

Meeting Summary

IMPROVE I-70 ADVISORY GROUP

5th Meeting

Columbia Activity and Recreation Center
1701 W. Ash Street
Columbia, Missouri

March 13, 2003

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.

GENERAL

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.

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).

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:

1. Review questions raised at Meeting 4 and responses;
2. Discuss process for inter-meeting communications;
3. Review assessments of Near North and Existing I-70 as corridor options and preview screening findings;
4. Provide input about potential impacts along Near North and Existing I-70;
5. Clarify next steps in the planning process.

SUMMARY OF ISSUES AND ADVISORY GROUP INPUT

Process Review: Inter-Meeting Communication

As background, immediately following the 4th 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:

1. 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.
2. 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.
3. Time will be reserved at all Advisory Group meetings for the asking and answering of questions of general interest.
4. 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.
5. 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 4th 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.”

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 5th 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.”

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.

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 23rd, 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 29th. 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.

Upcoming Advisory Group Meeting

Thursday, May 29th

Agenda

IMPROVE I-70 ADVISORY GROUP

Meeting 5
4:00-6:30 p.m.
March 13, 2003

Columbia Activity and Recreation Center
1701 W. Ash Street
Columbia, Missouri

Meeting Goals: 1) Review questions raised at Meeting 4 and responses; 2) Discuss process for inter-meeting communications; 3) Review assessments of Near North and Existing I-70 as corridor options and preview screening findings; 4) Provide input about potential impacts along Near North and Existing I-70; 5) Clarify next steps in the planning process.

4:00 Convene Meeting

Dennis Donald and John Huylar, The Osprey Group

4:05 Relevant Updates and Outstanding Questions

Dennis Donald, The Osprey Group

4:15 Process Review: Inter-Meeting Communication

John Huylar, The Osprey Group

4:30 Corridor Screening Findings

Buddy Desai, CH2M Hill

5:00 Identifying Potential Impacts along Near North and Existing I-70 Alignments

Buddy Desai, CH2M Hill

6:00 Reports to Full Group

Advisory Group

6:20 Closing and Next Steps

Dennis Donald and John Huylar, The Osprey Group

6:30 Adjourn

Questions and Answers

Can we incorporate a future interchange west of Stadium into the traffic modeling?

It is possible to incorporate additional interchanges into the modeling forecasts, similar to how we added and subtracted interchanges for the sensitivity runs on the Near North and Far North corridors. However, since we do not need to add interchanges to the existing alignment for any type of sensitivity run, adding this interchange would be based on speculation rather than a documented need and confirmed location, as is the usual practice. It is preferable – and more accurate – to base forecasts on land uses and proposed infrastructure improvements that are already documented in CATSO's long-range plan, or studied and approved by other decision-making authorities such as MoDOT and the Federal Highway Administration.

At this time we are screening corridors to determine which of the three -- Near North, Far North and existing I-70-- to keep and which to eliminate. Having an additional interchange on the existing corridor west of Stadium Boulevard would not have any effect on that decision-making process. An interchange in that area, if added, would not significantly impact the amount of traffic using either of the bypass corridors or the existing corridor. That interchange would impact the volume of traffic going through the existing Stadium interchange, and might change the facility 'type' between Stadium and the new interchange or even the number of lanes needed and the need for frontage roads, but does not play into the corridor-level decision process.

As we move into the next stage of study, we will look at the details of widening the existing corridor. We will evaluate the capacity of all of the existing interchanges and seek a reasonable range of solutions. At that time, if no amount of improvements to the Stadium interchange will accommodate the forecasted traffic, we will look at options that include additional interchanges and adjust the model for these scenarios accordingly. Similarly, if CATSO's long range plan is updated during the course of the Improve I-70 Study, we will make adjustments where possible.

If the CATSO long-range plan is updated to include this possible interchange during the life of this study we will consider its impact as we evaluate alternatives. However, the location of any new interchange must be decided upon by going through an environmental analysis similar to what we are doing for I-70. Additionally, any new interchange proposed on an interstate facility must have an "Access Justification Report" prepared and approved by the FHWA for authority to break access. These items could be taken care of under the Improve I-70 umbrella, but these studies were never intended to do that. Improve I-70 is about taking care of the problems with the mainline and the existing interchanges and is prescriptive enough that if authorized, an interchange could be added to I-70 at any location to fit within the improvement framework. Under normal circumstances, the only time we would bring a new

interchange into the picture would be if there was no other solution to the problem except to build a new one. We are not far enough along in the process to make that assessment.

What is latent demand and induced traffic, and are we able to account for it in this study?

The theory of latent demand, or induced traffic, has been discussed in the transportation planning industry for many years. The theory states that as congestion increases within a transportation system, motorists who would normally make certain trips in uncongested conditions choose not to make those trips in congested conditions. Motorists will choose to make those trips again, however, once there is an improvement to the system that reduces congestion.

The issue of latent demand is a real concern in heavily congested cities across the country. For example, Los Angeles has made significant improvements to its highway network in the last decade. Several of those improvements designed to handle congestion for the next 30 years have already reached their capacity, and additional improvements are now being planned.

The issue of latent demand is less of a concern in communities the size of Columbia. While I-70 in Columbia does have periods of congestion, especially during the morning and evening rush hours, the level of congestion is not considered to be a likely deterrent to making a trip. Instead of canceling certain trips altogether, Columbia motorists will shift the times at which they will make their trips, or choose different routes.

Latent demand is a concern that needs to be considered in any transportation study. The study team believes that assumptions built into the current model allow for enough residual capacity to account for any additional induced trips generated by the proposed improvements.

How does the model account for through trips?

The model defines a through trip as one that enters Columbia on one side and exits Columbia on the other (external-to-external) without making any stops. The model cannot account for long-distance, through trips that make short stops (i.e. for gas or food) within Columbia. The model considers this travel behavior to be separate, local trips (external-to-internal and internal-to-external).

Because of this, the percentage of through trips along I-70 might appear to be somewhat misleading or lower than expected. The actual percentage of through trips would be higher if it were possible to identify the long-distance trips that stop for a short time and then resume on I-70 through Columbia. What this does tell us is that Columbia is a place where I-70 through-travelers like to stop to get food and gas before continuing on their long-distance trips.

Is there any reasonable possibility that the future of existing I-70 could be explored with just four lanes?

No. Four lanes on existing I-70 (two lanes in each direction) will not be able to efficiently handle the projected traffic that will use the corridor in the future. To minimize the impacts of widening I-70 to up to three to four lanes in each direction, the study team will propose design features such as frontage roads and more efficient interchange configurations.

Can signage, ramp types, and speed limits be incorporated in the traffic model to deter traffic from using existing I-70? What are things we could do to move traffic to the Near North corridor?

The traffic model ran several options designed to encourage traffic entering the Columbia area to use the Near North corridor. It found that speed limits on existing I-70 would have to be reduced to 35 mph to attract significant through-traffic on the Near North corridor. The options run through the model assumed through-traffic on I-70 would be required to use a “fly-over” ramp, while traffic traveling on the Near North route would continue as the main movement.

Signage cannot be incorporated into the traffic model.

How will the Near North be handled in the future?

The traffic model results, along with the threshold/criteria analysis of the various sensitivity runs, indicate that the Near North corridor does not divert enough traffic from existing I-70 to significantly relieve congestion on I-70, which is the primary purpose of this effort. However, the Near North corridor clearly attracts local trips traveling within Columbia. MoDOT will provide CATSO with all of the information gathered to date so it can consider how to prioritize this corridor in Columbia's long-range transportation plan.

Can we remove all access to I-70 within Columbia except for U.S. 63 and Stadium along with improvements to parallel routes, like express lanes to Business Loop 70?

While it is not practical to remove all access points from existing I-70 other than at U.S. 63 and Stadium, the study team will investigate opportunities to combine or possibly remove some access points to improve operations along the existing route. As the study progresses, improvements to parallel routes, such as Business Loop 70, will be investigated to further determine their impact on the operation of I-70.

**IMPROVE I-70 ADVISORY GROUP
Meeting 5 - March 13, 2003**

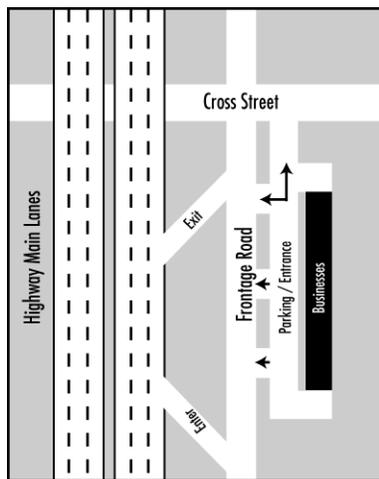
Frontage Road Primer

A critical component of highway design is providing appropriate access to local streets and properties. How and where traffic enters or leaves a highway has a significant impact on safety and traffic flow.

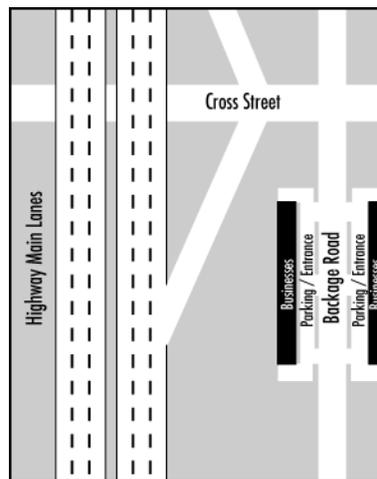
For interstate highways, access to and from the facility is controlled, or permitted only at grade-separated interchanges with overpasses or underpasses. Interchanges often connect with other highways or local street systems. In other locations, particularly in areas with heavy commercial development, as in Columbia, interchanges can also link travelers to frontage roads. **Frontage roads are access roads that parallel the access-controlled highway** (See also backage roads in below graphic).

Frontage roads separate local traffic -- traffic that needs to slow down and turn into local destinations -- from the faster through-traffic on an access-controlled highway. Other conflicting traffic patterns such as lane-weaving also are moved from the higher-speed access-controlled facility to lower-speed frontage roads. The result is increased safety and traffic flow with virtually direct access to local destinations.

The challenge in designing frontage roads, which can be two-way or one-way, is that they must truly separate slowing and turning traffic from the through-traffic on the interstate. If there is not enough "storage" room for traffic exiting and entering the highway, then backups and crashes on both the highway and the frontage road become more likely.



Frontage Roads provide access at the front of a destination, and run between the highway and the destination.



Backage Roads serve the same purpose as frontage roads, except they provide access to the back of the property. The destination is between the highway and the backage road.

Two-way Frontage Roads

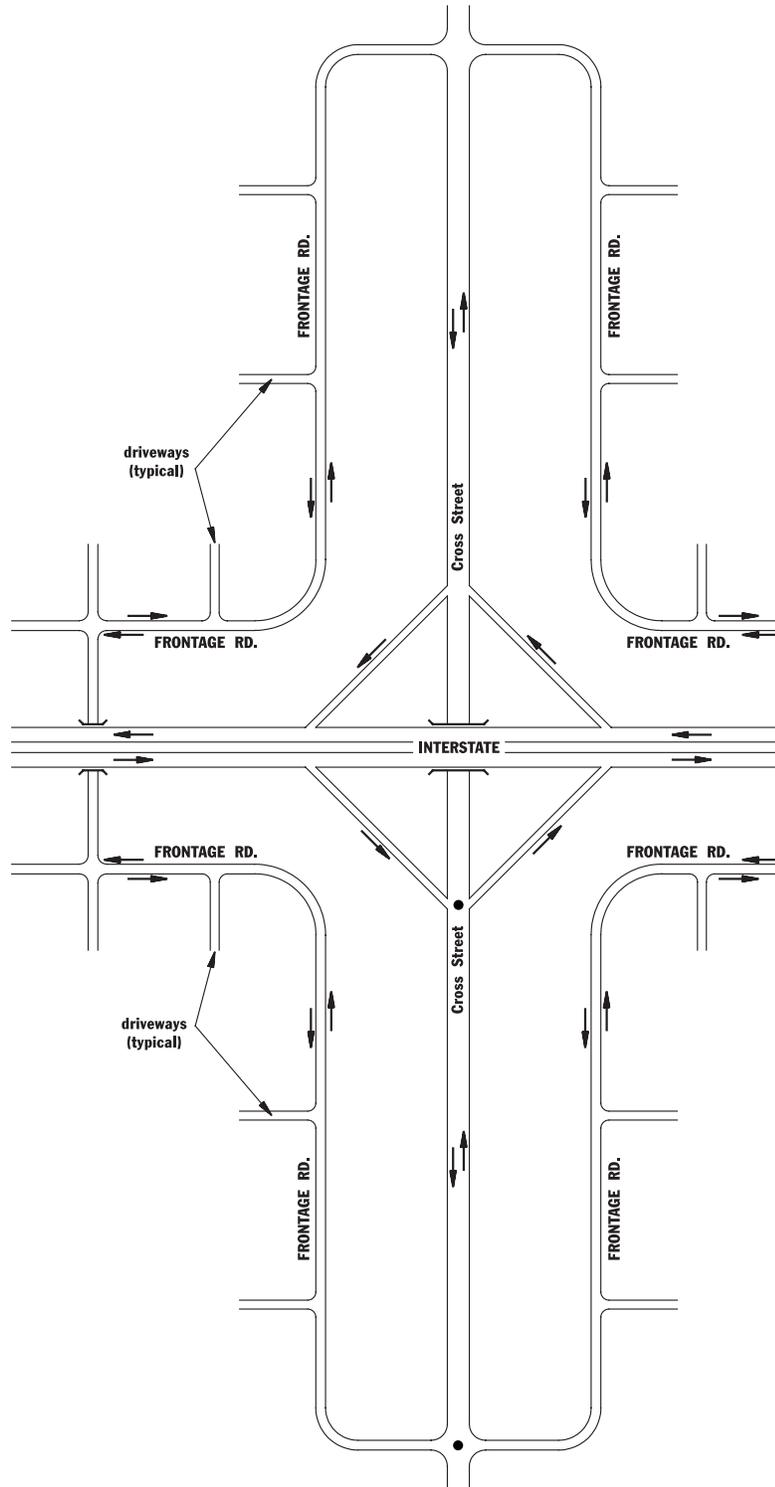


A two-way frontage road (foreground) at an intersection with a cross street in Kansas City. Nearby I-35 runs beneath the cross street's overpass bridge (right). This intersection spacing is too close to the ramps to the interstate, and backups are common.

Two-way frontage roads require much more space than one-way frontage roads in order to prevent backups at intersections and interchange ramps. Current guidelines that help ensure the safe operation of two-way frontage roads include:

- At least a quarter-mile between interchange ramps and frontage-road/cross-street intersections.
- No direct ramps from the highway to/from two-way frontage road.

Two-way Frontage Roads (Continued)

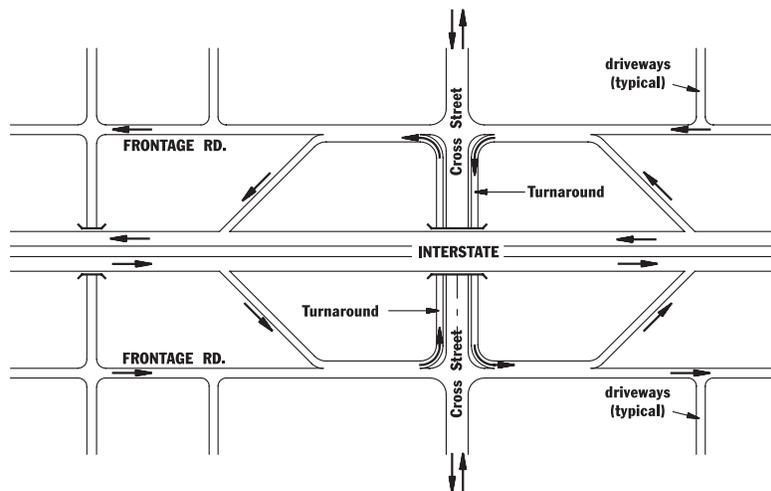


Two-way frontage roads: Intersections of frontage roads and cross streets must be at least a quarter-mile from interchange ramps -- the distance shown between the dots, above.

One-way Frontage Roads

Because one-way frontage roads have fewer "conflict points" at intersections, they are safer, require a smaller footprint and enable more design flexibility. A disadvantage of one-way frontage roads is that motorists have farther to travel when they miss a turn.

A way to help traffic move quickly along one-way frontage roads is to use the Texas Turnaround (See "Turnaround" in graphic below), essentially a U-turn that carries frontage road traffic heading in one direction to the frontage road going in the other direction. Traffic along Texas Turnarounds is continuous -- i.e. there are no stop signs or stoplights.



One-way frontage roads: Ramps to frontage roads can be combined with interchanges.



Motorist's view of a one-way frontage road and direct off-ramp from I-64 near St. Louis.

IMPROVE I-70 ADVISORY GROUP
Recommended Additions to Operating Agreements
March 13, 2003

The goal of the I-70 Advisory Group is to provide useful, timely input to MoDOT and the engineering consultants charged with planning and designing an improved Interstate 70. To be effective, the process should be open, inclusive and transparent without being unduly burdensome.

1. 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.
2. 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.
3. Time will be reserved at all Advisory Group meetings for the asking and answering of questions of general interest.
4. 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.
5. 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.

Improve I-70 Advisory Group

Operating Agreements September 2002

Purpose

The Improve I-70 Advisory Group will focus on providing meaningful input to 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.

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.

The Osprey Group will provide facilitation services to 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 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.

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.

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.

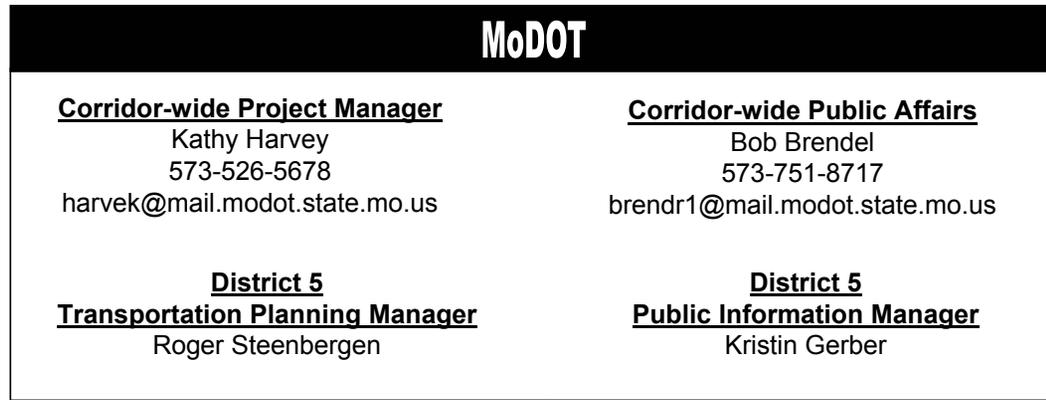
These "Operating Agreements" will evolve as needed to continue to meet the needs of the Advisory Group.

IMPROVE



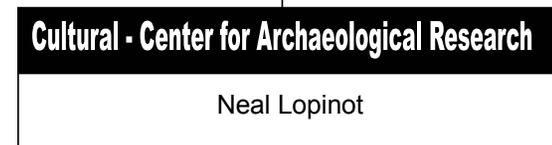
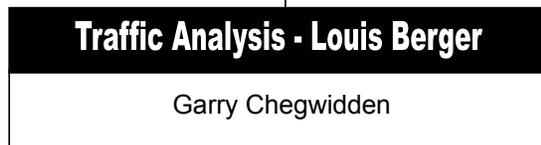
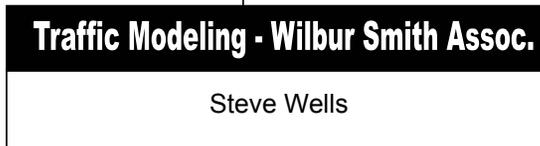
I-70 Tier II EIS

Section 4 (Columbia) Organizational Chart



Study Hot Line
1-800-590-0066

Study E-mail
comments@improvei70.org



Summary of the Criteria

	Percent Reduction in Travel Time on Existing I-70 Compared to Alternative 7 (minutes)	Average Travel Speed on Existing I-70 (mph)	Percentage Change of Daily Vehicle Miles of Travel in 2030 Operating at LOS D Percent
Alternative 1A Far North Freeway Alternative with 6 lanes on existing I-70	0.0 %	59.96	N/A
Alternative 3A Near North Freeway Alternative with 6 lanes on existing I-70	0.2%	59.98	N/A
Alternative 6A Near North Arterial Alternative with 6 lanes on existing I-70	0.0%	59.95	N/A
Alternative 7 Existing I-70 widened to 6 lanes	0.0%	59.94	N/A
Alternative 8 Existing I-70 widened to 8 lanes	0.4%	60.00	N/A
Alternative 9 Existing I-70 widened to 6 lanes with improvements to Business Loop 70	0.0%	59.94	N/A

Note: Findings are preliminary