US-169/BUCK O’NEIL BRIDGE

ENVIRONMENTAL STUDY

STUDY AREA
• 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
• 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-I69/BUCK O’NEIL BRIDGE

ENVIRONMENTAL STUDY

SCREENING STEP 1

INITIAL ALTERNATIVES

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

WE WANT TO HEAR FROM YOU

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

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
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 1-35**

**PROS:**
- PROVIDES NEW RIVER BRIDGE
- ACCOMMODATES BICYCLES AND PEDESTRIANS
- IMPROVES AIRPORT AND DOWNTOWN ACCESS
- PROVIDES FOR FUTURE DIRECT CONNECTIONS TO 1-35
- 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

**NEW RIVER CROSSING – BRIDGE ON ADJACENT ALIGNMENT**

**ESTIMATED CONSTRUCTION COST $180-$200 MILLION**

INITIALLY, ADDITIONAL FUTURE COSTS TO PROVIDE DIRECT CONNECT RAMPS TO 1-35
**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**
NORTH SEGMENT
AT AIRPORT AND HARLEM ROAD

SA ME ACCESS IMPROVEMENTS FOR ALL BUILD ALTERNATIVES

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.
US-169/Buck O’Neil Bridge Environmental Study

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