



WELCOME

PUBLIC MEETING GOALS

- Provide information on **proposed improvements** to Long Creek Bridge/Route 86 over Table Rock Lake
- Collect input on the different **options being considered**
- Provide information on **upcoming planned bridge work** including the requirement to close Route 86



INFORMATION AVAILABLE TONIGHT



- **Project Timeline**
- **Environmental Study Requirements**
- **Improvement** options being considered, anticipated construction **cost**, and **impacts** to travel on Route 86
- **Timeline** for upcoming bridge work and **short-term closure** of Route 86 at Long Creek Bridge

Displays from today's meeting will be available on the project webpage.

<https://modot.org/long-creek-bridge-project>

TIMELINE

SPRING 2019

Complete analysis of proposed improvement options

FALL 2019

Complete preliminary design

FALL 2020

Complete all environmental permitting needs to acquire added property, if needed

JULY 2021

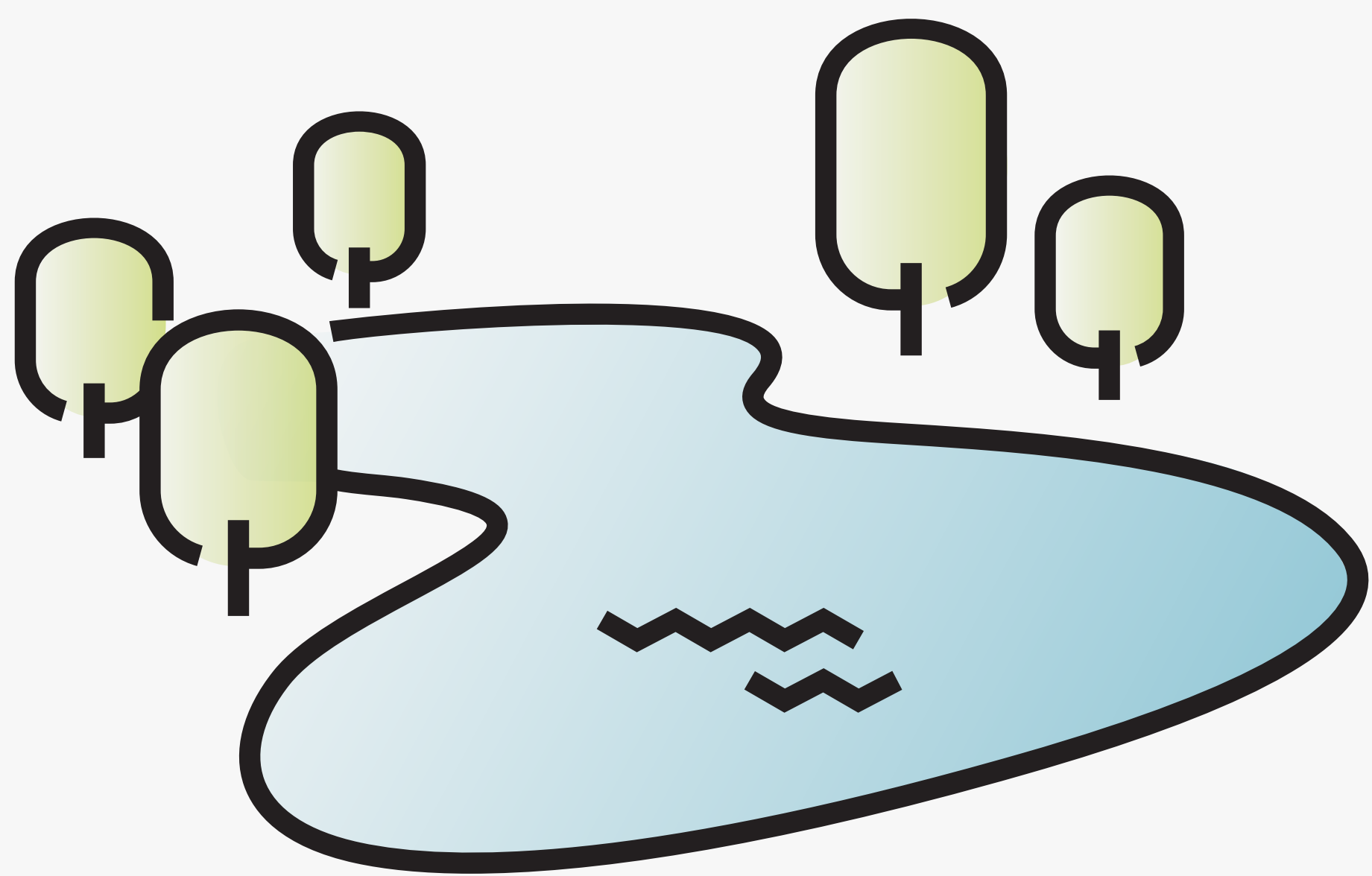
Funding for construction available



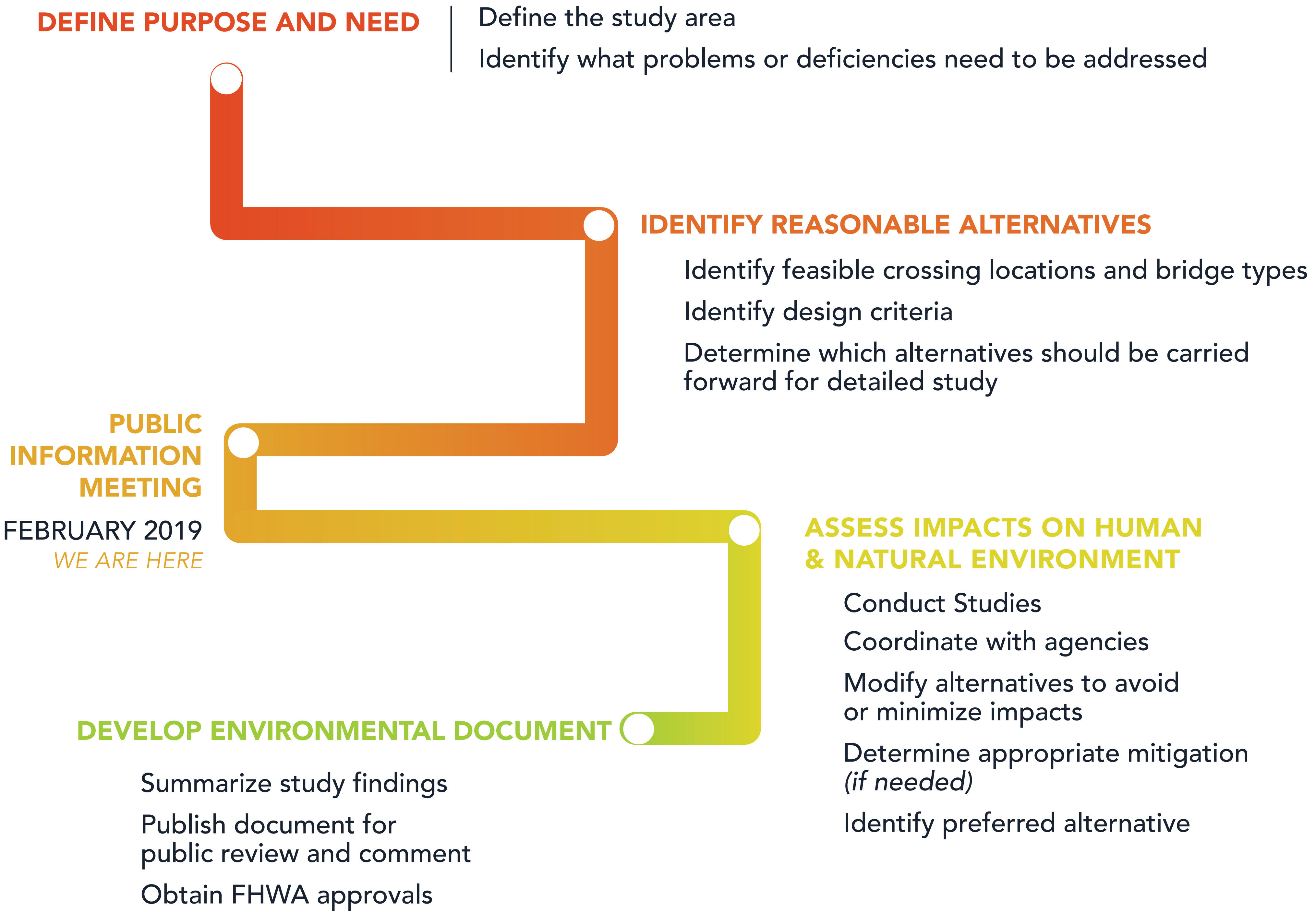
WINTER/SPRING 2022

Anticipated construction start date

WHAT IS AN ENVIRONMENTAL STUDY?



The Federal National Environmental Policy Act (NEPA) requires assessment of the impacts of a transportation project on the human and natural environment. We will evaluate the impacts of the proposed project on a number of resources including historic and cultural resources; endangered species and their habitats; community facilities; residences and businesses; and public spaces. Throughout this process, we will coordinate and document public and agency input on the alternatives considered, potential impacts, and proposed mitigation. In addition to the public, agencies including the US Army Corps of Engineers, US Coast Guard, US Fish and Wildlife Service, Native American Tribes, local governments, and many others will be engaged in the study process.



PURPOSE AND NEED

The first step in the study process is to define the reasons why improvements should be made to the Route 86 Table Rock Lake Bridge crossing. Referred to as the "Purpose and Need", these statements identify the issues to be addressed by the options or alternatives that are considered.

The purpose of the project is to facilitate the safe movement of people and goods along Route 86 over Table Rock Lake.

The needs to be addressed by the proposed action:



Maintain infrastructure -- address the physical condition of the historic Long Creek Bridge



Maintain a reliable regional transportation linkage across the Table Rock Lake -- accommodate existing and future local and regional traffic.

RESOURCES CONSIDERED

Potential impacts to a variety of environmental resources will be evaluated during the study process.

We welcome your input on which are the most important:

- Land Use
- Geology and Soils
- Socioeconomics
- Low income/Minority Populations
- Relocations
- Considerations Relating to Bicycles and Pedestrians
- Transportation Facilities and Systems
- Air Quality
- Noise and Vibration
- Light Emissions
- Hazardous Materials and Wastes
- Construction Impacts
- Historic, Architectural, and Archaeological Resources
- Wetlands and Waters of the US
- Water Quality and Pollution Prevention
- Floodplains/Floodways
- Wildlife, Plants, and Fish
- Threatened or Endangered Species
- Public Lands and Recreation Areas
- Visual Resources
- Indirect/Cumulative Effects



SECTION 106 AND SECTION 4(f) PROCESSES

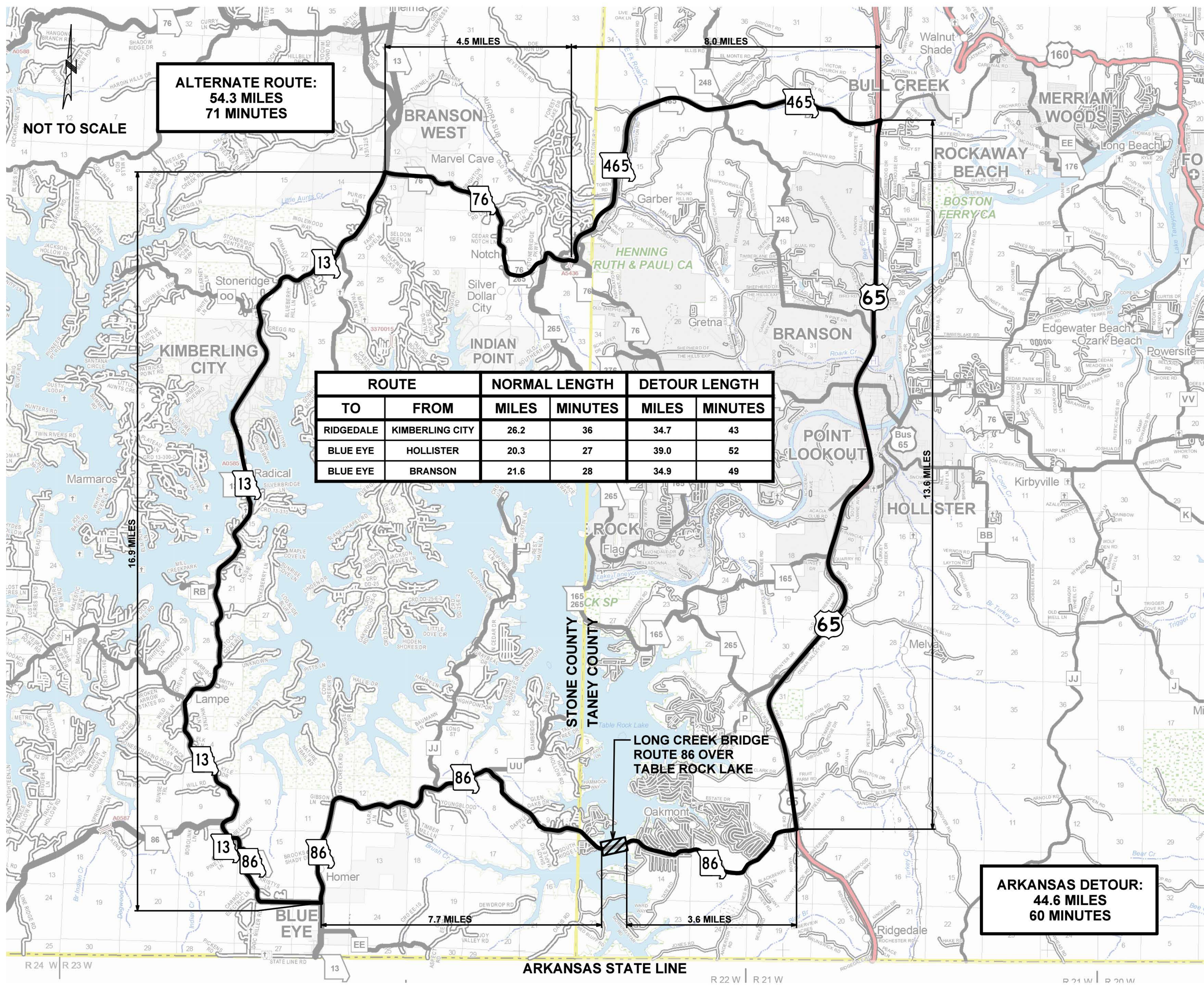
Because the Long Creek Bridge is considered eligible for listing in the National Register of Historic Places (NRHP), the environmental study process must include review steps that comply with Section 106 of the National Historic Preservation Act and Section 4(f) of the DOT act.

SECTION 106 PROCESS

ESTABLISH AREAS OF POTENTIAL EFFECTS (APE)	The area of potential effects (APE) will be defined to encompass both direct (project footprint) and indirect (adjacent areas) effects of the project
IDENTIFY RESOURCES AND THEIR SIGNIFICANCE	Data and field research is conducted to identify cultural resources within the APE. Their significance is documented and discussed with staff of the Missouri State Historic Preservation Office (SHPO) and other parties interested in cultural resources, including the historic preservation commission and tribal governments.
DETERMINATION OF EFFECTS	The study team determines how the alternatives might affect cultural resources within the APE. If a resource is adversely affected, options for avoiding or mitigating those effects are proposed.
RESOLVE ADVERSE EFFECTS	The study team works with the SHPO, other state and Federal agencies, and consults with the public to determine the best course of action for resolving adverse effects on historic properties.

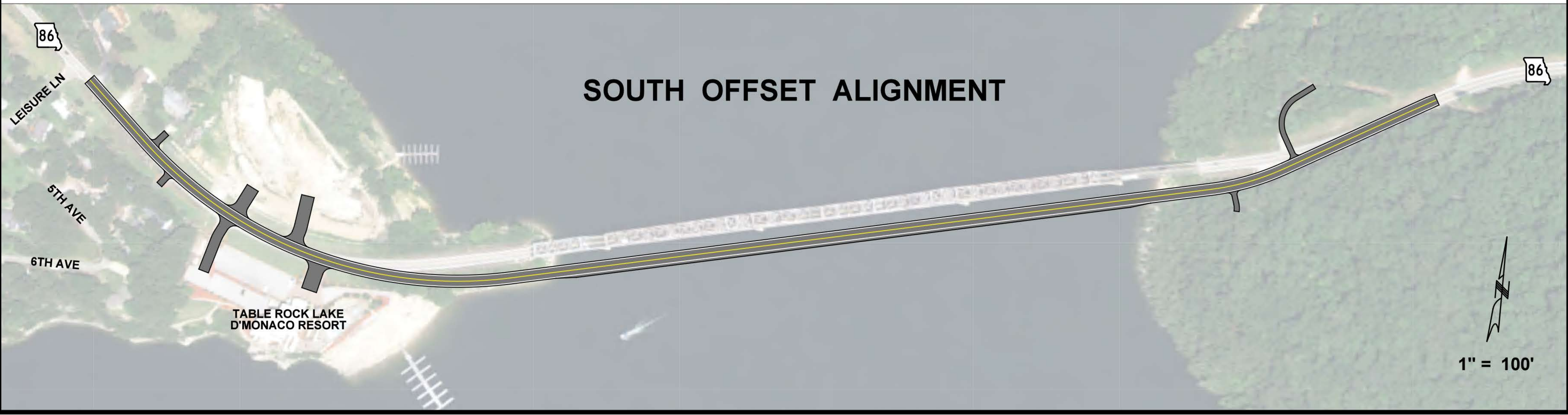
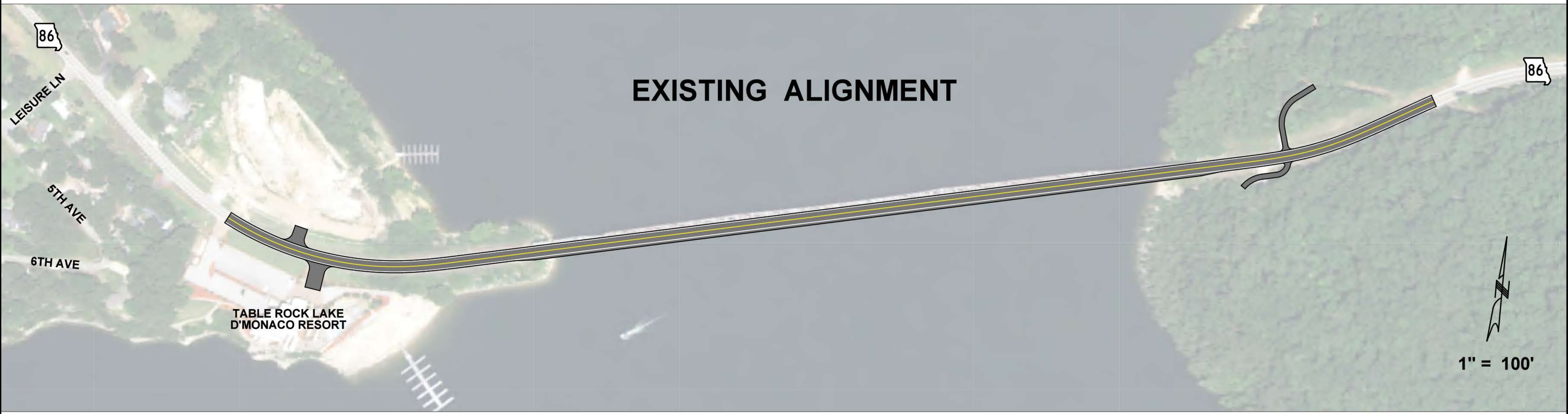
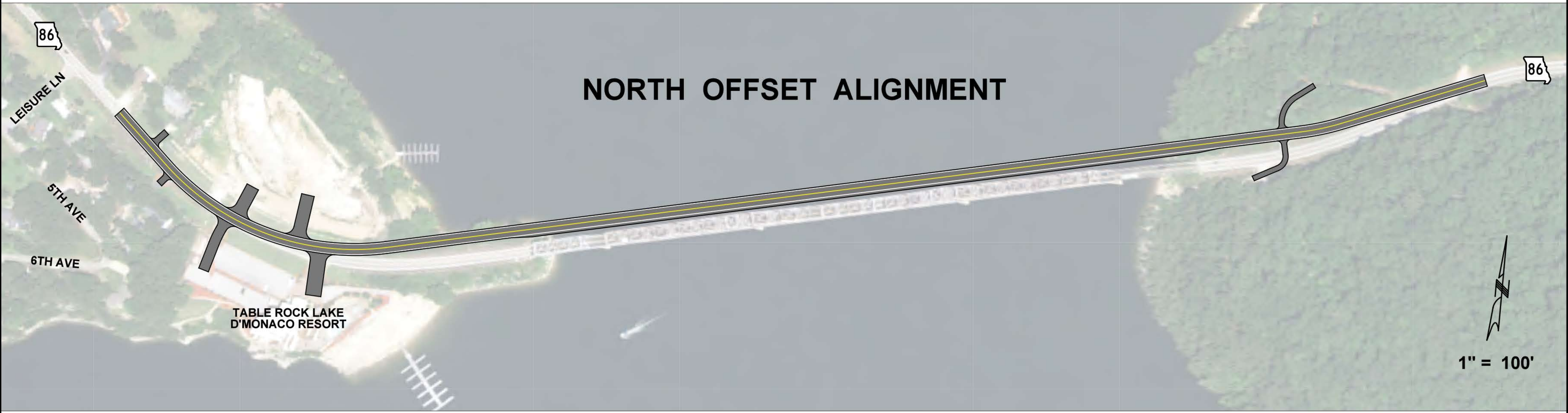
SECTION 4(f) PROCESS

Section 4(f) requirements stipulate that the FHWA and other DOT agencies cannot approve the use of land from publicly owned parks, recreational areas, wildlife and waterfowl refuges, or public and private historical sites unless the following conditions apply:	There is no feasible and prudent avoidance alternative to the use of that land; and the action includes all possible planning to minimize harm to the property resulting from such use:
	OR
	The Administration determines that the use of the property will have a de minimis impact.
	As the environmental study continues, the alternatives for improving the Route 86 crossing of Table Rock Lake will be evaluated to determine if mitigation is required to address any adverse effects on the Route 86/Long Creek Bridge.





LONG CREEK BRIDGE IMPROVEMENTS ROUTE 86 OVER TABLE ROCK LAKE

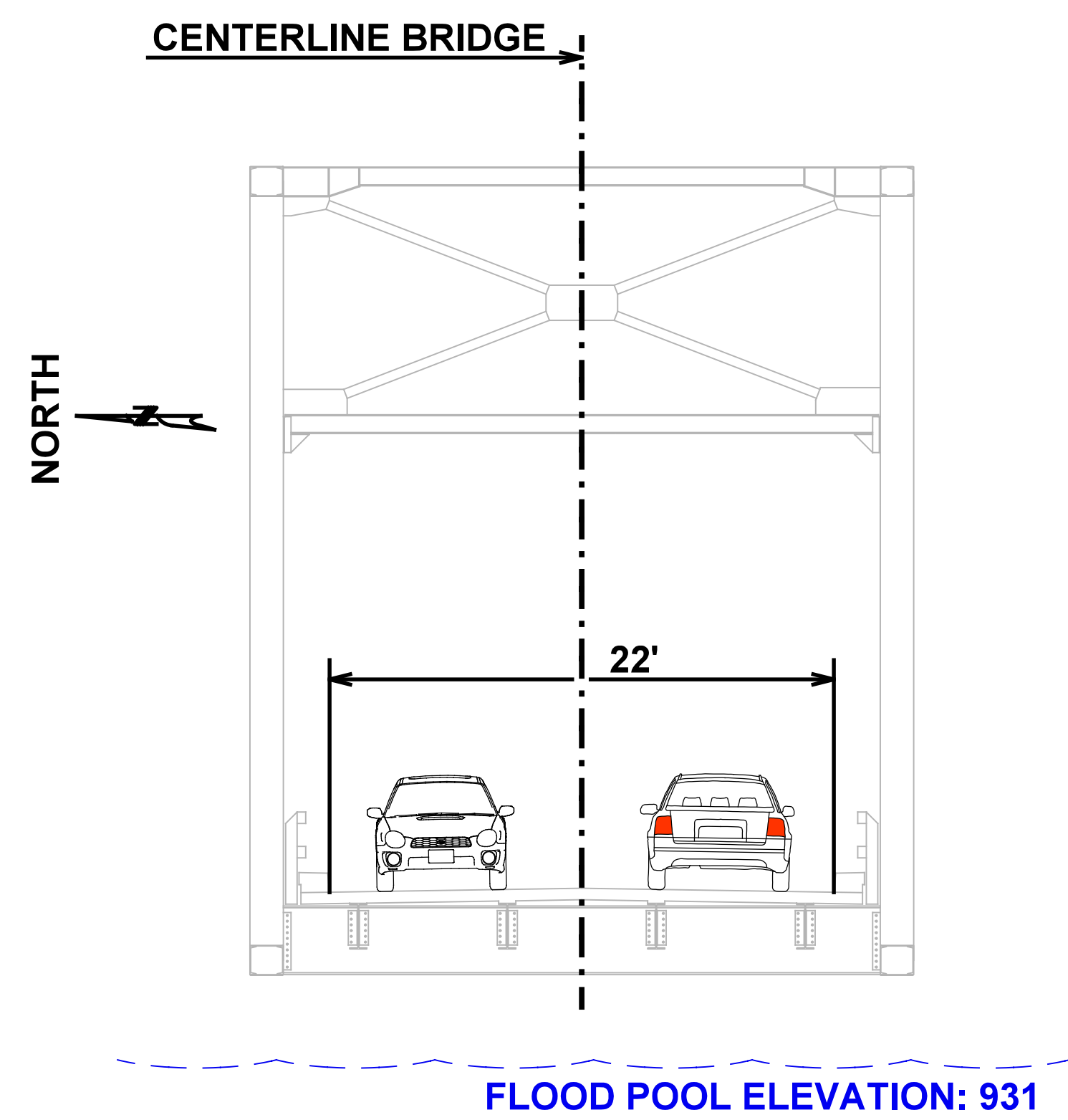




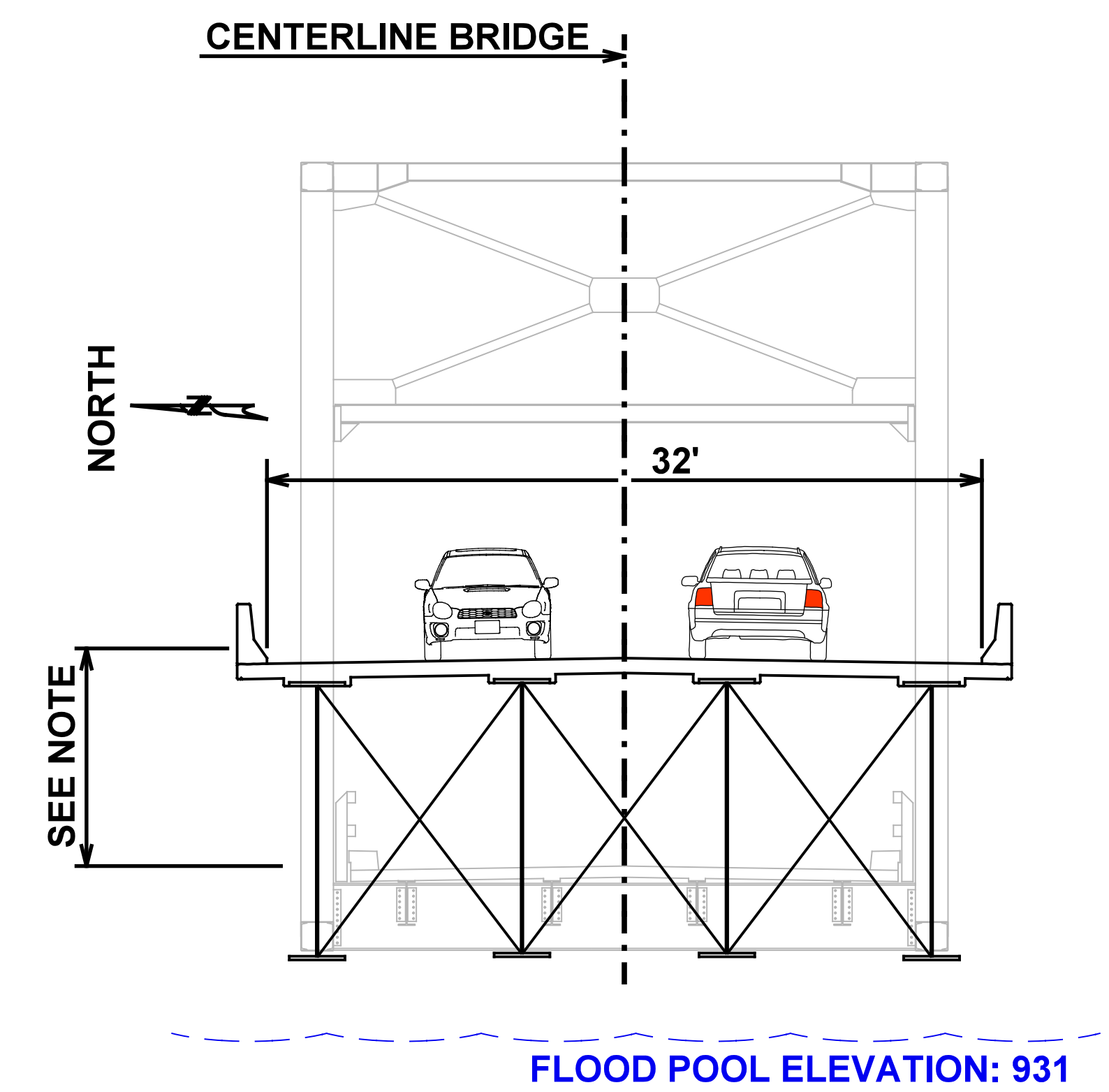
LONG CREEK BRIDGE IMPROVEMENTS ROUTE 86 OVER TABLE ROCK LAKE



EXISTING CONDITION (LOOKING EAST)

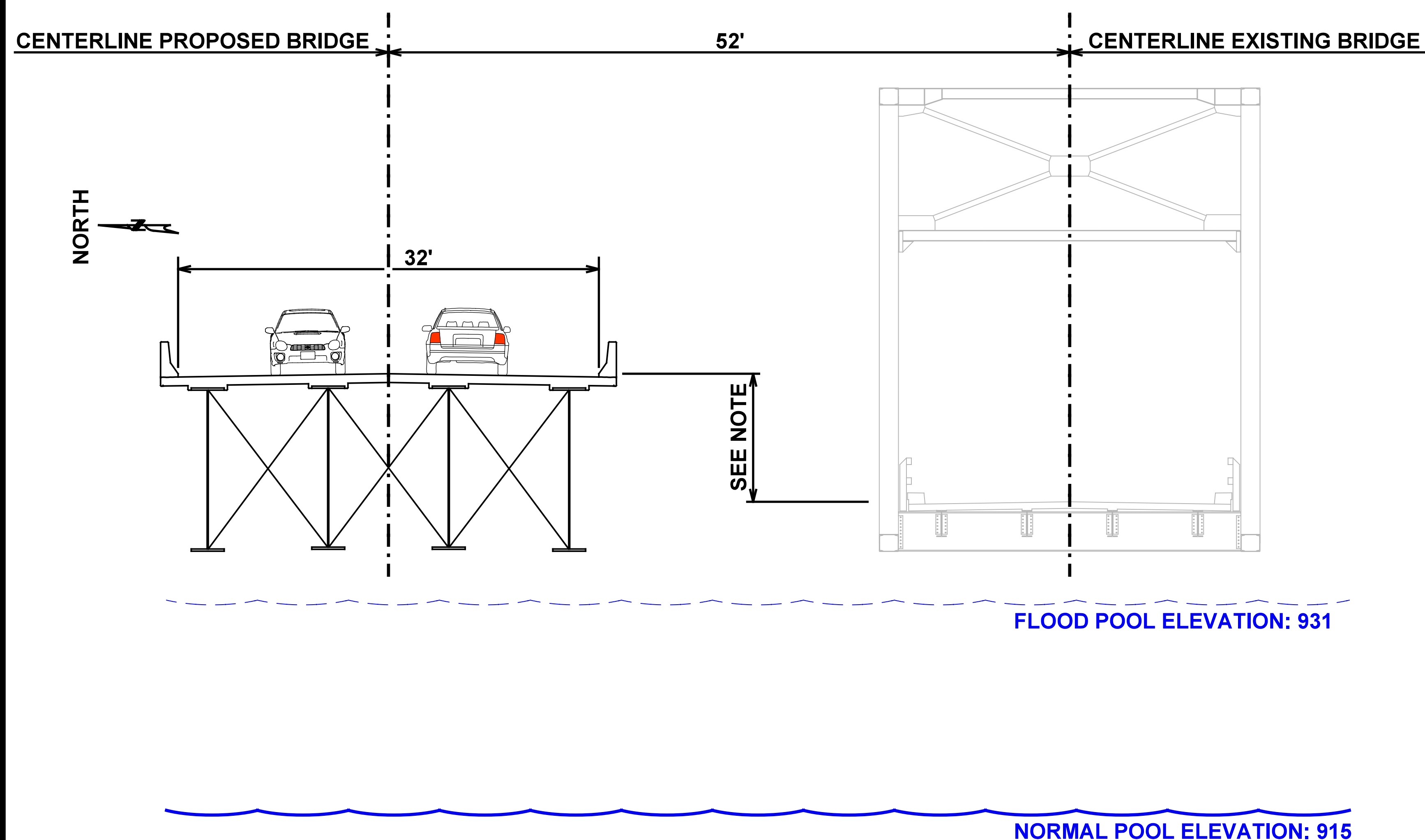


REPLACE BRIDGE ON EXISTING ALIGNMENT (LOOKING EAST)

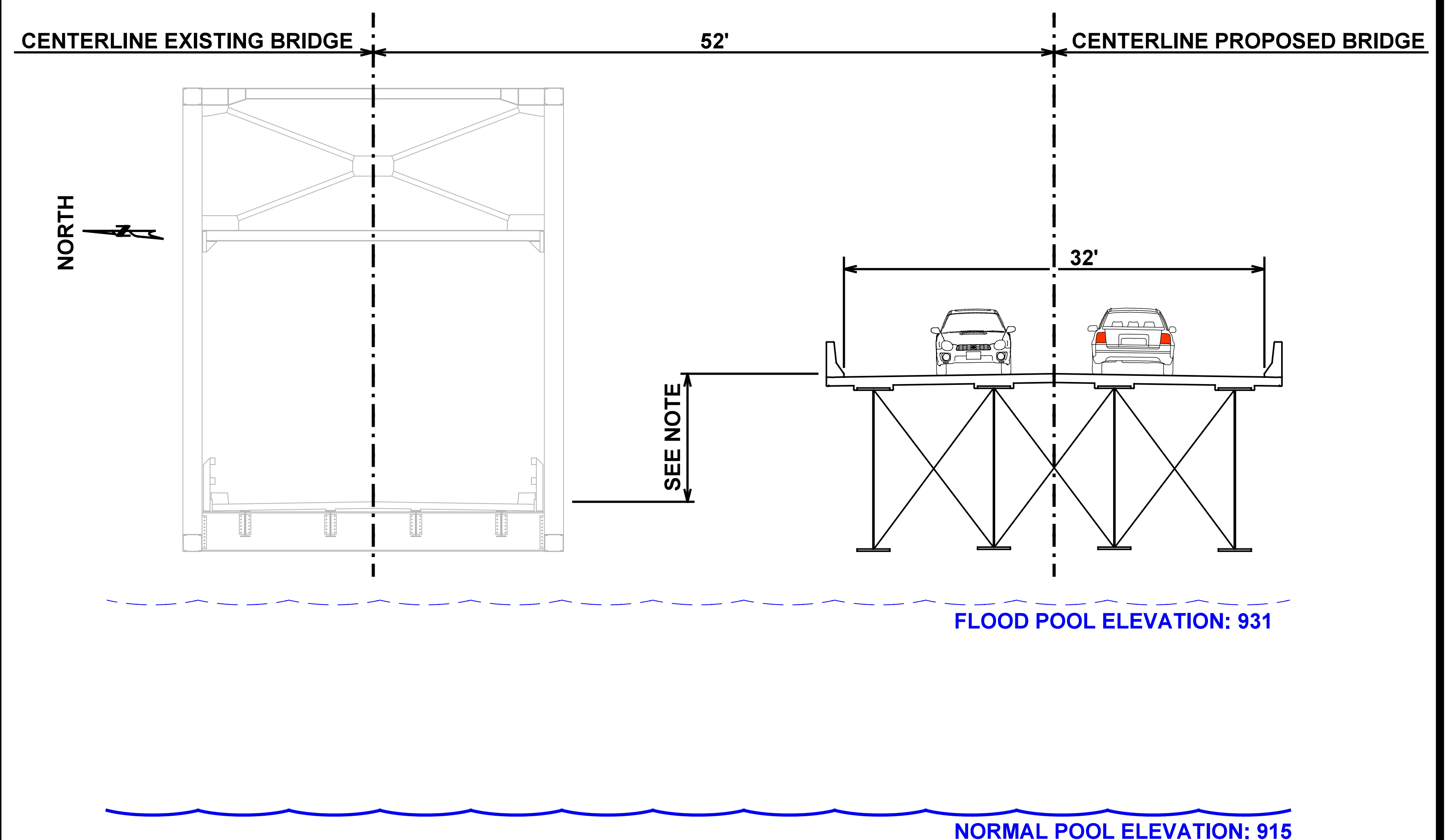


NOTE:
ALL NEW CONSTRUCTION OPTIONS USE A GIRDER BRIDGE, WHICH IS DEEPER THAN THE EXISTING BRIDGE. TO KEEP THE NEW CONSTRUCTION AT THE SAME LEVEL AS THE EXISTING BRIDGE FOUNDATION, THE NEW ROAD WILL NEED TO BE 7 TO 11 FEET HIGHER THAN THE EXISTING ROAD.

NORTH OFFSET ALIGNMENT (LOOKING EAST)

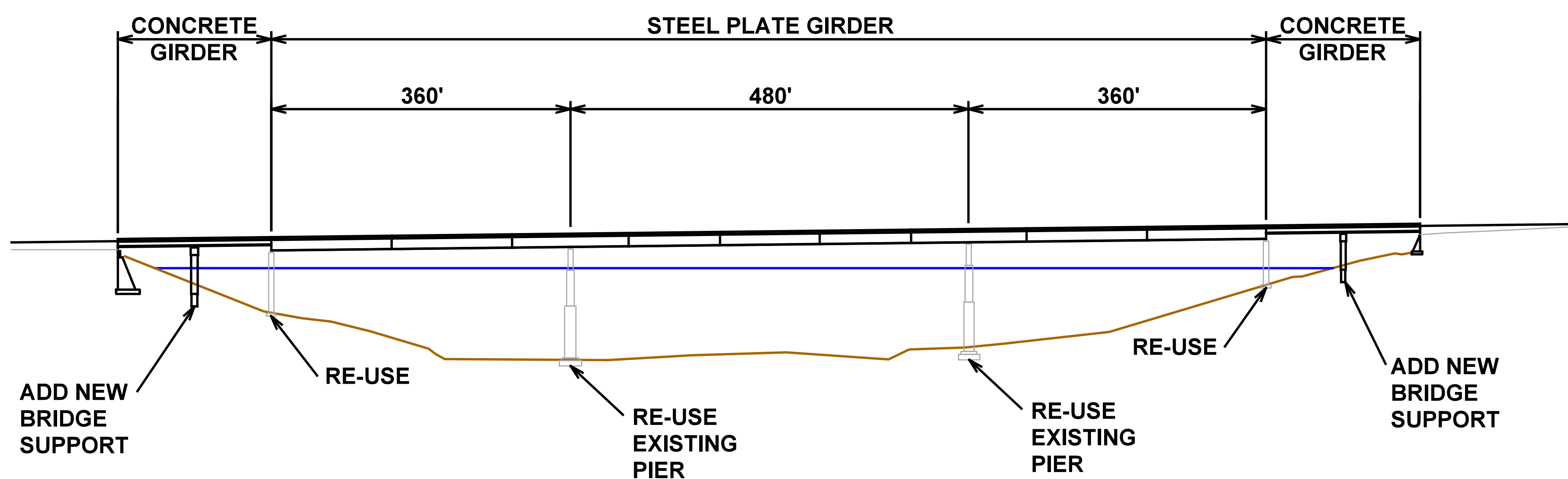


SOUTH OFFSET ALIGNMENT (LOOKING EAST)



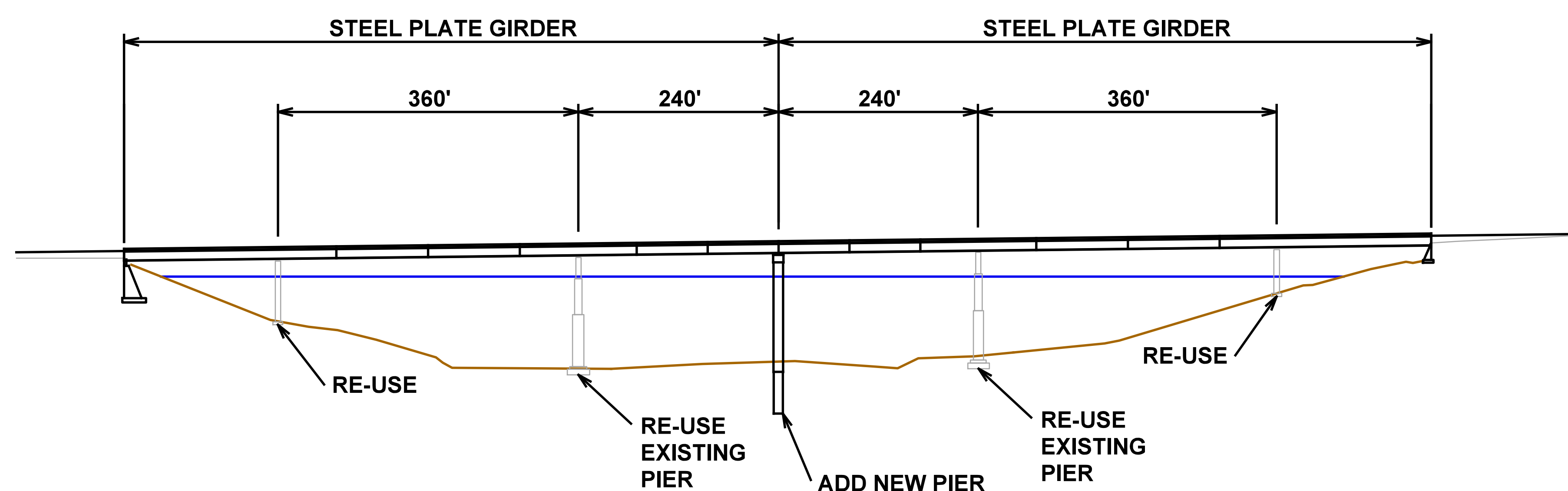


LONG CREEK BRIDGE IMPROVEMENTS ROUTE 86 OVER TABLE ROCK LAKE



REPLACE EXISTING BRIDGE

- RE-USE OF TWO EXISTING DEEP-WATER LAKE PIERS
- NO ADDED DEEP-WATER LAKE PIERS
- 360-FOOT SPAN ON WEST SIDE MATCHING EXISTING PIER SPACING
- CONSTRUCTION COST - \$28 TO \$30 M
- ROUTE 86 CLOSED FOR 9 TO 11 MONTHS

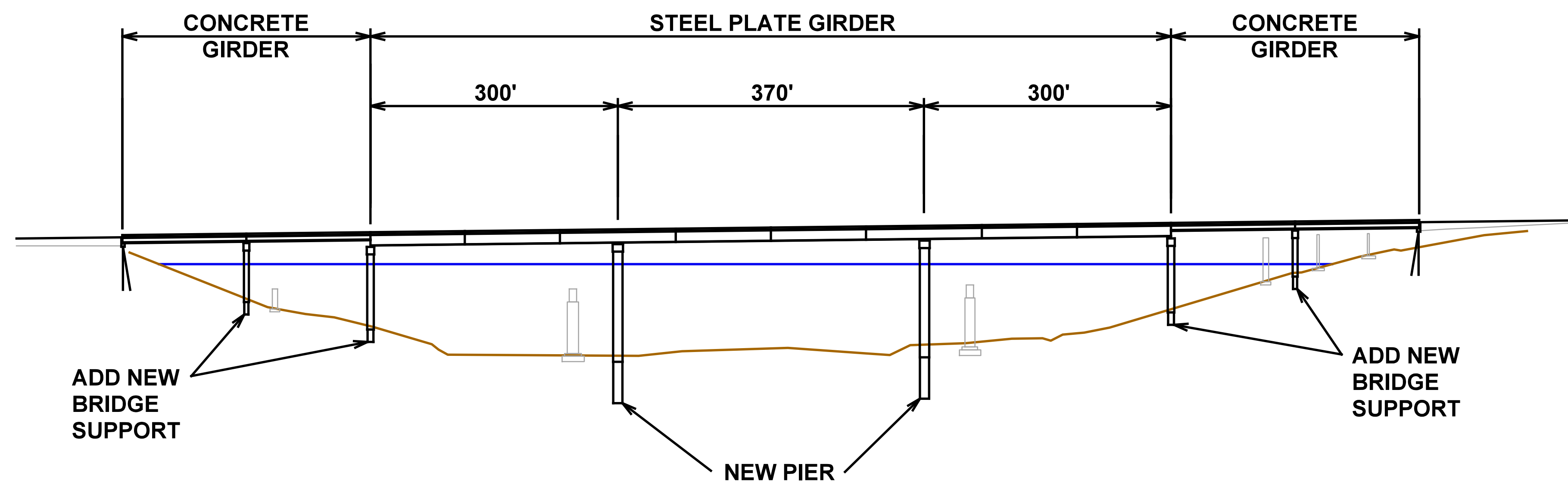


REPLACE EXISTING BRIDGE ADDED LAKE PIER

- RE-USE OF TWO EXISTING LAKE PIERS
- ONE ADDED DEEP-WATER PIER IN THE LAKE CONSTRUCTED WHILE ROUTE 86 IS OPEN
- 360-FOOT SPAN ON WEST SIDE MATCHING EXISTING PIER SPACING
- CONSTRUCTION COST - \$27 TO \$29 M
- ROUTE 86 CLOSED FOR 10 TO 12 MONTHS

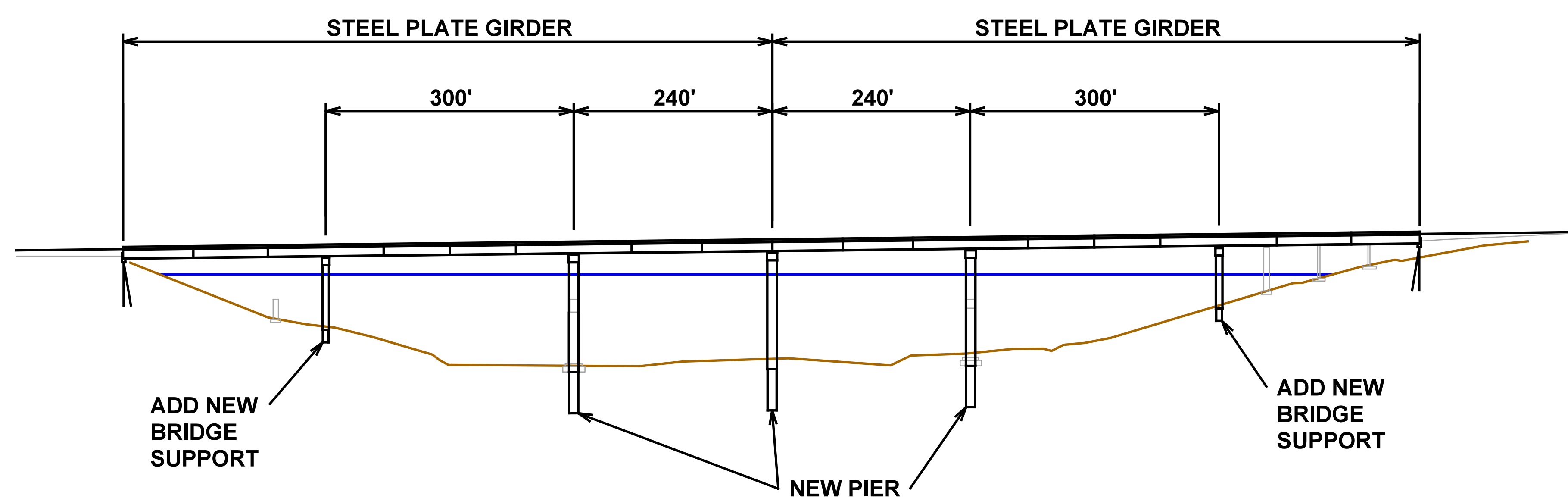


LONG CREEK BRIDGE IMPROVEMENTS ROUTE 86 OVER TABLE ROCK LAKE



NEW BRIDGE ON NORTH OR SOUTH ALIGNMENT TWO NEW LAKE PIERS

- TWO NEW DEEP-WATER LAKE PIERS
- NEW DEEP-WATER LAKE PIERS OFFSET FROM THE EXISTING LOCATIONS
- 300-FOOT SPAN ON WEST SIDE OF LAKE
- CONSTRUCTION COST - \$32 TO \$34 M
- ROUTE 86 CLOSED FOR TWO WEEKS TO TIE-IN NEW ROADWAY



NEW BRIDGE ON NORTH OR SOUTH ALIGNMENT THREE NEW LAKE PIERS

- THREE NEW DEEP-WATER LAKE PIERS
- NEW DEEP-WATER LAKE PIERS WOULD SLIGHTLY OFFSET FROM THE EXISTING LOCATION OR ON NEW LOCATION
- 300-FOOT SPAN ON WEST SIDE OF LAKE
- CONSTRUCTION COST - \$33 TO \$35 M
- ROUTE 86 CLOSED FOR TWO WEEKS TO TIE-IN NEW ROADWAY

UPCOMING PLANNED BRIDGE WORK AND ROAD CLOSURE AT LONG CREEK BRIDGE

- MoDOT's recent inspection indicates **additional deterioration** of the bridge, specifically portions of the **structural support**.
- Work is required to be conducted to **strengthen the structural support** of the bridge, or it will require permanent weight restrictions.
- A **25-ton weight limit** will be placed on the Long Creek Bridge until repair work is completed.



UPCOMING PLANNED BRIDGE WORK AND ROAD CLOSURE AT LONG CREEK BRIDGE

- The work required must be completed **without traffic** on the bridge and is anticipated to last 30 days. Work is anticipated to start in late Spring 2019.
- Travel on the existing bridge is **safe**.



WE WANT YOUR INPUT!

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COMMENT PERIOD

FEBRUARY 26 *through* **MARCH 19, 2019**

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To submit a comment online, use your home computer, smartphone, or tablet, and go to:

<https://www.modot.org/long-creek-bridge-project>

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on the project webpage.