories of the most important information (e.g., environmental, cultural, socioeconomic, historic) that can be shown with the GIS.

The facilitated discussion that began near the end of Rob Miller's presentation started with the question of who determines whether a given impact is positive, neutral or negative and what the role of the Advisory Group is in that determination? The response was that this meeting was designed to expose the Group to the tools that will be used (the Evaluation Matrix being one) and that as more information becomes available the Advisory Group will be asked for as much comment, feedback and input as possible.

A concern that seemed to be widely shared within the Advisory Group was about construction impacts. How would the analysis of near-term construction impacts be done and when would it be completed? Rob pointed out that the Project Team was about to initiate a survey of area businesses. Within the next month business owners and operators will be contacted to begin the process of gathering information that could be used to avoid or minimize negative impacts during construction. It was pointed out that in all cases access will be maintained to all businesses during construction periods. The Advisory Group was particularly interested in providing input about impacts to area businesses and residents.

Another theme that the Advisory Group is concerned about has to do with the distinctions between positive, neutral and negative in the evaluation matrix. For example, is an impact ranked as negative if it affects 20 properties but not negative if it affects only one? Mr. Desai pointed out that the assembling of information is an example of trying to be able to "see the forest through the trees" by being able to evaluate enough factors to be able to understand tradeoffs among alternatives. As the study proceeds, the Advisory Group wants to understand the criteria and assumptions that are being used so that it can provide informed input into MoDOT's decision making.

The next question concerned the issue of the taking of property for construction and widening purposes. If construction plans call for encroachment on only a portion of a property is there flexibility? Kathy Harvey from MoDOT responded that this is a very complicated issue and that the Department has very specific guidelines. Essentially, MoDOT has considerable flexibility in its ability to negotiate with a property owner around how much property is needed for construction purposes. But if the negotiations fail and it becomes necessary to use condemnation proceedings then MoDOT can only condemn and make use of the precise amount of property needed for the project, not the entire parcel. It was clear from the discussion -- introduced by Advisory Group questions -- that this sensitive issue needs to be explained more fully at a subsequent meeting.

#### **b. Five Widening Concepts**

Buddy Desai began his presentation by explaining that most of the material he would cover is available on line at [www.improvel70.org](http://www.improvel70.org). Buddy began by emphasizing that all of the widening concepts involve 3 lanes of traffic in each direction (6 lanes total) with 4 lanes in each direction (8 lanes total) in the central parts of the Columbia corridor. The most important differences between the five concepts involve facilities to complement the widening itself. Buddy then described the basic differences between: Basic Widening, One-Way Frontage Roads, Two-Way Frontage Roads, Collector/Distributor and Stacked Section. He pointed out the fundamental advantages and disadvantages of each concept and cited examples of where the concept had been constructed that people might recognize.

When Buddy finished his presentation he answered questions about how “Texas Turnarounds” and bridges function and whether or not frontage roads can vary in their distance from the Interstate. The answer to the latter question was, “yes.”

Several questions were then asked about the topic of right of way. The impact on right of way is mostly a function of interchange design and how traffic on the interchanges gets to and from the Interstate. Thus ramp placement is what most significantly affects the right of way needed through Columbia. Buddy emphasized that different widening concepts or hybrid combinations are likely to be employed in specific areas in response to traffic needs and the surroundings.

Before turning to the next agenda item Buddy commented, as promised, on Stadium, “We are treating the Stadium interchange situation the same way we would treat any other interchange situation in that, first and foremost, we will work at developing alternatives that satisfy traffic ... at the existing interchange location, and if it is determined by the Team that we just cannot make it work at the existing location, then and only then will we move forward to looking at a potential complementing interchange.”

### **c. Alternatives Emerging from Widening Concepts**

Kevin Nichols of CH2M HILL drew participants’ attention to various maps that he projected, beginning at the western edge of the Columbia corridor to give the Group an idea of how one approach might be applied throughout. To illustrate the methodology Kevin examined the two-way frontage road concept. This concept has the advantage of being able to frequently incorporate the existing two-way road network near I-70.

It was explained that in the rural sections of I-70 the standard width of the median will be 124 feet, while in the urban sections things are obviously more constrained so that the standard section for the median is only 24 feet. In so far as possible it is a good idea to build the wider median to accommodate possible future growth needs. The exact beginning and end points of the two types of sections (urban versus rural) will be proposed and discussed as the planning continues.

As Kevin explained the initial two-way frontage road concept map from west to east he was able to point out the footprint of the initial drawing of various interchanges and how each might function. He also showed that in the rural sections the initial drawing calls for I-70 to be widened symmetrically both north and south of its current alignment. In the urban areas the widening is asymmetrical, either more to the north or more to the south depending on specific conditions.

A question was asked about facilities for bikes. In general, across the state, MoDOT is planning that bicycles can use the shoulder of the frontage roads. In urban areas it recognizes that special crossings and separation of bike traffic will be necessary in some places.

## **3. Summary and Next Steps**

We can expect information to get more and more specific at future meetings. At the next meeting, the Project Team will bring back the Evaluation Matrix in a more completed form. Some additional variables will be added such as near-term construction impacts. In addition, the Team will keep developing its analysis of the alternatives, continuing to hone in on the one or two for each area that are beginning to look most promising. There also might be an opportunity to have the property acquisition process described in further detail at an upcoming meeting.

Finally, as described above, a business survey will be initiated and interim results should be available at the October meeting.

A concern was raised about how we can work to assure that people not familiar with the Advisory Group process are informed about the study, especially given its current fast pace. The response was that the Team will shortly reach out to businesses and will begin to contact more residents and neighborhoods before long. An extensive mailing list exists and has already been used. Public meetings and workshops will be advertised widely and The Osprey Group solicits additions to its email list so that anyone can become informed about the work of the Advisory Group and receive copies of these Meeting Summaries.

Buddy emphasized that the Team is looking for information and comment from people outside of the Advisory Group meetings themselves. He encouraged people to contact him via phone or email or the use the project website [www.improveI70.org](http://www.improveI70.org) or project office 800 number (800-590-0066) to provide input.

The dates and times of the next two meetings of the Advisory Group are shown below.

#### **4. Upcoming Advisory Group Meeting**

October 23, 2003.

### **H. Improve I-70 Advisory Group – October 23, 2003**

*(8<sup>th</sup> Meeting; Gentry Middle School; 4200 Bethel Street, Columbia, Missouri)*

This is a summary of the key informational and action items from the ninth meeting of the Improve I-70 Advisory Group

#### **1. General**

##### **a. Members Present**

Members of the Advisory Group attending the meeting: Craig Adams, Jeff Barrow, Bob Bechtold, Susan Clark, Dave Griggs, Chris Janku, Kory Kaufman, David Mink, Larry Moore, Bud Moulder, Lowell Patterson, Justin Perry, Garry Taylor, and Bob Walters.

Dennis Donald and John Huyler of The Osprey Group facilitated the meeting.

##### **b. Materials Available**

Materials available at the meeting in addition to the agenda included:

- Project update showing status of socioeconomic and other environmental studies
- Cover letter sent to prospective business interviewees
- Brief description of the business survey purpose and approach

- Press release describing activities of the Improve I-70 project through the end of the year.

### **c. Meeting Goals**

The overarching goal for this meeting was to understand, discuss and receive input about the significant advantages and disadvantages of the emerging widening alternatives.

Specific meeting goals included: 1) review current status of study, including the business survey; 2) understand and discuss the emerging improvement alternatives; 3) engage in informed discussion about widening challenges, community values and tradeoffs.

While there was some information available at the meeting, most of the discussion centered around several alignments the consulting team had developed. This was one of the first meetings where the proverbial “lines on the map” were being presented to illustrate the differences between the three widening concepts. After presentations from the consultants using large maps, a block of time was devoted to Advisory Group discussion and input.

## **2. Summary of Issues and Advisory Group Input**

The meeting opened with the mention of a couple of public outreach efforts. One was a drop-in center that would take place on November 4 at the Days Inn Conference Center. The other is a public open house that is scheduled for December 11 at the ARC.

### **a. Overview: Status of Planning**

Buddy Desai from CH2M HILL opened the substantive portion of the meeting with an overview about the status of the planning. He mentioned that the evaluation matrix, presented as a conceptual evaluation tool at the previous meeting, would not be presented at this meeting, but he anticipated a largely complete version being available at the November meeting.

Mr. Desai noted that while much of what has been presented to the Advisory Group to date has emphasized the engineering aspects of the project, such as traffic analysis, there are a host of other studies proceeding concurrently as required by the National Environmental Policy Act or NEPA. The handout provided an update about the status of these investigations. He also highlighted specific information related to wetland studies, cultural resource investigations, and hazardous materials evaluations. He mentioned that noise studies will occur as the study moves forward and the preferred improvement alternative is more precisely defined.

### **b. Business Survey**

The business survey was discussed from several dimensions. Mr. Desai was asked to talk about the purpose of the business survey and to describe how the information from the survey will be used to help hone and evaluate the various alternatives that are under consideration. Secondly, Mr. Roy Dudark, Columbia City Planning Director, was asked to speak to the city's plans to evaluate the fiscal impacts related to I-70. Thirdly, Mr. Gary Vandelicht from the Berger Group was present to speak to the specifics about the business survey.

Mr. Desai began his remarks by thanking those on the Advisory Group who provided input on the initial version of the survey questionnaire. The input from the Group helped modify and improve the survey instrument. He continued by noting that the economic impacts of a project



are a very important part of the whole process. The business survey is a tool to help gauge the magnitude of the business and economic impacts of the construction and expansion of the highway. He mentioned that the “footprint” of the various alternatives under consideration is increasingly becoming more exact so that it is possible to pinpoint the businesses that are likely to be impacted. The survey focuses on those businesses along the I-70 corridor that might be impacted by the construction and expansion. He reinforced that those being interviewed will not necessarily be impacted, but they might be depending upon the ultimate decisions about the alternatives and their associated footprint.

The goal of the survey is to determine who the businesses are, what they do, why they do it, how many people they employ, and so on. No information is being gathered related to income and the data will be presented in an aggregate format to preserve confidentiality. The information about the characteristics of the business community along this corridor will help the consultants select the preferred alternative. This will be one of a number of factors that goes into making that decision. And, once an alternative is selected, the data will be used to refine the alternative and minimize impacts both during and after construction.

Mr. Dudark said that Monday night the city manager gave a report to the City Council about the likely fiscal impact on the city of the construction and improvements to I-70. The concern is about the businesses and their contributions to the community’s tax base through sales taxes, hotel/motel taxes, gross receipt taxes, various other kinds of revenue streams that could be affected by a disruption or the displacement of businesses. Once the footprint of the preferred alternative is known and there is a better sense of the businesses that will be impacted, it is expected that a more refined analysis could be developed about the nature and magnitude of the fiscal impact. The city manager asked for the Council’s authorization in seeking outside support to help answer these fiscal impact questions.

Mr. Vandelicht indicated that the business survey started the previous Monday. The process involved identifying the appropriate contact person and sending along a packet of information about the project and the survey. The packet included the Pathways for Progress booklet that MoDOT has developed for property owners that might be impacted by transportation improvements. At the time of the meeting, Mr. Vandelicht said that over 100 businesses had been contacted. The level of interest and cooperation from the business community was reportedly quite high. He said that, by the time of the November Advisory Group meeting, they expect to have the survey results available at least in a preliminary fashion.

### **c. Three Emerging Alternatives: One-Way, Two-Way and CD Systems**

Since the overall goal of this meeting was to, “understand, discuss and receive input about the significant advantages and disadvantages of the emerging widening concepts,” the Advisory Group experimented with a new format. Large maps were spread out on the table and posted on the wall and the Advisory Group huddled around them.

Mr. Kevin Nichols of CH2M HILL described each of the widening concepts in detail by walking the Group through the maps from west to east. The purpose was to illustrate, at the macro level, how each concept might function, how the “rural” sections of the corridor are different from the compact “urban” portions, how the impact to the community of each widening concept might vary, where significant constraints exist, and some of the hard choices and tradeoffs that need to be addressed at specific illustrative “pinch points.” It was hoped that the questions and

discussion that followed the explanation of the concepts would begin to elicit information about the community's values and important tradeoffs.

Two-way frontage road system. The Group began by focusing on a large map that illustrated the two-way frontage road concept. At the end of the introduction to this concept, Mr. Desai summarized some of its advantages and disadvantages. He did the same for the other two concepts after the illustrative maps had been explained in detail.

Advantages:

- maintains access in both directions
- essentially maintains existing access patterns
- provides full access to abutting properties because businesses and residences can be accessed by both left and right turns. Thus access is, for the most part, the same as today.

Disadvantages:

- doesn't provide a very efficient facility to separate local trips from through trips
  - because this is still two-way travel you still have to negotiate left turns in front of you which diminishes safety
  - with so many access points, the speeds on one-way frontage roads are quite slow
  - weaving issues are not alleviated on I-70

**d. One-way frontage road system.**

Advantages:

- provides a new local roadway to provide mobility from east to west
- is a little bit safer than the two-way system
- will operate at slightly higher speeds than a two-way system

Disadvantages:

- right-in/right-out only means that some traffic needs to circle around
- because of the Texas turnarounds, weaving on I-70 is improved, but it is not completely eliminated

**e. Collector-Distributor system.**

The CD system shown on the illustrative map covered about a six-mile stretch of I-70 through Columbia's urban core. Access to and from the freeway was shown in the middle at about the three-mile point. The CD system does not allow much access; it is too fast and much access would be unsafe.

Advantages:

- does the very best job of separating through and local traffic
- does a very good job of moving weaving movements off of I-70

Disadvantages:

- provides no access to abutting properties
- has the widest footprint

#### **f. General Discussion**

In the urban core area six interchanges are shown. There are also two western and two eastern interchanges that are best served by a two-way frontage road system that currently exists and is more consistent with driver expectations in a more rural environment. The fact that federal monies have been put into Cosmo Park means that it's afforded additional protection under law.

There was an illustration of several "pinch points." The first example was a CD configuration that showed that with the investment of a great deal of money it would be possible to take an interchange and squeeze it together by putting in retaining walls. In another illustration, if standard appropriate slopes are used to change elevation between ramps it produces a ramp that is high and a CD road that is low. With the need to put a drainage ditch, clear zone and dealing with safety issues the footprint becomes increasingly wide.

Discussion ensued about: the value of park land the possibility of diverting a creek into a culvert, the importance of good access to businesses, the fact that "locals" would likely figure out how to make the best of any access road configuration but that through traffic on I-70 might avoid stopping in Columbia if access is too difficult or confusing, the best ways to relieve congestion around Stadium, and the fact that pedestrian access will be provided at the various bridges except where doing so does not make sense because of safety or other important considerations.

Mr. Nichols explained the approach to developing hybrid or combination alternatives. He said that the work will involve systematically evaluating each of the three major concepts relative to the six central interchanges. Through the evaluation process and feedback from the Advisory Group and others it will begin to become apparent that certain configurations work better in one location than another. He went on to make the point that "with the CD system you are adding the two-way frontage, improving your operations on the freeway. But the two-way system is still intact. We have not taken that out of the mix. The same is true with the one-way system. We have added the one-way system to the two-way system. . . . If you want to improve some of the local access and some of the freeway operations, maybe you go to a one-way system in addition to the two-way and then the CD further enhances that. So it is kind of a step-wise thing."

Mr. Desai added, in response to a question, that the CD system works better to keep traffic moving if there is a major shutdown on the interstate. In response to a question about cost comparisons the point was made that CDs tend to be a little more expensive because the bridges are longer since the CD roads need to go under the bridges. But generalizations are difficult since so much of the cost depends on specific circumstances. Several Advisory Group members related their good experience with "Texas turnarounds" in other states.

At the close of the discussion Mr. Desai reiterated that the Study Team does not have a preference at this point, "I know from our study team's standpoint ... we don't have a preference. And one of the reasons why we wanted to spend so much time of this meeting just talking and having this general discussion is for people to raise issues such as you have raised ... eventually we will have a set of systems that work and then it boils down to the tough decisions of what is more important, are the relocations more important than separating the through and local traffic? The speed of local traffic, is that more important than this? And that is where we need your help so you can tell us what is important and we can make educated decisions."

### **3. Summary and Next Steps**

It was suggested that the information presented on the maps might be shared using CD's or that the maps be made available for viewing at other locations in Columbia. There was strong interest from virtually everyone on the Advisory Group in receiving a CD so that they could review the alignments more carefully. Mr. Desai indicated that CD's could be made and distributed. He also noted that the table with advantages and disadvantages by concept could be included on the CD as well.

Some of the public outreach efforts were described. The November 4 drop-in center and the December 11 open house were noted. The next meeting of the Advisory Group is scheduled for November 20 and it will be at the ARC.

The November 20 meeting was briefly previewed. It was noted that the preferred alternative will not be available at that time, but that the alignment alternatives will be refined and there will be more cost, traffic, and economic data to help evaluate the options. Some of this analysis will likely set the stage for the creation of hybrid concepts that mix and match the various concepts that have been shared with the Advisory Group. The business survey findings or highlights, at least in a preliminary form, will be available for review. Finally, it was recommended that an individual knowledgeable about the property acquisition process be available at the November meeting.

### **4. Upcoming Advisory Group Meeting**

November 20, 2003

## **I. Improve I-70 Advisory Group – November 20, 2003**

*(9<sup>th</sup> Meeting; Columbia Activity and Recreation Center; 1701 W. Ash Street, Columbia, Missouri)*

This is a summary of the key informational and action items from the ninth meeting of the Improve I-70 Advisory Group.

## 1. General

### a. Members Present

Members of the Advisory Group attending the meeting: Craig Adams, Bernie Andrews, Jeff Barrow, Bob Bechtold, Elaine Blodgett, Susan Clark, Chip Cooper, Skip Elkin, Dave Griggs, Chris Janku, David Mink, Tom Moran, Bud Moulder, Lowell Peterson and Bob Walters.

Dennis Donald and John Huyler of The Osprey Group facilitated the meeting.

### b. Materials Available at the Meeting

In addition to the agenda, materials, available for discussion at the meeting included:

- Update about the Columbia Area Business Survey
- Preliminary Evaluation Matrix Summary
- “Pathways for Progress,” a pamphlet on CDOT’s land acquisition procedures
- Draft of “Questions About I-70 Improvements in the Columbia Area”
- Updated I-70 Columbia Project Schedule
- Article from the Columbia Missourian entitled “Widening Meeting Planned”

### c. Meeting Goals

The overall goal of this meeting was to have the Advisory Group understand and provide input to the ongoing refinement of alignments and widening concepts.

Specific goals were: 1) Hear the results of the business survey; 2) Understand the analytical refinements of the concepts and alignments under consideration; 3) Clarify the process and timing to reach a preferred alternative; 4) Explain the property acquisition process used by MoDOT; 5) Identify the desired role for the Advisory Group over the next several months.

### d. Preliminary Items

Buddy Desai of CH2M HILL told the Group about a meeting that involved people particularly interested in Stadium Boulevard. Mr. Desai reported that the purpose of the meeting was to exchange information about the roles and responsibilities of people working on the EIS and the interests and activities of others.

Bob Brendel then reported about the November 4 Drop-In Center which attracted some 230 people. He said that, in addition to the helpful feedback the Team had received from many citizens, the drop-in provided a good opportunity for many business owners to complete their surveys.

## 2. Summary of Issues and Advisory Group Input

### a. Business Survey Preliminary Findings

Gary Vanderlicht of The Louis Berger Group summarized the progress made to date on the business survey. He referred people to the handout and reported that he expects a better than 50 percent response rate. Based on the responses so far, Mr. Vanderlicht indicated that:

- Thirty nine percent of the respondents indicated that if they have to relocate, they want to stay within a quarter mile or a half mile of an exit.
- The majority indicated that they think improving I-70 will be of benefit to the economy; they support the improvements.
- A key concern to many businesses is the apparent lack of suitable alternate sites if they must relocate.
- Another concern is about temporary business impacts during construction.

Mr. Desai then added to what had been said, emphasizing that because of the survey the team will be better able to understand the business community, the nature of their interests, and the magnitude of impacts associated with planning decisions. The team will also be positioned to avoid or minimize the negative impacts to businesses along the corridor.

#### **b. The Refined Alignments and Concepts**

This presentation and discussion was conducted in two stages. First, Kevin Nichols and Buddy Desai from CH2M HILL made opening remarks about the various alignment alternatives. Second, the presentation and discussion continued around a series of maps that graphically presented the alignment options for the rural and urban portions of the study area. In the urban area, three alternative concepts were developed and discussed: a two-way frontage-road concept, the C-D road concept, and a one-way concept. This screening of the concepts is a key step in moving toward the creation of a set of reasonable alternatives, some of which might be hybrid options that capture some of the strengths and minimize some of the negative aspects of each individual concept. These “reasonable alternatives” will be available for the Advisory Group to review at its next meeting in early 2004.

Mr. Nichols provided the initial remarks and set the stage for Advisory Group discussion. He noted that all the plans had been updated for consistency. The maps also reflected the footprint or anticipated construction impact associated with the various concepts. He noted that the footprint also provided for the possibility of adding an additional lane on the interstate for future capacity.

The projected traffic for all three concepts has been evaluated preliminarily. Mr. Nichols stressed that these numbers were still subject to review. How various concepts operate from a traffic perspective was the focus of his presentation. He also reintroduced the notion of level of service (LOS) that had been discussed at earlier meetings

#### **c. Developing the Reasonable Range of Alternatives**

Level of Service (LOS) is a measure of how effectively a highway can move the volume of traffic it carries. Ranging from LOS A (free-flow conditions) to LOS F (gridlock), the measure takes into account the driver’s speed, freedom to maneuver and proximity to other vehicles. Of course a highway facility operates at different levels of service at different times of the day. Traffic operations during peak periods like morning and evening rush hour are much different than the middle of the night, for example.

As engineers plan for I-70 improvements, they must determine the number of lanes and basic design needed to reach a minimum level of service during peak periods in the future. This

ensures that traffic operations will be acceptable during the busiest times, but also means traffic will not operate perfectly all the time.

Consistent with standards used throughout the country, the minimum LOS being used for I-70 through Columbia during peak periods in the future is C in the rural areas and D in urban areas. This means that during the busiest times, traffic will move well and at other times it will operate better. Mr. Nichols stated that designing to a LOS A all the time would not only be cost prohibitive and an unwise use of resources; it would generate many unacceptable impacts to the community.

Mr. Nichols then identified various problems areas, such as ramps and interchanges, which would operate at unacceptable levels given projected 2030 traffic. He also noted that the solution in several of these cases would not be to simply add another lane on the freeway. As an example, he stated that the Stadium interchange is “broken today” and, given future increases in traffic, it will operate at an even more unacceptable level.

A question was asked about the LOS design goal. It seemed to one Group member that we are designing for something mediocre. How do we know that designing for something better would be too costly? Mr. Nichols noted that certain locations will operate at level of service A. But, because this is such a complex system, there are going to be certain points that are going to operate at a lower level of service. So, the threshold for decision as to whether something is broken or not is the minimal criterion, level of service D or C depending on the location. He also noted that attempting to operate at level of service A through Columbia during the busiest times of the day might require an additional three lanes of interstate beyond what is currently envisioned.

Another question was raised about what is presently rural and might these areas become urban by 2030? Mr. Nichols indicated they had taken that change in land use into account in their modeling.

A follow-up question was asked about whether these design levels were based on peak volumes. Mr. Nichols responded that they were based on design hourly volumes. Elaborating, he said that design hourly volumes reflect morning and afternoon peak traffic when many are commuting to and from work. So, they are designing for peak traffic. During many times of the day, the various parts of the system will operate fine, but during these peak times, certain locations, such as Stadium now, will be operating at poor levels.

#### **d. Property Acquisition Process**

After emphasizing that the acquisition of property is certainly not imminent, John Huyler introduced Terry Sampson, the Right of Way director for MoDOT. Mr. Sampson began by saying that public meetings such as the one we were having this evening are an important part of the pre-negotiation process. They allow property owners to become informed generally and enable MoDOT to begin to understand local issues.

Once MoDOT begins to understand the precise right of way that is needed, it initiates an initial relocation contact with property owners followed by the appraisal process. Certified appraisers contact property owners and ask for permission to inspect their property. Owners are invited and encouraged to go along for this step since they know more about their property than anyone else. The appraisers will then do an appraisal, an estimate of value, of the “before” and the “after” values of property taking into consideration land prices and any damages that might

occur as a result of MoDOT's actions. Damages might be such things as loss of access, proximity damage to improvements, fencing acquired or reduced parking. Once all these calculations are made the property owner is offered the difference between the before value and the after value. That appraisal is then reviewed by a chief appraiser in each district for consistency and fairness. Once the appraisal has been completed and reviewed, a negotiator contacts the property owner. He or she will probably be a senior right of way specialist or right of way specialist. That individual will make an offer in writing and attempt to explain all the details. At that time if the property owner feels that the appraisal has missed something it is important to explain why as the negotiator acts as a liaison between MoDOT and the property owner. Mr. Sampson added that there are also provisions for relocation assistance such as down payment assistance and rental subsidy payments in certain cases for renters. For businesses there are fundamentally two avenues: 1) relocation assistance or 2) a fixed payment based on average annual net earnings. Additional detail is contained in the pamphlet that was distributed and in additional written information available on request.

In response to a question Mr. Sampson said that acquisition begins several years in advance of construction once three conditions are met: 1) the environmental study is approved to a point that it is clear that major environmental problems do not affect the parcels being acquired, 2) right of way plans have been approved, and 3) MoDOT has money programmed in that fiscal year to buy right of way.

### **3. Next Steps**

Several next steps in the planning process, especially as they involve the Advisory Group, were discussed.

It was noted there is a public workshop in December.

Over the next couple of months, the team will develop hybrid alternatives and refine the concepts developed to date.

It is proposed that the Advisory Group meet in early February. At this meeting, Mr. Desai indicated they will have several proposed reasonable options, including the hybrid alternative(s) and preferred interchange locations. He expects some unanswered questions to remain about Stadium and 63.

It is proposed that there be a meeting with the Advisory Group in March to review the preferred alternative and describe the EIS process in some detail.

After the March meeting, the draft environmental document will be circulated for public and agency comment.

A public hearing is anticipated in late April or early May.

The current plan is to have a final Advisory Group meeting around July to review comments received and the proposed responses to the comments and where the process goes from that point forward.

The study itself is expected to be complete in November 2004.



After hearing these future expectations the Advisory Group spent some time reviewing and discussing a set of questions about the I-70 project. These questions, once answered, will be used as a communication vehicle to allow many in the community to have access to straightforward responses to key questions about the process to improve I-70. The goal is to have a mixture of questions, from the basic to the most sensitive that the Advisory Group thinks ought to be raised and answered. A preliminary list of questions was sent to the Advisory Group ahead of the meeting and the Group was asked to critique the list, suggesting additions, deletions, or refinements. Some suggestions included:

- What steps are being taken to alleviate local traffic in the I-70 corridor?
- How is truck traffic being addressed?
- Has the need for this project been truly demonstrated?

What is the process for revisiting the environmental document or Record of Decision over time? (Mr. Desai noted that it is typical to review the environmental document and prepare a supplemental EIS, though not necessarily the ROD, every three years or if there has been a significant intervening event that might have changed the analysis or its conclusions).

- What is the total cost impact to the community, including the economic impact to local businesses and the fiscal impact to local governments, under each alternative?
- Have alternative approaches for funding this project (such as toll roads) been explored?
- How are neighborhoods going to be impacted and what are their remedies (similar to question #14)? And, how can this information best be shared with those who live in the area?
- How will the construction of I-70 impact cross-state traffic?

It was also mentioned that responses to these questions, and those on the previously developed list, should be clear and succinct and identify how the information was developed.

#### **4. Upcoming Advisory Group Meeting**

February 5, 2004, 4:00 – 6:30 p.m. (Columbia Activity and Recreation Center; 1701 West Ash Street, Columbia, Missouri.

### **J. Improve I-70 Advisory Group – February 5, 2004**

*(10th Meeting; Columbia Activity and Recreation Center; 1701 W. Ash Street, Columbia, Missouri)*

This is a summary of the key informational and action items from the tenth meeting of the Improve I-70 Advisory Group.

## 1. General

Members Present: Craig Adams, Jeff Barrow, Elaine Blodgett, Susan Clark, Dave Griggs, Chris Janku, David Mink, Larry Moore, Lowell Patterson, Pat Smith and Bob Walters.

Dennis Donald and John Huyler of The Osprey Group facilitated the meeting.

### a. Materials Available at the Meeting

In addition to the agenda, materials, available for discussion at the meeting included:

- An updated Questions and Answers sheet
- A handout about the results of the business survey
- A handout on Level of Service (LOS)

### b. Meeting Goals

The overall goal for the meeting was to review and reduce the number of reasonable alternatives under consideration. More specifically, goals included: 1) Hear about recent activities and updated material; 2) Understand the methodology being employed to narrow the alternatives; 3) Review the preferred alternative for road and interchange configuration in the less populated areas; 4) Review the reasonable alternatives for the interstate, frontage roads and interchanges in the Columbia core area; 5) Identify next steps in the planning process and development of the Draft EIS.

### c. Preliminary Items

The meeting opened with an explanation about how the consulting team, with Advisory Group and public input, has been engaged in a process of narrowing from conceptual alternatives to options that work. The meeting used maps to focus on locations where the best option seems clear and others where various combinations have different strengths and weaknesses. Throughout the evening, the options were reviewed and reduced so that the consulting team can focus its attention on the economic, environmental and social aspects of the most promising options in the near future.

Bob Brendel updated the Group on the December public meeting which was attended by about 100 people, the visit of a high-level delegation from Japan that met with Study Team members and several Advisory Group members, and the ongoing efforts to contact and meet with people from the neighborhoods likely to be impacted by the I-70 improvements under discussion.

In an email note to the Osprey Group, Tom Moran, who was unable to attend this evening's meeting, asked that Osprey tell the Group that he has questions and comments about the use of CATSO's background data as the foundation for some of the projections that are being used for traffic in this study. Tom feels that the information is biased, having a pro-development slant to it. Mr. Donald asked if anyone else wanted to comment on this topic and noted that Tom will likely be at the next meeting and can raise the issue again if he wants.

## 2. Summary of Issues and Advisory Group Input

### a. The Reasonable Alternatives: Methodology

Buddy Desai of CH2M HILL reviewed maps the Group had seen previously that contain green checks, red “Xs” and level of service information for various intersections. He also recalled the Impact Summary Table for the various alternatives. Mr. Desai said that this table will be expanded based on the Group’s input. All of the alternatives under consideration at this time were conceptualized to meet the traffic needs of the project. In order to narrow the alternatives under consideration a large group from the consulting team carefully considers each alternative with the information on the Impact Summary Table and the input provided by the Advisory Group and others from the public. By the March 18 Advisory Group meeting, Mr. Desai said that this review process will eliminate weaker alternatives and the preferred alternatives will remain.

Mr. Kevin Nichols of CH2M HILL then directed the Group’s attention to three maps the Group had previously reviewed. These identified three conceptual options: the two-way frontage roads, the one-way frontage roads, and the collector-distributor system. The engineering team has worked to extract the best of each of these concepts to produce reasonable alternatives, that is, alternatives that all work from a traffic perspective.

After explaining that we would come back to the western and eastern portions of the Interstate later in the meeting, Mr. Nichols brought the Group’s attention to the four major intersections/sections in the Urban Area. There were six alternatives illustrated with maps for Stadium, two for I-70 West, four in the “triplets” area and two at Highway 63.

### b. Specific Areas

#### ***Stadium***

Mr. Nichols began the detailed focus on the urban area with Stadium Boulevard which he described as a “stand-alone” location. In other words, “we can take an interchange configuration there and change it and what happens at Midway or what happens at 70-West won’t influence that particular configuration.” Mr. Nichols pointed out that the traffic analysis had found that the intersection of Bernadette and Stadium has the most impact on Stadium’s overall operation so there is a need to divert some of the traffic from Bernadette and Stadium. They considered five possible relief scenarios:

- a base case of doing improvements at Stadium and I-70 only
- an extension to Scott Boulevard that comes through this area and connects to an interchange, somewhere close along I-70
- the idea of putting a brand-new full interchange at Fairview.
- providing ramps only to and from the east, so that they are essentially part of the Stadium interchange itself
- a full Scott interchange, and then, in addition to the Stadium improvements, put ramps to and from the east.

After carefully considering these five possible scenarios to relieve traffic on Stadium the engineering team reached the following conclusions:

A Scott interchange provides more relief to Broadway than Stadium improvements alone do. It also requires four lanes in each direction on Stadium from Broadway north to the interchange. The southern part of the area in town gets more benefit out of a Scott interchange.

- A Fairview interchange would require three lanes in each direction on Stadium and provide more relief to the Stadium area at the Bernadette intersection and at the ramp terminals of I-70.

Ramps to and from Stadium take some of the traffic out of this interchange and divert it into Fairview (to and from the east). This provides similar traffic relief to the interchange area and to Bernadette as a full interchange would. It requires only three lanes north of Broadway. A Scott interchange does not provide any benefit to the problems at Stadium. Other alternatives provide better solutions to the operations problems there. Mr. Nichols added, however, that a Scott interchange might provide other benefits to the region of southwest Columbia.

The Fairview interchange has several considerations. A full interchange at this location may tend to direct more traffic down Fairview which, currently, is a city collector. The City generally likes to have arterials, not collectors, connect to interchanges. Thus Fairview would possibly require a change from collector status to arterial status with the resulting impacts. Having a full interchange very close to Stadium could also be a problem for the FHWA which does not like interchanges that close. In summary, Mr. Nichols pointed out that there is no real traffic benefit to a full interchange at Fairview over the proposal involving ramps to and from the east.

Mr. Nichols concluded by saying that there is additional analysis to be done on the traffic volumes between Broadway and the Stadium connection with I-70, with particular attention to what the impacts are to Fairview.

Mr. Desai closed the discussion of Stadium by stating that as far as the I-70 Study Team is concerned, a Scott interchange is not required. He said that he expects CATSO and the City to continue to at least investigate whether a Scott interchange makes sense to them. He emphasized that the I-70 Study Team will develop a preferred alternative at Stadium with ramps to and from the east at Fairview. Then the Team will determine a line to the west where a new interchange could be built without operational and safety issues.

Mr. Nichols and Mr. Tim Page then focused the Group's attention on the various drawings of configurations for Stadium on the wall. They described the shortcomings of several which were eliminated from further consideration. Four remained. These will be examined in detail over the next several weeks with the goal of returning to the March meeting with one preferred alternative.

### ***I-70 West (Business Loop)***

Turning to I-70 West (the Business Loop), Mr. Nichols described the two drawings on the wall. One showed a two-point diamond; the other a three-point diamond. Mr. Nichols described several reasons why the Study Team had decided to eliminate the three-point diamond.

***The Triplets (Providence/Range Line/Business Loop East)***

Mr. Nichols began by saying that designing for this section the Project Team had done its best to try to reduce negative impacts by compressing the design as much as possible while maintaining operational efficiencies. He described the operations of three designs in some detail and answered questions from the Group about how vehicle movements in various directions could be made.

***Route 63***

Mr. Nichols described the intersection of Route 63 and I-70 as essentially a free-flowing intersection and that ramps are desirable only to and from the west, not to and from the east, for the interchange and Business 63 to operate properly. He reviewed several options and their respective strengths and weaknesses. At the end, one option was retained for further consideration.

After the preceding overview of the reasonable alternatives, the Advisory Group gathered around the maps for further discussion.

The Group started with questions about the 63 and I-70 interchange and the one option that remained. There was an initial question about access to 63 and whether the consulting team's analysis had been comparable to that conducted for the area around Stadium and Fairview. Mr. Nichols responded that the team had not analyzed the links north and south of the I-70 and 63 interchange to the extent they had reviewed the traffic in and around Stadium.

Mr. Nichols was asked about Federal Highway guidance for the distance between interchanges. He indicated that the general minimum is one mile and they would prefer two miles even in urban areas. It was noted by the Group that, while this might be the standard, it seemed flexible since the guidance had not been applied in several areas along I-70 in Columbia. Ms. Harvey indicated that, even though there might be exceptions, the standard is more strictly enforced when it comes to construction along the interstate. Mr. Nichols noted that the Federal Highway Administration requires a report that documents impacts to the interstate system and that exceptions may be considered upon demonstration that the modifications will not degrade the system or introduce additional safety problems.

There was some discussion about access to local retailers in the vicinity of I-70 and 63. It was noted that "anything that we can do to keep local traffic off of Interstate 70 and that interchange should be a fairly high priority." Mr. Nichols remarked that one of the advantages of the alternative under review involves access to the frontage road and the commercial areas without the need to get onto the interstate.

There was a question about how these plans mesh with the work planned for this construction season. Mr. Nichols said that in some cases there has been coordination, but in many ways the team has not progressed to that point yet. His bottom-line was that even with coordination some will "mesh real well; some of it will not mesh real well." Ms. Harvey said that there are efforts to coordinate current construction and this planning with the hope of being able to use everything that is currently being constructed.

The Group then moved its attention west to what was termed the "triplets" and the two options (one a C-D system and the other relying on one-way frontage roads) that remained in this area. There was an initial question about what appeared to be a new interchange. Mr. Desai clarified that this involved relocating the Business Loop East interchange, so there is not an additional

interchange, but a moved interchange. By moving the interchange better access will be provided to the interstate to and from the west.

Mr. Desai described the differences or tradeoffs between the options. He said that the one-way frontage road provides better access (where allowed) to the abutting properties at slower speeds. The C-D system, on the other hand, provides more safety at higher speeds. The footprint required for either is projected to be about the same.

The Group moved back to some discussion about Fairview and Stadium. There was an initial question about whether local traffic could cross over I-70 at Fairview and avoid having to drive to Stadium. Mr. Nichols said that was not anticipated. He noted that an interchange at Fairview that would allow for this local access would be too close to Stadium. There was a good deal of discussion about the ramps at Fairview and desire for more convenient access to these shopping, school and residential areas without the need to travel to Stadium.

Mr. Dudark noted that some of the difficulties in asking Fairview to accommodate additional traffic are that it was not designed for these volumes. Mr. Desai also commented that the traffic moving from northbound Stadium to westbound I-70 is one of the least frequent movements of all. Another element of connectivity, as noted by Mr. Nichols, is the frontage road across Perche Creek; this is not as high speed as the freeway, but enhances access.

Mr. Desai also mentioned the potential impact on a Scott interchange. If ramps go further to the west from Stadium they could hinder the potential of a Scott interchange because of the location of the ramps and the desire to maintain minimal distances (at least a mile) between interchanges.

### ***Identification of the Reasonable Alternatives for the Western and Eastern Areas***

The Group reconvened to hear a presentation and discuss the rural portion of the study area. Mr. Nichols highlighted the recommendations and alternatives on the western and eastern portions of the study area, focusing on J and O, Midway, St. Charles, and Route Z. While there were some alternatives, these areas were generally portrayed as having much more straightforward options than their urban counterparts.

There was some final discussion and concern expressed about the I-70 and 63 interchange and the access to and from the north, south, east and west. It was characterized by one Advisory Group member as perhaps the “elephant in the room” that needs to be recognized. This person hopes that the team is not “ducking” a difficult issue. Another member of the Group echoed these comments saying that she was not sure the proposals were really solving the problems at I-70 and 63.

There was also comment about keeping some of the environmental and social impacts in perspective. A member of the Group indicated that he appreciated that the team was “bending over backwards” for the historical sites, the business and residential communities, and the environment, but suggested not placing such a premium on some of these impacts that we fail to come up with the best long-term solution.

### **c. Final Comments from Advisory Group Members**

Before addressing expectations and next steps, Advisory Group members had the opportunity to provide closing observations. Highlights included:

Concern that 63 – I-70 “still looks like a bowl of spaghetti. It looks very confusing.” But, beyond that, “I think we’re getting there...”

An Advisory Group member asked when more data would become available about the number of businesses and residences that might be impacted by the designs still under consideration, noting that, so far, traffic considerations seemed to have been most important. The response was that now is the time, when the options have been narrowed, that the selection of the preferred alternative involves careful consideration of all impacts. The decisions that are made will be explained in detail by referencing the Impact Summary Table at the March meeting. This table with additional categories for analysis will be sent to the Advisory Group prior to the next meeting (although it will not yet include the completed analysis).

The interstate is basically a barrier that divides the city. What can be done to mitigate that barrier?

Regarding Stadium, “I don't understand how we've solved that problem to the best that we might be able to... Unless the City, in the future, provides some kind of access out to the west there... Unless another overpass is put in, like a Scott Boulevard overpass... We've, in effect, continued to funnel all that traffic from the northwest and the southwest across I-70 on that bridge. And that looks to me like a weak point in this design... Maybe it's been handled and I just can't see it... The rest of it looks pretty good to me.”

- After expressing “amazement” in the amount of progress that has been made, one Advisory Group member voiced the concerns many residents have about safety, the amount of their property that might be taken and if or when they should be thinking about moving.

The progress here has been very good, particularly in the elimination process. The things that have been eliminated have been eliminated for good cause. “Quite frankly, though, I have to admit that I, at this point, have some very serious questions in my mind about the solutions proposed – all four proposed at Stadium.” This member added that the impact of the Stadium alternatives to the city-street system is critical to the City.

- “I think we're headed in the right direction.”

### **3. Next Steps**

The March 18 meeting was previewed. It was noted that the Group should expect to see the preferred alternative, with one map from east to west, and to hear detail on why it was selected. It was suggested that, given the comments above, considerable attention be given to Stadium and 63, and a description be provided to the Advisory Group about why the identified preferred alternative is best in meeting traffic objectives while minimizing impacts.

### **4. Upcoming Advisory Group Meeting**

March 18, 2004

## K. Improve I-70 Advisory Group – March 18, 2004

(11th Meeting; Columbia Activity and Recreation Center; 1701 W. Ash Street, Columbia, Missouri)

This is a summary of the key informational and action items from the eleventh meeting of the Improve I-70 Advisory Group.

### 1. General

Members Present: Craig Adams, Bernie Andrews, Bob Bechtold, Elaine Blodgett, Susan Clark, Chip Cooper, Skip Elkin, Dave Griggs, Chris Janku, Kory Kaufman, David Mink, Tom Moran, Lowell Patterson, Pat Smith, Lorah Steiner and Bob Walters

Dennis Donald and John Huyler of The Osprey Group facilitated the meeting.

#### a. Materials Available at the Meeting

In addition to the agenda, materials, available for discussion at the meeting, included:

- A welcome sheet for members of the public that explained the Advisory Group format and procedures.
- The updated “Frequently Asked Questions” list.
- The Impact Summary Matrix.
- An overview of the expected schedule for the remainder of the EIS process.
- Maps of the corridor showing remaining alternatives. These had been mailed to the Advisory Group in advance of the meeting.
- A 21-page handout entitled, “Recommended Preferred Alternative.”

#### b. Meeting Goals

The overarching goal for this meeting was to hear about and discuss the recommended preferred alternative for improving the I-70 in the Columbia area. Other related goals included:

- Hear about recent activities and updated material;
- Preview the EIS topics and timing;
- Identify and discuss topics of interest from the Advisory Group; and,
- Identify next steps in the planning process.

#### c. Preliminary Items

Two items were discussed at the opening of the meeting.

First, Bob Brendel from MoDOT gave the Advisory Group an update about the presentation that had been made to the CATSO Coordinating Committee and the neighborhood meetings that



had been held earlier in the month at Sunrise Estates, Parkade, and Whitegate. Over 100 people attended those meetings.

Second, Roy Dudark from the City of Columbia reported on the evolution of the City's economic study which had just begun to incorporate the new "footprint" information as a basis for projecting economic impacts.

## **2. Summary of Issues and Advisory Group Input**

### **a. Review of Progress to Date**

As the Group turned to its substantive work, the "Recommended Preferred Alternative" handout was distributed to everyone present. Buddy Desai from CH2M HILL began with a description of the process to date. He emphasized that as the number of alternatives under consideration narrows the amount of site specific data increases.

Mr. Desai reminded everyone of the corridor screening that had taken place which had eliminated consideration of both the Near North and the Far North conceptual corridors. This had been followed by analysis of five Preliminary Concepts. At the end of that analysis the "Basic Widening" and "Stack Section" concepts had been eliminated, leaving the "One-Way Frontage Roads," "Two-Way Frontage Roads," and "Collector-Distributor" concepts still under consideration.

These three remaining concepts were then subjected to an operational analysis, which focused on travel and access patterns, local connections, access to properties, local road capacity parallel to I-70, freeway access, local versus through traffic, weaving, right of way and maintenance. Following this analysis it was concluded that a two-way frontage road system was best for the east and west portions of the corridor and various "hybrids" were developed for the core sections. This "mixing and matching" produced reasonable alternatives that were discussed at the February Advisory Group meeting. These discussions set the stage for this evening's identification and discussion of the Recommended Preferred Alternative.

Before turning to specifics, Mr. Desai also reminded the Group of the public involvement that has occurred so far. He cited 19 public events and emphasized that the community's input about community values, travel desires and environmental concerns has been particularly helpful. He also directed the Group's attention to the Impact Summary Matrix and highlighted several of its components.

### **b. The Recommended Preferred Alternative**

Mr. Kevin Nichols from CH2M HILL provided an overview of the reasonable and preferred alternatives throughout the Columbia area. During his presentation, he relied on a series of slides, which had been passed out to Advisory Group members and which summarized the reasonable alternatives that had been under consideration, identified the recommended preferred alternatives, and set forth the key factors that reinforced the decision to select the particular preferred alternative.

Mainline Widening. The first topic was mainline widening.

Western Columbia. Mr. Nichols started on the western edge of the study area. He indicated that from Route BB to U.S. 40 the reasonable alternative was six lanes with a road median and

widening to the south. The recommendation was to stay with that configuration. By widening to the south, there are fewer impacts than with either a symmetrical or northern widening. From U.S. 40 to Stadium, the preferred alternative was eight lanes with an urban median and widening slightly to the south.

Central Columbia. Between Stadium and 63, the recommended preferred alternative was for eight lanes and an urban median. Generally, the widening would be symmetrical, but this was adjusted to avoid impacts in certain areas. For example, Mr. Nichols said, “We adjusted the centerline between Stadium and 70 West to shift it to the north in order to stay out of the businesses in this area on the south side of the freeway. As you go from 70 West to Garth, as a result of some of our discussions with the Parkade neighborhood, we have shifted this alignment further to the south to stay away from impacting all these residences on the north side.”

Eastern Columbia. From U.S. 63 to Route Z, the reasonable alternative and preferred alternative was the same. It called for eight lanes with an urban median. The urban median reduces impacts and the symmetric widening reduces construction costs and travel delays.

Mr. Desai commented about the construction timing and scale. He reminded the Advisory Group that even though the preferred alternative calls for eight lanes, the initial construction will be for three lanes in each direction with the additional lanes to be added when necessary and when funding becomes available. The interim construction, however, would be conducted in such a way that the ultimate build out to eight lanes could be accomplished without major disruption.

Interchanges. After some discussion, Mr. Nichols and the Advisory Group turned their attention to interchanges and again discussed them from west to east through the study area. Certain interchanges were relatively straightforward and non-controversial. Others generated more interest and discussion. Some of the highlights included:

“Western” or Scott Boulevard Interchange. Mr. Nichols cited recent discussions about the possibility of a western interchange or extending Scott Boulevard up to I-70. He indicated that they have completed a fair amount of analysis evaluating the impact of that proposal and how it might improve operations at the Stadium interchange. He commented that Stadium was a problem and that, regardless of the improvements that might be pursued at Stadium, the improvements are projected to be insufficient if they focus on Stadium alone. There is too much traffic for the Stadium interchange to handle now and this is even more the case in the future. Some solution is needed to divert traffic from Stadium. Mr. Nichols also noted that the controlling intersection is Bernadette, just south of the Stadium interchange. The analysis concluded that while a western interchange would draw some traffic from the Stadium interchange, it would not draw sufficient traffic to solve problems at Stadium.

The team also concluded that ramps to and from the east of a full interchange at Fairview must be part of the solution. Mr. Nichols noted that shifting some traffic to Fairview reduces the load on Stadium and I-70 interchange. With a full interchange at Fairview, there is even more relief for Stadium and more relief at Bernadette. The team plans to examine the impacts of the Fairview interchange options on Fairview itself from I-70 to Broadway.

Stadium Boulevard. Four reasonable alternatives were presented for Stadium Boulevard. Each involved Fairview as part of the solution. The preferred alternative was for a tight diamond interchange at Stadium with ramps to and from the east at Fairview. The tight diamond has fewer right of way impacts and lower construction costs than some of the other interchange

options. The land use and traffic projections indicate that some connection at Fairview will be needed in the future. However, the actual construction sequencing would be dependent upon development. Mr. Desai noted that the likely sequence at Stadium is to build the tight diamond interchange soon and only build the Fairview ramps when they become necessary in the future and when there is funding and support for them. The study team, as noted above, plans to evaluate the impacts on Fairview between I-70 and Broadway.

I-70 Business Loop West. The recommended preferred alternative for Business Loop West is a two-point diamond. But other options remain under consideration and the recommendation is therefore tentative and still under review. This is an awkward area and further examination is focused on more conventional solutions than those originally drawn if they can be made to work. Any changes in the recommendation, however, would not affect those made to the west or east along I-70. Mr. Desai indicated that some resolution about the recommended preferred alternative in this area should be available within about two weeks.

Routes 163/763/Business Loop East (“Triplets”). In this area, two alternatives were examined – a one-way frontage road system and a collector-distributor (CD) system. The recommended preferred alternative is for the one-way frontage road system. Mr. Nichols noted that there is very little difference between the two in terms of the footprint. Mr. Desai commented that despite the similarities in the footprint, the one-way system did have considerably fewer residential impacts. From an operational perspective, the one-way system was viewed as being more compatible with the interests of the public, City and CATSO priorities, and the desires of MoDOT management. It was recommended that the City, through its economic evaluation, not focus exclusively on the one-way system, but consider the C-D system as a viable alternative as well. The study team, however, will proceed with recommending the one-way system in the draft EIS and will only revisit the issue if the City finds that a C-D system would be more beneficial to Columbia.

U.S. 63 and Business 63. There are two interchanges in this area. The proposed solution adds ramps so travelers can make direct, no-stop moves between the connector and the bypass to and from the west. It was noted that 75 percent of the traffic comes to and from the west at I-70. This preferred alternative was chosen because it is a tight configuration minimizing impacts while improving the Business 63 interchange substantially. Mr. Desai noted that only five businesses are impacted within two miles with this proposal. There was a related question about impacts on motels along I-70. The answer to this question was that, throughout the 18-mile stretch, three motels are impacted.

Eastern Columbia. There are two interchanges in this area, Lake of the Woods and Route Z. Two reasonable alternatives had been proposed for Lake of the Woods and the recommended preferred alternative is a tight diamond interchange. Similarly, for Route Z, there were two reasonable alternatives under consideration and a diamond interchange was recommended as the preferred. It is viewed as a simple design with few negative impacts.

Questions and discussion. An open discussion followed this explanation about the recommended preferred alternatives.

One of the initial questions was about a potential threatened or endangered species. It was noted that this was the Bristled Cypress.

There was a question about how quickly growth was moving toward the east and the adequacy of an interchange, such as that being proposed at Lake of the Woods or Route Z. Mr. Desai

responded, saying that the type of problems experienced at 63 would not occur at either of these locations. He indicated that from an access-management standpoint, the interchanges could handle significant future growth in traffic.

A question was raised about roads that are shown on the maps, but do not exist today and whether they are considered part of the I-70 improvement project. The response was that all these roads will be included in the study documentation, but the issue of who pays for the construction will not be addressed in the draft EIS. The focus is on what needs to happen and the nature and magnitude of the impacts.

A follow-up question related to the interdependency of various state and local construction and the fact that the ideal solution would not be possible without a comprehensive plan embraced by various state and local entities. The Stadium interchange was cited as an example. The solution requires local improvements as well as interstate improvements. The response was that, while it is impossible to force such coordination, a good deal of the priority setting conducted by MoDOT relies on what can be built cost-effectively. Historically, MoDOT has funded projects at a 100 percent level, but Ms. Harvey stressed that “the times are changing.” There is a significant trend toward greater cost-sharing of projects and collaborative planning.

It was also reinforced that the recommended preferred alternatives being proposed are ultimate solutions for 2030. In many instances, some sequencing of construction would likely take place that will reduce the amount of financial outlay in the near term.

#### **c. EIS Preview**

Buddy Desai then drew the Advisory Group and the audience’s attention to the overview handout about the EIS and noted that he expects that the first draft will be ready sometime in the July time frame. Once the draft is out for review, a 45-day comment period starts. The plan is to have another Advisory Group meeting about this time. The comment period will include an official public hearing, probably in the August time frame. Mr. Desai was encouraged not to schedule the public hearing before the start of school as many families travel out of town in August. Once the public comment is over the draft EIS document is revised and then released for a final review in a 30-day period; this revised version will likely be available in November. The goal is to have the document finalized so that the Federal Highway Administration can publish its Record of Decision (ROD) before the end of 2004. When that happens this phase of the Improve-I70 project will be complete.

#### **d. General Discussion**

Following Mr. Desai’s overview discussion began with one Advisory Group member suggesting that in the period between the signing of the ROD and the start of construction, this Group remain informed and be convened if necessary as it represents “such a good cross-section of the community.”

A question was asked about sound walls. The answer was that, although general locations for sound walls are identified in this study, precise locations are dependent on the more detailed design that occurs later. In response to a question about enhancements, one Advisory Group member expressed a desire to convene people early to deal with if and how Columbia might secure or commit additional enhancement money. Bob Brendel said he would be glad to meet with more groups on such topics and was only awaiting the invitations.

The Group was asked for any final observations or questions. Some highlights were:

“I thought that we had been through a useful process and that it seems that we have reached a relatively reasonable conclusion.”

“I just think you've done a remarkable job with the communication of the information, something that's been a very, very difficult process to try and make simple. You've done a good job.”

“I'm also very impressed with the process of eliminating alternatives...looking at all alternatives and coming down to a conclusion... I hope that...they require trucks to just use two of the three lanes... it certainly makes it easier driving. It makes it safer.”

“I hope that right of way purchase is given top priority.”

“I think this has been a great process. It's been a huge learning experience.”

“I do have some concerns...One of those is a concern over the validity of extrapolating 30 years out using current projections...in light of current knowledge that gas is expected to hit \$3 a gallon this summer... to suggest that...truck traffic is going to double in 30 years... they might have to rethink how they do that... Another concern is that perhaps there is too much emphasis on CATSO's desires for what's going on in this area, because CATSO's desires are mainly done without substantial public input or involvement. Another concern would be the lack of true public hearings in the process. We've had lots of public meetings, but the public doesn't get to hear concerns of other members of the public at a public meeting, and that's a very integral part of the governmental decision-making process.”

“I appreciate the work particularly that was done in compressing the footprint near Parkade... I think it's been an excellent process... hopefully, our future public processes in Columbia will benefit from learning from this one.”

“I think that after eliminating one of the bypasses, that this is a good, safe, alternative. It accomplishes...the truck traffic with the other local traffic. I guess some concerns I still have would be the amount of businesses that could be displaced. Where are they going to go? ... I think it's been a good process, and it's been a diverse group, and I appreciate hearing everybody else's interests in the process.”

“And I feel good about the process, and the process, to me, is just as important as the product, and I share their ideas that I hope that it sets as a model for other public input in the community.”

### **3. Adjournment**

The meeting adjourned with a reiteration of the invitation to members of the public to ask questions of and provide input to the Project Team, which remained available as long as anyone wanted.

#### **4. Upcoming Advisory Group Meeting**

Likely in July 2004.

**Appendix V-C**  
**Public Involvement**  
**Meeting Summaries**

# APPENDIX V-C

## PUBLIC INVOLVEMENT MEETING SUMMARIES

### A. Improve I-70 Public Involvement – April 23, 2003

*(Meeting #1; Columbia Activity and Recreation Center; 1701 W. Ash Street, Columbia, Missouri)*

#### 1. General

##### a. Attendance

155

##### b. Meeting Purpose and Goals

Seek public input on proposed study corridors, traffic forecasts, possible environmental issues and concerns. Also provide background on the need for the project and the process for seeking public input.

##### c. Pre-Meeting Publicity

- News release to area print and broadcast media
- E-mail notification to Advisory Group and others on Advisory Group e-mail distribution list
- Invitation letter to public officials to attend one hour prior to meeting for pre-briefing
- Post card mailing to everyone on Columbia-area mailing list (approximately 1,100)
- Meeting information listed in Improve I-70 newsletter mailed to everyone on statewide mailing list
- Meeting information posted on [www.ImproveI70.org](http://www.ImproveI70.org) Web site.

#### 2. Meeting Format: Open House with Brief Presentation

After residents were welcomed, signed in, received a name tag and were handed a packet of handouts, they moved on to several information stations positioned around the room.

The six information stations were positioned so that members of the public could visit the stations of most interest to them, or walk from one to the next. Each station was labeled so that participants would understand the purpose of that station. Study team members shared information, answered questions and listened to the public's feedback.



Half-way through the meeting, Project Manager Buddy Desai gave a brief overview of the project and explained the type of feedback the study team was seeking. He took several questions from the audience.

**a. Stations and Exhibits at Each Station**

***Station #1: Why We're Here***

Exhibit #1-1: Why Improve I-70 (discussed purpose and need)

Exhibit #1-2: Overall Project Process (graphically depicted where the study fell on the road to construction)

Exhibit #1-3: Map of I-70 study corridor

***Station #2: Study Process***

Exhibit #2-1: Project History/What is a Tiered Process

Exhibit #2-2: Map of Three Study Corridors Being Considered (Existing, Near and Far North)

Exhibit #2-3: Columbia-area (Section 4) Process and Schedule

Exhibit #2-4: Decision-Making Flow Chart

***Station #3: Corridor Screening Process***

Exhibit #3-1: Corridor Traffic Impacts

Exhibit #3-2: Corridor Screening Results Matrix

***Station #4: Identification of Alignment Constraints***

Exhibit #4-1: Tier #1 Recommended Existing I-70 Alignment Map (asked residents to draw possible environmental issues or concerns directly on maps)

Exhibit #4-2: Near North Corridor Map (asked residents to draw possible environmental issues or concerns directly on maps)

***Station #5: What's Next***

Exhibit #5-1: What's Next – Remaining Steps in Tier 2 and After

Exhibit #5-2: Access Management Video/DVD

***Station #6: Comment Area***

### 3. Meeting Handouts

- Decision-making flow chart
- Study team organization chart with contact information
- Advisory Group purpose and list of members
- Schedule
- Corridor screening background and results
- Frequently asked questions and answers
- What's next
- Comment forms

### 4. Talking Points for Brief Presentation Made by Buddy Desai, CH2M HILL Project Manager

- Through this corridor screening process, we have worked closely with the city and the county, other agencies, and the citizen-based advisory group. Now we need the input of the broader public before we make a final decision.
- We are very close to making a formal recommendation to move forward only with the existing corridor. The northern corridors are not drawing enough traffic to prevent the need for major upgrades to existing I-70.
- Once that likely recommendation is made, we will focus our efforts on developing a wide range of alignment alternatives within the existing corridor.
- We have put forth extra effort into our traffic forecasting to make sure the local entities and community members could share their input and concur with the corridor screening process.
- Traffic projections tell us whether the proposed corridors address the study's main purpose, which is to relieve congestion on I-70. If traffic projections show little or no traffic relief on I-70 by building another freeway north of existing I-70, there is no need spend money or time on further analysis to examine environmental and other impacts of that proposed corridor. While traffic modeling isn't an exact science, it is the best tool we have today that can help us project future use of I-70.
- The invaluable input we have received from the Advisory Group, local agencies and the public has helped us localize and fine-tune the analysis of the First Tier Study, so that we can be more responsive to the Columbia-area's needs and constraints.
- The Tier 2 Study is a wise investment in the long-range plan for I-70 that will allow:
  - MoDOT and the communities along the corridor to have a comprehensive plan for how the interstate will look and operate in the future.
  - Short-term and incremental improvements to help keep traffic moving on I-70.
  - MoDOT to have the federally required documentation to proceed should any construction funds become available.

## 5. Public Feedback

Table V-C-1. Summary of Written Comment Forms

	PIM 1 Comment Forms	Mailed Comment Forms	TOTAL	
I-70 SIU 4 Comments				Extra Comment Made in Regards to Original
April 24, 2003 Public Meeting				
<b>Total comments</b>	<b>39</b>	<b>4</b>	<b>43</b>	
Support the recommendation to widen and improve existing I-70	21	2	23	Make the road stronger in order to endure the large loads (trucks) that go on it. Comment made to widen I-70 from St. Louis to Kansas City
Improve I-70	2	1	3	
No Near North	4	1	5	Bypass option is being influenced contrary to traffic studies, due to special interests.
No Near North - Due to Impact	7		7	
No Near North - Due to Lack of Use*	4	1	5	*Lack of use meaning - the roadway will not be utilized enough to warrant the roadway
No Near North - Due to Impact and Lack of Use*	1		1	*Lack of use - the roadway will not be utilized enough to warrant the roadway
No Near North - Due to Cost	1		1	
Improve I-70/Route 63 Interchange	3		3	
Reduce Access	3		3	
Widen/Improve Parallel Roadways to Facilitate Traffic	2		2	Roadways such as Rangeline, Providence, Vandiver, Business I-70
Better Cooperation with City of Columbia/Boone County to Guide/Manage Growth to Reduce Growth of Local Travel Demand	1		1	
Have Trucks Go on Access Roads Next to I-70	1		1	
Need a Near North - Widening I-70 only is Not Going to Alleviate Traffic Volume	2		2	
Bypass (either Near or Far North) for Trucks Only	1		1	
Concern About Noise Pollution In Association With Widening	1		1	
Place a Bridge Over Perche Creek and Frontage Road Into Town That Could Be Used by U.S. 40 Traffic Entering I-70 at Exit 121 - To Alleviate Traffic Volume.	1		1	
Lower Speed Limit	1	1	2	
Post Sign Regarding Use of Jake Brakes	1		1	
Elevate I-70	1	1	2	
Need a Far North		1	1	Comment that by the time existing I-70 is widened or Near North is built a Far North will be needed
Need a Bypass		1	1	
No Interchange west of 740	1		1	
Add Grade Separated Non-access Crossings to Ease Congestion on Existing Interchanges and to Reduce the "Barrier Effect" of I-70	1		1	
Depress I-70 Between 740 and 163 to Reduce Noise and Visual Impacts of Through Traffic	1		1	
Improve Access Management	1		1	
Include Sidewalks Along All Arterial that Cross I-70 and All Arterials that Parallel I-70 (Primarily Business 70 and Vandiver)	1		1	
Encourage Patterns of Local Development that Can be Served by Transit	1		1	
Develop and Implement Policy Strategies that Encourage Some Shift of Freight from Highway to Rail	1		1	
Does Not Feel that it is MoDot's Responsibility to Aid Columbia Residents to use I-70 for 2 to 3 Mile Local Trips.	1		1	
Comments that were illegible/did not make sense	2		2	

## B. Improve I-70 Public Involvement – August 21, 2003

*(Meeting #2; Public Workshop; Columbia Activity and Recreation Center; 1701 W. Ash Street, Columbia, Missouri)*

### 1. General

#### a. Attendance

110

#### b. Meeting Purpose and Goals

Explain process, implications of widening existing I-70 and seek input on four conceptual approaches to widening I-70.

#### c. Pre-Meeting Publicity

- News releases to area print and broadcast media, resulting in several news stories
- E-mail notification to Advisory Group and others on Advisory Group e-mail distribution list
- Invitation letter to public officials to attend one hour prior to meeting for pre-briefing
- Post card mailing to everyone on Columbia-area mailing list
- Meeting information listed in Improve I-70 newsletter mailed to everyone on statewide mailing list
- Meeting information posted on [www.ImproveI70.org](http://www.ImproveI70.org) Web site

## 2. Meeting Format: Open House Workshop

After residents were welcomed, signed in, received a name tag and were handed a packet of handouts, they moved on to several information stations positioned around the room.

The four information stations were positioned so that members of the public could visit the stations of most interest to them, or walk from one to the next. Each station was labeled so that participants would understand the purpose of that station. Study team members shared information, answered questions and listened to the public's feedback.

### a. Stations and Exhibits at Each Station

#### ***Station #1: The Process and Schedule***

Exhibit #1-1: Why Improve I-70 (discussed purpose and need)

Exhibit #1-2: Columbia-area (Section 4) Process and Schedule

Exhibit #1-3: Map of I-70 study corridor

**Station #2: What Widening I-70 Means**

Exhibit #2-1: Congestion hot spots

Exhibit #2-2: Concept one: Basic Widening

Exhibit #2-3: Concept two: One-way Frontage Roads

Exhibit #2-4: Concept three: Two-way Frontage Roads

Exhibit #2-5: Concept four: Collector/Distributor System with Limited Access

Exhibit #2-6: Concept five: Stacked System

**Station #3: Interchanges and Corridor-Wide Concepts**

Exhibit #3-1: Access Management video

Exhibit #3-2: Single Point Urban interchange video

Exhibit #3-3: Stadium interchange issues

Exhibit #3-4-7: Plan views of corridor with interchange locations and public input from previous public meeting; public invited to draw on maps to indicate additional issues.

**Station #4: Comment Area**

### **3. Meeting Handouts**

- Why we're here
- Schedule
- Concepts 1-5 and pros and cons of each
- Stadium issue
- What's next
- Comment forms
- Newsletter

## 4. Public Feedback

**Table V-C-2. Public Workshop Comments**

**August 21, 2003 – Public Workshop Comments – Part 1 of 4**

	Comments Submitted at Public Workshop		Comments Submitted by Mail	
	Yes	No	Yes	No
<b>Preference in I-70 Widening Concept(s)</b>				
Concept 1 – Basic Widening	5			
Concept 2 – One-Way Frontage Roads	2			
Concept 3 – Two-Way Frontage Roads	7			
Concept 4 – Collector/Distributor	4			
Concept 5 – Stacked System	3	1		
None	1			
<b>Total Comment Forms Collected</b>	<b>21</b>			

**August 21, 2003 – Public Workshop Comments – Part 2 of 4**

Characteristics Important to Public	Number	Additional Comments
Separate local trips from through trips	10	As well as feeder arteries, i.e., Broadway
Use existing roads as much as possible	11	
Limit amount of right of way needed	5	
Take weaving traffic movements off I-70	5	
Directly access I-70 between interchanges	2	
Maintain existing access patterns to and from I-70 and local roads	6	As well as interchanges
Provide full access to abutting properties	3	
Provide limited access to abutting properties	3	
Other:		
*Outer Roads	1	
*Improve Access West (To/From Through Midway)	1	
*Use surface that quiets traffic noise – rubberized asphalt	1	
*Environmental effects	1	

<b>August 21, 2003 – Public Workshop Comments – Part 3 of 4</b>	
<b>Most IMPORTANT thing about choosing a widening concept is</b>	<b>Number</b>
Be respectful of residential and business owners that are affected by the widening	2
Moving truck and other traffic off local access ways	1
As Columbia becomes more pedestrian friendly, these routes need to remain intact	1
Improving efficiency while maintaining current access and improving safety	1
Safety	1
*Eliminate bottleneck of traffic flowing through Columbia	1
*Safety of entering I-70	1
Provide outer roads to the W of Stadium to keep local traffic off of I-70 and speeding up the flow of traffic at the busier intersections	1
Separate local from through traffic	1
Place holding lanes for getting off I-70 at each of the exchanges.	1
Slip ramp with access to the mall on eastbound I-70	1
Keeping construction cost down	1
Keeping construction cost down by using material we already have	1
Get through traffic on lanes without local access	1
Decrease number of access points in Columbia area	1
A logical long term plan, implemented incrementally.	1
Good access management practices	1
All full diamond or clover leaf designs	1
It adversely affects fewer homeowners	1

<b>August 21, 2003 – Public Workshop, Comments Part 4 of 4</b>	
<b>Other Comments</b>	<b>Number</b>
Width of the roadway is fine, but the roadway surface is what needs the greater attention and improvement	1
Concepts were shown well and questions were answered	1
Concepts were creative	1
What is the time frame for modeling the concepts?	1
One way frontage roads condense land usage and are easy to understand and follow	1
Use of one way frontage roads is a safe & effective way to relieve congestion	1
The most important issue is long time viability of these solutions	1
Since I-70 is the most used interstate in the country, commenter is pleased to know work is being done to improve it as standard of living will improve consequently	1
Include high quality bike/ped/wheelchair access across the highway & include the design concepts now along with the new highway concepts.	2
Use highway enhancement concepts similar to the Pima Freeway in Phoenix	1
Single Point Urban interchange at Stadium Exchange & Midway	1
Another access is needed west of Stadium if frontage roads are utilized	1
Likes the idea of bridges for local traffic across Perche Creek	1
Need to route local traffic North of Midway to connect with Broadway/Scott Blvd	1
Need a bridge across Hinkson creek to join Business Loop 70 East to Conley Lane.	1
Place exit ramp off west bound I-70 onto Route B or Paris Road	1
It would be nice to have I-70 west to north 63	1
Prefer shown alternative #2 on Route Z & I-70	1
Prefer that I-70 be expanded but that frontage road on both North and South sides be two lane traffic in each direction	1
If the City of Columbia invested to create better East-West corridors, then a good amount of local traffic would be taken off I-70	1
Prefers Alternate Plan #2 at Route Z due to the fact it misses historical house, misses Lovealls, and takes less of commenter's property at the northern most intersection point. Commenter will also need a short access road to the adjacent pasture to the west.	1
People within the widening zone will need time to adjust to the idea of relocation	1
Treat Columbia equal to St. Louis and Kansas City (and do traditional interchanges)	1
Totally rework 63-I-70 and West Blvd interchanges in a logical way – similar to Highway 40 from Wentzville to St. Louis	1
MoDOT needs to regain credibility to the public	1
There are a large number of businesses on the south side of I-70 between Stadium and W. Blvd. By keeping this change to the north of existing I-70 there is a lot more vacant area, maybe even to Old Highway 40	1
Feels that MoDOT has not given enough notice to the given areas/areas most affected about the meeting	1



## C. Improve I-70 Public Involvement – November 4, 2003

*(Meeting #3; Public “Drop In” Center; Days Inn, Columbia, Missouri)*

### 1. General

#### a. Attendance

197

#### b. Meeting Purpose and Goals

Share more detailed analysis of the preliminary widening concepts, illustrate possible environmental impacts and seek input on the business survey.

#### c. Pre-Meeting Publicity

- News releases to area print and broadcast media, resulting in several news stories
- E-mail notification to Advisory Group and others on Advisory Group e-mail distribution list
- Invitation letter to public officials to attend one hour prior to meeting for pre-briefing
- Letters, faxes and calls to local business owners
- Faxes, e-mails and calls to area churches and neighborhood leaders
- Post card mailing to everyone on Columbia-area mailing list
- Meeting information listed in Improve I-70 newsletter mailed to everyone on statewide mailing list
- Meeting information posted on [www.ImproveI70.org](http://www.ImproveI70.org) Web site

### 2. Meeting Format: Open House “Drop In” Center

After citizens were welcomed, signed in, received a name tag and were handed a packet of handouts, they moved on to several information stations positioned around the room.

The four information stations were positioned so that members of the public could visit the stations of most interest to them, or walk from one to the next. Each station was labeled so that participants would understand the purpose of that station. Study team members shared information, answered questions and listened to the public’s feedback.

**a. Stations and Exhibits at Each Station*****Station #1: The Process and Schedule***

Exhibit #1-1: Why Improve I-70 (discussed purpose and need)

Exhibit #1-2: Columbia-area (Section 4) Process and Schedule

Exhibit #1-3: Decision-making flowchart

***Station #2: What Widening I-70 Means***

Exhibit #2-1: Concept one: Basic Widening

Exhibit #2-2: Concept two: One-way Frontage Roads

Exhibit #2-3: Concept three: Two-way Frontage Roads

Exhibit #2-4: Concept four: Collector/Distributor System with Limited Access

Exhibit #2-5: Advantages/Disadvantages of Each

***Station #3: Environmental Issues***

Exhibit #3-1: GIS maps of known environmental issues

Exhibit #3-2: Access Management video

Exhibit #3-3: Single Point Urban interchange video

***Station #4: Comment Area*****3. Meeting Handouts**

- Why we're here
- Schedule
- Concepts 1-4 and pros and cons of each
- What's next
- Comment forms
- Newsletter

## 4. Public Feedback

Table V-C-3. SIU #4: Columbia Area – Comments from 11/04/2003 Drop In

### SIU #4: COLUMBIA AREA COMMENTS FROM 11/04/2003 DROP IN

Comments	Number of Comments (2 or more)
<b>I-70/ Route 63 Interchange</b>	
❖ Immediate improvement at I-70/63 interchange. 63 SB to I-70 WB is dangerous. The ramp is short and there is a blind spot for both sets of drivers.	2
<ul style="list-style-type: none"> <li>• Semis travel west on I-70 from St. Charles Road at 70 mph ignoring change of speed signs.</li> </ul>	
<ul style="list-style-type: none"> <li>• There are accidents &amp; near misses everyday.</li> </ul>	
<ul style="list-style-type: none"> <li>• A solution is to place signs on I-70 saying "Through Traffic Stay Left" and those merging on to I-70 a sign that says or depicts that the ramp is short so speed up faster to merge.</li> </ul>	2
<ul style="list-style-type: none"> <li>• A sign saying "Dangerous Intersection Ahead"</li> </ul>	
<ul style="list-style-type: none"> <li>• Commenter uses Clark Lane instead of 63 to get on I-70.</li> </ul>	
<b>Bike-Pedestrian Treatments</b>	
❖ Bike-Ped connections both along and across the I-70 Corridor should be evaluated	2
<ul style="list-style-type: none"> <li>• All intersections should have connected bike-ped routes across the interstate</li> </ul>	
<ul style="list-style-type: none"> <li>• Concerned how high volume, high speed frontage roads would impact bike/ped connectivity.</li> </ul>	
<ul style="list-style-type: none"> <li>• It is an excellent suggestion to propose a bike/ped bridge at Clinkscales connecting the residential area around West Junior High school &amp; the ARC &amp; Cosmo Park.</li> </ul>	2
<ul style="list-style-type: none"> <li>– Although it would have little impact on the traffic on I-70.</li> </ul>	
<ul style="list-style-type: none"> <li>– It could dramatically relieve congestion on the Stadium bridge and the Business Loop underpass, as kids could walk/bike to athletic events in Cosmo Park.</li> </ul>	
<ul style="list-style-type: none"> <li>– The proposed bike-ped bridge would be used often.</li> </ul>	
<b>Environmental Concerns/Alternative Means of Transportation</b>	
❖ Environmental impact is a serious concern.	
<ul style="list-style-type: none"> <li>• Consider alternative means of travel other than automobile.</li> </ul>	
❖ Consideration should be given to reducing demand for roadway connections, as well as to increasing supply.	
<ul style="list-style-type: none"> <li>• Invest in Columbia's mass transit system, coupled with a public information campaign</li> </ul>	

**SIU #4: COLUMBIA AREA  
COMMENTS FROM 11/04/2003 DROP IN**

<ul style="list-style-type: none"> <li>• Huge volume of traffic using a short section of I-70 for a local journey could be alleviated by building a bike/ped trail.</li> </ul>	
<b>Noise</b>	
❖ Noise barrier between I-70 & Parkade neighborhood.	
❖ Use surfacing that causes the least noise pollution.	
<b>Bypass</b>	
❖ Glad Northern corridor has been eliminated.	
❖ Bypass the best way to improve I-70 in Columbia.	
<ul style="list-style-type: none"> <li>• I-70 is now basically a city street and will continue to be used as one if lanes and access roads are added. If traffic flow is to be improved a bypass seems to make more sense.</li> </ul>	
<ul style="list-style-type: none"> <li>• Commenter feels as if held hostage by business interests who do not want the interstate moved. Commenter believes if a bypass were used any one who wanted to do business with local firms could still do so.</li> </ul>	
<b>Interchanges</b>	
❖ Does not like Texas Turnarounds – does not feel they work	
<ul style="list-style-type: none"> <li>• Suggests using Single Point rather than Texas Turnarounds – feels they work well, especially for large trucks</li> </ul>	
❖ Need more traffic circles as long as people understand how to use them. As well if the circle is designed properly.	
<b>Other</b>	
❖ Prefer Alternative 3 at Route Z Exit	
❖ Build the road. Special interest groups will cause the study to last the next 10-20 years	
❖ Saw less of an attempt to stay within current MoDOT right of way and more taking of right of way.	
<ul style="list-style-type: none"> <li>• Example: Area around UU and Old 40.</li> </ul>	
❖ Likes the idea of tying UU and Old 40	

## D. Improve I-70 Public Involvement – December 11, 2003

*(Meeting #4; Public Open House; Activity and Recreation Center; 1701 West Ash Street, Columbia, Missouri)*

### 1. General

#### a. Attendance

92

#### b. Meeting Purpose and Goals

Share more detailed analysis of the three most reasonable widening concepts and emerging hybrid alternatives, indicate possible environmental impacts, share results of the business survey and seek input.

#### c. Pre-Meeting Publicity

- News releases to area print and broadcast media, resulting in several news stories
- E-mail notification to Advisory Group and others on Advisory Group e-mail distribution list
- Invitation letter to public officials to attend one hour prior to meeting for pre-briefing
- Faxes, e-mails and calls to area churches and neighborhood leaders
- Flyers distributed in Parkade neighborhood via Advisory Group member
- Post card mailing to everyone on Columbia-area mailing list
- Meeting information listed in Improve I-70 newsletter mailed to everyone on statewide mailing list
- Meeting information posted on [www.ImproveI70.org](http://www.ImproveI70.org) Web site

### 2. Meeting Format: Open House Public Meeting

After citizens were welcomed, signed in, received a name tag and were handed a packet of handouts, they moved on to several information stations positioned around the room.

The five information stations were positioned so that members of the public could visit the stations of most interest to them, or walk from one to the next. Each station was labeled so that participants would understand the purpose of that station. Study team members shared information, answered questions and listened to the public's feedback.

**a. Stations and Exhibits at Each Station*****Station #1: Background***

Exhibit #1-1: Why Improve I-70 (discussed purpose and need)

Exhibit #1-2: Columbia-area (Section 4) Process and Schedule

Exhibit #1-3: Decision-making flowchart

Exhibit #1-4: Five widening concepts narrowed to three

***Station #2: Widening Alternatives***

Exhibit #2-1: Western portion of study area (map)

Exhibit #2-2: Central portion of study area (map)

Exhibit #2-3: Eastern portion of study area (map)

***Station #3: Environmental and Right of Way Impacts***

Exhibit #3-1: Environmental impact summary table

Exhibit #3-2: Business survey results

Exhibit #3-3: Right of Way information

***Station #4: What's Next and Related Efforts***

Exhibit #4-1: Rt. 63 interchange

Exhibit #4-2: Maps from SIUs 3 and 5

***Station #5: Comment Area******Hallway: Interchanges and Corridor-Wide Concepts***

Exhibit #H-1: Access Management video

Exhibit #H-2: Single Point Urban interchange video

**3. Meeting Handouts**

- Why we're here
- Schedule
- Frequently asked questions
- Stadium interchange issues
- Impact summary table
- Evaluation matrix
- Business survey results

- Comment forms
- Newsletter
- *Pathways to Progress* brochure on MoDOT's right of way purchasing procedures

#### 4. Public Feedback

**Table V-C-4. SIU #4: Columbia Area – Comments from 12/11/2003  
Public Information Meeting**

**Comments Regarding Impact:**

Opposed to Concept 2 for Midway/Hwy 40 interchange. Has concerns about Concepts 3 & 4 since they look like they changed. Commenter has lease property near I-70/Hwy 40 interchange and is trying to be forthright with potential leasers about future road & interchange plans. These properties are a major source of income to the commenter. As well, commenter has emailed comments previously without receiving any reply. Commenter spoke to I-70 team and expressed his concern. Team member said he would keep commenter advised and use consideration towards minimizing any negative impact on commenter's property located on the south side of Hwy 40/Midway interchange.

Commenter requests that the North Outer Road Intersection at Route Z be constructed south of the present plan, starting at the state maintenance area. This would align the road with commenter's existing property line, as well as the property line of commenter's neighbors.

Concepts 3 & 4 will eliminate commenter's business (located at Rangeline St & I-70, Exit 127). Concept 2 will severely impact commenter's business. Semi-tractor trailers, concrete mixer trucks, large dump trucks and fire trucks use commenter's lot.

Commenter does not see the need in running a road through the business property located between St. Charles & Route Z on the south side when there is so much vacant land on the north side. I-70 curves and the curve could be straightened by using the land on the north side of St. Charles Road & Route Z.

**Comments Regarding Design:**

Over the years many semi-trucks have run off the interstate (east bound, about a quarter of a mile west of Route Z). Commenter believes this is due to the curve on I-70.

Reduce the number of exits in the Columbia area. Currently there are 7 exists with the possibility of this project adding 2 more, i.e., Fairview and "Wal-Mart"

One way frontage & collector system would be a second & third choice respectively.

**General Comments:**

The material available at the meeting very clearly shows what the alternatives are to solving the I-70 problem in Columbia.

It is obvious that this is a long term project and is contingent on funding that may or may not be available on expeditious basis.

It seems that the people of Columbia have been surveyed and asked their opinion & the possible repercussions but Commenter does not see that those opinions have been considered.

What is the time estimate for the entire construction of the project?

What is the projected population increase in the Columbia area? The projected population increase along the I-70 route from Kansas City to St. Louis?

## Improve I-70 Public Involvement – March 1, 2003

*(Meeting #5: Sunrise Neighborhood/Public Open House; Sunrise Estates at Prairie Grove Baptist Church; Columbia, Missouri)*

### 5. General

#### a. Attendance

20

#### b. Meeting Purpose and Goals

Share more detailed analysis of the hybrid alternatives, indicate possible environmental and property impacts and seek input.

#### c. Pre-Meeting Publicity

- News releases to area print and broadcast media, resulting in several news stories
- E-mail notification to Advisory Group and others on Advisory Group e-mail distribution list
- Faxes, e-mails and calls to area churches and neighborhood leaders
- Flyers distributed in Sunrise neighborhood via neighborhood leader
- Meeting information posted on [www.ImproveI70.org](http://www.ImproveI70.org) Web site

### 6. Meeting Format: Open House Public Meeting

After citizens were welcomed, signed in, received a name tag and were handed a packet of handouts, they moved on to several information stations positioned around the room.

The three information stations were positioned so that members of the public could visit the stations of most interest to them, or walk from one to the next. Each station was labeled so that participants would understand the purpose of that station. Study team members shared information, answered questions and listened to the public's feedback.

#### a. Stations and Exhibits at Each Station

##### **Station #1: Background**

Exhibit #1-1: Why Improve I-70 (discussed purpose and need)

Exhibit #1-2: Columbia-area (Section 4) Process and Schedule

Exhibit #1-3: Decision-making flowchart

Exhibit #1-4: Five widening concepts narrowed to three



**Station #2: Widening Alternatives and Environmental/Property Impacts**

Exhibit #2-1: Western portion of study area (map)

Exhibit #2-2: Central portion of study area (map)

Exhibit #2-3: Eastern portion of study area (map)

**Station #4: Comment Area****7. Meeting Handouts**

- Why we're here
- Schedule
- Frequently asked questions
- Impact summary table
- Business survey results
- Comment forms
- Newsletter
- *Pathways to Progress* brochure on MoDOT's right of way purchasing procedures

**8. Public Feedback (Verbal)**

- Concerned about possible noise and whether noise walls would be considered.
- Receptive to news that few Sunrise estates properties would be directly affected.

## E. Improve I-70 Public Involvement – March 3, 2003

*(Meeting #6: Parkade Neighborhood/Public Open House; Parkade Elementary; Columbia, Missouri)*

### 1. General

#### a. Attendance

40

#### b. Meeting Purpose and Goals

Share more detailed analysis of the hybrid alternatives, indicate possible environmental and property impacts and seek input.

#### c. Pre-Meeting Publicity

- News releases to area print and broadcast media, resulting in several news stories
- E-mail notification to Advisory Group and others on Advisory Group e-mail distribution list
- Faxes, e-mails and calls to area churches and neighborhood leaders
- Flyers distributed in Parkade neighborhood via neighborhood leader
- Meeting information posted on [www.ImproveI70.org](http://www.ImproveI70.org) Web site

### 2. Meeting Format: Open House Public Meeting

After citizens were welcomed, signed in, received a name tag and were handed a packet of handouts, they moved on to several information stations positioned around the room. The three information stations were positioned so that members of the public could visit the stations of most interest to them, or walk from one to the next. Each station was labeled so that participants would understand the purpose of that station. Study team members shared information, answered questions and listened to the public's feedback.

#### Stations and Exhibits at Each Station

##### **Station #1: Background**

Exhibit #1-1: Why Improve I-70 (discussed purpose and need)

Exhibit #1-2: Columbia-area (Section 4) Process and Schedule

Exhibit #1-3: Decision-making flowchart

Exhibit #1-4: Five widening concepts narrowed to three

**Station #2: Widening Alternatives and Environmental/Property Impacts**

Exhibit #2-1: Western portion of study area (map)

Exhibit #2-2: Central portion of study area (map)

Exhibit #2-3: Eastern portion of study area (map)

**Station #4: Comment Area****b. Meeting Handouts**

- Why we're here
- Schedule
- Frequently asked questions
- Impact summary table
- Business survey results
- Comment forms
- Newsletter
- *Pathways to Progress* brochure on MoDOT's right of way purchasing procedures

**3. Public Feedback (Verbal)**

- Concerned about possible noise and whether noise walls would be considered.
- Receptive to news that few Parkade properties would be directly affected.
- Suggested further enhancements at Creasey to connect with West Boulevard for better connectivity.

## F. Improve I-70 Public Involvement – March 10, 2003

*(Meeting #7: Whitegate Neighborhood/Public Open House; Oakland Junior High School; Columbia, Missouri)*

### 1. General

#### a. Attendance

41

#### b. Meeting Purpose and Goals

Share more detailed analysis of the hybrid alternatives, indicate possible environmental and property impacts and seek input.

#### c. Pre-Meeting Publicity

- News releases to area print and broadcast media, resulting in several news stories
- E-mail notification to Advisory Group and others on Advisory Group e-mail distribution list
- Faxes, e-mails and calls to area churches and neighborhood leaders
- Flyers distributed in Whitegate neighborhood via neighborhood leader
- Meeting information posted on [www.ImproveI70.org](http://www.ImproveI70.org) Web site

## 2. Meeting Format: Open House Public Meeting

After citizens were welcomed, signed in, received a name tag and were handed a packet of handouts, they moved on to several information stations positioned around the room.

The three information stations were positioned so that members of the public could visit the stations of most interest to them, or walk from one to the next. Each station was labeled so that participants would understand the purpose of that station. Study team members shared information, answered questions and listened to the public's feedback.

#### a. Stations and Exhibits at Each Station

##### ***Station #1: Background***

Exhibit #1-1: Why Improve I-70 (discussed purpose and need)

Exhibit #1-2: Columbia-area (Section 4) Process and Schedule

Exhibit #1-3: Decision-making flowchart

Exhibit #1-4: Five widening concepts narrowed to three

**Station #2: Widening Alternatives and Environmental/Property Impacts**

Exhibit #2-1: Western portion of study area (map)

Exhibit #2-2: Central portion of study area (map)

Exhibit #2-3: Eastern portion of study area (map)

**Station #4: Comment Area****b. Meeting Handouts**

- Why we're here
- Schedule
- Frequently asked questions
- Impact summary table
- Business survey results
- Comment forms
- Newsletter
- *Pathways to Progress* brochure on MoDOT's right of way purchasing procedures

**3. Public Feedback (Verbal)**

- Concerned about possible noise and whether noise walls would be considered.
- Receptive to news that few Whitegate properties would be directly affected.

**G. Improve I-70 Public Involvement – June 30, 2003**

*(Meeting #8: W. Broadway and Park DeVille Neighborhood/Public Open House; Activity and Recreation Center; Columbia, Missouri)*

**1. General****a. Attendance**

Approximately 100 (89 signed in; approximately 11 others attended but didn't sign in)

**b. Meeting Purpose and Goals**

Share more detailed analysis of the hybrid alternatives, indicate possible environmental and property impacts and seek input on Stadium interchange issues.

**c. Pre-Meeting Publicity**

- News releases to area print and broadcast media, resulting in several news stories
- E-mail notification to Advisory Group and others on Advisory Group e-mail distribution list

- Faxes, e-mails and calls to area churches and neighborhood leaders
- Flyers distributed in West Broadway and Park DeVillie neighborhood via neighborhood leader
- Meeting information posted on [www.ImproveI70.org](http://www.ImproveI70.org) Web site

## 2. Meeting Format: Open House Public Meeting

After citizens were welcomed, signed in, received a name tag and were handed a packet of handouts, they moved on to several information stations positioned around the room.

The three information stations were positioned so that members of the public could visit the stations of most interest to them, or walk from one to the next. Each station was labeled so that participants would understand the purpose of that station. Study team members shared information, answered questions and listened to the public's feedback.

### a. Stations and Exhibits at Each Station

#### ***Station #1: Background***

Exhibit #1-1: Why Improve I-70 (discussed purpose and need)

Exhibit #1-2: Columbia-area (Section 4) Process and Schedule

Exhibit #1-3: Decision-making flowchart

Exhibit #1-4: Five widening concepts narrowed to three

#### ***Station #2: Widening Alternatives and Environmental/Property Impacts***

Exhibit #2-1: Western portion of study area (map)

Exhibit #2-2: Central portion of study area (map)

Exhibit #2-3: Eastern portion of study area (map)

#### ***Station #4: Comment Area***

### b. Meeting Handouts

- Why we're here
- Schedule
- Frequently asked questions
- Impact summary table
- Business survey results
- Comment forms
- Newsletter
- *Pathways to Progress* brochure on MoDOT's right of way purchasing procedures

### **3. Public Feedback (Verbal)**

- Concerned about additional traffic and increased development.
- Priority of Columbia improvements among others in I-70 corridor.
- Priority of I-70 improvements within Columbia.
- The order and timing of Stadium improvements and when Fairview ramps would be built.

**Appendix V-D**  
**Notice of Intent**



# APPENDIX V-D

## NOTICE OF INTENT

Shown below is the Notice of Intent as it appeared in the Federal Register on April 19, 2002.

Federal Register / Vol. 67, No. 76 / Friday, April 19, 2002 / Notices

19469

### DEPARTMENT OF TRANSPORTATION

#### Federal Highway Administration

#### Tier II Environmental Impact Statement: Boone County, Missouri

AGENCY: Federal Highway Administration (FHWA), DOT.

ACTION: Notice of Intent.

**SUMMARY:** The FHWA is issuing this notice to advise the public that a Tier II Environmental Impact Statement (EIS) will be prepared for proposed improvement to the I-70 highway corridor in Boone County, Missouri.

**FOR FURTHER INFORMATION CONTACT:** Peggy Casey, Environmental Projects Engineer, FHWA Division Office, 209 Adams Street, Jefferson City, MO 65101, Telephone: (573) 638-2620; or Mr. Dave Nichols, Director of Project Development, Missouri Department of Transportation, PO Box 270, Jefferson City, MO 65102, Telephone: (573) 751-4586.

**SUPPLEMENTARY INFORMATION:** The FHWA, in cooperation with the Missouri Department of Transportation (MoDOT), will prepare a Tier II EIS for a proposed project to improve I-70 in

Boone County Missouri from Route BB (milepost 115), to Route Z (milepost 133) a distance of 18 miles. The project area includes the City of Columbia. In accordance with the National Environmental Policy Act, a Tier I EIS was completed for the I-70 corridor from Kansas City to St. Louis. The preferred alternative identified in the Tier I Final EIS and Record of Decision was to widen I-70.

The proposed action will accomplish the following goals: (1) Increase roadway capacity, (2) increase traffic safety, (3) upgrade roadway design features, and (4) improve the efficient movement of goods.

Alternatives under consideration include (1) no build, (2) improve existing I-70, and (3) an off alignment build alternative.

Information has been issued to local officials and other interested parties during the Tier I study. As part of the Tier I EIS scoping process, an interagency scoping meeting was held with federal and state agencies. Agency scoping and coordination with federal, state, and local agencies will continue. Public information meetings, and community official meetings will be held to solicit public and agency input

to engage the regional community in the decision making process. A location public hearing will be held to present the findings of the Tier II Draft EIS (DEIS). The DEIS will be available for public and agency review and comment prior to the public hearing. A Department of the Army Section 404 permit may be required.

To ensure that the full range of issues related to this proposed action are addressed and all significant issues identified, comments and suggestions are invited from all interested parties. Comments or questions concerning this proposed action and the EIS should be directed to the FHWA or MoDOT at the address provided above.

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

Issued on: April 3, 2002.

**Peggy J. Casey,**  
*Environmental Projects Engineer, Jefferson City.*

[FR Doc. 02-9584 Filed 4-18-02; 8:45 am]  
BILLING CODE 4910-22-M

**Appendix V-E**  
**Agency Coordination Correspondence**

**IMPROVE**



## Missouri I-70 Corridor Interagency Partnering Agreement

The Federal Highway Administration – Missouri Division (FHWA), the United States Army Corps of Engineers – Jefferson City Branch (USACE), and the Missouri Department of Transportation, (MoDOT) (the “Agencies”) are committed to facilitate the working relationship between their agencies in processing the environmental documentation for the seven sections of independent utility (SIUs) which comprise the 200 mile I-70 Corridor in Missouri.


The seven SIUs will be processed with two environmental impact statements, four environmental assessments, and one categorical exclusion. The SIUs locations are depicted on Attachment 1 of this agreement. Also, a proposed environmental documentation project schedule is included as Attachment 2 of this agreement.

The common goal of the agencies involved in this agreement is:

- The timely completion of a cooperative merged NEPA/404 process for the two SIUs that will be processed with environmental impact statements. This process includes concurrence points in: purpose and need; alternatives carried forward; joint NEPA/Section 404 public hearing; selected alternative; mitigation; and record of decision.
- The timely completion of a cooperating agency process for the five SIUs that will be processed with environmental assessments and a categorical exclusion. This process will include a regular and continuous dialogue among the agencies.

The undersigned agencies are committed to work in partnership and to efficiently and effectively participate in the identified NEPA/404 studies and will abide by the following principles:

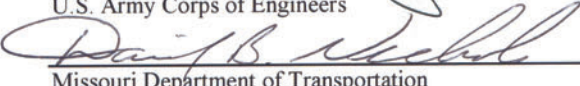
- Recognize and respect the organizational goals, missions, and statutory authorities of other partnering agencies.
- Work together toward this goal in a timely and objective manner while preserving the integrity of each agency’s mission.
- Maintain open communication to informally resolve issues to the greatest extent possible and at the appropriate level.
- Recognize and incorporate public outreach and input as essential parts of the decision making process.

  
Federal Highway Administration

2-4-03  
Date

  
U.S. Army Corps of Engineers

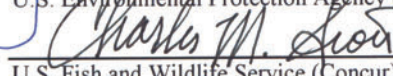
3-6-03  
Date

  
Missouri Department of Transportation

03-05-04  
Date

  
U.S. Environmental Protection Agency (Concur)

2/4/03  
Date

  
U.S. Fish and Wildlife Service (Concur)

2/5/04  
Date

STATE OF MISSOURI  
DEPARTMENT OF NATURAL RESOURCES  
MISSOURI CLEAN WATER COMMISSION



# MISSOURI STATE OPERATING PERMIT WATER POLLUTION CONTROL PROGRAM

## General Operating Permit

In compliance with the Missouri Clean Water Law, (chapter 644 R.S. Mo. as amended, hereinafter, the Law), and the Federal Water Pollution Control Act (Public Law 92-500, 92nd Congress) as amended.

Permit No.: MO-R100007

Owner: MODOT  
Address: PO Box 270  
Jefferson City, MO 65102

Continuing Authority: Same  
Same

Facility Name: MODOT, Road Construction Projects

Facility Address: Statewide,

Legal Description: Various throughout the state, Statewide County

Receiving Stream: Various throughout the state  
First Classified Stream: Various throughout the state

is authorized to discharge from the facility described herein, in accordance with the effluent limitations and monitoring requirements as set forth herein.

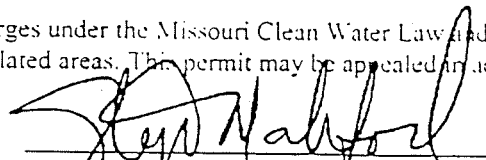
### FACILITY DESCRIPTION All Outfalls, SIC 1629

Construction or land disturbance activity (e.g., clearing, grubbing, excavating, grading, and other activity that results in the destruction of the root zone) that are performed by or under contract to a city, county, or other governmental jurisdiction that has a storm water control program for land disturbance activities that has been approved by the Missouri Department of Natural Resources.

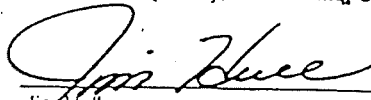
This permit authorizes only wastewater, including storm waters, discharges under the Missouri Clean Water Law and the National Pollutant Discharge Elimination System, it does not apply to other regulated areas. This permit may be appealed in accordance with Section 644.051.6 of the Law

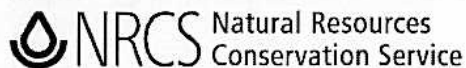
April 19, 2002  
Effective date

April 11, 2003  
Issue date

  
Stephen M. Mahford, Director, Department of Natural Resources  
Executive Secretary, Clean Water Commission

April 18, 2007  
Expiration date  
MO 780-1481 (7-94)

  
Jim Hull  
Director of Staff, Clean Water Commission



Area Office, 1911 Boggs Creek Road, Jefferson City, Missouri 65101

Phone: 573 761-3105 Ext. 5

August 14, 2003

Mr. Rob Miller  
CH2M Hill  
Rea Building, Suite 190  
5775 Perimeter Drive  
Dublin, OH 43017

Dear Mr. Miller,

Attached is the completed AD-1006 form per your request for a Farmland Conversion Impact Rating for the Improve I-70 Project, SIU #4 – exit 115 thru 133 in Boone County. The acreage calculations were made in ArcView using my estimations of corridor width. My estimate differed somewhat from the acreage indicated on the 1006 form, probably because FPPA applies only to acreages outside of incorporated areas. Based on calculations of those areas only, the Relative Value indicated in part V should be entirely valid. After you complete the form, please return one copy for our records.

Please feel free to contact me if I can be of further assistance.



Keith Davis  
Area Resource Soil Scientist

Cc: Bob Hagedorn, District Conservationist, Columbia

# FARMLAND CONVERSION IMPACT RATING

PART I (To be completed by Federal Agency)		Date Of Land Evaluation Request		7-15-03	
Name Of Project Improve I-70 (SIU #4)		Federal Agency Involved Federal Highway Administration			
Proposed Land Use Transportation Corridor - Highway		County And State Boone County, MO			
PART II (To be completed by SCS)		Date Request Received By SCS 7/28/03 KD			
Does the site contain prime, unique, statewide or local important farmland? (If no, the FPPA does not apply - do not complete additional parts of this form).		Yes <input checked="" type="checkbox"/>	No <input type="checkbox"/>	Acres Irrigated	Average Farm Size 204
Major Crop(s) Corn (For index)	Farmable Land In Govt. Jurisdiction Acres: 357,631 % 80.9	Amount Of Farmland As Defined in FPPA Acres: 346,244 % 78.3			
Name Of Land Evaluation System Used LESA	Name Of Local Site Assessment System Boone County	Date Land Evaluation Returned By SCS 8/14/03			
PART III (To be completed by Federal Agency)		Alternative Site Rating			
		Site A	Site B	Site C	Site D
A. Total Acres To Be Converted Directly		1514 acres			
B. Total Acres To Be Converted Indirectly		0 acres			
C. Total Acres In Site		2074 acres			
PART IV (To be completed by SCS) Land Evaluation Information					
A. Total Acres Prime And Unique Farmland		572			
B. Total Acres Statewide And Local Important Farmland		634			
C. Percentage Of Farmland In County Or Local Govt. Unit To Be Converted		.35			
D. Percentage Of Farmland In Govt. Jurisdiction With Same Or Higher Relative Value		44			
PART V (To be completed by SCS) Land Evaluation Criterion Relative Value Of Farmland To Be Converted (Scale of 0 to 100 Points)		56			
PART VI (To be completed by Federal Agency) Site Assessment Criteria (These criteria are explained in 7 CFR 658.5(b))		Maximum Points			
1. Area In Nonurban Use	15	15			
2. Perimeter In Nonurban Use	10	5			
3. Percent Of Site Being Farmed	20	3			
4. Protection Provided By State And Local Government	20	10			
5. Distance From Urban Builtup Area	-	-			
6. Distance To Urban Support Services	-	-			
7. Size Of Present Farm Unit Compared To Average	10	2			
8. Creation Of Nonfarmable Farmland	25	0			
9. Availability Of Farm Support Services	5	5			
10. On-Farm Investments	20	5			
11. Effects Of Conversion On Farm Support Services	25	0			
12. Compatibility With Existing Agricultural Use	10	5			
TOTAL SITE ASSESSMENT POINTS	160	50			
PART VII (To be completed by Federal Agency)					
Relative Value Of Farmland (From Part V)		100	56		
Total Site Assessment (From Part VI above or a local site assessment)		160	50		
TOTAL POINTS (Total of above 2 lines)		260	106		
Site Selected:		Date Of Selection		Was A Local Site Assessment Used? Yes <input type="checkbox"/> No <input type="checkbox"/>	
Reason For Selection:					

**MEMORANDUM OF UNDERSTANDING**  
**Missouri Interstate 70**

WHEREAS, the Federal Highway Administration (FHWA) and the Missouri Department of Transportation (MoDOT) have completed the Interstate 70 First Tier Environmental Impact Statement (EIS), and are now preparing the Second Tier environmental studies for seven sections of independent utility on I-70, with the ultimate goal of widening the existing interstate across much of Missouri; and

WHEREAS, the FHWA and MoDOT have begun consultation with the Missouri Department of Natural Resources State Historic Preservation Office (MOSHPO), as required by Section 106 of the National Historic Preservation Act and 36 CFR 800, the implementing regulations of the Advisory Council on Historic Preservation (ACHP); and

WHEREAS, the interstate was completed in August, 1965, and so is not yet 50 years of age, and determining its eligibility for the National Register of Historic Places presents a challenge in terms of assessment of integrity, as the interstate has continued to evolve over time through reconstruction, maintenance and improvements; and

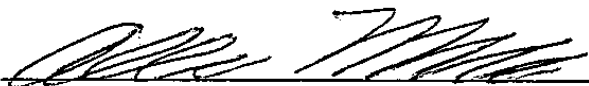
WHEREAS, the National Register eligibility of the national interstate system is currently being studied by a national task force including representatives of the National Conference of State Historic Preservation Officers, the Federal Highway Administration, the Advisory Council on Historic Preservation and other interested parties;

NOW THEREFORE, the FHWA, MoDOT and the MOSHPO agree to the following:


1. A formal assessment of the eligibility of the section of Interstate 70 addressed in the First Tier EIS and in the Second Tier environmental documents will be prepared by the Federal Highway Administration at such time that the interstate has reached 50 years of age, or the national task force has reached an opinion regarding eligibility of the interstate system.

2. In the interim, the FHWA and MoDOT will proceed in good faith to gather documentation on the history and development of this important interstate highway (Interstate 70) in Missouri.
3. Should Interstate 70 or any part thereof be determined eligible at a later date, the FHWA and MoDOT shall enter into consultation with the MOSHPO and the ACHP pursuant to 36 CFR 800.

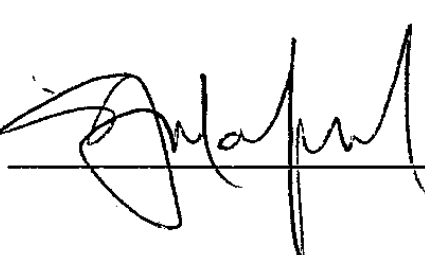
**Federal Highway Administration**

By:  Date: 3-18-03

**Missouri Department of Transportation**

By:  Date: 3/14/03

**Missouri Department of Natural Resources**

By:  Date: 3/2/03





REPLY TO  
ATTENTION OF:

DEPARTMENT OF THE ARMY  
KANSAS CITY DISTRICT, CORPS OF ENGINEERS  
STATE REGULATORY PROGRAM OFFICE - MISSOURI  
221 BOLIVAR STREET, SUITE 103  
JEFFERSON CITY, MISSOURI 65101

May 10, 2004

Missouri State Regulatory Office  
(200000774)

Rob Miller  
CH2M Hill/Columbus  
5775 Perimeter Drive  
Dublin, Ohio 43017

Dear Mr. Miller:

We have reviewed your draft Chapter 1 – Purpose and Need Statement for the Second Tier Environmental Impact Statement for improvements to Interstate 70 for Section of Independent Utility (SIU) 4 from just east of Exit 115 at Route BB to Exit 133 at Route Z in Boone County, Missouri and are in general agreement with the draft.

If you have any questions concerning this matter, please feel free to write or call me at 573-634-2248 extension 104 (FAX 573-634-7960).

Sincerely,

A handwritten signature in cursive script that reads "Kenny Pointer".

Kenny Pointer  
Regulatory Project Manager  
Missouri State Regulatory Office

# **NATIVE AMERICAN COORDINATION LETTERS**

The FHWA has contacted nine indigenous tribes that would have an interest in the I-70 corridor:

- 1) Iowa Tribe of Kansas and Nebraska,
- 2) Sac and Fox Tribe of the Mississippi in Iowa,
- 3) Sac and Fox Nation of Oklahoma,
- 4) Sac and Fox Nation of Missouri in Kansas and Nebraska,
- 5) Peoria Tribe of Indians of Oklahoma,
- 6) Otoe - Missouria Tribe of Oklahoma,
- 7) Osage Nation of Oklahoma,
- 8) Omaha Tribe of Nebraska and,
- 9) Iowa Tribe of Oklahoma.

To date, only the Sac and Fox NAGPRA Confederacy (representing 2, 3 and 4) has responded. This appendix contains an example of the correspondence letter sent to each tribe and the Sac and Fox response.



U.S. Department  
of Transportation

**Federal Highway  
Administration**

Missouri Division

*FHWA VISION:*  
"To Create the Best Transportation  
System in the World."

209 Adams Street  
Jefferson City, Missouri 65101  
(573) 636-7104  
Fax (573) 636-9283  
Missouri.FHWA@fhwa.dot.gov

Allen Masuda, Division Administrator



February 27, 2003

Iowa Tribe of Kansas and Nebraska  
2340 - 330th Street  
White Cloud, KS 66094

Subject: I-70 Second Tier Studies  
MoDOT Job No. J4I1341  
Invitation for Consultation

Dear Sir:

The Missouri Department of Transportation (MoDOT) and the Federal Highway Administration (FHWA) are beginning the second tier environmental studies for reconstruction of 200 miles of I-70 from the eastern limits of Kansas City to the western limits of St. Charles. The first tier environmental impact statement (EIS) for this study overall was concluded and approved in December 2001.

The second tier environmental studies for the 200-mile long corridor will be broken into seven different segments or Sections of Independent Utility (SIU). Enclosed is a map showing the locations of the seven SIUs, their lengths, the types of environmental document that will be prepared for each segment, and the consultant responsible for preparing each SIU's environmental document. The kind of environmental documentation being prepared for a section will be based on the nature of improvements being considered for that particular section. Categorical exclusions (CEs) will be done for those sections (SIUs 1, 2, 3, and 5) where only widening the existing facility is being considered. An Environmental Assessment (EA) will be done for SIU 6 that will consist mostly of widening the existing facility with one segment of possible new alignment. EISs will be conducted for SIUs 4 and 7 where more extensive new alignments will be considered. Regardless of the kind of environmental document being prepared, an archaeological survey will be conducted for all new right of way and all archaeological sites that may be impacted by the proposed improvements will be evaluated, avoided where feasible, or mitigated if necessary.

On behalf of the FHWA, I invite your tribe to participate in these second tier environmental studies. Please respond with your desired type of interest for specific section studies. If you have any questions or need additional information, please contact Peggy Casey

at (573) 638-2620, [peggy.casey@fhwa.dot.gov](mailto:peggy.casey@fhwa.dot.gov), or Bob Reeder at (573) 751-0473, [reeder1@mail.modot.state.mo.us](mailto:reeder1@mail.modot.state.mo.us). Additional information concerning this project is available at [www.ImproveI70.org](http://www.ImproveI70.org).

Sincerely yours,

A handwritten signature in black ink, appearing to read "Allen Masuda".

Allen Masuda, P.E.  
Division Administrator

Enclosure

cc: MoDOT/Cultural Resources/Bob Reeder  
MoDOT/Design/Environmental Studies/Kathy Harvey  
HNTB, 715 Kirk Dr., Kansas City MO 64105/Ken Bechtel

# SAC AND FOX NAGPRA CONFEDERACY



**"MESKWAKI"**

Sac and Fox of the  
Mississippi in Iowa  
349 Meskwaki Rd  
Tama, IA 52339-9629  
641-484-4678  
Fax: 641-484-5424  
Contact:  
Johnathan L. Buffalo



Sac and Fox Nation  
of Missouri  
in Kansas and Nebraska  
305 N Main  
Reserve, KS 66434  
785-742-7471  
Fax: 785-742-2979  
Contact: Deanne Bahr



Sac and Fox Nation of  
Oklahoma  
Rt. 2 Box 246  
Stroud, OK 74079  
918-968-2353  
Fax: 918-968-2353  
Contact: Sandra Massey



May 1, 2003

Bob Reeder  
PO Box 270  
Jefferson City, MO 65102

Dear Mr. Reeder:

Thank you for your letter, which is in compliance with Section 106 of the National Historic Preservation Act, and Section 110.

Please be advised that the Sac and Fox inhabited this area extensively. Therefore, we will need to be notified immediately should any funerary objects or human remains be unearthed. The main contact group of the Sac and Fox in issues that result in inadvertent finds of human remains or funerary objects pertaining to:

Section 4 thru Section 7, Independent Utility, MoDot Job NO. J411341, Missouri,

will be Deanne Bahr, NAGPRA Coordinator for the Sac and Fox Nation of Missouri. If you have any questions, please call me.

Sincerely,

*Deanne Bahr*

Deanne Bahr  
Sac and Fox Nation of Missouri  
NAGPRA Contact Representative



# MEETING DOCUMENTATION

**HNTB**  
HNTB Architects Engineers Planners  
715 Kirk Drive  
Kansas City, MO 64105-1310  
phone: (816) 472-1201  
fax: (816) 472-4060

**DATE:** June 24, 2004

**TIME:** 10:00 am

**SUBJECT:** I-70 Corridor Wetlands Mitigation Mtg. **LOCATION:** Jefferson City, Mo.

## Meeting Participants

## Representing (Firm or Agency)

Mark Kross, Gayle Unruh, Kathy Harvey	MoDOT
Ken Bechtel, Dan VanPetten, Tim Flagler	HNTB
Don Boos, Scott Hamilton, Steve McIntosh, Jane Beetem	MoDNR
Harold Deckerd	NRCS
Brian Canaday	MDC
Kenny Pointer, Craig Litteken	USACE
Peggy Casey	FHWA

## **Discussion:**

The purpose of this meeting was to discuss possible wetland mitigation options for the I-70 Corridor. The goals of the meeting were to hear mitigation preferences from the resource agencies and reach an informed consensus for the approach to be taken for the corridor. The status of the NEPA documents for the seven SIUs was given plus the status of the ongoing wetlands reports. The projected schedule of the environmental document approvals was also presented to the group.

The GEC presented the I-70 Corridor Potential Wetland Mitigation Sites report that was prepared in August of 2002. The following sites were highlighted: Davis Creek Floodplain, Blackwater River Floodplain, Loutre River Floodplain, Sni-A-Bar Creek and the Lamine River. The details, including the positive and negative attributes of each of these possible sites, were discussed by the group. In addition, the corridor-wide wetland impacts were presented

cc: D.Van Petten  
T. Flagler

Authored by: kbechtel



## MEETING DOCUMENTATION

**HNTB**  
HNTB Architects Engineers Planners  
715 Kirk Drive  
Kansas City, MO 64105-1310  
phone: (816) 472-1201  
fax: (816) 472-4060

by the GEC. This included total wetlands impacts, acreage by wetland type, and the linear feet of streams impacted by the project, within the entire length of the corridor.

The GEC then discussed a memorandum that outlined a conceptual wetlands and stream mitigation program for the I-70 Corridor. This memorandum included several basic options for mitigation. They were: on site mitigation, off site mitigation, and off system mitigation.

1. On site mitigation would take place within the corridor at one of the previously identified wetland mitigation locations, and could occur at one site (i.e. the Loutre River), or it could occur at several sites.
2. Off site mitigation would be addressed through the use of wetlands banks, public or private. MoDOT described three wetland bank sites as examples of what may be proposed to a mitigation banking review team and may be possible options for mitigation (Lexington, Hermann, and Blue Springs).
3. Off system mitigation would involve the use MoDOT funds to help develop a wetlands site identified by another agency as a priority site for acquisition and restoration as wetlands or to develop wetlands on an agency owned site.

After the discussions about possible wetland and stream mitigation sites and the mitigation conceptual options, there was a consensus that the Loutre River Valley was an excellent location for wetlands mitigation. The resource agencies then summarized their thoughts.

**USACE:** The policy is in-kind, in-place, within the same watershed. With regard to the I-70 Corridor, the dispersed is the preference, as close to the impact site as possible. The Corps would, however, evaluate any alternatives to this policy.

**NRCS:** Sees the value in wetland banking, getting the most benefit out of the mitigation. The WRP program should not be considered as a wetland mitigation program for highway projects.

**MoDNR:** First choice is on site. Second is off site within the watershed. Third is off system with MoDOT funding used on another agency site. There were some benefits noted for interagency project cooperation on wetland development projects.

**MDC:** Prefers on site within the watershed. Likes concentrated concept with some minor dispersed wetland sites.

**MoDOT:** Prefers concentrating sites but realizes, based on the meeting discussion, the practicality of several sites and options within the corridor. MoDOT also noted that EPA, U.S.

cc: D.Van Petten  
T. Flagler

Authored by: kbechtel



## MEETING DOCUMENTATION

**HNTB**  
HNTB Architects Engineers Planners  
715 Kirk Drive  
Kansas City, MO 64105-1310  
phone: (816) 472-1201  
fax: (816) 472-4060

Army Corps of Engineers and the Federal Highway Administration have joint guidance where it is stated that banking is the preferred option for wetland impacts along linear transportation projects.

Stream mitigation is more problematic. The initial concept was to use the Stream Stewardship Program of MDC for stream mitigation. The USACE noted that the program was for Nationwide Permit projects and the scale of the impacts could exceed the limits of the program. There was some feeling that there could be other stream development programs, with the USACE for instance, that could be funded by MoDOT. MoDOT will explore the Stream Stewardship Trust Fund to determine if there are any priority projects where the fund would not be able to pursue development.

### Action Items:

- GEC will prepare a brief I-70 Corridor wetlands mitigation plan based on the discussions and preferences expressed during the meeting. Appropriate parts of this plan will be referenced and cited in the environmental documentation for the SIUs.
- The GEC will arrange for a conference call with the Corps of Engineers to discuss the Section 404 permitting process to be used for the corridor.

cc: D.Van Petten  
T. Flagler

Authored by: kbechtel





## Missouri I-70 Corridor Interagency Cooperative Agreement Agricultural Lands

The Federal Highway Administration – Missouri Division (FHWA), the United States Department of Agriculture – Natural Resources Conservation Service – Columbia Office (NRCS), the Farm Service Agency – Columbia Office (FSA), and the Missouri Department of Transportation – Headquarters Office (MoDOT), (the “Agencies”) are committed to facilitate the working relationship and the coordination process as it relates to: Wetland Reserve Program (WRP) Lands; Conservation Reserve Program (CRP) Lands; and, Prime and Unique Farmlands. This cooperative process directly relates to the processing of environmental documentation for the seven sections of independent utility (SIUs) which comprise the 200 mile I-70 Corridor in Missouri. The seven SIUs will be processed with two environmental impact statements, four environmental assessments, and one categorical exclusion.

The common goal of the agencies involved in this agreement is:

- To identify, as early as practicable, in the project development process, WRP, CRP, and Prime and Unique Farmlands that may be impacted by proposed project alternatives.
- To share pertinent WRP, CRP, and Prime and Unique Farmland, and proposed project alternative location information (mapping etc.).
- To work cooperatively in processing WRP and/or CRP easement modifications, when applicable.
- To continue to use the following individuals as points of contact among the agencies.

NRCS – Harold Deckerd  
 FHWA – Peggy Casey  
 FSA – Gerald Hrdina  
 MoDOT – Kevin McHugh  
 MoDOT – Gayle Unruh  
 GEC – Dan Van Petten

The role of the General Engineering Consultant (GEC) contact is to coordinate the day-to-day project development activities between the NRCS and the seven Section Engineering Consultants (SECs). Contact with MoDOT will be for Department policy and guidance interpretation.

The undersigned agencies are committed to cooperate and to efficiently and effectively participate in the identified environmental studies and will abide by the following principles:

- Recognize and respect the organizational goals, mission, and statutory authorities of other cooperative agencies.
- Work together toward this goal in a timely and objective manner while preserving the integrity of each agency’s mission.
- Maintain open communication to informally resolve issues to the greatest extent possible and at the appropriate level.
- Recognize and incorporate public outreach and input as essential parts of the decision making process.

  
 Federal Highway Administration  
  
 Natural Resources Conservation Service  
  
 Missouri Department of Transportation  
  
 Farm Service Agency

*2/19/04*  
 Date  
*10/27/03*  
 Date  
*02-19-04*  
 Date  
*11/6/03*  
 Date

FILE: J4I1341



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

*FHWA VISION:*  
"To Create the Best Transportation  
System in the World."

209 Adams Street  
Jefferson City, Missouri 65101  
(573) 636-7104  
Fax (573) 636-9283  
Missouri.FHWA@fhwa.dot.gov

Allen Masuda, Division Administrator



December 18, 2002

Mr. James Gulliford, Regional Administrator  
U.S. Environmental Protection Agency  
Region VII  
901 N. Fifth Street  
Kansas City, Kansas 66101

Dear Mr. Gulliford:

Enclosed is the original signed Cooperating Agency Agreement for the I-70 second tier studies.  
Thank you for signing the agreement.

We look forward to working with Mr. Joseph Cothorn during the development of the second tier documents. If you have any questions or comments, please contact me at Federal Highway Administration, 209 Adams Street, Jefferson City, Missouri, 65101, telephone (573) 638-2620.

Sincerely yours,

~~PEGGY J. CASEY~~  
Peggy J. Casey, P.E.  
Environmental Projects Engineer

Enclosure  
cc: MoDOT/Environmental Studies/Matt Burcham  
pjc/djs

**Cooperating Agency Agreement  
Between  
Federal Highway Administration (FHWA), the Lead Federal Agency  
and  
Environmental Protection Agency (EPA), a Cooperating Agency**

Introduction

The Missouri Division of the Federal Highway Administration requested that EPA become a Cooperating Agency for Interstate 70 Improvements in Missouri (Second Tier Studies). This agreement outlines the responsibilities agreed to by the above two agencies with respect to the preparation of Environmental Studies for this project. This agreement will be effective upon the date of signature, and will be terminated upon completion of studies as documented by signed Records of Decision (ROD), Findings of No Significant Impact (FONSI) or upon the written request (for cause) of either signatory agency.

FHWA Responsibilities

1. FHWA will expeditiously forward to EPA, draft documents prepared for the project to enable EPA to carry out its responsibilities under this agreement.
2. FHWA will consult with EPA, but will retain sole responsibility for determination of preferred alternative(s), and which mitigation measures will be included in the project.
3. FHWA will promptly inform EPA of any project design or schedule changes that affect responsibilities of this agreement.
4. FHWA will include a copy of this agreement in all public documents (DEIS, FEIS) relating to this project.

EPA Responsibilities

1. The EPA Region 7 NEPA team will provide single point-of-contact between FHWA, and EPA program offices (e.g., Wetlands, Drinking Water). EPA project reference number: 02-0070. The primary contact person at EPA is Joseph Cothorn, (913) 551-7148.
2. EPA will participate in Cooperating Agency Coordinating meetings and joint field reviews to the degree that staffing and scheduling allows. Regulatory, jurisdictional or programmatic comments (e.g., Clean Water Act Section 404, Clean Air Act Section 309) will be issued to FHWA, in writing, from the appropriate EPA program office.
3. EPA will participate in a cooperative merged NEPA/404 process for the two SIUs that will be

2

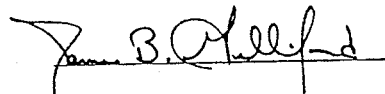
processed with environmental impact statements. This process includes concurrence points in: purpose and need; alternatives carried forward; joint NEPA/Section 404 public hearing; selected alternative; mitigation; and record of decision.

4. EPA will work pro-actively towards timely completion of a cooperating agency process for the five SIUs that will be processed with environmental assessments and a categorical exclusion. This process will include a regular and continuous dialogue among the agencies.

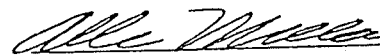
5. EPA acknowledges and accepts the following partnering objectives for this project:

- Recognize and respect the organizational goals, missions, and statutory authorities of other partnering agencies.
- Work together toward this goal in a timely and objective manner while preserving the integrity of each agency's mission.
- Maintain open communication to informally resolve issues to the greatest extent possible and at the appropriate level.
- Recognize and incorporate public outreach and input as essential parts of the decision making process.

The undersigned agree to the provisions of this MOA;



James Gulliford  
Regional Administrator  
U.S. EPA Region 7



Allen Masuda, Division Administrator  
Federal Highway Administration

12-18-02