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## Meeting Notes

**Date:** Thursday, September 6, 2012  
**Time:** 1:00 p.m.  
**Location:** Mid-America Regional Council, 600 Broadway, Suite 200, Kansas City, Missouri  
**Purpose:** Community Advisory Group (CAG) Meeting No. 5

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### Participants

#### CAG Members Present

City of Kansas City, Linda Clark  
City of Kansas City, Steve Ornduff  
City of Raytown, Andy Noll  
OOIDA, Kip Hough  
MARC, Ron Achelpohl (alternate)  
Jackson County, Scott George  
City of Independence, Donna Coatsworth  
Kansas City Industrial Council, Ron Schikevitz

#### CAG Members Absent

3<sup>rd</sup> Council District (KCMO), Augusta Wilbon  
3<sup>rd</sup> Council District (KCMO), Virginia Williams  
JC Sports Complex Authority, Jim Rowland  
Downtown Council of KC, Cliff Greenlief

Greater Kansas City Chamber, Nora Lockton  
Hispanic Chamber of Commerce, Carlos Gomez

#### MoDOT Staff

Matt Killion, Area Engineer  
Allan Zafft, Transportation Planning Specialist  
Jennifer Benefield, Customer Relations Manager  
A.J. Byrd, Community Liaison/Civil Rights

#### Consultant Team

Randy Rowson, CDM Smith  
Triveece Harvey, Vireo

#### Other

Reda Carr

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### Agenda Items

- Welcome and Introductions:** Matt Killion (MoDOT Area Engineer) opened the meeting and provided an overview of the agenda for the day's I-70 Second Tier Environmental Impact Statement (EIS) Community Advisory Group (CAG) meeting. He explained that the meeting would focus on the following:
  - Update of the Manchester Bridge Replacement
  - Round 2 public involvement activities
  - Recommendation of the initial alternatives evaluation
  - EIS documentation
- Project Update of the Manchester Bridge Replacement:** Susan Barry (MoDOT Project Director) said that the Manchester Bridge would be replaced, design would start during July of 2013, and construction would be completed by October of 2016. Barry said that the finished



project would be a three-lane bridge with an auxiliary lane in each direction. She said that environmental work for the project would be coordinated with the I-70 Second Tier EIS. She also said that MoDOT would use a design-based process that combines both bid and design to develop the project. Barry added that replacement of the U.S. 40 Bridge over the Blue River was critical because erosion issues are exposing the footings and thereby impacting bridge stability. She said that the bridge structure would no longer be usable and would be available at no cost to interested parties. CAG members responded as follows:

- U.S. 40 Bridge
    - Reuse of the entire bridge (or part of it) has great art potential.
      - Reda Carr made a suggestion about putting record holders' faces, e.g. Hank Aaron, over the highway as a hologram and tie it to the historic bridge.
      - Positive for tourism.
    - Could use bridge structure to increase Sports Complex revenue.
3. **Approve the June 7, 2012 Meeting Notes:** Killion summarized the June 7 CAG meeting and asked for additional comments but received none. The CAG then approved the notes from the June 7 meeting.
4. **CAG Members Report:** Killion asked the CAG what kinds of feedback they had collected from their representative groups. He said that stakeholders should not wait until the end of the study to comment. CAG members responded as follows:
- City of Kansas City, Linda Clark
    - Will provide contact name of her neighborhood association president.
    - Talked with Sherry McIntyre (City Public Works Director) and learned that McIntyre has a letter that outlines issues with the study, e.g. 18<sup>th</sup> Street closure, preference for 23<sup>rd</sup> Street gateway (aesthetics), and more.
    - Talked with Sly James (Mayor) and he is fine with the road closures that the study currently proposes.
  - Owner-Operator Independent Drivers Association, Kip Hough
    - Group wants to know how recommended improvements will be funded.
  - Jackson County, Scott George
    - Encouraging MindMixer participation.
  - Mid-America Regional Council (MARC), Ron Achelpohl
    - Has been making presentations and anticipates more.
  - City of Independence, Donna Coatsworth
    - Will be concerned about noise issues as the study moves farther east.
  - Kansas City Industrial Council, Ron Schikevitz
    - Biggest concern is that the Industrial Council follows the process properly.
    - Will draft a formal letter with comments and submit it to MoDOT from the council as a whole.
  - City of Kansas City, Steve Ornduff
    - Concerned about Manchester Bridge.

- Will request formal letter with study comments from the Blue Valley Industrial Association.
  - City of Raytown, Andy Noll
    - Providing weekly updates to stakeholders but have received zero comment thus far.
5. **Review of Public Involvement Round 2 (July 26 to August 17, 2012):** Killion summarized the summer’s public involvement activities, noting that they focused on the initial alternatives and included one listening post (public meeting), two mobile meetings, three Community Connections Team meetings, seven elected officials briefings, MindMixer, door hanger posting throughout the study area, and a kiosk at the Bluford Branch of the Kansas City Public Library. Killion said that most of the feedback that was gathered from the general public was obtained via mobile meetings and MindMixer. However, zip codes in the study area have the lowest MindMixer participation. CAG members commented as follows to Killion’s summary:
- Google fiber sign-up isn’t going well in the Third District and the deadline’s this week – As of today threshold hasn’t been met.
  - Issues with trucks – People don’t like driving with them around the curves, in the neighborhoods, etc.
6. **Recommendation of the Initial Alternatives Evaluation:** Allan Zafft (MoDOT Transportation Planning Specialist and Project Manager) provided an overview of the 12 initial alternatives and explained that four alternatives would be carried forward as reasonable alternatives for more detailed study and analysis: Alternative 1 – No-Build, Alternative 5 – Geometric Improvements, Alternative 9 – Zonal Collector-Distributor System, and Alternative 12 – Interchange Consolidations and Rebuild Truman Road Interchange. Zafft said that the evaluation corresponded with the CAG’s recommendation from the previous meeting. He said that elements of Alternatives 2-4 would be included with the recommendation. He also said that Alternatives 5-12 were popular on MindMixer and that some of their elements would also be incorporated into the recommendation. He said that detailed analysis of the recommended alternatives would include engineering analysis, environmental review, e.g. for noise and air quality, and more. CAG members commented as follows:
- Alternative 12 – Interchange Consolidations and Rebuild Truman Road Interchange:
    - If you had Truman Road, would you need Brooklyn Avenue?
    - City of Kansas City does not want 18<sup>th</sup> Street closed.
    - Lots of public comments about not closing Manchester Trafficway.
  - Was the initial alternatives evaluation only quantitative? No – Both quantitative and qualitative.
7. **Education on EIS Documentation:** Randy Rowson (CDM Smith Transportation Planner and Consultant Team Member) provided an overview of the EIS documentation, outlining the Purpose and Need, importance of resource agency coordination, the document’s eight chapters, and its reader-friendly format. The CAG commented as follows:
- Has the Purpose and Need changed as the study has developed? No – There have been no substantive changes.

- Is there potential for hazardous waste near the Blue River? Possibly – Can't identify specific locations.
- Is the Jazz District considered an historic district within the study area? No – It's outside the study area.
- Is there any opportunity to use I-70 improvements to help the City's stormwater quality and quantity issues? Perhaps flowers and vegetation could be added? MoDOT is coordinating with the City.
  - Running water could be used to generate electricity.
  - Did you know that the floodplain boundaries have been revised? Yes – Have applied the changes to the study.

8. **Next Steps:** Killion said that the next steps in the study process included review and evaluation of the four reasonable alternatives, identification of a potential preferred alternative, draft and final versions of the EIS, and a Record of Decision (ROD). He said the study would conclude in the spring of 2014 and that the public would continue to be engaged through MindMixer and physical meetings, e.g. public hearing. CAG members commented:

- Will the preferred alternative appear in the draft EIS? Yes.
- Will the preferred alternative impact the Manchester Bridge, e.g. via auxiliary lanes? The bridge replacement project should be compatible any of the study's alternatives.
- Will today's slideshow and exhibits be provided to CAG members in electronic form, so they can use them for presentations to their respective groups? Yes.
- What kind of input will have the greatest impact on decision-making during the study? All input is significant and most beneficial if received now as opposed to at the end of the study.
- Will walls be installed for noise? Have to complete a noise study first and meet associated warrants.
- When is the next public meeting? Early 2013.

9. **Adjourn.**