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.

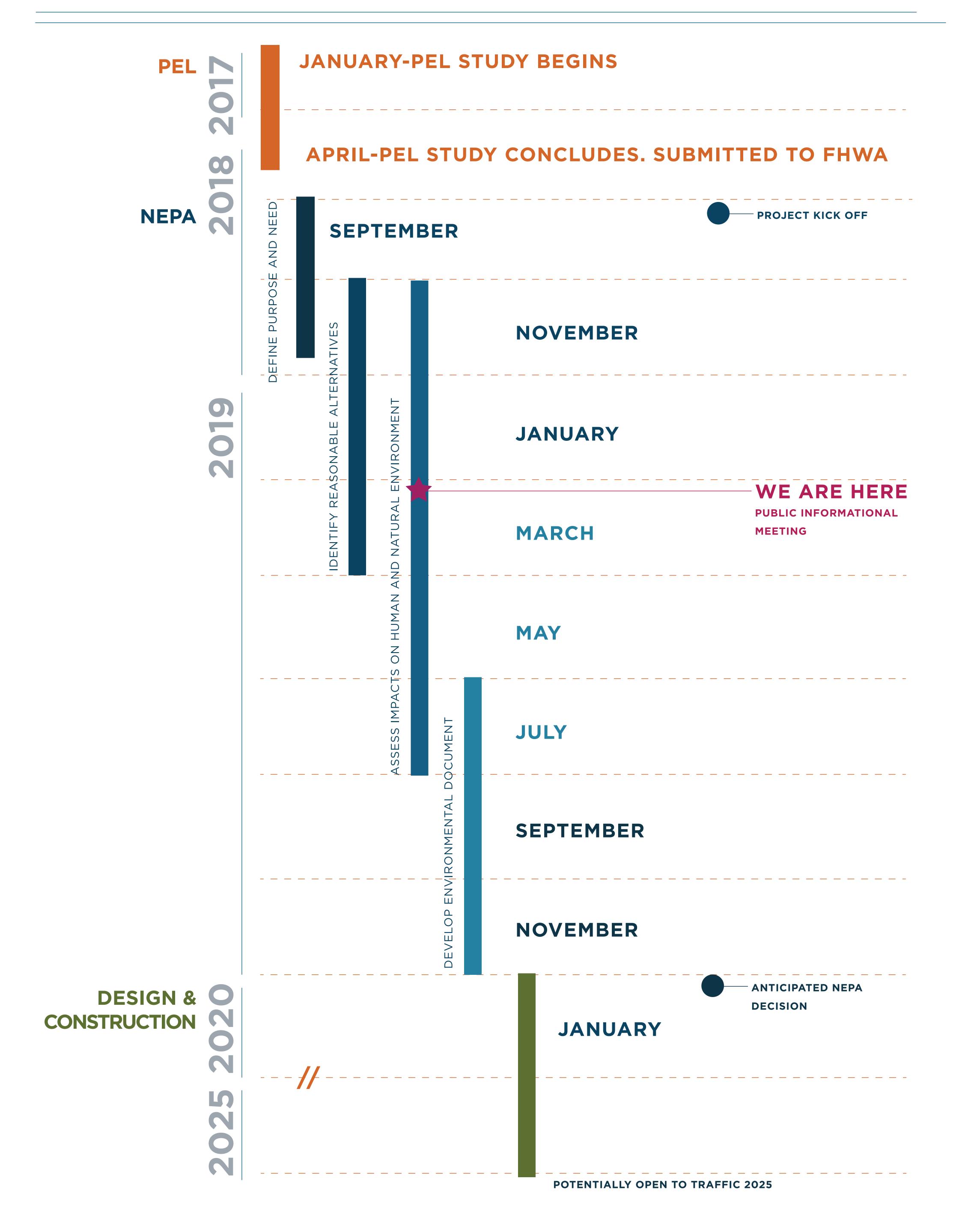
This study will evaluate the impacts of the proposed project on a number of resources including **historic** resources; endangered species and their habitats; community facilities; residences and businesses; and public spaces.

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.

ENVIRONMENTAL STUDY

WHAT HAPPENS NEXT?



ENVIRONMENTAL STUDY

WHERE IS THE STUDY AREA?



PROJECT PURPOSE 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

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.



Provide desired bridge and roadway lifespans and minimize long-term

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

MOBILITY

ACCESSIBILITY

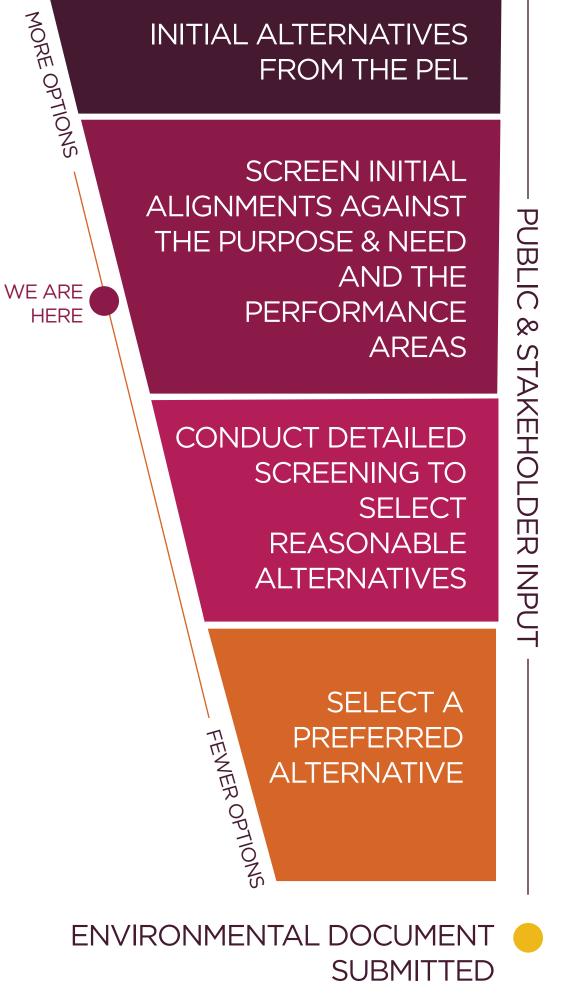
maintenance.

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

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

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

SAFETY



pedestrian traffic.

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

CONSTRUCTABILITY

ENVIRONMENT

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

SECTION 106 & 4(f) RESOURCES

NATIONAL REGISTER OF HISTORIC PLACES (NRHP) <u>ELIGIBLE</u> PROPERTIES IN THE STUDY AREA:



NRHP ELIGIBLE



RESIDENTIAL PROPERTIES

RAIL

LEVEE

PARK1. ERMINE CASE JUNIOR PARK2. RIVERFRONT HERITAGE TRAIL



3. MONTGOMERY WARD & COMPANY*
4. REICHER & SONS*
5. KANSAS CITY PAPER HOUSE*
6. MCPIKE DRUG COMPANY ANNEX*

35

1

7. MCPIKE DRUG COMPANY*
8. MISSOURI INTERSTATE PAPER COMPANY*
9. BURNHAM-HANNA-MUNGER DRY GOODS COMPANY*
10. BUILDERS & TRADERS EXCHANGE COMPANY*
11. BARTON BROS. SHOE COMPANY*
*CONTRIBUTING RESOURCE TO A HISTORIC DISTRICT

3RD STREET

5TH STREET

DELAWARE

70

11

9

6 7 10

THE WHOLESALE DISTRICT

ATH STREET

6TH STREET

5

3

OADWAY

WHAT DO YOU THINK?

- BUSINESS PROPERTIES



EASTERN STUDY CORRIDOR

ENVIRONMENTAL STUDY

WHAT DO YOU THINK?

- BUSINESS PROPERTIES



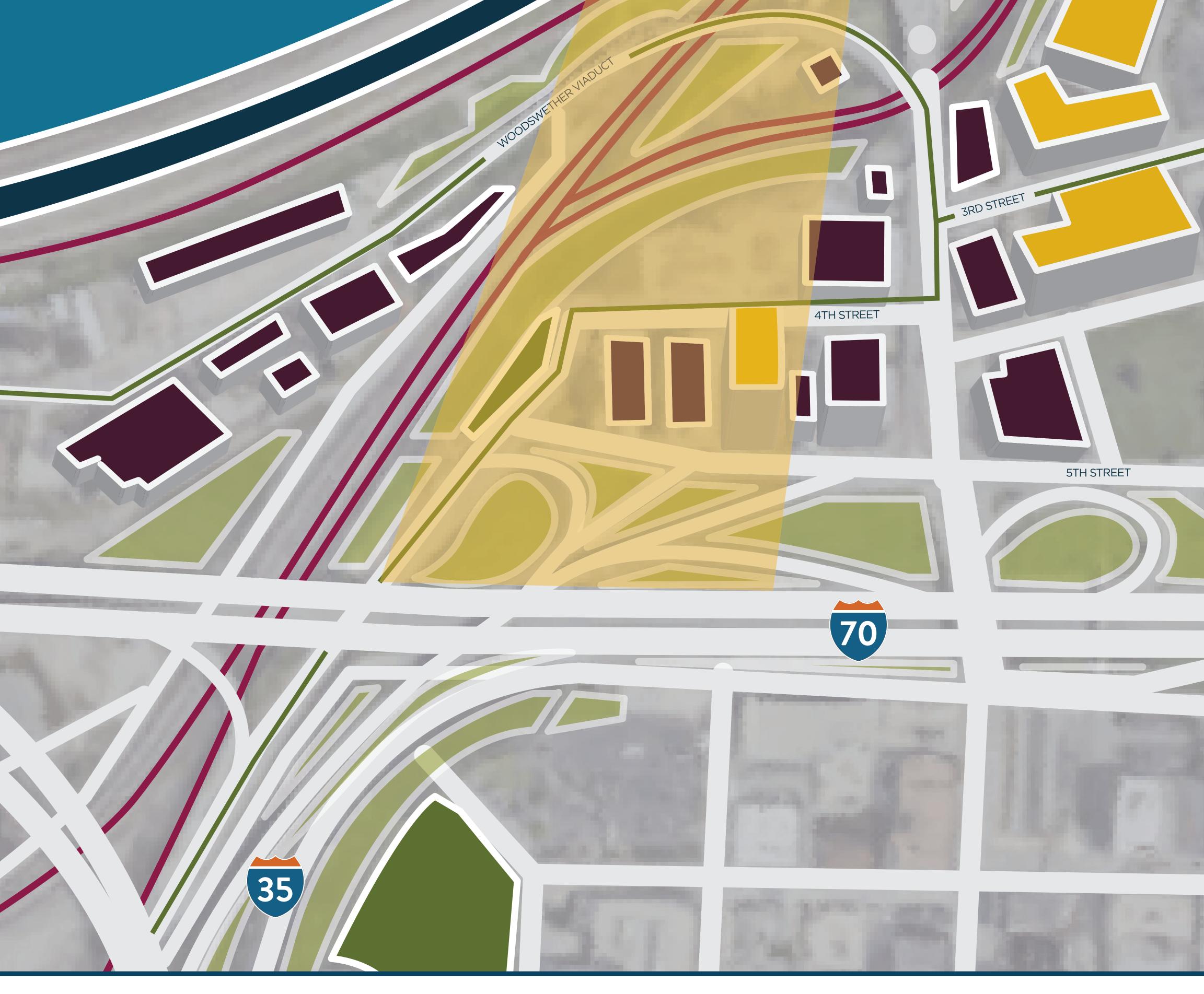
CENTRAL STUDY CORRIDOR

ENVIRONMENTAL STUDY

WHAT DO YOU THINK?

AREA OF POTENTIAL IMPACTS

- BUSINESS PROPERTIES
 RESIDENTIAL PROPERTIES
 RAIL
 LEVEE
- TRAIL



WESTERN STUDY CORRIDOR

ENVIRONMENTAL STUDY

WHAT DO YOU THINK?

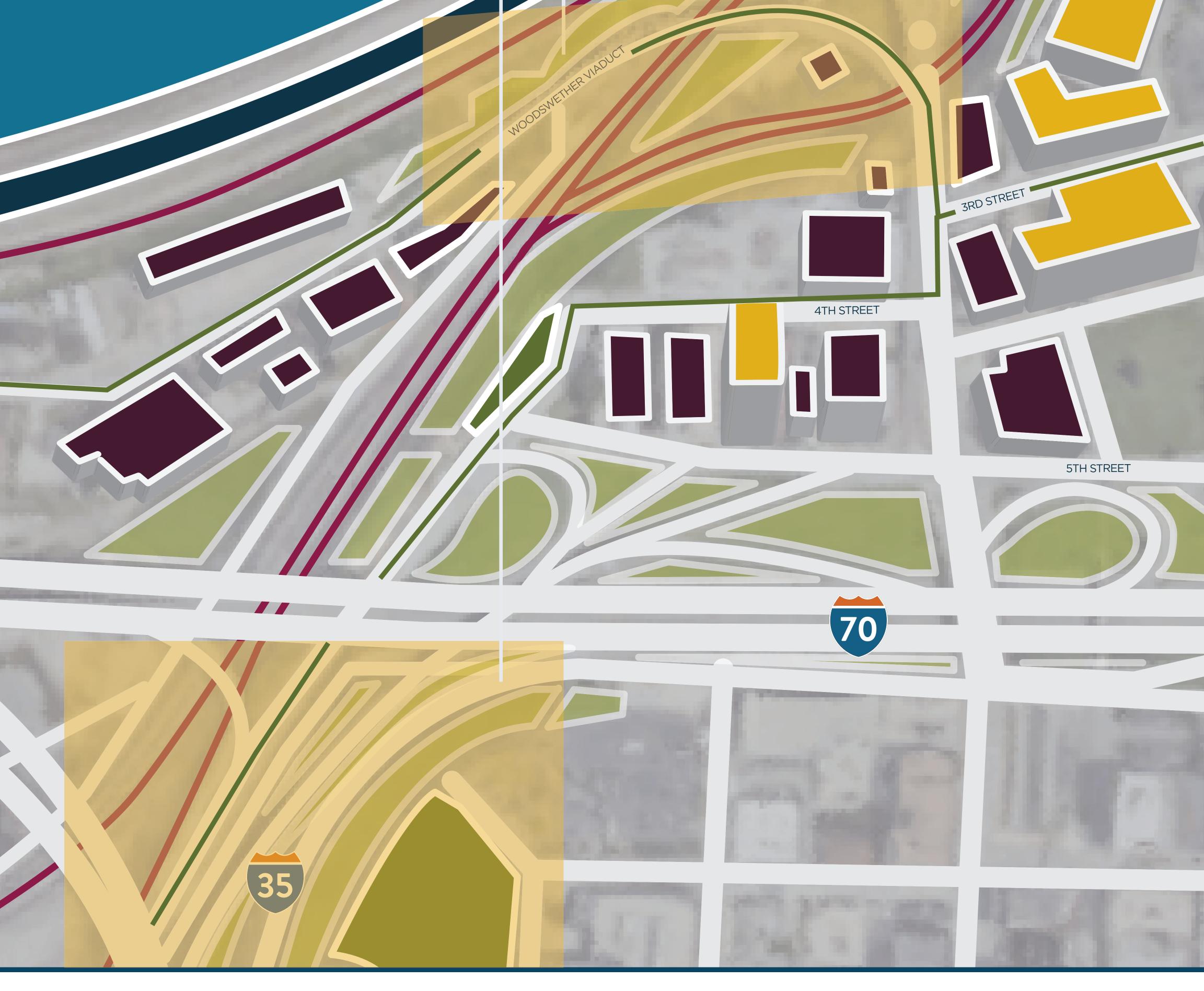
AREA OF POTENTIAL IMPACTS

BUSINESS PROPERTIESRESIDENTIAL PROPERTIES

RAIL

LEVEE

- TRAIL



WEST BOTTOMS & WEST BLUFF STUDY CORRIDOR

ENVIRONMENTAL STUDY

QR CODE



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