

Tonight's Agenda

1. Please sign in
2. Watch short background presentation
3. View exhibits, maps and talk with team members
4. Complete a comment form or make a statement to the court reporter

Written comments can be left here tonight or mailed.

Mailed comments will be accepted through
May 22, 2006.

NOTICE!

The Missouri Department of Transportation (MoDOT) and the Federal Highway Administration (FHWA) are considering use of the Design-Build process, rather than the Design-Bid-Build process, to yield transportation solutions for the needs identified and studied in this Environmental Impact Statement (EIS). The Design-Build process allows design of the facility and construction to take place simultaneously by a contractor chosen to design and build the project, in this case, for a specified cost. The solutions proposed in the EIS are intended to represent a “worst-case” yet reasonable scenario for likely impacts of the project, offering a footprint within which any number of reasonable options might be proposed.

The alternatives offered in the EIS do not limit the proposals the Design-Build contractor can suggest. For example, the specific layout of the I-29 ramps for Paseo Boulevard might retain a left-hand exit, as is current, rather than the right-hand exit shown in the EIS. The interchange layouts for the Front Street and Route 210 interchanges might differ from the layouts examined in this EIS. However, the footprint used with the EIS for environmental analysis is expected to accommodate the alternatives that the Design-Build contractor proposes. Reasonable proposals from the contractor will be examined to assure we have considered their impacts and also their ability to meet the purpose and need of the project in a safe and effective manner. Public involvement about the chosen alternative(s) and its specific details is expected as the Design-Build process progresses.

We will continually monitor and assess the proposed Design-Build alternative to make sure it does not introduce significant impacts that aren't covered in the approved NEPA document.



Important Information

- The Draft EIS suggests **likely options** for improvements and right-of-way and **evaluates their impacts**. During the design or design-build process, proposed improvements may change but will need to remain **within the right-of-way** established by the EIS process.
- The goal is to allow as much **flexibility** as possible for **innovation** in the corridor, balanced with **responsible** and **efficient** use of tax dollars, via the design-build process.
- As MoDOT goes through the design-build process, all proposed plans will be **carefully monitored and assessed** to make sure they do not introduce significant impacts not covered in the EIS, and that they meet the project Purpose and Need.
- The design-build process will include opportunities for public involvement.

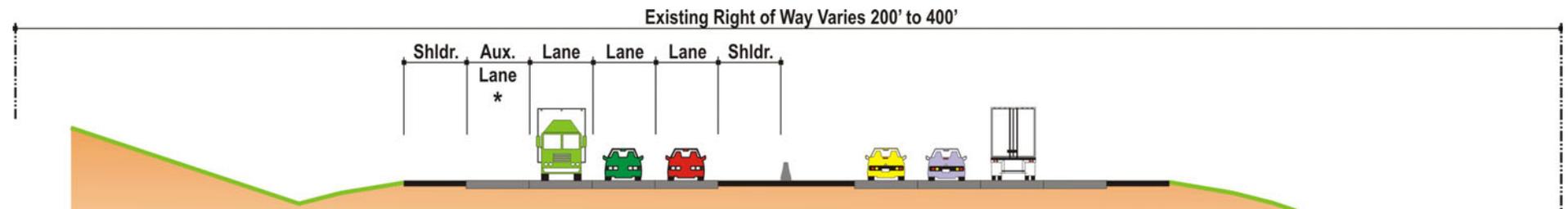
I-29/I-35 Between Missouri 210 to The Paseo

The Draft EIS outlines two options:

1. Widen to six lanes and reserve space for two additional lanes.
2. Widen to six lanes and reserve space for two additional lanes for High Occupancy Vehicles (HOV); HOV lanes could also serve transit.

In some locations, auxiliary lanes will likely be needed to provide safe merges and exits.

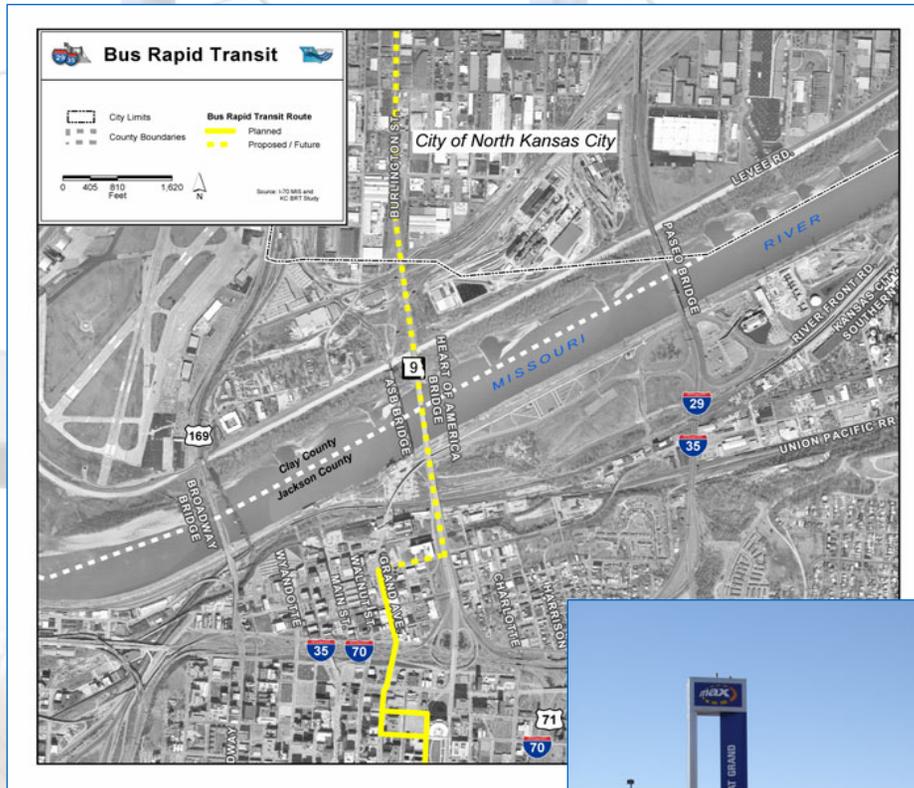
Typical Section



This typical section is representative of the *Widen to 6 Through Lanes/Reserve 2 Additional* option **AND** the *Widen to 6 Through Lanes/Reserve 2 Additional for HOV* option.

* Auxiliary lanes as needed.

Accommodating Public Transit and Future High-Occupancy-Vehicle (HOV) Lanes



The Draft EIS options support **SMART Moves**. Improvements on I-29/I-35 will support the **Freeway Flyer**; **Bus Rapid Transit** is currently planned to run on the Heart of America Bridge/Missouri Highway 9.

Additionally, the Draft EIS discusses an option for future lanes that could be dedicated to support a **regional HOV strategy**. MoDOT will continue to coordinate with KCATA and MARC on transit initiatives or future regional HOV programs.

Even with significantly increased transit ridership, there will **still be a need for additional capacity** for vehicles in the I-29/I-35 Corridor.

North Sub-Corridor

(Between Route 210 and 14th Avenue)

- Improvements to this portion of the corridor could be included in the design-build process and budget.
- MoDOT will continue to work with the City of North Kansas City on refinements to the I-29/Missouri 210 Interchange design.
- To speed construction and reduce costs, **all or parts of this corridor may be closed during construction.**



River Crossing Sub-Corridor

(14th Avenue to The Paseo Interchange)

- Improvements to this portion of the corridor will be included in the design-build process and budget.
- To speed construction and reduce costs, **all or parts of this corridor may be closed during construction.**



Missouri River Crossing

Along with evaluating the impacts to the natural and built environment, costs and ability to meet purpose and need, the screening and **evaluation of bridge alternatives** included several unique factors:



The **history** of the bridge and its status as a historic structure.



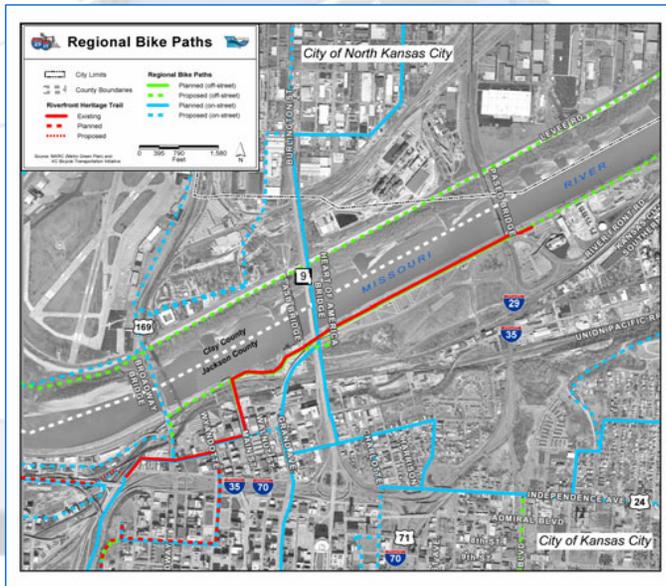
Navigation and Missouri River impacts. Pier locations are critical to commercial barge travel. Any new bridge construction needs approvals by the U.S. Coast Guard and coordination with the U.S. Army Corps of Engineers and Missouri River levee districts.



Bridge aesthetics. The existing Paseo Bridge is a community landmark, and MoDOT recognizes the need for community input on the bridge's aesthetics.

Bridge type and design are NOT part of the EIS, but will be determined as MoDOT goes through the design-build process. Retention of the existing structure is one of the options under consideration.

Bicycle & Pedestrian Access



With the realization that the river is a barrier for all modes of travel, the Draft EIS discusses **the need for a protected pedestrian and bicycle crossing over the Missouri River.**

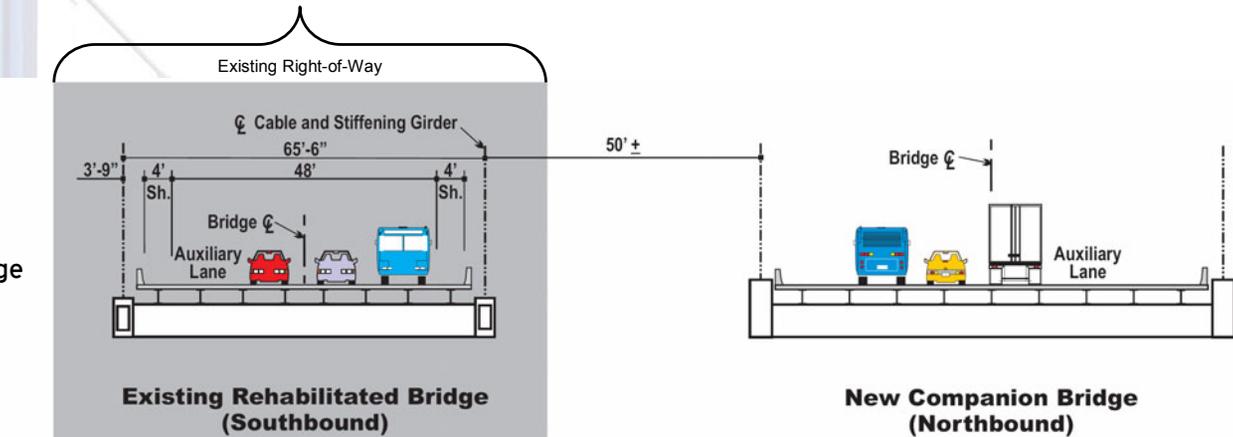
MoDOT is currently moving forward with the design of a **protected crossing on the Heart of America Bridge,** supporting established bike/pedestrian trail, path and connectivity plans.

The following considerations will play a role in the decision whether or not to provide bicycle and pedestrian access on the I-29/I-35 Missouri River crossing.

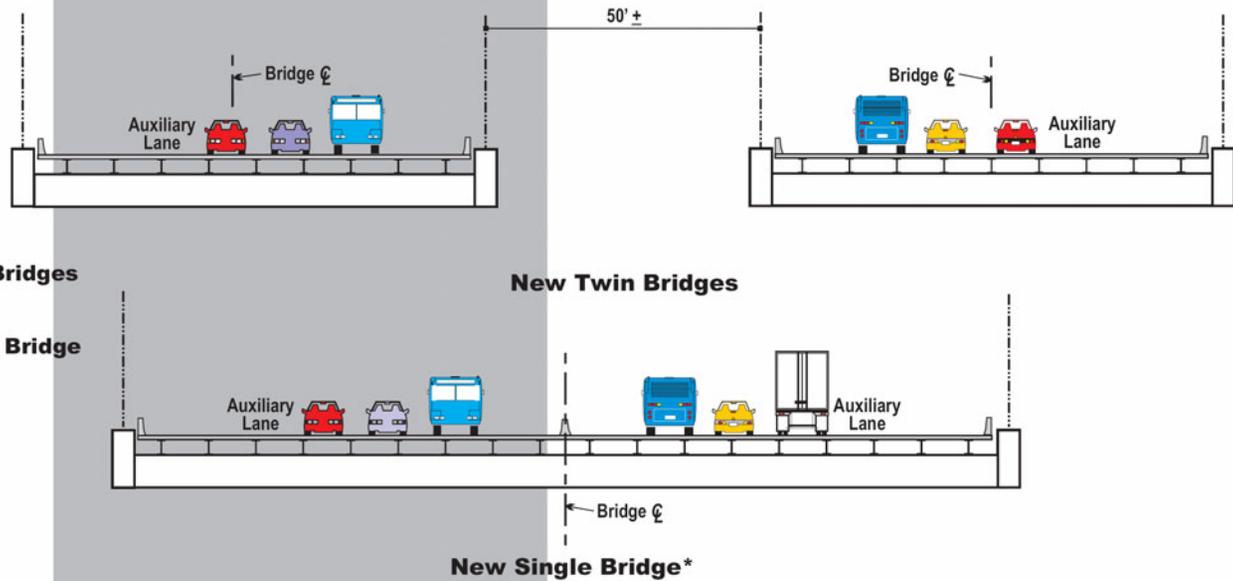
- The need for bicycle and pedestrian access in this location.
- Determining the level of community-wide support to fund bicycle and pedestrian access over other project components.
- Local participation to build bicycle and pedestrian access to the I-29/I-35 river crossing that moves bicyclists and pedestrians away from the Interstate as quickly as possible on either side of the river.

Missouri River Crossing Preferred Alternatives

Option 1
 Re-use Existing Paseo Bridge
 and Build Companion
 Structure



Option 2 {
 New Twin Bridges
 OR
 New Single Bridge

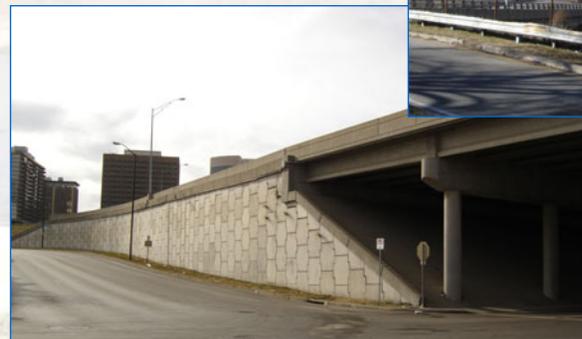


* - The exact horizontal location will be determined during the Design-Build process.



CBD North Loop Sub-Corridor

- Most of the improvements to the **North Loop** – other than the interchange at Paseo Boulevard – **will not be included in the proposed design-build project.** This portion of the project will be constructed separately when funding has been identified.
- MoDOT will continue to work with stakeholders on final design for that sub-corridor, including:
 - The interchange at Missouri 9.
 - The interchange at US 69/Broadway bridge
 - Reconfiguring highway entrances and exits to enhance safety and mobility.



CBD North Loop Sub-Corridor

Ongoing Considerations and Coordination

- Meetings with leadership from: KCMO, MARC, KCATA, Downtown Council, Columbus Park and the development community
- Downtown Street Master Plan
- I-70 Studies
- MAX/Bus Rapid Transit
- SMART Moves
- Sprint Arena
- Northeast Loop Redevelopment Plan
- Kansas City Live District
- Bartle Hall Expansion
- Performing Arts Center



Cultural Resources

MoDOT must consider how transportation improvements might impact the surrounding environment. One of the environmental factors that must be considered is cultural resources which are defined as: ***Any prehistoric or historic district, site, building, structure or object included in, or eligible for inclusion on the National Register.*** This process, known as the “Section 106 Process” includes systematic identification of cultural resources, analyzing potential impacts and steps to eliminate or minimize adverse impacts.

1  **Establish Area of Potential Effects (APE)** - An identified geographic area within which direct or indirect project effects to historic properties are considered.

2  **Identify Resources and their Significance** - Significance is documented through consultation with the State Historic Preservation Officer (SHPO).

3  **Determination of Effects -** Determine possible impacts to cultural resources within the APE and options for eliminating or mitigating those impacts. That could include changing the location of proposed improvements or otherwise mitigating for impacts.

4  **Resolve Adverse Effects** - Working with the SHPO, the public and other state and federal agencies, the team determines the best course of action. An agreement document is prepared and becomes part of the study's formal documentation.

Summary of Impacts

These tables summarize key impacts of the proposed improvements and right-of-way.

Please see the maps for locations of specific impacts.

EVALUATION FACTORS	UNITS	PROJECT ALTERNATIVES						
		No-Build	1	2	3	4	5	6
		No-Build	Build	Build	Build	Build	Build	Build
	North Subcorridor							
	River Crossing Subcorridor							
	CBD North Loop Subcorridor							
		No-Build	Alt. A	Alt. B	Alt. B-1	Alt. B-1	Alt. B-2	Alt. B-2
		No-Build	Alt. A	Alt. B	Alt. B	Alt. A	Alt. A	Alt. B
ENGINEERING & TRAFFIC CONSIDERATIONS								
PROJECT COSTS								
Roadway Construction Cost Estimate ¹	\$ (Million)	\$90.7	\$185.6	\$216.1	\$187.6	\$216.1	\$197.4	\$227.9
River Bridge Construction Cost Estimate ¹	\$ (Million)	\$9.5	\$49.1	\$49.1	\$54.4	\$54.4	\$54.4	\$54.4
Right-of-Way and Relocation Cost ¹	\$ (Million)	NA	\$6.2	\$6.2	\$6.2	\$6.2	\$6.5	\$6.5
TOTAL PROJECT COST¹	\$ (Million)	\$100.2	\$240.9	\$271.4	\$248.2	\$278.7	\$258.3	\$288.8
30-Year Operation and Maintenance Costs	\$ (Million)	\$1.3	\$1.7	\$1.7	\$1.7	\$1.7	\$1.7	\$1.7
Unique Bridge Additional Cost	\$ (Million)	NA	\$14.1 to \$16.2	\$14.1 to \$16.2	\$3.5 to \$39.5	\$3.5 to \$39.5	\$3.5 to \$39.5	\$3.5 to \$39.5
CONSTRUCTION ISSUES								
Timing/Staging	Rating		○	○	○	○	○	○
Difficulty of Construction	Rating		○	○	○	○	○	○
Traffic Accommodation During Construction	Rating		○	○	○	○	○	○
Impacts to Adjacent Properties	Rating		○	○	○	○	○	○
RIVER BRIDGE MAINTENANCE	Rating		○	○	○	○	○	○
RIVER BRIDGE ENHANCEMENT OPPORTUNITY	Rating		○	○	○	○	○	○
RIVER BRIDGE TYPE OPTIONS	Rating		○	○	○	○	○	○
LEVEL OF SERVICE Mainline (2030)	Peak Hour LOS	D-F*	C-D*	C-D*	C-D*	C-D*	C-D*	C-D*
SAFETY²								
Crashes 2030 - (PDO)	Number	706	858	858	892	892	892	892
Crashes 2030 - (Injury)	Number	2171	405	405	348	348	348	348
Crashes 2030 - (Fatal)	Number	2	0	0	0	0	0	0
Crashes 2030 - (Total)	Number	2,881	1,263	1,263	1,240	1,240	1,240	1,240
Crashes 2030 - (Rate)	Number (hM/MT)	246.1-577.5*	121.6-156.6*	121.6-156.6*	121.6	124.0	121.6	121.6
SOCIAL CONSIDERATIONS								
TOTAL ACQUISITIONS								
Single-Family Residential	Dwelling Units	0	0	0	0	0	0	0
Multi-Family Residential	Dwelling Units	0	0	0	0	0	0	0
Business	Establishments	0	2	2	2	2	2	2
Public/Semi-Public Facilities ³	Buildings	0	0	0	0	0	0	0
PARTIAL ACQUISITIONS								
Single-Family Residential	Number	0	3	4	3	4	3	4
Multi-Family Residential	Number	0	1	1	1	1	1	1
Business	Number	0	10	10	10	10	10	10
Public/Semi-Public Facilities ³	Buildings	0	0	0	0	0	0	0
Public/Semi-Public Facilities ³	Number	0	2	2	2	2	2	2
NEIGHBORHOOD/COMMUNITY COHESION	Rating		○	○	○	○	○	○
ECONOMIC CONSIDERATIONS								
ECONOMIC ACCESS ⁴	Rating		○	○	○	○	○	○

Rating Scale: ○ Low Impact ○ Low/Moderate Impact ○ Moderate Impact ○ Moderate/High Impact ○ High Impact
 NOTE: Reasonable Alternatives are defined in Chapter 11 - Alternatives. Preferred Alternative shown as shaded. Alternative A or B is the Preferred Alternative for the River Crossing. This means that A, B-1 or B-2 could be selected.
 *The letters and numbers with an asterisk represent a range for the three subcorridors.
 1 Assumes year 2030 dollars. Low End Cost Estimate = utilizing existing bridges at 10th Avenue, Bedford RR tracks, & First Street RR tracks.
 2 Accident statistics and safety data summarized and presented in this table are protected under federal law. See Appendix A.
 3 Does not include public park/recreation facilities subject to Section 41.
 4 Uses Impact Factors Rating Scale: ○ Strong Positive ○ Positive ○ Neutral ○ Negative ○ Strong Negative

EVALUATION FACTORS	UNITS	PROJECT ALTERNATIVES						
		No-Build	1	2	3	4	5	6
		No-Build	Build	Build	Build	Build	Build	Build
	North Subcorridor							
	River Crossing Subcorridor							
	CBD North Loop Subcorridor							
		No-Build	Alt. A	Alt. A	Alt. B-1	Alt. B-1	Alt. B-2	Alt. B-2
		No-Build	Alt. A	Alt. B	Alt. A	Alt. B	Alt. A	Alt. B
ENVIRONMENTAL CONSIDERATIONS								
PARKLAND - Section 41(1)(5)(f)								
Total Permanent Impacts	Acres	0	0	0	0	0	0	0
RIVERFRONT HERITAGE TRAIL	No. of Crossings	0	1	1	1	1	1	1
AIR QUALITY	CO Exceedences	0	0	0	0	0	0	0
IMPACTED NOISE RECEPTORS	Dwelling Units	0	106	106	106	106	106	106
WATER RESOURCES								
Streams	Number	0	3	3	3	3	3	3
	Linear Feet	0	269	269	269	269	269	269
Wetlands	Acres	0	0	0	0	0	0	0
Ponds	Acres	0	0.56 ²					
FLOODPLAINS	Linear Feet	0	1900	1900	1900	1900	2150	2150
	Acres	0	1.59	1.59	1.59	1.59	1.88	1.88
NATURAL COMMUNITIES								
Upland Forests	Acres	0	0.04	0.04	0.04	0.04	0.04	0.04
Riparian Forests	Acres	0	0.64	0.64	0.64	0.64	0.64	0.64
THREATENED & ENDANGERED SPECIES								
Number		0	1	1	1	1	1	1
CULTURAL RESOURCES								
NRHP Listed Historic Properties - Adverse Effect	Number	0	0	0	0	0	0	0
NRHP Listed Historic Districts - Adverse Effect	Number	0	0	0	0	0	0	0
NRHP Eligible Architectural Resources - Adverse Effect	Number	0	0	0	0	0	0	0
NRHP Eligible Historic Districts - Adverse Effect	Number	0	0	0	0	0	0	0
NRHP Eligible Bridges - Adverse Effect	Number	0	0	0	1	1	1	1
Historic Archaeological Area of Interest - Adverse Effect	Number	0	0	2	0	2	0	2
HAZARDOUS WASTE SITES (Hr or Mod. Pot.)	Number	0	1	1	1	1	2	2
VISUAL QUALITY / AESTHETICS								
Views Of The Road ⁴	Rating		○	○	○	○	○	○
Views From The Road ⁴	Rating		○	○	○	○	○	○

Rating Scale: ○ Low Impact ○ Low/Moderate Impact ○ Moderate Impact ○ Moderate/High Impact ○ High Impact
 NOTE: Preferred Alternative shown as shaded. Alternative A or B is the Preferred Alternative for the River Crossing. This means that A, B-1 or B-2 could be selected.
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 3 Does not include public park/recreation facilities subject to Section 41.
 4 Uses Impact Factors Rating Scale: ○ Strong Positive ○ Positive ○ Neutral ○ Negative ○ Strong Negative
 *Point impacts relate to non-productive ponds.



Next Steps

- **Draft EIS public comment period continues through May 22, 2006**
- **Final EIS document will be prepared, and will include all substantive comments, any needed responses and/or adjustments to the Draft EIS**
- **Submit Final EIS to Federal Highway Administration for review**
- **Once the Final EIS is approved and circulated, there is a final 30-day review and comment period**
- **Record of Decision (ROD)**

AFTER ROD ...

- **Design-Build**



Thank you!

Your input is important!

- You can leave your comment form here, or mail it to the address on the back of the form.
- You may make a statement to the court reporter.
- You may e-mail comments to i29i35EIS@hntb.com.
- Comments will be received through May 22, 2006. A list of Draft EIS public viewing locations is available from any team member.

