

Your Input Matters!

You can review the Draft EA document at the following locations. The official comment period runs through August 7, 2006:

- Kansas City Central Library, 14 W. 10th Street, Kansas City, MO
- Kansas City City Hall, 414 E. 12th Street, 19th Floor Planning Department, Kansas City, MO
- Liberty City Hall, Public Works Department, 10 E. Kansas Street, Liberty, MO
- Mid-Continent Public Library, Liberty Branch, 1000 Kent Street, Liberty, MO
- Pleasant Valley City Hall, 6500 Royal Street, Pleasant Valley, MO
- Missouri Department of Transportation, District 4 Office, 600 NE Colbern Road, Lee's Summit, MO
- On-line at www.modot.mo.gov/kansascity/major_projects

Public Hearing/Open House - Please Join us!

Thursday, July 27, 2006 - 4:00 - 7:00 p.m.

Liberty Community Center, 1600 S. Withers Road, Liberty, MO

Flintlock Overpass EA
c/o HNTB Corporation
715 Kirk Drive
Kansas City, MO 64105

Public Hearing/Open House

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Please join us. We need your input on this important project!



July, 2006

Flintlock Overpass Environmental Assessment



The area west of I-35 in central Clay County continues to experience significant growth. To help address the area's growing transportation needs, the cities of Liberty and Kansas City, Missouri, along with MoDOT, the Liberty School District and the City of Pleasant Valley have been working to plan and construct an extension of Flintlock Road over I-35. The first step toward completion of the project is the completion of an Environmental Assessment.

The Flintlock Overpass is being planned to address several local needs, with a focus on improving safety and reducing congestion at

key locations in the area. The project will help address Liberty's long-term plans for an enhanced roadway network. It will provide a new alternative to cross I-35 in the area, and it will help improve safety and access to South Valley Middle and Junior High schools for students, parents and faculty living west of I-35.

Conceptual Solutions

The design team has several critical constraints and goals in the development of concepts, including safety, establishing appropriate connections and intersections with adjoining roadways, bridge concerns and the established project budget.

Last June, the study team presented several preliminary concepts for public feedback. Each option presented various trade-offs in terms of impacts, costs and connectivity. Over the past several months, the team has worked to make sure that the final recommendation for the roadway and bridge locations; as well connections to Liberty Drive and Flintlock Road address the project need while maximizing safety and minimizing impacts.

What does an Environmental Assessment (EA) do?

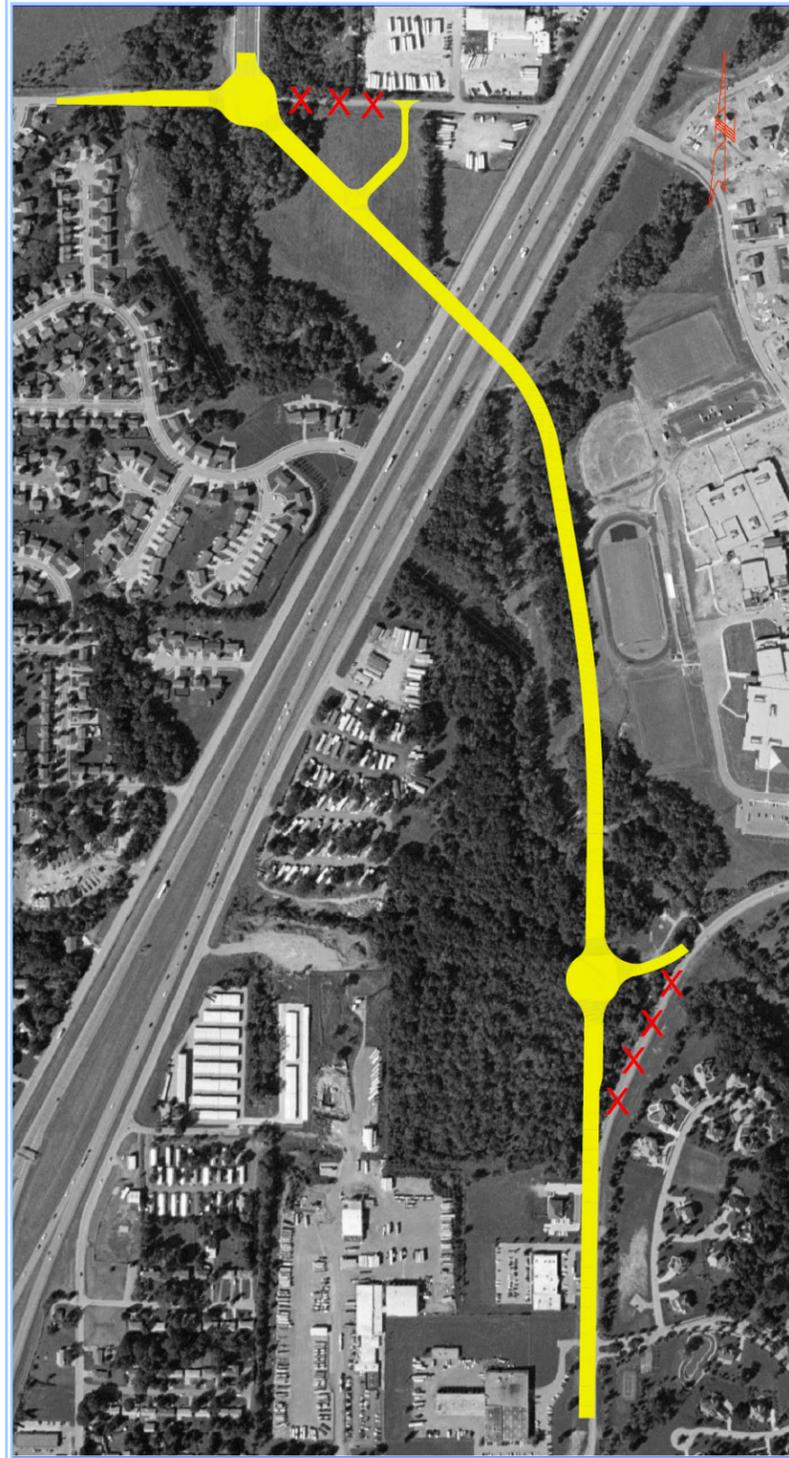
An EA is one type of three formal environmental studies **required** by the federal government for projects that will use federal funds and/or require federal permits for construction. Environmental documents:

- Formally define the project purpose and need.
- Develop possible conceptual solutions.
- Determine the likely impacts of those solutions, including impacts on the natural environment, and just as importantly, on the people, businesses, communities in and near the project area, as well as any impacts on historic or other culturally significant sites.

The environmental study process was designed through the National Environmental Policy Act (NEPA) to help agencies, elected officials and the public make **sound decisions** about federally approved or funded investments. A Draft EA often identifies which concept seems best (called Recommended Preferred Alternative), but a final determination is not made until after the public hearing and comment period, and the approval of the Final EA.

Please see the June, 2005 Flintlock Overpass project fact sheet for more detailed information about the Environmental Assessment process.

Recommended Preferred Alternative



After reviewing a wide range of alternative concepts and possible solutions, the Draft Environmental Assessment recommends that the Flintlock Overpass **ultimately** be constructed as a four-lane facility that incorporates a 40 mile-per-hour design, two roundabouts, four 11' lanes, paved bike/pedestrian trail, medians and curb and gutter.

The Recommended Preferred Alternative:

- Reduces impacts to Little Shoal Creek, its wetlands, floodways and floodplains.
- Avoids the need to relocate or rebuild the box culvert under I-35.
- Utilizes a bridge alignment over I-35 that reduces the bridge length.
- Incorporates roundabouts to allow better traffic flow.
- Reconfigures the intersection at NE 76th and Flintlock. This reconfiguration is necessary to safely accommodate the new roadway leading to and from the bridge.

IMPORTANT: A timeline for construction of the ultimate, four-lane facility has not been established. Construction of the ultimate facility is dependent on traffic demands and project funding. Current traffic projections show the need for the full facility in 10 to 15 years.

Estimated Project Costs & Potential Project Funding

Through a federal earmark to MoDOT, \$19.2 million has been identified for the construction of the project. That earmark requires matching funds from local agencies. Matching funds are expected to come from Kansas City, Missouri, Liberty, Missouri and Liberty Public Schools, for a total project budget of \$23 million.

Interim, Two-Lane Facility



The agencies responsible for the project estimate that construction costs for the ultimate, four-lane project will exceed the funding currently available for the project. They recommend an interim stage, which will include **two rather than four** lanes for vehicular traffic, striped bike lanes, pedestrian trail, two roundabouts and curbs and gutters.

The two-lane interim project will be designed to work with the planned future construction of the full recommended preferred alternative.

Preliminary Project Schedule for Interim, Two-Lane Facility

2008: Complete Final Design

2009: **Phase I**

- Right-of-Way
- Utility Relocation
- Grading and Drainage Work

2010: **Phase II**

- Construct I-35 Overpass

2011: **Phase III**

- Construct Roadways
- Construct Other Bridges