



List of Invitees

I-29/35 EIS SCOPING MEETING

May 12, 2004

MISSOURI AGENCIES/MISSOURI ORGANIZATIONS

Last Name	1 st Name	Position	Agency	Address
Hoskins	John	Director	Missouri Department of Conservation	2901 W. Truman Blvd. Jefferson City, MO 65109
Canaday	Brian	Policy Planning	Missouri Department of Conservation	2901 W. Truman Blvd. Jefferson City, MO 65109
Beetem	Jane	Transportation Coordination	Missouri Department of Natural Resources	205 Jefferson St. Jefferson City, MO 65102
Riedel	George		State Emergency Management Agency	2302 Militia Drive Jefferson City, MO 65101
Simmons	Kelvin L.	Department Director	Missouri Department of Economic Development	PO Box 1157 Jefferson City, MO 65102-1157

FEDERAL AGENCIES/NATIONAL ORGANIZATIONS

Hughes	Joe	Chief Regulatory Branch	U.S. Army Corps of Engineers – KC District	Attn: OD-R, Room 706 700 Federal Building 601 E. 12 th Street Kansas City, MO 64106
Berka	Doug	Regulatory Project Manager	U.S. Army Corps of Engineers – KC District	Attn: OD-R, Room 706 700 Federal Building 601 E. 12 th Street Kansas City, MO 64106
Scott	Charles	Field Supervisor	U.S. Fish and Wildlife Service	101 Park DeVillie Dr. Columbia, MO 65203-0007
Cothorn	Joe	NEPA Director	U.S. Environmental Protection Agency	901 N. 5 th St. Kansas City, KS 66101
Carder	Kay		Federal Emergency Management Agency	2323 Grand Blvd., Suite 900 Kansas City, MO 64108
Boeddeker	Andrew	Regional Director	U.S. Department of Housing and Urban Development	Gateway Tower II 400 State Avenue Kansas City, KS 66101
Wiebusch	Roger	Bridge Administrator	U.S. Coast Guard Eighth Coast Guard District	Western River Operations 1222 Spruce Street St. Louis, MO 63103-2398

CITY AGENCIES/LOCAL ORGANIZATIONS

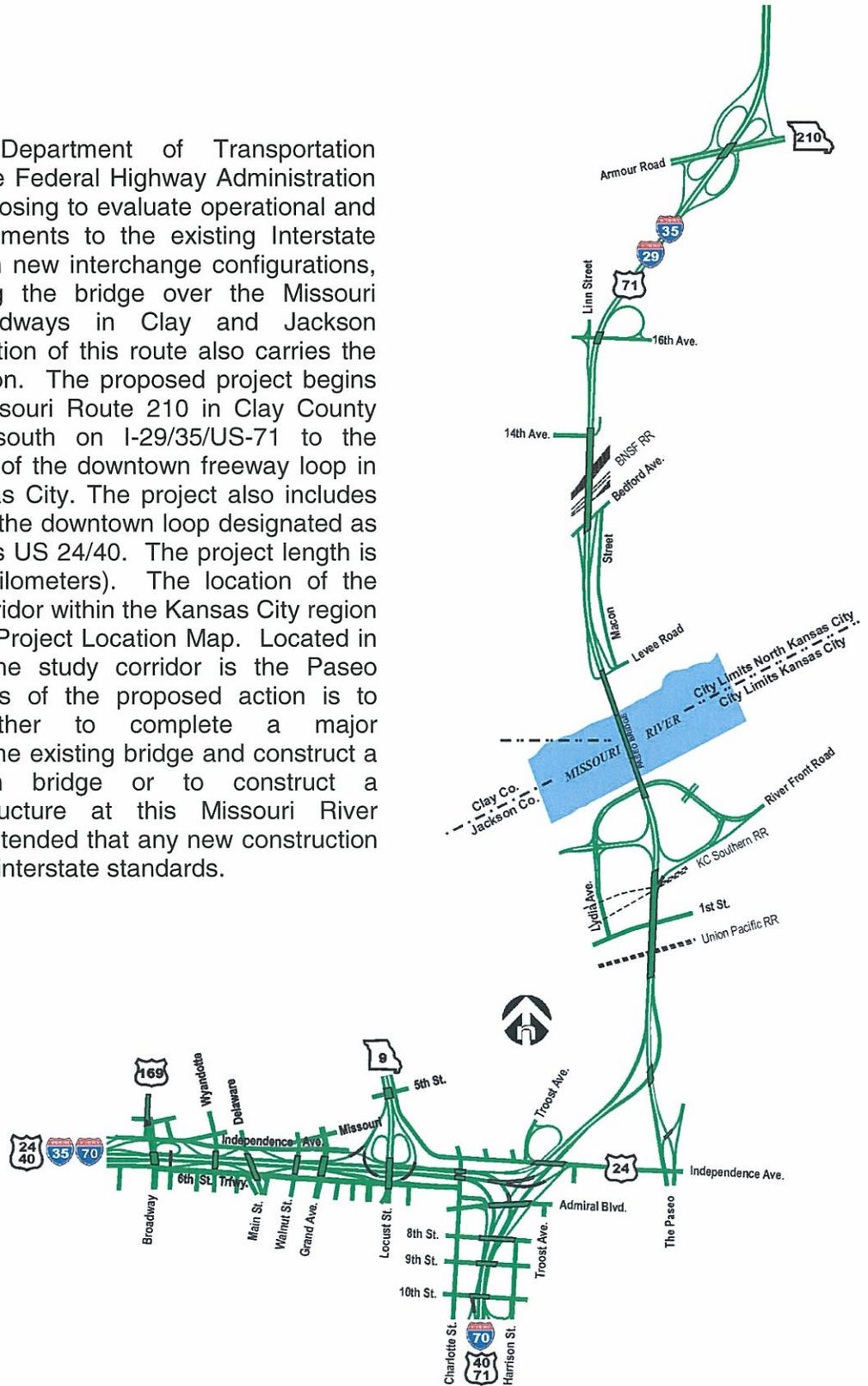
Lines	Jeffrey K.	Special Master	Housing Authority of Kansas City	301 E. Armour Blvd. Kansas City, MO 64111
McMan	Dennis	Executive Director	KCMO Department of Parks & Recreation	4600 E. 63 rd St Kansas City, MO 64130
Abbott	Steve		KCMO Department of Parks & Recreation	4600 E. 63 rd St Kansas City, MO 64130
Sterrett	Pat	Executive Director	Kansas City Port Authority	10 Petticoat Lane Kansas City, MO 64106
Staab	Leon		North Kansas City Levee District	Burns & McDonnell 9400 Ward Parkway Kansas City, MO 64114

Dunajcik	Jim	Project Manager	KCMO Water Services – East Bottoms Unit	4800 E. 63 rd Street Kansas City, MO 64130
Cauthen	Wayne	City Manager	City of Kansas City, Missouri	414 E. 12 th Street Kansas City, MO 64106
Harris	Stan	Director (acting)	KCMO Public Works	414 E. 12 th Street Kansas City, MO 64106
Noble	Steve	Manager, Transportation Planning	KCMO Planning & Development	414 E. 12 th Street, 14 th Fl. Kansas City, MO 64106
Windsor	Pam	City Administrator	North Kansas City, MO	2010 Howell Street North Kansas City, MO 64116
Schnoebelen	David		North Kansas City Parks & Recreation Department	2010 Howell Street North Kansas City, MO 64116
Henderson	Mell		Mid-America Regional Council	600 Broadway, Ste. 300 Kansas City, MO 64105
Pritchett	Jim	Director of Project Management	Kansas City Area Transportation Authority	1200 East 18 th Street Kansas City, MO 64108



Proposed Action

The Missouri Department of Transportation (MoDOT) and the Federal Highway Administration (FHWA) are proposing to evaluate operational and capacity improvements to the existing Interstate 29/35 facility with new interchange configurations, bridges including the bridge over the Missouri River, and roadways in Clay and Jackson Counties. A portion of this route also carries the US 71 designation. The proposed project begins just north of Missouri Route 210 in Clay County and continues south on I-29/35/US-71 to the northeast corner of the downtown freeway loop in the city of Kansas City. The project also includes the north side of the downtown loop designated as I-35/70 as well as US 24/40. The project length is 4.7 miles (7.6 kilometers). The location of the I-29/35 study corridor within the Kansas City region is shown on the Project Location Map. Located in the middle of the study corridor is the Paseo Bridge. A focus of the proposed action is to determine whether to complete a major rehabilitation of the existing bridge and construct a new companion bridge or to construct a replacement structure at this Missouri River crossing. It is intended that any new construction will meet current interstate standards.



Purpose and Need

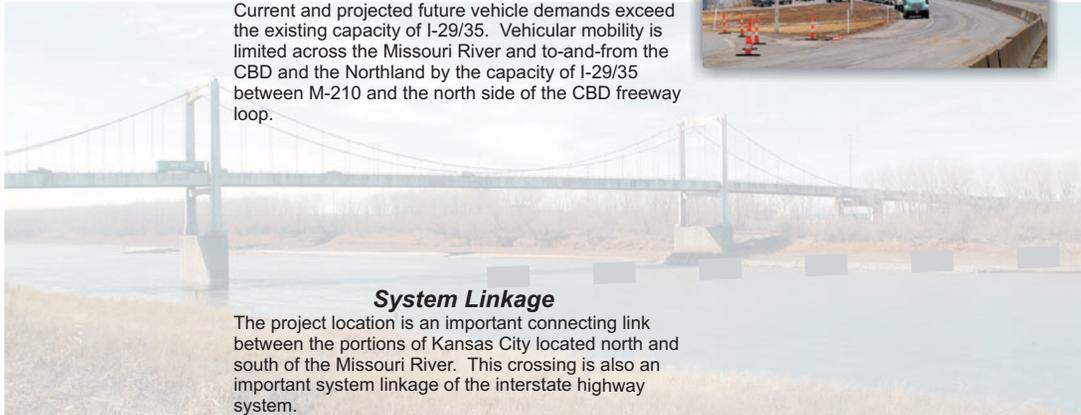
Roadway Design Features

The proposed action is necessary to improve the pavement surface and upgrade substandard roadway features along I-29/35, including lane widths, shoulder widths, bridge clearances, and interchanges to MoDOT's current best practice design standards.



Transportation Demand and Capacity

Current and projected future vehicle demands exceed the existing capacity of I-29/35. Vehicular mobility is limited across the Missouri River and to-and-from the CBD and the Northland by the capacity of I-29/35 between M-210 and the north side of the CBD freeway loop.

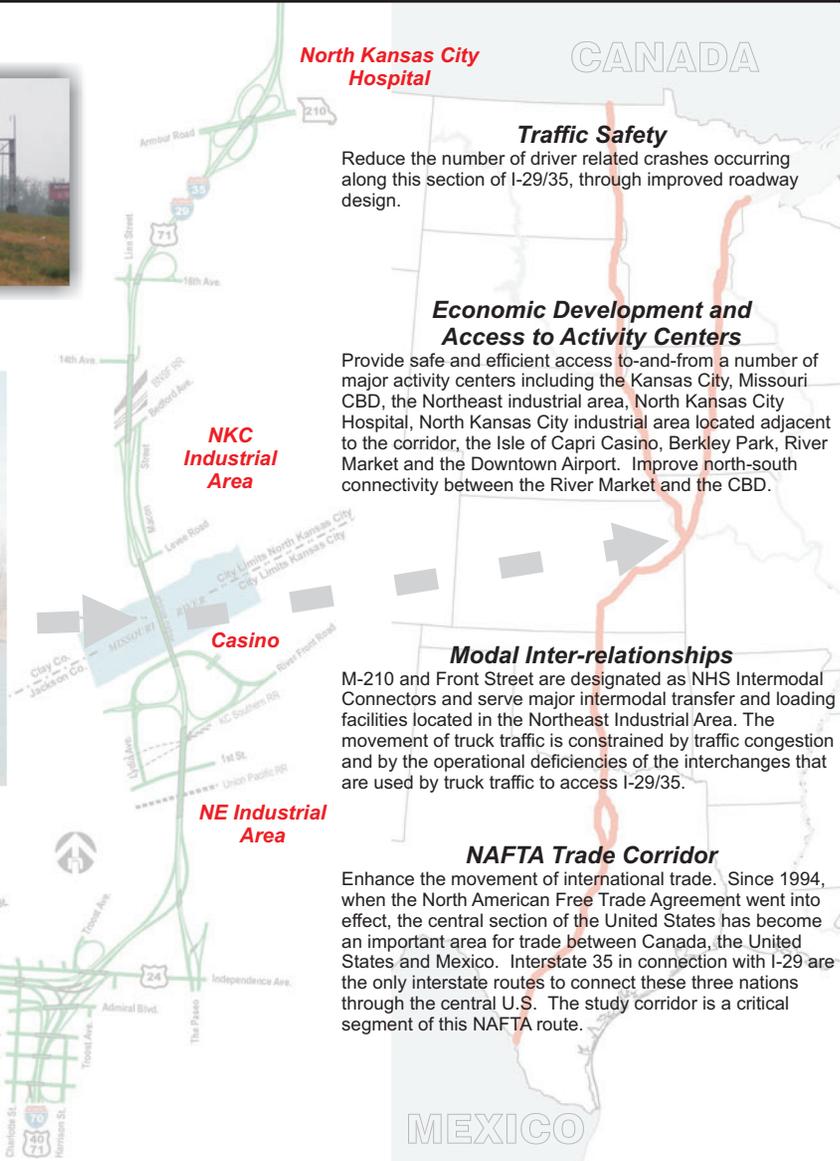


System Linkage

The project location is an important connecting link between the portions of Kansas City located north and south of the Missouri River. This crossing is also an important system linkage of the interstate highway system.

Traffic Operation

Improve the movement of people and goods on the north side of the CBD freeway loop and on I-29/35 between the CBD and M-210 by providing operational improvements such as eliminating poor traffic weaving sections, increasing the length of acceleration/deceleration lanes, providing wider roadway shoulders, improving substandard ramps, configurations and improving signing.



Traffic Safety

Reduce the number of driver related crashes occurring along this section of I-29/35, through improved roadway design.

Economic Development and Access to Activity Centers

Provide safe and efficient access to-and-from a number of major activity centers including the Kansas City, Missouri CBD, the Northeast industrial area, North Kansas City Hospital, North Kansas City industrial area located adjacent to the corridor, the Isle of Capri Casino, Berkley Park, River Market and the Downtown Airport. Improve north-south connectivity between the River Market and the CBD.

Modal Inter-relationships

M-210 and Front Street are designated as NHS Intermodal Connectors and serve major intermodal transfer and loading facilities located in the Northeast Industrial Area. The movement of truck traffic is constrained by traffic congestion and by the operational deficiencies of the interchanges that are used by truck traffic to access I-29/35.

NAFTA Trade Corridor

Enhance the movement of international trade. Since 1994, when the North American Free Trade Agreement went into effect, the central section of the United States has become an important area for trade between Canada, the United States and Mexico. Interstate 35 in connection with I-29 are the only interstate routes to connect these three nations through the central U.S. The study corridor is a critical segment of this NAFTA route.

**HNTB**

HNTB Architects Engineers Planners
715 Kirk Drive
Kansas City, MO 64105-1310
phone: (816) 472-1201
fax: (816) 472-4086

April 22, 2004

Re: I-29/35 Environmental Impact Statement
Scoping Meeting and Field Visit

Dear Scoping Meeting Invitee:

The Missouri Department of Transportation (MoDOT) and the Federal Highway Administration (FHWA) are proposing to evaluate operational and capacity improvements to the existing Interstate 29/35 facility with new interchange configurations, bridges, including the bridge over the Missouri River, and roadways in Clay and Jackson Counties. Early in the planning stages of a transportation study, views are solicited from Federal, State, and local agencies, as well as private organizations or groups, which by law, interest, or expertise have pertinent input with regard to the proposed action. Information from these sources provides valuable assistance to project planners in the timely identification of economic, social, or environmental impacts.

The guiding philosophy with regard to this project is to employ a shared decision-making process; that is, one that invites resource agencies to participate by using mutually agreeable procedures and encouraging agency participation. The Initial Scoping and Solicitation of Views is the first step in this process.

To achieve the optimum benefits of agency involvement, we are proposing to enhance the process by combining the full scoping meeting with a site field visit. The scoping meeting is scheduled for Wednesday, May 12, 2004 from 10:00 a.m. to 11:30 a.m. at the North Kansas City Community Center, with lunch and a field visit immediately following the meeting for those interested. The package enclosed herein includes an itinerary, the meeting agenda, project mapping, a project description and a list of invitees for your use in preparing for both the field visit and your submission of views. We also anticipate the forthcoming publication of the Notice of Intent for the I-29/35 EIS in the Federal Register.

To help us with the logistics involved, we are asking each invitee or invited agency to examine the planned itinerary and then respond with the following RSVP information:

- 1) Number and names of attendees from your agency/group;
- 2) Lunch on Wednesday (yes/no) and I-29/35 Corridor field visit (yes/no)

Please review the attached information concerning this scoping event and respond with your RSVP by May 7 to Betty Burry of HNTB Corporation at (816) 527 - 2679 or bburry@hntb.com. Please let us know if you have any questions or require any clarification.

Very truly yours,

HNTB Corporation

Clyde Prem
Project Manager



HNTB

HNTB Architects Engineers Planners
715 Kirk Drive
Kansas City, MO 64105-1310
phone: (816) 472-1201
fax: (816) 472-4086

Attachments: Itinerary
Meeting Agenda
Proposed Action
Study Area Map
List of Invitees

Cc: Carole Hopkins, MoDOT
Kent Johnson, MoDOT
Peggy Casey, FHWA



I-29/I-35 EIS & Location Study

Public Information Meeting - September 28, 2004

Meeting Summary

Open House 4 to 7 p.m.
North Kansas City Community Center
86 Attendees

MoDOT and the study team hosted an informational meeting to gather public input on the I-29/I-35 EIS and Location Study's feasible concepts prior to screening the concepts to be considered for detailed evaluation. To facilitate that discussion, exhibits outlining the EIS study process and the range of feasible alternatives were presented. The team collected both verbal and written comments for consideration in the screening process. At the public meeting, the exhibits shown included:

1. Welcome!
2. Why are improvements needed?
3. Project Purpose and Need
4. How does the improvement process work?
5. EIS Process
6. Cultural Resources
7. What kind of improvements are being considered?
8. Corridor-Wide Concepts
9. Study Components
10. Mainline
11. Public Transit & Bicycle & Pedestrian Access
12. Missouri 210 Interchange (4 alternatives)
13. 16th Avenue Interchange
14. Bedford Avenue/Levee Road Interchanges (4 alternatives)
15. Front Street Interchange (4 alternatives)
16. Paseo Boulevard Interchange (2 alternatives)
17. Missouri 9 Interchange (3 alternatives)
18. North Loop Interchange
19. Broadway Interchange (2 alternatives)
20. Downtown Loop Coordination
21. Missouri River Crossing
22. Companion Bridge Concepts
23. Replacement Bridge Concepts
24. 2005 Paseo Bridge Rehabilitation
25. Your Role
26. Thank you!

Meeting Publicity

The meetings were publicized in the following ways:

- Mailed meeting announcement to project database (325)
- Posted on the MoDOT web site
- Posted on the Kcrivercrossings.org web site
- News release/advisory sent with fact sheet(s) two weeks before the Sept. 28 Public Meeting to:
 - Kansas City Star
 - Northland Journal
 - Northeast News
 - Dispatch Tribune
 - Sun-News
 - ABC's KMBC TV-9
 - Fox 4's WDAF-TV
 - CBS's KCTV-5
 - NBC's KSHB TV-41
 - Entercom radio stations' news department
 - Susquehanna radio stations' news department

The meeting enjoyed prior coverage in the *Dispatch Tribune* and the *Kansas City Business Journal*. Media coverage at the event included both print and electronic media.

- Print Advertising: Two col. x 5" ad two weeks before the public meeting in:
 - *Kansas City Star* Northland Neighborhoods section (publishes Wednesday).
 - *Dos Mundos* (English/Spanish bilingual newspaper) (publishes Thursday).
 - *Northeast News* (English/Spanish bilingual newspaper) (publishes Wednesday).Re-Run same ad the week before the Public Meeting in:
 - *Kansas City Star* Northland Neighborhoods section
 - *Dos Mundos*
 - *Northeast News*
- Radio Advertising: Developed and placed sponsorships with Metro Networks for two business days leading up to the Sept. 28 Public Meeting, with 42 sponsorships reaching approximately 134,000 adults aged 25-54.

Comments

More than 30 written and e-mail comments were received. Additionally, team members documented verbal comments made during the open house; all comments received prior to October 15, 2004, are included in this summary.

A number of the comments reflected concerns relative to the upcoming rehabilitation and closure, including timing of closure and access across railroad tracks that are often occupied by stopped trains, as well as impacts to Columbus Park.

Many comments were related to specific interchange designs and potential impacts to property or access, and are detailed below. Common themes related to the proposed action included:

- desires for a fiscally responsible solution balanced with the need for aesthetics;
- questions about transit as a possible solution;
- a desire for HOV lanes;
- concerns about pedestrian access; and
- questions about the need for 8 lanes versus six.

Also, there were several questions related to the study process, including the determination of study limits and how environmental impacts are measured, along with concerns about how the study relates to and impacts community growth and future land-use.

Detailed Comments:

Air Quality

- Concern - we should note all the fixed site emitters and then mobile emitters and then add the highway improvements. Then compare that total amount to proposed recommended maximum particulate matter.

Response: Air, water and noise impacts will all be examined according to the National Environmental Policy Act (NEPA) and federal guidelines. The evaluation will include both direct impacts and the cumulative impacts of the alternatives proposed.

Bridge

- Push forward with all options presented at a workshop.

Response: The bridge concepts presented at the meeting are early ideas on how we might cross the Missouri River. The study team will consider a range of options, and fully expects the concepts and possible solutions to develop and evolve over the next several months. Some concepts will be screened out, based on their inability to meet the project's purpose and need or if they have significant negative impacts. The team will be meeting with property owners, business groups, neighborhoods and other stakeholders over the next several months as concepts are developed and refined.

Bridge - Companion

- Building a new bridge in addition to the existing bridge is my choice - will help in the future when one needs to be closed for repairs.

Response: The bridge concepts presented at the meeting are early ideas on how we might cross the Missouri River. The study team will consider a range of options, and fully expects the concepts and possible solutions to develop and evolve over the next several months.

Some concepts will be screened out, based on their inability to meet the project's purpose and need or if they have significant negative impacts. The team will be meeting with property owners, business groups, neighborhoods and other stakeholders over the next several months as concepts are developed and refined.

Bridge - Deck-Girder

- Best use of tax dollars is two new decks & girder. To compensate for lack of aesthetics, do enhancements like on Bruce Watkins. You could spend \$10 million per bridge on enhancements and still save roughly \$20 m in addition to lower-maintenance costs.

Response: The bridge concepts presented at the meeting are early ideas on how we might cross the Missouri River. The study team will consider a range of options, and fully expects the concepts and possible solutions to develop and evolve over the next several months. Some concepts will be screened out, based on their inability to meet the project's purpose and need or if they have significant negative impacts. The team will be meeting with property owners, business groups, neighborhoods and other stakeholders over the next several months as concepts are developed and refined.

- Include additional roadway costs required for the profile grade adjustment needed for the full replacement deck girder option.
- Include the costs of aesthetic treatments for the deck girder in full replacement option.

Response: General cost estimates will be developed as part of the EIS process. It is likely that new ideas will be generated and that all of the options will evolve, and with that will come cost estimates for each alternative and its key components.

- Verify the profile grade adjustment required for the deck girder full replacement option.

Response: While the EIS will not go into detailed design, it will evaluate the feasibility of options and their impacts. Verification of general grades, etc., is part of the EIS process.

Bridge - Historic Structure

- I have strong feelings regarding historic preservation. Over the past 35 years Kansas City has seen an epidemic of destruction of old structures. Please do not allow the Paseo Bridge to be torn down.

Response: MoDOT is sensitive to the historic nature of the Paseo Bridge. If the bridge is not reused in this project, MoDOT will work with the State Historic Preservation Office (SHPO) to explore next steps relative to the bridges' preservation, documentation and possible reuse elsewhere.

Construction

- Questions about possible timing of new construction.

Response: MoDOT anticipates that any major new construction will not begin until 2010 or after. The project may be phased, based on available funding.

- Lifecycle of the roadway & bridge materials are very critical. New high-tech materials with greater half-life I believe are the key. Higher construction costs but less long-term repair bills.
- Use the best construction techniques possible, so that maintenance is less.

Response: MoDOT will do everything possible to balance up-front costs with maintenance costs within existing budgets and project demands.

Downtown Loop

- What are the improvements to be made to the rest of the loop to show what will be done to eliminate the congestion?

Response: MoDOT has convened a Downtown Traffic Technical Team which includes representatives from Mid America Regional Council, the City of Kansas City, Missouri, the Downtown Council as well as the Bartle Hall Expansion, Downtown Arena, I-29 EIS, KC Live, Performing Arts Center and the I-70 Studies teams. This team is working together to address downtown congestion and roadway improvements for the loop as a whole.

Emergency Access

- All the alternatives for Levee/Bedford interchange eliminate through access on Macon Ave., which is an essential link for NKCFD Station #1's response to addresses in the Paseo Industrial District.
- Need Macon Street for access between Levee and Bedford; fire station at Bedford and Taney. Very concerned about right-in right-out at Ozark and Armour because of emergency access needs to north. Prefer Alt. IV, with Armour on-ramp signals placed opposite Ozark and signals preempted for emergency access.

Response: The study team will look at these issues. Also, if necessary, emergency vehicles would likely be able to make left turns even if those turns are restricted for general traffic, unless restricted by a median.

Environmental Justice

- Why are all the highway improvements being placed in historically African-American neighborhoods and poor neighborhoods? MoDOT is doing it again here.

Response: The improvement concepts developed to date could largely be constructed within existing right-of-way in and near residential areas. It is also important to note that possible locations for any improvements will need to connect with to the highway's existing location. MoDOT is committed to meeting both the spirit and letter of environmental justice regulations, including Executive Order 12898, which forbids disproportionately high impacts to minority and low-income communities for public projects receiving federal funding.

Funding

- The congressman is in favor of the project and additional federal funds should be available.

MoDOT will work with elected officials, as well as the community, to identify sources and secure appropriate project funding.

General

- Excellent ideas. Well overdue and with the new 71 hwy open that had to increase traffic. Would be happy to see twin bridge and new interchange at 210. Good work MoDOT.
- Will someone from MoDOT travel across the Broadway and HOA bridges on a daily basis, during rush hour, to work on ideas to help speed up traffic and cut down on congestion?

Response: MoDOT employees, just like everyone else in the community, travel on local roads daily to go to work, school, shopping, etc. This EIS is looking at both capacity needs in the I-29/I-35 corridor, and improvements to the Broadway Bridge/Downtown Loop connection, which has a significant impact on how well traffic moves on the Broadway Bridge. The study team is also considering the cumulative impacts of changes to I-29/I-35 on other Missouri River crossings.

Interchange - 16th Street

- A southbound exit of I-29/I-35 at 16th; needed for heavy truck traffic.
- Disappointment that there is not a southbound off-ramp. Railroad siding may or may not be still in use.
- Existing loop ramp floods; has been closed by MoDOT several times due to high water.
- Explore the concept of a 16th Ave., Railroad Ave extension to 210 east of the interchange. This could also be a bike bypass around the interchange and could reduce truck traffic and provide better access to 16th Ave. truck route.

Response: The study team will consider specific suggestions and concerns as it screens alternatives and refines concepts. Additionally, the team will be meeting with property owners, business groups, neighborhoods and other stakeholders over the next several months as those refined concepts are developed.

Interchange - Armour Road

- Alternative 4 would seem good if southbound on ramp aligns with Ozark. Ozark, with its traffic light is a major entry/exit from housing, two large apartment complexes and the city parks.
- I like the diamond interchange, doesn't use as much land & will have less interference with neighbors. Also stoplights to help pedestrians cross - no continuous right turn lanes.
- I prefer Alt. 4 at Armour.

- None of the alternatives work for ADM at Armour Road.

Response: The study team will consider specific suggestions and concerns as it screens alternatives and refines concepts. Additionally, the team will be meeting with property owners, business groups, neighborhoods and other stakeholders over the next several months as those refined concepts are developed.

Interchange - Broadway

- Whichever alternative provides the most efficient way to deal with choke point at the south end of bridge - Alt 1 - Single point?

Response: The study team will consider specific suggestions and concerns as it screens alternatives and refines concepts. Additionally, the team will be meeting with property owners, business groups, neighborhoods and other stakeholders over the next several months as those refined concepts are developed.

Interchange - Front Street

- All alternatives impact rugby fields; major improvements are being planned.
- Casino is studying other internal circulation systems, some of which impact the east intersection area.
- Discussed placing the side road on grade (under interstate) in the southerly location.
- Do not prefer the grade levee "side road under" alternative.
- Expressed a preference for Alt. 3. Would like to see more shift east of I-35/I-29 to minimize downtime.
- Front Street limits development of site; Alts. 2, 3 & allow for casino growth; need to minimize ramp impacts to the parking lot.
- Prefers a single-point interchange to minimize land impacts.
- Prefers keeping Front Street in its current location.
- Prefers new side road, closer to RR tracks to serve as primary access for future development. Interchange would connect to side road. Developer to be presenting concept plans soon.
- Could relocate one rail track west of the interstate to the south.
- Rugby as'sn leases land bound by Lydia, Ramps, I-29 and railroad from Port Authority (4 year lease). One field now, two new fields this fall. Used by several adult competitive teams and six high school teams; push to get inner-city youth involved.
- Traffic backups on ramps and Front Street can occur at special events; access from Front to the parking areas may be the cause.
- When will construction occur? Seeking additional funding to expand rugby fields and program.

Response: New major construction is not likely to occur until after 2010.

- Would parking be allowed under any bridge structure?

Response: The study team will consider specific suggestions and concerns as it screens alternatives and refines concepts. Additionally, the team will be meeting with property owners, business groups, neighborhoods and other stakeholders over the next several months as those refined concepts are developed.

Interchange - Levee & Bedford

- Need exits to Bedford and Levee Roads. Don't like the options that limit access there. Too much out of direction travel.
- Property owners prefer half diamond because it does not impact their properties.
- Removing ramps at Bedford would be a hardship on long-haul truck deliveries.
- Very concerned; alternatives impact property and ability of business to grow and thrive.
- Understand that decisions take time, but the sooner the better to plan for growth and employees.
- Will review the channel migration issue with USACE Hydrology Section for ARC.

Response: The study team will consider specific suggestions and concerns as it screens alternatives and refines concepts. Additionally, the team will be meeting with property owners, business groups, neighborhoods and other stakeholders over the next several months as those refined concepts are developed.

Interchange - NE Loop

- If there is a traffic jam on NB I-29, the Admiral exit allows a last minute exit to avoid traffic.
- Improvements present no obstacles to reStart. Will be in touch over next 6 months.

Response: The study team will consider specific suggestions and concerns as it screens alternatives and refines concepts. Additionally, the team will be meeting with property owners, business groups, neighborhoods and other stakeholders over the next several months as those refined concepts are developed.

Mainline

- 6 lanes is sufficient.
- Any more than 6 lanes total in this corridor is unnecessary and undesirable.
- Believes that a 6-lane facility will be sufficient for this corridor.

Response: While traffic projections show that six lanes may be sufficient for the next 20-30 years, any new bridge structure would be expected to be in service for the next 50-75 years. The preferred alternative will need to consider the long-term needs of the corridor.

- Study appears not to distinguish between TDM and TSM. We need a lot more attention to TDM.

Response: The EIS will include separate evaluations of the roles of both TDM (Traffic Demand Management) and (Transportation Systems Management). Both could impact capacity needs in different ways.

Mainline - HOV

- Consider HOV lanes.
- If we are to examine an 8-lane strategy, we would expect to see one of the options be HOV for two of the lanes.

Response: HOV will be considered in the EIS.

Meeting

- Excellent - thanks!
- Nice layouts - good community effort. I think some talking in general to the whole audience is always good, though.
- Thank you for the opportunity; information was very clear, thorough and presented well.
- Only good thing about this plan is the ability to make comments.

Noise

- Concerned about increased noise; backs up to I-29 north of 210.
- Do sound study with impact of 6-8 lanes effect caused further north I-29& I-35 (Parvin Road).

Response: Air, water and noise impacts will all be examined according to the National Environmental Policy Act (NEPA) and federal guidelines. The evaluation will include both direct impacts and the cumulative impacts of the alternatives proposed.

North Loop

- Eliminating some of the very short on-offs along the downtown loop and putting people in the lane they need to be in should help.

Response: The study team will consider specific suggestions as it screens alternatives and refines concepts. Additionally, the team will be meeting with property owners, business groups, neighborhoods and other stakeholders over the next several months as those refined concepts are developed.

Pedestrian/Bike

- Concerns about bike/ped access at Armour Road.
- Need bike/ped access across river with separate 14' 2-way lanes that connect to streets at each end that preferably have same accommodation. I see people walking the Paseo Bridge all too often.
- Need bike/ped access on Armour/210 through the interchanges. This is a connection from points N&E to get to downtown KC.
- Please don't leave out bike and pedestrian access. We really need a dedicated bike/ped river crossing. This might be the only bridge built for a long time. We have to use this project as an opportunity to include a bike/ped crossing.
- Provide a separate bike/ped crossing of the Missouri River as part of the new bridge construction. Connect NKC to Berkley Park.

- The Armour/I-35 interchange needs improved access for bikes and pedestrians. Proposed commercial/retail development east on Armour would increase bike/ped movements.
- With the replacement of the Levee to Rockcreek culvert under I-29/I-35 consider using this as a bike/ped crossing point.

Response: The Northland-Downtown MIS found that pedestrian and bicycle access across the Missouri River is best provided via the Heart of America Bridge. That bridge provides better access to local streets, sidewalks and destinations. Additionally, as a high-speed, interstate highway, safely accommodating pedestrians and bicycles on I-29/I-35 presents a range of challenges. That being said, the team realizes the importance of non-vehicular access across the Missouri River, and is looking at ways to incorporate those types of improvements into the EIS. It is also working to confirm or update the MIS findings about the best possible location for bicycle and pedestrian facilities, based on the most current information.

Rehabilitation

- Any plans for increase in KCATA buses to the northland during the bridge closure? This would cut down on congestion if more people ride buses?

Response: Yes, there will be increased bus service and a Park and Ride Facility at I-29 and North Antioch.

- As closure gets closer, we need to have details as to contract letting and actual construction to communicate to customers how to reach our plant.

Response: The rehabilitation team will be working with the local media, press, employers, business associations and community groups to make sure that everyone has the information they need. Also see www.kcrivercrossings.org for information on detours, alternatives and project updates.

- Concern regarding local detour routes, specifically regarding access across railroad tracks at 10th on the north and Lydia on the south; trains block access for hours at a time. Can we work with railroads on their schedules?
- Facility uses Paseo Bridge; 20-50 trucks a day. Interested in detour plans; HOA would be best route, but railroad blocks intersection for long periods. Hopefully, they are involved and will help make detour work. Many businesses negatively affected.
- Why is the railroad allowed to block a public street for hours at a time?

Response: The study team is aware of these concerns with railroad crossings both north and south of the river, and is seeking assistance from the railroads relative to possible solutions.

- Good presentation; I'm not looking forward to the closing next year. I hope it's closer to 4 months than 9 months!
- Loop ramp at 10th should be closed during rehab to eliminate traffic congestion/weave.
- Need access at Bedford; detours would be a problem for the 40-50 trucks a day.

- Review the project costs for the No-Build/Rehabilitation option. Verify everything is included.
- Suggestion to close 10th Street on ramp to NB I-29; traffic will be detoured onto Admiral immediately north of 10th on ramp. Currently, there is a very short weave between on and off ramps.
- We assume the exit to Levee road will remain open.
- We cannot have our ability to serve our customers affected by these repairs our shipments exceed 700,000,000 lbs per year.

Response: The study team will consider specific suggestions and concerns as it screens alternatives and refines concepts. Additionally, the team will be meeting with property owners, business groups, neighborhoods and other stakeholders over the next several months as those refined concepts are developed.

- Concerns that local detours will increase traffic in Columbus Park. Would like MoDOT to look at additional detours.

Response: Multiple detours tend to cause driver confusion and may result in additional traffic on local streets. The rehabilitation team has worked hard to identify logical detour routes that encourage the use of I-435 (east and west) and I-635 for through traffic. More localized traffic will be directed to the Heart of America Bridge, via Admiral and to the Chouteau Bridge via Front Street and Armour Road. Secondary detours for local traffic to and from Front Street will be via NE Industrial Parkway and Grand Avenue Viaduct through Berkley Park. In terms of managing traffic within Columbus Park, posted detours will be on the perimeter, but not through, Columbus Park; providing access to Front Street is necessary, and posted detours should help limit traffic that might otherwise go through the neighborhood. In Columbus Park itself, MoDOT is limited in what it can do to control traffic on city-owned streets, but has committed to contacting the City of Kansas City, Missouri to share the neighborhood's concerns about through traffic and to encourage the City to work with the neighborhood and the team on a possible solution.

River Forest Park

- Wanted to be sure that park is not affected

Study Process

- Feels NAFTA is driving this project and is unsupportive of that.

Supporting NAFTA is one component of the project's established purpose and need, but there are a range of concerns that the project must also address, including supporting local travel and economic development. The I-29 EIS Purpose and Need is made up the following components:

Purpose and Need	Measurement
Roadway Deficiencies – Improve pavement surface and upgrade substandard roadway features along I-29/35, including cross sections, bridge clearances, ramp radii,	How well does it meet MoDOT's best practice design standards?

Purpose and Need	Measurement
vertical grades and interchanges to MoDOT's current best practice design standards.	
Traffic Safety – Reduce the number of driver related crashes occurring along this section of I-29/35 through the use of ITS and improved roadway design.	How well does it meet driver expectations?
System Linkage – The project location is an important connecting link between the portions of Kansas City located north and south of the Missouri River. This crossing is also an important system linkage of the interstate highway system.	How well does it connect the north and south portions of Kansas City? How well does it connect with other roads?
Transportation Demand and Capacity – Current vehicle capacity is limited. The proposed action would improve mobility across the Missouri River and to-and-from the CBD and the Northland by increasing roadway capacity on I-29/35 between M-210 and the north side of the CBD freeway loop, including additional capacity on the bridge over the Missouri River.	Will it provide sufficient capacity to meet future travel demands?
Traffic Operation – Improve the movement of people and goods on the north side of the CBD freeway loop and on I-29/35 between the CBD and M-210 by providing operation improvements such as eliminating poor traffic waving sections, increasing the length of acceleration/deceleration lanes, providing wider roadway shoulders, improving substandard ramp configurations and improving signing.	How well does it allow traffic to enter, merge and exit? Are there required lane shifts to continue traveling on the freeway?
Economic Development and Access to Activity Centers – Provides safe and efficient access to and from a number of major activity centers including Kansas City, Missouri CBD, the Northeast industrial area, North Kansas City Hospital, North Kansas City industrial area located adjacent to the corridor, the Isle of Capri Casino, Berkley Park, River Market and the Downtown Airport. Improve connectivity between Columbus Park neighborhood and the River Market to the CBD and adjacent neighborhoods.	How well does it provide access to major employment or activity center destinations?
Modal Inter-relationships – Complement the movement of truck traffic by making improving ramp grades, acceleration lanes, merging areas and turning radii on routes that are NHS Intermodal connectors such as M-210 and Front Street that serve major intermodal facilities located in the Northeast Industrial area. Transit and	How well does it support truck travel and the movement of freight?

Purpose and Need	Measurement
pedestrian improvements will be made on other complimentary routes and are not part of this proposed action.	
NAFTA Trade Corridor – Enhance the movement of international trade. Since 1994, when the North American Free Trade Agreement went into effect, the central section of the United States has an important area for trade between Canada, the United States and Mexico. Interstate 35 with connection to I-29 are the only interstate routes to connect these three nations through the central U.S. The study corridor is a critical segment of this NAFTA route.	How well does it support the interstates' roll in international trade?
Project Cost – Generalized order of magnitude costs will be prepared.	What is the general magnitude of cost?

- Need to show all the factors that go into deliberations that choose whether or not to make improvements to the road. Was particularly displeased with showing on the park and historic districts.

Response: The EIS's purpose is to do just that: outline the impacts of each alternative including impacts to the natural environment, businesses, buildings, communities, people, air, water, noise, parks and historic buildings, districts and sites. We will be talking with the community and stakeholders as we develop the Draft EIS, which is scheduled for completion in the summer of 2005. There will be a public notice and a mailing to interested parties on where and how to review the Draft EIS, and how to participate in the public hearing and make comments, which will be incorporated into the Final EIS and submitted to the Federal government for review.

- Public needs to know and accept the fact that it will be 10 years or more before there is additional capacity in this corridor. Ditto for I-70.
- Study area is way too small, impact extends far beyond arbitrary limits set.

Response: This project is but one part of the larger transportation solution described in the Northland-Downtown MIS. The study area was established based on federal guidelines for sections of independent utility:

In order to ensure meaningful evaluation of alternatives and to avoid commitments to transportation improvements before they are fully evaluated, the action evaluated in each environmental impact statement (EIS) or finding of no significant impact (FONSI) shall:

1. Connect logical termini and be of sufficient length to address environmental matters on a broad scope;
2. Have independent utility or independent significance, i.e., be usable and be a reasonable expenditure even if no additional transportation improvements in the area are made; and

3. Not restrict consideration of alternatives for other reasonably foreseeable transportation improvements.

The study will look at both direct and cumulative impacts in accordance with NEPA and federal guidelines.

- The traffic is MoDOT's responsibility to fix - how are they addressing the problem of "defining the city" for the next 50 years?
- Why nothing about guiding the region's growth so as to reduce the need to cross the river?

Response: MoDOT is a participant in the regional planning processes managed by Mid America Regional Council (MARC), the area's Metropolitan Planning Organization. MoDOT's role is to ensure that its projects meet transportation needs while supporting both regional plans, developed by MARC, and local communities' individual plans, which are developed by their local governments.

Traffic Forecasts

- Is project horizon 2030? That may be only 15 to 20 years after the project is started.

Response: Traffic projections shown at the public meeting go to the year 2030. It is anticipated, however, that any new bridge structure will be in service for 50 to 75 years, and the study team is considering that in the planning process.

- It is a disappointment that forecasting and planning is mired in techniques of the 1970s. Thirty years behind times.
- Traffic counts are flat unbelievable, studies must be probalistic, must account for different future views and must cause alternative plans to be generated based on these forecasts. If MARC standard it is failure, fissile and unsuitable.

Response: The traffic forecasts for the project are being developed from the most current travel model information available. There are a number of major efforts underway to add complexity to the travel models. At a local level, the Mid-America Regional Council has recently completed a new travel survey and is exploring options to update the overall structure of their travel models. This work is continuing, but is not expected to be completed prior to the completion of this EIS. For more information about national level efforts, see the Travel Model Improvement Program (TRIP) web site at <http://tmip.fhwa.dot.gov>

Traffic on Armour

- Because of the increased traffic are the lights going to be synchronized to speed up traffic?
- With increase in traffic, what precautions will be taken to insure H.S. kids safety during their lunch hour? Many (200-400) cross Armour daily to go to lunch at restaurants south side of Armour.

Response: The study team will work with North Kansas City to help address safety and traffic concerns on Armour.

Transit

- Light rail connections across the river need to be considered.
- Why so little about transit?

Response: In order to significantly reduce congestion on I-29/I-35, local transit use would have to increase by several-fold, but the study is not discounting the importance of transit. The study team continues to include the Kansas City Area Transportation Authority in the development and evaluation of alternatives. The team is looking at ways that the EIS could support the KCATA's plans for increased transit service, specifically by providing HOV lanes, which could accommodate transit more efficiently. None of the EIS concepts eliminate the option for additional transit service on this or any other Missouri River crossing. In terms of light-rail or other fixed guideway transit, like pedestrian and bicycle traffic, the Northland-Downtown MIS found that transit access across the Missouri River is best provided via the Heart of America Bridge, which provides better access to local streets and destination centers. Again, the EIS will either confirm or update those recommendations based on the most current information.

Truck Traffic

- Need to separate trucks that do not have a specific NKC delivery up near airport – they should take I-435 around city. If they do not comply voluntarily, make it mandatory as in other cities.

Response: During the rehabilitation, MoDOT will be posting signs well in advance of alternative route exits announcing the Paseo Bridge closure and directing through-traffic to appropriate detours (I-435 west, I-435 east and I-635). More localized traffic will be directed to the Heart of America Bridge, via Admiral and to the Chouteau Bridge via Front Street and Armour Road. Secondary detours for local traffic to and from Front Street will be via NE Industrial Parkway and Grand Avenue Viaduct through Berkley Park. While some regulation may be possible, licensed, legally operating trucks (as with virtually all vehicles in the U.S.) have the freedom to travel at will on Interstate highways, unless there are exceptional situations, including areas with low clearances, curves or other characteristics that make truck travel hazardous on a specific route.

- Trucks must be removed from Columbus Park neighborhood and City Market immediately since neighborhoods are historic and have many families with small children.

Response: MoDOT is limited in what it can do to control traffic on city-owned streets, but has committed to contacting the City of Kansas City, Missouri to share the neighborhood's concerns about through traffic and to encourage the City to work with the team and the neighborhood on a possible solution.

Water Quality

- MoDOT and NEPA must address water quality issues and CSO in the City Market and Columbus Park; all water that falls on the highway will end up in those systems.

Response: Air, water and noise impacts will all be examined according to the National Environmental Policy Act (NEPA) and federal guidelines. The evaluation will include both direct impacts and the cumulative impacts of the alternatives proposed.



I-29/I-35 EIS & Location Study

MoDOT is developing an Environmental Impact Statement (EIS) to evaluate and recommend improvements to the I-29/I-35 corridor from just north of the Missouri 210/Armour Road interchange, over the Missouri River, and south to the northwest corner of the downtown Kansas City, Missouri Central Business District (CBD) loop, including the north side of the CBD loop.

I-29/I-35 EIS Update

The study team is working to complete the Draft EIS document. An important part of that work is incorporating and responding to feedback, comments and concerns raised over the course of the study. The team anticipates that the Draft EIS will be ready later this year. At that time, the Draft EIS document will be available for public review and there will be an official 45-day comment period. During the comment period, MoDOT will host an open-house public hearing on the alternatives and recommendations outlined in the Draft document. Those comments will then be documented and incorporated and responded to as appropriate in the Final EIS. Approval of the Final EIS and receipt of the Record of Decision (ROD) will allow MoDOT to move into the design phase of the project.

You will receive a notice about Draft EIS viewing locations and information on how to make a formal comment.

What the EIS will do...

One of the main purposes of the EIS process is to assess likely project impacts to both the natural and man-made environment. Another important part of the EIS process is to also ensure that the project avoids negative environmental impacts wherever possible and feasible.

As a part of that assessment, the Draft EIS will identify a **Preferred Alternative**. The process of developing that recommendation started over a year ago, with a wide range of **Concepts**. In the fall of 2004, those Concepts were screened to identify **Reasonable Alternatives**. Work since then has focused on refining those Reasonable Alternatives based on community and stakeholder input, additional environmental information and additional engineering work. That effort will result in the identification of the **Preferred Alternative** in the Draft EIS and ultimately, a **Selected Alternative**.

The Draft EIS Preferred Alternative will show where the highway and river crossing will likely be located, how many lanes will be constructed and how the highway will generally operate. It will also discuss possible construction phasing and ultimate, long-term improvements.

A Selected Alternative will not be identified by MoDOT until after the public, as well as local, state and federal agencies have the opportunity to review the EIS document and make comments.

road notes

News on I-29/I-35
Environmental Impact
Statement
from the Missouri
Department of
Transportation

Fall 2005

(over, please)

What the EIS won't do

The I-29/I-35 EIS won't tell us what a new Missouri River crossing might look like. It will not provide detailed design information. Detailed design work will follow the EIS process and the identification of a Selected Alternative.

Addressing Outstanding Issues

Clearly, this is an important project for the community and the nation. A wide range of stakeholders are already weighing in on specific interchange and bridge designs, transit and high-occupancy vehicle accommodation, pedestrian and bicycle access, environmental impacts as well as other issues.

While the lack of design specifics at this stage in the process is understandably trying to stakeholders and the community, the majority of those issues cannot be answered in detail until a Selected Alternative is named through the federally mandated EIS process. It is important to note that MoDOT expects that the Selected Alternative will, in virtually every instance, be refined through the design process and that continued community input will be a meaningful part of that process.

Additionally, the Missouri Highways and Transportation Commission is expected to approve this project for one of three pilot design-build projects in the state. Because design-build allows the project to move forward more quickly by overlapping design and construction phases, it is critical that the Draft EIS, and in time, the Final EIS, both have flexibility to allow maximum creativity and efficiency to make the most of this unique opportunity while addressing community needs, minimizing negative environmental impacts and making the most of the funding allocated to the project.

Congress has allocated an additional \$50 million for this project, beyond the project funding already identified by MoDOT. How will that additional money be spent?

MoDOT is committed to continue working with the community and stakeholders through the design process to make that determination. MoDOT and the design team will engage the community and work with stakeholders to determine community priorities for enhancements to the crossing and the project as a whole.

How will MoDOT decide what the bridge will look like?

That decision will be a combination of engineering factors as well as input from stakeholders and the community at large. The crossing will be required to have a specific span (space between piers) and clearance over the river to allow safe navigation on the Missouri River. Those requirements will determine a range of practical bridge types. The design team will be charged with working with the community to design and construct a Missouri River crossing that reflects the community and its priorities.

What about bike and pedestrian access?

The EIS will discuss the need for a protected bike and pedestrian crossing over the Missouri River. MoDOT has asked the Mid-America Regional Council (MARC), the Metropolitan Planning Organization responsible for area-wide transportation planning, to take the lead in convening community stakeholders to assess where protected bike/ped crossings over major rivers are appropriate throughout the region. Earlier plans show a planned protected crossing of the Missouri River on the Heart of America Bridge, although there is public interest in putting bicycle and pedestrian access on the new I-29 river crossing. Along with the safety of all travelers, a key issue in establishing a crossing is the presence of, or commitment for, appropriate connectivity to and from nearby trails, as well as local street systems.

We appreciate your interest in the I-29/I-35 EIS and Location Study. You will receive a notice when the Draft EIS is available for official public review and comment as well as information about the public hearing.



road notes

News on I-29/I-35
Environmental Impact
Study
from the Missouri
Department of
Transportation

Fall, 2004

I-29/I-35 EIS & Location Study

MoDOT has begun an Environmental Impact Statement (EIS) to evaluate and recommend long-term improvements to the I-29/I-35 corridor from just north of the Missouri 210 interchange, south to the Paseo Bridge and west to the Broadway Bridge.

Why Are Improvements Needed?

To reduce congestion and improve safety.

- Congestion increases travel time, fuel costs and pollution.
- The number of crashes in this corridor is increasing. Additional traffic, without increased capacity, creates the potential for more crashes.
- Insufficient shoulders create problems. Narrow shoulders (or no shoulder at all) mean that a simple flat tire – at the wrong time and place – can create a major traffic jam.
- Entering and exiting can be difficult. Many of the existing interchange ramps are too short or too close together to meet modern design standards, which adds to the congestion and safety concerns.

To address future travel needs.

- Drivers in the area know that this corridor is already heavily used, and forecasts show that traffic volumes will continue to increase.
- The Paseo Bridge is 50 years old. The Paseo Bridge will need significant additional rehabilitation (beyond work slated for 2005) if it is to remain in use for the next 50 to 75 years. Both rehabilitation and replacement options are being considered.

Purpose and Need

The project's formal purpose and need will guide the decision-making process. Concepts that don't adequately satisfy the purpose and need have been screened out. For those concepts that meet the purpose and need, the EIS process will review possible impacts in detail, ultimately leading to a recommended alternative (or alternatives) for long-term improvements.

Purpose and need criteria include:

- **Roadway Deficiencies** – How well does it meet state and federal design standards for safety and efficiency?
- **Traffic Safety** – How well does it meet driver expectations?
- **System Linkage** – How well does it connect and serve the surrounding communities?
- **Transportation Demand and Capacity** – Will it provide sufficient capacity to meet future travel demands?
- **Economic Development** – How well does it provide access to major employment or other activity centers? How well does it serve commercial, freight and intermodal travel?

How Will Decisions be Made?

First, concepts are screened through the purpose and need criteria. The remaining concepts will go through a detailed evaluation of impacts called an EIS/Location Study. That evaluation process will help determine which of the feasible alternatives best avoids or minimizes negative impacts. The EIS will also provide an early estimate of project costs.

Beyond the facts and figures, however, is MoDOT's commitment to respond to community concerns and desires. Your input will help MoDOT develop a long-term solution that balances the need for improvements with the need to minimize negative impacts. Within the formal EIS process, there will be a public hearing to review the recommended alternatives. That hearing is currently scheduled for late 2006.

In the meantime, we encourage your ongoing input. The study team will be at business and neighborhood meetings, at employment centers and community centers throughout the course of the study. Additionally, you may reach us by phoning MoDOT at (816) 622-6500 or by e-mail at I29I35EIS@htnb.com.

Your interest and suggestions are critical to the success of this project.

The Improvement Process

Plan

- **Area-Wide Approach:** The first step was the Northland-Downtown MIS, which defined general ideas and locations for transportation improvements. That work finished in 2003.
- **EIS/Location Study:** The EIS process is mandated by the 1969 National Environmental Policy Act (NEPA) for major public projects. NEPA requires that alternatives be evaluated based on their impacts. Some of the factors that must be considered include the natural environment; things like water, air and threatened or endangered species.

Social and economic factors must also be considered. That includes things like possible impacts to people who live, work or own businesses nearby, as well as their access to schools, shopping and other services. Additionally, impacts to the man-made environment – things like historical and archaeological sites, cemeteries and parks must also be measured. The I-29/I-35 EIS is scheduled for completion in 2006, and will include a recommendation or "preferred alternative" for the type and location of long-term improvements.

Design – Once the EIS is completed and funding identified, detailed design work can begin.

Build – When design work is complete and construction funding secured, the plans will be finalized, any needed property will be purchased, construction contracts let and construction will begin. At this time, MoDOT projects that work will begin after the year 2010. Construction activities may be phased.

Transit, Pedestrian and Bicycle Access

The Northland-Downtown MIS, as well as other studies, found that the best location for these facilities is on or near the Heart of America Bridge. This study will look at area needs to ensure that future pedestrian, bicycle and transit patterns and plans are consistent with earlier recommendations, and if not, update those recommendations.

The I-29/I-35 EIS Process

Step 1: Concepts – Develop a wide range of ideas and concepts for each component of the project – increasing highway capacity, improving interchanges, river crossing and downtown loop.

Step 2: Concept Screening – Which of the ideas meet the purpose and need criteria? Which ideas are feasible?

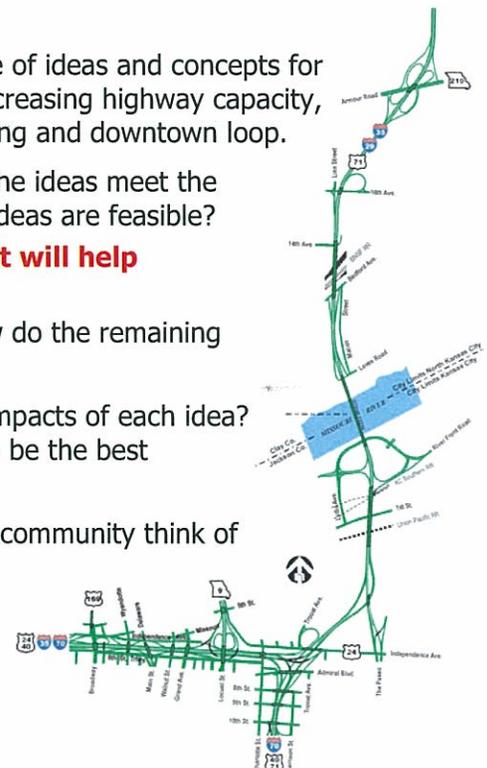
We are completing Step 2 – Your input will help us start Step 3!

Step 3: Reasonable Alternatives – How do the remaining ideas work together?

Step 4: EIS Evaluation – What are the impacts of each idea? Of doing nothing? What appears to be the best possible solution?

Step 5: Public Hearing – What does the community think of the proposed solution? Have we missed anything?

Step 6: Final EIS – Identify the best reasonable alternative, based on purpose and need, EIS evaluation and public input.

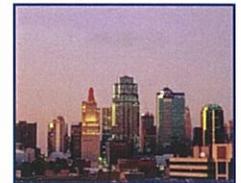


Widening Alternatives – The team is evaluating possible widening of I-29/I-35 from just north of the Missouri 210 interchange to the northeast corner of the downtown loop. Possible alternatives include adding two or four additional lanes and/or the use of lanes designated for multi-passenger vehicles (HOV – High Occupancy Vehicles). The team is working to determine the best number of lanes to meet future needs as well as where they might be located.



Interchange Alternatives – Many of the interchanges within the 4.7 mile long corridor do not meet current design and safety standards, including some that have merge and exit lanes that are too short. The team is working to determine the best way to improve those interchanges.

Downtown Loop Coordination – The I-29/I-35 EIS includes planning to improve the north leg of the downtown loop. The loop, however, is a very complex traffic system. New downtown development plans and other major improvement efforts add to that complexity. The I-29/I-35 EIS team is working with Kansas City, MARC and other area leaders to coordinate improvement plans to make sure that each part comes together to improve traffic flow and safety in the central business district.



Bridge Alternatives

Along with evaluating the impacts to the natural and built environment, costs and ability to meet purpose and need, the screening and evaluation of bridge alternatives includes several unique factors:

- **History** – The bridge’s age and its status as a historic structure must be considered.
- **Navigation and River Impacts** – Pier locations in the Missouri River are important, as well as the necessary approvals by the U.S. Coast Guard and coordination with the U.S. Army Corps of Engineers and Missouri River Levee districts.
- **Aesthetics** – The existing Paseo Bridge is a community landmark, and MoDOT recognizes the need for community input when considering different bridge alternatives.

At this time, there are three options for long-term improvements to the Missouri River crossing:

1. **Complete further rehab** (beyond work scheduled for 2005) of the Paseo Bridge to extend its life another 50 to 75 years. No additional structures would be built.
2. **Build a companion structure** next to the Paseo Bridge and complete further rehab of the Paseo Bridge (beyond work scheduled for 2005) to extend the Paseo Bridge’s life another 50 to 75 years.

Companion structure concepts:



Twin/Suspension

\$\$\$



Tied Arch

\$\$\$



Cable-Stayed

\$\$\$

§)approximately \$20 million in 2004 dollars

Companion bridge estimates include additional Paseo Bridge rehabilitation.

3. Build an entirely new crossing, which would consist of two structures. Replacement bridges would be built in two phases. The first bridge would be built, and traffic would move from the existing Paseo to the new bridge. Next, the existing Paseo Bridge would be torn down, and the second bridge built in its place.

New crossing concepts:



Deck Girder

(\$)(S)(S)



Tied Arch

(S)(S)(S)



Cable Stayed

(S)(S)(S)(S)



A deck girder bridge could include architectural enhancements.

(S) = approximately \$20 million

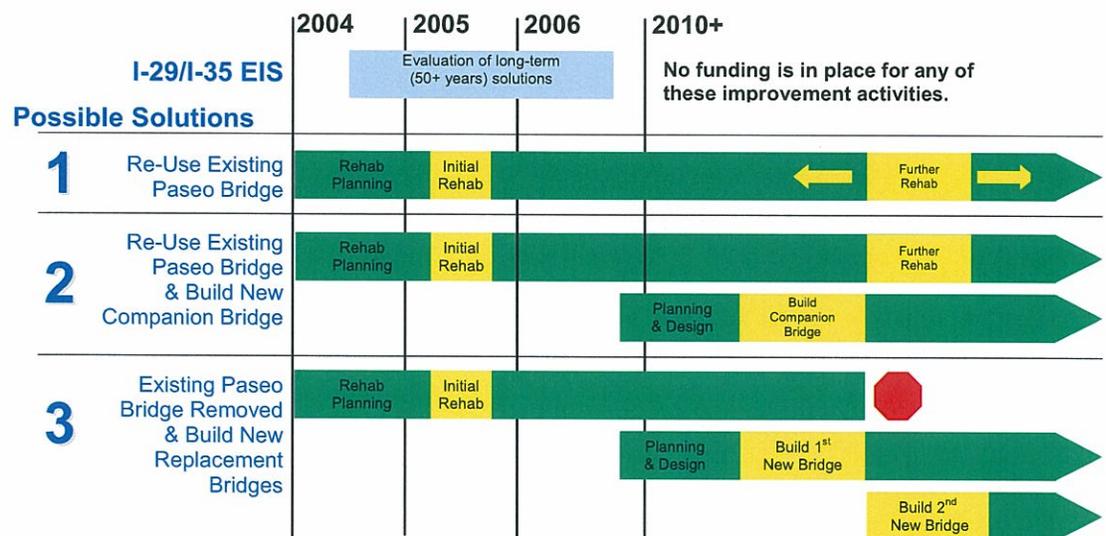
Paseo Bridge Rehab

As MoDOT announced in the spring of 2004, the Paseo Bridge will be rehabilitated during the summer of 2005. That work will include closing the bridge for several months. The I-29/I-35 EIS will help decide long-term plans for the crossing, including deciding if existing bridge will be re-used – which will involve further rehabilitation/deck replacement – or if the bridge will be completely replaced. **The team is also working with neighbors and city officials to address concerns about additional traffic on local streets during next summer’s rehabilitation.**

Rehab and/or construction of the Missouri River crossing will be phased:

Each of the three possible solutions still includes the initial rehab of the Paseo Bridge in 2005.

Any additional construction or rehabilitation is not likely until after the year 2010.



For more information or to provide input:

- Phone: MoDOT District 4 at (816) 622-6500
- E-mail: I29I35EIS@htnb.com
- Write: I-29/I-35 EIS, c/o HNTB, 715 Kirk Drive, Kansas City, MO 64105



Stakeholder's Meeting

November 3, 2005

6:00 p.m.

HTNB Offices – 715 Kirk Drive

In Attendance:

Christopher Barnickel
Dana Hierseman
Michelle Kegley
Columbus Park Neighborhood Assn – Amica
Gomersall; Ralph Keys; Mike Sturgeon
Downtown Council – Chris Carucci
DST Realty – Jim Miller
Greater Kansas City Bicycle Federation – Doug
Havach; Laurie Chipman; Sarah Gibson;
George Helmkamp; Christi Lynne; Corinna
West
Greater KC of Chamber of Commerce – Christine
Murray
Isle of Capri Casino – Glenn Moise
KC Bicycle Federation – Marci Alward; John
Carroll
KC River Trails – Darby Trotter
KCMO - City Council 2nd At-Large – John
Fairfield
KCMO – Planning – Debra Smith
MARC – Ron Achelpohl; Aaron Bartlett; Molly
Gosnell
Missouri River Crossing Committee – Timothy
Kristl
Missouri Senate - District 10 – Senator Wheeler
– Larry Malone
North Kansas City, MO – Michael Smith
North KC - Mayor's office – Mayor Gene Bruns
Northland Regional Chamber of Commerce –
Sheila Tracy
NT Realty – Richard Lanning
Port Authority of KC – Patrick Sterrett
Regional Transit Alliance – Kite Singleton
Shafer Kline & Warren – Ron Petering
Sierra Club – Ron McLinden
Turtles Biking Club – Alan Perry
Waterford Property Co. – Paul Fogel

MoDOT – Lee Ann Kell; Jim Shipley; Brian
Kidwell; Beth Wright; Ron Temme; Joshua
Scott, Hope Visconti
HNTB – Betty Burry, Stephanie Johnston; Katie
Blakemore; Tom Westerman; Clyde Prem
Taliaferro & Browne – David Bracketey

Other Invitees:

All prior stakeholder meeting participants,
including additional representatives of groups in
attendance and the following:

Maggie McCoy
BNIM Architects
CDFM Architects
Civic Council of Greater KC
Clay County EDC
Congressman Sam Graves
Continental Steel & Conveyor Co.
DRG Engineers
EDC of KCMO
Federal Emergency Management Agency
Forest City Enterprises
Greater KC Convention and Visitors Bureau
GSA
Guinotte Manor
Housing Authority
Housing Authority – KCMO
KC Design Ctr.
KCATA
KCMO - City Council 1st At-Large –
Councilwoman Hermann
KCMO - City Council 1st District – Councilman
Skaggs
KCMO - City Council 2nd District –
Councilwoman Cooper
KCMO - City Manager's Office
KCMO - Mayor Barnes' Office
KCMO - Parks and Recreation



KCMO - Water Services - East/Levee
KDOT
Legal Aid of Western Missouri
Missouri Department of Conservation
Missouri Department of Economic Development
Missouri Department of Natural Resources
Missouri Highways and Transportation
Commission
Missouri House - District 31 – Representative
Skaggs
Missouri House - District 37 – Representative
Saunders-Brooks
Missouri House - District 40 – Representative
Burnett
Missouri House - District 41 – Representative
Curls
Missouri Senate - District 11 – Senator Callahan
Missouri Senate - District 17 – Senator Ridgeway
Missouri Senate - District 9 – Senator Wilson
Nicholson Group
North KC - City Administrator's office
North KC - Parks & Recreation
North KC - Planning & Public Works
North KC - Police Department

North KC - Public Works
North KC Business Council
North KC Levee District
Northeast Industrial Association
Park University
Prudential Lofts & Condos Realty
Regional Transit Alliance
SKW
State Emergency Management Agency
U.S. Department of Housing and Urban
Development
U.S. Environmental Protection Agency
U.S. Fish and Wildlife Service
U.S. House of Representatives – Representative
Cleaver
U.S. House of Representatives – Representative
Graves
U.S. Senate - Senator Bond
U.S. Senate - Senator Talent
US ACE
US ACE - KC District
Wagner Industries
Zimmer Realty Co.

Presentation

**I-29/I-35 EIS &
Location Study**

November 3, 2005
Stakeholder Meeting

Burry – Welcome. Please help yourself to cookies; restrooms are around the corner. Also, please make sure you sign in so that we can keep you informed about the project. Today's meeting is little different than prior stakeholder meetings. Rather than roll out maps and talk about alternatives, tonight we're going to give you an update on the EIS and talk about the next phases of the project.

Welcome!

Meeting Goals

1. Update on Draft EIS
 - Document status and anticipated public review period
 - Changes and community input
 - Role of the EIS as the project moves forward
2. Design-Build Briefing
 - Process overview
 - Draft project goals

Beth Wright, District Engineer

Welcome.

Thank you for your time and participation, your input so far has been very important to the EIS process and in shaping proposed recommendations.

Today's meeting has two key items on the agenda; an update on the Draft EIS and a discussion of the next phase of this project.

As always, we are here not only to share information, but to also to listen to your thoughts and input.

Lee Ann will talk about the EIS, and then we will turn the presentation over to Brian Kidwell and Jim Shipley to talk about the next phase of the project.

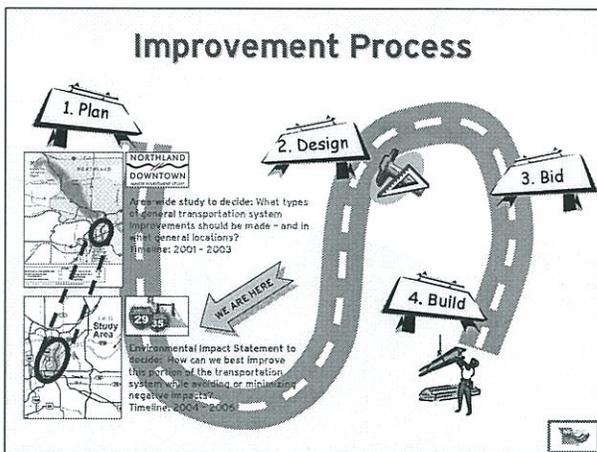
Throughout, we're going to have Betty, Stephanie and Katie help record your comments, questions and discussions.

Thanks. My name is Lee Ann Kell, and I have been leading the environmental impact statement process for MoDOT.

Tonight, we want to start with a review of the overall process. This shows the typical process, from the area-wide study – the Northland Downtown EIS – which outlined a whole range of solutions that would work together to improve the links over the river.

The I-29/I-25 EIS process looks at one component of those recommendations – improvements to the corridor between Missouri 210 and the central business district.

Following completion of the EIS, traditionally would come the design phase and the ultimately construction. While Brian and Jim are going to get into more detail about that process later in this presentation, as you may have heard, MoDOT is looking at the possibility of overlapping those processes to help accelerate this project.



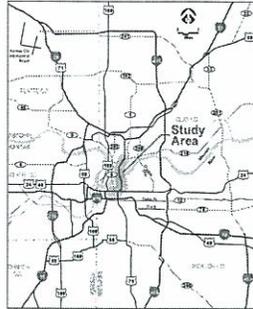
Draft EIS Update

Document Status

- At FHWA for preliminary review

Anticipated formal public review period

- Minimum of 45 days in early 2006
- Public hearing held no sooner than 30 days after document is available for review
- Multiple public document viewing locations



So, where are we now with the EIS? The draft document is at the Federal Highway Administration for a preliminary review. That process should be complete by early 2006. At that time, the Draft Document will be distributed to public viewing locations and to key agencies for the formal public review period.

You will receive a notice that will have information about where you can view the document, where and when the public hearing will be held, and specific instructions on how to make a formal comment.

The formal public hearing will be held once the document has been available for review for at least 30 days. That hearing will be in an open-house format, and you will be able to make a written or verbal statement there, or submit a written statement at any point during the 45-day review period.

This project started about a year and a half ago. In that time, a number of policy-level components have changed.

First, we have the passage of Amendment 3, which made funding available for this project well in advance of what we had originally anticipated.

Secondly, we have some new focuses at MoDOT.

We have Practical Design, which means when planning projects; they are customized to meet needs and safety while allowing flexibility to stretch our budget as far as possible.

As a part of our Practical Design philosophy and the desire to stretch our budgets, this project has changed in that it will likely be built first as six lanes, with two additional lanes planned and added as needed, which could be as many as 15-20 years in the future. The EIS, however, will detail impacts for the ultimate, eight-lane facility.

Because of the possibility of design-build, the Draft EIS has also been written to allow a great deal of flexibility in the design-build process.

Lastly, and this is new and important, because of potential cost savings and reduced long-term impacts, the Draft EIS will discuss the possibility of closures of portions or the entire corridor during construction. We anticipate that will be an important concern for many of you.

Draft EIS Update

Key MoDOT changes since initiation of EIS process:

- Passage of Amendment 3
- Project Approach
 - MoDOT focus on Practical Design:
By using "Practical Design" when planning projects, MoDOT will customize projects to fit specific needs, rather than apply generic standards across the board.
 - Project phasing is likely; environmental analysis based on ultimate (eight through lanes)
 - Possible design-build process means greater need for flexibility
- Possible closures during construction



Community Concerns

- Environmental Impacts
 - Maximum likely impacts/footprint evaluated; negative impacts will be avoided, minimized or mitigated wherever possible
- Capacity
 - Number of lanes: Impacts of eight lanes studied; possible that six through lanes will be constructed from M210 to the north-east corner of the loop with the ability to add two lanes when needed
 - Ultimate eight-lane facility could support HOV
 - Minimize property impacts and negative impacts through EIS process and practical design
- Interchanges
 - Maximum likely impacts/footprint evaluated; final designs may be different and have fewer impacts



Other concerns that we have heard through these meetings and other community outreach include:

Concerns about environmental impacts. A critical component of the environmental process is to ensure that negative impacts are avoided, minimized or mitigated wherever possible. That, in a nutshell, is in fact the entire purpose of the document.

We have heard concerns about capacity. With further evaluation of traffic demands, while the ultimate facility will be eight through lanes, the immediate need is for six lanes.

An eight-lane facility could support HOV. HOV in this section alone may not have a significant impact, but as part of a larger, regional HOV strategy, this Missouri River Crossing could be an important future component. MoDOT would work with MARC to implement such a regional HOV strategy.

And again, the focus of this project is on meeting the need for additional capacity and safety while minimizing negative impacts.

We have heard some concerns about specific interchange designs. The Draft EIS will lay out concepts, which will be refined or changed during detailed design. However, new designs must either have the same or fewer impacts. If there are greater impacts, an additional environmental review would have to be completed.

We know that there is a desire for a protected crossing for bikes and pedestrians across the Missouri River. The Draft EIS will discuss that need. In the meantime there are two important developments that have taken place:

The first is that MoDOT has committed to designing a protected crossing on the Heart of America Bridge, and will seek funding for the construction of that crossing. There may be the need for community assistance in seeking federal and other funding for the project.

The second development is that MARC is leading a regional, policy-level discussion on where there needs to be protected river crossings throughout the region. There is the possibility of a protected crossing on the I-29/I-35 structure, depending on their recommendations, among other

Community Concerns

- Missouri River Crossing
 - Bike/Pedestrian Access
 - Need for protected Missouri River crossing will be discussed in EIS
 - MoDOT will design a protected crossing on the Heart of America Bridge
 - MARC to lead policy-level discussion on regional bike/ped river crossing needs/locations
 - Current bridge serves as "gateway" and has historic significance
 - Bridge aesthetics
 - Influenced by community input



considerations.

We also know that there are concerns about the bridge design. MoDOT will work with our contractors to ensure that there is community input on the design of the bridge and its aesthetic components.

The Role of the EIS in Project Design & Construction

The EIS will serve as a guide for the project:

- The EIS will determine the maximum project "footprint" and likely impacts
- The EIS will include commitments to the community, including specific steps to avoid, minimize or mitigate negative impacts
- The EIS will include conceptual roadway locations that will be refined during detailed design

What's next?

Once the EIS is finalized, it will serve as the foundation of the next phase of the project.

It will determine the project footprint – how big and where the project will be.

It will include specific commitments to the community.

It will include concepts on where the roadway will go and what interchanges will look like.

And, it will include your formal comments and our responses and changes based on those comments.

As the EIS is completed, the project will then be turned over for design and construction, and with that, I'll turn the presentation over to Brian Kidwell and Jim Shipley, who will talk about the possible design-build process.

Next Steps

- EIS
 - FHWA Preliminary Review (underway)
 - Draft EIS Formal Comment Period
 - Public Hearing
 - Respond to substantive comments in Final EIS
 - FHWA review of Final EIS

Your input matters!

Formal public input on the Draft EIS - and the team's responses to that input - will be a critical factor in the FHWA's final review and the issuance of a Record of Decision (ROD).



Your input during the formal comment period in early 2006 is important!



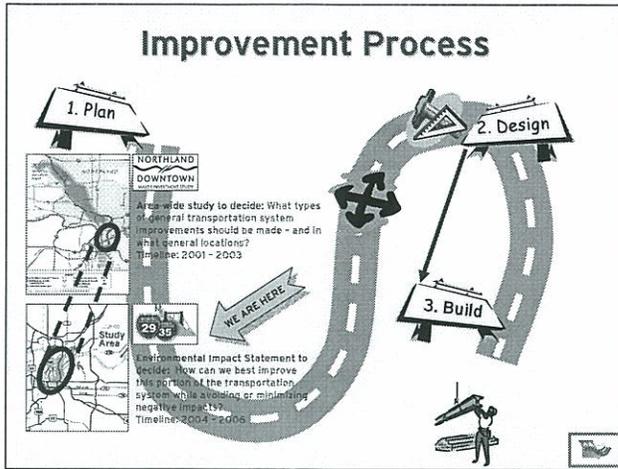
We understand that not having the document for you today might be frustrating, but we wanted you to know that we have been listening, and that your ongoing input is important.

Further, your comments during the formal comment period will be part of Federal Highway's consideration of how well we've done our job in completing the review of environmental impacts, and how well we've avoided, minimized or made plans for mitigation of those impacts.

Again, we will notify you of viewing locations, the public hearing date and how to make a comment other than at the hearing.

Discussion

- Columbus Park Rep: To have the ability for innovation (using design-build method), quality would not be compromised, correct?
R It better not! As a tax-payer supported project, consistency and quality is needed – no shortcuts.
- Sierra Club - Although this project is smaller than the I-64 reconstruction project in St. Louis, it is more complex in that this project involves a major river bridge with a significantly longer expected life, and because this project involves a "significant" bridge that the public and many specific stakeholders will want some say about. I would recommend that the Commission – prior to their expected action on this matter at their December 2 meeting in Kansas City – not approve this project as MoDOT's second experiment with the design-build process.
R MoDOT believes that the process we are considering would get better efforts from contractors.
- How do you select design-build contractor? Who sits in versus the normal process of choosing lowest bid?
R Companies spend their own dollars/time to create package with all quality and values that meets needs.
- KCMO Planning: Comment on formal 45-day comment period: I would encourage MoDOT that more be done that what is required (formal hearing & comment period):
 - Town Hall type meetings held in surrounding communities at various locations to allow public more chances to attend.
 - No open house format at these meetings – have a formal presentation.
 - Post the EIS on the project web site.
 - Hire a public participation consultant – professionals trained in community outreach.
- Selection of team should be based solely on qualifications and ability, not by what the proposal submitted says.
- Regional Transit Alliance Rep: Based on the presentation, with six lanes HOV will not be provided. For the record it should be included in six-lane option, especially because of the Smart Moves investment for an I-29 transit line and I-35 transit line.



Thanks, Lee Ann. My name is Brian Kidwell. As Lee Ann mentioned, we're moving through the environmental process. In the traditional design-bid-build process, we'd be getting ready to move into the design phase. However, because of the unique attributes of this project, MoDOT will be recommending this project to the Commission as a design-build project.

That means that we design and construct the project simultaneously. There are tremendous benefits to using design-build on a project like this.

What is Design-Build

- One contractor team
- Designs and builds entire project
- Predetermined cost
- Fixed deadline
- Encourages innovation

Design-build is an emerging trend for departments of transportation across the country. The private sector has been using design-build for several years now. Design-build presents some unique efficiencies which make it a perfect fit for some major DOT projects.

Design-Build in Missouri

- Missouri legislature approved the initiation of three pilot design-build projects in 2002
- I-64 project in St. Louis has already been approved for design-build
- Anticipate MoDOT will recommend the I-29/I-35 Corridor project for design-build to the Commission in December 2005

Design-build is very new in Missouri. The I-64 project is the state's first design-build initiative. We've been working closely with the project team in St. Louis to help create a new approach to design-build.



Design-Build Benefits

- Faster: 33 percent (Penn State study)
 - Develop requirements 2006
 - Detailed design and construction 2007-2011
- Less expensive: 6 percent (Penn State study)
- Opportunities for innovation



We've researched a number of design-build projects across the country and have personally visited the T-REX project in Colorado.

I-29/I-35 Corridor Project Goals

- Will be the basis for project decisions
- Standards by which success will be measured
- Goals are listed in priority order

Your feedback tonight will help MoDOT make any necessary changes to the goals.



Under the guidance of a nationally recognized Design-Build expert MoDOT is crafting a design-build program utilizing the successful elements gathered from many other Department of Transportation programs around the country.

I-29/I-35 Corridor Project Goals

To demonstrate MoDOT's commitment to provide a quality construction and communication effort that creates a new model for design-build, the project's goals are:



Jim Shipley then began a discussion of the goals that will guide the design-build process.



I-29/I-35 Corridor Project Goals

To demonstrate MoDOT's commitment to provide a quality construction and communication effort that creates a new model for design-build, the project's goals are:

- 1. Deliver the I-29/I-35 Corridor Improvements within the total program budget of \$245 million.



The budget includes the total cost for design – right-of-way, administration and construction

Project concepts or proposals that exceed \$245 million will not be considered.

This goal has to satisfy the original purpose and need for the project – increase capacity and mobility within the corridor

I-29/I-35 Corridor Project Goals

To demonstrate MoDOT's commitment to provide a quality construction and communication effort that creates a new model for design-build, the project's goals are:

- 1. Deliver the I-29/I-35 Corridor Improvements within the total program budget of \$245 million
- 2. Construct a noteworthy Missouri River crossing structure(s) that can be reasonably maintained to provide more than a century of useful service.



Many structures are removed after only 50-75 years of use.

Several factors contribute to the early demise of a bridge: difficulties in inspecting the structure resulting in undetected deterioration, lack of redundancy.

Some bridge types do not allow for effective long-term maintenance.

What is "Noteworthy?" The existing bridge is seen as a gateway to the downtown business district. If it is removed – our number two goal for this project is to replace it with something equally as significant.

I-29/I-35 Corridor Project Goals

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- 1. Deliver the I-29/I-35 Corridor Improvements within the total program budget of \$245 million.
- 2. Construct a noteworthy Missouri River crossing structure(s) that can be reasonably maintained to provide more than a century of useful service.
- 3. Maximize mobility and capacity improvements in the corridor.



Traffic data has clearly shown that capacity and safety are and continue to be challenges in this corridor that this process has to address.



I-29/I-35 Corridor Project Goals

To demonstrate MoDOT's commitment to provide a quality construction and communication effort that creates a new model for design-build, the project's goals are:

1. Deliver the I-29/I-35 Corridor improvements within the total program budget of \$245 million.
2. Construct a noteworthy Missouri River crossing structure(s) that can be reasonably maintained to provide more than a century of useful service.
3. Maximize mobility and capacity improvements in the corridor.
4. Engage stakeholders and the community to successfully develop and deliver the project.



We want to develop a corridor and structure (within our budget) that the community can be proud of. That drives our need to engage the public in this process.

I-29/I-35 Corridor Project Goals

To demonstrate MoDOT's commitment to provide a quality construction and communication effort that creates a new model for design-build, the project's goals are:

1. Deliver the I-29/I-35 Corridor improvements within the total program budget of \$245 million.
2. Construct a noteworthy Missouri River crossing structure(s) that can be reasonably maintained to provide more than a century of useful service.
3. Maximize mobility and capacity improvements in the corridor.
4. Engage stakeholders and the community to successfully develop and deliver the project.
5. Meet or beat a project completion date of October 31, 2011.



One of the unique benefits of design-build is that it allows you to complete a project much faster: on average about 33% less time.

I-29/I-35 Corridor Project Goals

To demonstrate MoDOT's commitment to provide a quality construction and communication effort that creates a new model for design-build, the project's goals are:

1. Deliver the I-29/I-35 Corridor improvements within the total program budget of \$245 million.
2. Construct a noteworthy Missouri River crossing structure(s) that can be reasonably maintained to provide more than a century of useful service.
3. Maximize mobility and capacity improvements in the corridor.
4. Engage stakeholders and the community to successfully develop and deliver the project.
5. Meet or beat a project completion date of October 31, 2011.



Now that you've reviewed all of our proposed project goals, do you have any questions or comments?

Next Steps

- Design-Build
 - Public Involvement Plan
 - Request for Qualifications
 - Request for Proposal



We're in the process of developing these components.

Thank You!

We will continue to keep you informed!



Discussion:

- Columbus Park Rep: Great goals. What does "noteworthy" mean to MoDOT? The term may be too subjective – should be more specific so that a design team can address the specific intentions of MoDOT.
- I think you have limited yourself to requirements. You need to describe best practices to develop communication efforts within this new design-build process.
R PI plan is in development that will be used in the design-build process and used throughout construction.
- Columbus Park Rep: Will this proposed Public Involvement Plan be available to the public (or this group) before the Commission meeting?
R No.
- KCMO City Council - Let us know what the Public Involvement Plan is so that if/when the Commission asks for feedback we can make some educated responses. Tell us how the process will work so we can support and make educated decisions.

- KC River Trails Rep – I have concerns for designing for 100 years in the future. Are you going to account for all changes in society and make bridge flexible?
R While we cannot account for all changes for 100 years because society and technology are hard to predict for that length of time, we will, however, use the best information available now to provide for the current and future needs in the corridor, as we currently understand them, and keeping within our established budget.
- KC Bike Fed - What will it take MoDOT to commit to bike/ped for this corridor?
R MoDOT will be going through a community and public involvement effort during the design-build process to determine community priorities for this project.
- KC Bike Fed - 100 years is impossible to plan for. However, we need to make sure we all have the same sense of scope. We need to be using the same reference markers for time.
- KC Bike Fed - The reason we don't have big traffic needs for bike/ped is because we have never planned for it. If we planned for it, the community would use it.
- Sierra Club - Goal 3 - does "capacity" mean number of lanes for vehicles or ability to move people and goods? Capacity should be about the ability to move people and goods. A solution other than simply adding lanes (i.e., lanes five and six) would get fair consideration. Building lanes five and as HOV might create incentives for carpool or transit use. Linking the possibility of a future HOV capability to some time in the future is not a good idea. HOV as part of a six-lane scenario should get strong consideration.
R Capacity means ALL modes. EIS will show an ultimate of eight lanes; if a regional HOV program is developed, MoDOT would work with MARC and other agencies to implement it.
- KC Bike Fed – We need to be innovative, meaning all users will be included. I currently live in northland and want to move out of it because of the river crossing access problems. Central/Urban northland is cut-off.
- KC Bike Fed - Provide access over the river. Concentrate on providing access for people, rather than modes. For the money being spent on this project, I am bothered by NOT providing a river crossing for every person. It's essential that a non-motorized crossing be constructed as part of THIS project, because all other efforts to be planned for crossings will get lost in enhancement funds.
- KCMO City Council - Kudos to MoDOT for working to get MARC's feedback on river crossing issue via the committee recently formed. This is not the focus of tonight's discussion – committee will look through this matter thoroughly.
- Columbus Park - Which Purpose & Need statements from the EIS have been eliminated (since there are only a couple included within these five goals)?
R None have been eliminated. The design-build goals are goals that will guide the design-build process, which will be based on the findings of the EIS. All components of the purpose and need statement will be considered, but we need to prioritize top goals.
- Columbus Park - Describe other mechanisms for the public to have input on the Goals.
R That's what this meeting is for.
- Columbus Park - With tonight being the only night for discussion on these goals, where was it identified that this was the Best Practice?



R Goals presented are based on all previous meetings, from everyone who has ever touched this project. All public input up to this point has been considered to formulate these top five goals.

- Columbus Park – I appears created that we don't have time to think about what has just been presented to us. This process doesn't allow reflection, where something might mean more later.
R Copies of the goals can be given to you and input can still be given prior to December's Commission meeting where we will present for approval of the design-build process.
- Columbus Park - After approval if given, can we use the planning stage over the next year to still provide input on the Public Involvement Plan?
R Yes, to a certain extent. Goals have to be solid for approval, if not for consistency and to have a drive for the project. Goal number 1 will stay the same, but others can move around.
- Columbus Park - Can't we still be a part of the process? MoDOT should commit within the proposals to Commission that these are draft goals and they can change.
R Again, we need the goals to be set.
- Sierra Club – Regarding goal 5. The effect of targeting a completion date of October 31, 2011, is that MoDOT will "throw away a six-year-old bridge" – the recently rehabbed (and painted and illuminated) Paseo Bridge. This will undermine MoDOT's credibility at a time when they will want the public to approve another major revenue package. It won't matter to the public and the editorial writers that the rehab work was scaled back to provide a shorter extension of the useful life of the bridge, they will still be throwing away a perfectly good bridge.
- The word "safety" in Goal 3 is never written down, but it always said – is it just assumed? Write it in the goals.
- Goal 3 should include not only HOV, but pedestrians, too. If that is what you mean, re-word it.
- Goal 4 integrates these projects... I suggest "Successfully develop BRIDGE to integrate communities."
- Goal 2 has possible competing goals within one goal.
- Sierra Club – Regarding Goal 3: In addition to mobility and capacity, the goal ought to explicitly include minimizing the adverse impacts on people who live or work near this expanded highway.
- KCMO City Council – Regarding Goal 2: Aesthetics need to be spread to corridor, not just the bridge.
- Sierra Club - A safe bike/ped crossing should be built as part of this \$245 million project, not just designed by MoDOT and then forced to compete against other projects for funding. A bike/ped accommodation should be built as part of this bridge and not be forced simply because an alternate route – e.g. the HOA Bridge – might better serve the needs of non-motorized travelers.
- KC Bike Fed – This project should plan for more than car users. Who knows what transportation will look like in 100 years? We have to be flexible.
- KC Bike Fed – This project should include commitments to other transportation modes. We need transit to and from KCI; that would serve thousands of people everyday. We should have transit like they do in Atlanta; it is very easy to use.



Stakeholder's Meeting

June 1, 2005
3:00 p.m.
HTNB Offices

Representatives/Attendees

Columbus Park Neighborhood Association –
Amica Gomersall; Ralph Keys; Mike
Sturgeon
Downtown Council – Chris Carucci; John
Yacos
Greater Kansas City Bicycle Federation –
Sarah Gibson; Caroline Helmkamp;
George Helmkamp; Chris Jones; Christi
Lynne
Housing Authority – John Monroe
KCMO - Environmental Management – Ron
McLinden
KCMO - Planning & Development – Steve
Noble
MARC – Mell Henderson
Missouri Bicycle Federation – Laurie
Chipman
Missouri Senate – Senator Wheeler – Larry
Malone
North Kansas City – Michael Smith

North Kansas City – Mayor's Office – Gene
Bruns
NT Realty – Richard Lanning
Pioneer Container – Tom Brown
Port Authority of Kansas City – Mike Burke;
Patrick Sterrett
Regional Transit Alliance – Kite Singleton
U.S. Environmental Protection Agency –
Steve Smith
Waterford Property Co. – Paul Fogel

MoDOT – Lee Ann Kell; Jim Shipley; Kent
Johnson
HNTB – James VanWomer; Jerry Irvine;
Gretchen Gaines; Betty Burry; Clyde
Prem; Tom Westerman; Dan VanPetten;
Jerry Mugg
CCI PR – Adam Yarbrough
Taliaferro & Browne – David Brackey
DRG Engineers – Charles Goodman

Other Invitees

360 Architects
BNIM Architects
Civic Council of Greater KC
Clay County EDC
Corps of Engineers
Federal Emergency Management Agency
Forest City Enterprises
Greater Kansas City Chamber of Commerce
GSA
Guinotte Manor
Highways and Transportation Commission

Isle of Capri Casino
Kansas City EDC
KC Design Ctr.
KCATA
KCMO - City Council 1st District
KCMO - City Council 2nd District
KCMO - City Manager
KCMO – Mayor's Office
KCMO - Parks and Recreation
KCMO - Public Works
KCMO - Water Services - East/Levee



KDOT
 Legal Aid of Western Missouri
 Missouri Bicycle Federation
 Missouri Department of Conservation
 Missouri Department of Economic
 Development
 Missouri Department of Natural Resources
 Missouri House – Rep. Skaggs
 Missouri House – Rep. Sanders Brooks
 Missouri House – Rep. Burnett
 Missouri House - District 41
 Missouri River Crossing Committee
 Missouri Senate – Senator Callahan
 Missouri Senate – Senator Ridgeway
 Missouri Senate – Senator Wilson
 N. T. Realty
 Nicholson Group
 North Kansas City - City Administrator's
 Office
 North Kansas City - Economic Development
 North Kansas City - Parks & Recreation
 North Kansas City - Planning & Public Works
 North Kansas City - Police Department

North Kansas City - Public Works
 North Kansas City Business Council
 North Kansas City Levee District
 Northeast Industrial Association
 Northland Regional Chamber of Commerce
 Park University
 Prudential Lofts & Condos Realty
 SKW
 State Emergency Management Agency
 Taliaferro & Browne
 U.S. Coast Guard - 8th District
 U.S. Department of Housing and Urban
 Development
 U.S. Fish and Wildlife Service
 U.S. House of Representatives – Rep.
 Cleaver
 U.S. House of Representatives – Rep.
 Graves
 U.S. Senate - Senator Bond
 US ACE - KC District
 Wagner Industries
 Zimmer Realty Co.

Agenda

Welcome..... Lee Ann Kell, MoDOT

Lee Ann Kell welcomed the group and thanked them for their time and interest in the project. She noted that the team is working on preparing the Draft Environmental Impact Statement for public and agency review. She also said that the purpose of this meeting is to get stakeholder input on the recommended preferred alternatives.

Introductions & Housekeeping Betty Burry, HTNB

Betty Burry reviewed housekeeping issues and started introductions around the room.

Refined Alternatives Review and Discussion Clyde Prem, HNTB

Clyde Prem showed the groups two groups of maps, one being those that are part of the recommended preferred alternative, and the other being the other alternatives considered in detail. Maps of the recommended preferred alternatives are attached.



Key points:

The project could be phased, based on available funding. Current identified funding would pay for improvements starting at 210 through the northeast corner of the loop, including the new Missouri River Crossing. The ultimate facility will be eight lanes. The bridge will likely be built as the ultimate. Depending on funding, highway connections could initially be built as six lanes and expanded in the future. In terms of environmental impacts, there is very little difference between six and eight lanes.

North Subcorridor

- Missouri 210 – Offset Diamond Interchange; discussions need to continue with NKC relative to development plans east of I-29
- 16th Street – Half Diamond
- Bedford & Levee – Braided Ramps

Missouri River Crossing

- Twin bridges on and immediately downstream from the existing bridge locations. Bridge type and aesthetics to be determined.
- Front Street – modified existing or Single Point Diamond

CBD North Loop Subcorridor

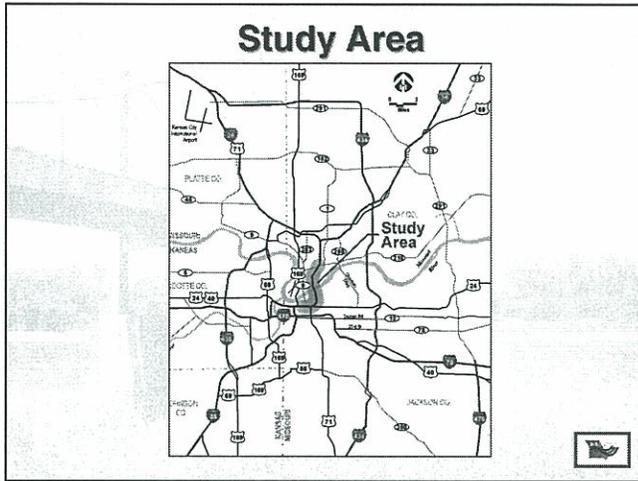
This portion could be phased, with Alternative B being the ultimate and Alternative A being an interim improvement. Alternative B creates a connected frontage road system on the north side of the loop.

- Paseo – Right exit and entrance
- NE Corner of Loop – Modify existing
- M9 – Box Diamond at grade
- Broadway – Single Point Urban Interchange.

Draft EIS Review Process/Schedule Clyde Prem

Clyde then initiated a discussion about the outstanding issues within the EIS, beginning with a discussion of the project as a whole:

- Without this project, congestion in the corridor will continue to increase.
- It is MoDOT’s responsibility to address the issue of congestion.
- The EIS process, which is required for federal funding and permits, looks in detail at a wide range of impacts, including impacts to people, buildings and businesses in the area.
- These stakeholder meetings are designed to help make sure that those who could be impacted by the project have a chance to ask questions and provide input into the impact assessment process.



Prem showed the study area for this Environmental Impact Statement.

Purpose and Need

In order to ensure a safe and efficient transportation system, MoDOT is working now on plans to address future needs. Any improvements will need to address the following:

<p>Roadway Deficiencies Replace the deteriorating infrastructure and substandard interchanges</p> <p>Traffic Safety Improve traffic safety</p> <p>System Linkage Improve the interstate system linkage across the Missouri River</p> <p>Transportation Demand and Capacity Provide for sufficient vehicle capacity to accommodate travel demands</p> <p>Traffic Operation Improve traffic operation and decrease congestion</p> <p>Economic Development and Access to Activity Centers Improve access to the CBD and other major activity centers</p>	<p>Modal Inter-relationships Facilitate the movement of trucks</p> <p>NAFTA Trade Corridor Support the movement of international trade</p> <p>Other Key Issues</p> <p>Project Costs</p> <p>Impacts to: People and their homes, businesses and communities Access to and between surrounding neighborhoods, businesses and communities Natural areas, including wetlands and forests Streets, parking, railroads Parks and historic properties</p>
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Prem reviewed the project's formal Purpose and Need

Columbus Park: Has Purpose and Need Statement been revised since inception of DEIS process?

Yes; what is shown is the Purpose and Need as it stands today.

Improvement Concepts

- No-Build
- Reconstruction
- Parallel Arterials
- Travel Demand Management (TDM)
- Transportation System Management (TSM)
- High Capacity Transit
- Bicycle/Pedestrian
- Widen to 6 Lanes
- Widen to 8 Lanes
- Widen to 8 Lanes with HOV
- Reversible Lanes
- New Alignment
- Geometric Changes

Prem provided a review of the wide range of concepts considered to improve congestion in this corridor.

Concepts Carried Forward

- No-Build
- Widen to 8 Lanes
- Widen to 8 Lanes HOV



Prem then listed the corridor-wide concepts carried forward for further study as the most promising for relieving congestion.

The need to reduce congestion in the area and make improvements to the corridor has been identified through established processes, including the regional planning processes established by MARC.

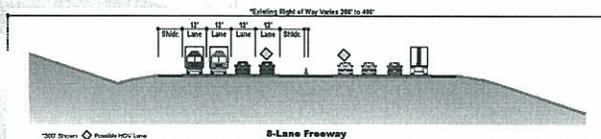
HOV Analysis

Factor	No-Build Alternative	8-Lane Build Alternative	HOV Alternative
Project Cost	\$10.0M	\$285.1M	\$324.6M
50-Year Maintenance	\$5.1M	\$2.9M	\$2.9M
30-Year Operations	\$15.4M	\$0.9M	\$0.9M
Total Life Cycle Cost	\$30.5M	\$263.5M	\$263.5M
Level of Service	F	D	E
Crashes (2030) Total	2,881	1,240	1,223
Vehicle Miles from NB	N/A	+13,700	-1,100
Vehicle Hours from NB	N/A	-4,500	-4,300
Travel Time Savings (minutes)	-	-	0.3
Increase In HOV Vehicle Trips Per Day	-	-	2,386
Corridor Vehicle Occupancy	1.53	1.53	1.58



The HOV analysis has been completed. While HOV offers some congestion relief, it also reduces the general service lanes' level of service without significantly improving travel times. However, Prem stressed that HOV could be added in the future, as conditions change. The EIS doesn't preclude HOV from being introduced in the future; the concepts could allow HOV lanes to be added. Part of the issue is the short length of the corridor; for HOV to be effective, a longer corridor or even a regional strategy might have to be in place.

Roadway Typical Section



KCMO Environmental Management: If you double the capacity of the corridor there is not reason or incentive for people to use HOV. Doesn't this impact the feasibility of HOV lanes? Why not look at 6-lane with HOV?

That option will not adequately reduce congestion. The HOV option is based on six through lanes and two HOV lanes. It is important to note that while not part of the recommended preferred alternative, HOV lanes could be part of the future solution; this option does not eliminate HOV as a future option.