

Meeting Summary

IMPROVE I-70 ADVISORY GROUP

7th Meeting

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

September 18, 2003

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

GENERAL

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.

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

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: 1) Review project goals, challenges and constraints; 2) Define how various alternatives will be developed and evaluated; 3) Examine five widening concepts presented at the public meeting with their advantages and disadvantages; 4) Identify emerging alternatives and provide illustrative example of one alternative and how it performs in an initial screening; 5) Clarify next steps in the planning process.

Preliminary Items

After the Group agreed to the agenda, Bob Brendel described the public workshop held on August 21st. 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.

SUMMARY OF ISSUES AND ADVISORY GROUP INPUT

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.

Five Widening Concepts

Buddy Desai began his presentation by explaining that most of the material he would cover is available on line at www.improveI70.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.”

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.

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 segment 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 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.

UPCOMING ADVISORY GROUP MEETINGS

Thursday, October 23rd
4:00 – 6:30 pm
Gentry Middle School
4200 Bethel Street

Thursday, November 20th
4:00 – 6:30 pm
Location TBA

Agenda

IMPROVE I-70 ADVISORY GROUP

Meeting 7
4:00-6:30 p.m.
September 18, 2003

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

Meeting Goals: 1) Review project goals, challenges and constraints; 2) Define how various alternatives will be developed and evaluated; 3) Examine five widening concepts presented at public meeting with their advantages and disadvantages; 4) Identify emerging alternatives and provide illustrative example of one alternative and how it performs in an initial screening; 5) Clarify next steps in the planning process.

4:00 Convene Meeting

Dennis Donald, The Osprey Group

4:05 Updates

Dennis Donald, The Osprey Group

4:25 Project Goals and Context: Approach to Evaluating Alternatives

Buddy Desai and Rob Miller, CH2M Hill

5:10 Five Widening Concepts

Buddy Desai, CH2M Hill

5:30 Alternatives Emerging from Widening Concepts

Kevin Nichols, CH2M Hill

6:10 Next Steps in the I-70 Planning Process

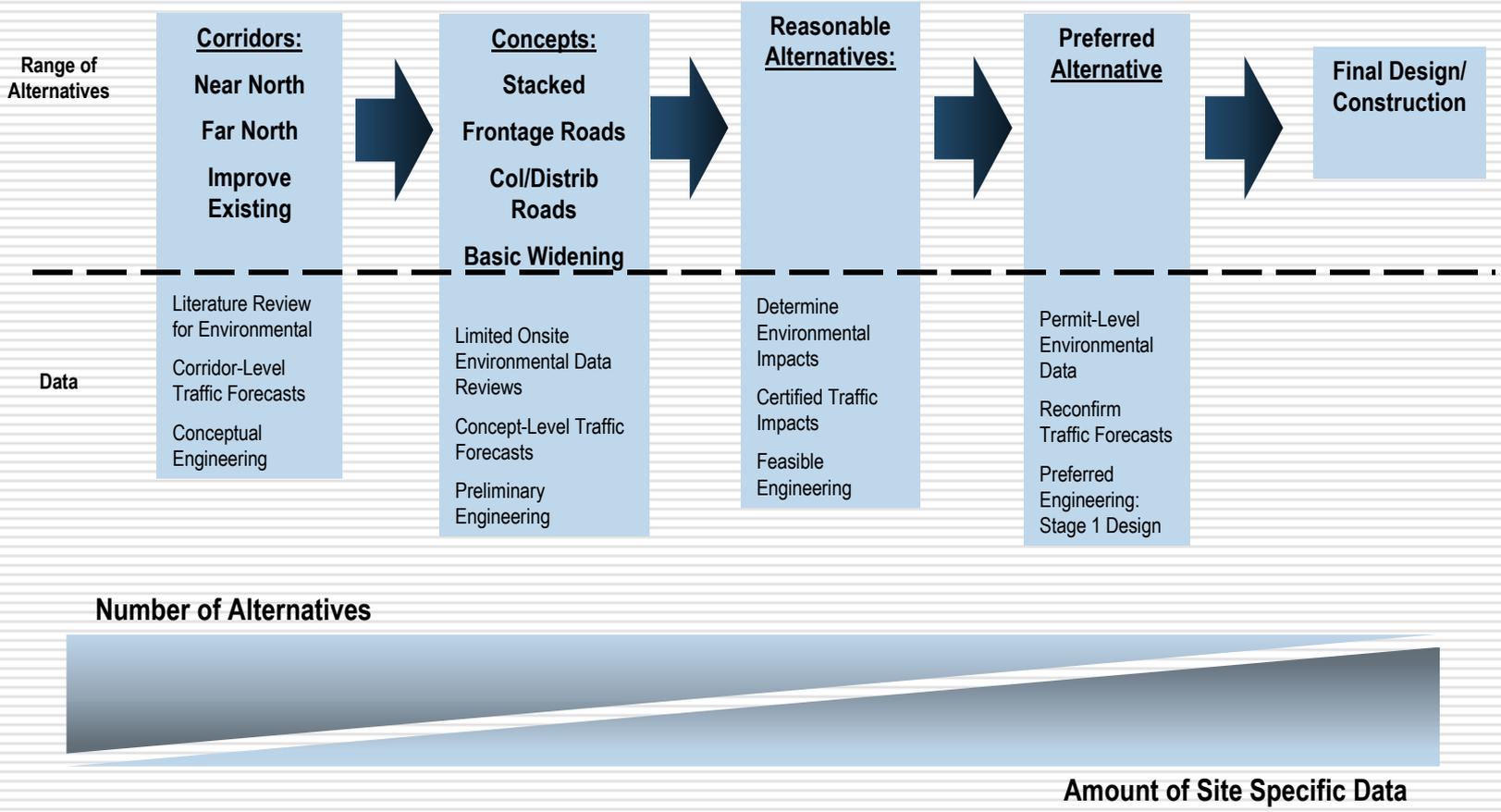
Buddy Desai, CH2M Hill

6:25 Closing and Next Steps for the Advisory Group

John Huyler, The Osprey Group

6:30 Adjourn

Right Level of Information to Make the Right Decisions at the Right Time



EVALUATION MATRIX SUMMARY

Improve I-70: Columbia Area (SIU #4)

September 18, 2003

EVALUATION FACTORS/PRELIMINARY ALTERNATIVES	Concept					
	1	2	3	4	5	
	Basic Widening	One-Way Frontage Road	Two-Way Frontage Road	Collector-Distributor Road	Stacked Highway	
PURPOSE AND NEED						
1. Accommodate existing and future traffic volumes on I-70						
-Increase capacity to 6-lanes in rural/8-lanes in urban areas					0	
-Meet highway Level of Service guidelines (volume/capacity)					0	
-Flexibility for future expansion in the corridor					0	
2. Improve existing I-70 deficiencies						
-Uncorrectable design elements associated with Concept					0	
3. Implement a better strategy for accommodating all users of I-70						
-Substantially reduce local trips on I-70 through lanes					+	
- Implement interchange designs with acceptable Level of Service					0	
-Maintain Columbia-area access points					0	
4. Improve user safety						
-Comply with MoDOT Access Management guidelines					-	
-Effectively manage truck traffic					0	
-Eliminate identified crash precursors					0	
ENVIRONMENTAL IMPACTS						
Avoid Section 4(f) sites like Cosmo Park, other parks, historic sites					-	
Total expected Phase I Environmental Site Assessments					0	
Avoid prime farmland parcels					0	
Avoid impacts to the "waters of the United States"					0	
Avoid impacts to threatened and endangered species					0	
Avoid noise impacts					-	
Avoid cultural resource impacts (e.g. sites on Historic Register)					0	
LAND USE IMPACTS						
Business displacements					0	
Business access impacts					-	
Residential displacements					0	
Residential access impacts					-	
Secondary impacts					0	
SOCIO-ECONOMIC/COMMUNITY IMPACTS						
Expected travel pattern disruptions					-	
Visual impacts					-	
Potential for Environmental Justice issues					0	
Potential for community service disruptions (EMS, fire, police)					-	
Expected neighborhood/community values impacts					-	
ENGINEERING						
Estimated construction cost					-	
Total estimated Right-of-Way (ROW)					0	
Constructibility					-	
Maintenance of traffic					-	
Displacements					0	
Other engineering-related constraints					-	
TOTALS						
	+	0	0	0	0	1
	o	0	0	0	0	19
	-	0	0	0	0	13

Legend	
Positive Impact - Important Decision-Making Factor	+
Neutral/Unclear/Contradictory Impact	o
Negative Impact - Important Decision-Making Factor	-

EVALUATION MATRIX
Concept 5 - Stacked Highway
Improve I-70: Columbia Area (SIU #4)
September 18, 2003

EVALUATION FACTORS	RATING	DECISION-MAKING FACTORS
PURPOSE AND NEED		
1. Accommodate existing and future traffic volumes on I-70		
-Increase capacity to 6-lanes in rural/8-lanes in urban areas	O	"Stacking" does not reduce the need for additional lane capacity
-Meet highway Level of Service guidelines (volume/capacity)	O	No apparent impediment to meeting threshold Level of Service
-Flexibility for future expansion in the corridor	O	The bridge viaduct columns will inhibit expansion of the mainline I-70 lanes in the future..
2. Improve existing I-70 deficiencies		
-Uncorrectable design elements associated with Concept	O	Design impacts expected to vary based on configuration of service roads & other improvements
3. Implement a better strategy for accommodating all users of I-70		
-Substantially reduce local trips on I-70 through lanes	+	Through traffic can be completely segregated from local traffic by "stacking"
- Implement interchange designs with acceptable Level of Service	O	Engineering requirements of "Stacked" design expected to reduce flexibility of interchange design
-Maintain Columbia-area access points	O	Engineering requirements of "Stacked" may lead to reductions in the number of access points
4. Improve user safety		
-Comply with MoDOT Access Management guidelines	-	Constraints associated with "Stacked" expected to negatively impact compliance
-Effectively manage truck traffic	O	Through traffic completely segregated but not all trucks are on through trips
-Eliminate identified crash precursors	O	"Stacked" highways may be counter to driver expectations, thus be a crash precursor itself
ENVIRONMENTAL IMPACTS		
Avoid Section 4(f) sites like Cosmo Park, other parks, historic sites	-	Engineering requirements of "Stacked" design expected to reduce flexibility of interchange design
Total expected Phase I Environmental Site Assessments	O	Footprint under "Stacked" is <u>only</u> lower if no service roads or other improvements are included
Avoid prime farmland parcels	O	No apparent impediment to avoiding encroachment
Avoid impacts to the "waters of the United States"	O	Footprint under "Stacked" is <u>only</u> lower if no service roads or other improvements are included
Avoid impacts to threatened and endangered species	O	Footprint under "Stacked" is <u>only</u> lower if no service roads or other improvements are included
Avoid noise impacts	-	Elevating the roadway will increase the noise profile of the project
Avoid cultural resource impacts (e.g. sites on Historic Register)	O	Footprint under "Stacked" is <u>only</u> lower if no service roads or other improvements are included
LAND USE IMPACTS		
Business displacements	O	Footprint under "Stacked" is <u>only</u> lower if no service roads or other improvements are included
Business access impacts	-	Travelers on through portion of "Stacked Section" will be unable to access local businesses
Residential displacements	O	Footprint under "Stacked" is <u>only</u> lower if no service roads or other improvements are included
Residential access impacts	-	Engineering requirements of "Stacked" will reduce flexibility in design of local connections
Secondary impacts	O	Potential impacts expected to vary based on configuration of service roads & other improvements
SOCIO-ECONOMIC/COMMUNITY IMPACTS		
Expected travel pattern disruptions	-	Reduced design flexibility expected to reduce ability to accommodate some traffic movements
Visual impacts	-	Elevating the roadway will increase the visual profile of the project
Potential for Environmental Justice issues	O	Impacts expected to vary based on configuration of service roads and other improvements
Potential for community service disruptions (EMS, fire, police)	-	Impacts expected to vary based on configuration of service roads and other improvements
Expected neighborhood/community values impacts	-	Impacts expected to vary based on configuration of service roads and other improvements
ENGINEERING		
Estimated construction cost	-	Highest construction and maintenance costs
Total estimated Right-of-Way (ROW)	O	ROW acquisition lower under "Stacking" <u>only</u> if no service roads or other improvements included
Constructibility	-	Requires construction of new highway over existing, operating roadways
Maintenance of traffic	-	After completion, no emergency access to "Stacked Sections"
Displacements	O	Displacements lower under "Stacking" <u>only</u> if no service roads or other improvements included
Other engineering-related constraints	-	Because of "Stacking", general maintenance is more difficult/expensive
TOTALS		
	+	1
	O	19
	-	13

Legend	
Positive Impact - Important Decision-Making Factor	+
Neutral/Unclear/Contradictory Impact	O
Negative Impact - Important Decision-Making Factor	-

EVALUATION MATRIX - LINKAGE BETWEEN CONCEPTS AND ALTERNATIVES

Concept - Stacked Freeways

Reasonable Alternatives Emerging From This Concept - None

Improve I-70: Columbia Area (SIU #4)

September 18, 2003

EVALUATION FACTORS	PRELIMINARY ALTERNATIVE IMPACT ASSESSMENT	PROPOSED REASONABLE ALTERNATIVE DETAILS
PURPOSE AND NEED		
	- "Stacking" will not reduce the need to add through lanes to I-70	While "Stacking" addresses many of the elements of the project's Purpose and Need, the solution is viewed as too extreme to recommend further development. Also, the barrier effect of a "Stacked" freeway is viewed as counter to the "Accommodation of All Users" articulated in the Purpose and Need.
	- "Stacking" will increase the degree to which I-70 is a barrier between northern and southern Columbia	
	- Through traffic completely segregated from local traffic within "Stacked" sections	
ENVIRONMENTAL IMPACTS		
	- Demonstrably higher noise impacts	Since a "Stacked Freeway" alternative does not reduce the footprint of the project in the horizontal plane and adds to the vertical footprint, environmental impacts are expected to be no lower than with other Concepts. Consequently, no Reasonable Alternatives emerge from this Concept.
	- Reduced environmental impacts only if service roads and other improvements are not included in the project	
LAND USE IMPACTS		
	- Complete segregation of through/local traffic may have negative business impacts	The reduced flexibility associated with a "Stacked Freeway" will marginally degrade important land use factors. Consequently, no Reasonable Alternatives emerge from this Concept.
	- Reduced engineering flexibility expected to negatively impact local connections	
SOCIO-ECONOMIC/COMMUNITY IMPACTS		
	- Travel pattern alterations expected	Because a "Stacked Freeway" will increase the degree to which I-70 will be a barrier, no Reasonable Alternatives should emerge from this Concept.
	- Delivery of emergency services to "Stacked Freeway" will be difficult	
	- The degree to which I-70 will become a barrier between communities within Columbia will increase	
	- Demonstrably higher visual impacts	
ENGINEERING		
	- Cost prohibitive	Availability of less expensive and less complicated options leads to the recommendation that there are no Reasonable Alternatives that can emerge from this Concept. The operational and maintenance deficiencies associated with "Stacked Freeways" are usually only justifiable over short distances in the most highly congested areas. The conditions within the Columbia area are not suitable for "Stacked" freeway.
	- Difficult construction/maintenance/maintenance of traffic issues	

August 21, 2003 Public Workshop Comments

Preference in I-70 Widening Concept(s):	Comments Submitted at Public Workshop		Comments Submitted by Mail		Total	
	Yes	No	Yes	No	Yes	No
Concept 1 - Basic Widening	5		1		6	
Concept 2 - One-Way Frontage Roads	2				2	
Concept 3 - Two-Way Frontage Roads	7		2		9	
Concept 4 - Collector/Distributor	4				4	
Concept 5 - Stacked System	3	1	1		4	1
None	1				1	

Using only one of the above concepts is probably not an appropriate solution for the entire Columbia corridor, meaning that different concepts could be used at various locations. The following characteristics are important to me:	Comments Submitted at Public Workshop	Comments Submitted by Mail	Total	Comments Associated
Use existing roads as much as possible	11	4	15	
Separate local trips from through trips	10	3	13	As well as feeder arteries, i.e., Broadway
Maintain existing access patterns to and from I-70 and local roads	6	3	9	As well as interchanges
Limit amount of right of way needed	5	3	8	
Take weaving traffic movements off I-70	5	2	7	
Provide full access to abutting properties	3	1	4	
Provide limited access to abutting properties	3		3	
Directly access I-70 between interchanges	2	1	3	
Other:				
* Preservation of outer roads	1		1	
* Improved access to the west (To/From Through Midway)	1		1	
* Use of surface that quiets traffic noise - rubberized asphalt	1		1	
* Environmental effects	1		1	
* Limit the segregation/dividing of Columbia by building a wide concrete roadway structure.		1	1	
* Designs should include bike & pedestrian facilities for cross town movement		1	1	
* Appearance		1	1	



August 21, 2003 Public Workshop Comments

	Comments Submitted at Public Workshop	Comments Submitted by Mail	Total
Most IMPORTANT thing about choosing a widening concept is:			
Be respectful of residential and business owners that are affected by the widening	2		2
Separate local from through traffic	1	1	2
Good access management practices	1		1
Get through traffic on lanes without local access	1		1
Decrease number of access points in Columbia area	1		1
Moving truck and other traffic off local access ways	1		1
As Columbia becomes more pedestrian friendly, these routes need to remain intact	1		1
Improve efficiency while impacting property owners as little as possible		1	1
Improving efficiency while maintaining current access and improving safety	1		1
Safety	1		1
* Eliminate bottleneck of traffic flowing through Columbia	1		1
* Safety of entering I-70	1		1
Place holding lanes for getting off I-70 at each of the exchanges.	1		1
Slip ramp with access to the mall on eastbound I-70	1		1
All full diamond or clover leaf designs	1		1
Keeping construction cost down	1		1
Keeping construction cost down by using material we already have	1		1
Use existing roads as much as possible		1	1
A logical long term plan, implemented incrementally.	1		1
Use the best materials available in order to maximize the life of the roadway	1		1
It adversely affects fewer homeowners	1		1
Minimum ROW acquisition		1	1
Don't widen I-70. Local roads could be improved in design to keep traffic off I-70.		1	1
Provide outer roads to the west of Stadium to keep local traffic off of I-70 and speed up the flow of traffic at the busier intersections	1		1



August 21, 2003 Public Workshop Comments

	Comments Submitted at Public Workshop	Comments Submitted by Mail	Total
Other Comments:			
Include high quality bike/ped/wheelchair access across the highway & access roads. Include the design concepts now along with the new highway concepts & have them displayed for public viewing.*	2	2	4
MoDOT needs to regain credibility with the public	1	1	2
MoDOT has not given enough notice to the given areas/areas most affected about the meeting	1		1
Treat Columbia equal to St. Louis and Kansas City (and do traditional interchanges)	1		1
City of Columbia should create better East-West corridors to take good amount of local traffic off I-70	1		1
Keep in mind good public transportation and incorporate the possibility of a train along the corridor (i.e. buy enough Right of Way for the future)		1	1
Keep in mind noise pollution issues and use materials to keep noise pollution down.		1	1
Prefer shown alternative #2 on Route Z & I-70	1		1
Prefer 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	1		1
One way frontage roads condense land usage and are easy to understand and follow	1		1
Use of one way frontage roads is a safe & effective way to relieve congestion	1		1
Prefer that I-70 be expanded but that frontage roads on both north and south sides be two lane traffic in each direction	1		1
Width of the roadway is fine, but the roadway surface needs greater attention and improvement	1		1
The most important issue is long time viability of these solutions	1		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 consequently improve	1		1
Concepts were shown well and questions were answered	1		1
Concepts were creative	1		1
What is the time frame for modeling the concepts?	1		1
Use highway enhancement concepts similar to the Pima Freeway in Phoenix	1		1
Single Point Urban interchange at Stadium Exchange & Midway	1		1
Another access is needed west of Stadium if frontage roads are utilized	1		1
Need to route local traffic north of Midway to connect with Broadway/Scott Blvd	1		1
Place exit ramp off west bound I-70 onto Route B or Paris Road	1		1
Likes the idea of bridges for local traffic across Perche Creek	1		1
Need a bridge across Hinkson Creek to join Business Loop 70 East to Conley Lane	1		1
It would be nice to have I-70 west to north 63	1		1
Totally rework 63-I-70 and West Blvd interchanges in a logical way - similar to Highway 40 from Wentzville to St. Louis	1		1
People within the widening zone will need time to adjust to the idea of relocation	1		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		1
Opposes bypass option due to noise & traffic that would occur near commenter's property		1	1
Northern bypass instead. The existing corridor is unable to handle the slow down of the roadway due to construction.		1	1
Opposes Kronke Interchange. Would propose having an interchange at Midway or UU to alleviate westbound I-70 traffic		1	1

* Pedestrian trails to consider: Perche Creek, Hinkson Creek, Homing Branch, & Grinstone Creek North Trails. More information & maps can be referenced at www.pednet.org