



Access Management and NEPA

*MoDOT's Experience with the
I-70 Second Tier Studies*

TRB Access Management Conference
August 31, 2004

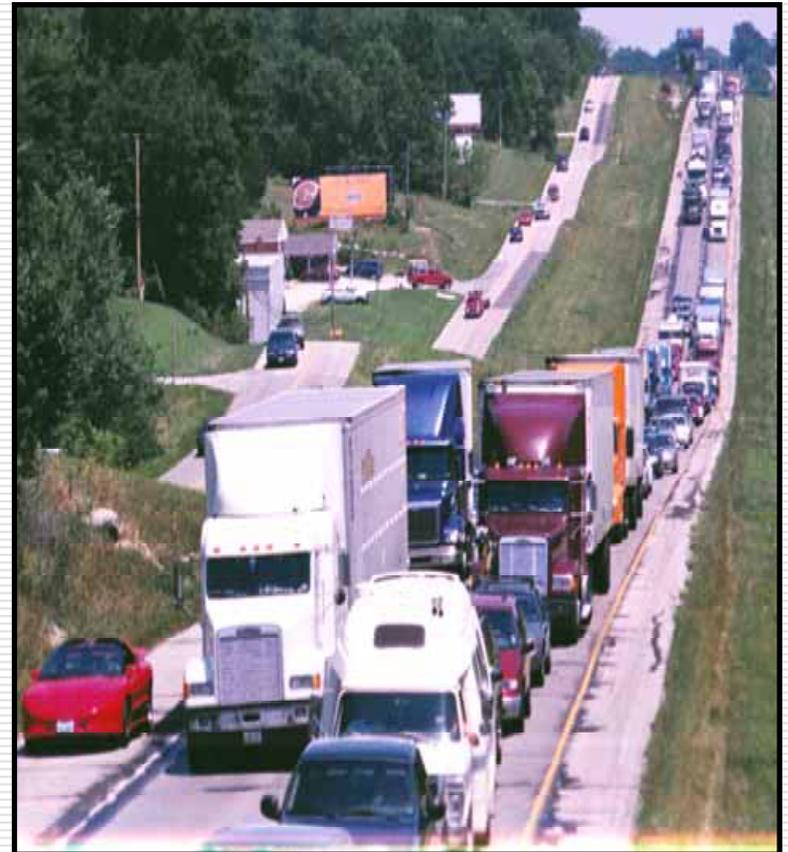


AGENDA

- I-70 Decision Making
 - First Tier Study
 - Second Tier Studies

- MoDOT's Access Management Guidelines

- Access Management and NEPA
 - Purpose and Need
 - Public Involvement
 - Alternatives Development
 - Alternatives Evaluation



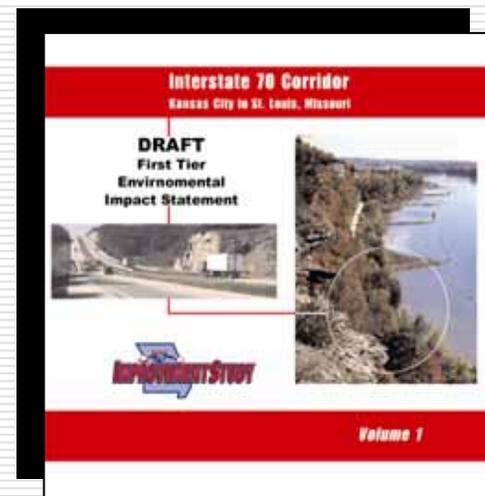
Overview

- ❑ Nation's First Interstate – Built in the 1950s and 1960s
- ❑ 200 Miles (Kansas City to St. Louis)
- ❑ 130 Bridges
- ❑ 53 Interchanges

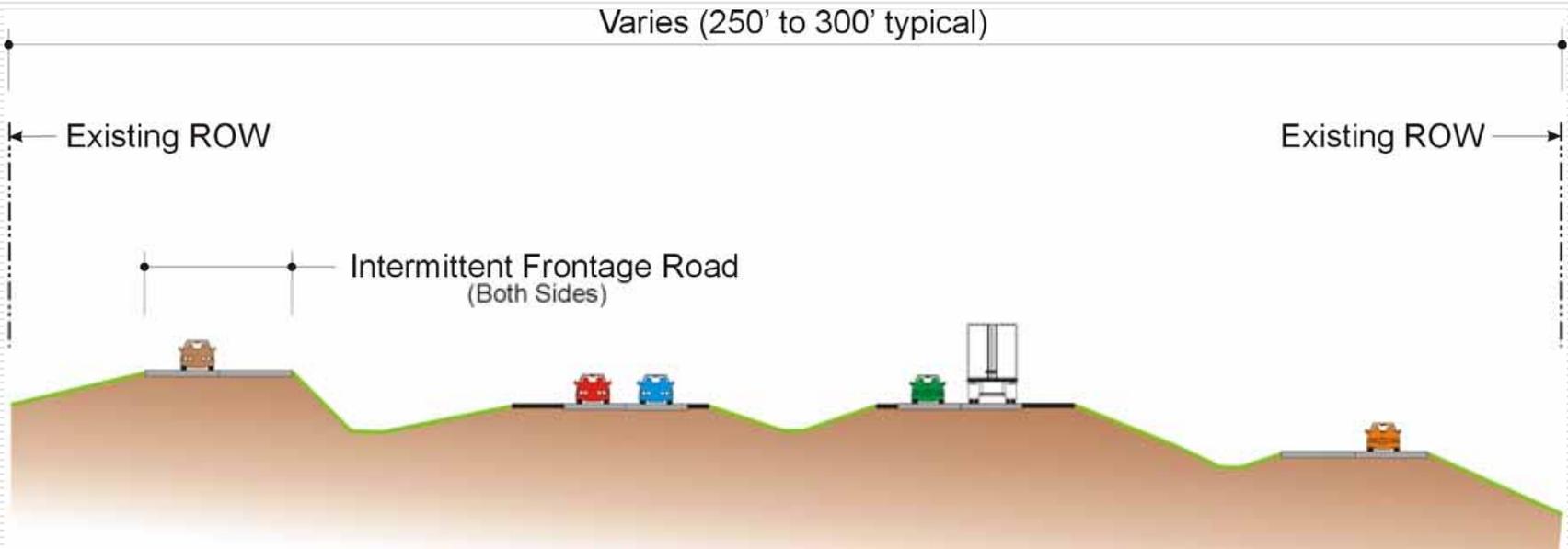


First Tier Study (2000 - 2002)

- Define problems
- Develop and evaluate corridor- wide improvement strategies
- Identify preferred strategy
- Identify short-term improvements
- Define next steps



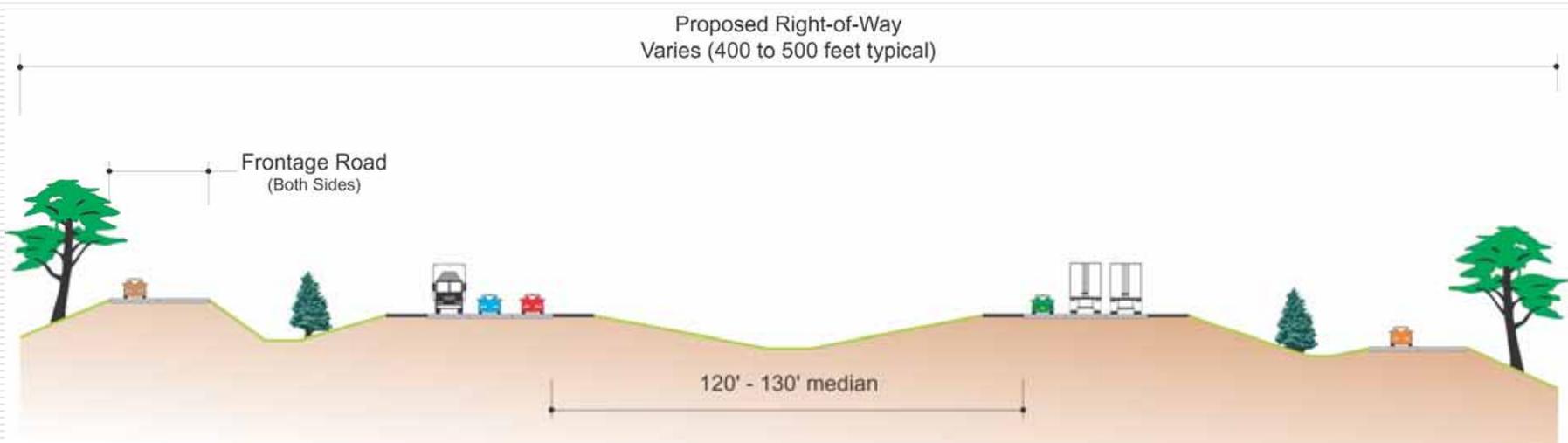
Cross Section of I-70 Today



Characteristics of a typical section of rural I-70:

- Four lanes of pavement
- Narrow shoulders and median
- Poor pavement conditions

Preferred Strategy: Widen and Reconstruct I-70

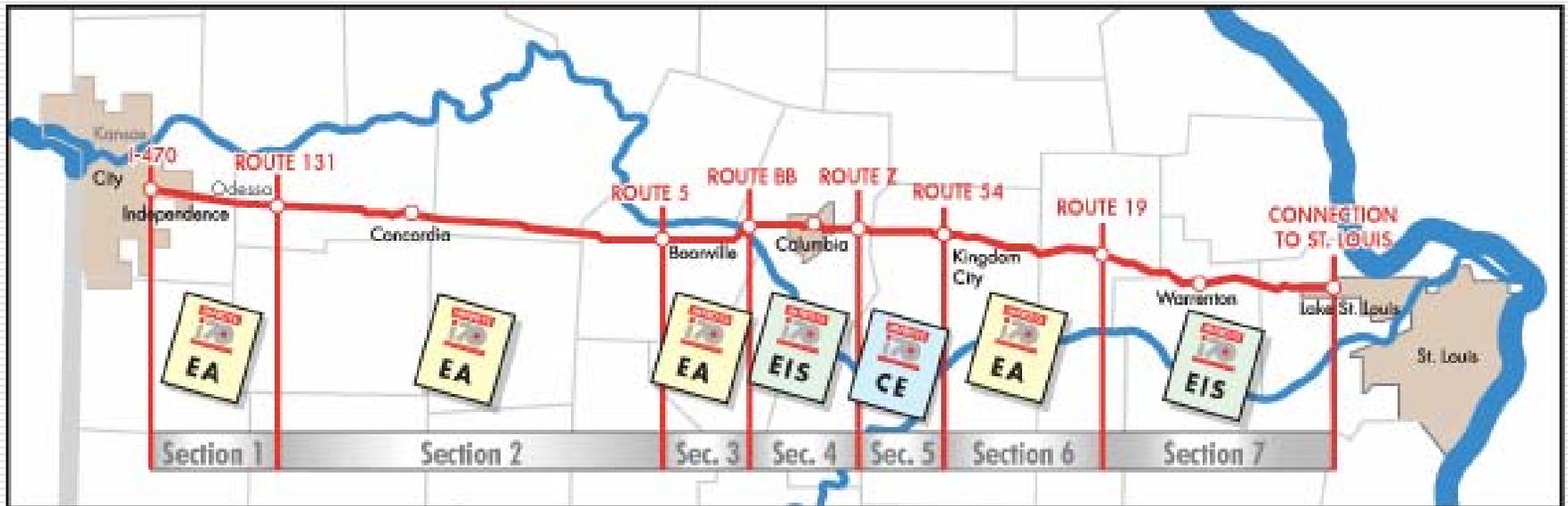


Characteristics of a typical rural section of a widened I-70:

- Six lanes of pavement
- Wide shoulders and median
- Ability to add lanes in the future
- Future transportation corridor

Second Tier Studies (2002 – present)

- Seven separate studies



Second Tier Studies

- Apply preferred strategy on local level
- Types of decisions
 - Widen to the north or south
 - Interchange improvements
- Environmental documentation
- Local issues and involvement



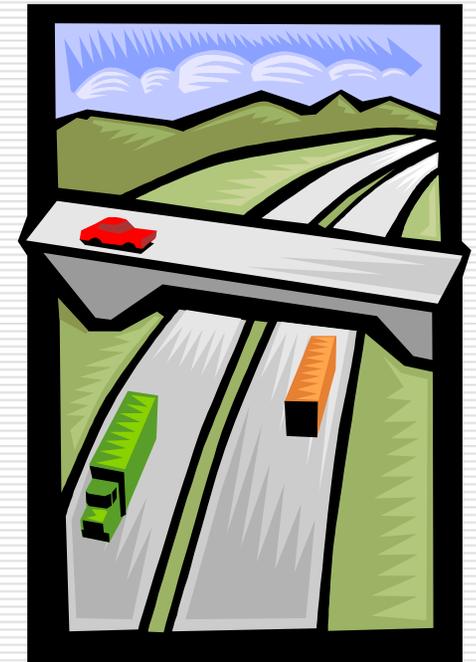
MoDOT Guidelines (1999)



- As second tier studies began, MoDOT finalized access management guidelines to:
 - Improve roadway safety
 - Improve traffic operations
 - Protect taxpayers' investment
 - Create better conditions for non-automobile modes

MoDOT Guidelines

- Guidelines apply to:
 - Long-range planning
 - Project planning and design
 - Right of way acquisition
 - Redesign of existing highway corridors
 - Driveway permitting
- Guidelines encourage statewide uniformity and establish clear access requirements



Impact on I-70

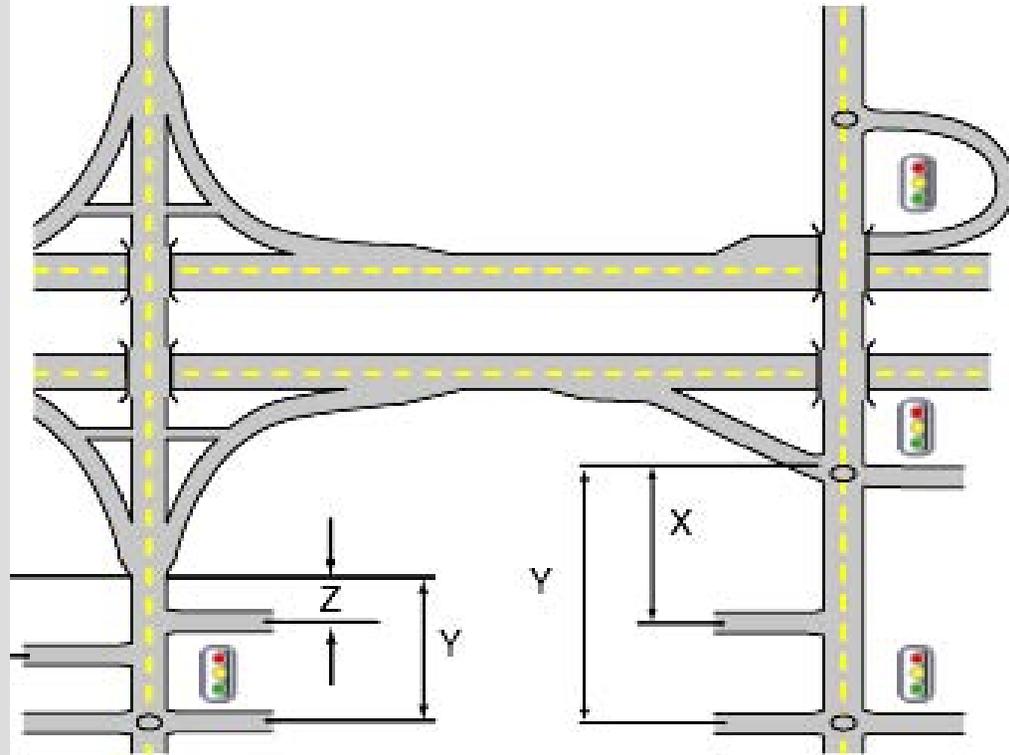


- Guidelines for intersections and interchanges include:
 - Interchange spacing
 - Clearance of functional areas for interchanges
 - Spacing for public road intersections
 - Spacing of traffic signals

Impact on I-70

Interchange Clearance

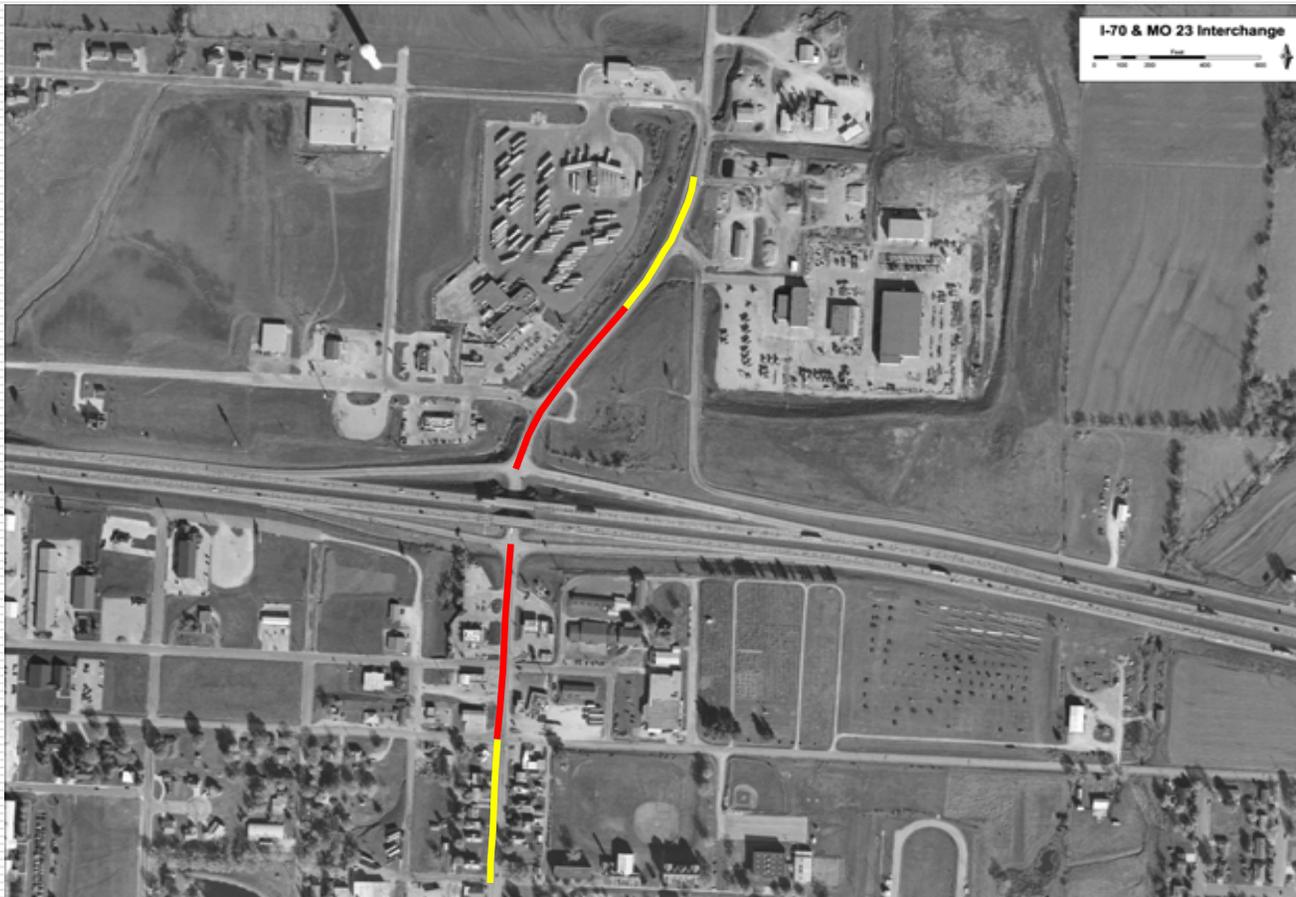
Distance	Urban	Rural
To first R in R out (X)	750 ft.	1320 ft.
To first major intersection or left turn (Y)	1320 ft.	1320 ft.
From last R in R out to On-Ramp (Z)	750 ft.	1320 ft.



Typical I-70 Interchange



Impact to I-70



Reasonable Application

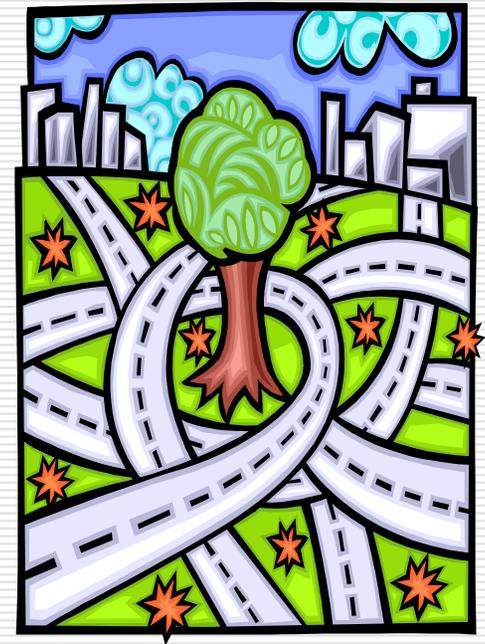


Challenge: How to apply MoDOT's new access management guidelines in a developed interstate corridor?

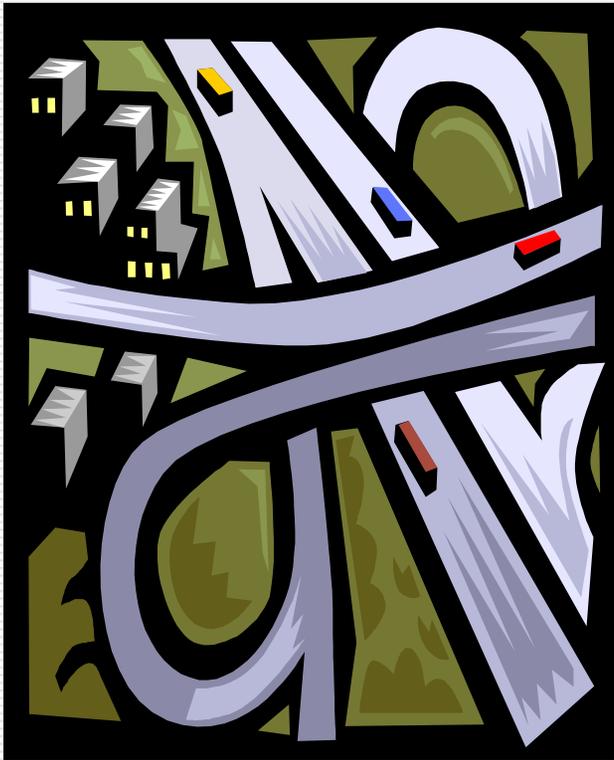
- Case-by-case analysis of each interchange
- Apply guidelines "by the book" where possible
- Make adjustments within reason and consistently with other areas of the corridor
- Integrate access management considerations throughout NEPA process

Access Management and NEPA

- Second tier studies must satisfy requirements of the National Environmental Policy Act
- Decisions about improvements must consider:
 - Engineering / Traffic
 - Environment
 - Social and Economic Conditions
 - Public Input



Access Management and NEPA



- Second tier studies would incorporate access management throughout NEPA process
 - Purpose and Need
 - Public Outreach and Education
 - Alternatives Development
 - Alternatives Evaluation

Purpose and Need

- Defines the problems to be addressed by the proposed action
- Access management incorporated in this phase through I-70 technical team workshop
 - Two-day event
 - Featured Virgil Stover on AM basics
 - MoDOT personnel explained new guidelines
 - Ensured all team members would take consistent approach in applying MoDOT guidelines

Public Outreach and Education

- Helped public understand access management and why it's important BEFORE alternatives development
- Video
 - Shown at initial public meetings
 - Available by request
- Web Site
 - Information about access management
 - Video clips



Public Outreach and Education

- After initial educational push, used small group and committee meetings to work through AM details
 - Met regularly with area business owners and other stakeholders
 - Used simulations
 - Facilitated discussions
 - Collaborative decision making



SHOW VIDEO

Alternatives Development

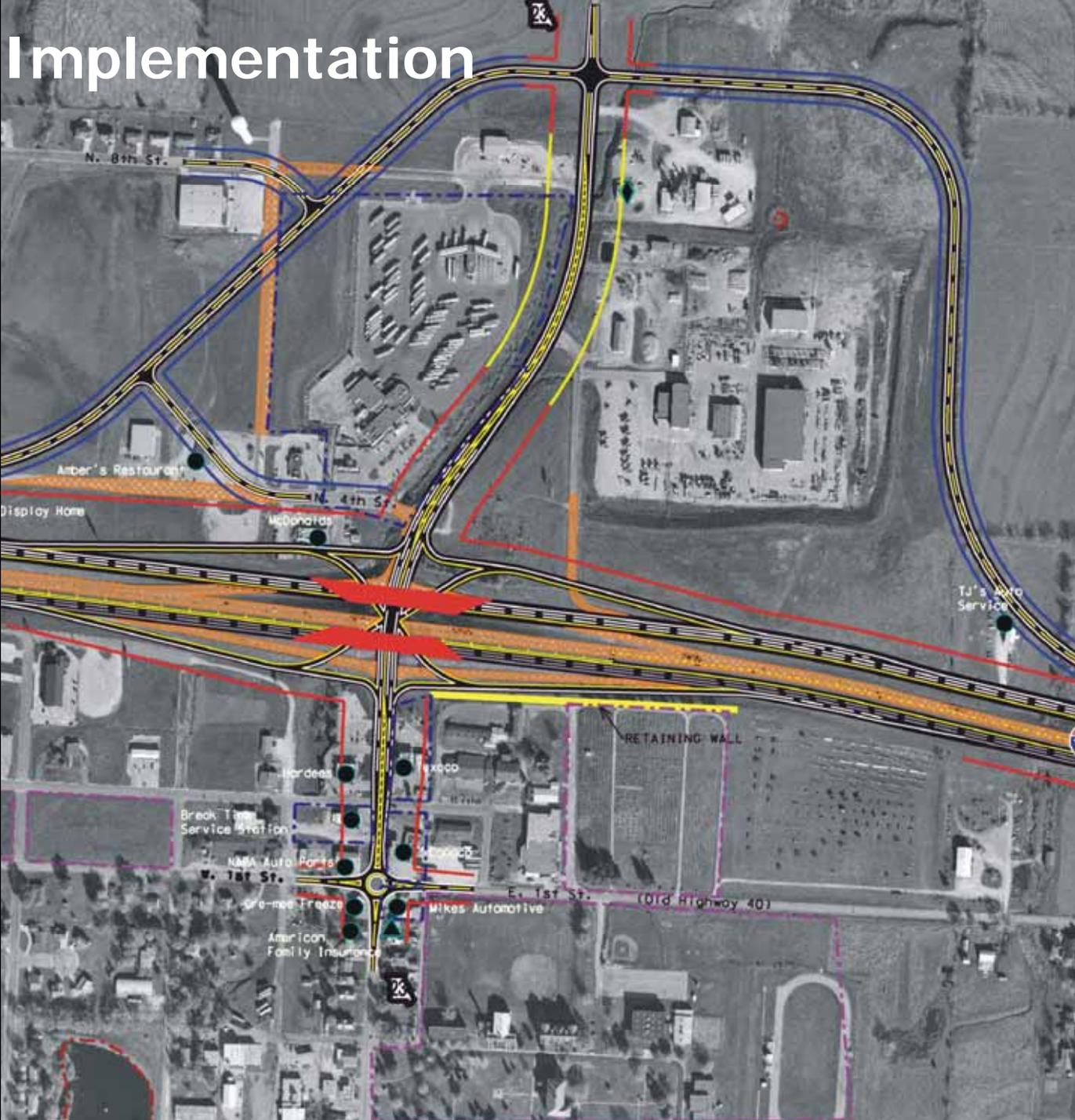
- Each interchange must be rebuilt to accommodate a wider I-70
- Interchange locations unchanged
- No new interchanges
- Develop range of improvement alternatives
- At least one alternative to apply MoDOT's access management guidelines "by the book"



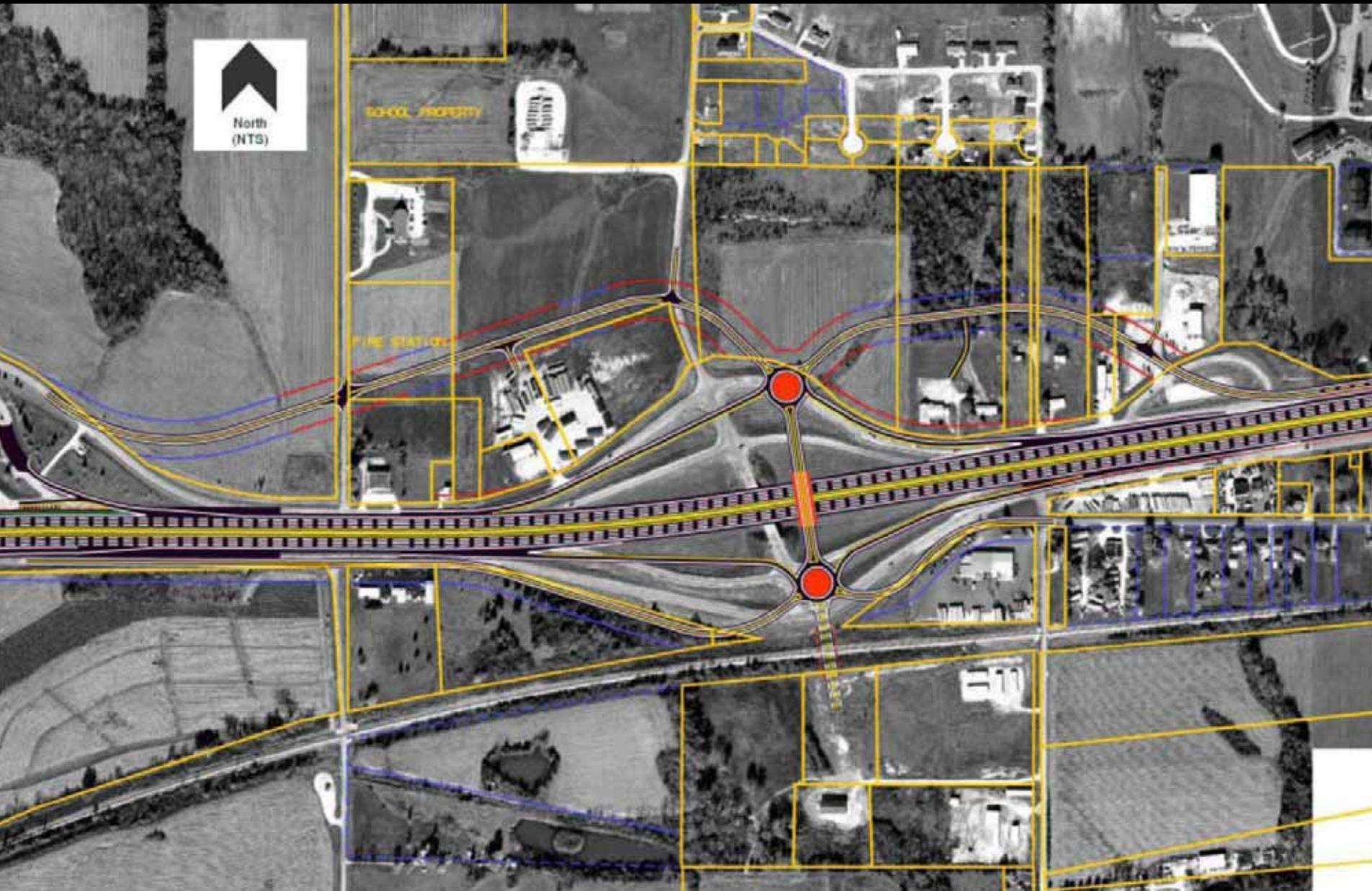
Full Implementation



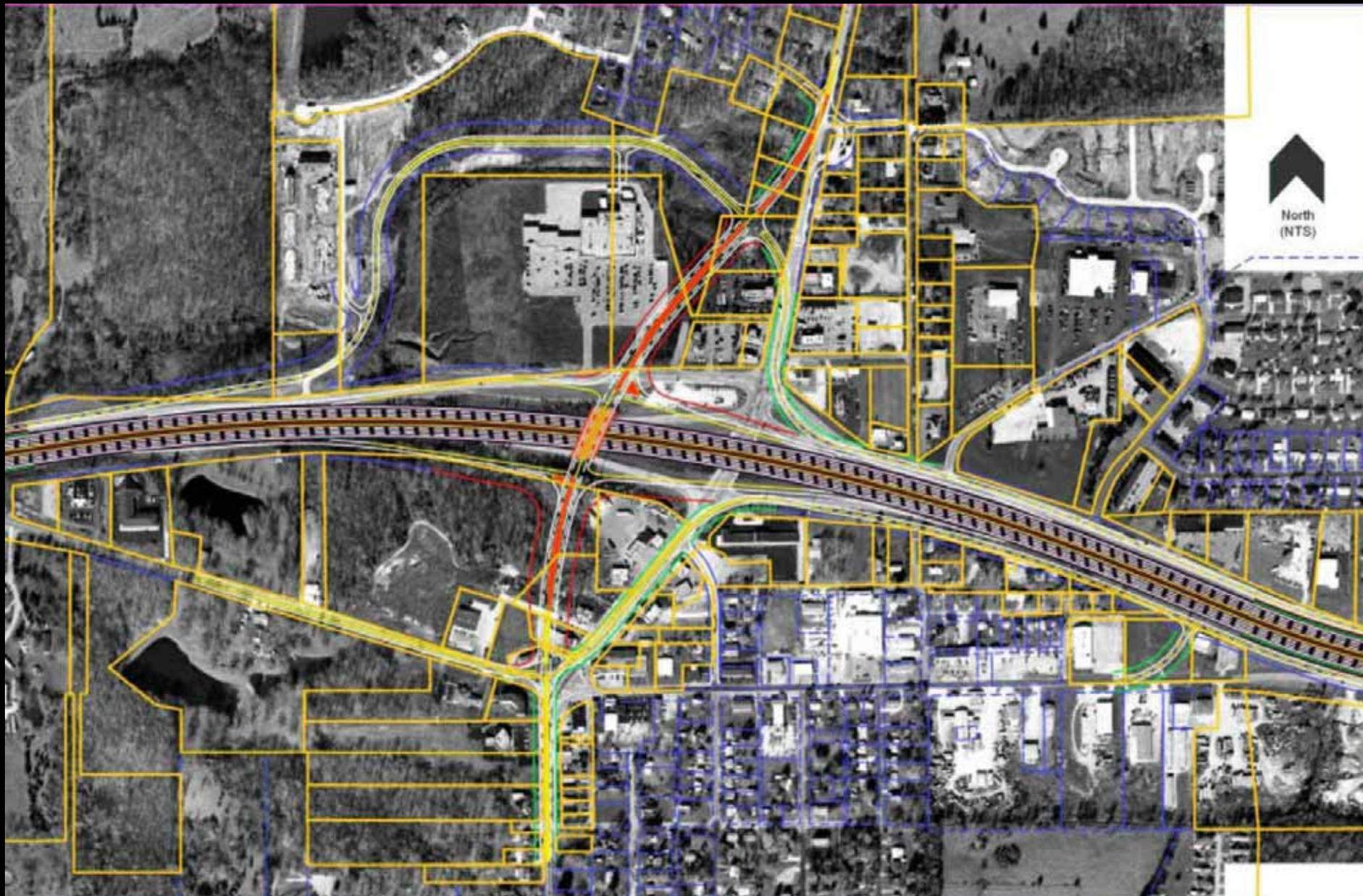
Partial Implementation



Constrained Implementation



Bypass Implementation



**Next three slides are Foristell.
Jerry/Kathy need to determine which
two to eliminate before presentation.**

Partial/Constrained/Bypass Implementation



Partial/Constrained/Bypass Implementation



Partial/Constrained/Bypass Implementation



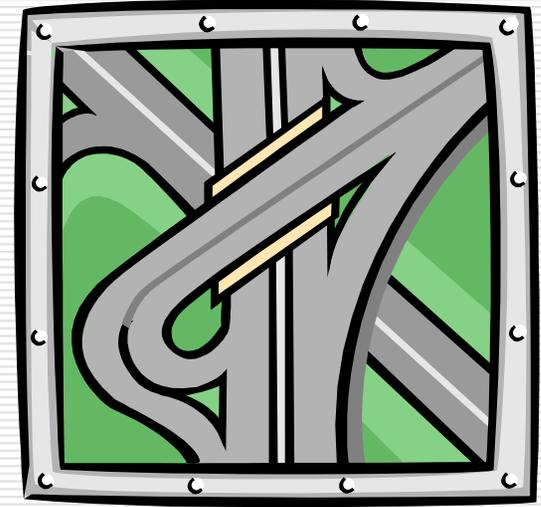
Alternatives Evaluation

□ Methodology

- Integrated into NEPA evaluation
- Measurable
- Appropriate level of detail

□ Evaluation Factors

- Land use
- Displacements
- Business Access
- Floodplains and Wetlands
- Cultural Resources
- Public Lands
- Noise Impacts
- Construction Cost (\$)





**Access Management
+
NEPA
=
Balancing Act**





QUESTIONS & ANSWERS

