

ATTACHMENT 1
Programmatic Section 4(f) Evaluation

PROGRAMMATIC SECTION 4(f) EVALUATION

HISTORIC BRIDGES

PROJECT NUMBER: J4P2279B RTE: 69 COUNTY: Platte Co., MO and Wyandotte Co., KS

SECTION 4(f) RESOURCE: Fairfax Bridge (K456R) and Platte Purchase (A0450) over the Missouri River

REVIEWED BY: Gayle A. Hornik TITLE: 10/31/13

APPROVED BY: [Signature] DATE: 10/31/13

This project and its impacts have been determined to meet the following criteria for a Programmatic Section 4(f). Sufficient documentation exists in the project file to support this determination. Note: Any response in a bracket requires additional information prior to approval. Consult Programmatic 4(f) Evaluation signed July 5, 1983 by FHWA's Office of Environmental Policy.

APPLICABILITY

	Yes	No
1. Will the bridge be replaced or rehabilitated with Federal funds?	<u>✓</u>	[]
2. Will the project require the "use" of an historic bridge which is on or eligible for listing on the National Register of Historic Places?	<u>✓</u>	[]
3. Will the project impair the historic integrity of the bridge either by demolition or rehabilitation?	<u>✓</u>	[]
4. Has the bridge been determined to be a National Historic Landmark?	[]	<u>✓</u>

ALTERNATIVES CONSIDERED

1. The do nothing alternative has been studied and is considered not to be feasible and prudent for reasons of maintenance and safety.	<u>✓</u>	[]
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- | | Yes | No |
|--|-------------------------------------|-----|
| 2. The building on new location alternative without using the old bridge has been studied and has been determined to be not feasible and prudent for reasons of terrain; and/or adverse social, economic or environmental effects; and/or engineering and economy. | <input checked="" type="checkbox"/> | [] |
| 3. Rehabilitation of the existing bridge without affecting the historic integrity of the bridge has been studied and has been determined to be not feasible and prudent for reasons of structural deficiency and/or geometrics. | <input checked="" type="checkbox"/> | [] |
| 4. Relocation of the existing bridge has been studied and found to be not feasible and prudent because either the bridge's historic integrity would be adversely affected or no responsible party could be found to accept responsibility for the bridge. | <input checked="" type="checkbox"/> | [] |

MEASURES TO MINIMIZE HARM

- | | | |
|---|-------------------------------------|-----|
| 1. For bridges that are to be rehabilitated, the historic integrity of the bridge is preserved, to the greatest extent possible, consistent with unavoidable transportation needs, safety, and load requirements. | <input checked="" type="checkbox"/> | [] |
| 2. For bridges that are to be rehabilitated to the point that the historic integrity is affected or that are to be moved or demolished, the FHWA has ensured that fully adequate records are made of the bridge in accordance with the Historic American Engineering Record (HAER) standards, or other suitable means developed through consultation. | <input checked="" type="checkbox"/> | [] |
| 3. For bridges that are to be replaced, the existing bridge is made available for an alternative use, provided a responsible party agrees to maintain and preserve the bridge. | <input checked="" type="checkbox"/> | [] |
| 4. For bridges that are adversely affected the FHWA, SHPO, and ACHP have reached agreement through the Section 106 process on Measures to Minimize Harm and those measures are incorporated in the project. | <input checked="" type="checkbox"/> | [] |

ATTACHMENT 2
Memorandum of Agreement

MEMORANDUM OF AGREEMENT FOR MITIGATION OF ADVERSE EFFECTS

TO HISTORIC PROPERTY: The Fairfax Bridge (K0456) and the Platte Purchase Bridge (A0450) on State Route (U.S.) 69 crossing the Missouri River in Platte County, Missouri, and Wyandotte County, Kansas

UNDERTAKING: Replacement of the Fairfax Bridge (K0456) and Platte Purchase Bridge (A0450) over the Missouri River, Platte County, Route 69, MoDOT Job No. J4P2279B and KDOT Project No. 169-105 KA-2838-01

STATES: Missouri and Kansas

AGENCY: Federal Highway Administration

WHEREAS, the Federal Highway Administration (FHWA) has determined that the replacement of the Fairfax Bridge (K0456) and the Platte Purchase Bridge (A0450) will have an adverse effect on the bridges, which have been determined eligible for inclusion to the National Register of Historic Places (NRHP), and has consulted with the Missouri State Historic Preservation Office (SHPO) and the Kansas Historical Society (KHS) pursuant to the regulations (36 CFR Part 800) implementing Section 106 of the National Historic Preservation Act (16 U.S.C. 470f); and

WHEREAS, the FHWA has notified the Advisory Council on Historic Preservation (Council) of its adverse effect determination and the Council has chosen to not participate in this Memorandum of Agreement (MOA); and

WHEREAS, the Missouri Highways and Transportation Commission (MHTC), acting by and through the Missouri Department of Transportation (MoDOT), has been invited to participate in the preparation of and be a signatory to this MOA; and

WHEREAS, to the best of the FHWA's knowledge and belief, no human remains, associated or unassociated funerary objects or sacred objects, or objects of cultural patrimony as defined in the Native American Graves Protection and Repatriation Act (25 U.S.C. 3001), are expected to be encountered; and

NOW, THEREFORE, FHWA and the Missouri SHPO agree that the undertaking shall be implemented in accordance with the following stipulations.

STIPULATIONS

- I. The MHTC, acting by and through MoDOT, will develop documentation for Bridges K0456 and A0450 to the following specifications:
 - A. 8 x10 inch high-resolution black and white digital (Tag Image File Format, TIFF) images printed on archival paper sufficient to fully document overall views and details of the historic bridges. Photographs will be taken and processed according to standards for photographs accompanying National Register of Historic Places documentation. Digital compact discs with all selected views will be provided. Selection of photographic images shall be made in consultation with the Missouri SHPO.

- B. A historic narrative describing the history and significance of the bridges.
 - C. A copy of the original construction plans for the historic bridges.
 - D. The final documentation shall be provided to the Missouri and Kansas SHPOs along with archival digital compact discs (CDs) containing the TIFF images and report in the Portable Document Format (PDF). An additional copy shall be provided to an appropriate local library or historical group both in Missouri and Kansas, and retained by MoDOT. Electronic files of the final documentation also will be available to others upon request.
- II. The MHTC, acting by and through MoDOT, shall consult with the Missouri SHPO to determine the appropriate approach and method for marketing Bridges K0456 and A0450 as per the Surface Transportation and Uniform Relocation Assistance Act of 1987 (STURAA) Section 123(f). A waiver of advertisement also will be discussed. The MHTC, acting by and through MoDOT; the Missouri SHPO; and the FHWA shall agree to the approach and method prior to implementation.
- If ownership of the bridge(s), or portion thereof, is transferred to another party, the transfer deeds may include preservation covenants that require the new owner to move and maintain the bridges **in accordance with the "Secretary of the Interior's Standards for Rehabilitation and Guidelines for Rehabilitating Historic Buildings."** The proposed reuse plan and specifications will be forwarded to FHWA for review and approval in consultation with the SHPO; and MHTC, acting by and through MoDOT. If no party is found to take possession of the existing bridges, they may be removed.
- III. If modifications to the project activities result in an adverse effect to any NRHP eligible archaeological site, the FHWA shall consult with the SHPO and appropriate Indian Tribes to resolve the adverse effects, consistent with guidance provided in 36 CFR § 800.6, through the implementation of an Archaeological Data Recovery Plan(s) **developed in accordance with the Council "Recommended Approach for Consultation on the Recovery of Significant Information from Archaeological Sites" (64 FR 27085-87 published in the Federal Register on May 18, 1999), the Council's Handbook on Treatment of Archaeological Properties, and the Secretary of the Interior's Standards for Archaeological Documentation;** and
- IV. Within one year after carrying out the terms of the MOA, the FHWA shall provide to all signatories a written report regarding the actions taken to fulfill the terms of the agreement.
- V. If any signatory proposes that this agreement be amended, the FHWA shall consult with the other parties of this agreement. Said amendment shall be in writing, governed in accordance with 36 CFR 800.6, and executed by all parties to the Memorandum of Agreement.
- VI. If any signatory determines the terms of the MOA cannot be carried out, the signatories shall consult to seek amendment. If the MOA is not amended any signatory may terminate it. If the MOA is terminated, the FHWA shall execute a new MOA or request the comments of the Council.
- VII. A signed copy of this MOA will be provided to each signatory, and one copy will be transmitted to the Council for inclusion in their files.

- VIII. Failure to carry out the terms of this MOA requires that the FHWA again request the comments of the Council in accordance with 36 CFR Part 800. If FHWA cannot carry out the terms of the agreement, it shall not take or sanction any action or make any irreversible commitment that may affect historic properties until such time as the Council has been given the opportunity to comment on the full range of project alternatives which might avoid or mitigate any adverse effects.
- IX. This agreement shall be null and void if its terms are not carried out within five (5) years from the date of its execution, unless the signatories agree in writing to an extension for carrying out its terms.

Execution of this Memorandum of Agreement, and carrying out its terms, evidences that the FHWA has afforded the Council an opportunity to comment on the replacement of the Fairfax Bridge (K0456) and the Platte Purchase Bridge (A0450) and the project effects on historic properties, and that FHWA has taken into account the effects of the project on historic properties, in accordance with Section 106 of the National Historic Preservation Act.

Signed:

FEDERAL HIGHWAY ADMINISTRATION:

By: *W. Kell* Date: *10/31/13*
 Title: *Program Development Team Lead*

THE MISSOURI STATE HISTORIC PRESERVATION OFFICE:

By: *Mark A. Miles* Date: *July 8, 2013*
 Title: *DSHPO*

MISSOURI HIGHWAYS AND TRANSPORTATION COMMISSION:

By: *Roberto Becker* Date: *7-22-13*
 Title: Chief Financial Officer

Attest: *Pamela H.*
 Commission Secretary

Approved as to form: *[Signature]*
 Commission Counsel

ATTACHMENT 3
Information to Accompany the Memorandum of Agreement

**INFORMATION TO ACCOMPANY
THE MEMORANDUM OF AGREEMENT
FOR MITIGATION OF ADVERSE EFFECTS**

TO HISTORIC PROPERTY: Fairfax Bridge (K0456) and Platte Purchase Bridge (A0450) on State Route (U.S.) 69 the Missouri River and the Union Pacific Railroad in Platte County, Missouri and Wyandotte County, Kansas.

UNDERTAKING: Replacement of the Fairfax Bridge (K0456) and Platte Purchase Bridge (A0450) over the Missouri River, Platte County, Route 69, MoDOT Job No. J4P2279B and KDOT Project No. 169-105 KA-2838-01

STATES: Missouri and Kansas

AGENCY: Federal Highway Administration

1.0 PROJECT DESCRIPTION

Missouri Department of Transportation (MoDOT) Project No. J4P2279B is an Environmental Assessment (EA) undertaken to improve the transportation infrastructure at the U.S. 69 crossing of the Missouri River while addressing the travel, access, and economic needs within and adjacent to the study area. Two separate bridges span the Missouri River, connecting the Fairfax Industrial District in Kansas City, Kansas on the south with Platte County and the city of Riverside, Missouri on the north. The study area extends from Kindleberger Road in Wyandotte County, Kansas north to I-635 in Platte County, Missouri.

To address the long-term transportation needs within the study area and the region, both bridges would be replaced by a new four-lane bridge located either upstream or along the approximate alignment of the existing bridges. The Fairfax Bridge (K0456) and the Platte Purchase Bridge (A0450) are both nearing the end of their useful service lives. The 80-year old Fairfax Bridge is classified as structurally deficient. In addition it has substandard vertical clearances and lane widths, and is weight limited well below current commercial standards. MoDOT estimates that the Fairfax Bridge would need to be closed to traffic within the next five to seven years.

The 56-year old Platte Purchase Bridge is classified as functionally obsolete due to its substandard vertical clearances, narrow shoulders, and weight limitations well below current commercial standards. A major rehabilitation was performed on this structure in 1997, which included replacement of the bridge deck, a number of other structural repairs, and recoating of the truss steel. Numerous additional repairs and general maintenance activities have been performed on the bridge since 2003. MoDOT estimates that a major rehabilitation of the Platte Purchase Bridge will need to occur in the next five to seven years. The anticipated scope of this work would include deck repairs, structural repairs (i.e., bearing replacements and significant gusset plate repairs), sandblasting and recoating the steel, major substructure repairs, and the replacement of expansion joints. With this second major rehabilitation, the life of the bridge could possibly be extended to 2032 before it would need to be closed to traffic.

U.S. 69 Bridges Over the Missouri River EA

The FHWA, MODOT, and KDOT began developing an Environmental Impact Statement (EIS) due to the potential controversy of an initial alternative that would reduce the physical capacity of the crossing from four travel lanes to two travel lanes. Based on traffic analyses and with consideration of stakeholder and public input received early in the study, this potentially controversial alternative was removed from further consideration and the study was reclassified from an EIS to an EA in December 2012.

2.0 PUBLIC INVOLVEMENT

Newsletters

In October 2012, an initial project newsletter was distributed to agencies and stakeholders and was made available for public review on the MoDOT Project Website and at the Pre-Location Public Meeting. A second newsletter was distributed in September 2013, one week prior to holding the Location Public Hearing. Newsletter #2 provided an overview of the alternative evaluation process leading to Alternative 3 being carried forward as the Preferred Alternative. The newsletter described the on-going agency consultation as part the Section 106 process, reviewed the reclassification of the study under NEPA from an EIS to an EA, and provided an updated project schedule. Newsletter #2 was also made available at the Location Public Hearing. Copies of both Newsletter #1 and Newsletter #2 are provided in Attachment B.

Pre-Location Public Meetings – November 13, 2012

A total of thirty-nine (39) people attended two pre-location 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; from 11:00 a.m. to 1:00 p.m. The second meeting was conducted between 4:30 and 6:30 p.m. at the Riverside City Hall, 2950 NW Vivion Road, Riverside, Missouri.

Postcard invitations were 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 posted on the MoDOT website.

Meeting materials were also available for review via an on-line meeting hosted on the MoDOT website at www.modot.org/kansascity. The on-line meeting was conducted from November 13 through November 29, 2012.

Comment cards were distributed at the public meetings. Comments regarding the bridges focused on their age, narrowness of the travel lanes and lack of shoulders, and the lack of safe non-motorized vehicle accommodation. Many commenters indicated their preference for a new four-lane bridge that would also accommodate a barrier-separated bicycle-pedestrian facility. None of the commenters indicated concerns regarding removal of either bridge.

Copies of the meeting handout, displays, and a summary of the comments received are provided in Attachment B.

U.S. 69 Bridges Over the Missouri River EA

Location Public Hearing

The Location Public Hearing was held on September 17, 2013 at the Riverside Community Center, 4498 NW High Drive, Riverside, Missouri, between 4:00 and 7:00 p.m. Thirty-seven people attended the public hearing. The hearing, held in an open house format, provided information on the overall study process, including the purpose and need for improvements, the alternatives considered and those carried forward for detailed evaluation, the Preferred Alternative, and the two historic bridges affected by implementation of the Preferred Alternative. A station was also available for attendees to discuss the upcoming design-build project with MoDOT staff.

Postcard invitations to the hearing and announcing the availability of the EA were sent to more than 700 individuals and organizations that expressed an interest in the project, had property or other interests within the study area, or who had been identified as a potential stakeholder. The Notice of Availability of the EA and Notice of the Location Public Hearing 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 also was distributed and posted on the MoDOT website.

The EA and the Location Public Hearing materials were also available for review via an on-line meeting hosted on the MoDOT website at www.modot.org/kansascity. The on-line meeting was conducted from September 17 through October 1, 2013.

Comment cards were distributed at the hearing. Comments received regarding the bridges focused on their age and the disappointment that they cannot be upgraded or reused without substantial cost. Commenters supported the construction of a new four-lane bridge to accommodate vehicular traffic as well bicycle and pedestrian use.

One commenter submitted a comment via email on July 9, 2013, prior to the release of the EA for public review. He requested information on alternatives that had been reviewed that would avoid demolition of the bridges. He also inquired about the initiation of the Section 106 process. **A copy of his comment email and MoDOT's response is included in Attachment B, following the Location Public Hearing summary and displays.**

Copies of the meeting handout, displays, and a summary of the comments received are provided in Attachment B.

In addition to the public meetings and other outreach efforts conducted as part of the NEPA and Section 106 processes, MoDOT will distribute marketing letters with historical and structural information for both bridges to regional planning organizations, county commissioners, city mayors, state and federal agencies, and other groups. The letters will inform the groups that the bridges have been determined eligible for listing in the NRHP and that MoDOT is going to replace them. The Moving Ahead for Progress in the 21st Century Act of 2012 (MAP-21) Section 1111(g)(5) states: "Any State that proposes to demolish a historic bridge for a replacement project with funds made available to carry out this section shall first make the historic bridge available for donation to a State, locality, or responsible **private entity**. . . ." As part of this process, MoDOT will make both the Fairfax and Platte Purchase Bridges available for adaptive reuse, to any government or group willing to move, re-erect, maintain, and assume financial responsibility for the structure.

U.S. 69 Bridges Over the Missouri River EA

3.0 SUMMARY OF PREVIOUS WORK

1979	Major repairs made to the Fairfax Bridge
1996	Clayton Fraser's Missouri Historic Bridge Survey had inventoried the Fairfax Bridge through which it was determined to be potentially NRHP eligible.
1997	Platte Purchase Bridge - Major rehabilitation project included redecking, new expansion joints, painting, substructure repairs and some structural steel repairs.
2008	Platte Purchase Bridge - structural steel repairs of the trusses were needed to combat deterioration. This type of minor rehabilitation involved the addition of steel plates and bolts to select members and their limited applicability did not affect the character-defining features of the bridge.
September 21, 2012	MoDOT issues Notice to Proceed with the EIS to the consultant team
October 2012	Distribution of Newsletter #1
October 24, 2012	MoDOT Presentation to Fairfax Industrial Association Members
November 13, 2012	Public Meetings (Fairfax Industrial District and City of Riverside)
November 13 through November 29, 2012	On-Line Public Meeting
November 14, 2012	Agency Coordination Meeting
January 18, 2013	MoDOT submits letter to Kansas SHPO seeking concurrence on the Missouri SHPO taking the lead on consultation under Section 106 and in review of the eligibility determination of the Platte Purchase Bridge.
January 18, 2013	Kansas SHPO responds/concurs with Missouri SHPO lead on the Section 106 process.
February 5, 2013	MoDOT/FHWA notify agencies of the reclassification of the Study from EIS to EA.
February 26, 2013	FHWA notifies tribes of the reclassification of the Study from EIS to EA.
February 28, 2013	MoDOT completes Section 106 study and submits Cultural Resources Technical Report to Missouri SHPO and Kansas SHPO for review and comment.
March 5, 2013	Missouri SHPO concurs with determinations of eligibility for both the Fairfax and Platte Purchase Bridges and that both properties will be adversely affected.
March 7, 2013	Kansas SHPO concurs with determinations of eligibility for both the Fairfax and Platte Purchase Bridges and that both properties will be adversely affected.
June to July 2013	MoDOT consults with Missouri SHPO, Kansas SHPO, and the Advisory Council on Historic Preservation (ACHP) regarding adverse effect to the historic bridges.
August 28 through October 1, 2013	MoDOT requests comments/input throughout the EA public review period.
September 2013	Distribution of Newsletter #2
September 17, 2013	Location Public Hearing (City of Riverside)
September 17 through October 1, 2013	On-Line Public Hearing

See Attachments B and C.

U.S. 69 Bridges Over the Missouri River EA

4.0 DESCRIPTION OF THE HISTORIC PROPERTIES

Fairfax Bridge

The southbound Fairfax Bridge (K0456) was built in 1933-1935 to carry vehicular traffic over the Missouri River where no previous road or bridge was located. Although long desired, a crossing connecting Kansas and Missouri over the wide expanse of the river at this locale was not realized until adequate funds could be secured to build the bridge. The engineering firm Sverdrup and Parcel, from St. Louis, Missouri, designed the bridge. The Kansas City Bridge Company of Kansas City, Missouri, was the fabricator and contractor. The bridge was completed in 1934 for a cost of \$511,500 and operated as a toll bridge for almost two decades until the construction loan was paid off.



**Historic Fairfax Bridge (K0456)
(in front, closed pier)**

The bridge is comprised of 15 spans, measuring 2,595 feet in length. Its symmetrical design employs five steel Warren trusses that range from 301 to 474 feet each. From south to north, the Fairfax Bridge consists of three (3) steel wide flange I beams, three (3) simple **steel deck trusses, and one (1) 301' steel simple Warren through trusses all constituting the approach span**; three (3) rigid-connected continuous cantilevered steel camelback Warren through trusses channel spans measuring 416, 474, and 416 feet respectively, creating the **main span; one (1) 301' steel simple Warren through trusses; three (3) simple steel deck trusses; and one (1) simple steel wide flange girder approach span**. It is supported on two reinforced concrete abutments, wingwalls, eight bents, and six piers. The bridge is 20 feet wide, curb-to-curb, and carries two lanes of one-way traffic.

The bridge was evaluated for its NRHP eligibility in 1996 and is included in *Missouri Historic Bridge Inventory*. Rated with a score of 62, it was considered possibly eligible for its significance as a monumental, multiple-span, **steel truss river crossing, a "superlative example of its type," that was among the first of a series of great river bridges for Missouri**. More recent evaluations involving the MoDOT and the Missouri SHPO have affirmed the significance of the bridge, recognizing it as a historic property.

U.S. 69 Bridges Over the Missouri River EA

Platte Purchase Bridge

Because of its age, the Platte Purchase Bridge was not included in the 1996 *Missouri Historic Bridge Inventory* which only examines bridges and culverts built before 1951; therefore, like other cultural resources in the project area, its historical significance required evaluation. The northbound Platte Purchase Bridge (A0450) was built as a sister bridge to the Fairfax Bridge in 1957 to increase traffic flow across the river.

Despite the twenty-three year gap in their creation, the two bridges appear like twins in scale, form, and materials - their central trusses aligning almost exactly when viewed in silhouette. Like the Fairfax Bridge, the Platte Purchase Bridge is comprised of 15 spans;

however, it is seven feet longer, for a total length of 2,602 feet. Other differences are notable in the approach spans, roadway width, and substructure. The symmetry of the **Fairfax Bridge design is echoed by the Platte's composition featuring five steel Warren trusses that range from 302 to 474 feet each. From south to north, the Platte Purchase Bridge consists of six (6) simple span, steel plate girders; one (1) 302' steel simple Warren through trusses forming the approach spans; three (3) rigid-connected continuous cantilevered camelback steel Warren through trusses measuring 417, 474, and 417 feet respectively and creating the main channel span; one (1) 302' steel simple Warren through trusses; and four (4) simple steel wide flange girder approach spans.** It is supported on two reinforced concrete abutments, wingwalls, eight bents, and six piers. The bridge is 25 feet 10 inches wide, curb-to-curb, and carries two lanes of one-way traffic. As with the Fairfax Bridge, the Platte Purchase Bridge was designed by Sverdrup and Parcel, Inc., St. Louis, Missouri, and constructed by the Kansas City Bridge Company.

The Platte Purchase Bridge is among eleven surviving Missouri River bridges built during the 1950s. Formerly there were thirteen 1950s-era Missouri River bridges; however, one in North Dakota and one Missouri-Kansas bridge no longer exist. Three of the eleven extant 1950s Missouri River bridges are located in South Dakota; three serve both Nebraska and Iowa; three span the Kansas-Missouri borders, and two are in Missouri. Of these eleven bridges, four are Warren trusses, two of which are known to be historic bridges. The Forest City Bridge, a cantilevered Warren through truss in Dewey County, South Dakota, was erected from 1957 to 1959 and listed on the NRHP in 2001, although it was less than 50 years old at the time of its listing. The Blanchette Bridge in St. Louis, County Missouri, is a Warren through truss erected in 1958 that was determined eligible for listing on the NRHP in 2010. These two historic bridges, recognized for their engineering significance, have characteristics similar to the Platte Purchase Bridge.



Historic Platte Purchase Bridge (A0450)
(in front, open pier)

U.S. 69 Bridges Over the Missouri River EA

Although the Platte Purchase Bridge is not as old and perhaps not as exceptional as the Fairfax Bridge, it is historically noteworthy in its own right. The Fairfax Bridge established the first highway crossing, while the Platte Purchase Bridge expanded the transportation corridor, providing an important auxiliary crossing to accommodate greater traffic and promote the local economy. Removed in time by more than two decades from the initial opening of the Fairfax Bridge, the Platte Purchase Bridge was built during the more prosperous postwar era, yet still depended on funding from sponsors and tolling. The design and construction methods used for the bridge were borrowed from the earlier structure, thus it was not an innovative, but rather a late example. While it may not rival the early **achievements of the Fairfax Bridge, it is MoDOT's opinion that the Platte Purchase Bridge** also fulfills NRHP eligibility criteria under Criterion C for its significance in the area of Engineering. Both bridges serve as monumental examples of steel truss construction crossing a major river and their cantilevered, camelback Warren through trusses represent a distinct form.

Like the Fairfax Bridge, the main span length of the Platte Purchase Bridge approaches nearly 500 feet and its overall length exceeds 2,500 feet. Multi-span truss structures like these are becoming rarer as deficient structures age and are candidates for replacement. While a number of major bridges (structures greater than 1,000 feet) exist in Missouri, few cantilever highway trusses over the Missouri River survive in Missouri. According to April **2012 data provided by MoDOT's Bridge Division, there are 27 major through truss highway** bridges in Missouri. Fourteen of these bridges cross the Missouri River, nine of these are 50 years old or greater. Without the Fairfax and Platte Purchase Bridges, the list would be reduced to seven major state bridges of this type (through truss Missouri River highway bridges more than 1,000 feet in length built in Missouri prior to 1964). Historic cantilever through truss bridges have been removed in Miami, Hermann, and St. Louis County (the Blanchette Bridge), while the Washington Bridge, the Daniel Boone Bridge in St. Louis-St. Charles counties, and the Amelia Earhart Bridge connecting Winthrop, Missouri and Atchison, Kansas, are slated for demolition.

The Platte Purchase Bridge has been altered little since it was erected in 1957. In 1997, a major rehabilitation project included redecking, new expansion joints, painting, substructure repairs and some structural steel repairs. In 2008, more structural steel repairs of the trusses were needed to combat deterioration. This type of minor rehabilitation involves the addition of steel plates and bolts to select members and their limited applicability does not affect the character-defining features of the bridge. The bridge is considered to retain its historic integrity of location, design, setting, materials, workmanship, feeling, and association, aspects which contribute to its eligibility for listing on the NRHP.

Both the Missouri SHPO (on March 5, 2013) and the Kansas SHPO (on March 7, 2013) **concurred with MoDOT's determinations of eligibility for the Fairfax and Platte Purchase** Bridges. Both structures are eligible for listing in the NRHP.

5.0 ADVERSE EFFECTS ON THE HISTORIC PROPERTIES

This project will result in building a new four-lane bridge located either upstream or along the approximate alignment of the Fairfax and Platte Purchase Bridges and will remove both existing bridges. Both the Fairfax Bridge (K0456) and the Platte Purchase Bridge (A0450) are eligible for listing in the NRHP, and this action constitutes an "adverse effect" to both structures as described in 36 CFR 800.5 (a) (1) of the National Historic Preservation Act.

6.0 SUMMARY OF ALTERNATIVE COURSES OF ACTION

In addition to the No-Build Alternative, three Build Alternatives were initially developed for consideration. Additional information on the development and evaluation of alternatives is provided in the Alternative Analysis included in Attachment D.

Alternative 1 – Remove Historic Fairfax Bridge and Retain Platte Purchase Bridge to Carry Two-Way Traffic - Alternative 1 would remove the Fairfax Bridge and retain the Platte Purchase Bridge with maintenance and repairs continued until a point in the future when maintenance is no longer cost-effective and the bridge would need to be replaced. The Platte Purchase Bridge would carry two-way, head-to-head traffic.

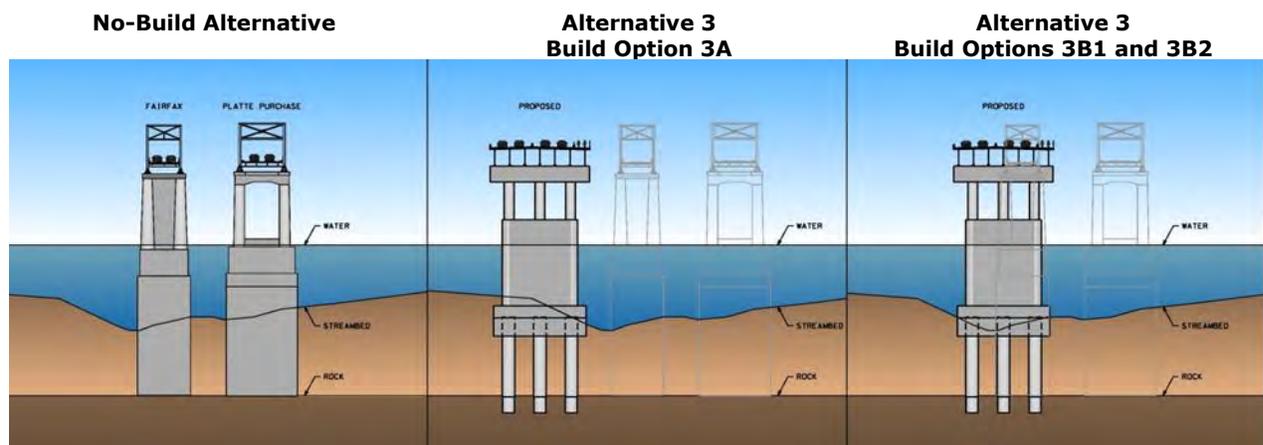
Alternative 2 - Remove Historic Fairfax Bridge, Retain Platte Purchase Bridge, and Construct New Two-Lane Bridge - Alternative 2 would remove the Fairfax Bridge and construct a new two-lane bridge to serve as a companion structure to the Platte Purchase Bridge. Maintenance and repair of the Platte Purchase Bridge would continue until a point in the future when maintenance would no longer be cost-effective and the bridge would need to be replaced. At that point, a new bridge would need to be constructed to carry the traffic handled by the Platte Purchase Bridge. The following options for the location of the new two-lane bridge were reviewed: (2A) upstream of the Platte Purchase Bridge, (2B) on or very near the existing alignment of the Fairfax Bridge, and (2C) downstream of the Platte Purchase Bridge. The new two-lane bridge constructed to replace the Fairfax Bridge would include facilities to accommodate off-travelway bicycle/pedestrian traffic.

Alternative 3 – Remove Historic Fairfax and Platte Purchase Bridges and Construct a New Two-Lane or Four-Lane Bridge - Alternative 3 would remove both existing bridges and construct either a new two-lane or four-lane bridge in their place. The new bridge would accommodate an off-travelway bicycle/pedestrian facility. The following options for the location of the new bridge were reviewed: (3A) upstream of the existing bridge alignments, (3B) on or very near the existing bridge alignment, and (3C) downstream of the existing bridge alignments. The new bridge would include facilities to accommodate off-travelway bicycle/pedestrian traffic.

Because of issues associated with costs and constructability, traffic projections and capacity, safety and truck operations, and maintaining economic vitality, Alternatives 1 and 2 were removed from further consideration. In order to carry Alternative 3 forward through the NEPA process and to accommodate the potential for a design-build construction process, FHWA, MODOT, and KDOT agreed to evaluate a corridor for the construction of one of three Build Options under Alternative 3. All of the Build Options have approximately the same level of impact on resources within the study area including wetlands, floodplains, terrestrial and riverine habitats, and threatened and endangered species. All three Build Options would provide an off-travelway bicycle/pedestrian facility on the new bridge. The on-bridge facility would provide connectivity to trail systems on both sides of the river.

For the purposes of evaluation in the EA, Alternative 3 is carried forward with two alignment locations – a new four-lane bridge upstream of the Fairfax Bridge (Build Option 3A) or a new four-lane bridge on or near the alignment of the existing bridges (Build Option 3B). Two variations of Build Option 3B have been developed and are described below in greater detail. These Build Options would all require removal of both bridges and would provide a new four-lane bridge on one of two basic alignments, as depicted in the following figure and described in the following paragraphs.

U.S. 69 Bridges Over the Missouri River EA



The No-Build Alternative would leave the existing Fairfax and Platte Purchase Bridges in place.

Build Option 3A would construct a new four-lane bridge upstream (to the west) of the Fairfax and Platte Purchase Bridges. Both existing bridges would be removed.

Build Options 3B1/3B2 would construct a new four-lane bridge on the alignment of the existing bridges. Both existing bridges would be removed.

Figure depicting the No-Build Alternative and the Build Options Under Alternative 3 (not to scale)

Build Option 3A - New Four-Lane Bridge Upstream of the Fairfax Bridge with Argosy Parkway Realignment:

The new bridge would be constructed upstream (west) of the Fairfax Bridge alignment. An off-travelway bicycle/pedestrian facility would be located on one side of the new bridge to provide continuity with trail systems on both sides of the river.

Build Option 3B1 - New Four-Lane Bridge on Existing Bridge Alignment and Maintain Argosy Parkway Loop:

The new bridge would be constructed along the general alignment of the existing bridges. Build Option 3B1 could allow Argosy Parkway to remain as a loop road under the north end of the new bridge. As with Build Option 3A, an off-travelway bicycle/pedestrian facility would be located on one side of the new bridge to provide continuity with trail systems on both sides of the river.

Build Option 3B2 - New Four-Lane Bridge on Fairfax Bridge Alignment with Argosy Parkway Realignment:

This Build Option combines the new bridge alignment from Build Option 3B1 with the Argosy Parkway realignment of Build Option 3A. An off-travelway bicycle/pedestrian facility would be located on one side of the new bridge to provide continuity with trail systems on both sides of the river.

U.S. 69 Bridges Over the Missouri River EA

For all three options, the feasibility of keeping one or both of the existing bridges open to traffic during construction would be determined during final design. Depending on final design details and the construction sequencing, MoDOT could close both bridges to expedite construction.

Estimated Construction Costs for the Build Alternatives

Alternatives Considered	Estimated Construction Costs* (2013 dollars)
No-Build Alternative	NA
Alternative 3 – Build Option 3A (Upstream w/Argosy Parkway Realignment)	\$78,350,000
Alternative 3 – Build Option 3B1 (On Existing Alignment and Maintain Argosy Parkway Loop)	\$75,900,000
Alternative 3 – Build Option 3B2 (On Existing Alignment w/Argosy Parkway Realignment)	\$78,500,000
* Costs include: design engineering, right-of-way acquisition, construction, and minor utility relocation costs. The cost of relocating the major utilities located on both bridges is the responsibility of the representative utility companies.	

7.0 PROPOSED ACTION

The study team has designated Alternative 3 (Build Options 3A, 3B1, and 3B2) as the Preferred Alternative to address the condition of the existing bridges and to address the transportation needs within the study area. The Preferred Alternative provides for the construction of a new four-lane bridge within a corridor evaluated in the EA. The corridor would accommodate construction of a new bridge either upstream or on/near the alignment of the existing bridges. The Preferred Alternative would remove both historic bridges, either at the same time or phased as dictated by the proposed design and construction sequence. The Preferred Alternative could also include realignment of the portion of Argosy Parkway as described herein, to provide a grade-separated access under the north approach to the new bridge, depending on the Build Option selected.

The Preferred Alternative was identified through consideration of the condition of both existing bridges, existing and future traffic forecasts, assessment of environmental and socioeconomic consequences, technical factors relating to construction costs and user operations, and consideration of agency, stakeholder, and public input. The selection of the Preferred Alternative will not be finalized until substantive comments from resource agencies and from the location public hearing are fully evaluated and addressed.

The proposed actions for the mitigation of adverse effects to the Fairfax Bridge (K0456) and Platte Purchase Bridge (A0450) over the Missouri River – archival documentation and advertisement for reuse – are described in the *Stipulations of the Memorandum of Agreement*, which this document accompanies.

***U.S. 69 Bridges Over the
Missouri River EA***

List of Attachments

Attachment A - Location Map for the U.S. 69 Bridges Over the Missouri River Project

Attachment B - Public Involvement

Attachment C - Agency Correspondence and Coordination

Attachment D - Alternatives Analysis

Attachment A

Location Map for the U.S. 69 Bridges Over the Missouri River Project



<p>LEGEND</p> <ul style="list-style-type: none"> — APE — Argosy Parkway Supplemental Study Areas — Ceco Steel Supplemental Study Area <p style="text-align: center;">0 1,000 2,000 Feet</p>	 	<p>Figure 1-1 APE and Supplemental Study Areas Platte County, Missouri Wyandotte County, Kansas MoDOT</p>
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Attachment B

Public Involvement

Contents in order of Appearance:

Newsletter #1

Pre-Location Public Meeting - November 13, 2012

- Meeting Summary
- Meeting Handout
- Selected Display Boards
- Invitation Post Card
- Display Ad
- MoDOT On-Line Meeting Introduction

Newsletter #2

Location Public Hearing – September 17, 2013

- Meeting Summary
- Meeting Handout
- Selected Display Boards
- Invitation Post Card
- Display Ad
- MoDOT On-Line Meeting Introduction

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:

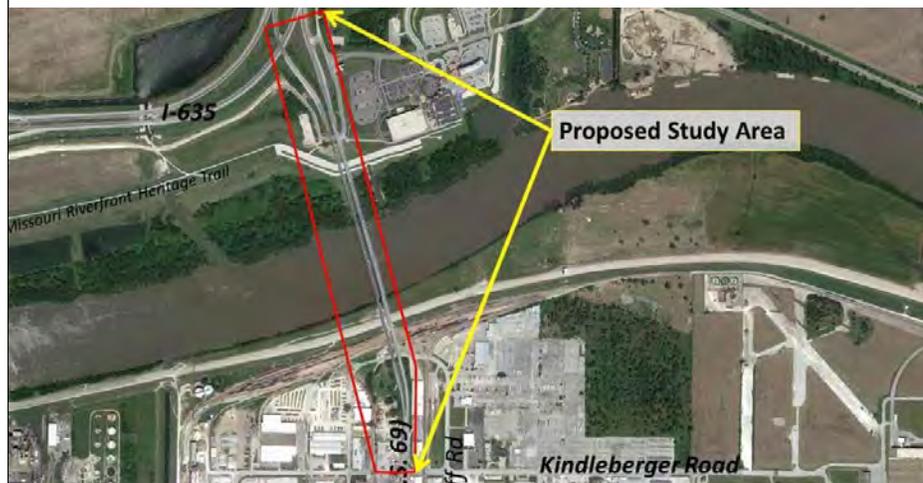
- planning
- environmental
- design
- construction

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.



US 69 Bridges Over the Missouri River EA

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 handout and select displays are attached as Exhibit C. 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.

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 kcommunityrelations@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.

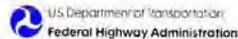


Figure 1

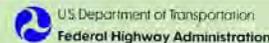
The Environmental Impact Statement Process

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.



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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.



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

Next Steps

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

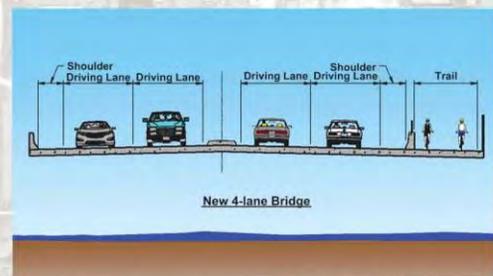
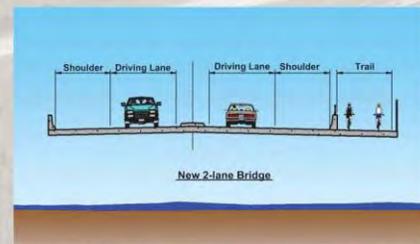
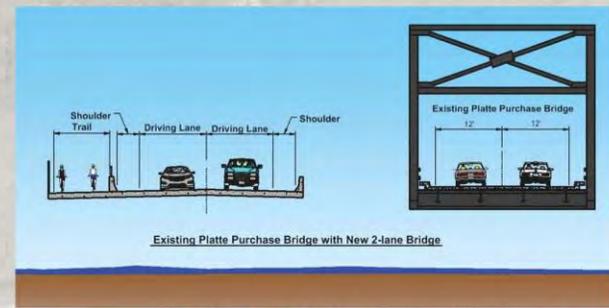
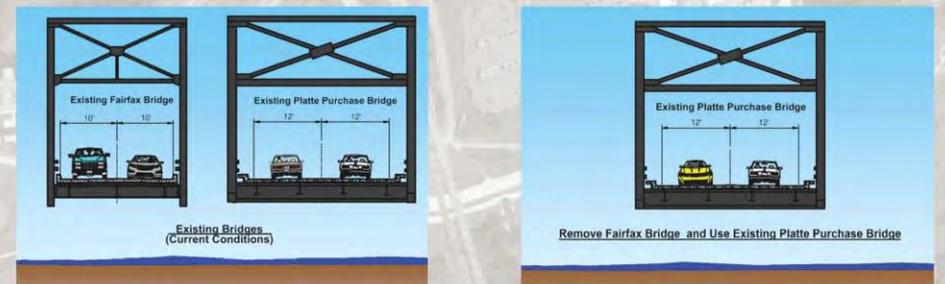
These are the next steps in the study:

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

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.

Bridge Lane Options



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.



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.

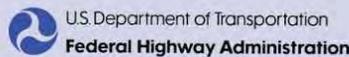
We Want Your Input

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



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

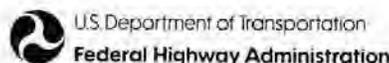
- 1 CENTRAL SOLUTIONS**
Fairfax Industrial District
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2950 NW Vivion Road | Riverside, MO
4:30 p.m. - 6:30 p.m.

The purpose of the meetings is to:

- describe the general nature of the proposed project;
- 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.

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

HOME >> KANSASCITY >> MAJOR PROJECTS >> US69_EIS_ONLINE_MEETING



- Home
- About the Project
- Timeline
- Purpose and Need & Initial Alternatives
- Provide Feedback
- Contact Us

Welcome to the U.S. 69 Bridges Online Public Meeting

Join the Conversation!

We want your ideas about improving the U.S. 69 Bridges over the Missouri River commonly known as the 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 \(FHWA\)](#) are conducting an Environmental Impact Statement (EIS) for the U.S. 69 Bridges over the Missouri River. The effort is an environmental study to determine the future improvement to address the deteriorating bridge conditions. The study will end in the spring of 2014.

We value your opinion!

Now through November 28, 2012, we're taking public input about the study's purpose and need and the range of initial alternatives to be evaluated. The purpose and need identifies the problems that the study is intended to address and drives the development of alternatives to improve the existing bridges.

Click through this online meeting to learn more about the study. The links on the top of the page provide background information about the EIS, describing the study, timeline, purpose and need, initial alternatives, and an opportunity to provide your [feedback](#) for the EIS.

Please take an opportunity to provide comments concerning the project's [purpose and need](#) and [the initial range of alternatives](#) to be evaluated as the study moves forward.

[Top of Page](#)

[Provide your Feedback](#)

Public Meetings
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.
-AND-
RIVERSIDE CITY HALL
2950 NW Vivion Road
Riverside, MO 64150
Come and go from 4:30 - 6:30 p.m.

[We need your input! Click here to provide your feedback online.](#)
Customer feedback on the Purpose and Need Statement and the initial range of alternatives will be accepted through November 28, 2012.



[Project Newsletter Issue 1](#)

U.S. BRIDGES

Environmental Assessment

OVER THE MISSOURI RIVER

SEPTEMBER 2013

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 and Platte Purchase Bridges. 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.

What's new with the US 69 Bridges Study?

MoDOT initiated the study in September 2012 to seek the most effective alternative to improve the US 69 crossing of the Missouri River between Platte County, Mo. and Wyandotte County, Kan. The alternatives considered have to satisfy current and future transportation needs while minimizing impacts on the human and natural environment. MoDOT held a series of meetings with numerous stakeholders during October and November 2012, followed by two public meetings held on Nov. 13, 2012 - one in the Fairfax Industrial District and one in Riverside - to receive input on the need for the proposed improvements and to gain feedback on the conceptual alternatives. MoDOT hosted an online public meeting on the MoDOT project website. The study team also met with local, state, and federal agencies on Nov. 14 to receive input on various study methodologies.

Change From EIS to EA

Under the National Environmental Policy Act (NEPA), federal-aid projects are classified depending on the anticipated magnitude of impact on the human and natural environment. The US 69 Bridges Study began as an Environmental Impact Statement (EIS) because one of the initial options would have reduced the crossing to two-travel lanes, one in each direction. MoDOT, KDOT, and FHWA eliminated the options that reduced the river crossing to two-lanes from further consideration in response to the traffic analysis and the input received from the public involvement during October and November 2012. In December 2012, FHWA reclassified the study from an EIS to an Environmental Assessment (EA). The schedule was revised, now with an anticipated completion date of December 2013.

Location Public Hearing

A Location Public Hearing will be held on **Sept. 17, 2013, at the City of Riverside Community Center**, 4498 NW High Drive, Riverside, Mo. from 4:00 p.m. - 7:00 p.m. The Public Hearing provides an opportunity for the public to comment on the Environmental Assessment (EA) document, which includes the preferred alternative.

The EA is available for public review between Aug. 28 and Oct. 1, 2013 at:

- **MoDOT Office** (600 NE Colbern Road, Lee's Summit, Mo. 64086)
- **KDOT Office** (700 SW Harrison Street, Topeka, Kan. 66603)
- **City of Riverside City Hall** (2950 NW Vivion Road, Riverside, Mo. 64150)
- **Unified Government of Wyandotte County and Kansas City, Kan.** (701 N. 7th Street, Kansas City, Kan. 66101)
- **Central Branch of the Kansas City Public Library** (14 West 10th Street, Kansas City, Mo. 64105)
- **Kansas City, Kansas Main Library** (625 Minnesota Avenue, Kansas City, Kan. 66101)
- **Mid-America Regional Council** (600 Broadway, Suite 200, Kansas City, Mo. 64105)
- **www.modot.org/kansascity**



U.S. Department of Transportation
Federal Highway Administration

www.modot.org/kansascity

Why are improvements needed?

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

- » **Maintain infrastructure** – address the physical condition of the historic Fairfax Bridge and Platte Purchase Bridges to manage the long-term cost-effective reliability of the crossing.
- » **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.

- » **Maintain regional transportation linkages** – maintain a reliable Missouri River crossing that accommodates regular daily traffic while providing capacity to convey traffic diverted from incidents and maintenance activities on the adjacent bridges.
- » **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.

Reasonable Alternatives Evaluated in the EA

The initial alternatives were evaluated in terms of how they addressed the condition of the existing bridges and the transportation needs in the study area. Input from stakeholders and the public was also considered in the decision by MoDOT and KDOT to eliminate Alternative 1 (remove the Fairfax Bridge and maintain the Platte Purchase Bridge) from further consideration.

Additional engineering and environmental review determined that the Platte Purchase Bridge will need replacement before 2040 due to its deteriorated condition. Continued use of the Platte Purchase Bridge would restrict the size and weight of vehicles crossing the bridge because of its low vertical clearance, narrow shoulders, and weight limit. Maintenance and major repairs would only extend the usable life of the bridge to about the year 2032. Furthermore, leaving the Platte Purchase Bridge in place in combination with a new two-lane bridge could potentially affect river navigation and flood management. For these reasons, Alternative 2 (replace the Fairfax Bridge with a new 2-lane bridge and maintain the Platte Purchase Bridge) was also removed from further consideration.

MoDOT and KDOT recommend that the best value for this project would be to construct a new four-lane bridge to replace both the Fairfax and Platte Purchase Bridges. For those reasons, Alternative 3 is being carried forward as a reasonable alternative for detailed evaluation in the EA.

Alternative 3 would replace both the Fairfax and Platte Purchase Bridges with a new four-lane bridge. Alternative 3 includes three Build Options, depending on the location of the new bridge either upstream of the Fairfax Bridge (Build Option 3A) or on or near the alignment of one or both existing bridges (Build Options 3B1 or 3B2):

- **Build Option 3A** – New 4-lane bridge upstream of the Fairfax Bridge with realignment of Argosy Parkway under the bridge.
- **Build Option 3B1** – New 4-lane bridge on existing bridge alignment and maintain existing Argosy Parkway Loop under the bridge.
- **Build Option 3B2** – New 4-lane bridge on existing bridge alignment with realignment of Argosy Parkway under the bridge.

The new bridge would include a separate bicycle/pedestrian trail on one side of the new bridge to provide continuity with trail systems on both sides of the river. The trail would be barrier protected from the traffic lanes on the bridge.

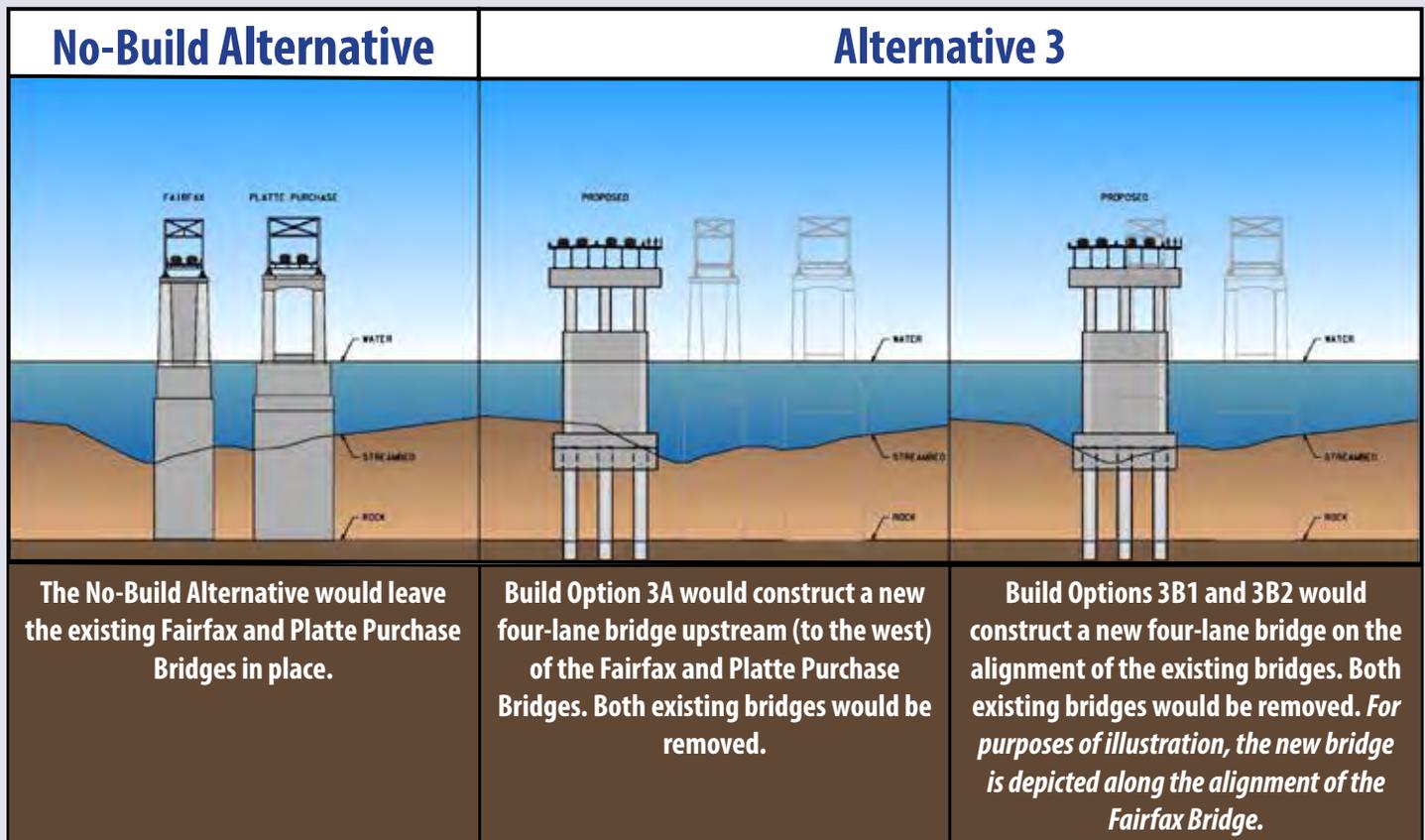
The No-Build Alternative is carried forward as a baseline for comparison with Alternative 3. The No-Build Alternative would leave both existing bridges in place while doing continued maintenance until the point in the future when the bridges would eventually have to be closed permanently.

The EA recommends Alternative 3 as the preferred alternative.

Cultural Resources and the Section 106 Process

One of the key environmental factors that must be considered is the effect of the project on cultural resources. The Section 106 Process, a portion of the National Historic Preservation Act, requires agencies to take into account the effects of their actions on historic properties. Both the Fairfax and Platte Purchase bridges meet the eligibility criteria for listing in the National Register of Historic Places. The Fairfax Bridge, constructed in 1935, spans a total length of 2,595 feet and carries US 69 traffic southbound across the Missouri River into the Fairfax Industrial District in Kansas City, Kan. The Platte Purchase Bridge, spanning a total length of 2,602 feet, is located adjacent to and downstream from the Fairfax Bridge. It was constructed in 1957 as a sister bridge to increase traffic flow northbound across the river. Both bridges are historically significant for their design as monumental examples of steel truss bridges crossing a major river. Their cantilevered, camelback Warren through trusses represent a distinctive form.

Other cultural resources, including buildings and archaeological sites that may be located within or adjacent to the survey area have been considered. No additional historic properties will be affected by the project. Further coordination with both the Missouri and Kansas State Historic Preservation Offices, the Advisory Council on Historic Preservation, the FHWA, and other interested parties is ongoing to consider project effects on the historic bridges. The study team encourages public participation to help identify measures that might avoid, minimize, or mitigate any adverse effects of the undertaking on these historic properties.



Study Process and Schedule

In December 2012 MoDOT, KDOT, and FHWA reclassified the study from an EIS to an EA. The primary differences between preparing an EIS versus an EA are: (1) the level of impacts, (2) level and types of analyses completed, and (3) the time it takes to complete the process.

An EIS is prepared when the impacts of the proposed project would significantly affect the quality of the human natural environment or the project may be controversial. Detailed analyses determine the impacts and any potential means that could lessen the level of impacts. The EIS identifies agencies to assist in the study based on their regulatory authority or areas of interest. The EIS process concludes with the issuance of a Record of Decision signed by the FHWA.

An EA is typically developed when the significance of impacts is uncertain or for projects where it is anticipated that impacts will be less than significant. A Finding of No Significant Impact (FONSI) is issued by FHWA at the conclusion of the process when impacts have been determined to be less than significant. If during the process, significant impacts are identified and measures can't be taken to lessen them, the process can be stopped and restarted as an EIS. The process to complete both EISs and EAs include

opportunities for government agencies and the public to provide input and to review the documents before a Preferred Alternative is selected by the FHWA.

Because the US 69 Bridges Study is now an EA, the study schedule has been revised with a completion date of December 2013.

Following issuance of a decision document by the FHWA, MoDOT would be able to begin design and construction. Currently, MoDOT anticipates starting construction in 2014.

COMMENTS

Input can be provided to the project manager, Allan Zafft at (816) 607-2258 or allan.zafft@modot.mo.gov. For more information about other MoDOT projects, please visit MoDOT's Website at: www.modot.org/kansacity. For instant updates, follow MoDOT_KC on Twitter or send questions and comments to: kccustomerrelations@modot.mo.gov.

Scoping	Purpose and Need Statement	Develop and Screen Alternatives	Environmental Assessment	Decision Document	Design - Build Process
Resource Agency Coordination Meetings with Stakeholders	Define problems, identify needs Define Initial Alternatives Public Meeting Open House #1	Develop and evaluate full range of alternatives Determine reasonable alternatives	Determine impact of reasonable alternatives Identify a Preferred Alternative Hold Location Public Hearing	Completion of the NEPA Process	
October 2012	November 2012	December 2012 - February 2013	March - September 2013	October- December 2013	2014 - 2016



US 69 Bridges Over the Missouri River EA

Location Public Hearing

September 17, 2013

Overview

A Location Public Hearing was conducted to provide an opportunity for the public to comment on the Environmental Assessment (EA) document, which included the preferred alternative. The purpose of the meeting was to describe the general nature of the proposed project, present the range of alternatives considered and obtain comments and input on the project. Thirty-seven people attended the public hearing and fourteen comment cards were received. There was also an online hearing offering the same materials and opportunities for comment via the Missouri Department of Transportation (MoDOT) website between September 17 and October 1, 2013. One response to the online hearing was received and one response was received via email.

The Hearing was held on Tuesday, September 17, 2013 from 4:00 to 7:00 p.m. at the Riverside Community Center, 4498 NW High Drive, Riverside, Mo., and was conducted in an open-house format. The meeting included displays depicting the general nature of the project, the range of alternatives considered including the preferred alternative, the Environmental Assessment, and information relating to the two historic bridges affected by the proposed action, and a comment station for written and verbal comments.

To serve Spanish-speaking participants, an interpreter was available. Additionally, there was also a recording device available for oral comments.

Public Hearing Publicity

The hearing was publicized and the EA document was advertised for availability by the following means:

- Legal notice of the hearing and EA availability appeared on August 25, 2013 in *The Kansas City Star*.
- The EA document was made available for public inspection on August 28, 2013. Specific locations for public viewing are listed under the Document Availability for Public Viewing section of this summary.

- Postcards were mailed by MoDOT announcing the availability of the EA document and public hearing date and instructions on how to comment. The mailers were distributed to more than 700 individuals and organizations who had expressed an interest in the project, had property or other interests in the project area, or who had been identified as a potential stakeholder.
- The MoDOT website posted information about public viewing locations of the EA document, the availability of the EA document online, hearing time, date and location and information on how to comment on the EA document.
- Email notifications including information about the hearing time, date and location and information on how to comment on the EA were sent to the following public jurisdictions and organizations:
 - Riverside, Mo. elected officials and staff
 - Platte County elected officials and staff
 - Unified Government of Wyandotte County and Kansas City, Kan. elected officials and staff
 - Fairfax Industrial Association
- A display ad was placed in the *Kansas City Star*, *Dos Mundos*, *Platte County Citizen*, *Platte County Landmark* and the *Wyandotte County News* prior to the public hearing.
 - September 11 – Kansas City Star Northland section
 - September 11 – Platte County Citizen
 - September 11 – Platte County Landmark
 - September 12 – Wyandotte County News
 - September 12 – Dos Mundos (translated to Spanish)

Document Availability for Public Viewing

The EA document was available for public review between August 28 and October 1, 2013 at the following locations:

- MoDOT Office (600 NE Colbern Road, Lee’s Summit, Mo. 64086)
- KDOT Office (700 SW Harrison Street, Topeka, Kan. 66603)
- City of Riverside City Hall (2950 NW Vivion Road, Riverside, Mo. 64150)
- Unified Government of Wyandotte County and Kansas City, Kan. (701 N. 7th Street, Kansas City, Kan. 66101)
- Central Branch of the Kansas City Public Library (14 West 10th Street, Kansas City, Mo. 64105)
- Kansas City, Kansas Main Library (625 Minnesota Avenue, Kansas City, Kan. 66101)
- Mid-America Regional Council (600 Broadway, Suite 200, Kansas City, Mo. 64105)
- www.modot.org/kansascity
- The Notice of Availability of the EA document was distributed to cooperating agencies and other relevant government agencies and organizations.

Exhibit Stations and Handouts

Hearing participants were invited to view the following board-mounted exhibits at a series of stations that were staffed by members of the project team.

- Purpose and Need
- Study Process
- Study Area Features
- Bridge Alternatives Considered
- Bridge Typical Sections
- Alternative 3A (Upstream of Existing)
- Alternative 3B1 (On Existing Location – Without Argosy Parkway Realigned)
- Alternative 3B2 (On Existing Location – With Argosy Parkway Realigned)
- Protection of Cultural Resources – Historic Fairfax and Platte Purchase Bridges
- Protection of Cultural Resources – Section 106 Process

The following handouts were available providing additional information about the hearing and project:

- US 69 Bridges over the Missouri River Welcome Sheet and Public Hearing Information
- US 69 Bridges over the Missouri River newsletter dated September 2013

The handouts and select exhibits are included in this attachment.

Comments:

The following is a summary of the fourteen comment cards that were received at the hearing and a single comment card was received after the hearing via mail. An additional comment was received via the online hearing. The public meeting comment cards and the online hearing asked the same questions. The verbatim comments as written on the forms are provided in the Public Comments Tab of the Appendix.

- What are your thoughts on the preferred alternative (Build Option 3A, 3B1 and 3B2)?
Note: 3 respondents preferred more than one option.
 - 3A: 7 people preferred this option
 - Comments
 - Encourage designers to pursue the Argosy extension to ease traffic and minimize sharp, blind turns
 - Does not want bridge closed due to trucks and workers from General Motors
 - Provides best connectivity for motorized and non-motorized users
 - Seems like safer bicycle access to trails and bridges
 - Need to realign Argosy Parkway
 - 3B1: 2 people preferred this option
 - Comment

- No need for realignment as there is already an existing loop under the bridge
 - 3B2: 5 people preferred this option
 - Comments
 - Will reduce future construction delay and likely cheaper
 - Allows for finishing a direct connection of Argosy Parkway
 - Seems like safer bicycle access to trails and bridges
 - Need to realign Argosy Parkway
 - A concern was expressed relating to the existing bridges having to carry all traffic during construction.
- Please share concerns you may have regarding the demolition of the historic Fairfax and Platte Purchase Bridges and /or what you think should be done.
 - Would love to see historic Bridge stay but new bridge must include bike/ped. routes
 - Keep existing bridges open or partially open during construction
 - Would love to see bridge used for any use in Platte County
 - Explore all options for reuse, with recycling as a last resort
 - Preserve one or both in place and convert them to a linear park
 - Not worth preserving
- Do you have any other comments or information you would like to share with the Study Team?
 - Glad to see shared use path and would like it to stay a priority of the project. Would also like to see accommodations made for the intersection of NW Argosy Parkway and NW Tremont for pedestrians and cyclists.
 - Additional crossing at the Missouri River are always desired.
 - Consider proper design and long term implications. Not realigning Argosy Parkway loop because of funding is poor planning. The loop is dangerous and does not meet today's traffic standards.
 - Keep bike/pedestrian plans
 - When designing bike/ped consider on how to keep clear of debris.
 - Bike/pedestrian path will require constant maintenance. A separated structure, like Jefferson City bridge is preferred.
 - Please coordinate with KDOT so Lewis & Clark Viaduct doesn't interfere with the US 69 bridge work.
 - Please create feeder area for bike/pedestrian at the bridge ends.

WELCOME

Welcome to the Public Hearing for the US 69 Bridges Over the Missouri River Environmental Assessment (EA). This hearing provides an opportunity for formal public review of the EA. The information presented this evening is intended to give you an overview of the study's major findings, the purpose and need for the proposed action, and the Preferred Alternative.

We encourage everyone to ask questions and make their comments known. All comments received by October 1 will be evaluated by FHWA, MoDOT and KDOT staff to determine the appropriate action needed to improve the river crossing and satisfy the transportation needs in the region.

We Need Your Comments

You can submit your comments either tonight or through the comment period, which ends on October 1, 2013.

To submit your comments tonight you can:

1. Fill out a comment card and submit your comments in writing. Please place your completed comment card in the comment box.
2. Provide oral comments via recording device.

To submit your comments later you can:

1. Visit the Website at: www.modot.org/kansascity and take part in the online public hearing. There are links to provide comments.
2. Send an e-mail to the MoDOT project manager: Allan.Zafft@modot.mo.gov
3. Mail written comments to: MoDOT, 600 NE Colbern Road, Lee's Summit, MO 64086



US 69 Bridges Over the Missouri River Environmental Assessment (EA)

Public Hearing Information

What Can You View at this Public Hearing?

The public hearing provides several options for viewing information and providing your comments:

- You may view the exhibits spaced around the room including maps of the Preferred Alternative located in the center of the room.
- You may ask questions of the project team staff.
- Make your opinions known. Representatives of MoDOT, KDOT, and the consultant team look forward to discussing the project with you.

What Happens to Comments?

- All formal comments received at the hearing or during the comment period will be reviewed, recorded, and will become part of the FHWA Decision Document.
- Any additional comments received within ten working days after this hearing will also be made a part of the hearing transcript. All substantive comments will be addressed in the FHWA Decision Document.
- All comments received will be evaluated by FHWA, MoDOT, and KDOT staff. After considering all comments, FHWA will determine if there significant impacts from the project construction. If none are found, FHWA will conclude the study process with a Finding of No Significant Impact decision document and the Missouri Highways and Transportation Commission will the approve the selected alternative.
- All comments are important and MoDOT and KDOT want to know what you think.

The following exhibits and stations are located in the hearing room:

Station Name	What Does the Exhibit Show?
Purpose and Need	It explains the purpose of the project and the key reasons behind the proposed bridge improvements.
Study Process	It describes the specific process this project is following.
Study Area Features	A map of the US 69 Study Area and some of the major features affecting the planning and design of any possible improvements.
Bridge Alternatives Considered	Lists the initial alternatives developed and screened.
Preferred Alternative – Alternative 3 Build Options 3A, 3B1, and 3B2.	Maps showing the Preferred Alternative – Alternative 3 – and the 3 Build Options possible for replacing both existing bridges.
Bridge Typical Sections	Illustrations showing the travel lanes and proposed barrier-separated, off-travelway bicycle/pedestrian lane.
Historic Bridges and the 106 Process for the Protection of Cultural Resources	The features of the historic Platte Purchase and Fairfax Bridges are described with background information about Section 106 of the National Historic Preservation Act.
What do you think?	You can provide your comment on the project in many ways. All comments need to be submitted to MoDOT no later than October 1, 2013.

Purpose and Need

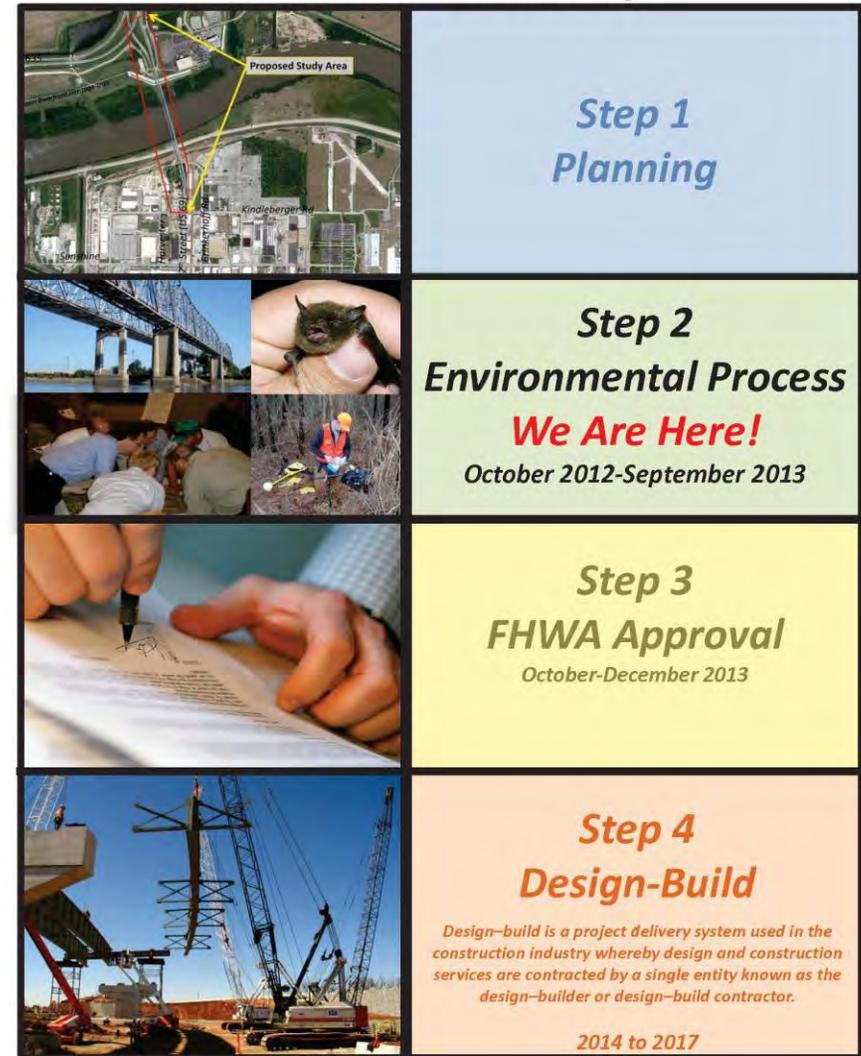
Purpose and Need of the Project:

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

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

Study Process

From Idea to Reality



Bridge Alternatives Considered

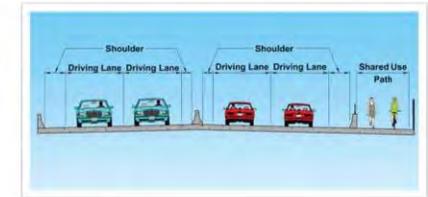
- **No-Build **** – Leave the existing bridges in place while doing continued bridge maintenance.
- **Alternative 1** – Remove Fairfax Bridge Only (*ELIMINATED*)
Northbound, Platte Purchase Bridge remains in place with two-way head-to-head traffic
- **Alternative 2** – Remove Fairfax Bridge and build a new companion bridge (*ELIMINATED*)
 - ❖ 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 bridge location.
This alternative could shut down traffic, in both directions during construction depending on the Design-Build proposal.
 - ❖ Option C – Build the new bridge downstream from the existing location. (*ELIMINATED*)

** This alternative is carried forward as a reasonable alternative for detailed evaluation in the EA

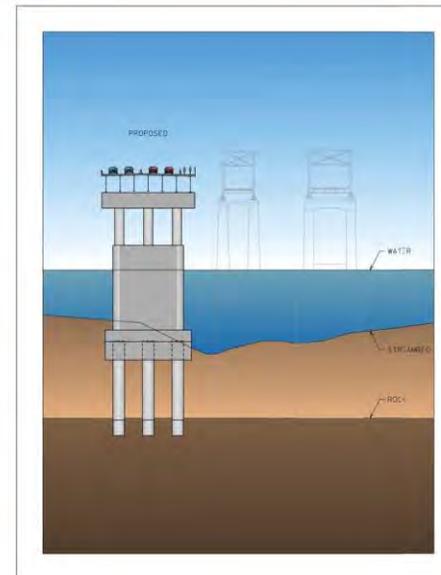
Bridge Typical Sections



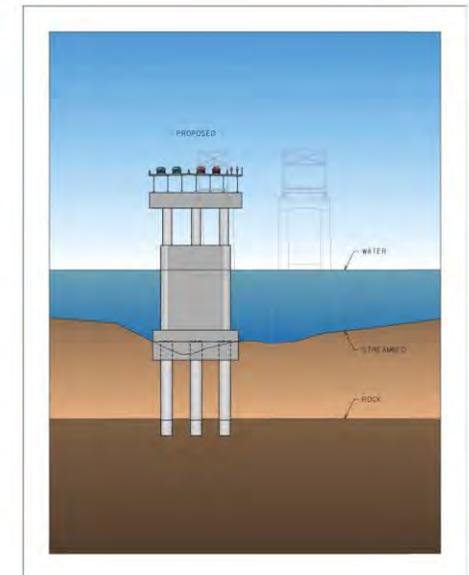
Existing Bridge Lanes



New 4-Lane Bridge



**Preferred Alternative
Alternative 3A**
Proposed Upstream of Existing Bridges



**Preferred Alternative
Alternative 3B1 & 3B2**
Proposed at Location of Existing Bridges

Protection of Cultural Resources

Historic Fairfax and Platte Purchase Bridges

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 Fairfax Bridge carries U.S. 69 traffic southbound across the Missouri River into the Fairfax Industrial District in Kansas City, Kansas. The Fairfax Bridge is eligible for listing in the National Register of Historic Places.

Constructed in 1957, the historic Platte Purchase Bridge expanded the transportation corridor, providing an important auxiliary crossing to accommodate greater traffic and promote the local economy. The 2,602-foot long Platte Purchase Bridge, carrying northbound traffic, has been determined eligible for listing in the National Register of Historic Places. Similar in their materials, scale, and form, both bridges serve as monumental examples of steel truss, major river crossings and their cantilevered, camelback Warren through trusses represent a distinct bridge type.

No other resources eligible for listing in the National Register of Historic Places have been identified within the area of potential effects (APE). Eligible resources adjacent to the APE will not be affected by the proposed action.



Protection of Cultural Resources

Section 106 Process

One of the key environmental factors that must be considered in an Environmental Assessment (EA) 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.

Cultural resources investigations for the project have involved researching the history of the project area and surveying various types of cultural resources in the project's area of potential effects (APE) to consider the presence of historic buildings, historic/prehistoric archaeological sites, and historic structures. The study has identified two historic properties—the Fairfax Bridge and the Platte Purchase Bridge. The study team is consulting with both the Kansas and Missouri State Historic Preservation Offices, the Advisory Council on Historic Preservation, and the Federal Highway Administration, and welcomes input from others interested in historic preservation to consider project effects on these historic properties. Please express your views regarding the project impacts to the historic bridges and ideas for their future by providing public comments.

Historic properties 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 EA follows the 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 EA 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 State Historic Preservation Office (SHPO) and others interested in cultural resources, potentially including tribal governments.

3

Determination of Effects

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.

Additional information on historic preservation and the Section 106 process can be found at <http://www.modot.org/ehp/HistoryPreservation.htm>

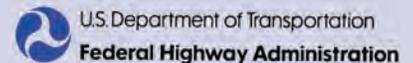
We Want Your Input

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 Assessment for the US 69 Bridges over the Missouri River commonly known as the historic Fairfax Bridge and the historic Platte Purchase Bridge.

Join us at the Location Public Hearing September 17, 2013. The purpose of the meeting is to:

- describe the general nature of the proposed project
- present the range of alternatives considered including the preferred alternative
- obtain comments and input on the project including the preferred alternative
- provide an opportunity to review the Environmental Assessment document

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 via online from September 17 through October 1, 2013 at www.modot.org/kansascity.



www.modot.org/kansascity

**LOCATION PUBLIC
HEARING OPEN HOUSE
Tuesday, September 17**

**RIVERSIDE COMMUNITY
CENTER
4498 NW High Drive
Riverside, MO 64150**

**Come and go from
4:00 p.m. - 7:00 p.m.**



600 NE Colbern Road
Lee's Summit, MO 64086

**LOCATION PUBLIC HEARING
OPEN HOUSE
Tuesday, September 17, 2013**

Riverside Community Center
4498 NW High Drive | Riverside, MO 64150
Come and go from 4:00 p.m. - 7:00 p.m.

www.modot.org/kansascity

We Want Your Input



BRIDGES OVER THE MISSOURI RIVER **Historic Fairfax and Platte Purchase Bridges**

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 Assessment.

**TUESDAY,
SEPTEMBER
17**

LOCATION PUBLIC HEARING

RIVERSIDE COMMUNITY CENTER
4498 NW High Drive | Riverside, MO
4:00 p.m. - 7:00 p.m.

The purpose of the Location Public Hearing is to:

- describe the general nature of the proposed project
- present the range of alternatives considered including the preferred alternative
- obtain comments and input on the project including the preferred alternative
- provide an opportunity to review the Environmental Assessment document

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 via online from September 17 through October 1, 2013 at www.modot.org/kansascity.



[**www.modot.org/kansascity**](http://www.modot.org/kansascity)



Online Hearing

Welcome to the online hearing for the US 69 Bridges Over the Missouri River Environmental Assessment (EA).

The information presented in this online hearing is intended to provide an overview of the study's major findings, the purpose and need for the proposed action, and the Preferred Alternative. We encourage you to ask questions and make comments. All comments received by Oct. 1 will be evaluated by FHWA, MoDOT and KDOT staff to determine the appropriate action needed to improve the river crossing and satisfy the transportation needs in the region.

The Missouri Department of Transportation in cooperation with the **Kansas Department of Transportation** and the **Federal Highway Administration** have prepared an Environmental Assessment for US 69 Bridges over the Missouri River Bridge in Platte County, Mo. and Wyandotte, Kan. which is now open for comments.

Click the materials below to review the project information.

Study Process



Study Area Features



[Comment on this project!](#)



[Click here to review photos of the existing bridges](#)



Re: Historic Fairfax Bridge 
Allan S Zafft to: Nathan Holth

07/26/2013 10:34 AM

Dear Mr. Holth:

On behalf of the Missouri Department of Transportation (MoDOT), we appreciate your interest in the environmental study for replacement of the Fairfax and/or Platte Purchase Bridges on U.S. 69 spanning the Missouri River between Platte County, Missouri and Wyandotte County, Kansas.

Together, the Fairfax Bridge and Platte Purchase Bridge serve local and regional travel demands by (1) supporting the movement of goods and freight, (2) maintaining regional transportation linkages, and (3) supporting continued economic vitality on both sides of the river. The age and condition of both bridges create an on-going need for costly maintenance and scheduled repairs which often restrict the use and capacity of this existing crossing to support these travel demands.

The No-Build Alternative along with a number of Build Alternatives were evaluated initially to determine the most appropriate course of action to address the transportation needs within the study area. There were initial alternatives that included retaining one or both bridges. The Build alternatives did not consider retaining the Fairfax Bridge because this bridge is considered near the end of its useful life. The Fairfax Bridge is classified as structurally deficient and fracture critical because of its deteriorated condition. This bridge also has narrow travel lanes with no shoulders, which limit the function of the bridge and its ability to conveniently accommodate the traffic mix that regularly crosses the bridge. The analysis of why alternatives were not retained will be documented in the Environmental Assessment (EA), prepared in accordance with the National Environmental Policy Act (NEPA), which will be available for public review later this summer.

A variety of public outreach efforts have provided opportunities to solicit interest in the historic bridges, but have not resulted in public concerns regarding their removal. Information regarding the historic Fairfax Bridge was included in exhibits displayed during the pre-location public meetings conducted in both Missouri and Kansas on November 13, 2012, and in the scoping meeting presentation given to agencies on November 14, 2012. Attendees at each meeting had the opportunity to view information about both bridges and the Section 106 Process. The same information was also provided through the on-line meeting hosted by MoDOT from November 13 through November 29, 2012.

The Section 106 Process was initiated in January 2013 with both the Missouri Department of Natural Resources-State Historic Preservation Office (SHPO) and the Kansas Historical Society (KHS). The Missouri SHPO is serving as the lead SHPO for the Section 106 processes involving the bridges and Missouri cultural resources, with the KHS retaining jurisdiction over properties in Kansas. The Advisory Council on Historic Preservation (Council) has been afforded the opportunity to participate in consultation. MoDOT has identified historic properties within the area of potential effects, including both bridges determined eligible for listing in the National Register of Historic Places. MoDOT is currently assessing the effects of implementing the proposed action on historic properties, and is currently working to resolve adverse effects. The results of these efforts will be documented in the EA.

Thank you for your interest in this study. You will be added to the mailing distribution list, so you are notified when the EA is available for public review. If you have any further questions or concerns regarding the project, please contact me.

Sincerely,

Allan Zafft
Transportation Planning Specialist
Missouri Department of Transportation
600 Northeast Colbern Road

Lee's Summit, MO 64086
Phone: 816-607-2258
E-mail: Allan.Zafft@modot.mo.gov

"Nathan Holth"

Mr. Zafft: I am seeking information on the propos...

07/09/2013 03:01:33 PM

From: "Nathan Holth" <nathan@historicbridges.org>
To: <allan.zafft@modot.mo.gov>,
Date: 07/09/2013 03:01 PM
Subject: Historic Fairfax Bridge

Mr. Zafft:

I am seeking information on the proposed project involving the historic Fairfax Bridge on US-69. The bridge appears to be eligible for listing in the National Register of Historic Places, and MoDOT appears to be proposing a project that would require the conduct of a Section 106 Review which would require consideration of alternatives to avoid adverse effect to the historic bridge, adverse effect being things like demolition. However, on the project website here:

http://www.modot.org/kansascity/major_projects/US69_EIS_Purpose.htm

Aside from "No Build" the only alternatives I see being considered all appear to include removal of the historic bridge, which is an adverse effect under Section 106. I am concerned that no alternatives which would avoid the demolition of the historic bridge appear to be under consideration. Can you please explain why this is the case? Has Section 106 Review not yet begun for this bridge? What stage is this project at?

Any information would be greatly appreciated.

Thanks,
-Nathan Holth

=====
Nathan Holth

Author/ Photographer/Webmaster

-----**HistoricBridges.org**-----

"Promoting the Preservation Of Our Transportation Heritage"

Mailing Address:

12534 Houghton Drive

Dewitt, MI, 48820

269-290-2593

nathan@historicbridges.org

www.historicbridges.org

=====
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government agency or any non-profit organization. While we strive for accuracy in our factual content, HistoricBridges.org offers no guarantee of accuracy. Opinions and commentary are the opinions of the respective HistoricBridges.org member who made them and do not necessarily represent the views of anyone else. HistoricBridges.org does not bear any responsibility for any consequences resulting from the use of this communication or any other HistoricBridges.org information. Owners of bridges have the responsibility of correctly following all applicable laws, rules, and regulations, regardless of any HistoricBridges.org communications or information.

=====

Attachment C
Agency Correspondence and Coordination

Missouri Department of Transportation

Kevin Keith, Director

573.751.2551
Fax: 573.751.6555
1.888.ASK MODOT (275.6636)

January 18, 2013

Mr. Patrick Zollner
Division Director, Cultural Resources
Kansas State Historical Society
6425 S.W. 6th Avenue
Topeka, Kansas 66615-1099

Dear Mr. Zollner:

Subject: Design, Route 69, Platte County
MoDOT Job No. J4P2279B
Environmental Study for Bridge Improvements to Fairfax Bridge over Missouri River
Evaluation of Platte Purchase Bridge (A0450)

In conjunction with the Environmental Assessment (EA) for bridge improvements to the Fairfax Bridge (Bridge No. K0456), both it and the adjacent northbound bridge, the Platte Purchase Bridge (A0450) will need Section 106 Review. These companion bridges cross the Missouri River and link Riverside, Missouri and the Fairfax Industrial District in Kansas. The Fairfax Bridge was previously evaluated for its historical significance during Missouri's statewide bridge study which addressed bridges erected before 1951 and is considered eligible for the National Register of Historic Places. Because the Platte Purchase Bridge was constructed in 1957, it was not included in Missouri's study and will need historical evaluation. Both bridges are jointly owned and maintained by Missouri and Kansas; Missouri is the lead state for administrative responsibility of the bridges and also is the lead for the EA project.

We need to identify which state, either the Kansas or Missouri State Historic Preservation Office (SHPO), will have Section 106 jurisdiction for the structures. The Missouri SHPO has offered to serve that role, providing it is agreeable to the Kansas SHPO. Please notify us if this is acceptable to the Kansas SHPO or if it prefers to have jurisdiction of the structures. If you have questions, please contact Toni Prawl at 573.526.3598, or email at: toni.prawl@modot.mo.gov. Thank you.

Sincerely,



Robert L. Reeder
Historic Preservation Manager

tp

Copies: Ms. Sara Parker Pauley-MDNR
Ms. Raegan Ball-FHWA
Mr. Kris Norton-KDOT
Mr. Dennis Heckman-CO-br
Mr. Charles Pursley-CO-de
Mr. Dan Niec-KC-ao



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www.modot.org

6425 SW 6th Avenue
Topeka, KS 66615



phone: 785-272-8681
fax: 785-272-8682
cultural_resources@kshs.org

Kansas Historical Society

Sam Brownback, Governor
Jennie Chinn, Executive Director

January 18, 2013

Robert Reeder
Historic Preservation Manager
MODOT
105 West Capitol Ave.
P.O. Box 270
Jefferson City, MO 65102

Re: MoDOT Job No. J4P2279B
Environmental Study for Improvements to Fairfax Bridge over Missouri River
Evaluation of Platte Purchase Bridge (A0450)

Dear Mr. Reeder:

In response to your letter dated January 18, 2013, the Kansas SHPO agrees that Missouri will be the lead SHPO with regard to the Section 106 process for the above-referenced bridges. Kansas SHPO will retain jurisdiction for properties within Kansas.

We would appreciate receiving copies of the determination of effect, record of mitigation, if any, and any survey data compiled for the bridges. Please submit any comments or questions to Kim Gant at 785-272-8681, ext. 225 or kgant@kshs.org.

Sincerely,

Jennie Chinn
State Historic Preservation Officer


Patrick Zollner
Director, Cultural Resources Division
Deputy State Historic Preservation Officer

Missouri Department of Transportation
Kevin Keith, Director

573.751.2551
Fax: 573.751.6555
1.888.ASK MODOT (275.6636)

March 5, 2013

Mr. Mark Miles, Director SHPO
MDNR/DSP
P. O. Box 176
Jefferson City, MO 65102

Dear Mr. Miles:

Subject: Design
Platte County, Route 69
Job No. J4P2279B
Bridge Improvements to Fairfax Bridge over Missouri River
Section 106 Compliance Report

Please find attached two copies (one paper copy and one .PDF file) of a Section 106 Survey Report detailing the results of cultural resources investigations conducted for the above referenced project. The comprehensive technical report includes cultural resources in Missouri and Kansas and is being submitted to both state historic preservation offices for review of the resources within the jurisdiction of each.

It is the Missouri Department of Transportation's (MoDOT) opinion that two historic properties are located directly in the area of potential effects (APE), Bridge No. K0456, the Fairfax Bridge and Bridge No. A0450, the Platte Purchase Bridge. Additionally, two architectural resources located in Wyandotte County, Kansas adjacent to the APE are considered eligible for listing in the National Register of Historic Places, but will not be affected by the project. We request the concurrence of the State Historic Preservation Office (SHPO) with this finding.

Currently, an Environmental Assessment is underway. Due to the build alternative under consideration, it is anticipated that both historic bridges will be adversely affected and that a Memorandum of Agreement will be necessary; therefore, the MoDOT will seek consultation with the Federal Highway Administration, the Kansas Department of Transportation, the Kansas Historical Society, the Missouri SHPO, the Advisory Council on Historic Preservation, if participating, and any other interested parties to outline the steps needed to mitigate the adverse effect. Should you or any of your staff have any questions, please contact Toni Prawl, MoDOT Senior Historic Preservation Specialist, at toni.prawl@modot.mo.gov or (573) 526-3598.

Sincerely,



Michael C. Meinkoth
Historic Preservation Manager

Attachments

Copies: Ms. Sara Parker Pauley – MDNR
Mr. Dan Niec – 4-ao
Mr. Charles Pursley – CO-de
Mr. Scott Vogel – KDOT



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www.modot.org

Missouri Department of Transportation
Kevin Keith, Director

573.751.2551
Fax: 573.751.6555
1.888.ASK MODOT (275.6636)

March 5, 2013

Ms. Kim Gant, Review & Compliance Coordinator
Kansas Historical Society
6425 SW 6th Avenue
Topeka, KS 66615

Dear Ms. Gant:

Subject: Design
Platte County, Route 69
Job No. J4P2279B
Bridge Improvements to Fairfax Bridge over Missouri River
Section 106 Compliance Report

Please find attached two copies (one paper copy and one .PDF file) of a Section 106 Survey Report detailing the results of cultural resources investigations conducted for the above referenced project. The comprehensive technical report includes cultural resources in Missouri and Kansas and is being submitted to both state historic preservation offices for review of the resources within the jurisdiction of each.

It is the Missouri Department of Transportation's (MoDOT) opinion that two historic properties are located directly in the area of potential effects (APE), Bridge No. K0456, the Fairfax Bridge and Bridge No. A0450, the Platte Purchase Bridge. Additionally, two architectural resources located in Wyandotte County, Kansas adjacent to the APE are considered eligible for listing in the National Register of Historic Places, but will not be affected by the project. We request the concurrence of the State Historic Preservation Office (SHPO) with this finding.

Currently, an Environmental Assessment is underway. Due to the build alternative under consideration, it is anticipated that both historic bridges will be adversely affected and that a Memorandum of Agreement will be necessary; therefore, the MoDOT will seek consultation with the Federal Highway Administration, the Kansas Department of Transportation, the Kansas Historical Society, the Missouri SHPO, the Advisory Council on Historic Preservation, if participating, and any other interested parties to outline the steps needed to mitigate the adverse effect. Should you or any of your staff have any questions, please contact Toni Prawl, MoDOT Senior Historic Preservation Specialist, at toni.prawl@modot.mo.gov or (573) 526-3598.

Sincerely,



Michael C. Meinkoth
Historic Preservation Manager

tp

Attachments

Copies: Mr. Scott Vogel – KDOT





Jeremiah W. (Jay) Nixon, Governor • Sara Parker Pauley, Director

DEPARTMENT OF NATURAL RESOURCES

www.dnr.mo.gov

March 5, 2013

Michael Meinkoth
Historic Preservation Manager
Missouri Department of Transportation
P.O. Box 270
Jefferson City, Missouri 65102

Re: Route 69, Fairfax and Platte Purchases Bridges over Missouri River, Job No. J4P2279B (FHWA)
Platte County, Missouri

Dear Mr. Meinkoth:

Thank you for submitting information on the above referenced project for our review pursuant to Section 106 of the National Historic Preservation Act (P.O. 89-665, as amended) and the Advisory Council on Historic Preservation's regulation 36 CFR Part 800, which require identification and evaluation of cultural resources.

We have reviewed the information provided concerning the above referenced project. We concur with your determination that Bridge No. K0456 (Fairfax) and Bridge No. A0450 (Platte Purchase) are eligible for inclusion in the National Register of Historic Places. We also concur with your determination that the proposed demolition of the Fairfax Bridge will have an **adverse effect** on the historic Fairfax Bridge and on the Platte Purchase Bridge. A Memorandum of Agreement (MOA) that outlines the steps needed to mitigate the adverse effect for this project will need to be drafted. Final stipulations in the MOA should be determined in consultation with the Federal Highway Administration, the Missouri Department of Transportation, our office, the Advisory Council, if participating, and any other interested parties.

The U.S. Department of Transportation should forward the necessary adequate documentation as described to the Executive Director, Advisory Council on Historic Preservation, The Old Post Office Building, 1100 Pennsylvania Avenue NW, #809, Washington, DC 20004. Pending receipt of the Council's decision on whether it will participate in consultation, no action shall be taken which would foreclose Council consideration of alternatives to avoid or satisfactorily mitigate any adverse effect on the property in question.

If you have any questions, please write Judith Deel at State Historic Preservation Office, P.O. Box 176, Jefferson City, Missouri 65102 or call 573/751-7862. Please be sure to include the SHPO Log Number (**002-PL-13**) on all future correspondence or inquiries relating to this project.

Sincerely,

STATE HISTORIC PRESERVATION OFFICE

A handwritten signature in cursive script that reads "Mark A. Miles".

Mark A. Miles
Director and Deputy State
Historic Preservation Officer

MAM:d

c Raegan Ball, FHWA



6425 SW 6th Avenue
Topeka, KS 66615



phone: 785-272-8681
fax: 785-272-8682
cultural_resources@kshs.org

Kansas Historical Society

Sam Brownback, Governor
Jennie Chinn, Executive Director

March 7, 2013

Michael C. Meinkoth
Historic Preservation Manager
MODOT
105 West Capitol Ave.
P.O. Box 270
Jefferson City, MO. 65102

Re: Fairfax and Platte Purchase Bridge Improvements, US-69 in Wyandotte County, KS and Platte County, MO.
MODOT Job N. J4P2279B

Dear Mr. Meinkoth:

We have reviewed the materials received March 7, 2013 regarding the above-referenced project in accordance with 36 CFR Part 800. In reviews of this nature, the State Historic Preservation Officer (SHPO) determines whether a federally funded, licensed, or permitted project will have an adverse effect to properties that are listed or determined eligible for listing in the National Register of Historic Places. Our office concurs that the Fairfax (K0456) and the Platte Purchase (A0450) Bridges are eligible for listing in the National Register and that removal of these bridges is considered an adverse effect. We also concur that there are two architectural resources adjacent to the APE that are eligible for the NRHP, but they will not be affected by the proposed project.

The next step in the process is to look for ways to avoid or minimize the adverse effects. Thank you for giving us the opportunity to comment on this proposal. Please submit any comments or questions regarding this review to Kim Gant at 785-272-8681, ext 225 or kgant@kshs.org.

Sincerely,

Jennie Chinn
State Historic Preservation Officer

Patrick Zollner
Director, Cultural Resources Division
Deputy State Historic Preservation Officer

CC: Scott Vogel, KDOT



U.S. Department
of Transportation

**Federal Highway
Administration**

Missouri Division

6/4/2013

3220 W. Edgewood, Suite H
Jefferson City, Missouri 65109
(573) 636-7104
Fax (573) 636-9283
Missouri.FHWA@fhwa.dot.gov

Advisory Council on Historic Preservation
1100 Pennsylvania Avenue NW, Suite 803
Old Post Office Building
Washington, DC 20004

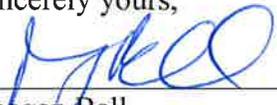
RE: Notification Regarding an Adverse Effect determination for the Fairfax Bridge (K0456) and Platte Purchase Bridge (A0450), Platte County
MoDOT Job No. J4P2279B; KDOT Project No. 169-105 KA 2838-01

Dear Ms. Legard:

Per 36 CFR 800.6, the Federal Highway Administration is notifying your office of an adverse effect determination for the Fairfax Bridge (K0456) and Platte Purchase Bridge (A0450) on Route 69 over the Missouri River, in Platte County Missouri, and requests to know whether the Advisory Council would like to participate in the development of the Memorandum of Agreement for the project. Documentation pursuant to 36 CFR §800.11(e), is enclosed for your use in providing a response. The Federal Highway Administration and the Missouri Department of Transportation have drafted a Memorandum of Agreement to resolve the adverse effect to the bridges (also enclosed).

If you have any questions or would like any additional information, please contact me at 573-638-2620 or Raegan.Ball@dot.gov.

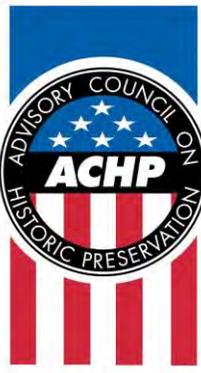
Sincerely yours,



Raegan Ball

Enclosures

Cc: Judith Deel, MoSHPO
Mike Meinkoth, MoDOT



Preserving America's Heritage

June 19, 2013

Raegan Ball
Program Development Team Leader
FHWA - Missouri Division
3220 W. Edgewood, Suite H
Jefferson City, MO 65109

Ref: *Proposed Replacement of the Fairfax Bridge (K0456) and Platte Purchase Bridge (A0450) on U.S. 69 over the Missouri River in Platte County, Missouri & Wyandotte County, Kansas MoDOT Job No. J4P2279B; KDOT Project No. 169-105 KA-2838-01*

Dear Ms. Ball:

The Advisory Council on Historic Preservation (ACHP) has received your notification and supporting documentation regarding the adverse effects of the referenced undertaking on a property or properties listed or eligible for listing in the National Register of Historic Places. Based upon the information provided, we have concluded that Appendix A, *Criteria for Council Involvement in Reviewing Individual Section 106 Cases*, of our regulations, "Protection of Historic Properties" (36 CFR Part 800), does not apply to this undertaking. Accordingly, we do not believe that our participation in the consultation to resolve adverse effects is needed. However, if we receive a request for participation from the State Historic Preservation Officer (SHPO), Tribal Historic Preservation Officer, affected Indian tribe, a consulting party, or other party, we may reconsider this decision. Additionally, should circumstances change, and it is determined that our participation is needed to conclude the consultation process, please notify us.

Pursuant to 36 CFR §800.6(b)(1)(iv), you will need to file the final Memorandum of Agreement (MOA), developed in consultation with the Missouri & Kansas State Historic Preservation Office's (SHPO's), and any other consulting parties, and related documentation with the ACHP at the conclusion of the consultation process. The filing of the MOA, and supporting documentation with the ACHP is required in order to complete the requirements of Section 106 of the National Historic Preservation Act.

Thank you for providing us with the notification of adverse effect. If you have any questions or require further assistance, please contact Ms. Najah Duvall-Gabriel at 202-606-8585 or at ngabriel@achp.gov.

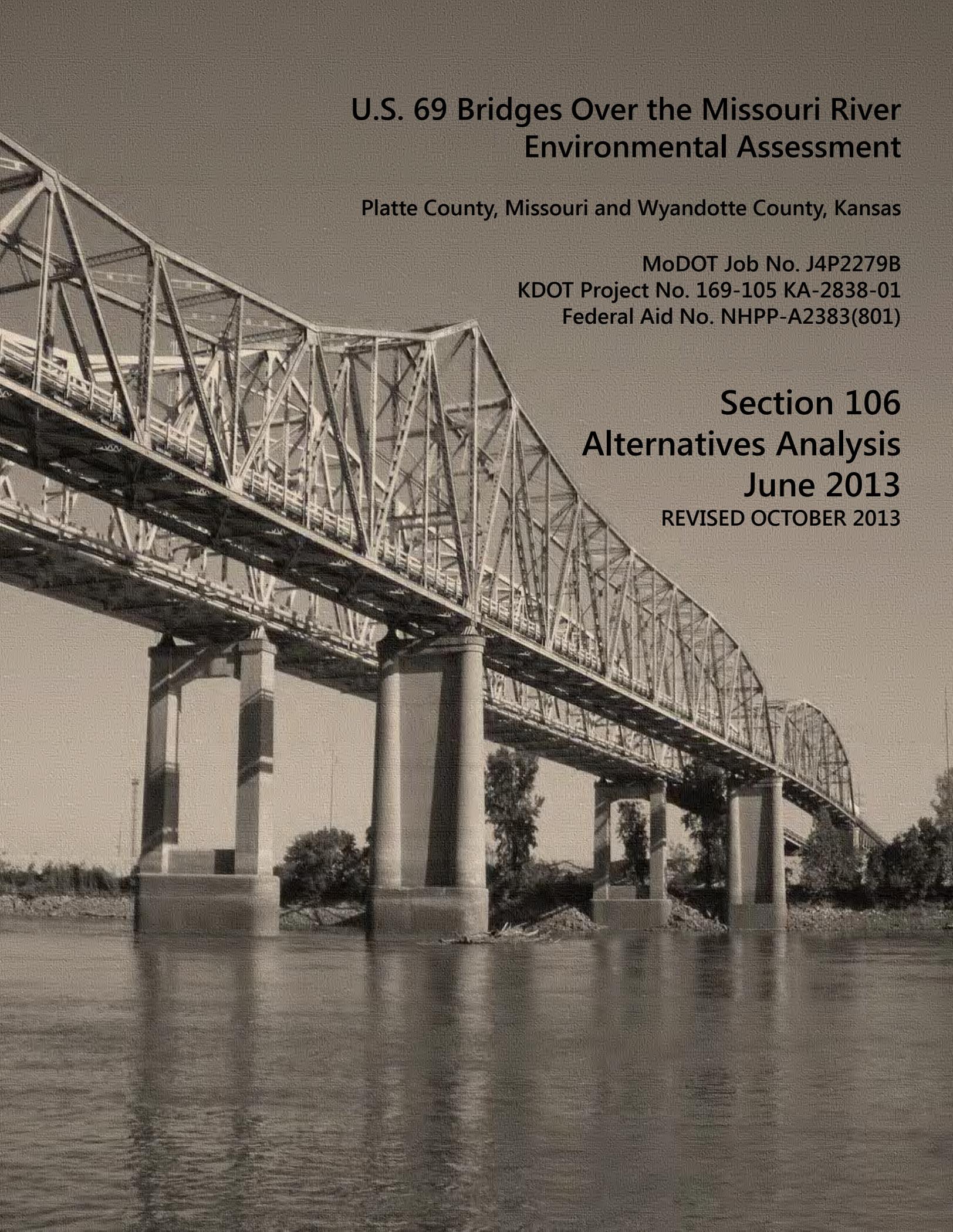
Sincerely,

LaShavio Johnson
Historic Preservation Technician
Office of Federal Agency Programs

ADVISORY COUNCIL ON HISTORIC PRESERVATION

1100 Pennsylvania Avenue NW, Suite 803 • Washington, DC 20004
Phone: 202-606-8503 • Fax: 202-606-8647 • achp@achp.gov • www.achp.gov

Attachment D
Alternatives Analysis



U.S. 69 Bridges Over the Missouri River Environmental Assessment

Platte County, Missouri and Wyandotte County, Kansas

MoDOT Job No. J4P2279B
KDOT Project No. 169-105 KA-2838-01
Federal Aid No. NHPP-A2383(801)

Section 106
Alternatives Analysis
June 2013
REVISED OCTOBER 2013

Alternatives Analysis

INTRODUCTION

The historic Fairfax Bridge and historic Platte Purchase Bridge provide an important linkage over the Missouri River as part of the Kansas City regional highway network.

Fairfax Bridge - The Fairfax Bridge (K0456), constructed between 1933 and 1935, is 2,595 feet long. This Warren through-truss bridge carries southbound U.S. traffic via two 10-foot wide travel lanes and no shoulders. The bridge is comprised of 15 spans that range from 301 to 474 feet long. It is supported on two reinforced concrete abutments, wingwalls, eight bents, and six piers.

South Approach Span - three steel wide flange I beams, three simple steel deck trusses, and one 301-foot long steel simple Warren through truss

Main Span - three rigid-connected continuous cantilevered steel camelback Warren through trusses channel spans measuring 416, 474, and 416 feet respectively

North Approach Span - one 301 foot-long steel simple Warren through trusses; three simple steel deck trusses; and one simple steel wide flange girder approach span

The engineering firm Sverdrup and Parcel, from St. Louis, Missouri, designed the bridge. The Kansas City Bridge Company of Kansas City, Missouri, was the fabricator and contractor.



Figure 1: Historic Fairfax Bridge (K0456) (in front, closed pier)

Platte Purchase Bridge - The Platte Purchase Bridge (A0450), constructed in 1957, is 2,602 feet long and carries northbound U.S. 69 traffic via two 12 foot-wide travel lanes and one-foot wide shoulders. This Warren through-truss bridge also has 15 spans; however, it is seven feet longer than the Fairfax Bridge. The symmetry of the Fairfax Bridge design is echoed by the Platte's composition featuring five steel Warren trusses that range from 302 to 474 feet each. It is supported on two reinforced concrete abutments, wingwalls, eight bents, and six piers.

South Approach Span - six simple span, steel plate girders; one 302 foot-long steel simple Warren through truss

Main Span - three rigid-connected continuous cantilevered camelback steel Warren through trusses measuring 417, 474, and 417 feet, respectively

North Approach Span - one 302 foot-long steel simple Warren through truss, and four simple steel wide flange girder approach spans

As with the Fairfax Bridge, the Platte Purchase Bridge was designed by Sverdrup and Parcel, Inc., St. Louis, Missouri, and constructed by the Kansas City Bridge Company.

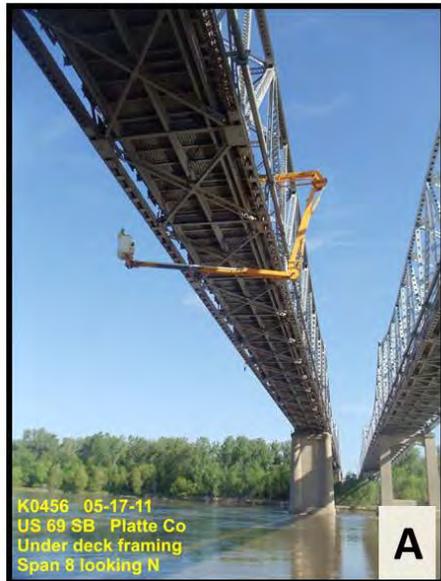


**Figure 2: Historic Platte Purchase Bridge (A0450)
(in front, open pier)**

On average, approximately 15,000 vehicles cross the bridges daily. In addition to serving local and regional travel demands, the bridges also serve an important function in supplementing capacity across the Missouri River during traffic incidents or maintenance activities on nearby I-635 and U.S. 169 (Broadway Extension) bridges. U.S. 69 also plays a major role in supporting the regional distribution of products manufactured and stored in the Fairfax Industrial District; and plays an integral role in both local and regional evacuation and emergency management plans.

BACKGROUND AND CURRENT CONDITION OF BOTH HISTORIC BRIDGES

Fairfax Bridge - Because of the condition of the steel truss structure, including rusting and deterioration of the steel elements (depicted in the photos below), the nearly 80-year old Fairfax Bridge is classified as structurally deficient. The Fairfax Bridge is near the end of its useful service life. Repairs will be frequent and costly in order to keep this structure in use. The Fairfax Bridge has a sufficiency rating of 39.9, below the threshold of 50.0 indicating it is eligible for replacement or rehabilitation.



Clockwise from top left: (A) under deck inspection in 2011, (B) section loss at bottom chord in 2010, (C) removing and replacing vertical supports in 2009, (D) rusted pin at lower chord in 2011), and (E) upper truss inspection in 2011.

According to the February 2012 Structural Inventory & Appraisal Sheet (SI&A) for the Fairfax Bridge, the operating (capacity) rating is 39 tons and the inventory (service) rating is 25 tons. Rating was by allowable stress method. These weight limits are below the legal limits in Missouri of 40 tons and 23 tons, respectively, and far below the legal load limit within a commercial zone of up to 70 tons. The vertical clearance between the deck and the **overhead truss is 16'-2"** which is below the current American Association of State Highway and Transportation Officials (AASHTO) **standard of 17'-6" for through-truss structures.**

The **20'-0" curb to curb roadway width is a major limiting component of the structure.** Because the existing superstructure is a through truss type, the deck cannot practically be widened. The condition and appraisal codes on the standard inventory form are based on a scale from 0 (failed) to 9 (excellent). The condition of the superstructure is specified as a 4 ("poor condition") which defines the Fairfax Bridge as "Structurally Deficient". The deck geometry, specified as a 2 ("basically intolerable requiring high priority for replacement"), would define the structure as "Functionally Obsolete" if it wasn't already defined as "Structurally Deficient". The deck width cannot be improved without complete superstructure replacement or significant modification. Preliminary investigations indicate the existing river piers cannot resist current AASHTO barge impact loads. The through truss has a vertical clearance of 16'-2". The vertical clearance for a through truss superstructure required by current AASHTO standards is 17'-6".

The sufficiency rating of the existing Fairfax Bridge has been determined to be 39.9 on the National Bridge Inventory scale of 100, with 0 being entirely deficient and 100 being entirely sufficient. A bridge is typically eligible for replacement if it has a sufficiency rating below 50. This rating is based on three basic categories: structural adequacy and safety, serviceability and functional obsolescence, and essentiality for public use. The existing Fairfax Bridge is largely deficient in two of these categories. Specific reductions from a rating of 100 can be extracted from the 2011 appraisal:

Category	Rating
Structure Condition General Evaluation	-25.0
Inventory Rating Safe Live Load Capacity	-10.1
Structure Constraints Deck Width and Geometry	-24.0
Essentiality ADT vs. Detour Length	-1.0
TOTAL REDUCTION OF:	-60.1
FAIRFAX BRIDGE SUFFICIENCY RATING OF:	39.9

The Fairfax Bridge is also considered to be fracture critical and is inspected on an annual basis. As these types of through-truss bridges age, there is generally an increase in long-term maintenance and repairs, particularly due to steel deterioration. In addition to the cost to taxpayers, the frequency and duration of inspections and closures for repairs inconvenience the travelling public including shippers and employees in Riverside and the Fairfax Industrial District.

Platte Purchase Bridge – The Platte Purchase Bridge is considered to be functionally obsolete because of its narrow lanes and limited vertical clearance. It has a posted vertical

clearance of 15'-4", also below the current AASHTO standard of 17'-6". This reduced vertical clearance limits the height of vehicles, particularly freight shippers that wish to cross the bridge in the northbound direction. According to the February 2012 Structural Inventory & Appraisal Sheet (SI&A) for the Platte Purchase Bridge, the operating (capacity) rating is 31 tons and the inventory (service) rating is 18 tons. Rating method was load factor.



Clockwise from top left: (A) height restriction posting (15'-4") on south truss opening, (B) section loss and pack rust at interior gusset in 2011, and (C) concrete spalling under girder in 2009.

The 25'-10" curb to curb roadway width is a major limiting component of the structure. The condition and appraisal codes on the standard inventory form are based on a scale from 0 (failed) to 9 (excellent). The deck geometry, specified as a 2 ("basically intolerable requiring high priority for replacement"), defines the structure as "Functionally Obsolete". The width cannot be improved without complete superstructure replacement or significant modification. Preliminary investigations indicate the existing river piers cannot resist current AASHTO barge impact loads. The through truss has a vertical clearance of 15'-5". The vertical clearance for a through truss superstructure required by current standards is 17'-6".

The sufficiency rating of the existing bridge has been determined to be 44.9 on the National Bridge Inventory scale of 100, with 0 being entirely deficient and 100 being entirely sufficient. A bridge is typically eligible for replacement if it has a sufficiency rating below 50. This rating is based on three basic categories: structural adequacy and safety, serviceability and functional obsolescence, and essentiality for public use. The existing Platte Purchase Bridge is largely deficient in two of these categories. Specific reductions from a rating of 100 can be extracted from the 2011 appraisal:

Category	Rating
Structure Condition General Evaluation	-10.0
Inventory Rating Safe Live Load Capacity	-21.2
Structure Constraints Deck Width and Geometry	-23.0
Essentiality ADT vs. Detour Length	-0.9
TOTAL REDUCTION OF:	-55.1
PLATTE PURCHASE BRIDGE SUFFICIENCY RATING OF:	44.9

The Platte Purchase Bridge is also considered to be fracture critical and is inspected on a biennial basis (see photos below). The bridge superstructure also has a condition rating which is approaching the category of structurally deficient. A major rehabilitation of the Platte Purchase Bridge was performed in 1997, at a cost of \$8 million (in 2013 dollars). This 1997 rehabilitation included replacement of the bridge deck, other structural repairs, and recoating of the steel trusses. MoDOT also has spent nearly \$200,000 since 2003 for other maintenance, repairs, and inspections of the Platte Purchase Bridge.

ALTERNATIVES CONSIDERED

Initially, the following build alternatives were developed for consideration in comparison to the No Build Alternative:

Alternative 1 – Remove Historic Fairfax Bridge and Retain Platte Purchase Bridge to Carry Two-Way Traffic

Alternative 1 would remove the Fairfax Bridge. The Platte Purchase Bridge would be retained with maintenance and repairs continued until a point in the future when maintenance is no longer cost-effective and the bridge would need to be replaced. The Platte Purchase Bridge would carry two-way, head-to-head traffic. No on- or off-travelway bicycle/pedestrian facilities would be provided under this alternative.

Alternative 2 - Remove Historic Fairfax Bridge, Retain Platte Purchase Bridge, and Construct New Two-Lane Bridge

Under Alternative 2, the Fairfax Bridge would be removed and a new two-lane bridge would be constructed as a companion to the Platte Purchase Bridge. Maintenance and repair of the Platte Purchase Bridge would continue until a point in the future when maintenance is no longer cost-effective and the bridge would need to be replaced. At that point, a new bridge would need to be constructed to carry the traffic handled by the Platte Purchase Bridge. The new two-lane bridge constructed to replace the Fairfax Bridge would include facilities to accommodate off-travelway bicycle/pedestrian traffic. Alternative 2 includes three options depending on the location of the new two-lane bridge:

Option 2A – Build the new two-lane bridge upstream of the Platte Purchase Bridge. The new bridge would carry southbound traffic.

Option 2B - Build the new two-lane bridge on or very near the alignment of the former Fairfax Bridge. The new bridge would carry southbound traffic.

Option 2C - Build the new two-lane bridge downstream of the Platte Purchase Bridge. The connecting roadways would need to be reconfigured to allow the new bridge to carry northbound traffic with the Platte Purchase Bridge carrying southbound traffic.

Alternative 3 – Remove Historic Fairfax and Platte Purchase Bridges and Construct a New Two-Lane or Four-Lane Bridge

Alternative 3 would remove both existing bridges. A new two-lane or four-lane bridge would be constructed and would accommodate an off-travelway bicycle/pedestrian facility. The new four-lane bridge would be provided at one of three locations:

Option 3A – Build the new bridge upstream of the location of the existing bridges. This option would include realignment of U.S. 69 to tie into the bridge.

Option 3B – Build the new bridge on or very close to the locations of the existing bridges.

Option 3C - Build the new bridge downstream of the location of the existing bridges. This option would include realignment of U.S. 69 to tie into the bridge.

Alignments referenced as being built upstream or downstream of the existing bridges means that the new piers can be built in line with the existing piers without causing a conflict with maintaining the existing navigation span opening.

Alignments referenced as being built “on or very close to existing” means that the new bridge would be located within the area or footprint occupied by the existing bridges. The piers for the new bridge would need to be offset to the north and south of the existing piers to avoid being placed too close to the existing foundations and to maintain minimum navigational clearances for river vessels. Demolition of the existing bridges will remove the piers to below the ground line or below the river bottom, but would not completely remove the foundations, thus requiring the offset.

For the purposes of developing profile concepts for Build Option 3B (on or very close to the locations of the existing bridges), it was assumed that the new piers would be constructed at offset locations. Further detailed analysis would be conducted during final design to determine the feasibility of incorporating the existing foundations and/or piers into the new bridge design.

The No Build Alternative was carried forward for comparison as a base line to the build alternatives.

Elimination of the Two-Lane Crossing Strategy

At the completion of the screening process, MoDOT, KDOT, and FHWA eliminated from further consideration options that would only provide a two-lane river crossing. Two-lane options would include continued use of the Platte Purchase Bridge or possible replacement of both existing bridges with a new two-lane bridge. Due to its age and condition, the Fairfax Bridge was not considered a viable option for use as a two-lane crossing. The following factors contributed to the decision:

- **Traffic Projections and Capacity** - Traffic forecasts indicate that the future average daily traffic (ADT) volume of 22,000 approaches the traffic capacity a two-lane bridge can carry before delays and congestion result in a lower level of service (LOS), particularly given the high percentage of heavy trucks. If a two-lane river crossing was provided using the existing Platte Purchase Bridge,

current and forecast traffic volumes would result in unacceptable LOS E and F, in the northbound and southbound directions, respectively.

- **Safety and Truck Operations** - If both existing bridges were removed and replaced with a new two-lane bridge with 12-foot lanes and 10-foot shoulders, current and future traffic volumes would result in LOS C and D, respectively, through the 2040 planning horizon. However, as previously stated in Section 1.2.2, many of the trucks are heavily loaded with fuel or other commodities, limiting their ability to accelerate up the five percent slope from a stop condition at the Kindleberger Road intersection. This condition results in potential safety issues related to the differences in operating speeds between cars and trucks in both directions. Reducing the bridge to only one travel lane in each direction would further exacerbate the situation, potentially resulting in car drivers passing the trucks on the outside shoulder or in the opposing traffic lane if not barrier separated.
- **Maintaining Economic Vitality** - Several major industries in Fairfax and Riverside rely heavily on 'just in time' delivery of parts as part of their manufacturing process. A two-lane bridge would compromise the reliability to meet those demands, particularly during incidents at other Missouri River crossings that would tend to divert traffic to this crossing. In addition, nearly 80 percent of the gasoline products consumed within the Kansas City metropolitan area on a daily basis is transported via truck and pipeline from storage and distribution facilities located within Fairfax, much of it by way of this crossing.
- **Stakeholder Meetings** - During early coordination meetings with stakeholders, including the City of Riverside, the Unified Government, and major industries within Fairfax, the general consensus was that a four-lane, improved crossing would provide adequate capacity to meet current and future traffic demands. A four-lane crossing would also maintain: (1) safe and reliable traffic operations, (2) regional economic viability, and (3) a reliable linkage between Fairfax and the developing New Horizons Development.

For these reasons, any alternative that would only provide a two-lane crossing were eliminated from further consideration. Elimination of this potentially controversial strategy resulted in the reclassification of the study under the NEPA from an Environmental Impact Statement (EIS) to an EA. Agencies and tribal organizations were notified of the change in February 2013.

Because Alternative 2 and Alternative 3 would maintain a four-lane crossing, they were carried forward for further study and evaluation. MoDOT, KDOT, and FHWA have taken a more detailed look at the components of Alternatives 2 and 3 as they relate to the reasonable long-term cost of maintaining infrastructure and the reliability of traffic service into the future.

The detailed evaluation of Alternatives 2 and 3 yielded the following outcomes:

1. **Elimination of Alternative 2 from further consideration.** Alternative would remove the Fairfax Bridge, construct a new two-lane bridge upstream of the existing bridges, and retain the Platte Purchase Bridge to continue to carry northbound traffic. Because of the significant maintenance and repair costs and traffic closures associated with leaving the Platte Purchase Bridge in place, along with the implications on river hydraulics created by construction of a new parallel structure, Alternative 2 is not carried forward for further consideration. MoDOT and KDOT recommend that the best value for this project would be to pursue construction of a new four-lane bridge instead of rehabilitating and eventually replacing the existing Platte Purchase Bridge. For these reasons, Alternative 2 is not valued as a viable and

reasonable expenditure of public money, is not viewed as a reasonable long-term solution to maintaining infrastructure, and has been eliminated from further consideration.

2. **Elimination of the downstream alignment for Alternative 3.** Upon development of the roadway alignment needed to connect to a new bridge located downstream from the existing bridges (Option 3C), certain design aspects were identified, including curves that would require design variances that could compromise safe traffic operations. As a result, this option was removed from further consideration.

In order to carry Alternative 3 forward through the NEPA process and to accommodate the potential for a design-build construction process, FHWA, MODOT, and KDOT agreed to evaluate a corridor for the construction of one of three Build Options under Alternative 3. All of the Build Options have approximately the same level of impact on resources within the study area including wetlands, floodplains, terrestrial and riverine habitats, and threatened and endangered species. All three Build Options would provide an off-travelway bicycle/pedestrian facility on the new bridge. The on-bridge facility would provide connectivity to trail systems on both sides of the river.

For the purposes of evaluation in the EA, Alternative 3 is carried forward with two alignment locations – a new four-lane bridge upstream of the Fairfax Bridge (Build Option 3A) or a new four-lane bridge on or near the alignment of the existing bridges (Build Option 3B). Two variations of Build Option 3B have been developed and are described below in greater detail. These Build Options would all require removal of both bridges and would provide a new four-lane bridge on one of two basic alignments, as depicted in the following figure and illustrated in the maps on the following page.

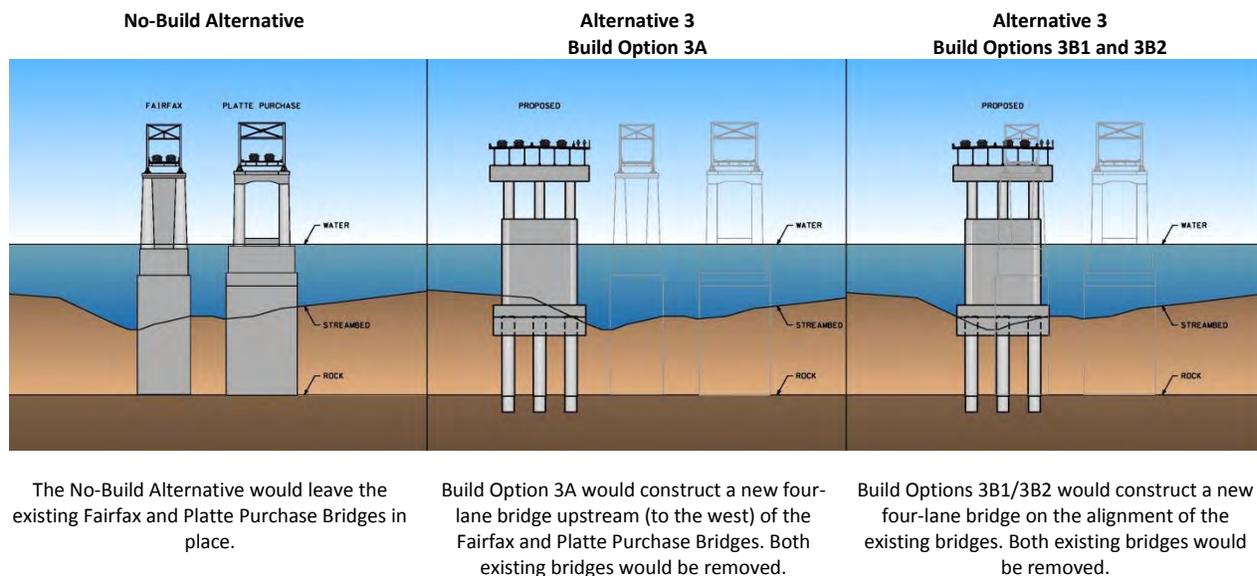
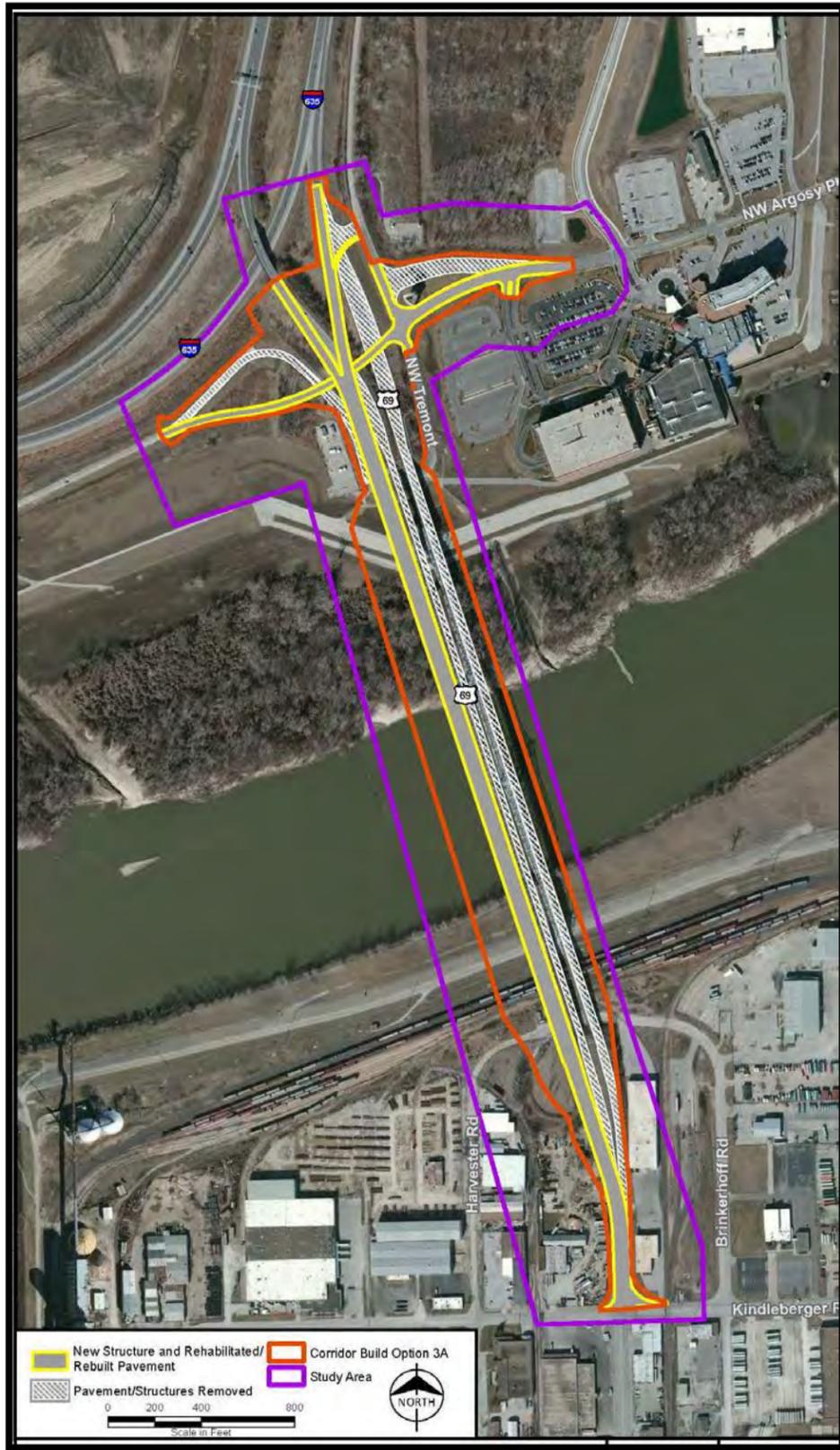
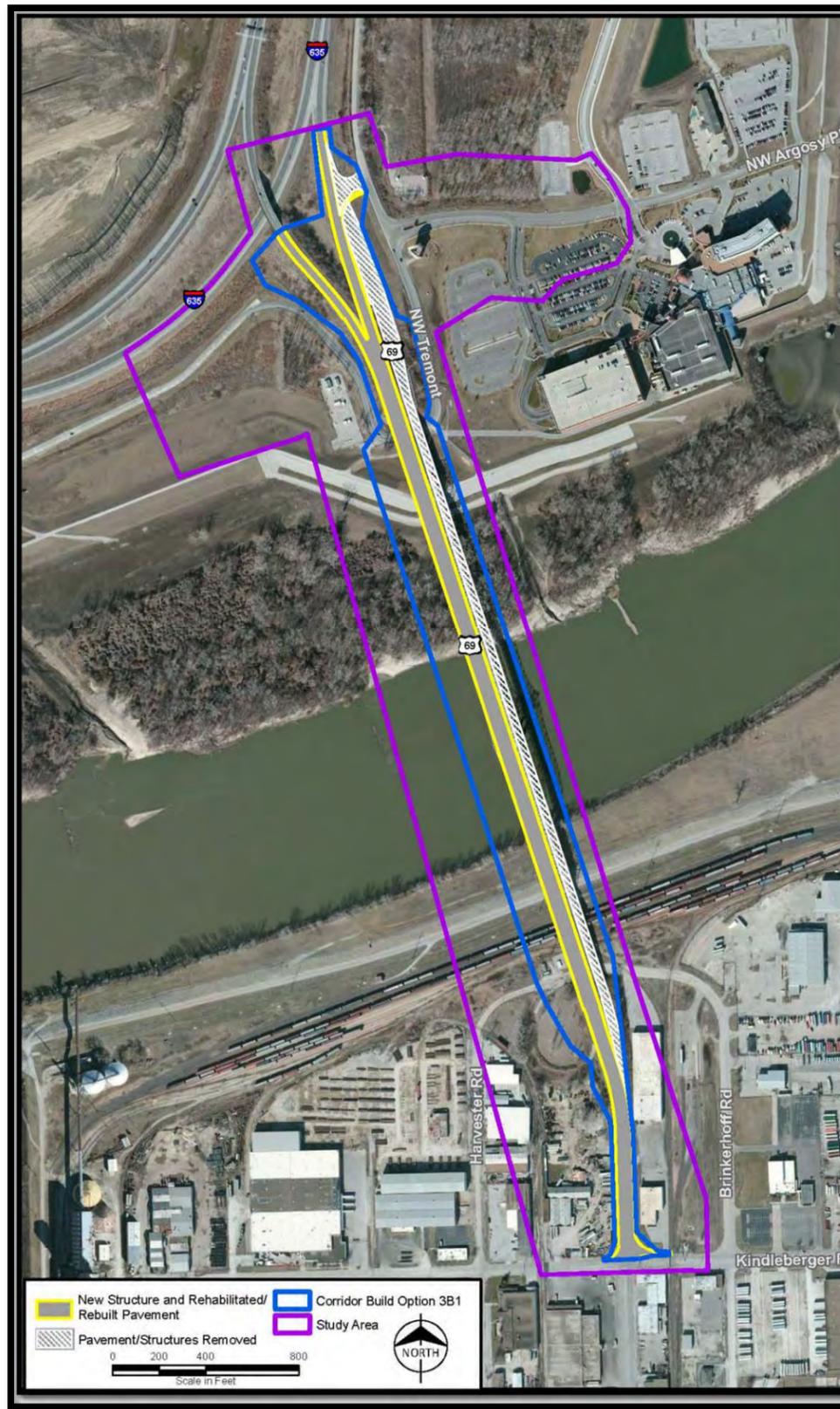


Figure depicting the No-Build Alternative and the Build Options Under Alternative 3 (not to scale)

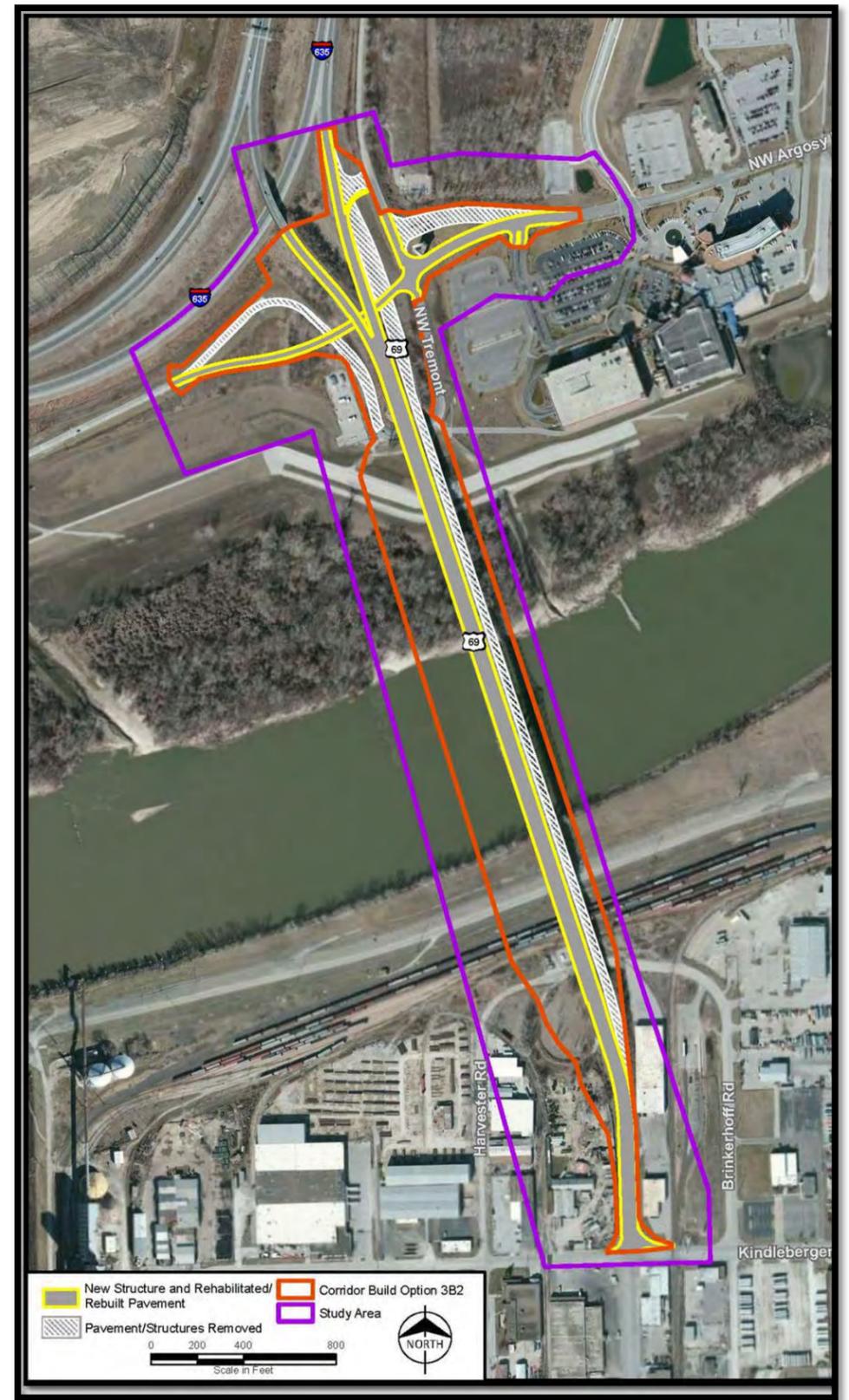
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Alternative 3 – Build Option 3A
Upstream w/Argosy Parkway Realigned



Alternative 3 – Build Option 3B1
On Existing Location and Maintain Argosy
Parkway Loop



Alternative 3 – Build Option 3B2
On Existing Location w/Argosy Parkway
Realigned

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The alternatives evaluated in the EA include the No-Build Alternatives and three Build Options under Alternative 3 for replacement of both bridges with one four-lane bridge.

No-Build Alternative

Under the No-Build strategy, both existing bridges would be left in place. Only routine maintenance and repair of the existing bridges would occur. There would be no widening of either bridge or their approach roadways, no improvement of the roadway or bridge profiles, and no replacement of either bridge. Due to its deteriorated condition, the Fairfax Bridge would fall into a significant state of disrepair causing the bridge to be closed to traffic before the transportation planning horizon year of 2040. Based on the current condition of the Platte Purchase Bridge and the anticipated rehabilitation, maintenance, and repair it would require, further evaluation is needed to determine whether it could reasonably be kept open to traffic through 2040. Although the No-Build strategy does not satisfy the Purpose and Need for this project, the No-Build strategy is carried forward for comparison with the other reasonable alternatives in accordance with the requirements of NEPA.

Build Option 3A - New Four-Lane Bridge Upstream of the Fairfax Bridge with Argosy Parkway Realignment:

The new bridge would be constructed upstream (west) of the Fairfax Bridge. Build Option 3A would include relocation of Argosy Parkway under the north end of the bridge to maintain access to major utilities. An off-travelway bicycle/pedestrian facility would be located on one side of the new bridge to provide continuity with trail systems on both sides of the river.

The right-in/right-out access from northbound U.S. 69 to Tremont Trafficway was designated for closure in the EA document. To address comments received from the city of Riverside and nearby businesses, this access may be retained at the approximate location of the existing entrance as part of the final design if the design-builder demonstrates that the proposed design meets applicable design standards and does not have a significant negative impact to traffic safety and operations.

The new bridge would parallel the alignment of the Fairfax Bridge and U.S. 69/7th Street as it ties into the intersection at Kindleberger Road. Additional right-of-way would be required to accommodate the bridge and roadway alignment south of the river. The main (navigation) span for the bridge would be similar to the existing bridge. The bridge type and actual location of the bridge piers and abutments would be developed during final design. MoDOT would continue to coordinate the design of the bridge with the U.S. Coast Guard (USCG), U.S. Army Corps of Engineers (USACE), and two levee districts (Riverside-Quindaro-Bend Levee District and the Fairfax Drainage District).

Build Option 3B1 - New Four-Lane Bridge on Existing Bridge Alignment and Maintain Argosy Parkway Loop:

The new bridge would be constructed along the general alignment of the existing bridges. On the north, the bridge approaches would be constructed to connect with the I-635 exit and entrance ramps. Because the bridge alignment would be set within the footprint of the existing bridges, Build Option 3B1 could allow Argosy Parkway to remain as a loop road under the north end of the new bridge.

As described under Build Option 3A, the right-in/right-out access from northbound U.S. 69 to Tremont Trafficway may be retained at the approximate location of the existing access as part of the final design if the design-builder demonstrates that the proposed design meets applicable design standards and does not have a significant negative impact to traffic safety and operations.

As with Build Option 3A, an off-travelway bicycle/pedestrian facility would be located on one side of the new bridge to provide continuity with trail systems on both sides of the river.

The main (navigation) span for the bridge would be longer than the existing bridges because of the need to offset the new piers from the existing bridge foundations that would remain once the bridges are removed. The bridge type and actual location of the bridge piers and abutments would be developed during final design. MoDOT would continue to coordinate the design of the bridge with the USCG, USACE, and both levee districts.

Build Option 3B2 - New Four-Lane Bridge on Fairfax Bridge Alignment with Argosy Parkway Realignment:

This Build Option combines the new bridge alignment from Build Option 3B1 with the Argosy Parkway realignment of Build Option 3A. On the north, the bridge approaches would be constructed to tie into the existing I-635 ramps. The profile of the ramp from I-635 to the bridge would be raised to accommodate extension of Argosy Parkway to the east.

As described under Build Option 3A, the right-in/right-out access from northbound U.S. 69 to Tremont Trafficway may be retained at the approximate location of the existing access as part of the final design if the design-builder demonstrates that the proposed design meets applicable design standards and does not have a significant negative impact to traffic safety and operations.

The loop road under the north end of the bridge would remain open to provide access to the Southern Star gas regulating station on the west side of the Fairfax Bridge.

As with the other Alternative 3 Build Options, an off-travelway bicycle/pedestrian facility would be located on one side of the new bridge to provide continuity with trail systems on both sides of the river. The bridge type and actual location of the bridge piers and abutments would be developed during final design. MoDOT would continue to coordinate the design of the bridge with the USCG, USACE, and both levee districts.

For all three options, the feasibility of keeping one or both of the existing bridges open to traffic during construction would be determined during final design. Depending on final design details and the construction sequencing, MoDOT could close both bridges to expedite construction.

Construction costs for the Build Options under Alternative 3 are shown in the following table. Maintenance costs would be incurred for the No-Build Alternative until a point where the bridges would fall into disrepair.

Estimated Construction Costs for the Build Alternatives

Alternatives Considered	Estimated Construction Costs* (2013 dollars)
No-Build Alternative	NA
Alternative 3 – Build Option 3A (Upstream w/Argosy Parkway Realignment)	\$77,850,000
Alternative 3 – Build Option 3B1 (On Existing Alignment and Maintain Argosy Parkway Loop)	\$75,300,100
Alternative 3 – Build Option 3B2 (On Existing Alignment w/Argosy Parkway Realignment)	\$78,000,000
* Costs include: design engineering, right-of-way acquisition, construction, and minor utility relocation costs. The cost of relocating the major utilities located on both bridges is the responsibility of the representative utility companies.	

SUMMARY AND CONCLUSION

The study team has designated Alternative 3 as the Preferred Alternative to address the condition of both existing bridges and to address the transportation needs within the study area. The Preferred Alternative provides for the construction of a new four-lane bridge within a corridor evaluated in the EA prepared by the MoDOT. The corridor would accommodate construction of a new bridge either upstream or on/near the alignment of the existing bridges. The Preferred Alternative would remove both historic bridges, either at the same time or phased as dictated by the proposed design and construction sequence. The Preferred Alternative could also include realignment of the portion of Argosy Parkway as noted, to provide a grade-separated access under the north approach to the new bridge, depending on the Build Option selected.

The Preferred Alternative was identified through consideration of the condition of both existing bridges, existing and future traffic forecasts, assessment of environmental and socioeconomic consequences, technical factors relating to construction costs and user operations, and consideration of agency, stakeholder, and public input. The selection of the Preferred Alternative will not be finalized until substantive comments from resource agencies and from the location public hearing are fully evaluated and addressed.

The environmental impacts associated with any of the Build Options under Alternative 3 would be minimal and similar due to the limited area directly and indirectly affected by the proposed action. Due to the age and deteriorated condition of both bridges, even routine maintenance and major rehabilitation would be very costly and would only serve as a very short-term solution.

Public Involvement and Historic Preservation

A variety of public outreach efforts have provided opportunities to solicit and offer interest in the historic bridges. Information regarding the historic Fairfax Bridge was included in the presentation given during the agency scoping meeting on November 14, 2012, and in the exhibits displayed during the pre-location public meetings conducted on November 13, 2012. Attendees at each meeting had the opportunity to view information about both bridges and the Section 106 Process. The same information was also provided through the on-line meeting hosted by MoDOT from November 13 through November 29, 2012. Although at that time MoDOT had not made the NRHP eligibility determination for the Platte Purchase Bridge, information for it was also shared at the agency and public meetings.

An open house Location Public Hearing was held on September 17, 2013 in the City of Riverside. The hearing provided information on the overall study process, including the purpose and need for improvements, the alternatives considered and those carried forward for detailed evaluation, the Preferred Alternative, and the two historic bridges (Fairfax and Platte Purchase) affected by implementation of the Preferred Alternative. A station was also available for attendees to discuss the upcoming design-build project with MoDOT staff. The same information was also provided through the on-line meeting hosted by MoDOT from September 17 through October 1, 2013. Comment cards were distributed at the public hearing. Comments received regarding the bridges focused on their age and the disappointment that they cannot be upgraded or reused without substantial cost. Commenters supported the construction of a new four-lane bridge to accommodate vehicular traffic as well bicycle and pedestrian use. One commenter submitted a comment via email on July 9, 2013, prior to the release of the EA for public review. He requested information on alternatives that had been reviewed that would avoid demolition of the bridges. He also inquired about the initiation of the Section 106 process.

In conjunction with public involvement and compliance efforts, and with the review and approval of the MoSHPO and the FHWA, MoDOT anticipates marketing the bridges and circulating information about both historic structures' **potential** availability for relocation and re-use to local governments, mayors, private organizations, Mid-America Regional Council (MARC), regional planning commissions, and other potentially interested parties in hopes of identifying a group willing to move, re-erect, maintain, and assume financial responsibility for the historic structures. The Moving Ahead for Progress in the 21st Century Act of 2012 (MAP-21) Section 1111(g)(5) states: "Any State that proposes to demolish a historic bridge for a replacement project with funds made available to carry out this section shall first make the historic bridge available for donation to a State, locality, or responsible private entity. . ." Marketing materials likely to be distributed include location maps, images, and historic and structural information for the historic Fairfax Bridge (K0456) and Platte Purchase Bridge (A0450). The information will be **also posted to MARC's** website to reach additional parties who may be interested in acquiring the bridge. To date, no party willing to accept the bridge has been identified.

