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?

PEL

- JANUARY-PEL STUDY BEGINS

SEPT 2017

- APRIL-PEL STUDY CONCLUDES. SUBMITTED TO FHWA

SEPT 2018

- NEPA
  - DEFINE PURPOSE AND NEED
  - IDENTIFY REASONABLE ALTERNATIVES
  - ASSESS IMPACTS ON HUMAN AND NATURAL ENVIRONMENT

2019

- DEVELOP ENVIRONMENTAL DOCUMENT

JAN 2019

- WE ARE HERE
  - PUBLIC INFORMATIONAL MEETING

MARCH

- PROJECT KICK OFF

MAY

- ANTIPOD NEPA DECISION

JULY

- DESIGN & CONSTRUCTION

SEP 2019

- POTENTIALLY OPEN TO TRAFFIC 2025

NOV 2019

- JANUARY

2020

- 2025
WHERE IS THE STUDY AREA?
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

Initial Alternatives from the PEL
Screen initial alignments against the purpose & need and the performance areas
Conduct detailed screening to select reasonable alternatives
Select a preferred alternative

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:

1. ERMINCE CASE JUNIOR PARK
2. RIVERFRONT HERITAGE TRAIL
3. MONTGOMERY WARD & COMPANY*
4. REICHER & SON*
5. MCPIKE DRUG COMPANY ANNEX*
6. MCPIKE DRUG COMPANY*
7. MISSOURI INTERSTATE PAPER COMPANY*
8. BURNHAM-HANNA-MUNGER DRY GOODS COMPANY*
9. BUILDERS & TRADERS EXCHANGE COMPANY*
10. BARTON BROS. SHOE COMPANY*

*CONTRIBUTING RESOURCE TO A HISTORIC DISTRICT

THORN HUNKINS COMPANY & WAREHOUSE
TWA BUILDING
BUCK O'NEIL BRIDGE
2ND HANNIBAL BRIDGE
COLONIAL PATTERNS BUILDING
WHAT DO YOU THINK?

AREA OF POTENTIAL IMPACTS

- BUSINESS PROPERTIES
- RESIDENTIAL PROPERTIES
- RAIL
- LEVEE
- TRAIL

EASTERN STUDY CORRIDOR
WHAT DO YOU THINK?

AREA OF POTENTIAL IMPACTS
- BUSINESS PROPERTIES
- RESIDENTIAL PROPERTIES
- RAIL
- LEVEE
- TRAIL

CENTRAL STUDY CORRIDOR
WHAT DO YOU THINK?

AREA OF POTENTIAL IMPACTS

- BUSINESS PROPERTIES
- RESIDENTIAL PROPERTIES
- RAIL
- LEVEE
- TRAIL

WESTERN STUDY CORRIDOR
WHAT DO YOU THINK?

AREA OF POTENTIAL IMPACTS

- BUSINESS PROPERTIES
- RESIDENTIAL PROPERTIES
- RAIL
- LEVEE
- TRAIL

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:

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