

Amended Record of Decision

FHWA-MO-EIS-09-01-FSEIS Interstate 70 Corridor Kansas City to St. Louis, Missouri Supplemental Environmental Impact Statement

Approving Official: _____ Date: _____

Deputy Division Administrator
Federal Highway Administration

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Interstate 70 Corridor Kansas City to St. Louis, Missouri
Supplemental Environmental Impact Statement**

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This Amended Record of Decision (ROD) is an amendment to the Supplemental Environmental Impact Statement (SEIS), August 14, 2009, prepared by the Missouri Department of Transportation (MoDOT) for the Interstate 70 (I-70) corridor from Kansas City to St. Louis, Missouri. In accordance with 23 CFR 771.127(b), the Amended ROD selects the 2001 FEIS and ROD's Preferred Alternative, widening of the I-70 corridor to six general-purpose travel lanes, which was fully evaluated in the study.

The Federal Highway Administration (FHWA), pursuant to Title 23 of the Code of Federal Regulations (CFR), Part 771, and Title 40 CFR Parts of 1500-1508, issues this Amended ROD finding that the requirements of the National Environmental Policy Act of 1969 (NEPA) and Section 4(f) of the US Department of Transportation Act of 1966 (49 USC §303 and 23 USC § 138) have been satisfied for the I-70 Corridor from Kansas City to St. Louis, Missouri SEIS.

Agencies invited as part to participate in the 2001 FEIS and ROD and 2009 SEIS and ROD included the US Environmental Protection Agency (USEPA), Federal Emergency Management Administration (FEMA), US Army Corps of Engineers, US Fish and Wildlife Service, and US Coast Guard.

The 2001 Tier 1 FEIS and ROD selected the "Widen Existing I-70 Strategy". This strategy would improve existing I-70 by adding one lane in each direction, resulting in three in each direction, in rural areas and a minimum of eight lanes, four in each direction, through Columbia and in the metropolitan areas of Kansas City and St. Louis. The Selected Alternative also included improved access management, reconstruction of the existing roadway to enhance safety and performance, and provisions for future transportation improvements within the median. The project progressed and Tier 2 environmental studies were conducted for seven sections of independent utility (SIU) along the I-70 corridor. The seven Tier 2 environmental studies class of action included one FEIS and ROD, five environmental assessments (EA) and findings of no significant impact (FONSI), and one categorical exclusion (CE). Through the additional Tier 2 environmental studies the need to widen the I-70 corridor was confirmed and it was determined that the project still met the purpose and need. This confirmed the validity of the Preferred Alternative, widening I-70 to six general-purpose lanes, identified in the 2001 FEIS and ROD. During the re-evaluation of a portion of the Tier 2 environmental studies, it was determined that the inclusion of truck-only lanes was not feasible due to funding and design constraints.

Funding for the widening of the I-70 corridor has been identified and was approved by the Missouri legislature in June 2023.

Currently all seven SIUs are being re-evaluated to validate the Tier 2 environmental studies purpose and need and study findings to improve safety and capacity for I-70 by providing three lanes in each direction. Improvements may include bridges, interchanges, pavement resurfacing, or other improvements.