

Appendix F Public Involvement

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APPENDIX F-1
Newsletter #1 – October 2012

U.S. BRIDGES

Environmental Impact Statement

OVER THE MISSOURI RIVER

OCTOBER 2012

The Missouri Department of Transportation (MoDOT) in cooperation with the Kansas Department of Transportation (KDOT) and the Federal Highway Administration (FHWA) is conducting an environmental study for the US 69 Bridges over the Missouri River commonly known as the Fairfax Bridge and the Platte Purchase Bridge. These bridges provide a bi-state connection between the Fairfax Industrial District and downtown Kansas City on the Kansas side and Platte County and the city of Riverside on the Missouri side.

Why is MoDOT doing the study now?

Both the Fairfax Bridge, constructed in 1935, and the Platte Purchase Bridge, constructed in 1957, are nearing the end of their useful service lives. An environmental study is being conducted to determine the future improvements to address the deteriorating bridge conditions. The age and condition of both bridges creates an on-going need for costly and extensive maintenance.

What is the project timeline?

Developing transportation improvements involves four phases:

- planning
- environmental
- design
- construction

This project is currently in the environmental study phase which began in September 2012. The environmental study will last about 18 months, concluding in early 2014. Opportunities for public input into the environmental process will be conducted through fall 2013. In early 2014, the study will be finalized and submitted to the Federal Highway Administration (FHWA) for review. The environmental process will conclude with the issuance of a Record of Decision (ROD) by FHWA in spring of 2014. The ROD identifies the selected alternative, explaining the reason for the decision, and includes information on the best way to minimize impacts on the environment.

Design and construction of the project could begin 2015, depending on funding availability.

What is the study area?

The study area is approximately 4,000 feet long and begins near the interchange of US 69 and I-635 in Platte County, Missouri on the north and ends near the intersection of US 69/7th Street and Kindleberger Road in Wyandotte County, Kansas on the south.



What is the purpose of this study?

The study will determine the future improvements of the two existing bridges over the Missouri River and assess the environmental impacts and overall feasibility of replacement/rehabilitation of these two bridge structures.

This study will identify the transportation needs and define more specific potential improvements and their impacts on the environment. Input from the public, stakeholders, and various resource agencies will be considered throughout the study process. Examples of these improvements include the number of lanes to be provided on the bridge, the number and location of bicycle/pedestrian facilities on and connecting to the bridge, vertical clearance required to maintain river and rail traffic under the bridge, and local roadway intersection improvements north and south of the bridge, if needed.

Will the study lead to construction projects?

There is currently no funding identified for bridge construction.

What is an Environmental Impact Statement (EIS)?

The environmental study will result in completion of a document called an Environmental Impact Statement (EIS). The National Environmental Policy Act (NEPA) requires federal agencies to consider the effects of their actions on social, cultural, economic, and natural resources. The FHWA is responsible for ensuring that all highway improvement projects using federal funds comply with NEPA.

Developing the EIS is an objective process that helps determine what actions, if any, would best serve area transportation needs. This EIS will look at the effects associated with various alternatives such as constructing a replacement bridge, rehabilitating an existing bridge, or doing nothing. Stakeholders are encouraged to voice their opinions about the problems and solutions identified during the EIS process.

Why should I participate in the EIS process?

The Environmental Impact Statement (EIS) will propose improvements that will take into account the needs of neighboring communities, businesses, commuters, and residents. In addition, the EIS will consider the impacts the proposed improvements will have on the social, cultural, economic, and natural resources in the study area.

The project team recognizes the important role transportation has in this community. MoDOT and KDOT value the input the public provides on transportation improvements. Public involvement allows the agencies to gather real, valid input on transportation needs and to work with customers to refine solutions that meet those needs.

Who is responsible for this project?

Since the Federal Highway Administration (FHWA) is expected to provide funding for this project, FHWA serves as the lead federal agency. MoDOT, as the direct recipient of the federal funds, is the co-lead agency. Because the existing bridges extend across the Missouri River, connecting the states of Missouri and Kansas, the Kansas Department of Transportation (KDOT) will participate in the shared funding of any improvements and will serve as a co-lead agency in the environmental process.



How can I provide input?

A prelocation public meeting will be held on November 13, 2012 to describe the general nature of the proposed project to the public and to obtain comments concerning the project's purpose and need and the initial range of alternatives to be reviewed as the study moves forward. Primary information sought will concern community values, goals and objectives, and other areas of special interest of which the local citizens may be aware including history, access, natural resources, and public lands in the study area.

As the study progresses, opportunities to provide input will be made available through additional public meetings.

Input can also be provided to the project manager, Allan Zafft at 816-607-2258 or allan.zafft@modot.mo.gov.



APPENDIX F-2
Pre-Location Public Meeting – November 13, 2012

US 69 Bridges over the Missouri River EIS

Purpose & Need and Alternatives

Public Meeting #1

November 13, 2012

A total of thirty-nine (39) people attended the November 13, 2012 public meetings at which the project statement of Purpose and Need and a series of initial conceptual alternatives were presented. Two separate meetings were conducted to optimize opportunities for attendance by the general public and the employment base in the Fairfax Industrial District. The first meeting was held at Central Solutions, 401 Funston Road in the Fairfax Industrial District of Kansas City, Kansas. It was conducted from 11:00 a.m. to 1:00 p.m. and was attended by twenty-eight (28) people. The second meeting was conducted between 4:30 and 6:30 p.m. at the Riverside City Hall, 2950 NW Vivion Road, Riverside, Missouri, and was attended by eleven (11) people.

A postcard invitation was sent to 500 addresses of adjacent property owners and renters. An advertisement was placed in the *Platte County Landmark*, *Platte County Citizen*, *KC Star – Northland Edition*, *Wyandotte County Daily News*, and *Dos Mundos*. An email was sent to various state and federal agencies and the membership of the Fairfax Industrial Association. A MoDOT news release was distributed and was posted to the MoDOT website.

The meetings sign in sheets are attached as Exhibit A. All comment cards are attached as Exhibit B. The handout and displays are attached as Exhibit C. The notification tools are attached as Exhibit D.

Comment cards were distributed at the public meetings. The following is a summary of the nineteen (19) comment card responses.

Question 1: What are your thought and opinions regarding the Purpose and Need for the project?

- Most indicated the project is needed with comments such as “the bridges are old, too narrow and there is not adequate access from the North.” All respondents stated their opinions that an improved river crossing is needed at this location.
- Many said bike/pedestrian access is necessary. The bridges are too narrow and there is no safe lane or access for non-motorized traffic.
- One person said the timing of the project was poor because there is too much uncertainty.
- The Mayor of Riverside said she sees a need for the project and it should be able to accommodate transit in the future.

Question 2: What are your thoughts regarding the alternatives that have been presented? Do you prefer a particular alternative more than others, or do you disfavor any specific alternatives?

- There were two opposed to Alternative #1, unless Fairfax is for bike/pedestrian and two stated their opposition to the No-Build. They do hope that a wide, clean lane is added going to both directions. Another did not want 2- way traffic on Platte Purchase Bridge.
- One person stated they did not like the alternative where there is only one bridge in and out of Fairfax; they have employees and service techs that use both bridges at least 30 times a day.
- One person favored Alternative #1 and felt it was most-cost effective.
- Two people favored Alternative #2 with Option A best. They said the Fairfax Bridge might be able to be used as a walking, riding trail. They noted that a new bridge with safe access & bike lanes was the best option. They wanted to make sure engineering details were considered (drain locations, keeping trash off, and bridge connections) so that it appealed too many including cyclists.
- Four attendees commented that a complete replacement of four lanes with the addition of a bike & walking trail would be best.
- One person wanted to make sure that the impact of traffic during construction was considered. He favored the downstream replacement location, leaving both bridges usable during construction.
- One person believed there was no discussion of bike and walking areas and the alternatives didn't accommodate mass transit systems. One person wanted to see the bridges accommodate possibility of rail transit commute and wanted to conserve the cultural aspect of the bridges if possible.

Question #3: Do you have any other comments or information you would like to share with the Study Team?

- Serious consideration needs to be taken when it comes to the volume of traffic in Fairfax. One of attractions of being in Fairfax is the numerous ways of getting in and out and the accessibility they have to all the major highways. These bridges are an important access point between the states for economical redevelopment and rehabilitation of the Fairfax and Riverside area.
- Carefully coordinate construction to maintain 2 ways in and out of Fairfax at all times. It is necessary to have northbound lanes open during construction to get on Highway.
- Please make sure to get bike access returned to south bound Fairfax! Doesn't want to wait for months of planning and construction! Check drainage on bike lanes, make sure grates are in right direction. If possible, bike/pedestrian facilities should connect to: NW Tremont, Argosy Parkway, Platte River Levee Trail, and 7th Street North and South. Please consider separate north and south bike lanes.
- Replacement bridges should provide mono-rail, streetcar or light rail adaptability. Sand boils can be severe in high water.
- Build the most economical bridge with available funds.

Exhibit A – Sign-In Sheets

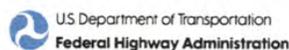
11:00 - 1:00

U.S. BRIDGES OVER THE MISSOURI RIVER

Environmental Impact Statement

11/13/2012

Name	Property Address	Email Address (to receive project updates)
TOM CATANEA	KANSAS HIGHWAY PATROL	TCATANEA@KHP.KS.GOV
REHMAN JOHNSON	PO Box 14442 PARKVILLE	
RON PUETT	4104 NW 69th PL KCMO	RON.PUETT@SWBEL.NET
Steve Dailey	1620 Fairfax Trfy; KCK	spdn14y@sbeglobal.net
Jim Woodson	9902 E 62 st	j.woodson@tupatdc3.com
Mandy Anderson		mandya@isualum.com
Caroline Helm Kamp	5804 Wyandotte KCMO	carolinejh@gmail.com
JOHN JURCYK	701 N 7TH KCK 66101	JJURCYK@WYCOKCK.ORG
Cris Siebenlist	2800 Linden Dr KCK 66106	Cpigsfly@mindspring.com
Thad Kosmicki	12411 Mastin Overland Park KS	Thad.Kosmicki@parsons.com
Chuck Schlitter	3250 Bruckerhoff Rd KCK	
Dale Crawford	512 H. Curtis Clarke KS	pragidant@karbikewalk.com
MARK RAINEY	8029 W 93rd O.P. KS	mrainey2@kc.kr.com
FRED BACKUS	701 N. 7th St.	fbackus@wycockk.org
BARRY LAKEY	400 FUNSTON	BARRY.LAKEY@KMD.NET
Rob Richards	UG	rrichardson@wycockk.org
MATT TRISTEL	LEES SUMMIT, MO 2704 NE INDEPENDENCE AVE	matthew.tristel@kiewit.com
JUDY LAENDER	555 Sunshina RD KCI 66115	



November 13, 2012

Exhibit B – Comment Cards

69 BRIDGES OVER THE MISSOURI RIVER WE WANT YOUR INPUT

1. What are your thoughts and opinions regarding the Purpose and Need for the project?

Exhibit

yes - alternative #1

2. What are your thoughts regarding the alternatives that have been presented? Do you prefer a particular alternative more than others, or do you disfavor any specific alternatives?

alt #1 - cost effective

3. Do you have any other comments or information you would like to share with the Study Team?

Do you have any comments or suggestions?

(816) 607-2258 | Allan.Zafft@modot.mo.gov | www.modot.mo.gov/kansascity
Drop this card in the comment box or mail by November 28, 2012 to Allan Zafft at MoDOT.



Name _____

Street Address _____ City, State, ZIP _____

Phone _____ E-mail jwoodson@rupatdc3.com

Please include your email so we can add you to our list for future communications regarding this project.

69 BRIDGES OVER THE MISSOURI RIVER WE WANT YOUR INPUT

1. What are your thoughts and opinions regarding the Purpose and Need for the project?

I AM PLEASED TO SEE THAT THE CURRENT OPTIONS ALLOW FOR BIKE/PEDESTRIAN TRAFFIC - SOMETHING NOT OFTEN ENOUGH CONSIDERED. HAVE BEEN UNABLE TO BIKE FROM FAIRFAX (KC, KS) TO PLATE COUNTY DUE TO CHANGES MADE WITH HORIZON PKWY.

2. What are your thoughts regarding the alternatives that have been presented? Do you prefer a particular alternative more than others, or do you disfavor any specific alternatives?

CONSIDERING THE IMPACT ON TRAFFIC - KEEPING 1 BRIDGE DURING CONSTRUCTION IS RESPONSIBLE - HOWEVER DURING TRANSITION BIKE/PEDESTRIAN TRAFFIC FURTHER RESTRICTED SO I FAVOR THE DOWNSTREAM CONSTRUCTION TO BEGIN WHILE LEAVING BOTH BRIDGES USABLE DURING CONSTRUCTION

3. Do you have any other comments or information you would like to share with the Study Team?

Do you have any comments or suggestions?

(816) 607-2258 | Allan.Zafft@modot.mo.gov | www.modot.mo.gov/kansascity
Drop this card in the comment box or mail by November 28, 2012 to Allan Zafft at MoDOT.



Name RICHARD JOHNSON

Street Address PO Box 14442 City, State, ZIP PARKVILLE MO 64152

Phone 816 741-8039 E-mail richj@northcs.com

Please include your email so we can add you to our list for future communications regarding this project.



BRIDGES OVER THE MISSOURI RIVER WE WANT YOUR INPUT

1. What are your thoughts and opinions regarding the Purpose and Need for the project?

Access crossing is necessary. Current bridges are narrow, lack bike/ped, and are out of date. I'm glad to see "non-motorist cal."

2. What are your thoughts regarding the alternatives that have been presented? Do you prefer a particular alternative more than others, or do you disfavor any specific alternatives?

It's heartening to see bike/pedestrian access, make sure to consider engineering details (drain locations, keeping trash off, bridge connections, etc) to make infrastructure appeal to as many as possible

3. Do you have any other comments or information you would like to share with the Study Team?

If possible, bike/ped facilities should connect to (1) NW Tremont (Kangas Pkwy 3), Platte river levee trail, and (4) 7th St, North/South. Consider separated North/South lanes and a widened facility.

Do you have any comments or suggestions?

(816) 607-2258 | Allan.Zafft@modot.mo.gov | www.modot.mo.gov/kansascity

Drop this card in the comment box or mail by November 28, 2012 to Allan Zafft at MoDOT.



Name *Ben Alexander*

Street Address *645 Splitlog* City, State, ZIP *Kansas City KS 66101*

Phone *913-205-3073* E-mail *Benjamin.e.Alexander@gmail.com*

Please include your email so we can add you to our list for future communications regarding this project.



BRIDGES OVER THE MISSOURI RIVER WE WANT YOUR INPUT

1. What are your thoughts and opinions regarding the Purpose and Need for the project?

A safe BIKE LANE IN BOTH DIRECTIONS

2. What are your thoughts regarding the alternatives that have been presented? Do you prefer a particular alternative more than others, or do you disfavor any specific alternatives?

New Bridge would be best

3. Do you have any other comments or information you would like to share with the Study Team?

Check DRAINAGE ON BIKE LANE - GRATES IN RIGHT DIRECTION

Do you have any comments or suggestions?

(816) 607-2258 | Allan.Zafft@modot.mo.gov | www.modot.mo.gov/kansascity

Drop this card in the comment box or mail by November 28, 2012 to Allan Zafft at MoDOT.



Name *Imogene Theisen*

Street Address *6003 CHARLOTTE* City, State, ZIP *KC MO 64118*

Phone _____ E-mail *ITheisen@ADL.com*

Please include your email so we can add you to our list for future communications regarding this project.



BRIDGES WE WANT YOUR INPUT

OVER THE MISSOURI RIVER

1. What are your thoughts and opinions regarding the Purpose and Need for the project?

PLEASE INCLUDE BIKE & WALK PATHS ON THIS BRIDGE

2. What are your thoughts regarding the alternatives that have been presented? Do you prefer a particular alternative more than others, or do you disfavor any specific alternatives?

FROM TRUCKS WITH YOUR STAFF, A COMPLETE REPLACEMENT OF FOUR LANES WITH BIKE & WALK PATH WOULD BE BEST

3. Do you have any other comments or information you would like to share with the Study Team?

Do you have any comments or suggestions?

(816) 607-2258 | Allan.Zafft@modot.mo.gov | www.modot.mo.gov/kansascity

Drop this card in the comment box or mail by November 28, 2012 to Allan Zafft at MoDOT.



Name RON PUETT

Street Address 4104 NW 64TH PLACE City, State, ZIP KANSAS CITY, MO 64151

Phone (816) 746-9765 E-mail RON.PUETT@SWBELL.NET

Please include your email so we can add you to our list for future communications regarding this project.



BRIDGES WE WANT YOUR INPUT

OVER THE MISSOURI RIVER

1. What are your thoughts and opinions regarding the Purpose and Need for the project?

Vitally needed. Bridge is too narrow. No safe bike/ped space. NO ACCESS from North

2. What are your thoughts regarding the alternatives that have been presented? Do you prefer a particular alternative more than others, or do you disfavor any specific alternatives?

NO #1 unless Fairfax is bike/ped
NO to NO Build
We do hope that a wide, clean lane is added going in BOTH directions

3. Do you have any other comments or information you would like to share with the Study Team?

Please try to get bike access returned to South Bound Fairfax

Do you have any comments or suggestions?

(816) 607-2258 | Allan.Zafft@modot.mo.gov | www.modot.mo.gov/kansascity

Drop this card in the comment box or mail by November 28, 2012 to Allan Zafft at MoDOT.

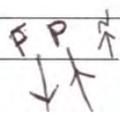


Name Caroline Helmkamp

Street Address 5804 W yandalle st City, State, ZIP KCMO 64113

Phone 816-361-5795 E-mail carolinejh@gmail.com

Please include your email so we can add you to our list for future communications regarding this project.



69 BRIDGES OVER THE MISSOURI RIVER WE WANT YOUR INPUT

What are your thoughts and opinions regarding the Purpose and Need for the project?

All plans considered need to include bicycle + pedestrian use and safe access.

What are your thoughts regarding the alternatives that have been presented? Do you prefer a particular alternative more than others, or do you disfavor any specific alternatives?

No to no build + no to Alt 1 unless you leave the old bridge for bikes + peds. The new bridge w/ safe access + bike lanes looks like the best option.

Do you have any other comments or information you would like to share with the Study Team?

Please do what you can to get access returned to the fairway, ridge from the north for bicycles - NOW - not waiting for 18 mo of planning + months more construction.

Do you have any comments or suggestions?

16) 607-2258 | Allan.Zafft@modot.mo.gov | www.modot.mo.gov/kansascity

Drop this card in the comment box or mail by November 28, 2012 to Allan Zafft at MoDOT.



Name Cris Siebenlist

Street Address 2800 Linden Dr City, State, ZIP Kansas City KS 66106

Phone 913-362-6361 E-mail ~~XXXX~~ Kitty.59993@my.packs.net

Please include your email so we can add you to our list for future communications regarding this project.

69 BRIDGES OVER THE MISSOURI RIVER WE WANT YOUR INPUT

1. What are your thoughts and opinions regarding the Purpose and Need for the project?

Seems like you are addressing the needs of the local communities well

2. What are your thoughts regarding the alternatives that have been presented? Do you prefer a particular alternative more than others, or do you disfavor any specific alternatives?

My preference would be for a new replacement bridge - 4 lanes wide with narrow shoulders to save cost and include a bike path.

3. Do you have any other comments or information you would like to share with the Study Team?

Most economical bridge to best use available funds

Do you have any comments or suggestions?

(816) 607-2258 | Allan.Zafft@modot.mo.gov | www.modot.mo.gov/kansascity

Drop this card in the comment box or mail by November 28, 2012 to Allan Zafft at MoDOT.



Name _____

Street Address _____ City, State, ZIP _____

Phone _____ E-mail _____

Please include your email so we can add you to our list for future communications regarding this project.



BRIDGES OVER THE MISSOURI RIVER

WE WANT YOUR INPUT

1. What are your thoughts and opinions regarding the Purpose and Need for the project?

I agree that the bridges need to be replaced with modern structures that include access for non-motorized transportation

2. What are your thoughts regarding the alternatives that have been presented? Do you prefer a particular alternative more than others, or do you disfavor any specific alternatives?

Most concerned with safe access for pedestrians & cyclists

3. Do you have any other comments or information you would like to share with the Study Team?

Do you have any comments or suggestions?

(816) 607-2258 | Allan.Zafft@modot.mo.gov | www.modot.mo.gov/kansascity

Drop this card in the comment box or mail by November 28, 2012 to Allan Zafft at MoDOT.



Name MARK RAINEY
Street Address 8029 W. 93RD ST City, State, ZIP Overland Park, KS 66212
Phone 913 980-2195 E-mail mrainey2@kc.rr.com

Please include your email so we can add you to our list for future communications regarding this project.



BRIDGES OVER THE MISSOURI RIVER

WE WANT YOUR INPUT

1. What are your thoughts and opinions regarding the Purpose and Need for the project?

There is a strong need to replace at least the Fairfax bridge

2. What are your thoughts regarding the alternatives that have been presented? Do you prefer a particular alternative more than others, or do you disfavor any specific alternatives?

I do not like the alternative where there is only one bridge in and out of Fairfax. Our company alone has employees + service kps that use both bridges at least 30 times a day.

3. Do you have any other comments or information you would like to share with the Study Team?

I would say that serious consideration needs to be taken when it comes to the volume of traffic in Fairfax. One of the attractions of being in Fairfax ^{are} the numerous ways of getting in and out and the access we have to all the major highways.

Do you have any comments or suggestions?

(816) 607-2258 | Allan.Zafft@modot.mo.gov | www.modot.mo.gov/kansascity

Drop this card in the comment box or mail by November 28, 2012 to Allan Zafft at MoDOT.



Name Stacey Woodward, The Fagan Company
Street Address 3125 Brinkerhoff Rd City, State, ZIP Kansas City, KS 64115
Phone 913-621-8309 E-mail SWoodward@faganco.com

Please include your email so we can add you to our list for future communications regarding this project.

69 BRIDGES OVER THE MISSOURI RIVER WE WANT YOUR INPUT

1. What are your thoughts and opinions regarding the Purpose and Need for the project?

well written Especially concerned w/ Freight + non motorized users 7th Street + this river crossing are included in the city's trail plan.

2. What are your thoughts regarding the alternatives that have been presented? Do you prefer a particular alternative more than others, or do you disfavor any specific alternatives?

Must have 2 lanes in each direction

3. Do you have any other comments or information you would like to share with the Study Team?

most carefully coordinate construction to maintain 2 ways (interstate) in and out of Fairfax at all times

Do you have any comments or suggestions?

(816) 607-2258 | Allan.Zafft@modot.mo.gov | www.modot.mo.gov/kansascity
Drop this card in the comment box or mail by November 28, 2012 to Allan Zafft at MoDOT.



Name *Rob Richardson* *UG*

Street Address _____ City, State, ZIP _____

Phone _____ E-mail *r.richardson@wycotck.org*

Please include your email so we can add you to our list for future communications regarding this project.

69 BRIDGES OVER THE MISSOURI RIVER WE WANT YOUR INPUT

1. What are your thoughts and opinions regarding the Purpose and Need for the project?

2. What are your thoughts regarding the alternatives that have been presented? Do you prefer a particular alternative more than others, or do you disfavor any specific alternatives?

do not put 2-way traffic on Platte Purchase bridge.

3. Do you have any other comments or information you would like to share with the Study Team?

Fairfax area is used to having the south bound bridge closed for repairs traffic will just take 5 hwy instead. Its necessary to have northbound lanes open during construction to get on to hwy.

Do you have any comments or suggestions?
(816) 607-2258 | Allan.Zafft@modot.mo.gov | www.modot.mo.gov/kansascity

Drop this card in the comment box or mail by November 28, 2012 to Allan Zafft at MoDOT.

Name _____

Street Address _____ City, State, ZIP _____

Phone _____ E-mail _____

Please include your email so we can add you to our list for future communications regarding this project.



69 BRIDGES OVER THE MISSOURI RIVER WE WANT YOUR INPUT

1. What are your thoughts and opinions regarding the Purpose and Need for the project? *- The old bridge is too narrow for large trucks*
I Like the #2 Alternate Plan with Option A

2. What are your thoughts regarding the alternatives that have been presented? Do you prefer a particular alternative more than others, or do you disfavor any specific alternatives?

3. Do you have any other comments or information you would like to share with the Study Team?
Possible to leave the old bridge & convert to Bike or Pedestrian trail

Do you have any comments or suggestions?
(816) 607-2258 | Allan.Zafft@modot.mo.gov | www.modot.mo.gov/kansascity
Drop this card in the comment box or mail by November 28, 2012 to Allan Zafft at MoDOT.



Name *Doug Porter - PSP*
Street Address *3201 N. 7th St. Trafficway* City, State, ZIP *KC KS 66115*
Phone *913-321-0111* E-mail _____

Please include your email so we can add you to our list for future communications regarding this project.

69 BRIDGES OVER THE MISSOURI RIVER WE WANT YOUR INPUT

1. What are your thoughts and opinions regarding the Purpose and Need for the project?
PROPOSED PROJECT TIMING IS POOR. TOO MUCH FUTURE UNCERTAINTY.

2. What are your thoughts regarding the alternatives that have been presented? Do you prefer a particular alternative more than others, or do you disfavor any specific alternatives?
NO DISCUSSION OF WALKING/BICYCLE TRAFFIC, COMPLETE DISREGARD OF MASS TRANSIT SYSTEMS.

3. Do you have any other comments or information you would like to share with the Study Team?
ANY REPLACEMENT STRUCTURE SHOULD PROVIDE MONORAIL/STRUCTCAR/LIGHT RAIL ADAPTABILITY.

Do you have any comments or suggestions?
(816) 607-2258 | Allan.Zafft@modot.mo.gov | www.modot.mo.gov/kansascity
Drop this card in the comment box or mail by November 28, 2012 to Allan Zafft at MoDOT.



Name *DAN WELCH*
Street Address *6221 ARMSTRONG* City, State, ZIP *KANSAS CITY, KS 66107*
Phone *(913) 288-5555* E-mail _____

Please include your email so we can add you to our list for future communications regarding this project.

69 BRIDGES OVER THE MISSOURI RIVER WE WANT YOUR INPUT

1. What are your thoughts and opinions regarding the Purpose and Need for the project?

2. What are your thoughts regarding the alternatives that have been presented? Do you prefer a particular alternative more than others, or do you disfavor any specific alternatives?

Maintain 4-lanes of access (2 in each direction) w/ shoulders. Access for pedestrian and bicyclist and possibility of rail of transit ~~commute~~ commute. Conserve the ^{the cultural aspect of the bridges} possible

3. Do you have any other comments or information you would like to share with the Study Team?

Consider that these bridges are an important access point btw the states (across border) for economical redevelopment and rehabilitation of the Fairfax and Nevada.

Do you have any comments or suggestions?

(816) 607-2258 | Allan.Zafft@modot.mo.gov | www.modot.mo.gov/kansascity

Drop this card in the comment box or mail by November 28, 2012 to Allan Zafft at MoDOT.



Name Lidiana Laboy

Street Address _____ City, State, ZIP _____

Phone _____ E-mail llaboy@wycokck.org

Please include your email so we can add you to our list for future communications regarding this project.

69 BRIDGES OVER THE MISSOURI RIVER WE WANT YOUR INPUT

1. What are your thoughts and opinions regarding the Purpose and Need for the project?

Good idea

2. What are your thoughts regarding the alternatives that have been presented? Do you prefer a particular alternative more than others, or do you disfavor any specific alternatives?

Alternative #2, Option A unless you can use the Fairfax bridge as a walking, riding trail

3. Do you have any other comments or information you would like to share with the Study Team?

Do you have any comments or suggestions?

(816) 607-2258 | Allan.Zafft@modot.mo.gov | www.modot.mo.gov/kansascity

Drop this card in the comment box or mail by November 28, 2012 to Allan Zafft at MoDOT.



Name Denise Porter Panel Systems Plus, Inc

Street Address 3201 N. 7th St. Trfwy City, State, ZIP KCK 66115

Phone 913-321-0111 E-mail denise@panelsystemsplus.com

Please include your email so we can add you to our list for future communications regarding this project.



BRIDGES WE WANT YOUR INPUT

OVER THE MISSOURI RIVER

1. What are your thoughts and opinions regarding the Purpose and Need for the project?

THE BRIDGES ARE A VITAL TRAFFIC ROUTE. THEY MUST BE MAINTAINED.
YES AT LEAST 1 NEW BRIDGE IS NEEDED. POSSIBLY 2.

2. What are your thoughts regarding the alternatives that have been presented? Do you prefer a particular alternative more than others, or do you disfavor any specific alternatives?

I BELIEVE FAIRFAY BRIDGE (1935) SHOULD BE REPLACED WITH A NEW BRIDGE WHICH ALSO PROVIDES NON-MOTORIZED TRAFFIC + WALKING + BICYCLE PATHS (N+S). THE PUTTE PURCHASE BRIDGE APPEARS TO BE OK.

3. Do you have any other comments or information you would like to share with the Study Team?

ANY NEW BRIDGE SHOULD BE AESTHETICALLY PLEASING TO THE EYE PERHAPS ILLUMINATED AT NIGHT. ANY CHANGES FOR A TRAIL ON KANSAS SIDE OR LEAVES?

Do you have any comments or suggestions?

(816) 607-2258 | Allan.Zafft@modot.mo.gov | www.modot.mo.gov/kansascity

Drop this card in the comment box or mail by November 28, 2012 to Allan Zafft at MoDOT.

Name JOHN JURCYK

Street Address 701 N 7TH, 9TH FL.

City, State, ZIP KC K 66101

Phone 913 573 5014

E-mail JJURCYK@WYCKOKK.ORG

Please include your email so we can add you to our list for future communications regarding this project.



BRIDGES WE WANT YOUR INPUT

OVER THE MISSOURI RIVER

1. What are your thoughts and opinions regarding the Purpose and Need for the project?

There is clearly a need for improved traffic flow over these 2 bridges. Adding pedestrian or bike access would be great.

2. What are your thoughts regarding the alternatives that have been presented? Do you prefer a particular alternative more than others, or do you disfavor any specific alternatives?

Alternative 2 - remove oldest, narrow bridge & replace w/ a better wider bridge w/ bike/pedestrian access.

3. Do you have any other comments or information you would like to share with the Study Team?

Do you have any comments or suggestions?

(816) 607-2258 | Allan.Zafft@modot.mo.gov | www.modot.mo.gov/kansascity

Drop this card in the comment box or mail by November 28, 2012 to Allan Zafft at MoDOT.

Name John R Latenser

Neff Packaging Systems

Street Address 555 Sunrise Rd

City, State, ZIP KC KS 66115

Phone 913-371-0777

E-mail

Please include your email so we can add you to our list for future communications regarding this project.





BRIDGES OVER THE MISSOURI RIVER

WE WANT YOUR INPUT

1. What are your thoughts and opinions regarding the Purpose and Need for the project?

2. What are your thoughts regarding the alternatives that have been presented? Do you prefer a particular alternative more than others, or do you disfavor any specific alternatives?

3. Do you have any other comments or information you would like to share with the Study Team?

In designing the pedestrian/bicycle trail across the river, please consider a surface raised ~ 5cm above vehicle surface to minimize accumulation of debris on the trail. This is a REAL problem on the new Heart of America bridge trail.

Do you have any comments or suggestions?

(816) 607-2258 | Allan.Zafft@modot.mo.gov | www.modot.mo.gov/kansascity

Drop this card in the comment box or mail by November 28, 2012 to Allan Zafft at MoDOT.



Name G Helmkamp

Street Address 5804 Wyandotte St City, State, ZIP Kansas City mo 64113

Phone 816.361.5745 E-mail kcfietser@yahoo.com *already on MoDOT list*

Please include your email so we can add you to our list for future communications regarding this project.



November 26, 2012

Customer Service Center
Missouri Department of Transportation
Attn: Allan Zafft
600 NE Colburn Road
Lee's Summit, Missouri 64086

Re: US 69 Bridge over the Missouri River

Dear Allan:

Thank you so much for holding the purpose and needs assessment open house for the US 69 bridges over the Missouri River (Platte Purchase and Fairfax bridges) at City Hall on November 13, 2012. We appreciate the opportunity given the public to review and comment on the information gathered to this point. The City of Riverside feels strongly that the US 69 connection between Missouri and Kansas is a vital transportation link that supports an expanding economic engine for both states.

Because of the increased transportation needs due to growth in the manufacturing sector, we are very interested in participating in the planning process. It's clear that a great deal of thought has been given to the alternatives developed to this point. At this time, our comments on the alternatives are as follows:

- **No Build Alternative** This alternative is **not acceptable** as it limits the opportunity for future economic growth in both Riverside Horizons and the Fairfax Industrial District. As more time is spent maintaining the existing bridges (including closures), businesses will look for alternate routes and, ultimately, new locations that better serve their transportation needs.
- **Alternative 1** This alternative is **not acceptable** for the same reasons as the No Build Alternative. In addition, two-way traffic on this type of bridge will increase the risk of accidents and bridge closures.
- **Alternative 2** This alternative makes sense in the short term from a fiscal standpoint and would be supported by the City of Riverside. Our concern is the long-term maintenance needs for the Platte Purchase Bridge and the impact it could have on traffic closures.
- **Alternative 3** This alternative would be **most supported** by the City of Riverside. The flexibility of this alternative for growth and future use is an important feature that will maximize economic development opportunities for both Horizons and Fairfax.

While it is not currently identified within the scope of the study, I would strongly urge MoDOT and KDOT to consider the long term viability of transit in their projects. Currently, no Missouri River crossings have the capability of supporting a transit component. This is short-sighted and will lead to more significant transportation costs in the future.

With the momentum building for transit in the metro area (Jackson County commuter rail and Kansas City streetcar projects), now is the time to begin planning for an interconnected region. While we are not advocating for the construction of a transit line over a new bridge at this time, it does make sense to identify the design parameters necessary to convert a lane into a transit line at some point in the future. A small cost in the structural design of an existing bridge is far preferable to the large cost of another single-purpose structure five or ten years in the future.

Again, thank you for all of your work on this project. Our entire community looks forward to working with MoDOT to bring this project to fruition.

Sincerely,



Kathleen L. Rose, Mayor

Cc: Riverside Board of Aldermen
Gregory Mills, Interim City Administrator

Exhibit C – Handout and Displays

PUBLIC MEETING | NOVEMBER 13, 2012



U.S. 69 BRIDGES
OVER THE MISSOURI RIVER
Environmental Impact Statement

Comments

QUESTION: Do you have any other comments or information you would like to share with the Study Team?

As the study progresses, opportunities to provide input will be made available through additional public meetings. Input can also be provided to the project manager, Allan Zafft at (816) 607-2258 or allan.zafft@modot.mo.gov. A comment card is available and can be returned to Allan Zafft. Input on this phase of the project is due to MoDOT by November 28, 2012.

You can visit an online meeting at www.modot.org/kansascity to offer comments until November 28, 2012.

For more information about other MoDOT projects, please visit MoDOT's Website at www.modot.org/kansascity. For instant updates, follow MoDOT_KC on Twitter or send questions and comments to kccommunityrelations@modot.mo.gov.



Welcome

The Missouri Department of Transportation (MoDOT) in cooperation with the Kansas Department of Transportation (KDOT) and the Federal Highway Administration (FHWA) is conducting an environmental study for the US 69 Bridges over the Missouri River commonly known as the historic Fairfax Bridge and the Platte Purchase Bridge. These bridges provide a bi-state connection between the Fairfax Industrial District and downtown Kansas City on the Kansas side and Platte County and the city of Riverside on the Missouri side.

Meeting Purpose

The purpose of the meeting is to describe the general nature of the proposed project; offer the public an opportunity to provide comments concerning the project's purpose and need; and provide comments on the initial range of alternatives to be evaluated for both bridges.

Project Overview

The study area is approximately 4,000 feet long and begins near the interchange of US 69 and I-635 in Platte County, Missouri on the north and ends near the intersection of US 69/7th Street and Kindleberger Road in Wyandotte County, Kansas on the south (Figure 1).

Both the Fairfax Bridge, constructed in 1935, and the Platte Purchase Bridge, constructed in 1957, are nearing the end of their useful service lives. An environmental study is being conducted to determine the future improvements to address the deteriorating bridge

PUBLIC MEETING | NOVEMBER 13, 2012

conditions. The age and condition of both bridges creates an on-going need for costly and extensive maintenance.

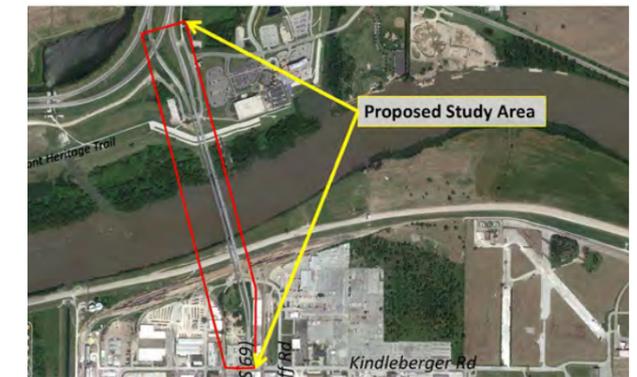


Figure 1

The Environmental Impact Statement Process

The National Environmental Policy Act (NEPA) requires federal agencies to consider the effects of their actions on social, cultural, economic, and natural resources. The Federal Highway Administration (FHWA) is responsible for ensuring that all highway improvement projects using federal funds comply with NEPA. The results of the study will be disclosed in a document called an Environmental Impact Statement (EIS).

Developing the EIS is an objective process that helps determine what actions, if any, would best serve area transportation needs. This EIS will look at the effects associated with the alternatives on the human and natural environment. The study will conclude in April 2014 with the issuance of a Record of Decision (ROD) by the FHWA.



www.modot.org/kansascity



www.modot.org/kansascity

Purpose and Need

Needs identified in the Study Area:

The purpose of the project is to provide an improved river crossing that satisfies the following transportation needs in the region:

- ✓ **Maintain infrastructure** – address the physical condition of the historic Fairfax Bridge and the Platte Purchase Bridge.
- ✓ **Support movement of goods and freight** – provide mobility and accessibility to support continued transport of materials and products from the Fairfax Industrial District and southern Platte County to the surrounding region.
- ✓ **Support accessibility for non-motorized transportation** – accommodate non-motorized modes of travel and connections to regional trail systems.
- ✓ **Support continued economic vitality on both sides of the river** – maintain access and capacity to serve current and planned economic development.

QUESTION: What are your thoughts and opinions regarding the Purpose and Need for the project? Do you have any comments or suggestions?



Study Area Features & Considerations

Existing conditions are defined on a map to represent what needs to be considered in the development and evaluation of improvement alternatives. Those features include the floodplain, railroad facilities, river, existing bike facilities, wetlands and other natural resources, etc.

This study will also consider the impacts the proposed improvements will have on the social, cultural, historic, economic, and natural resources in the study area.

Alternatives

Based on the specific needs for the project, various alternatives will be evaluated. Environmental, cultural and historic constraints will be identified to determine potential locations for the improvement. Existing and future projected traffic forecasts will be closely analyzed to determine the appropriate number of lanes to be provided on a new bridge. Examples of these improvements include the number of lanes to be provided on the bridge, the number and location of bicycle/pedestrian facilities on and connecting to the bridge, vertical clearance required to maintain river and rail traffic under the bridge, and local roadway intersection improvements north and south of the bridge, if needed.



Once the need is defined, alternatives will be evaluated including, but not limited to:

- **No Build** – Leave the existing bridges in place while doing continued bridge maintenance
- **Alternative 1** – Remove Fairfax Bridge Only
Northbound, Platte Purchase Bridge remains in place with two-way head-to-head traffic
- **Alternative 2** – Remove Fairfax Bridge and build a new companion bridge
 - Option 2A – Build the new bridge upstream from the existing location
 - Option 2B – Build the new bridge along the existing alignment
 - Option 2C – Build the new bridge downstream from the existing location
- **Alternative 3** – Remove both the existing Fairfax Bridge and the Platte Purchase Bridge. Replace the two structures with a new, two or four-lane bridge
 - Option 3A – Build the new bridge upstream from the existing location
 - Option 3B – Build the new bridge along the existing alignment
This alternative would shut down traffic, in both directions during construction
 - Option 3C – Build the new bridge downstream from the existing location

QUESTION: What are your thoughts regarding the alternatives that have been presented? Do you prefer a particular alternative more than others, or do you disfavor any specific alternatives?

Study Process and Schedule

The environmental study will last about 18 months, concluding in early 2014. Opportunities for public input into the environmental process will be conducted through fall 2013. In early 2014, the study will be finalized and submitted to the Federal Highway Administration (FHWA) for review. The environmental process will conclude with the issuance of a Record of Decision (ROD) by FHWA in spring of 2014. The ROD identifies the selected alternative, explaining the reason for the decision, and includes information on the best way to minimize impacts on the environment. Design and construction of the project could begin in 2015, depending on funding availability.



U.S. **BRIDGES**Environmental Impact
Statement**OVER THE MISSOURI RIVER**

Welcome to the Public Meeting for the U.S. 69 Bridges Over the Missouri River EIS

MoDOT and KDOT are beginning a study to determine the future improvement of the U.S. 69 crossing over the Missouri River.

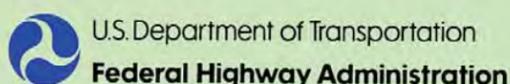
We Want Your Input!

- Share your thoughts with the Study Team. Staff from MoDOT, KDOT, and the consultant team are on hand to discuss:
 - the purpose and need for the project,
 - the initial alternatives presented, and
 - Other comments or information you would like to share.
- Fill out a comment card before you leave.

What is an EIS?

The National Environmental Policy Act (NEPA) requires federal agencies to consider the effects of their actions on social, cultural, economic, and natural resources. The Federal Highway Administration (FHWA) is responsible for ensuring that all highway improvement projects using federal funds comply with NEPA. The results of the study will be disclosed in a document called an Environmental Impact Statement (EIS).

Developing the EIS is an objective process that helps determine what actions, if any, would best serve area transportation needs. This EIS will look at the effects associated with the alternatives on the human and natural environment. The study will conclude in April 2014 with the issuance of a Record of Decision (ROD) by the FHWA.



U.S. **BRIDGES**Environmental Impact
Statement**OVER THE MISSOURI RIVER**

Purpose and Need

Purpose and Need of the Project:

Provide an improved river crossing that satisfies the following transportation needs in the region:

- Maintain infrastructure
- Support movement of goods and freight
- Support accessibility for non-motorized transportation
- Support continued economic vitality on both sides of the river

U.S. 69 BRIDGES

Environmental Impact Statement

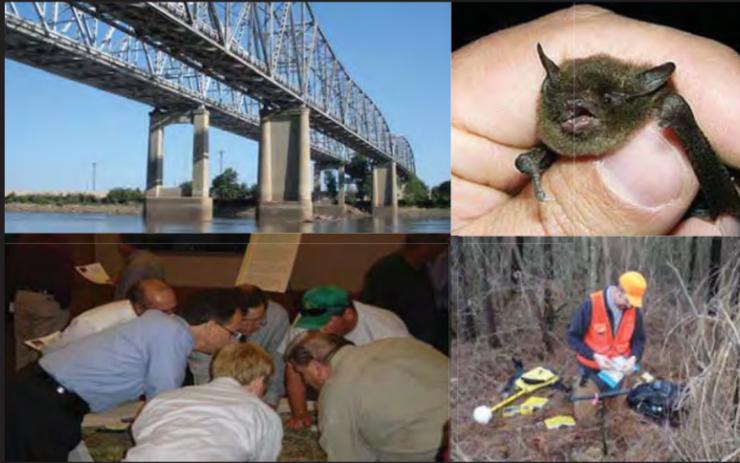
OVER THE MISSOURI RIVER

Study Process

From Idea to Reality



Step 1
Planning



Step 2
Environmental Process
We Are Here!
October 2012-April 2014



Step 3
Design
Timing is based on available funding. This project could be developed through traditional design-bid-build or design-build.



Step 4
Construction
Timing is based on available funding. This project could be developed through traditional design-bid-build or design-build.

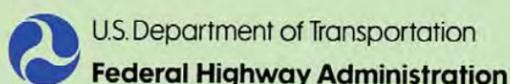


Environmental Impact Statement

OVER THE MISSOURI RIVER

Schedule

EIS Component/Study Milestone	Target Date
Scoping <ul style="list-style-type: none"> Resource Agency Coordination Meetings with Stakeholders 	October 2012 – November 2012
Purpose and Need Statement <ul style="list-style-type: none"> Define problems, identify needs Initial Alternatives Public Open House #1 	NOW
Develop and Screen Alternatives <ul style="list-style-type: none"> Develop and evaluate full range of alternatives Determine reasonable alternatives Public Open House #2 	December 2012 – February 2013
Determine Impacts of Reasonable Alternatives	February-August 2013
Draft Environmental Impact Statement <ul style="list-style-type: none"> Announce Preferred Alternative Location Public Hearing 	September 2013
Final Environmental Impact Statement and Record of Decision <ul style="list-style-type: none"> Completion of the NEPA Process 	April 2014

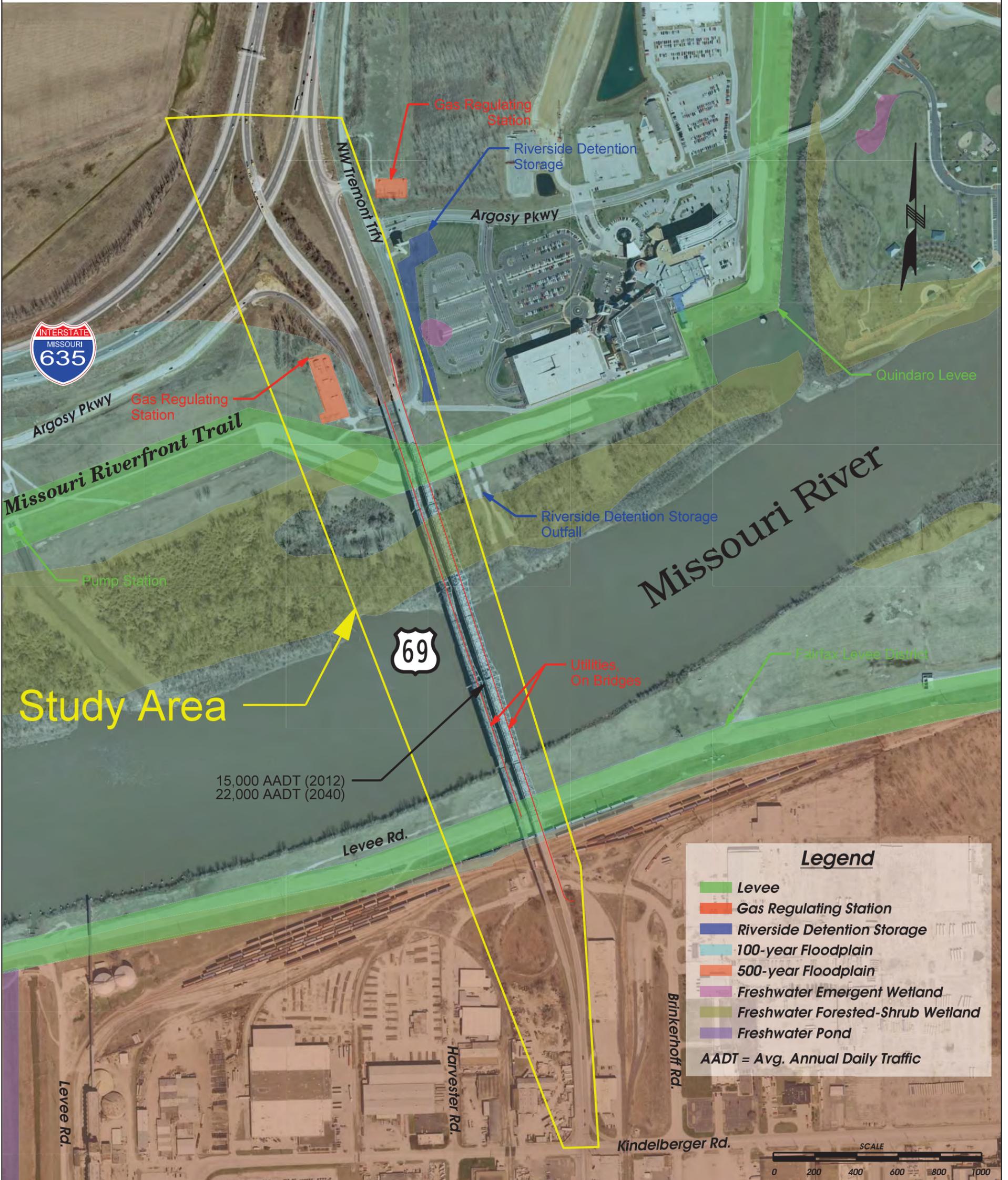


U.S. 69 BRIDGES

Environmental Impact Statement

OVER THE MISSOURI RIVER

Study Area Features and Considerations



U.S. **BRIDGES**Environmental Impact
Statement**OVER THE MISSOURI RIVER**

Bridge Alternatives

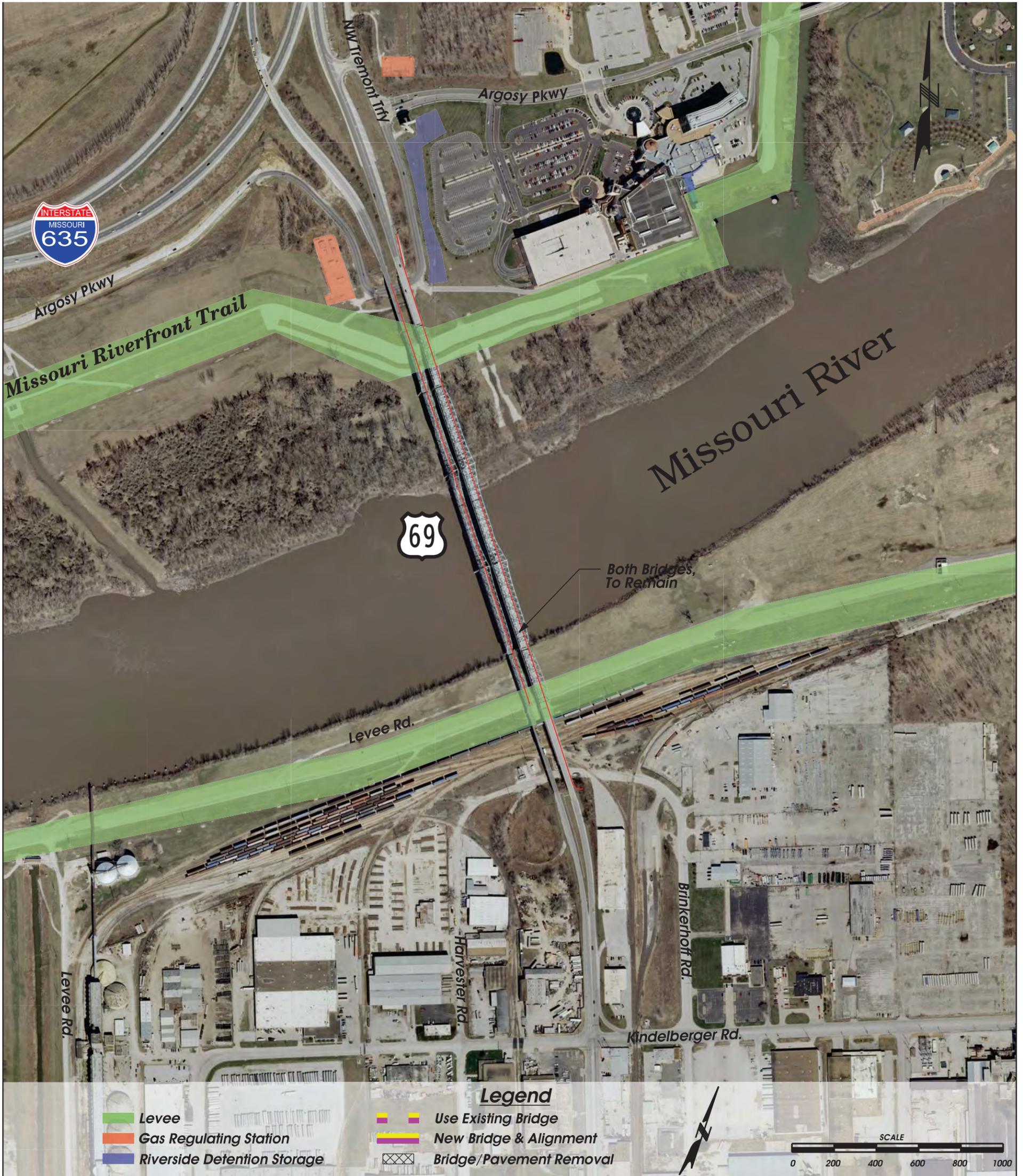
- **No Build** – Leave the existing bridges in place while doing continued bridge maintenance.
- **Alternative 1** – Remove Fairfax Bridge Only
Northbound, Platte Purchase Bridge remains in place with two-way head-to-head traffic
- **Alternative 2** – Remove Fairfax Bridge and build a new companion bridge
 - ❖ Option A – Build the new bridge upstream from the existing location.
 - ❖ Option B – Build the new bridge along the existing alignment.
 - ❖ Option C – Build the new bridge downstream from the existing location.
- **Alternative 3** – Remove both the existing Fairfax Bridge and the Platte Purchase Bridge. Replace the two structures with a new, two or four-lane bridge.
 - ❖ Option A – Build the new bridge upstream from the existing location.
 - ❖ Option B – Build the new bridge along the existing alignment.
This alternative would shut down traffic, in both directions during construction
 - ❖ Option C – Build the new bridge downstream from the existing location.

U.S. **69** BRIDGES

Environmental Impact Statement

OVER THE MISSOURI RIVER

*No Build – Both Existing Bridges Remain
(Continued Maintenance)*



U.S. 69 BRIDGES

Environmental Impact Statement

OVER THE MISSOURI RIVER

Alternative 1 – Remove Southbound Fairfax Bridge, and Northbound Platte Purchase Remains (2-Lane, Head-to-Head Traffic)



U.S. 69 BRIDGES

Environmental Impact Statement

OVER THE MISSOURI RIVER

Alternative 2 – Platte Purchase Bridge with New Companion Bridge

Option A, Existing Platte Purchase Bridge w/ New Companion Bridge, Upstream

Option B, Existing Platte Purchase Bridge w/ New Companion Bridge, Along Existing

Option C, Existing Platte Purchase Bridge w/ New Companion Bridge, Downstream



U.S. **69** BRIDGES

Environmental Impact Statement

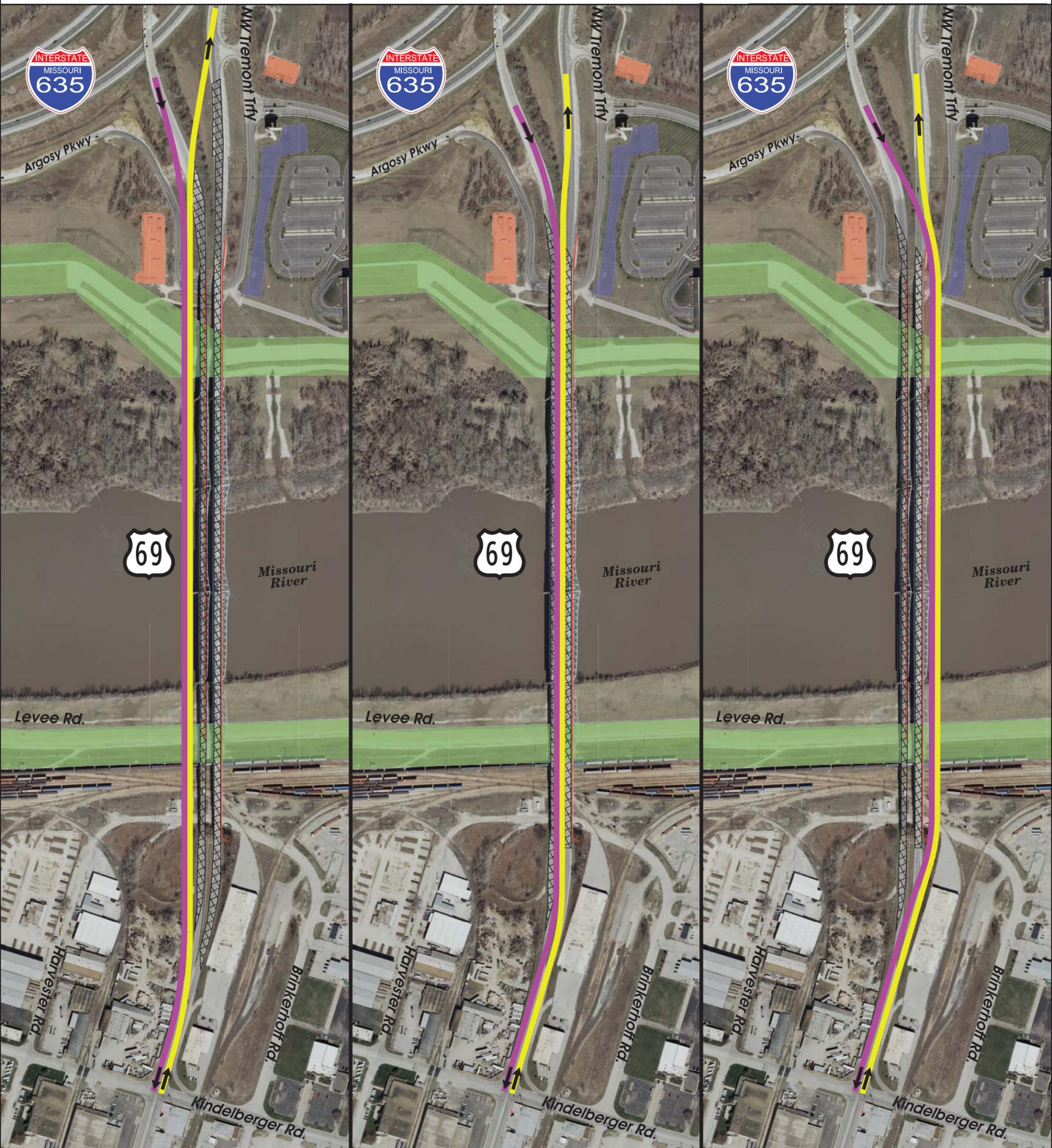
OVER THE MISSOURI RIVER

Alternative 3 – New Two/Four-Lane Bridge

Option A
New Bridge, Upstream

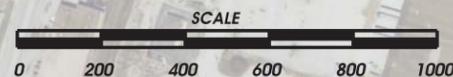
Option B
New Bridge, Along Existing

Option C
New Bridge, Downstream



- Levee
- Gas Regulating Station
- Riverside Detention Storage

- Use Existing Bridge
- New Bridge & Alignment
- Bridge/Pavement Removal

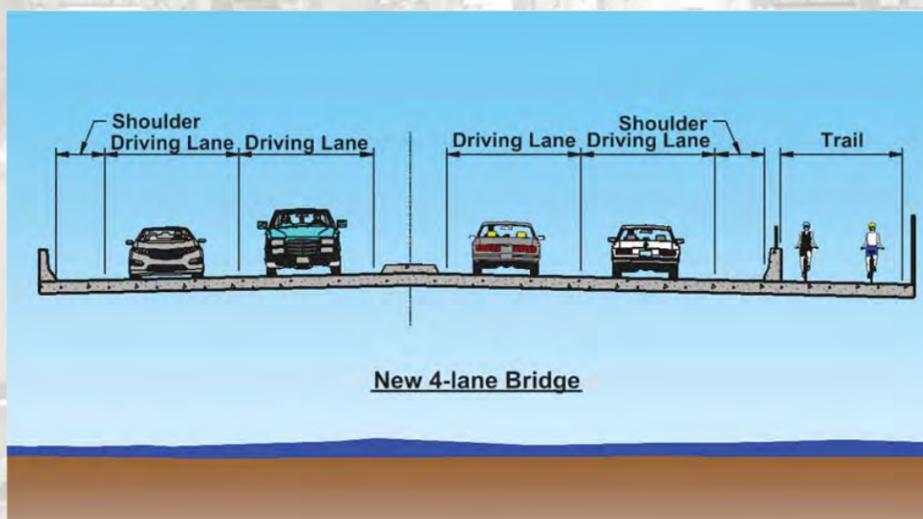
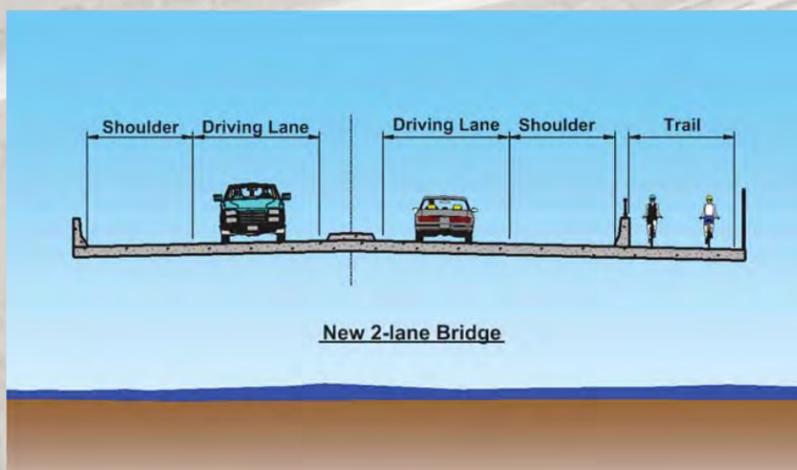
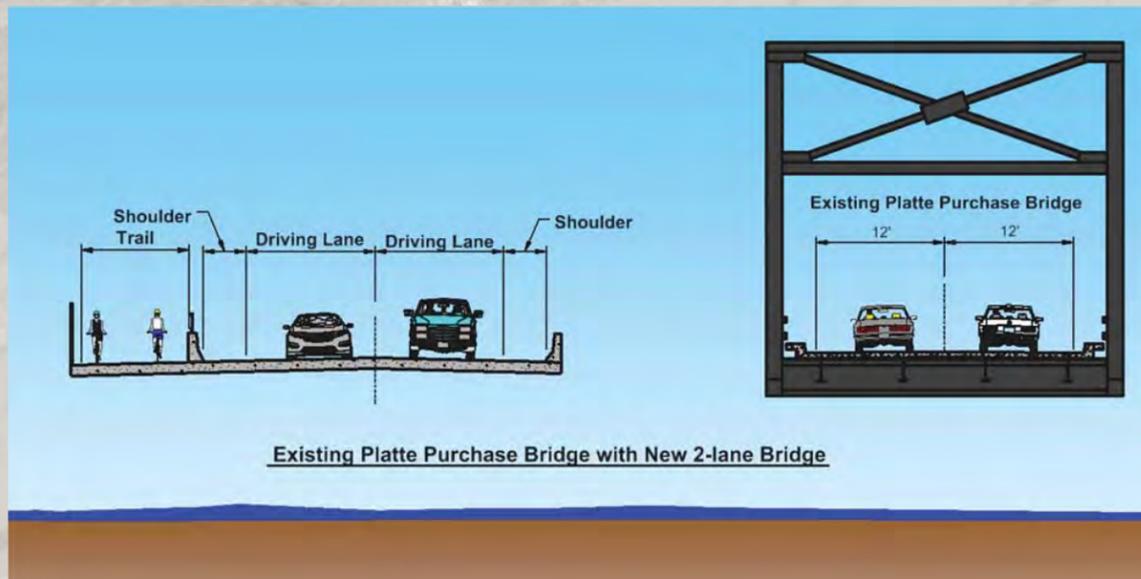
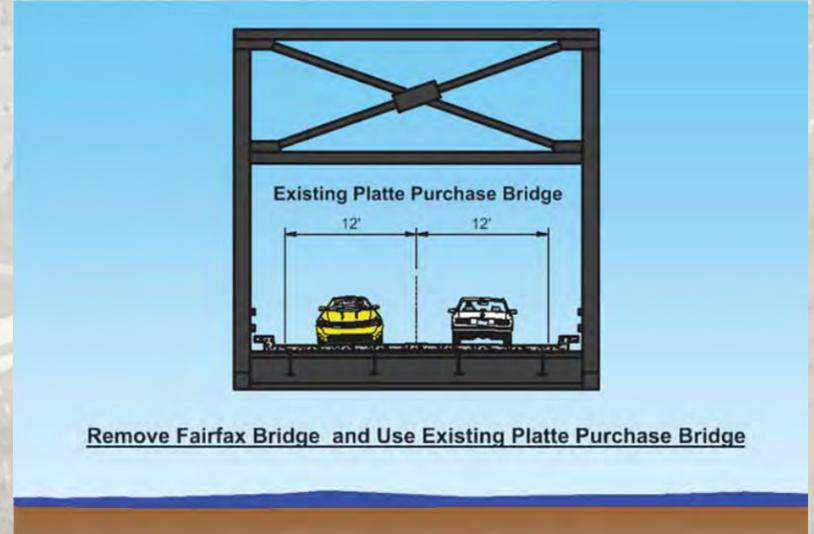
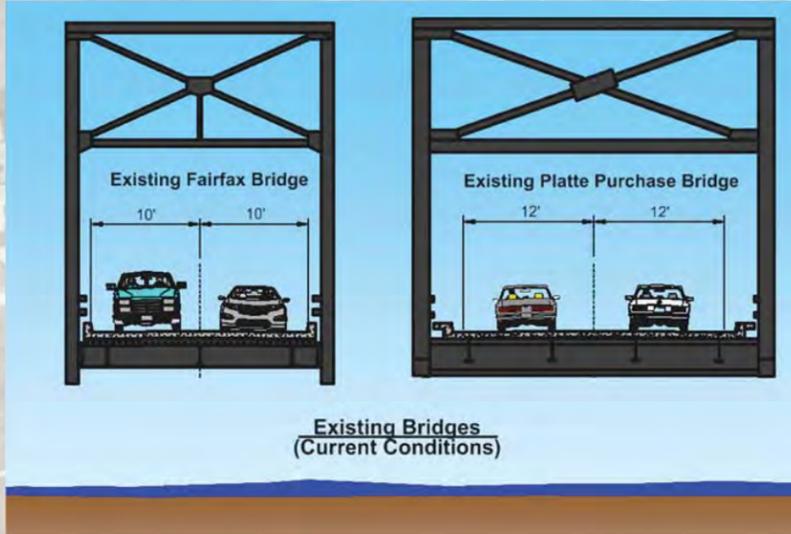


U.S. 69 BRIDGES

Environmental Impact Statement

OVER THE MISSOURI RIVER

Bridge Lane Options





Protection of Cultural Resources

Section 106 Process

One of the key environmental factors that must be considered in an Environmental Impact Statement (EIS) is **cultural resources**. The study team uses a systematic process to identify these resources, evaluate potential impacts to them, and determine what action will be taken to eliminate or mitigate those impacts.

For cultural resources, this is commonly referred to as the **Section 106 Process**. Section 106 is 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.

Presently, one resource in the project area, the Fairfax Bridge, is known to be eligible for listing in the National Register of Historic Places. It was included in the statewide Missouri Historic Bridge Inventory in 1996. The study team will be conducting further investigations and consulting with groups interested in cultural resources throughout the study process to consider project effects on the bridge and any other historic properties, including historic buildings and historic/prehistoric archaeological sites.

Cultural resources are defined as:

Any prehistoric or historic district, site, building, structure or object included in or eligible for inclusion on the National Register of Historic Places (NRHP).

This includes artifacts, records, and material remains related to such properties. Some examples include national and local historic landmarks, Native American and pioneer cemeteries, prehistoric settlements, and architecturally significant structures and buildings.

It is the specific policy of the United States Government that:

Special efforts be made to preserve the natural beauty of the countryside and public parks and recreation lands, wildlife and waterfowl refuges, and historic sites of the United States.

The U.S. 69 Bridges EIS will follow a four step process to determine and address any potential impacts to cultural resources.

1

Establish Area of Potential Effects (APE)

The study corridor for the U.S. 69 Bridges Over the Missouri River EIS extends from I-635 south to Kindleberger Road. The APE includes an additional 100 feet on both sides of the study corridor in order to examine the potential effects of the project on architectural resources due to the proximity of proposed improvements. This establishes the area on which the Reasonable Alternatives might have an impact on cultural resources.

2

Identify Resources and their Significance

Data and field research is conducted to identify cultural resources within the APE. Their significance or potential significance is documented and discussed with staff of the Missouri State Historic Preservation Office (SHPO) and others interested in cultural resources, potentially including tribal governments.

3

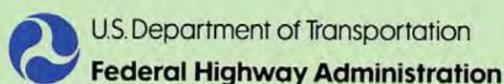
Determination of Effect

The study team determines how the Reasonable Alternatives might affect cultural resources within the APE. If a resource is adversely affected, options for eliminating or mitigating those effects are proposed.

4

Resolve Adverse Effects

The study team works with the SHPO, other relevant state and federal agencies, and consults with the public to determine the best course of action for resolving adverse effects on historic properties.



U.S. 69 BRIDGES

Environmental Impact Statement

OVER THE MISSOURI RIVER

Protection of Cultural Resources

Historic Fairfax Bridge

The historic Fairfax Bridge was constructed in 1935. The bridge is a Warren through truss design spanning a total length of 2,595 feet. The historic Fairfax Bridge carries U.S. 69 traffic southbound across the Missouri River into the Fairfax Industrial District in Kansas City, Kansas. The historic Fairfax Bridge is eligible for listing in the National Register of Historic Places.

Its sister bridge, the Platte Purchase Bridge, was constructed parallel to and east of the historic Fairfax Bridge in 1957. Because it is a younger bridge, it was not included in previous historical bridge investigations. It, along with other cultural resources within the study corridor, will be evaluated for National Register eligibility as part of the Section 106 Process.





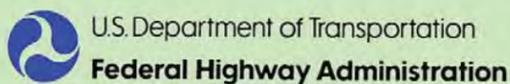
BRIDGES

Environmental Impact
Statement

OVER THE MISSOURI RIVER

What do you think?

*Please fill out a comment card.
Drop it in the comment box today or
mail the comment card back by
November 28, 2012.*



Next Steps

We thank you for participating in today's open house.

These are the next steps in the study:

November 28, 2012	Comment cards due to MoDOT.
November 2012- January 2013	Continued coordination with local, state, and federal agencies; and additional meetings with stakeholders
February 2013	<i>Public Open House #2 Reasonable Alternatives</i>
September 2013	<i>Location Public Hearing Draft EIS with Preferred Alternative</i>
April 2014	Final EIS and Record of Decision

Exhibit D – Notification Tools

We Want Your Input

The Missouri Department of Transportation (MoDOT) in cooperation with the Kansas Department of Transportation (KDOT) and the Federal Highway Administration (FHWA) is conducting an environmental study for the US 69 Bridges over the Missouri River commonly known as the historic Fairfax Bridge and the Platte Purchase Bridge.

Join us for one of the two public meetings on November 13. The purpose of the meetings is to:

- describe the general nature of the proposed project;
- obtain comments concerning the project's purpose and need; and
- view the initial range of alternatives to be evaluated.

We are interested in the community's values, goals and objectives for the study and information about the history, access, natural resources and public lands in the study area.



PUBLIC OPEN HOUSE TUESDAY, NOVEMBER 13

1 CENTRAL SOLUTIONS
Fairfax Industrial District
401 Funston Road
Kansas City, KS 66115
11:00 a.m. - 1:00 p.m.

2 RIVERSIDE CITY HALL
2950 NW Vivion Road
Riverside, MO 64150
4:30 p.m. - 6:30 p.m.

If you would like to provide input but cannot attend, contact the MoDOT project manager Allan Zafft at 816-607-2258 or allan.zafft@modot.mo.gov. You may also make comments at www.modot.org/kansascity.

www.modot.org/kansascity

POSTCARD - Back



600 NE Colbern Road
Lee's Summit, MO 64086

PUBLIC OPEN HOUSE **Tuesday, November 13, 2012**

Central Solutions

Fairfax Industrial District

401 Funston Road | Kansas City, KS 66115

Come and go from 11:00 a.m. - 1:00 p.m.

Riverside City Hall

2950 NW Vivion Road | Riverside, MO 64150

Come and go from 4:30 p.m. - 6:30 p.m.

www.modot.org/kansascity

We Want Your Input

BRIDGES OVER THE MISSOURI RIVER Historic Fairfax Bridge and the Platte Purchase Bridge

The Missouri Department of Transportation (MoDOT) in cooperation with the Kansas Department of Transportation (KDOT) and the Federal Highway Administration (FHWA) is conducting an environmental study.

**TUESDAY,
NOVEMBER
13**

PUBLIC OPEN HOUSE

- 1 CENTRAL SOLUTIONS**
Fairfax Industrial District
401 Funston Road | Kansas City, KS
11:00 a.m. - 1:00 p.m.
- 2 RIVERSIDE CITY HALL**
2950 NW Vivion Road | Riverside, MO
4:30 p.m. - 6:30 p.m.

The purpose of the meetings is to:

- describe the general nature of the proposed project;
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We are interested in the community's values, goals and objectives for the study and information about the history, access, natural resources and public lands in the study area.

If you would like to provide input but cannot attend, contact the MoDOT project manager Allan Zafft at 816-607-2258 or allan.zafft@modot.mo.gov. You may also make comments at www.modot.org/kansascity.



www.modot.org/kansascity

The Missouri Department of Transportation (MoDOT) in cooperation with the Kansas Department of Transportation (KDOT) and the Federal Highway Administration (FHWA) is conducting an environmental study for the US 69 Bridges over the Missouri River commonly known as the historic Fairfax Bridge and the Platte Purchase Bridge. Please provide your input and comments at either public open house meeting.

**PUBLIC OPEN HOUSE
TUESDAY, NOVEMBER 13**

**CENTRAL SOLUTIONS
Fairfax Industrial District**

401 Funston Road | Kansas City, KS 66115
Come and go from 11:00 a.m. - 1:00 p.m.

RIVERSIDE CITY HALL

2950 NW Vivion Road | Riverside, MO 64150
Come and go from 4:30 p.m. - 6:30 p.m.

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If you would like to provide input but cannot attend, contact the MoDOT project manager Allan Zafft at 816-607-2258 or allan.zafft@modot.mo.gov. You may also make comments at www.modot.org/kansascity.

**US 69 Missouri River Bridges EIS
Online Meeting Survey Results (November 10-28, 2012)**

1. What are your thoughts and opinions regarding the Purpose and Need Statement for the project?

a) 11/28/2012 6:11 AM

Traffic study information is required to assess the needs.

b) 11/26/2012 1:41 PM

Looks good.

c) 11/26/2012 12:17 AM

It appears to be appropriate. This is a critical river crossing supporting multiple commuters, including the Fairfax Industrial District employees and deliveries. A critical amount of fuel, auto parts, and some hazardous waste loads must use this facility. Also, the ability of this linkage to support pedestrian and cyclists in the future is a Unified Government priority, and is shown as such in the UG Sidewalk and Trails Master Plan.

d) 11/21/2012 12:42 AM

I think modernize infrastructure would be better than just maintaining it. Compatibility with future bus or truck lanes capacity expansion.

e) 11/16/2012 1:49 PM

We need a new bridge with a bicycle lane.

f) 11/13/2012 5:37 PM

I agree with the Purpose and Need Statement for the project.

g) 11/12/2012 4:41 PM

I agree

h) 11/12/2012 3:21 PM

If the bridges are falling apart I don't think we should continue to maintain them unless one could be used as a dedicated bike/walk bridge. I didn't see that in the alternative plans.

i) 11/10/2012 5:54 PM

Positive that replacement will be needed

j) 11/10/2012 11:00 AM

Bike/ped access across the river is very important! Providing a safe way across the river, no matter the form of transportation, is critical to our future.

2. What are your thoughts regarding the initial range of alternatives that have been presented? For example, do you prefer a particular alternative more than others, or do you disfavor any specific alternative?

a) 11/28/2012 6:11 AM

The No Build and Alternative 1 initial alternatives are unacceptable. Only Alternative 2 and Alternative 3 are viable.

b) 11/26/2012 1:41 PM

Would prefer retaining the historic bridge, but can understand if the maintenance costs aren't sustainable. Must retain bike lanes on all options.

c) 11/26/2012 12:17 AM

Traffic and reliability considerations will govern the number of lanes needed. UG Public Works assumes that a 4-lane vehicle section would be required, unless compelling analyses showed otherwise. Also, there needs to be room for adequate pedestrian and bicycle facility.

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Although the crossing is costly, this is the type of critical long-term infrastructure investment that pays dividends for a century and more.

d) 11/21/2012 12:42 AM

I like the simpler curvature of the roadway with the upstream alternatives better, and the existing bridges can remain open during most of the construction.

e) 11/16/2012 1:49 PM

Please put in a bike lane. It's a little more up front, but it will bring many benefits for the communities - and it's environmentally friendly

f) 11/13/2012 5:37 PM

I like alternative 1 and I want the bridges to stay where they are. Please do not move them.

g) 11/12/2012 10:54 PM

I favor the new 4 lane bridge with a wide 2-way trail separated by a barrier from the car traffic.

h) 11/12/2012 4:41 PM

I have no preference so long as the bridge does have safe, functional access for non-motorized transportation. The bike and pedestrian trail are a must.

i) 11/12/2012 3:21 PM

I don't like any plan that doesn't include biking and walking so as the bridges exist now is not good. I have ridden over them before and know what they're like right now. I think we need a traffic study to determine how much traffic there is and whether to spend the money on 2 or 4 traffic lanes. I like the new 2 lane and 4 lane plans but if we could save a bridge for dedicated bike/walk bridge and have a two lane with shoulder for autos, I would look at it. Make sure the bike/walk lane gives good access to the trail and the roads such as Hwy. 9. Walkers should not have to go out of their way down NW Tremont to get to the trail or any access roads.

j) 11/10/2012 5:54 PM

It is seriously necessary to include bike/pedestrian trails on any bridges that are renovated or built new

k) 11/10/2012 11:00 AM

I prefer alternative #3 -- a new bridge. Let's do it right.

3. Do you have any additional comments or information you would like to share with the study team?

a) 11/28/2012 6:11 AM

It is vital to incorporate bike/ped facilities into this river crossing. The alternative routes for these modes of transportation are too far away and currently the bridge does not have bus service. Therefore, individuals take undue risks cross this bridge with narrow lanes and high speed traffic.

b) 11/26/2012 1:41 PM

Is it possible to make the original bridge bike/ped-only and have new 2-lane bridge built next to it instead?

c) 11/26/2012 12:17 AM

Consultation with local government partners and the Fairfax Industrial Districts is crucial. Initial activities in this regard have been

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exemplary. This comment provided by Unified Government Public Works.

d) 11/21/2012 12:42 AM

I suspect that there are a lot of people who now avoid these bridges due to how they feel. If you put in a wider bridge, there may be a noticeable drop in traffic at the I-635 crossing and less so on Broadway Extension and I-35, with the increase in traffic on the last portion of I-29. If this is so, a two lane bridge will not meet the purpose and need.

e) 11/16/2012 1:49 PM

Need bicycle lane.

f) 11/13/2012 5:37 PM

Replace the Fairfax bridge first leaving 2 way traffic on the other bridge. Then replace the other bridge when the new Fairfax bridge is completed.

g) 11/12/2012 10:54 PM

Make it safe and roomy for pedestrians and bicycles.

h) 11/12/2012 4:41 PM

Thank you for including the trail in the initial design.

i) 11/12/2012 3:21 PM

Thanks for letting me give my opinion. We cyclists have used this bridge often and ridden on Hwy 9. We would like a safe and pleasant way to get to Parkville and Riverside. Hwy 9 isn't the most pleasant place to ride but I see there are new roads and trails that can be used to help with this. But when you get into snow season and after dark I'm not sure what the alternatives are so keep Hwy. 9 open to us. Thanks!

j) 11/10/2012 5:54 PM

The department needs to always consider bicycle and pedestrian movement as a part of an overall transportation system

k) 11/10/2012 11:00 AM

I hate to see the elegant old truss bridges replaced by an ugly concrete slab. Any way to make the new bridge more aesthetically pleasing?

APPENDIX F-3
Newsletter #2 – September 2103

APPENDIX F-4
Location Public Hearing – September 2013