

Welcome

MO-291 Bridges Over the Missouri River

(MoDOT Job No. J4P3471)

Public Information Open House Meeting

October 22, 2024
4:30 p.m. to 6:30 p.m.

Purpose of Meeting

Share information about the MO-291 Project:

- Why the project is needed
- What alternatives are being considered
- Study process and schedule

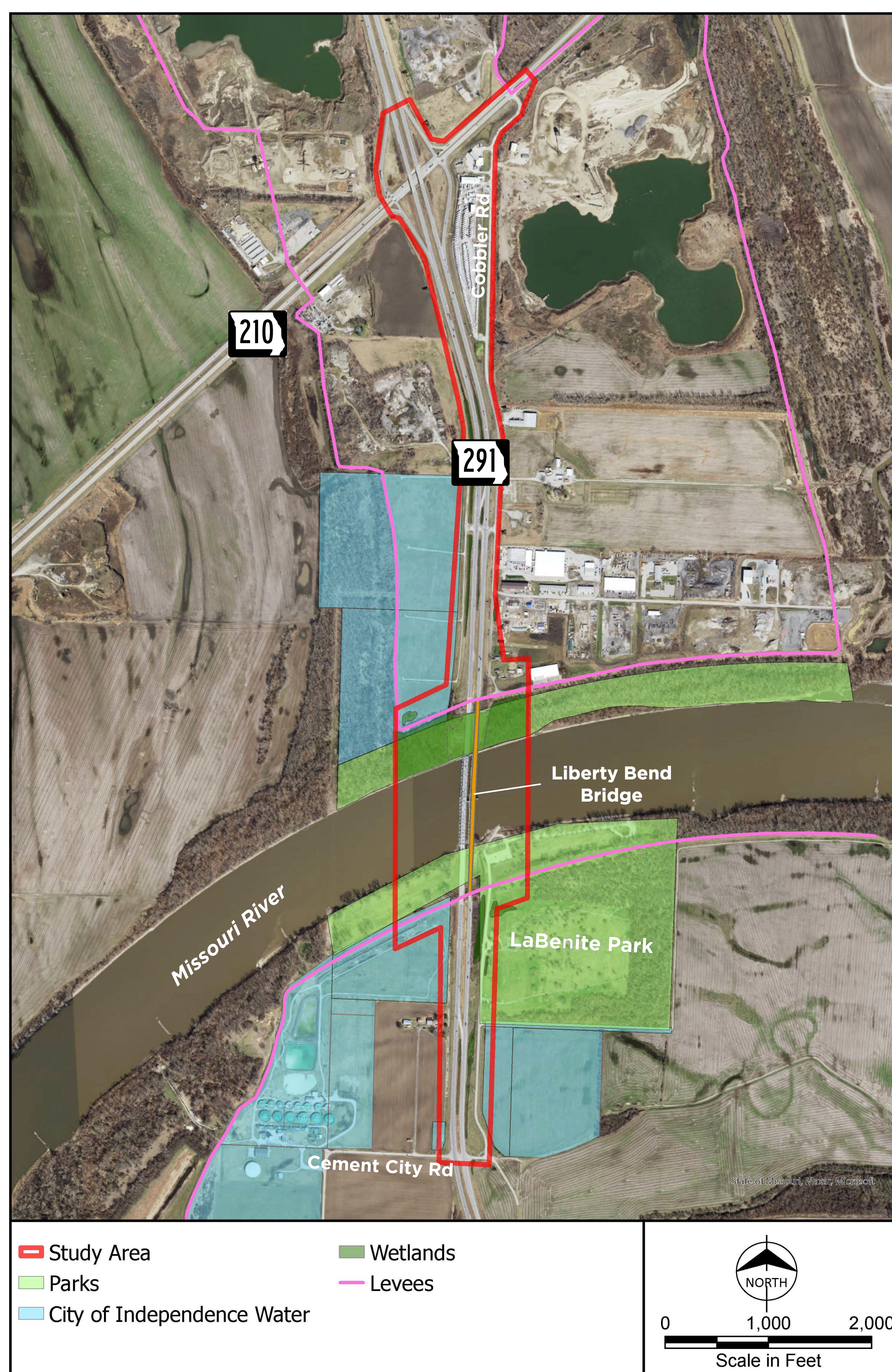
We want your input:

- Provide comments on the alternatives being considered
- Provide input on potential impacts to LaBenite Park
- Provide input on removal of the historic MO-291 northbound bridge
- Submit comments by 4:30 p.m., Tuesday, Nov. 5, 2024

Project Description

The existing MO-291 crossing of the Missouri River in Sugar Creek, MO, consists of two bridges - a northbound bridge, known as the Liberty Bend Bridge (No. L0568) built in 1948, and the southbound bridge (No. A4757) built in 2001.

The northbound Liberty Bend Bridge is eligible for listing in the National Register of Historic Places (NRHP).



Why is the Project Needed?

The following issues describe why improvement of the MO-291 River Bridge crossing is needed:

- Although safe, the northbound Liberty Bend Bridge is in “Poor” condition due to its age and condition of various structural components.
- The northbound Liberty Bend Bridge does not meet current design standards. The total roadway width is only 24 feet with two 11-foot-wide travel lanes and one-foot-wide shoulders on each side.
- The southbound bridge requires regular maintenance.
- As a key commuter corridor, roadway capacity and connectivity over the Missouri River need to be maintained, including means to accommodate pedestrian use.

What alternatives are being considered?

The following alternatives are being considered to replace the existing northbound MO-291 bridge. These alternatives are described in greater detail on the following displays:

- Build a new bridge on the same alignment as the existing northbound bridge (GREEN)
- Build a new bridge east (downstream) of the existing northbound bridge (BLUE)
- Build a new bridge west (upstream) of the existing southbound bridge (ORANGE)

GREEN

Conceptual Alternative

Build a new bridge on the same alignment as the existing northbound bridge

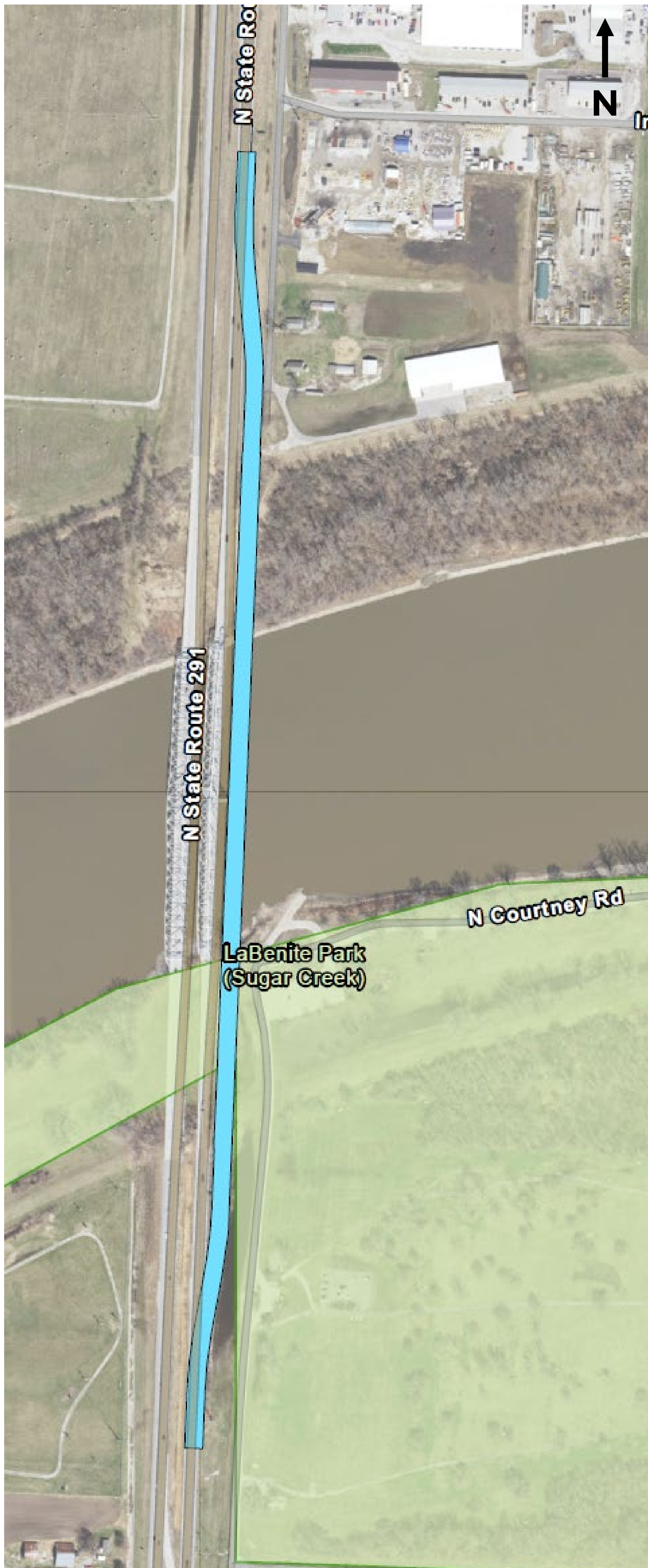


- The new bridge would accommodate pedestrians along the east side of the new bridge.
- All traffic would be carried on the existing southbound bridge, one lane in each direction, for the duration of construction (approximately two years).
- Access to LaBenite Park may be restricted at times or the park may be closed to use during construction to allow materials to be placed and equipment to access the river.
- Requires removal of the NRHP-eligible northbound bridge resulting in an "adverse effect" under Section 106 and a "use" under Section 4(f).

BLUE

Conceptual Alternative

Build a new bridge east (downstream) of the existing northbound bridge



- Remove the existing northbound bridge once the new northbound bridge is complete and traffic is moved to the new bridge.
- The new bridge would accommodate pedestrians along the east side of the new bridge.
- Traffic would continue to use both existing bridges until the new bridge is completed.
- Access to LaBenite Park may be restricted at times or the park may be closed to use during construction to allow materials to be placed and equipment to access the river.
- Requires removal of the NRHP-eligible northbound bridge resulting in an "adverse effect" under Section 106 and a "use" under Section 4(f).

ORANGE

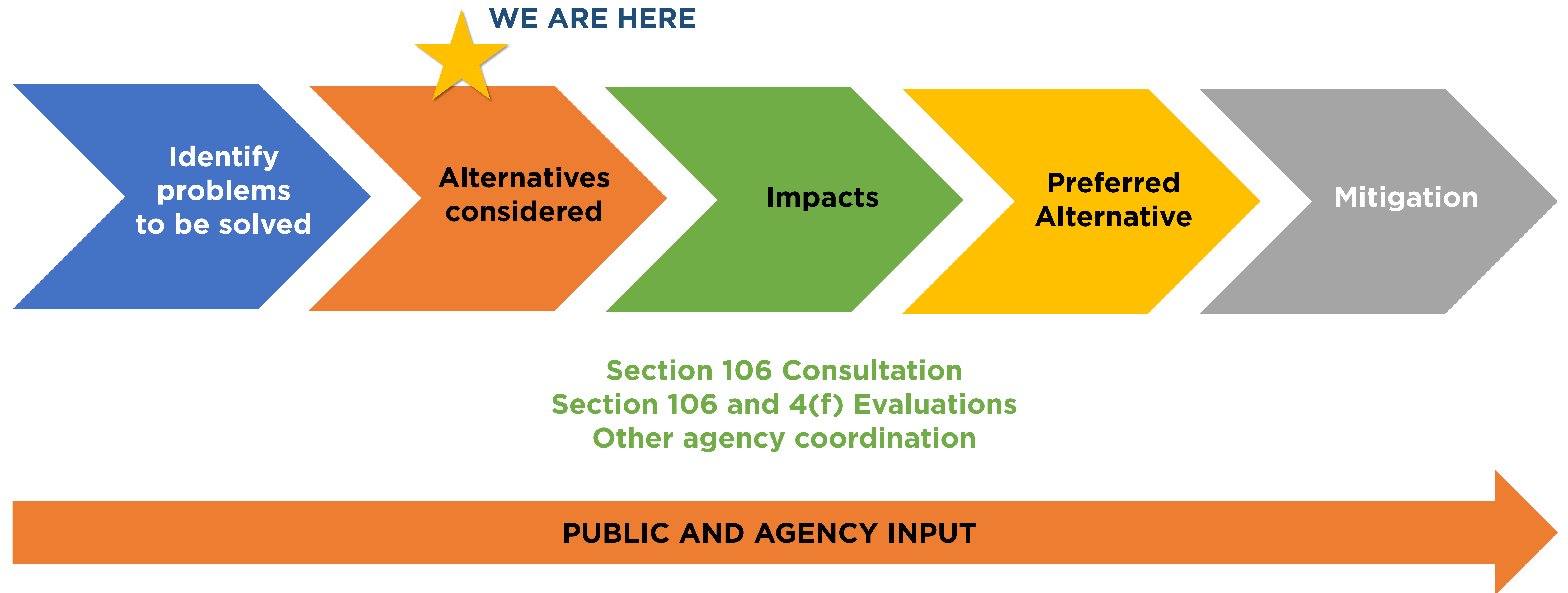
Conceptual Alternative

Build a new bridge west (upstream) of the existing southbound bridge



- Traffic would use both existing bridges until the new bridge is complete, at which time the existing northbound bridge would be removed.
- Future northbound traffic would be moved to the existing southbound bridge and the new bridge would carry southbound traffic.
- The new bridge would accommodate pedestrians along the west side of the new bridge.
- Access to LaBenite Park would only be disrupted for a short period to remove the existing northbound bridge.
- Requires removal of the NRHP-eligible northbound bridge resulting in an "adverse effect" under Section 106 and a "use" under Section 4(f).

NEPA Decision-Making Process



Considerations During the NEPA Process



**ENGINEERING
ANALYSIS**



**TRAFFIC
ANALYSIS**



**SAFETY AND
CRASH DATA**



**RIGHT-OF-WAY
REQUIREMENTS**



**EXISTING AND
PLANNED
RESIDENTIAL AND
COMMERCIAL
DEVELOPMENTS**



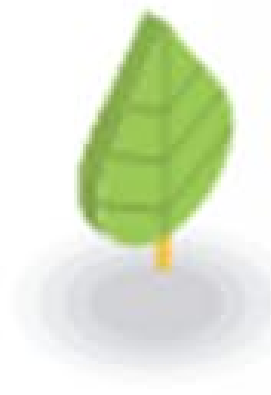
**EXISTING AND
PLANNED
UTILITIES**



**COST AND
ECONOMIC IMPACT**



**OTHER PLANNING
EFFORTS**



**NATURAL AND
CULTURAL
RESOURCES**



**ENDANGERED
SPECIES**



**LAND USE AND
PARKLAND**



**WATER RESOURCES
AND FLOOD PLAINS**



**HAZARDOUS
MATERIALS**



**SOCIAL AND
COMMUNITY IMPACTS**



**STAKEHOLDER AND
PUBLIC INPUT**



HISTORIC RESOURCE Liberty Bend Bridge

MoDOT requests your feedback on the removal of the bridge.

Section 106 of the National Historic Preservation Act (NHPA) requires federal agencies to consider the effects of actions on **historic properties** that can include any prehistoric or historic district, site, building, structure, or object eligible for or already listed in the National Register of Historic Places (NRHP).

Section 4(f) of the DOT Act also protects historic resources requiring the consideration of alternatives that avoid use of the resource and all possible planning to minimize harm to the resource.

Missouri Route 291 Bridges Over the Missouri River in Jackson County

Liberty Bend Bridge





PUBLIC PARK

LaBenite Park

MoDOT requests your feedback on possible impacts to the park.

Section 4(f) of the DOT Act stipulates that the FHWA cannot approve the use of land from publicly owned parks, wildlife and waterfowl refuges, or public and private historic sites, unless there is no feasible and prudent avoidance alternative to the use of that property; and the action includes all possible planning to minimize harm to the property resulting from such use OR FHWA determines that the use of the property will have a *de minimis* impact.

Funds from the Land and Water Conservation Fund (LWCF) provided by the National Park Service were used to acquire/develop LaBenite Park, providing it protection under Section 6(f) of the LWCF Act.

Project Timeline



**Environmental study
late 2024**



**Project delivery method
determined early 2025**



**Begin construction
late 2026**



**Construction
completed late 2028**

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

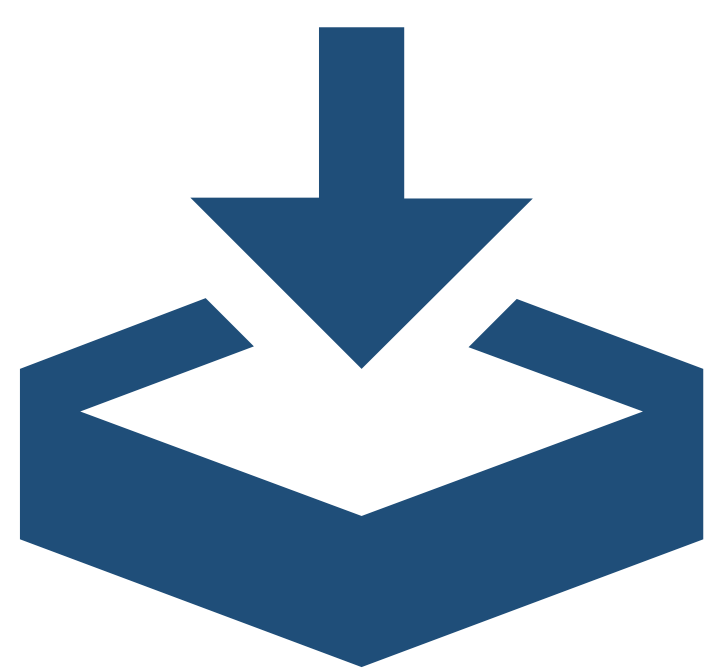
The public is encouraged to be involved in both the Section 106 Process and the Section 4(f) Process by asking questions and expressing concerns about historic properties, public parks and recreation areas. You can also help the study team identify actions that may be taken to mitigate or offset unavoidable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

Section 106 – MoDOT and FHWA are engaging a number of local, state, and regional entities interested in historic preservation as well as federally recognized Native American Tribes in the Section 106 process. These groups, referred to as Consulting Parties, may assist MoDOT in evaluating the alternatives and will provide input to determine potential mitigation measures to address the adverse effect of the project on the Liberty Bend Bridge.

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

We Want to Hear From You!

Please submit your comments and input by
4:30 p.m., Tuesday, November 5, 2024
via one of the following ways:



Drop Box

Complete comment
form today



Email

jaclyn.white@modot.mo.gov



Online

www.modot.org/Missouri-route-291-bridges-over-missouri-river-jackson-county