

APPENDIX J – STAKEHOLDER ENGAGEMENT AND PUBLIC INVOLVEMENT

Press Release – September 25, 2018

Public Open House Meeting – February 6, 2019

On-Line Public Meeting – August-September 2019

Public Hearing - TBD

Meetings with Kansas City Aviation Department/FAA

Presentations to Stakeholder Groups



**Kansas City
District**

Markl Johnson 816-607-2151

September 25, 2018

Environmental study begins this month on the Buck O? Neil Bridge

A potential new river crossing to replace the John Jordan "Buck" O'Neil Memorial Bridge has entered the next phase. The Missouri Department of Transportation (MoDOT) and the City of Kansas City, Missouri are working with the Federal Highway Administration (FHWA) to undertake an environmental study, which is required prior to rehabilitating or replacing the existing bridge. The study is being conducted by Burns & McDonnell in accordance with the [National Environmental Policy Act \(NEPA\)](#).

The environmental study will build on the recently completed [planning and environmental linkages \(PEL\)](#) study to further evaluate options to improve or potentially replace the U.S. 169 bridge over the Missouri River in Kansas City.

As part of the new study the team will evaluate potential impacts to historic structures, including the existing Buck O'Neil Bridge, and other resources in the study area such as public parks, open spaces, cultural assets, and people and businesses in and around the area. This process is necessary to be in compliance with Section 106 of the National Historic Preservation Act, and as applicable Section 4(f) of the DOT Act.

The study, which is scheduled to conclude in late 2019, will require significant public input in the coming months. Two formal public meeting will be scheduled in 2019. Learn more about the study [at www.modot.org/welcome-kansas-city-district](#)

For more information about MoDOT news, projects or events, please visit our website at www.modot.mo.gov/kansascity. For instant updates, follow [MoDOT KC on Twitter](#), or share posts and comments on our Facebook at www.facebook.com/MoDOT.KansasCity. MoDOT Kansas City maintains more than 7,000 miles of state roadway in nine counties. Sign up online [for workzone updates](#) or call 888-ASK-MODOT (275-6636).

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Michele Sewart, 816-622-6500

February 01, 2019

MODOT Invites Public to Information Meeting for Buck O'Neil Bridge Environmental Study

In September, The Missouri Department of Transportation (MoDOT), the City of Kansas City, Missouri, and the Federal Highway Administration (FHWA) [began an environmental study](#) on the Buck O'Neil Bridge. Next week, the public is invited to attend an informational, open-house meeting to learn more about the study and the next steps in the environmental process. The meeting is Thursday, February 7, 2019 from 4 to 6 p.m. at Mid-America Regional Council at 600 Broadway Blvd., Ste 200, Kansas City, Missouri 64105

The environmental study builds on the [planning and environmental linkages \(PEL\)](#) study to further evaluate options to improve or potentially replace the U.S. 169 bridge over the Missouri River in Kansas City.

The team will evaluate potential impacts to historic structures, including the existing Buck O'Neil Bridge, and other resources in the study area such as public parks, open spaces, cultural assets, and people and businesses in and around the area.

The study, which is scheduled to conclude in late 2019, will require public input. Learn more about the study here: <https://bit.ly/2G8MWld>

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Links to related information:

[Buck O'Neil Environmental Study](#)

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**Kansas City
District**

Markl Johnson 816-607-2151

February 08, 2019

Public information meeting for Buck O'Neil Bridge Environmental study has been rescheduled

LEE'S SUMMIT – The Missouri Department of Transportation has rescheduled its public information meeting regarding the Buck O'Neil Bridge Environmental Study. The meeting will take place Tuesday, Feb. 12 from 4 p.m. until 6 p.m. at the Mid-America Regional Council offices, located at 600 Broadway Blvd, Suite 200, Kansas City, MO 64105.

In September 2018, The Missouri Department of Transportation (MoDOT), the City of Kansas City, Missouri, and the Federal Highway Administration (FHWA) [began an environmental study](#) on the Buck O'Neil Bridge. The environmental study builds on the [planning and environmental linkages \(PEL\)](#) study to further evaluate options to improve or potentially replace the U.S. 169 Bridge over the Missouri River in Kansas City.

The team will evaluate potential impacts to historic structures, including the existing Buck O'Neil Bridge, and other resources in the study area such as public parks, open spaces, cultural assets, and people and businesses in and around the area. The study, which is scheduled to conclude in late 2019, will require public input.

Originally, the public information meeting was scheduled for Thursday, Feb 7 but had to be canceled due to inclement weather. For any citizen who cannot attend in person but still wants to comment on the study, please review the online meeting here: <https://bit.ly/2D1OqIf>

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Please Print

Buck O'Neil Environmental Study

Public Meeting: Feb. 7, 2019



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LANNY MILLER	1350 WOODSWETHER RD KCMO 64105	LMILLER@AMERICANBIOLOGE.NET
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Steven Garcia	7611 Wyoming KCMO 64111	Garcia.StevenM@gmail.com
TROY SCHULTZ	414 E 12 th KCMO 64106	manager@kcmo.org
Zack Brown	2015 Grand Blvd. Apt 622 64108	ZACKRBROWN@GMAIL.COM
Kevin Wallace	715 Kirk Dr. KCMO 64105	kwallace@hntb.com
PAUL MASTO MATSUOKA		pmds00@kcmo.org

Please Print

Buck O'Neil Environmental Study

Public Meeting: Feb. 7, 2019



Name	Address	E-mail
MARTHA EDMUNDS	4144 NW Redbud Lane Riverside, MO ⁶⁴¹⁵⁰	M3edmunds@gmail.com
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Gene Cota + Jay Cota	321 W 7th St. #507 KCMO 64105	MONSTROUS PROOF @ GMAIL.COM JOYFULCOTA @ GMAIL.COM
Sarah Frost	TransSystems	smfrost@transsystems.com
Geoff Jolley	124 S. Lawn, KCMO 64123	Jolley1364@aol.com

PURPOSE TODAY'S MEETING

WE WANT TO SHARE INFORMATION ABOUT THE US 169/BUCK O'NEIL BRIDGE ENVIRONMENTAL STUDY:

- Transition from the Beyond the Loop Planning and Environmental Linkages (PEL) Study
- The Purpose and Need for potential improvements
- Screening criteria and measures to better understand advantages and disadvantages of alternatives
- Issues and constraints to be addressed



WE WANT TO HEAR YOUR THOUGHTS:

- Talk with project staff
- Fill out a survey and turn it in before you leave
- Visit our comment station
- Submit a comment (by mail or online) by March 7, 2019

WHAT IS AN ENVIRONMENTAL STUDY?

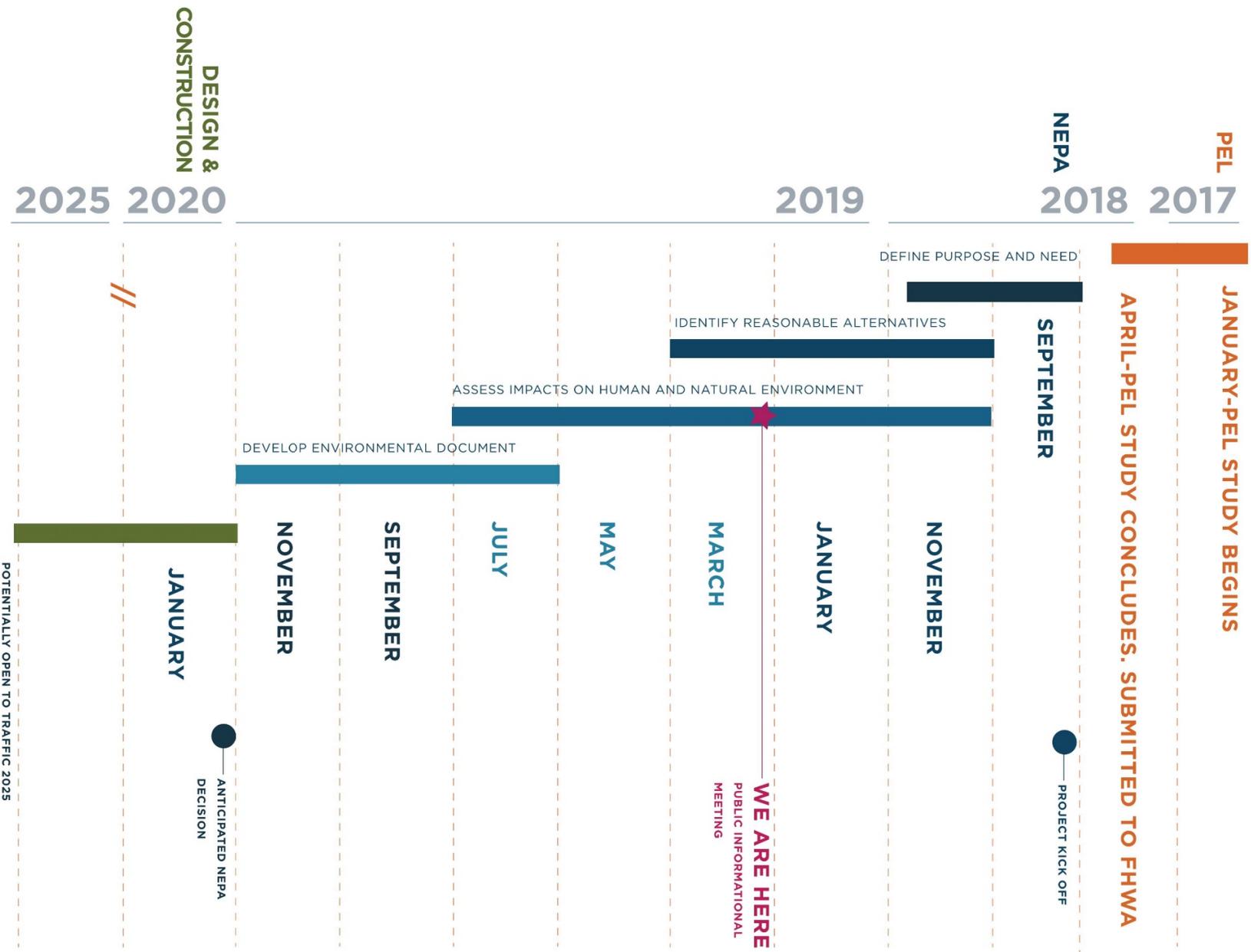
▶ The Federal **National Environmental Policy Act (NEPA)** requires assessment of the impacts of a transportation project on the human and natural environment.

▶ This study will evaluate the impacts of the proposed project on a number of resources including **historic** resources; **endangered species** and their habitats; **community facilities**; **residences and businesses**; and **public spaces**.

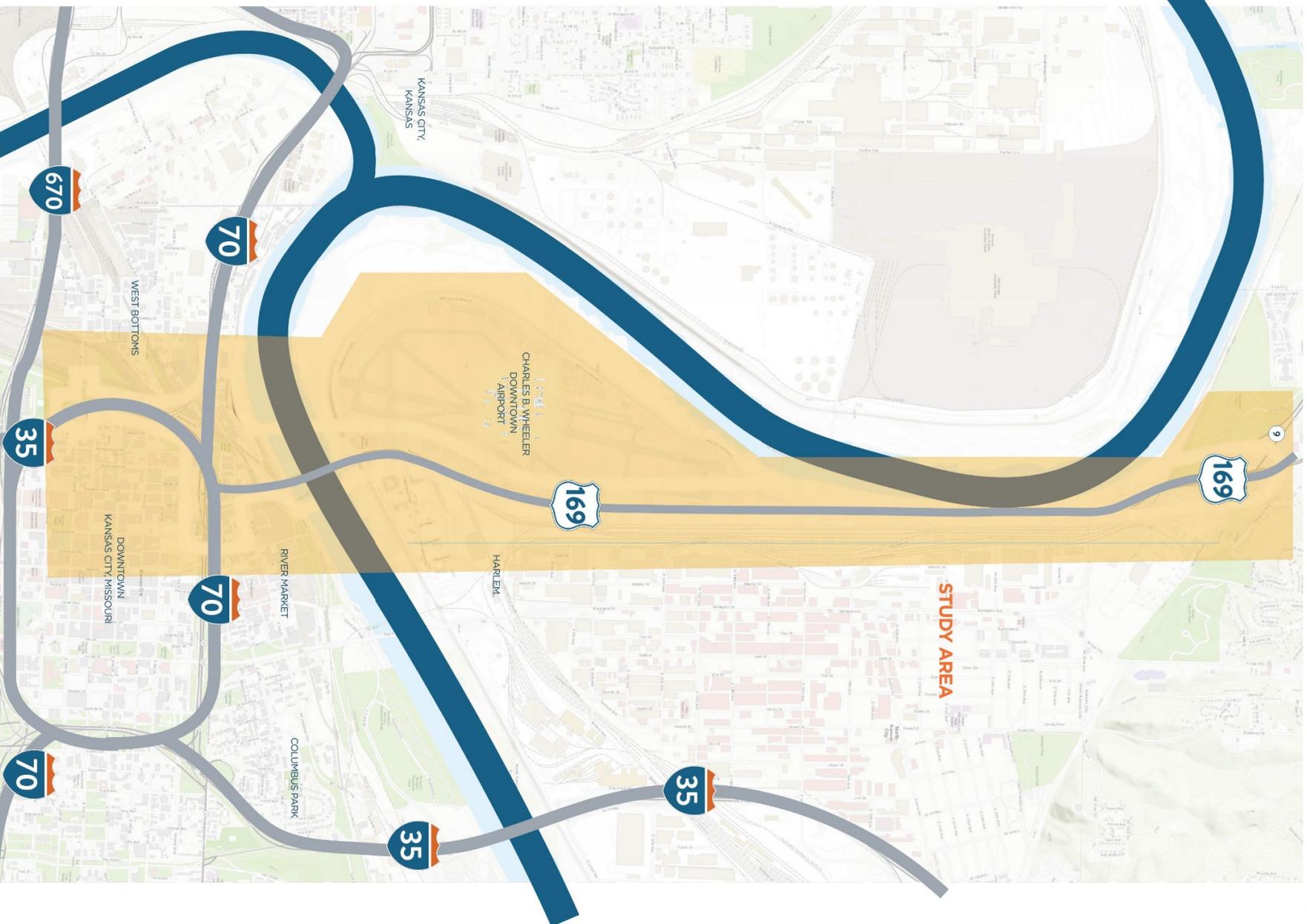
▶ The **Federal Highway Administration (FHWA)** is leading the environmental study in partnership with **MODOT** and **KCMO**.

▶ **Throughout this process, we will coordinate and document public and agency input on the alternatives considered, potential impacts, and proposed mitigation.** In addition to the public, agencies including the US Coast Guard, US Army Corps of Engineers, Federal Aviation Administration, US Fish and Wildlife Service, Native American Tribes, local governments, and many others will be engaged in the study process.

WHAT HAPPENS NEXT?



WHERE IS THE STUDY AREA?



PROJECT PURPOSE AND NEED

The first step in the study process is to define the reasons why or if improvements should be considered to the existing US 169/Buck O'Neil Bridge crossing.

Referred to as the "Purpose and Need," these statements identify the issues to be addressed by the options or alternatives that are considered.

The Purpose and Need developed for the proposed project reflects the needs identified in the PEL.

PURPOSE

The purpose of the proposed Project is to facilitate the safe movement of people and goods along US 169 while improving mobility, connectivity, and accessibility across the Missouri River.

NEEDS

- Maintain infrastructure – address the physical condition of the historic Buck O'Neil Bridge.
- Maintain a reliable regional transportation linkage across the Missouri River – accommodate existing and future local and regional traffic.
- Improve the operational and safety performance of the Missouri River crossing for all transportation modes.

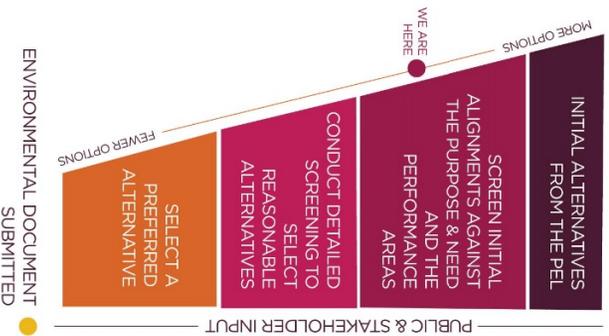
SCREENING CRITERIA

WHAT ARE PERFORMANCE AREAS?

MODOT and KCMO have worked together to identify these Performance Areas to:

- Support decisions regarding the design and function of the options being considered
- Serve as criteria to initially screen options to be carried forward for further study
- Provide guidelines for selection of a preferred alternative
- Guide design changes that may occur during project implementation

ALTERNATIVES SCREENING PROCESS



In addition to addressing the transportation needs identified in the study area, each option carried forward for detailed study must support **Performance Areas** identified by MODOT and KCMO. You will notice these Performance Areas are also noted on your survey.

INFRASTRUCTURE

Provide desired bridge and roadway lifespans and minimize long-term maintenance.

MOBILITY

Improve travel times, reduce congestion, accommodate future travel demand and modal choice.

ACCESSIBILITY

Improve local and regional roadway connections, accommodate alternate travel modes, and facilitate river navigation.

SAFETY

Reduce traffic queues during peak travel periods, reduce crash severity, and safely accommodate bicycle and pedestrian traffic.

ENVIRONMENT

Minimize new right-of-way acquisition, minimize effects on public spaces and historic resources, and manage environmental risks during construction.

CONSTRUCTABILITY

Accelerate construction timeline, minimize facility closures, and manage construction costs and risks

SECTION 106 & 4(f) RESOURCES

■ NATIONAL REGISTER OF HISTORIC PLACES (NRHP) ELIGIBLE PROPERTIES IN THE STUDY AREA:



THORN HUNKINS COMPANY & WAREHOUSE



TWA BUILDING



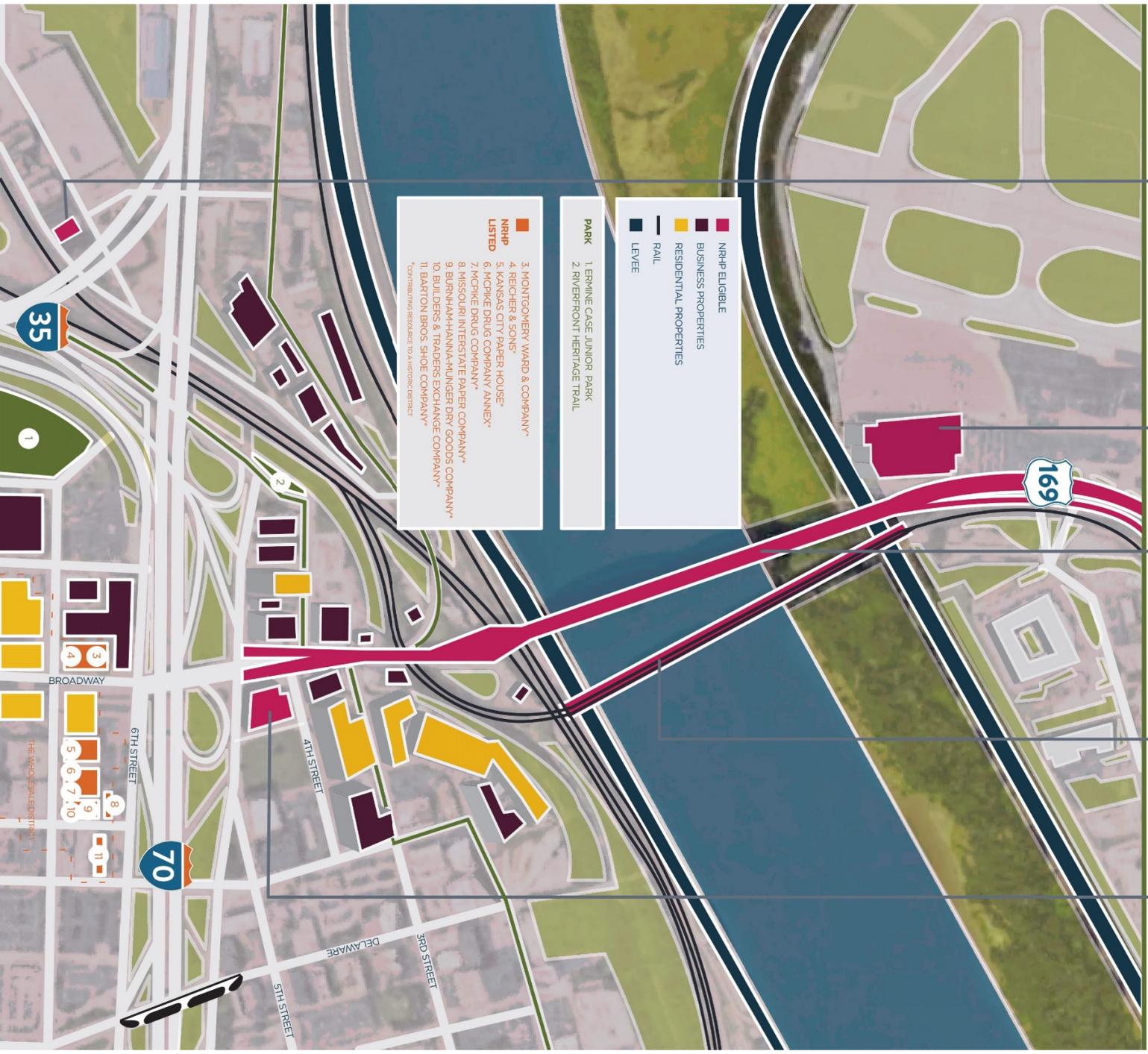
BUCK O'NEIL BRIDGE



2ND HANNIBAL BRIDGE



COLONIAL PATTERNS BUILDING



NRHP ELIGIBLE

- BUSINESS PROPERTIES
- RESIDENTIAL PROPERTIES
- RAIL
- LEVEE

PARK

- 1 ERMINE CASE JUNIOR PARK
- 2 RIVERRONT HERITAGE TRAIL

NRHP LISTED

- 3. MONTGOMERY WARD & COMPANY*
- 4. REICHER & SONS*
- 5. KANSAS CITY PAPER HOUSE*
- 6. MCPHIE DRUG COMPANY ANNEX*
- 7. MCPHIE DRUG COMPANY*
- 8. MISSOURI INTERSTATE PAPER COMPANY*
- 9. BURNHAM-HANNAMUNGER DRY GOODS COMPANY*
- 10. BUILDERS & TRADERS EXCHANGE COMPANY*
- 11. BARTON BROS. SHOE COMPANY*

*CONTRIBUTING RESOURCE TO A HISTORIC DISTRICT

NRHP LISTED

- 1
- 2
- 3
- 4
- 5
- 6
- 7
- 8
- 9
- 10
- 11

BROADWAY
6TH STREET
70
4TH STREET
5TH STREET
3RD STREET
DEL AWARE

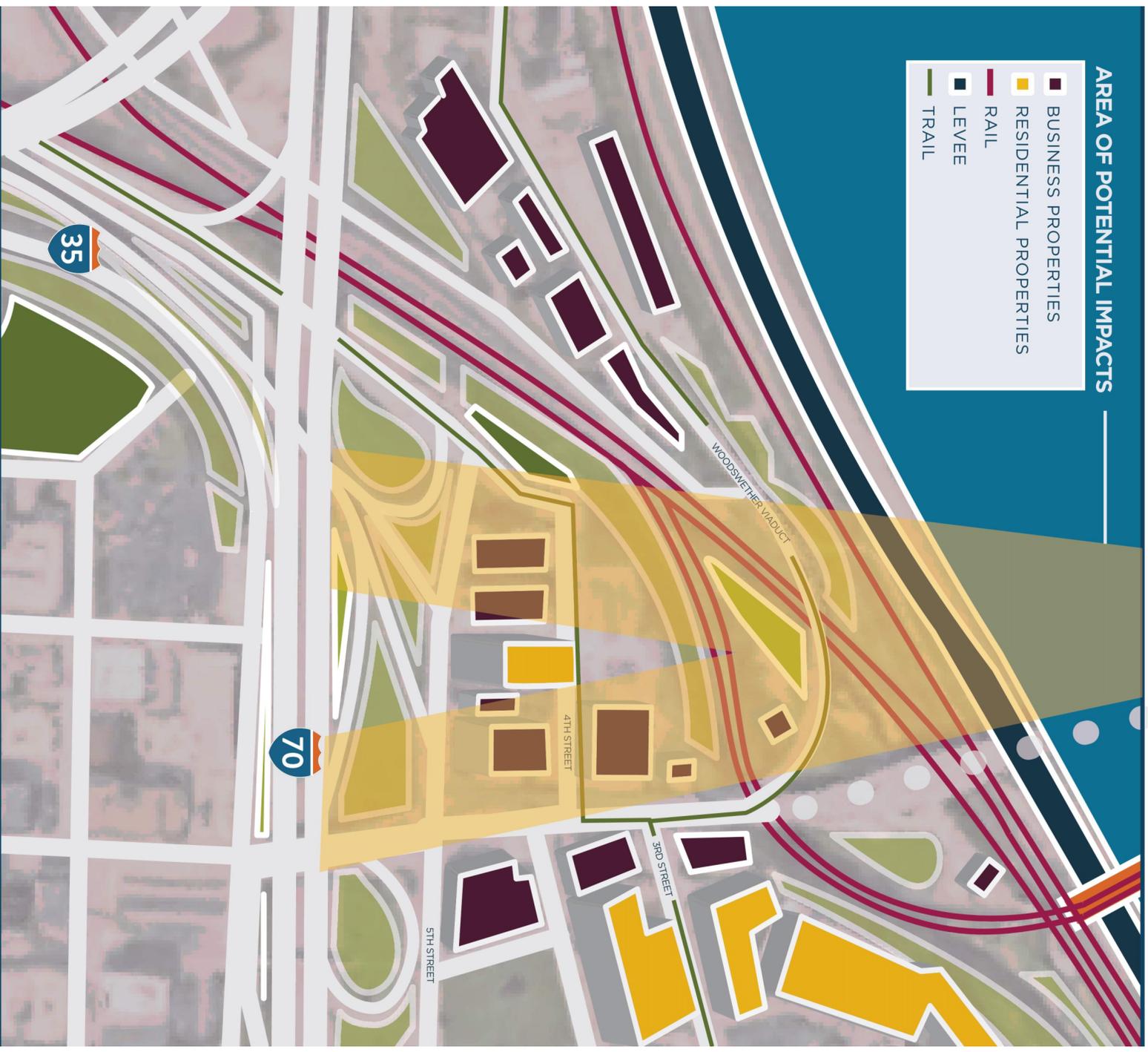
THE WHOLESALER DISTRICT

WHAT DO YOU THINK?



EASTERN STUDY CORRIDOR

WHAT DO YOU THINK?



CENTRAL STUDY CORRIDOR

WHAT DO YOU THINK?



WESTERN STUDY CORRIDOR

WHAT DO YOU THINK?



WEST BOTTOMS & WEST BLUFF STUDY CORRIDOR

Thank you.

The Missouri Department of
Transportation and the City of Kansas
City, Missouri thank you for
participating in this public meeting.

More information about this project at:

www.modot.org/buck-oneil-bridge-environmental-study

Keep up-to-date on this project and
more by following us at:

Twitter: @MoDOT_KC
@KCMO

Facebook: MoDOT.KansasCity
KCMOgov

LEARN MORE ABOUT FEDERAL SECTION 106 & 4(f)

WHAT IS THE SECTION 106 PROCESS?

One of the key environmental factors that must be considered in an environmental study is historic properties. Historic properties are buildings, structures, objects, sites, or districts with historical or archeological significance and qualify for inclusion on the National Register of Historic Places (NRHP). This includes a wide range of resources, from buildings to bridges, dwellings, trains, rock carvings, battlefields, and cultural landscapes. To be considered "historic," a property must possess three essential attributes:

- **Age** - In general, a property must be at least 50 years old to be considered historic.
- **Integrity** - A property must retain the physical characteristics that existed during its period of significance. The National Park Service recognizes a property's integrity through seven aspects: location, design, setting, materials, workmanship, feeling, and association, all of which combine to convey a property's significance.
- **Significance** - A property must have significance at the local, state, or national level to be considered historic. In general, a property must be significant in prehistory or history, whether for its association with important events or persons, for its architecture or design, or for its potential to yield archeological information.

The study team uses a systematic process to identify these resources, evaluate potential effects to them, and determine what action will be taken to avoid or mitigate those effects. For historic properties, this is commonly referred to as the Section 106 Process. Section 106 is named after the portion of the National Historic Preservation Act that requires agencies to take into account the effects of their actions on historic properties.

There are a number of resources that are eligible for listing in the National Register of Historic Places (NRHP) in the study area. Examples include: the Broadway/Buck O'Neil Bridge, the Transcontinental & Western Airlines building, the Colonial Patterns building, and the 2nd Hannibal Bridge. Potential effects to historic resources will also be given consideration under the Section 4(f) process described to the right.

The study team will be conducting further investigations and consulting with interested groups throughout the study process to consider potential project effects on these and other historic resources.

This environmental study will address possible effects on resources considered under Section 4(f) which may include:

2nd Hannibal Bridge



Riverrfront Heritage Trail



Colonial Patterns



Ermine Case Junior Park

WHAT IS THE SECTION 4(f) PROCESS?

Section 4(f) of the Department of Transportation Act stipulates that the FHWA and other DOT agencies cannot approve the use of land from:

- Publicly owned parks or recreational areas
- Wildlife and waterfowl refuges
- Public and private historical sites

unless the following conditions apply:

There is no feasible and prudent avoidance alternative to the use of that land; and the action includes all possible planning to minimize harm to the property resulting from such use;

OR

The Administration determines that the use of the property will have a de minimis impact.

WHAT ELSE WILL THE STUDY LOOK AT?

Potential impacts to a variety of environmental resources will be evaluated during the study process. We welcome your input on those that are most important to you:

- Land use
- Geology & soils
- Socioeconomics
- Low income/Minority populations
- Relocations
- Pedestrial & bicycle access
- Transportation facilities & systems
- Air quality
- Noise and vibration
- Light emissions
- Hazardous materials & wastes
- Construction impacts
- Historical, architectural & archaeological resources
- Wetlands and waters of the US
- Floodplains/ Floodways
- Permits
- Wildlife, plants & fish
- Threatened or endangered species
- Public lands & recreation areas
- Visual resources
- Indirect/ cumulative effects

YOUR ROLE IN HISTORIC PROPERTY REVIEW

The Section 106 process encourages consultation. Members of the public may wish to play a more formal role in the Section 106 process if they have a special interest in a historic property. Consulting parties can include:

- Federal agencies
- State Historic Preservation Office
- Representatives of local governments with jurisdiction over the area of historic properties
- Applicants for Federal funds
- Additional consulting parties include those with a demonstrated interest in the undertaking due to their legal or economic interest in the project or property OR the project effects on historic properties.

Consultation is the process of seeking, discussing, and considering the views of others, and where feasible, seeking agreement with them on how historic properties should be identified, considered, and managed. Consultation is built on the exchange of ideas.

Consultation occurs at key stages of each project including:

- Identification of properties eligible for listing on the National Register of Historic Places.
- Assessment of effects on those properties, and
- Resolution of adverse effects.

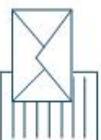
The public can be involved in the Section 106 review process by expressing concerns about historic properties through the MoDOT website (www.modot.org). They can also be involved in identifying and evaluating resources that are historically important.

The public can also let us know what they think is important at public meetings by telling representatives of MoDOT or by submitting comments. Public meeting comments can be submitted at the meeting and on-line.

The public can also work with consulting parties to make sure that their views are being represented. It is important for the public to let us know what is important to you and why it is important. More information is available at:

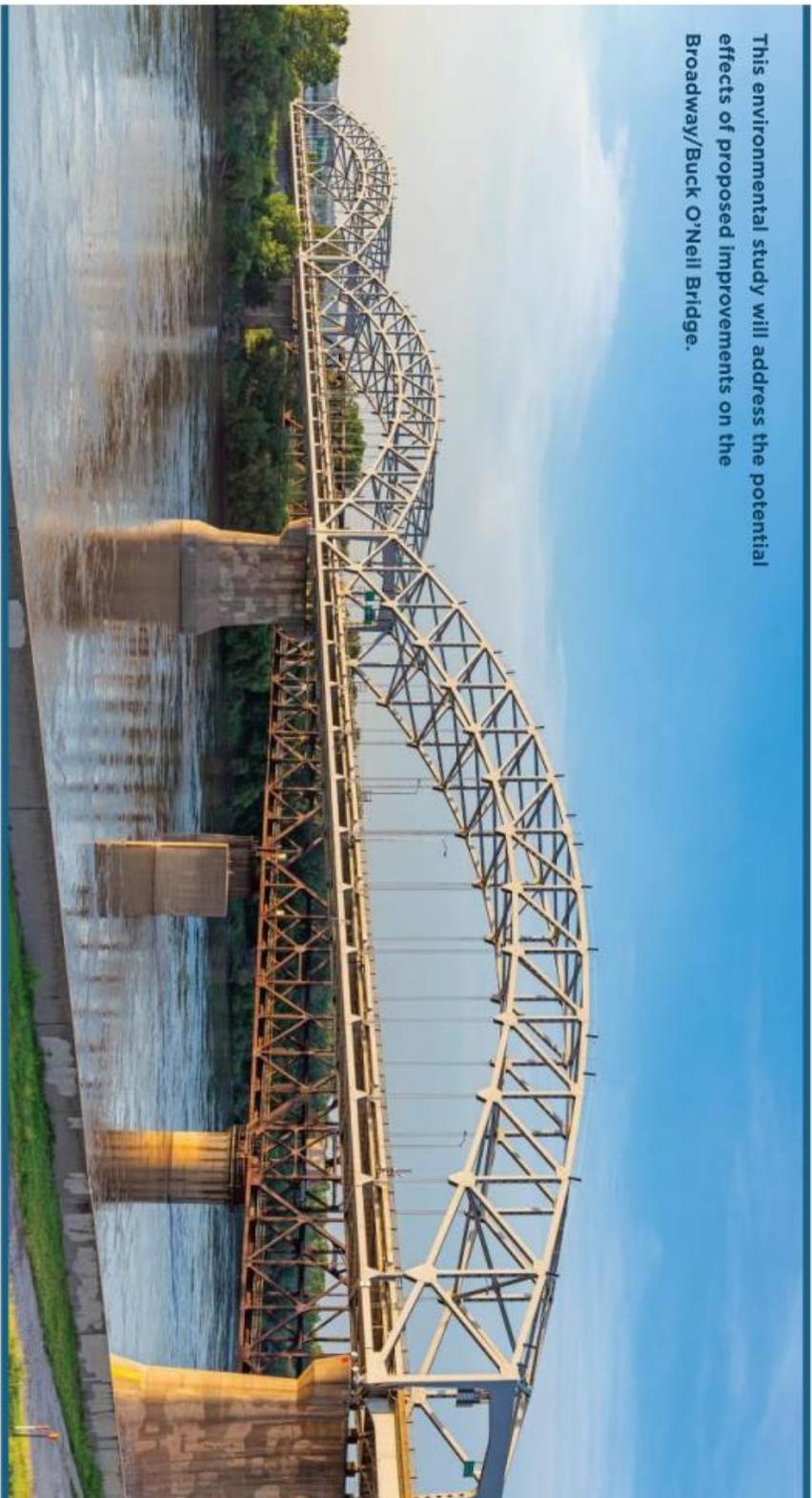
www.modot.org/historic-preservation

To request consulting party status, send a letter explaining your interest in the project or historic property to:



Historic Preservation Section
Missouri Department of Transportation
P.O. Box 270, Jefferson City, MO 65102

This environmental study will address the potential effects of proposed improvements on the Broadway/Buck O'Neil Bridge.



PROJECT SURVEY

FIRST: TAKE A MOMENT TO CIRCLE THE NUMBER THAT REFLECTS YOUR OPTION ON EACH QUESTION BELOW.

SECOND: USE THE CIRCLES AT THE LEFT OF THE QUESTIONS TO RANK WHAT YOU FEEL ARE THE MOST IMPORTANT QUESTIONS FOR THE PROJECT.

NEXT, RANK:
USE CIRCLES
BELOW TO RANK
YOUR TOP 5

FIRST, ANSWER THESE 12 QUESTIONS:

1. Do you prefer a direct connection to I-35?

1 2 3 4 5 6 7 8 9 10

NO PREFERENCE

HIGH PREFERENCE

[SCREENING CRITERIA: ACCESSIBILITY/MOBILITY/SAFETY]



2. Do you prefer a direct connection to downtown?

1 2 3 4 5 6 7 8 9 10

NO PREFERENCE

HIGH PREFERENCE

[SCREENING CRITERIA: ACCESSIBILITY/MOBILITY/SAFETY]



3. What should be done with the existing three-arched steel bridge?

1 2 3 4 5 6 7 8 9 10

REMOVE THE CURRENT BRIDGE

KEEP THE EXISTING BRIDGE

[SCREENING CRITERIA: INFRASTRUCTURE/ENVIRONMENTAL]



4. How well does the existing US 169 corridor and the Buck O'Neil Bridge currently meet your transportation needs?

1 2 3 4 5 6 7 8 9 10

NOT WELL AT ALL

VERY WELL

[SCREENING CRITERIA: ACCESSIBILITY/MOBILITY/SAFETY]



5. How concerned are you about the cost of potential alternatives?

1 2 3 4 5 6 7 8 9 10

NOT CONCERNED

VERY CONCERNED

[SCREENING CRITERIA: CONSTRUCTABILITY]



6. How supportive are you of bicycle and pedestrian accommodations?

1 2 3 4 5 6 7 8 9 10

NOT SUPPORTIVE

VERY SUPPORTIVE

[SCREENING CRITERIA: ACCESSIBILITY/MOBILITY/SAFETY]



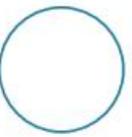
7. How concerned are you about downtown commuter traffic on the local street system near the Broadway corridor?

1 2 3 4 5 6 7 8 9 10

NOT CONCERNED

VERY CONCERNED

[SCREENING CRITERIA: ACCESSIBILITY/MOBILITY]





8. Several businesses could be affected with construction of a new bridge. Are you concerned about impacts to **businesses**?

1 2 3 4 5 6 7 8 9 10

NOT CONCERNED

VERY CONCERNED

[SCREENING CRITERIA: ENVIRONMENTAL]



9. Several residences could be affected with construction of a new bridge. Are you concerned about impacts to **residences**?

1 2 3 4 5 6 7 8 9 10

NOT CONCERNED

VERY CONCERNED

[SCREENING CRITERIA: ENVIRONMENTAL]



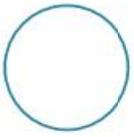
10. Do you prefer a direct connection to the West Bottoms?

1 2 3 4 5 6 7 8 9 10

NO PREFERENCE

HIGH PREFERENCE

[SCREENING CRITERIA: ACCESSIBILITY]



11. If improvements require complete closure of the US 169 crossing for a period of time, what is the maximum closure time period you find acceptable?

1 2 3 4 5 6 7 8 9 10

NO CLOSURE

UP TO 2 YEAR CLOSURE

[SCREENING CRITERIA: CONSTRUCTABILITY]



12. How concerned are you about aesthetic or signature features on a new bridge?

1 2 3 4 5 6 7 8 9 10

NOT CONCERNED

VERY CONCERNED

[SCREENING CRITERIA: CONSTRUCTABILITY]

What else would you like the project team to know? Please provide additional comments here: _____

As you think about the issues the project team has asked about above, please take a moment to rank your five most important issues in the circle to the left of the questions, using a scale of 1 through 5. (For these rankings, **1 is most important** to you and **5 is less important**).

Please provide your zip code: _____

Insights

NEW!

TOTAL RESPONSES

249

COMPLETION RATE

100%



Is this useful?



AVE TIME SPENT

4m:17s

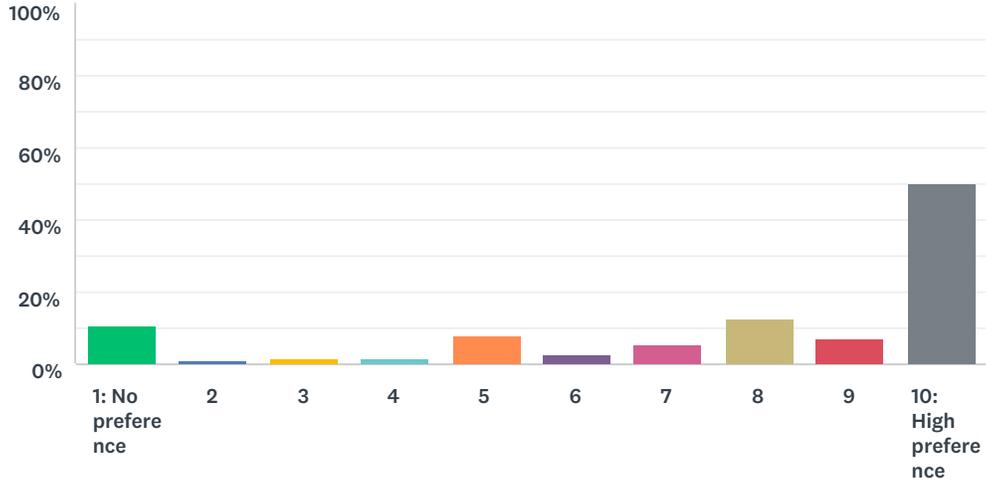


Is this useful?



Q1 On a scale of 1 to 10, do you prefer a direct connection to I-35?

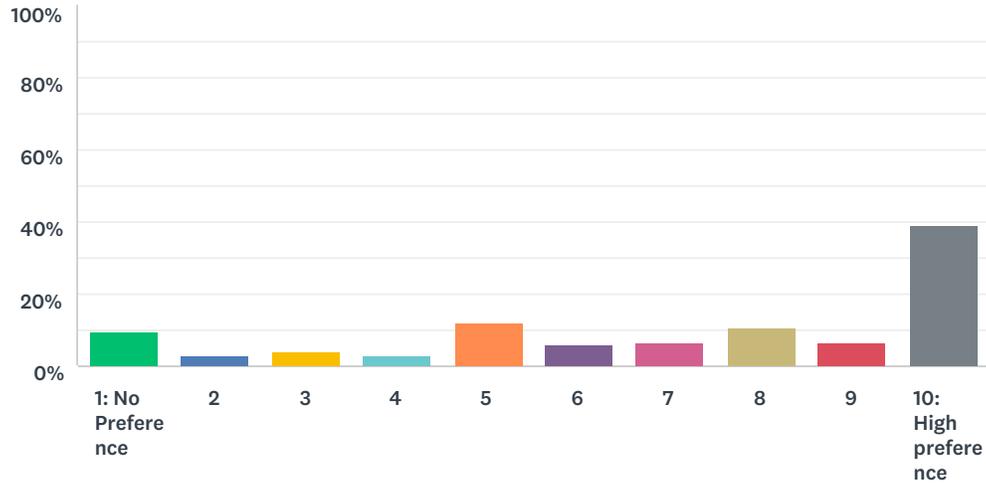
Answered: 249 Skipped: 0



ANSWER CHOICES	RESPONSES	
1: No preference	10.44%	26
2	1.20%	3
3	1.61%	4
4	1.61%	4
5	8.03%	20
6	2.41%	6
7	5.62%	14
8	12.45%	31
9	6.83%	17
10: High preference	49.80%	124
Total Respondents: 249		

Q2 On a scale of 1 to 10, do you prefer a direct connection to downtown?

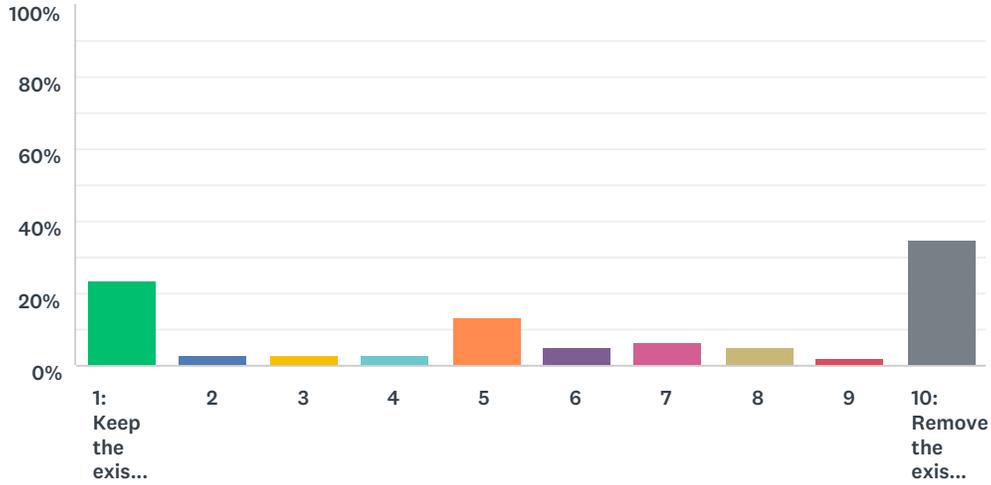
Answered: 249 Skipped: 0



ANSWER CHOICES	RESPONSES	
1: No Preference	9.64%	24
2	3.21%	8
3	4.02%	10
4	2.81%	7
5	12.05%	30
6	6.02%	15
7	6.43%	16
8	10.44%	26
9	6.43%	16
10: High preference	38.96%	97
Total Respondents: 249		

Q3 On a scale of 1 to 10, what should be done with the existing three-arched steel bridge, keep or remove?

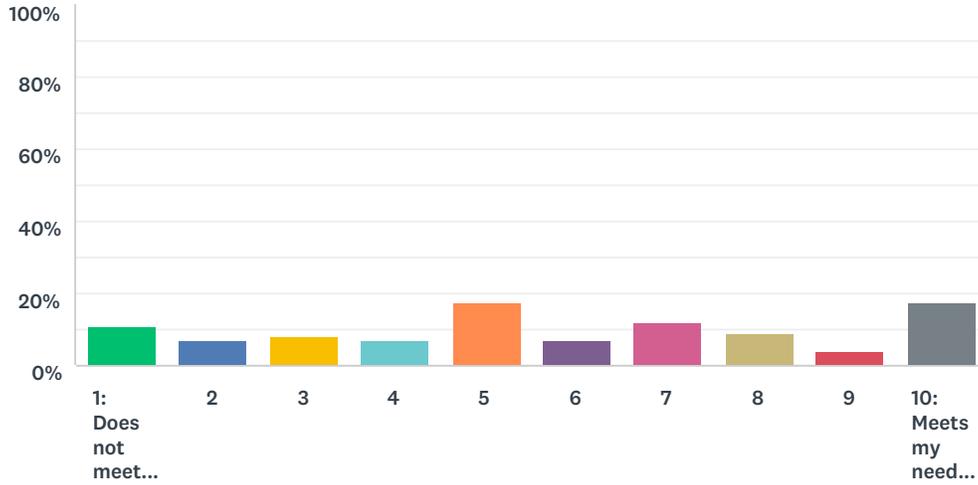
Answered: 249 Skipped: 0



ANSWER CHOICES	RESPONSES	
1: Keep the existing bridge	23.29%	58
2	3.21%	8
3	3.21%	8
4	3.21%	8
5	13.65%	34
6	5.22%	13
7	6.43%	16
8	4.82%	12
9	2.01%	5
10: Remove the existing bridge	34.94%	87
Total Respondents: 249		

Q4 On a scale of 1 to 10, How well does the existing US 169 corridor and the Buck O'Neil Bridge currently meet your transportation needs?

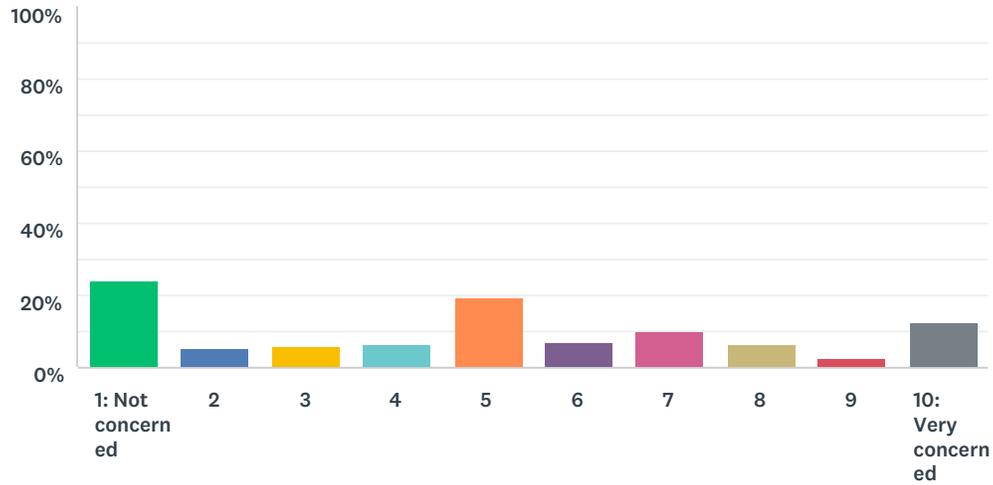
Answered: 249 Skipped: 0



ANSWER CHOICES	RESPONSES	
1: Does not meet my needs well	11.24%	28
2	6.83%	17
3	8.03%	20
4	7.23%	18
5	17.27%	43
6	7.23%	18
7	12.05%	30
8	8.84%	22
9	4.02%	10
10: Meets my needs very well	17.27%	43
Total Respondents: 249		

Q5 On scale of 1 to 10, how concerned are you about the cost of potential alternatives?

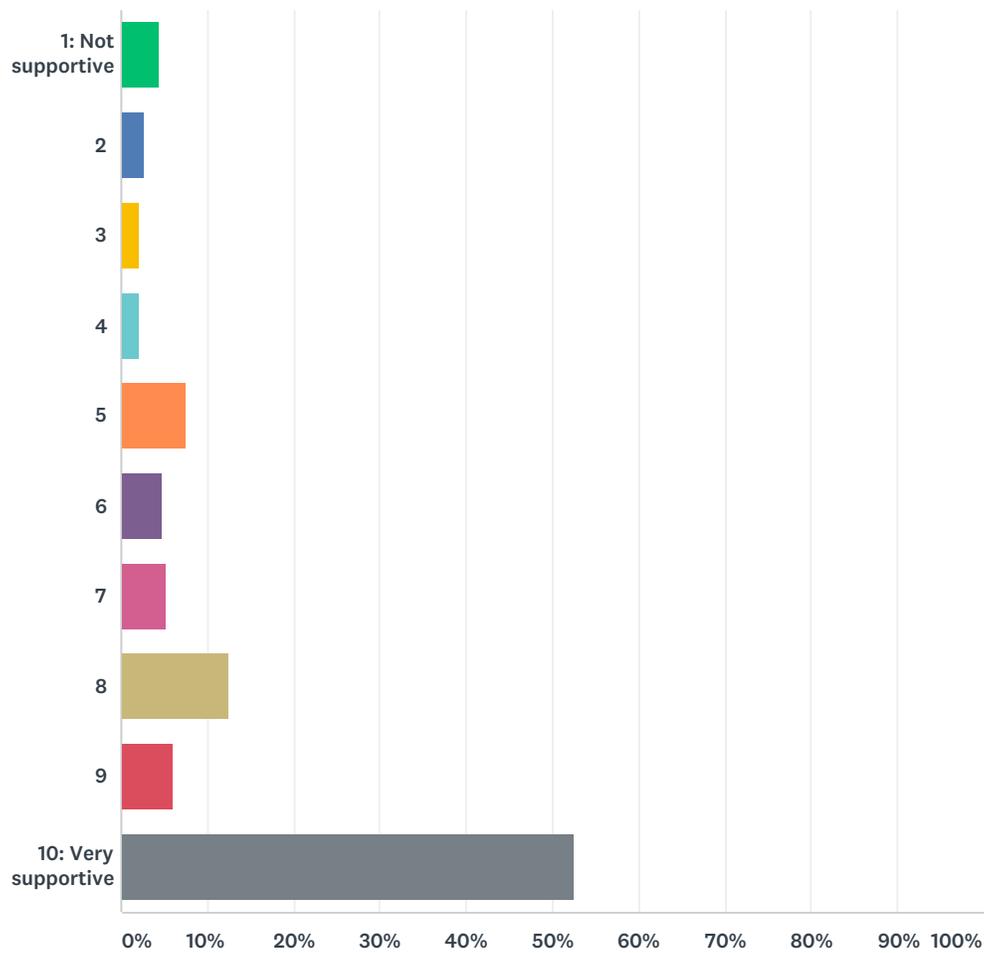
Answered: 249 Skipped: 0



ANSWER CHOICES	RESPONSES	
1: Not concerned	24.10%	60
2	5.62%	14
3	6.02%	15
4	6.43%	16
5	19.68%	49
6	6.83%	17
7	10.04%	25
8	6.43%	16
9	2.41%	6
10: Very concerned	12.45%	31
Total Respondents: 249		

Q6 On a scale of 1 to 10, how supportive are you of bicycle and pedestrian accommodations?

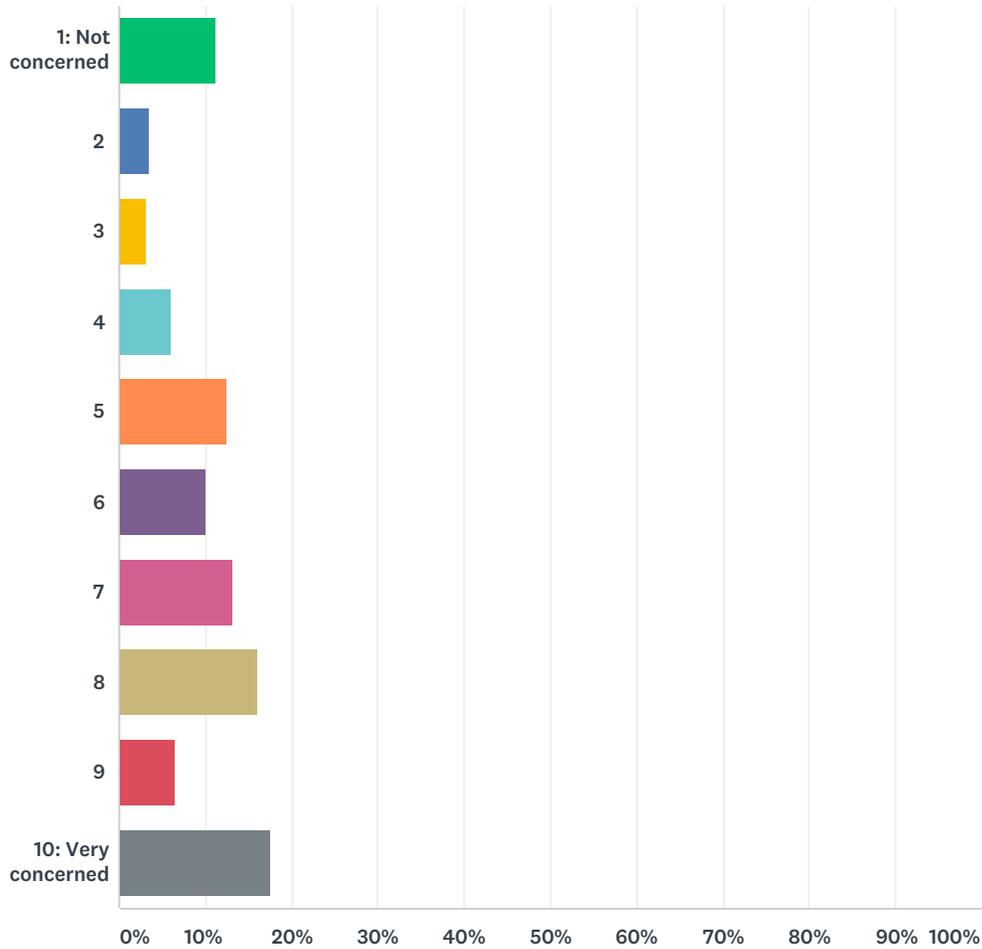
Answered: 249 Skipped: 0



ANSWER CHOICES	RESPONSES	
1: Not supportive	4.42%	11
2	2.81%	7
3	2.01%	5
4	2.01%	5
5	7.63%	19
6	4.82%	12
7	5.22%	13
8	12.45%	31
9	6.02%	15
10: Very supportive	52.61%	131

Q7 On a scale of 1 to 10, how concerned are you about downtown commuter traffic on the local street system near the Broadway corridor?

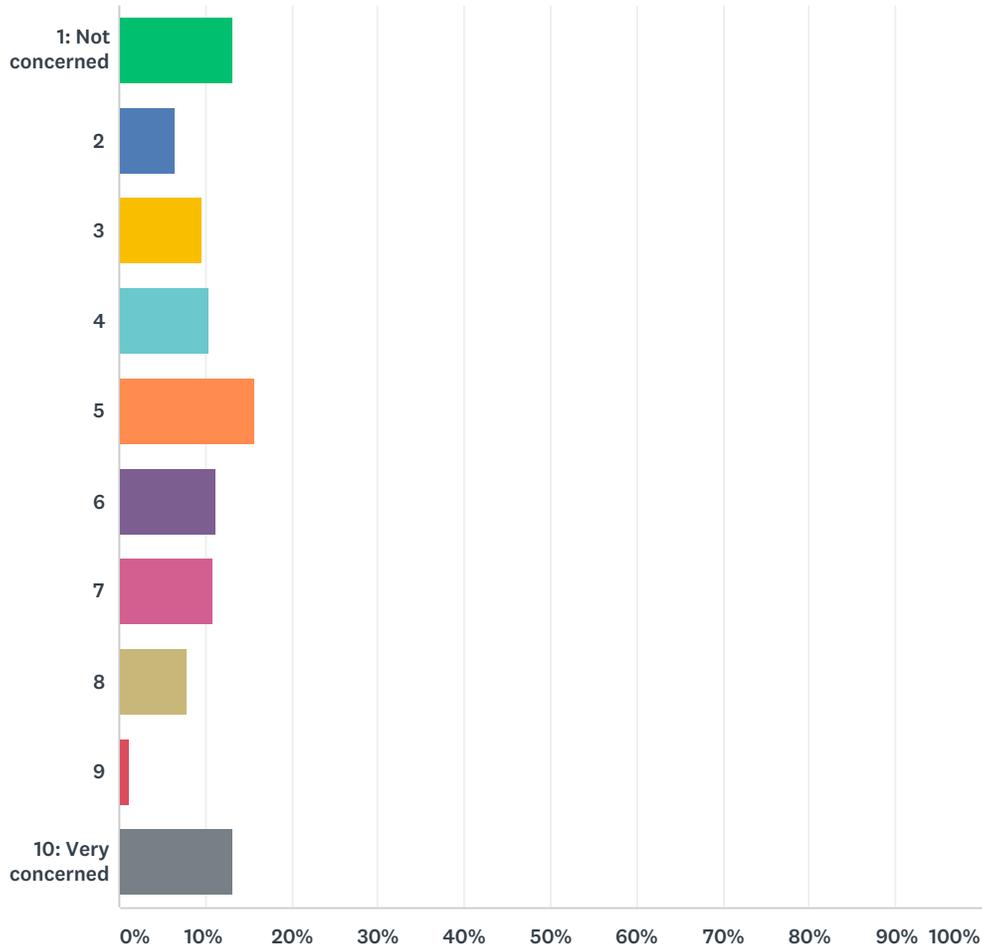
Answered: 249 Skipped: 0



ANSWER CHOICES	RESPONSES	
1: Not concerned	11.24%	28
2	3.61%	9
3	3.21%	8
4	6.02%	15
5	12.45%	31
6	10.04%	25
7	13.25%	33
8	16.06%	40
9	6.43%	16
10: Very concerned	17.67%	44

Q8 Several businesses could be affected with construction of a new bridge. On a scale of 1 to 10, are you concerned about impacts to businesses?

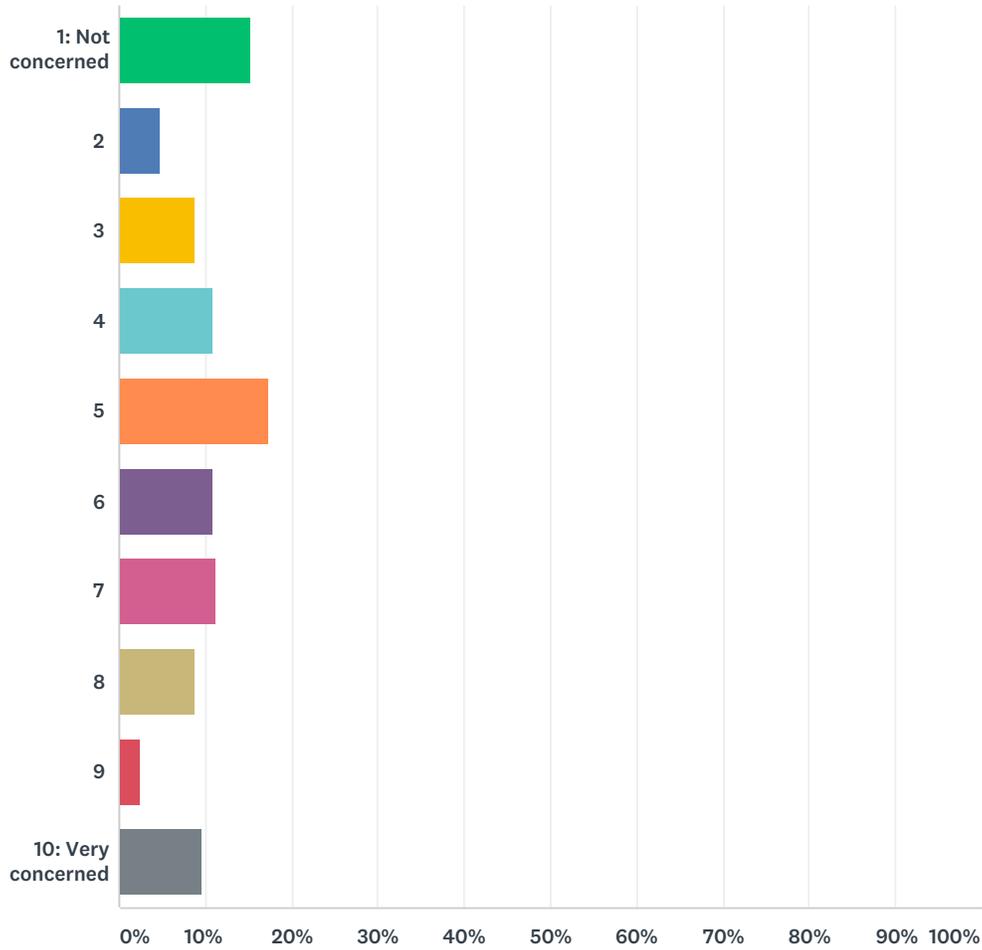
Answered: 249 Skipped: 0



ANSWER CHOICES	RESPONSES	
1: Not concerned	13.25%	33
2	6.43%	16
3	9.64%	24
4	10.44%	26
5	15.66%	39
6	11.24%	28
7	10.84%	27
8	8.03%	20
9	1.20%	3
10: Very concerned	13.25%	33

Q9 Several residences could be affected with construction of a new bridge. On a scale of 1 to 10, are you concerned about impacts to residences?

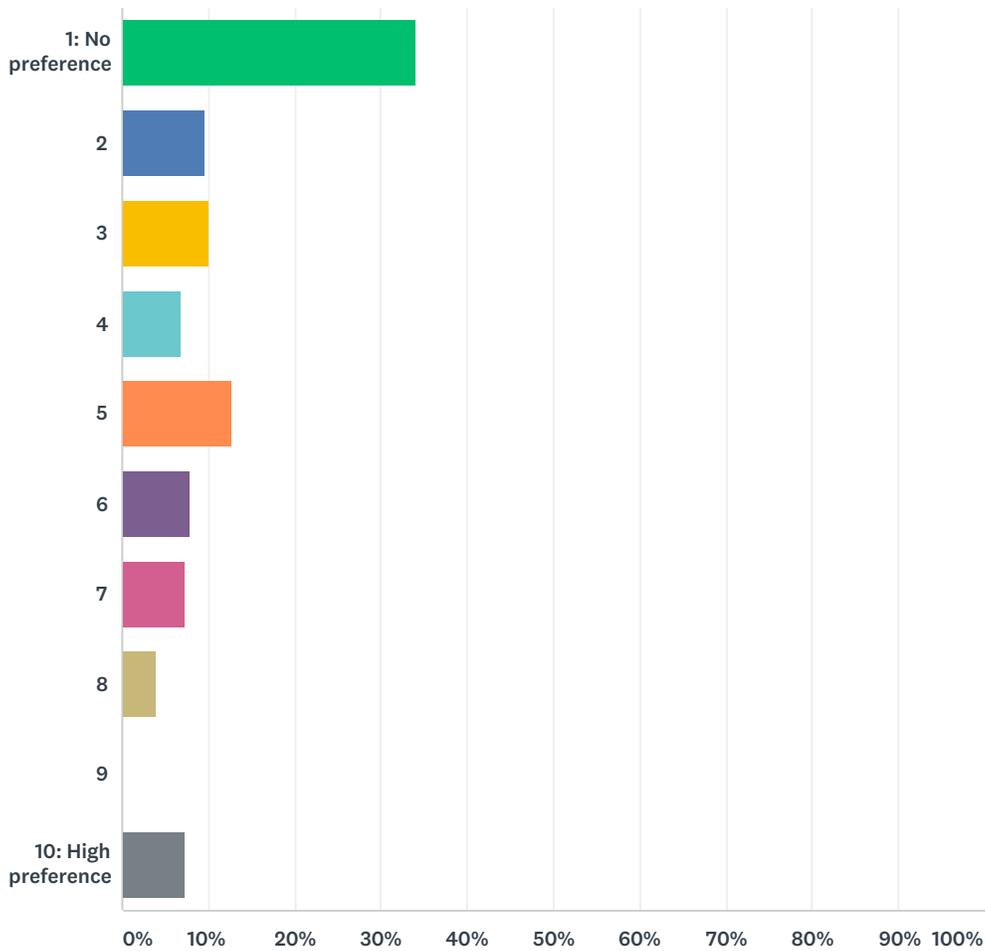
Answered: 249 Skipped: 0



ANSWER CHOICES	RESPONSES	
1: Not concerned	15.26%	38
2	4.82%	12
3	8.84%	22
4	10.84%	27
5	17.27%	43
6	10.84%	27
7	11.24%	28
8	8.84%	22
9	2.41%	6
10: Very concerned	9.64%	24

Q10 On a scale of 1 to 10, do you prefer a direct connection to the West Bottoms?

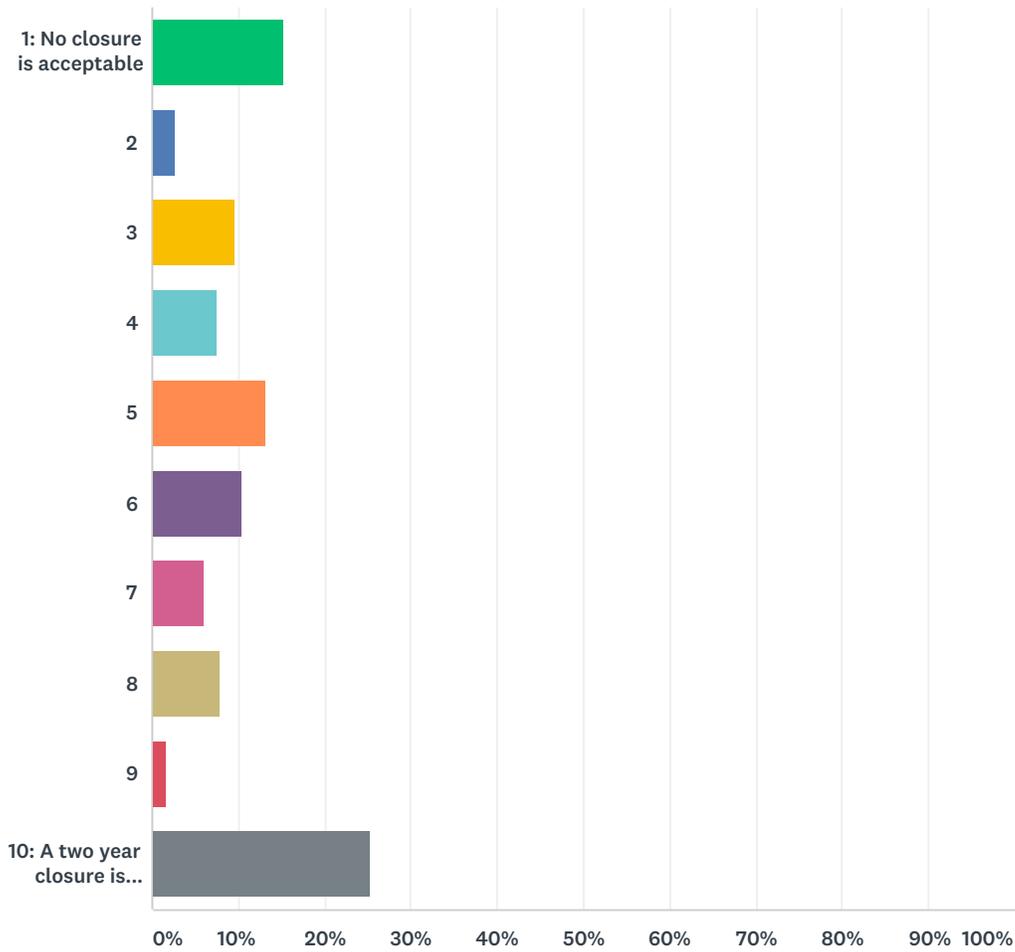
Answered: 249 Skipped: 0



ANSWER CHOICES	RESPONSES	
1: No preference	34.14%	85
2	9.64%	24
3	10.04%	25
4	6.83%	17
5	12.85%	32
6	8.03%	20
7	7.23%	18
8	4.02%	10
9	0.00%	0
10: High preference	7.23%	18

Q11 If improvements require complete closure of the US 169 crossing for a period of time, what is the maximum closure time period you find acceptable? Use a ranking of 1 to 10.

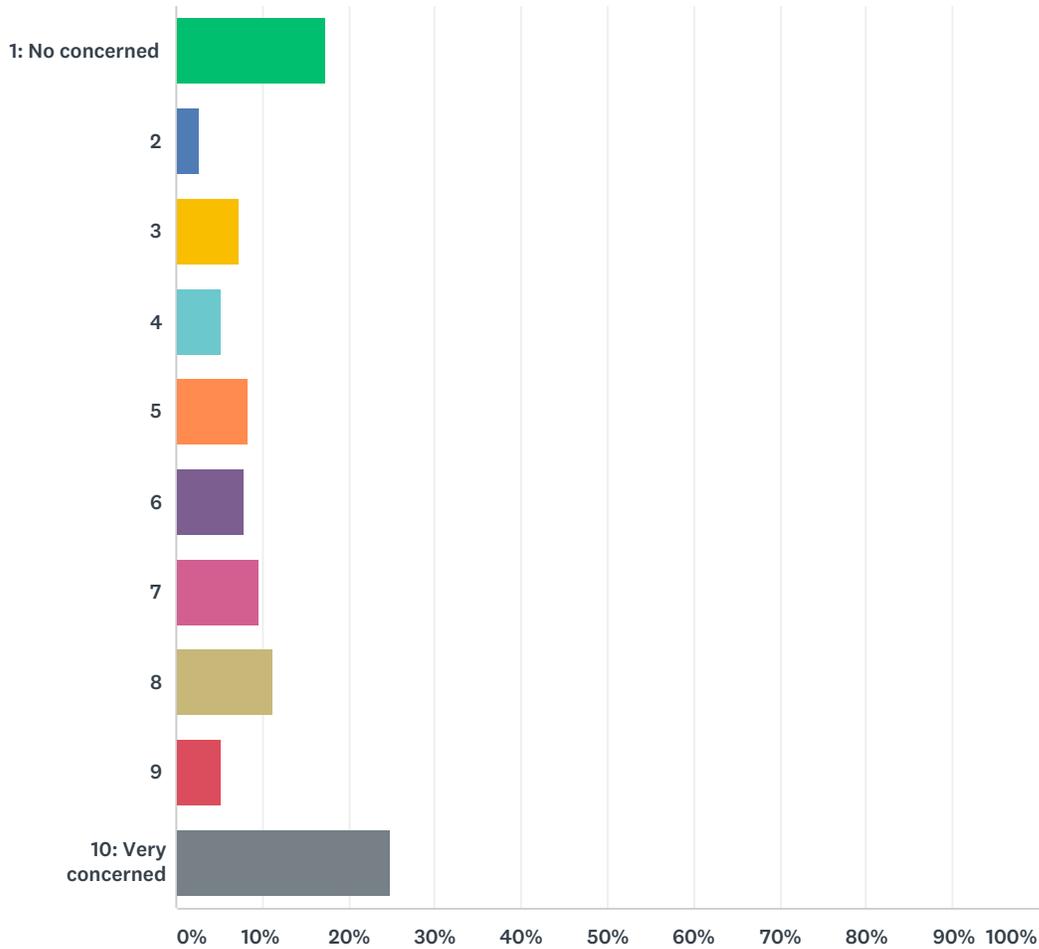
Answered: 249 Skipped: 0



ANSWER CHOICES	RESPONSES	
1: No closure is acceptable	15.26%	38
2	2.81%	7
3	9.64%	24
4	7.63%	19
5	13.25%	33
6	10.44%	26
7	6.02%	15
8	8.03%	20
9	1.61%	4
10: A two year closure is acceptable	25.30%	63

Q12 On a scale of 1 to 10, how concerned are you about aesthetic or signature features on a new bridge?

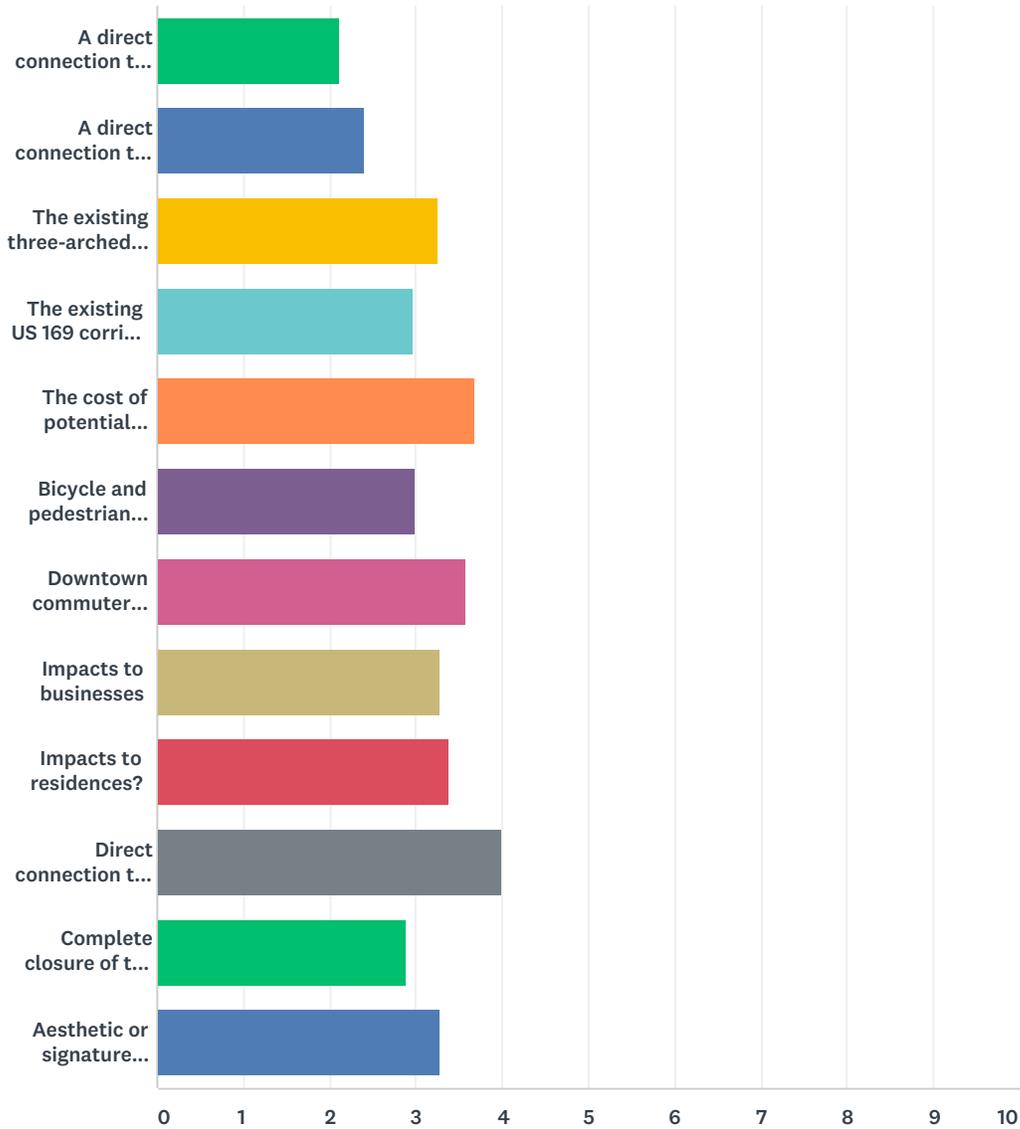
Answered: 249 Skipped: 0



ANSWER CHOICES	RESPONSES	
1: No concerned	17.27%	43
2	2.81%	7
3	7.23%	18
4	5.22%	13
5	8.43%	21
6	8.03%	20
7	9.64%	24
8	11.24%	28
9	5.22%	13
10: Very concerned	24.90%	62

Q13 As you think about the issues the project team has asked about above, please take a moment to rank your FIVE MOST important issues (For these rankings, 1 is MOST important to you and 5 is LESS important).

Answered: 249 Skipped: 0



	1: MOST IMPORTANT	2	3	4	5: LESS IMPORTANT	TOTAL	WEIGHTED AVERAGE
A direct connection to I-35	48.33% 87	20.00% 36	11.11% 20	12.22% 22	8.33% 15	180	2.12
A direct connection to downtown	26.88% 43	35.00% 56	17.50% 28	11.25% 18	9.38% 15	160	2.41
The existing three-arched steel bridge	17.78% 8	13.33% 6	20.00% 9	22.22% 10	26.67% 12	45	3.27

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The existing US 169 corridor and the Buck O'Neil Bridge meets your transportation needs	13.48% 12	25.84% 23	28.09% 25	15.73% 14	16.85% 15	89	2.97
The cost of potential alternatives	5.26% 4	15.79% 12	18.42% 14	26.32% 20	34.21% 26	76	3.68
Bicycle and pedestrian accommodations	18.35% 29	20.25% 32	22.15% 35	22.15% 35	17.09% 27	158	2.99
Downtown commuter traffic on the local street system near the Broadway corridor	3.53% 3	12.94% 11	30.59% 26	28.24% 24	24.71% 21	85	3.58
Impacts to businesses	13.73% 7	11.76% 6	27.45% 14	25.49% 13	21.57% 11	51	3.29
Impacts to residences?	7.50% 3	25.00% 10	17.50% 7	22.50% 9	27.50% 11	40	3.38
Direct connection to the West Bottoms	2.78% 1	13.89% 5	11.11% 4	25.00% 9	47.22% 17	36	4.00
Complete closure of the US 169 crossing for a period of time	26.40% 33	17.60% 22	16.80% 21	19.20% 24	20.00% 25	125	2.89
Aesthetic or signature features on a new bridge	13.01% 16	14.63% 18	26.02% 32	22.76% 28	23.58% 29	123	3.29

Q14 Any additional comments for the study team.

Answered: 107 Skipped: 142

#	RESPONSES	DATE
1	Thank you for your work on this project	3/7/2019 3:27 PM
2	It is imperative that a viaduct remain that connects the north part of the West Bottoms (Woodswether Road) with the River market. Given the eventual river view development along Woodswether with residents and restaurants, direct access to the Bottoms via a ramp onto I-70 that drops down into the Bottoms is not practical given the encroachment on properties close to the river. To do away with Woodswether Viaduct would stagnate the entire north part of the Bottoms which has great growth potential. Beardsley/Forester Viaduct is an option to increase connectivity with the West Bottoms with an exit ramp onto Beardsley, however, access to the north end/ Woodswether must remain. Possible design consideration to have two bridges or double lanes where one goes directly into downtown via Broadway and one that connects directly with I-35. The I-35 would have an exit onto Beardsley and the other would have an exit to access the River Market directly.	3/7/2019 2:03 PM
3	Get it done! Very excited for this project, which should have been done YEARS ago. Appreciate all the work done on this so far.	3/7/2019 9:06 AM
4	I use the bridge every day. A new bypass bridge is a must.	3/7/2019 8:15 AM
5	Twin the Paseo bridge - cool looking and early completion. Don't let the City repeat the airport debacle. Let MoDOT drive the show.	3/7/2019 7:56 AM
6	This is my daily drive to work at crown center. The 20th street exit is my concern as this is the easiest way down into the area. Broadway is too congested and with street car and closing of grand to one lane you can't get to crown center quickly. Trying to take 35 to 71 is a traffic nightmare with everyone trying to get into their spots when 70 joins. 169 has little semi traffic so it is easier. Please make to the end of bridge not a light. Right to 35 should keep flowing.	3/7/2019 6:40 AM
7	I was happy to pay the original toll as this bridge provides me the most direct and convenient way to work. Gashland area to south of Crown Center	3/7/2019 12:06 AM
8	As long as the bridge and infrastructure are redone and brand new the time of the closure is not that important	3/6/2019 4:39 PM
9	I'd like a configuration that eliminates the traffic lights at the very south end of the bridge.	3/6/2019 4:31 PM
10	The 169 bridge alternative or replacement if implement correctly serves as an important means of providing alternate travel route and reduced congestion to highway 9 and interstate 29/35 bridge. going north over the bridge pm now works well but south in AM can be a cluster	3/6/2019 10:33 AM
11	Connection to I-35, I-70 need to be reflective of the city of KC.	3/5/2019 4:40 PM
12	The new bridge should be an aesthetic signature bridge.	3/5/2019 4:39 PM
13	The new bridge offers the opportunity to divert regional traffic from local routes such as Burlington/Rt. 9/HOA and that opportunity needs to be maximized so that streets that should be local routes can be instead of being held hostage by regional traffic	3/5/2019 4:37 PM
14	64086	3/5/2019 4:34 PM
15	Not sure why we are having this meeting. Seems to be covering ground we have already affirmed with the PEL study which had significant public involvement.	3/5/2019 4:31 PM
16	Make it look like the Heart of America and a ramp to the west bottoms on the west side.	3/5/2019 4:29 PM
17	All of the connections are important, downtown, bottoms and I-35	3/5/2019 4:18 PM
18	What about downtown airport?	3/5/2019 4:15 PM
19	Use existing bridge for downtown direct plus pedestrian/bicycle path and public transit into downtown -- preferably light rail. Keep old buildings -- KC has already destroyed way too much of its architectural history.	3/5/2019 3:57 PM

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20	Easing the bottle neck in traffic flow across the river is really needed. Access to the river, Harlem, and the potential for bikes and pedestrians is imperative	3/5/2019 3:51 PM
21	Ensure airport airspace is protected	3/5/2019 3:45 PM
22	We desperately need safe bike/ped access and a new bridge is the only way to do it.	3/5/2019 3:42 PM
23	Snow, debris, sand removal and cleaning of bike/ped lanes must be prioritized same as car lanes even in winter. We commute by bike even in winter.	3/5/2019 2:58 PM
24	Get something done ASAP	3/5/2019 2:55 PM
25	I have heard using design build is a possibility. Leaving flexibility for the contractor to bring his ideas for a solution would be important	3/5/2019 2:53 PM
26	Safe bike/ped access is a non-negotiable item. Spend what is necessary to do this right, don't cheap out to reduce closure time and do something inferior. This is our one shot or we'll be back here in another decade or two.	3/5/2019 1:50 PM
27	Safe, bike, pedestrian and transit connections across the river and to destinations at both ends are a must for any option chosen. Build the option that benefits downtown residents and commuters more than pass-thru traffic.	3/5/2019 1:45 PM
28	Thank you for the opportunity for community engagement!	3/5/2019 1:39 PM
29	My caveat with the "direction connection to downtown" is only if there are bike/ped accommodations. I would rather have commuter traffic be routed onto I-35 and slower traffic routed to local streets.	3/5/2019 1:36 PM
30	It was not obvious from the study area maps that they show connection options - took a while to work out. Unclear what the impact would be - visual, noise, shadow etc.? Can the bike route along the levee be improved at the same time as the bridge? Try to avoid language like 'modal options'. What about environmental impacts?	3/5/2019 9:10 AM
31	A direct connection to I-35 is absolutely critical. Shifting the bridge alignment to the west to connect with I-35 would also allow for better street alignment and development opportunities in the River Market neighborhood.	3/5/2019 8:13 AM
32	I use this Bridge almost daily. I think it really just needs to be more safe for bicycle and pedestrian traffic.	3/4/2019 8:27 PM
33	Thank you for your time and effort. I would prefer a bridge with good aesthetics since it's a primary gateway to the city. Including a direct connection to I-35, I-70, and downtown.	3/4/2019 6:59 PM
34	It should be designed to connect easily to a future riverfront trail on the north side	3/4/2019 8:25 AM
35	Significant consideration needs be given to I-70 and its connections to I-35 and the new bridge. Also to US 169 south of the bridge. What is its current route?	3/1/2019 11:07 AM
36	Norrhlanders are severely impacted by bridge closures. Please consider time frame and absolutely coordinate with KDOT before starting construction.	2/26/2019 10:06 PM
37	The current bridge need to remain open during construction.	2/25/2019 10:07 PM
38	Can the existing bridge be used for the downtown access and a new bridge be built for the 1-35 access. The split occurring at the south end of the airport.	2/25/2019 9:37 PM
39	The existing bridge should be used for pedestrian/bicyclist traffic if a new one is built beside it.	2/25/2019 9:25 PM
40	For safety, definitely need to add pedestrian lanes. It's so dangerous right now with people walking.	2/25/2019 7:55 PM
41	If costs were attached to some of these questions, I think there might be a shift in some of these responses. Since this is a zero-sum game, it would be good to have the questions reflect that.	2/25/2019 7:53 PM
42	It's the main bridge into downtown KC... make it something everyone in KC can be proud of like the Bond Bridge.	2/25/2019 7:49 PM
43	N/A	2/25/2019 6:43 PM
44	Can there be two bridges? One new to serve high flow/mobility and one replacement bridge to serve local roads.	2/25/2019 3:09 PM
45	If there is a construction of the new bridge, the old bridge has to remain open (at least one lane) during that time.	2/25/2019 2:07 PM

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46	no	2/25/2019 9:50 AM
47	N/A	2/25/2019 7:00 AM
48	none	2/24/2019 10:39 PM
49	Do not close this bridge as it will have great effect on all businesses and comuter traffic	2/24/2019 1:42 PM
50	Access to Wheeler Airport is extremely important.	2/24/2019 10:11 AM
51	Please don't double down on an existing design. Look to the future and tie the streetcar into the downtown airport. Get one carrier like southwest to serve the downtown airport .connect downtown business to flying in to KC and riding our streetcar to downtown. In addition, KCs airport is far away from the population growth in south KC. Don't accept excuses. That's why we have a sports stadium in a random spot when it should be downtown supporting urban living and city business.	2/24/2019 10:03 AM
52	If the old bridge architecture remained. perhaps it could be a pedestrian/bicycle bridge and the new one for cars. I'd live to see that.	2/23/2019 9:21 PM
53	I drive this bridge to the airport. 635 is an alternate. Buybl volunteer for the TWA useum and it would affect our patrons as well as VML and Executive airport. Trains there Haarlem often are a nuisance,	2/23/2019 2:53 PM
54	You can't close the bridge while building a new one , the TWA Museum will be greatly hurt by this for our customers/visitors	2/23/2019 1:59 PM
55	Complete closure unacceptable	2/23/2019 1:04 PM
56	We cannot completely close down the old bridge, if we are able to build a new bridge. Always keep at least one lane open, no matter what. It will hurt downtown, the airport, etc. if we close the old bridge completely.	2/23/2019 9:58 AM
57	Closure is not good for businesses at Wheeer Downtown Airport.	2/23/2019 9:25 AM
58	I work at the TWA Museum, a non-profit, at the Downtown Airport. Any closing of the bridge has a negative impact on our business.	2/23/2019 8:59 AM
59	I volunteer at the TWA Museum at 10 Richards Road. The success of our museum depends on the access of visitors to our museum. We are a non-profit museum and our visitors are our main source of income to keep the museum operating.	2/23/2019 8:47 AM
60	Who in their right mind would tear down a perfectly good bridge? What an incredible waste of money. Why not build a light rail system instead? After all, we voted for it, and the city council in their great wisdom decided we didn't need it. A big fat city councilman appeared on channel 19 to field questions about it, and I'll never forget what he said: "We like our cars in Kansas City." What a perfect mentality for this podunk town.	2/22/2019 8:50 PM
61	An improved loop around the downtown is highly needed. The "existing" highways around the downtown core was not designed to meet today's traffic. US 169 bridge is a major bottleneck (highest priority) but other improvements on/off ramps to downtown and the west bottoms are needed as well. The West Bottoms has huge potential but is currently saddled by poor transportation/access. Major (understandably separate) funding would be needed to revitalize the West Bottoms but adequate infrastructure, such as improved access from I-35, is a critical first step.	2/22/2019 6:41 PM
62	New bridge needs to balance lots of aspects. As more people live in the northland over the next 30 years, more will be commuting down 169. Quick, direct access to I-35 and downtown are critical. The flow of cars through this 'node' is the #1 priority. I'd envision some sort of slip ramp down from the bridge that connects directly to Broadway at Independence Ave. With a longer length that should alleviate backup onto 169. That connection should be independent of other street traffic until it hits Broadway. The small block of businesses/lofts between 4th-5th/Beardsley-169 will likely need bought out/moved to accommodate the new road/bridge. That enables the remainder of River Market to be untouched. Regarding closure. I'm fine with a small closure to make the new connections between 169 and the new bridge, but it shouldn't be more than 6 months, and if possible keep the 2 northbound lanes open as much as possible.	2/22/2019 5:46 PM
63	Replacing the bridge with a direct connection to I-35 is the best option	2/22/2019 9:19 AM

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64	I lived on the hill overlooking the west bottoms for a couple of years. It seems to me to make all the connections talked about here, and do it with less right-of-way purchases, may require a bit of multiple decking, which may lengthen the space needed for the project. But I think making these connections would open up the area and be worth more than the extra work on this project. Also, it may be early to think about this yet, but to help keep traffic moving, it seems upgrades and maintenance of Fairfax Trafficway and its connections to I-70 and I-635 should be considered even though this facility is in another state.	2/21/2019 2:04 PM
65	Please don't make a boring or plain deck bridge.	2/21/2019 1:11 PM
66	I use this bridge daily to commute between Lee's Summit and the Briarcliff area. The traffic is a big problem at times. It will be nice to see a solution to this.	2/19/2019 2:05 PM
67	No	2/19/2019 10:01 AM
68	Prioritizing a direct connection to I-35 is insane. Is this 1965? Why are we deliberately trying to spend a ton of money to route interstate and suburb-to-suburb traffic through downtown when we have more highway lane-miles per capita available to accommodate that traffic by other routes than anywhere else in the country? And don't say "JoCo drivers to KCI". JoCoians are not paying for this bridge, they don't live in the neighborhood you're proposing to add a freeway interchange to, and this isn't even the fastest or highest-capacity route from JoCo to KCI anyway (I-635 is). On the other hand, I-35 to the Broadway Bridge is my fastest route to KCI (and a frequent one) from my home in Waldo, but I am just fine with adding five minutes to my drive to make the northwester corner of downtown a better place and finally to start rationalizing the absurdity that is the downtown freeway system. Let's start planning to end the highways at the periphery of downtown and to rebuild the dozens of blocks that were destroyed to accomodate them, not keep building new interchanges to route traffic that has no reason to be downtown right through the middle of it.	2/18/2019 7:41 PM
69	Love the idea of using the existing bridge for dedicated bike/ped corridor access and constructing a new bridge to the west, as long as the needs of the downtown airport are considered.	2/18/2019 10:02 AM
70	Nope	2/16/2019 10:41 PM
71	This survey is very confusing and you may recieve biased feedback due to the setup of the survey.	2/15/2019 9:58 PM
72	Aesthetic beauty and functionality are most important since the river and its bridges are among one of the many things people outside of Kansas City see. But we must also keep in mind the residents who use the bridge on a daily basis. I highly recommend making a pedestrian/bike walkway under or above the driving section of the bridge as many other cities do or have them along the same level such as the Brooklyn Bridge. Ensure direct access between the Airport, downtown NKC, downtown KC, and River Market via car and bike/walking. This is also an opportunity to lay the infrastructure down for light rail (ie. streetcar expansion)	2/15/2019 10:32 AM
73	I think replacement is the best long term solution. A direct connection to I-35 is preferred and would free up additional development space. I think a heavy emphasis should be placed on making the bridge bike and pedestrian friendly and a landmark for the city. In addition, if the existing bridge could be converted to a bike/pedestrian only bridge with some minor improvements in a rails to trails type conversion I think it would be an incredible feature for the city.	2/14/2019 3:50 PM
74	Remove North Loop.	2/14/2019 3:04 PM
75	no new info presented, not much progress made from PEL based on what was displayed	2/14/2019 9:34 AM
76	Ongoing operational and maintenance costs is a concern as well. In addition, would a signature bridge be cost prohibitive on the operational/maintenance budget?	2/14/2019 7:45 AM
77	I'm concerned about the bike/pedestrian connection. There are currently bike/ped accommodations on the Heart of America Bridge which aren't adequately maintained (regular sweeping & timely snow removal). MoDOT needs to include written guidelines for how they are going to provide ongoing care of bike/ped facilities for a new bridge.	2/14/2019 7:40 AM
78	We want and need a new bridge that connects direct into 35/west loop. Also, removal of Northloop is much desired	2/14/2019 12:53 AM
79	Why are you going backwards? The previous study on this determined the existing bridge has to go. Why did you go from showing exact alignments of a bridge to now showing a corridor. This is a big regression and is wasting time and money.	2/13/2019 9:11 PM

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80	I would like to see a plan where the north loop freeway is removed and freeway traffic from the roadway extension/169 can connect directly to the Lewis and Clark Viaduct/70 and the West Loop/35. Ideally, a series of ramp-style overcrossings could connect the roadway extension to the NW intersection of the downtown loop while keeping the current 3-arch bridge for pedestrians/bicycles and local traffic (to Wheeler/Downtown Airport for example). I realize that space in this area is limited without removing existing structures, in the scenario I'm imagining the freeway-to-freeway overcrossings would have a height and width limit and the northern and southern entrances to the current bridge would be redesigned to take up less space. Lastly, I think it would be nice to remove the roadway viaduct over 4th and 3rd Street at the southern entrance to the O'Neil bridge and redesign the road to an at-grade boulevard with two to three lanes of bi-directional traffic with bike lanes and landscaping (similar to how Kansas City has redesigned other roads with a 'road diet'). I think that lowering the O'Neil and Heart of America bridges to at-grade in downtown is better for the health of the neighborhood. If the current bridge is unsalvageable and a new bridge were to be built directly in place of the current then I think the freeway system should be redesigned to an at-grade boulevard to make it pedestrian friendly, and I would like to see a new iconic structure built, similar to the Bond Bridge, though my preference would be keeping and strengthening the current structure, and moving freeway traffic to connector-ramps to 35. I do not have a preference for a direction connection to downtown/CBD or the West Bottoms for a new bridge because if new ramps connection I-35 and US-169 traffic then the 12th St exits accommodates traffic. I do not want to see another dull and boring monster bridge that takes up a lot of space and destroys the downtown area, like the Heart of America beige and 9 Highway did between the River Market and Columbus Park.	2/13/2019 8:28 PM
81	If this project doesn't include bike/walk facilities that will be maintained then we might as well keep the current bridge. Removal of the north loop should be a high priority.	2/13/2019 1:44 PM
82	Eliminating the congestion the bridge causes on downtown surface streets is key. This is best remedied by a new bridge that aligns and seamlessly connects to the existing I-35 highway.	2/13/2019 11:33 AM
83	Please don't cheap out on new bridge design - want it to be as special as possible within reason. NO MO-9 freeway deck. Ideally would better handle traffic from northland to DT AND help connect DT and Airport/Harlem for bike/ped commuters and future development.	2/13/2019 10:07 AM
84	Need a new bridge with pedestrian and bike access. Be sure to include plans for the removal of the north loop.	2/13/2019 9:24 AM
85	Minimize or eliminate the involvement of city hall/local politics. They managed to turn the airport procurement process into a national embarrassment. MoDOT manages this type of thing for a living, let the professionals do their jobs. Major river bridges are a unique and complex type of construction. The new Paseo bridge is beautiful and MoDOT got that built early!	2/13/2019 9:13 AM
86	Depoliticize the process. Learn from the airport mistakes. Keep the City out of it and let MoDOT run the show - they manage major construction projects for a living and understand the complexities of a major river crossing. Repeat the success of the Bond Bridge Project.	2/13/2019 8:52 AM
87	Pursuant to replacement of the bridge, I highly suggest removal of the I-70 "North Loop" and replacement with an at-grade surface street. With minor tweaks to I-670/35, traffic around the whole Downtown Loop can flow significantly better and alleviate KCK concerns regarding removal. I would not want to waste money building an I-70/35 interchange and then just have to re-do it when the loop gets replaced.	2/13/2019 7:57 AM
88	Please be mindful of the additional scope of the Beyond the Loop PEL and the bridge's role in a post I-70 world.	2/12/2019 5:59 PM
89	Don't tear down any buildings!! It's extremely expensive, wasteful, unnecessary, and destructive.	2/12/2019 4:02 PM
90	None.	2/12/2019 1:54 PM
91	The Buck O'Neil Bridge is my primary method to get across the Missouri River	2/12/2019 11:03 AM
92	Diverting commuter traffic from the roadway intersection would be my main goal. If the other old bridge could somehow stay while building the new bridge, great.	2/12/2019 9:52 AM
93	My main concerns with the current bridge include the N bound lane. If there is any kind of emergency, wreck, or stall, there is no way to get out of the way and essentially you are stuck. There is no type of shoulder or side road to bypass.	2/12/2019 9:30 AM
94	Please do not destroy more of the built environment for more roadway.	2/12/2019 9:09 AM
95	Function over form. Also take long term maintenance into account	2/12/2019 7:21 AM

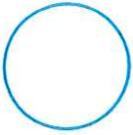
Buck O'Neil Environmental Study Public Meeting

96	N/A	2/12/2019 2:57 AM
97	Please build a new bridge that connects directly to i35.	2/12/2019 12:19 AM
98	Please ensure project planning is done so that the new bridge can easily reconnect to a removed "north loop" of I-70 if it is replaced with a surface street. Ideally this should be done in conjunction with the 169 bridge replacement project.	2/12/2019 12:18 AM
99	None	2/11/2019 8:36 AM
100	I (and probably many others) are curious about what each alternative would look like (in a detailed map with detailed-road diagrams), how will bike/ped connect from 5th St to Downtown Airport/Harlem, the timeline of the project, and the cost of each alternative.	2/10/2019 2:10 AM
101	This should be done along with removal of north Loop turning i-70 back into street	2/7/2019 9:10 PM
102	Get rid of the North Loop, so we can reconnect downtown to the City Market. Do your best to keep I-35 from negatively affecting the street grid of downtown (i.e. don't go bulldozing a bunch of buildings and using downtown land, hide the interstate as best as possible).	2/7/2019 7:55 PM
103	Downtown is for the people, not for commuters speeding thru in cars.	2/6/2019 2:43 PM
104	I have noticed that the area on the west side of the downtown airport is wide open (as I work in offices down there). Further the area near the river and northeast most corner of the downtown loop has limited buildings. That could be a good path that will give the new structure enough space and allow for the existing bridge to stay open for a longer period of time during the construction phase. It may limit costs (specifically of acquiring land) and legal battles as well and it gives room to grow as well as possible paths to connect directly to the highway in KCK and downtown KCK if deemed important. Just a thought. But I really would like a way to get down to the airport from I-35 without going through any lights. I come from Overland Park, so I have enough things slowing me down along the way without having to worry about the lights here. I am also concerned about the pedestrians that walk in the middle of the roadway divide to get down to the living areas in Little Harlem. I always worry they will stumble into the road and I accidentally hit them. So I would like for them to have an isolated safe path to cross at.	2/6/2019 11:53 AM
105	There are no questions about direct connection points for i70	2/6/2019 11:40 AM
106	none.	2/1/2019 3:06 PM
107	Thank you for the thoughtful survey!	2/1/2019 12:55 PM



8. Several businesses could be affected with construction of a new bridge. Are you concerned about impacts to **businesses**?

1 2 3 4 5 6 7 8 9 10
NOT CONCERNED VERY CONCERNED
[SCREENING CRITERIA: ENVIRONMENTAL]



9. Several residences could be affected with construction of a new bridge. Are you concerned about impacts to **residences**?

1 2 3 4 5 6 7 8 9 10
NOT CONCERNED VERY CONCERNED
[SCREENING CRITERIA: ENVIRONMENTAL]



10. Do you prefer a direct connection to the West Bottoms?

1 2 3 4 5 6 7 8 9 10
NO PREFERENCE HIGH PREFERENCE
[SCREENING CRITERIA: ACCESSIBILITY]



11. If improvements require complete closure of the US 169 crossing for a period of time, what is the maximum closure time period you find acceptable?

1 2 3 4 5 6 7 8 9 10
NO CLOSURE UP TO 2 YEAR CLOSURE
[SCREENING CRITERIA: CONSTRUCTABILITY]



12. How concerned are you about aesthetic or signature features on a new bridge?

1 2 3 4 5 6 7 8 9 10
NOT CONCERNED VERY CONCERNED
[SCREENING CRITERIA: CONSTRUCTABILITY]

What else would you like the project team to know? Please provide additional comments here: SNOW / debris / Sand removal & cleaning of ped / Bike Lane MUST be prioritized same as car lanes. We commute by bike even in winter.

As you think about the issues the project team has asked about above, please take a moment to rank your five most important issues in the circle to the left of the questions, using a scale of 1 through 5. (For these rankings, **1 is most important** to you and **5 is less important**).

Please provide your zip code: 64105

ENVIRONMENTAL STUDY

○

8. Several businesses could be affected with construction of a new bridge. Are you concerned about impacts to **businesses**?

1 2 3 4 5 6 7 8 9 10

NOT CONCERNED

VERY CONCERNED

[SCREENING CRITERIA: ENVIRONMENTAL]

○

9. Several residences could be affected with construction of a new bridge. Are you concerned about impacts to **residences**?

1 2 3 4 5 6 7 8 9 10

NOT CONCERNED

VERY CONCERNED

[SCREENING CRITERIA: ENVIRONMENTAL]

○

10. Do you prefer a direct connection to the West Bottoms?

1 2 3 4 5 6 7 8 9 10

NO PREFERENCE

HIGH PREFERENCE

[SCREENING CRITERIA: ACCESSIBILITY]

○

11. If improvements require complete closure of the US 169 crossing for a period of time, what is the maximum closure time period you find acceptable?

1 2 3 4 5 6 7 8 9 10

NO CLOSURE

UP TO 2 YEAR CLOSURE

[SCREENING CRITERIA: CONSTRUCTABILITY]

5

12. How concerned are you about aesthetic or signature features on a new bridge?

1 2 3 4 5 6 7 8 9 10

NOT CONCERNED

VERY CONCERNED

[SCREENING CRITERIA: CONSTRUCTABILITY]

What else would you like the project team to know? Please provide additional comments here:

Get Something Done ASAP

As you think about the issues the project team has asked about above, please take a moment to rank your five most important issues in the circle to the left of the questions, using a scale of 1 through 5. (For these rankings, **1 is most important** to you and **5 is less important**).

Please provide your zip code:

66224

ENVIRONMENTAL STUDY

1

8. Several businesses could be affected with construction of a new bridge. Are you concerned about impacts to **businesses**?

1 2 3 4 5 6 7 8 9 10

NOT CONCERNED

VERY CONCERNED

[SCREENING CRITERIA: ENVIRONMENTAL]

2

9. Several residences could be affected with construction of a new bridge. Are you concerned about impacts to **residences**?

1 2 3 4 5 6 7 8 9 10

NOT CONCERNED

VERY CONCERNED

[SCREENING CRITERIA: ENVIRONMENTAL]

3

10. Do you prefer a direct connection to the West Bottoms?

1 2 3 4 5 6 7 8 9 10

NO PREFERENCE

HIGH PREFERENCE

[SCREENING CRITERIA: ACCESSIBILITY]

4

11. If improvements require complete closure of the US 169 crossing for a period of time, what is the maximum closure time period you find acceptable?

1 2 3 4 5 6 7 8 9 10

NO CLOSURE

UP TO 2 YEAR CLOSURE

[SCREENING CRITERIA: CONSTRUCTABILITY]

5

12. How concerned are you about aesthetic or signature features on a new bridge?

1 2 3 4 5 6 7 8 9 10

NOT CONCERNED

VERY CONCERNED

[SCREENING CRITERIA: CONSTRUCTABILITY]

What else would you like the project team to know? Please provide additional comments here: I have heard using design build is a possibility. Leaving flexibility for the contractor to bring his ideas for a ^{solution} ~~setback~~ would be important

As you think about the issues the project team has asked about above, please take a moment to rank your five most important issues in the circle to the left of the questions, using a scale of 1 through 5. (For these rankings, **1 is most important** to you and **5 is less important**).

Please provide your zip code: 64103

ENVIRONMENTAL STUDY

8. Several businesses could be affected with construction of a new bridge. Are you concerned about impacts to **businesses**?

1 2 3 4 5 6 7 8 9 10
NOT CONCERNED VERY CONCERNED

[SCREENING CRITERIA: ENVIRONMENTAL]

9. Several residences could be affected with construction of a new bridge. Are you concerned about impacts to **residences**?

1 2 3 4 5 6 7 8 9 10
NOT CONCERNED VERY CONCERNED

[SCREENING CRITERIA: ENVIRONMENTAL]

10. Do you prefer a direct connection to the West Bottoms?

1 2 3 4 5 6 7 8 9 10
NO PREFERENCE HIGH PREFERENCE

[SCREENING CRITERIA: ACCESSIBILITY]

11. If improvements require complete closure of the US 169 crossing for a period of time, what is the maximum closure time period you find acceptable?

1 2 3 4 5 6 7 8 9 10
NO CLOSURE UP TO 2 YEAR CLOSURE

[SCREENING CRITERIA: CONSTRUCTABILITY]

12. How concerned are you about aesthetic or signature features on a new bridge?

1 2 3 4 5 6 7 8 9 10
NOT CONCERNED VERY CONCERNED

[SCREENING CRITERIA: CONSTRUCTABILITY]

What else would you like the project team to know? Please provide additional comments here: Safe bike and pedestrian access

is a non-negotiable item. Spend what is necessary to do this right, don't cheap out to reduce closure time and do something inferior.

As you think about the issues the project team has asked about above, please take a moment to rank your five most important issues in the circle to the left of the questions, using a scale of 1 through 5. (For these rankings, **1 is most important** to you and **5 is less important**).

Please provide your zip code: 64106

This is our one shot - or we'll be back here in another decade or two.

3

8. Several businesses could be affected with construction of a new bridge. Are you concerned about impacts to **businesses**?

1 2 3 4 5 6 7 8 9 10

NOT CONCERNED

VERY CONCERNED

[SCREENING CRITERIA: ENVIRONMENTAL]

2

9. Several residences could be affected with construction of a new bridge. Are you concerned about impacts to **residences**?

1 2 3 4 5 6 7 8 9 10

NOT CONCERNED

VERY CONCERNED

[SCREENING CRITERIA: ENVIRONMENTAL]

10. Do you prefer a direct connection to the West Bottoms?

1 2 3 4 5 6 7 8 9 10

NO PREFERENCE

HIGH PREFERENCE

[SCREENING CRITERIA: ACCESSIBILITY]

11. If improvements require complete closure of the US 169 crossing for a period of time, what is the maximum closure time period you find acceptable?

1 2 3 4 5 6 7 8 9 10

NO CLOSURE

UP TO 2 YEAR CLOSURE

[SCREENING CRITERIA: CONSTRUCTABILITY]

12. How concerned are you about aesthetic or signature features on a new bridge?

1 2 3 4 5 6 7 8 9 10

NOT CONCERNED

VERY CONCERNED

[SCREENING CRITERIA: CONSTRUCTABILITY]

Minimize impacts to Downtown building stock. We've destroyed enough for cars.

What else would you like the project team to know? Please provide additional comments here: Safe bike, pedestrian, and transit connections

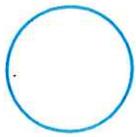
across the river and to destinations. at both ends are

a MUST for any option chosen.

As you think about the issues the project team has asked about above, please take a moment to rank your five most important issues in the circle to the left of the questions, using a scale of 1 through 5. (For these rankings, **1 is most important** to you and **5 is less important**).

Please provide your zip code: 64106

Build the option that benefits downtown workers & residents more than pass-thru commuters.



8. Several businesses could be affected with construction of a new bridge. Are you concerned about impacts to **businesses**?

1 2 3 4 5 6 7 8 9 10

NOT CONCERNED

VERY CONCERNED

[SCREENING CRITERIA: ENVIRONMENTAL]



9. Several residences could be affected with construction of a new bridge. Are you concerned about impacts to **residences**?

1 2 3 4 5 6 7 8 9 10

NOT CONCERNED

VERY CONCERNED

[SCREENING CRITERIA: ENVIRONMENTAL]



10. Do you prefer a direct connection to the West Bottoms?

1 2 3 4 5 6 7 8 9 10

NO PREFERENCE

HIGH PREFERENCE

[SCREENING CRITERIA: ACCESSIBILITY]



11. If improvements require complete closure of the US 169 crossing for a period of time, what is the maximum closure time period you find acceptable?

1 2 3 4 5 6 7 8 9 10

NO CLOSURE

UP TO 2 YEAR CLOSURE

[SCREENING CRITERIA: CONSTRUCTABILITY]



12. How concerned are you about aesthetic or signature features on a new bridge?

1 2 3 4 5 6 7 8 9 10

NOT CONCERNED

VERY CONCERNED

[SCREENING CRITERIA: CONSTRUCTABILITY]

What else would you like the project team to know? Please provide additional comments here:

Thank you for opportunity for community engagement!

As you think about the issues the project team has asked about above, please take a moment to rank your five most important issues in the circle to the left of the questions, using a scale of 1 through 5. (For these rankings, **1 is most important** to you and **5 is less important**).

Please provide your zip code: 64123

ENVIRONMENTAL STUDY



8. Several businesses could be affected with construction of a new bridge. Are you concerned about impacts to **businesses**?

1 2 3 4 5 6 7 8 9 10

NOT CONCERNED

VERY CONCERNED

[SCREENING CRITERIA: ENVIRONMENTAL]



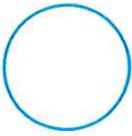
9. Several residences could be affected with construction of a new bridge. Are you concerned about impacts to **residences**?

1 2 3 4 5 6 7 8 9 10

NOT CONCERNED

VERY CONCERNED

[SCREENING CRITERIA: ENVIRONMENTAL]



10. Do you prefer a direct connection to the West Bottoms?

1 2 3 4 5 6 7 8 9 10

NO PREFERENCE

HIGH PREFERENCE

[SCREENING CRITERIA: ACCESSIBILITY]



11. If improvements require complete closure of the US 169 crossing for a period of time, what is the maximum closure time period you find acceptable?

1 2 3 4 5 6 7 8 9 10

NO CLOSURE

UP TO 2 YEAR CLOSURE

[SCREENING CRITERIA: CONSTRUCTABILITY]



12. How concerned are you about aesthetic or signature features on a new bridge?

1 2 3 4 5 6 7 8 9 10

NOT CONCERNED

VERY CONCERNED

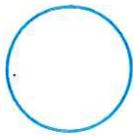
[SCREENING CRITERIA: CONSTRUCTABILITY]

What else would you like the project team to know? Please provide additional comments here: My caveat with "direct connection to downtown" is only if there are bike/ped accomodations. I would rather have commuter traffic be routed onto 35 and slower traffic be routed to local streets (i.e. not using local streets as a bypass)

As you think about the issues the project team has asked about above, please take a moment to rank your five most important issues in the circle to the left of the questions, using a scale of 1 through 5. (For these rankings, **1 is most important** to you and **5 is less important**).

Please provide your zip code: _____

ENVIRONMENTAL STUDY



8. Several businesses could be affected with construction of a new bridge. Are you concerned about impacts to **businesses**?

1 2 3 4 5 6 7 8 9 10
NOT CONCERNED VERY CONCERNED

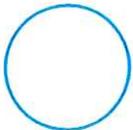
[SCREENING CRITERIA: ENVIRONMENTAL]



9. Several residences could be affected with construction of a new bridge. Are you concerned about impacts to **residences**?

1 2 3 4 5 6 7 8 9 10
NOT CONCERNED VERY CONCERNED

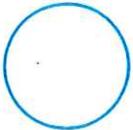
[SCREENING CRITERIA: ENVIRONMENTAL]



10. Do you prefer a direct connection to the West Bottoms?

1 2 3 4 5 6 7 8 9 10
NO PREFERENCE HIGH PREFERENCE

[SCREENING CRITERIA: ACCESSIBILITY]



11. If improvements require complete closure of the US 169 crossing for a period of time, what is the maximum closure time period you find acceptable?

1 2 3 4 5 6 7 8 9 10
NO CLOSURE UP TO 2 YEAR CLOSURE

[SCREENING CRITERIA: CONSTRUCTABILITY]



12. How concerned are you about aesthetic or signature features on a new bridge?

1 2 3 4 5 6 7 8 9 10
NOT CONCERNED VERY CONCERNED

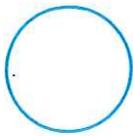
[SCREENING CRITERIA: CONSTRUCTABILITY]

What else would you like the project team to know? Please provide additional comments here: Connection to I-35, I-70, NEEDS TO BE REFLECTIVE OF THE CITY OF KANSAS CITY.

As you think about the issues the project team has asked about above, please take a moment to rank your five most important issues in the circle to the left of the questions, using a scale of 1 through 5. (For these rankings, **1 is most important** to you and **5 is less important**).

Please provide your zip code: 64105

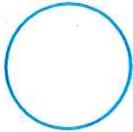
ENVIRONMENTAL STUDY



8. Several businesses could be affected with construction of a new bridge. Are you concerned about impacts to **businesses**?

1 2 3 4 5 6 7 8 9 10
NOT CONCERNED VERY CONCERNED

[SCREENING CRITERIA: ENVIRONMENTAL]



9. Several residences could be affected with construction of a new bridge. Are you concerned about impacts to **residences**?

1 2 3 4 5 6 7 8 9 10
NOT CONCERNED VERY CONCERNED

[SCREENING CRITERIA: ENVIRONMENTAL]



10. Do you prefer a direct connection to the West Bottoms?

1 2 3 4 5 6 7 8 9 10
NO PREFERENCE HIGH PREFERENCE

[SCREENING CRITERIA: ACCESSIBILITY]



11. If improvements require complete closure of the US 169 crossing for a period of time, what is the maximum closure time period you find acceptable?

1 2 3 4 5 6 7 8 9 10
NO CLOSURE UP TO 2 YEAR CLOSURE

[SCREENING CRITERIA: CONSTRUCTABILITY]



12. How concerned are you about aesthetic or signature features on a new bridge?

1 2 3 4 5 6 7 8 9 10
NOT CONCERNED VERY CONCERNED

[SCREENING CRITERIA: CONSTRUCTABILITY]

What else would you like the project team to know? Please provide additional comments here: The new bridge should be an aesthetic signature bridge.

As you think about the issues the project team has asked about above, please take a moment to rank your five most important issues in the circle to the left of the questions, using a scale of 1 through 5. (For these rankings, **1 is most important** to you and **5 is less important**).

Please provide your zip code: 64105

ENVIRONMENTAL STUDY



8. Several businesses could be affected with construction of a new bridge. Are you concerned about impacts to **businesses**?

1 2 3 4 5 6 7 8 9 10
NOT CONCERNED VERY CONCERNED

[SCREENING CRITERIA: ENVIRONMENTAL]



9. Several residences could be affected with construction of a new bridge. Are you concerned about impacts to **residences**?

1 2 3 4 5 6 7 8 9 10
NOT CONCERNED VERY CONCERNED

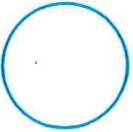
[SCREENING CRITERIA: ENVIRONMENTAL]



10. Do you prefer a direct connection to the West Bottoms?

1 2 3 4 5 6 7 8 9 10
NO PREFERENCE HIGH PREFERENCE

[SCREENING CRITERIA: ACCESSIBILITY]



11. If improvements require complete closure of the US 169 crossing for a period of time, what is the maximum closure time period you find acceptable?

1 2 3 4 5 6 7 8 9 10
NO CLOSURE UP TO 2 YEAR CLOSURE

[SCREENING CRITERIA: CONSTRUCTABILITY]



12. How concerned are you about aesthetic or signature features on a new bridge?

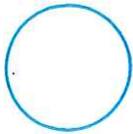
1 2 3 4 5 6 7 8 9 10
NOT CONCERNED VERY CONCERNED

[SCREENING CRITERIA: CONSTRUCTABILITY]

What else would you like the project team to know? Please provide additional comments here: The new bridge offers the opportunity to ~~take~~ divert regional traffic from local routes such as Burlington/Rt 9/HOA & that opportunity needs to be maximized so that streets that should be local routes can be, instead of being held hostage by regional traffic
As you think about the issues the project team has asked about above, please take a moment to rank your five most important issues in the circle to the left of the questions, using a scale of 1 through 5. (For these rankings, **1 is most important** to you and **5 is less important**).

Please provide your zip code: 64116

ENVIRONMENTAL STUDY



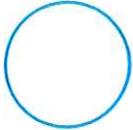
8. Several businesses could be affected with construction of a new bridge. Are you concerned about impacts to **businesses**?

1 2 3 4 5 6 7 8 9 10

NOT CONCERNED

VERY CONCERNED

[SCREENING CRITERIA: ENVIRONMENTAL]



9. Several residences could be affected with construction of a new bridge. Are you concerned about impacts to **residences**?

1 2 3 4 5 6 7 8 9 10

NOT CONCERNED

VERY CONCERNED

[SCREENING CRITERIA: ENVIRONMENTAL]



10. Do you prefer a direct connection to the West Bottoms?

1 2 3 4 5 6 7 8 9 10

NO PREFERENCE

HIGH PREFERENCE

[SCREENING CRITERIA: ACCESSIBILITY]



11. If improvements require complete closure of the US 169 crossing for a period of time, what is the maximum closure time period you find acceptable?

1 2 3 4 5 6 7 8 9 10

NO CLOSURE

UP TO 2 YEAR CLOSURE

[SCREENING CRITERIA: CONSTRUCTABILITY]



12. How concerned are you about aesthetic or signature features on a new bridge?

1 2 3 4 5 6 7 8 9 10

NOT CONCERNED

VERY CONCERNED

[SCREENING CRITERIA: CONSTRUCTABILITY]

What else would you like the project team to know? Please provide additional comments here: Avoid the "traffic light" interruptions for

I-70 & I-35 traffic, make those the primary flow

with ramps to downtown West Bottoms, local. A bike + ped (protected) lane would be great. Consider provision for future KCI rail

As you think about the issues the project team has asked about above, please take note

a moment to rank your five most important issues in the circle to the left of the questions, using a scale of 1 through 5. (For these rankings, **1 is most important** to you and **5 is less important**).

Please provide your zip code: 64086

1

8. Several businesses could be affected with construction of a new bridge. Are you concerned about impacts to **businesses**?

1 2 3 4 5 6 7 8 9 10
NOT CONCERNED VERY CONCERNED

[SCREENING CRITERIA: ENVIRONMENTAL]

2

9. Several residences could be affected with construction of a new bridge. Are you concerned about impacts to **residences**?

1 2 3 4 5 6 7 8 9 10
NOT CONCERNED VERY CONCERNED

[SCREENING CRITERIA: ENVIRONMENTAL]

3

10. Do you prefer a direct connection to the West Bottoms?

1 2 3 4 5 6 7 8 9 10
NO PREFERENCE HIGH PREFERENCE

[SCREENING CRITERIA: ACCESSIBILITY]

4

11. If improvements require complete closure of the US 169 crossing for a period of time, what is the maximum closure time period you find acceptable?

1 2 3 4 5 6 7 8 9 10
NO CLOSURE UP TO 2 YEAR CLOSURE

[SCREENING CRITERIA: CONSTRUCTABILITY]

5

12. How concerned are you about aesthetic or signature features on a new bridge?

1 2 3 4 5 6 7 8 9 10
NOT CONCERNED VERY CONCERNED

[SCREENING CRITERIA: CONSTRUCTABILITY]

What else would you like the project team to know? Please provide additional comments here:

NOT SURE WHY WE ARE HAVING THIS MEETING. SEEMS TO BE COVERING GROUND WE ALREADY AFFIRMED WITH THE PEL STUDY, WHICH HAD SIGNIFICANT PUBLIC INVOLVEMENT.

As you think about the issues the project team has asked about above, please take a moment to rank your five most important issues in the circle to the left of the questions, using a scale of 1 through 5. (For these rankings, **1 is most important** to you and **5 is less important**).

Please provide your zip code: _____

ENVIRONMENTAL STUDY



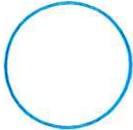
8. Several businesses could be affected with construction of a new bridge. Are you concerned about impacts to **businesses**?

1 2 3 4 5 6 7 8 9 10

NOT CONCERNED

VERY CONCERNED

[SCREENING CRITERIA: ENVIRONMENTAL]



9. Several residences could be affected with construction of a new bridge. Are you concerned about impacts to **residences**?

1 2 3 4 5 6 7 8 9 10

NOT CONCERNED

VERY CONCERNED

[SCREENING CRITERIA: ENVIRONMENTAL]



10. Do you prefer a direct connection to the West Bottoms?

1 2 3 4 5 6 7 8 9 10

NO PREFERENCE

HIGH PREFERENCE

[SCREENING CRITERIA: ACCESSIBILITY]



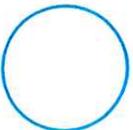
11. If improvements require complete closure of the US 169 crossing for a period of time, what is the maximum closure time period you find acceptable?

1 2 3 4 5 6 7 8 9 10

NO CLOSURE

UP TO 2 YEAR CLOSURE

[SCREENING CRITERIA: CONSTRUCTABILITY]



12. How concerned are you about aesthetic or signature features on a new bridge?

1 2 3 4 5 6 7 8 9 10

NOT CONCERNED

VERY CONCERNED

[SCREENING CRITERIA: CONSTRUCTABILITY]

What else would you like the project team to know? Please provide additional comments here:

Make it look like Heart of America, and a ramp to the West Bottoms on the North side.

As you think about the issues the project team has asked about above, please take a moment to rank your five most important issues in the circle to the left of the questions, using a scale of 1 through 5. (For these rankings, 1 is most important to you and 5 is less important).

Please provide your zip code: 64116

ENVIRONMENTAL STUDY

3

8. Several businesses could be affected with construction of a new bridge. Are you concerned about impacts to **businesses**?

1 2 3 4 5 6 7 8 9 10
NOT CONCERNED VERY CONCERNED

[SCREENING CRITERIA: ENVIRONMENTAL]

2

9. Several residences could be affected with construction of a new bridge. Are you concerned about impacts to **residences**?

1 2 3 4 5 6 7 8 9 10
NOT CONCERNED VERY CONCERNED

[SCREENING CRITERIA: ENVIRONMENTAL]

10. Do you prefer a direct connection to the West Bottoms?

1 2 3 4 5 6 7 8 9 10
NO PREFERENCE HIGH PREFERENCE

[SCREENING CRITERIA: ACCESSIBILITY]

11. If improvements require complete closure of the US 169 crossing for a period of time, what is the maximum closure time period you find acceptable?

1 2 3 4 5 6 7 8 9 10
NO CLOSURE UP TO 2 YEAR CLOSURE

[SCREENING CRITERIA: CONSTRUCTABILITY]

5

12. How concerned are you about aesthetic or signature features on a new bridge?

1 2 3 4 5 6 7 8 9 10
NOT CONCERNED VERY CONCERNED

[SCREENING CRITERIA: CONSTRUCTABILITY]

What else would you like the project team to know? Please provide additional comments here:

There is a lack of pedestrian and bicycle accommodation already. How would this change with a ~~road~~ plan for the bridge?

As you think about the issues the project team has asked about above, please take a moment to rank your five most important issues in the circle to the left of the questions, using a scale of 1 through 5. (For these rankings, **1 is most important** to you and **5 is less important**).

Please provide your zip code: 64111

ENVIRONMENTAL STUDY

5

8. Several businesses could be affected with construction of a new bridge. Are you concerned about impacts to **businesses**?

1 2 3 4 5 6 7 8 9 10

NOT CONCERNED

VERY CONCERNED

[SCREENING CRITERIA: ENVIRONMENTAL]

1

9. Several residences could be affected with construction of a new bridge. Are you concerned about impacts to **residences**?

1 2 3 4 5 6 7 8 9 10

NOT CONCERNED

VERY CONCERNED

[SCREENING CRITERIA: ENVIRONMENTAL]

10. Do you prefer a direct connection to the West Bottoms?

1 2 3 4 5 6 7 8 9 10

NO PREFERENCE

HIGH PREFERENCE

[SCREENING CRITERIA: ACCESSIBILITY]

11. If improvements require complete closure of the US 169 crossing for a period of time, what is the maximum closure time period you find acceptable?

1 2 3 4 5 6 7 8 9 10

NO CLOSURE

UP TO 2 YEAR CLOSURE

[SCREENING CRITERIA: CONSTRUCTABILITY]

12. How concerned are you about aesthetic or signature features on a new bridge?

1 2 3 4 5 6 7 8 9 10

NOT CONCERNED

VERY CONCERNED

[SCREENING CRITERIA: CONSTRUCTABILITY]

What else would you like the project team to know? Please provide additional comments here: I support a direct 1-35 connection with an alignment

that avoids historic residential properties in the River Market and
removes through traffic from downtown streets. Move the bridge, lower Rte 9
and remove the North Loop.

As you think about the issues the project team has asked about above, please take a moment to rank your five most important issues in the circle to the left of the questions, using a scale of 1 through 5. (For these rankings, **1 is most important** to you and **5 is less important**).

Please provide your zip code: 64106

ENVIRONMENTAL STUDY

1

8. Several businesses could be affected with construction of a new bridge. Are you concerned about impacts to **businesses**?

1 2 3 4 5 6 7 8 9 10
NOT CONCERNED VERY CONCERNED

[SCREENING CRITERIA: ENVIRONMENTAL]

4

9. Several residences could be affected with construction of a new bridge. Are you concerned about impacts to **residences**?

1 2 3 4 5 6 7 8 9 10
NOT CONCERNED VERY CONCERNED

[SCREENING CRITERIA: ENVIRONMENTAL]

1

10. Do you prefer a direct connection to the West Bottoms?

1 2 3 4 5 6 7 8 9 10
NO PREFERENCE HIGH PREFERENCE

[SCREENING CRITERIA: ACCESSIBILITY]

5

11. If improvements require complete closure of the US 169 crossing for a period of time, what is the maximum closure time period you find acceptable?

1 2 3 4 5 6 7 8 9 10
NO CLOSURE UP TO 2 YEAR CLOSURE

[SCREENING CRITERIA: CONSTRUCTABILITY]

3

12. How concerned are you about aesthetic or signature features on a new bridge?

1 2 3 4 5 6 7 8 9 10
NOT CONCERNED VERY CONCERNED

[SCREENING CRITERIA: CONSTRUCTABILITY]

What else would you like the project team to know? Please provide additional comments here: DON'T RAZE LANDMARK LOFTS.

PRIORITIZE PEDESTRIAN & CYCLE ACCESS.

RE-USE EXISTING BRIDGE FOR PEDESTRIAN / CYCLE ACCESS

As you think about the issues the project team has asked about above, please take a moment to rank your five most important issues in the circle to the left of the questions, using a scale of 1 through 5. (For these rankings, **1 is most important** to you and **5 is less important**).

Please provide your zip code: 64111

ENVIRONMENTAL STUDY

○

8. Several businesses could be affected with construction of a new bridge. Are you concerned about impacts to **businesses**?

1 2 3 4 5 6 7 8 9 10
NOT CONCERNED VERY CONCERNED

[SCREENING CRITERIA: ENVIRONMENTAL]

○

9. Several residences could be affected with construction of a new bridge. Are you concerned about impacts to **residences**?

1 2 3 4 5 6 7 8 9 10
NOT CONCERNED VERY CONCERNED

[SCREENING CRITERIA: ENVIRONMENTAL]

○
5
1

10. Do you prefer a direct connection to the West Bottoms?

1 2 3 4 5 6 7 8 9 10
NO PREFERENCE HIGH PREFERENCE

[SCREENING CRITERIA: ACCESSIBILITY]

○

11. If improvements require complete closure of the US 169 crossing for a period of time, what is the maximum closure time period you find acceptable?

1 2 3 4 5 6 7 8 9 10
NO CLOSURE UP TO 2 YEAR CLOSURE

[SCREENING CRITERIA: CONSTRUCTABILITY]

○

12. How concerned are you about aesthetic or signature features on a new bridge?

1 2 3 4 5 6 7 8 9 10
NOT CONCERNED VERY CONCERNED

[SCREENING CRITERIA: CONSTRUCTABILITY]

What else would you like the project team to know? Please provide additional comments here: ALL OF THE CONNECTIONS ARE IMPORTANT!

DOWNTOWN ^{WEST} BOTTOMS, I 35

As you think about the issues the project team has asked about above, please take a moment to rank your five most important issues in the circle to the left of the questions, using a scale of 1 through 5. (For these rankings, **1 is most important** to you and **5 is less important**).

Please provide your zip code: 64112

ENVIRONMENTAL STUDY

4

8. Several businesses could be affected with construction of a new bridge. Are you concerned about impacts to **businesses**?

1 2 3 4 5 6 7 8 9 10
NOT CONCERNED VERY CONCERNED

[SCREENING CRITERIA: ENVIRONMENTAL]

9. Several residences could be affected with construction of a new bridge. Are you concerned about impacts to **residences**?

1 2 3 4 5 6 7 8 9 10
NOT CONCERNED VERY CONCERNED

[SCREENING CRITERIA: ENVIRONMENTAL]

10. Do you prefer a direct connection to the West Bottoms?

1 2 3 4 5 6 7 8 9 10
NO PREFERENCE HIGH PREFERENCE

[SCREENING CRITERIA: ACCESSIBILITY]

11. If improvements require complete closure of the US 169 crossing for a period of time, what is the maximum closure time period you find acceptable?

1 2 3 4 5 6 7 8 9 10
NO CLOSURE UP TO 2 YEAR CLOSURE

[SCREENING CRITERIA: CONSTRUCTABILITY]

12. How concerned are you about aesthetic or signature features on a new bridge?

1 2 3 4 5 6 7 8 9 10
NOT CONCERNED VERY CONCERNED

[SCREENING CRITERIA: CONSTRUCTABILITY]

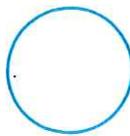
What else would you like the project team to know? Please provide additional comments here:

What about Down town air part?

As you think about the issues the project team has asked about above, please take a moment to rank your five most important issues in the circle to the left of the questions, using a scale of 1 through 5. (For these rankings, 1 is most important to you and 5 is less important).

Please provide your zip code: 64116

ENVIRONMENTAL STUDY



8. Several businesses could be affected with construction of a new bridge. Are you concerned about impacts to **businesses**?

1 2 3 4 5 6 7 8 9 10

NOT CONCERNED

VERY CONCERNED

[SCREENING CRITERIA: ENVIRONMENTAL]



9. Several residences could be affected with construction of a new bridge. Are you concerned about impacts to **residences**?

1 2 3 4 5 6 7 8 9 10

NOT CONCERNED

VERY CONCERNED

[SCREENING CRITERIA: ENVIRONMENTAL]



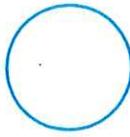
10. Do you prefer a direct connection to the West Bottoms?

1 2 3 4 5 6 7 8 9 10

NO PREFERENCE

HIGH PREFERENCE

[SCREENING CRITERIA: ACCESSIBILITY]



11. If improvements require complete closure of the US 169 crossing for a period of time, what is the maximum closure time period you find acceptable?

1 2 3 4 5 6 7 8 9 10

NO CLOSURE

UP TO 2 YEAR CLOSURE

[SCREENING CRITERIA: CONSTRUCTABILITY]



12. How concerned are you about aesthetic or signature features on a new bridge?

1 2 3 4 5 6 7 8 9 10

NOT CONCERNED

VERY CONCERNED

[SCREENING CRITERIA: CONSTRUCTABILITY]

What else would you like the project team to know? Please provide additional comments here: Use existing bridge for downtown direct plus

pedestrian/bicycle path and public transit into downtown -

preferably light rail! Keep old buildings - KC has already destroyed way too much of its architectural history.

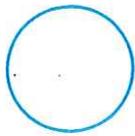
As you think about the issues the project team has asked about above, please take a moment to rank your five most important issues in the circle to the left of the questions, using a scale of 1 through 5. (For these rankings, **1 is most important** to you and **5 is less important**).

up to the airport!

Please provide your zip code:

64116

ENVIRONMENTAL STUDY



8. Several businesses could be affected with construction of a new bridge. Are you concerned about impacts to **businesses**?

1 2 3 4 5 6 7 8 9 10

NOT CONCERNED

VERY CONCERNED

[SCREENING CRITERIA: ENVIRONMENTAL]



9. Several residences could be affected with construction of a new bridge. Are you concerned about impacts to **residences**?

1 2 3 4 5 6 7 8 9 10

NOT CONCERNED

VERY CONCERNED

[SCREENING CRITERIA: ENVIRONMENTAL]



10. Do you prefer a direct connection to the West Bottoms?

1 2 3 4 5 6 7 8 9 10

NO PREFERENCE

HIGH PREFERENCE

[SCREENING CRITERIA: ACCESSIBILITY]



11. If improvements require complete closure of the US 169 crossing for a period of time, what is the maximum closure time period you find acceptable?

1 2 3 4 5 6 7 8 9 10

NO CLOSURE

UP TO 2 YEAR CLOSURE

[SCREENING CRITERIA: CONSTRUCTABILITY]



12. How concerned are you about aesthetic or signature features on a new bridge?

1 2 3 4 5 6 7 8 9 10

NOT CONCERNED

VERY CONCERNED

[SCREENING CRITERIA: CONSTRUCTABILITY]

What else would you like the project team to know? Please provide additional comments here:

EASING THE BOTTLE NECK IN TRAFFIC FLOW ACROSS THE RIVER IS REALLY NEEDED. ACCESS TO THE RIVER, HARLEM & THE POTENTIAL FOR BIKES & PEDESTRIANS IS IMPERATIVE

As you think about the issues the project team has asked about above, please take a moment to rank your five most important issues in the circle to the left of the questions, using a scale of 1 through 5. (For these rankings, 1 is most important to you and 5 is less important).

Please provide your zip code: 604116

ENVIRONMENTAL STUDY

1

8. Several businesses could be affected with construction of a new bridge. Are you concerned about impacts to **businesses**?

1 2 3 4 5 6 7 8 9 10
NOT CONCERNED VERY CONCERNED

[SCREENING CRITERIA: ENVIRONMENTAL]

9. Several residences could be affected with construction of a new bridge. Are you concerned about impacts to **residences**?

1 2 3 4 5 6 7 8 9 10
NOT CONCERNED VERY CONCERNED

[SCREENING CRITERIA: ENVIRONMENTAL]

10. Do you prefer a direct connection to the West Bottoms?

1 2 3 4 5 6 7 8 9 10
NO PREFERENCE HIGH PREFERENCE

[SCREENING CRITERIA: ACCESSIBILITY]

2

11. If improvements require complete closure of the US 169 crossing for a period of time, what is the maximum closure time period you find acceptable?

1 2 3 4 5 6 7 8 9 10
NO CLOSURE UP TO 2 YEAR CLOSURE

[SCREENING CRITERIA: CONSTRUCTABILITY]

12. How concerned are you about aesthetic or signature features on a new bridge?

1 2 3 4 5 6 7 8 9 10
NOT CONCERNED VERY CONCERNED

[SCREENING CRITERIA: CONSTRUCTABILITY]

What else would you like the project team to know? Please provide additional comments here: Ensure Airport Airspace is protected

As you think about the issues the project team has asked about above, please take a moment to rank your five most important issues in the circle to the left of the questions, using a scale of 1 through 5. (For these rankings, **1 is most important** to you and **5 is less important**).

Please provide your zip code: 64116

ENVIRONMENTAL STUDY

○

8. Several businesses could be affected with construction of a new bridge. Are you concerned about impacts to **businesses**?

1 2 3 4 5 6 7 8 9 10

NOT CONCERNED

VERY CONCERNED

[SCREENING CRITERIA: ENVIRONMENTAL]

○

9. Several residences could be affected with construction of a new bridge. Are you concerned about impacts to **residences**?

1 2 3 4 5 6 7 8 9 10

NOT CONCERNED

VERY CONCERNED

[SCREENING CRITERIA: ENVIRONMENTAL]

○

10. Do you prefer a direct connection to the West Bottoms?

1 2 3 4 5 6 7 8 9 10

NO PREFERENCE

HIGH PREFERENCE

[SCREENING CRITERIA: ACCESSIBILITY]

4

11. If improvements require complete closure of the US 169 crossing for a period of time, what is the maximum closure time period you find acceptable?

1 2 3 4 5 6 7 8 9 10

NO CLOSURE

UP TO 2 YEAR CLOSURE

[SCREENING CRITERIA: CONSTRUCTABILITY]

5

12. How concerned are you about aesthetic or signature features on a new bridge?

1 2 3 4 5 6 7 8 9 10

NOT CONCERNED

VERY CONCERNED

[SCREENING CRITERIA: CONSTRUCTABILITY]

What else would you like the project team to know? Please provide additional comments here:

We desperately need safe bike/ped access, and a new bridge is the only way to do it

As you think about the issues the project team has asked about above, please take a moment to rank your five most important issues in the circle to the left of the questions, using a scale of 1 through 5. (For these rankings, 1 is most important to you and 5 is less important).

Please provide your zip code: 64108



8. Several businesses could be affected with construction of a new bridge. Are you concerned about impacts to **businesses**?

1 2 3 4 5 6 7 8 9 10

NOT CONCERNED

VERY CONCERNED

[SCREENING CRITERIA: ENVIRONMENTAL]



9. Several residences could be affected with construction of a new bridge. Are you concerned about impacts to **residences**?

1 2 3 4 5 6 7 8 9 10

NOT CONCERNED

VERY CONCERNED

[SCREENING CRITERIA: ENVIRONMENTAL]



10. Do you prefer a direct connection to the West Bottoms?

1 2 3 4 5 6 7 8 9 10

NO PREFERENCE

HIGH PREFERENCE

[SCREENING CRITERIA: ACCESSIBILITY]



11. If improvements require complete closure of the US 169 crossing for a period of time, what is the maximum closure time period you find acceptable?

1 2 3 4 5 6 7 8 9 10

NO CLOSURE

UP TO 2 YEAR CLOSURE

[SCREENING CRITERIA: CONSTRUCTABILITY]



12. How concerned are you about aesthetic or signature features on a new bridge?

1 2 3 4 5 6 7 8 9 10

NOT CONCERNED

VERY CONCERNED

[SCREENING CRITERIA: CONSTRUCTABILITY]

What else would you like the project team to know? Please provide additional comments here: Be sure of interrupted service to Wheeler Downtown Airport so as not to jeopardize FAA Tower operations - if shut down probably lost

As you think about the issues the project team has asked about above, please take a moment to rank your five most important issues in the circle to the left of the questions, using a scale of 1 through 5. (For these rankings, **1 is most important** to you and **5 is less important**).

Please provide your zip code: 64118



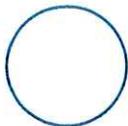
8. Several businesses could be affected with construction of a new bridge. Are you concerned about impacts to **businesses**?

1 2 3 4 5 6 7 8 9 10

NOT CONCERNED

VERY CONCERNED

[SCREENING CRITERIA: ENVIRONMENTAL]



9. Several residences could be affected with construction of a new bridge. Are you concerned about impacts to **residences**?

1 2 3 4 5 6 7 8 9 10

NOT CONCERNED

VERY CONCERNED

[SCREENING CRITERIA: ENVIRONMENTAL]



10. Do you prefer a direct connection to the West Bottoms?

1 2 3 4 5 6 7 8 9 10

NO PREFERENCE

HIGH PREFERENCE

[SCREENING CRITERIA: ACCESSIBILITY]



11. If improvements require complete closure of the US 169 crossing for a period of time, what is the maximum closure time period you find acceptable?

1 2 3 4 5 6 7 8 9 10

NO CLOSURE

UP TO 2 YEAR CLOSURE

[SCREENING CRITERIA: CONSTRUCTABILITY]



12. How concerned are you about aesthetic or signature features on a new bridge?

1 2 3 4 5 6 7 8 9 10

NOT CONCERNED

VERY CONCERNED

[SCREENING CRITERIA: CONSTRUCTABILITY]

What else would you like the project team to know? Please provide additional comments here:

The Bridge Needs to Accommodate
future Rail

As you think about the issues the project team has asked about above, please take a moment to rank your five most important issues in the circle to the left of the questions, using a scale of 1 through 5. (For these rankings, **1 is most important** to you and **5 is less important**).

Please provide your zip code: 64068



8. Several businesses could be affected with construction of a new bridge. Are you concerned about impacts to **businesses**?

1 2 3 4 5 6 7 8 9 10

NOT CONCERNED

VERY CONCERNED

[SCREENING CRITERIA: ENVIRONMENTAL]



9. Several residences could be affected with construction of a new bridge. Are you concerned about impacts to **residences**?

1 2 3 4 5 6 7 8 9 10

NOT CONCERNED

VERY CONCERNED

[SCREENING CRITERIA: ENVIRONMENTAL]



10. Do you prefer a direct connection to the West Bottoms?

1 2 3 4 5 6 7 8 9 10

NO PREFERENCE

HIGH PREFERENCE

[SCREENING CRITERIA: ACCESSIBILITY]



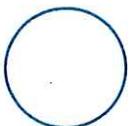
11. If improvements require complete closure of the US 169 crossing for a period of time, what is the maximum closure time period you find acceptable?

1 2 3 4 5 6 7 8 9 10

NO CLOSURE

UP TO 2 YEAR CLOSURE

[SCREENING CRITERIA: CONSTRUCTABILITY]



12. How concerned are you about aesthetic or signature features on a new bridge?

1 2 3 4 5 6 7 8 9 10

NOT CONCERNED

VERY CONCERNED

[SCREENING CRITERIA: CONSTRUCTABILITY]

What else would you like the project team to know? Please provide additional

comments here: limit dedicated bicycle lanes as they appear to be rarely used.

As you think about the issues the project team has asked about above, please take a moment to rank your five most important issues in the circle to the left of the questions, using a scale of 1 through 5. (For these rankings, **1 is most important** to you and **5 is less important**).

Please provide your zip code: 64152

1

8. Several businesses could be affected with construction of a new bridge. Are you concerned about impacts to **businesses**?

1 2 3 4 5 6 7 8 9 10

NOT CONCERNED

VERY CONCERNED

[SCREENING CRITERIA: ENVIRONMENTAL]

2

9. Several residences could be affected with construction of a new bridge. Are you concerned about impacts to **residences**?

1 2 3 4 5 6 7 8 9 10

NOT CONCERNED

VERY CONCERNED

[SCREENING CRITERIA: ENVIRONMENTAL]

10. Do you prefer a direct connection to the West Bottoms?

1 2 3 4 5 6 7 8 9 10

NO PREFERENCE

HIGH PREFERENCE

[SCREENING CRITERIA: ACCESSIBILITY]

11. If improvements require complete closure of the US 169 crossing for a period of time, what is the maximum closure time period you find acceptable?

1 2 3 4 5 6 7 8 9 10

NO CLOSURE

UP TO 2 YEAR CLOSURE

[SCREENING CRITERIA: CONSTRUCTABILITY]

12. How concerned are you about aesthetic or signature features on a new bridge?

1 2 3 4 5 6 7 8 9 10

NOT CONCERNED

VERY CONCERNED

[SCREENING CRITERIA: CONSTRUCTABILITY]

What else would you like the project team to know? Please provide additional comments here:

Minimize congestion if at all possible
Leaving traffic to Bond Bridge did not work
before - need a better alternative

As you think about the issues the project team has asked about above, please take a moment to rank your five most important issues in the circle to the left of the questions, using a scale of 1 through 5. (For these rankings, **1 is most important** to you and **5 is less important**).

Please provide your zip code: 64154

We want to know.

Comment on Buck O'Neil Environmental Study

Please drop this card in the comment box

What comments do you have about the Buck O'Neil Environmental Study?

Name Rob Stitt

Street Address 1629 NE Tawny Dr

City, State, ZIP Leas Summit MO

Phone 816 200 7848 64086

E-mail rob@robstitt.com



Missouri Department of Transportation
1-888-ASK-MODOT (265-6636)
Web site: www.modot.org/kc

I'm a lot less concerned about keeping/replacing the bridge than easy access to/from both I-70 & I-35, with protected bike + ped access - and ramp-like access to down town & the West Bottoms

Q14 Any additional comments for the study team.

existing bridge work planning drive closure living take development bike pedestrian
connects directly see N bike connection I-35 must build new bridge time right cars space
construction destroyed KC Ensure connection removal north Loop concerned ramp
connect Heart America Also north loop loop route new exit
downtown airport existing I-35 well build way
new bridge replacement downtown will bridge
going traffic end need none city road airport possible access
west I-70 River Market make along Please south keep use pedestrian flow river
want direct connection I-35 Thank good side Broadway replaced design pedestrian bicycle
bike ped close project think current bridge show area new one highway best include street
important local use bridge

Q15 Please enter your zip code

Answered: 222 Skipped: 27

#	RESPONSES	DATE
1	64155	3/7/2019 3:27 PM
2	64101	3/7/2019 2:03 PM
3	64151	3/7/2019 11:41 AM
4	64106	3/7/2019 10:24 AM
5	64152	3/7/2019 9:06 AM
6	64151	3/7/2019 8:15 AM
7	64151	3/7/2019 8:12 AM
8	64120	3/7/2019 7:56 AM
9	64105	3/7/2019 7:30 AM
10	66208	3/7/2019 6:59 AM
11	64155	3/7/2019 6:40 AM
12	64119	3/7/2019 4:37 AM
13	64119	3/7/2019 4:37 AM
14	64153	3/7/2019 12:51 AM
15	64155	3/7/2019 12:06 AM
16	64151	3/6/2019 11:39 PM
17	64118	3/6/2019 11:14 PM
18	64109	3/6/2019 11:11 PM
19	64153	3/6/2019 10:41 PM
20	64052	3/6/2019 10:37 PM
21	64150	3/6/2019 9:46 PM
22	66207	3/6/2019 9:41 PM
23	64110	3/6/2019 9:35 PM
24	64152	3/6/2019 5:30 PM
25	64151	3/6/2019 4:39 PM
26	64155	3/6/2019 4:31 PM
27	64118	3/6/2019 11:10 AM
28	64118	3/6/2019 10:39 AM
29	64150	3/6/2019 10:33 AM
30	64154	3/6/2019 9:20 AM
31	64116	3/6/2019 8:33 AM
32	64155	3/5/2019 9:40 PM
33	64151	3/5/2019 7:22 PM
34	64105	3/5/2019 4:40 PM
35	64105	3/5/2019 4:39 PM

Buck O'Neil Environmental Study Public Meeting

36	64116	3/5/2019 4:37 PM
37	Avoid the traffic light intersections for 70/35 traffic, make those the primary flow with ramps to downtown, west bottoms, local. A bike/ped lane would be great. Consider provision for future KC rail.	3/5/2019 4:34 PM
38	64116	3/5/2019 4:29 PM
39	64112	3/5/2019 4:18 PM
40	64116	3/5/2019 4:15 PM
41	64116	3/5/2019 3:57 PM
42	64116	3/5/2019 3:51 PM
43	64116	3/5/2019 3:45 PM
44	64108	3/5/2019 3:42 PM
45	64154	3/5/2019 3:15 PM
46	64105	3/5/2019 2:58 PM
47	66224	3/5/2019 2:55 PM
48	64105	3/5/2019 2:53 PM
49	64118	3/5/2019 2:33 PM
50	64157	3/5/2019 1:51 PM
51	64106	3/5/2019 1:50 PM
52	64106	3/5/2019 1:45 PM
53	64123	3/5/2019 1:39 PM
54	64105	3/5/2019 1:29 PM
55	64119	3/5/2019 1:24 PM
56	64108	3/5/2019 1:13 PM
57	64105	3/5/2019 1:11 PM
58	66204	3/5/2019 1:08 PM
59	66204	3/5/2019 12:55 PM
60	64116	3/5/2019 12:46 PM
61	64116	3/5/2019 12:39 PM
62	64116	3/5/2019 12:37 PM
63	64127	3/5/2019 12:35 PM
64	64108	3/5/2019 12:30 PM
65	64155	3/5/2019 12:23 PM
66	64158	3/5/2019 11:24 AM
67	64151	3/5/2019 10:48 AM
68	64108	3/5/2019 9:10 AM
69	64108	3/5/2019 8:13 AM
70	64110	3/4/2019 8:27 PM
71	64118	3/4/2019 6:59 PM
72	64108	3/4/2019 6:18 PM
73	64116	3/4/2019 8:25 AM
74	66202	3/1/2019 11:07 AM

Buck O'Neil Environmental Study Public Meeting

75	64152	2/28/2019 3:45 PM
76	66207	2/28/2019 1:14 PM
77	64154	2/27/2019 12:07 PM
78	64151	2/27/2019 11:59 AM
79	64151	2/27/2019 11:59 AM
80	64152	2/26/2019 10:06 PM
81	64030	2/26/2019 6:38 PM
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83	64152	2/26/2019 8:13 AM
84	64162	2/26/2019 7:38 AM
85	64152	2/25/2019 10:07 PM
86	64152	2/25/2019 9:37 PM
87	64152	2/25/2019 9:25 PM
88	64152	2/25/2019 8:52 PM
89	64151	2/25/2019 8:17 PM
90	64152	2/25/2019 8:14 PM
91	64152	2/25/2019 8:02 PM
92	64152	2/25/2019 7:55 PM
93	64152	2/25/2019 7:54 PM
94	64152	2/25/2019 7:53 PM
95	64152	2/25/2019 7:49 PM
96	64152	2/25/2019 6:52 PM
97	64152	2/25/2019 6:43 PM
98	64152	2/25/2019 6:24 PM
99	64152	2/25/2019 6:22 PM
100	64152	2/25/2019 6:08 PM
101	64116	2/25/2019 2:33 PM
102	64055	2/25/2019 2:21 PM
103	64155	2/25/2019 2:21 PM
104	64151	2/25/2019 2:07 PM
105	64079	2/25/2019 1:50 PM
106	64060	2/25/2019 9:50 AM
107	66216 / 64106	2/25/2019 9:21 AM
108	64156	2/25/2019 7:00 AM
109	64131	2/24/2019 10:39 PM
110	64151	2/24/2019 9:11 PM
111	64151	2/24/2019 2:17 PM
112	66206	2/24/2019 1:42 PM
113	64116	2/24/2019 10:11 AM
114	64111	2/24/2019 10:03 AM
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Buck O'Neil Environmental Study Public Meeting

116	64151	2/23/2019 9:21 PM
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134	64155	2/21/2019 4:41 PM
135	63074	2/21/2019 2:04 PM
136	64131	2/21/2019 1:11 PM
137	64015	2/20/2019 4:05 PM
138	66101	2/20/2019 3:18 PM
139	64106	2/19/2019 3:03 PM
140	64082	2/19/2019 2:05 PM
141	64034	2/19/2019 1:36 PM
142	66203	2/19/2019 10:01 AM
143	66219	2/19/2019 9:56 AM
144	64114	2/18/2019 7:41 PM
145	64106	2/18/2019 10:02 AM
146	64484	2/16/2019 10:41 PM
147	What consideration is given to capping the north leg of the loop in conjunction with a new bridge/corridor? Capping the loop would obviously allow for more connectivity of the River Market with the financial district and greater downtown as well as above-the-loop development opportunities.	2/15/2019 11:17 PM
148	64151	2/15/2019 9:58 PM
149	64116	2/15/2019 2:54 PM
150	64154	2/15/2019 10:32 AM
151	64105	2/15/2019 8:34 AM
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Buck O'Neil Environmental Study Public Meeting

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158	64157	2/14/2019 7:41 AM
159	64118	2/14/2019 7:40 AM
160	64153	2/14/2019 12:53 AM
161	64111	2/13/2019 10:12 PM
162	64116	2/13/2019 9:11 PM
163	64113	2/13/2019 8:28 PM
164	64151	2/13/2019 6:13 PM
165	64154	2/13/2019 3:32 PM
166	64108	2/13/2019 1:44 PM
167	64154	2/13/2019 1:12 PM
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Buck O'Neil Environmental Study Public Meeting

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205	64105	2/9/2019 9:42 PM
206	64089	2/8/2019 10:04 PM
207	64112	2/8/2019 4:41 PM
208	64105	2/7/2019 9:10 PM
209	66208	2/7/2019 7:55 PM
210	64155	2/7/2019 12:40 PM
211	64111	2/6/2019 10:22 PM
212	64105	2/6/2019 2:55 PM
213	64110	2/6/2019 2:43 PM
214	66213	2/6/2019 11:53 AM
215	66044	2/6/2019 11:40 AM
216	64105	2/6/2019 11:27 AM
217	64110	2/6/2019 11:26 AM
218	64086	2/6/2019 11:22 AM
219	64034	2/3/2019 8:46 PM
220	64063	2/1/2019 3:06 PM
221	64113	2/1/2019 12:55 PM
222	64106	2/1/2019 12:20 PM



**Kansas City
District**

Michele Sewart, 816-607-2027

August 15, 2019

Buck O'Neil Bridge Environmental Study Enters Next Phase with Online Meeting

Buck O'Neil Bridge Environmental Study Enters Next Phase as Study Team Presents Four Potential Reasonable Alternatives in Online Meeting

KANSAS CITY -- In 2018, The Missouri Department of Transportation, the City of Kansas City, Missouri, and the Federal Highway Administration [began an environmental study](#) on the Buck O'Neil Bridge. The study team hosted the first public meeting in February 2019. Today they opened [a second online meeting](#) to showcase the *four potential reasonable alternatives* for the bridge. To participate in the online meeting, [watch the video explaining the alternatives](#) then take a [follow-up survey](#) to share your thoughts on each. Review the meeting here: <http://bit.ly/2Mn85zF>

The environmental study builds on the [planning and environmental linkages \(PEL\)](#) study to further evaluate options to improve or potentially replace the U.S. 169 bridge over the Missouri River in Kansas City.

The team will also evaluate potential impacts to historic structures, including the existing Buck O'Neil Bridge, and other resources in the study area such as public parks, open spaces, cultural assets, and people and businesses in and around the area.

The study, which is scheduled to conclude in 2020, will require significant public input. In addition to the first public meeting and [this online meeting](#), there will be a third public hearing with the preferred alternatives. Learn more about the study here: <https://bit.ly/2G8MWLD>

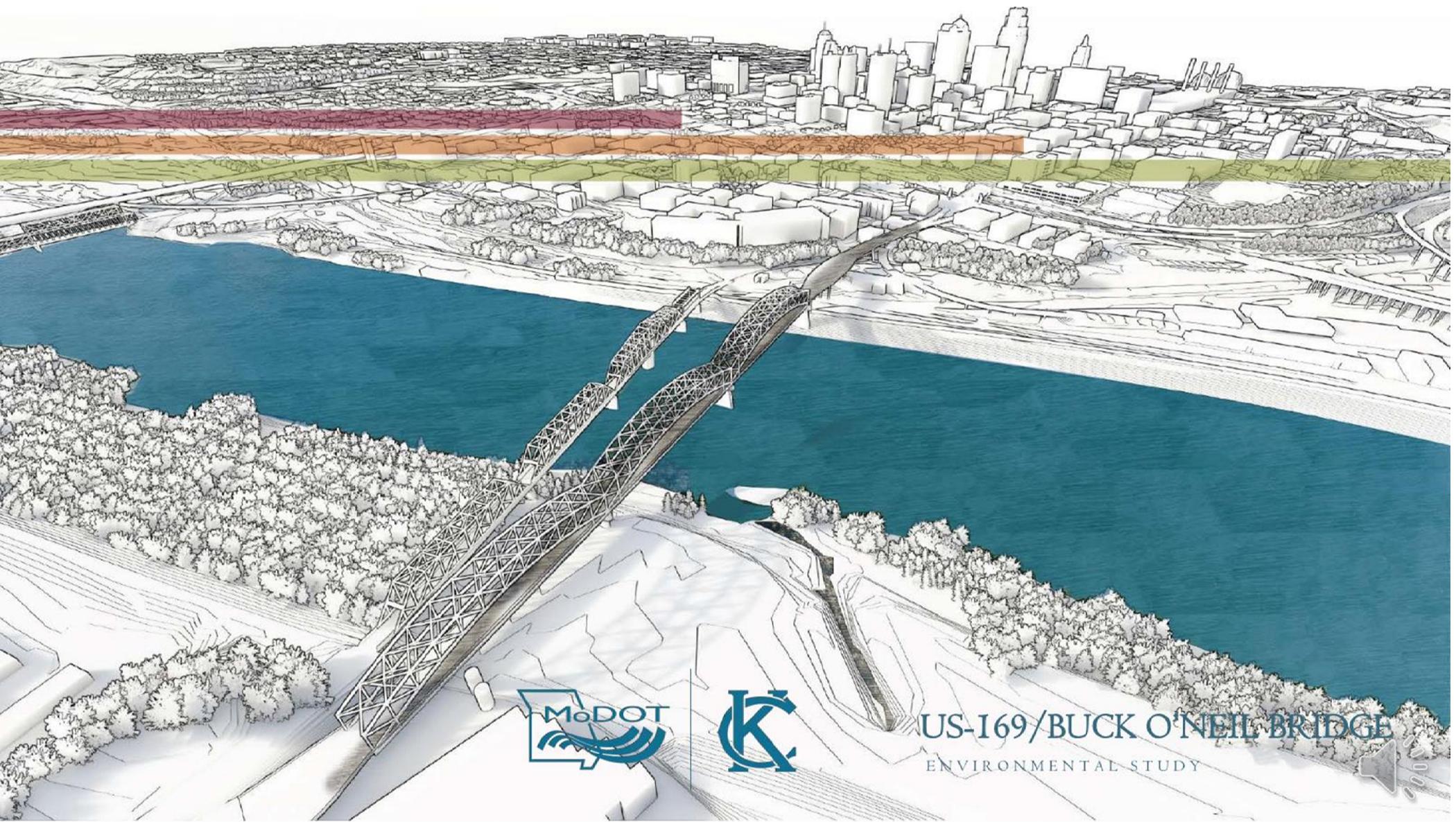
For more information about MODOT news, projects or events, please visit our website at www.modot.mo.gov/kansascity. For instant updates, follow [MODOT KC on Twitter](#), or share posts and comments on our Facebook at www.facebook.com/MoDOT.KansasCity. MODOT Kansas City maintains more than 7,000 miles of state roadway in nine counties. Sign up online [for workzone updates](#) or call 888-ASK-MODOT (275-6636).

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To view MODOT's privacy policy view <https://www.modot.org/privacy>



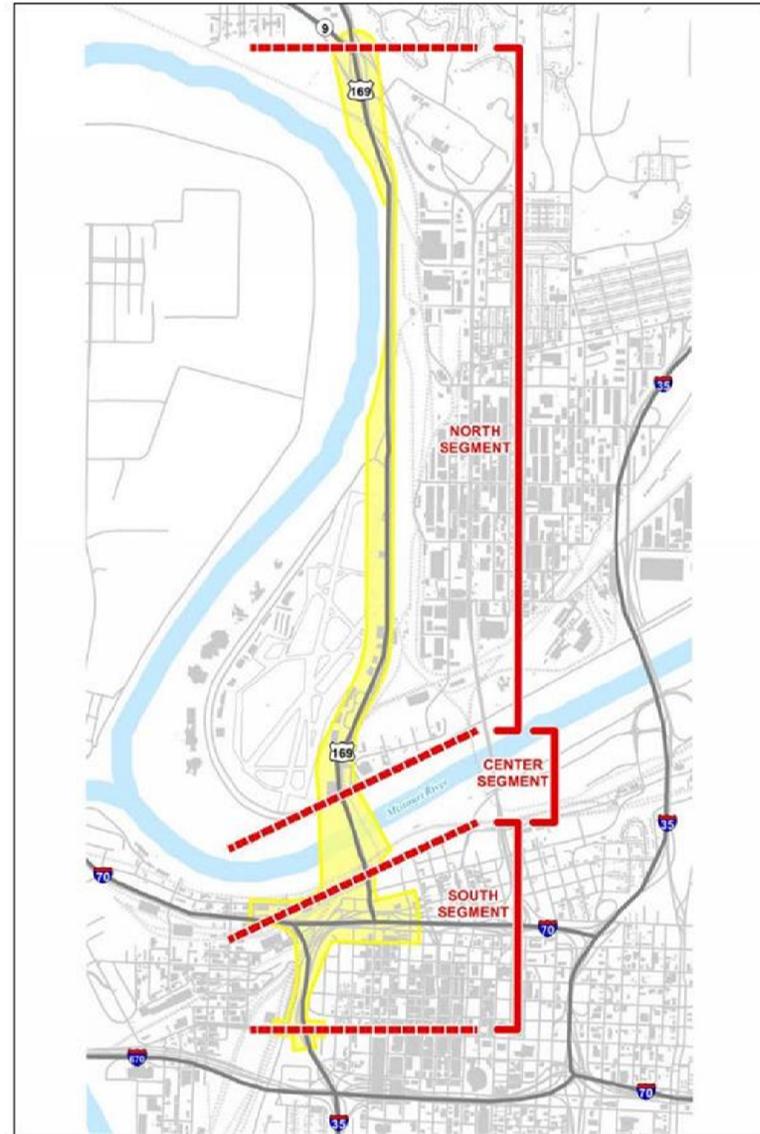
US-169/BUCK O'NEIL BRIDGE
ENVIRONMENTAL STUDY



US-169/BUCK O'NEIL BRIDGE

ENVIRONMENTAL STUDY

STUDY AREA



US-169/BUCK O'NEIL BRIDGE

ENVIRONMENTAL STUDY

- **Maintain Infrastructure**
- **Maintain reliable regional connection across the Missouri River that separates local and regional traffic and minimizes local traffic conflicts**
- **Improve operation and safety performance of crossing for all modes**

PURPOSE & NEED



US-169/BUCK O'NEIL BRIDGE

ENVIRONMENTAL STUDY

ADJUSTED PURPOSE
& NEED

- **Maintain Infrastructure**
- **Maintain reliable regional connection across the Missouri River that **SERVICES** local and regional traffic and minimizes local traffic conflicts**
- **Improve operation and safety performance of crossing for all modes**

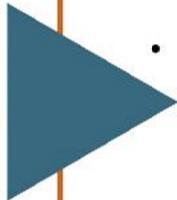


US-169/BUCK O'NEIL BRIDGE

ENVIRONMENTAL STUDY

SCREENING

INITIAL
ALTERNATIVES



SCREENING STEP 1

ALTERNATIVES SCREENED AGAINST PROJECT PURPOSE & NEED

- Maintain Infrastructure
- Maintain reliable regional connection across the Missouri River that **SERVICES** local and regional traffic and minimizes local traffic conflicts
- Improve operation and safety performance of crossing for all modes



**PUBLIC INPUT INFORMS
PURPOSE & NEED**

SCREENING STEP 2

ALTERNATIVES SCREENED AGAINST PERFORMANCE AREAS

- INFRASTRUCTURE
- MOBILITY
- ACCESSIBILITY
- ENVIRONMENT
- CONSTRUCTABILITY



**PUBLIC INPUT
INFORMS CRITERIA**

TODAY



**POTENTIAL
REASONABLE
ALTERNATIVES
FOR DETAILED
STUDY/INPUT**



US-169/BUCK O'NEIL BRIDGE

ENVIRONMENTAL STUDY

TODAY

4

POTENTIAL
REASONABLE
ALTERNATIVES
FOR DETAILED
STUDY/INPUT

1. **No Build Alternative**
2. **West New Bridge Alternative**
3. **Central New Bridge Alternative**
4. **Adjacent New Bridge Alternative**



WE WANT TO HEAR FROM YOU



SCREENING

MAINTAIN/REPAIR EXISTING CROSSING

NO BUILD ALTERNATIVE

PROS:

- EXISTING BUCK O'NEIL BRIDGE REMAINS IN PLACE
- NO NEW RIGHT OF WAY NEEDED
- NO CONSTRUCTION IMPACTS TO NATURAL FEATURES

CONS:

- DOES NOT REPLACE OR IMPROVE AGING INFRASTRUCTURE
- DOES NOT IMPROVE LOCAL AND REGIONAL TRAFFIC CONNECTIONS
- DOES NOT ACCOMMODATE BICYCLES AND PEDESTRIANS - BRIDGE STRUCTURE CANNOT BE MODIFIED TO ACCOMMODATE BIKE/PED FACILITIES
- DOES NOT INCLUDE MAJOR REHABILITATION



NEW RIVER CROSSING – BRIDGE ON WEST ALIGNMENT

WEST ALTERNATIVE

RAMPS AT 5TH & 6TH STREET, DIRECT CONNECT TO I-35

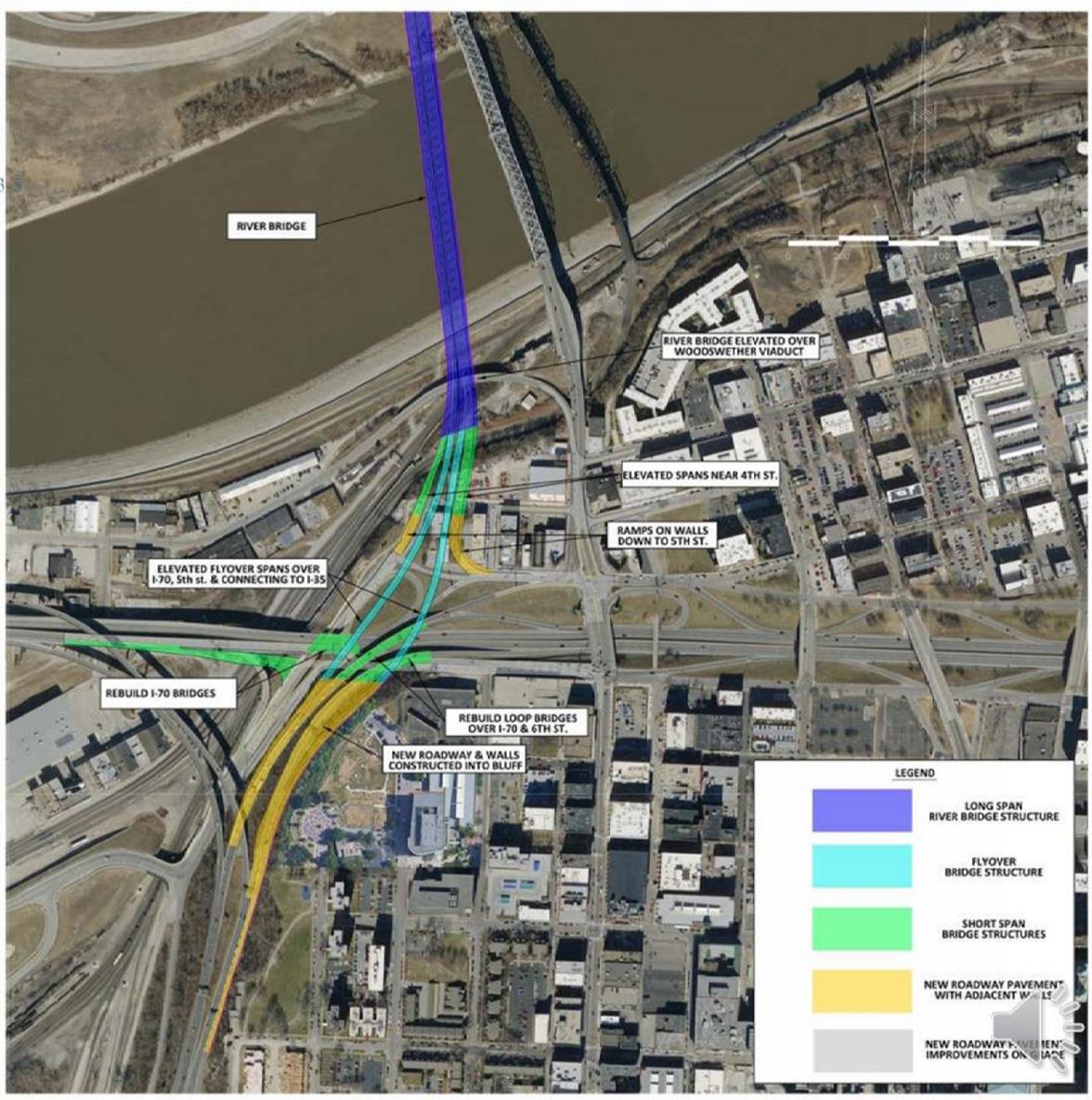
PROS:

- PROVIDES NEW RIVER BRIDGE
- ACCOMMODATES BICYCLES AND PEDESTRIANS
- IMPROVES AIRPORT AND DOWNTOWN ACCESS
- PROVIDES DIRECT CONNECTIONS TO I-35
- IMPROVES COMMUNITY CONNECTIVITY
- MINIMIZES AMOUNT OF NEW RIGHT OF WAY NEEDED
- MINIMIZES CONSTRUCTION CLOSURE DURATION FOR US-169 & BROADWAY

CONS:

- REMOVES EXISTING BUCK O'NEIL BRIDGE
- TEMPORARY CLOSURES ALONG I-70 REQUIRED DURING CONSTRUCTION

ESTIMATED CONSTRUCTION COST \$230-\$250 MILLION



NEW RIVER CROSSING – BRIDGE ON CENTRAL ALIGNMENT

CENTRAL ALTERNATIVE

RAMPS AT BROADWAY, DIRECT CONNECT TO I-35

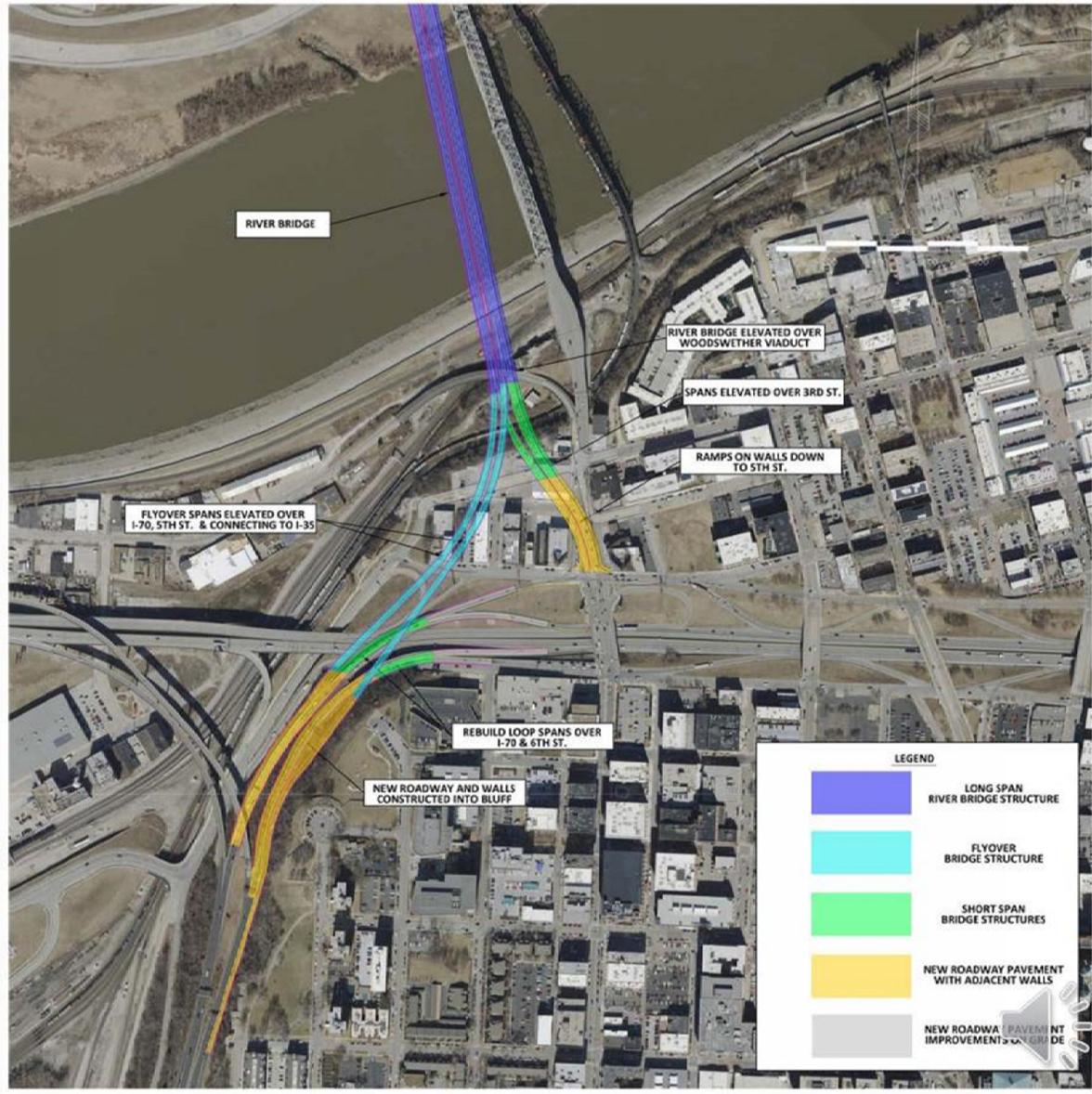
PROS:

- PROVIDES NEW RIVER BRIDGE
- ACCOMMODATES BICYCLES AND PEDESTRIANS
- IMPROVES AIRPORT AND DOWNTOWN ACCESS
- PROVIDES DIRECT CONNECTIONS TO I-35
- PARTIALLY IMPROVES COMMUNITY CONNECTIVITY

CONS:

- REMOVES EXISTING BUCK O'NEIL BRIDGE
- ADDITIONAL RIGHT OF WAY NEEDED
- TEMPORARY CLOSURES ALONG US-169 AND I-70 REQUIRED FOR A MODERATE TIME PERIOD DURING CONSTRUCTION

ESTIMATED CONSTRUCTION COST \$210-\$230 MILLION



NEW RIVER CROSSING – WEST OR CENTRAL ALIGNMENT

WEST OR CENTRAL ALTERNATIVE

DIRECT CONNECT TO I-35

LOOKING WEST FROM 6TH STREET AND BROADWAY



NEW RIVER CROSSING – BRIDGE ON ADJACENT ALIGNMENT

ADJACENT ALTERNATIVE

OPTION 1

CAPACITY IMPROVEMENTS AT 5TH & BROADWAY
NO DIRECT CONNECT TO I-35

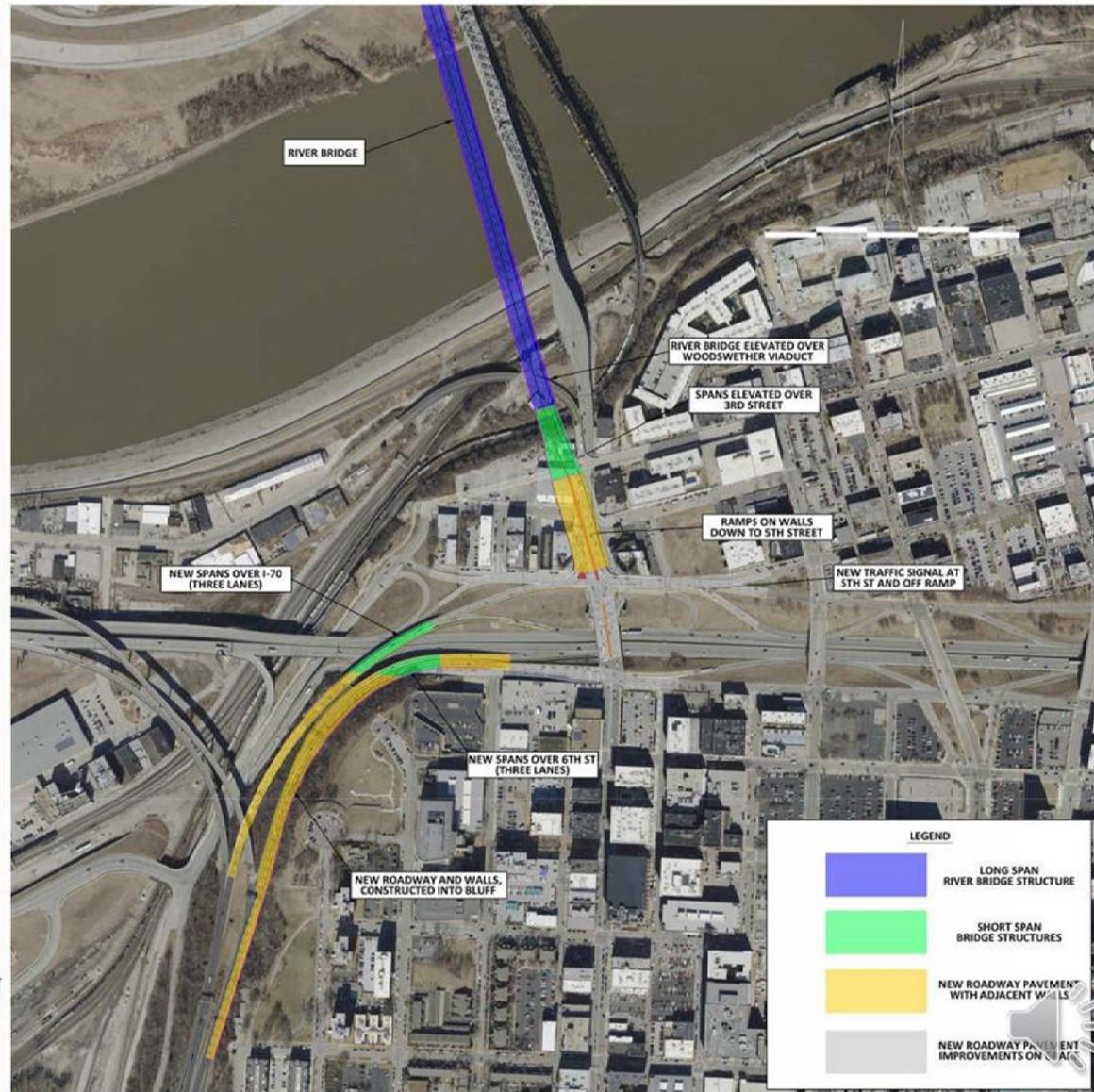
PROS:

- PROVIDES NEW RIVER BRIDGE
- ACCOMMODATES BICYCLES AND PEDESTRIANS
- IMPROVES DOWNTOWN ACCESS
- MINIMIZES AMOUNT OF NEW RIGHT OF WAY NEEDED

CONS:

- REMOVES EXISTING BUCK O'NEIL BRIDGE
- NO DIRECT CONNECTIONS TO I-35
- DOES NOT IMPROVE COMMUNITY CONNECTIVITY
- TEMPORARY CLOSURES ALONG US-169 AND BROADWAY REQUIRED FOR A MODERATE TIME PERIOD DURING CONSTRUCTION

ESTIMATED CONSTRUCTION COST \$180-\$200 MILLION



NEW RIVER CROSSING – BRIDGE ON ADJACENT ALIGNMENT

ADJACENT ALTERNATIVE

OPTION 2

CAPACITY IMPROVEMENTS AT 5TH & BROADWAY
 FUTURE DIRECT CONNECT TO I-35

PROS:

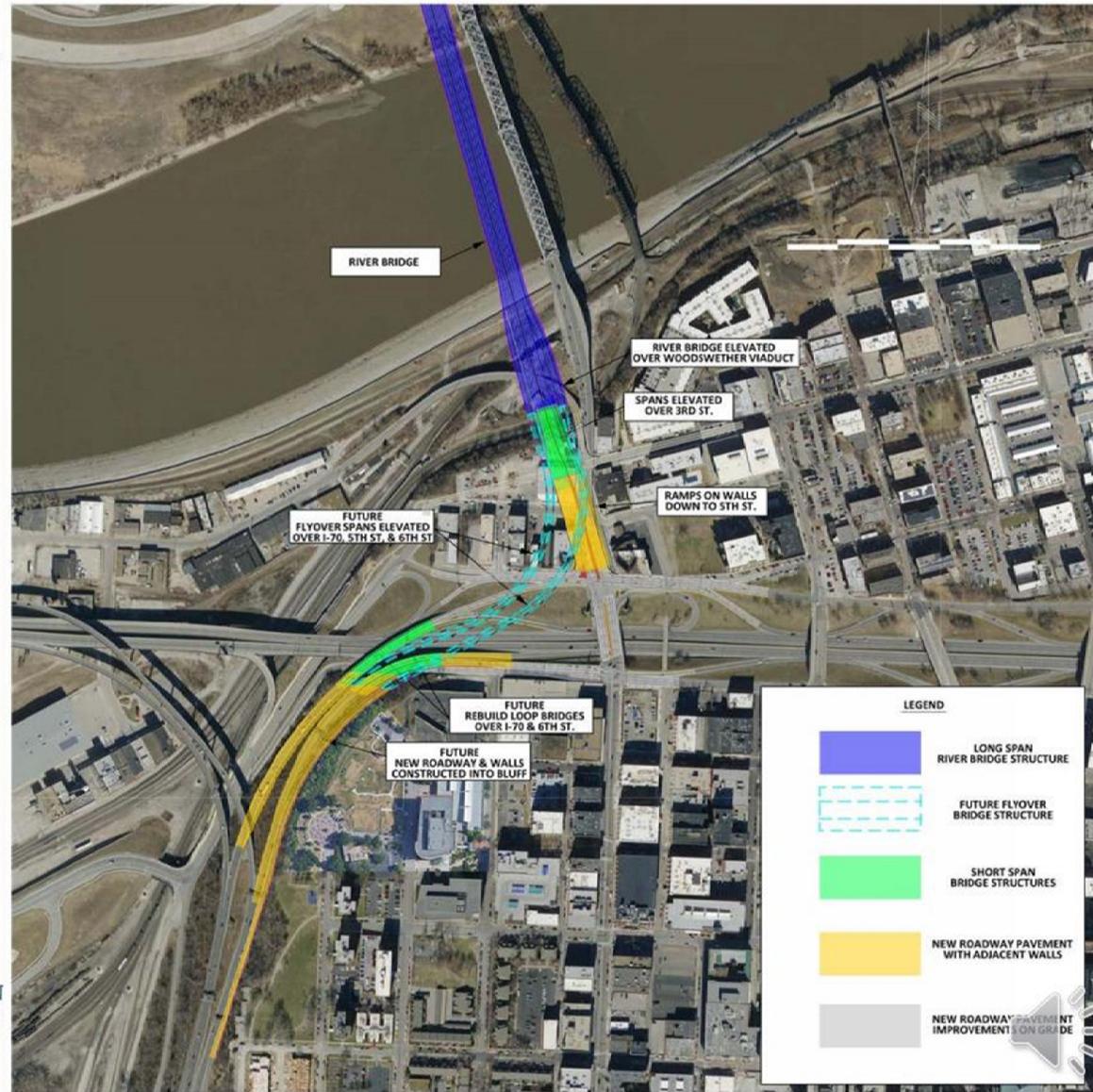
- PROVIDES NEW RIVER BRIDGE
- ACCOMMODATES BICYCLES AND PEDESTRIANS
- IMPROVES AIRPORT AND DOWNTOWN ACCESS
- PROVIDES FOR FUTURE DIRECT CONNECTIONS TO I-35
- MINIMIZES AMOUNT OF NEW RIGHT OF WAY NEEDED

CONS:

- REMOVES EXISTING BUCK O'NEIL BRIDGE
- DOES NOT IMPROVE COMMUNITY CONNECTIVITY
- MODERATE CONSTRUCTION CLOSURE DURATION FOR US-169 & BROADWAY

ESTIMATED CONSTRUCTION COST \$180-\$200 MILLION
 INITIALLY, ADDITIONAL FUTURE COSTS TO PROVIDE
 DIRECT CONNECT RAMPS TO I-35

ALTERNATIVES



NEW RIVER CROSSING – BRIDGE ON ADJACENT ALIGNMENT

ADJACENT ALTERNATIVE

OPTION 3

RAMPS AT BROADWAY, DIRECT CONNECT TO I-35

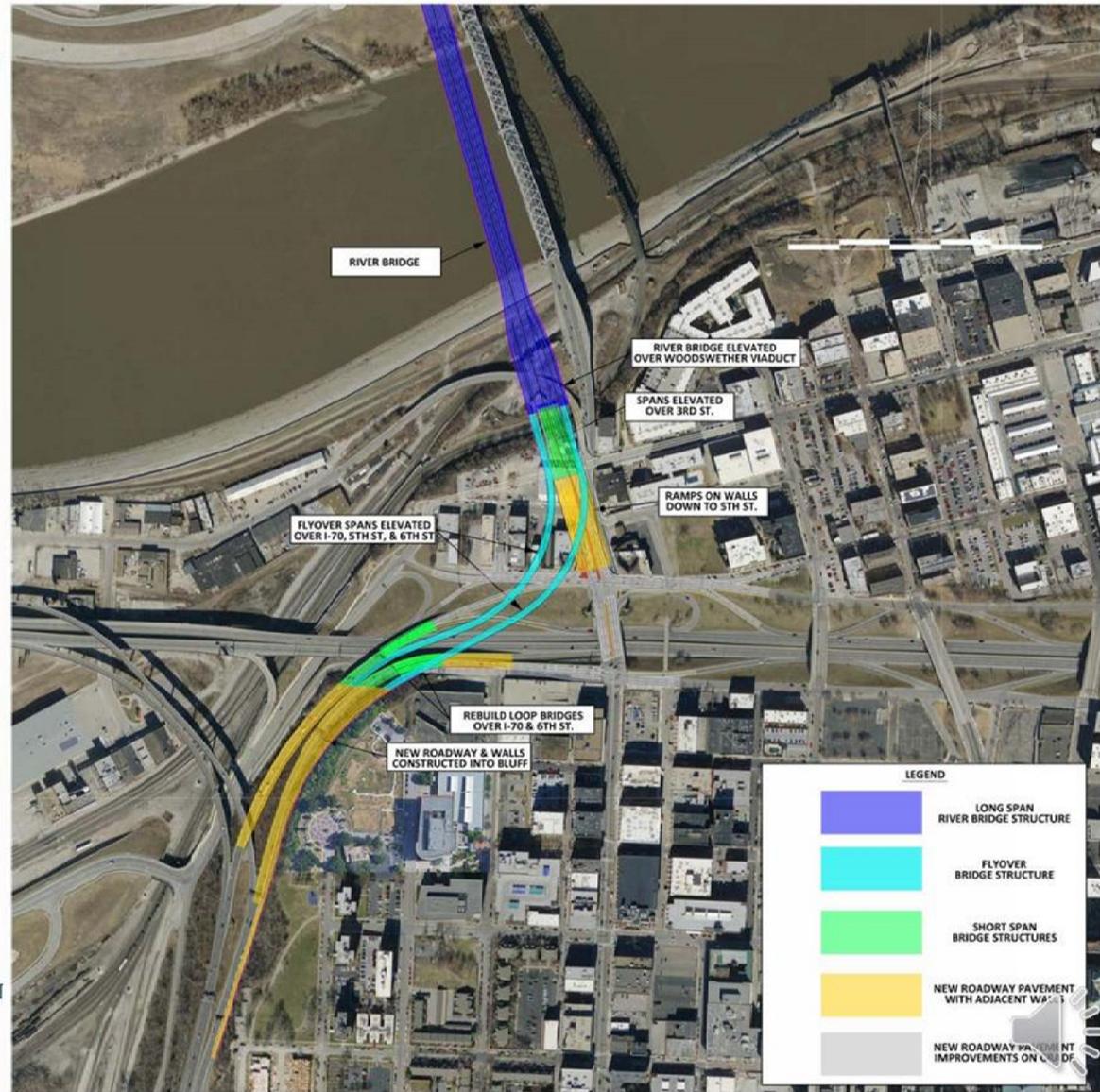
PROS:

- PROVIDES NEW RIVER BRIDGE
- ACCOMMODATES BICYCLES AND PEDESTRIANS
- IMPROVES AIRPORT AND DOWNTOWN ACCESS
- PROVIDES DIRECT CONNECTIONS TO I-35
- PARTIALLY IMPROVES COMMUNITY CONNECTIVITY
- MINIMIZES AMOUNT OF NEW RIGHT OF WAY NEEDED

CONS:

- REMOVES EXISTING BUCK O'NEIL BRIDGE
- MODERATE CONSTRUCTION CLOSURE DURATION FOR US-169 & BROADWAY

ESTIMATED CONSTRUCTION COST \$210-\$230 MILLION



SAME ACCESS IMPROVEMENTS FOR ALL BUILD ALTERNATIVES

NORTH SEGMENT

AT AIRPORT AND HARLEM ROAD

PROS:

- IMPROVES ACCESS FOR TENANTS AND TRAVELERS AT BOTH THE NORTH AND HARLEM ROAD ENTRANCES
- AVOID IMPACTS TO THE HISTORIC T&WA BUILDING
- AVOID ENCROACHMENT INTO RAILROAD RIGHT OF WAY

CONS:

- MAY REDUCE THE NUMBER OF PARKING SPACES AVAILABLE AT CERTAIN BUILDINGS
- LIMITED LANE CLOSURES ALONG US-169 DURING CONSTRUCTION

MoDOT, KCMO, and the Kansas City Aviation Department are still reviewing options to improve access. Improvements to the Airport will also require approval by the Federal Aviation Administration.

ALTERNATIVES



NEXT STEPS

TIMELINE:

- **VIRTUAL MEETING, AUGUST 2019** – OBTAIN INPUT ON WHICH ALTERNATIVES TO STUDY IN DETAIL
- **ONGOING 2019** – DETAILED ENVIRONMENTAL STUDIES FOR REASONABLE ALTERNATIVES – TRAFFIC ANALYSIS, NOISE ANALYSIS, IMPACT EVALUATION, SECTION 106 AND 4(f) CONSULTATION, AND AGENCY COORDINATION
- **FALL 2019** – ENVIRONMENTAL DOCUMENT RELEASED AND PUBLIC HEARING
- **EARLY 2020** – ENVIRONMENTAL DECISION ISSUED BY FHWA



WE WANT TO HEAR FROM YOU!

LEAVE A COMMENT AND TELL US WHAT YOU THINK ABOUT THE ALTERNATIVES PRESENTED TODAY



An aerial architectural rendering of a city and a bridge. The city is shown in the background with various buildings and structures. A river flows through the middle ground, and a large steel truss bridge spans across it. The foreground shows a road and some greenery. The word "Thanks." is written in large, white, serif font across the center of the image.

Thanks.



US-169/BUCK O'NEIL BRIDGE
ENVIRONMENTAL STUDY

ONLINE MEETING NARRATIVE

Welcome to the US-169 Buck O'Neil bridge environmental study online public meeting. The purpose of this presentation is to provide an update of the project and receive additional public input at the February 12 public meeting. The project team was analyzing 13 to 15 possible alternatives to provide a new river crossing. We showed areas of potential impacts common to two groups of alternatives rather than detailed alternative alignments due to the number of options under study. The input from this helped identify and prioritize issues. Since then we have been screening and refining alternatives based on transportation needs and public comments. In this presentation we will discuss the process used to identify potential reasonable alternatives to be carried forward for detailed study. We will discuss the pros and cons of the four potentially reasonable alternatives and outline the next steps. Please note that we hope to use a design-build process to construct the new bridge. During this process design-build teams may propose a variety of changes. The improvement constructed may be different than what is shown in this presentation.

The environmental study area is shown in yellow the study area is long and narrow and covers the US-169 corridor between Missouri 9 and I-35. Our study is focused on improvements from the Charles B. Wheeler Downtown Airport south to 12th Street on I-35. We are not recommending improvements north of the downtown airport because those structures have either been rehabilitated in the last decade or they're in good condition. The center segment is focused on the river crossing and the south segment is focused on interstate connections.

The purpose and need identifies the problems that we are trying to solve with this project. Using data and public input from the PEL study, the team identified three areas of need. One, MODOT has an asset management process focused on keeping bridges in good condition for as long as possible and for replacing those in poor condition. The river bridge is in poor condition and it needs to be rehabilitated or replaced along with the southbound bridge adjacent to Richards Road. Other structures in the I-70/I-35 interchange also need to be rehabilitated or replaced. Two, data gathered during the PEL showed that traffic was divided nearly evenly between those bound for destinations in downtown, the River Market and West Bottoms and those bound for destinations south of downtown. And three, the intersection at 5th and Broadway is confusing for drivers. It has a variety of safety and operational issues. During rush hour, the 5th and 6th Street intersections experience congestion that causes traffic to back up across the bridge, as well as onto the interstate. Currently there are no pedestrian or bicycle facilities on the bridge. Pedestrians walk across the three-foot center median and bicycles must use the left lane to access the downtown airport, Richards Road and to the Harlem neighborhood. As the study has progressed the study team refined the traffic models from the PEL. New data emerged that suggests that the traffic benefit from the direct ramp connections was not as great as hoped. On opening day users of the direct connections to I-35 will most probably experience congestion which is similar to what they experienced today during rush hour. Two factors contribute to the congestion. The interchange design at Missouri 9 limits the number of vehicles that can access the bridge from the north between Missouri 9 and the river bridge. Physical barriers limit the number of vehicles that can reach the river bridge. South of the river these ramps connecting US-169 to I-35 would merge with I-35 traffic on the western leg of the loop. I-35 from the northwest corner of the loop to Kansas state line is congested

today and would limit the number of vehicles that can merge onto I-35 via new ramps from US-169 during rush hour. This new information made the study team discuss whether the benefit of the new direct connection ramps was worth the cost. The study team consulted with the Federal Highway Administration and determined that a modification of the purpose and need was necessary to study a wider range of alternatives, in order to identify a preferred alternative that best meets the purpose and need and provides the best solution to our valued customers. The adjusted draft purpose and need statement modifies the second element to: Maintain a reliable connection across the Missouri River that services local and regional traffic, rather than separating local and regional traffic.

The study team used a two-step screening process to reduce the large number of additional alternatives. The first step was to determine which initial alternative met the purpose and need. If the alternative meets the purpose and need, then it moves into the second step of the screening process. The study team created five performance areas:

- Infrastructure - to provide desired bridge and roadway life spans and minimize long-term maintenance
- Mobility - to improve travel times reduce congestion accommodate future travel demand and modal choice
- Accessibility - to improve local and regional roadway connections accommodate alternative travel modes and facilitate River navigation
- Safety - to reduce traffic queues during peak travel periods reduce crash severity and safely accommodate bicycle and pedestrian traffic
- Environment - to minimize new right-of-way acquisition minimize effects on public spaces and historic resources and manage environmental risks during construction
- Constructability - to accelerate construction timeline minimize facility closures and manage construction costs and risks

Each alternative is screened against a variety of quantitative and qualitative variables within each of the five performance areas.

Through the two-step screening process, the study team identified four potential reasonable alternatives to move into a more detailed analysis:

- No Build
- West Alternative
- Central Alternative
- Adjacent Alternative

The potential reasonable alternatives include the three build options and one do nothing option which we call the No Build alternative. Each build option includes bicycle and pedestrian facilities the slides that follow are color coded. The blue lines highlight the river bridge. Light blue lines show the direct ramp connections between I-35 and US-169. Yellow shaded areas highlight new facilities built on walls or at grade. Green shaded areas identify short bridges that will be altered or added in each alternative.

With the No Build alternative, we would not replace the Buck O'Neil Bridge. Traffic operations would not change and the signals at 5th and 6th Street would remain in place. This alternative does not remove the existing historic bridge there are no impacts to right-of-way and no construction impacts. However, due to the age and the continued deterioration of the Buck O'Neil Bridge, we believe that MoDOT would need to perform regular small maintenance projects in order to keep the bridge open to traffic. This alternative does not replace the aging infrastructure. It does not improve local and regional traffic flows and connections and it does not accommodate bicycle and pedestrian traffic well. Based on this information, you can see that the No Build alternative does not meet purpose and need. However, MoDOT is required to carry this alternative forward into detailed analysis.

In this alternative, the bridge swings to the west of the current facility. Elevated ramps provide a direct connection from US-169 to I-35. Travelers going south in the morning could use the flyover ramps to connect to I-35 without having to go through a signal. The same is true for commuters traveling north in the afternoon. Commuters who are headed from the Northland into downtown will take an exit ramp to 5th and 6th Street. From 6th Street, commuters would use the local street grid access to destinations in the River Market, West Bottoms and in downtown Kansas City. There are several positive aspects to this alternative. It provides a new river bridge to the west of the current structure. This option improves community connectivity by removing the existing bridge infrastructure that separates portions of the River Market. The western alternative would also minimize the impacts to right-of-way by moving all of the bridge infrastructure and the ramps to the western side of the River Market. The location of the new river bridge provides opportunities to minimize construction closures and keep the existing Buck O'Neil Bridge open for as long as possible during construction. However, this alternative does remove the existing Buck O'Neil Bridge. We will need to reconstruct some bridges and there will be some ramp construction on I-70. This will impact traffic. This alternative will provide a facility to allow safe pedestrian and bicycle trips but the location of the bridge increases walking distance, potentially making pedestrian trips a little less attractive. We estimate the construction cost of this alternative to be between 230 and 250 million dollars.

In the Central Alternative, the river bridge would be constructed between the existing Buck O'Neil Bridge and the West Alternative. This alternative provides a direct connection from US-169 to I-35 so traffic bound for downtown is separated from traffic heading to I-35 and destinations to the south. This connection partially improves community connectivity by removing some of the existing infrastructure that separates portions of the River Market. Travelers headed into downtown will connect with Broadway at 5th Street as they do today. This alternative removes the existing Buck O'Neil Bridge and there are more right-of-way impacts than identified in the West alignment. It may require intermittent closures during construction. We estimate the construction cost of this alternative to be between 210 and 230 million dollars.

As we have just discussed, the west and central alternatives both provide a direct connection from the river bridge to I-35. These ramps are elevated. This slide shows the new ramp bridges and the view drivers would see as they drive west on I-70 toward the northwest corner of the loop.

This alternative has three potential options. The adjusted purpose and need allows the addition of the three adjacent options for more detailed study. Adjacent Option 1: In place of the flyover ramps, this

alternative adds turn lanes and additional through lanes to allow more vehicles to move through the intersections at 5th and 6th Streets and Broadway. Travelers will have the same connections to the interstate and local city streets as they have today. There are several positive features to this alternative. This option will provide a new river bridge which will accommodate bicycles and pedestrians and minimize right-of-way impacts by constructing the new river bridge close to its existing alignment. There are also some cost savings realized by not building the flyover bridges. However, this alternative does remove the historic Buck O'Neil Bridge and there are no direct connections to I-35. While this option will provide a facility for bicycles and pedestrians, it creates a wide intersection at 5th and Broadway. Wide intersections are less attractive for pedestrians and can be barriers for those with disabilities. We estimate the construction cost of this option to be between 180 and 200 million dollars.

Adjacent Option 2: This option includes the added lanes at 5th and 6th streets shown in Option 1. These additions will allow more traffic to move through each intersection than can be accommodated today. This option would be constructed to allow for the addition of direct connections between I-35 and US-169 in the future based on traffic demand. We estimate the construction cost of this option to be between 180 and 200 million dollars initially, with additional costs incurred when the direct ramp connections are added.

Adjacent Option 3: Option 3 is similar to west and central alternatives. It includes ramps that provide a direct connection between I-35 and US-169. Option 3 will build a new bridge next to the existing Buck O'Neil Bridge and includes bicycle and pedestrian facilities. This option will remove the existing historic bridge. We estimate the construction cost of this option to be between 210 and 230 million dollars.

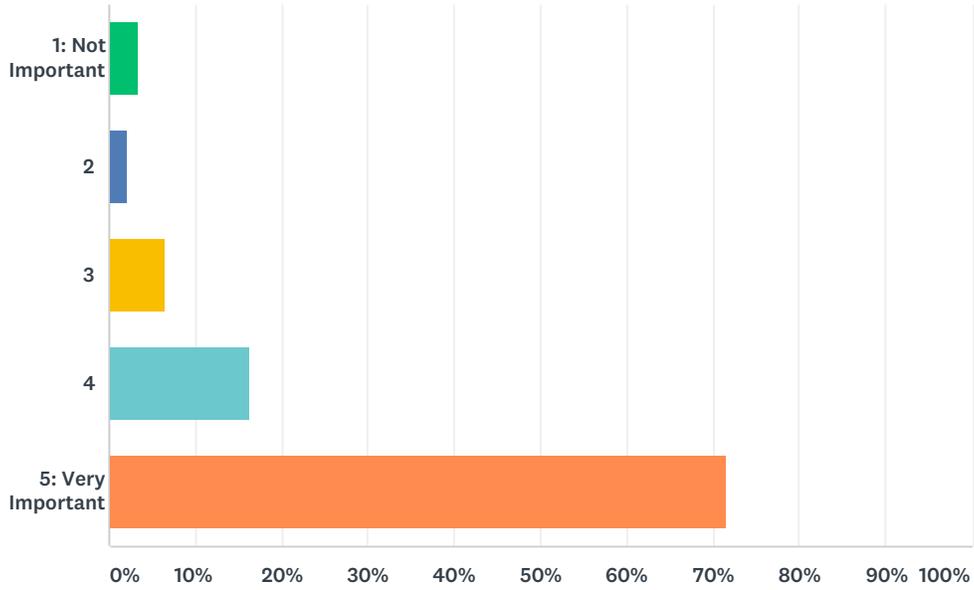
North of the river, the City of Kansas City and MODOT are working with the aviation department to identify improvements to entrances and exits at the Charles B. Wheeler Downtown Airport. This corridor is narrow with the river and the airport on the west side, and the railroad on the east side of the highway. The option designed for Richards Road will work with any three of the three build alternatives.

This virtual meeting will be active until September 3rd, 2019. At that time, the meeting will be available for viewing but the survey will be closed. While the virtual meeting is active, the team will continue the detailed analysis of the potential reasonable alternatives. This includes traffic analysis, noise analysis, impact evaluations, and agency coordination. Input received from the virtual meeting will be incorporated into the analysis of the potential reasonable alternatives and in the selection of the preferred alternative. Your next opportunity for comment will be in the fall or early winter. We will host a public hearing and participants will be able to discuss the proposed preferred alternative. We hope to complete this environmental document and federal reviews in late 2019 in order to receive our environmental clearance in early 2020.

Thank you for participating in our virtual meeting. Please take the online survey and tell us what you think.

Q1 How important is a direct connection to I-35?

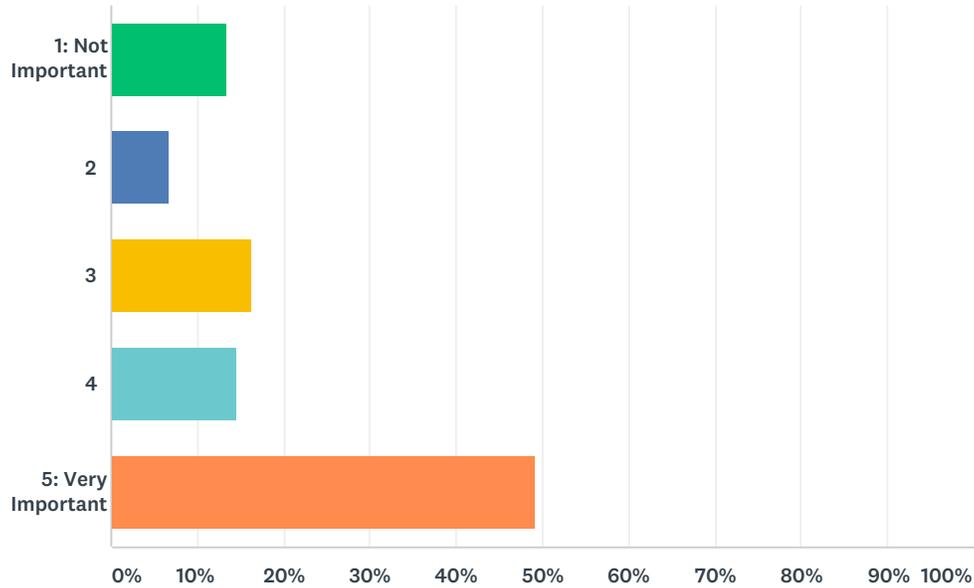
Answered: 1,072 Skipped: 0



ANSWER CHOICES	RESPONSES	
1: Not Important	3.26%	35
2	2.15%	23
3	6.53%	70
4	16.42%	176
5: Very Important	71.64%	768
Total Respondents: 1,072		

Q2 If Alternatives 3, Option 1 (wide intersection) and Alternative 3 Option 3 (direct connection to I-35) result in the same congestion and delay, how important is a direct connection to I-35?

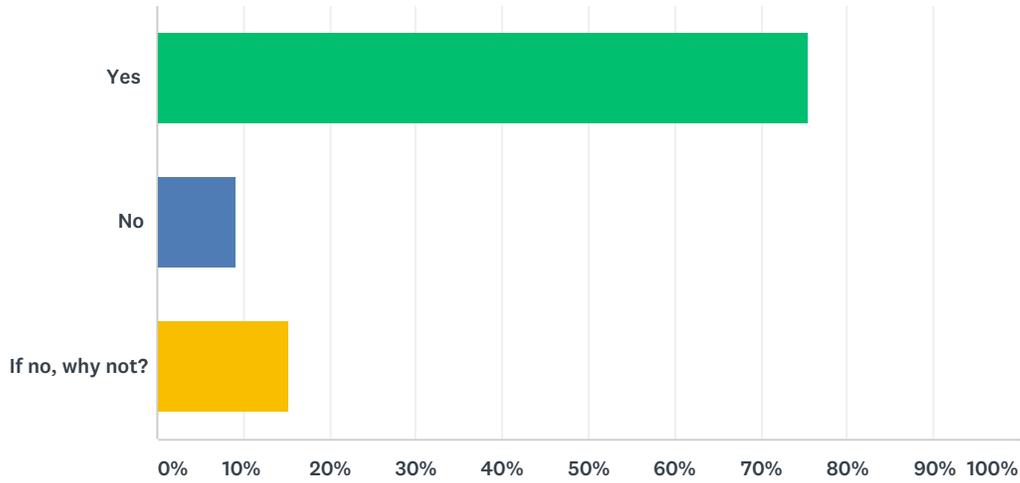
Answered: 1,072 Skipped: 0



ANSWER CHOICES	RESPONSES	
1: Not Important	13.34%	143
2	6.62%	71
3	16.23%	174
4	14.65%	157
5: Very Important	49.16%	527
Total Respondents: 1,072		

Q3 Do the three build alternatives meet the adjusted purpose and need statements as presented?

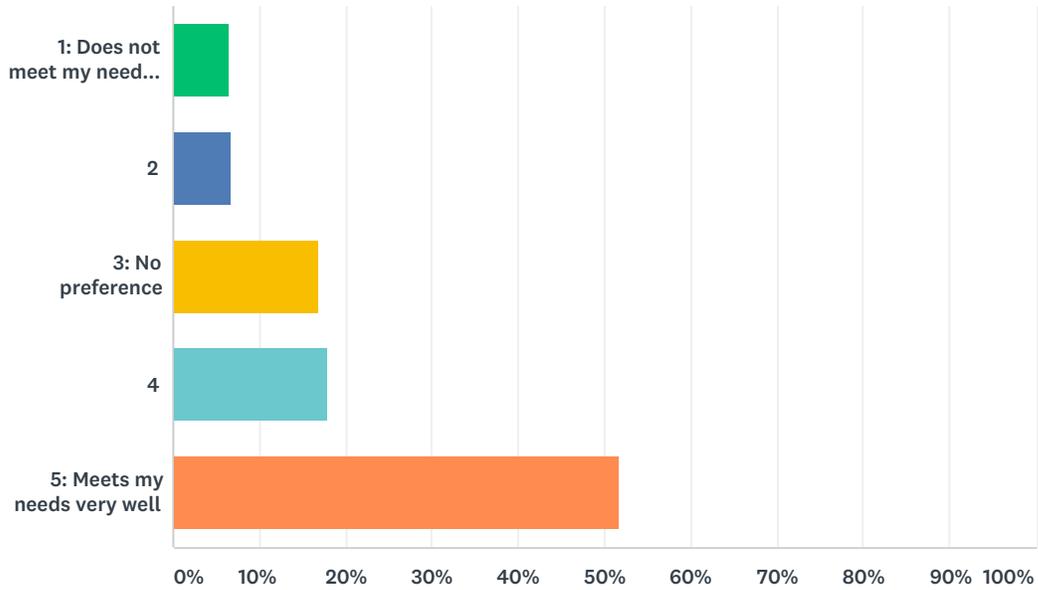
Answered: 1,072 Skipped: 0



ANSWER CHOICES	RESPONSES
Yes	75.56% 810
No	9.24% 99
If no, why not?	15.21% 163
Total Respondents: 1,072	

Q4 How well would the West Alternative (Ramps at 5th and 6th Streets, Direct Connect to I-35) meet your transportation needs?

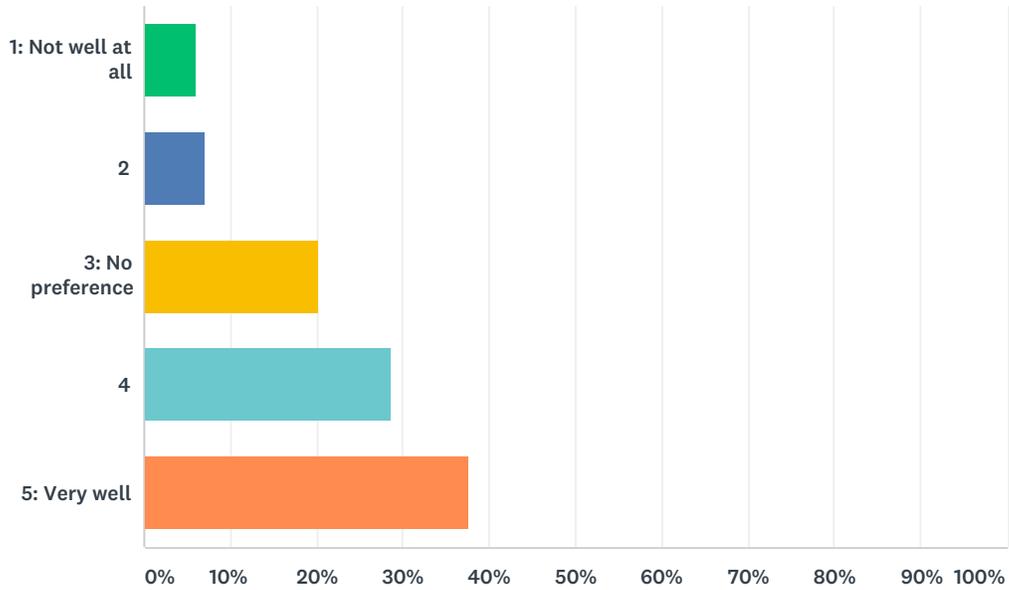
Answered: 1,072 Skipped: 0



ANSWER CHOICES	RESPONSES	
1: Does not meet my needs well	6.53%	70
2	6.72%	72
3: No preference	16.98%	182
4	18.00%	193
5: Meets my needs very well	51.77%	555
Total Respondents: 1,072		

Q5 How well would the Central Alternative (Ramps at Broadway, Direct Connect to I-35) meet your transportation needs?

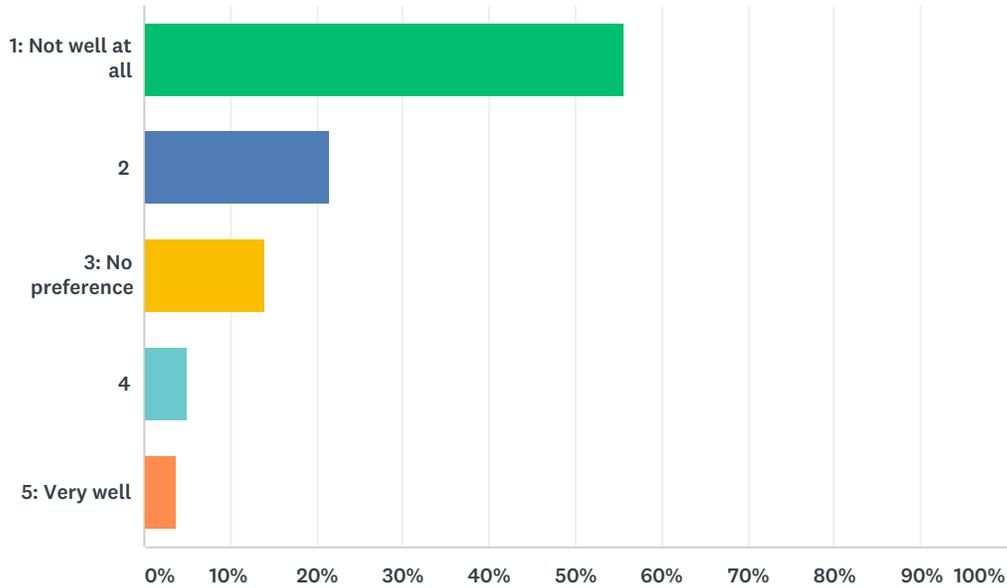
Answered: 1,072 Skipped: 0



ANSWER CHOICES	RESPONSES	
1: Not well at all	6.16%	66
2	7.18%	77
3: No preference	20.24%	217
4	28.73%	308
5: Very well	37.69%	404
Total Respondents: 1,072		

Q6 How well does Adjacent Alternative Option 1 (Capacity Improvements at 5th & Broadway, No Direct Connect to I-35) meet your transportation needs?

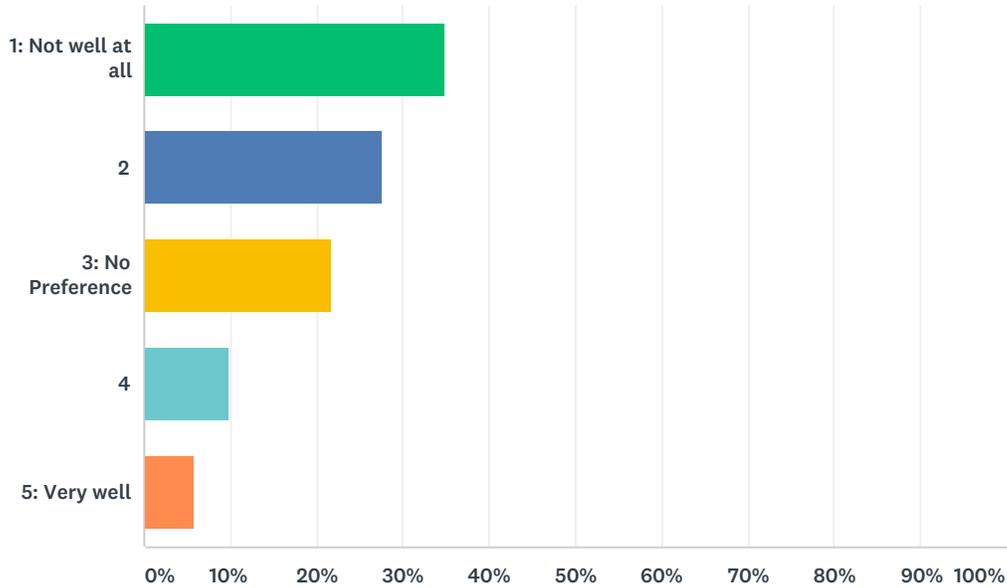
Answered: 1,072 Skipped: 0



ANSWER CHOICES	RESPONSES	
1: Not well at all	55.69%	597
2	21.55%	231
3: No preference	13.99%	150
4	4.94%	53
5: Very well	3.82%	41
Total Respondents: 1,072		

Q7 How well does the Adjacent Alternative Option 2 (Capacity Improvements at 5th & Broadway, Future Direct Connect to I-35) meet your transportation needs?

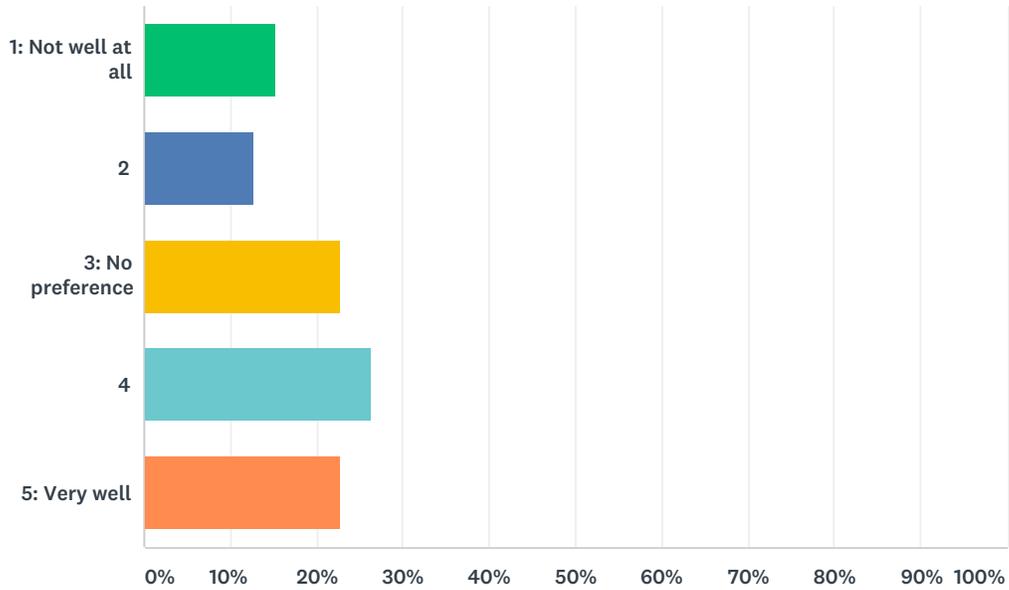
Answered: 1,072 Skipped: 0



ANSWER CHOICES	RESPONSES	
1: Not well at all	34.89%	374
2	27.61%	296
3: No Preference	21.74%	233
4	9.89%	106
5: Very well	5.88%	63
Total Respondents: 1,072		

Q8 How well does the Adjacent Alternative Option 3 (Ramps at Broadway, Direct Connect to I-35) meet your transportation needs?

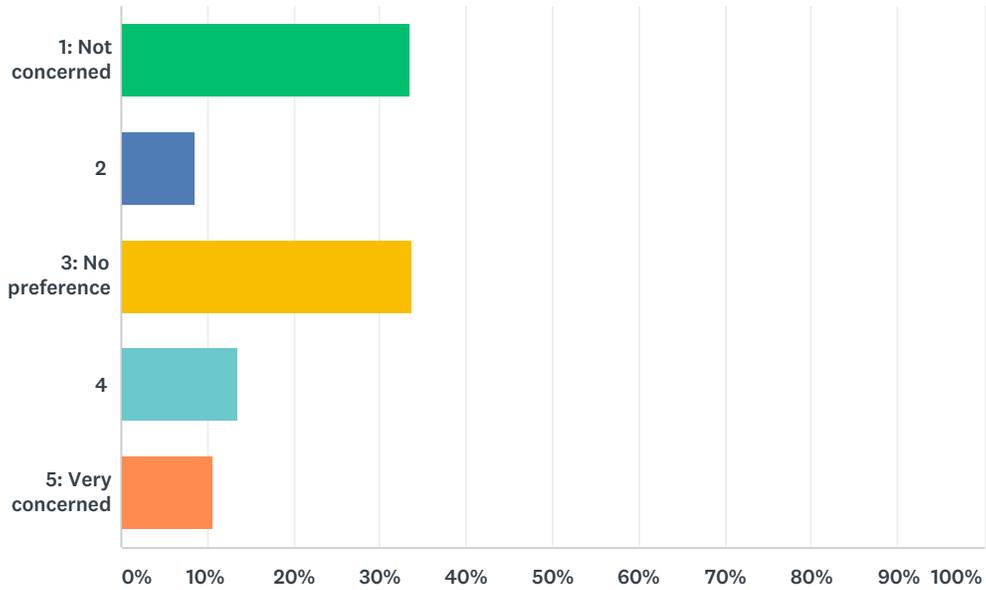
Answered: 1,072 Skipped: 0



ANSWER CHOICES	RESPONSES	
1: Not well at all	15.30%	164
2	12.78%	137
3: No preference	22.85%	245
4	26.31%	282
5: Very well	22.76%	244
Total Respondents: 1,072		

Q9 How concerned are you about maintaining a direct connection into the West Bottoms via Woodswether?

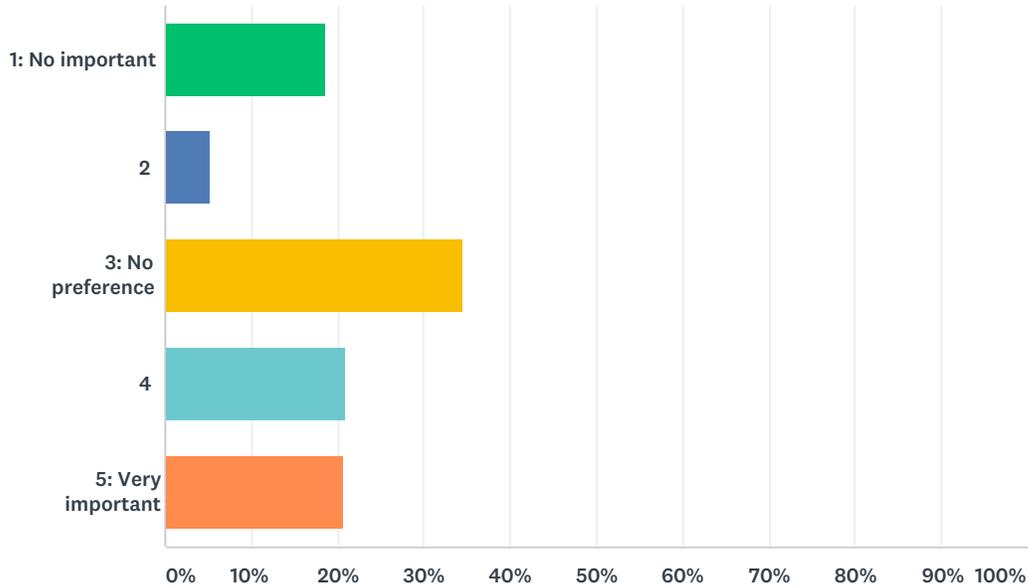
Answered: 1,072 Skipped: 0



ANSWER CHOICES	RESPONSES	
1: Not concerned	33.49%	359
2	8.58%	92
3: No preference	33.58%	360
4	13.62%	146
5: Very concerned	10.73%	115
Total Respondents: 1,072		

Q10 The project proposes improvements along the bluff below West Terrace and Ermine Case Jr. Park. How important is it to you to protect the existing character of the views from these parks?

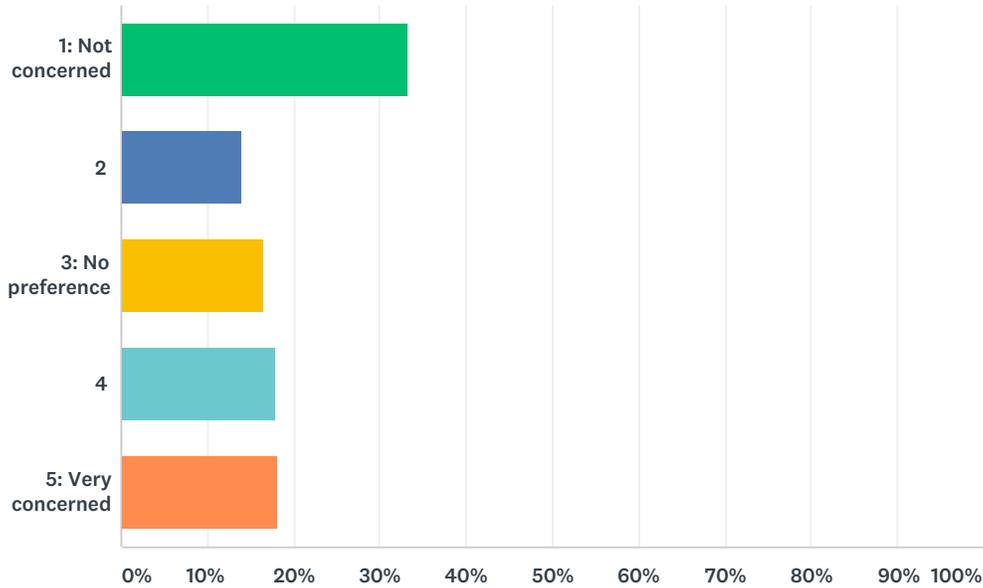
Answered: 1,072 Skipped: 0



ANSWER CHOICES	RESPONSES	
1: No important	18.66%	200
2	5.22%	56
3: No preference	34.61%	371
4	20.90%	224
5: Very important	20.62%	221
Total Respondents: 1,072		

Q11 The potential alternatives currently under evaluation may require temporary closures of US 169 and Broadway during construction. How concerned are you about construction closures on US 169/Broadway?

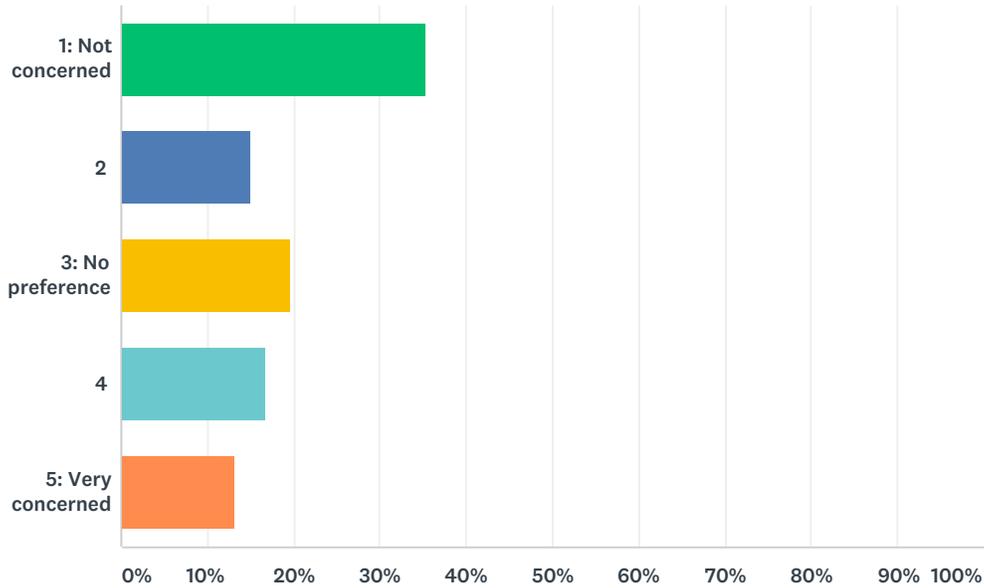
Answered: 1,072 Skipped: 0



ANSWER CHOICES	RESPONSES	
1: Not concerned	33.21%	356
2	14.09%	151
3: No preference	16.60%	178
4	17.91%	192
5: Very concerned	18.19%	195
Total Respondents: 1,072		

Q12 The alternatives currently under evaluation may require temporary closures of I-70 and I-35 within the project area during construction. How concerned are you about construction closures on I-70/I-35?

Answered: 1,072 Skipped: 0



ANSWER CHOICES	RESPONSES	
1: Not concerned	35.45%	380
2	15.02%	161
3: No preference	19.59%	210
4	16.79%	180
5: Very concerned	13.15%	141
Total Respondents: 1,072		

Q13 Any additional comments for the study team.

Answered: 535 Skipped: 537

#	RESPONSES	DATE
1	make the project as cheap as possible so more roads can be fixed	9/6/2019 8:16 AM
2	Of course road closures impact traffic. As a commuter from the Northland to downtown, I am willing to deal with them and the impact this would have on my commute to improve the Buck O'Neil bridge crossing.	9/6/2019 8:14 AM
3	All things should be done with a 100 year long term mindset. The potential for removal of the north loop should be considered in the plan. The potential for a hyperloop connection at this area should be considered in the plan. Keeping the river market whole and contiguous should be considered a high priority of the plan.	9/6/2019 7:00 AM
4	Direct connect to I35 is the most important aspect of this project.	9/6/2019 6:29 AM
5	No	9/6/2019 5:45 AM
6	None	9/6/2019 4:52 AM
7	Let's reconnect the river market area together and make access for pedestrians and bicyclists a priority.	9/6/2019 4:48 AM
8	The direct connection to I-35 without a stop sign or signal is important. Also, the new bridge should have some creative/decorative elements - not just a blah MoDOT bridge	9/6/2019 3:04 AM
9	Please don't let the guys doing the I-70 bridge next door do this job. They are too slow! Ignore a bike lane if it expedites the project, it wouldn't get enough use to justify the added cost.	9/6/2019 2:51 AM
10	Don't screw this up. Should be like the new Paseo bridge, not the airport mess. Keep the City out of it. Let MoDOT run the show.	9/6/2019 2:36 AM
11	Enjoy the architecture of existing bridge	9/6/2019 12:06 AM
12	If we are going to correct the structural integrity as well as traffic flow/access. Do it right the first time.	9/5/2019 8:03 PM
13	Please ensure the bridge is built for bike lanes and multi modal transit. In addition, please ensure construction can align with a surface grade I-70 replacement as described in beyond the loop and was the most heavily supported option by the public.	9/5/2019 6:44 PM
14	Just fix what you have!	9/5/2019 5:56 PM
15	It is necessary to eliminate any stoplights between I-35 and 169 as the Northland population continues to grow. Additional Lanes on the new bridge and ramps between the freeways is important (not just one each way). The work needs to provide a good traffic flow for the next 20 years, not just the amount of traffic today. Downtown access is much less concern than access between 169 and I-35. You could even eliminate all downtown access in this area to help with the issues--requiring traffic to utilize alternative access to downtown.	9/5/2019 5:56 PM
16	Easy of getting to downtown, I70 and I-35 are equally important	9/5/2019 5:54 PM
17	Keep the current bridge	9/5/2019 5:33 PM
18	No	9/5/2019 5:04 PM
19	Need improvements but try to minimize closures for commuters and travelers.	9/5/2019 4:58 PM
20	The long-term nature and formative impact of this project should not be determined by short-term inconveniences or incremental costs. Do it right. A plan must be chosen that easily incorporates the a future removal of the north loop and prioritize connectivity for downtown neighborhoods.	9/5/2019 4:45 PM
21	right of way needs may mean delays-free flow of old bridge is important- new construction most effective in long run	9/5/2019 4:38 PM
22	50 years of construction and congestion is not ok	9/5/2019 4:12 PM

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23	I like the central option	9/5/2019 3:53 PM
24	Go big. We need to do it right and not count on money later. We need wider intersections at 5th and 6th to get more traffic through into and out of downtown. We must protect pedestrians! I see them all the time and I'm scared for them! Direct access to I-35 seems like a no-brainer. Otherwise it's just a bridge into downtown, not a bridge connecting the metro.	9/5/2019 3:51 PM
25	How will the closures/driving alternatives be communicated. Is there a way to set up email/text alerts on closures and delays to prospective commuters affected by this construction during the renovation period?	9/5/2019 3:39 PM
26	None	9/5/2019 3:26 PM
27	None	9/5/2019 2:58 PM
28	Please keep as many streets/highways open as much as possible	9/5/2019 2:55 PM
29	The Adjacent Alternative is a shameful offering and would be a complete waste of money.	9/5/2019 2:39 PM
30	No	9/5/2019 2:32 PM
31	A statement bridge, not like the heart of America should be built. Something with character, that reflects kc's heritage.	9/5/2019 2:27 PM
32	No	9/5/2019 2:26 PM
33	I like central alternative	9/5/2019 2:25 PM
34	While I understand the desire to limit impacts to existing right of ways, I believe that selecting the best long-term solution for the city is more important than maintaining these right of ways.	9/5/2019 2:19 PM
35	Thanks	9/5/2019 1:38 PM
36	Thanks	9/5/2019 1:24 PM
37	I work downtown on an afternoon/evening shift -- just to avoid the bridge traffic. Have done that for 20+ years, won't take a job that requires me to fight the traffic on the bridge/5th Street/Broadway - northbound.	9/5/2019 1:14 PM
38	This is a very important highway to many in the city. The current configuration doesn't work and widening it will not help. We need a direct connection to I-35.	9/5/2019 1:02 PM
39	We need direct access to 435	9/5/2019 12:33 PM
40	No	9/5/2019 12:31 PM
41	Let's do it right. Even if it costs a little more.	9/5/2019 12:24 PM
42	West option is only good option for the future health of the city.	9/4/2019 3:09 PM
43	West Alternative appears far superior. It best allows continued development of River Market area and is worth the extra cost.	9/4/2019 11:27 AM
44	Minimizing construction delays on 70 will be important for the entire city	9/4/2019 8:58 AM
45	It is important that the final solution include enough lanes to minimize the backup for getting downtown and to other connected interstate highways. Even if breaking the connections is needed. The Northland is very congested now more than before and more lanes are needed to get from South to North quicker. Maybe consider one direction changes for new routes, like heading south only during morning rush hour times and only North during evening rush hour times. Others can use Heart of America bridge and route at Burlington.	9/4/2019 8:50 AM
46	I travel across the Bo'N bridge every day.	9/4/2019 8:30 AM
47	The noise and vibrations from the I35/I39 Corridor already are unbearable at times. Extra traffic from the 169 closure will only make it worse. Some walls along the I35/I39 Corridor would better accommodate my needs.	9/4/2019 3:39 AM
48	The West Alternative is the best for Kansas City's future.	9/4/2019 3:08 AM
49	Above all - build a new bridge. Access to I-35 is crucial.	9/4/2019 2:35 AM
50	There were no alternatives that built a new bridge and kept the old. Why not. The original thought was to handle more traffic. If nothing else keep it as pedestrian and bike and get them off the main road.	9/4/2019 1:29 AM

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51	Adjacent with direct connect may be expensive now, but will cost more in the future. Do it right the first time	9/3/2019 7:00 PM
52	Please make every effort to build safe, efficient roads for Kansas City!	9/3/2019 5:55 PM
53	More closures on I-35 and I-70 will make the Huge traffic jam at the downtown 11th st/I-70/71/I-35 MUCH WORSE. as it is it's a HUGE opportunity for accidents and VERY CONGESTED.	9/3/2019 5:43 PM
54	West alignment is the way to go - with modifications mentioned previously.	9/3/2019 3:55 PM
55	Accordingly at least by Kansas City Week in Review the airport was a billion dollar project but is now going to two billion dollars.	9/3/2019 3:32 PM
56	The bridge is in terrible condition, and the lack of shoulders makes traffic insufferable when there is an accident or stalled car. It is always backed up on the transition to I-35, which is why I think access to 35 is very important (additionally, it is not ideal to get to 35 via highway 9 or 29, as there is so much congestion from the Northland to downtown/the Plaza).	9/3/2019 3:13 PM
57	Thank you for your work on this critical project!	9/3/2019 3:03 PM
58	The problem will only get worse over time, the sooner you address it the better. I have taken the route thru KCK and used the bridge that crosses into Riverside in the past. That is a good option during construction if all of those roads are open.	9/3/2019 2:40 PM
59	If the current bridge doesn't have a direct connection as I suspect it doesn't it still has easy access to I-35. It currently is just taking a right after the bridge and curving left so doesn't feel to indirect as is, doesn't take a whole lot of maneuvering to get into I-35. Thus, to me just improving traffic flow getting over the bridge into downtown would be extremely helpful even if the way you get to I-35 remains unchanged. Especially if it more cost effective to do so as well.	9/3/2019 2:36 PM
60	No.	9/3/2019 2:07 PM
61	None.	9/3/2019 1:42 PM
62	Please choose one of the builds with access to River Market/Downtown, as well as easy access to I35. Coming from Parkville, this is our number one connection into River Market and it would be terrible to have it just connect to I35.	9/3/2019 1:39 PM
63	Thank you for all your work in putting these proposals together. I don't know if someone who lives in the Northland is on this committee, but if not, I would ask that you connect with frequent travelers across the Buck O'Neil Bridge. Thanks again!	9/3/2019 1:27 PM
64	construction closures have already occurred with the Buck O'Neil bridge rehab recently without improving the traffic flow, with the promise of vastly improved traffic flow, the temporary closures would not be a problem at all.	9/3/2019 11:06 AM
65	Traffic south thru the airport seems a good alternative currently used by people. However, it jams up at the bridge. Harlem neighborhood...is there expected development there? Coordination with NKC thru this area and better access from Harlem to Heart of America bridge could be considered. Hwy 9 moves relatively smooth in both directions during rush hour.	9/3/2019 10:22 AM
66	A huge opportunity for the new Buck O'Neil Bridge lies in restoring the fabric of the built environment around the current interchange in the River Market. As downtown continues to (re)densify, the importance of the new BOB to be as minimally obtrusive as possible cannot be overstated. The adverse impact of auto-centric infrastructure on the vitality of a walkable place has been widely and clearly demonstrated in communities across America, including our own, as a result of decisions made generations ago--let's not repeat the same unfortunate mistake. Thank you for your diligent efforts.	9/3/2019 10:11 AM
67	Do what's best.	9/3/2019 10:02 AM
68	Direct connect that segregates I-35 traffic is what the people voted for.	9/3/2019 9:20 AM
69	The Northland is growing rapidly. Take this opportunity to build for the far future by maintaining the existing beautiful Broadway bridge for direct connection into downtown and also, in addition, construct the west alternative for direct access to I-35 which eliminates the bottleneck at 5th street. Please, please do both and the effort will pay off for a much longer time.	9/3/2019 8:47 AM
70	I don't use the Buck O'Neil Bridge. Which ever option provides less traffic congestion would be the best choice.	9/3/2019 4:41 AM
71	na	9/3/2019 4:37 AM

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72	The West solution seems the best long term option. And the cost is not that much greater.	9/3/2019 4:35 AM
73	Just try to time the interstate/highway closures when other closures are not in place (north of the river and south of the river) Currently Oak Trafficway has construction pushing people to 169 and 169/NKC and I-29/I-35. Allow the construction to be completed so there isn't so much bottlenecking. Get on the same page with other road construction, please.	9/3/2019 4:28 AM
74	Prefer Central alternative	9/3/2019 4:06 AM
75	Direct connection to 35 and Broadway ramps hell, throw a street car on the old buck oneal and run to MCI	9/2/2019 10:57 AM
76	Will reconstruction improve the section just north of the bridge where there is a sharp curve? This section is very tight and has railroad tracks, 169 and frontage road on ramp and a tight curve all in the small area.	9/1/2019 6:53 AM
77	Options don't really seem to alleviate the issues we already have. Was hoping for better alternatives.	9/1/2019 2:38 AM
78	West alternative looks great.	8/31/2019 8:41 AM
79	I think you should combine the west and central alternatives and keep direct access to Broadway. There is one thing I brag on Missouri about when I go other places and that is there highway system is convenient somebody payed attention and planned for the future. So lets do this thing right the first time. some of the other options planned for the same thing in the future sometime, if your going to do it do it from the get go and include everything possible in the initial step. Are there going to be road closures and inconveniences, definitely but aren't there always when there is progress happening. Make it wide make it big and include everything that it needs for the future. Do it one time and be done. Thanks for listening	8/30/2019 2:31 PM
80	The Central Alternative seems to be the best alternative. It provides the best access between any two directions of highway out of all the alternatives. The direct connection to I-35 is critical. Also, I believe the West Alternative would force a large amount of traffic coming from the south on Broadway to make a left turn in order to enter northbound 169. The Central Alternative does not have this problem. Overall, the Central Alternative seems to hit the sweet spot of more efficiently moving highway traffic AND being lower cost than the other alternatives. I do not like either of the Adjacent options that exclude a direct connection to I-35. It will probably be a long time before this area is revisited if no direct connection to I-35 is built right now. This project area is long overdue for that direct connection as is. I don't want MoDOT to have to wait another 20-25 years to come back to it. My vote is for the Central Alternative. Thank you for making this survey public.	8/30/2019 9:02 AM
81	no additional comments	8/30/2019 6:06 AM
82	West or Central options	8/30/2019 3:36 AM
83	Any action is better than inaction	8/29/2019 10:08 AM
84	Work is needed in this area because it is so heavily traveled and so many people depend on it. The 35 access is important but the gridlock at 5th and 6th are even worse it seems recently	8/29/2019 9:01 AM
85	Good work!	8/29/2019 12:48 AM
86	I'm in favor of any with a direct connect to I-35 but I think my favorite is the Central Alternative with the West Alternative a close second.	8/28/2019 3:15 PM
87	get it done	8/28/2019 7:48 AM
88	I wish there was an alternative that went directly over the railroad tracks, instead of through an area with buildings. Also, if this doesn't directly anticipate how it ties in with a future North Loop removal, then we will be wasting a lot of time and money. Finally, please, consider the use of roundabouts at the on and off ramp intersections.	8/28/2019 5:09 AM
89	Connection to I-35 must be the top priority. Too few people travel from KS neighborhoods or even downtown to North of the river because of traffic congestion. It is ridiculous that it is easier to drive though a city like LA than to continue north of KC from the 35 freeway, or to to continue south coming from 169. Thank you	8/27/2019 6:14 PM
90	I think the West alternative offers the most potential with the least amount of interruption.	8/27/2019 2:53 PM
91	For me, the central alternative was the best option as it gives aces to 35 as well as downtown and river market. I know we need something as I have been driving this daily for 32 years.	8/27/2019 2:37 PM

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92	I support anything that minimizes intersections with traffic lights, especially during peak hours, to help the flow of traffic.	8/27/2019 11:26 AM
93	build a new bridge the existing one is way to old already we need a new bridge	8/27/2019 8:41 AM
94	N/A	8/27/2019 8:21 AM
95	Entrance ramp from downtown airport onto the bridge should not be on the passenger side and into the passing lane.	8/27/2019 7:40 AM
96	Main concern is traffic congestion over the bridge.	8/27/2019 5:25 AM
97	Do not want to see any buildings, parks, or natural features demolished. Want the bridge to be a real bridge structure, not like Heart of America bridge which looks like a highway. Do not want Case park views diminished. Would like the bluff to be cleaned up as part of the project. I35 direct connection would be good. Not concerned about closures. Can existing buck o neil bridge be closed to auto traffic but maintained for bike/pedestrian, or future development? Connections to West Bottoms need to be enhanced, not destroyed. Adjacent, option 3 appears to be the best.	8/27/2019 5:02 AM
98	I vote West or Center alternative. It is not much more and has direct access to I-35.	8/27/2019 3:17 AM
99	The alternative looks like the best of both worlds for people needing access to downtown and people needing access to I35, but anything, including temporary closures for construction are better than keeping the bridge as is or rebuilding and keeping the intersections as is (alternative 1 option 1).	8/26/2019 5:33 PM
100	Do it right and do it one time	8/26/2019 1:55 PM
101	I definitely think the west alternative would be the best option!	8/26/2019 12:20 PM
102	There are lots of inconveniences with any plan; but it's got to be done. Getting the maximum out of the choice is what the taxpayers & users look for.	8/26/2019 11:36 AM
103	Keeping in mind the ability for River Market to connect to Downtown better is important.	8/26/2019 10:31 AM
104	Build a new bridge with direct access to I-35! I avoid taking that bridge because of the congestion and drive thru the fairfax district daily, thanks	8/26/2019 10:16 AM
105	I commute from the Parkville into downtown every day. Closures are a normal thing for any constructions project (like others going on in downtown KC right now), so I am not concerned with them. For what amounts to a marginally higher cost, I think the Western option is the best one. Thanks for all your work on this project!	8/26/2019 9:38 AM
106	for my wife and I, the bigger congestion is going southbound 169 and stopped light on 5th and traffic backs up where people want in left hand lanes to go to 6th street eastbound. It seems a lot of people are trying to get to other streets for work from there. What would really have been nice is to have built a bridge on each side of Buck O'Neal bridge, make connections than take down old bridge and add new section third bridge in-between for addition lanes or rail system for future or even emergency access. But the thought of having at least 3 or 4 lanes for north and southbound would greatly improve traffic flow.	8/26/2019 9:04 AM
107	No	8/26/2019 6:01 AM
108	I don't hear a lot of talk about future development/redevelopment of I-35 and the connections these provide. I also wonder about the Northboud I-35 ramp to US169 being a LEFT exit & Flyover rather than a right exit, that both cuts into the bank and causes additional traffic load with the Right Exit to Broadway: Separation of these two exits would increase capacity and flow through NB I-35. Any redevelopment needs to include booth connection from Broadway to the bridge and direct connection to I-35. The longer pathway from the bridge to Broadway the better, the more separation between ND I-35 exit to Broadway and US196 the better, please.	8/26/2019 5:59 AM
109	Direct connection to downtown/River Market as well as I-35 are critical. Doing this will separate traffic with added lanes/capacity coming across the bridge and improve flow and commute times.	8/26/2019 5:13 AM
110	I am an airport tenant and would greatly appreciate an I-35 direct connection. I drive into the airport from Overland Park. Either West or Central options would be best in my opinion as they provide direct I-35 connections and allow the River Market area to expand. West may be better that way the River Market area is not separated, but then traffic flow would not be great for people coming from the North directly into Downtown. Either way, along with direct I-35 connections, bicycle and ped access is a must and it would be nice to see a potential expansion of the street car over the river into the north land.	8/26/2019 5:04 AM

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111	let's do this right	8/26/2019 4:23 AM
112	Why no mention of the Beyond The Loop studies / alignment to that study & survey??? Sounds like MODOT just wants to go lowest cost to us....	8/25/2019 5:25 PM
113	Before MoDot or anyone else does anything, they need to make sure that people have complete access back and forth between the north and south of the river areas on the other bridges. It's getting really old not having complete access.	8/25/2019 5:21 PM
114	Don't be cheap...we have to live here Jeff City / MODOT	8/25/2019 5:20 PM
115	A large portion of my travel is from Gladstone to/from Downtown at odd hours, at all hours though I see random backlogs of folks waiting to get to I-35; separating that traffic out entirely would be the single largest benefit of this project. While the West option appears the best long-term for I-35 access to the farther downtown areas such as Overland Park, I do worry about the congestion where that option would deposit downtown traffic so I think the Central option might be a 'safer bet' in that regard. You wonderful MODOT/KSDOT/etc folks know far more than myself, and any replacement will be an improvement I'm sure!	8/25/2019 5:20 PM
116	I would like to talk with someone about a different alternative, one which I do not see here. tom_5134@yahoo.com	8/25/2019 4:52 PM
117	na	8/25/2019 4:15 PM
118	It's very important to me as someone who lives in the area to have connected neighborhoods. I really like the West alternative, and secondarily the Central one since they both would allow for future removal of the North Loop. The West appeals to me the most since it seems to not dump cars into a busy intersection off the highway, and also has the pro of minimizing new right-of-way needed. Also, I appreciate the fact that all of the alternatives mention pedestrian and bike accommodations. Thank you!	8/25/2019 1:56 PM
119	Need a new bridge	8/25/2019 12:55 PM
120	Alternative option 3 seems feasible overall and lower costs than other options but doesn't include newly created stoplight from I-70 exit 2c	8/25/2019 12:39 PM
121	The important thing is the end result moves traffic and keeps traffic away from populated areas. Non vehicle traffic should not interfere with vehicle traffic thus tall barriers. The direct connect lanes in the west option do not appear to have enough lanes. Hopefully there will be 4 or 5 lanes in each direction. The rapid change in speed limit on I 35 when it transitions to the east bound traffic on the north end of downtown might be a problem. There should be easy access for the north bound Broadway traffic to get on the bridge and more traffic lanes would benefit this.	8/25/2019 7:26 AM
122	Happy to see this in motion	8/25/2019 4:16 AM
123	n/a	8/25/2019 4:01 AM
124	N/A	8/25/2019 3:42 AM
125	It's a very exciting opportunity to improve our city and we should move forward with plans to connect I-35 to 169.	8/25/2019 3:37 AM
126	None	8/25/2019 2:48 AM
127	As a "student" of history, I feel that the old bridge should not be removed, but used for the pedestrian and bike traffic instead. It also could be used for light rail if the option ever arose. After after traffic is moved to the new span, it could be rehabbed, and without the heavy traffic there would be less wear and tear. A lot of the old glammers spans have often be replaced with a UCB -- Ugly Concrete Bridge. We have lost the Fairfax, Platte Purchase, Lexington, Glasgow, Maimi, Booneville, Hermann, and others only to be replaced with a UCB, and their collective histories lost forever. The Broadway/Buck O'Neil should remain standing.	8/24/2019 9:11 PM
128	The West plan seems like the most effective plan.	8/24/2019 4:49 PM
129	Why does MODOT not want to connect highways?? And rush hour congestion isn't the only direct connection factor. What about travellers out if town coming to/from KCI?	8/24/2019 4:32 PM
130	Don't half-ass this. This is our chance to do it right for a long time.	8/24/2019 9:16 AM
131	Coming from Brookside my wife travels daily to river market, and weekly to Riverside, as well as frequent trips to airport. This is a great chance to clean up that corridor.	8/24/2019 9:15 AM

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132	What happened to the proposals that included future options to eliminate the north 70 loop and reconnect River Market to downtown? Was that a waste of my time or does MODOT do whatever it wants?	8/24/2019 4:40 AM
133	As you consider closures for construction, please consider the western Northland would only have a few current southbound lanes to cross into downtown: ONE merge lane from I-29 at I-35, I-635 to various connections, I-435 to various connections, Heart of America bridge and the Fairfax/I-70 route. This will be a huge impact. (PLEASE widen existing routes and/or consider adding at least one more southbound I-29 at I-35 lane. This one gets especially backed up even without rush hour.) Also, thank you to Wes Minder for keeping us informed about these options.	8/24/2019 4:05 AM
134	No	8/23/2019 5:51 PM
135	None	8/23/2019 4:30 PM
136	Bike/pedestrian lanes very important	8/23/2019 12:24 PM
137	I thought we just had the Buck O'Neal bridge closed for repair. If it was irreparable why did we put the money into putting a band-aid on it? This project should have been in place a long time ago. Please keep the weather in mind when creating ramps and our driving habits.	8/23/2019 12:07 PM
138	Bicycle and pedestrian access is not important to me.	8/23/2019 12:07 PM
139	Insure RR locomotive headlights traveling south cannot continue to blind northbound vehicle traffic. It happens on a frequent basis and I doubt any study of same has been conducted. Build a wall taller than any locomotive to prevent this. Remove all bends in travel lanes, you don't see this on any other bridges in large traffic volume metro areas in Missouri.	8/23/2019 11:27 AM
140	It would have been better if a split screen were used during the survey to keep a visual of the alternatives in mind. I do not understand why adjacent #3 would cause so much congestion on northbound traffic if adequate merging is available at the south end of the bridge.	8/23/2019 11:15 AM
141	I want financial responsibility shown in this decision. Most benefit for least cost & not kicking the can down the road on a direct I35 connection. The intersection is a hazzard and making it bigger will make it a bigger hazzard.	8/23/2019 10:58 AM
142	I take Heart of America coming to work each morning, but go home across Broadway bridge at night. Connection between the North-land to Broadway using the new bridge is what I'm interested in.	8/23/2019 10:47 AM
143	Great work mapping these out!! I think the West and Central alternatives are both really good, but the Central edged out West due to splitting traffic between 35 and Downtown.	8/23/2019 10:34 AM
144	NA	8/23/2019 10:32 AM
145	This is fantastic public engagement and dialog. Thank you so much, this feels like government working at its finest! Do the thing that's best for KC long-term.	8/23/2019 8:11 AM
146	option for no stoplight from 169 to i35 is the biggest cause for delay. making a smooth change from one to the other is very important when trying to get to plaza or westport from northland for morning commutes	8/23/2019 8:02 AM
147	N/A	8/23/2019 7:46 AM
148	prefer West Alternative	8/23/2019 7:10 AM
149	The Central Option seems preferable as to options available from the northland to all areas south of the river	8/23/2019 6:43 AM
150	I use these daily, looking forward to a new bridge with better connectivity.	8/23/2019 6:34 AM
151	The Central option appears to be the most similar to what we have now, while adding much needed I-35 access.	8/23/2019 6:16 AM
152	I believe we should maintain and improve pedestrian accessibility as best we can. Our collective and individual health depends on moving our bodies. Our cities should be designed to consider walking and biking. Foot traffic near places of business is a good thing! The people who live in neighborhoods should be first priority in this project.	8/23/2019 5:50 AM
153	Build the new bridge with like 3 to 4 lanes, traffic is only going to increase, might as well plan for the future and make it big so we don't have to go through so much construction in the future.	8/23/2019 3:53 AM

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154	Just want to say how impressed I am with your clear and concise alternatives and drawings as always.	8/23/2019 2:43 AM
155	The cost in \$ and disruption looks like it would outweigh the benefits. No build is my choice of options.	8/23/2019 2:02 AM
156	All options that include direct connect to I-35 are acceptable in my opinion. I believe direct connection to I-35 is mandatory to relieve congestion during daily commute.	8/23/2019 12:23 AM
157	Please make sure this is built with local contractors that are 100% union! Safety and quality shouldn't be handed to the lowest bidder	8/22/2019 5:53 PM
158	We need a direct connection to 1-35. Doing construction and not having a direct connection will not fix the traffic issue. I appreciate the concern for pedestrians. It makes me so nervous when I see people walking down the center of the bridge. Thank you for your work	8/22/2019 5:49 PM
159	Would it be possible to have keep current bridge and add a second bridge and have traffic merge north of river? Current bridge could provide direct access to downtown from 169 into Broadway as it currently does. New bridge could connect directly to 35 and 70 from 169.	8/22/2019 4:48 PM
160	Thank you.	8/22/2019 4:33 PM
161	Would it be possible to create flex lanes that open Southbound in the AM and Northbound in the PM rush hours?	8/22/2019 4:17 PM
162	No	8/22/2019 4:12 PM
163	Central and West only way to go. Do it right the first time. Direct Connect to I-35 north and southbound.	8/22/2019 3:50 PM
164	I firmly believe that the extra cost involved with Adjacent Option 3 is money well spent and a solid investment in Kansas City's future development. It's also important that the new bridge has genuine character, and isn't just a slab of concrete.	8/22/2019 3:43 PM
165	I would prefer a bridge that makes our city look nice and will stand for a long time.	8/22/2019 3:12 PM
166	No	8/22/2019 2:47 PM
167	I think the option of a stacked roadway like the Bay Bridge should be considered	8/22/2019 1:26 PM
168	none	8/22/2019 1:08 PM
169	just thanks for trying to do the best for the city	8/22/2019 12:03 PM
170	Wondering if there are any plans for the existing Buck O'Neil bridge. Not sure if any conversations have taken place to see if the Street Car would be interested in future renovations to to service Downtown Airport	8/22/2019 11:10 AM
171	need a direct connect to roadway	8/22/2019 10:22 AM
172	I think building a new bridge would be less of a hassle in the long run although there would have to be some disruption of traffic on I-70 and I-35.	8/22/2019 9:40 AM
173	The West option is the best option in my opinion.	8/22/2019 9:17 AM
174	I work in zip code 64110	8/22/2019 9:11 AM
175	Modern vehicles and modern traffic patterns need modern planning. That bridge has been a wonderful part of KC history, but it was built to serve a set of needs that have evolved well beyond its ability to serve.	8/22/2019 8:57 AM
176	n/a	8/22/2019 8:24 AM
177	Would like to see more attention on the North side ramps, since the current middle ramps tend to add to traffic congestion.	8/22/2019 8:22 AM
178	Thanks for asking. Think connection to 35 is important to growing city even though I don't frequently use. Evening approach to bridge from city is nightmare from any street/direction. Closing certain areas or bridge for replacement will be painful but necessary. Lovely view from bluffs but is rarely used. Hoping city commits to moving quick on project and making best long term decisions for this critical route to north and to KCI.	8/22/2019 7:01 AM
179	Highway and lane closures need to be avoided or kept to an extreme minimum during construction - there aren't enough routes to the west side of downtown for the northland, and we need to not lose the current traffic flows while a new bridge and ramps are constructed.	8/22/2019 6:31 AM

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180	West Alternative would be best or the city. It has all the pro's the city wants. Wasn't the Bridge just shut down for repair's not to long ago? Quit wasting money and do it right the first time, getting tired of it!!	8/22/2019 6:18 AM
181	The downtown livability should be important. For instance if a ramp were to go over the park or other impacts. I mainly use it to access I35 but it is very nice to go straight down to the convention center too. Thanks for allowing input.	8/22/2019 6:09 AM
182	Closures are no fun, but to fix all of these intersections properly, lets do it the right way.	8/22/2019 5:52 AM
183	I drive this 5 days a week. I appreciate your plans and proposals to make this better. Good	8/22/2019 5:43 AM
184	Pedestrian and bicycle traffic is very important! I completely agree that very large intersections hinder pedestrian and bicycle traffic. No long term impact on NW Lou Holland Dr around the Wheeler Airport is also very important to me. Thanks for taking our feedback!	8/22/2019 5:21 AM
185	I see value in maintaining the buck o'neil bridge in-situ and converting it to parkway/pedestrian access only. further connection to the downtown airport to north and Berkley waterfront park along the river market would be an iconic addition to downtown Kansas City. it would grow the activation of the river zone. Reference current 11th street bridge project at DC's anacostia river and High Line project in NYC.	8/22/2019 5:12 AM
186	Would be nice if possible to leave old bridge up until construction is finished?	8/22/2019 5:00 AM
187	I know it's more expensive but I like the West Alternative idea. It gives everything at one time. It would just be one big project done all at once that keeps traffic moving for many years to come. The North land is continuing to grow. I appreciate that MODOT is planning for it.	8/22/2019 4:36 AM
188	No comment	8/22/2019 4:28 AM
189	Kansas City's downtown has seen many great improvements lately, the Streetcar, Power and Light, River Market and adjacent areas, etc. An improvement to the flow of traffic around the intersection of Broadway, 5th & 6th Streets and the downtown loop and replacement of the old car that is the Broadway bridge will greatly improve downtown and have positive ripple effects onto I-70, I-35, the Airport, and downtown as a whole. Get it done right the first time, don't worry about the impacts of construction and make our city a better place. (And if you would please, slow down or just stop adding more 4-story apartments, enough is enough. But, please add an off-shoot of the Streetcar to the Jazz District and Arthur Bryant's!) Thanks, Dan – 55 year KC native, Go Chiefs!	8/22/2019 4:25 AM
190	None	8/22/2019 4:00 AM
191	A direct connection to I-35 is absolutely necessary for 169 highway to function like a modern highway. The adjacent alternative options create turns having too small a radius for the connecting flyover bridges between I-35 and the bridge, and I believe the current flow problem will not be solved, traffic will still remain poor through that section as a result if that option is selected. The central alternative has much larger radius flyover bridges on which traffic is more likely to maintain highway speeds. The central alternative also still allows southbound traffic easy access to downtown just like the current bridge, which is appealing to me. Regarding pedestrian traffic, this is a non-issue in my opinion. The rest of 169 highway (along downtown airport and continuing north) is not pedestrian friendly what-so-ever, there are no dog walkers/runners/cyclists etc. in the area that would use such a pedestrian crossing. I understand that some people like to run/bike around the downtown airport, but these are people that drove there specifically for that, they did not come over from north town or similar. There is nothing on the north end of the Buck O'neil bridge for pedestrians, and indeed no easy access from anywhere north of the river where people are biking and jogging (like north town) to go west to access the bridge. The only pedestrians that would utilize such a crossing would be the few residents of the low income housing on the north end of the current Buck O'neil bridge and the homeless people that congregate at the Broadway intersection. The central alternative would help bring the communities north and south of the river in Kansas City together, and allow a less troublesome commute not just for daily commuters, but for those traveling across the river for food/entertainment, not to mention the airport.	8/22/2019 3:54 AM
192	Thanks for reaching out to the public about this, we need to plan for growth.	8/22/2019 3:41 AM
193	Just do it, stop the meetings.	8/22/2019 2:27 AM
194	I am always concerned on closures of any kind both it is needed and they are happening at these locations all the time. I work at the downtown airport and it is always a challenge to get to work.	8/22/2019 2:22 AM
195	No	8/22/2019 1:50 AM

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196	169 direct to I35 is a necessity for flow and alleviating congestion. You have some great plans, please utilize them.	8/22/2019 1:49 AM
197	Since the bridge bounces today when large vehicles travel it, the bridge must be replaced.	8/21/2019 11:45 PM
198	None	8/21/2019 8:02 PM
199	No	8/21/2019 7:48 PM
200	Thank You! I commute from Brookside to 169 & 152 everyday for work. It is beyond time for a new bridge!	8/21/2019 7:36 PM
201	Don't do the adjacent or no-build plans whatever you do	8/21/2019 6:45 PM
202	I really would prefer alternative Option 1 or 2 as the best choice	8/21/2019 6:32 PM
203	The west alignment appears to ignore connections from eastbound I-70 to northbound US-169, as well as from southbound US-169 to westbound I-70. And then all the alternatives EXCEPT the west alignment appear to eliminate connections between areas "inside the loop" and the entire Woodswether Road area.	8/21/2019 5:49 PM
204	Please connect I-35 with the new West bridge option. Can be dangerous at rush hour to exit the NB highway to get to the O'Neal bridge!	8/21/2019 5:37 PM
205	A direct connect to I-35 is imperative. Any connection to Broadway or 5th and 6th streets would cause backups too long for a viable maintenance of flowing traffic as needed to Alene traffic jams. Do not do here what you did at the Grandview Triangle and buckle under to pressure groups and leave us with the same traffic jams as before this clean slate project. I use this bridge as my only way south to get to KC Water HQ near quitting time.	8/21/2019 5:34 PM
206	you already know what your going to do, not sure why your making a farce by doing this survey. You ram it down our throats like you did the Airport Reconstruction.	8/21/2019 5:22 PM
207	Will new bridge be called Buick O'Neil?	8/21/2019 5:13 PM
208	The west and central alternatives provide more towards the future growth of KC and are worth the 400million it will really cost.	8/21/2019 4:26 PM
209	NA	8/21/2019 4:01 PM
210	N/A	8/21/2019 3:25 PM
211	No	8/21/2019 3:20 PM
212	None	8/21/2019 3:09 PM
213	I am willing to find an alternative route while construction occurs because it's so important to make this interchange right and safe. It's a great start to fixing the entire freeway system north of downtown	8/21/2019 2:54 PM
214	It seems like you are trying to squeeze a lot into a little amount of space. Good luck in pleasing the majority because you'll never please everyone.	8/21/2019 2:21 PM
215	No	8/21/2019 2:18 PM
216	I would vastly prefer the options (ie--NOT the Adjacent one) recommended by the KC Star. They are more expensive, but they do a much better job of creating a high-quality bridge that can stand the test of time. I live in Olathe and commute up I-35 to Wheeler Airport (to the VMLY&R offices there). But I would prefer a long-lasting high-quality replacement over a substandard one.	8/21/2019 2:06 PM
217	Any option that doesn't create closures where I gotta go through nkc again is preferred	8/21/2019 1:36 PM
218	no	8/21/2019 1:29 PM
219	Thanks for asking the public! I use the bridge twice daily.	8/21/2019 1:28 PM
220	Minimize closure times but important to have the fly overs	8/21/2019 1:24 PM
221	Not in favor of the new construction	8/21/2019 1:23 PM
222	alternative option 3 needs more lanes from I-35 to the bridge. The farther away the bridge is, west option, from congested areas with people the better. Keep traffic and people separated.	8/21/2019 1:23 PM
223	how about turning the buck o neil bridge into a pedestrian/ bicycle only bridge	8/21/2019 1:22 PM

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224	The west plan is the best for future development and traffic. Don't spend money on a bandaid to the current congestion at the bridge entry into downtown. To some visitors this is their first experience with downtown. Having worked and lived downtown for 15 years what we have now is horrible	8/21/2019 1:21 PM
225	I love the pedestrian area of the West Alternative. I feel it would make it easier for so many people that live on either side of the river that don't own transportation, and I look forward to using it.	8/21/2019 1:13 PM
226	I have driven to KC from St. Joseph for 20 years. Would hate to lose the Broadway bridge. Put the toll booths back if necessary!	8/21/2019 1:13 PM
227	We're all for the West option!!	8/21/2019 1:13 PM
228	The current bridge is just not practical anymore.	8/21/2019 1:11 PM
229	None	8/21/2019 1:09 PM
230	The west alternative appears to lack a direct link to downtown. The adjacent alternatives don't appear to solve congestion. Therefore I think the central alternative is best. Also road closures should be tolerated by most for the end result of less congestion.	8/21/2019 1:09 PM
231	Make it better but keep it simple!	8/21/2019 1:03 PM
232	Bike path and pedestrian travel is a low priority. Build new bridge while existing bridge is operational.	8/21/2019 1:02 PM
233	Will I-70 W construction be done before the start of this project?	8/21/2019 12:42 PM
234	There is a lot of homeless/indigent activity in this area and plans should be created to prohibit/discourage their ability to utilize overpasses for shelter needs.	8/21/2019 12:40 PM
235	I'd like to see the Buck O'Neil bridge saved for pedestrian & bike use only.	8/21/2019 12:29 PM
236	The project needs to have dedicated crews working with an intense purpose to get the work done quickly	8/21/2019 12:20 PM
237	No	8/21/2019 12:10 PM
238	I believe the west alternative looks like the best solution	8/21/2019 12:08 PM
239	I think MoDOT also needs to fix the short lengths of entrance ramps from West Pennway Street onto southbound Interstate 35 and from West 670 to Northbound 35. Or in lieu of changing the ramps, maybe MoDOT needs to lower the speed limits and have the police actually enforce them.	8/21/2019 11:22 AM
240	No flyover ramps, as these ramps will be dangers to drivers and trucks during the winter.	8/21/2019 11:11 AM
241	The traffic should be routes in such a way that encourages the use of the paseo bridge, instead of the buck O'Neal bridge.	8/21/2019 10:52 AM
242	NA	8/21/2019 10:23 AM
243	Connection to I-35 is vital at near normal driving speed. This creates the best project and use of public funds.	8/21/2019 10:22 AM
244	Was any consideration given to repurposing the existing river bridge as a pedestrian/bicycle crossing to reuse the existing historic structure and eliminate building these on the new bridge?	8/21/2019 10:18 AM
245	Would like Good connectivity onto Broadway also.	8/21/2019 9:30 AM
246	Let's move forward with SOMETHING!	8/21/2019 9:26 AM
247	SAFETY FIRST!! Seriously. Safety and then traffic congestion issues.	8/21/2019 9:22 AM
248	My daily route takes me from 169 to 70 then to 29 south to stay away from slowdown further upstream on 29. I would love a easier connection to 70 east. Going from 169 to 70 without stopping would be amazing. I think the perfect idea would be flyovers to both 70 and 35.	8/21/2019 9:16 AM
249	I'm not concerned with road closures during construction because I view the project as vital and am willing to undergo temporary discomfort for long-term gain. I take the Buck O'Neill Bridge every day. The interchange to get into and out of downtown is the worst part of my daily commute.	8/21/2019 8:35 AM

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250	<p>closings are happening alot on these proposed routes anyway. 169 closes constantly to bandaid it back together, the viaduct is closed now and all of the options ae going to close one path or anohtwr temporarily. getting the plan right with flyovers that avoid lights that bog down on the bridge is key. 5th and Broadway is already a cluster F and adding more.lanes to it are not going to help that. the only cars hitting the lights at 5th and Broadway should be traffic needing access to downtown. DONT WASTE ANY MORE.MONEY TRYING TO REPAIR THE CURRENT BUCK ONIELL BRIDGE! also, maje sure to keep the name on the new bridge</p>	8/21/2019 8:25 AM
251	<p>Main concern is the traffic backup that occurs each night on Broadway. The numbered streets leading to Broadway are somewhat impeded by this backup as well making it difficult to exit parking garages along Broadway. For example, the officer that DST hires in the afternoon to stop traffic on Broadway to help their employees exit their garages. There are similar concerns up and down Broadway during this time of day. The connection between US 69 and I-35 is currently cumbersome, the desire is to keep the highway traffic separate from the public street traffic. This may also help with the first comment.</p>	8/21/2019 8:22 AM
252	No	8/21/2019 8:20 AM
253	None	8/21/2019 8:18 AM
254	Do what you need to do.	8/21/2019 8:16 AM
255	<p>The traffic flow during rush hour is a major issue downtown, with a bottle neck both at the Broadway/I-35/I-69 intersection and Hwy 71/I-35/I-70 merger. This will only get worse as the population continues to grow. Only by directly connecting I-35 to I-69 do you improve traffic conditions enough to justify the budget. Spending 180 million with no direct connection/future direct connection or 230 million and get the job done right. To me it is clear what needs to be done, and what should have been done 15 years ago. Also there are better ways to honor Buck O'Neil than by naming an old steel structure after him. Removing the old bridge should not be considered a con.</p>	8/21/2019 8:10 AM
256	As a commuter from the Northland to Crown Center, it would be great to remove the current congestion in this area.	8/21/2019 8:02 AM
257	No	8/21/2019 7:50 AM
258	Na	8/21/2019 7:46 AM
259	you have got to get "highway" traffic away from the Broadway intersection. It bottlenecks everything. All that congestion backs up onto I-70 and causes very unsafe conditions.	8/21/2019 7:39 AM
260	Thank you for the opportunity to provide written feedback.	8/21/2019 6:54 AM
261	Connectivity and future traffic flow should be a given as to how to proceed with this. The current bridge doesn't allow for growth or any ease of flow with concerns to traffic.	8/21/2019 6:49 AM
262	West alternative seems to be the best choice	8/21/2019 6:41 AM
263	While the improvements to/replacement of the bridge are critical, would like to see more expanded plans of how volume and safety issues will be address for bridges, state hiways, and connectors for entire northland section of Kansas City.	8/21/2019 6:41 AM
264	I 35 direct access is critical. I 70 access is needed but not as critical since 670 is available. Woodsweather is no a concern. Redoing the kink at end of the Bridge at RichardsRoad and the Rail area is also a safety issue.	8/21/2019 6:33 AM
265	Why can't we keep the existing bridge for pedestrian traffic? I realize it's old and expensive upkeep but surely it can be kept up for non-vehicle traffic. How long has the Hannibal bridge been taking freight trains? I'm pretty sure for longer than the Buck O'Neal has existed. Someone needs to start a non-profit to keep the Buck O'Neal!	8/21/2019 6:27 AM
266	Get rid of the Billboards which are nothing more than visual pollution	8/21/2019 6:20 AM
267	Providing a new bridge is best. Not closing 169 or I-35 would be best. I don't use I-70 much at all. Keep the existing bridge open while constructing new bridge.	8/21/2019 6:19 AM
268	A new bridge is the only way to go	8/21/2019 6:15 AM
269	Make the bridge as convenient and beautiful as possible.	8/21/2019 6:14 AM
270	It's time to update the city and stop loving in the past. With change some inconvenience is expected. Make it happen!	8/21/2019 6:00 AM

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271	Direct access from US 169 to I-35 is a must regardless of the impact to access to local streets. The traffic going from I-35 to US 169 has increasingly gotten heavier over the last few years. The prevents the local streets from being usable during heavy traffic periods.	8/21/2019 5:54 AM
272	Maintain the bridge we have.	8/21/2019 5:52 AM
273	I use the current bring from the Northland Mon - Fri as I35 is far too congested. Closures will cause a great deal of delay. So minimizing these closures would be necessary. One thing that should have been covered is potential time to build each project. So when you say temporary vs moderate what kind of time frame are you looking at?	8/21/2019 5:46 AM
274	Being able to have direct connection to I 35 is very important with access to downtown and River Market area is important to me. I use 169 alot and appears that the Central alternative would be the most logical.	8/21/2019 5:46 AM
275	I understand that closures are necessary but the less amount of time possible is ideal for those who live north of the river when our options of getting south are minimal.	8/21/2019 5:46 AM
276	Direction Connection to I35 is very important. Closing I70/I35 during construction would be a huge hassle, but it's only temporary so I think we need to be looking at the best final configuration & ease of traffic flow for long term benefits & not worrying as much about temp. construction headaches. And I work downtown & live up north & use the Broadway Bridge every weekday.	8/21/2019 5:42 AM
277	A new bridge is definitely needed. Hate to lose historic bridge but future traffic needs are most important. Construction will be difficult to live through, but a necessary evil. Direct access to I-35 is required if such a big project will be undertaken.	8/21/2019 5:41 AM
278	The Broadway Bridge needs to be saved. It's the only bridge across the river that is still the same. Keep it that way. Fix the bridge or close it and put a new bridge just like the old one where it is. Save history.	8/21/2019 5:35 AM
279	Whatever you do, keep it named after Buck!	8/21/2019 5:35 AM
280	Like where this is going - so ready for a new bridge!	8/21/2019 5:20 AM
281	Congestion on the bridge (morning) and onto the bridge (evening) is the big problem. Direct access to I-35 should help that.	8/21/2019 5:15 AM
282	The biggest complaint coming from the northland into downtown, for me personally, is the ridiculous stoplight placed right after coming off of the bridge at 5th street. Also, the merge onto I-70 east from 6th Street if you have to get to I-35 north crossing 4 lanes of traffic is also a painful experience.	8/21/2019 5:08 AM
283	I like the West alternative, but I'm concerned about how the exits to 5th-6th street may become congested by traffic heading into downtown at peak hours.	8/21/2019 5:02 AM
284	Why is access to the viaduct into/out of KCK being ignored? It would help if you provided an estimated timeline for each proposal.	8/21/2019 4:59 AM
285	Currently, the Northbound commute from the Buck O'Neill bridge has a sharp janky curve as soon as the bridge ends and the 169 Hwy begins. I hope this issue will be resolved with the Harlem right hand access? It is a difficult and occasionally dangerous sharp curve. Thank you for a great presentation and all the hard work put into these designs!	8/21/2019 4:53 AM
286	I feel the Central and Alternative #3 are the two best options going forward. The others seem to have pretty big holes in them.	8/21/2019 4:52 AM
287	I use this bridge often. While I hate losing the bridge it does need to be replaced. I hope you can protect the integrity of the area	8/21/2019 4:45 AM
288	N/A	8/21/2019 4:44 AM
289	I am a "sidewalk" engineer and am curious as to how the Broadway extension from the north will feed into the Central and West bridge alternatives. Will it remain 4 lanes (2 lanes each way)? If so, will the lanes over the bridge expand to 3 or 4 lanes each way? Regardless, I would love to see graphics of how exactly the construction would go. Also, the Christopher S. Bond Bridge has 3 lanes each way. Do traffic studies show a 2 lane feed into the Central and West bridge alternatives to be adequate and if so for how long? Also, how exactly will access to the downtown airport be improved?	8/21/2019 4:27 AM
290	Getting rid of the bridge is not a "con" or a negative. That bridge is way too old and needs replacement before it breaks. Getting rid of the bridge is a positive!	8/21/2019 4:26 AM

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291	Limited closures would be tolerated as long as they were weighed against other things, such as the direct connection/limiting impacts to neighborhoods/good detours/not during rush hours/better bike/ped. If option 3 or no build is picked, then closures would be less tolerable.	8/21/2019 4:18 AM
292	My vote would go to the West Alternative, it would eliminate the confusing intersection as well as provide direct seamless connections to the interstate.	8/21/2019 4:07 AM
293	I checked a lot of "negative" boxes because I don't travel that way very often so they don't apply to me. The West Alternative is the only one that makes sense for the following reasons. 1. It allows "through" traffic to keep moving while providing access to the city grid streets. This will minimize traffic back ups. 2. While more expensive than the others it will be cheaper in the long wrong. Traffic is not going to decrease with time, it will increase. Material and labor costs are not going to decrease with time, they will also increase. So instead of spending \$210 million now and having to spend another \$50-60 million later to construct the fly overs why not just do it right the first time and actually save money. There is also the "congestion" that would be caused by future construction and that won't sit well with the citizens/tax payers. I can hear them now. "They just did this bridge a few years ago and now they're back in there screwing up traffic and wasting more money!" The West Alternative is the bridge of the future. The only question is to do it now or later. Now would be cheaper all the way around. As for the existing bridge, there's no reason to tear it down. Chop the ends off, leave it in place, put a plaque on it just like what was done with the ASB Bridge when the Heart of America Bridge was built.	8/21/2019 4:07 AM
294	I like the Central option. I like the idea of splitting off I-35 from downtown while leaving the downtown exit at 5th and Broadway	8/21/2019 3:44 AM
295	I personally use the bridge for my commute to and from work on a regular basis (4-6 times a weeks). With traveling an hour each way and not familiar with that many alternatives to drive to work using 169 straight to Broadway is a straight shot for me	8/21/2019 3:42 AM
296	I completely avoid taking the Buck O'Neal bridge due to the traffic situation in the downtown area. It is hard to reach from either direction. I expect that if flyovers were installed that traffic on 169 would increase significantly, alleviating traffic on I-35 and 670 downtown. I believe that a two bridge solution should also be considered. Can the Buck O'Neal bridge be refurbished? Would a new bridge that acts as a direct connection to I-35 alleviate traffic on a retrofitted Buck O'Neal bridge?	8/21/2019 3:19 AM
297	this is just another ploy to spend money on keeping more cars on the road and lining pockets of politicians in construction company pockets. how much recycling will be done? where is bicycle and pedestrians paths? why not use the money to further trolley use and park and ride sites	8/21/2019 2:57 AM
298	Can we name the new bridge the Pat Mahomes bridge	8/21/2019 2:42 AM
299	None	8/21/2019 2:37 AM
300	No	8/21/2019 2:34 AM
301	Keep O'Neil bridge, add new bridge and put in tolls if necessary. Look at Houston and Dallas Texas tolls to help Mo streets, highways and bridges	8/21/2019 2:28 AM
302	Protect the environment at all costs.	8/21/2019 2:19 AM
303	No comment	8/21/2019 2:17 AM
304	No	8/21/2019 2:16 AM
305	Really want to preserve Buck O'Neil bridge. Adding another bridge would solve congestion problem	8/21/2019 2:09 AM
306	A build option is necessary and I think that a direct connection to 35 will eliminate a huge amount of backups. I also beg for a pedestrian area. There are so many people that walk across that bridge in the middle median of an already too narrow bridge.	8/21/2019 1:56 AM
307	My advice is to NOT LET MODOT handle this project. You're the joke of Missouri. Every project you put your hands on is a catastrophe. You have horrible planning and can't finish projects for years..... Do KC a favor and fire all of your planning staff! You have genius ideas like shutting down major highway ramps with no alternatives. Shutting down highways with no detours. Spending years redesigning intersections. Go to other states and learn how to do road construction. MO residents are tired of your incompetence.	8/21/2019 1:54 AM
308	Although no one likes the idea of road closures during construction, it is a temporary problem. It should only be lightly weighted and the city should pick the best alternative for the long-term.	8/21/2019 1:50 AM

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309	Closing Broadway bridge is a problem for the people up north that travel into downtown. When the bridge was closed for repairs, it was a nightmare finding a way south!!	8/21/2019 1:43 AM
310	No	8/21/2019 1:42 AM
311	None	8/21/2019 1:40 AM
312	Go big or go home	8/21/2019 1:16 AM
313	There has been more traffic in years past that have used these interchanges WITHOUT any ISSUES. Building roads for stupid people is NOT the purpose of MoDot and wasting millions of dollars in taxpayer funds. Stop trying to improve your making it worse and increasing congestion. MoDot has done nothing but increase congestion and pollution with millennial mind sets of piss ants. Maintaining highways is your job, not fucking up the free flow of traffic by putting everything but automobiles on the roadways. Who ever dreamed up this crap needs to be fired and kicked in the balls	8/21/2019 12:19 AM
314	Do the central design and then start on the closure of I-70 on the north loop. Let's take back that public space from the highways	8/20/2019 6:53 PM
315	I think our city could use this change. It will make a huge difference to all of us that drive it daily. Plus that curve before the bridge is dangerous especially during winter.	8/20/2019 6:53 PM
316	Did the study team not consider potential impact of North Loop removal options circulate d last year??? Adjacent Alternative Option 3 is ideal as it supports on-grade access to River Market and downtown while providing direct connection to 35. Option 2...I don't buy "future project" tags...if the connection isn't done now, it won't get done. Congestion...even if congestion is the same during peak times, it's still a massive improvement in non-peak times. Exiting on 12 to sit at two lights with panhandlers in order to continue Northbound in 169 is painful 24/7. Additionally, the "no direct connection" options do not consider how confusing this is to nonlocal visitors!	8/20/2019 6:07 PM
317	Integrating the bridge, extension and points north and south of the bridge with Scout is critical to this project. Minor incidents paralyze this highway and drivers lack visibility due to no Scout message boards and cameras. Cleaning up the 5th/6th street zone of confusion is also a must for this project to be a success.	8/20/2019 5:44 PM
318	The west alternative is my favorite. It has direct connections, and the bridge/ramps will be on the west edge of River Market. This opens up the area that is currently wasted by the ramp for future infill development. I am disappointed that purpose and need statements did not include supporting the development and health of the River Market neighborhood. Transit isn't just about moving cars. Transit is a tool for growing neighborhoods and making a positive impact on the lives of residents. The proposed options are all fine when viewed just from a standpoint of moving cars from one location to another. But how do we foster the growth of Kansas City? Which one makes this city a better place to live in?	8/20/2019 5:10 PM
319	Looking forward to the project	8/20/2019 4:49 PM
320	Direct connect to I-35 is the most important but I also think connecting to downtown is important also. I like the west alternative best as it relates to I-35 but the connection to 69 north of downtown looks like it would be problematic if it comes off of 5th street at that hard angle. Therefore the central option looks like the best of both worlds in keeping everything accessible. Connecting the currently separated parts of the River Market will only effect a small number of people and should not come at the expense of better flow from north to south. They don't have it now and will not miss what they never had.	8/20/2019 4:23 PM
321	Good job with alternatives.	8/20/2019 4:08 PM
322	Keep highway traffic on highways! I work in the River Market and often traverse 5th and/or 6th Streets towards I-35. During congested times (basically all day), it backs up for 2-3 city blocks. This needs to become free flowing traffic and the ramps need to be moved away from downtown congestion and spread out, which is what the West option offers. Yes, that is further for me to drive westward to catch I-35 South, but it will be worth it because that longer distance I'll be able to traverse in a shorter period of time.	8/20/2019 2:29 PM
323	If money is being spent, then do it right. It has to have direct connections to I-35 at highway speeds, shouldn't have to slow down when people at the stoplight into downtown backs up.	8/20/2019 2:22 PM
324	The West Alternative seems to be the most future-proof in terms of flexibility and ability to adapt to changing traffic patterns and extensions. It costs the most, but we'll all be living with it for the rest of our lifetimes. Let's get it right.	8/20/2019 2:20 PM

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325	Build a bridge to the West of the levee for the Airport. Run a new stretch of 169 all the way from the north of the airport to the West side of the airport. Make I29 a continuation all the way to I70. The bridge should connect in the west bottoms. Leave the Broadway bridge for local traffic. You will not interrupt traffic at all during construction if you make a new highway and bridge. This will allow seem less driving and better flow throughout the city.	8/20/2019 1:58 PM
326	No e	8/20/2019 1:38 PM
327	question 10 option 1, should say "Not Important"	8/20/2019 1:34 PM
328	My preference is WEST ALTERNATIVE, my second is CENTRAL ALTERNATIVE.	8/20/2019 1:31 PM
329	This is a chance to free up space now used for highways, as part of downtown building development. Please think about all of downtown and surrounding neighborhoods when considering plans. This is a good chance to shape a brighter future for downtown that still allows transit, but opens up options for more greenspace, buildings, public transit, and bicycles.	8/20/2019 1:29 PM
330	I believe the West Alternative will help with connecting the area more effectively and will make it more multimodal!	8/20/2019 12:17 PM
331	A highway that ends at a stoplight is insanity.	8/20/2019 12:05 PM
332	Rank 1 West option 2 Central 3 Adjacent option 3	8/20/2019 11:58 AM
333	The Central Alternative is the most attractive for me. As a northlander, I have & would use this corridor about equally to get downtown & get out to Johnson County. This seems to be the best balance for achieving both. Adjacent Alternative Option 3 is my second preference, West Alternative is my third choice. All other options are not viable & should not be considered at all.	8/20/2019 11:27 AM
334	none	8/20/2019 11:19 AM
335	Direct connection to I-35 is critical. The bottle neck today is causing massive delays and custom routes through downtown to get to 35 or 670, significantly increasing downtown congestion. There is a need to get to Broadway for downtown workers and sporting/entertainment events. Splitting that traffic with the central and west alternative gives the best long term solution to quality of life downtown, and speeding access to the greater KC area. It will soon be clear, in the next 50 years, that another bridge or tunnel over/under the river, in addition to the Buck O'Neal replacement, will be needed.	8/20/2019 10:50 AM
336	I think the consideration of changes to this intersection is long overdue.	8/20/2019 10:48 AM
337	question 3 is written weird and shouldn't have a box next to third option or you can't submit the survey	8/20/2019 10:34 AM
338	Just design something appealing. That works and is plenty if for future growth of the northland and the downtown area.. future ballpark downtown light rail across the river	8/20/2019 10:32 AM
339	Rebuild KC by tearing out I70 North loop. It is redundant to I670 and has so much room for business and residents if it were a boulevard.	8/20/2019 10:27 AM
340	Direct connection to I-35 is most important followed by connection to Broadway.	8/20/2019 10:20 AM
341	Would like to advocate for a visually appealing, signature design, within the limitations imposed by FAA/airport and surrounding land use. This is a once-every-50-years project involving several major challenges; would like the finished product to be something KC can be proud of and a suitable Gateway to a growing Northland and Downtown.	8/20/2019 10:15 AM
342	WEST ALTERNATIVE may cost more, but in the long run, would be a far better solution to the ever-growing traffic issues on the northwest side of the downtown loop.	8/20/2019 10:01 AM
343	I have commuted across the Broadway Bridge from Platte County every day since 1988. I truly believe the Central Alternative is the most effective. I also think providing a direct connection to Broadway is in keeping with the history of our city.	8/20/2019 9:58 AM
344	Please do not tear down any historical structures! No historical buildings should be torn down and the Buck Oniell bridge should be left as an iconic historical landmark that serves as a pedestrian/bicycle only bridge.	8/20/2019 9:42 AM
345	Get the money to make the West connection happen. Don't justify an EIS option to simply meet a perceived budget need.	8/20/2019 9:15 AM
346	none	8/20/2019 9:10 AM

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347	The project needs to have direct access to I-35 and is vital to maintain future traffic flows.	8/20/2019 8:48 AM
348	Doing nothing is not a reasonable option.	8/20/2019 8:20 AM
349	The adjacent and no build alternatives are terrible.	8/20/2019 8:01 AM
350	West Option and Central Option are the best bet. Slightly higher cost but worth it in the long run.	8/20/2019 7:50 AM
351	none	8/20/2019 7:35 AM
352	I think the West and Central options are clearly superior.	8/20/2019 7:14 AM
353	Need to embrace the quasi-interstate nature of 169. Heck, might as well attempt to get it signed as I-535, maybe that would get more funding to support the new structure?	8/20/2019 7:11 AM
354	Focus on what matters. What doesn't matter is bikes and pedestrians. Access to the airport & 169 is key from northbound. Access to I-35 and Broadway are key from southbound. The rest is fluff.	8/20/2019 7:09 AM
355	I believe the West and Central alternatives are our long term best options	8/20/2019 7:08 AM
356	It is important to keep the existing bridge.	8/20/2019 6:56 AM
357	The ultimate chosen option needs to highly value a long-term vision of downtown and the area. "Band-aid" approaches are not sustainable and waste money. Invest in our infrastructure!!!	8/20/2019 6:28 AM
358	I see no consideration for the 'beyond the loop' plan in any of these proposals. If this new bridge is to last for 100 years it seems any potential changes from that push should be at least considered.	8/20/2019 6:25 AM
359	.	8/20/2019 6:21 AM
360	No	8/20/2019 6:21 AM
361	West alternative seems like the best option.	8/20/2019 5:46 AM
362	A new bridge should facilitate the decommissioning if I-70 and the re-use of highway ROW for new downtown housing and employment. The adjacent option undermines these long term community priorities, as well as efforts to reconnect neighborhoods by lowering Route 9 to grade. The adjacent options undermines the ability to reconnect Independence Avenue and efforts in North Kansas City to reduce traffic and create a multimodal, mixed use corridor on Burlington Street. Most importantly, the adjacent option undermines all of the community work and consensus that went into the Beyond the Loop PEL process. Please respect the community consensus, recognize the unprecedented local financial commitment to achieve it, and support a direct connect option that supports Kansas City's vision for its downtown.	8/20/2019 5:27 AM
363	Please give us direct access to I-35.	8/20/2019 5:16 AM
364	I worry that the section of I-35 west of downtown will become the new bottleneck once a direct connection from the Broadway Bridge to I-35 is established. This could be helped by removing the ramp from the 12th street bridge to I-35 South. A major holdup is cars entering I-35 south then crossing two lanes of traffic to get onto I-70/670 W. I-70 via 670 would still be accessible from the Genessee St entrance in the west bottoms.	8/20/2019 4:48 AM
365	Replacing the bridge with the adjacent option and failing to address the terrible mess of connecting directly to downtown is a waste of potential.	8/20/2019 4:44 AM
366	The adjacent alternative is bad and terrible and should not be considered. It simply replaces one disliked bridge with the same thing only newer. Adjacent will not help the region grow.	8/20/2019 4:43 AM
367	We need bike access on 169 from Hwy 9 to the north side of the airport. I work at the airport and would prefer to ride that route vs through Harlem. Harlem doesn't seem safe and the main road is covered with water when it rains. I think this option should look at closing I35-I70 between the NE side of the loop and this NW section. Cover that up and make a park or more housing/business use.	8/20/2019 4:32 AM
368	Need direct connection or might as well Do nothing.	8/20/2019 4:23 AM
369	Weighing cost and expected impacts, I believe the West appears to be the best option followed closely by the Central alignment.	8/20/2019 4:21 AM
370	Major concerns would be for a direct link to I-35, access to the West Bottoms neighborhood, access for pedestrians and cyclists, and as much preservation of views from the West Terrace park. Thank you.	8/20/2019 4:02 AM

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371	Not for use of traffic, but are there options to do a new construction and preserve the old bridge for future expansion of lightrail to the airport? Might be interesting to expand retail or agricultural across the old bridge.	8/20/2019 3:52 AM
372	N/A	8/20/2019 3:49 AM
373	I like the idea of direct connection to I-35, but also wonder how it will affect "downstream" traffic (north and southbound). It seems eliminating having to go through stoplights will produce better traffic flow than what currently occurs around the bridge approach. More direct pedestrian and bicycle traffic from the River Market area is helpful.	8/20/2019 3:35 AM
374	I would love to know the estimated traffic impacts of the West Alternative. It's hard to get a feel of what the impact would be. The west and central alternatives would create a more connected downtown, both by travel and by community. These seem to both be the best solution.	8/20/2019 3:33 AM
375	Save the existing bridge to use for pedestrian traffic, or light rail for a park and ride from up north, or eventual rail to KCI.	8/20/2019 3:30 AM
376	First off, A bike friendly crossing of the river would be VERY much appreciated, and would be very important to me, as well as making it pedestrian friendly (it is so scary seeing people crossing it on foot now!). Secondly, I understand that a better project will take time to construct, I would rather have it under construction/closed for a while so that the end result is the best it can be. I don't want us to "slap a band-aid on it" just to have another issue later down the road. KC has very few river crossing opportunities compared to several other cities on rivers, and I think it is in our best interest to make this a worthwhile project. (I know cost is a concern, but I would love to see an at least semi iconic style/appealing bridge since we are removing the buckoneil). I personally would prefer a direct access from I35 to 169. the study makes it sound like there may not be time improvements, but i think having a direct connection will help tremendously with stress and people unfamiliar with the area. The entire area west of the city off of I35 can get confusing if you are unfamiliar with it (like people who may be visiting and are trying to go to the airport), so I think simplicity of the interchange should be a factor in the decision process. (Connecting to US169 from I35 is how I most often use the bridge, but I have also come from Broadway directly or even 6th street trying to get across the river.) Has the study considered the congestion of downtown traffic at that area? I know currently if you are trying to cross all the lanes it can get very stressful during high traffic times.	8/20/2019 3:26 AM
377	In all but the "do nothing" option, we lose the iconic bridge that lifts my spirit every time I drive over it or see it in the city skyline. I understand its time carrying cars is ending and that future maintenance is likely the reason for removing it completely; however, it would be an incredible bike/ped experience. Is there no way a \$250 million dollar project can make use of the beautiful structure? City tourism, pride, and beauty is not a small consideration compared to reducing traffic wait times by 2 min. And yet, such critical elements of city living are not included in the analysis and pruning of alternatives. That is a mistake. Even if the existing bridge must be removed to make way for an average bridge, there should be room for city pride and beauty in the design process and product.	8/20/2019 3:24 AM
378	just build the new bridge west of the existing one with direct access to I35. That is what is needed. all other options are not viable options.	8/20/2019 3:07 AM
379	I strongly prefer the West option.	8/20/2019 3:05 AM
380	Build us the best option that gets us an immediate connection to I35 upon completion as well as access to Broadway.	8/20/2019 2:53 AM
381	Nope!	8/20/2019 2:43 AM
382	long term regional rail, bike, and car for the bridge would be nice	8/20/2019 2:31 AM
383	The Central proposal works the best for me. However, why not directly connect with a flyover bridge to I-35 and use some of the existing exits for those in the River Market. Currently, it is too congested and way too unsafe. There are people constantly walking the bridge and it is not safe for the driver or the pedestrian.	8/20/2019 2:30 AM
384	My primary concerns, however it's accomplished, are reducing congestion and creating/maintaining safe infrastructure.	8/20/2019 2:20 AM
385	The central alternate option looks to be the best flowing option of the new builds.	8/20/2019 2:10 AM
386	No	8/20/2019 12:56 AM

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387	Do we really need to focus on increasing capacity in our over-highwayed metro? Is full-highway 169, which functions only as a bypass for the Paseo Bridge, our ideal long-term goal? Do we really want to continue to build out a freeway interchange in the very core of the city? I'd like to consider a no-build plan that properly plans for the eventual removal of the bridge entirely (unless 169 could be made to better connect with Northtown, which would be a nightmare with the railroad).	8/19/2019 6:22 PM
388	Na	8/19/2019 4:20 PM
389	My preferred option is the west alternative. As an architect and River Market resident this option allows for a better connection across Broadway and would alleviate significant commuter congestion from the 5th/6th and Broadway intersections. New development opportunities on the site of the old bridge could fully connect the River Market neighborhood.	8/19/2019 4:13 PM
390	Na	8/19/2019 4:03 PM
391	Please use this opportunity to provide high quality infrastructure for walking, biking and scooting across the river.	8/19/2019 3:42 PM
392	No	8/19/2019 3:38 PM
393	Reconnecting City Market is important and useful as well.	8/19/2019 3:20 PM
394	No	8/19/2019 2:55 PM
395	Everyone realizes there will be compromises during and after the project, but it's necessary.	8/19/2019 10:47 AM
396	no	8/19/2019 9:27 AM
397	Please remove the intersection coming off i-35 & I-70 to 169. The traffic there each day is ungodly and a pain each day. Any construction to achieve this goal will help us all. We need direct access from 35 straight to 169.	8/19/2019 9:18 AM
398	This survey instrument allows multiple selections for several questions that should only allow a single response. For example, question 12 above allows the user to select all five options. Unless this is fixed, this issue will make the survey difficult to interpret and will cast doubt on its conclusions.	8/19/2019 9:08 AM
399	Anything to reduce the separation of the river market to the rest of the downtown. The west alternative seems the most straightforward, and most beneficial for the future.	8/19/2019 7:08 AM
400	On either improvement will there be consideration for streetcar expansion to airport?	8/19/2019 5:00 AM
401	It appears that a lot of focus has been given to I-35 but as I cross into downtown everyday it appears traffic is almost evenly split between Broadway and I-35. There needs to be more consideration for downtown. If you provide a better path for people to access downtown (avoiding the traffic signal at 5th street) you may find more traffic on this bridge than before and I am not sure that the roads upstream and downstream can manage this traffic. In particular, Briarcliff/I-29 is congested every evening, I-70 onto 5th street is a constant mess with people trying to cut across three lanes of traffic to go from the highway to the bridge or people coming from the river market and then trying to get to I-35 crossing 3 lanes in the opposite direction.	8/19/2019 2:44 AM
402	Thank you for allowing public input.	8/19/2019 2:17 AM
403	Left entrances to the new bridges north bound lanes should be avoided at all cost. Options where north bound traffic enters the new bridges from the right are preferred.	8/18/2019 5:47 PM
404	Love the west option the best. Invest now for future access and allows more river market development space	8/18/2019 12:38 PM
405	Traffic during construction will be painful, but so is closing the old bridge for repairs.	8/18/2019 11:42 AM
406	Direct access to I-35 for rush hour purposes is the most important part of this project. The increase in downtown jobs, attractions, housing will continue to climb and it is congested too much already	8/18/2019 11:31 AM
407	Direct connection to I-35 is the most important piece of this project. Please do not knock down any (at least as few as possible) buildings in this project. Please connect the more detailed alternatives to the findings of the "Beyond the Loop" study and plan for the removal of the I-70 "North Loop."	8/18/2019 11:06 AM
408	Curious about access for bikes and pedestrians on both sides.	8/18/2019 9:37 AM
409	get it built	8/18/2019 8:40 AM
410	None	8/18/2019 7:55 AM

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411	I strongly support the west alternative over all of the other options under consideration. I strongly oppose the adjacent alternatives, because they continue the harmful practice of routing all regional traffic through the river market neighborhood, as well as result in demolition of historical buildings and increased right of way acquisition in the neighborhood.	8/18/2019 7:24 AM
412	This is great for people traveling between Johnson County and the Northland!	8/18/2019 6:33 AM
413	I thought the west option was best. It's the safest and long-term growth best option.	8/18/2019 4:53 AM
414	Na	8/18/2019 2:18 AM
415	I like that there are direct connections to I-35 as that is currently my route to/from work. It was difficult to tell from the maps and not really discussed how difficult it will be to get from 169 to I-70 East. Currently, this causes a huge backup trying to get through the lights at 5th and 6th Street. Is there a plan to ease this congestion or any direct connections between 169 and 70?	8/17/2019 7:26 PM
416	With the ongoing construction on 169, it is already very difficult to get from the Northland into the city. Please keep that in mind when starting this new construction project. I absolutely believe we need a new bridge. However, I also do not want my daily commute to be over an hour each way because I am stuck in construction traffic at 69 in Kansas, 435, and 169 closer to home.	8/17/2019 3:59 PM
417	Any build must have direct connection into I-35, and should remove the North Loop all together.	8/17/2019 2:23 PM
418	None	8/17/2019 2:05 PM
419	I want to know the estimated costs to compare and know whether Clay county money will be contributed towards construction! Federal grant? State grant?	8/17/2019 1:41 PM
420	Thank you for all you efforts and planning. As a Downtown KC Resident, I hope for a final solution that moves people out of downtown without long wait times at the Broadway traffic lights during rush hour.	8/17/2019 1:38 PM
421	Maximize the vehicle travel area. Due to the light amount of bicycle and pedestrian traffic across the bridge this area should be at a minimum.	8/17/2019 10:53 AM
422	I believe Adjacent Option 3 is the best option to go with.	8/17/2019 10:52 AM
423	Don't forget about the PEL and the amazing potential to be unlocked downtown with the decommissioning of the North Loop and reconstruction of MO 9 at-grade. The Adjacent Alternative runs against this, and only replicates the existing conditions while demolishing more of our city.	8/17/2019 9:54 AM
424	Pedestrian safety should be a big concern	8/17/2019 9:51 AM
425	N/A	8/17/2019 9:13 AM
426	I work in the West Bottoms and take the lower 12th viaduct to Beardsley and then north on bridge. It is important to me that the bottoms don't get shut out of this mix. The bottoms is turning into a new, robust area. Also, I would like Beardsley to be open south of the lower 12th street viaduct.	8/17/2019 8:23 AM
427	Go big and do it right once.	8/17/2019 7:42 AM
428	Since I don't routinely travel this route, the affect on my drive would be minimal. However, if we are going to fix the route for those people who routinely travel it...do it right one time. Headaches and road closures are needed to make real improvements to Bridges and traffic in and out of downtown for over 1/2 of northland residents. Spend the \$ to provide option 3 and get it all done.	8/17/2019 6:52 AM
429	Na	8/17/2019 6:50 AM
430	Please maximize pedestrian, bike, and mass transit volume/options regardless of the choice made.	8/17/2019 6:47 AM
431	spend the money right and build for the future. Not just now.	8/17/2019 6:23 AM
432	Central strikes me as smoothest transition to I-35 - my most common route when using the Buck O'Neill but i would really want quified traffic engineers with usage and accident data to make the decision. Huge need to "get it right" rather than choose on basis of temp closures and even cost. Get it right - job one.	8/17/2019 6:20 AM
433	I believe this bridge should be a more expansive multi-year, multiple project construction including light rail and/or streetcar lines to Northland and KCI as well as proposals to close the North Loop to reconnect downtown to the Riverfront, Columbus neighborhood, et. al.	8/17/2019 5:54 AM
434	No	8/17/2019 5:36 AM

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435	Option 3 is best	8/17/2019 4:23 AM
436	New bridge needs to separate Broadway traffic into downtown from I 35. Original bridge needs to come down. Would look ridiculous having two bridges side by side. Pace needs to be picked up on this project. This "study" should have been done while they were repairing the old bridge. New construction should be well on it's way, not debating what to do. How much time do we have before original bridge is going to need more maintenance money spent on it?	8/17/2019 4:15 AM
437	Adjacent option 3 looks the best and would likely reduce congestion the most. I hate the West alternative. The exits to 5th and 6 would get so backed up. Having an exit to i35 seems like the best option.	8/16/2019 6:43 PM
438	None	8/16/2019 3:36 PM
439	If the city and state are going to redo the highway at all, I think it would be wise to do it right the first time and get the most out of the construction. If we are going to spend around 200 million dollars then spend more to make it work well and last for the definite future. I would like to see the bridge saved because of the history it has and turned into a walking bridge or something but I know that is more money and more time. I think the govt should reach out to Kansas City philanthropists and see if they would want to fund that project in honor of Buck O'Neil.	8/16/2019 2:12 PM
440	No	8/16/2019 1:29 PM
441	The Adjacent Alternatives, Options 1 & 2, should not be considered for lack of I-35 access and lack of meaningful improvement to current layout.	8/16/2019 12:35 PM
442	As a planning professional - It would be a serious missed opportunity to not make the I-35 connection for motorists coming from both the north and south. Also would the state consider retaining the Buck O'Neill bridge for pedestrian use or a toll exit into downtown?	8/16/2019 11:52 AM
443	Include bicycle and pedestrian protected infrastructure	8/16/2019 10:40 AM
444	none	8/16/2019 10:24 AM
445	Hire Kiewit. They actually know WTH they're doing.	8/16/2019 10:12 AM
446	All existing connections to I-70, even if via a surface street, must be maintained.	8/16/2019 10:10 AM
447	no	8/16/2019 10:02 AM
448	Adjacent alternatives do not accomplish long term goals of improving connectivity and community connectivity. They are absolutely not worth the cost savings. Option 1 of the adjacent alternative is so similar to the no build option. West option is preferred and central is a great alternative to that.	8/16/2019 9:22 AM
449	Adjacent alternative option 1 is functionally the same as no build. All adjacent alternative options are not worth the cost savings. Safety and connectivity with the community must be top priorities	8/16/2019 9:18 AM
450	Direct I35 connection to 169, and eliminating the cluster that is 5th and Broadway are the number one priorities. The free space and that would open with the west plan specifically (the central plan is good too but not preferred) would be worth of immense value to the River Market downtown, future development and pedestrians.	8/16/2019 8:51 AM
451	Need a direct connection to I-35. Keep cars off city streets	8/16/2019 8:38 AM
452	thanks for including the public for feedback	8/16/2019 8:24 AM
453	Thank you!	8/16/2019 7:37 AM
454	The Central alternative seems to do the best job of balancing all the aspects: connection to downtown, connection to I-35, community connectivity, and connection to the West Bottoms. The adjacent alternative doesn't do anything. The stoplight transition for travelers going onto I-35 south has to go away. It causes substantial backup for all travelers on 169 southbound. Similarly direct access is needed for Northbound travelers in the evening. Adjacent option #3 seems it will cause more issue of ramps merging and a wider overall road than the central alternative. West alternative does not have good access to downtown.	8/16/2019 7:35 AM
455	I have a strong preference for the West Alternative. It is by far the best plan, and all others fall short.	8/16/2019 7:20 AM
456	The adjacent Alternative Option 3 is the clear choice. Extremely excited about the pedestrian and bike allowance. The current bridge has no pedestrian capacity, yet individuals consistently put their lives at risk to cross it on foot.	8/16/2019 7:03 AM

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457	MoDOT needs to step up with funding for this bridge that they own. Too many dollars going to St. Louis area.	8/16/2019 6:45 AM
458	Of the options, I think the central option looks like it would work the best for my travel needs. I think by splitting out the traffic for the respective routes (downtown vs I35) might help reduce some of the backups. If I'm reading the maps correctly though, all I70 traffic still needs to use Broadway - will that cause increased backups?	8/16/2019 6:39 AM
459	N/A	8/16/2019 6:31 AM
460	Any options that doesn't have a direct connection to I35 and avoids dumping cars into an intersection is a non starter for me. Personally I am fine with closures during construction as I know those would be for the benefit of me and my commute long term.	8/16/2019 6:01 AM
461	Are accelerated construction methods being evaluated to reduce closure times?	8/16/2019 6:01 AM
462	Please choose an alternative that provides the potential for the closure of I-70 (north part of the loop) in the future.	8/16/2019 5:50 AM
463	Strongly prefer alternatives that would allow for an eventual decommissioning of the north loop, converting it back to surface street traffic. Also strongly prefer alternatives that allow for the River Market to be fully contiguous.	8/16/2019 5:29 AM
464	I think the West alternate would work best in terms of traffic flow	8/16/2019 4:40 AM
465	West is best!	8/16/2019 4:32 AM
466	Please consider bike/ped	8/16/2019 4:19 AM
467	none	8/16/2019 4:06 AM
468	Keeping cars off of downtown streets is instrumental to a thriving community	8/16/2019 3:56 AM
469	The West alternative is the only alternative worth considering. It is about time we undid the damage done to Kansas City by MoDot / USDOT with the current downtown loop and location of the bridge. Reconnecting River market and the CBD is critical for Kansas City to graduate into the ranks of second class cities.	8/16/2019 2:26 AM
470	If MODOT does not provide a direct connection to I35 they have failed our community as a project sponsor. This is a once in a lifetime project to change the fabric of a community and impact regional mobility. Don't abandon the goals and findings of the PEL all to save a few bucks.	8/16/2019 12:50 AM
471	On alternative 3, even with the wider and improved intersection, there will just be more demand created that will continue to cause local backups and dangerous conditions. Kansas City deserves a fully functioning bridge with real connections between highways	8/15/2019 9:11 PM
472	No adjacent options please.	8/15/2019 7:35 PM
473	West option. Please.	8/15/2019 7:08 PM
474	No	8/15/2019 6:39 PM
475	Central and West provide the best mixed-mode experience in my opinion, which is something that should weigh very heavily on all infrastructure and planning decisions. Adjacent option 3 is also acceptable in this light, and similarly the attractiveness of adjacent option 2 depends on when the I-35 connection can be completed separating through freeway traffic from mixed mode local	8/15/2019 6:00 PM
476	A direct connect to 35 would be a game changer for commuting Northlanders	8/15/2019 5:40 PM
477	I strongly prefer the west alternative over any other options presented in this round of environmental study.	8/15/2019 5:24 PM
478	More bike infrastructure across mo river. Put alt info and needs statements in survey so I don't have to hunt for it on another tab on the phone	8/15/2019 5:24 PM
479	West alternative looks like the best option. Let's do this really well and not cut any corners. Nothing worse than doing something halfway and then everyone is ticked off when it doesn't provide as good a solution as was originally expected.	8/15/2019 5:16 PM
480	West alternative	8/15/2019 4:59 PM
481	ANY valid proposal MUST have a direct connect to I-35, in order to handle current and future traffic flows.	8/15/2019 4:39 PM

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482	Direct connect to I35 should be priority. Along with improving the flow of traffic in the north loop and river market area. I live in the Northland and take this route frequently.	8/15/2019 4:37 PM
483	If the traffic becomes less congested going through at rush hour at 5th and Broadway, it would be worth the construction.	8/15/2019 4:21 PM
484	Wish the North Loop option was included	8/15/2019 4:18 PM
485	N/A	8/15/2019 4:08 PM
486	The west alternative blows all other options out of the water. Well worth the additional funds, it would greatly help our city and metro	8/15/2019 3:18 PM
487	Please review study Beyond The Loop. Any alternative should be (a) direct connection to I-35 and (b) have currently or in the future the ability to connect to an at-grade Independence Ave and Highway 9. It would be a blunder that will impact KC for the next 100 years with so many changes in population growth (downtown population explosion) and less driving . I-70 exits are FAR too close together, the road is too fast and cuts right between thriving CBD and River Market districts that are rife for development. We really need to make sure we don't go one step forward and two steps back in replacing the bridge but also putting another massive interchange at the end between a highway that we should really need to replace.	8/15/2019 3:12 PM
488	I believe a direct connection to I35 is key and that improved community connectivity is important. It seems to be that the west option proposal is the best proposal to meet those needs.	8/15/2019 2:55 PM
489	Central or West alternatives are my preference	8/15/2019 2:17 PM
490	I know it's asking a lot, but it's not just about this bridge. It's about the whole of downtown and how we are connected in all ways. The loops have carved us up and been convenient for driving through and past downtown, but not great for residents who live near them.	8/15/2019 1:26 PM
491	Ensure new bridge has direct highway connection. Also, very important to have protected walking and bike patha.	8/15/2019 12:59 PM
492	Prior boards showed a better ramp from Broadway north onto west alternative. Get rid of I-70 and get this project moving. Studying it to death	8/15/2019 12:06 PM
493	Build a bridge with direct connection and re-connect the neighborhood. Take into account potential removal of the north loop.	8/15/2019 11:28 AM
494	Whatever you do, make sure we can eliminate the north loop.	8/15/2019 11:17 AM
495	Nope. Let's get moving on a solution.	8/15/2019 11:16 AM
496	Option 2 (West Alternative) seems to be by far the best long term option for the city, residents and MODOT.	8/15/2019 11:16 AM
497	N/a	8/15/2019 11:05 AM
498	20-30million difference is not a difference Adjacent Alt needs to include rebuild of Broadway bridge over I70	8/15/2019 10:48 AM
499	Please provide an option that incorporates the removal of the Northloop	8/15/2019 10:20 AM
500	The direct connection to I-35 is integral, especially going north from i-35 to NKC and the DownTown airport	8/15/2019 10:11 AM
501	I trust someone has reviewed the alternatives in relation to the airport height zoning and approach surfaces (FAR Part 77). Those alternatives to the west (unless it is a low-profile box-girder bridge) will be obstructions to aircraft traffic and FAA will lobby against any such construction. The current bridge is an obstruction and only was waived as it was constructed prior to jet aircraft operations and upgrading the airport for those operations. I hope FAA has been involved in this study.	8/15/2019 10:01 AM
502	Release some preliminary designs for the bridge soon. This is a great opportunity to provide a well deserved replacement for the existing bridge.	8/15/2019 9:57 AM
503	Make sure all users are accommodated and a direct connection to I-35 is made. Without these, there really is no point in this	8/15/2019 9:57 AM

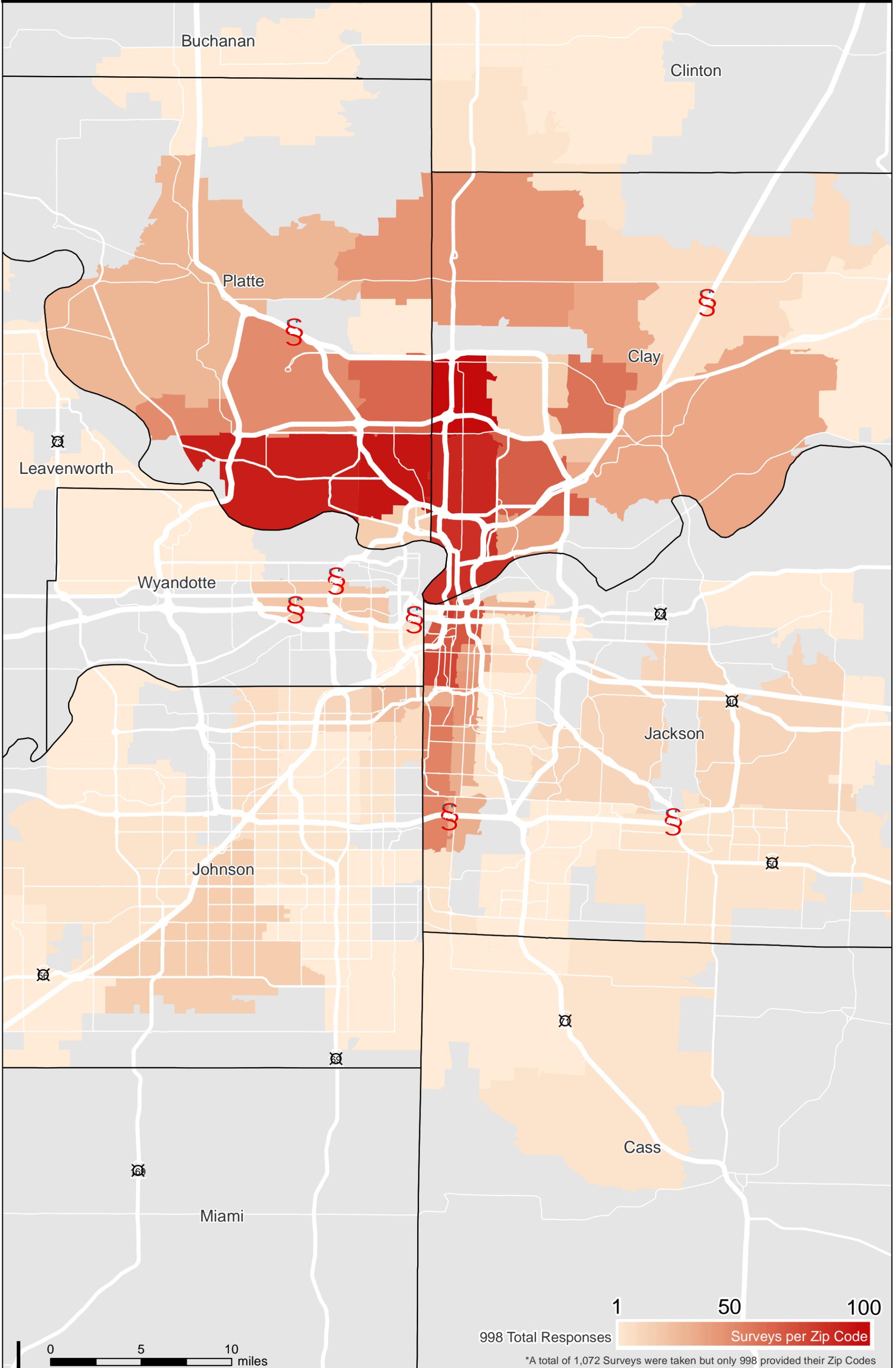
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504	I reviewed the video and website materials. The airport briefly gets mentioned in the video without any specifics about potential impacts and alternatives for the north corridor and airport access. Potential alternatives and impacts to pedestrian and highway access is well documented on the south side of the river, but anything north of the river is glossed over, which includes airport access. It's almost like MoDOT is only building half a bridge that only connects on the south side of the river. It appears as if MoDOT has no concern for the airport, which is a major transportation hub – just the wrong kind (not surface). The City/airport sponsor probably bears some responsibility in this because they initially decided to take care of the airport access on their own and prior to the bridge replacement, which in my opinion was a mistake because it is a connected action. I fear the airport is missing a real opportunity to improve access to the airport.	8/15/2019 9:56 AM
505	Aesthetics of the proposed bridges over the Missouri River were not addressed. Scope of project should address excessive number of entrance/exit ramps on I-70 and 5th and 6th Streets should be reconfigured. It is not necessary to have so many ramps within a short segment of I-70.	8/15/2019 9:34 AM
506	will there be improved bike connections beyond the new bridge both on the south as well as north side? Dedicated bicycle paths. If not a path, at least a bright colored bicycle lane on the shared road is needed.	8/15/2019 9:17 AM
507	Adding the ability for bike and pedestrian traffic across the river seems to be a big concern. Does the Wheeler Airport have the same desire to have more pedestrian and bike traffic?	8/15/2019 9:12 AM
508	The "Central Alt." is the best alternative in my opinion because of the direct connection to I-35 AND the direct connection to Broadway Blvd. AND easier connection to I-70 East. The "West Alt." makes it more difficult to access River Market, Broadway Blvd, or I-70 East. And please do not consider any of the "Adjacent Alts." because it does not solve existing traffic conditions and it does not solve the need for a direct connection to I-35.	8/15/2019 9:11 AM
509	The West alternative appears to be the strongest option for moving forward. The adjacent alternatives should be removed from consideration.	8/15/2019 9:01 AM
510	Getting as much through traffic as possible away from 5th St should be the primary goal. It's congested because of the signals and not building direct ramps would mean the new bridge provides no value.	8/15/2019 8:58 AM
511	None	8/15/2019 8:53 AM
512	The adjacent alternatives jeopardize work that has gone into the potential removal of the north loop, allowing for no flexibility.	8/15/2019 8:53 AM
513	We need a new bridge to support the downtown area with massive growth potential up North	8/15/2019 8:45 AM
514	Direct connect to I-35 is key. Widening of 169 also important due to continued growth in the Northland. We also want an architecturally significant replacement Bridge that highlights the Kansas City landscape. While funding is of course of utmost concern, we cannot and should not settle for the cheap option.	8/15/2019 8:43 AM
515	I would keep it all the way it is now. No further improvements needed.	8/15/2019 8:32 AM
516	Quit screwing around with trying to push highway traffic through signals. MoDOT defended the signals on US169 up north for years and MoDOT settled with those stupid signals on US71. How about we stick some signals on I-470 near Lee's Summit?	8/15/2019 8:30 AM
517	Better to spend a fraction more and get a better product.	8/15/2019 8:28 AM
518	The adjacent option would be tremendous waste of money. It does not directly connect I-35 and continues the divide of the river market area.	8/15/2019 8:17 AM
519	Great work and thank you for taking the comments and results of this survey into consideration.	8/15/2019 8:12 AM
520	Build bridge further west. Don't destroy buildings and bluff further.	8/15/2019 8:10 AM
521	Please keep the buck O'Neil bridge. And any improvements to the park area between downtown and the west bottoms would be excellent.	8/15/2019 8:05 AM
522	The presence of at-grade passthrough traffic has a hugely detrimental impact on the quality of life in the River Market.	8/15/2019 8:03 AM
523	Please be mindful and diligent. This area needs some serious help, maintaining the status quo is not acceptable.	8/15/2019 8:00 AM

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524	Absolutely must provide pedestrian accommodations in any build alternative. This was not represented in graphics. Also need to know the impact, if any, to buildings (including historic structures). This was not clear in the presentation.	8/15/2019 7:47 AM
525	Just shut down the north loop and give us direct access to 35. Easy.	8/15/2019 7:38 AM
526	N/A	8/15/2019 7:30 AM
527	Please don't do Option 3	8/15/2019 7:29 AM
528	The narrow focus on the transportation effects/impacts (yes I get this is MoDOT which is only concerned about cars/trucks) is unfortunate and ignores all of the other effects that will be placed upon the physical direct area looked at plus surrounding areas of KCMO/KCK, and non-physical things. This approach seems shortsighted and antiquated.	8/15/2019 7:28 AM
529	It MUST connect directly into I-35.	8/15/2019 7:28 AM
530	Western alternative is the best in my opinion. Thanks!	8/15/2019 7:27 AM
531	Please do not select an option that kills the Beyond the Loop vision for removing the North Loop, lowering Route 9, and reconnecting Independence Ave.	8/15/2019 7:26 AM
532	Do this right. Don't ruin a generational decision on a small amount of money.	8/15/2019 7:25 AM
533	The adjacent alternative should not be considered. I don't see how tearing down buildings and spending \$200 million to not improve things is even an option.	8/15/2019 7:15 AM
534	Seriously concerned about offloading traffic from city streets to make local traffic — and especially pedestrian and micromobility traffic — safer. Hence, I prefer the West alternative for the direct I-35 connection, NOT because I will hardly ever use it, but to segregate highway traffic from street traffic as much as possible. Critical that Woodswwhether access be preserved or — more importantly — Improved. Go stand at the top of that at 5:15 pm. LOTS of ped/bike traffic coming home from work on dangerously narrow, eroded sidewalks. Is there any plan to reinforce the bridge to allow for notional future rail, such as streetcar, across the river? Would seem cheaper to plan for that now than to buy an all new bridge in 10 years. What happens to the old bridge and approaches? Any consideration of preserving in part so a future bridge could use that as access without purchasing new right-of-way, such as dedicated ped/micromobility or transit (bus, rail) bridge?	8/15/2019 7:15 AM
535	West or central options only!	8/15/2019 6:54 AM

Buck O'Neil Bridge Survey Responses by Zip Code





Meeting Notes

US 169 Buck O'Neil Bridge Environmental Study

Meeting Subject: Airport Interchange and Bridge Project Coordination
Meeting Date: April 19, 2019 Meeting Start Time: 10:00 AM
Meeting Location: Aviation Department Office at Charles B. Wheeler Downtown Airport,
Kansas City, MO

1. Introductions/Invitees (KCAD) – sign-up sheets attached.
2. Purpose of Meeting – General summary of Environmental Study process and status and potential FAA concerns/input (KCAD)
 - a. Purpose of meeting is to understand from FAA any potential challenges, concerns or showstoppers to proposed improvements.
 - b. Melissa Cooper gave an overview of the airport interchange project. The airport access improvements at the north and central locations had been separated into its own project to be funded by the Kansas City Missouri and to get access improvements constructed at the Central (ARFF) and North (Old Fuel Farm) interchanges in advance of the Buck O'Neil bridge project. The Central and North interchanges are within the bridge project study area. As the Buck O'Neil Bridge study has progressed, the City stopped development of the Central and North interchanges and is reconsidering how the Central and North interchanges should be coordinated with the bridge project.
 - c. FHWA NEPA process, similar to FAA NEPA process, with nuances to support identified federal actions. Raegan Ball stated that their requirements are that impacts are identified with mitigation, as a commitment in the environmental document. ROW clearing is typically a final design decision but the NEPA document is the place to get it done/approved.
 - d. Scope of Project from south of river to MO-9 interchange (including Airport Interchange Locations)
 - e. KCAD Partnership with MODOT and City of KCMO
 - i. Financial Participation in Airport Interchange portion of overall project
 - ii. KCMO/KCAD commitments to FAA Grant Assurances (KCAD/FAA to provide list for reference in environmental document)
 - iii. KCAD feedback should include input from MKC, engineering and commercial developments.

3. Buck O'Neil Bridge project overview (KCAD/MODOT)
 - a. Project history – Gerri Doyle gave a brief history of the Buck O'Neil Bridge project. MoDOT originally intended to perform a major rehabilitation of the structure at a cost of more than \$50M. They received an overwhelming response from the public that the 2-year closure required for the rehab, as well as the fact that no new bridge would be constructed, was unacceptable.
 - b. The planning and environmental linkages study (PEL) was conducted as a more holistic look at the facilities in the area, including the Buck O'Neil Bridge and the north interstate loop.
 - c. MoDOT performed a short-term rehab of the bridge to repair the most critical issues; these repairs were completed in November 2018.
 - d. Project Schedule – discussed. Graphic attached.
 - e. Reasonable alternates have been identified and will be made available to the public in June. A preferred alternative will be identified in the environmental document to be shared with the public in August.
 - i. Include overlay for each alternative
 - ii. Quantify impacts for each alternative
 - iii. Meet with airport stakeholders to hear concerns
 - iv. Screen alternatives
 - v. Select preferred alternative.
 - f. The preferred alternative may be prescriptive, even for a design-build project. Proposers can find flexibility in Maintenance of Traffic and Constructability on the project.

4. Bridge/Interchange Project Options impacting MKC (MODOT)
 - a. Bridge Alignment – Three build alternatives are under consideration for a new US-169 river crossing - - Adjacent, Center and West. All three of these alignments meet at the point between the northeast corner of the TWA building and the BNSF railroad embankment.
 - b. South Interchange (Harlem) – Existing southbound on ramp to bridge will be replaced by new southbound on ramp at north interchange. Some improvements to the Harlem interchange are proposed.
 - c. Central Interchange (ARFF) – Two options have been discussed: increased lengths of deceleration off ramp/acceleration on ramp and full interchange layout. For the full interchange, Richards Road would be relocated to the west.
 - d. North Interchange (Old Fuel Farm) – Improvements to southbound off ramp and southbound on ramp have been discussed.

- e. Worst-case scenario/total impacts could be considered for Environmental Study process – exhibits attached. Raegan said that the preferred alternative must meet Purpose & Need and must be viable. Is there something in the red shaded area that is a no-can-do? Scott Tener said that this should be taken to the airport users.
- f. Melissa said that the airport users have no issue with the proposal at the north interchange. The concerns at the central and south (Harlem) interchanges are parking and access.
- g. The north segment of the project (north of the river) may need to be more prescriptive during the design-build implementation to provide assurance that impacts are minimized by limiting the scope of design changes that may be proposed by a design-build team.

5. FAA Coordination Process (KCAD)

- a. Property release vs. Easement vs. Right of Way. Scott Tener said that a final environmental determination/decision, for example a FONSI, will need to be made prior to land release. FAA won't release more land than is needed.
- b. Section 163 of the FAA Reauthorization Act will need to be followed per the latest law. The requirements are clearly defined and include:
 - i. Safety for airport operations
 - ii. Fair Market Value for property
 - iii. FAA grant assurance commitments.
- c. Scott also said that the airport access improvements need to be rolled back into the Buck O'Neil environmental study because it is obvious that these are connected actions. Recommends footprint be pulled back – define what is needed at each access and avoid significant impacts. Stakeholder input is important. FAA needs to determine what their federal actions are relative to this project. Raegan asked for a list of these; Todd Madison will provide this. Two of these are the ALP revision and the land release – both invoke NEPA.
- d. Timing
 - i. Prepare Metes and Bounds property descriptions
 - ii. ALP Update will be completed using the preferred alternative developed with the EA process. For a design-build project, the design may be different than the preferred alternative. A revised ALP based on as-built documents would then be completed. The entire set of ALP drawings will need to be updated.
 - iii. Appraisals for right of way and permanent/temporary easements. Temporary easements must also meet fair market value.

- iv. Compliance coordination of Land Lease. Lynn Martin is a land release specialist.
 - v. Exhibit A Property Map Updated
 - e. FAA participation – cooperating vs. resource agency...to be determined
 - f. FAA does not have any financial obligation for the ALP update. Costs are born by the project sponsor.
 - g. Keep FAA involved so that necessary actions are taken.
- 6. Other showstoppers
 - a. Temporary and permanent airspace impacts
 - b. The SHPO process can be long. It will include coordinate with the Tribal Historic Preservation Officer (THPO).
- 7. Next Steps (MODOT)
 - a. Provide KCAD with alternatives under consideration that affect the airport
 - b. KCAD/FAA/MoDOT to present to tenants/stakeholders and seek input



Approx. 1.6 acres
Potential New Temp. Easement

Approx. 7.6 acres
Potential New ROW

Conceptual
Harlem and/or Central
Interchange
Potential R/W Impacts

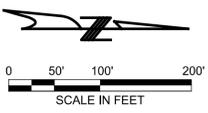
Legend

-  Potential New ROW
-  Potential Temp. Easement
-  Approx. Exist ROW
-  Approx. ALP Boundary





LEGEND	
	POTENTIAL NEW ROW
	POTENTIAL TEMP. EASEMENT
	APPROX. EXIST. ROW
	APPROX. ALP BOUNDARY



**CONCEPTUAL
NORTH INTERCHANGE
POTENTIAL ROW IMPACTS**

FILES

\$MODELS

\$DATES \$TIMES

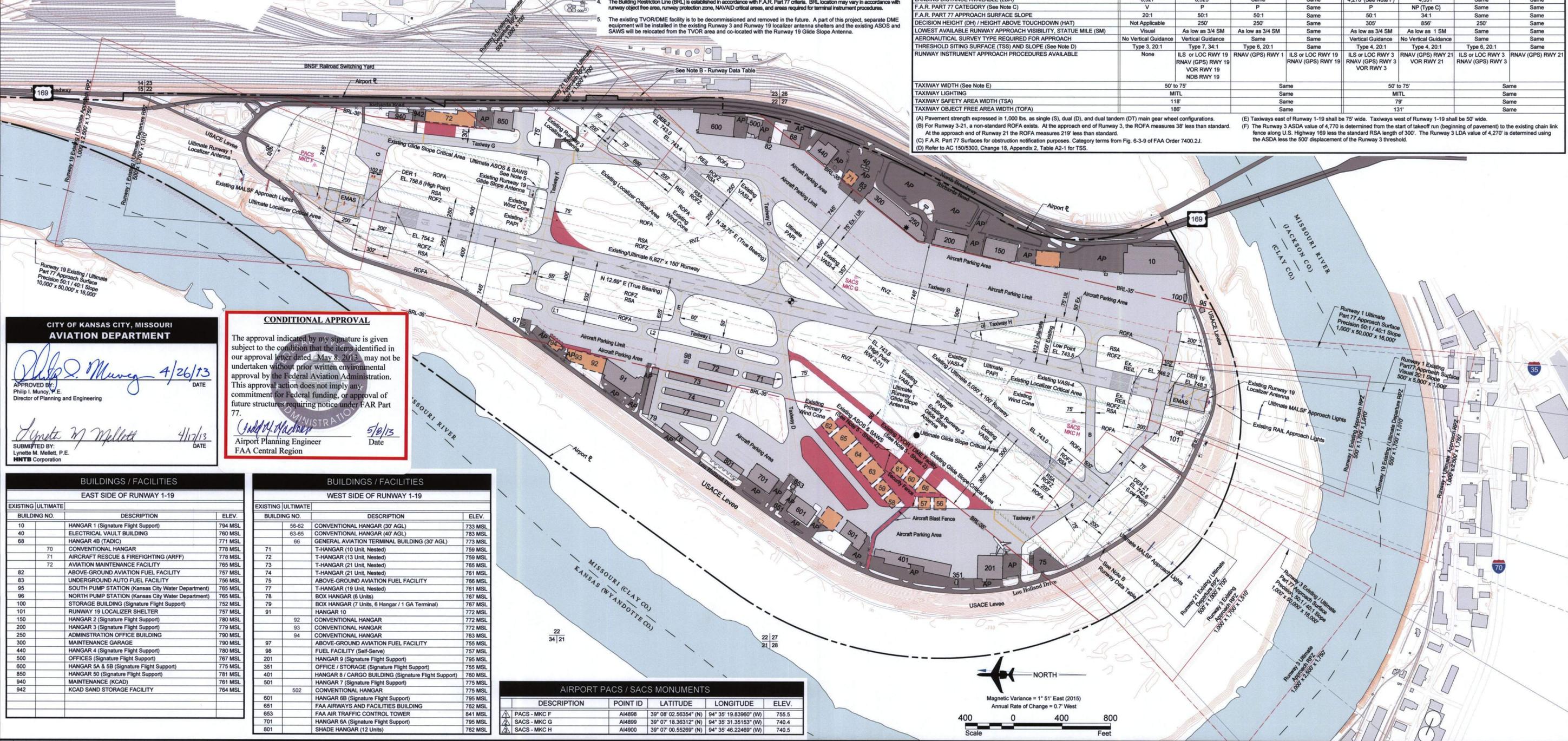
LEGEND		
EXISTING	ULTIMATE	DESCRIPTION
---	---	AIRPORT PROPERTY LINE
---	---	AIRPORT AVIATION EASEMENT
---	---	AIRPORT REFERENCE POINT (ARP)
---	---	AIRPORT ROTATING BEACON
---	---	AUTOMOBILE PARKING
---	---	BUILDING REMOVAL
---	---	BUILDING CONSTRUCTION
---	---	BUILDING RESTRICTION LINE (BRL)
---	---	EMAS (Engineered Materials Arresting System)
---	---	FENCING
---	---	NAVIGATIONAL AID INSTALLATION
---	---	PAVEMENT CONSTRUCTION
---	---	PAVEMENT REMOVAL / PAVEMENT ABANDONED
---	---	RUNWAY EDGE LIGHTS
---	---	RUNWAY END IDENTIFICATION LIGHTS (REIL)
---	---	RUNWAY HOLDING POSITION MARKING
---	---	RUNWAY THRESHOLD LIGHTS
---	---	SECTION CORNER
---	---	TOPOGRAPHIC ELEVATION CONTOURS
---	---	WIND INDICATOR (Lighted)
---	---	UNIMPROVED ROAD

RUNWAY END COORDINATES (NAD 83)			
RUNWAY	EXISTING	ULTIMATE	
Runway 1	Latitude 39° 06' 52.881" N Longitude 94° 35' 42.277" W	SAME	
Runway 1 Displaced Threshold	Latitude 39° 06' 52.881" N Longitude 94° 35' 42.277" W	SAME	
Runway 19	Latitude 39° 07' 58.715" N Longitude 94° 35' 24.222" W	SAME	
Runway 19 Displaced Threshold	Latitude 39° 07' 58.715" N Longitude 94° 35' 24.222" W	SAME	
Runway 3	Latitude 39° 05' 54.664" N Longitude 94° 35' 54.652" W	SAME	
Runway 3 Displaced Threshold	Latitude 39° 07' 02.535" N Longitude 94° 35' 59.708" W	SAME	
Runway 21	Latitude 39° 07' 37.760" N Longitude 94° 35' 14.819" W	SAME	
Runway 21 Displaced Threshold	Latitude 39° 07' 32.348" N Longitude 94° 35' 20.334" W	SAME	

AIRPORT DATA			
Charles B. Wheeler Downtown Airport (MKC)			
OWNER:	City of Kansas City, Missouri	COUNTY:	Clay, Missouri
ASSOCIATED CITY:	Kansas City, Missouri	CIVIL TOWNSHIP:	N/A
RANGE:	20 East	TOWNSHIP:	15 North
GIS Region: NAD83 Missouri West			
EXISTING		ULTIMATE	
AIRPORT ELEVATION (NAVD 88)	756.6 MSL	AIRPORT ELEVATION (NAVD 88)	756.6 MSL
AIRPORT REFERENCE POINT (ARP) COORDINATES (NAD 83)	Latitude 39° 07' 37.760" N Longitude 94° 35' 14.819" W	AIRPORT REFERENCE POINT (ARP) COORDINATES (NAD 83)	Latitude 39° 07' 37.760" N Longitude 94° 35' 14.819" W
AIRPORT ELECTRONIC AIDS	Beacon (C/G) ILS (Runways 3 and 19) GPS (Runways 3 / 19 / 21) TVOR / DME	Beacon (C/G) ILS (Runways 1 / 3 / 19) GPS (Runways 3 / 19 / 21) DME (Runways 3 and 19)	
MEAN MAXIMUM TEMPERATURE OF HOTTEST MONTH	90.2° F (July)	MEAN MAXIMUM TEMPERATURE OF HOTTEST MONTH	90.2° F (July)
AIRPORT REFERENCE CODE	D-III / B-IV	AIRPORT REFERENCE CODE	D-III / B-IV
CRITICAL DESIGN AIRCRAFT	Gulfstream V / Bombardier BD-700	CRITICAL DESIGN AIRCRAFT	Gulfstream 500 / Bombardier BD-700
NPIAS AIRPORT SERVICE LEVEL CODE	Reliever	NPIAS AIRPORT SERVICE LEVEL CODE	Reliever

	EXISTING		ULTIMATE		EXISTING		ULTIMATE	
	RUNWAY 1	RUNWAY 19	RUNWAY 1	RUNWAY 19	RUNWAY 3	RUNWAY 21	RUNWAY 3	RUNWAY 21
AIRCRAFT APPROACH CATEGORY - AIRPLANE DESIGN GROUP	D-III / B-IV		Same		B-II		Same	
RUNWAY PAVEMENT DIMENSIONS	6,827' x 150'		Same		5,050' x 100'		Same	
RUNWAY PAVEMENT STRENGTH (See Note A)	88(S) 171(D) 342(DT)		Same		48(S) 73(D) 136(DT)		Same	
RUNWAY PAVEMENT MATERIAL & SURFACE TREATMENT	Concrete, Grooved		Same		Asphalt, Grooved		Same	
RUNWAY TOUCHDOWN ZONE ELEVATION (MSL)	746.2		754.2		743.8		743.8	
RUNWAY EFFECTIVE GRADIENT	0.19%		Same		0.02%		Same	
RUNWAY HOLDING DISTANCE FROM RUNWAY CENTERLINE	258'		Same		258'		Same	
RUNWAY MARKING	Non-Precision		Precision		Precision		Non-Precision	
RUNWAY ELECTRONIC NAVIGATIONAL / APPROACH AIDS	None		ILS, VOR, NDB, GPS		ILS, VOR, GPS		ILS, GPS	
RUNWAY APPROACH LIGHTING	RAIL		MALSF		None		MALSF	
RUNWAY LANDING VISUAL AIDS	VASI-4L, REIL		PAPI-4L		VASI-4L, REIL		PAPI-4L, REIL	
RUNWAY EDGE LIGHTING	HIRL		Same		HIRL		Same	
RUNWAY THRESHOLD DISPLACEMENT FROM BEGINNING OF RUNWAY	300'		302'		500'		699'	
ENGINEERED MATERIAL ARRESTING SYSTEM (EMAS)	263' x 170'		288' x 170'		None		None	
STANDARD RUNWAY SAFETY AREA (RSA) BEYOND RUNWAY END	600'		600'		300'		300'	
STANDARD RUNWAY OBJECT FREE AREA (ROFA) BEYOND RUNWAY END	600'		600'		300' (See Note B)		300' (See Note B)	
RUNWAY SAFETY AREA (RSA) DIMENSIONS	7,227' x 500'		Same		5,370' x 150'		Same	
RUNWAY OBSTACLE FREE ZONE (ROFZ) DIMENSIONS	7,227' x 400'		Same		5,450' x 500'		Same	
RUNWAY OBJECT FREE AREA (ROFA) DIMENSIONS	7,227' x 800'		Same		5,113' x 500' (See Note B)		Same	
PRECISION OBSTACLE FREE ZONE (POFZ)	Not Required		Not Required		Not Required		Not Required	
TAKEOFF RUN AVAILABLE (TORA)	6,827'		6,827'		5,050'		5,050'	
TAKEOFF DISTANCE AVAILABLE (TODA)	6,827'		6,827'		5,050'		5,050'	
ACCELERATE - STOP DISTANCE AVAILABLE (ASDA)	6,827'		6,827'		4,770' (See Note F)		5,050'	
LANDING DISTANCE AVAILABLE (LDA)	6,527'		6,525'		4,270' (See Note F)		4,351'	
F.A.R. PART 77 CATEGORY (See Note C)	V		P		P		NP (Type C)	
F.A.R. PART 77 APPROACH SURFACE SLOPE	20:1		50:1		50:1		34:1	
DECISION HEIGHT (DH) / HEIGHT ABOVE TOUCHDOWN (HAT)	Not Applicable		250'		250'		250'	
LOWEST AVAILABLE RUNWAY APPROACH VISIBILITY, STATUTE MILE (SM)	Visual		As low as 3/4 SM		As low as 3/4 SM		As low as 1 SM	
AERONAUTICAL SURVEY TYPE REQUIRED FOR APPROACH	No Vertical Guidance		Vertical Guidance		Same		No Vertical Guidance	
THRESHOLD SITING SURFACE (TSS) AND SLOPE (See Note D)	Type 3, 20:1		Type 7, 34:1		Type 6, 20:1		Type 6, 20:1	
RUNWAY INSTRUMENT APPROACH PROCEDURES AVAILABLE	None		ILS or LOC RWY 19 RNAV (GPS) RWY 19 VOR RWY 19 NDB RWY 19		ILS or LOC RWY 19 RNAV (GPS) RWY 19		ILS or LOC RWY 3 RNAV (GPS) RWY 3 VOR RWY 3	
TAXIWAY LIGHTING (See Note E)	50' to 75'		Same		50' to 75'		Same	
TAXIWAY WIDTH	MITL		Same		MITL		300'	
TAXIWAY SAFETY AREA WIDTH (TSA)	118'		Same		79'		Same	
TAXIWAY OBJECT FREE AREA WIDTH (TOFA)	186'		Same		131'		Same	

- NOTES:
1. Depiction of features and objects including related elevations, clearances, and obstructions; within the runway protection zones are depicted on the INNER PORTION OF THE APPROACH SURFACE DRAWINGS (Sheets 12-15).
 2. Details concerning terminal area improvements are depicted on the TERMINAL AREA DRAWING (Sheet 21).
 3. Recommended land uses are depicted on the AIRPORT LAND USE DRAWING (Sheet 22).
 4. The Building Restriction Line (BRL) is established in accordance with F.A.R. Part 77 criteria. BRL location may vary in accordance with runway object free area, runway protection zone, NAVAID critical areas, and areas required for terminal instrument procedures.
 5. The existing TVOR/DME facility is to be decommissioned and removed in the future. A part of this project, separate DME equipment will be installed in the existing Runway 3 and Runway 19 localizer antenna shelters and the existing ASOS and SACS will be relocated from the TVOR area and co-located with the Runway 19 Glide Slope Antenna.



**CITY OF KANSAS CITY, MISSOURI
AVIATION DEPARTMENT**

APPROVED BY: *Philip I. Muncy* 4/26/13 DATE
Director of Planning and Engineering

SUBMITTED BY: *Lynette M. Mellett* 4/17/13 DATE
Lynette M. Mellett, P.E.
HNTB Corporation

CONDITIONAL APPROVAL

The approval indicated by my signature is given subject to the condition that the items identified in our approval letter dated May 8, 2013, may not be undertaken without prior written environmental approval by the Federal Aviation Administration. This approval action does not imply any commitment for Federal funding, or approval of future structures requiring notice under FAR Part 77.

Jeffrey A. Danner 5/8/13 DATE
Airport Planning Engineer
FAA Central Region

BUILDINGS / FACILITIES EAST SIDE OF RUNWAY 1-19		
EXISTING / ULTIMATE	DESCRIPTION	ELEV.
10	HANGAR 1 (Signature Flight Support)	794 MSL
40	ELECTRICAL VAULT BUILDING	760 MSL
68	HANGAR 4B (TADIC)	771 MSL
70	CONVENTIONAL HANGAR	778 MSL
71	AIRCRAFT RESCUE & FIREFIGHTING (ARFF)	778 MSL
72	AVIATION MAINTENANCE FACILITY	765 MSL
82	ABOVE-GROUND AVIATION FUEL FACILITY	757 MSL
83	UNDERGROUND AUTO FUEL FACILITY	756 MSL
95	SOUTH PUMP STATION (Kansas City Water Department)	765 MSL
96	NORTH PUMP STATION (Kansas City Water Department)	765 MSL
100	STORAGE BUILDING (Signature Flight Support)	752 MSL
101	RUNWAY 19 LOCALIZER SHELTER	757 MSL
150	HANGAR 2 (Signature Flight Support)	780 MSL
200	HANGAR 3 (Signature Flight Support)	779 MSL
250	ADMINISTRATION OFFICE BUILDING	790 MSL
300	MAINTENANCE GARAGE	790 MSL
440	HANGAR 4 (Signature Flight Support)	780 MSL
500	OFFICES (Signature Flight Support)	767 MSL
600	HANGAR 5A & 5B (Signature Flight Support)	775 MSL
850	HANGAR 50 (Signature Flight Support)	781 MSL
840	MAINTENANCE (KCAD)	761 MSL
942	KCAD SAND STORAGE FACILITY	764 MSL

BUILDINGS / FACILITIES WEST SIDE OF RUNWAY 1-19		
EXISTING / ULTIMATE	DESCRIPTION	ELEV.
55-62	CONVENTIONAL HANGAR (30' AGL)	733 MSL
63-65	CONVENTIONAL HANGAR (40' AGL)	783 MSL
66	GENERAL AVIATION TERMINAL BUILDING (30' AGL)	773 MSL
71	T-HANGAR (10 Unit, Nested)	759 MSL
72	T-HANGAR (13 Unit, Nested)	759 MSL
73	T-HANGAR (21 Unit, Nested)	765 MSL
74	T-HANGAR (21 Unit, Nested)	761 MSL
75	ABOVE-GROUND AVIATION FUEL FACILITY	766 MSL
77	T-HANGAR (19 Unit, Nested)	761 MSL
78	BOX HANGAR (6 Units)	767 MSL
79	BOX HANGAR (7 Units, 6 Hangar / 1 GA Terminal)	772 MSL
91	HANGAR 10	772 MSL
92	CONVENTIONAL HANGAR	772 MSL
93	CONVENTIONAL HANGAR	772 MSL
94	CONVENTIONAL HANGAR	763 MSL
97	ABOVE-GROUND AVIATION FUEL FACILITY	755 MSL
98	FUEL FACILITY (Self-Serve)	757 MSL
201	HANGAR 9 (Signature Flight Support)	795 MSL
351	OFFICE / STORAGE (Signature Flight Support)	755 MSL
401	HANGAR 8 / CARGO BUILDING (Signature Flight Support)	760 MSL
501	HANGAR 7 (Signature Flight Support)	775 MSL
501	CONVENTIONAL HANGAR	775 MSL
651	FAA AIRWAYS AND FACILITIES BUILDING	782 MSL
653	FAA AIR TRAFFIC CONTROL TOWER	841 MSL
701	HANGAR 6A (Signature Flight Support)	795 MSL
801	SHADE HANGAR (12 Units)	762 MSL

AIRPORT PACS / SACS MONUMENTS				
DESCRIPTION	POINT ID	LATITUDE	LONGITUDE	ELEV.
PACS - MKC F	A14898	39° 08' 02.56354" (N)	94° 35' 19.83960" (W)	755.5
SACS - MKC G	A14899	39° 07' 18.36312" (N)	94° 35' 31.35153" (W)	740.4
SACS - MKC H	A14900	39° 07' 00.55269" (N)	94° 35' 46.22469" (W)	740.5

No.	REVISIONS	DATE	BY	APP'D

THE CONTENTS OF THIS PLAN DOES NOT NECESSARILY REFLECT THE OFFICIAL VIEWS OR POLICY OF THE FAA. ACCEPTANCE OF THIS DOCUMENT BY THE FAA DOES NOT IN ANY WAY CONSTITUTE ON THE PART OF THE UNITED STATES TO PARTICIPATE IN ANY DEVELOPMENT DEPICTED HEREIN NOR DOES IT INDICATE THAT THE PROPOSED DEVELOPMENT IS ENVIRONMENTALLY ACCEPTABLE IN ACCORDANCE WITH APPROPRIATE PUBLIC LAWS.

**CITY OF KANSAS CITY, MISSOURI
AVIATION DEPARTMENT**

**CHARLES B. WHEELER
DOWNTOWN AIRPORT**

AIRPORT LAYOUT DRAWING

City of Kansas City, Missouri logo

Aviation Project No: 62090340

Sheet 2 of 23

dsn: Brian Tompkins dtl: Jerry Smith
chk'd: Will Reinhardt app'd: Lynette Mellett

Sarson, Julie

From: Sarson, Julie
Sent: Friday, May 10, 2019 2:52 PM
To: Gerri Doyle; Michael.landvik@modot.mo.gov; Griffin Smith; Matthew Burcham; Troy Hughes; 'Perry.Allen@modot.mo.gov' (Perry.Allen@modot.mo.gov); Joshua J. Scott; Ryan T. Hale; Minder, Wes; russell.johnson@kcmo.org; Waller, Mike
Cc: Hurt, David; Cannon-Mackey, Shari; Curry, Kim
Subject: RE: Notes from Alternatives Meeting #15 - Focus on North Segment
Attachments: NorthSegmentAlts_20190510.pdf

Revised exhibits attached. We are quantifying the acreage and impacts to parking in a separate tabular format and will have those for you early next week. Send comments or revisions to these exhibits if needed.

Have a nice weekend!

Julie Sarson

O 816-276-1593 \ M 816-838-7667

jsarson@burnsmcd.com

From: Sarson, Julie
Sent: Tuesday, May 7, 2019 10:43 AM
To: Gerri Doyle <gerri.doyle@modot.mo.gov>; Michael.landvik@modot.mo.gov; Griffin Smith <griffin.smith@modot.mo.gov>; Matthew Burcham <Matthew.Burcham@modot.mo.gov>; Troy Hughes <Troy.Hughes@modot.mo.gov>; 'Perry.Allen@modot.mo.gov' <Perry.Allen@modot.mo.gov>; Joshua J. Scott <Joshua.Scott@modot.mo.gov>; Ryan T. Hale <Ryan.Hale@modot.mo.gov>; Minder, Wes <Wes.Minder@kcmo.org>; russell.johnson@kcmo.org; Waller, Mike <Mike.Waller@kcmo.org>
Cc: Hurt, David <dhurt@burnsmcd.com>; Cannon-Mackey, Shari <scannonmackey@burnsmcd.com>; Curry, Kim <kcurry@burnsmcd.com>
Subject: Notes from Alternatives Meeting #15 - Focus on North Segment

A summary of what was discussed yesterday:

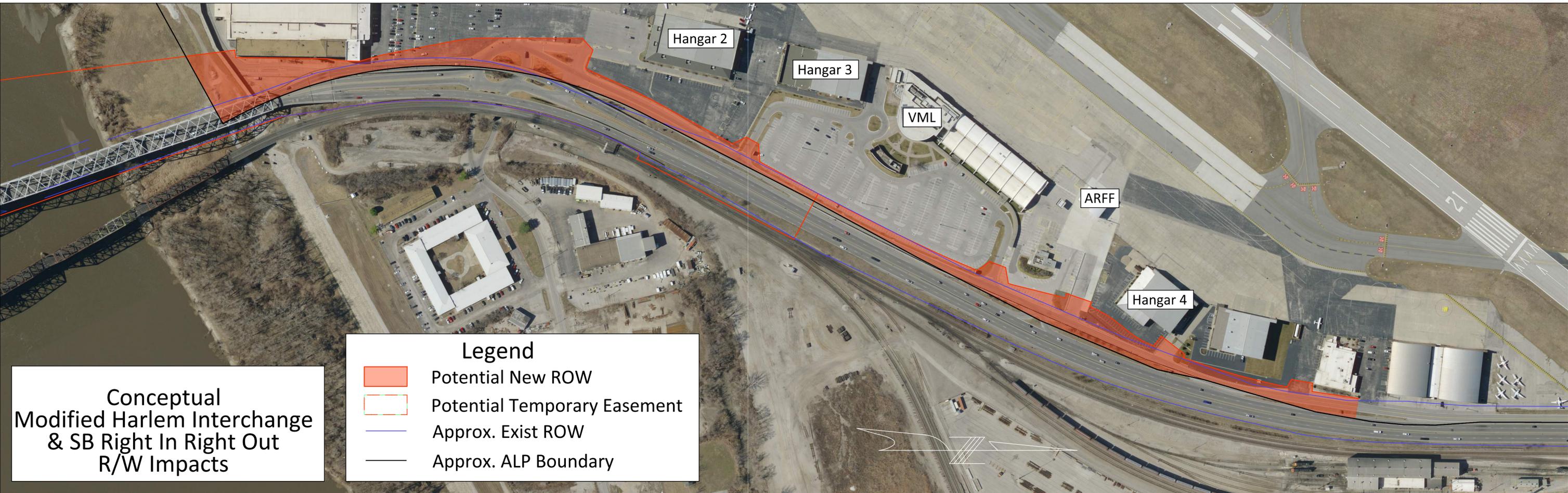
1. Internal City Coordination - Wes and Mike Waller gave a summary of the progress regarding airport access strategies. An internal City meeting was held last week to discuss the conceptual solutions. Those solutions were also discussed today and are attached. Mike said that the second exhibit with the interchange farthest north near ARFF is unlikely to be moved forward as an option. The group is receptive towards the fourth exhibit with a portion of Richards Road on the east side of the railroad. The fifth exhibit with traffic routing through the VML parking lot is a firm no.
2. Stakeholders at Airport – Melissa Cooper will be setting up a meeting with Signature next week to discuss potential impacts. Signature will be the most impacted by the project. Outreach with VML will follow. Since this outreach will need to be documented in the environmental study, minutes will be taken and provided to MoDOT and BMCD.
3. Airport Access Exhibits - BMCD will flesh out the fourth exhibit with Richards Road on the east side of the railroad to show information similar to the other three exhibits. The acres and number of parking spaces impacted will be tabulated for these four solutions. Hanger numbers will be added to all exhibits, 22x34 format preferred. These will be provided to Wes/Russ/Mike W/MoDOT this week for communicating with stakeholders.
4. Interchange at North End – Mike W has concerns about airspace impacts at all locations but particularly this one. Update exhibit to match format of other exhibits. Future refinement of the southbound loop ramp should include efforts to lengthen the acceleration lane.

5. NB Airport Access from I-35 – Good dialogue today about how the different interchange concepts can accommodate this. Dave explained that the farther north the interchange is located, the easier it will be to provide for I-35 ramp traffic to exit at the airport. To be discussed with stakeholders.
6. Alternatives Chapter Review – We flipped through the draft sent last week; general comments were too much language describing the PEL and need to describe the screening parameters. Loose ends for this chapter include airport access (north segment) and Woodswether.
7. Woodswether – We reviewed the three alignments south of the river. At a conceptual level, it appears that the adjacent alignment would most likely require the Woodswether Viaduct to be replaced as a part of the project. For the other two alignments, it appears that Woodswether could remain in place as is. Additional work will be required to confirm this. We will move forward with document language based on these assumptions.
8. Public Outreach Next Phase – We discussed this virtual outreach effort. Exhibits shown today are attached – these are similar to the ones discussed in January. We will retool these for our current alignments and revise the verbiage to match. Graphic style is acceptable. We will package our story around these exhibits – how we’ve screened our initial alternatives to determine our reasonable alternatives, similar to Shari’s previous screening graphics. We will NOT show strategies at the north end and we will NOT show connections to the local street grid. Next steps will also be included.

Julie Sarson

○ 816-276-1593 \ M 816-838-7667

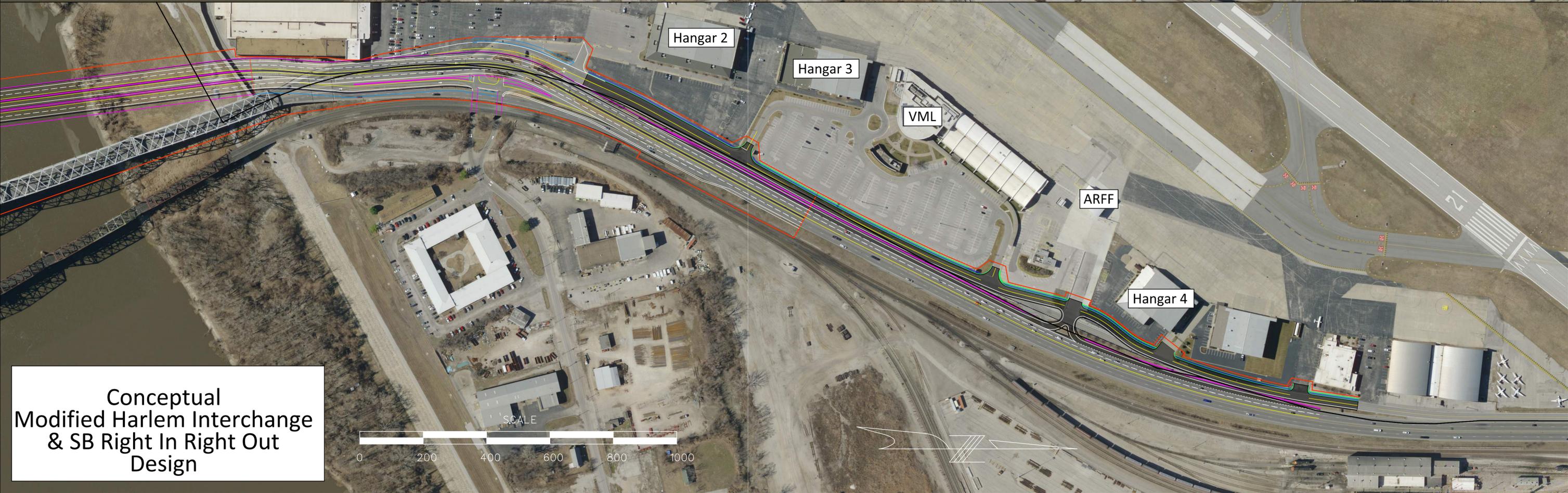
jsarson@burnsmcd.com



Conceptual Modified Harlem Interchange & SB Right In Right Out R/W Impacts

Legend

- Potential New ROW
- Potential Temporary Easement
- Approx. Exist ROW
- Approx. ALP Boundary



Conceptual Modified Harlem Interchange & SB Right In Right Out Design

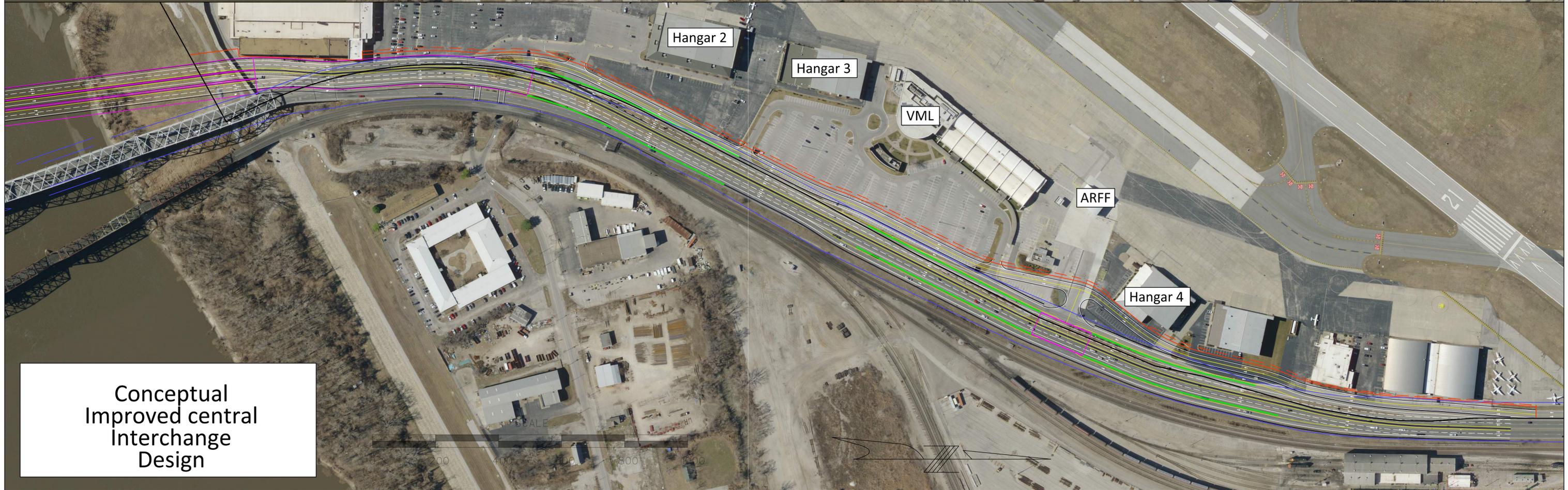




Conceptual Improved central Interchange R/W Impacts

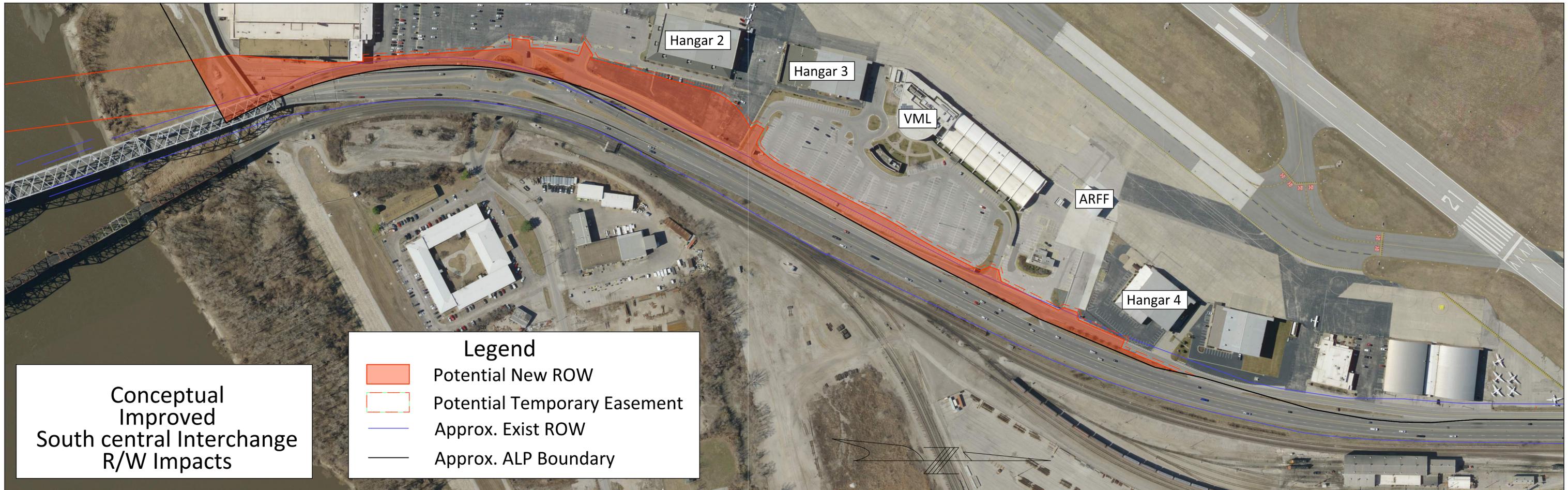
Legend

- Potential New ROW
- Potential Temporary Easement
- Approx. Exist ROW
- Approx. ALP Boundary



Conceptual Improved central Interchange Design







How handle bicycle and pedestrian connections. Answer: MoDOT will provide a pedestrian and bicycle connection from the bridge, we will connect to whatever is provided along the city road.

Meeting with VMLY&R, Airport Tenant

5-21-19

Attendees: Melissa Cooper – KCAD Wes Minder – KCMO
 Mike Waller – KCAD Paco Lacle – VMLY&R
 Gerri Doyle – MoDOT Craig Broasch – VMLY&R

Melissa provided information on the status of the northern interchange. Wes discussed the alternatives for a central and southern interchange options at the airport.

The group looked at the boundary map of the airport and discussed the northern endpoint for the bridge.

Presentation of Alternative 1 - Discussed ROW impacts with this alternative. VML would lose 109 parking stalls with this alt. There is no direct access for those northbound from I-35.

Presentation of Alternative 2 – Interchange at ARFF – provides a full access interchange – stand interchange – eliminate the left exits and entrances. VML lose 113 parking stalls .

Presentation of Alternative 3 – Full interchange at Hangar 2 – Probably not able to access Richard’s Road from northbound I-35. 61 parking stalls removed.

Presentation of Alternative 4 – Partial One-Way Operation – Portions of Richards Road would be transitioned to one-way traffic. This alternative does provide access for those coming northbound from I-35. Removal of 47 parking stalls.

DISCUSSION:

VMLY&R not super worried about loss of parking. They have always been told that the Kansas City Aviation Department would make sure they had enough parking somewhere around their site. Generally, looking for an option that doesn’t make departures and arrivals more difficult.

Like the direct connections from I-35 the best. VMLY&R have a lot of employees coming from the south. Their electricity comes under the bridge. Concerned that there is no disruption to power during the construction. The electrical feed currently comes from under the Broadway Bridge, north under 169 highway, and then over to their facility. The electrical provider for the majority of the east side of the airport and all of the westside of the airport is Kansas City Aviation Department, not KCP&L.

According to Melissa Cooper, Airport Manager, any construction project along Richard’s Road cannot go any further west beyond the airfield fence to the north of Hangar 5A and 5B. This fence is the

protection zone for Runway 3/21, and cannot be moved. In addition, the elevation for Richard's Road and Highway 169 cannot change north of Hangar 5A & 5B.

**Meeting with Airport Tenants
5-29-19**

Attendees: Melissa Cooper – KCAD Wes Minder – KCMO
 Mike Waller – KCAD Frankie Taylor, Signature Flight Support
 Gerri Doyle – MoDOT Gregg Bourdon, Hangar 5A
 Ben Moore – Atlantic Aviation Matt Mauer – KCFD
 Hal Cosgrove – Hangar 4B Lezley Mix – KCAD
 Matt Miller – Hangar 3 Jason McLeod – Hangar 3
 Chris Blackburn – KCAD

Melissa gave the group a project overview. Discussion of the interchanges at the airport and the reason they are in the EA after being treated separately. Wes discussed the alternatives for a central and southern interchange options at the airport.

The group looked at the boundary map of the airport and discussed the northern endpoint for the bridge.

Presentation of Alternative 1 - Discussed ROW impacts with this alternative. VMLY&R would lose 109 parking stalls with this alt. There is no direct access for those northbound from I-35.

Folks from Hangar 3 asked about access, security and fences. City indicated that they would work through that once an option is chosen and we get into actual design.

Presentation of Alternative 2 – Interchange at ARFF – provides a full access interchange – stand interchange – eliminate the left exits and entrances. Group noted that all streetside parking is eliminated and the ROW is right up against the hangars and buildings. Wanted to make sure that bicycles and peds are accommodated. Melissa told the group that they will not provide a cycle path or trail, because those facilities have a tendency to be looked at like a park, and the airport doesn't want any potential park land introduced into the airport area as this is incompatible land use. Hangar 4B has giant overhead doors that they would not be able to access in this alt.

No love for this option.

Presentation of Alternative 3 – Full interchange at Hangar 2 – Probably not able to access Richard's Road from northbound I-35. Discussion of traffic patterns around the airport.

Presentation of Alternative 4 – Partial One-Way Operation – Portions of Richards Road would be transitioned to one-way traffic. This alternative does provide access for those coming northbound from I-35. Discussion of traffic patterns around the airport and parking impacts. Discussion of potential impacts to KCFD. Group determined that there would not be any significant impact/change to current response with this option.

Tenants worried about power box and power disruptions. The design must be able to accommodate a fuel truck.

DISCUSSION:

Folks from Hangar 3 indicated that direct access from I-35 is very important. Wanted to know how gates and security might be changed in the future. Aviation told the them that these would be detailed after a preferred option is chosen.

Will need to make sure that access to airport is maintained if construction is still active in 2023 because NFL folks will fly into the downtown airport for the NFL draft. Loss of access will be catastrophic for the airport and the city.

The group had a lot of questions about design options and options considered.

Group generally agreed that if there is an option to improve airport access, those opportunities should be pursued.

Group in attendance reached a consensus that Option #4 is the most preferred option. City will have a second meeting with tenants who weren't in attendance at this meeting.

Sarson, Julie

From: Cooper, Melissa W <Melissa.Cooper@kcmo.org>
Sent: Tuesday, October 1, 2019 10:48 AM
To: Franke Taylor (frankie.taylor@signatureflight.com); Ben Moore; Jacki Pilot; Laurie Ratliff; Jay New - J. New Aviation, LLC (jay@mkcaviation.com); Matt Miller (matt.miller@cerner.com); Jason McCleod; craig.timm@hallmark.com; davin_harder@americancentury.com; craig_guy@americancentury.com; Hal Cosgrove; tom620m@gmail.com; Craig Braasch; Paco Laclé
Cc: Cooper, Melissa W; Sarson, Julie; Waller, Mike; Minder, Wes; Gerri Doyle; Johnson, Russell; MKC.Operations; Blackburn, Chris; Jade Liska
Subject: FW: Latest Version of Draft Layout for Richards Road in regards to Buck O'Neil Broadway Bridge Project
Attachments: US169_EnvStudy_KCAD_Mtg_Notes_20190830.docx; AccessModifications_Impacts_20190912.pdf
Importance: High

All,

Since I have not heard any feedback I will proceed with submitting this option for the impacts to the Airport. If you have any additional comments, please don't hesitate to reach out.

Thank you for your partnership and support.

Melissa W. Cooper, A.A.E.
Charles B. Wheeler Downtown Airport (MKC)
Airport Manager
816-859-7610 (Office)
816-719-1483 (Mobile)

From: Cooper, Melissa W <Melissa.Cooper@kcmo.org>
Sent: Wednesday, September 18, 2019 4:46 PM
To: Franke Taylor (frankie.taylor@signatureflight.com) <frankie.taylor@signatureflight.com>; Ben.Moore@atlanticaviation.com; Jacki Pilot <jacki.pilot@faa.gov>; Laurie Ratliff <laurie.ratliff@faa.gov>; Jay New - J. New Aviation, LLC (jay@mkcaviation.com) <jay@mkcaviation.com>; Matt Miller (matt.miller@cerner.com) <matt.miller@cerner.com>; Jason McCleod <jmcleod@massman.net>; craig.timm@hallmark.com; davin_harder@americancentury.com; craig_guy@americancentury.com; Hal Cosgrove <halc33@gmail.com>; tom620m@gmail.com; craig.braasch@vmlyr.com; Paco Laclé <Paco.Lacle@vmlyr.com>
Cc: Cooper, Melissa W <Melissa.Cooper@kcmo.org>; Julie Sarson <jsarson@burnsmcd.com>; Waller, Mike <Mike.Waller@kcmo.org>; Minder, Wes <Wes.Minder@kcmo.org>; Gerri A. Doyle <Gerri.Doyle@modot.mo.gov>; Johnson, Russell <Russell.Johnson@kcmo.org>; MKC.Operations <MKC.Operations@kcmo.org>; Blackburn, Chris <Chris.Blackburn@kcmo.org>
Subject: Latest Version of Draft Layout for Richards Road in regards to Buck O'Neil Broadway Bridge Project
Importance: High

All,

Attached you will find the latest information regarding the Buck O'Neil project and the impacts to the airport. Please pay special attention to the temporary construction impacts vs. the permanent impacts.

Please respond to me by Monday, September 30, 2019 if you have additional comments/concerns. Thank you!

Melissa W. Cooper, A.A.E.
Charles B. Wheeler Downtown Airport (MKC)
Airport Manager
816-859-7610 (Office)
816-719-1483 (Mobile)

From: Sarson, Julie <jsarson@burnsmcd.com>
Sent: Thursday, September 12, 2019 11:15 AM
To: Cooper, Melissa W <Melissa.Cooper@kcmo.org>; Waller, Mike <Mike.Waller@kcmo.org>; Minder, Wes <Wes.Minder@kcmo.org>; Gerri Doyle <gerri.doyle@modot.mo.gov>; Michael.landvik@modot.mo.gov; Griffin Smith <griffin.smith@modot.mo.gov>; Johnson, Russell <Russell.Johnson@kcmo.org>
Cc: Cannon-Mackey, Shari <scannonmackey@burnsmcd.com>
Subject: EXTERNAL:Meeting Notes and Modified Exhibits from 08/28 Buck O'Neil Bridge Meeting

Hello. Meeting notes are attached; please provide revisions/additions and we will get them incorporated.

Also attached are modified exhibits and impacts for the Harlem/central access and the north access. A couple of notes regarding these modifications:

- Modifications were made to the central access to minimize impacts to parking at VML and Hangar 4. VML will have approximately 115 spaces removed during construction but most of these can be restored as shown after construction is complete.
- The orange shaded area is the impacted acreage estimated to be inside the ALP boundary. Most of the north access area falls within the existing ALP.
- Heavy blue line indicates a potential shared use path for bicycles and pedestrians, shown on the east side of the bridge, crossing under at Harlem and terminating at the south end of VML.

Thank you!

Julie Sarson

☎ 816-276-1593 \ M 816-838-7667

jsarson@burnsmcd.com



Meeting Agenda

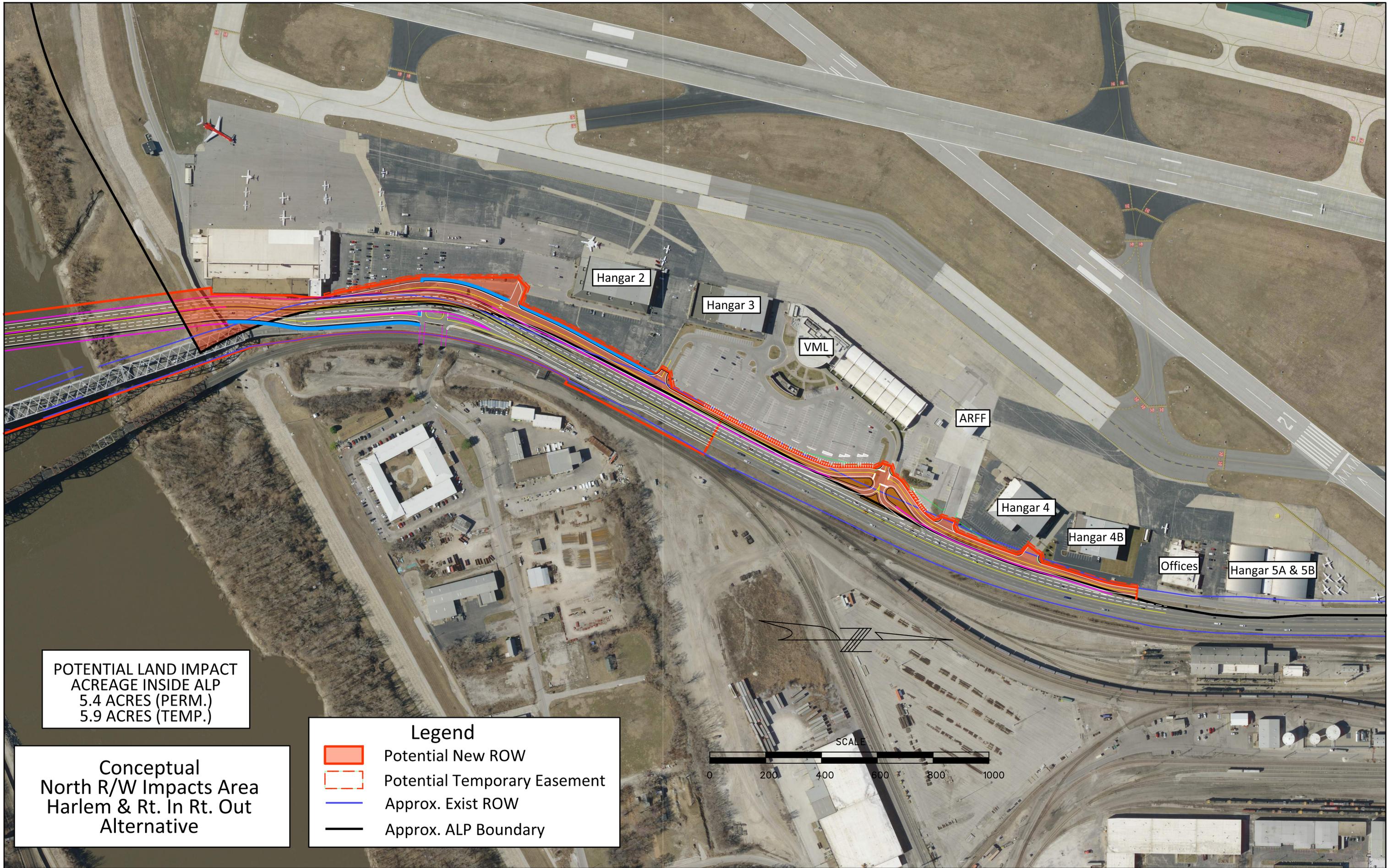
US 169 Buck O'Neil Bridge Environmental Study

Meeting Subject: Alternatives and Project Footprint near Airport
Meeting Date: August 28, 2019 Meeting Start Time: 2:00 PM
Meeting Location: Aviation Department Office at Charles B. Wheeler Downtown Airport,
Kansas City, MO

Attendees: Melissa Cooper and Mike Waller KCAD, Wes Minder and Russ Johnson KCMO, Gerri Doyle and Griffin Smith MoDOT, Shari Cannon-Mackey and Julie Sarson BMcD, Representative from ARFF facility

1. Gerri Doyle gave an overview of current project status. An online public meeting will be active on MoDOT's website until September 6.
2. Julie Sarson gave an overview of options previously discussed:
 - a. Option with improvements at Harlem and central access. Direct connect to I-35 can be provided with this option. Two locations for central access were investigated – near Hangar 4 and near north end of VML lot. This option remains under consideration.
 - b. Option with central access interchange. The elevated bridge structure and interchange lanes push the improvements into the Hanger 4 parking, restricting dock access. This option was removed from consideration at a previous meeting.
 - c. Option with south-central access interchange. The elevated bridge structure and interchange lanes push the improvements into the Hanger 2 parking and airside security fence. This option was removed from consideration at a previous meeting.
 - d. Option with one-way Richards Road and central access interchange. This option minimizes parking impacts but requires improvements in front of and north of Hangers 5A & 5B, which violates airside restrictions. This option was removed from consideration at today's meeting.
3. General discussion of constraints and preferences:
 - a. Melissa said that no horizontal or vertical modifications can be made north of Hangers 5A & 5B. In addition, the area in front of these buildings is also restricted. Hold improvements at the south side of Hangers 5A & 5B.
 - b. The dock in front of Hanger 4 requires tractor-trailer access. BMcD will conceptually confirm this based on the proposed improvements.
 - c. Refer to the TWA building as the Signature Flight Support Building
 - d. The small facility in front of ARFF houses the electrical vault for the airfield lighting and the distribution panel for VML. Do not impact this facility.

4. Finalize option with improvements at Harlem and central access
 - a. KCAD would like to minimize impacts to parking where possible.
 - b. If improvements to central access (right-in/right-out) can be minimized from what is shown, it would still be better than what is currently in place.
 - c. BMcD will make these modifications and provide to KCAD for review. Acres, parking spaces and linear feet of fencing impacted will be quantified for permanent impacts. Additional impacts in the temporary easement area (10' width) will also be tabulated.
5. Review access improvements at north end
 - a. Because the existing SB out of airport ramp will be removed at Harlem, a new SB out of airport ramp will be created at the north end.
 - b. In addition, a new SB into airport ramp will be constructed along the landside of the levee. This will provide a much longer stopping distance than the existing configuration.
 - c. The existing NB out of airport ramp remains in a similar configuration.
 - d. There was some discussion about facilitating a free movement from SB US-169 onto Richards Road and requiring the loop traffic on Richards Road to stop. This option was removed from further consideration.
6. Overview of decisions that will be required for NEPA clearance
 - a. Quantifiable impacts (impact acreage, parking spaces, utilities, etc.) and how being addressed (including airport commitments and mitigation, as appropriate) to satisfy FAA
 - b. Wording from FAA regarding grant assurances and intent to complete land release for airport area needed for highway improvements. MoDOT/FAA/KCAD/KCMO will need to discuss easement versus fee simple title acquisition
 - c. Intent that EA will be used by FAA to support ALP update and approval (access and parking modifications on airport property)
7. Maintain access during construction – There was discussion about temporary closure of the bridge during construction, 90 to 120 days may be acceptable. Julie described staged construction that may maintain access to the Harlem off ramp during construction. MoDOT can prescribe the allowed closure in the proposal documents, to be determined.
8. Project Data - Julie described the data collection efforts that will be required as a part of the project procurement phase. Melissa will serve as the contact for site survey and geotechnical investigation efforts on site. All activities will be landside and primarily along Richards Road.



POTENTIAL LAND IMPACT
ACREAGE INSIDE ALP
5.4 ACRES (PERM.)
5.9 ACRES (TEMP.)

Conceptual
North R/W Impacts Area
Harlem & Rt. In Rt. Out
Alternative

Legend

- Potential New ROW
- Potential Temporary Easement
- Approx. Exist ROW
- Approx. ALP Boundary





POTENTIAL LAND IMPACT
ACREAGE INSIDE ALP
5.9 ACRES (PERM.)
7.1 ACRES (TEMP.)

Conceptual
North R/W Impacts Area
Airport North Interchange
Improvements Alternative

Legend

- Potential New ROW
- Potential Temporary Easement
- Approx. Exist ROW
- Approx. ALP Boundary



Levee

PERMANENT IMPACTS						
Near Building	Existing Parking Stalls (EA)	Parking Stalls Removed (EA)	% Parking Stalls Remaining	Parking Pavement Removed (SF)	Gates Impacted (EA)	Guardrail/ Fence Relocation (LF)
Total	1220	61	95%	35,000	0	470
Signature Flight Support	203	42	79%	17,000	0	0
Hangar 2	64	0	100%	2,000	0	0
Hangar 3	84	0	100%	0	0	0
VML	580	20	97%	9,000	0	0
ARFF	93	19	80%	7,000	0	100
Hangar 4	63	0	100%	0	0	0
Hangar 4B	22	0	100%	0	0	0
Offices	88	0	100%	0	0	370
Hangar 5A & 5B	23	0	100%	0	0	0

TEMPORARY IMPACTS				
Near Building	Existing Parking Stalls (EA)	Parking Stalls Removed (EA)	% Parking Stalls Remaining	Parking Pavement Removed (SF)
Total	1220	195	84%	57,000
Signature Flight Support	203	52	74%	24,000
Hangar 2	764	0	100%	7,000
Hangar 3	84	0	100%	0
VML	580	115	80%	17,000
ARFF	93	28	70%	9,000
Hangar 4	63	0	100%	0
Hangar 4B	22	0	100%	0
Offices	88	0	100%	0
Hangar 5A & 5B	23	0	100%	0

OTHER OUTREACH EFFORTS

- 03/27/2019 – Gerri Doyle of MoDOT, along with Wes Minder of KCMO, presented to the **Greater Kansas City Chamber of Commerce**. Materials from the recent public information meeting were shared.
- 04/25/2019 – Wes Minder of KCMO, along with representatives from MoDOT, presented to the **Kansas City Parks & Recreation Development Review Committee**. Wes provided an overview of the project and materials from the first public meeting. Potential impacts to West Terrance Park are also shown to the committee.
- 08/05/2019 – Gerri Doyle of MoDOT, along with Wes Minder of KCMO, presented to the **Northland Chamber**. Graphics for the upcoming virtual public meeting were shared and discussed. General questions about the alternatives were asked and answered. Funding was discussed.
- 08/29/2019 – Wes Minder of KCMO, along with representatives from MoDOT, presented to the **Kansas City Parks & Recreation Development Review Committee**. Wes provided an overview of the project and each of the reasonable alternatives from the recent public meeting. Potential impacts to West Terrance Park are also shown to the committee. Wes encouraged meeting attendees to take part in the online survey. Discussion about right-of-way acquisition and future consideration of wall and fencing types.
- 09/04/2019 – Wes Minder of KCMO presented to **Kansas City River Trails, Inc.** about the project. Wes provided an overview of the project and each of the reasonable alternatives from the recent public meeting. General questions about the alternatives were asked and answered. Discussion about potential to implement other strategies from the PEL, specifically the North Loop modification.
- 11/11/2019 - Wes Minder of KCMO presented to **Historical West Bottoms Association** about the project. Wes provided an overview of the project and each of the reasonable alternatives and their associated costs. General questions about the alternatives were asked and answered. Wes pointed out that Woodswether would remain in place as is with any alternative.



KANSAS CITY RIVER TRAILS, INC.

Date: Wednesday, September 4, 2019

Time: 7:30 – 8:30 a.m.

Location: Urban Eatery
1414 West 9th Street
Kansas City, Mo. 64101

Meeting Schedule:

7:30 – 7:40 Call Meeting to Order & Introduction
7:40 – 7:45 Approval of minutes
7:45 – 7:50 Treasurer’s report- Mike Marsh
7:50 – 8:00 Nominating Committee – John Mulick
8:00 -- 8:15 Board Development – John Wagner & Abby Kinney
8:15 – 8:20 Program Committee – Maren Morefield & Mark McHenry
8:20 – 8:25 Wayfinding Report-Mario Vasquez
8:25 – 8:30 Wes Minder- Buck O’Neil Bridge update
Misc updates-
Missing or broken trail markers
8:30 Next meeting 10/16/19 @ TBD 7:30am

****We will have breakfast available for \$12.00 including coffee & tea. Please pay EJ’s on your own. They will provide a receipt for your expense reports.**



Agenda
General Membership Meeting
November 11, 2019
EJ's Urban Eatery

Call to Order/Introductions

Tony Krsnich

Minutes General Membership Meeting 9-12-19

Anna Cole

Treasurer's Report

Christy Chester

Presentation: **Wes Minder KCMO City Manager's Office**
Buck O'Neil Bridge Plans

Old Business:

- Community Improvement District Tony Krsnich and Scott Brown

New Business:

News/WB Events

- Happy Hour Appreciation for Troy Schulte December 2
- Final 2019 Meeting, 2020 Election & Holiday Party – December 9
- Rock Island Bridge Update – Mike Zeller
- Heritage Week/Days – Bruce Holloway
- Other

