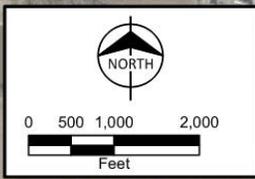
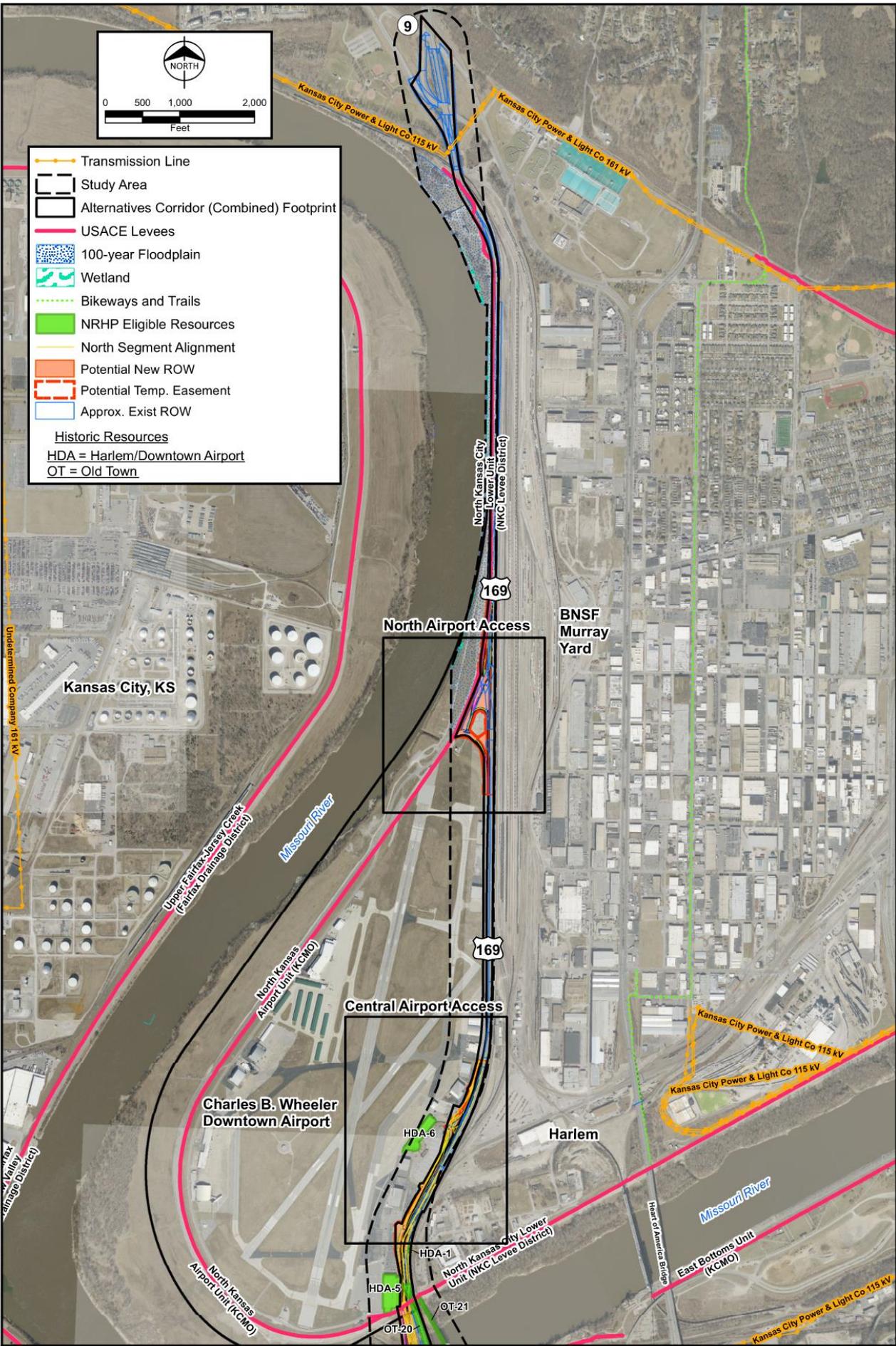


APPENDIX A – PREFERRED ALTERNATIVE



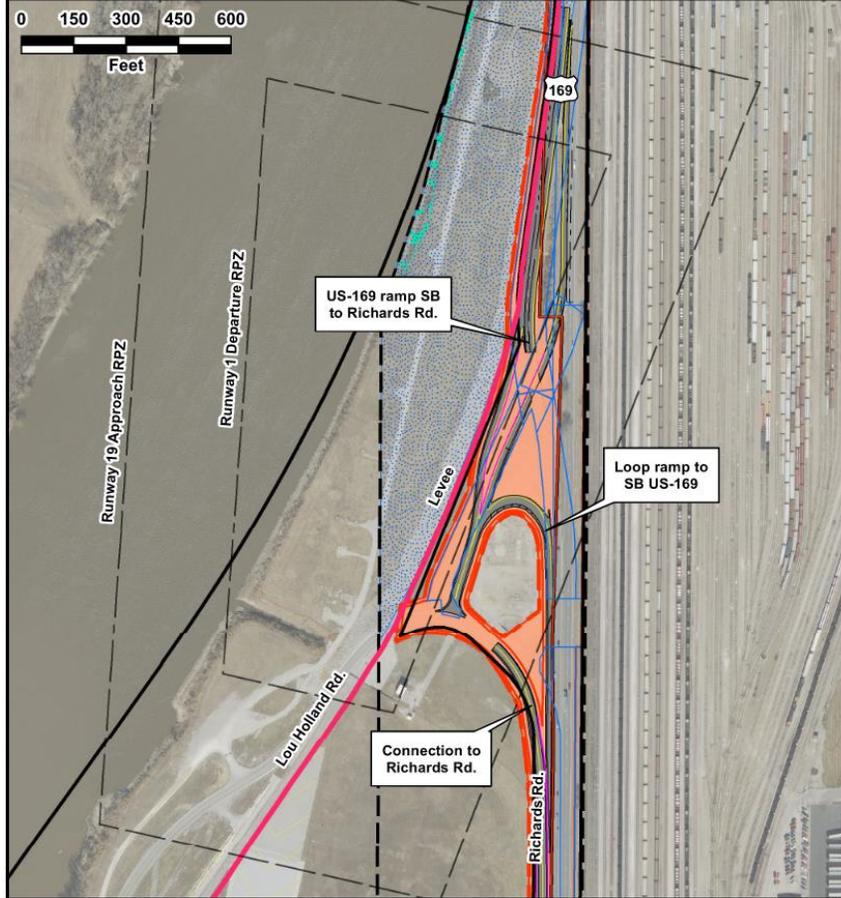
-  Study Area
-  Central Alternative Alignment
-  Central Alternative Alignment Footprint



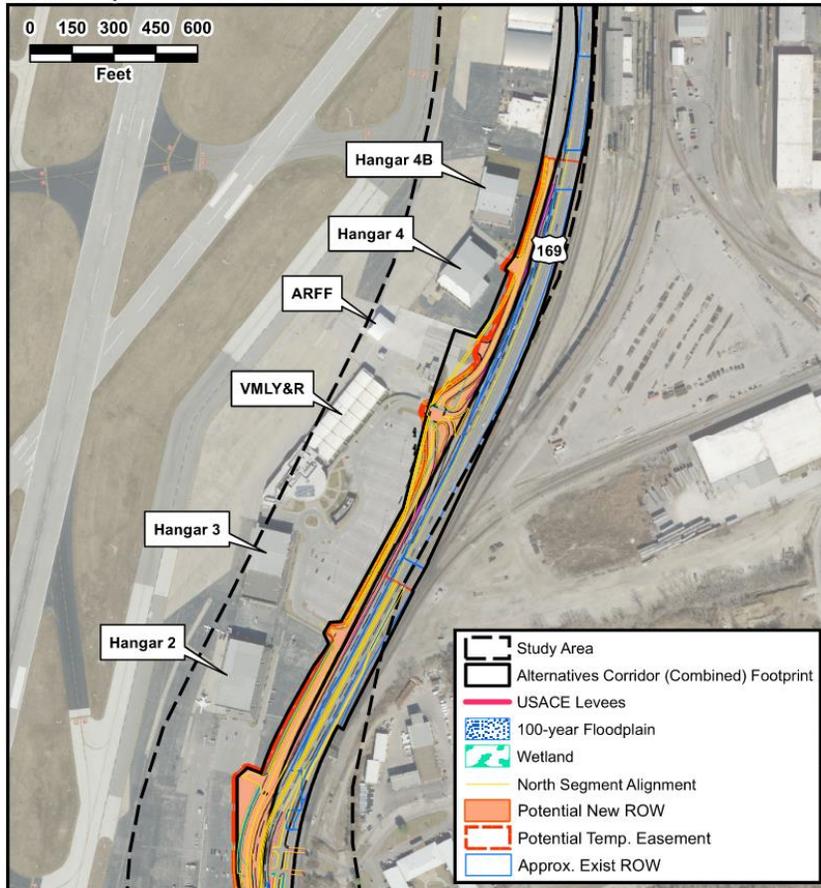


North Segment – All Build Alternatives

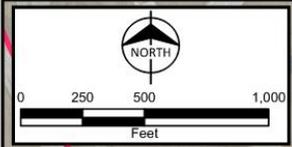
North Airport Access



Central Airport Access



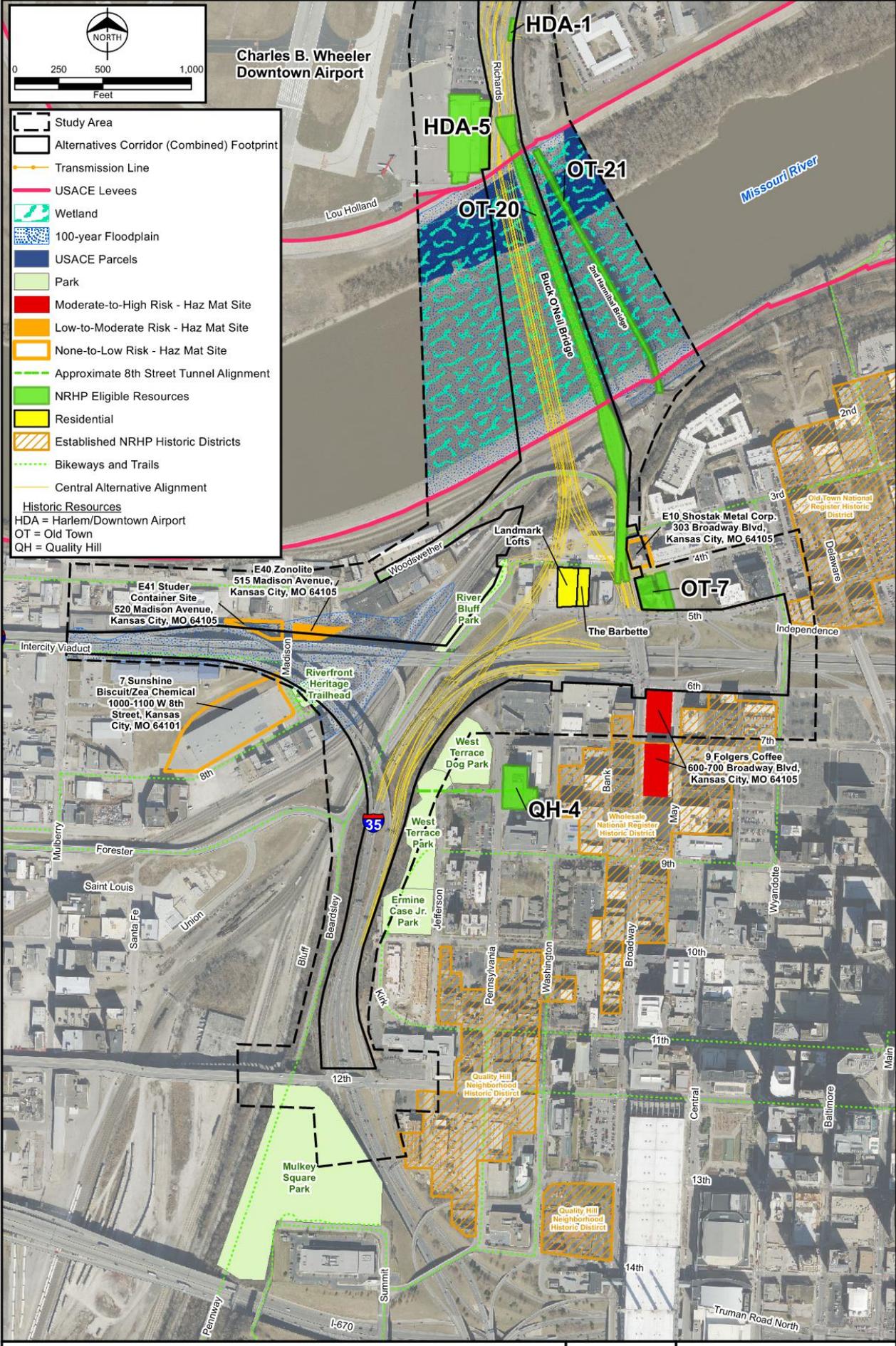
North Segment – All Build Alternatives



Charles B. Wheeler
Downtown Airport

- Study Area
- Alternatives Corridor (Combined) Footprint
- Transmission Line
- USACE Levees
- Wetland
- 100-year Floodplain
- USACE Parcels
- Park
- Moderate-to-High Risk - Haz Mat Site
- Low-to-Moderate Risk - Haz Mat Site
- None-to-Low Risk - Haz Mat Site
- Approximate 8th Street Tunnel Alignment
- NRHP Eligible Resources
- Residential
- Established NRHP Historic Districts
- Bikeways and Trails
- Central Alternative Alignment

Historic Resources
 HDA = Harlem/Downtown Airport
 OT = Old Town
 QH = Quality Hill



Path: Z:\Resources\Local\Clients\KCMTR\MODOT\109659_MODOT169EA\ArcGIS\DataFiles\ArcDocs\Alternatives_South.mxd jadaussen 4/8/2020
 COPYRIGHT © 2020 BURNS & MCDONNELL ENGINEERING COMPANY, INC.

Central Alternative
 US-169/Buck O'Neil
 Bridge EA

APPENDIX B – NOTICE OF AVAILABILITY AND PUBLIC HEARING

Notice of Availability and Public Hearing, Affidavit of Publication (Kansas City Star)	February 17 and 24, 2020
Notice of Availability and Public Hearing (revised), Affidavit of Publication (Kansas City Star)	February 26, 2020
Notice of Availability and Public Hearing [Spanish] (Dos Mundos)	February 26, 2020
MoDOT Press Release – MoDOT Set to Hold Public Hearing on Buck O'Neil Bridge Environmental Assessment Study Agency and Property Owner Notification List (received MoDOT Press Release)	February 28, 2020

AFFIDAVIT OF PUBLICATION

Account #	Ad Number	Identification	PO	Amount	Cols	Depth
596419	0004556994		Buck O'Neil Public Hearing Notice	\$565.72	3	4.75 In

Attention: MELISSA BLACK
MO DEPT OF TRANSPORTATION
600 NE COLBERN RD
LEES SUMMIT, MO 64086

THE STATE OF TEXAS

County of Tarrant

I, Victoria Rodela,

make oath and swear that

CYPRESS MEDIA, LLC, publishers of The Kansas City Star, all it's neighborhood sections and suburban newspapers including 816, 913, Johnson County News, Northland and its subsidiaries, The Olathe News, The Cass County Democrat-Missourian and The Lee's Summit Journal, are published in the Kansas City, Missouri, metro (distribution) area including but not exclusively to Johnson and Wyandotte Counties in the state of Kansas, and Cass, Clay, Jackson and Platte Counties in the state of Missouri. Every publication listed is published weekly, twice weekly or daily. We confirm the notice ran the days scheduled in this statement. A true copy of which is hereto attached was duly published in .



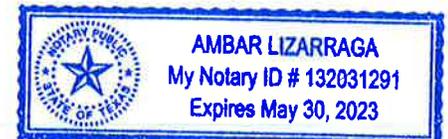
FOR THE PERIOD OF: **2 day(s)**

COMMENCING: **02/17/2020**

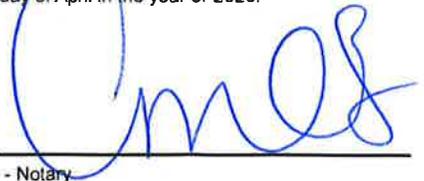
ENDING: **02/24/2020**

EDITION(S):

February 17, 2020, February 24, 2020



Subscribed and sworn to before me, this 1st day of April in the year of 2020.



- Notary

Extra charge for lost or duplicate affidavits.
Legal document please do not destroy!

Public Hearing for Buck O'Neil Bridge/U.S. 169 Environmental Study

Notice is hereby given to all interested persons that an open-house design public hearing will be held on Tuesday, March 10, 2020 to gather public input about the Buck O'Neil Bridge environmental study. The hearing will take place between 4 and 6 p.m. at Mid America Regional Council located at 600 Broadway Suite 200, Kansas City, MO 64105.

All interested persons will be given an opportunity to be heard concerning their views on the environmental impacts, the preferred alternative, and consistency with the goals and objectives of the community.

If you are unable to attend in person, comments may be made up to ten days after the public hearing on the website: www.modot.org/buck-oneil-bridge-environmental-study

The environmental documentation prepared by the Missouri Department of Transportation will be available for public inspection and copies are also available at the office of David Silvester District Engineer, Kansas City District, for the Missouri Department of Transportation, 600 NE Colbern Road in Lee's Summit, Missouri.

MISSOURI DEPARTMENT OF TRANSPORTATION
BY: DAVID SILVESTER, DISTRICT ENGINEER
KANSAS CITY DISTRICT



Written statements will be made a part of the public hearing transcript if received within ten working days after the date of the hearing.

If you are disabled and require special services at the hearing, please contact TDD (telecommunication devices for the deaf) at 1-800-735-2966 so that arrangements for those services can be made.

Anyone desiring further information on this or other highway matters should contact the Missouri Department of Transportation at 600 NE Colbern Road, Lee's Summit Missouri 64086 or call 1-888-ASK MODOT (275-6636).

THE KANSAS CITY
STAR.
MEDIA COMPANY

1601 McGee Street • Kansas City, MO 64108

The Kansas City Star
KansasCity.com
Customized Digital Solutions
Cars.com
The Lee's Summit Journal
The Cass County Democrat
The Olathe Daily News

Star Savings
Kansas City Spaces magazine
InkKC.com
Middle of the Map
KC Weddings magazine
KC Weddings Bridal Spectacular

AFFIDAVIT OF PUBLICATION

Account #	Ad Number	Identification	PO	Amount	Cols	Depth
596419	0004576279		Buck O'Neil Public Hearing Notice	\$282.86	3	4.75 In

Attention: Melissa Black

MO DEPT OF TRANSPORTATION
600 NE COLBERN RD
LEES SUMMIT, MO 64086

THE STATE OF TEXAS

County of Tarrant

I, Victoria Rodela,

make oath and swear that

CYPRESS MEDIA, LLC, publishers of The Kansas City Star, all it's neighborhood sections and suburban newspapers including 816, 913, Johnson County News, Northland and its subsidiaries, The Olathe News, The Cass County Democrat-Missourian and The Lee's Summit Journal, are published in the Kansas City, Missouri, metro (distribution) area including but not exclusively to Johnson and Wyandotte Counties in the state of Kansas, and Cass, Clay, Jackson and Platte Counties in the state of Missouri. Every publication listed is published weekly, twice weekly or daily. We confirm the notice ran the days scheduled in this statement. A true copy of which is hereto attached was duly published in .

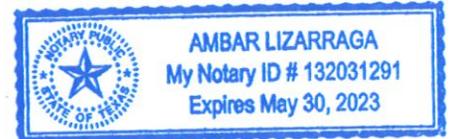
FOR THE PERIOD OF: 1 day(s)

COMMENCING: 02/26/2020

ENDING: 02/26/2020

EDITION(S):

February 26, 2020



Subscribed and sworn to before me, this 26th day of February in the year of 2020.

- Notary

Extra charge for lost or duplicate affidavits.
Legal document please do not destroy!

Public Hearing Scheduled on the Missouri River Environmental Assessment of the US-169/Buck O'Neil Bridge Crossing

The public hearing for the Missouri River Environmental Assessment (EA) of the US-169/Buck O'Neil Bridge Crossing will take place between 4-6 PM on March 10, 2020, in the lobby of the Mid-America Regional Council office located at 600 Broadway, Kansas City, MO. It will be an open-house public hearing where citizens can review the Preferred Alternative, ask the study team questions, and provide feedback. The study process was conducted in compliance with the National Environmental Policy Act (NEPA).

This public hearing will be conducted in an open-house style, no formal presentation will be made. The public will be able to provide feedback by:

- Completing a comment form in writing
- Giving comments to a court reporter

Comments collected will be made part of the official project record. Since August of 2018, the Missouri Department of Transportation, in cooperation with the Federal Highway Administration (FHWA), has been conducting an EA for an approximately four-mile stretch of US 169 in Clay and Jackson County, Missouri between the intersection of MO 9 and the I-35/12th street interchange.

The study's purpose is to investigate and identify improvements that would maintain the infrastructure in the study corridor, create a system that serves local and regional traffic and improve safety in the corridor. The study process reflected in the US-169/Buck O'Neil Bridge Crossing of the Missouri River EA included outreach to stakeholders and the public.

Previously, MoDOT held a public meeting in February 2019, with an on-line meeting available to the public in July 2019. Through these meetings, MoDOT provided information on the study process and alternatives evaluated.

The Mid-America Regional Council is handicap accessible. For those in need of accommodations such as sign language, braille or foreign language interpreters, please contact MoDOT at least three working days in advance.

Section 4(f)

Section 4(f) of the U.S. Department of Transportation Act of 1966 (49 USC 303), hereinafter referred to as "Section 4(f)", protects publicly owned parks, recreation areas, wildlife refuges, waterfowl refuges, and significant historic and archeological resources. The following three resources are protected under Section 4(f). Although land will be acquired from these properties, the activities, features, and attributes that make these properties eligible for protection under Section 4(f) will not be adversely affected.

The Transcontinental and Western Airlines (T&WA) Building – located within the terminal areas of the Charles B. Wheeler Downtown Airport, the T&WA Building sits immediately adjacent to the north end of the existing Buck O'Neil Bridge. Additional land from the airport adjacent to the building will need to be acquired to accommodate the improved river crossing. Although the new river bridge may be closer to the building, the building will not be affected.

The Municipal Airport Terminal Facility – Like the T&WA Building, the Terminal is located on the airport property but away from existing US-169. Land acquired from the airport to accommodate the proposed project would not encroach upon the Terminal Building.

West Terrace Park/Ermine Case Jr. Park – both public parks are perched upon the bluff overlooking the Missouri River and the project area. Additional right-of-way along I-35 at the base of the bluff will be needed to support construction of the proposed project. The open space and recreational facilities within these parks will not be affected by the acquisition of property along the base of the bluff.

In compliance with Section 4(f) and its implementing regulations codified at 23 CFR Part 774, the FHWA in cooperation with MoDOT provides public notice of its proposal to make a Section 4(f) *de minimis* effect determination for all three resources, and provides the opportunity for public review and comment of this proposed determination.

Download and read the full EA at www.modot.org/buck-oneil-bridge-project. In addition, it is currently available at the following libraries:

- MoDOT Kansas City District Office located at 600 NE Colbern Road, Lee's Summit, MO 64086;
- Kansas City Public Library located at 14 West 10th Street, Kansas City, MO 64105 • Kansas City City Hall located at 414 E 12th St, Kansas City, MO 64106
- Mid-America Regional Council located at 600 NE Broadway, Suite 200, Kansas City, MO 64105 • Federal Highway Administration – Missouri Division Office located at 3220 W Edgewood Dr., Jefferson City, MO 65109 • MoDOT Central Office, 105 W Capitol Ave, Jefferson City, MO 65101

The public comment period is open from February 24 to March 25.

PUBLIC NOTICE

**Audiencia Pública para el Puente Buck O'Neil/
Estudio Ambiental U.S. 169**

Por la presente se notifica a todas las personas interesadas que una audiencia pública de diseño a puertas abiertas se llevará a cabo el martes 10 de marzo de 2020 para recabar información pública sobre el estudio ambiental del puente Buck O'Neil. La audiencia tendrá lugar entre las 4 y 6 p.m. en el Consejo Regional de Mid America ubicado en 600 Broadway Suite 200, Kansas City, MO 64105.

Todas las personas interesadas tendrán la oportunidad de ser escuchadas sobre sus puntos de vistas sobre los impactos ambientales, la alternativa preferida y la coherencia con las metas y objetivos de la comunidad.

Si no puede asistir en persona, se pueden dejar comentarios hasta diez días después de la audiencia pública en el sitio web: www.modot.org/buck-oneil-bridge-environmental-study.

La documentación ambiental preparada por el Departamento de Transporte de Missouri estará disponible para inspección pública y copias también están disponibles en la oficina del ingeniero de distrito David Silvester, distrito de Kansas City, para el Departamento de Transporte de Missouri, 600 NE Colbern Road en Lee's Summit, Missouri .

DEPARTAMENTO DE TRANSPORTE DE MISSOURI

POR: DAVID SILVESTER, INGENIERO DE DISTRITO

DISTRITO DE KANSAS CITY

Declaraciones escritas formarán parte de la transcripción de la audiencia pública si se reciben dentro de diez días hábiles después de la fecha de la audiencia.

Si tiene una discapacidad y requiere de servicios especiales en las audiencias, por favor contacte al TDD (dispositivos de telecomunicación para los sordos) al 1-800-735-2966 para que se puedan hacer arreglos para esos servicios.

Cualquiera que desee obtener más información sobre este u otros problemas de carretera debe contactar al Departamento de Transporte de Missouri en 600 NE Colbern Road, Lee's Summit, Missouri 64086 o llamar al 1-888-ASK MODOT (275-6636)

3 col. x 7.71 col. - Help Wanted

Classified/Display Ad

\$14 x 23.13 col. = \$323.82 per issue

February 28, 2020

MoDOT set to Hold Public Hearing on Buck O'Neil Bridge Environmental Assessment Study

The Missouri Department of Transportation will host a public hearing for the Buck O'Neil Bridge Environmental Assessment (EA) Study, which will take place from 4 p.m. until 6 p.m. on Tuesday, March 10, in the lobby of the Mid-America Regional Council office building, located at 600 Broadway Blvd., in Kansas City.

Citizens will be able to review the Preferred Alternative and ask the study team questions and provide feedback by submitting a comment card in writing.

Since July of 2018, MoDOT, in cooperation with the Federal Highway Administration (FHWA) have been conducting an EA for an approximately four-mile stretch of US 169 in Clay and Jackson County Missouri, between the intersection of MO 9 and the I-35/12th St. interchange.

The study's purpose is to investigate and identify improvements for maintaining the infrastructure in the study corridor, creating a system that serves local and regional traffic and improve safety in the corridor. The Buck O'Neil Bridge EA included a public involvement program.

Download and read the EA in full at www.modot.org/buck-oneil-bridge-project

MoDOT Kansas City District



US-169/Buck O'Neil Bridge Crossing of the Missouri River EA - Public Hearing Notification List

Agency	Prefix	Contact Person	Title	Address 1	Address 2	City	State	Zip
U.S. Army Corps of Engineers, Kansas City District, Regulatory Branch	Mr.	Mark Frazier	Chief, Regualtory Branch	Federal Building	601 East 12th Street, Rm 402	Kansas City	MO	64106
U.S. Coast Guard, District 8, Western Rivers	Captain	Scott A. Stoermer	Sector Commander, Upper Mississippi River Sector	1222 Spruce Street		St. Louis	MO	63103-2398
U.S. Fish and Wildlife Service	Ms	Amy Salveter	Field Supervisor	Columbia Ecological Services Field Office	101 Park deVille Drive, Suite A	Columbia	MO	65203-0057
U.S. EPA Region 7	Mr.	Joe Summerlin	NEPA Compliance	11201 Renner Boulevard		Lenexa	KS	66219
U.S. Department of Agriculture, Natural Resources Conservation Service	Mr.	J.R. Flores	State Conservationist (MO)	Parkade Center, Suite 250	601 Business Loop 70 West	Columbia	MO	65203-2546
U.S. Department of Homeland Security, Federal Emergency Management Agency Region VII	Mr.	Paul Taylor	Regional Administrator	9221 Ward Parkway, Suite 300		Kansas City	MO	64114
U.S. Department of Homeland Security, Federal Emergency Management Agency Region VII	Mr.	Ken Sessa	Regional Environmental Officer	9221 Ward Parkway, Suite 300		Kansas City	MO	64114
Federal Transit Administration	Mr.	Mokhtee Ahmad	Regional Administrator	901 Locust Street	Suite 404	Kansas City	MO	64106
Federal Aviation Administration Central Region	Mr.	Jim Johnson	Central Region Airports Director	Airports Division (ACE-600), Room 364	901 Locust St.	Kansas City	MO	64106-2325
Federal Aviation Administration Central Region	Mr.	Mark Schenkelberg	Planning Team Lead	Airports Division (ACE-600), Room 364	901 Locust St.	Kansas City	MO	64106-2325
Mid-America Regional Council	Mr.	Ron Achelpohl	Director of Transportation Planning and Environment	600 Broadway	Suite 200	Kansas City	MO	64105
Missouri Department of Conservation	Ms.	Sara Parker Pauley	Director	2901 W. Truman Blvd.	P.O. Box 180	Jefferson City	MO	65102
Missouri Department of Conservation	Mr.	Alan Leary	Policy Coordination Unit	2901 W. Truman Blvd.	P.O. Box 180	Jefferson City	MO	65102
Missouri Department of Natural Resources	Ms.	Carol S. Comer	Director	1101 Riverside Dr.	P.O. Box 176	Jefferson City	MO	65102
Missouri Department of Natural Resources	Mr.	Steve Sturgess	Director	Kansas City Regional Office	500 NE Colbern Road	Lee's Summit	MO	64086-4710
Missouri Department of Natural Resources	Ms.	Toni Prawl	Director	Deputy State Historic Preservation Officer	P.O. Box 176	Jefferson City	MO	65102
Missouri Department of Natural Resources	Ms.	Amanda Burke		State Historic Preservation Office	P.O. Box 177	Jefferson City	MO	65103
Missouri State Emergency Management Agency	Mr.	Ron Walker	Director	2302 Militia Drive	P.O. Box 116	Jefferson City	MO	65102
Missouri State Emergency Management Agency	Mr.	Tony Avery	Platte County Emergency Coordinator	415 3rd St	Ste 10	Platte City	MO	64079
Missouri State Emergency Management Agency	Mr.	Gale Cantu	Platte County Floodplain Administrator	415 3rd St	Room 16	Platte City	MO	64086
Missouri State Emergency Management Agency	Mr.	Michael Curry	Jackson County Emergency Coordinator	201 W Lexington, Suite 201		Independence	MO	64050
Missouri State Emergency Management Agency	Mr.	Christopher Jenkins	Jackson County Floodplain	303 W. Walnut		Independence	MO	64050
Kansas City Aviation Department	Ms.	Melissa Cooper	Charles B. Wheeler Downtown Airport (MKC)	900 Richards Rd		Kansas City	MO	64116
Kansas City Streetcar Authority	Mr.	Tom Gerend	Executive Director	600 E. 3rd Street		Kansas City	MO	64106
Kansas City Port Authority	Mr.	Joe Perry	Vice President, Real Estate	300 Wyandotte	Suite 100	Kansas City	MO	64105
Kansas City Historic Preservation Commission	Mr.	Bradley Wolf		414 E 12th Street	City Hall, 15th Floor	Kansas City	MO	64106
Kansas City Parks and Recreation Department	Ms.	Terry Rynard	Director	4600 E 63rd Street		Kansas City	MO	64130
Kansas City Area Transportation Authority	Mr.	Richard Jarrold	Vice President Regional Planning and Development	1200 E 18th Street		Kansas City	MO	64108
Jackson County	Mr.	Randy Diehl	Development Administrator	415 E 12th St		Kansas City	MO	64106
Clay County	Mr.	Kipp Jones	Manager	234 W. Shrader	Suite C	Liberty	MO	64068
Delaware Nation	Mr.	Kerry Holton	Nation President	PO Box 825		Anadarko	OK	73005
Delaware Nation	Ms.	Tamara Francis	NAGPRA Director	PO Box 825		Anadarko	OK	73005
Iowa Tribe of Kansas and Nebraska	Mr.	Tim Rhodd	Chairman	3345 Thrasher Road		White Cloud	KS	66094
Iowa Tribe of Kansas and Nebraska	Mr.	Alan Kelley	Tribal Historic Preservation Officer	3345 Thrasher Road		White Cloud	KS	66094
Iowa Tribe of Oklahoma	Ms.	Janice Rowe-Furak	Chairperson	RR1, Box 721		Perkins	OK	74059-9599
Iowa Tribe of Oklahoma	Ms.	Joyce Miller	Historic Preservation	RR1, Box 721		Perkins	OK	74059-9599

Kaw Indian Nation of Oklahoma	Mr.	Guy Monroe	Chairman	Drawer 40		Kaw City	OK	74641
Kaw Indian Nation of Oklahoma	Ms.	Crystal Douglas	NAGPRA Director	Drawer 40		Kaw City	OK	74641
Kickapoo Tribe of Kansas and Nebraska	Mr.	Russell Bradley	Chairman	1107 Goldfinch Road		Horton	KS	66439
Kickapoo Tribe of Kansas and Nebraska	Mr.	Luke Terry	Natural Resources Director	1107 Goldfinch Road		Horton	KS	66439
Miami Tribe of Oklahoma	Mr.	Thomas Gamble	Chief	PO Box 1326		Miami	OK	74355
Miami Tribe of Oklahoma	Mr.	George Strack	Tribal Historic Preservation Officer	PO Box 1326		Miami	OK	74355
Omaha Tribe of Nebraska and Iowa	Mr.	Amen Sheridan	Chairman	PO Box 368		Macy	NE	68039
Omaha Tribe of Nebraska and Iowa	Mr.	Calvin H. Harian	Tribal Historic Preservation Officer	PO Box 368		Macy	NE	68039
Osage Nation	Mr.	John D. Red Eagle	Principal Chief	627 Grandview	PO Box 779	Pawuska	OK	74056
Osage Nation	Dr.	Andrea A. Hunter	Tribal Historic Preservation Officer	627 Grandview	PO Box 779	Pawuska	OK	74056
Otoe-Missouri Tribe of Indians in Oklahoma	Mr.	John R. Shotton	Chairman	8151 Highway 177		Red Rock	OK	74651
Pawnee Nation of Oklahoma	Mr.	W. Bruce Pratt	President	657 Harrison St	PO Box 470	Pawnee	OK	74058
Pawnee Nation of Oklahoma	Mr.	John Michael Knife Chief	Tribal Historic Preservation Officer	657 Harrison St	PO Box 470	Pawnee	OK	74058
Ponca Nation of Oklahoma	Mr.	Larry Wright, JR	Tribal Chairman	20 White Eagle Dr		Ponca City	OK	74601
Ponca Nation of Oklahoma	Mr.	Bennett Arkeketa	Vice-Chairman	20 White Eagle Dr		Ponca City	OK	74601
Ponca Tribe of Nebraska	Ms.	Rebecca White	Chairwoman	2523 Woodbine St	PO Box 288	Niobrara	NE	68760
Ponca Tribe of Nebraska			Tribal Historic Preservation Officer	2523 Woodbine St	PO Box 288	Niobrara	NE	68760
Sac and Fox Nation of Missouri in Kansas and Nebraska	Mr.	Mike Daugherty	Chairperson	305 North Main Street		Reserve	KS	66434
Sac and Fox Nation of Missouri in Kansas and Nebraska	Mr.	Edmore Green	Cultural Resources Officer	305 North Main Street		Reserve	KS	66434
Sac and Fox Nation of Oklahoma	Mr.	George Thurman	Principal Chief	Route 2, Box 246		Stroud	OK	74079
Sac and Fox Nation of Oklahoma	Ms.	Sandra Kaye Massey	Cultural Resources Officer	Route 2, Box 246		Stroud	OK	74079
Sac and Fox Nation of the Mississippi in Iowa	Mr.	Adrian Pushetonqua	Chairman	349 Meskawaki Road		Tama	IA	52339
Sac and Fox Nation of the Mississippi in Iowa	Mr.	Jonathan L. Buffalo	Director of Historic Preservation	349 Meskawaki Road		Tama	IA	52339
Wyandotte Nation	Mr.	Billy Friend	Chief	64700 E. Hwy 60		Wyandotte	OK	74370
Wyandotte Nation	Mr.	Ron Kaiser	Planning/Development Director	64700 E. Hwy 60		Wyandotte	OK	74370
Advisory Council on Historic Preservation	Ms.	Mandy Ranslow	FHWA Liaison/ Program Analyst	401 F Street NW	Suite 308	Washington	DC	20001
Federal Highway Administration - Missouri Division	Ms.	Raegan Ball	Program Development Team Leader	3220 W. Edgewood, Suite H		Jefferson City	MO	65109
Federal Highway Administration - Missouri Division	Mr.	Taylor R. Peters	Environmental Protection Specialist	3221 W. Edgewood, Suite H		Jefferson City	MO	65110
KC Commercial Realty Group, Inc.	Ms.	Rosemary Salerno	Vice President - General Manager	20 E. 5th Street, Suite 201	City Market	Kansas City	MO	64106
Cogent Industries	Mr.	Tim Howard, P.E.		318 Broadway		Kansas City	MO	64105
Cogent Industries	Mr.	Tim O'Neil	Chairman	318 Broadway		Kansas City	MO	64105
Woodswether Associates LLC				5000 E 59th St		Kansas City	MO	64130
Woodswether Self Storage LLC				1006 Knott Pl		Dallas	TX	75208
Vernon & Associates LLC				1303 Swift St		North Kansas Ci	MO	64116
United Missouri Bank				1010 Grand Blvd 4th Floor		Kansas City	MO	64106
Trozzolo Phyllis G				8341 N Highland Ave		Kansas City	MO	64118
Thompson Guy Tr-Mo Pac Rr				1400 Douglas St Stop 1640		Omaha	NE	68179-1640
Temp-Air Inc				3700 W Preserve Blvd		Burnsville	MN	55337
Sssprop LLC				615 Woodswether Rd		Kansas City	MO	64105
Rmwest III LLC				4902 Bethel St		Columbia	MO	65203
Riverfront Holdings LLC				210 W 5th St Unit 102		Kansas City	MO	64105
Penn Seven LLC				333 W 11th St		Kansas City	MO	64105
Mo Pac R R Co				1400 Douglas St Stop 1640		Omaha	NE	68179-1640
Missouri Pacific Railroad				PO Box 2500		Broomfield	CO	80020
Me And My Uncle LLC				220 W 80th Ter		Kansas City	MO	64114
Mallin Gibson Family LP				201 Wyandotte 101		Kansas City	MO	64105
Landmark Lofts LLC				201 Wyandotte Lft 101		Kansas City	MO	64105
Kraley Properties LLC				426 W 5th St Apt 1		Kansas City	MO	64105
Keller Richard G-Trustee				19 W Linwood		Kansas City	MO	64111
Kansas City Terminal Railway Company				4501 Kansas Ave		Kansas City	KS	66106
Faultless Starch/Bon Ami Company				1025 W 8th St		Kansas City	MO	64101
Ehinger Robert S-Trustee				2727 Southwest Blvd		Kansas City	MO	64108
DST Realty Inc				333 W 11th St Ste 101		Kansas City	MO	64105
Colonial Patterns Inc				340 W 5th St		Kansas City	MO	64105
Burlington Northern Inc				1700 E Golf Rd		Schaumburg	IL	60173-5860

Boxes And More LLC				1203 NW 57th Terrace		Kansas City	MO	64118
Bowen Stephen W & Tina M				801 Woodswether Rd		Kansas City	MO	64105
BL Thomas Properties LLC				1615 Summit Rd		Kansas City	MO	64108
B & W Investment Properties LLC				115 NW Harlem Rd.		Kansas City	MO	64116
Anbechris LLC				4631 SW Soldier Dr		Lee's Summit	MO	64082
812 Woodswether Rd LLC				812 Woodswether Rd		Kansas City	MO	64105
803 Woodswether Road LLC				PO Box 8190		Prairie Village	KS	66208
6 Broadway LLC				4400 Shawnee Mission Pkwy Ste 209		Fairway	KS	66205

APPENDIX C – PUBLIC HEARING SUMMARY

Summary

Displays

Handout

Sign-In Sheets

Public Hearing Summary

Summary

MoDOT conducted a public hearing in an open house format on Tuesday, March 10, 2020, at the Mid-America Regional Council (MARC), 600 Broadway Boulevard, Kansas City, Missouri, in the first floor lobby from 4:00pm to 6:00pm. A total of 96 people signed in at the hearing. Numerous board displays summarizing the study efforts conducted to date, the three build alternatives studied in detail, and the preferred alternative – Central Alternative were arranged around the lobby. The Central Alternative was displayed on a large-scale roll plot in the center of the lobby. Information describing the Section 106 and Section 4(f) process, the resources provided protection under these statutes, the effects the proposed project would have on each, and proposed mitigation in the form of a Programmatic Agreement was available in a handout. Information on the goals of Design-Build implementation of the project and the anticipated Design-Build selection and construction schedule was also displayed. A copy of the Environmental Assessment (EA) was also available for review. The public hearing was staffed by representatives from the MoDOT Kansas City District Office and Jefferson City Central Office, the Federal Highway Administration (FHWA), and the Burns & McDonnell study team.

Comment cards were available for the public to submit written comments during the hearing. An online survey was made available at www.modot.org/buck-oneil-bridge-project along with the EA. The public comment period extended from February 24, 2020 through March 25, 2020.

Notification

Notices of Availability and Public Hearing were published in the *Kansas City Star* on February 17, 24, and 26, 2020. A notice was also published in Spanish in *Dos Mundos* on February 28, 2020. A Press Release was posted on the MoDOT Website beginning February 28, 2020.

Public hearing announcements were also sent to agencies, property owners, and stakeholders by MoDOT (see attached sample letter and mailing list).

Display Content

The following summarizes the display and handout content presented at the public hearing (see attached). The displays and handout were posted on the MoDOT website from March 10-March 25, 2020.

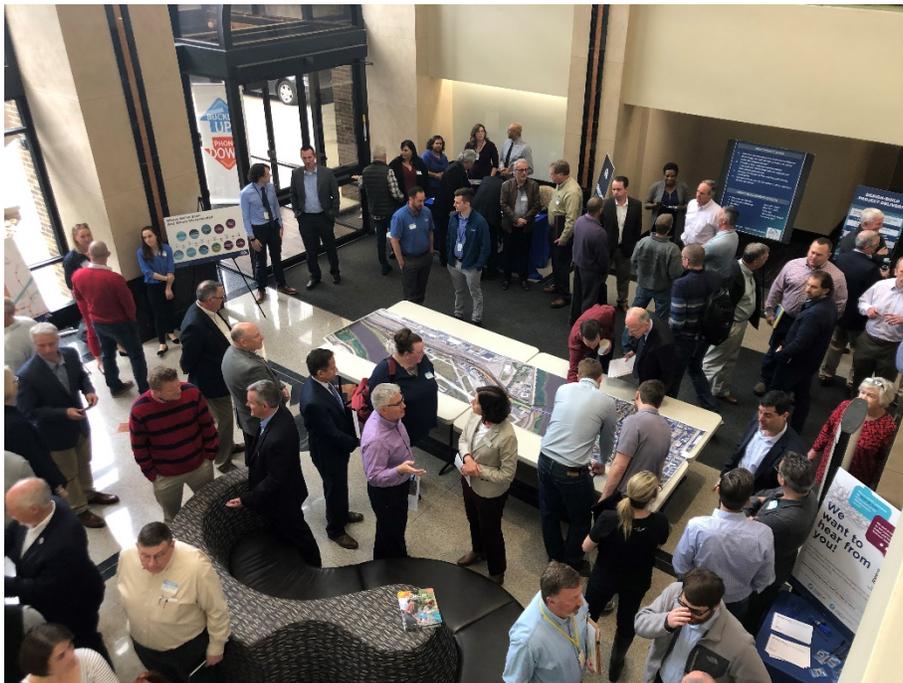
Display Boards:

- Welcome
- Where We've Been and Where We're Headed – study process timeline and anticipated design-build schedule
- Study Area overview
- Evaluation and Scoring Matrix – summarized the assessment and scoring for all the Build Alternatives considered and the No Build Alternative
- West Alternative – graphic depiction of the improvements proposed south of the river along with the pros, cons, and estimate construction cost of the alternative
- Central Alternative – graphic depiction of the improvements proposed south of the river along with the pros, cons, and estimate construction cost of the alternative
- Adjacent Alternative – graphic depiction of the improvements proposed south of the river along with the pros, cons, and estimate construction cost of the alternative
- North Segment Details (2 boards) - depiction of the airport access improvements proposed

- River and South Segments – depiction of the environmental features located within the Alternatives Corridor and footprint of the Central/Preferred Alternative
- Your Role in the Section 106 and Section 4(f) Processes – encouraging the public to be involved in both processes by sharing comments on possible impacts to these resources and proposed mitigation
- Design-Build Project Delivery – summary of the project delivery method
- Draft Project Goals and Procurement Schedule – more detail on the design-build process
- We Want to Hear From You – directions on how to submit comments

Handout:

- Summarized the purpose of the proposed project and the needs to be satisfied
- What is the Section 106 process and what properties within the study area are eligible for listing in the National Register of Historic Places (NRHP)
 - ✓ Adverse effect of the proposed project on NRHP-eligible properties – Broadway/Buck O'Neil Bridge and the Harlem Road Overpass; no adverse effect on the remaining NRHP-listed or NRHP-eligible properties within the study area
 - ✓ Mitigation provided through a Programmatic Agreement
- What is the Section 4(f) process and what properties within the study area may be provided protection under Section 4(f)
 - ✓ Three methods FHWA can use to approve the “use” of a Section 4(f) property
 - ✓ Nationwide Programmatic Section 4(f) Evaluation for Projects that Necessitate the Use of Historic Bridges for the Broadway/Buck O'Neil Bridge and Harlem Road Overpass
 - ✓ Recommended *de minimis* Section 4(f) findings for three historic properties and West Terrace/Ermine Case Jr. Parks
 - ✓ No use would occur of the remaining Section 4(f) properties
- Encouraged the public to provide input into both processes



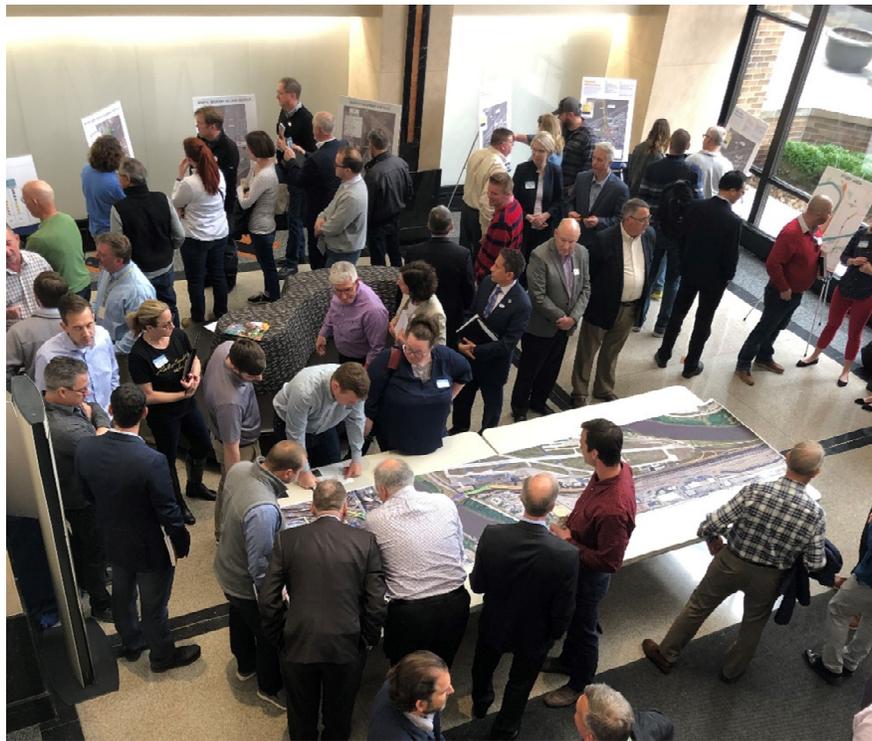
US-169/Buck O'Neil Bridge Public Hearing – Room Overview



Roll plot display showing Central (Preferred) Alternative



Gerri Doyle (MoDOT) discussing project impacts



Attendees in the display area

Summary of Public Comments Received

The public was encouraged to submit written comments during the public hearing using comment cards. Information was also provided to obtain online access to a survey platform to submit comments during the remaining comment period from March 10 through March 25, 2020. A total of 48 comments were received - 10 written comments on comment cards during the public hearing and 38 submitted via the online survey platform. No comments were received from agencies, public groups/organizations, or Tribal Nations. The public comments received were categorized by general topic - safety, access, traffic, design, enhancements, and relocation). The actual comments are provided in FONSI Appendix D.

Public Comment Categories (see Appendix D for actual comments)

Comment Category and Description	Comment Letter or Number*
Safety – shoulders and bicycle/pedestrian accommodations	A, B, D, F, 1, 7, 12, 15, 21, 28
Access – northland, downtown, airport, direct connect ramps to I-35, West Bottoms and River Market	C, H, J, 11, 14, 20, 22, 24, 25, 30, 36,
Traffic – eliminate traffic signals, locally/regionally destined traffic, encourage work from home	C, D, E, G, 11, 12, 22, 23, 26, 33, 36
Design – intersections, geometry, railroad, on-street parking and additional public open space, alternative preferences [6-Central, 4-West, 1-Adjacent, 2-No Build, 1-Other]	A, C, D, E, 2, 3, 12, 15, 16, 17, 18, 19, 23, 25, 26, 27, 28, 29, 30, 31, 32, 35, 36, 37, 38
Enhancements – gateway/front door to downtown, landmark river crossing/bridge type, commemorate Buck O'Neil, public spaces, visual changes in landscape with removal of bridge and buildings	D, E, G, I, 4, 5, 6, 7, 38
Relocation – business displacements, loss business compensation, property acquisition process/ eminent domain	J, 6, 13, 34

*Lettered comments – comment cards received at public hearing
Numbered comments – received via online survey portal

All comments submitted have been reviewed by MoDOT and will be given consideration during the Design-Build process.



Welcome

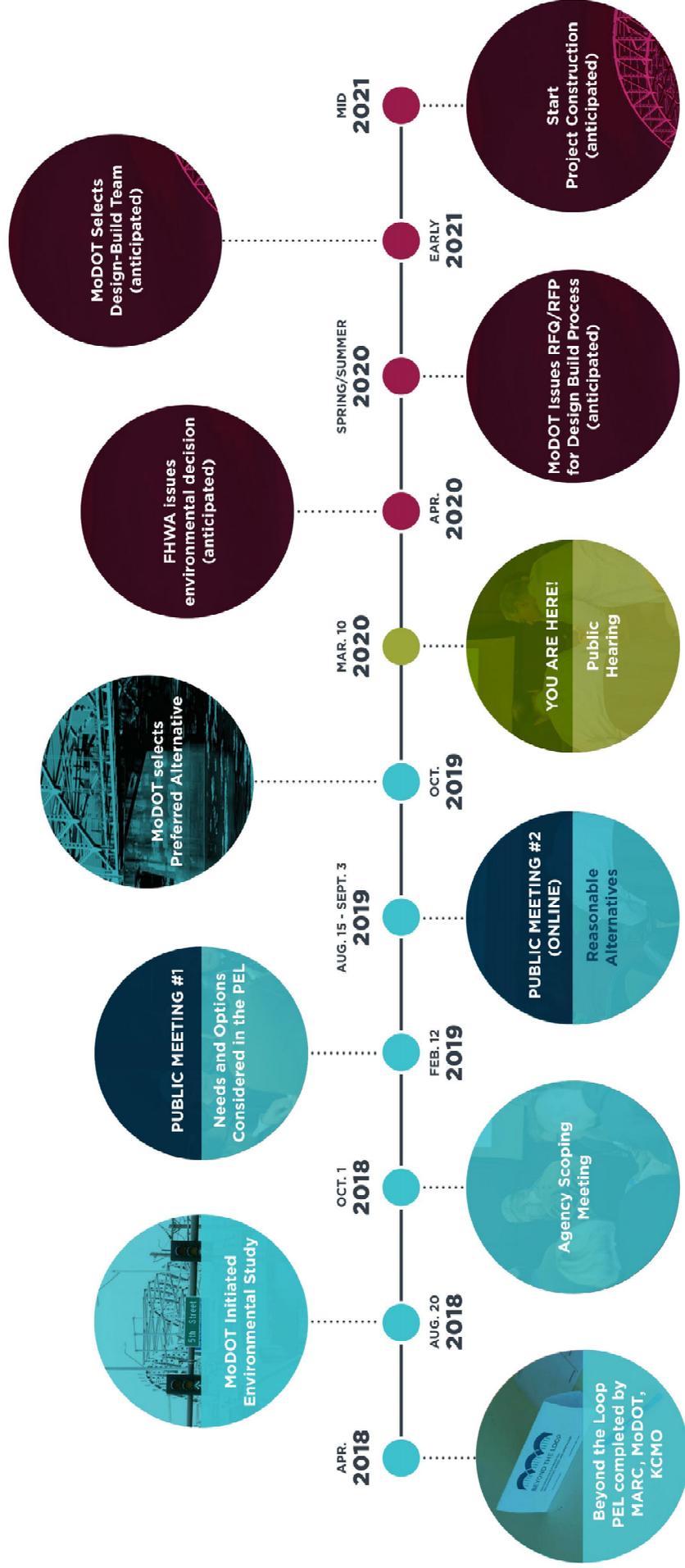
BUCK O'NEIL BRIDGE PROJECT PUBLIC HEARING

Today we are focusing on the US 169/Buck O'Neil Bridge Crossing of the Missouri River Environmental Assessment.

The study identifies the Buck O'Neil Bridge preferred alternative and the associated environmental effects of the bridge project.

You will be able to review the Preferred Alternative and have the opportunity to provide feedback through comment forms. The Study Team will also be available to answer any questions you may have.

Where We've Been And Where We're Headed



STUDY AREA



US 169 / BUCK O'NEIL BRIDGE

STUDY AREA



Evaluation and Scoring Matrix

The Evaluation and Scoring Matrix for All Build Alternatives summarizes the assessment and scoring for these alternatives in comparison to the No-Build Alternative.

PERFORMANCE AREAS	NO BUILD	WEST ALTERNATIVE	CENTRAL ALTERNATIVE	ADJACENT ALTERNATIVE OPTION #1	ADJACENT ALTERNATIVE OPTION #2	ADJACENT ALTERNATIVE OPTION #3
	SCORE	SCORE	SCORE	SCORE	SCORE	SCORE
INFRASTRUCTURE	●	●	●	●	●	●
MOBILITY	●	●	●	●	●	●
ACCESSIBILITY	●	●	●	●	●	●
SAFETY	●	●	●	●	●	●
ENVIRONMENT	●	●	●	●	●	●
CONSTRUCTABILITY	●	●	●	●	●	●
COST	●	●	●	●	●	●
PUBLIC INPUT	●	●	●	●	●	●
ALTERNATIVE CARRIED FORWARD AS REASONABLE?	YES	YES	YES	NO	NO	YES

SCORES:

- LOW
- MEDIUM
- HIGH

West Alternative

New river crossing with bridge on west alignment, ramps to 5th/6th Street, direct connect to I-35

PROS:

- New river bridge
- Accommodates bikes/peds
- Improves downtown and airport access
- Direct connect to I-35
- Minimizes new ROW needed
- Minimizes construction closure duration for US-169 and Broadway

CONS:

- Removes existing Buck O'Neil Bridge
- Temporary closures along I-70 required during construction

ESTIMATED CONSTRUCTION COST
\$230-\$250 MILLION



Central Alternative

New river crossing with bridge on center alignment, ramps to Broadway Boulevard, direct connect to I-35

PROS:

- New river bridge
- Accommodates bikes/peds
- Improves downtown and airport access
- Direct connect to I-35
- Partially improves community connectivity

CONS:

- Removes existing Buck O'Neil Bridge
- Additional ROW needed
- Temporary closures along US-169 and Broadway Boulevard required

ESTIMATED CONSTRUCTION COST
\$210-\$230 MILLION



Adjacent Alternative

New river crossing with bridge on adjacent alignment, ramps to Broadway Boulevard, direct connect to I-35

PROS:

- New river bridge
- Accommodates bikes/peds
- Improves downtown and airport access
- Direct connect to I-35
- Partially improves community connectivity
- Minimizes amount of new ROW needed

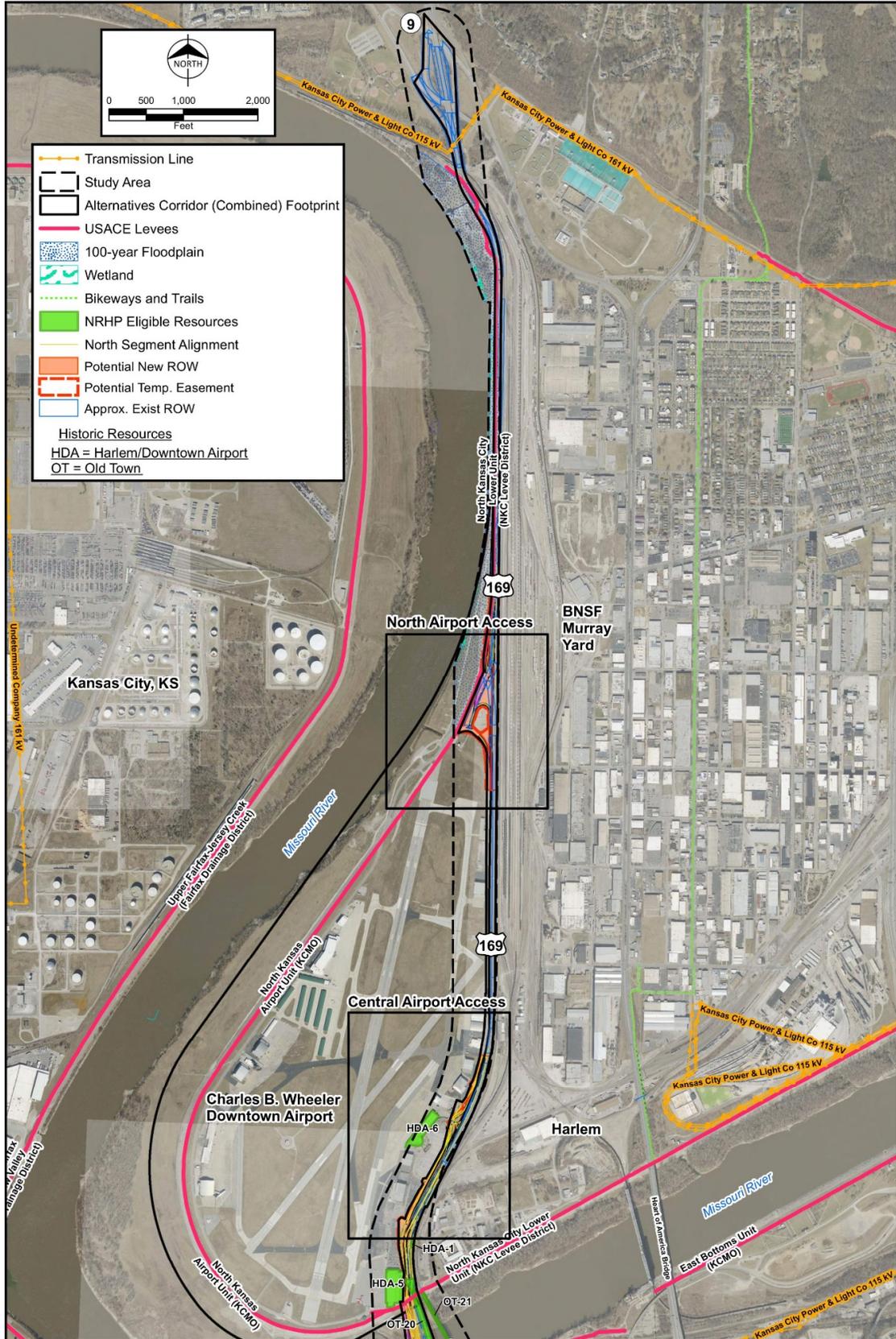
CONS:

- Removes existing Buck O'Neil Bridge
- Additional ROW needed
- Temporary closures along US-169 and Broadway Boulevard required

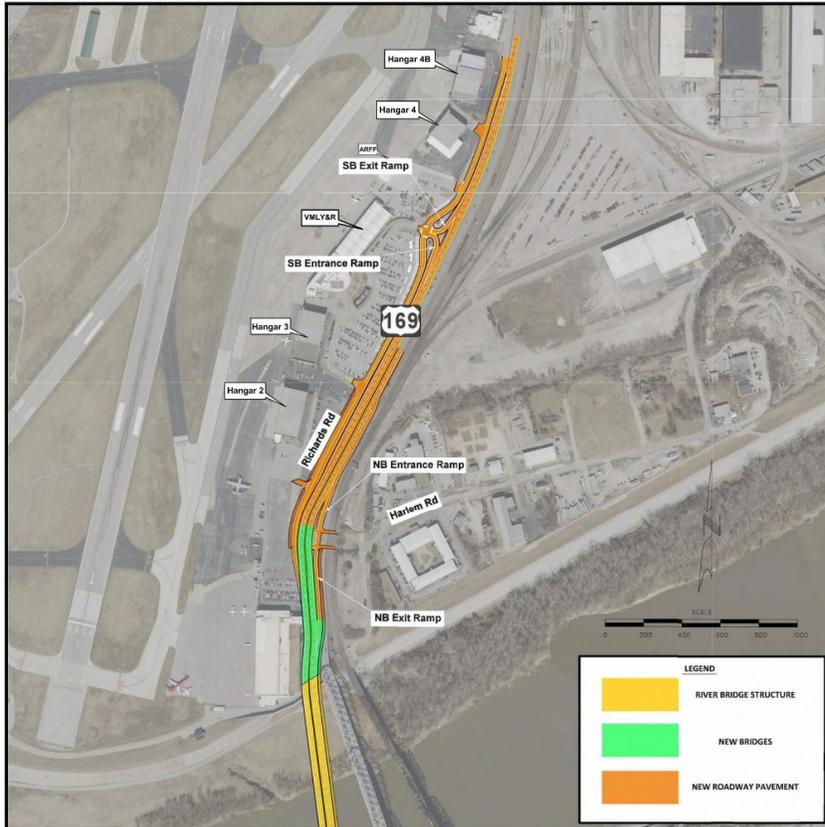
ESTIMATED CONSTRUCTION COST
\$210-\$230 MILLION



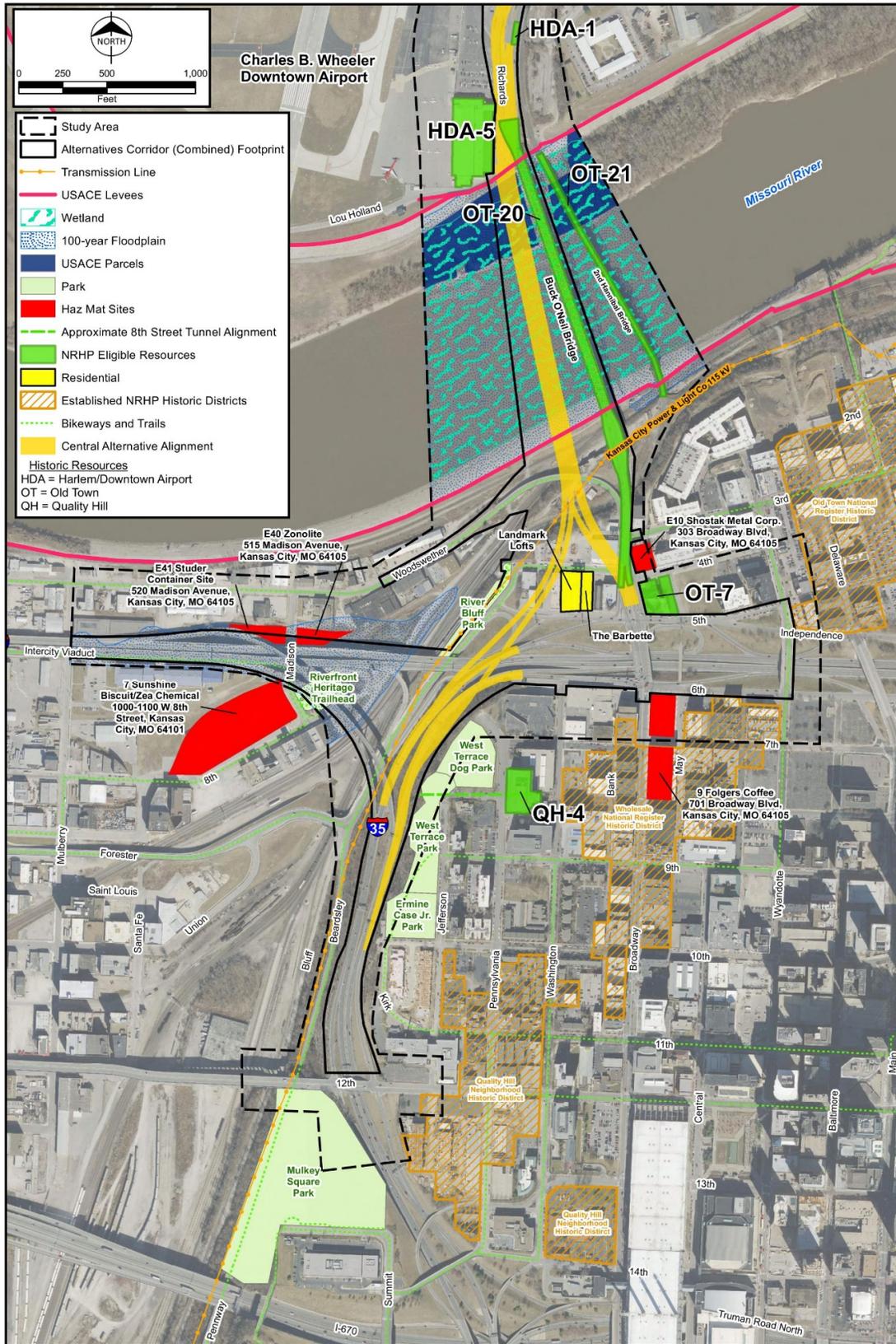
PREFERRED ALTERNATIVE/CENTRAL ALTERNATIVE NORTH SEGMENT DETAILS



PREFERRED ALTERNATIVE/CENTRAL ALTERNATIVE NORTH SEGMENT ACCESS DETAILS



PREFERRED ALTERNATIVE/CENTRAL ALTERNATIVE RIVER AND SOUTH SEGMENT DETAILS



YOUR ROLE IN SECTION 106 AND SECTION 4(f) PROCESSES

The public is encouraged to be involved in both the Section 106 Process and the Section 4(f) Process by asking questions and expressing concerns about historic properties and public parks and recreation areas. You can also help the study team identify actions that may be taken to mitigate or offset unavoidable impacts to these resources as described in the EA.

Section 106 - MoDOT and FHWA have engaged a number of local, state, and regional entities interested in historic preservation as well as federally-recognized Native American Tribes in the Section 106 Process. The groups, referred to as Consulting Parties, have assisted MoDOT in evaluating the alternatives studied and in providing input into the development of the Programmatic Agreement that includes measures to minimize harm to the historic resources identified. A Programmatic Agreement is being used because of MoDOT's intent to use the Design-Build process to construct the project.

Section 4(f) - FHWA will continue coordination with KCMO, KCMO Aviation Department, Kansas City Parks and Recreation Department, and the FAA to obtain concurrence on the de minimis determination and to identify, if applicable, measures to address potential indirect effects to these properties during construction. Approval of the de minimis finding by the Kansas City Parks and Recreation Department cannot occur until after the public has had an opportunity to provide input on the finding.

DESIGN-BUILD PROJECT DELIVERY

THIS PROJECT WILL BE CONSTRUCTED USING THE DESIGN-BUILD DELIVERY METHOD:

- **Competitive process**
- **Project proposals will be created by two to five teams**
- **Allows for flexibility in design and encourages construction innovation**
- **Final project configuration may differ from conceptual configuration shown today**
- **Environmental document may be reevaluated and updated with approval of FHWA**

DRAFT PROJECT GOALS

1. Construct an innovative, low-maintenance Missouri River Bridge that will provide a century of service within the program budget.
2. Provide a safe, connective and accessible transportation facility that improves regional and local system performance.
3. Manage the impact to the traveling public during construction.
4. Complete the project by December 1, 2024, utilizing a diverse workforce.

DRAFT PROCUREMENT SCHEDULE

- | | |
|--------------------------|-------------------------------|
| ▪ Advertise to Industry: | April 28 th , 2020 |
| ▪ RFQ/Industry Meeting: | May 29 th , 2020 |
| ▪ Shortlist: | Early July |
| ▪ RFP: | Late July/Early August |
| ▪ Award: | February 2021 |

US 169 – BUCK O’NEIL BRIDGE



Please submit comments
by **March 25, 2020**
to be a part of the
official project
record.

We want to know your thoughts
on the future of the Buck O'Neil
Bridge and the the chosen
Preferred Alternative.

We want to hear from you!



Scan Me To
Take The Survey!

The Missouri Department of Transportation and the City of Kansas City, Missouri thank you for participating in the public hearing.

For more information about the study please visit us at:
www.modot.org/buck-oneil-bridge-project

Keep up-to-date on this project and more by following us at:



@MoDOT_KC
@KCMO



MoDOT.KansasCity
KCMOgov



Welcome

BUCK O'NEIL BRIDGE PROJECT PUBLIC HEARING

Today we are focusing on the US 169/Buck O'Neil Bridge Crossing of the Missouri River Environmental Assessment. The study identifies the Buck O'Neil Bridge preferred alternative and the associated environmental effects of the bridge project.

You will be able to review the Preferred Alternative and have the opportunity to provide feedback through comment forms. The Study Team will also be available to answer any questions you may have.

The purpose of the project is to facilitate the safe movement of people and goods along US-169 while improving mobility, connectivity, and accessibility across the Missouri River by

- Maintaining infrastructure
- Maintaining reliable regional transportation linkages that service local and regional traffic and minimize local traffic conflicts
- Improving the operational and safety performance of the crossing for all transportation modes

Learn More about Federal Section 106

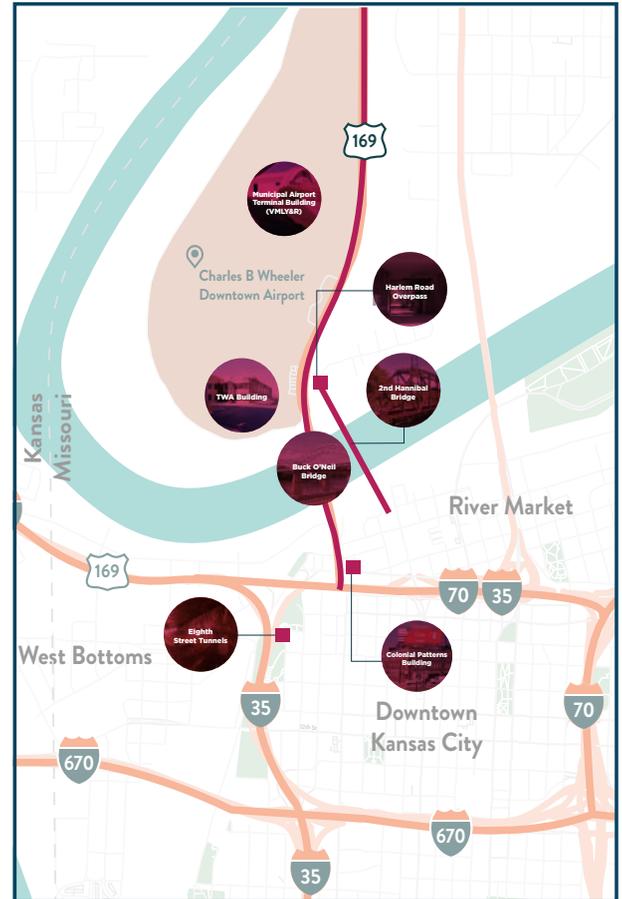
WHAT IS THE SECTION 106 PROCESS?

One of the key environmental factors that must be considered in an environmental study is historic properties. Historic properties are buildings, structures, objects, sites, or districts with historical or archaeological significance and qualify for inclusion on the National Register of Historic Places (NRHP). This includes a wide range of resources, from buildings to bridges, tunnels, parks, trains, rock carvings, battlefields, and cultural landscapes.

The study team used a systematic process to identify historic resources, evaluate potential effects to them, and determine what actions will be taken to avoid or mitigate those effects. For historic properties, this is commonly referred to as the Section 106 Process, named after the portion of the National Historic Preservation Act that requires agencies to take into account the effects of their actions on historic properties.

The following properties within the study area are eligible for listing in the NRHP (shown at right):

- **Broadway/Buck O'Neil Bridge** (OT-21)
- **Harlem Road Overpass** (HDA-1)
- **Second Hannibal Bridge** (OT-21)
- **Transcontinental & Western Airlines Building** (Signature Flight Support) (HDA-5)
- **Municipal Airport Terminal Building** (VMLY&R) (HDA-6)
- **Colonial Patterns** (OT-7)
- **Eighth Street Tunnels** (QH-4)



● NATIONAL REGISTER OF HISTORIC PLACES (NRHP)
ELIGIBLE PROPERTIES IN THE STUDY AREA

This project anticipates adverse effects under Section 106 to the Broadway/Buck O'Neil Bridge and the Harlem Road Overpass because they will be removed by the project. The project will result in no adverse effect to the remaining resources listed on the National Register or determined eligible for the National Register identified during the project survey. The unavoidable effects to these NRHP-eligible resources will be mitigated through implementation of a Programmatic Agreement (PA). A copy of the Draft PA is included in the EA.



Broadway/Buck O'Neil Bridge (OT-21)



Harlem Road Overpass (HDA-1)

Learn More about Federal Section 4(f)

WHAT IS THE SECTION 4(f) PROCESS?

Section 4(f) of the Department of Transportation Act stipulates that the FHWA and the other DOT agencies cannot approve the use of land from:

- **Publicly owned parks or recreational areas**
- **Wildlife and waterfowl refuges**
- **Public and private historical sites**

Unless the following conditions apply:

There is no feasible and prudent avoidance alternative to the use of that land; and the action includes all possible planning to minimize harm to the property resulting from such use;

OR

The Administration determines that the use of the property will have a de minimis impact.

When FHWA determines that a project as proposed may use Section 4(f) property, there are three methods available for FHWA to approve the use:

- **De Minimis Impact Determination** - after taking into account any measures to minimize harm (such as avoidance, minimization, mitigation or enhancement), the project would result in either no adverse effects or no historic properties affected, or determination that the project would not adversely affect the activities, features, or attributes qualifying the park, recreation area, or refuge for protection under Section 4(f).
- **Applying a Programmatic Section 4(f) Evaluation** - developed by the FHWA based on experience with many projects that have a common fact pattern from a Section 4(f) perspective. Through applying a specific set of criteria, based upon common experience that includes project type, degree of use and impact, the evaluation of avoidance alternatives is standardized and simplified.
- **Preparing an Individual Section 4(f) Evaluation** - prepared when the project results in the use of Section 4(f) that exceed de minimis impacts and when a Programmatic 4(f) cannot be applied to the situation.

SOURCE: FHWA Section 4(f) Policy Paper, July 20, 2012 Section 4(f) of the Department of Transportation Act

Historic Resources - The NRHP-eligible properties described on the board to the left are also provided protection under Section 4(f).

- Removal or “use” of the Broadway/Buck O’Neil Bridge and the Harlem Road Overpass are addressed under FHWA’s Nationwide Programmatic Section 4(f) Evaluation for Projects that Necessitate the Use of Historic Bridges.
- The Second Hannibal Bridge and the Colonial Patterns Building will not be affected by the project resulting in no use under Section 4(f). Therefore, no further evaluation under Section 4(f) is required.
- FHWA is recommending a de minimis determination under Section 4(f) for three properties - the T&WA Building, the Municipal Airport Terminal, and the Eight Street Tunnels. Right-of-way will be acquired from the properties these resources occupy by the resources resulting in a “use” under Section 4(f). The resources will not be directly affected by the project - meaning the activities, features, and attributes that make these resources eligible for protection under Section 4(f) will not be affected. FHWA is requesting concurrence on this de minimis determination from KCMO, the KCMO Aviation Department (owner of the airport), and the FAA who will need to release land from the airport for use in constructing the proposed improvements to US-169 and the airport accesses. SHPO was informed of FHWA’s intent to make a de minimis impact finding based upon their concurrence in the Section 106 determination.



Municipal Airport Terminal Building



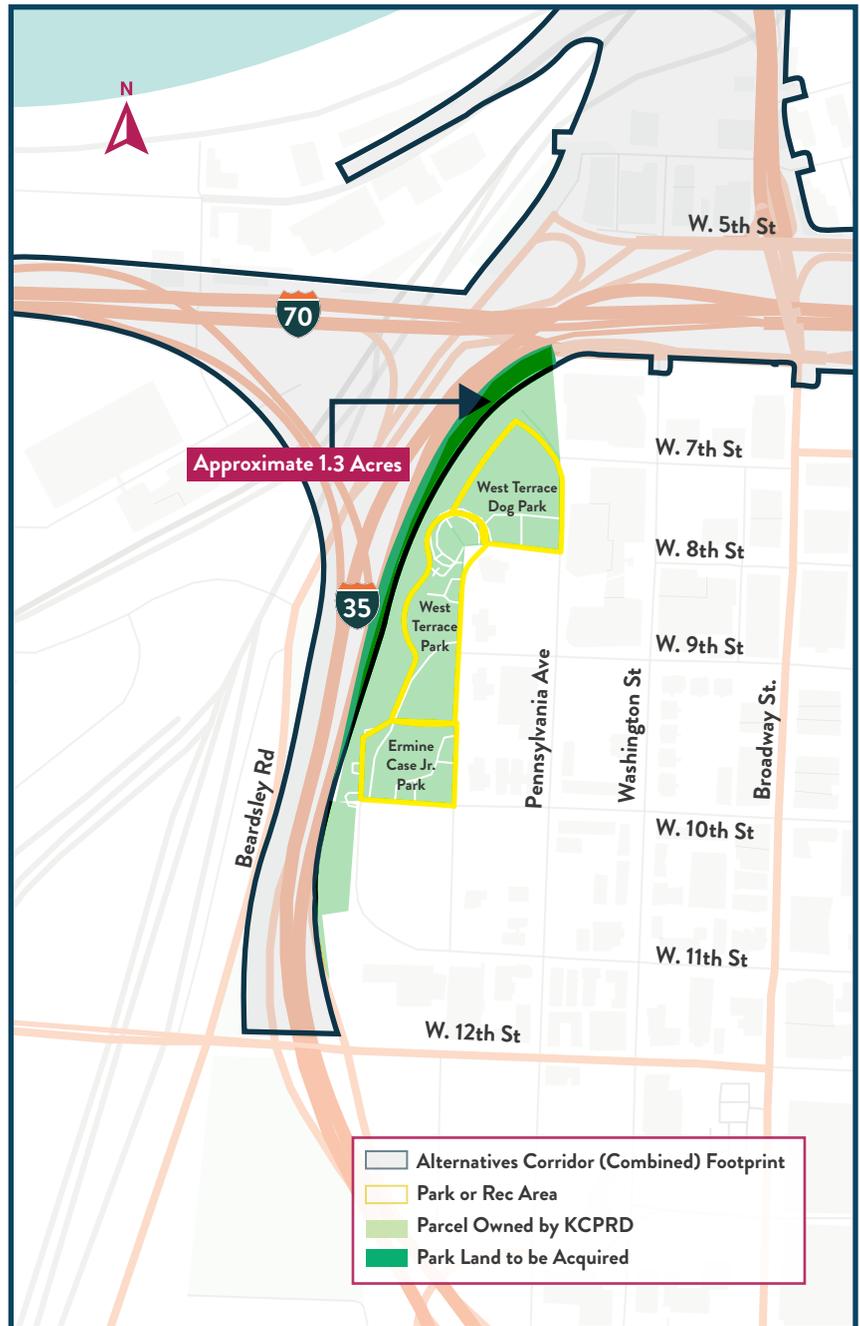
T&WA Building

Learn More about Federal Section 4(f)

Parks - West Terrace Park and Ermine Case Jr. Park are provided protection under Section 4(f). The proposed project will need additional right-of-way along I-35 to construct the direct connect ramps to I-35 resulting in a “use” under Section 4(f). The right-of-way would be acquired along the base of the bluff below the two parks. The project would not affect the recreational areas on the bluff and would not affect the activities, features, and attributes that make these resources eligible for protection under Section 4(f). FHWA is requesting concurrence on this de minimis determination for these park properties from the Kansas City Parks and Recreation Department. Approval of the de minimis finding by the Kansas City Parks and Recreation Department cannot occur until after the public has had an opportunity to provide input on the finding.



Corp of Discovery Monument, West Terrace Park



The public is encouraged to be involved in both the Section 106 Process and the Section 4(f) Process by asking questions and expressing concerns about historic properties and public parks and recreation areas. You can also help the study team identify actions that may be taken to mitigate or offset unavoidable impacts to these resources as described in the EA.

Buck O'Neil Bridge Environmental Assessment Study

March 10, 2020



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Buck O'Neil Bridge Environmental Assessment Study

March 10, 2020



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Buck O'Neil Bridge Environmental Assessment Study

March 10, 2020



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Buck O'Neil Bridge Environmental Assessment Study

March 10, 2020



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Buck O'Neil Bridge Environmental Assessment Study

March 10, 2020



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Buck O'Neil Bridge Environmental Assessment Study

March 10, 2020



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Buck O'Neil Bridge Environmental Assessment Study

March 10, 2020



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Buck O'Neil Bridge Environmental Assessment Study

March 10, 2020



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Troy Shaw	701 N. 7th St. KCK 66601	tshaw@wyckkck.org
Adam Timmerman	KC Chamber	atimmerman@kckchamber.com
Kevin Collison	City Scene Kc	KevinCollison@Egmail.com
STEPHEN MOORE	5003 NW Mission Ct Riverside, Mo	Stephen.moore@arc.com.com
Randy	8808 W. 124th St OPKS 66213	Kansas9889@gmail.com
Cherise Miller	1010 Walnut, Ste 500, K.C., Mo	cmiller@lewisricekc.com

APPENDIX D – PUBLIC COMMENTS RECEIVED

Comment Cards Submitted at the Public Hearing (A through J)

Comments Received through Online Survey Portal (1 through 38)

We want to know.

Buck O'Neil Bridge Environmental Assessment Study

A

Please drop this card in the comment box

What comments do you have about the Buck O'Neil Bridge Environmental Assessment Study?

Patricia Miller

Name

6139 NW Wales

Street Address

KCMO 64151

City, State, ZIP

816 210 4077

Phone

Pm Heart6@yahoo

E-mail

I AM Glad the Plan changed to include I35 Now instead of some "Future Date"

I Like the Tight & Clean Look of West - Hopefully traffic to/from downtown can be easy with it. Keeps work Blvd Broadway & Rts clean to the River - But yes would require 2 turns - How safe crime wise would that connection



Missouri Department of Transportation
1-888-ASK-MODOT (265-6636)
Web site: www.modot.org/kc

See! vs the OPEN Direct to Bridge
Path of Central + ALT3

P.S. ~~I~~ I Also like the Preservation of the
Most Buildings with use

Not Having a southbound on Ramp Right @ the Bridge
would help - unless you had 3 south lanes across
the Bridge itself

We want to know.

Buck O'Neil Bridge Environmental Assessment Study

B

Please drop this card in the comment box

What comments do you have about the Buck O'Neil Bridge Environmental Assessment Study?

MICHAEL KELLEY

PLEASE ENSURE ~~THE~~ BIKE/PED ELEMENT IS
MAINTAINED ON EASTERN SIDE OF BRIDGE!
MULTIMODALITY IS VERY IMPORTANT!

Name

Street Address

City, State, ZIP

Phone

E-mail



Missouri Department of Transportation

1-888-ASK-MODOT (265-6636)

Web site: www.modot.org/kc

We want to know. Buck O'Neil Bridge Environmental Assessment Study C

Please drop this card in the comment box

Shawn Toliver

Name

112 W 9th St

Street Address

KC MO 64105

City, State, ZIP

Phone

E-mail



Missouri Department of Transportation

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Web site: www.modot.org/kc

What comments do you have about the Buck O'Neil Bridge Environmental Assessment Study?

The central option isolates landmark lots from rest of neighborhood, the Broadway ramps doesn't solve current traffic issues with 5th + Broadway intersection. Ramps from 35 at grade into north loop makes remaining north loop and redeveloping that land more difficult. West option is better option for long term and for money spent. Direct cars away from downtown. LETS FUTURE proof NOT build for today!

We want to know.

Buck O'Neil Bridge Environmental Assessment Study



Please drop this card in the comment box

Lauren Reiman

Name

1316 Main Street

Street Address

KCMO 64105

City, State, ZIP

Phone

E-mail



Missouri Department of Transportation

1-888-ASK-MODOT (265-6636)

Web site: www.modot.org/kc

What comments do you have about the Buck O'Neil Bridge Environmental Assessment Study?

- (A) I would like to see the space underneath the Broadway extension (yellow on the roll plot) programmed in some way. Preferably for public use and a community "asset" that is available for use but does not encourage a hang out area for those without a home.
- (B) I would also like to see intersections of 5th & Wyandotte and 5th & Independence improved as part of this project.
- (C) I like how 3rd St. is routed through and connects with Beardsley Rd.
- (D) The study should evaluate how this design impacts weekend traffic to the River Market.

We want to know. Buck O'Neil Bridge Environmental Assessment Study **E**

Please drop this card in the comment box

Jacob Lowe

Name

5522 Troost Ave #218

Street Address

Kansas City, MO 64110

City, State, ZIP

816-604-0450

Phone

realjacoblowe@gmail.com

E-mail

What comments do you have about the Buck O'Neil Bridge Environmental Assessment Study?

If the reconstruction of 3rd/Beardsly is moved closer or under the flyovers, then you can ~~allocate~~ allocate additional park space to the riverfront trail overlook... maybe even adding enough room for on-street angled parking to further activate the park space!



Missouri Department of Transportation

1-888-ASK-MODOT (265-6636)

Web site: www.modot.org/kc



We want to know.

Buck O'Neil Bridge Environmental Assessment Study



Please drop this card in the comment box

Katelyn Click
Name
21 W 10th St 100
Street Address
KCMO 64105
City, State, ZIP
913-645-4882
Phone
Katelyn.click@gmail.com
E-mail

What comments do you have about the Buck O'Neil Bridge Environmental Assessment Study?

I thank you for incorporating
feedback around bike/ped access
and preserving what buildings you
can. As a resident and worker
downtown, this feels like a true
compromise I can live with.



Missouri Department of Transportation
1-888-ASK-MODOT (265-6636)
Web site: www.modot.org/kc

We want to know.

Buck O'Neil Bridge Environmental Assessment Study



Please drop this card in the comment box

KIRK GASTINGER

Name

4955 BELL

Street Address

KCMO 64112

City, State, ZIP

816 585 8916

Phone

KIRK.GASTINGER@

E-mail

EMAIL.COM

What comments do you have about the Buck O'Neil Bridge Environmental Assessment Study?

CONSIDER THE 'IMAGE' INTRODUCTION TO
DOWNTOWN WHEN ARRIVING (GOING AROUND?)
FROM THE NORTH,
WHO CAN SAY WHAT THE 'FRONT' DOOR'
INFLUENCE
SHOULD LOOK LIKE?
IF 50% OF COMMUTERS ARE GOING DOWNTOWN
AND 50% TO SOUTH KC, HOW IS THAT
ACCOMMODATED?



Missouri Department of Transportation
1-888-ASK-MODOT (265-6636)
Web site: www.modot.org/kc

We want to know. Buck O'Neil Bridge Environmental Assessment Study H

Please drop this card in the comment box

Christy Chester

Name

158 Pointe Dr.

Street Address

Gladstone

City, State, ZIP

MO 64116

Phone

816 223 7118

E-mail

christy310@gmail.com



Missouri Department of Transportation

1-888-ASK-MODOT (265-6636)

Web site: www.modot.org/kc

What comments do you have about the Buck O'Neil Bridge Environmental Assessment Study?

*What happen to a North extra
to west bottoms, We are
growing*

We want to know.

Buck O'Neil Bridge Environmental Assessment Study

Please drop this card in the comment box

What comments do you have about the Buck O'Neil Bridge Environmental Assessment Study?

Eire Craig

Name

1000 E 9th St

Street Address

KC MO 64106

City, State, ZIP

913-706-1469

Phone

environment@missouri.gov

E-mail

What outreach has been made to African American community to determine way to honor Buck O'Neil after the bridge comes down?



Missouri Department of Transportation

1-888-ASK-MODOT (265-6636)

Web site: www.modot.org/kc

We want to know.

Buck O'Neil Bridge Environmental Assessment Study

J

Please drop this card in the comment box

What comments do you have about the Buck O'Neil Bridge Environmental Assessment Study?

Name

Lestley Kralcy

Street Address

426 W 5th St
Kc Mo 64105

City, State, ZIP

231-557-9907

Phone

lestleykralcy@

E-mail

gmail.com giving/keeping an exit there for us.
We would love to talk if needed.
call or email me.



Missouri Department of Transportation
1-888-ASK-MODOT (265-6636)
Web site: www.modot.org/kc

- 1** keep traffic moving across while also building a better safer way across the river.
 3/18/2020 10:40 AM [View respondent's answers](#) [Add tags](#) ▼
- 2** No tight turns on any of the roads
 3/18/2020 10:10 AM [View respondent's answers](#) [Add tags](#) ▼
- 3** It needs more lanes and the intersection when it turns into Broadway needs to be thought out more
 3/18/2020 9:58 AM [View respondent's answers](#) [Add tags](#) ▼
- 4** Find a way to incorporate visual interest into the design or supplement of art, etc. This will be the gateway from new airport to downtown, it should make KC proud.
- 5** There should be some commitment to provide an aesthetically attractive bridge within the limits of the project budget to honor Buck O'Neil's legacy and the role the bridge will play as a gateway between downtown and the northland.
 3/10/2020 4:16 PM [View respondent's answers](#) [Add tags](#) ▼
- 6** You will be destroying a beautiful, historic bridge that is part of Kansas City History. Do you think this is justified? You will be dramatically transforming the landscape of one of the most historic areas of K.C. Do you feel this is justified? How are you going to handle the nearby business that will be severely disrupted during this process? You will have to build over private property - do you plan to forcibly take this property from local owners to complete the project? If not, how much cost will that add to the project (for Central or West Alternatives)? During the 4 years of construction, a large section of the River Market area will resemble a massive construction site. How will you compensate the local business owners, whose business will be severely impaired (destroyed?) during this massive construction project? How much will this add to the total cost? Is all of this really worth it simply to improve the connection to I-35? The other benefits seem marginal at best.
 3/10/2020 1:10 PM [View respondent's answers](#) [Add tags](#) ▼
- 7** Equitable and Safe for all users in all modes of transportation. The aesthetics with limitation of flight path will be difficult but the bridge should be appropriate and representative of its place.
- 8** Hire someone to create a real survey or stop this monkey business!
 3/18/2020 7:23 PM [View respondent's answers](#) [Add tags](#) ▼
- 9** I think we should push more businesses to allow work from home. Thereby lessening the traffic headaches.
 3/18/2020 12:50 PM [View respondent's answers](#) [Add tags](#) ▼
- 10** See additional thoughts on previous answer
 3/18/2020 12:07 PM [View respondent's answers](#) [Add tags](#) ▼
- 11** Currently driving into and out of the northland is difficult enough we need to keep an eye on existing projects and ensure that we don't shut down another way to get across the River. Moving traffic to 29/35 north is not viable in addition to once the 70 east goes down for repair that traffic will have to reroute to another way to get into the city. It seems that when these projects are started there is not a good eye kept on where or what other traffic impacting builds are going on elsewhere. PLEASE find a say to keep traffic moving across while also building a better safer way across the river.

12	It should be designed with 6-8 ft shoulders to allow problematic vehicles enough shoulder room to not bring traffic to a standstill like the current situation.	3/20/2020 12:53 PM	View respondent's answers	Add tags ▼
13	Are you proposing to do eminent domain on the businesses and apartment buildings? Are you going to assist the movement of businesses? Will you provide new buildings in place of what you are going to destroy? You will receive some really heavy fighting about this, so you better come up with a plan to move these people or else this proposed plan is going to fail really fast.	3/18/2020 10:22 PM	View respondent's answers	Add tags ▼
14	Access from the bridge to broadway blwd	3/18/2020 8:49 PM	View respondent's answers	Add tags ▼
15	I support the choice of the Central alignment and appreciate that all of the alternatives will accommodate people walking or riding bicycles.	3/10/2020 4:16 PM	View respondent's answers	Add tags ▼
16	I prefer the No Build Alternative	3/10/2020 1:10 PM	View respondent's answers	Add tags ▼
17	Option 3 should be considered. Even though at \$50 million more cost. This cost is substantial but through the lifetime of the bridge it will allow for economic activity to take place in the area that option 2 is displacing.	3/6/2020 10:55 PM	View respondent's answers	Add tags ▼
18	The West option is the best.	3/18/2020 10:10 AM	View respondent's answers	Add tags ▼
19	It needs to be rebuilt	3/18/2020 9:58 AM	View respondent's answers	Add tags ▼
20	Looks good. Direct connection to I-35!	3/18/2020 9:46 AM	View respondent's answers	Add tags ▼

-
- 21** It would be nice to have a protected bike lane
3/18/2020 12:50 PM [View respondent's answers](#) [Add tags](#) ▼
-
- 22** Excellent choice. Just keep the old bridge open during construction of the new span for as long as possible. Hopefully there will be an exit ramp to get back to Broadway in an efficient manner.
3/18/2020 12:07 PM [View respondent's answers](#) [Add tags](#) ▼
-
- 23** I support the preferred alternative. The Buck O'Neil bridge is aging and driving it every evening is a trial. Between those trying to merge onto the bridge by cutting traffic in the mornings via the downtown airport go around to the group getting on 35 west it is time for some improvements that will abate the insanity.
3/18/2020 10:40 AM [View respondent's answers](#) [Add tags](#) ▼
-
- 24** Direct connect would be my opinion
3/20/2020 12:53 PM [View respondent's answers](#) [Add tags](#) ▼
-
- 25** Central Option seems to be optimal for traffic and pedestrian with the inclusion of adding a direct path from I-35 to 169.
3/18/2020 10:22 PM [View respondent's answers](#) [Add tags](#) ▼
-
- 26** Definitely a direct connection with I-35 will help with congestion and ease of traffic
3/18/2020 8:49 PM [View respondent's answers](#) [Add tags](#) ▼
-
- 27** I prefer a ferry system not a bridge.
3/18/2020 7:23 PM [View respondent's answers](#) [Add tags](#) ▼
-
- 28** I support the choice of the Central alignment and appreciate that all of the alternatives will accommodate people walking or riding bicycles.
3/10/2020 4:16 PM [View respondent's answers](#) [Add tags](#) ▼
-
- 29** I prefer the No Build Alternative
3/10/2020 1:10 PM [View respondent's answers](#) [Add tags](#) ▼
-
- 30** My wife and I represent those that match the most common use of 169 to I-35 traffic. We want that build that Fully Meets the Stated Need, either the West or Central Alternative.
3/5/2020 4:14 PM [View respondent's answers](#) [Add tags](#) ▼
-

- 31** Love this idea.
3/4/2020 7:46 PM [View respondent's answers](#) [Add tags](#) ▼
-
- 32** If the bridge can't be economically repaired, it should be replaced.
3/4/2020 4:02 PM [View respondent's answers](#) [Add tags](#) ▼
-
- 33** If we can avoid the light at the end of the bridge that would make the traffic flow smoothly
3/4/2020 8:29 AM [View respondent's answers](#) [Add tags](#) ▼
-
- 34** I represent the ownership for 425 Washington Street (Landmark Lofts) and 510 E 5th Street (office building). Can someone please reach out to me to discuss how this is going to affect our properties, tenants and business and give more details on the proposed construction? Thank you, Mike@tiehenrealty.com
3/3/2020 4:38 PM [View respondent's answers](#) [Add tags](#) ▼
-
- 35** I prefer the preferred alternative. It has the most logical layout.
3/3/2020 8:10 AM [View respondent's answers](#) [Add tags](#) ▼
-
- 36** Please make 169 and the bridge a proper highway, no more stop lights. It's crazy that you have to exit I35 north bound and wait at to stop lights to get onto 169 north.
2/27/2020 11:21 PM [View respondent's answers](#) [Add tags](#) ▼
-
- 37** Share costs with BNSF Railway to eliminate the Hannibal Swing Span Bridge, East of the 169 Hwy Bridge. There would be no train delays due to boat traffic.
2/27/2020 3:19 PM [View respondent's answers](#) [Add tags](#) ▼
-
- 38** Good geometrics, would like to see what type of main span crossing over the river you all are considering. Would be ashamed to see it replaced with another Heart of America type bridge. Could become another landmark crossing for KC similar to the Bond bridge.
2/25/2020 9:40 AM [View respondent's answers](#) [Add tags](#) ▼
-

APPENDIX E – SECTION 4(f) CONCURRENCE

Kansas City Parks and Recreation Department Section 4(f) De Minimis Concurrence Letter – March 12, 2020

CITY OF FOUNTAINS
HEART OF THE NATION



KANSAS CITY
MISSOURI

Board of Parks and Recreation Commissioners

March 12, 2020

Gerri Doyle
Missouri Department of Transportation
600 Northeast Colbern Road
Lee's Summit, MO 64064-8002



Quinton Lucas
Mayor

Jack Holland
President

Chris Goode
Commissioner

David Mecklenberg
Commissioner

Scott Wagner
Commissioner

Mary Lee Williams-Neal
Commissioner

Teresa "Terry" Rynard
Director

**RE: US-169/Buck O'Neil Bridge Crossing of the Missouri River, Jackson and Clay Counties, Missouri; MoDOT Job No. 4S3085
Potential Effects on West Terrace and Ermine Case Jr. Parks**

Dear Ms. Doyle,

The Parks and Recreation Department, on behalf of the Board of Parks and Recreation Commissioners, owns West Terrace Park which is one of the oldest parks in the Kansas City park system and the smaller Ermine Case Jr. Park which was donated to the City in 1944 by George B. Case.

West Terrace and Ermine Case Park combined are a total 32.2 acres. There are no defined boundaries between the two parks. This park property has been developed over time to include an off leash dog park, a baseball field, a small playground, and a monument to Lewis and Clark at the intersection of Jefferson Street and West 8th Street.

Although the effects to the property as assessed by MoDOT at this time would not adversely affect the activities, features, or attributes that qualify the parks for protection under Section 4(f), the use of the subject properties for transportation purposes would be considered a 'de minimis' effect under Section 4(f). As shown in the attached exhibit, the right-of-way to be acquired from the properties would occur adjacent to existing I-35 and near the base of the bluff that supports the parks and would result in vegetation clearing and excavation within a construction footprint to be defined by MoDOT. Said footprint would not extend vertically to the top of the bluff, preserving the existing forest cover along the bluff top which is an integral part of the character of both parks. We agree that construction activities causing increased levels of dust and noise would be temporary and result in short-term effects on localized air quality and the local soundscape.

We believe the project as shown in the attachment will be an enhancement to the Kansas City Metro Area and will not affect the current park programming or park facilities. We are requesting no staging of construction equipment or material be placed in the park area at top of bluff. We are requesting all new retaining walls to have a form liner with limestone pattern. We are requesting none of the existing



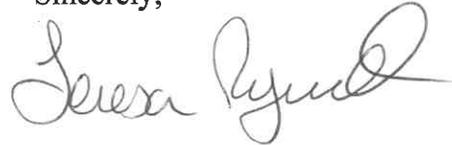
Nationally
Accredited Agency

Terry R. Dopson Parks and Recreation Administration Building
4600 East 63rd Street * Kansas City, Missouri 64130 * 816-513-7500 * keparks.org

stairs or limestone walls be modified or removed. We are requesting if any trees larger than 6" in diameter are removed and they will need to be replaced with three trees of a mixed variety from the City's street tree list at a ratio of three trees for every one tree removed. We find no objection to the proposed project. We hope this letter will assist in satisfying the requirements under section 4(f) as required.

If you have any questions regarding this letter, please feel free to contact Richard Allen who leads our Park Planning and Design Group at 816-513-7713.

Sincerely,

A handwritten signature in black ink, appearing to read "Teresa Rynard". The signature is fluid and cursive, with a large initial "T" and "R".

Teresa Rynard, Director
Kansas City, Missouri
Parks and Recreation Department

Cc: Wes Minder, City Manager's Office
James Wang, Chief Engineer Kansas City Parks