



MEETING DOCUMENTATION

HNTB
 HNTB Architects Engineers Planners
 715 Kirk Drive
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DATE: April 23, 2003

TIME: 3-4 p.m., 4:30-7:30 p.m.

SUBJECT: Public Officials' Preview,
 Public Information Meeting

LOCATION: Columbia Activity and
 Recreation Center, 1701 W.
 Ash St.

RE: **CHECK APPROPRIATE JOB WITH "X"**
 SIU No. 1 - J4I1341D
 SIU No. 2 - J4I1341E
 SIU No. 3 - J4I1341F
 SIU No. 4 - J4I1341G **X**
 SIU No. 5 - J4I1341H
 SIU No. 6 - J4I1341J
 SIU No. 7 - J4I1341K

Team Participants	Representing
Kathy Harvey, Bob Brendel, Mark Kross	MoDOT HQ
Roger Schwartze, Roger Steenberg, Kristin Gerber	MoDOT District 5
Buddy Desai, Tim Nittler, Wynne Chow, Dan Dupies, Jim Bednar, Kevin Nichols, Rob Miller	CH2M Hill (Section Engineering Consultant)
Garry Chegwidan, Gary Vandelight, Mike Peters, Scott Bitterman	Louis Berger (Section Engineering Consultant Team)
Ken Bechtel, Andrea Kaser	HNTB (General Engineering Consultant and Public Involvement Consultant)

Introduction

The first public information meeting for the Section 4 Improve I-70 Study was held Wednesday, April 23, 2003, at the Columbia Activity and Recreation Center. The purpose of the meeting was to gather input, provide background on the study process, and share the Study Team's findings to date with regard to the locally focused corridor screening process.

A preview session was offered to public officials from 3-4 p.m., and the public open house was from 4:30-7:30 p.m. The public was notified of the meeting through the corridor-wide newsletter, section-specific postcards and letters, and through media releases and Web site postings.

Attendance

Outside of team members, a total of 155 people are documented as attending the meetings.



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Nineteen people signed in for the public officials' preview, and 136 people signed in for the public open house.

Stations

Below is the list of stations and a description of their associated displays and content.

Station 1: Why We're Here

Why Improve I-70
Overall Project Process
Section map/corridor/

Station 2: Tiered Study Process

Project History
Corridor-wide map
Breakout Section 4 process with schedule
Decision Making Flow Chart
Advisory Group list and purpose

Station 3: Corridor Screening Process

SIU 4 Map with all three corridors
Purpose of initial corridor screening & criteria
Corridor Traffic Impacts
Corridor Screening Results Matrix

Station 4: Identify Alignment Constraints (Map-Drawing Exercise)

One map for Tier #1 Recommended I-70 alignment
One map for Near North Corridor

Station 5: What's Next

What's Next – Remaining steps in Tier 2 and after
Access Video
Funding Issues

Station 6: Comment Area

Comment forms

Handouts

Decision-making flow chart
Organization chart
Schedule
Corridor screening background and results
Questions and Answers
Advisory Group purpose and contacts
What's next
Comment forms

Presentation

There were two brief presentations by Buddy Desai, who explained the stations and invited



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attendees to talk to team members. Some members of the audience inquired about the following topics: revised traffic numbers and the traffic modeling process; how cultural resources are considered; the possibility of forcing traffic onto a Near North corridor; building an elevated structure. Mr. Desai answered their questions.

Comments

A total of 81 comments were tallied from the 45 comment forms given to the team at the meeting or sent through U.S. mail. The largest proportion of the comments (23) expressed support for widening and improving existing I-70. The next largest proportion of comments (19) expressed opposition to the Near North concept. A few comments stated that widening existing only would not alleviate future traffic problems, and that a northern corridor would still eventually be necessary. Another few comments suggested improvements to the Route 63 interchange or reduced access.