

Parkway Subcorridor



# I-64 Environmental Impact Statement PLAN AND PROFILE

Plate P8 - (Parkway Alternative 1 Plate2 )

Sta. 1091+60 to Sta. 1133+30







APPENDIX D  
Project Cost Summaries

ALTERNATIVES	CONSTRUCTION				TOTAL CONSTRUCTION	RIGHT-OF-WAY	TOTAL
	Grade & Drain	Base & Surface	Bridge	Miscellaneous			

GREENWAY	Spoede	No - Build	\$0	\$1,123,006	\$2,246,013	\$673,885	\$4,042,900	\$0	\$4,042,900
		Option 1	\$4,731,650	\$10,183,510	\$9,048,974	\$6,319,499	\$30,283,633	\$3,128,500	\$33,412,133
	Lindbergh	No-Build	\$0	\$1,123,006	\$2,246,013	\$673,885	\$4,042,900	\$0	\$4,042,900
		Option 1	\$6,238,939	\$8,956,090	\$13,213,116	\$6,359,672	\$34,767,817	\$2,794,000	\$37,561,817
	Clayton / Warson	No - Build	\$0	\$1,123,006	\$2,246,013	\$673,885	\$4,042,900	\$0	\$4,042,900
		Option 1	\$2,977,220	\$10,697,468	\$20,412,945	\$6,330,162	\$40,417,795	\$1,153,000	\$41,570,795
	McKnight	No - Build	\$0	\$1,123,006	\$2,246,013	\$673,885	\$4,042,900	\$0	\$4,042,900
Option 1		\$6,146,010	\$8,967,015	\$11,774,068	\$6,466,967	\$33,354,060	\$2,830,500	\$36,184,560	
						Preferred Greenway Subcorridor subtotal (rounded) = \$ 148,730,000			
THRUWAY	I-170 / Brentwood	No - Build	\$0	\$4,158,333	\$8,316,665	\$2,495,299	\$14,968,800	\$0	\$14,968,800
		Option 2	\$21,544,977	\$14,736,415	\$162,337,949	\$24,046,090	\$222,665,431	\$46,210,000	\$268,875,431
		Option 3	\$24,942,831	\$16,579,485	\$108,983,394	\$24,727,281	\$175,232,991	\$50,452,584	\$225,685,575
		Option 2a	\$19,038,112	\$14,451,518	\$166,928,766	\$24,175,050	\$224,593,446	\$41,070,000	\$265,663,446
		Option 3a	\$19,431,831	\$16,999,224	\$117,225,037	\$22,026,556	\$175,687,648	\$41,300,000	\$216,987,648
	Big Bend / Bellevue	No -Build	\$0	\$1,386,111	\$2,772,222	\$831,766	\$4,989,600	\$0	\$4,989,600
		Option 1a	\$9,342,186	\$8,586,542	\$17,980,246	\$7,026,554	\$42,935,528	\$13,787,000	\$56,722,528
						Preferred Thruway Subcorridor subtotal (rounded) = \$282,410,000			
PARKWAY	McCausland	No - Build	\$0	\$1,654,632	\$3,309,265	\$992,898	\$5,956,200	\$0	\$5,956,200
		Option 1	\$5,360,905	\$8,101,745	\$9,665,855	\$6,653,324	\$29,781,829	\$4,024,033	\$33,805,862
		Option 2	\$4,736,158	\$7,590,055	\$8,554,245	\$6,267,309	\$27,147,767	\$3,634,033	\$30,781,800
	Hampton	No - Build	\$0	\$1,654,632	\$3,309,265	\$992,898	\$5,956,200	\$0	\$5,956,200
		Option 1	\$5,575,504	\$12,189,026	\$12,532,586	\$7,049,648	\$37,346,764	\$1,536,033	\$38,882,797
	Kingshighway	No - Build	\$0	\$1,654,632	\$3,309,265	\$992,898	\$5,956,200	\$0	\$5,956,200
		Option 1	\$5,890,306	\$12,807,299	\$21,051,110	\$8,993,425	\$48,742,140	\$2,659,934	\$51,402,074
BOLD indicates Preferred Alternative. Costs are in 2003 dollars						Preferred Parkway Subcorridor subtotal (rounded) = \$121,070,000			
						Preferred Alternative grand total (rounded) = \$552,210,000			

BOLD indicates Preferred Alternative. Costs are in 2003 dollars

## APPENDIX E

### Cultural Resources

#### A. Previous Investigations

An archival search was performed in order to identify previously recorded cultural resources within 500 meters on either side of the existing I-64. These previously recorded cultural resources included, but were not limited to, properties eligible for the National Register of Historic Places (NRHP), properties and districts determined eligible by the Missouri Department of Natural Resources (MDNR) State Historic Preservation Office (SHPO) or by the City of St. Louis, architectural surveys, cultural resource management studies, archeological (historic and prehistoric) sites, bridges and tunnels, local landmarks, cemeteries, cultural landscapes, mines, schools, churches, parks, hospitals, and other public facilities. Specific themes, such as transportation issues, were pursued when encountered during the course of research.

Several sources were consulted for the archival search. Forms recording previously identified archeological sites submitted to the Archeological Survey of Missouri were reviewed. The records of the SHPO in Jefferson City were also reviewed for content on previously recorded, as well as National Register eligible, archeology and architecture within the Interstate 64 study area. The Missouri Department of Transportation Cultural Resource section was contacted in order to exchange information pertinent to the project and applicable bridge service ratings. Historical documentation regarding the general history of St. Louis and the study area from the Missouri Historical Society in St. Louis and the State Historical Society in Columbia was examined. Archives were consulted from the City of St. Louis and St. Louis County Libraries and Mercantile Library, as well as from the libraries of Washington University, the University of Missouri, St. Louis University and the University of Wisconsin.

##### 1. ARCHEOLOGY

The archival search revealed that very little archeological work has been performed within the Interstate 64 study area, with the exception of work conducted almost exclusively inside or immediately adjacent to Forest Park. Only two archeological sites have been recorded and both are in Forest Park.

Mounds were identified within the park near “Art Hill” during late 19<sup>th</sup> century. Conant (1879) reported that “In Forest Park, a few miles west of the city, there is a small group of mounds which the park commissioners, I am happy to know, have resolved to preserve.” Unfortunately, the mounds were destroyed during the modification of Forest Park for the Louisiana Purchase Exposition (1904 World’s Fair). Bushnell (1904) was able to excavate some of the mounds just prior to their removal. The mounds were divided into two groups; nine mounds were situated within the River Des Peres bottoms and seven mounds were on the bluff top to the south. He indicated that the upper group of mounds ranged in size from 24-55 feet in diameter and 2.8-3.5 feet in height. Bushnell excavated Mound B, reporting that:

*Near the centre, eight inches below the surface and extending well below the original surface, were the fragmentary remains of three human skeletons. From the position of the bones it was apparent they had been disturbed after their original interment. No objects were found in context with the bones, but in other parts of the mound, resting upon the original surface, were many fragments of pottery and small pieces of chipped chert. No complete objects were discovered. Some charcoal was also found on the original surface. (Bushnell 1904:15)*

Bushnell also excavated Mounds A, C, E, and F (D and G had been previously disturbed). He discovered pottery shards and flaking debris, but no human remains. Charcoal and ashes found in the center of Mound C, indicates that the area was used as a crematorium. Cremated human remains are easily overlooked. Since there is no adequate description of diagnostic artifacts, modern archaeologists cannot ascertain cultural affiliation.

The World's Fair Dump Site (23SL732) used after the closing of the 1904 World's Fair is in a wooded location near Valley Drive, approximately a 50 x 50 meter area, half way between the back of the Art Museum and Skinker Road (Diaz-Granados 1989). Over 5,000 artifacts were excavated from the site. The majority were fragments of glass, ceramics, porcelain electrical insulators, electrical parts, metal, brick, vitrified pipe, staff, and high button shoes. Only 26 complete bottles, two coins, and buttons were recorded in their entirety.

## 2. ARCHITECTURE

Previously recorded architecture within the study area includes four individual properties listed on the NRHP, one National Register district, five bridges that were previously recorded during the survey for Clayton Fraser's 1996 draft *"Missouri Historic Bridge Inventory"*, two Certified Local Government Districts, six churches, four schools, two residential properties, and one partially completed NRHP nomination for Forest Park.

The Lambskin Temple, listed on the National Register in 1985, is located at 1054 South Kingshighway. Constructed in 1927, it served as a Masonic Lodge, No. 460, AFAM. The three story, rectangular plan building still maintains its original character with a steel frame, a concrete roof support system, and 12-inch bond brick cladding (Cameron 1985). The large building contrasts with the residential nature of the surrounding neighborhood. The building is significant under Criterion C because it represents the vanguard of Modernistic architecture.

One property associated with Forest Park, within the study area, has been successfully placed on the NRHP. Near the center of the park is the "Jewel Box", also known as the St. Louis Floral Conservatory or the City of St. Louis Floral Display House. Placed on the National Register in 2000, the Art Deco style greenhouse with a stepped roof profile was designed in 1936 by the St. Louis City Director of Building, engineer William C.E. Becker. It exhibits a series of flat, stepped, composition-covered wood roofs with glass curtain walls instead of more typical glass roofs of greenhouses (Longwisch and Mitchell 2000). The building measures 144 feet by 55 feet and is 50 feet high at the center. The foundation consists of a rock faced ashlar laid with a dark mortar. Rectangular, concrete reflecting pools flank the building.

Forest Park's Headquarters was designed in 1875 by the St. Louis architect James H. McNamara. The 1½ story brick building was constructed in the Italianate/Second Empire style. It has a T-shaped plan, a rusticated stone foundation, red brick walls, and a green hexagon slate mansard roof. All the windows are double hung with stone sills. A five sided clapboard bay addition with Queen Anne style multi-paned windows and round arched fixed transoms was added to the first story. Extensive alterations were completed in 1942 when an enclosed frame porch was added to the butler's pantry. These interior modifications were completed to provide living quarters for St. Louis Parks and Recreation Commissioner, Palmer B. Baumes. The exterior of the building has undergone only minor alterations. Listed on the National Register in 1985, the building is significant under criterion C as it represents one of the best examples in St. Louis of the late Italianate Villa style, combining Italianate and Second Empire features. It also represents one of the last remaining 19<sup>th</sup> century buildings for Forest Park (Stiritz and Toft 1985).

Also listed on the NRHP is the Dr. Samuel A. Bassett residence and office at 1200 Big Bend Boulevard in Richmond Heights. The property was nominated in 1992 by Ted Frapoili. Built in



1938, it represents two of the main expressions of modernism, Streamline Moderne and International Style. It is constructed of brick with an irregular floor plan and a flat roof. The lower story was used for Dr. Bassett's office, with the upper two stories, which conform to the lots slope, serving as the residence.

Five bridges, included in Fraser's 1996 bridge inventory, are within the I-64 study area. Recorded by C. Fraser in 1996, bridge 260.03 routes traffic over the St. Louis Terminal Railway, which is now the St. Louis Metrolink. Plans were developed for the bridge in 1910, but World War I and disagreements between the city and the railroad caused repeated delays. Disputes were settled in 1925, the City of St. Louis signed a contract for \$210,000.00 and the Terminal Railway signed an additional contract for \$125,000.00. The 378 x 50 foot bridge was completed in October of 1927. It has a slightly arched girder profile and was constructed with concrete deck girder, abutments, wingwalls, deck, and spill-through piers. The North St. Louis Business Mens Association dedicated the bridge in 1927 (Fraser 1996). The other three bridges listed in Fraser's inventory are K468, K854, and K861. All are examples of concrete rigid frame construction, of which there are only seven examples recorded within the entire state of Missouri. This structural type was originally designed and developed in Westchester County, New York in the early 1920s and many were funded through the New Deal's Hayden-Cartwright Act. These bridges were unique to federal relief projects and urban beautification (Fraser 1996). K468, a 61 x 36 foot bridge, carries Sarah Street traffic over I-64 and was constructed by the Powers Thompson Construction Company in 1935 for \$15,051.40. Bridge K854, which carries McKnight traffic over Interstate 64, has arched haunches at the girders and Art Moderne detailing on the piers. A \$55,180.90 construction contract was awarded to the Akinson-Windle Company in 1940. Over I-64 at McCutcheon is bridge K861, which has four girder ribs with arched haunches that are doveled into the abutments and columns. The contract for the bridge was awarded to the Isreal Brothers, for \$74,136.00 in 1944 and was completed a year later.

During Fraser's 1996 bridge inventory, he also identified the I-64 bridge that crosses over at the Clayton-Warson interchange (K795R). Built in 1940, the bridge is constructed as a steel stringer. Economically built from easily obtainable materials, stringer construction began in the late 1890s, but picked up considerably after the turn of the 20<sup>th</sup> century. By the time the Missouri State Highway Department (MSHD) in the early 1920s, stringer bridges were widely accepted as a construction technique, and continue to be constructed up to the present day (Fraser 1996). The bridge is an unexceptional example of a standard type of bridge construction and has no decorative detailing. Bridge K795R was identified by Fraser as ineligible for listing on the NRHP.

The only St. Louis Certified Local Government District within the City of St. Louis is the Forest Park Southeast Historic District. It was listed on the National Register in December of 2001 as part of a neighborhood revitalization program presented in the "Forest Park Southeast Revitalization Plan", sponsored by Washington University Medical Center and First Star Bank. The Forest Park Southeast Historic District is bounded by Newstead Avenue on the east, Manchester Road on the south, Kingshighway on the west, and Chouteau Avenue on the north. The district was recommended significant under criterion A for its community planning and development, and under criterion C for architectural significance. This residential neighborhood developed primarily because of its proximity to the Pacific Railroad, the St. Louis Kansas and Northern Railroad, and local streetcar lines, which provided easy transportation into downtown St. Louis for employment and shopping. Architecture in the district consists primarily of single and multi-family residential buildings constructed in the 1890s through the 1920s. Vernacular adaptations of Italianate, Second Empire, Romanesque, Richardsonian, Colonial Revival, and Craftsman are seen throughout the district (Historic Preservation Services 2000).

There are two Certified Local Government Districts in St. Louis County. The Hampton Park and Lake Forest Districts are both in Richmond Heights. Hampton Park is located in the southeast corner of the intersection of Clayton Road and Hanley Road. In 1895, the County Realty Company bought the tract and platted it as Hampton Place in 1897. Lawrence W. Day bought the unsold lots in 1898 and formed the Hampton Place Realty Company. All lots within the subdivision were originally platted in size from 2.6 to 7.7 acres; in 1910, they were replatted to a minimum of one acre and renamed Hampton Park. The varying setbacks of the residences, along mature tree lined, winding streets gives the impression of a rural setting. Hampton Park architectural styles include vernacular, Tudor Revival, Bungalow, Italian Renaissance, Mediterranean, and Neocolonial. Four residences in Hampton Park have been individually recorded on Missouri Historic Inventory Survey Forms. They are located at 1215, 1235, 1247, and 1259 Hampton Park Drive. The 1926 Tudor Revival at 1215 Hampton Park was designed by Trueblood and Graf. James Hagerman Jr. drafted the 1911-12 Bungalow at 1235 Hampton Park Drive. Another Tudor Revival at 1247 was constructed in 1922-23, but the architect is unknown. The 1929 Italian Renaissance at 1259 Hampton Park Drive was built by an unknown architect or contractor. Esley Hamilton and Michael Bohm (1995) recommended the Hampton Park District for the National Register under criterion C for architectural significance.

Esley Hamilton and Michael Bohm (1995) also recommended the Lake Forest District for the National Register under criterion C. Lake Forest is located in the southwest corner of the intersection of Clayton Road and Hanley Road. The Lake Forest Development Corporation bought 57 acres from Sophie Crow in 1929 with stipulations that the property be sold for single family residences and to whites only. Later it was stipulated that all lots be at least 1 acre in size. Frederick Pitzman platted the subdivision in November of 1929. Due to the stock market crash one month later, only a few houses were constructed and most were commissioned by builders for their own use. Construction began to pick up with nine homes built in 1933. The majority of the residences were built from 1931 to 1950, with a single home constructed in the subdivision in 1994. Architectural styles consist of Tudor Revival, Georgian Revival, and Colonial Revival. Three homes in Lake Forest were individually recorded by E. Hamilton in 1995. They are located at 104, 105, and 124 Lake Forest Drive. The Georgian Revival at 104 Lake Forest Drive was built by Sam Goldman in 1940. Another Georgian Revival at 105 Lake Forest Drive was constructed in 1962 by an unknown builder or architect. At 124 Lake Forest Drive is a 1936 Tudor Revival built by L. J. Wenneker.

All six recorded churches are in the City of St. Louis and were inventoried by the Landmarks Association of St. Louis, Inc. The New Providence Missionary Baptist Church located at 4214 West Papin was constructed from 1910-20. It was built in a vernacular style with minimal Gothic attributes. The architect and builder are unknown. The foundation was built with concrete blocks and the basement is full. The walls are clad with brick and the building has a gabled asphalt roof. A flat roofed addition to the front gable end has a round arched entrance flanked by Gothic windows. All other windows have segmental arches (Stiritz 1993).

Emmaus Baptist Church, formerly the Emmaus Evangelical Church, is located at the corner of Chouteau Avenue and Tower Grove. It was inventoried in 1990 by Mary M. Stiritz. The cornerstone was laid in 1897; the architect and the builder are unknown. It has a limestone foundation, a full basement, red brick walls, and a gabled roof. It was constructed in the Gothic style with all entrances beneath Gothic arches. The Emmaus Evangelical congregation vacated the building in 1976, and the church is now the Emmaus Baptist Church (Stiritz 1990).

The Tower Grove Methodist Episcopal Church, at 1040 South Taylor Avenue, was constructed in 1903 in the Romanesque style by architect J. H. Lynch and builder M. W. Miller. The church has a full basement, stone foundation and walls, and a gabled asphalt shingled roof. Most door and window openings are arched and tower windows are elongated. A gymnasium was added



in 1919. The building is now owned by the United Methodist Metro Ministry and serves their social services agency and food pantry (Stiritz 1993).

Gibson Heights United Presbyterian Church, at 1075 South Taylor Avenue, was designed by W. A. Cann and constructed by T. C. Reeves. The church was built in 1910 for \$122,300.00. In 1930, a \$2,000.00 organ loft and a new \$2,500.00 furnace system were installed. The Gothic (Tudor) style church was built on a stone foundation, red brick walls, and a gabled asphalt roof. Crenellation trimmed in white can be seen on the front of the church and on the towers (Stiritz 1993).

The St. Paul's English Evangelical Lutheran Church at 1034 South Kingshighway was built in 1906 for \$22,000.00. The architect for the Gothic style church was A. B. Groves and the builder was W. M. Muir. The church has a full basement, stone foundation, masonry walls, brick wall treatment, Gothic windows, arched entrances, and a gabled asphalt roof. In 1960, A. Stanley Knorth designed and Boyd E. Petry built an addition for \$51,000.00. This addition on the facade had Gothic windows and extensive stone trim and brickwork (Stiritz 1993). The Church of the Living God bought the church in 1979.

Architect for the St. Peter's Lutheran Church was T. Steinmeyer. Kremer & C. Voirol Company built the church for \$45,000.00, at 1126 South Kingshighway, in 1925. This Gothic style building has a full basement, stone foundation, masonry walls, and a gabled roof covered with green slate. Wall treatment is of textured red, ochre, and green brick. This same wall treatment is used on the parsonage, located on the same property (Stiritz 1993).

Four previously recorded schools, the West Richmond School, the Dewey School, the New Lincoln School and the Old Wright School, are located within the study area. The West Richmond School, (*Property #283*) was later also known as A.B. Green School and now is referred to as Chaney Elementary, at 1313 Boland Place, was constructed in 1926 in the Georgian Revival style. The two-story building has a full basement, stone foundation, Flemish bond brick walls, and a hipped composition shingled roof. There is ashlar at the waterline, entry portico columns and corner quoins, stone sills, and keystone arches. The watertable and the entablature encircle the entire building. Additions included a second unit constructed in 1928, a third one in 1932, and a gymnasium in 1945. Another gymnasium and offices were constructed in 1964, when students of the New Lincoln School were sent to West Richmond (Webb 1991).

Dewey School, (*Property #92*) is located at 6746 Clayton Avenue, and was recorded by Cynthia H. Longwisch in 1988. The 1917 school was designed by architect, Rockwell M. Milligan and named after Admiral George Dewey who lived from 1839-1917. The masonry constructed two-story building has a modified H plan with brick wall treatment. Two entrances are positioned next to the projecting wings, which feature a center terra cotta arch flanked by smaller terra cotta arches with designs reminiscent of the Byzantine style. On the second floor above the entrances is an enclosed arcade balcony supported by Corinthian columns. These arches are framed with terra cotta designs and filled with stained glass panes. Six facade dormers are on the red tile roof.

The New Lincoln School, located at the boundary of the study area, was first established in 1909. Mark McLaurine and George Rausch approached the St. Louis County Government with a request for an African American school to be constructed in Richmond Heights. A church on Dale Avenue was rented to serve as a school for grades one through eight. The school was named by its first teacher, Harvey J. Simms, after the Lincoln Institute in Jefferson City where he received his advance education. In 1916, a bond issue was passed allowing the school to move to a larger two room frame building at 8023 Dale Avenue. Although additions were constructed, the school could not keep up with the rapid growth of Richmond Height. In 1933,

the building within the I-64 study area was constructed at 7917 Thomas Place. The “Old Lincoln School” continued to be used for grades one through four and the new school was used for grades five through eight. Following the Supreme Court’s decision to end segregated school systems in 1954, extensive remodeling was conducted at the New Lincoln School and its surrounding grounds to house grades kindergarten to six. In 1963, the Board of Education voted to close the New Lincoln School and the students were sent to West Richmond School. The New Lincoln School was used by the Special School District until 1977, when it was finally vacated. Acquired in 1996 by MuniCorp Facilities Management and Development Services and Geri Care, the buildings were converted into the Richmond Terrace Retirement Center (Naglich 1997).

The Old Wright School was constructed on a one acre tract purchased in 1870 from M. and W. Denny for \$150. It was named for the Wright family who owned much of the surrounding property. The school was sold in 1936, when the new Wright School was built further west along Clayton Road. The building has been extensively remodeled to serve as a retail store. The original portions of the school include American common bond brick walls, a wagon wheel panel in the gabled roof above the entrance, a hipped composition shingled roof, and a square vented cupola with a pyramidal roof. A flag pole still extends from the cupola roof. The original windows were topped with ashlar keystone arches. The double door entranceway is framed with fluted pilasters, and the central rear window is framed by a recessed round arch (Webb and E. Hamilton 1991).

Two other properties have been previously recorded, apartment buildings at 1014-1038 and 1044-1046 Oak View Place. The property at 1014-1038 Oak View Place, is a series of three, three story, fireproof brick, vernacular apartments with limestone foundations that comprise the Oak View Garden apartments. They were built in 1925-26 by Frank B. J. Darr, who resided for several years in the 1014 apartment. Each building has two front entrances with a molded concrete surround surmounted by a decorative shield. The front entries are fitted with full length glass doors. Concrete sills and corner stones, as well as soldier arch headers, accentuate window openings fitted with replacement windows. A copper cornice and brick parapet top the building. Metal rear stairs and small porches are of original construction. These three buildings display no major additions or alterations. In 2001, the Oak View Garden apartments were recommended as eligible for the National Register and SHPO concurred. At 1044-1046 Oak View Place is a vernacular two story, fireproof apartment building with a limestone foundation, built in 1927. The flat asphalt roof has a stepped and gabled parapet on the front facade. Soldier courses and concrete corners and sills decorate the surrounds for the original windows. This property was not recommended for the National Register (Kneller, Naglich, and Radziul 2001).

### **3. FOREST PARK**

On file at SHPO is a partial manuscript to nominate Forest Park to the NRHP. Forest Park was recommended as significant for entertainment/recreation, architecture, and art. Park designers and administrators from the inception of the park in 1875 to the present time have provided the public with a variety of recreation and entertainment, such as hiking, biking, golf, tennis, fishing, field sports, and a diversity of music and drama. Architecture is primarily represented by the Italianate/Second Empire Forest Park Headquarters, the Beaux Arts Art Museum, the Spanish Mission/Craftsman World’s Fair Pavilion, the Classical Revival Jefferson Memorial, the Craftsman Maintenance Building, and several Spanish/Craftsman Zoological Buildings. Art is scattered throughout the park with numerous sculptures, fountains, and memorials designed by well known artists and architects. A few of the more familiar are the Edward Bates Statue, the St. Louis Statue, and the Painters and Sculptors Statues.



Five bridges (Lafayette, Franklin, Educational, Manufacturer's, and Old Stable) within Forest Park were recorded in 1984 separately by Esley Hamilton, and by Colleen Hamilton & Joseph Nixon. Lafayette along Union Drive is the oldest bridge within the park. It was constructed in 1883, replacing an older wooden bridge and represented the first bridge encountered upon entering the original, main entrance to Forest Park. For this reason, the bridge was often photographed. It was designed by William C.E. Becker, the Director of Bridge and Building Section, City of St. Louis. The deck was supported by three steel trestles and three hinged arches attached to limestone block abutments. Overall the bridge was nearly 103 feet long, 38 feet wide, and twelve feet high. The bridge was repaired in 1935 when cast iron posts and connecting rails were added.

At the close of the World's Fair, the Louisiana Purchase Exposition Company realigned portions of the River Des Peres and constructed several roads and bridges before turning complete control of Forest Park back to the city. The Franklin Bridge was constructed in 1898-1899 after the original wooden bridge had been destroyed by a flood on April 1, 1887. It was near a wide curve in the "Grand Drive", the major carriage circuit through the park. Since it could be easily seen, the park commissioners wanted an "ornamental and picturesque structure" (E. Hamilton 1984). The bridge was constructed of reinforced concrete measuring 95 feet long, 36 feet wide, and twelve feet high. It has a Beaux-Arts design with classical moldings, vase-shaped balusters, elaborately scrolled wrought iron light structures, and a dark reddish brown color (Photo 4). The bridge was altered in the 1940s to handle heavier vehicle traffic. In 1908, the company paid for the construction of Educational and Manufacturers Bridges. Both bridges were 44 feet long, 35 feet wide, and eight feet high with the decks supported by steel composite beams. The wooden decks were replaced in 1939/40 with reinforced concrete and the balustrades were redone. The original Old Stable (or Theatre) Bridge was a wooden structure built in 1892 to facilitate access to the park stables. After the World's Fair, the Louisiana Purchase Exposition Company replaced it with a second wooden bridge, which was in turn replaced by the existing bridge in 1922. Constructed of reinforced concrete, it is nearly 108 feet long, 52 feet wide, and 14 feet tall. The yellow masonry and arched balustrades were designed to harmonize with the nearby Spanish influenced buildings.

## **B. Architectural Survey**

### **1. SURVEY METHODOLOGY**

Much of the Area of Potential Effects (APE) associated with the proposed improvements to I-64 is limited to areas that have been previously impacted by the construction of the interstate. Proposed plans do include a slight expansion in some locations along the interstate, with larger areas needed for interchanges. For these reasons; the properties evaluated in the architectural survey included those entirely within the proposed right-of-way, those at least partially within the right-of-way (even if the building(s) on the property were not threatened), those contiguous to the right-of-way, and those that will come into direct view of the highway due to the proposed removal of intervening buildings. Prior to the architectural fieldwork, all properties were assigned a number from east to west, which was used for identification on forms, maps, tables, and photographs. During the field work an occasional property was encountered that had not been numbered. In these cases the properties were given a letter designation after the number, rather than changing all of the numbers.

The architectural survey was conducted from January to April, 2002, by Janet Kneller, Kristina Hayen, Mary Jo Cramer, Michael Hill, Rachel Radziul, Nicole Misarti, Dennis Naglich, Meredith McLaughlin, and Sara Hixson. All properties that are in the APE with at least one building over 50 years old were photographed and assessed according to National Register criteria. Residential architectural styles were categorized using *A Field Guide to American Houses* by

Virginia and Lee McAlester, *Ozark Vernacular Homes: A Study of Rural Homeplaces in the Arkansas Ozarks 1830-1930* by Jean Sizemore, and *American Architecture Since 1780* by Marcus Whiffen. Architectural styles for commercial buildings were categorized according to *The Buildings of Main Street* by Richard Longstreth. All buildings 50 years or older were recorded on Architectural/Historic Inventory Survey Forms. Structures, such as tunnels, bridges, etc., more than 50 years old were documented and recorded on Bridge Inventory Survey Forms distributed by the SHPO. These forms have been compiled and submitted as Appendix A and B in a separate report titled Interstate 64 Archival Search and Architectural Survey. If more than one building was on the property, the main building was described on the front of the form and the information on the other buildings was attached. Previously recorded buildings within the APE were revisited to assess their current condition and record any additional information. A revised form was then completed for the building. No inventory forms were completed on modern buildings and structures (those less than 50 years old); although each was photographed and mapped. Buildings and structures less than 50 years old were evaluated for eligibility under NRHP criterion G.

Color photographs were taken of all buildings in the APE from public access. One photograph was taken of each modern building. Buildings directly in the path of the proposed construction were photographed from reverse angles when possible. Occasionally foliage, intervening buildings, or lack of public access prevented reverse angle photography. Some massive building complexes required that the photographs be taken sequentially. Streetscapes were taken, when practical, of buildings over 50 years old and potential historic districts.

Following the completion of the architectural survey, all photographs were labeled according to the standard procedures outlined in National Register Bulletin #16. Each photograph was labeled with the identifying letter and numeral, the address, the photographer, the location of the negatives, and date and the direction the photograph was taken. Each property and bridge within the City of St. Louis was located on a 1997 Sanborn Fire Insurance Map, marked, and identified by property number. Any building that is no longer standing was cross-hatched on the map. National Register properties are blocked in with diagonal lines and labeled with their property number. Since no Sanborn Fire Insurance maps are available for properties west of McKnight Road, these properties were mapped and identified on a parcel map that was provided by HNTB Corporation.

Forest Park, due to its large size and complex nature, was treated as a single unit during the course of the survey. Photographs of all extant buildings and structures within the park were taken and compared to a partially completed inventory completed sometime in the last two decades.

Information on specific neighborhoods and properties over 50 years old was obtained from several other sources. Both the City of St. Louis Certified Local Government and the St. Louis County Department of Parks and Recreation were contacted for information on previously recorded architecture within the APE. Neighborhood information was acquired from St. Louis Neighborhoods Webpage ([stlouis.missouri.org/neighborhoods/index.html](http://stlouis.missouri.org/neighborhoods/index.html)), as well as from several local historical societies, including the Clayton Historical Society, the Richmond Heights Historical Society, and the Frontenac Historical Society. Another website that provided historical information on the City of St. Louis was 'Time Portal to Old St. Louis', found at [www.usgennet.org/usa/mo/county/stlouis](http://www.usgennet.org/usa/mo/county/stlouis). Specific property information was obtained from the St. Louis Genealogical Society ([www.rootsweb.com/~mostlogs/STINDEX.HTM](http://www.rootsweb.com/~mostlogs/STINDEX.HTM)), as well as from [www.ancestry.com](http://www.ancestry.com). Most of the construction dates for the properties within the APE were located at the City of St. Louis Recorder of Deeds, or at the St. Louis County Government web page ([www.stlouisco.com/ias](http://www.stlouisco.com/ias)). Plat maps of individual subdivisions within St. Louis County were obtained from the St Louis County Recorder of Deeds Office in Clayton.



The Council provided comment on the effects of the project on the setting of historic properties within Richmond Heights. In a letter dated February 24, 2005 the Council concurred with the FHWA that because of the measures taken to minimize noise impacts detailed in this document that the improvements will not cause adverse effects from visual or atmospheric elements. In addition, the Council concurred with the FHWA that taking small portions of property from property 283 and the Richmond Hills Historic District would not cause adverse effects because of the urban setting of the properties and their existing close proximity to I-64.

## 2. INDIVIDUALLY ELIGIBLE ARCHITECTURAL RESOURCES

The results of the SHPO, ACHP and Keeper reviews and determinations of the Cultural Resources in the New I-64 APE are that the following Architectural Resources are significant and eligible for listing in the NRHP.

*Property #20*, located at 925 S. Boyle Avenue, is significant under criterion C. The building is built in the Gable Front subtype of the National Folk Movement, commonly referred to as a Shotgun House. The building is an exceptional urban example executed in masonry of a once common building type. Well preserved examples are fast disappearing from the region as a whole. Within the entire I-64 corridor, a total of eight shotguns were recorded. Property #20 is in good condition and has undergone little to no alteration since its construction. Shotguns and other gable-front plan houses were particularly suited for narrow urban lots (McAlester 1996: 90). Although Property #20 is not decorated in a specific architectural style, the aesthetic design of the building reflects the values of an era seeking more than just the utilitarian. Next door, at 927 S. Boyle Avenue, is *Property #21*. Built approximately 13 years after its neighbor, this shotgun was similarly constructed and decorated. It too is a well-preserved example of the Shotgun subtype. For these reasons, 927 S. Boyle Avenue is also significant under criterion C.

*Property #21* at 927 S. Boyle is a well preserved, single family residence in a style similar to Property #20. It appears to have undergone little or no alteration since its construction and is an excellent example of the Shotgun House executed in brick and masonry. This type of house was once common though few remain in this level of condition. This residence, like its complementary residence at 925 S. Boyle, is eligible under criterion C.

*Property #27* at 4303/4305 Chouteau Avenue is a well-preserved, multi-family dwelling that is significant under criterion C, as embodying “the distinctive characteristics of a type, period, or method of construction”. The vernacular building represents an early attempt to move from the cramped conditions of the tenement house, combining elements of multi-family housing with those of single-family homes. The earliest examples of this style of duplex housing in St. Louis appear to date from the late 19<sup>th</sup> century. Once wide-spread throughout the urban landscape of St. Louis City, development and revitalization efforts of local communities have greatly reduced the number of apartment buildings dating to this time period.

*Property #28* is at 4307/4309 Chouteau Avenue. Constructed at the same time as Property #27, it is an exceptional example of an early apartment building. Variations in the articulation of the brickwork add aesthetic value to both buildings. While the surrounding neighborhood has changed from residential to primarily commercial, these two apartment buildings have remained relatively unchanged, and have undergone little to no modification. This apartment building, like the one at 4303/4305 Chouteau, is eligible under Criterion C.

Emmaus Baptist Church, (*Property #29*), located at 4347 Chouteau Avenue, is significant under criterion C. Built in 1897 as the Emmaus German Evangelical Lutheran Church, the church is a well-preserved and exceptional example of late 19<sup>th</sup> century ecclesiastic architecture. At the time of construction, the National Folk movement was prevalent. A subtype of the style, the Gable Front and Wing or ‘bent’ house, is reflected in the plan of the church, which follows the

typical L-plan of the style. An important community center from the time of its construction until today, the building is also eligible to the NRHP under criterion A. Originally built for the German Lutheran settlers in the area, the building served as their community religious center until 1976. The church changed ownership and denomination as the composition of the local population shifted, but continued to function as a social epicenter for the community.

The Walter Freund Bread Company building (*Property #58*), located at 900 S. Taylor Avenue, is significant under criterion A, as a building “associated with events that have made a significant contribution to the broad patterns of our history” (National Register 1995: Part II). The Walter Freund Bread Company was a direct descendant of the Freund Baking Company, established by Moritz and Jetta Freund in 1856. Famous throughout St. Louis for Bohemian rye bread, the Freund Bakery was originally located at 913 Soulard Street. After maximizing their facilities in Soulard, the bakery, as the Walter Freund Bread Company, built the extant building and moved to the new facility in 1921. The company again changed its name in 1956 to the Freund Bread Company. Under this name, the company remained at the corner of Taylor and Chouteau Avenues until 1971. During that year, the bakery merged and became known as American Baking (Freund Division). American Baking remained at the location until 1988. The building’s continued use as a bakery for an uninterrupted 50 years and its association with the Freund Bread Company support its nomination to the NRHP.

The former Central Institute for the Deaf (CID) Clinic Building, currently occupied by the St. Louis College of Health Careers (*Property #59*), located at 909 South Taylor, is significant under criterion A as a building “associated with events that have made significant contribution to the broad patterns of our history”(National Register 1995: Part II). CID was founded in 1914 by Dr. Max Goldstein. Goldstein was a St. Louis physician who set out to teach deaf children to talk. He began his efforts in his medical offices, teaching children and training teachers. The first CID building was built in 1916 at 4560 Clayton Road; the second was constructed around the original building in 1928 and opened in 1929 (*Property #64A*). The new school housed specialized laboratories as well as classrooms for children and facilities to help adults. Scientists came from around the world to study otic anatomy, hearing devices, techniques for diagnosing deafness, and techniques for teaching speech. In the wake of rising enrollment, the building at 909 South Taylor was constructed in 1951. The building, a clinic and research facility, was constructed with state of the art laboratories. At the time, the CID clinic was the only building designed exclusively to study and ameliorate the problems of hearing. Work in the building produced contributions to knowledge, technologies, and techniques used to help the hearing-impaired. Researchers also participated in sound studies involving industrial noise, including aircraft engines, and helped develop the standards to which industries would be held to prevent job-related hearing loss.

Central Institute for the Deaf (*Property #64A*), located at 4560 Clayton Avenue, is significant under both criterion C and criterion A. Its significance under criterion C lies in the example it provides of the Italian Renaissance style of the early 1900s. The Central Institute for the Deaf (CID), designed by William B. Ittner, is a well-preserved, high style example that has undergone minimal alteration. This style is often used for schools and other public buildings, and it is the building’s intended and continued use as a research and educational facility that suggests the building is also eligible to the NRHP under criterion A. CID was first established in 1914 by Dr. Max Goldstein, a St. Louis physician. Since its construction in 1928, the building has served as a clinic, school, and research laboratory. Researchers have come from around the world to study otic anatomy, hearing devices, deafness diagnostics and teaching techniques.

St. Louis Science Center (*Property #65*), located at 5050 Oakland Avenue, is significant under Criteria A and C and Criteria Consideration G as a significant resource less than 50 years of age. The oldest portion of the complex is the James S. McDonnell Planetarium, constructed in

the early 1960s. Even though the building is not more than 50 years old, it embodies “the distinctive characteristics of a type, period, or method of construction”. Designed by the architectural firm of Hellmuth, Obata, and Kassabaum to look “like some strange craft spun down to earth from outer space” (Architectural Forum 1963), the Planetarium is constructed of thin-shell concrete cast in the shape of a hyperboloid. The complex may also be of local significance because the buildings “are associated with events that have made a significant contribution to the broad patterns of our history”. The St. Louis Science Center serves as a nationally known institution that serves as a liaison between science and the layperson, providing education and understanding about the environment, ecology, technology, humanity, and the space sciences and how each interrelates. “By fostering an active interest in science and mathematics, the Science Center prepares people to make decisions that may shape the future and meet society’s needs for scientific literacy” (About SLSC 2001).

Oak View Garden Apartments (*Property #73*) at 1014-1038 Oakview, is significant under criterion C as embodying “the distinctive characteristics of a type, period, or method of construction.” Assessed according to National Register standards, the Oak View Garden Apartments have previously been determined by the SHPO to be eligible for the NRHP. The apartments were constructed as a block from 1925 to 1926 and are identical in plan and outward appearance. All are well-preserved examples of early 20<sup>th</sup> century multi-family vernacular housing and have undergone little or no additions or significant alterations.

Dewey School, (*Property #92*) is located at 6746 Clayton Avenue, and was recorded by Cynthia H. Longwisch in 1988. The Dewey School has been described in Section 1. The School is eligible for listing under Criteria A and C.

*Property #100* at 1038/1042 McCausland Avenue is significant under criterion C. The multi-family apartment building is built in the Art Deco style, a later phase of the Eclectic Period (1880-1940). It patterned itself after Eliel Saarinen’s second-place 1922 entry for the *Chicago Tribune* competition (McAlester 1996: 465). Characteristic traits of the style include a soaring vertical emphasis achieved through towers and other vertical building elements rising above the roof line. Stylized geometric patterns accent the building and the wall surfaces are kept smooth and planar. Art Deco was largely confined to public buildings and apartment houses, and *Property #100* is a well-preserved, exceptional example of the style executed of apartment housing and has undergone little to no alteration since its construction.

*Property #156*, located at 7125 Nashville, is eligible to the National Register under criterion C. Built in 1930, the residence was constructed in the Mission style, an architectural style that became popular during the second period of the Eclectic movement. The Mission style originated in California and is based on a free adaptation of the Spanish Mission of the state’s colonial past. The only building found within the I-64 APE that was constructed in this style, the residence is a well-preserved and exceptional example of the architectural style. Several elements typical of the style are found on the residence, including a shaped parapet on the front facade and an elaborate arcade. *Property #156* is well-preserved and has undergone no additions or modifications.

*Property #165*, located at 1219 Bellevue Avenue, is another well-preserved residence that is eligible under criterion C, as embodying “the distinctive characteristics of a type, period, or method of construction.” Built in 1936, the building is constructed in the Tudor style. Part of the first period of the Eclectic movement, the architectural style dates from 1890 to 1940. The style is based on a synthesis of various late medieval English prototypes and was the dominant pattern for domestic architecture in the first part of the 20<sup>th</sup> century. Characteristics of Tudor style that are exemplified by *Property #165* include a steeply pitched cross-gabled roof, a massive chimney crowned with a chimney pot, and patterned brickwork. Limestone accents



around the entryway and windows are also very common. The residence has undergone little to no alteration since its construction.

*Property #172* at 1330/1338 Hawthorne Place is significant under criterion C. The large, multi-family apartment building is built in the Art Deco style, a later phase of the Eclectic Period (1880-1940). Patterned after Eliel Saarinen's second-place 1922 entry for the *Chicago Tribune* competition (McAlester 1996: 465), characteristic traits of Art Deco include a soaring vertical emphasis achieved through towers and other vertical building elements rising above the roof line. Stylized geometric patterns accent the building and the wall surfaces are kept smooth and planar. Art Deco was largely confined to public buildings and apartment houses, however, being mainly a style of ornament, could be applied to all building types (Whitten 1996). Many of the most common decorative motifs are present on the apartment building, and include fluting, reeding, chevrons, and zigzags. *Property #172* is a well-preserved, exceptional example of the style executed on apartment housing and has undergone little to no alteration since its construction.

*Property #173*, located at 1244 Highland Terrace, is eligible to the National Register of Historic Places, significant under criterion C. The building is constructed in the Shingle style (1880-1900), a style of the Victorian era. The styles of the Victorian era of American architecture are derived from housing popular during the last decades of Queen Victoria's reign. The Shingle style does not emphasize particular details around doors and windows, but instead attempts to give the effect of a continuous surface that envelops the entire house. Primarily a high-fashion, architect's style, houses built in the Shingle style are relatively uncommon except in coastal New England (McAlester 1996:290). Although the shingles on the roof have been replaced with asphalt, the building is an excellent and well-preserved urban example of an uncommon architectural style. Within the entire Interstate 64 corridor, only three Shingle houses were recorded. *Property #173* is in good condition and has undergone little to no alteration since its construction.

*Property #178*, located at 1334 Highland Terrace, is another well-preserved residence that is eligible under criterion C, as embodying "the distinctive characteristics of a type, period, or method of construction." Built in 1928, the building is constructed in the Colonial Revival style. A style of the first distinctive period of the Eclectic movement, Colonial Revival was based on a rebirth of interest in the houses built by the Dutch and English colonists along the Atlantic seaboard. Typical decorative elements of the style can be seen on the residence at 1334 Highland Terrace, and include an accentuated front door with a decorative pediment, an asymmetrical facade, and banked windows. The steeply pitched gambrel roof with a continuous shed dormer containing a bank of windows is indicative of the Dutch Colonial subtype. *Property #178* is well-preserved example of this subtype and has undergone little alteration since its construction.

The Thomas P. Newport residence (*Property #179*) is located at 1336 Highland Terrace. The 1904 residence, constructed in the Shingle style, is significant under criterion C. The building is constructed in the Shingle style (1880-1900), a style of the Victorian era. The styles of the Victorian era of American architecture are derived from those of housing popular during the last decades of Queen Victoria's reign. The Shingle style does not emphasize particular details around doors and windows, but instead attempts to give the effect of a continuous surface that envelops the entire house. Primarily a high-fashion, architect's style, houses built in the Shingle style are relatively uncommon except in coastal New England (McAlester 1996:290). The building is an excellent and well-preserved urban example of an uncommon architectural style. Within the entire I-64 corridor, only two Shingle houses were recorded. *Property #179* is in good condition and has undergone little to no alteration since its construction.

*Property #195*, located at 7464 Warner Avenue, is significant under criterion C, as embodying “the distinctive characteristics of a type, period, or method of construction”. Constructed in 1919, the building is built in the Craftsman style, one of the later styles of the modern Eclectic movement. Craftsman housing derived from the work of the architects Greene and Greene. A direct descendant of the English Arts and Crafts movement, the style was also influenced by the prevailing fascination with Japan. The building is a well-preserved and exceptional urban example of the Craftsman style that has undergone little to no alteration since its construction.

The Richmond Heights City Hall (*Property #206*), located at 1330 South Big Bend Boulevard, is significant under both criterion C and criterion A. Its significance under criterion C lies in the example it provides of the Colonial Revival style. A style of the first distinctive period of the Eclectic movement, Colonial Revival was based on a rebirth of interest in the houses built by the Dutch and English colonists along the Atlantic seaboard. Typical decorative elements of the style can be seen on the building, which include an accentuated front door with a decorative pediment, dentils along the roof-wall junction, and large rectangular windows with nine to twelve lights. The Richmond Heights City Hall is well-preserved, and has undergone little to no alteration since its construction. This style is often used for schools and other public buildings, and it is the building’s intended and continued use as a public facility that shows the building has local historical significance, thereby making it eligible to the NRHP under criterion A. When the original city hall at 1405 Rankin became too small, plans were assembled for construction of the present city hall. Completed in 1927, the building first housed all municipal departments; government offices, police department, fire department and library. Even though the fire department received its own facilities in 1971, and the library was moved in 1974, the building remains the primary hub for the municipal workings of Richmond Heights.

*Property #484*, located at 31 Northcote Road, is another well-preserved residence that is eligible under criterion C. Built in 1926, the building is constructed in the Tudor style. Part of the first period of the Eclectic movement, the architectural style dates from 1890 to 1940. The style is based on a synthesis of various late medieval English prototypes and was the dominant pattern for domestic architecture in the first part of the 20<sup>th</sup> century. The residence at 31 Northcote Road is an unaltered example of the Stone Wall Cladding subtype of the Tudor style. Characteristics of this subtype include stone cladding in the first story, false half-timbering in the second story, and multi-light windows.

*Property #489*, located at 20 Northcote Road is adjacent to *Property #484*. This residence is likewise eligible for the National Register under criterion C and is a well-preserved and exceptional example of the Stucco Wall Cladding subtype of Tudor style. Typical characteristics that are exemplified by *Property #489* include false half-timbering and stucco cladding.

*Property #499* at 8 Godwin Lane is another well-preserved residence that is eligible under criterion C, as embodying “the distinctive characteristics of a type, period, or method of construction.” Built in 1938, the building is constructed in the Colonial Revival style. A style of the first distinctive period of the Eclectic movement, Colonial Revival was based on a rebirth of interest in the houses built by the Dutch and English colonists along the Atlantic seaboard. Typical decorative elements of the style can be seen on the residence at 8 Godwin Lane, and include an accentuated front door with a decorative pediment extending forward to form an entry porch, a relatively symmetrical facade, and paired windows. About 25 percent of Colonial Revival houses are simple, two-story rectangular block with side-gabled roofs; the residence is an excellent, well-preserved example of this subtype that has undergone little to no alteration since its construction.

*Property #503*, located at 15 Godwin Lane, is a well-preserved residence that is eligible under criterion C. Its significance lies in the example it provides of the Prairie style, which dates from 1900 to 1920. Originating in the Chicago area, the style is considered one of the few

indigenous American styles. Features characteristic of the Prairie style that are exemplified by the residence include stuccoed wall treatment, wide overhanging eaves, and its emphasis on horizontal lines accentuated by pink bands repeated both on the residence and garage door. The only example of the Prairie style found within the APE, *Property #503* is an exceptional example that has undergone no additions and minimal alteration.

*Property #530* at 50 Overhills Drive is an exceptional and well-preserved residence that is eligible under criterion C, as embodying “the distinctive characteristics of a type, period, or method of construction.” Built in 1932, the building is constructed in the Tudor style. Part of the first period of the Eclectic movement, the architectural style dates from 1890 to 1940. The style is based on a synthesis of various late medieval English prototypes and was the dominant pattern for domestic architecture in the first part of the 20<sup>th</sup> century. *Property #530* exemplifies the Stone Wall Cladding subtype of this architectural style. Characteristics of the subtype exemplified by *Property #530* include a steeply pitched cross-gabled roof, massive chimneys crowned with chimney pots, and crenelated parapets. The residence has undergone little to no alteration since its construction.

Braun's Antiques (*Property #609A*), located at 10315 Clayton Road, is significant to the National Register under criterion C. Originally constructed in 1870, the building is in the Folk Victorian style (c.1870-1910). This style is defined by the use of Victorian decorative details on simple folk house forms, such as the gable-front-and-wing or I-house. The details are typically Queen Anne or Italianate influence and are typically found along cornice lines and porches. The only example of this style, Braun's Antiques may have been constructed in the gable-front-and-wing plan. Although modified for commercial use, the building retains much of its original ambiance.

*Property #623* at 1412 Spoede Road is an exceptional and well-preserved residence that is eligible under criterion C, as embodying “the distinctive characteristics of a type, period, or method of construction”. Built in 1860, the building is constructed in the Italianate style. Based on the Italian country villa, the style sought easy informality rather than the formal Italian Renaissance townhouse model as other styles had done. Characteristic traits of the Italianate style that are exemplified on the residence include windows that are accented, and large, overhanging, bracketed cornices. The residence has undergone little alteration since its original construction.

### 3. ELIGIBLE DISTRICTS

The *Forest Park Southeast Historic District* (Properties # 60, 61, and 62) is located south of I-64 and east of Kingshighway. It is eligible under criterion C. It saw extensive development during 1890s as electric streetcar lines connected the Forest Park Southeast Neighborhood to downtown St. Louis. The development continued through the 1920s and was a stable community until the 1960s. The neighborhoods' decline that commenced in the 1960s, had stabilized until 1980 when it commenced a decline again. In 1995, a Federal grant of \$2.4 million was received by the city of St. Louis to commence neighborhood revitalization that continues to the present time.

The *Forest Park Historic District* is eligible as a historic district under criteria A and C. Similar in many ways to Central Park in New York City, Forest Park was among the first tangible realizations in St. Louis of the national urban park movement, which was spurred by the construction of Central Park and was prevalent throughout the United States during the late 19<sup>th</sup> century. Forest Park is a dynamic entity whose historical significance under criterion A is attributable to and has been energized through time by the various city of St. Louis parks commissions and organizations for the development, recreation, and entertainment of the community. Many types of entertainment have been added to the park's facilities over time, though cycling, hiking, and driving through the grounds (all popular since the park's inception)

remain among the Forest Park's primary amenities. The park's significance under criterion C is evidenced by two NRHP-listed buildings: the Forest Park Headquarters Park Keeper's house and the Jewel Box. Numerous other buildings, lakes, statues, and bridges within the park contribute to park eligibility under criterion C. With the exception of the brick comfort station and the golf "Starter House", all of the contributing elements listed on the partially completed NRHP nomination remain extant.

The *Hi-Pointe Historic District* (includes Properties #,127-148), is bounded by McCausland on the east, I-64 on the south, Yale on the west and a yet to be determined northern limit. It is eligible under criterion C, "as embodying "the distinctive characteristics of a type, period, or method of construction". Many of the residences were constructed during the 1920's and 1930's, generally in the Craftsman or Vernacular Styles. Visitors to the World's Fair and Highlands Amusement Park found the area to have clean air, a pastoral environment and an easy commute. In 1913, Dewey School was constructed and added another unifying force to the neighborhood. Subsequent bisecting of the Hi-Pointe neighborhood by U.S. 40 in the mid-thirties and I-64 in the mid-fifties caused some loss of neighborhood continuity but it is still a predominately residential neighborhood.

The *Oakview Terrace Historic District* in Richmond Heights (Properties #243-261) is eligible under criterion C, as embodying "the distinctive characteristics of a type, period, or method of construction". All of the residences within the subdivision contribute to this embodiment, since they were built in the Craftsman style. While the homes range in date from 1920 to 1929, nearly all were constructed between 1925 and 1926. The original construction of I-64 took a line of homes along the northern edge; however, unlike other nearby subdivisions, much of Oakview Terrace remains as it was originally platted.

The *St. Luke's Neighborhood Historic District* (includes Properties # 164 and 168) is located south of Dale Avenue between Big Bend Boulevard on the west, and North Avenue (Yale) on the east, with an undefined southern boundary. The Historic District also encompasses a small area on the north side of Dale Avenue and south of I-64 that includes the St. Luke's Athletic Fields and nine residences. The Historic District includes the St. Luke's Church and associated buildings and athletic field as well as an collection of early twentieth-century housing, primarily from the period of 1910 to the late 1930's.

The *West Moor Park #2 Historic District* (includes Properties # 212, 213, 215 A, 215 B, 219, 222, 224, 226, 228, 230, 232, 234, 236, 254, 255, 256, 258, 259, 260, 278, 279, 280 and 281) is located west of Woodlawn, east of Laclede Station Road and north of I-64. It is eligible under criterion C. Most of the residences were constructed between 1925 and 1932. Several more recent (1940's) and modern (1960's) residences and apartment buildings are interspersed throughout the subdivision. During the 1940's commercial properties were developed along Big Bend Boulevard by combining smaller residential lots into larger commercial ones. Extant residential architectural styles include vernacular, Craftsman, Colonial Revival, Tudor, Gable-Front-and-Wing, Spanish Eclectic, and Italian Renaissance. Since originally platted in 1923, several lots have been replatted to accommodate larger residences and the Little Flower Church and Convent.

The *Clayton Park Addition Historic District* (Properties # 282, 298, 299, 300 and 301) is located just east of Hanley Road, north of I-64 between the Hampton Park Historic District and the West Moor Park #2 Historic District. Clayton Park has also been referred to as the Bennett Street or Avenue Historic District in several recent newspaper articles. The Clayton Park Addition Historic District boundaries are north of I-64, east of the rear lot lines of those residences fronting on Bennett Street, west of the rear lot lines of those residences fronting on Laclede Station Road



until a point where Laclede Station Road swings to the east, five lots north of the intersection of Bennett Street and Laclede Station Road. The Clayton Park Addition Historic District is eligible for the NRHP as a district under Criterion C..

The Clayton Park Addition subdivision was platted April 20<sup>th</sup>, 1932. The land in Clayton Park Addition had previously been a part of Hampton Place (1895-1905) but was not included in Hampton Park (1910-present). While it remained under the ownership of the Clayton Road Realty, the area became open space, used by the surrounding neighborhood. Clayton Park Addition consisted of 138 lots fronting on Harder Avenue, Bennett Avenue, Karbe Avenue, and Laclede Station Road. The lots were small, suggesting that lots were for much smaller homes than were present in Hampton Park subdivision to the west. Although little is known about the residents of Clayton Park Addition during the early years, it is likely some were employed by the General Refractories, a nationally known fireclay producer. The lot dimensions are similar to those ascribed to housing owned or rented by the refractory workers by local residents. The Clayton Park Addition Historic District is a remnant of the larger subdivision previously impacted by U.S. 40 construction in the mid-fifties.

Dr. Thomas E. Rusan, M.D., who was born and raised in the area south of Bennett Street neighborhood and having recently returned to the Clayton Park area following Medical School, commenced private practice and built a home on Laclede Station Road to be near his parents and friends. When U.S. 40 Highway was constructed in the early 1950s, sixty one of the original 138 platted lots were acquired by the Highway Department for roadway construction. Undeterred, Dr. Rusan acquired three platted lots on Bennett Avenue and built another residence. He was able to convince other African American Professionals to move to the area. These included Richard Hudlin, a nationally known African American tennis player and coach, and Dr. William Skinkler, medical director of Homer G. Philips Hospital. The remains of the clay tennis court, which once hosted Arthur Ashe, Althea Gibson and Edna Miller Taylor are still present at the intersection of Bennett Avenue and Laclede Station Road. Most of the residences present are constructed on two or three lots originally platted in Clayton Park Addition.

The *Lake Forest Historic District* Richmond Heights (Properties # 307-309) was previously recommended as a historic district by Esley Hamilton and Michael Bohm as eligible under criterion C. Re-examination of the subdivision supports this recommendation. The residences in the subdivision were primarily constructed in the 1930s and 1940s, and represent a variety of architectural styles. Lake Forest has an open look, with many large old trees, suggesting a park-like setting. As demand for property within the subdivision grows, smaller houses are in danger of demolition in favor of larger houses. Hamilton and Bohm stated that the biggest threat to Lake Forest comes "not from their deterioration but from their desirability" (1995: Recommendations).

The *Hampton Park Historic District* in Richmond Heights (Properties # 303-306), previously recommended by Esley Hamilton and Michael Bohm under criterion C, is still eligible as a historic district. Most of the homes date between 1909 and 1940, though there are some non-contributing modern intrusions. The houses are constructed in a variety of architectural styles, including vernacular, Tudor Revival, Bungalow, Italian Renaissance, Mediterranean, and Neocolonial. According to Hamilton and Bohm, the use of varying setbacks of the residences along mature tree-lined winding streets gives the impression of a rural setting. The authors state that the biggest threat to Hampton Park comes "not from their deterioration but from their desirability" (1995: Recommendations). As demand for property within the subdivision grows, larger homes on two or three acre lots are in danger of demolition in order for re-subdivision purposes.

*The Lavinia Gardens Historic District* (Properties # 397-403A) is bounded by the Marriot Residence Inn on the north, Redbud Avenue on the east and south, and I-170 and McMorrow Avenue on the west. The district is eligible for the NRHP under criterion C. It was platted in 1938 and includes buildings dating between 1937 and 1940. The district contains 19 primary buildings constructed in the Tudor Revival Style, and which are all virtually identical. This triangular shaped Historic District includes 19 residences, all but three of which are located along Antler Drive. (See Exhibit 4f-C1)

The district is a remnant of a larger subdivision that was previously bisected by improvements to Brentwood Boulevard and the construction of I-170, as well as commercial development. The boundaries of the historic district encompass an intact core of minimally altered buildings.

*The Richmond Hills Historic District* (Properties # 460-464, 472-476 and 478-481) is located north of I-64, between McCutcheon on the west and McNight on the east, with an undefined northern boundary. The District is composed almost exclusively of Post World War II Ranch Homes. The neighborhood consists of excellent examples of early Ranch style suburban development. Many of them have not been altered since original construction. It is eligible under Criterion C. The Two properties, 465 and 477, are considered to be non-contributing resources, although they are located within the boundaries of the Richmond Hills Historic District.

*The York Village Historic District* (Properties # 493, 495, and 495A), the original portion of York Village subdivision was constructed in 1926-27 and is eligible under criterion C. It is comprised of the limestone Tudor gate house, bench, and two, one and one-half story Tudor residences. The historic integrity of the structures and two residences are maintained through the presence of a limestone perimeter wall. This district is located in the southeast corner of the Mc Knight and York Drive intersection. The remaining subdivision residences no longer maintain the subdivision's original integrity. Most residences constructed during the 1950s, represent a variety of architectural styles, and were not incorporated with the original limestone wall.



State Superfund Sites in the Vicinity of the I-64 Project Area (from west of Spoeede Road to west of Sarah) 11/16/01

Site Name	Address	City	Alias	Status	SiteZip	HWP Section
Air Force 819 Special Depot	1024 S. Vandeventer	St. Louis	AF (EX) 819 Special Depot, 819 Army Air Force Specialized Depot	active	63110	Superfund/Federal Facilities
Frontenac Site	German Boulevard and Dwyer Lots	Frontenac	Bliss Tank Farm	closed	63131	Superfund
Fyler & Hampton Landfill	3230 Clifton	St. Louis	F & H landfill	closed	63139	Superfund
Hubert Wheeler State School	5707 Wilson Avenue	St. Louis		active	63139	Superfund
King Adhesives	5231 Northup Avenue	St. Louis	Marine Learning Institute, Kingco; King Adhesives Corporation	active	63110	Superfund/Federal Facilities/Enforcement
Walter Wurdack	4977 Ryler Avenue	St. Louis		closed	63139	Superfund

## APPENDIX F Hazardous Waste Sites

**Bold** entries represent affected sites.



## Underground Storage Tanks

OWI	OW07181	Contact		FEECOD	
FACID	UT0016156	Phone		FEEDT	
FAC Name	BIG BEND SUNOCO	Title		INSPAI	
Address	1436 BIG BEND BLVD			REGPAI	
	RICHMOND HGTS	RDT	08/24/95	FRCOD	
	63117	RQT		OTHERCOV	
County		NOTY		CODE	10/16/95
SRTNM					
SRTCITY					
# Tanks		SAMENAM			
ACTTanks		SAMEPLAC			
FEETanks		NUMSHT	27		

OWI	OW07441	Contact		FEECOD	
FACID	UT0016427	Phone	314/781/7556	FEEDT	
FAC Name	MR WIZZARDS	Title		INSPAI	
Address	2101 S BIG BEND			REGPAI	
	ST LOUIS	RDT	08/25/95	FRCOD	
	63117	RQT		OTHERCOV	
County	ST LOUIS	NOTY		CODE	11/02/95
SRTNM					
SRTCITY					
# Tanks		SAMENAM			
ACTTanks		SAMEPLAC			
FEETanks		NUMSHT	27		

OWI	OW02980	Contact		FEECOD	
FACID	UT0017772	Phone		FEEDT	
FAC Name	COMMERCE BANK OF ST	Title		INSPAI	
Address	7910 CLAYTON ROAD			REGPAI	
	ST LOUIS	RDT	08/25/95	FRCOD	
	63117	RQT		OTHERCOV	
County	ST LOUIS	NOTY		CODE	11/13/95
SRTNM					
SRTCITY		MO			
# Tanks	3	SAMENAM	Y		
ACTTanks		SAMEPLAC			
FEETanks		NUMSHT	32		

### Active Underground Storage Tanks and Release Sites

Facility Id	Owner Id	RemId	Name	Address	City	Zip	Region
ST0002193	OW00584		FRANCISCAN SISTERS OF	1100 BELLEVUE AV	ST LOUIS	6311	ST LOUIS
ST0003852	OW01505	R006805	ST MARY'S HEALTH CENTE	6420 CLAYTON RD	RICHMOND HEIGHT	6311	ST LOUIS
ST0005187	OW03854	R006790	WORTHAM SUNOCO	1201 BELLEVUE	RICHMOND HEIGHT	6311	ST LOUIS
ST0005188	OW01505	R002587	ST MARY'S HEALTH - WEST	1027 BELLEVUE AV	RICHMOND HEIGHT	6311	ST LOUIS
ST0005189	OW00187	R001642	PEP #2005	6600 CLAYTON RD	RICHMOND HEIGHT	6311	ST LOUIS
ST0005190	OW03857		RICHMOND HEIGHTS FIRE D	7449 DALE AVE	RICHMOND HEIGHT	6311	ST LOUIS
ST0005191	OW03857		RICHMOND HEIGHTS PUBLI	7909 DALE AVE	RICHMOND HEIGHT	6311	ST LOUIS
ST0005751	OW04315	R002800	HAROLD W. FORBES	6612 CLAYTON RD	ST LOUIS	6311	ST LOUIS
ST0005942	OW04493	R001196	BRENTWOOD VOLVO, LTD	1075 S BRENTWOO	ST LOUIS	6311	ST LOUIS
ST0006377	OW02280		STRICKER AUTO BODY	7458 OAKLAND AV	RICHMOND	6311	ST LOUIS
ST0007029	OW06917	R004145	EVERMORE ENTERPRISE	2200 S BIG BEND	RICHMOND HEIGHT	6311	ST LOUIS
ST0007468	OW03342		ANDREW BELL	1400 S HANLEY	RICHMOND HEIGHT	6311	ST LOUIS
ST0007509	OW03460		ST LOUIS GALLERIA REDEV	1211 S BRENTWOO	RICHMOND HEIGHT	6311	ST LOUIS
ST0009099	OW06469		GRAY'S RICHMOND H & S S	1441 BIG BEND	ST LOUIS	6311	ST LOUIS
<b>ST0009508</b>	<b>OW06792</b>		<b>TELLE TIRE &amp; AUTO SERVIC</b>	<b>1401 BIG BEND BL</b>	<b>ST LOUIS</b>	<b>6311</b>	<b>ST LOUIS</b>
ST0009684	OW10005	R006865	SS 16700	7980 CLAYTON RD	ST LOUIS	6311	ST LOUIS
ST0010130	OW09681	R001312	WHEELER'S STANDARD SER	7830 CLAYTON RD	RICHMOND HEIGHT	6311	ST LOUIS
ST0010615	OW03882	R005714	CLARK OIL STORE #1733	1120 BIG BEND BL	ST LOUIS	6311	ST LOUIS
ST0010633	OW03882		CLARK OIL STORE #0257	8061 CLAYTON RD	CLAYTON	6311	ST LOUIS
ST0011015	OW10120		DOBBS AUTO TIRE SERVICE	1235 S LACLEDE S	WEBSTER GROVES	6311	ST LOUIS
ST0012394	OW06006	R001840	#709 MOBILE SERVICE	7001 CLAYTON RD	RICHMOND HEIGHT	6311	ST LOUIS
ST0012884	OW09865	R002154	SHELL STATION	8086 CLAYTON	RICHMOND HEIGHT	6311	ST LOUIS
ST0012884	OW09865	R006764	SHELL STATION	8086 CLAYTON	RICHMOND HEIGHT	6311	ST LOUIS
<b>ST0012929</b>	<b>OW09865</b>	<b>R004184</b>	<b>SHELL OIL CO</b>	<b>1240 S BRENTWOO</b>	<b>RICHMOND</b>	<b>6311</b>	<b>ST LOUIS</b>
ST0013310	OW10328	R001154	TEXACO SERVICE STATION-	8100 CLAYTON RD	RICHMOND HEIGHT	6311	ST LOUIS
<b>ST0020418</b>	<b>OW10531</b>		<b>FOWLERS TEXACO</b>	<b>1220 S BIG BEND</b>	<b>ST LOUIS</b>	<b>6311</b>	<b>ST LOUIS</b>

Does not Display ST99999



## ***I-64: Registered Missouri Hazardous Waste Generators***

<b>EPA</b>	<b>MO ID</b>	<b>STATUS</b>	<b>FACILITY</b>	<b>ADDRESS</b>	<b>CITY</b>	<b>ST</b>	<b>ZIP</b>	<b>LATITUDE</b>	<b>LONGITUDE</b>
MOD099665770	010645	Conditionally Exempt - Inactive	AUTOHAUS OF CLAYTON	125 S HUNTER AVE	CLAYTON	MO	63124	38.6353	-90.3767
MOR000012781	032736	Exempt Small Quantity	CENTRAL SIGN SYSTEMS	920 S TAYLOR	ST LOUIS CITY	MO	63110	38.63168	-90.26045
MOR0000001133	028544	Exempt Small Quantity	ST. LOUIS COUNTY LIBRARY DISTRICT	1640 S. LINDBERGH BLVD.	ST LOUIS	MO	63131	38.63064	-90.40572
MOR000028746	035201	Exempt Small Quantity	PUBLIC WORKS	8108 ELINOR	RICHMOND HEIGHTS	MO	63117	38.6252	-90.33346
MO0000262394	026730	Exempt Small Quantity	ST. LOUIS COUNTY BLUE PRINT CO.	1062 S. BRENTWOOD BLVD.	ST LOUIS CITY	MO	63117	38.63629	-90.34543
MOD985769967	012204	Exempt Small Quantity	FOREST PARK HOSPITAL	6150 OAKLAND AVE	ST LOUIS CITY	MO	63139	38.63079	-90.2877
MOP0000000682	014580	Inactive	RED BIRD INN, C/O WHC	5120 OAKLAND AVENUE	ST LOUIS	MO	63110	38.62898	-90.26813
MOD985809391	002055	Inactive	AMOCO OIL CO	1511 S BRENTWOOD	BRENTWOOD	MO	63144	38.62762	-90.34615

***Monday, November 05, 2001***

<b>EPA</b>	<b>MO ID</b>	<b>STATUS</b>	<b>FACILITY</b>	<b>ADDRESS</b>	<b>CITY</b>	<b>ST</b>	<b>ZIP</b>	<b>LATITUDE</b>	<b>LONGITUDE</b>
MOD985799055	020699	Inactive	AMOCO STATION NO 18683	1104 HAMPTON	ST LOUIS	MO	63139	38.62923	-90.28682
MOP000000480	012548	Inactive	ZANOLA CONSTRUCTION COMPANY	6244 CLAYTON AVENUE	ST LOUIS CITY	MO	63139	38.62858	-90.29016
MOD985797299	003090	Inactive	701 K6X FOREST PARK CAR SERVICE	1051 HAMPTON AVE	ST LOUIS CITY	MO	63139	38.63021	-90.28662
MOP0000009183	032166	Inactive	A C PETROLEUM	1121 HAMPTON AVE	ST LOUIS CITY	MO	63139	38.62908	-90.28685
MOP0000000869	021267	Inactive	MANHASSETT VILLAGE APARTMENTS	8915 EAGER RD.	RICHMOND HEIGHTS	MO	63144	38.62912	-90.35042
MOR000021733	034325	Inactive	CENTRAL DISTRICT ALARM	6450 CLAYTON AVE	ST LOUIS	MO	63139	38.62893	-90.29474
MOP000021329	034222	Inactive	BIG BEND AUTO STA	1436 S BIG BEND	RICHMOND HEIGHTS	MO	63117	38.62758	-90.31977
MOP000003814	030308	Inactive	ST. MARY'S HEALTH CENTER	7110 OAKLAND	RICHMOND HEIGHTS	MO	63117	38.63295	-90.30778
MOP000001370	028623	Inactive	GENERAL EQUIPMENT (FORMER)	5932 CLAYTON AVE.	ST LOUIS CITY	MO	63110	38.6306	-90.28572

**Monday, November 05, 2001**



<b>EPA</b>	<b>MO ID</b>	<b>STATUS</b>	<b>FACILITY</b>	<b>ADDRESS</b>	<b>CITY</b>	<b>ST</b>	<b>ZIP</b>	<b>LATITUDE</b>	<b>LONGITUDE</b>
MOR000000877	028919	Inactive	DILLARDS DEPARTMENT STORE	1105 ST. LOUIS GALLARIE	ST LOUIS CITY	MO	63117	38.62955	-90.333
MOR000002022	030724	Inactive	GERBER GARDENS	2630 S. MCKNIGHT RD.	LADUE	MO	63124	38.6353	-90.3767
MOP000027417	034963	Inactive	HEARTLAND BANK	9925 CLAYTON RD	CLAYTON	MO	63124	38.63678	-90.39357
MOP000026120	034831	Inactive	PUBLIC WORKS GARAGE	7909 DALE AVE	RICHMOND HEIGHTS	MO	63117	38.62752	-90.32987
MOP000029314	035307	Inactive	LADUE SCHOOL DISTRICT	9701 CONWAY RD-REAR	ST LOUIS CITY	MO	63124	38.63981	-90.38712
MOP000035295	036259	Inactive	VECTOR CONTROL DIVISION	77 HUNTER AVE	LADUE	MO	63124	38.63813	-90.37948
MOP000037150	036307	Inactive	KIENSTRA ENTERPRISES INC	8400 EAGER RD	ST LOUIS	MO	63144	38.62893	-90.3378
MOD000818930	001250	Inactive	MCDONNELL DOUGLASS CORP.	5050 OAKLAND AVE.	ST LOUIS	MO	63166	38.62889	-90.26725
MOD006288807	003889	Inactive	SHURE MANUFACTURING, INC.	1601 SOUTH HANLEY ROAD	ST LOUIS CITY	MO	63144	38.62516	-90.33479

**Monday, November 05, 2001**

<b>EPA</b>	<b>MO ID</b>	<b>STATUS</b>	<b>FACILITY</b>	<b>ADDRESS</b>	<b>CITY</b>	<b>ST</b>	<b>ZIP</b>	<b>LATITUDE</b>	<b>LONGITUDE</b>
MOD006279061	003163	Inactive	CHALLENGER ELECTRIC	4444 CLAYTON AVE.	ST LOUIS CITY	MO	63110	38.63292	-90.25831
MOP000035766	036160	Inactive	WORTHAM'S SUNOCO	1201 BELLEVUE	ST LOUIS	MO	63117	38.6297	-90.31223
MOD020369716	010887	Inactive	PEPSI COLA BOTTLING CO.	647 TOWER GROVE AVE.	ST LOUIS CITY	MO	63110	38.63202	-90.25429
MOD031088388	012972	Inactive	ROSELE CLEANERS	9670 CLAYTON ROAD	LADUE	MO	63124	38.63905	-90.38792
MOD175629864	010643	Inactive	EMERGE A STAR	4348 CLAYTON	ST LOUIS CITY	MO	63110	38.63286	-90.25609
MOD076961820	012279	Inactive	MUECK AUTO BODY COMPANY	8131 DALE	RICHMOND HEIGHTS	MO	63117	38.62753	-90.33408
MOD075904839	001310	Inactive	CARDINAL GLENNON MEMORIAL HOSPITAL	1465 S. GRAND BLVD.	ST LOUIS CITY	MO	63117	38.62955	-90.333
MOD064631484	002056	Inactive	BRENTWOOD VOLVO LTD	1075 S. BRENTWOOD BLVD.	RICHMOND HEIGHTS	MO	63117	38.63591	-90.34546
MOD127025138	002215	Inactive	PEPSI COLA BOTTLING CO.	4410 CLAYTON AVE.	ST LOUIS CITY	MO	63110	38.63289	-90.25722

**Monday, November 05, 2001**

<b>EPA</b>	<b>MO ID</b>	<b>STATUS</b>	<b>FACILITY</b>	<b>ADDRESS</b>	<b>CITY</b>	<b>ST</b>	<b>ZIP</b>	<b>LATITUDE</b>	<b>LONGITUDE</b>
MOD981716467	000873	Inactive	TIP-TOP CLEANERS	10281 CLAYTON RD	ST LOUIS	MO	63124	38.63303	-90.40509
MOD981716848	000887	Inactive	PURINA MILLS, INC.	1401 S HANLEY	BRENTWOOD	MO	63144	38.62747	-90.33633
MOP000012062	032876	Inactive Non-Deliverable	STAR INTERNATIONAL	640 TOWER GROVE RD	ST LOUIS	MO	63110	38.63212	-90.25425
MOP000001050	022579	Inactive Non-Reporter	AMHERST CORPORATION	9035 HAVERFORD TERRACE, LOT 9	RICHMOND HEIGHTS	MO	63117	38.62955	-90.333
MOR000003574	030829	Inactive Non-Reporter	EAST TEXAS MOTOR FRT % US EPA REG VII	119 DOUGLAS	ST LOUIS CITY	MO	63117	38.62955	-90.333
MO0000563395	027315	Inactive Non-Reporter	NORITSU AMERICA CORP.	1335 S. LINDBERGH BLVD.	ST LOUIS CITY	MO	63131	38.63441	-90.40566
MOD981724271	010795	Inactive Non-Reporter	FRONTENAC CLEANERS	9908 CLAYTON RD.	LADUE	MO	63124	38.6372	-90.39251
MOD006275457	014247	Small Quantity	NIES/ARTCRAFT	5900 BERTHOLD	ST LOUIS	MO	63110	38.62917	-90.28496
MOD006330633	010459	Small Quantity	HAMPTON ENVELOPE CO.	200 HANLEY INDUSTRIAL CT.	ST LOUIS CITY	MO	63144	38.6261	-90.33783

**Monday, November 05, 2001**

<i><b>EPA</b></i>	<i><b>MO ID</b></i>	<i><b>STATUS</b></i>	<i><b>FACILITY</b></i>	<i><b>ADDRESS</b></i>	<i><b>CITY</b></i>	<i><b>ST</b></i>	<i><b>ZIP</b></i>	<i><b>LATITUDE</b></i>	<i><b>LONGITUDE</b></i>
MOD980968820	014993	Small Quantity	PHARMACIA CORP	645 SOUTH NEWSTEAD AVENUE	ST LOUIS CITY	MO	63110	38.63322	-90.2567
MOD120458641	000983	Small Quantity	FOREST PARK COMMUNITY COLLEGE	5600 OAKLAND AVE	ST LOUIS CITY	MO	63110	38.62959	-90.27447
MOD985813138		Small Quantity	FOREST PARK DEPT. OF PARKS	5600 CLAYTON AVE	ST LOUIS CITY	MO	63110	Not Reported	Not Reported





**DEMOGRAPHICS: I-64 CORRIDOR**

CENSUS TRACT	POPULATION	HOUSEHOLDS	POPULATION	RACE	EMPLOYMENT	INCOME	BELOW POVERTY LEVEL		AUTO OWNERSHIP	HOUSING	EDUCATION ATTAINMENT	
ID	TOTAL	TOTAL	PERSONS PER HOUSEHOLD	PERCENT MINORITY	UNEMPLOYED 16 AND OVER (PERCENT)	PER CAPITA <sup>a</sup> (DOLLARS)	PERSONS	FAMILIES	AUTOS PER HOUSEHOLD	MEDIAN HOUSE VALUE (DOLLARS)	HIGH SCHOOL DIPLOMA (PERCENT)	BACHELOR'S DEGREE (PERCENT)
1042	3726	1970	1.89	11.3%	2.0%	\$20,623	7.7%	4.1%	1.4	\$67,500	84.7%	39.6%
1045	1,927	954	1.94	19.50%	6.20%	\$19,638	12.90%	7.80%	1.1	\$56,800	28.40%	16.30%
1121	4360	2400	1.82	38.2%	3.9%	\$36,799	18.9%	12.1%	1.2	\$408,500	89.7%	61.6%
1186	2971	1029	2.89	71.9%	24.9%	\$12,296	26.2%	21.6%	1.1	\$64,600	72.9%	23.2%
2153.02	3125	1206	2.59	7.3%	2.5%	\$61,714	1.3%	0.0%	2.1	\$378,800	97.1%	69.6%
2154	5254	2121	2.48	2.9%	1.2%	\$88,447	2.0%	1.1%	2.0	\$580,800	97.7%	69.6%
2166	2389	1145	2.09	12.2%	0.8%	\$54,683	5.8%	2.8%	1.6	\$255,400	97.3%	65.2%
2167	3933	1871	2.10	31.6%	2.2%	\$36,380	7.2%	5.6%	1.6	\$120,900	90.4%	54.8%
2168	3202	1631	1.96	7.1%	2.2%	\$25,213	8.4%	4.5%	1.5	\$114,700	93.7%	52.7%
2174	4704	2566	1.83	6.7%	1.9%	\$34,989	5.9%	3.3%	1.5	\$134,900	92.7%	61.2%
2175	5420	2082	2.60	3.0%	1.3%	\$75,440	2.4%	5.6%	2.1	\$370,400	99.0%	73.3%

a. 1999 Income



DEMOGRAPHICS: I-64 CORRIDOR

CENSUS TRACT	BLOCK GROUP	CENSUS BLOCK	POPULATION									HOUSEHOLDS		FAMILIES		HOUSING			
			RACE				HISPANIC		GENDER		MEDIAN AGE	TOTAL	AVERAGE HH SIZE	TOTAL	AVERAGE FAMILY SIZE	HOUSING UNITS	VACANT	OWNER OCCUPIED	RENTER OCCUPIED
ID	ID	ID	TOTAL	WHITE	BLACK	% MINORITY	TOTAL	% HISPANIC	MALES	FEMALES									
1042	2	2001	280	216	53	22.9	3	1.1	105	175	49.0	122	1.52	36	2.42	127	5	63	59
		3000	10	9	1	10.0	0	0.0	8	2	36.5	3	3.33	2	2.00	3	0	2	1
		3001	29	29	0	0.0	0	0.0	15	14	26.8	23	1.26	3	2.33	23	0	1	22
	3	3006	5	5	0	0.0	0	0.0	2	3	27.8	4	1.25	1	2.00	4	0	2	2
		3008	0	0	0	-	0	-	0	0	0.0	0	0.00	0	0.00	0	0	0	0
		3009	0	0	0	-	0	-	0	0	0.0	0	0.00	0	0.00	0	0	0	0
		3010	59	42	10	28.8	0	0.0	32	27	30.8	31	1.90	13	3.08	31	0	20	11
		3011	0	0	0	-	0	-	0	0	0.0	0	0.00	0	0.00	0	0	0	0
		3012	0	0	0	-	0	-	0	0	0.0	0	0.00	0	0.00	0	0	0	0
		3015	71	60	1	15.5	1	1.4	34	37	29.8	34	2.09	21	2.48	41	7	18	16
	4	4003	58	49	5	15.5	0	0.0	27	31	35.0	27	2.15	13	3.00	29	2	20	7
		4004	63	50	8	20.6	2	3.2	31	32	29.8	30	2.10	15	2.73	31	1	17	13
1045	1	1000	0	0	0	-	0	-	0	0	0.0	0	0.00	0	0.00	0	0	0	0
		1001	0	0	0	-	0	-	0	0	0.0	0	0.00	0	0.00	0	0	0	0
		1006	41	28	13	31.7	1	2.4	17	24	31.5	23	1.78	9	2.67	25	2	16	7
		1007	0	0	0	-	0	-	0	0	0.0	0	0.00	0	0.00	0	0	0	0
		1008	0	0	0	-	0	-	0	0	0.0	0	0.00	0	0.00	0	0	0	0
	3	3000	51	23	28	54.9	0	0.0	23	28	41.5	22	2.32	13	3.08	25	3	22	0
1121	2	2024	0	0	0	-	0	-	0	0	0.0	0	0.00	0	0.00	0	0	0	0
		2025	0	0	0	-	0	-	0	0	0.0	0	0.00	0	0.00	0	0	0	0
		2026	0	0	0	-	0	-	0	0	0.0	0	0.00	0	0.00	0	0	0	0
		2060	0	0	0	-	0	-	0	0	0.0	0	0.00	0	0.00	0	0	0	0
		2061	0	0	0	-	0	-	0	0	0.0	0	0.00	0	0.00	0	0	0	0
1186	1	1027	0	0	0	-	0	-	0	0	0.0	0	0.00	0	0.00	0	0	0	0
		1028	0	0	0	-	0	-	0	0	0.0	0	0.00	0	0.00	0	0	0	0
		1030	18	12	1	33.3	1	5.6	8	10	12.0	2	1.50	0	0.00	2	0	1	1
		1037	0	0	0	-	0	-	0	0	0.0	0	0.00	0	0.00	0	0	0	0
	2	2021	29	1	26	96.6	1	3.4	10	19	36.5	14	2.07	9	2.56	19	5	5	9
	3	3000	95	34	47	64.2	1	1.1	58	37	37.1	63	1.51	9	3.22	68	5	7	56
2153	1	1018	14	14	0	0.0	0	0.0	6	8	47.0	5	2.80	4	3.00	5	0	5	0
		1019	43	41	0	4.7	0	0.0	17	26	47.6	14	3.07	12	3.42	14	0	14	0
		1023	15	15	0	0.0	4	26.7	9	6	32.8	4	3.75	4	3.75	6	2	4	0
		1025	6	4	0	33.3	0	0.0	3	3	55.5	3	2.00	3	2.00	3	0	3	0
		1026	10	9	0	10.0	1	10.0	6	4	53.5	5	2.00	4	2.25	5	0	5	0
	4	4006	155	147	0	5.2	0	0.0	81	74	51.5	68	2.28	55	2.56	71	3	67	1
		4013	12	12	0	0.0	0	0.0	7	5	44.5	5	2.40	4	2.75	5	0	5	0
		4014	168	146	16	13.1	1	0.6	81	87	51.7	73	2.30	53	2.75	80	7	66	7
2154	1	1017	78	74	4	5.1	0	0.0	42	36	42.0	31	2.52	23	3.04	31	0	31	0





CENSUS TRACT	BLOCK GROUP	CENSUS BLOCK	POPULATION									HOUSEHOLDS		FAMILIES		HOUSING				
			RACE				HISPANIC		GENDER		MEDIAN AGE	TOTAL	AVERAGE HH SIZE	TOTAL	AVERAGE FAMILY SIZE	HOUSING UNITS	VACANT	OWNER OCCUPIED	RENTER OCCUPIED	
ID	ID	ID	TOTAL	WHITE	BLACK	% MINORITY	TOTAL	% HISPANIC	MALES	FEMALES										TOTAL
2166	1	1009	59	59	0	0.0	0	0.0	27	32	63.5	34	1.74	19	2.21	34	0	34	0	
		1013	0	0	0	-	0	-	0	0	0.0	0	0.00	0	0.00	0	0	0	0	
	2	1014	50	45	5	10.0	0	0.0	19	31	38.5	20	2.50	13	3.00	21	1	16	4	
		2012	0	0	0	-	0	-	0	0	0.0	0	0.00	0	0.00	0	0	0	0	
		2016	15	14	0	6.7	0	0.0	11	4	28.5	7	2.14	3	2.67	8	1	0	7	
		2017	9	8	0	11.1	0	0.0	3	6	28.8	6	1.50	2	2.00	7	1	0	6	
		2018	58	42	6	27.6	0	0.0	26	32	42.0	25	2.32	19	2.74	28	3	19	6	
		2019	18	18	0	0.0	2	11.1	8	10	48.0	10	1.80	4	3.00	10	0	8	2	
		2023	79	64	0	19.0	1	1.3	33	46	40.5	31	2.55	25	2.88	33	2	26	5	
		2030	79	69	1	12.7	6	7.6	38	41	31.1	45	1.76	13	2.69	47	2	1	44	
		2031	500	337	70	32.6	20	4.0	225	275	26.0	319	1.54	69	2.38	348	29	1	318	
		3	3002	123	115	0	6.5	1	0.8	63	60	39.8	56	2.20	32	2.72	59	3	35	21
3012	5		5	0	0.0	0	0.0	2	3	52.5	3	1.67	2	2.00	3	0	3	0		
2167	1	1000	15	15	0	0.0	0	0.0	5	10	32.5	12	1.25	2	2.00	16	4	3	9	
		1002	262	233	12	11.1	7	2.7	134	128	31.3	123	2.13	57	2.93	129	6	66	57	
		1013	116	70	41	39.7	2	1.7	56	60	42.8	42	2.76	34	3.15	43	1	41	1	
	3	3000	35	34	0	2.9	0	0.0	14	21	31.2	15	2.33	7	3.57	17	2	11	4	
		4	4001	0	0	0	-	0	-	0	0	0.0	0	0.00	0	0.00	0	0	0	0
			4002	19	9	9	52.6	0	0.0	7	12	53.5	12	1.58	5	2.20	12	0	9	3
2168	1	1010	25	25	0	0.0	5	20.0	12	13	47.3	13	1.92	3	3.67	13	0	12	1	
		1011	103	99	0	3.9	6	5.8	49	54	35.3	55	1.87	17	2.88	58	3	21	34	
		1012	33	33	0	0.0	4	12.1	16	17	28.5	13	2.54	10	2.90	14	1	12	1	
		1013	19	18	0	5.3	1	5.3	6	13	34.8	11	1.73	4	2.75	11	0	5	6	
		1014	123	96	19	22.0	6	4.9	64	59	29.8	71	1.73	27	2.59	76	5	12	59	
	2	2006	62	59	2	4.8	0	0.0	23	39	29.7	45	1.38	5	3.00	49	4	7	38	
		2007	46	39	3	15.2	0	0.0	18	28	32.0	19	2.42	11	2.82	20	1	15	4	
2173	2	2009	0	0	0	-	0	-	0	0	0.0	0	0.00	0	0.00	0	0	0	0	
		2010	0	0	0	-	0	-	0	0	0.0	0	0.00	0	0.00	0	0	0	0	
		2012	0	0	0	-	0	-	0	0	0.0	0	0.00	0	0.00	0	0	0	0	
		2013	0	0	0	-	0	-	0	0	0.0	0	0.00	0	0.00	0	0	0	0	
2174	1	1002	511	483	11	5.5	7	1.4	226	285	38.2	238	2.15	134	2.84	244	6	209	29	
		2	2000	0	0	0	-	0	-	0	0	0.0	0	0.00	0	0.00	0	0	0	0
			2001	307	250	14	18.6	2	0.7	133	174	32.7	216	1.42	43	2.35	228	12	142	74
2175	1	1001	195	191	4	2.1	2	1.0	86	109	50.5	87	2.24	61	2.67	90	3	82	5	
		1007	60	60	0	0.0	0	0.0	26	34	49.5	26	2.31	19	2.79	27	1	25	1	
		1011	10	10	0	0.0	0	0.0	5	5	55.0	5	2.00	3	2.67	5	0	5	0	
	2	2000	210	199	0	5.2	1	0.5	103	107	46.8	83	2.53	70	2.73	84	1	82	1	
		2001	0	0	0	-	0	-	0	0	0.0	0	0.00	0	0.00	0	0	0	0	
		2002	0	0	0	-	0	-	0	0	0.0	0	0.00	0	0.00	0	0	0	0	
	3	3035	94	85	0	9.6	1	1.1	42	52	38.3	37	2.54	28	3.04	37	0	30	7	



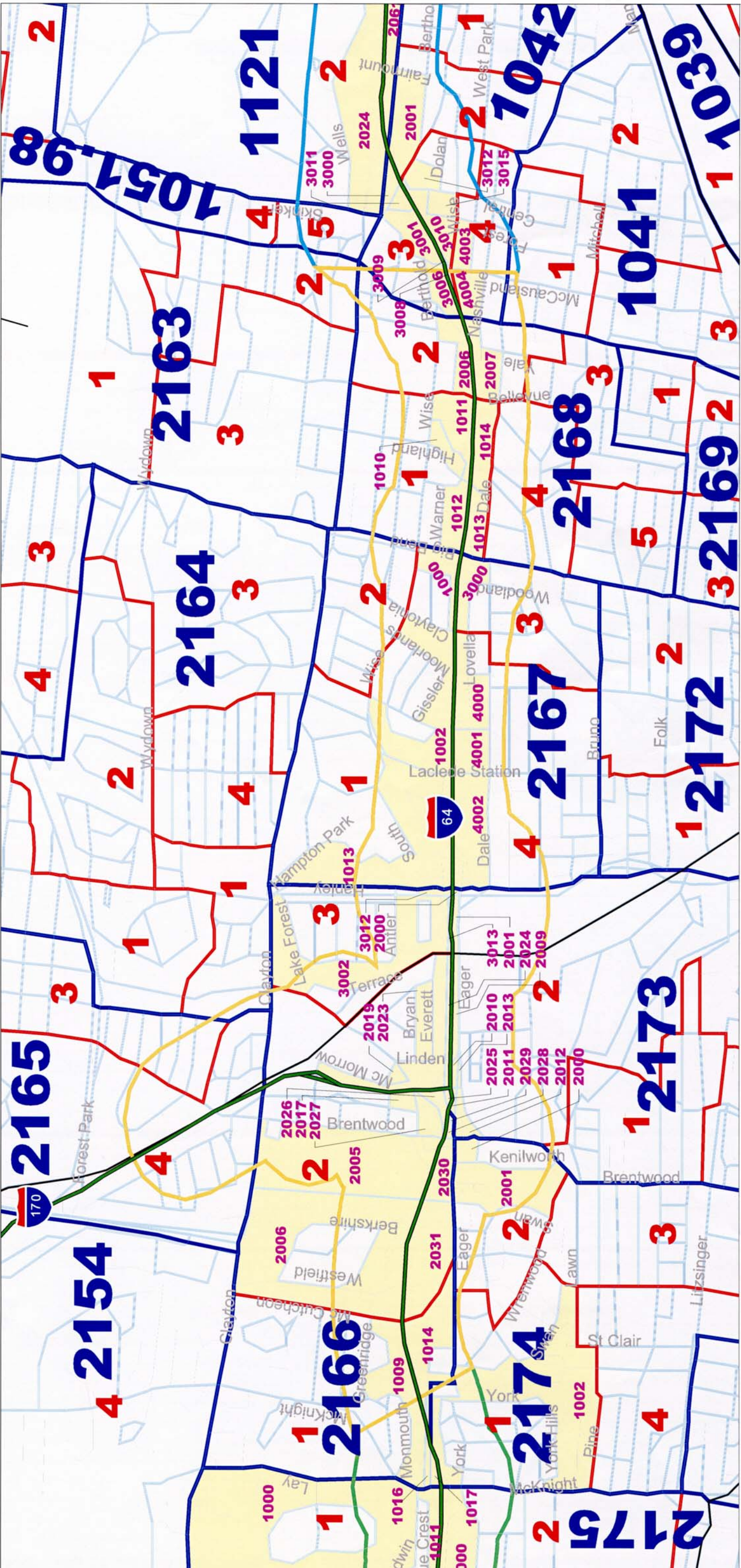


0.3      0      0.3      0.6      0.9      1.2 Miles



Exhibit G-1(a)



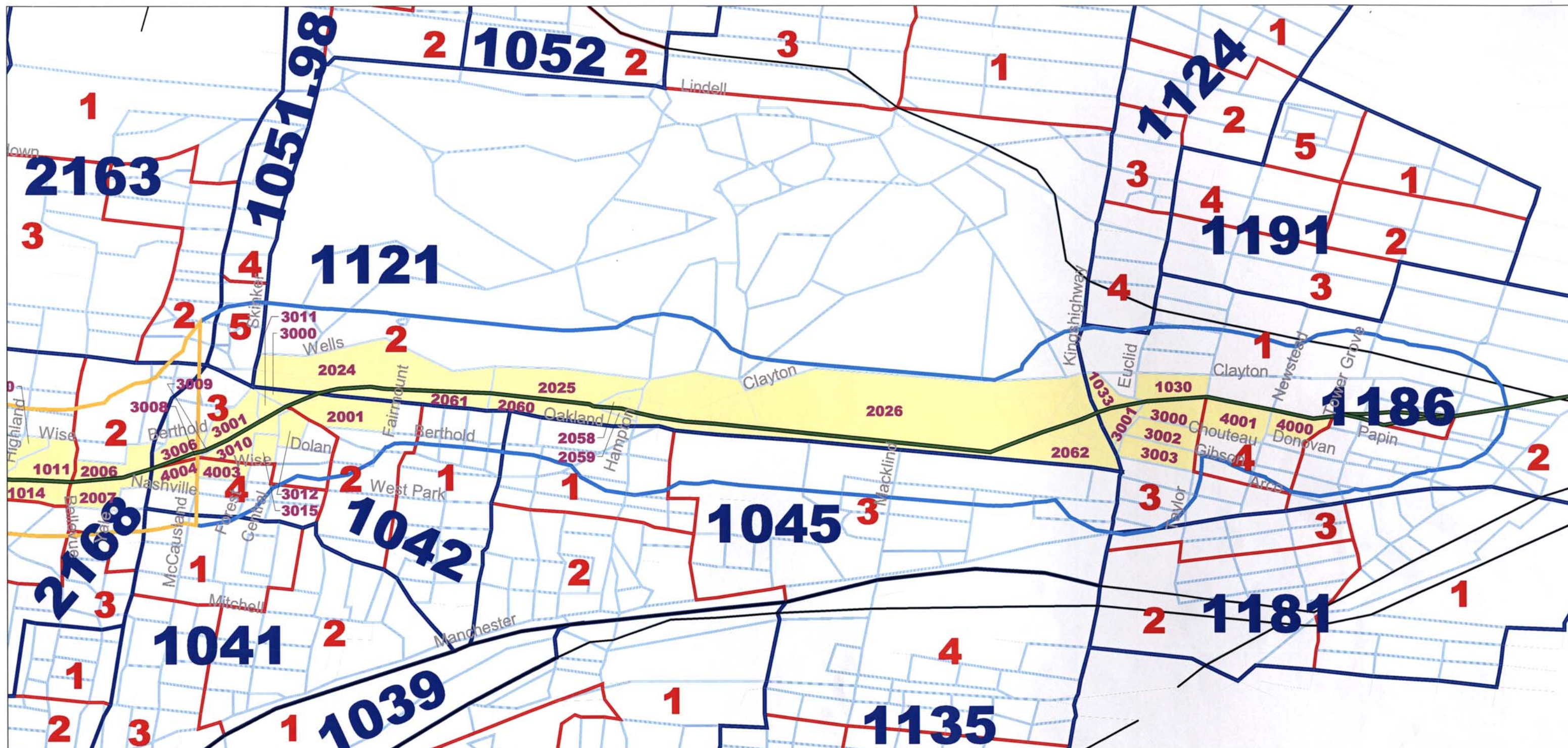


- Cities
- Greenway
- Thruway
- Parkway
- Tracts
- Groups
- Affected Blocks
- Blocks



**Census Tracts, Block Groups and Blocks**  
**Thruway**  
Exhibit G-1(b)





- Cities
- Greenway
- Tracts
- Thruway
- Groups
- Affected Blocks
- Parkway
- Blocks















# Appendix H: User Costs Page 1 of 4

## User Benefits:

A/T Discount Rate 3.00%

Strategy: No-Build

Appreciation over Time (A/T)  
 Net Present Value (NPV)  
 Equivalent Annual Amount at fixed rate (EAA)  
 Vehicles Miles Traveled (VMT)  
 Vehicles Hours Traveled (VHT)  
 Property Damage Only (PDO)

Year Strategy Implemented 2012

NPV 2012 (End of year) \$506,266,392,981 in 2012 dollars  
 EAA 2012 (End of Year) \$34,029,053,837 in 2012 dollars, payments made 2012 through 2032  
 NPV 2002 (End of year) \$376,709,742,334 in 2002 dollars  
 EAA 2002 (End of Year) \$19,219,452,033 in 2002 dollars, payments made 2002 through 2032

	Daily VMT	Annual VMT	Operating Costs	Daily VHT	Annual VHT	Travel Time Costs	PDO crash Costs	Injury crash Costs	Fatal crash Costs	Total crash Costs	Total Costs
2012	64,132,219	23,408,259,888	\$10,931,510,384	2,064,717	753,621,848	\$11,930,431,802	\$4,327,727	\$24,534,799	\$4,990,163	\$33,852,689	\$22,929,647,564
2032	71,611,817	26,138,313,301	\$22,046,167,082	2,281,314	832,679,463	\$23,808,115,974	\$8,728,879	\$49,222,208	\$9,012,790	\$66,963,876	\$45,988,210,807
Annual % Increase	0.55%	0.55%	3.57%	0.50%	0.50%	3.52%	3.57%	3.54%	3.00%	3.47%	3.54%
Year											
2012	64,132,219	23,408,259,888	\$10,931,510,384	2,064,717	753,621,848	\$11,930,431,802	\$4,327,727	\$24,534,799	\$4,990,163	\$33,852,689	\$22,929,647,564
2013	64,486,928	23,537,728,655	\$11,321,730,630	2,075,042	757,390,231	\$12,349,790,941	\$4,482,236	\$25,403,961	\$5,139,868	\$35,027,209	\$23,741,591,939
2014	64,843,599	23,667,913,501	\$11,725,880,501	2,085,418	761,177,457	\$12,783,890,711	\$4,642,262	\$26,303,913	\$5,294,064	\$36,242,480	\$24,582,287,461
2015	65,202,242	23,798,818,386	\$12,144,457,240	2,095,846	764,983,621	\$13,233,249,250	\$4,808,002	\$27,235,747	\$5,452,886	\$37,499,915	\$25,452,752,215
2016	65,562,869	23,930,447,294	\$12,577,975,841	2,106,326	768,808,816	\$13,698,402,909	\$4,979,658	\$28,200,592	\$5,616,473	\$38,800,976	\$26,354,040,337
2017	65,925,491	24,062,804,228	\$13,026,969,681	2,116,858	772,653,140	\$14,179,906,894	\$5,157,444	\$29,199,617	\$5,784,967	\$40,147,178	\$27,287,243,290
2018	66,290,118	24,195,893,214	\$13,491,991,177	2,127,443	776,516,686	\$14,678,335,923	\$5,341,576	\$30,234,033	\$5,958,516	\$41,540,086	\$28,253,491,185
2019	66,656,762	24,329,718,303	\$13,973,612,465	2,138,081	780,399,551	\$15,194,284,920	\$5,532,283	\$31,305,094	\$6,137,271	\$42,981,321	\$29,253,954,152
2020	67,025,434	24,464,283,566	\$14,472,426,106	2,148,772	784,301,832	\$15,728,369,716	\$5,729,798	\$32,414,098	\$6,321,389	\$44,472,560	\$30,289,843,756
2021	67,396,145	24,599,593,095	\$14,989,045,811	2,159,517	788,223,626	\$16,281,227,793	\$5,934,364	\$33,562,389	\$6,511,031	\$46,015,538	\$31,362,414,461
2022	67,768,907	24,735,651,008	\$15,524,107,201	2,170,315	792,165,030	\$16,853,519,038	\$6,146,235	\$34,751,359	\$6,706,362	\$47,612,049	\$32,472,965,154
2023	68,143,730	24,872,461,444	\$16,078,268,585	2,181,168	796,126,143	\$17,445,926,534	\$6,365,669	\$35,982,450	\$6,907,553	\$49,263,952	\$33,622,840,717
2024	68,520,626	25,010,028,564	\$16,652,211,773	2,192,074	800,107,063	\$18,059,157,376	\$6,592,938	\$37,257,152	\$7,114,779	\$50,973,167	\$34,813,433,652
2025	68,899,607	25,148,356,555	\$17,246,642,913	2,203,035	804,107,889	\$18,693,943,510	\$6,828,321	\$38,577,012	\$7,328,223	\$52,741,684	\$36,046,185,771
2026	69,280,684	25,287,449,625	\$17,862,293,358	2,214,051	808,128,720	\$19,351,042,615	\$7,072,108	\$39,943,628	\$7,548,069	\$54,571,559	\$37,322,589,942
2027	69,663,869	25,427,312,004	\$18,499,920,571	2,225,122	812,169,657	\$20,031,238,999	\$7,324,598	\$41,358,658	\$7,774,512	\$56,464,922	\$38,644,191,893
2028	70,049,172	25,567,947,948	\$19,160,309,054	2,236,249	816,230,800	\$20,735,344,540	\$7,586,103	\$42,823,817	\$8,007,747	\$58,423,975	\$40,012,592,089
2029	70,436,607	25,709,361,736	\$19,844,271,310	2,247,431	820,312,251	\$21,464,199,654	\$7,856,944	\$44,340,879	\$8,247,979	\$60,450,997	\$41,429,447,668
2030	70,826,185	25,851,557,669	\$20,552,648,849	2,258,669	824,414,110	\$22,218,674,298	\$8,137,455	\$45,911,685	\$8,495,419	\$62,548,348	\$42,896,474,447
2031	71,217,918	25,994,540,074	\$21,286,313,220	2,269,963	828,536,479	\$22,999,669,008	\$8,427,980	\$47,538,137	\$8,750,281	\$64,718,466	\$44,415,448,999
2032	71,611,817	26,138,313,301	\$22,046,167,082	2,281,314	832,679,463	\$23,808,115,974	\$8,728,879	\$49,222,208	\$9,012,790	\$66,963,876	\$45,988,210,807
NPV 2002 (End of year)			\$180,602,447,992			\$196,048,474,841	\$71,503,385	\$404,265,191	\$77,976,150	\$553,804,333	\$377,759,377,225



## Appendix H: User Costs Page 2 of 4

### User Benefits:

A/T Discount Rate 3.00%

Strategy: Build - Stacked Option

Appreciation over Time (A/T)  
Net Present Value (NPV)  
Equivalent Annual Amount at fixed rate (EAA)  
Vehicles Miles Traveled (VMT)  
Vehicles Hours Traveled (VHT)  
Property Damage Only (PDO)

Year Strategy Implemented 2012

NPV 2012 (End of year) \$506,266,392,981 in 2012 dollars  
EAA 2012 (End of Year) \$34,029,053,837 in 2012 dollars, payments made 2012 through 2032  
NPV 2002 (End of year) \$376,709,742,334 in 2002 dollars  
EAA 2002 (End of Year) \$19,219,452,033 in 2002 dollars, payments made 2002 through 2032

	Daily VMT	Annual VMT	Operating Costs	Daily VHT	Annual VHT	Travel Time Costs	PDO crash Costs	Injury crash Costs	Fatal crash Costs	Total crash Costs	Total Costs
2012	64,274,466	23,460,180,231	\$10,955,756,858	2,055,548	750,274,852	\$11,877,446,193	\$2,312,386	\$12,361,523	\$9,980,326	\$24,654,235	\$22,882,511,522
2032	71,815,948	26,212,820,848	\$22,109,009,922	2,271,681	829,163,435	\$23,707,585,112	\$4,664,005	\$24,799,936	\$18,025,579	\$47,489,520	\$45,911,574,074
Annual % Increase	0.56%	0.56%	3.57%	0.50%	0.50%	3.52%	3.57%	3.54%	3.00%	3.33%	3.54%
Year											
2012	64,274,466	23,460,180,231	\$10,955,756,858	2,055,548	750,274,852	\$11,877,446,193	\$2,312,386	\$12,361,523	\$9,980,326	\$24,654,235	\$22,882,511,522
2013	64,632,001	23,590,680,293	\$11,347,200,555	2,065,849	754,034,778	\$12,295,077,880	\$2,394,944	\$12,799,438	\$10,279,736	\$25,475,742	\$23,693,248,769
2014	64,991,524	23,721,906,278	\$11,752,630,339	2,076,201	757,813,547	\$12,727,394,224	\$2,480,449	\$13,252,867	\$10,588,128	\$26,324,623	\$24,532,710,786
2015	65,353,047	23,853,862,223	\$12,172,545,925	2,086,606	761,611,254	\$13,174,911,563	\$2,569,006	\$13,722,358	\$10,905,772	\$27,201,789	\$25,401,915,305
2016	65,716,581	23,986,552,188	\$12,607,464,885	2,097,063	765,427,991	\$13,638,164,391	\$2,660,726	\$14,208,482	\$11,232,945	\$28,108,184	\$26,301,916,114
2017	66,082,138	24,119,980,258	\$13,057,923,281	2,107,572	769,263,857	\$14,117,705,995	\$2,755,720	\$14,711,827	\$11,569,933	\$29,044,780	\$27,233,804,340
2018	66,449,727	24,254,150,537	\$13,524,476,330	2,118,134	773,118,945	\$14,614,109,116	\$2,854,105	\$15,233,004	\$11,917,031	\$30,012,585	\$28,198,709,768
2019	66,819,362	24,389,067,154	\$14,007,699,084	2,128,749	776,993,352	\$15,127,966,636	\$2,956,003	\$15,772,643	\$12,274,542	\$31,012,639	\$29,197,802,211
2020	67,191,053	24,524,734,261	\$14,508,187,146	2,139,417	780,887,176	\$15,659,892,281	\$3,061,539	\$16,331,400	\$12,642,779	\$32,046,015	\$30,232,292,929
2021	67,564,811	24,661,156,033	\$15,026,557,395	2,150,138	784,800,513	\$16,210,521,357	\$3,170,843	\$16,909,950	\$13,022,062	\$33,113,825	\$31,303,436,100
2022	67,940,648	24,798,336,667	\$15,563,448,753	2,160,914	788,733,462	\$16,780,511,510	\$3,284,049	\$17,508,997	\$13,412,724	\$34,217,215	\$32,412,530,335
2023	68,318,576	24,936,280,385	\$16,119,522,970	2,171,743	792,686,120	\$17,370,543,510	\$3,401,297	\$18,129,265	\$13,815,106	\$35,357,371	\$33,560,920,257
2024	68,698,607	25,074,991,431	\$16,695,465,439	2,182,626	796,658,586	\$17,981,322,061	\$3,522,731	\$18,771,506	\$14,229,559	\$36,535,519	\$34,749,998,129
2025	69,080,751	25,214,474,074	\$17,291,986,044	2,193,564	800,650,960	\$18,613,576,650	\$3,648,501	\$19,436,500	\$14,656,446	\$37,752,924	\$35,981,205,543
2026	69,465,021	25,354,732,606	\$17,909,820,031	2,204,557	804,663,342	\$19,268,062,411	\$3,778,761	\$20,125,051	\$15,096,139	\$39,010,894	\$37,256,035,165
2027	69,851,428	25,495,771,343	\$18,549,728,917	2,215,605	808,695,831	\$19,945,561,031	\$3,913,671	\$20,837,994	\$15,549,023	\$40,310,782	\$38,576,032,551
2028	70,239,985	25,637,594,625	\$19,212,501,426	2,226,708	812,748,528	\$20,646,881,682	\$4,053,398	\$21,576,194	\$16,015,494	\$41,653,983	\$39,942,798,014
2029	70,630,704	25,780,206,816	\$19,898,954,464	2,237,867	816,821,535	\$21,372,861,988	\$4,198,114	\$22,340,545	\$16,495,959	\$43,041,941	\$41,357,988,566
2030	71,023,595	25,923,612,304	\$20,609,934,125	2,249,082	820,914,954	\$22,124,369,026	\$4,347,996	\$23,131,974	\$16,990,837	\$44,476,147	\$42,823,319,929
2031	71,418,673	26,067,815,502	\$21,346,316,733	2,260,353	825,028,886	\$22,902,300,359	\$4,503,229	\$23,951,440	\$17,500,562	\$45,958,143	\$44,340,568,614
2032	71,815,948	26,212,820,848	\$22,109,009,922	2,271,681	829,163,435	\$23,707,585,112	\$4,664,005	\$24,799,936	\$18,025,579	\$47,489,520	\$45,911,574,074
NPV 2002 (End of year)			\$181,061,293,007			\$195,199,607,524	\$38,205,610	\$203,683,485	\$155,952,300	\$397,925,681	\$377,057,751,016



## Appendix H: User Costs Page 3 of 4

### User Benefits:

A/T Discount Rate 3.00%

Strategy: Build - Flat Option

Appreciation over Time (A/T)  
 Net Present Value (NPV)  
 Equivalent Annual Amount at fixed rate (EAA)  
 Vehicles Miles Traveled (VMT)  
 Vehicles Hours Traveled (VHT)  
 Property Damage Only (PDO)

Year Strategy Implemented 2012

NPV 2012 (End of year) \$506,266,392,981 in 2012 dollars  
 EAA 2012 (End of year) \$34,029,053,837 in 2012 dollars, payments made 2012 through 2032  
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	Daily VMT	Annual VMT	Operating Costs	Daily VHT	Annual VHT	Travel Time Costs	PDO crash Costs	Injury crash Costs	Fatal crash Costs	Total crash Costs	Total Costs
2012	64,274,879	23,460,330,672	\$10,955,827,114	2,055,533	750,269,591	\$11,877,362,910	\$2,312,386	\$12,361,523	\$9,980,326	\$24,654,235	\$22,882,498,494
2032	71,816,408	26,212,989,067	\$22,109,151,804	2,271,665	829,157,623	\$23,707,418,915	\$4,664,005	\$24,799,936	\$18,025,579	\$47,489,520	\$45,911,549,759
Annual % Increase	0.56%	0.56%	3.57%	0.50%	0.50%	3.52%	3.57%	3.54%	3.00%	3.33%	3.54%
Year											
2012	64,274,879	23,460,330,672	\$10,955,827,114	2,055,533	750,269,591	\$11,877,362,910	\$2,312,386	\$12,361,523	\$9,980,326	\$24,654,235	\$22,882,498,494
2013	64,632,415	23,590,831,577	\$11,347,273,323	2,065,834	754,029,491	\$12,294,991,669	\$2,394,944	\$12,799,438	\$10,279,736	\$25,475,742	\$23,693,235,326
2014	64,991,941	23,722,058,409	\$11,752,705,710	2,076,187	757,808,234	\$12,727,304,983	\$2,480,449	\$13,252,867	\$10,588,128	\$26,324,623	\$24,532,696,916
2015	65,353,466	23,854,015,206	\$12,172,623,992	2,086,592	761,605,913	\$13,174,819,185	\$2,569,006	\$13,722,358	\$10,905,772	\$27,201,789	\$25,401,900,994
2016	65,717,003	23,986,706,028	\$12,607,545,744	2,097,048	765,422,625	\$13,638,068,766	\$2,660,726	\$14,208,482	\$11,232,945	\$28,108,184	\$26,301,901,349
2017	66,082,562	24,120,134,959	\$13,058,007,032	2,107,557	769,258,463	\$14,117,607,009	\$2,755,720	\$14,711,827	\$11,569,933	\$29,044,780	\$27,233,789,105
2018	66,450,154	24,254,306,105	\$13,524,563,076	2,118,119	773,113,524	\$14,614,006,651	\$2,854,105	\$15,233,004	\$11,917,031	\$30,012,585	\$28,198,694,049
2019	66,819,791	24,389,223,593	\$14,007,788,934	2,128,734	776,987,904	\$15,127,860,569	\$2,956,003	\$15,772,643	\$12,274,542	\$31,012,639	\$29,197,785,993
2020	67,191,484	24,524,891,576	\$14,508,280,209	2,139,402	780,881,701	\$15,659,782,485	\$3,061,539	\$16,331,400	\$12,642,779	\$32,046,015	\$30,232,276,197
2021	67,565,244	24,661,314,229	\$15,026,653,787	2,150,123	784,795,011	\$16,210,407,702	\$3,170,843	\$16,909,950	\$13,022,062	\$33,113,825	\$31,303,418,837
2022	67,941,084	24,798,495,749	\$15,563,548,593	2,160,898	788,727,932	\$16,780,393,860	\$3,284,049	\$17,508,997	\$13,412,724	\$34,217,215	\$32,412,512,525
2023	68,319,015	24,936,440,358	\$16,119,626,380	2,171,728	792,680,562	\$17,370,421,724	\$3,401,297	\$18,129,265	\$13,815,106	\$35,357,371	\$33,560,901,883
2024	68,699,047	25,075,152,300	\$16,695,572,549	2,182,611	796,653,001	\$17,981,195,995	\$3,522,731	\$18,771,506	\$14,229,559	\$36,535,519	\$34,749,979,173
2025	69,081,194	25,214,635,844	\$17,292,096,985	2,193,549	800,645,347	\$18,613,446,153	\$3,648,501	\$19,436,500	\$14,656,446	\$37,752,924	\$35,981,185,986
2026	69,465,467	25,354,895,282	\$17,909,934,940	2,204,542	804,657,700	\$19,267,927,327	\$3,778,761	\$20,125,051	\$15,096,139	\$39,010,894	\$37,256,014,990
2027	69,851,877	25,495,934,930	\$18,549,847,936	2,215,589	808,690,161	\$19,945,421,199	\$3,913,671	\$20,837,994	\$15,549,023	\$40,310,782	\$38,576,011,738
2028	70,240,436	25,637,759,128	\$19,212,624,702	2,226,693	812,742,830	\$20,646,736,935	\$4,053,398	\$21,576,194	\$16,015,494	\$41,653,983	\$39,942,776,543
2029	70,631,157	25,780,372,240	\$19,899,082,150	2,237,852	816,815,809	\$21,372,712,153	\$4,198,114	\$22,340,545	\$16,495,959	\$43,041,941	\$41,357,966,416
2030	71,024,051	25,923,778,654	\$20,610,066,378	2,249,066	820,909,199	\$22,124,213,924	\$4,347,996	\$23,131,974	\$16,990,837	\$44,476,147	\$42,823,297,079
2031	71,419,131	26,067,982,784	\$21,346,453,716	2,260,337	825,023,103	\$22,902,139,805	\$4,503,229	\$23,951,440	\$17,500,562	\$45,958,143	\$44,340,545,043
2032	71,816,408	26,212,989,067	\$22,109,151,804	2,271,665	829,157,623	\$23,707,418,915	\$4,664,005	\$24,799,936	\$18,025,579	\$47,489,520	\$45,911,549,759
NPV 2002 (End of year)			\$181,062,454,527			\$195,198,238,963	\$38,205,610	\$203,683,485	\$155,952,300	\$397,925,681	\$377,057,543,977



# Appendix H: User Costs Page 4 of 4

## User Benefits: User Cost Assumptions

A/T Discount Rate 3.00%

Appreciation over Time (A/T)  
Property Damage Only (PDO)

Rate Calculation Inflation Rate = 3.00%

	Operating Costs Auto	Operating Costs Truck	Travel Time Costs Auto	Travel Time Costs Truck	crash Costs PDO	crash Costs Injury	crash Costs Fatal
1999	\$0.30	\$0.60	\$10	\$23	\$ 3,252	\$ 44,563	\$ 3,398,058
2000	\$0.31	\$0.62	\$10	\$24	\$ 3,350	\$ 45,900	\$ 3,500,000
2012	\$0.44	\$0.88	\$14.69	\$33.78	\$4,776.30	\$ 65,442	\$ 4,990,163
2032	\$0.80	\$1.59	\$26.52	\$61.00	\$8,626.53	\$ 118,196	\$ 9,012,790
Annual % Increase	3.00%	3.00%	3.00%	3.00%	3.00%	3.00%	3.00%
Year							
1999	\$0.30	\$0.60	\$10.00	\$23.00	\$3,252.43	\$44,563.11	\$3,398,058.25
2000	\$0.31	\$0.62	\$10.30	\$23.69	\$3,350.00	\$45,900.00	\$3,500,000.00
2001	\$0.32	\$0.64	\$10.61	\$24.40	\$3,450.50	\$47,277.00	\$3,605,000.00
2002	\$0.33	\$0.66	\$10.93	\$25.13	\$3,554.02	\$48,695.31	\$3,713,150.00
2003	\$0.34	\$0.68	\$11.26	\$25.89	\$3,660.64	\$50,156.17	\$3,824,544.50
2004	\$0.35	\$0.70	\$11.59	\$26.66	\$3,770.45	\$51,660.85	\$3,939,280.84
2005	\$0.36	\$0.72	\$11.94	\$27.46	\$3,883.57	\$53,210.68	\$4,057,459.26
2006	\$0.37	\$0.74	\$12.30	\$28.29	\$4,000.08	\$54,807.00	\$4,179,183.04
2007	\$0.38	\$0.76	\$12.67	\$29.14	\$4,120.08	\$56,451.21	\$4,304,558.53
2008	\$0.39	\$0.78	\$13.05	\$30.01	\$4,243.68	\$58,144.75	\$4,433,695.28
2009	\$0.40	\$0.81	\$13.44	\$30.91	\$4,370.99	\$59,889.09	\$4,566,706.14
2010	\$0.42	\$0.83	\$13.84	\$31.84	\$4,502.12	\$61,685.76	\$4,703,707.33
2011	\$0.43	\$0.86	\$14.26	\$32.79	\$4,637.18	\$63,536.33	\$4,844,818.55
2012	\$0.44	\$0.88	\$14.69	\$33.78	\$4,776.30	\$65,442.42	\$4,990,163.10
2013	\$0.45	\$0.91	\$15.13	\$34.79	\$4,919.59	\$67,405.70	\$5,139,868.00
2014	\$0.47	\$0.93	\$15.58	\$35.83	\$5,067.18	\$69,427.87	\$5,294,064.04
2015	\$0.48	\$0.96	\$16.05	\$36.91	\$5,219.19	\$71,510.70	\$5,452,885.96
2016	\$0.50	\$0.99	\$16.53	\$38.02	\$5,375.77	\$73,656.03	\$5,616,472.54
2017	\$0.51	\$1.02	\$17.02	\$39.16	\$5,537.04	\$75,865.71	\$5,784,966.71
2018	\$0.53	\$1.05	\$17.54	\$40.33	\$5,703.15	\$78,141.68	\$5,958,515.71
2019	\$0.54	\$1.08	\$18.06	\$41.54	\$5,874.25	\$80,485.93	\$6,137,271.19
2020	\$0.56	\$1.12	\$18.60	\$42.79	\$6,050.47	\$82,900.51	\$6,321,389.32
2021	\$0.57	\$1.15	\$19.16	\$44.07	\$6,231.99	\$85,387.52	\$6,511,031.00
2022	\$0.59	\$1.18	\$19.74	\$45.39	\$6,418.95	\$87,949.15	\$6,706,361.93
2023	\$0.61	\$1.22	\$20.33	\$46.75	\$6,611.51	\$90,587.62	\$6,907,552.79
2024	\$0.63	\$1.26	\$20.94	\$48.16	\$6,809.86	\$93,305.25	\$7,114,779.37
2025	\$0.65	\$1.29	\$21.57	\$49.60	\$7,014.16	\$96,104.41	\$7,328,222.75
2026	\$0.67	\$1.33	\$22.21	\$51.09	\$7,224.58	\$98,987.54	\$7,548,069.44
2027	\$0.69	\$1.37	\$22.88	\$52.62	\$7,441.32	\$101,957.17	\$7,774,511.52
2028	\$0.71	\$1.41	\$23.57	\$54.20	\$7,664.56	\$105,015.88	\$8,007,746.87
2029	\$0.73	\$1.46	\$24.27	\$55.83	\$7,894.49	\$108,166.36	\$8,247,979.27
2030	\$0.75	\$1.50	\$25.00	\$57.50	\$8,131.33	\$111,411.35	\$8,495,418.65
2031	\$0.77	\$1.55	\$25.75	\$59.23	\$8,375.27	\$114,753.69	\$8,750,281.21
2032	\$0.80	\$1.59	\$26.52	\$61.00	\$8,626.53	\$118,196.30	\$9,012,789.64



U.S. Army Corps of Engineers

August, 2001

U.S. Department of Interior

November 8, 2001

U.S. Department of Interior

March 26, 2004

U.S. Department of Interior

July 5, 2004

Federal Highway Administration

November 17, 2004

Advisory Council on Historic Preservation

December 17, 2004

Federal Highway Administration

January 12, 2005

Advisory Council on Historic Preservation

February 24, 2005

# FACT SHEET

## FORMER FOREST PARK RECREATION CAMP ST. LOUIS, MISSOURI



**US Army Corps  
of Engineers®**

**AUGUST 2001**

**Background Information:** Forest Park was established in 1876. In 1904 the western half of the Park was used as the site of the World's Fair. After the closing of the Fair, most of the buildings and exhibits were razed and the debris buried on site. The former Forest Park Recreation Camp encompassed approximately 1,372 acres. During World War II, seventeen acres of the park were used as an army recreation camp. However, as early as 1917 the Army conducted military demonstrations, including mock battles, in the area of Art Hill, located in the north central area of the former camp and is near the Eisenhower Municipal Golf Course, which is owned and operated by the St. Louis City Parks Department. Daily mock battles took place during the St. Louis Exposition held on the park grounds in 1926. During the summer of 1943 a mock battle took place around the Art Hill area with soldiers from Jefferson Barracks. The battle included 350 soldiers, amphibious jeeps, a smoke screen and a final assault up Art Hill.

In May of 1988, workers installing a sprinkler system on the third fairway of the nine-hole Eisenhower Municipal Golf Course excavated a live British designed World War I 3-inch white phosphorus Stokes mortar round. Because the golf course location was formerly a military recreation camp, the Army's 50<sup>th</sup> Explosive Ordnance Disposal Detachment was contacted to dispose of the mortar. No other ordnance was discovered at that time. No further action was taken until the U.S. Army Corps of Engineers prepared an Inventory Project Report and Archives Search Report during 1995 and 1997.

**Current Status:** The City of St. Louis will begin a multi-million dollar renovation of the Forest Park municipal golf courses in August. A new, 27-hole, "Hale Irwin Signature Course" and 9,000 square foot clubhouse and golf education center will be built in Forest Park. It is anticipated that the entire golf course renovation work will be completed in early 2003.

The U.S. Army Corps of Engineers will be providing ordnance safety support during the golf course and clubhouse construction activities. In the event that ordnance is encountered during renovation activities, the U.S. Army Corps of Engineers ordnance safety specialists will identify the object and determine if a disposal action is required. If the object requires disposal, the ordnance safety specialists will notify the St. Louis Police Department Bomb and Arson Squad.

### **For More Information:**

U.S. Army Corps of Engineers, Kansas City District  
Josephine Newton-Lund, Project Manager  
601 E. 12<sup>th</sup> Street  
Kansas City, MO 64106  
(816) 983-3912 or 816-983-3486 (Public Affairs)  
josephine.m.newton-lund@usace.army.mil



## United States Department of the Interior

FISH AND WILDLIFE SERVICE  
Missouri Ecological Services Field Office  
608 East Cherry Street, Room 200  
Columbia, Missouri 65201  
Phone: (573) 876-1911 Fax: (573) 876-1914



November 8, 2001

Mr. Clyde Prem  
HNTB Corporation  
715 Kirk Drive  
Kansas City, Missouri 64105

Re: Design, Route I-64, St. Louis County and City, West of Spoele Road to West of Sarah,  
including I-170 from South of Brentwood to I-64, Job Nos. J610978 and J611248.

Dear Mr. Prem:

This letter is in reference to a request from the Missouri Department of Transportation dated October 22, 2001 for information on fish and wildlife resources that may be affected by the above referenced project. This response is provided by the U.S. Fish and Wildlife Service (Service) under the authority of the Fish and Wildlife Coordination Act (16 U.S.C. 661 et seq.), the National Environmental Policy Act of 1969 (42 U.S.C. 4321-4327), and the Endangered Species Act of 1973, as amended (16 U.S.C. 1531-1543).

The following federally-listed threatened or endangered species (including those species proposed for listing) or critical habitat (designated or proposed) occur within the areas outlined on the maps provided with your letter:

**Indiana bat (*Myotis sodalis*), Endangered** – From late fall through winter Indiana bats in Missouri hibernate in caves in the Ozarks and Ozark Border Natural Divisions. During the spring and summer, Indiana bats utilize living, injured (e.g. split trunks and broken limbs from lightning strikes or wind), dead or dying trees for roosting throughout the state. Indiana bats roost trees tend to be greater than 9 inches diameter at breast height (dbh) (optimally greater than 20 inches dbh) with loose or exfoliating bark. Most important are structural characteristics that provide adequate space for bats to roost.

Preferred roost sites are located in forest openings, at the forest edge, or where the overstory canopy allows some sunlight exposure to the roost tree, which is usually within 1 km (0.6 mi.) of water. Indiana bats forage for flying insects (particularly moths) in and around the tree canopy of floodplain, riparian, and upland forests.

If trees are to be removed for the proposed project, they must be removed between October 1<sup>st</sup> and March 30<sup>th</sup> to avoid the potential injury or death to roosting individuals and maternity

colonies. If it is not feasible to schedule tree removal during this period, the Service requires that a survey, to determine the presence or absence of Indiana bats, be conducted by a qualified biologist. Survey efforts should include using a combination of mist nets and bat detection devices [e.g., "Anabat" (© Titley Electronics, Ballina, New South Wales, Australia)]. If it is determined that a survey for Indiana bats is needed, please contact the Missouri Ecological Services Field Office to obtain specific information regarding survey protocol. If surveys indicate that Indiana bats are using trees proposed to be removed during their breeding season (April 1 to September 30) further consultation with the Service under section 7 of the Act will be required.

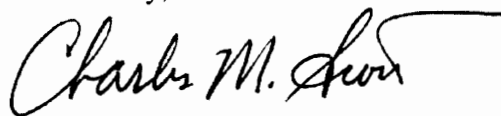
In addition to avoiding adverse affects to federally listed species, the Service is also interested in minimizing potential impacts to other wildlife resources, particularly migratory and resident songbirds. Valuable bird habitat exists within many urban centers, and every opportunity should be taken to protect important habitat and to restore degraded habitat. Birds often serve as the most important, or even the sole everyday connection between millions of urban residents and nature, and can serve as a vehicle for developing conservation attitudes and ethics in city dwellers. Birds and bird habitats are important "quality of life" components in urban areas and contribute to livability.

Located on the Mississippi Flyway, the St. Louis Metropolitan Area provides habitat for approximately 350 bird species. Large concentrations of migrant birds - as many as 7 million seasonally - pass through the St. Louis area each spring and fall, stopping along the river front, in wetlands, stream corridors, city parks, forest preserves, and back yards. For the construction phase of the project, the Service recommends that blocks of trees along riparian corridors and in urban greenspaces be retained to the extent possible because of their value to both resident and migratory birds.

Should project plans change coordination with this office should be reinitiated. If you have not already done so, please contact the Missouri Department of Conservation (Policy Coordination Section, P.O. Box 180, Jefferson City, Missouri 65102-0180) for information concerning Missouri Species of Conservation Concern.

We appreciate the opportunity to provide the enclosed comments. Should you have questions, or if we can be of further assistance, please contact Amy Salveter at (573)876-1911, ext. 113.

Sincerely,



Charles M. Scott  
Field Supervisor

cc: Missouri Department of Conservation, Jefferson City, Missouri (Attn: Policy Coordination Section)  
Missouri Department of Transportation, Jefferson City, Missouri (Attn: Dave Nichols)

ALS:as:2002-0045



# United States Department of the Interior

## NATIONAL PARK SERVICE

1849 C Street, N.W.

Washington, D.C. 20240

IN REPLY REFER TO:

### DETERMINATION OF ELIGIBILITY NOTIFICATION

National Register of Historic Places  
National Park Service

**Project Name:** I-64, St. Louis City and County // MoDOT Job Nos. J610978 and J611248

**Location:** City of Richmond Heights, St. Louis County      **State:** MO

**Request submitted by:** Peggy J. Casey, P.E., Environmental Projects Engineer

**Date received:** 02/11/04

**Additional information received:**

Name of property	SHPO opinion	Secretary of the Interior's opinion	Eligibility Criteria
Oakview Terrace/ Lovella Avenue Historic District	E	E	C
West Moor Park No. 2/ Little Flower Historic District	E	E	C
Clayton Park Addition/Bennett Avenue	E	E	A
Lavinia Gardens Historic District	E	E	C
Hampton Park Historic District	E	Needs Information	
Lake Forest Historic District	E	Needs Information	
Richmond Hills Historic District	NE	Needs Information	
Hanley Downs Historic District	NE	NE	
Bellevue Avenue Historic District	Needs Information	Needs Information	
Nashville Avenue Historic District	NE	NE	
St. Luke's Historic District	Needs Information	Needs Information	

*Beth Boland*  
Keeper of the National Register

Date: 3/26/04

Tudor Revival, Colonial Revival and other styles prevalent during the 1920s and 1930s.

The west boundary of the district is the rear property lines of the properties on the west side of Arch Terrace. The south boundary is I-64, at least as far east as the properties east of Moorlands Drive, but possibly further east. The north and east boundaries of the district are as yet undetermined, but appear to extend at least as far north as Wise Avenue--but possibly farther north, and east along Warner Avenue to Woodland Drive. Although Arch Terrace curves in an elongated semicircle and other streets in the western portion of the district are slightly more curvilinear than most of the streets elsewhere in the subdivision, that characteristic alone does not appear to justify excluding areas with the same developmental history and with residential buildings sharing similar architectural qualities from the same time period.

The 2002 Archival and Architectural Survey report (2002 Survey Report), Draft Environmental Impact Statement (DEIS), and Consultant Report contain little information on individual buildings within the overall district (even the western portion of the subdivision considered eligible in the consultation process), but photographs and other information provided by the City of Richmond Heights in Attachment B and the Ruth Nichols report indicate that residences in areas both east and north of Moorlands Drive and Wise Avenue share the qualities described for the district in FHWA reports. That is, homes constructed primarily between 1925 and 1932, in a variety of architectural styles characteristic of early 20th century residential development, with good historic integrity.

#### **Clayton Park Addition/Bennett Avenue Historic District**

This district meets National Register Criterion A for its exceptionally-significant associations with local African American suburban development during the Civil Rights era. The Clayton Park Addition is an early example of a community developed from scratch by African Americans as a residential area for black professionals. During a period of racial discrimination in the 1950s and 1960s, and in the face of opposition and numerous obstacles, Dr. and Mrs. Rusan and others created a suburban neighborhood that attracted black doctors, educators, and other professionals.

#### **Lavinia Gardens Historic District**

This district meets National Register Criterion C as a small cohesive district of 19 nearly identical Tudor Revival houses constructed in the late 1930s and 1940s (the Consultation Report says "during the 1940s" and the DEIS says "between 1937 and 1940;" the seven houses included in the 2002 Survey Report inventory were all constructed in 1940).

#### **Hampton Park Historic District**

A number of factors suggest a strong likelihood that the Hampton Park Historic District meets National Register Criterion C. This is a local historic district, was recommended as eligible for the National Register by consultants in 1995, was noted favorably in the 2002 Survey Report and the DEIS, and is recommended as eligible in the Consultation Report. The district is reported as having been (re)platted in 1910 with lots no smaller than one acre; possessing the feel of a rural



setting because of the variety of setbacks and the mature trees; and containing homes constructed primarily between 1909--1940 in a variety of styles, including vernacular, Tudor Revival, Bungalow, Italian Renaissance, Mediterranean, and Neocolonial, with few modern intrusions.

Nevertheless, the National Register lacks the information needed to make a formal determination of eligibility for this district. The submitted documentation included no current map showing lots and buildings; no streetscape photographs; information and photographs for only four of what must be dozens--possibly well over a hundred--buildings; and no specific statement summarizing the significance of the district as a whole.

The two reports citing boundaries for this district contain an inconsistency concerning the eastern boundary. The Consultation Report cites "Surrey Hills" as the eastern boundary, but I could not find this name on any of the maps submitted. Is it the name of another subdivision, a street name, or something else? The 2002 Survey Report gives the eastern boundary as Hillside Drive; yet that boundary excludes a portion of the development shown on the original plat map and also clearly included by the straight eastern edge drawn for the district on Figures 1b and 30 in the 2002 Survey Report.

### **Lake Forest Historic District**

Previous evaluations for this local historic district by consultants in 1995 and in the DEIS, 2002 Survey, and Consultation reports suggest the strong likelihood that this is an eligible district. Both the 1929 plat map and the 1997 Sanborn Map show this district to have been designed in a fairly symmetrical arrangement, while the Consultation Report cites the "park like setting" created by its large trees and spacious lawns. A monumental entrance gate leads into the subdivision, which is also characterized by distinctive streetlights. Two-story brick buildings predominate, and architectural styles from the 1930s and 1940s include Tudor Revival, French Eclectic, Georgian, Colonial Revival, and others. The report mentions only two modern intrusions. But the National Register lacks the documentation necessary to make a formal determination decision for a district as defined. Of the more than 100 buildings within the prescribed boundaries, only three are documented and there are not even photographs of the district other than for those three buildings. Representative streetscapes and a specific statement summarizing the significance of the district among early 20th century Richmond Heights subdivisions would greatly help the National Register make an official determination of eligibility.

### **Richmond Hills Historic District**

There might be a district eligible under National Register Criterion C here, but there is insufficient information on buildings within the proposed district for the National Register to make a determination of eligibility. Only about a fifth of the houses within the boundaries are documented, and all are located along the southern edge of the district. The documentation states that all the houses in the district are ranches, but are they of the same quality as those depicted? When were they constructed? If a substantial proportion are less than 50 years old, it likely will be necessary to demonstrate exceptional significance. The Ruth Nichols report states that the

district is "an exceptionally intact collection of early Ranch style housing," but includes no evidence to back up that claim. How is this area exceptional in comparison with other similar local developments and/or collections of Ranch houses of the same period? Even without the exceptional significance issue, it would be helpful to see a comparative analysis within the context of other similar local districts, if any.

Under Criterion A, while this district was part of the historically significant post World War II housing boom, that association alone--shared by thousands of neighborhoods across the country--does not automatically make the district eligible for National Register listing. There needs to be information about the specific development of this district within a local context of post World War II suburban development and an explanation of significance within a comparative analysis of other local examples.

#### **Hauley Downs Historic District**

The information provided does not make the case for a historic district meeting National Register criteria. The documentation presented does not demonstrate how this district--within the context of post World War II suburban development, and in comparison with other similar examples of suburban developments of the period--possesses the architectural significance to qualify it as a district eligible for National Register listing. In addition, a quarter of the 19 buildings for which information has been provided (which appear to be a little more than 1/4 of the total number of buildings within the proposed district) are less than 50 years old, and there is no evidence of exceptional significance.

#### **Bellevue Avenue Historic District**

The National Register currently has insufficient information to make a determination of eligibility for this historic district. Well fewer than half of the properties within the proposed boundaries are documented even in streetscape photographs. The documentation available in the Ruth Nichols report and the 2002 Survey report reveals dwellings and businesses constructed in a variety of styles from the turn of the 20th century into the 1950s, but it is not clear how they fit together to form a cohesive and significant historic district, either architecturally or historically. Also, how does this district compare, both in architectural character and significance and in historic integrity, with other neighborhoods that contain a collection of various early 20th century styles? Although there is a rough description of the district boundaries and a boundary map, there is no explanation of how the boundaries were selected. Was this a planned community, and if so do any of the boundaries coincide with the historic plat boundaries? How does what is inside the boundaries differ from what is outside the boundaries? According to the historic overview in the Ruth Nichols report, Bellevue Square seems to have been one of the earliest developments in the City of Richmond Heights; does that portion of this area possess sufficient significance--either historically or architecturally--and integrity to meet National Register criteria?

We note that the State Historic Preservation Officer (SHPO) stated that "with further research an eligible district may be identified in the Bellevue Avenue neighborhood."



# United States Department of the Interior

NATIONAL PARK SERVICE

1849 C Street, N.W.  
Washington, D.C. 20240

IN REPLY REFER TO  
3280

To: Peggy J. Casey, P.E.  
Environmental Projects Engineer  
FHWA, Missouri Division  
209 Adams St.  
Jefferson City, MO 65101

The Director of the National Park Service wishes to inform you of our determination pursuant to the National Historic Preservation Act, as amended, and Executive Order 11593 in response to your request for a determination of eligibility for inclusion in the National Register of Historic Places. Our determination appears on the enclosed material.

As you know, your request for our professional judgment constitutes a part of the Federal planning process. We urge that this information be integrated into the National Environmental Policy Act analysis and the analysis required under section 4(f) of the Department of Transportation Act, if this is a transportation project, to bring about the best possible program decisions.

This determination does not serve in any manner as a veto to uses of property, with or without Federal participation or assistance. The responsibility for program planning concerning properties eligible for the National Register lies with the agency or block grant recipient after the Advisory Council on Historic Preservation has had an opportunity to comment.

Attachment

United States Department of the Interior  
National Park Service

# National Register of Historic Places Continuation Sheet

Section number \_\_\_\_\_ Page \_\_\_\_\_

## DETERMINATION OF ELIGIBILITY NOTIFICATION

### National Register of Historic Places National Park Service

**Project Name:** I 64, St. Louis City and County // MoDOT Job Nos. J6I0978 and J6I1248

**Location:** City of Richmond Heights, St. Louis County **State:** MO

**Request submitted by:** Peggy J. Casey, P.E., Environmental Projects Engineer

**Date received:** 02/11/04

**Additional information received:** 05/26/04

Name of property	SHPO opinion	Eligibility	
		Secretary of the Interior's opinion	Criteria
Hampton Park Historic District	E	Insufficient Information	
Lake Forest Historic District	E	E	C
Richmond Hills Historic District	NE	E	C
St. Luke's Historic District	NE	E	C
Bellevue Avenue Historic District		NE	
Highland Terrace Historic District		NE	

  
Keeper of the National Register

Date:  \_\_\_\_\_

164, St. Louis City and County  
MOHDC Job Nos. J610978 and J611148  
City of Richmond Heights, St. Louis Co., MO  
Additional Information

National Register Comments:

**Hampton Park Historic District**

Although some additional information has been provided for the Hampton Park Historic District, the National Register still lacks sufficient documentation on the buildings contained within the district to make a formal determination of eligibility. A nomination is being prepared, so apparently National Park Service evaluation of the district's eligibility will occur when it receives the nomination.

**Lake Forest Historic District**

The Lake Forest Historic District meets National Register Criterion C as a cohesive, formally designed subdivision with predominately two-story brick buildings in architectural styles from the 1930s and 1940s--including Tudor Revival, French Eclectic, Georgian, Colonial Revival, and others-- with few modern intrusions.

**Richmond Hills Historic District**

Richmond Hills Historic District meets National Register Criterion C as a cohesive early example of a post-WWII Richmond Heights suburban development, featuring nice examples of Ranch Style houses constructed primarily in the early 1950s with good integrity.

**St. Luke's Historic District**

St. Luke's Historic District appears to meet National Register Criterion C as a largely intact area, containing an appreciable portion of the original incorporated parcel, with a variety of period architectural styles reflecting the early growth and residential development of the City of Richmond Heights. Property 168 appears to contribute to the district. Although any nonhistoric alteration affects historic integrity to some degree, the changes to this house do not appear to have destroyed the house's ability to contribute the historic sense of time and place reflected by the district as a whole.

**Bellevue Avenue Historic District and Highland Terrace Historic District**

Although the former Bellevue Avenue Historic District has been reduced and split into two separate districts, neither of the remaining remnants of the larger area to possess the qualities or cohesiveness necessary for National Register eligibility.



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**Federal Highway  
Administration**  
Missouri Division

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Missouri.FHWA@fhwa.dot.gov

Allen Masuda, Division Administrator



November 17, 2004

Mr. Don L. Klima, Director  
Office of Federal Agency Programs  
Advisory Council On Historic Preservation  
12136 W. Bayaud Avenue, Suite 330  
Lakewood, Colorado 80228

Attn: Carole Legard

Subject: I-64, St. Louis City and County, Missouri  
MoDOT Job Nos. J6I0978 and J6I1248  
Request for Council Findings on Effect



Dear Mr. Klima:

We request a review of findings from the Advisory Council on Historic Preservation (Council) regarding effects of the above referenced project on historic resources, as required by 36 CFR 800.5(c)(3) and the Programmatic Agreement (PA) executed for this project.

The Federal Highway Administration (FHWA) and the Missouri Department of Transportation (MoDOT) have consulted with the project consulting parties, St. Louis County and the Cities of St. Louis, Richmond Heights and Brentwood, regarding the effects of this project. The Missouri State Historic Preservation Office (SHPO) and St. Louis City agree with the effects recommendations made by MoDOT. The City of Richmond Heights does not agree with these recommendations. Although we have not received written responses from St. Louis County or Brentwood, after verbal discussions, we believe they will agree with our determination of effects.

As a consulting party for the project, the Council was provided a copy of the Effects Recommendations and Proposed Mitigation Measures (dated August 27, 2004), revised profiles for properties in Richmond Heights and minutes from the August 27, 2004 consultation meeting. Enclosed with this letter is correspondence we received from the consulting parties regarding the effects of the project on historic resources. Also enclosed is a list of meetings with Richmond Heights, conducted over the last six years, where project design in the community was discussed.

As a result of the consultation meetings with Richmond Heights, the project design has been modified to minimize impacts within the community and to maximize use of those properties



that there will be entire takes from. Retaining walls have been introduced in areas, including the West Moor Park #2 Historic District and the Richmond Hills Historic District, to minimize property takes.

The FHWA and MoDOT do not feel that additional consultation will resolve the disagreement regarding the effects of this project; therefore, we request that the Council review our findings.

The disagreement on effect revolves around two issues: 1) the effects of partial land takings on the settings of historic properties, and 2) the evaluation of the effects of noise, fumes and visual impacts of the changes. Richmond Heights believes that "routing the highway within 200 feet of historic properties will have an adverse effect." The existing highway corridor is very narrow. The alignment has been shifted in areas to either preserve historic neighborhoods or make the best possible use of properties we need to buy totally. The proximity of I-64 to historic properties will remain largely unchanged. The reconstruction of interchanges and their associated entrance and exit ramps may change the association of the ramps to the historic properties. However, these properties are already in close proximity to I-64, with the attendant visual, atmospheric and auditory effects.

There are two historic properties in Richmond Heights where there are partial takings: individually eligible property 283 and the Richmond Hills Subdivision Historic District.

Property 283 is a 1926 school building with additions made in 1945 and 1964 and is eligible for listing on the National Register of Historic Places (NRHP) under Criterion C for significance in architecture. Impacts to the property include acquisition of approximately 39.5 square feet of new right-of-way and an easement for the construction and maintenance of a retaining wall. This will directly impact the parking area located north of the school. In this location I-64 is currently located below the surrounding grade and will remain below the surrounding grade as a result of this project. The improvements will not introduce new visual elements to the property. The atmosphere and the setting of the property will not change.

The Richmond Hills Historic District is a subdivision, platted in 1946, eligible for listing on the NRHP under Criteria A and C for local significance in the development of Richmond Heights in the post-World War II era, and for architectural significance, with a period of significance of 1948 to 1955. U. S. Route 40 (now also I-64) was already in existence when Richmond Hills was platted, and the proximity to such a major transportation route would have been a selling feature of the subdivision. This project requires takings from two areas of this historic district with six contributing properties for the exit ramps from I-64 onto McKnight Road and the entrance ramp from I-170 to I-64. In one area, new right-of-way will move less than twelve feet closer to the houses than the existing right-of-way. In this area (properties 462-465, 472) the right of way is needed for the construction and maintenance of a retaining wall. The grade of I-64 and the proximity of travel lanes will not change. In the second area (properties 476-478) new right-of-way is needed for the McKnight Road exit ramp. Approximately one linear foot of new right-of-way fronting I-64 is needed from property 476; property 477 is a non-contributing resource; and new right-of-way will move approximately 12 feet closer to property 478. The exit ramp will move from below existing grade at property 476 to level with property grade at property 478. Plans originally called for the removal of properties 477 and 478, however, the

use of a retaining wall minimizes the effects of the project in this area. The new right-of-way will take approximately 0.1 acre from the edge of the historic district. The setting of the historic district will not change. The historic district is currently adjacent to I-64 with an exit ramp to McKnight Road. After the proposed project is constructed, the historic district will remain adjacent to I-64 with an exit ramp to McKnight Road. We believe our project will have no adverse effect on the characteristics that make the district eligible for listing on the NRHP.

Retaining walls have also been used to minimize or eliminate direct effects to the West Moor Park #2 Subdivision historic district and the St. Luke's Historic District. The elevation of I-64 near the Clayton Park Addition has been lowered to historic levels, putting the grade near the existing adjacent grade instead of elevated, as I-64 currently is. While this may increase the effects of noise it will remove a large non-historic feature from the edge of the district. The noise effects can be mitigated through the use of sound walls, if the residents want them.

The effectiveness of sound walls to minimize the secondary effects cannot be completely evaluated at this time, since exact locations and heights of sound walls are determined after the National Environmental Policy Act (NEPA) phase is completed, during detailed design of the improvements and in consultation with affected property owners. Further consultation regarding the effects of sound walls will be conducted at that time, in keeping with the provisions of the PA developed for the project and the NEPA environmental commitments.

During the effects consultation, MoDOT has also requested comments on proposed mitigation measures for the project from all the consulting parties. Richmond Heights proposed additional mitigation measures including copies of aerial photography, streetscape photographs of all properties impacted by the project (historic and non-historic), and the elimination of the Bellevue Avenue ramps. The City also requested a copy of the statement of need for the Bellevue Avenue ramps and asked for the development of a Memorandum of Agreement (MOA) between the City and MoDOT regarding the Bellevue Avenue ramps.

MoDOT is willing to include aerial photography in the mitigation for this project. The earliest aerial photography available within the corridor is from 1964, and MoDOT is willing to provide more recent coverage as well. Archival streetscape photographs that include historic properties that are being adversely affected, as well as surrounding non-historic properties will be provided as part of the mitigation with the negatives being archived at the SHPO as per standard practice for mitigation of MoDOT projects. Although not mitigation of the effects of the project on historic properties, MoDOT will provide representative color streetscapes showing non-historic properties, although not every building being impacted will be shown. Color photographs will be taken with either a digital camera or a 35-mm camera. If negatives are produced they will be archived at the SHPO as well.

The FHWA and MoDOT do not feel that a separate MOA for the Bellevue Avenue ramps is warranted, as consultation regarding the ramps is covered in the PA developed for this project. The PA includes all the cultural resources within the project. Similarly, a Statement of Need specific to the Bellevue Avenue ramps was not prepared, as it was covered in the Purpose and Need Sections of the NEPA documents. The Final Environmental Impact Statement will state that MoDOT is committed to examining ways to further reduce impacts.

If you have any questions regarding this project please contact Karen Daniels, MoDOT Architectural Historian at (573) 526-7346 or [karen.daniels@modot.mo.gov](mailto:karen.daniels@modot.mo.gov), or me at (573) 638-2620 or [peggy.casey@fhwa.dot.gov](mailto:peggy.casey@fhwa.dot.gov).

Sincerely,

~~Blair J. Casey~~

Peggy J. Casey, P.E.  
Environmental Projects Engineer

Enclosures

cc: MoDOT/Design/Cultural Resources/Mr. Robert Reeder  
DNR/Outreach/SHPO/Mr. Brant Vollman/Tracking No. 053-SLC-02  
City of Richmond Heights/Ms. Betty Humphrey  
St. Louis County/Parks Department/Mr. Esley Hamilton  
St. Louis City/Office of the Mayor/Ms. Kathy Hale  
City of Brentwood/Mr. Pat Kelly

pjc/djs



Preserving America's Heritage

December 17, 2004

Peggy J. Casey  
Environmental Projects Engineer  
Federal Highway Administration  
Missouri Division  
209 Adams Street  
Jefferson City, MI 65101

REF: *Request for ACHP Finding on Effects for I-64, St. Louis City and County, Missouri*  
(MoDOT Job Nos. J610978 and J611248).

Dear Ms. Casey:

We recently received your letter requesting our review of FHWA's findings regarding the effects of the referenced project on historic properties, as required by 36 CFR 800.5(c)(3) and the Programmatic Agreement (PA) executed in August 2004 for the I-64 project. We have reviewed the materials provided, as well as your submission of August 31, 2004 which included the original finding of effects for this undertaking. With the available documentation, we found it very difficult to relate the project plan and profile drawings to either the individual historic properties or the National Register eligible historic districts located in the area of potential effects. If you would like the ACHP's views on your finding of effect for all of these properties, you will need to provide us with maps or aerial photos showing the locations of all historic properties in the area of potential effect (APE) in relation to the proposed improvements.

We are, however, able to comment on the issues raised by the City of Richmond Heights. In its letter of October 28, 2004, Richmond Heights correctly points out that MoDOT's assessment of effects fails to consider the possibility that improvements to I-64 may affect the setting of the historic districts or that they may expose these properties to increased noise, fumes, and adverse visual impacts. The ACHP's regulations include among its examples of adverse effects the "introduction of visual, atmospheric or audible elements that diminish the integrity of the property's significant historic features" (36 CFR 800.5[b][2]). In order for FHWA to document that the effects of the undertaking on the Richmond Hills Historic District are not adverse, you will need to identify the characteristics of the district that qualify it for inclusion in the National Register, and document that the project will not "alter, directly or indirectly, any of the characteristics of the historic district that qualify it for inclusion in the National Register in a manner that would diminish the integrity of location, design, setting, materials, workmanship, feeling or association" (36 CFR 800.5[a][1]). With regard to visual, atmospheric and audible impacts, you may be able to draw on existing studies that were completed for the Draft Environmental Impact Statement (DEIS), but this information needs to be related to the historic properties in question.

ADVISORY COUNCIL ON HISTORIC PRESERVATION

1100 Pennsylvania Avenue NW, Suite 809 • Washington, DC 20004  
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If FHWA is not able to document that the proposed improvements will not alter characteristics of the Richmond Hills Historic District in a manner that diminishes their integrity, the effects of the undertaking on those historic properties should be considered adverse.

Thank you for requesting our views on this issue. Once we have received the requested documentation, we will be happy to expedite our review of your finding of effect. If you have any questions, please feel free to contact Carol Legard, FHWA Liaison at 303-969-5110 or via email at [clegard@achp.gov](mailto:clegard@achp.gov).

Sincerely,



D. L. Klipa

Director

Office of Federal Agency Programs



U.S. Department  
of Transportation  
**Federal Highway  
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Missouri Division

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Allen Masuda, Division Administrator

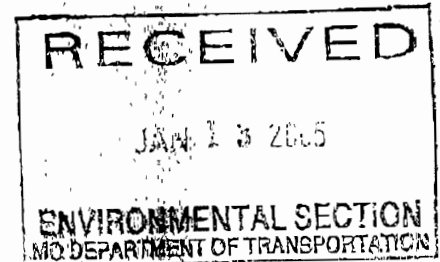


January 12, 2005

Mr. Don L. Klima, Director  
Office of Federal Agency Programs  
Advisory Council On Historic Preservation  
1100 Pennsylvania Avenue, NW  
Washington, D.C. 20004

Attn: Carole Legard

Subject: I-64, St. Louis City and County, Missouri  
MoDOT Job Nos. J6I0978 and J6I1248  
Request for Council Findings on Effect



Dear Mr. Klima:

Enclosed for your review is additional information on the effects of the above referenced project as requested in your December 17, 2004 letter. This information supplements the information we provided with our November 17, 2004 letter. Additional information includes aerial photographs with the proposed improvements laid over the aeriels and the corrected profiles of the project and the effects of the project on the setting of historic properties.

Since there is disagreement only about the effects of the project on historic properties within the City of Richmond Heights we are forwarding you additional information on those properties only. We request that you provide comments on those properties. We are forwarding copies of the additional information to each of the consulting parties, as required by the Programmatic Agreement for this project.

If you have any questions regarding this project please contact Karen Daniels, MoDOT Architectural Historian at (573) 526-7346 or karen.daniels@modot.mo.gov; or me at (573) 638-2620 or peggy.casey@fhwa.dot.gov.

Sincerely,

Peggy J. Casey, P.E.  
Environmental Projects Engineer

Enclosure

CC: MoDOT/Design/Cultural Resources/Robert Reeder  
DNR/Outreach/SHPO/Brant Vollman/Tracking No. 053-SLC-02  
City of Richmond Heights/Ms Betty Humphrey  
St. Louis County/Parks Department/Esley Hamilton  
City of Brentwood/Pat Kelly





Preserving America's Heritage

February 24, 2005

Peggy J. Casey  
Environmental Projects Engineer  
Federal Highway Administration  
Missouri Division  
209 Adams Street  
Jefferson City, MO 65101

RE: *Request for ACHP Comments on Findings of Effect for I-64 St. Louis City and County, Missouri, MoDOT Job Nos. J610978 and J611248.*

Dear Ms. Casey:

Thank you for your letter, dated January 12, 2004, providing us with additional information regarding FHWA's findings of effect for the referenced project. Compliance with Section 106 of the National Historic Preservation Act (NHPA) for this undertaking is guided by the Programmatic Agreement (PA) executed August 24, 2004 among the Missouri FHWA, Missouri State Historic Preservation Officer (SHPO), Missouri Department of Transportation (MoDOT) and the ACHP. In accordance with Stipulation V.A of that PA, you have requested our views regarding a dispute between FHWA and the City of Richmond Heights (City). The dispute revolves around two issues related to FHWA's finding of effect: (1) the effects of partial land takings on the *setting* of two individually eligible historic properties within Richmond Heights; and (2) whether the undertaking will result in the introduction of visual, atmospheric or audible elements that diminish the integrity of the historic properties' historic features. We have reviewed the information provided and offer the following views for your consideration.

FHWA has identified two historic properties in Richmond Heights that will be affected by partial takings: Property 283, a 1926 school building; and the Richmond Hills Historic District, platted in 1946. In its letter of October 28, 2004, the City expressed concern that in some instances, although the demolition of historic buildings will be avoided, the project will take land from within the boundaries of historic properties. From the City's perspective this taking will result in an adverse effect by changing the historic boundaries and the setting of the two historic properties and exposing them to increased noise, fumes, and adverse visual effects.

Documentation provided by FHWA reveals that the proximity of I-64 to historic properties will remain largely unchanged, and that the two property takings in question involve very small surface areas (40 square feet and .01 acre, respectively). In many locations, the I-64 corridor is, or will be, located well below the surrounding ground level. This and the construction of sound walls, if approved by a majority of property owners, will eliminate any project related increase in noise levels. Because of the measures MoDOT has taken to minimize, and in some cases reduce,

ADVISORY COUNCIL ON HISTORIC PRESERVATION

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the visual and atmospheric impacts of I-64, we agree with FHWA that the effects to the setting of historic properties will not be adverse. The relatively minor changes to the setting will not result in the introduction of visual, atmospheric or audible elements that diminish the integrity of the properties' setting. We also concur with FHWA that it is not likely that the taking of such small areas of land from within the boundary of these historic properties will adversely affect their setting. As noted by FHWA, property 283 and the Richmond Hills Historic District are already located within an urban environment in close proximity to an existing interstate highway. Proposed improvements to I-64 will not substantially change the character of this environment. The ACHP therefore concurs in your findings of effect for this undertaking.

Thank you for requesting our views regarding this dispute. If you have any questions regarding the above views, please feel free to contact Carol Legard, our FHWA Liaison, at 303-969-5110 or via email at [clegard@achp.gov](mailto:clegard@achp.gov).

Sincerely,



607 Don L. Klima  
Director

Office of Federal Agency Programs

Missouri Department of Natural Resources  
October 8, 1999

MoDOT  
June 13, 2000

Missouri Emergency Management Agency  
November 1, 2001

Missouri Department of Natural Resources  
November 28, 2001

MoDOT  
March 7, 2002

Missouri Department of Natural Resources  
January 23, 2003

Missouri Department of Natural Resources  
October 8, 2003

MoDOT  
April 30, 2004

MoDOT  
August 27, 2004

Missouri Department of Natural Resources  
October 25, 2004

MoDOT  
December, 2004

STATE OF MISSOURI  
DEPARTMENT OF NATURAL RESOURCES

Mel Carnahan, Governor • Stephen M. Mahood, Director

OFFICE OF THE DIRECTOR

P.O. Box 176 Jefferson City, MO 65102-0176

October 8, 1999

Missouri Department of Transportation  
Attn: Ms. Carole Hopkins  
515 East High Street  
P.O. Box 270  
Jefferson City, MO 65102

Subject: Preliminary Studies, Route I-64, St. Louis County, McCausland Avenue  
to Hampton Avenue, Job No. J610801B

Dear Ms. Hopkins:

Staffs of the Missouri Department of Natural Resources (DNR) have reviewed the environmental documents that will provide the basis for the preparation of a Draft Environmental Assessment (DEA) for the subject project. We appreciate very much the opportunity to comment at this time. We wish to offer the following comments to aid in the preparation of the DEA.

**Historic Sites/Cultural Resources**

Forest Park has been determined to be eligible for inclusion in the National Register of Historic Places (NRHP). We are concerned about the direct and indirect effects of the proposed project, including the taking of parkland and the associated visual intrusion and increased noise levels.

Is the park land that is being taken on the southwest corner of the park being mitigated by the restoration to park land in the area that will no longer be the northern part of the Hampton Avenue interchange?

The business and residential neighborhoods on either side of the proposed project have never been formally surveyed or evaluated for inclusion in the NRHP. We do know from staff familiarity with the general area that there is a high probability that individual properties and districts eligible for the NRHP within the area of potential effect and will be directly and indirectly effected by demolition, loss of historic space, visual intrusion and increased noise levels.



RECYCLED PAPER



Ms. Carole Hopkins

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October 8, 1999

Based on previous research in East St. Louis, Illinois, and the City of St. Louis, Missouri, and on the existence in 1904 of a prehistoric mound within Forest Park, there is a high probability for the survival of intact historic and prehistoric archaeological resources within the area of potential effect of this project. Direct impacts resulting from construction activities could destroy such resources.

### **Hazardous Waste Sites**

#### **Underground Storage Tanks**

The Hazardous Waste Management Program (HWMP) maintains a database of active underground storage tanks and release sites and requires notification of release, abatement and corrective action at release sites. The HWMP conducted a database search for all registered tank sites along the labeled streets and highways on the map provided. Enclosed, please find facility printouts from the database for all registered tank sites identified in this manner.

#### **Hazardous Waste Generators**

The HWMP maintains a database of registered Missouri hazardous waste generators. Missouri hazardous waste generators are required to report all hazardous waste they generate, and out-of-state generators are required to report all hazardous waste they dispose of in a Missouri disposal facility. Enclosed, please find a floppy disk containing a database file, which lists registered hazardous waste generators identified in the area.

#### **Superfund Sites**

The HWMP maintains a database of Superfund sites. These sites range from active sites undergoing characterization or remediation to closed sites where no further action is planned. The Superfund Section identified seven sites in the general area of the proposed project, including: Thompson Chemical Company/Superior Solvents, Union Electric – Mound St., St. Louis FMGP #3, St. Louis FMGP #11, Hamill Transfer, Hubert Wheeler State School, and Walter Wurdack, Inc. Enclosed, please find general information sheets for each of these sites.

#### **Voluntary Cleanup Sites**

The Voluntary Cleanup Section identified one site in the area of the project, the St. Louis Arena. Enclosed, please find a general information sheet for that site.

Ms. Carole Hopkins

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October 8, 1999

Because the project maps cover such a large area, and many streets were not labeled, the HWMP had some difficulty performing a focused search. Therefore, the project planners will need to determine whether these Tank sites, registered Missouri hazardous waste generators, Superfund sites and/or the Voluntary Cleanup site are located within the actual areas of concern. It is the recommendation of the HWMP that additional investigation of any sites or facilities identified within the area of concern be undertaken. The planners should review DNR files and EPA Region VII files as part of their investigation for additional information on facilities or sites named.

The Enforcement, Permits and Federal Facilities Sections' personnel checked active site lists. These Sections did not identify any other hazardous waste facilities or sites located in the area specified. However, we cannot guarantee that there are no facilities or sites in the area that may be subject to interest under an Environmental Impact Statement. Unreported facilities or contaminated sites, of which the HWMP is either not aware or with which the HWMP is not actively involved, may exist in this vicinity.

Further research may be pursued through the U.S. Environmental Protection Agency's (EPA) tracking record, Comprehensive Environmental Response, Compensation, and Liability Information System (CERCLIS), which lists all sites suspected of having had a release of a hazardous substance. To request information regarding the EPA's CERCLIS record, please contact Ms. Rowena Michaels, of the U.S. EPA Region VII, at (913) 551-7003.

If the planners wish to investigate a site beyond the scope of the information provided, our files are available for review. Additional information regarding complaints, spills and closed investigations may be contained in county general files. If you are interested in reviewing files, please make an appointment through our file manager at least seventy-two hours in advance. Our file manager may be reached at (573) 751-3176.

For additional information regarding Tanks sites, please contact Mr. Kenneth Purvis, of the Tanks Section. Please direct questions regarding registered Missouri hazardous waste generators to Mr. Scott Huckstep, of the Budget & Planning Section. Further questions regarding Voluntary Cleanup sites should be directed to Mr. Chris Cady, of the Voluntary Cleanup Section. Messrs. Purvis, Cady and Huckstep may be reached at (573) 751-3176. If you have further questions regarding Superfund sites, this project or comments from the HWMP, please contact Ms. Hannah Martin, of the Superfund Section, at (573) 751-8629.

Ms. Carole Hopkins  
Page 4  
October 8, 1999

The HWMP staff also checked active site lists. They did not identify any other hazardous waste facilities or sites located in the area specified. However, staff cannot guarantee that there are no facilities or sites in the area that may be subject to interest under a DEA. Unreported facilities or contaminated sites, of which the HWMP is either not aware or with which the HWMP is not actively involved, may exist in this vicinity.

## **Geology**

### **Bedrock Geology**

The bedrock for the area is Pennsylvanian Cherokee and Marmaton. These formations are largely limestone, sandstone, siltstone, and shale, with some clay and coal. The Marmaton, in general, has more limestone than the Cherokee. While the potential for karst and collapse is greater in the dominantly carbonate Mississippian formations in the area, there is minor potential for collapse in these formations. While there are no known faults cutting the area, it does not preclude the presence of faults.

### **Earthquake Hazards**

As noted above, it is difficult to determine if faults are present in the bedrock in the area. The site is in a region where a large earthquake in the New Madrid Seismic Zone could cause severe damage, especially to overpasses.

### **Abandoned Mines**

No abandoned mines are noted near the highway. However, the possibility exists for an unknown mine to be in the area.

## **Additional Concerns**

As we discussed, access issues are a concern with this project. We are pleased to hear these issues are a top priority, and that coordination on these issues with the public and local officials is ongoing. Thank you for conveying our concerns to the district office. I am restating our concerns here since they are unresolved at present.

We are concerned that the revised configuration facilitates through traffic at the expense of local access. It appears that westbound exits to and eastbound entrances from Skinker Boulevard and McCausland Avenue are eliminated with

Ms. Carole Hopkins  
Page 5  
October 8, 1999

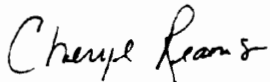
no other access being provided. Should the design be able to accommodate a westbound exit to Clayton Road and an eastbound entrance from Clayton Avenue that would continue to provide at least minimal local access? This might lessen, but not eliminate, the increased impairment of local traffic service.

In combination with the exit closures noted above, would the closure of the eastbound exit at Belleview Avenue hamper access to St. Mary's Hospital? Would the remaining eastbound exit at McCausland Avenue involve considerable delays in comparison to the Belleview exit? It is not clear how a westbound ambulance could get to this hospital after the Clayton Road exit is eliminated, as there appears to be no remaining exit in this entire segment west of Hampton Avenue.

Thank you again for the opportunity to comment. If you have questions regarding these comments, please do not hesitate to contact me at (573) 522-2400.

Sincerely,

DEPARTMENT OF NATURAL RESOURCES



Cheryl Reams  
Transportation Coordinator

c: Tom Lange, MDNR Office of the Director



*Missouri  
Department  
of Transportation*



Don Wichern, Acting District Engineer

*St. Louis Metro District  
1590 Woodlake Drive  
Chesterfield, MO 63017-5712  
(314) 340-4100  
Fax (314) 340-4119  
[www.modot.state.mo.us](http://www.modot.state.mo.us)  
Toll free 1-888 ASK MoDOT*

June 13, 2000

Michael W. Jones  
Deputy Mayor for Development  
Office of the Mayor, City of St. Louis  
City Hall, Room 200  
1200 Market Street  
St. Louis, Missouri 63103-2877

Dear Mr. Jones:

This letter is in response to the City of St. Louis' recommendations for MoDOT's I-64 reconstruction project. We truly appreciate the level of effort that the City and its major stakeholders have put into your recommendations.

I am very pleased to tell you that many of your recommendations are already part of our plan to rebuild the corridor. As you know, the main reason we are undertaking this monumental project, is because the corridor is rapidly deteriorating, and we need to replace it in order to maintain its important status as a major link through the region. While we are rebuilding, we have a very unique opportunity to improve on many aspects of the corridor, such as obtaining current standard clearance for all bridges going over I-64, redesigning the interchanges to better accommodate traffic, and enhancing the surrounding communities.

MoDOT, along with the Federal Highway Administration (FHWA), is committed to including a reasonable amount of architectural and landscaping enhancements on this project. Any enhancements above that amount will have to be funded by others. MoDOT and our consultant team, consisting of HNTB, HOK, and Via Partnership, will be working closely with each municipality and major stakeholder along the entire route, to design and construct the desired enhancements at each interchange area. We also plan to help the municipalities and major stakeholders make the most of every available funding opportunity.

I would like to go through each of your recommendations individually.

1. **Concern:** All bridges over I-40/64 should be fully pedestrian and bicycle compatible with sidewalks at least as wide as the connecting City sidewalks and with either dedicated bike lanes or extra wide exterior vehicular lanes.

**Comment:** *This is part of MoDOT's plan.*

2. **Concern:** All land returned to Forest Park should be done so in a meaningful state consistent with the Forest Park Master Plan complete with appropriate grading, lighting and landscaping.

**Comment:** *MoDOT will consider this; however, additional funding may be needed from others.*

3. **Concern:** For the entire project within the City of St. Louis, a City Advisory Committee (city residents, adjacent business owners, Forest Park and other institutions) should be established to provide input on aesthetic and other issues as they arise.

**Comment:** *This is part of MoDOT's plan.*

4. **Concern:** To ensure first class design, an artist(s) should be part of the design team.

**Comment:** *This is part of MoDOT's plan.*

5. **Concern:** The I-40/64 corridor should be designed as a parkway -- similar to the George Washington Parkway in VA.

**Comment:** *The parkway idea was presented by HNTB for the City area, and we are considering it; however, more Forest Park would be needed for this option. We are talking with FHWA as to the feasibility of doing this.*

6. **Concern:** The I-40/64 corridor should be designed for easy cleanup and maintenance. Frequent and routine maintenance should occur.

**Comment:** *This is part of MoDOT's plan. However, we may need assistance from others to maintain.*

7. **Concern:** Bridge designs (lighting, rails, finish) must be compatible with the scale and density of the park (e.g., 141 & Manchester).

**Comment:** *MoDOT is planning to spend a certain amount on aesthetics. However, we may need additional funding from others to pay for more elaborate designs.*

8. **Concern:** Fencing along I-40/64 should be compatible with the aesthetics of the park.

**Comment:** *Again, MoDOT is planning to spend a certain amount on aesthetics. However, we may need additional funding from others to pay for more elaborate designs.*

9. **Concern:** For all bridge crossings into Forest Park, the dual path system should go under the intersections in order to separate vehicular and pedestrian users.

**Comment:** *MoDOT will consider this. However, we may need additional funding from others to pay for more elaborate designs.*

10. **Concern:** New bridges and sidewalks should provide pedestrian and bicycle connections to the dual path system.

**Comment:** *MoDOT will consider this. Please keep in mind that any work MoDOT does in Forest Park will need to be included in the Environmental Assessment for the Forest Park area, and will have to be approved by the FHWA.*

11. **Concern:** Look at future connections to the new River Des Peres Greenway System.

**Comment:** *We would like more explanation as to what this is.*

12. **Concern:** To maximize the City's competitiveness, at least 16.5 foot bridge clearances should be provided.

**Comment:** *This is part of MoDOT's plan. We will make every reasonable effort to achieve this..*

13. **Concern:** To maximize the public's investment, the design life cycle should be extended to 75 years using better materials (i.e., granite curbing and road sealers).

**Comment:** *MoDOT will consider this. We plan to look at life cycle costs of different options, and choose the best overall value. We may need additional*

Michael W. Jones

June 13, 2000

Page 4

*funding from others to pay for more elaborate materials than what is cost effective.*

14. **Concern:** Road surface reconstruction should include replacement of underground utilities, as well as accommodate for currently aboveground utilities. Empty conduit should be placed along/under the roadbed and bridges to accommodate future fiber connectivity.

**Comment:** *We need more clarification - MoDOT will follow our normal utility relocation policy.*

We look forward to working with you as we begin our public involvement process to come up with our preliminary design for the corridor.

Sincerely,

Lesley Solinger Hoffarth, P.E.  
Transportation Project Manager

LSH/js-pm6

copies:      The Honorable Derio Gambaro  
                 Mark Grossenbacher-ae6  
                 Don Wichern-ao6  
                 Greg Horn-ao6



Bob Holden  
Governor

STATE OF MISSOURI

Jerry B. Uhlmann  
Director



## EMERGENCY MANAGEMENT AGENCY

DEPARTMENT OF PUBLIC SAFETY  
OFFICE OF THE ADJUTANT GENERAL

P.O. Box 116, Jefferson City, Missouri 65102  
Phone: 573/526-9100 Fax: 573/634-7966  
E-mail: mosema@mail.state.mo.us



November 1, 2001

Mr. Clyde Prem  
HNTB Corporation  
715 Kirk Drive  
Kansas City, MO 64105

**Re: Comments for the Preparation of the EIS for the I-64 Greenway, Thruway, and Parkway Study Areas in St. Louis County and City, Missouri. Job Numbers J6I0978 and J6I1248**

Dear Mr. Prem:

We very much appreciate your notice for comments for the Environmental Impact Statement (EIS) for the proposed I-64 Greenway, Thruway, and Parkway projects in both the City of St. Louis and St. Louis County, Missouri. Please accept this letter as comment for the EIS, as requested in the letter, sent by Mr. Dave Nichols, Director of Project Development, Missouri Department of Transportation.

The State of Missouri is a participant in the National Flood Insurance Program (NFIP). Any development associated with this project located within a Special Flood Hazard Area (SFHA), as identified by the Federal Emergency Management Agency (FEMA), must meet the requirements of the State of Missouri Executive Order 98-03. This would require obtaining a floodplain development permit for the proposed project. This permit must be obtained prior to the commencement of any construction/development activities. This permit would be obtained from this agency.

If the proposed development is located within a regulatory floodway, a "No-Rise" certificate and statement as to the effects of possible flooding, is required before the development can be permitted. This analysis must be performed by a licensed engineer and to current FEMA mapping standards.

If you have any questions concerning this letter, or the requirements of Executive Order 98-03, please feel free to give me a call at (573) 526-9119.

Sincerely,

A handwritten signature in black ink, appearing to read "L. Scott Samuels".

L. Scott Samuels, P.E.  
Floodplain Management Engineer

cc: Kay Carder, Mitigation Specialist, FEMA R-VII  
Dave Nichols, Missouri Department of Transportation  
Ron Brendel, P.E., Floodplain Administrator, City of St. Louis  
J. Michael Dooley, Floodplain Administrator, St. Louis County  
St. Louis City Community File  
St. Louis County Community File  
MoDOT File

STATE OF MISSOURI  
DEPARTMENT OF NATURAL RESOURCES

Bob Holden, Governor • Stephen M. Mahfood, Director

OFFICE OF THE DIRECTOR

P.O. Box 176 Jefferson City, MO 65102-0176

November 28, 2001

Mr. Clyde Prem  
HNTB Corporation  
715 Kirk Drive  
Kansas City, MO 64105

Re: Environmental Coordination, Interstate 64 & Route 40, St. Louis County and City, West of Spode Road to West of Sarah including I-170 from South of Brentwood to I-64, Job Nos. J6I0978 and J6I1248

Dear Mr. Prem:

Thank you for the opportunity to comment on the above referenced proposed project. Following review of our files, the Department of Natural Resources has the following comments. Please refer to our comments dated October 8, 1999 on this project for comments on geology (attached), as these remain unchanged. The 1999 comments also included concerns regarding local access, many of which may have already been addressed as planning for this project has proceeded.

Water Resources

The current highway crosses Deer Creek in two places, and three intermittent tributaries to Deer Creek. No 303(d) listed streams occur in project corridor. Possible impacts to these streams should be evaluated as the Environmental Impact Statement is developed.

In general, concrete lined ditches that discharge stormwater directly into streams can cause erosion within those streams, as well as conveying pollutants directly into those waters. Native (preferably woody) vegetation should be planted along the portions of the roadway that remains undeveloped to mitigate for the increased runoff from impermeable road surfaces. This would be in keeping with Executive Order 13112, which directs agencies to prevent the introduction of invasive species (such as the typical mix of cool-season grasses along highway right-of-ways). Facilities to moderate the flow of stormwater should also be integral parts of highway construction. Stormwater retention and detention can trap sediment and other contaminants while reducing the erosive storm surges that damage streams below the construction areas and completed impervious surfaces.



RECYCLED PAPER

Bridges are generally preferable to culverts because they tend to minimize environmental impacts. Bridges reduce the amount of stream channelization that may be necessary, are less prone to debris clogging, and allow for the natural vegetation and substrate to remain in place. In general, culverts should be designed so that they do not alter the low-flow characteristics of the stream. Culvert designs that allow the natural substrate to remain in place (e.g., arches instead of box designs) are preferable. Efforts should be made to use bio-engineered structures when constructing stream crossings, such as incorporating native vegetation into bank stabilization areas. This tends to preserve the connectedness of the riparian corridor and water quality is protected through shading, interception of runoff, etc. Grade controls may be necessary to prevent any headcuts or channel incisions that may occur from this project.

### Cultural Resources

A review of the records in the Cultural Resources Inventory has indicated that the areas along the project corridor through St. Louis County and the City of St. Louis have not been intensively surveyed. However, there are significant as-yet unidentified properties, historic and historic architectural properties, both individual and districts, that this project could have a direct or indirect effect. Forest Park, on the north edge of the corridor, has been determined eligible for inclusion in the National Register of Historic Places, and individual buildings in the Park, such as the Jewel Box and the Forest Park Headquarters Buildings, have been listed in the National Register.

Archaeological sites are not currently recorded within the project corridor, but we do know that prehistoric mounds were located in Forest Park up until the time of the 1904 World's Fair. Elsewhere in the City, such as at Union Station and the new Federal Courthouse, historic archaeological sites were encountered with a relatively good degree of integrity. We believe that there is a moderate to high potential for the occurrence of both historic and prehistoric archaeological sites near and within the corridor.

If you have any questions regarding cultural resources, please write or call Lee Gilleard at 573/751-5367 or Judith Deel at 573/751-7862. Please be sure to include the log number (009-SL-02) in all future correspondence or inquiries relating to this project.

### Recreational Resources

As described in the information provided, the project does not directly effect any lands under the jurisdiction of the department's Division of State Parks. The project limits are as close as five miles away from Scott Joplin State Historic Site and approximately fifteen miles away from Route 66 State Park.

Due to the proximity of the proposed project to the site and park, adequate signage concerning the dates and duration of possible road closures should be provided along Interstate 64 / Route 40 to ensure that park visitors (and others) are not adversely effected by the proposed improvements.

### Hazardous Wastes

The department's Hazardous Waste Program reviewed their files and has provided the following comments. The Superfund Section found six facilities in the vicinity of the I-64 Project Area. Please refer to the attached list for names and addresses. Three are active sites. None are

listed on the *Registry of Confirmed Abandoned or Uncontrolled Hazardous Waste Disposal Sites in Missouri*.

The Tanks Section maintains a database of active underground storage tanks and release sites. Tanks requires notification of release, abatement and corrective action at tank release sites. A database search found 26 locations for registered tank sites in the area of the project. Unknown sites may also exist in the area. A list of all sites is attached.

The Budget and Planning Section maintains a database of registered Missouri hazardous waste generators. Missouri hazardous waste generators are required to report all hazardous waste they generate. A database search was conducted for generators in the area of the project. There are 46 sites in the area that are currently registered or that have been in the past. A list of these sites is attached.

The Federal Facilities Section identified one site that would be involved in the study area. It is associated with Parkway Area on the north side of Hwy. 64 in Forest Park. This section is working with the Army Corps of Engineers to address potential unexploded ordnance that may be found as a result of excavations in the park. A fact sheet on the site is attached.

The project planners will need to determine whether the Federal Facilities site, Tank sites, Hazardous Waste generator sites, and Superfund sites are located within the actual areas of concern. The hazardous waste program recommends that additional investigation of any sites or facilities identified within the area of concern be undertaken. The planners should review the department's files and the Environmental Protection Agency (EPA) Region VII files as part of their investigation for additional information on facilities or sites named.

The Permits, Voluntary Cleanup and Enforcement Sections did not identify any hazardous waste facilities or sites in the area and had no comment on the proposal.

There may be other facilities or sites in the area. As you know, it is possible that unreported facilities or contaminated sites, of which the program is either not aware or with which they are not actively involved, may exist in this vicinity.

Further research may be pursued through the EPA's tracking record, Comprehensive Environmental Response, Compensation, and Liability Information System (CERCLIS), which lists all sites suspected of having had a release of a hazardous substance. To request information regarding the EPA's CERCLIS record, please contact Karen Flournoy of the U.S. EPA Region VII at (913) 551-7003.

The program's paper files regarding complaints, spills, and closed investigations are available in person by appointment through our file manager, Rhonda Loveall. She may be reached at 751-3176.

Any waste or debris produced or encountered during construction should be properly characterized, managed, and disposed of during the construction process. In the event that waste suspected to be hazardous is encountered, construction activities should be stopped, and the program should be notified.

For information about actions under the Federal Facilities Section, contact Reuben Zamarripa at 751-7757. For additional information regarding tank sites, please contact Ken Purvis of the



Page 4

Tanks Section at 751-6822. Please direct questions regarding registered Missouri hazardous waste generators to Tina Ruble of the Budget and Planning Section at 751-3176. If you have further questions regarding Superfund sites, this project, or comments from the program, please contact Linda Vogt of the Superfund Section at 751-8629.

We appreciate being provided the opportunity to comment on this proposed project. Please contact me if you have any questions about our comments at (573) 522-2401.

Thank you.

Sincerely,

DEPARTMENT OF NATURAL RESOURCES

A handwritten signature in cursive script, appearing to read "Jane Beetem".

Jane Beetem  
Office of the Director

JRB

Enclosures: as stated

Missouri  
Department  
of Transportation



Henry Hungerbeeler, Director

105 West Capitol Avenue  
P.O. Box 270  
Jefferson City, MO 65102  
(573) 751-2551  
Fax (573) 751-6555  
[www.modot.state.mo.us](http://www.modot.state.mo.us)

March 7, 2002

RECEIVED

Mr. Tim Flagler, Environmental Planner  
HNTB Corporation  
715 Kirk Drive  
Kansas City, MO 64105

MAR 11 2002  
HNTB-KCMO

Dear Mr. Flagler:

Subject: Design - Environmental Section, Route I-64, St. Louis City-St. Louis County,  
Job No.: J6I0978, Heritage Database Review

I have reviewed the Missouri Department of Conservation (MDC) Heritage Database Information and it did not reveal any federally listed species or natural features within the project area for the above referenced project. However, I still have two concerns regarding sensitive species:

- 1) Numerous peregrine falcon (*Falco peregrinus*) nest sites have been recorded in the downtown St. Louis area. One of these appears to be in the project corridor, or very close to it. This species is no longer federally listed under the Endangered Species Act, but it is state listed as endangered and protected under other federal regulations. Therefore, if this project impacts any tall buildings we need to consult with MDC and the U.S. Fish and Wildlife Service (FWS).
- 2) This project occurs within the range of potential summer habitat for the federally endangered Indiana bat (*Myotis sodalis*). Therefore, if suitable roost trees (trees > 9" diameter at breast height with loose bark attached) are to be removed, they must be removed between Oct. 1 and March 30 and we must consult with the FWS to assure that there will not be any adverse impacts to the species. If it is not feasible to remove trees during this time, we must conduct surveys to determine if there are any roost sites and we must conduct further consultation with the FWS.

If you have any questions please call me at (573-526-6678).

Sincerely,

Alan W. Leary  
Biological Specialist

SW

STATE OF MISSOURI  
DEPARTMENT OF NATURAL RESOURCES

Bob Holden, Governor • Stephen M. Mahfood, Director

www.dnr.state.mo.us

January 23, 2003

Ms. Diane Hackmeyer  
State Design Engineer  
Missouri Department of Transportation  
P.O. Box 270  
Jefferson City, Missouri 65102

RE: Project number: 053-SLC-02, Job No. J610978, I-64 Project, St. Louis City and St. Louis County, Missouri (FHWA)

Dear Ms. Hackmeyer:

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

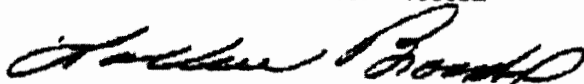
After reviewing the report, we find it to be adequate. We concur with the determinations of eligibility as listed in Tables A and B, except for the Bennett Street properties (see below). Additionally, we concur that bridge number K468 (not included in the table) is also eligible for listing on the National Register of Historic Places. In addition we also concur with that there will be an adverse effect on the National Register of Historic Places eligible buildings, bridges, including bridge number K468, and districts as listed on Tables A and B in the comments section of the tables. We also concur that there will be no adverse effect on the remaining eligible properties listed on Tables A and B. We look forward to the preparation of a Memorandum of Agreement (MOA) that outlines the steps needed to mitigate the adverse effect.

In addition, we also concur that the remaining buildings, including the Bennett Street properties, and bridges are not eligible for listing on the National Register of Historic Places.

If you have any questions, please write Missouri Department of Natural Resources, State Historic Preservation Office, Attn: Review and Compliance, P.O. Box 176, Jefferson City, Missouri 65102, or call Allison Dabbert at (573) 751-7958. Please be sure to include the SHPO Project Number (053-SLC-02) on all future correspondence relating to this project.

Sincerely,

STATE HISTORIC PRESERVATION OFFICE



LaVerne Brondel  
Deputy State Historic Preservation Officer

LB:ad

c: Kate Shea  
Don Neumann  
Kathy Harvey  
Bob Reeder  
Karen Daniels

Enclosure: St. Louis I-64 NRHP Eligible Properties

*Integrity and excellence in all we do*



St. Louis I-64 NRHP Eligible Properties  
Determined after Consultation Meeting on October 21, 2002

**Table A: Individual Properties:**

Property Number	Criteria	Areas of Significance	Comments
20	C	Architecture	
21	C	Architecture	
27	C	Architecture	
28	C	Architecture	
29	A & C	Social History (church) Architecture	Previously identified
58	A		
59	A		
64A	A & C	Education Architecture	
65	A & C	Education Architecture	Planetarium previously determined eligible
73	C	Architecture	Previously determined eligible
92	A & C	Education Architecture	
100	C	Architecture	
<b>156</b>	<b>C</b>	<b>Architecture</b>	<b>Adverse Effect</b>
164	A & C	Architecture	
165	C	Architecture	
<b>172</b>	<b>C</b>	<b>Architecture</b>	<b>Adverse Effect</b>
173	C	Architecture	
<b>178</b>	<b>C</b>	<b>Architecture</b>	<b>Adverse Effect</b>
<b>179</b>	<b>C</b>	<b>Architecture</b>	<b>Adverse Effect</b>
<b>195</b>	<b>C</b>	<b>Architecture</b>	<b>Adverse Effect</b>
206	A & C	Government Architecture	
212	C	Architecture	
283	C	Architecture	
484	C	Architecture	
489	C	Architecture	
499	C	Architecture	
503	C	Architecture	
530	C	Architecture	
609A	C	Architecture	
623	C	Architecture	
<b>K861R</b>	<b>C</b>	<b>Engineering</b>	<b>Adverse Effect</b>
<b>K854R</b>	<b>C</b>	<b>Engineering</b>	<b>Adverse Effect</b>
<b>K600R2</b>	<b>C</b>	<b>Engineering</b>	<b>Adverse Effect</b>
<b>K601R</b>	<b>C</b>	<b>Engineering</b>	<b>Adverse Effect</b>



**Table B: Historic Districts:**

District Name	Property Numbers*	Criteria & Areas of Significance	Boundary	Comments
Forest Park		A & C Recreation Architecture	Kingshighway, Lindell, Skinker, I-64	
Oakview Terrace Subdivision	243-253	C Architecture		
Westmoor Park Subdivision (includes Little Flower Church complex)	255-260 278-281	A & C Architecture, Social History, Community Development	Roughly bounded by rear property line of Moorlands Dr on the east, I-64 on south, rear property lines of Arch Terrace on west, undetermined north boundary	
Hampton Park Subdivision	303-306	C Architecture		
Lake Forest Subdivision	307-309	C Architecture		
<b>Hi-Pointe</b>	<b>127-148</b>	<b>C Architecture</b>	<b>Roughly bounded by McCausland, I-64, Yale and undetermined north boundary</b>	<b>Adverse effect, the three buildings being taken (132, 133 and 134) are contributing resources</b>
<b>Lavinia Garden</b>	<b>397-403, 401A</b>	<b>C Architecture</b>	<b>Buildings on Antler and McMorro East of I-170</b>	<b>Adverse effect, taking 8 of 19 buildings</b>
York Village	493-495	C Architecture		Includes tower, rock wall, three buildings (one not surveyed)
<b>Bennett Street</b>	<b>M298-M301</b>	<b>A Social History</b>		If oral traditions can be documented & supported would be eligible; if eligible would be <b>Adverse Effect taking 2-3 buildings</b>

Properties where recommendations were not concurred with:

Property Number	Conclusion
189	Vinyl siding and altered porch compromised integrity
64C Barnes Jewish Complex	Individual buildings might be eligible, but there are too many non-contributing resources to make a district
83 Forest Park Hospital	Too many modern alterations

STATE OF MISSOURI  
DEPARTMENT OF NATURAL RESOURCES

Bob Holden, Governor • Stephen M. Mahfood, Director

www.dnr.state.mo.us

October 8, 2003

Ms. Diane Heckemeyer  
State Design Engineer  
Missouri Department of Transportation  
P.O. Box 270  
Jefferson City, Missouri 65102



RE: Project No.: 053-SLC-02, Job No. J610978, I-64 Project, St. Louis City and St. Louis County, Missouri (FHWA)

Dear Ms. Heckemeyer:

On August 18, 2003, the City of Richmond Heights submitted additional information on the above referenced project for our review pursuant to Section 106 of the National Historic Preservation Act (P.L. 89-665, as amended) and the Advisory Council on Historic Preservation's regulation 36 CFR Part 800, which requires identification and evaluation of cultural resources. We met with representatives of FHWA, MoDOT's cultural resource staff and consultants, the City of Richmond Heights and its consultant Ruth Nichols, the Cultural Resource Office for the City of St. Louis, Esley Hamilton of the St. Louis County Parks and Recreation Department, and other interested parties on September 3, 2003 to discuss the outcomes of the survey performed by Ruth Nichols and design changes made by MoDOT.

After reviewing the additional information, we have the following recommendations in addition to the properties previously determined eligible:

- **Richmond Hills:** based on the information provided, it is our opinion that the Richmond Hills district is not eligible for listing on the National Register of Historic Places as a historic district.
- **Hanley Downs:** based on the information provided, it is our opinion that the Hanley Downs district is not eligible for listing on the National Register of Historic Places as a historic district.
- **Clayton Park Addition:** we concur with Richmond Height's consultant that, the Clayton Park Addition, also known as Bennett Avenue is eligible for listing in the National Register of Historic Places as a historic district under criteria G and A for its development as an African American neighborhood.
- **Little Flower:** although we concur that the Little Flower Historic District may have boundaries that extend beyond what was recommended by MoDOT, it is our opinion that MoDOT has correctly identified the eligible buildings of the Little Flower Historic District that are within the area of potential effect and further boundary recommendations are not necessary for this project.
- **Lovella:** we concur with the boundaries recommended by MoDOT for the Lovella Avenue Historic District and it is our opinion that 1319 Woodland Avenue and 1323 Woodland Avenue are not eligible for listing in the National Register of Historic Places as contributing buildings to the Lovella Avenue Historic District because they are multiple family apartment buildings and the Lovella Avenue District consists of single family homes.



*Integrity and excellence in everything we do*



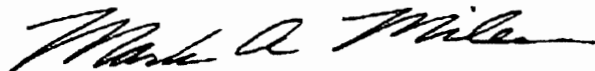
- **Bellevue Avenue:** it is our opinion that, with further research an eligible district may be identified in the Bellevue Avenue neighborhood. Based on the information provided, however, it is our opinion that 7236 and 7238 West Park Avenue, 1222/1228 and 1221 Bellevue Avenue, 1218 Sunset Avenue, 1282/1288 and 1290/1296 Hawthorne Place, 1243 and 1247 Highland Terrace, and 7416, 7418, 7422, 7428, 7432, 7436, 7456, and 7460 Warner Avenue are not eligible for listing on the National Register of Historic Places either individually or as a historic district.
- **Nashville Avenue:** based on the information provided, it is our opinion that the Nashville Avenue district is not eligible for listing on the National Register of Historic Places as a historic district.
- **St. Luke's:** it is our opinion that, although there may be a historic district around St. Luke's Church, the boundaries would not extend to include 1345 Bellevue Avenue because of its noncontiguous location. It is our opinion that 1345 Bellevue Avenue is not eligible for the National Register of Historic Places either individually or as a contributing building to a historic district around St. Luke's Church.

Due to changes in the project design, we are unable to comment at this time on any effects this project will have on any National Register of Historic Places eligible properties. Please submit the new project plans and any changes to the proposed area of potential effect to our office. When we receive the necessary information we can complete review of this project.

If you have any questions please write Missouri Department of Natural Resources, State Historic Preservation Office, Attn: Review and Compliance, P.O. Box 176, Jefferson City, Missouri 65102, or call Alison Dubbert at (573) 751-7958. Please be sure to include the SHPO Project Number (053-SLC-02) on all future correspondence relating to this project. If the information is provided via telephone call, please follow up in writing for our files.

Sincerely,

STATE HISTORIC PRESERVATION OFFICE

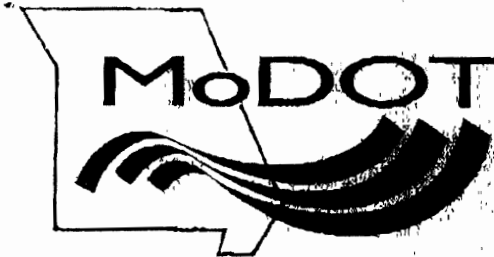


Mark A. Miles  
Director and Deputy State  
Historic Preservation Officer

MAM:ad

c: Don Neumann  
Kathy Harvey  
Bob Reeder  
Jane Beetem  
Karen Daniels  
Kris Zapalac  
Ruth Nichols  
City of Richmond Heights

Missouri  
Department  
of Transportation



Dave Snider, P.E., Interim Director

601 West Main Street  
P.O. Box 270  
Jefferson City, MO 65102  
(573) 751-3597  
Fax (573) 526-1300  
[www.modot.state.mo.us](http://www.modot.state.mo.us)

April 30, 2004

The Honorable Betty Humphrey  
City of Richmond Heights  
1330 Big Bend Blvd.  
Richmond Heights, MO 63117

Dear Mayor Humphrey:

Subject: Design  
Route I-64, St. Louis City and County  
Job Nos. J6I0978 and J6I1248  
I-64 from west of Spodee Road in St. Louis County to west of Sarah Street in the  
City of St. Louis  
Consultation regarding effects of the project on historic resources

This letter is to let you know that the Missouri Department of Transportation (MoDOT) is postponing the meeting scheduled for Thursday, May 6, 2004. At this meeting we were going to discuss the results of the determination of eligibility made by the Keeper of the National Register of Historic Places (Keeper) for districts identified for the City by Ruth Nichols. The Keeper response indicates that they have insufficient information on five areas to make a determination of eligibility for listing on the National Register of Historic Places (NRHP).

MoDOT intends to submit additional information to the Keeper on the Lake Forest Subdivision and the Hampton Park Subdivision to support our recommendations on their eligibility for listing on the NRHP. We also intend to submit information on Richmond Hills, Bellevue Avenue and St. Luke's to support our recommendations that the properties within our area of potential effects are not eligible for listing on the NRHP.

We will be asking the Federal Highway Administration (FHWA) to submit this information to the Keeper on May 17. If you have any additional information you want forwarded to the Keeper to support the eligibility of these resources please submit your information to FHWA by the same date. We will supply the City with a copy of the information being forwarded to the Keeper at that time.



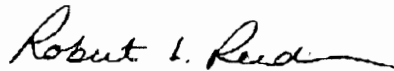
The Honorable Betty Humphrey

Page 2

April 30, 2004

If you have any questions please contact Karen Daniels, MoDOT Architectural Historian at 573.526.7346 or by e-mail at Karen.Daniels@modot.mo.gov.

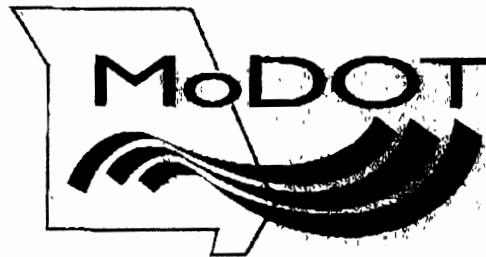
Sincerely,



Robert L. Reeder  
Historic Preservation Coordinator

Copies: Steven Mahfood-MDNR  
Mr. Ed Hassinger-Gao  
Ms. Kathy Harvey-de  
Mr. Mark Kross-de  
Ms. Peggy Casey-FHWA  
Mr. Esley Hamilton-St. Louis County Parks

Missouri  
Department  
of Transportation



Dave Snider, P.E., Interim Director

601 West Main Street  
P.O. Box 270  
Jefferson City, MO 65102  
(573) 751-3597  
Fax (573) 526-1300  
[www.modot.state.mo.us](http://www.modot.state.mo.us)

August 27, 2004

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

Dear Mr. Miles:

Subject: Design  
Route I-64, St. Louis City and County  
Job Nos. J6I0978 and J6I1248, SHPO Project No. 053-SLC-02  
From west of Spodee Road in St. Louis County to west of Sarah Street in the City  
of St. Louis  
Effects Assessment Information

Attached are project schematics for the above referenced project showing historic properties and impacts, as well as a narrative with the Missouri Department of Transportation (MoDOT)'s recommendations of effect of the project on the historic resources.

The properties shown on the schematics reflect the consultations with the consulting parties and with the Keeper of the National Register of Historic Places (NRHP). MoDOT has previously consulted with the City of St. Louis and the City of Brentwood regarding effects in their communities. Plans have not changed in those areas since that consultation. Effects in Richmond Heights have changed and MoDOT will be meeting with representatives of the City of Richmond Heights and St. Louis County, as well as State Historic Preservation Office staff at a meeting on August 27, 2004 to discuss the project, and initiate consultation regarding effects. Since the Advisory Council on Historic Preservation (ACHP) is a consulting party for this project, a copy of the information is being forwarded to the Federal Highway Administration to be forwarded to the Council.

MoDOT is recommending that the project will have an adverse effect on four NRHP eligible bridges, five individually NRHP eligible buildings and one NRHP eligible historic district. MoDOT recommends that the project will have no adverse effect on the remaining properties. The effects are summarized in Tables 2 and 3 of the accompanying information.

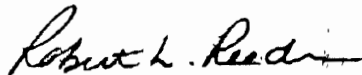
In addition, MoDOT is initiating consultation regarding mitigation measures for the bridges, buildings and historic district. The proposed mitigation measures are in the accompanying documentation. The views of the consulting parties is being sought concurrent with the effects consultation.

Mr. Mark Miles  
Page 2  
August 27, 2004

A Programmatic Agreement has been sent to the ACHP for signature, so a Memorandum of Agreement will not be prepared for this project. Additional consultation regarding archaeological resources will be conducted closer to the construction date of the project.

Should you or any of your staff have any questions, please contact Karen Daniels, MoDOT Architectural Historian, at 573.526.7346 or by e-mail at [Karen.Daniels@modot.mo.gov](mailto:Karen.Daniels@modot.mo.gov).

Sincerely,



Robert L. Reeder  
Historic Preservation Coordinator

kd

#### Attachments

Copies: Mr. Steve Mahfood-MDNR  
Mr. Ed Hassinger-6ao  
Mr. Jeff Leftwich-de  
Ms. Betty Humphrey-City of Richmond Heights (w/attachments)  
Mr. Esley Hamilton-St. Louis County (w/attachments)  
Ms. Peggy Casey-FHWA (w/attachments)

STATE OF MISSOURI  
DEPARTMENT OF NATURAL RESOURCES

Bob Holden, Governor • Stephen M. Mahfood, Director

October 25, 2004

www.dnr.mo.gov

Dr. Robert Reeder  
Missouri Department of Transportation  
P.O. Box 270  
Jefferson City, Missouri 65102

RE: Project number: **053-SLC-02**, Proposed effects assessment, Job Nos. J6I0978 and J6I1248, I-64, St. Louis and St. Louis County, Missouri (FHWA)

Dear Dr. Reeder:

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

Staff of the State Historic Preservation Office have reviewed the effects assessment for the proposed I-64 project in St. Louis City and St. Louis County. Based on the information provided, and in accordance with the Advisory Council on Historic Preservation's regulation Protection of Historic Properties (36 CFR Part 800), Section 800.5, we concur that the proposed project will have an **adverse effect** on property numbers 156, 172, 178, 179, and 195, bridges K601R, K600R, K854R, and K861R, and the Lavinia Gardens Historic District. We also concur that the project will have no adverse effect on the remaining National Register of Historic Places eligible and listed properties. We recommend the preparation of a Memorandum of Agreement (MOA) that outlines the steps needed to mitigate the adverse effect and we concur with the mitigation proposed in the effects assessment.

In accordance with Section 800.6(a)(1), FHWA shall forward the necessary adequate documentation to the Executive Director, Advisory Council on Historic Preservation, the Old Post Office Building, 1100 Pennsylvania Avenue NW, #809, Washington, D.C. 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 Missouri Department of Natural Resources, State Historic Preservation Office, Attn: Review and Compliance, P.O. Box 176, Jefferson City, Missouri 65102, or call Alison Dubbert at (573) 751-7958. Please be sure to include the **SHPO Project Number (053-SLC-02)** on all future correspondence relating to this project. If the information is provided via telephone call, please follow up in writing for our files.

Sincerely,

STATE HISTORIC PRESERVATION OFFICE



Mark A. Miles  
Director and Deputy State  
Historic Preservation Officer

MAM:ad

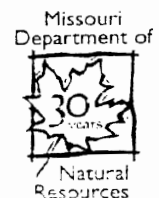
C: Don Neumann  
Karen Daniels  
Jane Beetem  
Kate Shea



*Integrity and excellence in all we do*



Recycled Paper







## Memo to File

### Review of 6/13/00 Letter to St. Louis City

December 2004

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1. **Concern:** All bridges over I-40/64 should be fully pedestrian and bicycle compatible with sidewalks at least as wide as the connecting City sidewalks and with either dedicated bike lanes or extra wide exterior vehicular lanes.

**Comment:** *This is part of MoDOT's plan.*

**2004 Comment:** *Included in preferred alternative*

2. **Concern:** All land returned to Forest Park should be done so in a meaningful state consistent with the Forest Park Master Plan complete with appropriate grading, lighting and landscaping.

**Comment:** *MoDOT will consider this; however, additional funding may be needed from others.*

**2004 Comment:** *Included in preferred alternative*

3. **Concern:** For the entire project within the City of St. Louis, a City Advisory Committee (city residents, adjacent business owners, Forest Park and other institutions) should be established to provide input on aesthetic and other issues as they arise.

**Comment:** *This is part of MoDOT's plan.*

**2004 Comment:** *MoDOT formed the Parkway Subcommittee to help develop recommendations in the city. MoDOT also formed a stakeholders committee to work specifically in the Forest Park area.*

4. **Concern:** To ensure first class design, an artist(s) should be part of the design team.

**Comment:** *This is part of MoDOT's plan.*

**2004 Comment:** *MoDOT formed the Aesthetic Advisory Committee, including a local artist and a national artist, to develop the theme for the corridor. This aesthetic theme is included in preferred alternative.*





## Memo to File

### Review of 6/13/00 Letter to St. Louis City

December 2004

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5. **Concern:** The I-40/64 corridor should be designed as a parkway -- similar to the George Washington Parkway in VA.

**Comment:** *The Parkway idea was presented by HNTB for the City area, and we are considering it; however, more Forest Park would be needed for this option. We are talking with FHWA as to the feasibility of doing this.*

**2004 Comment:** *This idea was explored, but not included in the preferred alternative due to the amount of property needed.*

6. **Concern:** The I-40/64 corridor should be designed for easy clean-up and maintenance. Frequent and routine maintenance should occur.

**Comment:** *This is part of MoDOT's plan. However, we may need assistance from others to maintain.*

**2004 Comment:** *Aesthetics were designed for longevity, and ease of construction and maintenance. MoDOT will continue to be responsible for routine maintenance.*

7. **Concern:** Bridge designs (lighting, rails, finish) must be compatible with the scale and density of the park (e.g., 141 & Manchester).

**Comment:** *MoDOT is planning to spend a certain amount on aesthetics. However, we may need additional funding from others to pay for more elaborate designs.*

**2004 Comment:** *Included in preferred alternative. Enhancements to MoDOT's baseline aesthetics would need to be funded by others.*

8. **Concern:** Fencing along I-40/64 should be compatible with the aesthetics of the park.

**Comment:** *Again, MoDOT is planning to spend a certain amount on aesthetics. However, we may need additional funding from others to pay for more elaborate designs.*

**2004 Comment:** *Included in preferred alternative. Enhancements to MoDOT's baseline aesthetics would need to be funded by others.*

9. **Concern:** For all bridge crossings into Forest Park, the dual path system should go under the intersections in order to separate vehicular and pedestrian users.

**Comment:** *MoDOT will consider this. However, we may need additional funding from others to pay for more elaborate designs.*

**2004 Comment:** *Included in preferred alternative.*





## Memo to File

### Review of 6/13/00 Letter to St. Louis City December 2004

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10. **Concern:** New bridges and sidewalks should provide pedestrian and bicycle connections to the dual path system.

**Comment:** *MoDOT will consider this. Please keep in mind that any work MoDOT does in Forest Park will need to be included in the Environmental Assessment for the Forest Park area, and will have to be approved by the FHWA.*

**2004 Comment:** *Included in preferred alternative*

11. **Concern:** Look at future connections to the new River Des Peres Greenway System.

**Comment:** *We would like more explanation as to what this is.*

**2004 Comment:** *Outside APE. Not included in preferred alternative.*

12. **Concern:** To maximize the City's competitiveness, at least 16.5 foot bridge clearances should be provided.

**Comment:** *This is part of MoDOT's plan. We will make every reasonable effort to achieve this*

**2004 Comment:** *Included in preferred alternative.*

13. **Concern:** To maximize the public's investment, the design life cycle should be extended to 75 years using better materials (i.e., granite curbing and road sealers).

**Comment:** *MoDOT will consider this. We plan to look at life cycle costs of different options, and choose the best overall value. We may need additional funding from others to pay for more elaborate materials than what is cost effective.*

**2004 Comment:** *Same as above.*

14. **Concern:** Road surface reconstruction should include replacement of underground utilities, as well as accommodate for currently above ground utilities. Empty conduit should be placed along/under the roadbed and bridges to accommodate future fiber connectivity.

**Comment:** *We need more clarification - MoDOT will follow our normal utility relocation policy.*

**2004 Comment:** *Same as above.*



City of St. Louis  
Department of Parks, Recreation & Forestry  
November 1, 2000  
City of St. Louis  
Community Development Administration  
May 16, 2001  
City of St. Louis  
Department of Parks, Recreation & Forestry  
September 24, 2001  
City of St. Louis Office of the Mayor  
October 25, 2001  
City of St. Louis Office of the Mayor  
October 29, 2004

**MEMORANDUM**

TO: All Concerned  
 FROM: Daniel J. McGuire, St. Louis City Director of Parks, Recreation & Forestry  
 DATE: November 1, 2000  
 SUBJECT: Comments on Tower Grove/Kingshighway Interchanges  
 Presentation October 11, 2000

1. Your printed "Comments Received from the City of St. Louis: Kingshighway Boulevard":
  - Failed to include the site specific following recommendation, "Because it is integrally part of the intersection and consequently is heavily trafficked, MoDOT should assume maintenance of the entire intersection from Oakland Ave. to Clayton Ave."
  - Failed to include an "overall" recommendation from the City of St. Louis of key importance to this intersection, "All land returned to Forest Park should be done so in a meaningful state, consistent with the Forest Park Master Plan complete with appropriate grading, lighting and landscaping." It is requested that the design team work the Parks Department to develop grading and landscape plans for the areas to be returned to Forest Park. As part of the development of this plan for the R.O.W. west of Kingshighway, we should explore replacing the existing tunnel under I-64 near the Mounted Police Stables to somewhere in this area.
2. Before continuing with the design of each interchange within the Parkway Corridor, we should first collectively determine where motorists will be directed to exit I-64 to reach their specific points of destination in Forest Park, the hospital complex and the institutions along Oakland Avenue. This determination and future signage will help us to design correctly the interchanges to meet these needs. Currently, all traffic is directed to exit I-64 at Hampton to reach all Forest Park destinations; traffic seeking the Art Museum, History Museum or the Planetarium, for example, should and could be directed to exit at Skinker, McCausland, or Kingshighway respectively.
3. All five options for this area do not replace the existing pedestrian overpass structure and state that pedestrian (and cyclist) circulation to Forest Park, the hospital complex and Metrolink from the Forest Park Southeast neighborhood should be accessed only on the Kingshighway bridge. This is unacceptable and contrary to the City's recommendation. A key element in the City's planning for Forest Park and the Forest Park Southeast neighborhood is to IMPROVE pedestrian and cyclist access to the park. Further, replacement of the pedestrian/cyclist bridge in the proposed neighborhood park would produce positive active and traffic through the park by people traveling to and from Forest Park, Metrolink and the hospital complex improving the sense of security for the neighborhood park users. I cannot accept the suggestion that still-to-be-designed proposed pathways through the southeast quadrant of the current R.O.W. and then through the admittedly complex and broad vehicular single diamond with uncontrolled entrance and exit ramps will improve pedestrian/cyclist access to Forest Park. Be advised that many residents in this neighborhood continue to complain of certain recent changes to vehicular access to the park. The replacement of the pedestrian/cyclist bridge should not be excluded at this point in the design



process, regardless of your stated "opportunity" that, "Existing pedestrian overpass structure removal will enhance the viewshed of the I-64 Corridor."

4. There is a lot of concern as to how pedestrians and cyclists can move safely through the proposed complex and broad vehicular single diamond intersection with uncontrolled entrance and exit ramps at the Kingshighway interchange.
5. Your written and verbal comments of "opportunities" suggesting that the "northeast quadrant" of existing Kingshighway interchange R.O.W. "could be a potential development opportunity," is very disturbing, and should be deleted. The State acquired this land from Forest Park to be used as highway right-of-way; if it is no longer needed, it must be returned to Forest Park. This is clearly stated in the Forest Park Master Plan. Further, in addition to any legal or moral obligations to return this land for park purposes, be advised that this area is zoned "A-Single Family" and any attempt to re-zone it or seek a variance to the Zoning Code for "potential development" will be a hotly contested and disruptive public battle. All R.O.W. should be returned to Forest Park.
6. Your written and verbal comments of "opportunities" suggesting that the "southeast quadrant" of existing Kingshighway interchange R.O.W. "could be created into a neighborhood park for Forest Park Southeast Neighborhood," is a good goal. However, design development and future maintenance responsibilities must be discussed with the Parks Department and the neighborhood.
7. Your graphic depicting the Detail Interchange Plan for Kingshighway raises many questions. The proposed siting of the new Kingshighway Bridge is shifted dramatically to the east. We need to see extensions of this detailed plan to the north and south. To the north: i) How does this plan relate to the Clayton Avenue bridge, the Hospital Drive/ Barnes Jewish Plaza intersection, the landscaped medians north of this intersection, and existing grades on both sides of Kingshighway in Forest Park? ii) Without traffic lights, can vehicular traffic exiting I-64 on northbound Kingshighway traverse four lanes to make a left turn into Forest Park at Hospital Drive? To the south: i) How does this plan relate to the existing Oakland intersection and the proposed "outer road" around the Forest Park Southeast neighborhood? ii) Does this plan require a taking from private properties along the east curb line of Kingshighway?
8. The design and landscaping for surface of the Kingshighway Bridge clearly needs further discussion.

New I-64 Comments 11-1-00 Word




City of St. Louis  
COMMUNITY DEVELOPMENT ADMINISTRATION

Francis G. Slay    Mayor

## MEMORANDUM

TO:            Lesley Solinger Hoffarth, MoDOT Project Manager  
                Russell Volmert, HNTB

COPY TO:    Gary Bess, Parks Director  
                Phil Hoge, SLDC Director  
                Don Roe, PDA Director  
                Hon. Lyda Krewson, 28<sup>th</sup> Ward Alderman

FROM:        Dan McGuire 

DATE:        May 16, 2001

SUBJECT:    New I-64 – Parkway Subcorridor ROW

As you know, I was quite surprised to hear at our meeting of Friday, May 11<sup>th</sup>, that MoDOT now finds it necessary to seek an additional 12.5 feet of right-of-way on each side of I-64 as it transverses Forest Park (i.e., 6 feet for shoulder expansion and 6.5 feet for the erection of signage). Previously, you and others had always contended that with very few exceptions the existing MoDOT ROW would be sufficient for the proposed improvements.

Please be advised that I related your new proposal to Gary Bess, Acting Director of Parks, who found it totally unacceptable. Such a taking would require substantial tree loss and major changes to the Forest Park Master Plan and its implementation, particularly for the existing bike path and proposed dual path along the north line of I-64, and the imminent reconstruction of Aviation Field.

Please advise.

\*\*\*\*\*



**CITY OF ST. LOUIS  
DEPARTMENT OF PARKS, RECREATION & FORESTRY  
DIVISION OF PARKS**

5600 CLAYTON AVENUE IN FOREST PARK  
ST. LOUIS, MO 63110-1310



**DANIEL W. SKILLMAN**  
COMMISSIONER

(314) 289-5300  
FAX (314) 535-3901

**FRANCIS G. SLAY**  
MAYOR

**GARY D. BESS**  
DIRECTOR

September 24, 2001

Ms. Lesley Solinger Hoffarth, P.E.  
Project Manager  
Missouri Department of Transportation  
1590 Woodlake Drive  
Chesterfield, Missouri 63017

RE: The New I-64 Proposed Improvements

Dear Ms. Hoffarth:

I would like to take this opportunity to thank you for meeting with the Parks Department to discuss the proposed I-64 improvements and the impacts that these improvements might have on Forest Park. Following this meeting you asked that the Park Department provide you with our preferences on the various options presented relating to the Pedestrian Bridge Crossing, the Zoo Parking Lot and the Intersection design at Hampton and Wells. After reviewing all of the information presented we would like to recommend the following:

1. Pedestrian Bridge: We strongly recommend Option 1182. Our second choice would be 1178.30.
2. Zoo Parking Lot: We recommend Option 5. Since our meeting, two (2) additional options were provided, Option 5a and 5b. Both of these we would feel comfortable with as our second choice.
3. Hampton/Wells Intersection: We like Option 1 – One Lane Roundabout. We believe this would greatly improve the traffic congestion at this intersection.

Lastly, we discussed that several acres, of what is currently State Highway Right-Of-Way, would be returned to Forest Park in the form of additional green space. We would recommend that this green space be returned to Forest Park as useable green space, graded to a gentle slope, revegetated and appropriately landscaped, thereby creating more useable park space.

Once again, thank you for your efforts on this project and for allowing us to be a part of the planning process. We look to the future when this project will be implemented. If you have any questions or need additional information, please feel free to contact our offices at your convenience.

Sincerely,

A handwritten signature in cursive script that reads "Daniel Skillman, for".

Gary D. Bess, Director  
PARKS, RECREATION & FORESTRY

GDB:DWS:ds

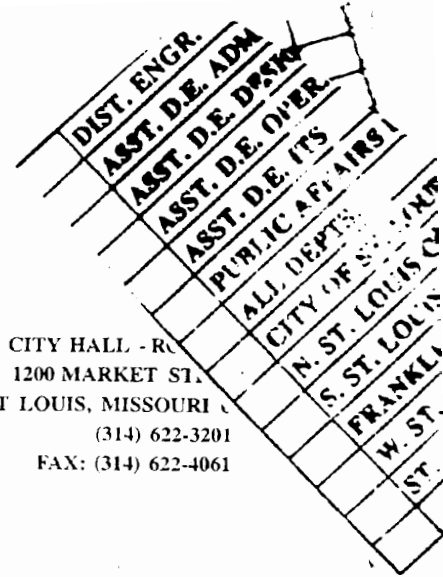
cc: Daniel Skillman  
Anabeth Weil  
Russell Volmert  
File



OFFICE OF THE MAYOR  
CITY OF ST. LOUIS  
MISSOURI

CIS G. SLAY  
MAYOR

CITY HALL - R.  
1200 MARKET ST.  
SAINT LOUIS, MISSOURI  
(314) 622-3201  
FAX: (314) 622-4061



October 25, 2001

Mr. Ed Hassinger  
District Engineer  
Missouri Department of Revenue  
1590 Woodlake Drive  
Chesterfield, Missouri 63017-5712

RECEIVED

Re: New I-64

NOV 01 2001

Dear Mr. Hassinger:

DISTRICT 6  
Mo. Dept. of Trans.

You have asked that we reduce to writing the City of St. Louis's preference with respect to various options presented by your agency and HNTB with respect to the reconstruction of I-64. After fully reviewing all options presented to us, our preferences are as follows:

- **McCausland Ave./Clayton Avenue/Oakland Avenue-** Option 8 is the preferred option because this option maintains the location of four existing bridges.
- **Hampton Avenue-**Option 5a is the preferred option because it maintains Oakland at grade.
- **Wells/Hampton Intersection Improvements-**Option 1 reflecting the round-about is the preferred option.
- **Zoo Parking Lot-**Option 5 that maintains the same number of existing parking spaces is the preferred option.
- **Oakland Ave.-**Option 4, reflecting a landscaped median is the preferred option.
- **Oakland Pedestrian Bridge-**The City's preference would be to locate the pedestrian bridge at Station 1182+00. We understand that this option was preferred by Paraquad as well.
- **Pedestrian Tunnel Plan-**The City supports the tunnel linking Oakland Ave. to Forest Park

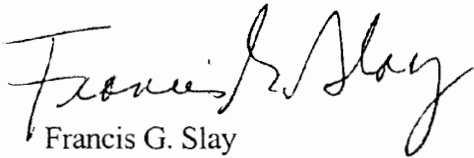


October 25, 2001

- **Kingshighway**-The City supports the only option presented which is a single-point interchange.

It has truly been a pleasure working with and your staff on this exciting project.

Sincerely,

A handwritten signature in black ink, reading "Francis G. Slay". The signature is written in a cursive, flowing style with a large, prominent "F" and "S".

Francis G. Slay  
Mayor



"Kathy Hale"  
<HaleK@stlouiscty.com>

10/29/2004 02:17 PM

To <Karen.Daniels@modot.mo.gov>

cc

bcc

Subject 164

Dear Karen:

This letter is to confirm that St. Louis City is in agreement with MoDOT's effects assesment on historic properties and will not be making any further comments on this.

Sincerely,  
Kathy Hale  
Special Assistant to the Mayor

Forest Park/I-64 Meeting Minutes  
September 8, 1999  
Forest Park Hospital  
May 21, 2001  
Forest Park Hospital  
May 29, 2001  
Meeting with Paraquad  
August 14, 2001  
Parkway Subcorridor Meeting with  
City of St. Louis Officials  
August 21, 2001  
BJC Health Care/Central Institute for the Deaf/  
Washington University School of Medicine  
October 24, 2001  
Parkway Advisory Committee Meeting  
December 5, 2001  
HNTB  
January 17, 2002  
HNTB - Record of Telephone Call  
February 8, 2002  
Saint Louis Zoo  
February 15, 2002  
City of Richmond Heights  
February 10, 2004  
City of Richmond Heights  
October 28, 2004

## FOREST PARK/I-64 MEETING MINUTES

**Date of Meeting:** September 8, 1999

**Team Leader:** Lesley Hoffarth

**Location of Meeting:**

**Phone Number:** 340-4392

**Attendees:**

Lesley Solinger	Hoffarth - MoDOT Project Manager	Linda Wilson	- MoDOT Public Affairs Director	
Greg Horn	- MoDOT Area Engineer	Karen Goering	- Missouri Historical Society	Sue Eddens - The St. Louis Art Museum
Kevin Mills	- St. Louis Zoo	Dwight Crandell	- St. Louis Science Center	Roger Allison - Board of Public Service, City of St. Louis
Bill Kerr	- Board of Public Service, City of St. Louis	Frederick Douglas	- Bi-State Development	Sgt. Gorden Curd - Mounted Patrol (Forest Park)
Christine Ivich	- Muny	Don McGuire	- Parks Director	Dan Skillman - Parks Dept.
Sean Devoy	- O'Brien, Kreitzberg	Patty Rose	- Forest Park Forever	Tim Klaas - Cultural Resources, City of St. Louis

### 1. Agenda Items:

- (1) Bus access important especially at Kingshighway
- (2) Will we maintain tunnel/pedestrian overpasses
- (3) Master Plan is evolving
- (4) How are we selecting architect
  - try a lot of artists & architects
- (5) Why did we drop the idea of EB ramp merge into Oakland @ Hampton?
- (6) E-mail maps to several people
- (7) Ann Ruwitch 533-1884 ext. 202
  - Director of Grand Ctr, Inc.
  - Coordinated process for Bi-State's
  - Patty Rose
  - Jodi Puntos & Anna Minch - artists that participated
  - The Forums for ??? Arts - Betsy Millard 535-4660
  - good example

### 2. Ronoco Coffee (consult - Terry)

- (1) Where's our R/W N/O Boyle Ramp
- (2) No problem to vacate alley

## Forest Park Hospital

6150 Oakland Avenue  
St. Louis, MO 63139  
tel: 314.768.3000  
fax: 314.768.3136  
www.tenethealth.com

May 21, 2001

Alderman Joseph Roddy  
City of St. Louis  
1200 Market, Room 230  
St. Louis, MO 63103

Re: The New I-64

Dear Alderman Roddy:

Forest Park Hospital staff have participated in the Missouri Department of Transportation (MDOT) sponsored sub-corridor meetings for the rebuilding of I-64 for the past several months. Following is a summary of our conclusions based upon information we have been provided to date.

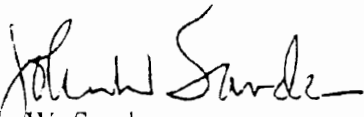
1. We agree with the need for significant improvements to I-64. cursory observation of pavement and bridges provides evidence of deteriorating structures in need of prompt repair or replacement.
2. MDOT has conducted an effective community involvement process for which Forest Park Hospital is grateful. Evidence of this lies in the creation of multiple interchange options that were produced as the result of community input.
3. The Hampton/Oakland intersection should remain an "at grade" intersection (as opposed to depressing Oakland Avenue under Hampton Avenue). The "at grade" intersection provides the most direct and quickest access to Forest Park Hospital for those in need of medical care.
4. Option #5a is clearly the most desirable for access to Forest Park Hospital and the surrounding community. Your support for this option is encouraged.
5. Only two (2) options for the McCausland/Oakland/Skinker intersection remain. It is most desirable for this intersection to preserve an exit for eastbound I-64 to eastbound Oakland Avenue (Option #8), if the detrimental effect on adjoining properties is equal to or less than the other option.



Forest Park Hospital hopes that you will conclude that Option #5a is the best alternative for the Hampton/Oakland/I-64 interchange. We look forward to further participation in the community involvement process.

If you have any questions or comments for us, please contact me or my staff.

Sincerely,



John W. Sanders  
Chief Executive Officer

cc: William F. Peick, Tenet Saint Louis  
Debbie Maassen, Forest Park Hospital

## Forest Park Hospital

6150 Oakland Avenue  
St. Louis, MO 63139  
tel: 314.768.3000  
fax: 314.768.3136  
www.tenethealth.com

May 29, 2001

Lesley S. Hoffarth  
Missouri Department of Transportation  
1590 Woodlake Drive  
Chesterfield, MO 63017

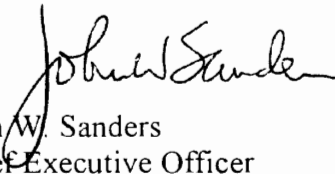
Re: The New I-64

Dear Ms. Hoffarth:

Alderman Joe Roddy recently solicited Forest Park Hospital's comments on the status of the planning for The New I-64. In an effort to communicate our current point of view I want to share that letter with each of you. Please review the enclosed letter dated May 21, 2001 to Alderman Roddy and call my staff or me if you have any questions or comments that you want to share.

Forest Park Hospital appreciates the opportunity to participate in the I-64 planning process.

Sincerely,



John W. Sanders  
Chief Executive Officer

cc: Debbie Maassen, Forest Park Hospital  
William F. Peick, Tenet Saint Louis  
Alderman Joe Roddy

## **MEETING WITH PARAQUAD**

### **AUGUST 14 MEETING SUMMARY**

**SUBJECT:**    **The New I-64**  
                  Accessibility Issues of Pedestrian Facilities

**DATE:**       August 14, 2001

**LOCATION:**   HNTB Offices

**TIME:**       8:30 – 9:30 a.m.

#### **Introduction**

- ♦ Russ Volmert gave a brief overview of the New I-64 project to Colleen Starkloff. Lesley noted that MoDOT would improve the pedestrian access along the entire project corridor through the use of improved pedestrian bridges and sidewalks on vehicular bridges.

#### **Review of Pedestrian Bridge Options**

- ♦ Russ presented the two favored pedestrian bridge plans, as determined at the August 7 meeting:  
1) New bridge at the existing location 2) New bridge at the west side of Highlander Avenue on the Highlands Office Park campus. Russ presented the issues of each plan:

Existing Location Plan: Pedestrians would cross Oakland Avenue, via a crosswalk with pedestrian signal to an 8' wide median to access the pedestrian bridge ramp. The pedestrian would use an ADA compliant ramp to access the pedestrian bridge and cross over I-64 to the Forest Park. The ramps, approximately 108' in length each side, are designed at the maximum ADA slope of 1:12 (8.3%) with landings and railings.

Highlands Office Plan: Pedestrians would use an ADA compliant ramp to access the pedestrian bridge. The ramps approximately 230' in length each side, are designed at the maximum ADA slope of 1:12 (8.3%) with landings and railings.

Colleen noted that at cross walks, Paraquad prefers to have pedestrian signals with an audio device which notifies a blind or sight impaired person when it is safe to cross the street. She mentioned that such signals have been installed at crosswalks on the Saint Louis University Campus.

She also noted that persons in wheelchairs generally prefer ramps which have slopes of less than the maximum of 1:12 (8.3%) and longer horizontal lengths of ramps which are easier to use than ramps designed with the maximum slope.

Colleen also stated that pedestrian bridges should be designed to minimize snow and ice buildup in the winter.

Colleen said that the distance from the shuttle bus drop off in Forest Park to the ramp for the pedestrian bridge would also be an issue for pedestrians. Colleen will review the pedestrian bridge options and give her review summary to Russ by the end of the week.

## MEETING WITH PARAQUAD

### Review of the Tunnel Plan Options

- ♦ Russ presented the two tunnel plan options: 1) Sidewalk and steps plan 2) Direct access with ramps plan. Russ presented the issues of each plan:

Sidewalk and steps plan: The walk from the north tunnel entrance to the existing trail near the Science Center overpass is at 1:20 (5%) or less. Three sets of stairs in between the walk lengths provide a more direct route up the hill to the existing trail. The walk would be designed with either impervious or pervious pavement material.

Direct access with ramps plan: The ramps from the north tunnel entrance to the existing trail near the Science Center overpass is at the maximum of 1:12 (8.3%). The ramps would be designed with impervious pavement material, curbs and railings.

Colleen noted that some pervious pavement materials such as compacted gravel or mulch can cause difficulties for wheelchairs when the materials become wet. Once wet the materials can shift or develop channels which inhibit the wheels on wheelchairs.

Colleen also stated that the direct access ramp plan would be challenging for wheelchair users and pedestrians because to the maximum slope of 1:12 (8.3%) for entire length up the hill.

### Conclusion

- ♦ Colleen will review the pedestrian bridge and tunnel plan options and give her review summary to Russ by the end of the week.

### ATTENDEES

#### I-64 Team members:

<u>Name</u>	<u>Representing</u>	<u>Name</u>	<u>Representing</u>
Lesley Solinger	MoDOT Project Manager	Russ Volmert	The HNTB Team
Hoffarth			
Colleen Starkloff	Paraquad		

*Russ Volmert of HNTB  
provided this information  
from discussions with  
Colleen Starkoff of Paraquad  
(see shaded section).*

## **PARKWAY SUBCORRIDOR MEETING WITH CITY OF ST. LOUIS OFFICIALS**

### **AUGUST 21 MEETING SUMMARY**

**SUBJECT:**    **The New I-64**  
                 Forest Park and Oakland Avenue Issues

**DATE:**       August 21, 2001

**LOCATION:**   McDonnell Conference room  
                 River Camp  
                 St. Louis Zoo

**TIME:**       9:00 – 11:00 a.m.

#### **Introduction**

- Lesley Solinger Hoffarth thanked participants for coming, introduced herself. She said the final decisions on the options discussed today await the completion of an Environmental Assessment. By the end of the Environmental Assessment process, MoDOT will have narrowed down the options to one.

#### **Pedestrian Tunnel**

- The proposed location east of the Science Center avoids the River Des Peres drainage tunnel which crosses under I-64.
- Ramp up from the north tunnel entrance to the existing trail. Paraquad was consulted on trail design; they prefer a gentler slope with a longer run. Specifically, they want a grade less than 8.3%. They also would prefer a solidly paved surface, rather than mulch or gravel.
- SLU High School students practicing on the athletic fields in Forest Park tend to short-cut across any "winding path" option; there was some discussion of the possibility of having a winding path with "short-cut" steps built in.
- There was discussion of the aesthetic designs of the entrance and inside walls of the tunnel.
- Paraquad also asked about the possibility of audible pedestrian signals for the disabled.
- Pedestrian maintenance is a concern, especially snow and ice removal.

#### **Pedestrian Bridge**

- Among the options for the pedestrian bridge:
  - An at-grade crossing with a signal at Highlander.
  - No signal at Highlander, crossing at the existing location.

#### **Zoo Parking**

- Option 4 – Dual trail and secondary lot
- Option 5 – preserve green space and same number of parking spaces
- Retaining wall with urban design, bike trail. 12' high
- Project provides "nice background" for urban enhancements that can be easily added
- Zoo wants more parking, prefers old Option 3.
- The Zoo is reconciled to Option 5, which preserves the same footprint as the existing lot.
- The bus parking lot is set at an angle; needs to be reworked for stacking.



# **PARKWAY SUBCORRIDOR MEETING WITH CITY OF ST. LOUIS OFFICIALS**

## **Wells/Hampton Intersection**

- Roundabout – City says pedestrian crossing must have signals. “It is entirely too unsafe to have pedestrian crossings with an unsignalized intersection.” MoDOT prefers for a roundabout for traffic flows.
- The City prefers to signalize even the “free right turns” that do not currently have signals.
- A questioner asked whether it would be possible to have a pedestrian tunnel running north-south across the east leg of Wells Avenue. Lesley said that would be overkill; the currently proposed multi-use path tunnel serves all users and provides greater safety.

## **Conclusion**

- Oakland Avenue Option 4: 2 10' lanes in each direction and an 8' landscaped median. North I-64 right-of-way will be as existing; south I-64 right-of-way cuts into Oakland's right-of-way.
- Pedestrian tunnel will have a 5% grade
- There was discussion of shifting the Kingshighway bridge west to facilitate replacement of bridge and I-64 pavement, and to help improve ramp length.

## **ATTENDEES**

### **I-64 Team members:**

<b><u>Name</u></b>	<b><u>Representing</u></b>	<b><u>Name</u></b>	<b><u>Representing</u></b>
Lesley Hoffarth	MoDOT District 6	Carole Hopkins	MoDOT
Gary Vandelicht	MoDOT	Russ Volmert	The HNTB Team
Rusty Weisman	MoDOT	Ryan Bricker	HNTB Team

### **City of St. Louis Officials:**

<b><u>Name</u></b>	<b><u>Representing</u></b>	<b><u>Name</u></b>	<b><u>Representing</u></b>
Roger Allison		Bart Hager	SLDC
Steve Barth	Saint Louis Zoo	Connie Tomasula	City of St. Louis - PDA
Catherine Kolb	Mayor's Office	Lyda Krewson	Alderman, 28 <sup>th</sup> Ward
Len Efthim	St. Louis Traffic Dept.	Brian Wilson	
Dan Skillman	Parks Dept.	Peggy Casey	FHWA

### **Area Stakeholders:**

<b><u>Name</u></b>	<b><u>Representing</u></b>	<b><u>Name</u></b>	<b><u>Representing</u></b>
Bob Bannister	St. Louis U. High	Kevin Mills	Saint Louis Zoo
		John Wharton	St. Louis Science Center

October 24, 2001

Ms. Leslie Solinger Hoffarth, P.E.  
Project Manager  
Missouri Department of Transportation  
1590 Woodlake Drive  
Chesterfield, MO 63017

Dear Leslie:

**RE: Highway 40/64 Re-Alignment Plans from Kingshighway East to Tower Grove**

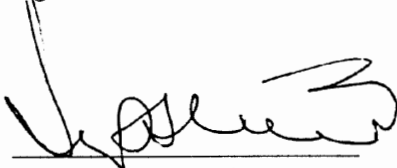
This letter is an acknowledgment of our review of the referenced plans shown to Judy Alexander and Barb Gillam on September 17. A copy of the plan is attached to this letter.

Don Nielsen and Bob Cannon presented the documents to the Washington University Medical Center Redevelopment Corporation Board. The group agreed in concept with the plan and assumes the owners will receive market value for the land and improvements (Washington University Medical Center property: 920 South Taylor; and CID property: 909 S. Taylor) effected and taken by eminent domain.

Thank you for contacting us in a timely fashion. Please keep in contact with Barb and Judy to inform them of any milestones or anticipated schedules.

Sincerely,

**BJC HealthCare**



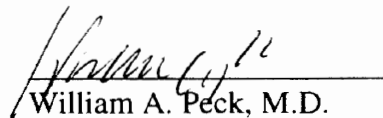
Steven H. Lipstein  
President and  
Chief Executive Officer

**Central Institute  
for the Deaf**



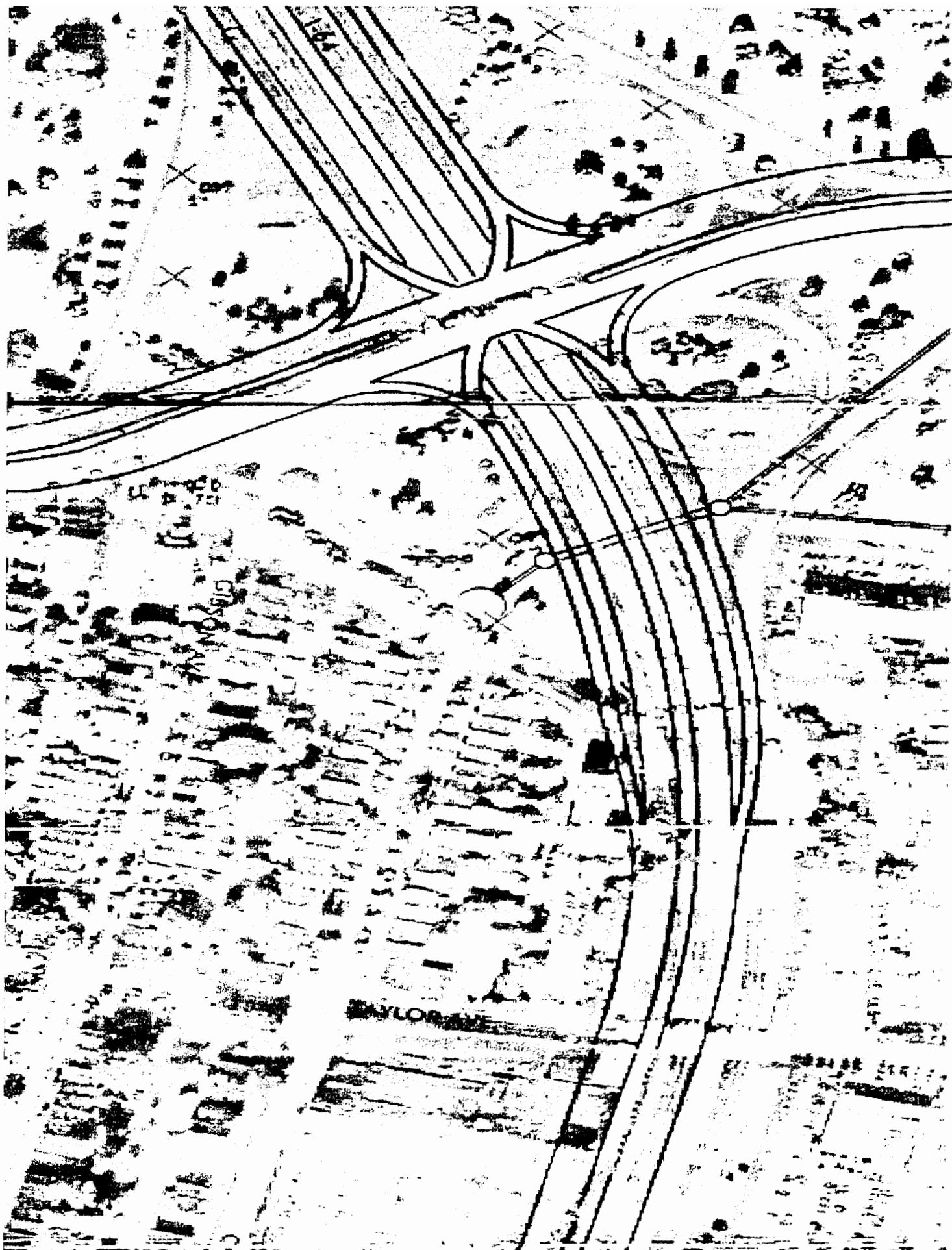
Don Nielsen  
Executive Director

**Washington University  
School of Medicine**



William A. Peck, M.D.  
Executive Vice Chancellor  
for Medical Affairs and  
Dean, WUSM

Attachment



*Russ Volmert of HNTB  
provided this information  
from discussions with  
Colleen Starkoff of Paraguard  
(see shaded section).*

## **PARKWAY ADVISORY COMMITTEE**

### **DECEMBER MEETING SUMMARY**

**SUBJECT:**    **The New I-64**

Environmental Update; Alignment of I-64  
Between Interchanges: Forest Park Issues and  
Opportunities

**DATE:**       December 5, 2001

**LOCATION:**   McDonnell Conference Center  
River Camp, Saint Louis Zoo

**TIME:**       6:00 p.m. – 8:00 p.m.

#### **Introduction**

- Deanna Venker welcomed members. She said this meeting would discuss alternatives still being "tweaked," and the EIS process.

#### **Environmental Update**

- Dan Van Petten of HNTB summarized the MTIA process to develop and evaluate interchange options. Each option has to be screened according to eight criteria:
  - Design;
  - Safety;
  - Traffic operation;
  - Access to community facilities, medical facilities, and neighborhoods;
  - Impact to the natural environment;
  - Impact to the built environment;
  - Urban development; and
  - Cost, including property acquisition and constructibility
- Over the next few weeks, Dan said, residents may see workers from the cultural resources department taking photographs of their house or property. This is necessary to document the aesthetic and cultural impact of the project; it does NOT mean that their property is being assessed for acquisition.
- While all other EIS documentation will proceed from west to east, documentation of cultural resources will proceed from east to west, due to the density of cultural resources in the eastern end of the project corridor.

#### **Parkway Issues and Opportunities**

- Russ Volmert said that starting in June of this year, the I-64 team met about every two weeks with groups representing Barnes-Jewish Hospital, the Central Institute for the Deaf (CID), Forest Park, and neighborhood stakeholders.
- Russ said there aren't many issues at Kingshighway, because the proposed interchange designs would be within MoDOT's existing right-of-way.

***Russ Volmert of HNTB provided this information from discussions with Colleen Starkoff of Paraquad (see shaded section).***

## **PARKWAY ADVISORY COMMITTEE**

- The current plan is to move the pedestrian bridge near CID slightly to the west to avoid CID's campus.
- Working with Forest Park Community College (FPCC) and city agencies, the team developed a plan to rebuild Oakland Avenue with two lanes in each direction and an eight-foot landscaped median between them. The median would extend approximately from Highlander to Macklind, with the lanes tapering back to regular overall width. MoDOT has also agreed to extend landscaping to the median down Macklind.
- Designs are proceeding for a new pedestrian tunnel, with a straight sightlines making for greater visibility and safety. Paraquad likes the proposed pedestrian tunnel walkway, and the exit-way on the north side, with its gently graded hard surface. It would preserve existing trees, and provide steps for students using the athletic fields.
- The proposed design for the pedestrian bridge over Oakland would be located about 200 feet west of its current locations. It is in line with Forest Park's Master Plan for trails.
- The intersection of Wells and Hampton will feature a traffic roundabout, a design proven to be safer than a straight intersection. The roundabout would feature a "free right turn"—i.e., right turn with no waiting and no signal—from Hampton both north- and southbound. It would also function as a "pedestal" entrance to Forest Park.

### **Alignment of I-64 Between Interchanges**

- Russ reminded members that the project has to widen shoulders of the highway to meet federal standards. The wall hanging showed the potential impacts to Forest Park. About 30 parking spaces on the Zoo South lot will be moved, but there should be no net loss. This is important, since parking spaces are a significant source of revenue for the Zoo.

### **Discussion**

- Mitch Bowers asked where the team would get the space to put the pedestrian bridge access ramp on the south side of Oakland. Russ said that existing Oakland lanes are 11 to 12 feet, the new lanes would be 10 feet wide, and the extra space would allow for both the median and the lengthened ramps (which Paraquad prefers). It's a tight site now, and would still be tight, but there would be sufficient room for the proposed ramp.
- A questioner asked whether the team was aware of the planned parking garage belonging to Forest Park Community College. Russ said that the team had met with Rich Banahan and Tina Odo on the issue. Their concern is the view of FPCC from I-64. They like the plans for the landscaped median, which would give FPCC more "curb presence" and contribute to a re-orienting of its structures toward the street. The same questioner followed up with a question about how bus pick-ups and drop-offs for FPCC would be handled. Russ said they would be handled much as they are today: with "cuts" or bump-outs along Oakland to handle the buses.



*Russ Volmert of HNTB provided this information from discussions with Colleen Starkoff of Paraguard (see shaded section).*

## PARKWAY ADVISORY COMMITTEE

### Conclusion

- Deanna Venker thanked members for coming. The January date for the next meeting is not yet set. Members will be notified of all the dates for the spring.

### ATTENDEES

#### Representing the MoDOT/HNTB Team:

<u>Name</u>	<u>Representing</u>	<u>Name</u>	<u>Representing</u>
Deanna Venker	MoDOT	Todd Brauer	The HNTB Team
Debbie Allen	MoDOT	Juan Uribe	The HNTB Team
Dan Van Petten	The HNTB Team	Renée Hirshfield	The HNTB Team
Russ Volmert	The HNTB Team	David Murray	The HNTB Team

#### Parkway members in attendance

<u>Name</u>	<u>Representing</u>	<u>Name</u>	<u>Representing</u>
Al Farrow*	*Sub for Judy Alexander	Jack Gillum	Washington University
Joann Berger	Hi-Pointe Residents Ass'n	Melvin Leon Hall	Lindell Bank
Mitch Bowers	Hi-Pointe Residents Ass'n	Debbie Maasen*	*Sub for Bill Peick
Ramon Cusi*	*Sub for Paul Brockmann	Kevin Mills	Saint Louis Zoo
Derio Gambaro	District 65	Tom Yarbrough	Trailnet

#### Parkway members not in attendance

<u>Name</u>	<u>Representing</u>	<u>Name</u>	<u>Representing</u>
Garrett Balke	Balke Brown Associates	Frank & Dorothy Mead	Citizen Patrol
Robert Bannister	St. Louis High School	Kevin Mills	The Saint Louis Zoo
Edward L. Cody	Cody, Klutho, & Kilo	R. Mark Odom	Congressman Clay
Frederick Douglas	Bi-State Development Agency	Marcella Palmieri	Southeast Housing Corp.
Robert Hilgeman	District 64	John Raniero	Cheltenham Neighborhood Assoc.
Phil Hoge	St. Louis Development Corp.	Ronald Smith	St. Louis Community College
Joe Howard	BJC Health Systems	Elaine Torres	Kings Oak neighborhood
Dick Kirschner	Mackey Mitchell Associates	Brian Wilson	Neighborhood Stabilization
Lyda Krewson	Ward 28	Donald Wojtkowski	BJC Health Systems
Kathy McDermott	The Muny		



ARCHITECTS ENGINEERS PLANNERS

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FAX (816) 472-4060  
www.hntb.com

Mary Lyon  
Policy Coordination Division  
Missouri Department of Conservation  
2901 W. Truman Blvd.  
Jefferson City, MO 65109

January 17, 2002

Re: Natural Features & Sensitive Biological Resources  
I-64 Improvements - St. Louis

Dear Ms. Lyon:

I am an environmental planner for HNTB Corporation in Kansas City, Missouri. Our firm is working as a consultant for the Missouri Department of Transportation (MoDOT) in the preparation of an environmental assessment document for a proposal to reconstruct the existing I-64 (U.S. Route 40) facility with new interchange configurations and mainline capacity improvements in St. Louis County and St. Louis City, Missouri. MoDOT will minimize right-of-way taking as much as feasible. The project, which is approximately 12 miles in length, extends from east of Kingshighway near downtown St. Louis, to just east of I-270.

I am gathering environmental data and would like your input in determining if there are any locations of significant natural features and sensitive biological resources in this urban study corridor. I have enclosed a city street map and a USGS map composite, both of which show the study corridor. If you could please mark locations (if any) on the map and return it to me as soon as you are able, I would greatly appreciate it.

If you have any questions please call me at 816-472-1201. Thank you.

Sincerely,

Tim Flagler, ASLA  
Environmental Planner  
HNTB Corporation

Enclosure

*The HNTB Companies*

OFFICES: ALEXANDRIA, VA; ANNAPOLIS, MD; ATLANTA, GA; AUSTIN, TX; BATON ROUGE, LA; BOSTON, MA; CHARLESTON, SC; CHARLESTON, WV; CHICAGO, IL; CLEVELAND, OH; COLUMBUS, OH; DALLAS, TX; DENVER, CO; DETROIT, MI; ELKINS, WV; FAIRFIELD, NJ; FT. WORTH, TX; HARTFORD, CT; HOUSTON, TX; INDIANAPOLIS, IN; IRVINE, CA; KANSAS CITY, MO; KNOXVILLE, TN; LANSING, MI; LOS ANGELES, CA; LOUISVILLE, KY; MADISON, WI; MIAMI, FL; MILWAUKEE, WI; MINNEAPOLIS, MN; NASHVILLE, TN; NEW YORK, NY; OAKLAND, CA; ORLANDO, FL; OVERLAND PARK, KS; PLYMOUTH MEETING, PA; PORTLAND, ME; PORTLAND, OR; RALEIGH, NC; ST. LOUIS, MO; SALT LAKE CITY, UT; SAN ANTONIO, TX; SAN BERNARDINO, CA; SAN FRANCISCO, CA; SAN JOSE, CA; SEATTLE, WA; TAMPA, FL; TOLEDO, OH; WASHINGTON, D.C.



The HNTB Companies

## RECORD OF TELEPHONE CALL

Job No: 31091-PL-004-006

Date: February 8, 2002

CALL FROM: Tim Flagler

OF: HNTB Corporation

CALL TO: Mary Lyon

OF: Missouri Dept. of Conservation

BY: Tim Flagler

### SUBJECT DISCUSSED:

Re: MDC information request for I-64 EIS.

I called Mary Lyon (Policy Coordination) at MDC to find out the status of the Natural Heritage Database (NHD) search that I requested from them in a letter dated January 17, 2002. Mary said that for highway projects they have given MoDOT access to their NHD, so I should contact Matt Burcham or the MoDOT biological specialist to have the search conducted.

### ACTION TO BE TAKEN:

Will call Matt Burcham and send MoDOT the corridor map showing USGS quad names in order to have NHD search conducted.

COPY TO: file



O n e   G o v e r n m e n t   D r i v e   •   S a i n t   L o u i s ,   M O   6 3 1 1 0

February 15, 2002

Ms. Lesley Solinger Hoffarth  
Missouri Department of Transportation  
1590 Woodlake Drive  
Chesterfield, MO 63017

Dear Ms. Hoffarth:

I am writing to acknowledge our participation in the planning for the new I-64 "Parkway Corridor," and to note our continued interest in providing the greatest possible access into Forest Park for Zoo and Park visitors.

As you know, the proposed highway realignment adjacent to the Zoo will result in the elimination of a number of Zoo parking spaces. Any plan that moves forward should provide for restoration of these spaces through alternative use of the land made available by the new Hampton interchange.

We also want to ensure the continued safety of our pedestrian guests. For that reason, the proposed roundabout at the intersection of Hampton and Wells must be carefully studied and be consistent with St. Louis City public safety standards.

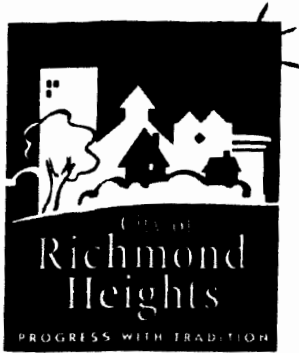
Finally, we want to continue our dialogue with appropriate parties concerning a possible realignment of Wells Drive, which would provide a contiguous parking lot at our south entrance and eliminate the need for a pedestrian crosswalk.

We appreciate your efforts in including the Saint Louis Zoo in all discussion of this important project.

Sincerely,

Charlie Hoessle  
Director

cc: Russ Volmert, HNTB



1330 S. Big Bend Blvd.  
Richmond Heights, MO 63117-2202

---

February 10, 2004

Lesley Solinger Hoffarth, P.E.  
Missouri Department of Transportation  
1590 Woodlake Drive  
Chesterfield, MO 63017-5712

Dear Ms. Hoffarth:

Thank you for meeting with us last week to discuss recommended changes to the A.B. Green Complex affected by the I-64 reconstruction. As discussed at that time, I am providing a list of our recommendations for A.B. Green and the proposed park to be located at the northwest corner of I-64 and Laclede Station Road. Our recommendations include, but are not limited to the following:

**A.B. Green Athletic Complex**

- Eliminate two separate pavilions – combine west of playground
- Extend pavilion and playground to end of basketball court
- Restrooms – heated and ADA compliant
- Gated storage with 8' fence and windscreens for security
- Pavilion size – minimum 30'x60' with 20'x20' storage area
- System to block sport fields from unauthorized vehicles
- Provide utility access chase in restrooms
- Replace existing drinking fountains
- Ability to control sports field lighting and irrigation system from storage area
- Replace existing barbecue pits
- Fencing between basketball courts, playground, barrier between courts/field, as noted on plan mark-up
- Option to purchase 4 properties west side of Laclede near impacted area
- Security lighting in playground area
- Playground designed for use of 2-5 & 5-12 year olds
- Poured in place surfacing for playground
- Surface drainage system along service drive to catch court runoff onto field
- Alignment of crosswalk with Laclede sidewalk (west side)
- Angled parking off of Laclede – joint effort
- Review placement of cell tower placement – possibly flag pole
- Include ADA parking
- Review timeline of projects and ability to relocate layout before finalizing
- Ability to be involved in equipment selection

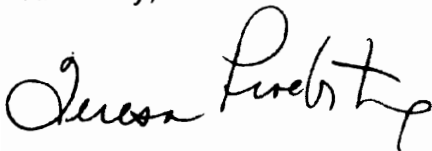


### **New Park Development**

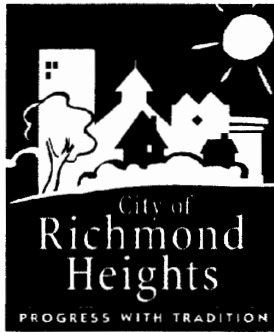
- Dusk to dawn security lights only
- Eliminate tennis court lighting
- Uni-sex restroom with storage for cleaning supplies and programs
- Drinking fountain
- Small pavilion attached to restrooms – large enough for 2 picnic tables only
- Parking spaces reduced to four regular plus one ADA spot
- Removable bollard installed at end of parking area to prohibit vehicle access beyond that point
- Install 12' double gate at court entrance for service vehicle access
- Install walk-thru gate at court entrance
- Eliminate fencing between tennis courts
- Add one covered picnic table near playground
- 6 benches around court area, 2 at playground site
- Poured in place surface for playground
- 4' ornamental fencing around playground
- Trash receptacles
- No street parking at site
- Review addition of sidewalk on east side of street – joint effort
- Ability to be involved in equipment selection

Should you have any questions do not hesitate to contact me at 314-655-3650.

Sincerely,

A handwritten signature in black ink, appearing to read "Teresa Proebsting". The signature is fluid and cursive, with the first name "Teresa" written in a larger, more prominent script than the last name "Proebsting".

Teresa Proebsting  
Director of Parks and Recreation



1330 S. Big Bend Blvd.  
Richmond Heights, MO 63117-2202



October 28, 2004

Robert L. Reeder  
Historic Preservation Coordinator  
MoDOT - Cultural Resources  
P.O. Box 270  
Jefferson City, Mo 65102

**Via Fax: 573-526-1300 Attn: Karen Daniels**

RE: Job Nos. J610978 and J611248, SHPO Project No. 053-SLC-02  
Effects Assessment Response

Dear Mr. Reeder:

The City has reviewed The New I-64 effects assessment performed by MoDOT's Cultural Resources division.

The City does not agree with MoDOT's effects assessment. There are many instances in which the Project, while avoiding the demolition of historic buildings, will nonetheless take land from within the boundaries of historic properties, and therefore, result in an adverse effect to these properties. This physical encroachment will adversely affect these properties by altering their historic boundaries and the setting for the historic structures, and will also expose these properties to increased noise, fumes, and adverse visual impacts. The assessment of adverse effects appears to recognize only the demolition of buildings and structures as adverse effects, which is inconsistent with the criteria of adverse effect in the Advisory Council's regulations, 36 C.F.R. Part 800. The City believes that routing the highway within 200 feet of historic properties will result in an adverse effect.

In completing the historic preservation analysis, the City believes that additional studies need to be undertaken to assess the affects on historic properties properly.

In addition, the City requests the following mitigation measures be incorporated with previous proposed measures

1. MoDOT to provide the City with a complete copy of aerial photographs of properties within Richmond Heights. The City would like one copy of historic photographs (from the initial highway construction project), as well as one copy of the most recent aerial photographs. If additional photographs are taken after completion of the highway improvements, the City requests one copy of these photographs as well.
2. MoDOT to complete streetscape photography of all properties, historic and non-historic, that will be affected by the proposed project, and that MoDOT provide the City with the photographs and the negatives.

3. MoDOT eliminate the proposed Bellevue Avenue ramps. Removal of the Bellevue ramps will best minimize any adverse impacts to affected properties within the Big Bend/Bellevue interchange.

The City will continue to question the effects of the proposed Bellevue interchange until we feel the impact has been assessed adequately. The City requests a copy of MoDOT's Statement of Need for the Bellevue Avenue interchange. Further, the City requests a memorandum of agreement be written between MoDOT and the City detailing on-going mitigation efforts regarding the proposed Bellevue interchange and its effects on historic properties.

Richmond Heights will continue to research the project's impacts and vigorously pursue our rights as a consulting party.

Best Regards,

  
Amy Schutzenhofer  
City Manager

cc. Mayor and City Council  
City Attorney, Kenneth Heinz  
Andrea Ferster  
David Newburger  
Ed Hassinger  
Lesley Hoffarth  
Don Neumann  
Don Klima, ACHP  
Missouri SHPO

## APPENDIX J

### Public Comments

#### A. Public Comments Prior to the Draft EIS

##### 1. SUMMARY OF THE WEBSITE COMMENTS

The most frequently asked questions and comments related to whether specific pieces of property would be taken because of improvements to I-64, when those individuals would be notified of impacts to their property and the process for determining appropriate compensation. Forty-two of the comments on the website were related to this issue. Three of the comments asked about access to particular pieces of property before and after construction. A related comment inquired about MoDOT maintenance of property purchased for right-of-way, the concern being that it will not be maintained prior to its usage for I-64. There was also a concern that was stated in three comments that commercial interests would win out over individual property owners when it came to determining which properties would be needed for right-of-way. There were three comments from individuals who were concerned about having to move outside of the Clayton School District because their property would be taken and they would not be able to find affordable housing anywhere else within the district.

*Response: These comments were addressed by informing the respondents about the EIS and project schedule. Concerns about property impacts and issues were provided to the study team and consideration of these issues are part of the evaluation process used to select a preferred alternative and to describe the impacts of the alternatives.*

Other issues received comments. About twelve of the comments received related to the incorporation of mass transit, specifically MetroLink and bus lines, within the corridor to reduce congestion and air pollution. Another set of general comments related to the use of urban design and aesthetics along the corridor to create a cohesiveness with the rest of the city. Ten of the comments reflected the view that this was a worthwhile part of the project, while one comment stated the opposite view. Pedestrian and bicycle access to the different neighborhoods and Forest Park were concerns expressed in ten of the comments. There were five comments that discussed the general poor condition of I-64 and the bridges. Three comments asked about the possibility of having HOV lanes to provide an express route and encourage car pooling. There were three comments that asked about the application of ITS through the corridor for purposes of directing traffic during incidents, providing general directional information for unfamiliar drivers, and connecting the traffic lights throughout the St. Louis metro area to reduce congestion. Two comments addressed the question of whether the funding is or would be available for moving the project forward.

*Response: A discussion of transit strategies is included in Chapter II. Existing pedestrian and bicycle facilities are described in Chapter III, pedestrian and bicycle components of the refined alternatives are described in Chapter II and the impacts of the proposed action on pedestrian and bicycle modes are described in Chapter IV.*

One comment that appeared quite frequently had to do with the application of noise walls. About 13 of the comments asked whether their particular property or area would be eligible for the construction of noise walls. Many of these comments came from individuals who said that the

noise level on their property was already high and would only get worse once improvements were made.

*Response: Respondents have been referred to MoDOT's noise policy. The noise policy and noise analysis related to the proposed action is included in Chapter IV.*

Some of the comments generally discussed some of the more traffic and design related impacts. Three comments asked whether twelve foot shoulders inside and outside were necessary as this would require more property takings. Five of the individuals commenting asked to have additional lanes added to the improvements because they felt that capacity is an issue that can't be addressed without additional lanes. Five of the comments received stated that traffic flow should be the most important consideration and whatever needs to be done to improve the current condition should be done. The need to smooth out the hills in the I-64 corridor was expressed in five of the comments. Two individuals asked the origin of the traffic data used to come up with and justify certain alternatives. Three of the comments received felt that the alternatives presented by MoDOT would only create more congestion on I-64 and in the surrounding neighborhoods. The perception that the alternatives presented would create more traffic on the outer roads was expressed in ten of the comments. Two individuals felt that additional turning lanes are needed at some of the interchanges to increase traffic flow. Six of the comments reflected the desire to have one or more of the interchanges along I-64 closed.

*Response: These comments have been considered within the design process and are also incorporated as part of the Purpose and Need for Action.*

There were some areas and interchanges that each received several comments on the website. One of these interchanges is Bellevue. Fifty-six comments asked that the Bellevue interchange be kept open to provide direct access to St. Mary's Hospital. The feeling is that removing that interchange would hinder the ability of an emergency vehicle to make it to the hospital quickly. Five comments were received saying that this would not be the case and that emergency vehicles should not use routes through residential neighborhoods.

*Response: This input was considered in the development and screening of interchange concepts at Bellevue.*

Another interchange that was the subject of several comments was Spoede. Ten comments responded negatively to the possibility of Spoede being closed. Three of the comments received responded negatively to the closing of the access at Laclede Station Road. Seven comments expressed the desire to have the current status of the Oakland Avenue bridge maintained, while one comment praised the changes suggested by MoDOT.

*Response: Input related to interchange conceptual improvements was considered in the development and screening of interchange concepts.*

## **2. SUMMARY OF PUBLIC INFORMATION MEETING COMMENTS**

Of the comments received, many express opposition to improvements which would take residential property or affect property values. Twenty of the comments received related to concerns about the effects of the I-64 improvements on property. One comment discussed a concern about properties being bought by MoDOT and then left vacant. Another comment related to property was the availability of good schools and the inability of individuals to find affordable replacement housing in those school districts. Three of the comments received expressed a concern that commercial interests would prevail over the interests of residential property owners when it came to purchasing right-of-way.



*Response: Concerns about property impacts and issues were provided to the study team and consideration of these issues are part of the evaluation process used to select a preferred alternative and to describe the impacts of the alternatives.*

Twenty-one comments relayed the concern for noise impacts and the need to retain trees that would act as noise and view barriers and the need to build sound walls. The majority of those individuals commenting asked that sound walls be constructed to minimize the noise from traffic on I-64 and be used as an aesthetic element to improve the look of the corridor. Six individuals commented on the use of urban design and aesthetics in the corridor. The majority thought that this would be an improvement.

*Response: Respondents have been referred to MoDOT's noise policy. The noise policy and noise analysis related to the proposed action is included in Chapter IV.*

Two individuals expressed the desire to eliminate a few of the interchanges in order to improve traffic flow. One comment relayed a feeling that additional lanes would be needed to solve the problems of traffic congestion on I-64. Along this same line, two comments expressed concerns about impacts to residential streets both during and after construction. One comment was that local traffic would be worse after improvements were in place. A related comment was the concern that pedestrian access would be eliminated or reduced and that bus stops would not be accommodated because of improvements and stressing the importance of these considerations.

*Response: These comments have been considered within the design process and are also incorporated as part of the Purpose and Need for Action.*

Five of the comments indicated the preference for the project to begin as soon as possible. Thirty-three comments make specific recommendations about a particular interchange. Those references are to Brentwood Boulevard, I-170, Big Bend, Bellevue, Lindbergh, Kingshighway, Oakland and Spoede.

*Response: These comments have been considered within the design process and are also incorporated as part of the Purpose and Need for Action.*

Comments from the public hearings from the Draft Environmental Impact Statement (EIS) will be included in the Final EIS.

## **B. Summary of Public Information Activities**

The following pages provide a summary of public information activities related to the New I-64 and the I-64 EIS.

## 2002 CHRONOLOGY OF I-64 DOCUMENTATION

### *A Chronology of Public Information Activities Relating to the I-64 Reconstruction Project*

*Author: David A. Murray, The Writing Company*

<u><b>January 14</b></u>	<p><b><i>Document:</i></b></p> <ul style="list-style-type: none"> <li>• "Holden sees little chance for roads plan," Bill Bell Jr. and Ken Leiser, <i>St. Louis Post-Dispatch</i></li> </ul>
<u><b>January 15</b></u>	<p>Meetings with Mayor of Clayton, city of Ladue, and city of Frontenac</p> <p><b><i>Topics:</i></b></p> <ul style="list-style-type: none"> <li>• Proposed I-170 improvements</li> </ul> <p>Meetings with businesses along Lindbergh Boulevard</p> <p><b><i>Topics:</i></b></p> <ul style="list-style-type: none"> <li>• Proposed improvements along Lindbergh and Clayton Road</li> </ul>
<u><b>January 16</b></u>	<p>Meeting with Jim Schneithorst to discuss Lindbergh/Clayton improvements</p> <p>Thruway Meeting at Richmond Heights Community Center</p> <p><b><i>Documents:</i></b></p> <ul style="list-style-type: none"> <li>• Meeting summary</li> </ul>
<u><b>January 17</b></u>	<p>Greenway meeting at MoDOT Traffic Information Center</p> <p><b><i>Topics:</i></b></p> <ul style="list-style-type: none"> <li>• Lindbergh/I-64</li> <li>• Proposed improvements at Lindbergh/Clayton intersection</li> </ul> <p><b><i>Documents:</i></b></p> <ul style="list-style-type: none"> <li>• Meeting summary</li> </ul>

<b><u>January 24</u></b>	<p><b><i>Documents:</i></b></p> <ul style="list-style-type: none"> <li>• “New interchange of I-170, Hwy. 40 must take homes, Phil Sutin in <i>St. Louis Post-Dispatch</i>, page W1</li> <li>• “Lindbergh Boulevard plan runs under Clayton Road,” Phil Sutin, <i>St. Louis Post-Dispatch</i>, page W1</li> <li>• “Highway 40 project will include noise mitigation for homes,” Phil Sutin, <i>St. Louis Post-Dispatch</i>, page W1</li> </ul>
<b><u>February 13</u></b>	<p>Parkway meeting at Saint Louis Zoo</p> <p><b><i>Topics:</i></b></p> <p><b><i>Documents:</i></b></p> <ul style="list-style-type: none"> <li>• Parkway summary</li> </ul>
<b><u>February 20</u></b>	<p>Thruway meeting at Richmond Heights Community Center</p> <p><b><i>Topics:</i></b></p> <ul style="list-style-type: none"> <li>• I-170; new proposals for interchange</li> <li>• Big Bend / Bellevue</li> </ul> <p><b><i>Documents:</i></b></p> <ul style="list-style-type: none"> <li>• Thruway meeting summary</li> </ul>
<b><u>February 25</u></b>	<p><b><i>Documents:</i></b></p> <p>“Engineers propose new options for Highway 40 interchanges,” Phil Sutin, <i>St. Louis Post-Dispatch</i></p>
<b><u>March 13</u></b>	<p>Parkway meeting at River Camp, Saint Louis Zoo</p> <p><b><i>Topics:</i></b></p> <ul style="list-style-type: none"> <li>• Preview of April 3 open house</li> </ul> <p><b><i>Documents:</i></b></p> <ul style="list-style-type: none"> <li>• Meeting summary</li> </ul>
<b><u>March 14</u></b>	<p>Greenway meeting at MoDOT TIC</p> <p><b><i>Topics:</i></b></p> <ul style="list-style-type: none"> <li>• Preview of April 3 open house</li> </ul> <p><b><i>Documents:</i></b></p> <ul style="list-style-type: none"> <li>• Meeting summary</li> </ul>

<b><u>March 21</u></b>	<p>Thruway meeting at Richmond Heights Community Center</p> <p><b><i>Topics:</i></b></p> <ul style="list-style-type: none"> <li>• Preview of April 3 open house</li> </ul> <p><b><i>Documents:</i></b></p> <ul style="list-style-type: none"> <li>• Meeting summary</li> </ul>
<b><u>March 27</u></b>	<p>Aesthetic Committee meeting at Richmond Heights Community Center</p> <p><b><i>Topics:</i></b></p> <ul style="list-style-type: none"> <li>• April 3 open house</li> </ul> <p><b><i>Documents:</i></b></p> <ul style="list-style-type: none"> <li>• Meeting summary</li> </ul>
<b><u>April 3</u></b>	<p>Public open house on I-64, EIS process at Richmond Heights Community Center from 2:00 to 8:00 p.m.</p> <p><b><i>Documents:</i></b></p> <ul style="list-style-type: none"> <li>• I-64 Newsletter #4</li> <li>• Comment forms</li> <li>• Sign-in sheet</li> <li>• Staff Assignment Schedule</li> <li>• Layout of meeting space</li> </ul>
<b><u>April 8</u></b>	<ul style="list-style-type: none"> <li>• "Hwy. 40 work projected for 2007," Phil Sutin in <i>St. Louis Post-Dispatch</i></li> </ul>
<b><u>April 10</u></b>	<p><b><i>Topic:</i></b> Berkshire Neighborhood Meeting</p> <p><b><i>Documents:</i></b></p> <ul style="list-style-type: none"> <li>• Sign-in sheet</li> </ul>
<b><u>April 11</u></b>	<p>Letter from Sandra Bannon</p> <p><b><i>Topic:</i></b></p> <ul style="list-style-type: none"> <li>• Please don't move south at Brentwood Forest</li> </ul>
<b><u>April 11</u></b>	<ul style="list-style-type: none"> <li>• "Pace Details project near Galleria" Chern Yeh Kwok in <i>St. Louis Post-Dispatch</i></li> <li>• "Steep walk to proposed station has Richmond Heights worried," Phil Sutin in <i>St. Louis Post-Dispatch</i></li> </ul>

<u>May 2</u>	<p><b>Topic:</b></p> <p><b>Document:</b></p> <ul style="list-style-type: none"> <li>• "Brentwood residents want work on Hwy. 40 to preserve buffer," Phil Sutin in <i>St. Louis Post-Dispatch</i></li> </ul>
<u>June 13</u>	<ul style="list-style-type: none"> <li>• "Session highlights Hwy. 40 projects' problems: Bridges get first priority, but money is crucial issue," Phil Sutin, <i>St. Louis Post-Dispatch</i></li> </ul>
<u>June 30</u>	<ul style="list-style-type: none"> <li>• "Highway department may travel rocky road with tax plan: Credibility is at issue after failure of last big program," Bill Bell, Jr., <i>St. Louis Post-Dispatch</i></li> </ul> <p><b>Topic:</b> History of 1992 highway tax initiative</p>
<u>July 8</u>	<ul style="list-style-type: none"> <li>• "Proposition B backers push road projects as a safety issue," Bill Bell Jr., <i>St. Louis Post-Dispatch</i></li> </ul>
<u>July 15</u>	<ul style="list-style-type: none"> <li>• "Richmond Heights says 'No Thanks' to the state's proposed gasoline tax hike," KMOX radio</li> </ul>
<u>July 19</u>	<p><b>Topic:</b> Upcoming August 6 vote on Proposition B</p> <p><b>Documents:</b></p> <ul style="list-style-type: none"> <li>• "Plan Falls Short," Deborah Waite, President, Missouri League of Women Voters, Letters to the Editor, <i>St. Louis Post-Dispatch</i> (League declines to endorse Prop B)</li> <li>• Cartoon comparing Prop B ad from Missouri Transportation and Development Council to snake oil</li> <li>• "Proposition B: Truth in Advertising," <i>St. Louis Post-Dispatch</i> Editorial decrying TV ads placed by MTDC claiming Prop B money would go to Highway Patrol</li> </ul>
<u>July 23</u>	<p><b>Topic:</b> Plans for 35K retail development, "Schneithorst Square," at southeast corner of Lindbergh / I-64</p> <p><b>Documents:</b></p> <p>Jerry Berger's column in <i>St. Louis Post-Dispatch</i></p>
<u>July 31</u>	<p><b>Topic:</b> Upcoming August 6 vote on Proposition B</p> <p><b>Documents:</b> "Prop B could aid growth in Missouri: Two studies vary in the degree of economic benefit to the state," Bill Bell Jr. and Jim Getz, <i>St. Louis Post-Dispatch</i>, p.1</p>

<b><u>August 13</u></b>	<p>Meeting with St. Louis County</p> <p><b><i>Topic:</i></b></p> <ul style="list-style-type: none"> <li>• Latest design options</li> <li>• Impacts</li> <li>• Coordination with St. Louis County's arterial system</li> </ul>
<b><u>August 14</u></b>	<p>All-Subcommittee Meeting</p> <p><b><i>Topic:</i></b></p> <ul style="list-style-type: none"> <li>• Proposition B</li> <li>• Update of the DEIS</li> </ul>
<b><u>August 15</u></b>	<p><b><i>Topic:</i></b> Impact of Prop B vote on I-64 project</p> <p><b><i>Document:</i></b> "Highway 40 project will take 15 years, official says." Phil Sutin, <i>St. Louis Post-Dispatch</i></p>
<b><u>August 19</u></b>	<p>Presentation at a Richmond Heights City Council Meeting</p> <p><b><i>Topic:</i></b></p> <ul style="list-style-type: none"> <li>• Project Update</li> </ul>
<b><u>August 20</u></b>	<p>Meeting with Senator Pat Dougherty</p> <p><b><i>Topic:</i></b></p> <ul style="list-style-type: none"> <li>• Project Update</li> <li>• Proposition B</li> <li>• Schedule</li> </ul>
<b><u>September 13</u></b>	<p><b><i>Topic:</i></b> MoDOT halting road design work on 10 long-term area projects</p> <ul style="list-style-type: none"> <li>• Article by Bill Bell Jr., <i>St. Louis Post-Dispatch</i></li> </ul>
<b><u>October 24</u></b>	<p><b><i>Topic:</i></b> Richmond Heights wants to redevelop southeast corner of Brentwood Boulevard/Clayton Road with a Marriott Hotel</p> <ul style="list-style-type: none"> <li>• Article by Phil Sutin, <i>St. Louis Post-Dispatch</i></li> </ul>
<b><u>October 25</u></b>	<p><b><i>Topic:</i></b> Funding for I-70 MRB and I-64 could be delayed or bonding could be used</p> <ul style="list-style-type: none"> <li>• Article by Jim Getz, <i>St. Louis Post-Dispatch</i></li> </ul>



<b><u>December 2</u></b>	<p><b><i>Topic:</i></b> Richmond Heights wants only one plan for the Big Bend/Bellevue interchange. Richmond Heights passed a decision ruling for no new ramps at Big Bend.</p> <ul style="list-style-type: none"><li>• Article in <i>St. Louis Post-Dispatch</i></li></ul>
<b><u>December 19</u></b>	<p>Meeting with City of St. Louis Parks, Recreation &amp; Forestry Dept.</p> <p><b><i>Topic:</i></b></p> <ul style="list-style-type: none"><li>• Impacts to trees in Forest Park</li><li>• Mitigation</li></ul>

## 2003 CHRONOLOGY OF I-64 DOCUMENTATION

### *A Chronology of Public Information Activities Relating to the I-64 Reconstruction Project*

*Author:*

<u><b>January 4</b></u>	<p><b>Topic:</b> Plan to improve Highway 40</p> <ul style="list-style-type: none"> <li>• Front page article by Phil Sutin and Jim Getz, <i>St. Louis Post-Dispatch</i></li> </ul>
<u><b>January 5</b></u>	<p><b>Topic:</b> Residents are anxious and have mixed feelings about Highway 40 plan</p> <ul style="list-style-type: none"> <li>• Article by Michele Munz, <i>St. Louis Post-Dispatch</i></li> </ul>
<u><b>January 6</b></u>	<p>Meeting with City of St. Louis Parks, Recreation and Forestry, Forest Park</p> <p><b>Topics:</b></p> <ul style="list-style-type: none"> <li>• Tree Impacts to Forest Park</li> </ul>
<u><b>January 8</b></u>	<p>All-Subcommittee Meeting, 5:30 – 8:00 p.m.</p> <p><b>Topics:</b></p> <ul style="list-style-type: none"> <li>• Purpose and Need, Draft EIS schedule and review, sound abatement, selecting Preferred Alternatives, Forest Park Impacts</li> </ul>
<u><b>January 9</b></u>	<p><b>Topic:</b> Details on interchanges along the I-64 project, including costs</p> <ul style="list-style-type: none"> <li>• Article by Phil Sutin, <i>St. Louis Post-Dispatch</i></li> </ul> <p><b>Topic:</b> Highway 40 project outlines its long-range plan</p> <ul style="list-style-type: none"> <li>• Article by Phil Sutin, <i>St. Louis Post-Dispatch</i></li> </ul> <p><b>Topic:</b> Reconsider plans for Highway 40, reconsider the No-Build</p> <ul style="list-style-type: none"> <li>• Editorial Ron Fagerstrom, <i>St. Louis Post-Dispatch</i></li> </ul>

	<p><b>Topic:</b> MoDOT is heavily impacting neighborhoods especially Richmond Heights for the sake of commuter traffic</p> <ul style="list-style-type: none"> <li>• Editorial by Steven R. Bettlach, <i>St. Louis Post-Dispatch</i></li> </ul>
<b><u>January 11</u></b>	<p><b>Topic:</b> St. Louis could lose anywhere from \$27 million to \$40 million a year based on new statewide funding formula</p> <ul style="list-style-type: none"> <li>• Article by Bill Bell Jr., <i>St. Louis Post-Dispatch</i></li> </ul>
<b><u>January 12</u></b>	<p><b>Topic:</b> MoDOT is going to talk individually with property owners about right-of-way acquisitions and sound walls when proceeding with final design</p> <ul style="list-style-type: none"> <li>• Article by Phil Sutin, <i>St. Louis Post-Dispatch</i></li> </ul>
<b><u>January 13</u></b>	<p><b>Topic:</b> Richmond Heights looking for a lawyer to fight MoDOT and reduce property impacts</p> <ul style="list-style-type: none"> <li>• Article by Phil Sutin, <i>St. Louis Post-Dispatch</i></li> </ul>
<b><u>January 21</u></b>	<p>I-64 presentation to the local Transportation Engineering Association of Metropolitan St. Louis</p> <p><b>Topics:</b></p> <ul style="list-style-type: none"> <li>• Current status of Draft EIS, traffic and schedule</li> </ul>
<b><u>January 27</u></b>	<p>Meeting with Richmond Heights City Council</p> <p><b>Topics:</b></p> <ul style="list-style-type: none"> <li>• Design and traffic issues in the Thruway</li> </ul>
<b><u>January 28</u></b>	<p>Displays at the Annual Richmond Heights Town Hall Meeting at the Richmond Heights Community Center</p>
<b><u>January 29</u></b>	<p>Public Hearing Open House on I-64 DEIS, St. Louis Science Center from Noon to 8:00 p.m.</p> <p><b>Documents:</b></p> <ul style="list-style-type: none"> <li>• Comment Forms</li> <li>• Sign-In sheet</li> </ul>

<b><u>February 6</u></b>	<p><b>Topic:</b> Richmond Heights has hired two lawyers to consult and work with MoDOT to reduce impacts</p> <ul style="list-style-type: none"> <li>Article by Phil Sutin, <i>St. Louis Post-Dispatch</i></li> </ul> <p><b>Topic:</b> Mailer sent out by a group called Citizens Concerned for the Future of Richmond Heights</p> <ul style="list-style-type: none"> <li>Article by David Ellis, <i>St. Louis Post-Dispatch</i></li> </ul>
<b><u>February 10</u></b>	<p><b>Topic:</b> Richmond Heights planning commission to recommend that Cit Council approve about \$31.5 million in tax-increment finance for Boulevard St. Louis</p> <ul style="list-style-type: none"> <li>Article by Phil Sutin, <i>St. Louis Post-Dispatch</i></li> </ul>
<b><u>February 13</u></b>	<p>Meeting with St. Luke's Parish, 7:00 p.m.</p> <p><b>Topics:</b></p> <ul style="list-style-type: none"> <li>Big Bend/Bellevue as part of overall project</li> </ul>
<b><u>February 24</u></b>	<p><b>Topic:</b> Richmond Heights City Council has taken another step forward toward constructing the Boulevard project by Pace Properties</p> <ul style="list-style-type: none"> <li>Article by Phil Sutin, <i>St. Louis Post-Dispatch</i></li> </ul>
<b><u>March 22</u></b>	<p><b>Topic:</b> St. Louis Galleria is up for sale</p> <ul style="list-style-type: none"> <li>Article by Chern Yeh Kwok, <i>St. Louis Post-Dispatch</i></li> </ul>
<b><u>March 24</u></b>	<p><b>Topic:</b> Richmond Heights City Council voted to hire Ruth Nichols as consultant on historic preservation to address the I-64 project and save homes</p> <ul style="list-style-type: none"> <li>Article by Benjamin Israel, <i>St. Louis Post-Dispatch</i></li> </ul>
<b><u>April 16</u></b>	<p><b>Topic:</b> Weber was awarded contract work for MetroLink extension, Richmond Heights requesting 12' wall on new tracks along Linden</p> <ul style="list-style-type: none"> <li>Article by Phil Sutin, <i>St. Louis Post-Dispatch</i></li> </ul>
<b><u>April 18</u></b>	<p><b>Topic:</b> Meridian project in Brentwood moves forward after four year delay</p> <ul style="list-style-type: none"> <li>Article by Charlene Prost, <i>St. Louis Post-Dispatch</i></li> </ul>

<b><u>April 21</u></b>	<p><b>Topic:</b> Richmond Heights criticizes new design for Highway 40</p> <ul style="list-style-type: none"> <li>Article by Phil Sutin, <i>St. Louis Post-Dispatch</i></li> </ul>
<b><u>April 24</u></b>	<p><b>Topic:</b> Town and County apartments will move forward with redevelopment despite I-64 project</p> <ul style="list-style-type: none"> <li>Article by Phil Sutin and Charlene Prost, <i>St. Louis Post-Dispatch</i></li> </ul>
<b><u>April 25</u></b>	<p>Meeting with Barnes Jewish Center/Washington University Medical Center</p> <p><b>Topics:</b></p> <ul style="list-style-type: none"> <li>Interchange types at Kingshighway and Tower Grove</li> <li>Traffic simulation for Kingshighway, traffic information for I-64 and Tower Grove interchange</li> <li>Traffic improvements at Clayton/Boyle/Tower Grove</li> </ul>
<b><u>April 26</u></b>	<p><b>Topic:</b> Extension of I-64 comment deadline to May 30 based on Richmond Heights' request</p> <ul style="list-style-type: none"> <li>Article by Phil Sutin, <i>St. Louis Post-Dispatch</i></li> </ul>
<b><u>April 28</u></b>	<p><b>Topic:</b> MoDOT wishes to buy the Town and Country apartments as soon as possible</p> <ul style="list-style-type: none"> <li>Article by Phil Sutin and Jim Getz, <i>St. Louis Post-Dispatch</i></li> </ul>
<b><u>May 1</u></b>	<p><b>Topic:</b> St. Louis County hired Parsons Brinckerhoff to perform Hanley Road traffic study</p> <ul style="list-style-type: none"> <li>Article by Phil Sutin, <i>St. Louis Post-Dispatch</i></li> </ul>
<b><u>May 3</u></b>	<p><b>Topic:</b> Criticism of MoDOT for encouraging sprawl by displacing residents in the inner core of the metropolitan area to build roads</p> <ul style="list-style-type: none"> <li>Letter to the Editor, <i>St. Louis Post-Dispatch</i></li> </ul>
<b><u>May 15</u></b>	<p><b>Topic:</b> Richmond Heights City Council prepared to vote on the preliminary plan to redevelop Town and Country apartments</p> <ul style="list-style-type: none"> <li>Article by Phil Sutin, <i>St. Louis Post-Dispatch</i></li> </ul>
<b><u>May 19</u></b>	<p><b>Topic:</b> Richmond Heights City Council approved the preliminary plan to redevelop the Town and Country apartments</p> <ul style="list-style-type: none"> <li>Article by Phil Sutin, <i>St. Louis Post-Dispatch</i></li> </ul>

<b><u>May 28</u></b>	<p>Meeting for the residents of the City of Frontenac</p> <p><b><i>Topics:</i></b></p> <ul style="list-style-type: none"> <li>• New alignment and impacts north of I-64 between Spoede and Lindbergh</li> <li>• Acquisitions</li> </ul>
<b><u>May 29</u></b>	<p><b><i>Topic:</i></b> Mississippi River Bridge project and the I-64 project funding as being dependent on the passing of the new federal highway bill</p> <ul style="list-style-type: none"> <li>• Article by Jim Getz, <i>St. Louis Post-Dispatch</i></li> </ul>
<b><u>June 4</u></b>	<p>Meeting with Richmond Heights</p> <p><b><i>Topics:</i></b></p> <ul style="list-style-type: none"> <li>• Impacts to parks</li> <li>• Memorandum of Agreement on parks</li> </ul> <p>Meeting with Sheridan Hills neighborhood</p> <p><b><i>Topics:</i></b></p> <ul style="list-style-type: none"> <li>• Reconnection of McMorrow to retain access</li> <li>• Stacked and flat options at I-170</li> <li>• Visual impacts</li> </ul>
<b><u>June 9</u></b>	<p><b><i>Topic:</i></b> Richmond Heights City Council approved to help pay for a sound wall along MetroLink in areas in northern Sheridan Hills</p> <ul style="list-style-type: none"> <li>• Article by Benjamin Israel, <i>St. Louis Post-Dispatch</i></li> </ul>
<b><u>June 16</u></b>	Public Officials briefing regarding I-64
<b><u>June 23</u></b>	<p><b><i>Topic:</i></b> While Richmond Heights helping to pay for walls north and within Sheridan Hills, some residents upset that it is not benefiting everyone</p> <ul style="list-style-type: none"> <li>• Article by Benjamin Israel, <i>St. Louis Post-Dispatch</i></li> </ul> <p><b><i>Topic:</i></b> City of St. Louis has approved and supports I-64 DEIS</p> <ul style="list-style-type: none"> <li>• Article by Phil Sutin, <i>St. Louis Post-Dispatch</i></li> </ul>
<b><u>June 30</u></b>	<p><b><i>Topic:</i></b> MoDOT proposes shifting I-64 north between Spoede and Lindbergh to save businesses and purchase homes</p> <ul style="list-style-type: none"> <li>• Article by Phil Sutin, <i>St. Louis Post-Dispatch</i></li> </ul>



<b><u>July 3</u></b>	<p><b>Topic:</b> Traffic on county roads near Forest Park Parkway has increased no more than 6% since portions were closed for MetroLink construction</p> <ul style="list-style-type: none"> <li>Article by Phil Sutin, <i>St. Louis Post-Dispatch</i></li> </ul> <p><b>Topic:</b> St. Louis are funding for projects has dropped from \$300 million last fiscal year to \$150 million this fiscal year</p> <ul style="list-style-type: none"> <li>Article by Phil Sutin, <i>St. Louis Post-Dispatch</i></li> </ul>
<b><u>July 8</u></b>	<p><b>Topic:</b> EWGCC public meeting schedule regarding regional roadway improvement projects</p> <ul style="list-style-type: none"> <li>Article by Phil Sutin, <i>St. Louis Post-Dispatch</i></li> </ul>
<b><u>July 28</u></b>	<p>Meeting with Richmond Heights</p> <p><b>Topics:</b></p> <ul style="list-style-type: none"> <li>Discuss options examined by MoDOT and FHWA to reduce property impacts in the City of Richmond Heights, in response to letters received from Richmond Heights.</li> <li>Big Bend/Bellevue</li> <li>Lavinia Gardens</li> <li>Bennett Avenue and The Heights Community Center</li> <li>Hanley – I-170 area</li> </ul> <p><b>Topic:</b> Metro to close Forest Park Parkway between DeBaliviere and Skinker for MetroLink construction.</p> <ul style="list-style-type: none"> <li>Article in the <i>St. Louis Post-Dispatch</i></li> </ul>
<b><u>August 4</u></b>	<p><b>Topic:</b> Richmond Heights City Council has agreed to grant Metro easements over its streets in exchange for soundwall to run on both sides of MetroLink</p> <ul style="list-style-type: none"> <li>Article by Ben Israel, <i>St. Louis Post-Dispatch</i></li> </ul>
<b><u>August 14</u></b>	<p>Meeting with St. Louis County</p> <p><b>Topics:</b></p> <ul style="list-style-type: none"> <li>I-170 option with frontage roads, impacts, and coordination with the arterial system</li> <li>Galleria Pkwy, Hanley, Eager and Dale</li> <li>Hanley Road traffic study being done by PB</li> </ul>

<b><u>August 17</u></b>	<p><b>Topic:</b> Jerry Staenberg offered that wish-list includes the acquisition of land just south of Highway 40 and as close to Washington University Medical Center as possible.</p> <ul style="list-style-type: none"> <li>Article by Jerry Berger</li> </ul>
<b><u>August 18</u></b>	<p><b>Topic:</b> Hadley Township Homeowner Association has started collecting signatures to show the Richmond Heights City Council that they want to keep the area east of Hanley and south of Highway 40 predominately single-family, owner-occupied housing</p> <ul style="list-style-type: none"> <li>Article by Ben Israel, <i>St. Louis Post-Dispatch</i></li> </ul>
<b><u>August 20</u></b>	<p>Meeting with the City of Brentwood</p> <p><b>Topics:</b></p> <ul style="list-style-type: none"> <li>I-170 option with frontage roads</li> <li>Traffic impacts of Eager Road traffic through the Galleria Parkway interchange</li> </ul>
<b><u>August 22</u></b>	<p>Meeting with the City of Brentwood</p> <p><b>Topics:</b></p> <ul style="list-style-type: none"> <li>I-170 option with frontage roads</li> </ul>
<b><u>September 3</u></b>	<p>Cultural Resources meeting with Richmond Heights and St. Louis</p> <p><b>Topics:</b></p> <ul style="list-style-type: none"> <li>Cultural resources issues and concerns</li> <li>Opportunity for consulting parties to provide documentation and to discuss concerns</li> <li>Effects/Mitigation Measures</li> </ul>
<b><u>September 8</u></b>	<p><b>Topic:</b> New I-64 Project will reduce impacts to homes on Bennett Avenue compared to original estimates</p> <ul style="list-style-type: none"> <li>Article by Florence Shinkle, <i>St. Louis Post-Dispatch</i></li> </ul> <p><b>Topic:</b> Plan for \$120 million office/hotel complex in Clayton agreed to construct third lane on southbound Hanley Road</p> <ul style="list-style-type: none"> <li>Article by Phil Sutin, <i>St. Louis Post-Dispatch</i></li> </ul>
<b><u>September 11</u></b>	<p><b>Topic:</b> Owner of Manhasset Village, a large apartment complex in Richmond Heights, has notified 40 percent of tenants that they must move out for renovation or demolition to allow for new use</p> <ul style="list-style-type: none"> <li>Article by Tim O'Neil, <i>St. Louis Post-Dispatch</i></li> </ul>

<b><u>September 25</u></b>	<p><b>Topic:</b> Richmond Heights City Council wants to keep Hadley Township a neighborhood of mostly owner-occupied single-family homes</p> <ul style="list-style-type: none"> <li>Article by Ben Israel, <i>St. Louis Post-Dispatch</i></li> </ul>
<b><u>October 20</u></b>	<p><b>Topic:</b> Esley Hamilton meets with MoDOT regarding I-64 cultural resources</p> <ul style="list-style-type: none"> <li>Article in the <i>St. Louis Post-Dispatch</i></li> </ul>
<b><u>October 29</u></b>	<p>Meeting with the Clayton Park Addition and West Moor Park Subdivision residents and the City of Richmond Heights</p> <p><b>Topics:</b></p> <ul style="list-style-type: none"> <li>Alignment changes to further minimize impacts on Bennett Avenue</li> <li>Proposed mitigation of A.B. Green Athletic complex</li> </ul>
<b><u>November 4</u></b>	<p>9:00 a.m.: MSD relief sewer project - Black Creek, Brentwood/I-64 interchange</p> <p><b>Topics:</b> Shared information about each of our projects</p>
<b><u>November 19</u></b>	<p>Meeting with MSD</p> <p><b>Topics:</b> Went over MoDOT's detention requirements analysis for corridor</p>
<b><u>December 17</u></b>	<p>Meeting with Waveland Partners</p> <p><b>Topics:</b> Discussed plans to redevelop Manhasset Village Apartments, and MoDOT's proposed I-64 improvements</p>

## 2004 CHRONOLOGY OF I-64 DOCUMENTATION

### *A Chronology of Public Information Activities Relating to the I-64 Reconstruction Project*

*Author:*

<u><b>January 13</b></u>	<b>10:00 a.m.:</b> I-64 Cultural Resource Consultation meeting
<u><b>January 28</b></u>	<b>7:00 p.m.:</b> Richmond Heights Town Hall meeting at the Heights  <b>Topics:</b> <ul style="list-style-type: none"> <li>• Open House format w/ formal Q&amp;A by RH elected officials.</li> <li>• MoDOT had a table set up, answered questions from public</li> <li>• Answered questions from public &amp; elected officials during Q&amp;A</li> </ul>
<u><b>February 3</b></u>	<b>11:00 a.m.:</b> I-64 meeting with Richmond Heights  <b>Topic:</b> AB Green mitigation plan
<u><b>March 8</b></u>	Meeting with Mullenix  <b>Topics:</b> Discussed plans for The Fountains development and MoDOT's plans for I-64/I-170 interchange
<u><b>May 6</b></u>	<b>10:00 a.m.:</b> I-64 Cultural Resource Consultation meeting  <b>Documents:</b> Meeting summary
<u><b>August 27</b></u>	<b>10:00 a.m.:</b> I-64 Cultural Resource Consultation meeting  <b>Documents:</b> Meeting summary
<u><b>November 1</b></u>	<b>8:00 a.m.:</b> I-64 meeting with Clayton Mayor Uchitelle and City Manager Mike Schoedel  <b>Topic:</b> Review EIS plan for I-64/I-170 interchange, and I-64 in Richmond Heights
<u><b>November 4</b></u>	<b>1:00 p.m.:</b> I-64 Meeting with Richmond Heights  <b>Topic:</b> Review all the proposed EIS changes in Richmond Heights  <b>Attendees:</b> Mayor Humphey, Amy Schutzenhofer, tom Weiss, Dave Reary, Karen Yeomans, Lesley Hoffarth

<b><u>December 6</u></b>	<b>1:00 p.m.:</b> Hanley Road Corridor Study Meeting  <b><i>Topic:</i></b> St. Louis County Department of Highways reviewed proposed plans for Hanley Road corridor improvements and group discussed funding options  <b><i>Attendees:</i></b> Mayors of Brentwood, Maplewood and Richmond Heights, Rep. Donnelly, Sen. Bray, Metro, MoDOT, County Executive Charlie Dooley
<b><u>December 9</u></b>	<b>1:30 p.m.:</b> Meeting with Balke Brown  <b><i>Topic:</i></b> Boland Place development plans for Chaney Elementary School site and I-64 plans  <b><i>Attendees:</i></b> Don Land (Balke Brown), Steve Rauh (Frontenac Engineering), Karen Yeomans, Lesley Hoffarth



# RECONSTRUCTION

*Information for you on the Missouri Department of Transportation's Project to Rebuild I-64 from Spoele Road to Tower Grove Avenue*

## What's the Problem?

Aging, crumbling infrastructure is the main problem with Interstate 64/Route 40 from Spoele Road to Tower Grove Avenue. Traffic jams are a constant problem due to the old design of the roadway which can't accommodate today's volumes and speeds.

Much of the pavement and overpasses on Route 40 were built in the 1940s and 1950s. It is in desperate need of replacement. A few years ago, the pothole problem on Route 40 was the worst ever seen. A resurfacing project was done as a temporary solution. Another

resurfacing contract will be done this summer. This maintenance work should hold the road together until the pavement can be replaced.

Another major problem is the interchanges. The bridges aren't tall enough to accommodate today's larger trucks.

Also, motorists experience tight on and off ramps at each interchange, and some of the interchanges are too close together. This old design creates a lot of varying speeds of people trying to merge on or off the highway which contributes to the traffic problems.

## Public Meeting Set for May 27

Do you have comments regarding how I-64 could be changed to improve your daily trips to work, school, shopping? What about pedestrian and bicycling access? If you do, we want to hear from you. MoDOT engineers will be available to discuss the road reconstruction with you.

We will have aerial photos and maps of I-64 as well as outlines of the general improvements and special fea-

tures we plan to focus on. We invite you to share your business, personal, car, bike and pedestrian access problems with us before we begin any engineering work. We will take these concerns and work toward solutions.

Join us from  
3:30 p.m. to 7:30 p.m.  
Thursday, May 27  
Richmond Heights Library  
Lower Level

## Schedule:

### 1999

Environmental  
Documentation  
until 2001

Public Involvement  
continuous

### 2000

Design plans and  
Land purchases  
until 2007

### 2003-2010

Construction

### More Information:

Contact MoDOT  
Project Manager  
Lesley Solinger Hoffarth  
at 340-4392 or toll-free  
at **1-888-ASK-MODOT**  
(275-6636)

or visit our website at  
**[www.modot.state.mo.us](http://www.modot.state.mo.us)**





# Our Goal: *Enhance the Area's Character*

**M**oDOT's goal is to make I-64/Route 40 a part of the existing communities along the highway. The needed reconstruction should not take away from the existing character along the road.

In fact, we hope to work as partners with the communities along Route 40 to make the road a showcase of the St. Louis area. We plan to hire an architect to help with the aesthetics of the road, overpasses and sound and retaining walls. We want them to fit in and enhance the existing communities. We plan to blend new landscaping with existing vegetation wherever possible.

On Route 40 from Interstate 170 to the east, we will try to do our work within our existing property lines wherever possible. We are also looking for



**This road in Phoenix, Ariz, illustrates how landscaping and retaining walls can enhance the area. We plan to create a distinctly St. Louis look for the landscaping and walls along I-64.**

ways to incorporate better pedestrian and bicycle access over the highway.

We will be flexible in our design work to respond to requests, inquiries and concerns as we go through the design.

Our goal is to have the communities define the road and not the road define the communities.

Ultimately, we hope to create a distinct look for I-64/Route 40 which includes a St. Louis touch in the design.

## What's happened so far?

A transportation study, known as the Cross-County Corridor Study, was completed over a year ago and identified the specific problems and a full range of solutions to help transportation in the I-64/Route 40 and Interstate 170 corridors.

The engineering work has not started on this project. So far, we have only done environmental documentation.

The final recommendations of the study for I-64 included the following:

- add additional capacity lanes Spodee to I-170
- no additional capacity lanes east of I-170
- replace pavement where needed
- reconstruct interchanges
- incorporate transportation management systems
- include bicycle and pedestrian accommodations

## Special Areas of Concern

MoDOT will pay special attention to these issues as the design work is done:

- ◆ adjacent property owners
- ◆ noise
- ◆ open space
- ◆ bicycle & pedestrian needs
- ◆ roadway access
- ◆ air quality



June 2000

<b>Cover</b>	<b>What's Happening on I-64</b>
<b>3</b>	<b>Communities and Committees Define the New I-64</b>
<b>3</b>	<b>The New I-64: Traffic Improvements with a Design Sensibility</b>
<b>4</b>	<b>Ask MoDOT!</b>
<b>4</b>	<b>Point and Click to I-64 on the Web</b>

## WHAT'S HAPPENING ON I-64

We all know that the Missouri Department of Transportation (MoDOT) is embarking on a major reconstruction of Interstate 64. But what has happened so far—and what can

we expect as reconstruction progresses?

In 1997, a transportation initiative known as the Cross County Corridor Study identified specific challenges and a range of solutions to improve transportation in the I-64 and I-170 corridors. Final recommendations for I-64 reconstruction include:

- Constructing additional-capacity lanes from Spoele Road to I-170 (but none east of I-170).
- Replacing pavement.
- Reconstructing interchanges.
- Incorporating transportation-management measures, such as ramp meters and changeable message signs.
- Providing bicycle and pedestrian accommodations, especially in the Forest Park area.

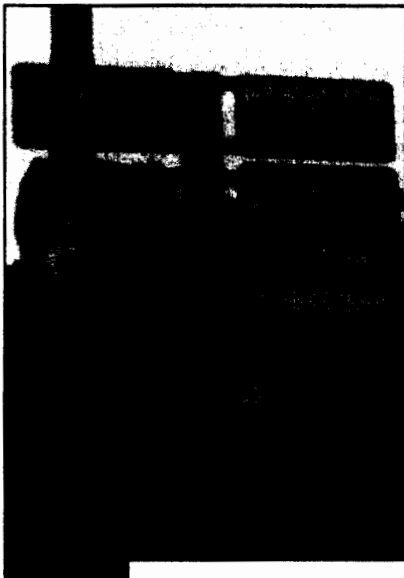
At this stage, MoDOT has completed environmental documentation and collected background information needed to start engineering design for all areas except Forest Park.

Environmental documentation details the potential impact of I-64 improvements on natural and man-made environments—like habitats of endangered species, air quality, noise levels, water quality, historic structures, and other factors. The Forest Park area poses more complex issues because of its parkland. It will take much longer to complete that area's environmental documentation. MoDOT then will have to wait for federal approval before beginning detailed engineering design.

Meanwhile, MoDOT has conducted public outreach in the form of meetings with legislators and local elected officials, a public open house meeting, and more than 40 meetings with neighborhood associations, businesses, and representatives of Forest Park attractions. These activities were conducted to gather input from the public about issues and concerns before moving forward with engineering design. Overwhelmingly, comments at these meetings have focused on noise, property acquisition, and aesthetics—major issues that MoDOT is beginning to evaluate in detail.

A noise analysis for the entire project, from west of Spoele to Tower Grove, is being prepared. Before roadwork begins, federally funded sound walls may be constructed in areas where noise levels are unacceptable (according to federal guidelines) and where construction is

You may have noticed that crews completed resurfacing of I-64 between Spoele Road and Tower Grove Avenue last summer. MoDOT crews will not actually replace the pavement on I-64 until 2008, so this work was a temporary fix before total reconstruction begins.

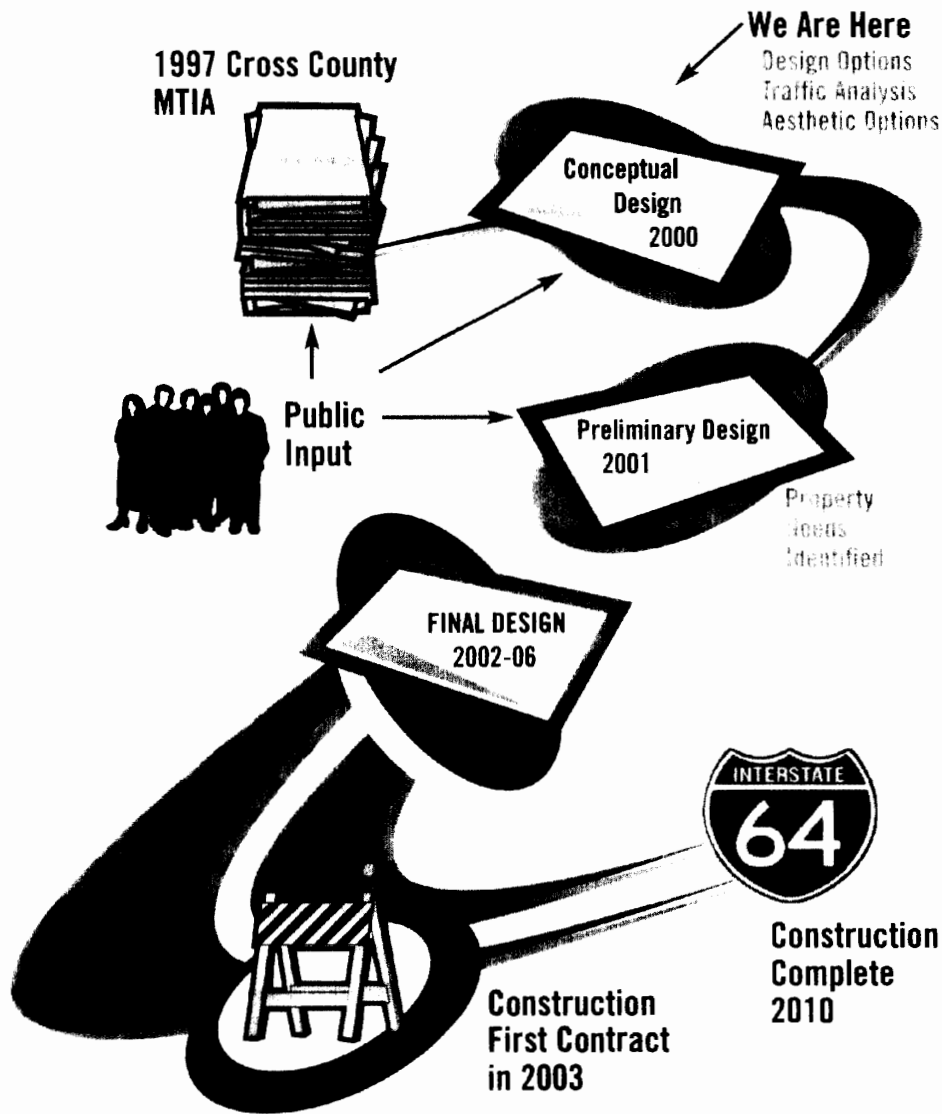


**Information for You on  
MoDOT's Project to Rebuild**

**I-64 from Spoele Road to  
Tower Grove Avenue**

## What's Happening

*continued from cover*

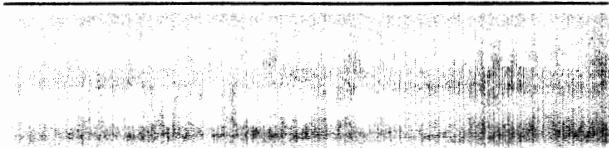


possible. MoDOT intends to minimize property acquisition by using retaining walls instead of building slopes (which require more space) and by effectively using currently owned state property, which will limit the need for acquiring additional areas along I-64.

As for aesthetic concerns, during the design process MoDOT will work directly with communities to collectively determine the look and feel of the new I-64. Through public and neighborhood meetings, a public Web site for sharing information and receiving input, and the work of special I-64 corridor committees, MoDOT will work to ensure that communities help define this stretch of I-64.

The process of collectively addressing matters associated with sound walls, property acquisition, and aesthetic and architectural standards will take place over the next 20 months. There will be many steps along the way, but in the end, MoDOT hopes its work with local communities will create an interstate segment that showcases—and is a showcase for—the St. Louis area.

In 1997, the Cross County Major Transportation Investment Analysis (MTIA) pinpointed transportation issues and needs along the stretch of I-64 that runs from Spoede Road to Tower Grove Avenue. At present, we are beginning the conceptual design phase, analyzing traffic, and considering design and aesthetic options. By early 2002, we should complete the preliminary engineering design stage, with final design completed by 2006. In the meantime, construction in certain areas should begin sometime in 2003. We are targeting 2010 as the end point of construction on I-64.



MoDOT is dedicated to partnering with communities along I-64 to create a showcase interstate for St. Louis. To that end, several committees will be formed to work hand-in-hand with MoDOT in determining the look of the New I-64.

Four committees will work to ensure that aesthetic issues along the route are in sync with community needs and desires. One of those committees will consider aesthetics for the “overall corridor,” helping to define

a consistent theme for the route as well as options for visually expressing the theme. The three remaining committees will consider aesthetic and engineering issues for sub-segments of the corridor, helping to determine how the overall aesthetic theme might be applied to specific interchanges and overpasses.

In addition to the four committees, a technical advisory group will help MoDOT ensure that design and construction plans for the New I-64 coordinate with the plans of local municipalities.

MoDOT is in the process of forming the committees and hopes that with their involvement, the New I-64 will truly be defined by the vision of the St. Louis community.

## THE NEW I-64: TRAFFIC IMPROVEMENTS WITH A DESIGN SENSIBILITY

Interstate 64 currently has a unique design. The engineers in the 1940s and ‘50s put a lot of effort into filling this roadway with function

and style. MoDOT plans once again to focus on function and style in the complete reconstruction of I-64. In

February 2000, MoDOT hired an architectural and engineering consultant to provide assistance in the areas of architecture, landscaping, and traffic management. The consultant,

HNTB, has extensive experience in rebuilding interstates in other major U.S. cities, including Dallas, Phoenix, Wichita, and Kansas City. HNTB, which is headquartered in Kansas City and operates a thriving office in St. Louis, will work with the noted architectural firm Hellmuth, Obata + Kassabaum (HOK). Together, HNTB and HOK will consult with artists and the public to create a distinctive St. Louis theme for all aspects of the reconstruction, including interchanges, overpasses, retaining walls, sound walls, and landscaping.



Throughout the length of the project, MoDOT wants to partner with cities and businesses along I-64 to add more of those details that say “St. Louis.”

The new I-64 will be more aesthetically pleasing than any roadway we’ve seen in this area—but what about traffic? How will we redesign the interchanges to effectively meet the region’s traffic demands? How will we keep traffic moving during construction? HNTB will provide its traffic expertise and traffic modeling technology to help resolve these concerns.

The public already has offered MoDOT many ideas and options concerning the interchanges. HNTB will be able to model the proposed options and demonstrate how they would affect traffic at an interchange. This high-tech process will be important in determining which ramps will be closed or kept open and how traffic will flow at the interchanges.

How I-64 looks will be of little value if people can’t get where they need to go. MoDOT and HNTB are eager to help get traffic moving—and make travel an eye-pleasing experience along the way.

## ASK MoDOT!

We've received many questions about the I-64 reconstruction project and want to present our answers to those posed most frequently. We will periodically update this question-and-answer forum in newsletters and on our Web site.

**Why will it take seven to ten years to do the work?**

Although MoDOT conservatively estimates at least seven years to complete construction for this project, we will be looking for opportunities to compress the construction schedule wherever possible. Keep in mind, though, that we do have to keep some access open during construction. For example, we can't dismantle every bridge or interchange at the same time. No one would be able to get from one side of the highway to the other.

**Which houses or property will MoDOT be taking?**

At this point, we do not know. Only after the detailed design work is complete (approximately 20 months) will we know exactly what property will be needed. Our goal is to minimize the need for property as much as possible—a goal we can achieve by using retaining walls to keep the roadway in a tight space. As we get into the design details, we will be working with the adjacent property owners to exchange information and ideas. We will try to be flexible: If you want us to use your property, we will try to do that. If you want to keep your property, we will try to help you do so.

**Why don't you just resurface the road and leave it alone?**

Put plainly, I-64 is literally crumbling. The cracks you see on the surface go all the way through the pavement to the roadbed. Resurfacing is no longer a viable solution. The highway between Spoeede Road and Tower Grove Avenue needs to be replaced—completely. Most of US 40 was designed and built in the 1940s and '50s. What seemed like a superhighway back then is cramped, congested, and even hazardous today.

**Are you going to build sound walls? Will my area get a sound wall?**

As many of you know, sound walls can help lower the noise impacts of roadway improvements and provide significant sound reduction for houses closest to the highway. MoDOT is planning to construct sound walls as much as possible. We will be doing sound studies all along I-64 to determine where sound wall criteria are met. If your area meets the sound wall criteria for federal funding, we will work with you and your neighbors to design the wall. Although we hope to build many of the permanent sound walls first, we are also considering temporary sound walls to alleviate construction noise.

**Do my opinions really count with MoDOT?**

Yes. We've answered the questions we've received thus far, and we will continue to respond to your concerns and needs. Throughout every stage of this project—from transportation analysis to design and on through construction—MoDOT will be asking for your opinions and listening to what you have to say. Keep reading our newsletters and reviewing our Web page. Call our I-64 project manager, Lesley Solinger Hoffarth, at (314) 340-4392, or call toll free at 1-888-ASK-MODOT. Get involved now—and stay involved. The I-64 reconstruction project is for your benefit.



[www.thenewi64.org](http://www.thenewi64.org)

MoDOT wants to provide you with accurate, up-to-the-minute information on all aspects of the I-64 reconstruction project. There's no better way than by offering you online access via our I-64 Web site. Community involvement is a driving force behind this site, so review our preliminary version now—and visit the site often to stay informed and involved.

**POINT AND CLICK TO  
I-64 ON THE WEB**



December 2000

<b>Cover</b>	<b>High-Tech Website Lets You Connect with The New I-64</b>
<b>2</b>	<b>Subcorridor Advisory Committee Meetings Launched</b>
<b>3</b>	<b>Aesthetic Committee Sets Its Sights on the Look of The New I-64</b>
<b>4</b>	<b>Ask MoDOT!</b>
<b>4</b>	<b>Point and Click to I-64 on the Web</b>

## HIGH-TECH WEBSITE LETS YOU CONNECT WITH THE NEW I-64

With the launch of The New I-64's website on August 1, 2000, the project entered a new and exciting phase. The site, at [www.thenewi64.org](http://www.thenewi64.org), employs a number of interactive features designed to build in public comment to the process.

The **Construction** page gives you an overall chronology of the project, which is now in the conceptual phase; the earliest that construction could begin is 2003.

The **Study Area** features a map of the whole length of the project, each section of

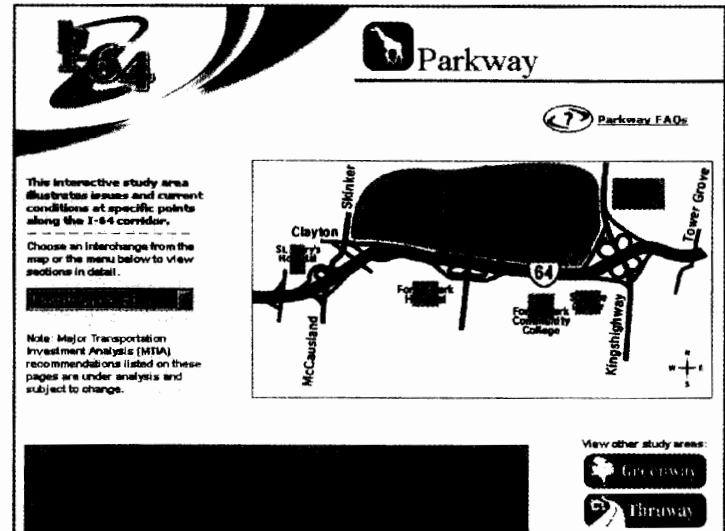
which clicks into close-up views. Further clicks display aerial pictures and a description of the existing conditions at the site, as well as the recommendations of the *Major Transportation Investment Analysis* (MTIA), the 1997 study that determined overall transportation needs in the I-64 and I-170 corridors. The **Study Area** also includes all the options the subcorridor advisory committees (see article on page 2) are reviewing for each interchange. As the committees discuss each new set of proposals for an interchange, those options will be available on the website.

Clicking **Community Involvement** on the website's home page allows the public to send queries and feedback directly to Lesley Solinger Hoffarth, MoDOT's project manager for The New I-64. Since the site's launch in August 2000, MoDOT and its team have received and answered dozens of queries, ranging from comments about specific interchanges to broad visions for the overall theme and look of the project. All feedback is read and taken seriously.

The site categorizes e-mail comments by topic and places them into an evolving database of comments and responses. Visitors who enter their addresses are automatically added to the project mailing lists. Hoffarth is excited about the interaction: "As certain subjects come up, we're able to pull specific comments out of the database and tell people, 'This is what we've heard, and this is how we've tried to address this particular concern.' People are usually surprised that we do this. It shows people that we're aware of their issue and that we're devoting the time to deal with it. This is one way for us to build credibility for this project and to get people to feel they can trust us."

Doug Mann, I-64 project director for HNTB Architects Engineers Planners, consultant to MoDOT, notes how the website serves the public. "As the consultant, we are a facilitator for the public, and it is our job to create something the public desires. We want the public to

take ownership of this project and to be our partners. One way to find out what people want is to get them talking. We're getting that feedback, and we're using it to establish the rapport with the community that will move this project along."



### Information for You on MoDOT's Project to Rebuild

**I-64 from Speede Road  
to Tower Grove Avenue**

Continued on page 2



## High-Tech Website

*continued from cover*

"A lot of people who may never attend a public meeting might take some time to visit the website," says Mary Cay O'Malley, HNTB I-64 project manager. "When they get there, they find our very detailed explanation of what the project is and what we're trying to do."

People can also see examples of design possibilities for The New I-64. Clicking on **Project Overview** leads to the **Ideas in Action** page, which showcases aerial shots of

successful reconstruction projects in Phoenix, Dallas, and Kansas City. Another page explains the Single-Point Urban Interchange (SPUI); you can even run a traffic animation in QuickTime or see a series of images explaining traffic flows at a SPUI.

"People get very excited about the I-64 project when they see what's possible and what has been done in other places," says Linda Wilson, MoDOT public affairs manager. "They look at these designs in other cities, and they start to think about the kinds of things we can do in St. Louis."

## SUBCORRIDOR ADVISORY COMMITTEE MEETINGS LAUNCHED

Three advisory committees launched an eight-month series of meetings in three separate gatherings during the second week of October. Their members reflect the concerns and opinions of communities all along The New I-64 reconstruction corridor.

As the illustration below shows, The New I-64 includes three sections, or subcorridors. Dividing the I-64 reconstruction area enables engineers and planners to consider each subcorridor's unique character and challenges, with the help of the Advisory Committee representing the area:

- **Greenway** runs from Spoede to McKnight.
- **Thruway** includes Brentwood Blvd. to Bellevue.
- **Parkway** covers McCausland to Tower Grove.

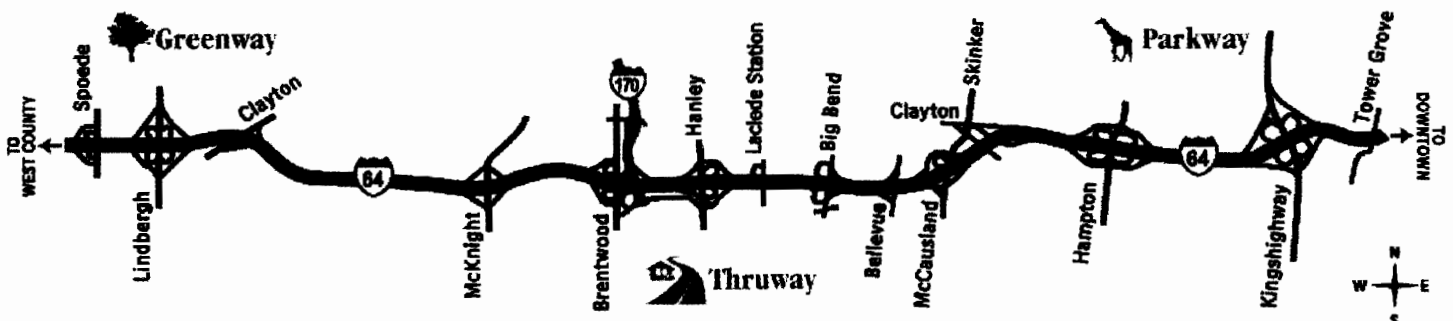
Each committee includes volunteers who attended an August 2000 kickoff. Committee members represent businesses, elected officials, neighborhood groups, churches, and agencies along the affected parts of I-64.

MoDOT and its consultant, HNTB, are presenting information and visual displays at these meetings. At the first

sessions, many committee members asked about right-of-way and sound walls, but I-64 project manager Lesley Solinger Hoffarth explained that such details won't be hammered out until the committees help engineers decide what types of interchanges to construct. Property and sound wall issues will begin to be addressed by Spring 2001.

The initial meetings featured design options for one interchange within each subcorridor. On October 10, Thruway members considered four options for the Big Bend/Bellevue interchange area. At the October 11 Parkway meeting, only one option was presented for the Kingshighway interchange, but five options were presented for the new ramps at Tower Grove Avenue. Discussion at the Greenway meeting on October 12 focused on two options for the McKnight interchange.

Each committee also contributed two members to the Aesthetic Advisory Committee, which will make recommendations on the overall look and feel of The New I-64 reconstruction. Aesthetic Advisory Committee meetings began in late October.



## AESTHETIC COMMITTEE SETS ITS SIGHTS ON THE LOOK OF THE NEW I-64

The Aesthetic Advisory Committee is ready to play a major role in helping to define the look and feel of The New I-64. The Committee merges the St. Louis design community with participants who reflect neighborhood interests. Urban designers, architects, and other design specialists were invited to sit on the Committee. Other members joined during the first subcorridor advisory committees in October 2000, when participants chose two members from each committee to serve on the Aesthetic Advisory Committee.

The Aesthetic Advisory Committee will set the theme for the entire I-64 reconstruction corridor. Because each of the Greenway, Thruway, and Parkway subcorridors has its own unique character, however, MoDOT and its engineering and architectural consultants—HNTB, The HOK Planning Group, and Via Partnership—seek to ensure adequate community representation within these subcorridors. Working in tandem with the subcorridor committees will enable the Aesthetic Committee to reflect the voices of neighborhoods, agencies, churches, and businesses along I-64. Past collaborations of artists, urban designers, and community representatives in other local transportation projects have resulted in such striking designs as the curved piers supporting the raised MetroLink rails. In other cities, HNTB and its design consultants have created highway elements, such as sound walls, that reflect the character and cultural heritage of a city or a neighborhood.

On the design side, the Committee includes Michael Byron, an associate professor of art at Washington University; Esley Hamilton, a preservation sites historian with the St. Louis County Department of Parks and Recreation; Dick Kirschner, a principal with Mackey Mitchell Associates; Jacqueline Tatom, an assistant professor of architecture at Washington University; Betsy Millard, executive director, Forum for Contemporary Art; Irv Logan of the Missouri Department of Conservation; and Ken Underhill of Scenic Missouri. Representing the Greenway Advisory Committee are Catherine Hanaway, state representative for District 87, and Ken Krueger, trustee president, Ladue Ridge Road Subdivision. Mike Schoedel, city manager of Richmond Heights, and Joyce Walsh, trustee, Hampton Park Neighborhood, are the Thruway Advisory Committee's representatives. From the Parkway Advisory Committee come Christine Iverson, director of civic affairs and development at The Muny, and John Klaas, an architect with the St. Louis Planning Agency.

At its first meeting, the Aesthetic Advisory Committee viewed slides of work by a number of artists who can provide input toward selection of two artists—one local and one national—to serve as design consultants. With the other members of the Aesthetic Committee, these two artists will work closely with engineering and transportation officials to give The New I-64 a whole new look.



**Above left:** MoDOT's Lesley Solinger Hoffarth explains a point at the Parkway meeting as HNTB's Doug Mann looks on. **Above right:** Russ Volmert of HNTB speaking at the Thruway meeting. **Left:** HNTB's Mary Cay O'Malley leads a portion of the Greenway meeting.

## ASK MoDOT!

We've received many questions about the I-64 reconstruction project and want to present our answers to those posed most frequently. We will periodically update this question-and-answer forum in newsletters and on our website.

**We often hear that MoDOT bases recommendations regarding I-64 improvements on the 1997 MTIA. What is the MTIA?**

The 1996-97 Cross-County Corridor *Major Transportation Investment Analysis* (MTIA) produced report findings that East-West Gateway Coordinating Council (EWGCC) incorporated into its Long-Range Transportation Plan for the St. Louis region. Since 1965, EWGCC has coordinated regional policy development and encouraged cooperative problem-solving in the bistate area. Reflecting this collaborative mission, the Cross-County Corridor MTIA study was cosponsored by EWGCC, MoDOT, and the Bi-State Development Agency. The report identified transportation problems in the study area and pinpointed concerns related to neighborhood impacts, funding, safety and security, air quality, and noise. From the outset, the public was kept informed through community outreach meetings and newsletters. A public opinion survey was conducted to gain a better understanding of the study area's problems from the public's viewpoint. The resulting MTIA included the broad recommendation to reconstruct I-64, along with proposed means of improving specific interchanges along the route.

Here's an example: Existing conditions at the Kingshighway Boulevard interchange include deteriorating pavement and bridge, difficulties in merging traffic onto I-64, high traffic volumes on Kingshighway, and tight loop ramps. To alleviate these problems, MTIA recommended MoDOT replace the present cloverleaf interchange with a Single-Point Urban Interchange. As with all MTIA proposals for I-64, the Kingshighway recommendation is under analysis and subject to change.

**What construction is scheduled first—paving, bridges, interchanges?**

The tentative plan for construction includes beginning with the new Tower Grove interchange in 2003; in 2004, we plan to work on the Kingshighway interchange. Beginning in 2005 and ending in 2007, we hope to replace all the overpasses and interchanges from Hampton Avenue to Spodee Road. From 2008 through 2010, we plan to repave the 12-mile section of I-64. It is important to note that this construction schedule is tentative because our funding only runs through 2002. I-64 is a proposed project we hope can be funded. Because infrastructure preservation is the top priority of the East-West Gateway Coordinating Council, the metropolitan planning organization and council of governments in the St. Louis region, we believe we will have funds for I-64.

**Why isn't MoDOT adding lanes east of I-170? Aren't you going to address the congestion there?**

The Cross-County Corridor MTIA (see first question above) analyzed the need to add more lanes east of I-170. The region's leaders chose not to add lanes. We can improve traffic congestion through other measures, including better on- and off-ramps with possible exit-only lanes between interchanges. Ramp signals will be added to meter the amount of traffic entering the highway at one time. Also, some of the ramps will be eliminated to improve the spacing between interchanges. Interchange spacing and tight on- and off-ramps cause a great deal of the congestion now.

**Do my opinions really count with MoDOT?**

Yes! We've answered the questions we've received thus far, and we will continue to respond to your concerns and needs. Throughout every stage of this project—from transportation analysis to design and on through construction—MoDOT will be asking for your opinions and listening to what you have to say. Keep reading our newsletters and reviewing our website. Call our I-64 project manager, Lesley Solinger Hoffarth, at (314) 340-4100, or call toll free at 1-888-ASK-MODOT. Get involved now—and stay involved.

[www.thenewi64.org](http://www.thenewi64.org)



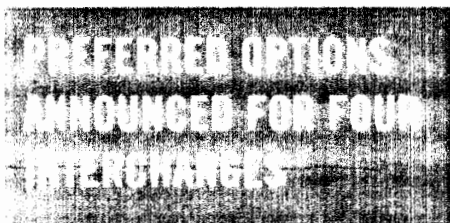
MoDOT wants to provide you with accurate, up-to-the-minute information on all aspects of the I-64 reconstruction project. There's no better way than by offering you online access via our I-64 website. Community involvement is a driving force behind this site, so visit the site often to stay informed and involved.

**POINT AND CLICK TO  
I-64 ON THE WEB**



February 2001

<b>Cover</b>	Preferred Options Announced for Four Interchanges
<b>3</b>	Artists Join Aesthetic Advisory Committee, Help Develop I-64 Design Themes
<b>5</b>	A Project New to the St. Louis Region
<b>5</b>	New Directions for The New I-64
<b>6</b>	Ask MoDOT!
<b>6</b>	Point and Click to I-64 on the Web



The Missouri Department of Transportation (MoDOT) has announced its preferred options for four of the eight interchanges in The New I-64 corridor. MoDOT and its team of engineers will further examine the preferred options during the Urban Design phase of the project, which will explore such issues as pedestrian and bicycle access, landscaping, lighting, retaining walls, and signage. Each option must meet a constructibility review, which examines such aspects as cost and the amount of inconvenience caused during construction.

All options developed for The New I-64 had to meet certain guidelines. They had to improve traffic flow, lengthen on- and off-ramps that are too short, and meet federal standards for lane and shoulder width. MoDOT made its decisions on preferred options after months of considering a wide range of feedback from the Greenway, Thruway, and Parkway Subcorridor Advisory Committees; meetings with residents' groups, stakeholders, and municipalities; and e-mail comments from the public. On this page and page 2 are the four interchanges and their preferred options.



At the **McKnight Road** interchange, residents favored **Options 3** (left) and **4** (below right), which have similar "footprints" (take up a similar amount of space) but move traffic differently. Option 3 would make I-64 at McKnight a single-point urban interchange, controlled by a single set of signals. Conversely, Option 4 would make McKnight a diamond interchange while also increasing on- and off-ramp lengths. Both options would realign Ladue Crest Lane slightly to the north.

**McKnight Options  
3 (top) and 4 (right)**

**Information for You on  
MoDOT's Project to Rebuild**

**I-64 from Spoele Road  
to Tower Grove Avenue**

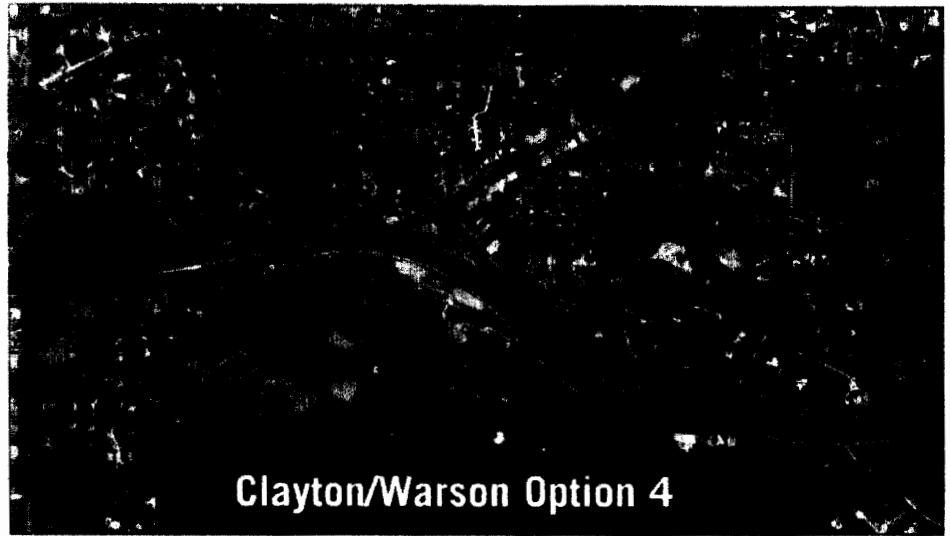


*Continued on page 2*

## Preferred Options

continued from cover

Of the four options presented for the Greenway's **Clayton/Warson** interchange, the community expressed overwhelming favor for **Option 4**, which rebuilds the interchange almost exactly as it is now. Since there were no compelling traffic or safety reasons not to do so, Option 4 will move forward.



**Clayton/Warson Option 4**

The **Big Bend/Bellevue** interchange in the Thruway corridor presents major challenges. The existing ramps at Bellevue are too close to those at Big Bend, creating unsafe weaving in the thruway. While residents and businesses engaged through traffic, emergency access to St. Mary's Health Center remains a necessity. Some options handled too much traffic through Big Bend or suggested affected traffic on McCausland. Others provided insufficient access to the hospital.



**Big Bend/Bellevue  
Options 3 (above) and 8 (below)**



After intensive study and consultation, MoDOT has decided to bring forward a modified

**Option 3 and Option 8.** Both options make Big Bend a single-point urban interchange.

Option 3 preserves the Bellevue exit from eastbound I-64 by adding a grade-separated ramp on the north side of the highway between the Big Bend/Bellevue interchange. **(Note:** The grade-separated ramps to the north have been eliminated since Option 3 was first presented.)

Option 8 closes the Bellevue ramps and provides an eastbound U-turn via a

newly constructed ramp at McCausland. This ramp would loop under I-64 to join with Wise Avenue and provide access to the hospital and to the shops along Clayton Road. Both Options 3 and 8 are expected to reduce cut-through traffic on Dale and Bellevue Avenues.

Even with its eliminated eastbound ramp, however, Option 3 affects adjacent properties more than Option 8.



Two artists—Phil Robinson of St. Louis and Valerie Otani from Portland, Oregon—recently joined the Aesthetic Advisory Committee. Robinson, a local artist, and Otani, a national artist, are both serving as design collaborators on the Committee, which includes art and architecture professionals as well as two members from each of the Subcorridor Advisory

Committees. The Aesthetic Advisory Committee will work with its artists to identify future art opportunities in the project, and to hire other artists to work with the community in turning art concepts into reality.

**High energy, creative results.** Energy was high on January 9, 2001, when members of the Aesthetic Advisory

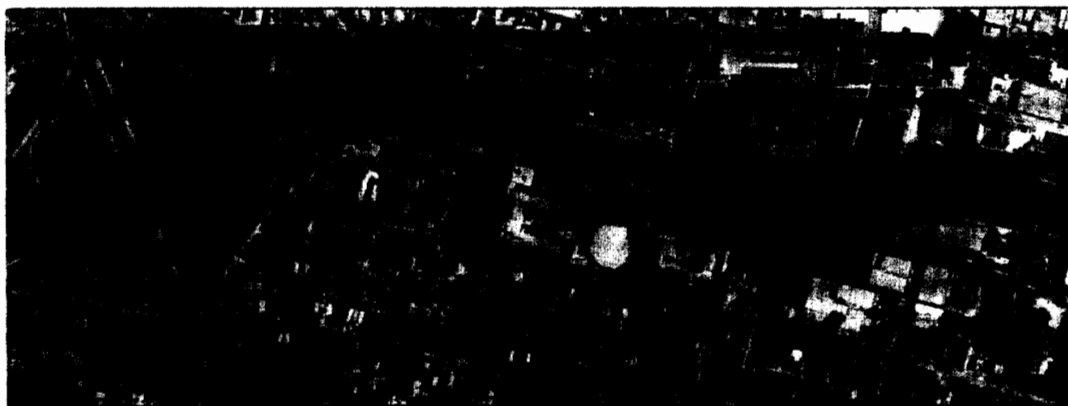
Committee greeted Otani and Robinson for the first time. The Committee split into small groups, then formed two teams to further focus on images and ideas about St. Louis introduced at an earlier meeting.

The two teams came to some remarkably similar insights. Both emphasized the importance of rhythm in the highway experience. One team focused on the Eads Bridge as an image that embodied all the central images that interested them: the use of both brick and limestone, the recurring arch image, and especially the mix of tradition and innovation that marks the bridge—and that the team felt characterized St. Louis.

The other team linked photographs sequentially to produce a virtual, visual I-64, comprising photos of I-64 views arranged in a line. The images reflected a progression from farm to city, from prairie; for example, more brick and stone buildings in the city, more glass buildings in the county. The public can see and comment on the Aesthetic Advisory Committee's work at an open house in late May.

## Kingshighway/ Tower Grove Options 1 (top) and 3 (bottom)

In the **Kingshighway/Tower Grove** interchange area, MoDOT heard loud and clear that the community wanted to preserve existing overpasses and neighborhood access. That moved Options 1 and 3 forward. The two options are similar. Each removes existing Kingshighway ramps in favor of a single-point urban interchange. Each also preserves the Taylor, Newstead, Tower Grove and Boyle overpasses; both realign Tower Grove slightly to smooth the bend in the road. The main difference occurs in the treatment of Papin Street, which in Option 1 becomes a cul-de-sac. In Option 3, Papin remains a through street with modified signage and parking.







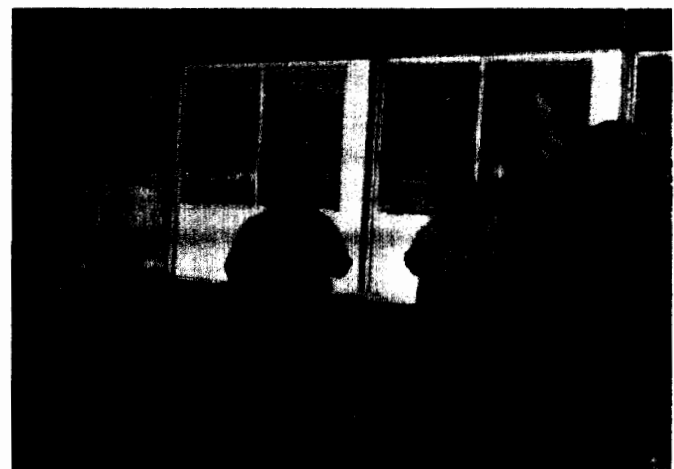
Phil Robinson, who has exhibited at the Saint Louis Art Museum and throughout the Chicago area, is at present a Design Collaboration Artist for Bi-State Arts in Transit and an Assistant Professor of Studio Art at the University of Missouri-St. Louis. He works in media ranging from painting and sculpture to performance art, and has made motor travel and highway signage major themes of his studio work. Many of his works show a whimsical side, like his metal sculpture of an up arrow "seated" in a chair. Sharing his first impressions of the Aesthetic Advisory Committee, which is working to define a common artistic theme for the New I-64 corridor, Robinson proclaimed that the Committee "really knows how to get things done. Some of the best ideas came from citizen committee members."

**Above:** Robinson reviews images with Committee members Dick Kirschner, a principal with Mackey Mitchell Associates, and Mike Schoedel, city manager of Richmond Heights, representing the Thruway Advisory Committee.



Valerie Otani has worked in public art for over a decade, mainly on the West Coast. Most recently, she helped directly design three light rail stations in Portland and worked on the public art plan for ten others. Besides light-rail systems, Otani's clients include hospitals, recreation centers, and the City of Monterey. The scale of her work ranges from humorous monumentality - such as her "World's Greatest" trophy-shaped topiary - to close-up intimacy, reflected in her glass tiles adorning a subway stop that show etchings of native medicinal plants. "I am impressed with the strong commitment to quality by the members of the design team," Otani says. "There is an almost passionate sense of dedication to making this an outstanding project."

**Above:** Otani shares a laugh with the group at her table, including, clockwise, Lesley Solinger Hoffarth, The New I-64 project manager; Christine Ivcich, director of civic affairs and development at The Muny and a Parkway Advisory Committee member; and, with his back to camera, Russ Volmert of HNTB.



**Left:** Valerie Otani and one of the teams view photographs linking "a virtual, visual I-64." **Above:** Phil Robinson discusses design possibilities with several members of the Aesthetic Advisory Committee.



The New I-64 project is like no other highway reconstruction undertaken in Missouri. As always, MoDOT's foremost concern when designing and constructing this corridor is the safe and efficient movement of people and goods. Equally important is MoDOT's desire for The New I-64 to serve as a "good neighbor" to adjacent communities, while functioning as a "main street" that highlights elements unique to St. Louis. This notion of "context-sensitive design" has been used across the country in cities such as Dallas and Phoenix, which recognize how integrating symbols of local heritage and culture can improve quality of life and an area's desirability.

Context-sensitive design will integrate urban design elements and address the questions people have been asking since MoDOT first discussed the idea: *How should the project uniquely characterize the St. Louis region? How should specific elements create a sense of place? How do we protect and enhance adjacent communities?*



Urban design in action: A section of the Papago Freeway in Phoenix, Arizona.

*How do these ideas translate into specific design concepts for bridges, lighting, signage, landscape, and open space? What are the open space opportunities—and how can they enhance our neighborhoods and communities?*

Subcorridor Advisory Committee meetings began moving into the Urban Design phase in February. It's an exciting opportunity to knit communities together and to show how MoDOT wants to make urban design an integral part of The New I-64. "We're doing things a new way, and we want your help," says Lesley Solinger Hoffarth, project manager for The New I-64. "This is the public's highway, and urban design is a key area where your involvement can help foster public ownership of the project."

The New I-64 project will have an impact on a generation of St. Louisans. The partnership established between MoDOT and constituents of The New I-64 has fostered strong communication on all project issues. As the project moves into the Urban Design phase, this partnership will continue resulting in a project that meets communities' expectations while creating a safe and cost-effective reconstruction.

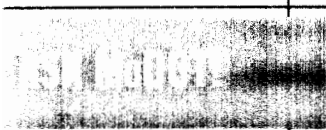
Come view and comment on urban design concepts at MoDOT's public meeting in late May 2001.

## NEW DIRECTIONS FOR THE NEW I-64

As we move toward spring, The New I-64 project is shifting gears. Thanks to the help of the Subcorridor Advisory Committees, options for four of the eight interchange areas have been narrowed to two or fewer. These options are moving forward into the Urban Design phase of the project. By May 2001, MoDOT—taking into account community input, engineering requirements, federal regulations, and safety and environmental issues—will select one preferred option for each intersection.

The Urban Design team will do much of the work of integrating the reconstructed corridor into the communities. Meanwhile, the Greenway, Thruway, and Parkway Advisory Committees will continue to meet through May, focusing on urban design issues. Their work ends with the May public meeting, where MoDOT will formally announce the preferred options for all interchanges.

During the rest of 2001 and part of 2002, preliminary engineering will begin. MoDOT, which will know basic locations for sound walls by May 2001, will know exact location and placement by May 2002. MoDOT also will determine its exact property needs and communicate them to potentially affected property owners.



We've received many questions about the I-64 reconstruction project and want to present our answers to those posed most frequently. We will periodically update this question-and-answer forum in newsletters and on our website.

**Why don't plans for I-64 allow room to run MetroLink down the middle?**

In 1996-97, MoDOT conducted a joint study with Bi-State Development Agency and East-West Gateway Coordinating Council (EWGCC) to consider the idea of building MetroLink in the area of I-64. The options included north, south, or down the middle of the highway. The Study Team and the EWGCC Board of Directors—a body that includes local elected leaders and sets transportation policy in the region—chose to run MetroLink north of the highway and into Clayton before turning south and following I-170. EWGCC and Bi-State are determining final designs for this MetroLink line right now. Current plans call for MetroLink stops at Galleria Parkway and I-170, and near I-64 and Hanley Road. These stations are considered in the I-64 options.

**Why don't your plans include extending I-170 south?**

In 1996-97, MoDOT conducted a joint study with Bi-State Development Agency and East-West Gateway Coordinating Council (EWGCC) to consider extending I-170 south of I-64. The EWGCC Board of Directors decided not to extend I-170 south of I-64. It did, however, recommend other enhancements for north-south movement, including improving existing local streets such as Brentwood, Hanley, and Big Bend. It also recommended extending MetroLink south of I-64 to I-44 in Shrewsbury.

**You're announcing preferred options for the interchanges. What's left for the public to comment on?**

Deciding our preferred options is only a first step. In February 2001, the Subcorridor Advisory Committees began asking for feedback on the many issues related to urban design, including sound walls, landscaping, signage, lighting, fencing, bicycle and pedestrian access, and more. All these issues address the question: "How can this new highway best fit into our communities?" That's a question we want you to help us address.

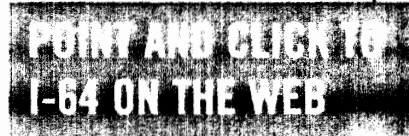
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[www.thenewi64.org](http://www.thenewi64.org)



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# Project Status Report July 2001

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## Overall Design Process:

- Conceptual Design Plans completed by late 2001; except Forest Park area which will be early 2002
- Detailed Design Plans completed by early 2003

## Conceptual Interchange Decisions:

- Spoele – full access interchange
- Lindbergh – single-point interchange
- Clayton/Warson – similar to existing
- McKnight – diamond interchange
- Brentwood/170/Hanley – direct ramps to 170, single points at Brentwood & Hanley
- Big Bend – single-point interchange
- Bellevue--?
- McCausland--?
- Skinker/Oakland/Clayton--?
- Hampton – single-point interchange
- Kingshighway – single-point interchange
- Tower Grove –new ramps

## Property Needs:

- Working on identification of property needs now
- At Fall 2001 public meeting, we will have general property needs and rough identification of partial property needs and construction easement needs

## Sound Walls:

- Sound studies are under way for noise abatement
- General locations eligible for sound walls announced in Fall 2001

## Urban Design (Aesthetics):

- Basic theme identified with aesthetics concentrated at interchanges
- Including aesthetic and bike/ped needs into interchange conceptual plans as they are developed

## Environmental Documentation:

- Environmental documentation in Forest Park area being collected
- Documentation submitted to Federal Highway Administration in late 2001

## Funding for Construction & Land Purchases:

- Unfunded at this time
- Limited money available for hardship property buyouts in 2003

## Traffic Plan

- Will work with St. Louis County and affected cities this Fall on traffic detour plans
- Funding available in 2003 for resurfacing and signal improvements on detour routes

## Construction Schedule & Sequencing of Work

- Will work on these issues this winter

Next Public Meeting: Fall 2001

***Rebuild, Retool, Revive***





## PROJECT SCHEDULE UPDATE

The month of May saw the end of the regularly scheduled Subcorridor Advisory Committee meetings that have been so important in helping The New I-64 team communicate with communities along the project corridor. Working with these committees enabled the I-64 team to reach many decisions, including many of the interchanges and the aesthetic theme for the corridor. We are grateful for the hard work and input of the Subcorridor Advisory Committees.

More remains to be accomplished. Important decisions still lie ahead on several key interchanges, including the I-170/Brentwood/I-64 interchange. As we reach these decisions, the I-64 team will share details with the Subcorridor Advisory Committees.

Additionally, there will be **two public open house meetings — not at this time, as originally planned, but in Fall 2001 and early 2002.** The first meeting will announce the preferred options for all interchanges including property and sound wall information. The second will address Environmental Assessment (EA) issues for the interchanges in the Forest Park area. We will announce the exact times and locations of these meetings later this year.

### **Why has our schedule changed?**

In addition to attending Subcorridor Advisory Committee meetings, our team leaders have spent hundreds of hours speaking to community groups and stakeholders along the corridor. What we have heard from the community has been very important in helping us define this enormous project.

In some cases, community feedback has extended the time required for some decisions. While we understand that some may be puzzled or frustrated by such schedule extensions, trying to accommodate diverse suggestions and opinions is part of what real public involvement

means. It's vitally important that we listen and understand your concerns.

### **What has to happen before final interchange option decisions can be made?**

- **Property needs studies need to be completed.** The results of these studies will determine which properties along the corridor are needed and how much of each. This information may affect how final decisions about interchanges are made, since we want to affect as little property as possible.
- **Sound studies need to be done.** Such studies indicate which roadside properties are eligible for sound walls under federal guidelines. Once sound wall locations are known, we can incorporate sound walls into construction plans.

We will communicate the results of these two steps this fall. In the meantime, we will continue with other phases of the project:

- **Construction Staging.** This term refers to planning the steps of the construction process. A key element is coordinating sound wall locations to alleviate construction noise wherever possible.
- **Alternative Traffic Routing.** Actual construction is still several years away, but we are already working on alternative traffic options. We will be working with other local agencies on preparing other roads for increased traffic during construction and determining the best ways to route traffic.
- **Environmental Assessment Process.** We are continuing to gather information and work on issues regarding Forest for the early 2002 public meeting.

***Rebuild, Retool, Revive***





# Project Status Report August 2001

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- Hampton – single-point interchange
- Kingshighway – single-point interchange
- Tower Grove –new ramps

## Property Needs:

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- At Fall 2001 public meeting, we will have general property needs and rough identification of partial property needs and construction easement needs

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## Environmental Documentation:

- Environmental documentation in Forest Park area being collected
- Documentation submitted to Federal Highway Administration in late 2001

## Funding for Construction & Land Purchases:

- Unfunded at this time
- Limited money available for hardship property buyouts in 2003

## Traffic Plan

- Will work with St. Louis County and affected cities this Fall on traffic detour plans
- Funding available in 2003 for resurfacing and signal improvements on detour routes

## Construction Schedule & Sequencing of Work

- Will work on these issues this winter

Next Public Meeting: Fall 2001

**[www.thenewi64.org](http://www.thenewi64.org)**

***Rebuild, Retool, Revive***







# Project Status Report September 2001

## Open House Public Meeting Scheduled:

- 10 a.m. to 8 p.m. Tuesday, October 30 at The Heights on Dale Ave. in Richmond Heights.

## Overall Design Process:

- Conceptual Design completed by late 2001; except Forest Park area, which will be early 2002.
- Detailed Design Plans completed by early 2003.

## Conceptual Interchange Decisions:

- See website for complete details on each interchange [www.thenewi64.org](http://www.thenewi64.org).
- Efforts right now focusing on further tightening and improving the design at I-170.
- Continuing to work on the interchanges where a final concept has not been selected.

## Property Needs:

- Working on identification of property needs now.
- All affected property owners will be notified by letter in October. Properties to be purchased in total will be known in October. The partial property needs will not be finalized down to the exact amount until preliminary design is complete by early 2003. At October 30 public meeting, we will have maps showing all properties that may be touched.

## Sound Walls:

- Conceptual sound studies are complete for noise abatement.
- Properties that qualify for sound abatement will be announced in October.

## Urban Design (Aesthetics):

- Including aesthetic and bike/ped needs into interchange conceptual plans as they are developed.
- Will have aesthetic concepts for project shown at October 30 public meeting.

## Environmental Documentation:

- Environmental documentation in Forest Park area being finalized.
- Documentation submitted to Federal Highway Administration in late 2001.

## Funding for Construction & Land Purchases:

- Unfunded at this time.
- Limited money available for hardship property buyouts in 2001, 2002, 2003.

## Construction Sequencing and Traffic Diversion Plan

- Will work with St. Louis County and affected cities this Fall on traffic detour plans.
- Conceptual plans will be shown at October 30 public meeting.
- Funding available in 2003 for resurfacing and signal improvements on detour routes.

***Rebuild, Retool, Revive***





## October Status Update

October 17, 2001

The I-64 project has had two recent developments, which are changing our timeline. At the request of the local elected officials, we are taking more time to develop alternative designs attempting to minimize impacts. We are also doing a more detailed level of environmental documentation. While we do not expect the design time to increase greatly, the process will change slightly. I wanted to update you on these recent activities.

During the past couple of months, MoDOT has asked its project team to take a new look at the design alternatives for the project. Engineering experts with experience in designing in dense urban areas have developed some creative alternative concepts at various locations along the 12-mile corridor. Our main focus continues to be developing improvements for traffic flow while minimizing the property needed. This process will parallel the environmental documentation.

To ensure the best possible design for I-64, we are upgrading the environmental documentation to an environmental impact statement (EIS). We have a considerable amount of the information needed for the EIS, but we need to complete some tasks so the federal process can catch up to where we are with project development. We expect this documentation and federal environmental process to take at least 18 months. During that time, MoDOT will continue working on alternatives taking into account the feedback received from the public throughout the environmental process.


The end result will be a design that has analyzed conceivable options and creates the best possible improvements to I-64 with the least amount of impacts to the community and the environment.

Funding is currently not available for the property acquisition or construction of this project. However, we will continue to have a small amount of funding available each year for hardship property purchases. Currently, the earliest construction funding will be available is 2006. We will be ready with the design before that deadline.

MoDOT has cancelled its October 30 public open house in light of the desire to spend more time creating new design alternatives and this new information regarding our environmental process. An informational public open house will be scheduled in early 2002 to share new information on the environmental documentation to date and the range of options being considered for design. You will be notified of this meeting.

You can continue to track our progress and review all the design options for the projects on our website at [www.thenewi64.org](http://www.thenewi64.org).

Sincerely,

  
Ed Hassinger, P.E.  
District Engineer





2002

April 3 Open House

Are We There Yet?

Fresh Look  
at Interchanges

Let's Hear It for  
Noise Mitigation!

Picture This: MoDOT Is  
Documenting I-64

Planning for a Sunny Day

EIS Q&A

Point & Click to I-64  
on the Web

Information for You  
on MoDOT's Project  
to Rebuild I-64 from  
Spoele Road to  
Lower Grove Avenue

## April 3/Open House to Showcase Interchange Options and Your Involvement

What's been happening with The New I-64? Where has the project been—and where is it going? If you have these or other questions, mark your calendar for **Wednesday, April 3, 2002**, and plan to attend our Open House that showcases the present state of The New I-64.

You'll see displays that show current proposals for interchanges along the 12-mile project corridor (from west of Spoele to Sarah Avenue). Project team members will be on hand to answer questions. You'll also be able to record comments that will become part of the project's public record.

Prior to our scheduling this April 3 Open House, The New I-64 team has been communicating with the public in a number of ways. In addition to holding regularly scheduled Subcorridor Advisory Committee meetings—which began in October 2000—team members have continued to meet with municipalities or neighborhood groups on request. MoDOT spokesperson Linda Wilson estimates that team members have spent several hundred hours talking to community groups, while about 220 queries have been answered on The New I-64 website ([www.thenewi64.org](http://www.thenewi64.org)).

The April 3 Open House will be held at the **Richmond Heights Community Center** from **2 P.M. to 8 P.M.** A short, formal presentation explaining the Environmental Impact Statement (EIS) process for The New I-64 will be given

at **3:30 P.M. and 6 P.M.** To get to The Heights, exit I-64 (Highway 40) at southbound Hanley, turn left onto Dale Avenue, then left into the parking lot.

The New I-64 team is scheduling a public hearing for later this year, at which time the recommended options for each interchange will be shown. If the Missouri Highways and Transportation Commission and the Federal Highway Administration approve the recommended options, they will become the official plans for The New I-64.

**But first, let's get together on April 3!**

## Are We There Yet? An Overview of The New I-64

### Where We've Been

Stories about The New I-64 don't appear in the media every day, but work has been progressing steadily since the kickoff meeting in August 2000 that formed the Subcorridor Advisory Committees:

- In the 10 or 11 meetings that The New I-64 team has had with each Subcorridor Advisory Committee over the past year and a half, many proposals for interchanges have been presented and fruitfully discussed.

- Key members of The New I-64 team have spent hundreds of hours speaking to neighborhood and community groups. *Continued on page 2*



[www.thenewi64.org](http://www.thenewi64.org)

*Continued from cover*

- In a series of meetings, the Aesthetic Advisory Committee has helped choose an aesthetic theme for urban design treatments of interchange and roadway elements.

- We launched The New I-64 website ([www.thenewi64.org](http://www.thenewi64.org)). More than 50 interchange proposals can be examined on the site. The site is also a community sounding board: MoDOT Project Manager Lesley Solinger Hoffarth has responded to hundreds of web comments and inquiries.

- Sound measurements were conducted on the whole project corridor to establish eligibility for sound mitigation. Most residential properties qualify.

- To ensure the best possible design for I-64, its environmental documentation has been officially upgraded to Environmental Impact Statement (EIS) status. EIS guidelines have been used to evaluate EIS proposals, taking into account their impacts to neighborhoods and cultural resources, as well as the natural environment. Since October 2001, EIS workers have been surveying historical and cultural resources.

#### **Where We Are**

- The draft EIS is being written in preparation for the EIS public hearing later this year.

- MoDOT's consultants are reviewing all proposals in light of EIS requirements, comparing design options along the 12-mile corridor and investigating possibilities for minimizing impacts to neighborhoods.



- Meetings continue with the Subcorridor Advisory Committees.

#### **Where We're Going**

The points below show what has to happen as the project unfolds. As we determine specific dates, we will keep you informed through newsletters, our website, your representatives on the Subcorridor Advisory Committees, and other communication outlets.

April 3, 2002, Public Open House will present current interchange proposals and invite public comment.

Final EIS approved by Federal Highway Administration.

Preliminary engineering begins.

Property purchases (if funding is available) and final design.

Construction begins (if funding is available).



## Fresh Look at Interchanges Generates New Options

*Since August 2001, MoDOT's engineering design team has been taking a new look at some design alternatives for The New I-64 interchanges.*

Design engineers with expertise in fitting highways into tight urban spaces have developed alternative concepts at several spots along the 12-mile project corridor. The team's main focus is developing creative improvements for traffic flow, while maximizing every square foot of MoDOT's current property. Currently, there are more than 50 options for the 14 interchanges on I-64. All options are available for viewing at the project website, [www.thenewi64.org](http://www.thenewi64.org).

The public's input has played a significant role in the continuing refinement of all the options for The New I-64. We will continue to incorporate the communities' concerns and issues into the designs as the project moves forward.

### How I-170 Stacks Up

One solution being considered for the complex interchange at I-170 and I-64 is "stacking" the I-64 lanes over the

local street traffic. This option would help keep the project within state property to the maximum extent possible.

The option separates interstate traffic from local street traffic. The main lanes of I-64 would be built on a bridge from I-170 to east of Hanley. Ramps to and from I-170 would connect to this elevated roadway. Underneath, MoDOT would build the interchanges at Brentwood and Hanley, as well as a system of roads connecting these two major St. Louis County roads. "It provides a very clean design and movement of traffic," says Deanna Venker, MoDOT Area Engineer. "Motorists who want to go from I-64 to I-170 are on one level, and motorists en route to Hanley, Brentwood, or Eager are on another level. The two main **issues** we've heard from the public are to limit the property purchases and to provide all the local street **movements**. This option does that."

Other options have been developed to improve the traffic flow primarily between Hanley and Brentwood. All the options being considered maintain direct ramps for all directions between I-170 and I-64.

### The Shape of Things to Come at Spodee

Because of its closeness to Lindbergh, the viable options at Spodee involve a folded diamond, with both exit and entrance ramps on the west side of the interchange.

After MoDOT's consultants examined the design, they added a refinement: roundabouts on the ramps to smooth traffic flow. This refinement

stays within state property, including leaving the existing vegetation in place. It provides all the movements to and from Spodee. The option was presented to the Greenway Advisory Committee in December 2001.

### Taking Clayton/Lindbergh to the Next Level

Another problem area being addressed is at Lindbergh Boulevard from I-64 through Clayton Road. While the heavy traffic volumes through the Clayton intersection pose a unique engineering challenge for MoDOT and its design team, Lindbergh's hilly terrain suggests a new option for this interchange.

The proposal includes depressing Lindbergh and building an overpass at Clayton Road, then taking Lindbergh underneath the interchange at I-64. The Clayton Road overpass would be at the same elevation it is today. All access to local businesses would also remain as is. The benefit of this option is that motorists on Lindbergh who want to travel straight through this area will be able to do so without stopping. Separating that traffic from those motorists who want to go to businesses or to I-64 will help all the movements work better. This option was presented to the Greenway Advisory Committee in January 2002.



# Let's Hear It for Noise

For a highway project such as The New I-64, noise mitigation involves planners, engineers, and the community alike. According to federal guidelines, a number of conditions have to be met to merit noise mitigation. The ambient noise at ground level in a particular affected property must be at least 66 decibels, and the proposed noise mitigation must reduce noise by at least 5 decibels. Five decibels doesn't sound like a lot, but it's a very noticeable difference on the ground.

Over the summer of 2001, MoDOT conducted sound readings for the entire 12 miles of the I-64 project corridor. Says MoDOT spokesperson Linda Wilson, "Based on our analysis of the information, it appears that most residential portions of the entire corridor extending from Tower Grove to west of Spoeede Road meet the federal criteria for noise mitigation."

Noise mitigation often means sound walls of some type—but not always. In some cases, noise mitigation can be achieved by lowering the roadway or by using berms, or earth mounds. (These typically require more land than sound walls.) If sound walls are built, they will range from a minimum height of 6 feet to a maximum of 18 feet, depending on topography, noise level, and highway grade. But requirements governing sound walls aren't only technical—a majority of property owners or homeowners in an affected area must agree to have sound walls.

"The next step," explains Wilson, "is to wait for the preferred design options and the environmental assessment to be approved by the Federal Highway Administration through our Environmental Impact Statement."

Once the EIS has been approved, much detailed work with the affected

communities will be necessary to determine the type of noise mitigation. If sound walls are the determined type, the community will be involved in the precise location and possible aesthetic treatments. With that in mind, community members along the I-64 project corridor should plan to attend the EIS public hearing later this year (on a date to be announced), which will offer basic information on possible types of noise mitigation.

Mitigation!

Picture This:



## MoDOT Is Documenting the I-64 Corridor

If you live near I-64 (Highway 40), don't be surprised if you see photographers snapping pictures of your house. "It's all part of the Environmental Impact Statement documentation process," says David Lenczycki, a transportation engineer and MoDOT consultant. "Although only about 1500 residential properties directly border I-64, we look at a quarter mile on either side of the roadway for EIS purposes. We have to document the character of the neighborhoods, do surveys of historic properties, and look for sites of old gas stations and other areas that might contain hazardous materials."

Lenczycki adds, "If you're unsure about people photographing your home, just approach them. We don't have the resources to notify each of the thousands of homes and properties we're studying, but MoDOT and its consultants will gladly tell you why we are there."

Each interchange option has to pass an EIS checklist of 25 items. The items examine impacts to historical buildings, parklands, and neighborhoods, as well as possible impacts to wetlands and animal species, where applicable.

MoDOT District Engineer Ed Hassinger notes that this EIS documentation has nothing to do with appraisals for properties that might be needed by The New I-64 project. "MoDOT doesn't do drive-by appraisals," says Hassinger. "If we think we might need to purchase your property, we'll contact you directly later in the design process."

Unless funding becomes available in the near future, actual construction of The New I-64 isn't scheduled to begin before 2007.





## Planning for a Sunny Day

*You may have read about Missouri's budget challenges, or heard that state funding is currently not available for many projects, including The New I-64. So why is work proceeding on the planning and design of the project?*

**For several important reasons, according to Ed Hassinger, District Engineer for MoDOT's District 6.**

- MoDOT cannot afford to "do nothing." Some of the overpasses on I-64 have received structural ratings just one step above mandatory closure. "The roadway is crumbling and needs to be replaced. If the team doesn't press ahead with The New I-64 plans, we would have to go ahead and do the replacement a little bit at a time, using general revenue—even if New I-64 funding does *not* become available," notes Hassinger. "The construction pain would be just as great—and maybe greater—than with The New I-64 plan, because funding delays could stretch out construction longer. And at the end of all that pain, we would be stuck with the same roadway design we have now, with all the same traffic problems and the same need for changes." This is a scenario no one wants.

- Planning now makes The New I-64 plan more likely to be funded as it competes with other important projects. The New I-64's high priority rating from the East-West Gateway Coordinating Council (EWGCC), the region's transportation planning authority, gives it an advantage. So does the ongoing Environmental Impact Statement (EIS) process.

- Decisions taken and documented now can shorten certain stages in design and construction. "We are proceeding with the design so the project will be ready to go if new money becomes available," says MoDOT spokesperson Linda Wilson.

- Perhaps the best reason is to "lock in" community involvement. As MoDOT Project Manager Lesley Solinger Hoffarth explains, "Seeking public involvement early and often is a new way of building projects for MoDOT, and one that we are committed to." Project decisions made with community input that is documented in the EIS process cannot be changed later, after the project receives funding. So members of the Subcorridor Advisory Committees and the public who have been patiently attending meetings and representing their constituencies can rest assured their input will not be ignored in the future by decision-makers.

As things now stand, the earliest that construction funding could be available is 2007. MoDOT will have a small amount of funding each year for hardship property purchases, which are properties that are certain to be needed during I-64 reconstruction. Each case will be judged on its merits. If MoDOT receives additional transportation funding, the project could start sooner.

## What is an EIS?

EIS stands for Environmental Impact Statement. An EIS documents the decision-making process associated with a federally funded project.

EIS is familiar to most of us because of news reports about endangered species and environmental preservation. But an EIS in an urban area such as St. Louis is a different story. It is unlikely The New I-64 project will endanger any species. Instead, the EIS will study impacts to the built and planted environment in the existing communities. It will also document and evaluate social, cultural, and economic impacts.

## How will an EIS help the project?

An EIS fosters better decision-making and produces a better project. It ensures that the costs and benefits of conceivable options will be examined and analyzed. After the draft EIS passes through a period of public comment and is approved by the Federal Highway Administration (FHWA), the project decisions embodied in the EIS cannot be changed. Doing an EIS now also helps the project compete for federal and state funding.

## Does the EIS address sound walls?

The EIS must address noise as an environmental impact. Sound walls are a type of mitigation, or solution, to noise. The EIS will document current noise levels and which areas will

qualify for noise mitigation. MoDOT has been committed to addressing noise since beginning this project, and that work will be folded into the EIS. The details on sound walls will not be designed until after the EIS is approved.

## What is the EIS schedule and the remainder of the project schedule?

Much of the work necessary for EIS documentation has already been started, especially around Forest Park.

- **Late 2002:** Public hearing on draft EIS.
- **2003:** Final EIS approved by FHWA; begin preliminary engineering.
- **2003–07:** Preliminary engineering through final design occurs.
- **2007:** Begin construction (if funding is available).

## Will I get to comment?

Yes. The EIS process will culminate in an open public hearing, at which time the public will register comments. As of press time, the public hearing is tentatively planned for late 2002. Written comments will be accepted during the public hearing and for a brief time afterward. *All comments*—including comments we've received for the past year on The New I-64 website—will become part of the public record.

## What about hardship property cases?

Funding is not currently available for property purchases or for construction of The New I-64 project. We will continue to have a small amount of funding available each year for hardship property purchases. Hardship purchase requests apply only to properties that The New I-64 team is sure it will need. Each hardship request will be examined on a case-by-case basis.



[www.thenewi64.org](http://www.thenewi64.org)

## Point & Click to I-64 on the Web

MoDOT wants to provide you with accurate, up-to-the-minute information on all aspects of the I-64 reconstruction project. There's no better way than by offering up online access via The New I-64 website. Community involvement is a moving target, and this site is a place to stay informed and involved.



## June 2002 Update

June 5, 2002

Dear Subcommittee Member or Elected Official:

It has been two months since our April 3 public meeting. I wanted to update you on what we heard at the meeting, the progress on our environmental impact statement and what happens next.

At the April 3 public meeting, we had approximately 300 people attend and received approximately 50 written comment sheets. The comments included support for the need for the project, concerns about personal property, the need for sound walls throughout the corridor, support for the proposed aesthetics, concern about traffic flow at various interchanges and preferences on some of the interchanges. We have reviewed all the comments and are incorporating them wherever possible into our decision-making process.

The environmental impact statement is progressing. We have been working with the Federal Highway Administration and the Department of Natural Resources on the development of pieces of the report. A draft report will be submitted to Federal Highway in July. They will review it. Once we have their approval on the draft, it will be released publicly. The estimate for the Federal Highway approval is early October. Once the draft is released to the public, we will hold a public hearing, which should be tentatively late October or early November.


One of the aspects we are working on right now is the appearance or character of the reconstructed roadway. We are drafting artist renderings to show what the new roadway will look like. In many places, the road improvements will stretch from our current fence line to fence line. It will change the appearance or character of the roadway. We want you to see this first hand.

We are working towards scheduling a subcommittee meeting in early August to show you the artist renderings, explain the decision-making process for the EIS and update you on the status of the EIS. This subcommittee meeting will include all three subcommittees in one meeting. We will have artist renderings at multiple locations along the 12-mile project. We will notify you of the meeting logistics and detailed agenda in early July.

Lastly, we are making some changes to the website in mid June. Specifically, the views of the roadway alternatives have been refined. These options will reflect the comments received and the work since the April 3 meeting. If you have the time, you might want to look at these.

If you have any questions, please don't hesitate to call me at 314-340-4392.

Sincerely,

  
Lesley Solinger Hoffarth, P.E.  
Project Manager





2003

January 29 Public Hearing

The Draft EIS Wants You!

It's Been A Long Road ...

Straight Facts About  
Property Impacts

"No-Build" Scenario

The New I-64: How and Why  
It All Began

Point & Click to I-64 on the Web

~  
*Information for You  
on MoDOT's Project  
to Rebuild I-64*  
~

## Preferred Alternatives Released

### Open House Public Hearing Set for January 29

You've wondered, you've waited, and now your wait is over. The New I-64 project team has released the preferred alternatives for The New I-64 project corridor, which extends from west of Spode in St. Louis County to west of Sarah Street in St. Louis City and from south of Brentwood Boulevard to Eager Road along I-170. The New I-64 will rebuild and upgrade all the pavement, bridges, and interchanges, and build an additional lane each direction from I-170 to Spode Road. (See the story on page 6 for more details.) The preferred alternatives are part of the Draft Environmental Impact Statement (DEIS), which is available for public review at several locations.

**On Wednesday, January 29, the Open House Public Hearing takes place from 12:00 Noon to 8:00 P.M. on the lower level of the St. Louis Science Center.** Attendees will be able to review copies of the DEIS, which will describe the development of alternatives, evaluate their impacts, and determine preferred alternatives. Display maps will illustrate the conceptual design and impacts for the entire project.

The Public Hearing is the formal process for soliciting public comment on the conceptual design. At the Public Hearing, attendees will be able to write their remarks on comment forms or relay them to court reporters who will type comments for the record. For those who can't attend the Public Hearing at the Science Center, the I-64 team will post the DEIS and the comment form on [www.thenewi64.org](http://www.thenewi64.org), the award-winning

website. Comment forms also will be available at all viewing locations.

Whichever way a comment is conveyed—at the Open House Public Hearing, on the website, by mail, or by phone—all comments become part of the project's public record. **Comments on the DEIS will be accepted for the public record from January 3, 2003, until February 28, 2003.** For additional information about the DEIS, see page 2.

**How do I get to the St. Louis Science Center?** From eastbound or westbound I-64, exit at southbound Kingshighway, then turn right onto westbound Oakland Avenue. Turn left into the Science Center's parking lot.

**What about parking?** The lot adjacent to the Oakland Avenue building charges a parking fee. If you use this parking lot between 12:00 noon and 4:30 P.M., we will validate your parking receipt so you do not have to pay the fee. Parking in this lot is free after 4:30 P.M. The Science Center also has free parking lots and curb parking across the highway, in Forest Park near the Planetarium. These parking areas require users to cross the Science Center's covered pedestrian bridge to the Oakland Avenue building. Note, however, that the Planetarium parking areas close at 4:00 P.M., so users must return to their vehicles by 4:00 P.M.

**If I can't attend the January 29 Open House Public Hearing at the Science Center, where else can I view the DEIS and offer my comments?** Turn the page for locations and details.



[www.thenewi64.org](http://www.thenewi64.org)

• **MoDOT District 6 Office**  
1590 Woodlake Drive  
Chesterfield, MO 63017  
314-340-4100

• **Kinko's**  
1901 South Brentwood Blvd.  
Brentwood, MO 63144  
314-963-2700

• **Richmond Heights**  
**Memorial Library**  
8001 Dale Avenue  
Richmond Heights, MO 63117  
314-645-6202

• **St. Louis Community College**  
**Library at Forest Park**  
5600 Oakland Avenue  
St. Louis, MO 63110  
314-644-9214

## • The Draft EIS Wants You . . . and Your Comments!

The New I-64 project has reached an important milestone: The I-64 team has published the Draft Environmental Impact Statement (DEIS). From January 3 until February 28, 2003, we are inviting public comment.

An Environmental Impact Statement documents the possible impacts a major project such as The New I-64 will have on various aspects of both the natural and built environments. Environmental documents are required for all projects built with federal money. (The federal government is required to provide at least 80 percent of the funding for The New I-64; the rest will come from state matching funds.)

The public will find that the DEIS answers many questions. In particular, the DEIS will announce all the proposed alternatives along the corridor. The alternatives that The New I-64 planners believe best provide new lanes, safety and traffic improvements, and address factors such as impacts on surrounding communities, construction, and cost.

Over the past two years, the preferred alternatives have been chosen with the help of much community input. Alternatives also include initial sound studies, sound abatement, with noise policy, could noticeably reduce noise levels. Exact heights will not be determined until design is done.

After the eight-week public comment period, the DEIS and its findings will be subject to further review and approval by state and federal agencies. The Missouri Department of Transportation (MDOT), the Missouri Department of Natural Resources (MDNR), the Missouri Department of Conservation (MDC), and the

Environmental Protection Agency (EPA). If approved, the alternatives become final when MoDOT receives a final federal approval called a Record of Decision (ROD) from the Federal Highway Administration (FHWA).

Says Ed Hassinger, MoDOT District Engineer for the St. Louis region, "What the EIS process ensures is that the proposals we've discussed with the public in the Advisory Committee meetings are the ones that move through the selection process. The EIS means that the project we have shown the public is the project we will get—if funding becomes available."

**How will I be able to review and comment on the DEIS?** You can view the DEIS at any of the locations listed above and across pages 2, 3, and 4. Once you review the DEIS, you can offer comments in one of several ways. You can log on to the project website—[www.thenewi64.org](http://www.thenewi64.org)—or mail comments to:

**Missouri Department of Transportation**  
1590 Woodlake Drive  
Chesterfield, MO 63017-5712  
Attn: I-64 DEIS

Or you can attend the Open House Public Hearing that will be held on Wednesday, January 29, between 12:00 Noon and 8:00 P.M., on the lower level of the St. Louis Science Center. Copies of the DEIS will be on hand, as well as large display maps illustrating the conceptual design for The New I-64. Comment forms will be available for you to complete at the open house or mail in later; you can also fill out a form at any of the viewing locations.

Whether you comment on the website, by mail, or at the public hearing—or have similarly responded about this project in the past—all public comments will be incorporated into the final EIS and become a vital part of The New I-64's official record.

• **St. Louis County Public Library**  
1640 South Lindbergh Blvd.  
St. Louis, MO 63131  
314-994-3300

• **St. Louis County  
Government Center**  
41 South Central  
Clayton, MO 63105  
314-615-5000

• **City of Brentwood City Hall**  
2348 South Brentwood Blvd.  
Brentwood, MO 63144  
314-962-4800

• **City of Clayton City Hall**  
10 North Berniston  
Clayton, MO 63105  
314-727-8100

## **It's Been a Long Road . . .** *and the Public Has Been with Us, Every Step of the Way*

A project as significant for this region as The New I-64 requires judicious planning—and that means taking the time to incorporate community input and feedback to develop the best design possible. Over the past two years, The New I-64 project team has engaged in intensive public involvement activities to help determine the issues important to the communities that I-64 serves. Besides holding hundreds of meetings with neighborhoods, municipalities, and other groups, The New I-64 team has officially met a couple dozen times with each of the three Subcorridor Advisory Committees.

The design evolved from a lengthy process that included intensive public input and feedback. According to I-64 Project Manager Lesley Solinger Hoffarth, this public input has had a substantial impact on the project's design: "We started with good, solid engineering. We've listened to every comment and suggestion and incorporated many into the design. Every interchange has been modified in some way because of input from the public."

### **Flat Option Preferred at I-170 Interchange**

A key decision centered on which interchange option would work best at I-170. At the border of Richmond Heights and Brentwood, this regionally significant interstate-to-interstate connection provides access points to the Clayton central business district as well as to the burgeoning commercial development throughout this area.

The design team had developed eight design options for this interchange

area. Their goal was to improve traffic flow and minimize property needs and community disruption. With the help of public input, the I-170 options were narrowed from eight to two: a "stacked" option and a "flat" option.

Ed Hassinger, MoDOT District Engineer for the St. Louis region, believes it is a tribute to the process that both options were so strong. In the end, cost proved to be the deciding factor. Over the life of the project, estimated construction costs for the stacked option are \$50 to \$60 million higher than those for the flat option. Weighed against cost is the greater number of properties the flat option requires. Hassinger notes that while both options would handle traffic movements, the cost difference between them is so great that MoDOT cannot justify the stacked option—especially in the current funding climate. MoDOT selected the flat option as its preferred alternative in the DEIS.

Still, design work on the stacked option was by no means in vain. Because of the ongoing public involvement process that drove this work, MoDOT has determined that the number of properties needed even for the flat option is far fewer than what the project team envisioned two years ago.

### **Oakland Ramp Not Preferred at McCausland**

The issue of whether to include an off-ramp from eastbound I-64 to Oakland Avenue at McCausland was a difficult one. Community feedback indicated a ramp was wanted because there is one there now, but not if the ramp took too

much additional space. Of the many designs considered for this area, two refined design alternatives have emerged. Alternative 1 includes a ramp to Oakland, and Alternative 2 does not. Because of the amount of additional land that would be required to rebuild the ramp, Alternative 2 is the preferred alternative.

### **VP Study Helps the Decision-making Process**

As a complement to its public involvement activities, MoDOT in late summer 2002 participated in a Value Planning (VP) Study with an outside consultant specializing in urban interstate reconstruction. Explains Hoffarth, "We wanted a fresh set of eyes to look over the corridor design and make sure we hadn't missed anything." During the study, MoDOT and its team members reexamined the refined alternatives from every angle: traffic handling, safety, property needs, ease and duration of construction, drainage, environmental impacts, noise impacts, and cost. They scrutinized the corridor as a whole, considering differences in estimated construction times and impacts to traffic movements during construction.

A special focus of the meetings was brainstorming ways to save time and money by accelerating the construction process and using resources creatively. Several important money- and time-saving ideas for construction staging emerged from the study's week-long series of meetings.

*Continued on page 2*



## More Viewing Locations

• **City of Frontenac City Hall**  
10555 Clayton Road  
Frontenac, MO 63131  
314-994-3200

• **City of Ladue City Hall**  
9345 Clayton Road  
Ladue, MO 63124  
314-993-3439

• **City of Richmond Heights City Hall**  
10000 Big Bend Blvd.  
Richmond Heights, MO 63117  
314-645-0100

Continued from page 3

"From the point of view of public stewardship," Hassinger says, "it always pays to do these studies." All scenarios assumed construction would start in 2008 and inflation would increase the project cost every year. The study showed that with MoDOT's current level of funding, the entire project would take 16 years and cost \$757 million. If all the needed funding were available, it could be done in six years for \$635 million.

## Straight Facts About Property Impacts

*We all know highway projects generally have some impact on properties—but did you know there is more than one possible impact?*

Property impacts fall into four types: Full impacts, partial impacts, permanent easements, and temporary construction easements. *Full impact* means that MoDOT may need to purchase the entire property, while *partial impact* means that only part of a property is needed but not the home or business. With a *permanent easement*, some property is needed for construction and for future maintenance purposes. As for a *construction easement*, MoDOT requests that when it needs part of a property only during construction. After construction, MoDOT returns the property to its owner in the same before-construction condition.

Members of the public will see some properties on the Draft Environmental Impact Statement (DEIS) maps covered with red cross-hatchings. These indicate properties that may be needed. Some are known to be needed in full. For others, the need could be full or partial depending on the progress of design

work. In cases of partial impacts, property owners may be consulted to see whether they want to stay or sell. MoDOT designers will try, if possible, to accommodate these wishes as the detailed design proceeds.

At this time, The New I-64 team has determined the total number of properties that the project may affect in some way. Among these touched properties, however, planners will not know exactly how much of each will be needed until after they reach a stage in the project known as preliminary design. The preliminary design phase addresses such aspects as the exact layout of roads, what type of drainage system is needed, location of signage, and location and dimensions of retaining walls and sound walls—all of which will affect how many feet of adjoining properties are needed. Not until designers are working with the nitty-gritty details of the entire roadway design can they pinpoint the precise number of feet that would be required from a particular property.

Right now, designers can't specify exactly what they need because they are awaiting approval of the conceptual design.

On the other hand, MoDOT (FHWA) Record of Decision designers may

The property impacts shown on the DEIS are based on the worst-case scenario and represent the worst-case scenario for minimum property needs. As we can be at the time we need to buy any more property. In fact, we hope to be able to buy as design continues. Hoffarth, Project Manager, says.

MoDOT designs with a 4:1 slope, which is three times steeper than a 1:1 slope. This ratio gives MoDOT "room" to accommodate the distances that arise from the steep slopes and construction. The 4:1 slope, which is steeper than slopes, will be used to minimize the impact on the corridor to minimize the impact on the corridor. Our designers have to get to a point where they can work with the property owner, says Hoffarth.

Continued on page 5



## No Need to Wait for Home Improvements!

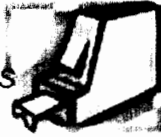
At an August 24, 2002, meeting of all three Subcorridor Advisory Committees, MoDOT District Engineer Ed Hassinger answered questions about MoDOT's buyout policies. He indicated that MoDOT appraisers do not take future events into consideration in assessing property values; they assess the property at its current market value. Hassinger further explained that homeowners should not be anxious about adding improvements: "If you put in a pool, we'll pay you for the pool. If you build an addition, we'll pay you for that." He then stressed that the appraisal process MoDOT uses is the same one homeowners would use—in fact, MoDOT often uses the very same private appraisers. Hassinger also assured homeowners that if the project requires their property, MoDOT will notify them in plenty of time. The earliest that construction on The New I-64 could begin is 2008.



[www.thenewi64.org](http://www.thenewi64.org)

Continued from page 4

## Dramatic Reductions in Property Needs



Because the project team aimed to fit the project into the tightest possible space, far fewer properties will be needed in full than originally estimated. In some areas, the project was able to fit into MoDOT's existing right of way after further conceptual design.

Hoffarth has high praise for the two-year process that gathered input from the public and then incorporated the feedback in the project's deliberations. An important part of that process was the inclusion of two consultants with expertise in fitting highway designs into tight urban spaces. Working closely with MoDOT designers, the consultants explored innovative ways of minimizing property needs. "The way the project team worked together is outstanding," says Hoffarth.

The approach has significantly reduced estimated property needs. Of the 1,200 properties that could be impacted, the project is set to affect only one-third of them in some way. (Original estimates of properties affected were one-half.) These numbers reflect properties, not the number of housing units on those properties. "To wind up with so few properties needed for a project of this magnitude, in such a tight urban space, is really remarkable," Hoffarth notes. "This is where the public involvement process used by MoDOT really pays off for the community."

Besides defining residential and commercial impacts, assessing the project's impact on structures and properties of historical or cultural significance has been one of the critical tasks of the EIS. Clyde Prem, environmental consultant for the project, says a total of 707 properties and 24 bridges were reviewed. Of the 40 properties directly along the corridor that have some kind of historical or cultural significance, the project will negatively affect only nine. Six of those will need to be totally acquired.

*MoDOT officials have been stepping up the message that road work on I-64 is coming, even if money is not available for the full redesign plan known as The New I-64.*

## "No-Build" Scenario

*Improvements or Not, Repair and Replacement Are Inevitable*

The Draft Environmental Impact Statement (DEIS) refers to a "no-build" option. In an EIS for a highway project that will receive federal dollars, the designers have to show in detail that the proposed benefits of the project will be better than doing nothing. That means they have to answer the question, *What would happen if we did nothing?* Designers have to forecast expected conditions of traffic use, safety, cost, and so on, comparing the estimated built and non-built conditions. The "do nothing" option is called the *no-build*.

In some highway projects, it is possible to do virtually nothing. The 12-mile corridor that comprises The New I-64, however, is in such bad shape that something has to be done. The no-build option simply strings out repair and maintenance as long as possible. This scenario is not ideal because there are only a certain number of repavings left before complete road replacement is necessary. Highway experts say I-64 is near the end of its useful life. Some overpasses are in critical condition and will need to be replaced soon one way or another. Spending millions of dollars to maintain and repair I-64 will not contribute to a newer or better highway; it will only prolong the old. Replacement in kind will not improve traffic flow, and congestion will continue to increase.

# The New I-64 How and Why It All Began

As the public awaits the opportunity to review the Draft Environmental Impact Statement (DEIS), it's a good time to take a brief look at why there is an I-64 highway reconstruction project and how it has evolved to this point.

In 1997, a transportation initiative known as the *Cross-County Corridor Major Transportation Investment Analysis* (MTIA) produced findings that East-West Gateway Coordinating Council (EWGCC) incorporated into its Long-Range Transportation Plan for the St. Louis region. The study—cosponsored by EWGCC, MoDOT, and the Bi-State Development Agency—identified specific challenges and a range of solutions to improve transportation in the I-64 and I-170 corridors. Specifically, final recommendations for I-64 reconstruction included:

- Constructing additional-capacity lanes from Spodee Road to I-170 (but none east of I-170).
- Replacing pavement.
- Reconstructing interchanges.
- Incorporating transportation-management measures, such as ramp meters and changeable message signs.
- Providing bicycle and pedestrian accommodations, especially in the Forest Park area.

Besides these recommendations, the report pinpointed concerns related to neighborhood impacts, funding, safety and security, air quality, and noise impacts. Following this report there emerged The New I-64, with its plan to rebuild and reconstruct the length of roadway from west of Spodee in St. Louis County to west of Sarah Street in St. Louis City and from south of Brentwood Boulevard to Eager Road along I-170. Through its intent to integrate function with the character of the communities I-64 serves, the project has embraced a design sensibility that we believe can meet our traffic demands in a way that reflects the spirit of St. Louis. To that end, an Aesthetic Advisory Committee formed to help set design themes for the entire I-64 corridor.

The process of developing the Environmental Impact Statement—which documents the decision-making process associated with a federally funded project—also ensures the best possible design for I-64 by taking into account construction impacts on neighborhoods and cultural resources, as well as on the natural environment.

The New I-64 project team actively sought and fostered public involvement from the beginning—and in several ways. The team began by conducting a public opinion survey and has since held scores of neighborhood and community outreach meetings—including large public gatherings such as the May 27, 1999, Kickoff Open House; the August 2000 meeting that formed the Subcorridor Advisory Committees; the April 3, 2002, Open House; and the upcoming January 29 Open House Public Hearing. Since June 2000, the team periodically has distributed newsletters such as this one, in addition to maintaining the project website, [www.thenewi64.org](http://www.thenewi64.org). The website has served as both an information resource for the public and a way for the project team to receive feedback and input from community members and commuters who feel they have a stake in the future of The New I-64.

The New I-64 project team is set to receive comments from the public on the DEIS, which the team will incorporate into the final version sent to the Federal Highway Administration (FHWA). Once FHWA approves the final EIS, preliminary engineering on the I-64 project will begin.

What's next in The New I-64's immediate future? You can find out more by attending the January 29 Public Hearing Open House and reviewing the DEIS at the Open House; at any of the sites listed at the top of pages 2, 3, and 4; or on the project website. Make your opinions known by completing comment forms. For our part, The New I-64 project team will continue to keep you informed through newsletters, the website, your representatives on the Subcorridor Advisory Committees, and other communication outlets.



[www.thenewi64.org](http://www.thenewi64.org)

## Point & Click to I-64 on the Web

**MoDOT wants to provide you with accurate, up-to-the-minute information on all aspects of the I-64 reconstruction project. There's no better way than by offering you online access via The New I-64 website. Community involvement is a driving force behind this site, so visit it often to stay informed and involved.**



*Missouri  
Department  
of Transportation*



**Ed Hassinger, District Engineer**

**St. Louis Metro District**  
1590 Woodlake Drive  
Chesterfield, MO 63017-5712  
(314) 340-4100  
Fax (314) 340-4119  
[www.modot.state.mo.us](http://www.modot.state.mo.us)  
Toll free 1-888 ASK MoDOT

**The New I-64  
Project Update – December 2003**

It's been several months since you've heard from us, so I wanted to give you an update regarding the Draft Environmental Impact Statement for the New I-64 project. As you know, the DEIS was published in January, the comment period was extended to May 30 and since then MoDOT has been working to address those comments. The Final EIS is expected to be published by late fall 2004.

Several comments were made during this period that the project team felt should be thoroughly addressed. Comments were received from the City of Frontenac and several residents requesting that efforts be made to minimize impacts to commercial property on the south side of I-64 just west of Lindbergh. Three alignments were considered between Spoede Road and Lindbergh Boulevard. The initial alignment included in the DEIS followed the existing centerline (Option A). A second alignment included a shift 16 feet to the north of the existing centerline (Option B). A third alignment included a shift of 86 feet north of the existing centerline (Option C). MoDOT staff met in May with the Frontenac community around Lindbergh and Spoede Rd. to discuss these options. The meeting was well attended, but there was no clear consensus on a desired option from the residents who attended. The project team evaluated the three alignments and Option B was determined to be preferred, as it minimizes impacts to businesses on the south side of I-64, while not requiring any additional total property purchases on the north side of I-64.

We also received several comments concerning the removal of part of the access into the Sheridan Hills neighborhood at I-64/I-170. We met with the neighborhood on June 4 to discuss options here, and came away with some good ideas to replace the access.

Since then we've been spending a great deal of time working to further reduce property impacts in Richmond Heights. We are proposing some refinements to the I-170 interchange area that would lessen the property impacts of the project on residences and businesses, in the Sheridan Hills neighborhood. Based on these refinements, access to the neighborhood on McMorro Avenue would remain much as it is today. Another notable refinement here is that the profile of I-64 was lowered allowing Hanley Road to remain over I-64. Laclede Station Road is currently an underpass, but with this change it would now go over I-64. This change provides a number of benefits over that shown in the DEIS. With this arrangement I-64 would fit into the landscape much better, not require the acquisition of homes on Bennett Avenue, and remove the property impact to the Heights community center.

In October the team met with the Richmond Heights community around the A.B. Green Recreational Facility and Dale Avenue to discuss plans to replace the property needed from the

Visit our project web site: <http://www.thenewi64.org>



park, and our proposed design revision that would take I-64 under Laclede Station Rd. We propose to move the tennis courts to the northeast side of Laclede Station Rd. where the exit ramp is now. Adding to that would be a children's playground, restrooms, and parking. There were comments both for and against this idea, but in general there is support from the neighborhood for this change. Maps showing all the proposed changes in Richmond Heights were given to the city, and they are displaying them at City Hall and their library.

The I-64 project has impacts to historic properties on or eligible for inclusion in the National Register of Historic Places. As part of the process to evaluate impacts, local organizations are provided the opportunity to consult with the Federal Highway Administration and MoDOT in order to be part of the discussions about these impacts. Earlier this year the City of Richmond Heights requested to become a Consulting Party. In keeping with the public involvement plan for the corridor, we offered this opportunity to all the communities along the corridor. Brentwood, the City of St. Louis and St. Louis County also elected to become consulting parties. A meeting was held in September with the Consulting Parties to provide an opportunity to comment on the review of historic properties and to make other suggestions. The State Historic Preservation Officer then considered this input. Based on this review, the draft Programmatic Agreement, which specifies how impacts to historic properties will be mitigated, was modified. All consulting parties will be invited to sign this Programmatic Agreement, which will be included in the Final Environment Impact Statement. With the input of the Consulting parties, MoDOT has had to adjust the project timeline to allow sufficient time for this review.

The consultation process on historical resources will be completed when the State Historic Preservation Office, MoDOT and FHWA sign the Programmatic Agreement. In addition, each of the Consulting Parties may also sign this agreement. The last agency to sign is the Advisory Council in Washington, D.C. The Programmatic Agreement will be included in the Final EIS.

While we are working through this consultation process, we are also preparing the Final EIS. The project team has submitted the draft FEIS to FHWA's regional office in Jefferson City and MoDOT headquarters for their review. Once their comments are incorporated the document will then be reviewed by FHWA's Midwest Resource Center in Chicago. It is anticipated that the Final EIS will be completed and made available for public comment by summer 2004. We still anticipate having a Record of Decision from FHWA before the end of 2004.

If you have any questions, please call Project Manager Lesley Hoffarth or me at 314-340-4100.

Debbie Allen  
Sr. Public Information Specialist  
1590 Woodlake Dr.  
Chesterfield, MO 63017  
314/340-4163  
314/509-7248

Visit our project web site: <http://www.thenewi64.org>





## PROJECT UPDATE

### December 2004

#### The New I-64 Project:

This past spring you received a postcard about the New I-64 Project to date. Well, our plans have changed and this update will lay out our new schedule. Please feel free to check the website for project information or give us a call at 314/340-4100.

#### What's been going on since our last update?

- In June 2004, the East-West Gateway Council of Governments approved the funding to start construction at Kingshighway in fiscal year 2008.
- Have worked to try to resolve differences with Richmond Heights and other local governments serving as consulting parties on properties eligible for inclusion in the National Register of Historic Places (NRHP).
- In August we finalized the agreement that outlines the process of how we will fulfill our commitments in the Environmental Impact Statement.

#### Why is it taking longer than expected?

- Richmond Heights disagreed with our determination of eligible properties.
- We have been working with the Keeper of the National Register in Washington, D.C. to help us resolve our differences.

#### Next steps:

- MoDOT has sent information to the National Advisory Council on Historic Preservation in Washington, D.C. for comment.
- MoDOT will incorporate comments from all consulting parties including the Advisory Council in the Final EIS (FEIS).
- MoDOT will prepare to send the FEIS and 4(f) (parkland & cultural resources) documents to FHWA for a final review, and hope to publish the FEIS early 2005. The Draft EIS was published in January 2003 and is posted on our website at: [www.thenewi64.org](http://www.thenewi64.org)
- Projected Record of Decision (ROD) date changed to summer 2005

#### Amendment 3:

The passage of Amendment 3 is good news for Missouri's roads and bridges. We're working on a plan to make the most of this new funding.

#### Thank You:

We understand that planning, designing, and constructing a roadway project like the New I-64 is a long complicated process. But, because of your enduring efforts we are well on the way to building a corridor for the region that will serve generations to come. ***We are planning a host of public meetings during the 1<sup>st</sup> Quarter 2005 – hope to see you there. Please share this information and the website with a friend!***







*Preserving America's Heritage*

August 26, 2004

Peggy Casey  
Environmental Projects Engineer  
Federal Highways Administration  
Missouri Division  
209 Adams Street  
Jefferson City, MO 65101

REF: *Programmatic Agreement for I-64, St. Louis City and County, MoDOT Job J610978 and J611248.*

Dear Ms. Casey:

The enclosed Programmatic Agreement (PA) regarding the I-64 improvement project, Spoede Road to W/O Sarah Street, has been executed by the ACHP. This action constitutes the comments of the ACHP required by Section 106 of the National Historic Preservation and the ACHP's regulations. We have retained the final PA and one of the original signature pages for our files. Please provide a copy of the fully executed agreement to the Missouri State Historic Preservation Officer and Missouri Department of Transportation.

The ACHP appreciates your cooperation in reaching a satisfactory resolution of this matter. Should you have any questions, please contact me at (303) 969-5114 or by e-mail at [clegard@achp.gov](mailto:clegard@achp.gov).

Sincerely,

Carol Legard  
FHWA Liaison  
Western Office of Federal  
Agency Programs

Enclosure

ADVISORY COUNCIL ON HISTORIC PRESERVATION

12136 West Bayaud Avenue, Suite 330 • Lakewood, Colorado 80228  
Phone: 303-969-5110 • Fax: 303-969-5115 • [achp@achp.gov](mailto:achp@achp.gov) • [www.achp.gov](http://www.achp.gov)

**PROGRAMMATIC AGREEMENT  
AMONG THE FEDERAL HIGHWAY ADMINISTRATION  
THE MISSOURI STATE HISTORIC PRESERVATION OFFICE,  
AND THE  
ADVISORY COUNCIL ON HISTORIC PRESERVATION  
SUBMITTED PURSUANT TO 36 CFR 800.14(b)(2)**

**Regarding Interstate Highway 64/United States Highway 40  
From west of Spoeede Road in St. Louis County  
To Sarah Street in the City of St. Louis**

**Missouri Department of Transportation Job Nos. J6I0978 and J6I1248**

**Whereas**, the Federal Highway Administration (FHWA) has determined that the improvements to Interstate Highway 64 between west of Spoeede Road and Sarah Street may have an effect upon properties included in or eligible for inclusion in the National Register of Historic Places (NRHP), and has consulted with the Advisory Council on Historic Preservation (Council), and the Missouri State Historic Preservation Office (SHPO), pursuant to 36 CFR 800.14(b) of the regulations (36 CFR 800) implementing Section 106 of the National Historic Preservation Act (NHPA); and Section 110 of the same act, and

**Whereas**, the Missouri Department of Transportation (MoDOT) has participated in consultation and has been invited to concur in this Programmatic Agreement, and

**Whereas**, the Cities located within the project area, and St. Louis County have been invited to participate in consultation, and

**Whereas**, the City of St. Louis, the St. Louis Board of Public Service, the City of Richmond Heights, the City of Brentwood, and the St. Louis County Parks Department all requested consulting party status, and have been invited to concur in this Programmatic Agreement, and

**Whereas**, the full impacts of this project on cultural resources cannot be determined until the final design has been completed,

**Now therefore**, the FHWA, the Council, the SHPO and the MoDOT agree that the project shall be administered in accordance with the following stipulations to satisfy the FHWA's Section 106 responsibility for all individual aspects of the project.

**Stipulations**

The FHWA shall insure the following measures are carried out:

- I.** For non-archaeological resources, MoDOT will use the following procedure to identify, evaluate and treat historic properties that may be affected by the undertaking:
  - A.** The MoDOT has consult with the SHPO to determine the Area of Potential Effects (APE) for the project. Should project design change so that additional resources need

to be included within the APE, MoDOT will consult with the SHPO to determine the scope of the additional APE.

- B.** The MoDOT has conducted a cultural resources survey of all buildings, structures, sites, objects and districts within the APE. The survey included an archival search of previously recorded resources on file at the SHPO archive, and background and contextual information sufficient to evaluate the significance of resources. A technical report detailing the results of the survey has been produced in accordance with SHPO standards and guidelines, and has been provided to the SHPO and consulting parties. Should additional resources require surveying as part of an additional APE, information on the resources will be completed and supplied to the SHPO and consulting parties.
  - C.** The MoDOT has consulted with the SHPO and with the consulting parties, regarding the eligibility of the surveyed resources for the NRHP applying the Criteria for evaluation (36 CFR 60.4). If additional resources are surveyed as part of an additional APE, MoDOT will consult with the SHPO and consulting parties to evaluate eligibility for listing on the NRHP.
  - D.** If there is disagreement between the FHWA, MoDOT, the SHPO and other consulting parties about the eligibility of the resources for the NRHP that cannot be resolved, the FHWA shall request a formal determination of eligibility from the Secretary of the Interior in accordance with 36 CFR 800.4(c)(2). Because of disagreement a formal determination of eligibility has been requested of the Keeper for all resources within the community of Richmond Heights. If there is disagreement about the eligibility of any additional resources identified, as part of an additional APE, the FHWA will request a formal determination from the Keeper.
  - E.** For resources that are determined to be eligible for inclusion on the NRHP the MoDOT shall consult with the SHPO and the consulting parties to determine the effect of the project on the eligible resource(s) following the guidance found in 36 CFR 800.5.
  - F.** If the SHPO or any consulting party disagrees within the thirty- (30) day review period, it shall specify the reasons for disagreeing with the finding. The MoDOT and FHWA will consult with the party to resolve the disagreement, or request the Council to review the finding.
  - G.** For properties that may be adversely affected by the project, MoDOT shall consult with the SHPO and the consulting parties to seek ways to avoid or minimize such adverse effects through project modifications. Where avoidance is not possible, MoDOT shall consult with the SHPO and other consulting parties to determine appropriate mitigation measures and levels of documentation.
  - H.** MoDOT will complete the mitigation measures and allow the SHPO a thirty- (30) day comment period. If the SHPO has comments they shall be satisfactorily addressed prior to the demolition of any NRHP eligible resources.
  - I.** The MoDOT shall provide copies of the mitigation documentation to the SHPO, the consulting parties, and a local repository.
- II.** Investigations to identify archaeological sites and evaluate the effects of the undertaking on NRHP eligible sites will be conducted with a phased approach, as specified in 36 CFR Section 800.4(b)(2), once the project has been designed and the APE has been determined. Pursuant to 36 CFR 800.4, the MoDOT shall take the steps necessary to identify archaeological sites that may be affected by the undertaking and gather

sufficient information to evaluate the eligibility of those properties for the NRHP. Information shall be obtained through archaeological surveys, archival research or other appropriate investigations. Identification of archaeological properties shall follow the Secretary of the Interior's Standards and Guidelines for Archaeology and Historic Preservation (48 FR 44716), applicable SHPO guidelines, and agency programs to meet the requirements of Section 110(a)(2)(C) of the NHPA. MoDOT shall use the following procedures to identify, evaluate, and treat archaeological properties that may be affected by the undertaking:

- A. The MoDOT shall consult with the SHPO to determine and document the APE, review existing information on archaeological sites within the APE, seek appropriate information from consulting parties, other individuals, organizations, and Indian Tribes likely to have knowledge of, or concerns with, archaeological sites in the area, and identify issues relating to the undertaking's potential effects on archaeological sites.
- B. The MoDOT shall take the steps necessary to identify archaeological sites within the APE based on the information gathered while determining the scope of identification efforts, and in consultation with the SHPO and any Indian tribe that might attach religious and cultural significance to properties within the APE.
- C. The MoDOT shall apply the National Register Criteria (36 CFR 63), in consultation with the SHPO and any Indian tribe that attaches religious and cultural significance to identified properties and guided by the Secretary's Standards and Guidelines for Evaluation, to properties identified within the APE that have not been previously evaluated for NRHP eligibility.
- D. The MoDOT, in consultation with the SHPO and any Indian tribe that attaches religious and cultural significance to identified archaeological sites, shall apply the criteria of adverse effect (36 CFR 800.5(a)(1)) to archaeological sites within the APE. MoDOT shall consider any views concerning such effects that have been provided by consulting parties, property owners, and the public.
- E. If the MoDOT and the SHPO determines any of the NRHP Criteria are met the property shall be considered eligible. If MoDOT and the SHPO determines the criteria are not met the property shall be considered not eligible. If MoDOT and the SHPO disagree, or if the Council so requests, the MoDOT shall obtain a determination of eligibility from the Secretary of the Interior pursuant to 36 CFR Part 63. If an Indian tribe that attaches religious and cultural significance to a property does not agree, it may ask the Council to request FHWA to obtain a determination of eligibility.
- F. The MoDOT shall consult with the SHPO and other consulting parties, to develop and evaluate alternatives or modifications to the undertaking that could avoid, minimize, or mitigate adverse effects on NRHP eligible archaeological sites.
- G. The MoDOT shall consult with the SHPO and other consulting parties, to develop Archaeological Data Recovery Plan(s) to mitigate adverse effects on NRHP eligible archaeological sites that cannot be avoided. The Archaeological Data Plan will be consistent with the Secretary of the Interior's Standards and Guidelines for Archaeological Documentation (48 FR 190: 44734-44737). The Archaeological Data Plan will be provided to the SHPO, other consulting parties, and any Indian tribe that attaches religious and cultural significance to the affected properties for comments, due after thirty (30)-days. Mitigation will include recovery of significant

archeological information by means of controlled excavation and other scientific recording methods.

- H. The MoDOT shall ensure that a report on the archaeological investigations carried out pursuant to this agreement is provided to the SHPO, and upon request, to other interested parties.
  - I. The MoDOT shall ensure that procedures to be used for the processing, analysis, and curation of collected materials are in accordance with the Advisory Council's Handbook *Treatment of Archaeological Properties, Part III* of the Secretary of Interior's Guidelines and currently accepted standards for the analysis and curation of archaeological remains.
  - J. The MoDOT shall ensure that a determination, finding, or agreement is supported by sufficient documentation to enable any reviewing parties to understand its basis.
- III. The Council and the SHPO may monitor activities carried out pursuant to this Programmatic Agreement, and the Council will review such activities if so requested. The FHWA will cooperate with the Council and the SHPO in carrying out their monitoring and review responsibilities.
- IV. Disputes regarding the completion of the terms of this agreement shall be resolved by the signatories with Council participation if requested.
- V. Should any party to this Programmatic Agreement object to any action carried out or proposed by FHWA or MoDOT with respect to the undertaking or implementation of this agreement, FHWA shall consult with the objecting party to resolve the objection. If after initiating such consultation, FHWA determines that the objection cannot be resolved through consultation, FHWA shall forward all documentation relevant to the objection to the Council, including FHWA's proposed response to the objection.
- A. Within 30-days after receipt of all pertinent documentation, the Council shall exercise one of the following options:
    - i) Advise FHWA that the Council concurs with FHWA's proposed final decision, whereupon FHWA will respond to the objection accordingly.
    - ii) Provide FHWA with recommendations, which FHWA shall take into account in reaching a final decision regarding its response to the objection; or
    - iii) Notify FHWA that the objection will be referred for comment pursuant to 36 CFR 800.7(c), and proceed to refer the objection and comment. The resulting comment shall be taken into account by FHWA in accordance with 36 CFR 800.7(c)(4) of the NHPA.
  - B. Should the Council not exercise one of the above options within 30 days after receipt of all pertinent documentation, FHWA may assume the Council's concurrence in its proposed response to the objection.
  - C. FHWA shall take into account any Council recommendation or comment provided in accordance with this stipulation with reference only to the subject of the objection; FHWA's responsibility to carry out all actions under this PA that are not the subjects of the objection shall remain unchanged.
  - D. At any time during implementation of the measures in this PA, should an objection pertaining to this PA be raised by a member of the public, FHWA shall notify the parties to this PA and take the objection into account, consulting with MoDOT and

the objector and, should the objector so request, with other parties to this PA to resolve the objection.

- VI. Any party to this Programmatic Agreement may terminate it by provided thirty (30)-days notice to the other parties, provided that the parties will consult during the period prior to the termination. In the event of termination the FHWA will comply with 36 CFR 800.4 through 800.6 with regard to this project.
- VII. This Programmatic Agreement shall expire ten (10) years after its execution. The Agreement can be extended for two (2) five (5)-year periods if all parties agree in writing.

Execution and implementation of this Programmatic Agreement evidences that the FHWA has satisfied its Section 106 responsibilities for improvements to Interstate Highway 64 between west of Spoede Road and Sarah Street.

**Advisory Council on Historic Preservation:**

By: John M. Fowle Date: 8/24/04

**Federal Highway Administration:**

By: Donald Z. Neumann Date: 7-29-04

**Missouri State Historic Preservation Officer:**

By: Mark A. Mule Date: 07/02/04

**Missouri Department of Transportation:**

By: Diana Heckman Date: 07/06/04



**PROGRAMMATIC AGREEMENT  
BETWEEN THE FEDERAL HIGHWAY ADMINISTRATION AND  
THE MISSOURI STATE HISTORIC PRESERVATION OFFICER, AND THE  
ADVISORY COUNCIL ON HISTORIC PRESERVATION  
SUBMITTED PURSUANT TO 36 CFR 800.14(b)(2)**

**Regarding Interstate Highway 64/United States Highway 40  
from west of Spoede Road in St. Louis County  
to west of Sarah Street in the City of St. Louis**

**Missouri Department of Transportation Job Nos. J6I0978 and J6I1248**

**Whereas**, the Federal Highway Administration (FHWA) has determined that the improvements to Interstate Highway 64 between west of Spoede Road and west of Sarah Street may have an effect upon properties included in or eligible for inclusion in the National Register of Historic Places (NRHP), and has consulted with the Advisory Council on Historic Preservation (Council), and the Missouri State Historic Preservation Office (SHPO), pursuant to Section 800.13 of the regulations (36 CFR 800) implementing Section 106 of the National Historic Preservation Act (NHPA); and Section 110 of the same act, and

**Whereas**, the Missouri Department of Transportation (MoDOT) has participated in consultation and has been invited to concur in this Programmatic Agreement, and

**Whereas**, the full impacts of this project on cultural resources cannot be determined until the final design has been completed, and community consensus has been reached regarding noise barriers,

**Now therefore**, the FHWA, the Council, the SHPO and the MoDOT agree that the project shall be administered in accordance with the following stipulations to satisfy the FHWA's Section 106 responsibility for all individual aspects of the project.

**Stipulations**

The FHWA shall insure the following measures are carried out:

- I. For non-archaeological resources the following procedure will be used to identify and evaluate cultural resources:
  - A. The MoDOT shall consult with the SHPO to determine the Area of Potential Effects (APE) for the project. The APE shall be designated in such a way to include resources impacted if the project design changes.
  - B. The MoDOT will conduct a cultural resources survey of all buildings, structures, sites, objects and districts within the APE. The survey shall include an archival search of previously recorded resources on file at the SHPO archive, and shall include background and contextual information sufficient to evaluate the

significance of resources. A technical report detailing the results of the survey shall be produced in accordance with SHPO standards and guidelines.

- C. The MoDOT will consult with the SHPO and with the Cultural Resource Offices of the City of St. Louis and St. Louis County, should those offices chose to participate, regarding the eligibility of the surveyed resources for the NRHP applying the Criteria for evaluation (36 CFR 60.4).
- D. If there is disagreement about the eligibility of the resources for the NRHP that cannot be resolved the FHWA shall request a formal determination of eligibility from the Secretary of the Interior in accordance with 36 CFR 800.4(c)(2).
- E. For resources that are determined to be eligible for inclusion on the NRHP the MoDOT shall consult with the SHPO and City and County Cultural Resource Offices to determine the effect of the project on the eligible resource(s) following the guidance found in 36 CFR 800.5.
- F. For properties that the project will have an adverse effect on the MoDOT shall consult with the SHPO and City and County Cultural Resource Offices to determine appropriate mitigation measures and levels of documentation.
- G. MoDOT will complete the mitigation measures and allow the SHPO a thirty (30) day comment period. If the SHPO has comments they shall be satisfactorily addressed prior to the demolition of any NRHP eligible resources.
- H. The MoDOT shall provide copies of the mitigation documentation to the SHPO, City and County Cultural Resource Offices and the St. Louis Landmarks Association.

II. Investigations to identify archaeological sites and evaluate the effects of the undertaking on NRHP eligible sites will be conducted with a phased approach, as specified in 36 CFR Section 800.4(b)(2), once the project has been designed and the APE has been determined. Pursuant to 36 CFR 800.4, the MoDOT shall take the steps necessary to identify archaeological sites that may be affected by the undertaking and gather sufficient information to evaluate the eligibility of those properties for the NRHP. Information shall be obtained through archaeological surveys, archival research or other appropriate investigations. Identification of archaeological properties shall follow the Secretary of the Interior's Standards and Guidelines for Archaeology and Historic Preservation (48 FR 44716), applicable SHPO guidelines, and agency programs to meet the requirements of Section 110(a)(2)(C) of the NHPA. The following procedure will be used to identify and evaluate archaeological resources:

- A. The FHWA shall consult with the SHPO to determine and document the APE, review existing information on archaeological sites within the APE, seek appropriate information from consulting parties, other individuals, organizations, and Indian Tribes likely to have knowledge of, or concerns with, archaeological sites in the area, and identify issues relating to the undertaking's potential effects on archaeological sites.
- B. The FHWA shall take the steps necessary to identify archaeological sites within the APE based on the information gathered while determining the scope of

- identification efforts, and in consultation with the SHPO and any Indian tribe that might attach religious and cultural significance to properties within the APE.
- C. The FHWA shall apply the National Register Criteria (36 CFR 63), in consultation with the SHPO and any Indian tribe that attaches religious and cultural significance to identified properties and guided by the Secretary's Standards and Guidelines for Evaluation, to properties identified within the APE that have not been previously evaluated for NRHP eligibility.
  - D. The FHWA, in consultation with the SHPO and any Indian tribe that attaches religious and cultural significance to identified archaeological sites, shall apply the criteria of adverse effect (36 CFR 800.5(a)(1) to archaeological sites within the APE. FHWA shall consider any views concerning such effects that have been provided by consulting parties, property owners, and the public.
  - E. If the FHWA and the SHPO determines any of the NRHP Criteria are met the property shall be considered eligible. If MoDOT and the SHPO determines the criteria are not met the property shall be considered not eligible. If MoDOT and the SHPO disagree, or if the Council so requests, the FHWA shall obtain a determination of eligibility from the Secretary of the Interior pursuant to 36 CFR Part 63. If an Indian tribe that attaches religious and cultural significance to a property does not agree, it may ask the Council to request FHWA to obtain a determination of eligibility.
  - F. The FHWA shall consult with the SHPO and other consulting parties, to develop and evaluate alternatives or modifications to the undertaking that could avoid, minimize, or mitigate adverse effects on NRHP eligible archaeological sites.
  - G. The FHWA shall consult with the SHPO and other consulting parties, to develop Archaeological Data Recovery Plan(s) to mitigate adverse effects on NRP eligible archaeological sites that cannot be avoided. Mitigation will include recovery of significant archeological information by means of controlled excavation and other scientific recording methods.
  - H. The FHWA shall ensure that a report on the archaeological investigations carried out pursuant to this agreement is provided to the SHPO, and upon request, to other interested parties.
  - I. The FHWA shall ensure that procedures to be used for the processing, analysis, and curation of collected materials are in accordance with the Advisory Council's Handbook *Treatment of Archaeological Properties, Part III* of the Secretary of Interior's Guidelines and currently accepted standards for the analysis and curation of archaeological remains.
  - J. The FHWA shall ensure that a determination, finding, or agreement is supported by sufficient documentation to enable any reviewing parties to understand its basis.
- III. The Council and the SHPO may monitor activities carried out pursuant to this Programmatic Agreement, and the Council will review such activities if so requested. The FHWA will cooperate with the Council and the SHPO in carrying out their monitoring and review responsibilities.

IV. Disputes regarding the completion of the terms of this agreement shall be resolved by the signatories with Council participation if requested.

V. Any party to this Programmatic Agreement may request that it be amended, whereupon the parties will consult in accordance with 36 CFR 800.13 to consider such and amendment.

VI. Any party to this Programmatic Agreement may terminate it by provided thirty (30) days notice to the other parties, provided that the parties will consult during the period prior to the termination. In the even of termination the FHWA will comply with 36 CFR 800.4 through 800.6 with regard to this project.

VII. This Programmatic Agreement shall expire ten (10) years after its execution. The Agreement can be extended for two (2) five (5)-year periods if all parties agree in writing.

Execution and implementation of this Programmatic Agreement evidences that the FHWA has satisfied its Section 106 responsibilities for improvements to Interstate Highway 64 between west of Spoede Road and west of Sarah Street.

**Advisory Council on Historic Preservation:**

**By:** \_\_\_\_\_ **Date:** \_\_\_\_\_

**Federal Highway Administration**

**By:** \_\_\_\_\_ **Date:** \_\_\_\_\_

**Missouri State Historic Preservation Officer:**

**By:** \_\_\_\_\_ **Date:** \_\_\_\_\_

**Concur:**

**Missouri Department of Transportation**

**By:** \_\_\_\_\_ **Date:** \_\_\_\_\_

# APPENDIX L

## Waters of the U.S. and Preliminary Jurisdictional Wetland Determinations Summary Report

### A. Introduction

The Missouri Department of Transportation (MoDOT) and the Federal Highway Administration (FHWA) are proposing to reconstruct the existing Interstate 64/U.S. 40 facility with new interchange configurations, bridges and roadways in an urbanized area of St. Louis County and the city of St. Louis. The proposed project begins on I-64 west of Spode Road in St. Louis County and continues eastward to west of Sarah Street in the city of St. Louis, and on I-170 from south of Brentwood Boulevard to Eager Road. The project length on I-64 is 10.9 miles (17.5 kilometers) and on I-170 is 0.8 miles (1.3 kilometers). The proposed action includes adding through lane capacity on I-64 between I-170 and Spode Road. It is intended that the reconstructed facility will meet current interstate standards. This proposed action is referred to as "The New I-64" (see Exhibit A, Vicinity Map).

The following overview provides an environmental summary of the field investigations performed to assess Waters of the U.S. that would be impacted by the construction of the Preferred Alternative alignment. This information is compiled for the purpose of providing data for a section 404 permit application. The MoDOT requested the investigation to include the results in the project's Environmental Impact Statement (EIS) document. The field work was conducted by HNTB environmental personnel on June 19, 2003. The NEPA/Section 404 merged process is not being used for this project.

The Project Proponent and the Consultant for the project, and the contact persons, are as follows:

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***Project Proponent***

Missouri Department of Transportation  
District No. 6  
Mr. Ed Hassinger, District Engineer  
Ms. Lesley Hoffarth, Project Manager  
1590 Woodlake Drive  
Chesterfield, MO 63017  
(314) 340-4100

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***Consultant***

HNTB Corporation  
Mr. Tim Flagler, ASLA  
Mr. Dan Van Petten, AICP, CF  
715 Kirk Drive  
Kansas City, MO. 64105  
(816) 472-1201

### B. Purpose of and Need for the Project

The purpose of the proposed project is to reconstruct this 10.9-mile (17.5-kilometer) long section of I-64 mainline and the 0.8-mile (1.3-kilometer) section of I-170, and reconstruct interchanges to be consistent with current design standards. The proposed action would address several goals: 1) replace the deteriorating facility and substandard interchanges; 2) increase roadway capacity between Spode Road and I-170; 3) improve safety; 4) improve traffic operation and decrease congestion; and 5) promote community redevelopment.

The specific needs being addressed by the proposed action are summarized as follows:

- *Freeway Condition/Interchange Design Features* – Improve the pavement surface and upgrade current roadway features along I-64, including roadway alignments, cross sections, vertical clearances and interchanges to MoDOT’s current best practice design standards.
- *Capacity* – Increase roadway capacity between I-170 and Spoeede Road to improve the general operating conditions of this section of I-64. Improve the operating characteristics of travel between I-170 and Tower Grove Avenue without increasing the number of mainline lanes. Consistent with the MTIA, additional lanes are not being considered east of I-170 because the potential impact to the adjacent communities and destinations is considered too great. Improved traffic flow in this section of I-64 would be realized through improvements in the roadway standards and TSM operations.
- *Traffic Safety* – Reduce the number of driver related crashes occurring along this section of I-64, through the use of ITS and improved roadway design.
- *Operation and Congestion* – Improve the movement of people and goods on I-64 by providing operational improvements such as acceleration/deceleration lanes, collector-distributor roads, wider roadway shoulders, improved ramps and improved signing.
- *Community Redevelopment* – Include special design elements on I-64 that would improve aesthetics, enhance neighborhood connectivity and serve as a stimulus for growth.

## C. Regulatory Background

Section 404 of the Clean Water Act prohibits the discharge of dredged or fill material into “Waters of the U.S.” unless exempted or authorized by the U.S. Army Corps of Engineers (USACE). Section 404 is the primary Federal statute that implements federal regulatory policies concerning the protection of wetlands and other waters of the U.S. as specified in various orders and regulations. The St. Louis District USACE maintains jurisdiction over the water resources in the area in which the I-64 corridor is located.

## D. Methods

The MoDOT Wetland Protocol, dated January 2002, outlined the criteria that were used to identify streams and sites of potential jurisdictional wetlands. References included aerial photography; USGS maps; National Wetlands Inventory (NWI) maps; Natural Resources Conservation Service (NRCS) county soil survey maps; the county hydric soils list, and the 1987 Corps of Engineers Wetlands Delineation Manual.

The stream crossings evaluated in this report include USGS blue line streams within the right-of-way and proposed impact area of the Preferred Alternative (see Exhibit A). Streams were photographed and were field-checked to determine the presence or absence of an established Ordinary High Water Mark (OHWM). The width of the OHWM was measured, where possible. At streams where physical constraints, such as private fences or water depth hindered tape measurement, the width was estimated based on a combination of visual observation, topographic maps, and aerial photographs. In addition, the adjacent vegetation and the composition of the stream channel were also noted, as several channels were artificial (composed of concrete or gabion rock-filled baskets), and others existed in a more natural condition. The OHWM in the artificial channels was visible as a stain or discoloration on the concrete surface. Field work at each stream also included observations to check for ponding or saturation on the terraces above the ordinary high water mark.



The NWI maps were reviewed and showed no designations of potential “vegetated wetlands” within the impact area of the Preferred Alternative. In addition, a review of the NRCS soil survey report and hydric soils list indicated that all of the soil types within the Preferred Alternative corridor were designated as “non-hydric” (neither hydric nor hydric inclusions). The soil survey also indicated that the soil types were not frequently flooded and were not subject to a high water table in the upper 12 inches. The runoff in the areas adjacent to the streams within the proposed construction impact area is medium to rapid.

A GIS program (ArcView) was used to determine the length of stream lying within the right-of-way and proposed construction impact area, and the surface acreage within the OHWM that could potentially be impacted. These were determined from topographic base maps and aerial photographs overlain with a digital file of the proposed construction impact area.

## **E. Results and Discussion**

### **1. STREAMS**

Within the Preferred Alternative alignment, field investigations were performed at 10 mapped stream crossings (stream crossing #1 was separated into three individual impact areas). Three streams were shown as perennial on the USGS maps (Deer Creek, a tributary of Deer Creek, and Black Creek), and the others were shown as intermittent. All of these streams had an established channel with an OHWM and are considered jurisdictional Waters of the U.S. However, several channels were artificial (concrete or gabion rock-filled baskets) while others had a more natural channel composed of rock, gravel, and sediment. Photographs and pertinent information about each stream and adjacent riparian area are presented on a Stream Data Form, in addition to Plan View sheets (with backgrounds of topography and aerial photography) that show the potential impact area of the Preferred Alternative.

Table 1 presents potential impacts to each stream within the Preferred Alternative including the type of impact, stream length within the impact area, OHWM width, surface area within the OHWM, and project totals in linear feet and acres. Other information in the table includes the location, the USGS / NWI designation, hydric soil designation, and channel type. (Although Black Creek is listed in the table, no impacts would occur to the creek outside of the existing culvert, which runs under the I-64/Brentwood Boulevard interchange. Deer Creek, being bridged, would not be impacted.)

### **2. WETLANDS**

During the field work, it was observed that the areas adjacent to the streams within the proposed impact area are adequately drained and are not subject to ponding or saturation for long duration. The streams have been previously channelized to quickly carry the water away from the developed areas. Due to these conditions, there is an absence of long-duration hydrology and no wetlands were present in the Preferred Alternative right-of-way and proposed construction impact area.

### **3. PONDS**

There is one pond within the Preferred Alternative impact area. It is an ornamental pond located in the southeast corner of Forest Park, near the northwest quadrant of the Kingshighway interchange. It is fed by overland flow and a storm sewer (at the northeast corner of the pond), and there is no stream channel flowing in or out of the pond (it is isolated – not part of a surface tributary). It is an ornamental pond and is, therefore, not considered a Water of the U.S.

## F. Conclusions

As shown in Table 1, the total potential linear impact to the 10 streams within the Preferred Alternative would be 3800 feet, which includes 2030 linear feet of streams with an artificial channel and 1770 linear feet of streams with a natural channel. The total potential surface area impact within the OHWM would be 0.95 acres, which includes 0.54 acre of streams with an artificial channel and 0.41 acre of streams with a natural channel. The impacts in Table 1 are also separated into subcorridor areas to coincide with the format of the EIS.

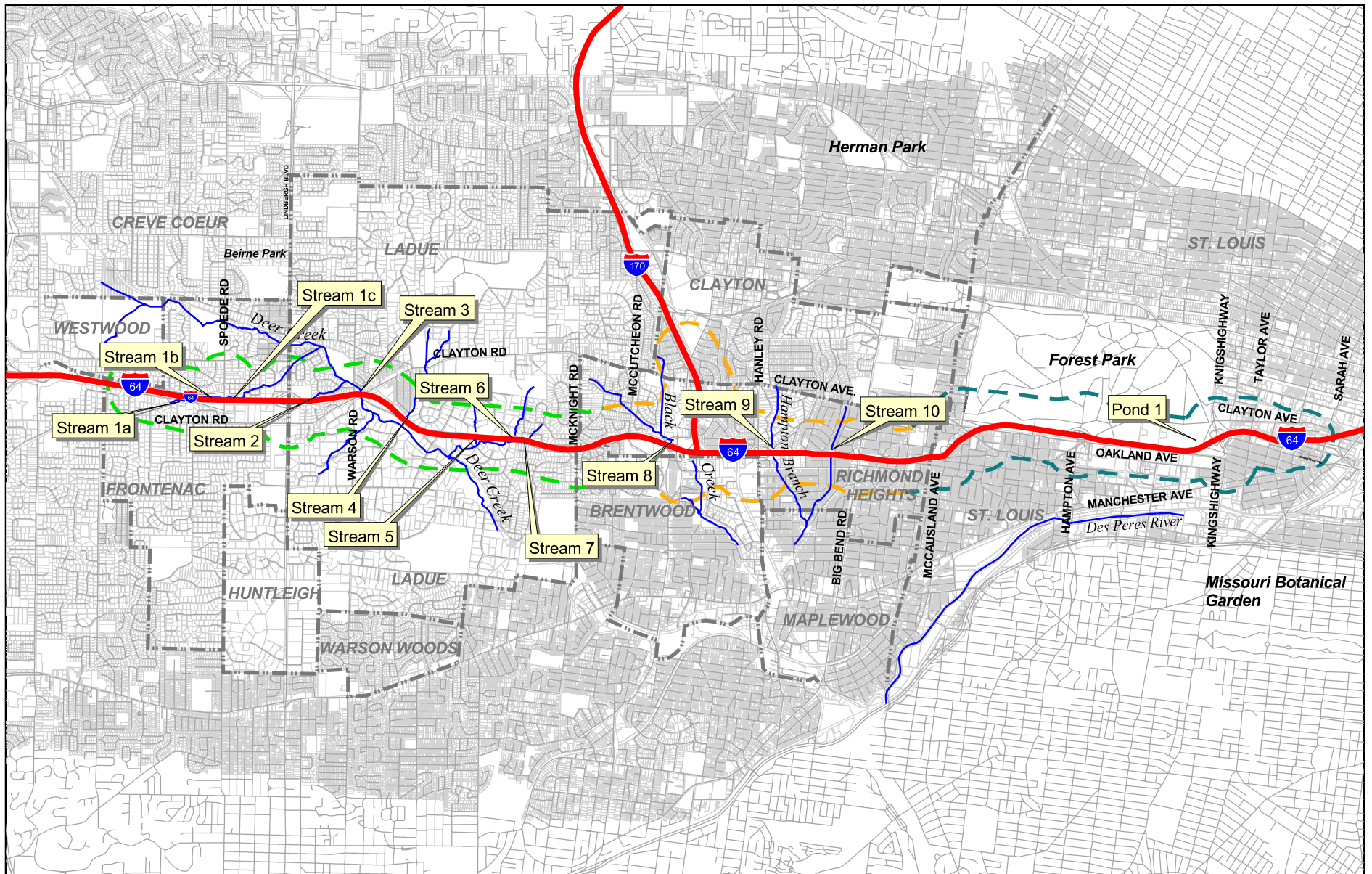
The one ornamental pond (located in Forest Park in the Parkway Subcorridor) is not considered a jurisdictional Water of the U.S., therefore the activities involving the 0.01 acre of impact are not subject to Section 404 Permit regulations. A permanent easement would potentially impact the pond at its southeast corner.

During the project design phase MoDOT will apply for a USACE Section 404 Permit requesting authorization to perform the work that will result in stream impacts. At that time, MoDOT will coordinate with the USACE and appropriate resource agencies to develop mitigation strategies which are deemed necessary as compensation for project impacts.

**Table 1 – Stream Crossings**

Stream #	Location (Sta. & Side)	USGS / NWI	Soil Mapping	Water of the U.S.	Impact Type	OHWM Width (ft)	Artificial Channel		Natural Channel	
							Impact Length (ft)	Impact Area (acres)	Impact Length (ft)	Impact Area (acres)
Greenway Subcorridor										
1a	760 to 765, S	Bln-I	NH	Y	Fill	10	405	0.09		
1b	766 to 780, N	Bln-I	NH	Y	Fill	12	1195	0.33		
1c	782+50 to 789+50, N	Bln-I	NH	Y	Fill	12			735	0.20
2	817, N	Bln-I	NH	Y	Fill	10			295	0.07
3	840, N & S	Bln-P / R2UBH	NH	Y	Bridge	40			0	0.00
4	863, N & S	Bln-P	NH	Y	Culvert	12	65	0.02	100	0.03
5	895, N & S	Bln-I	NH	Y	Culvert	12	115	0.03	65	0.02
6	911+50, N&S	Bln-I	NH	Y	Culvert/ Fill	8			300	0.06
7 (north)	918, N	Bln-I	NH	Y	Culvert	2	50	0.00		
7 (south)	918, S	Bln-I	NH	Y	Culvert/ Fill	6			275	0.04
Subtotal							1830	0.47	1770	0.41
Thruway Subcorridor										
8	980 to 990	Bln-P / R2UBG	NH	Y	No Impact	38	0	0.00		
9	1025, N	Bln-I	NH	Y	Culvert	12	150	0.04		
10	1050+50, N	Bln-I	NH	Y	Culvert	22	50	0.03		
Subtotal							200	0.07		
Parkway Subcorridor (no streams)										
Subtotal							0	0	0	0
TOTAL							2030	0.54	1770	0.41
Total stream length impact (in feet) =			3800							
Total stream area impact (in acres) =			0.95							

Bln-I = Blueline Intermittent; Bln-P = Blueline Perennial; NH = Non-hydric soil; Y = Yes



- Greenway Subcorridor
- Thruway Subcorridor
- Parkway Subcorridor

- Existing I-64 / I-170
- Streams

- Stream 2 Stream Site ID No.
- Pond 1 Pond Site ID No.

6000 0 6000 12000 Feet



**The New I-64  
MoDOT**

**St. Louis & St. Louis County  
Missouri**

**Exhibit A  
Vicinity Map**

# DEPARTMENT OF NATURAL RESOURCES

## MISSOURI CLEAN WATER COMMISSION



### MISSOURI STATE OPERATING PERMIT WATER POLLUTION CONTROL PROGRAM

#### General Operating Permit

In compliance with the Missouri Clean Water Law (chapter 644 R.S. Mo. as amended, hereinafter, the Law), and the Federal Water Pollution Control Act (Public Law 92-500, 92nd Congress) as amended.

Permit No.: MO-R100007

Owner: MODOT  
Address: PO Box 270  
Jefferson City, MO 65102

Continuing Authority: Same  
Same

Facility Name: MODOT, Road Construction Projects  
Facility Address: Statewide,

Legal Description: Various throughout the state, Statewide County

Receiving Stream: Various throughout the state  
First Classified Stream: Various throughout the state

is authorized to discharge from the facility described herein, in accordance with the effluent limitations and monitoring requirements as set forth herein.

#### FACILITY DESCRIPTION All Outfalls, SIC 1629

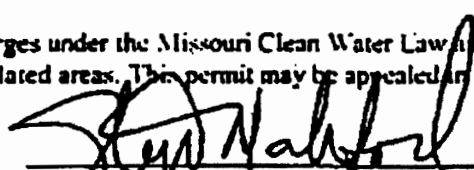
Construction or land disturbance activity (e.g., clearing, grubbing, excavating, grading, and other activity that results in the destruction of the root zone) that are performed by or under contract to a city, county, or other governmental jurisdiction that has a storm water control program for land disturbance activities that has been approved by the Missouri Department of Natural Resources.

This permit authorizes only wastewater, including storm waters, discharges under the Missouri Clean Water Law and the National Pollutant Discharge Elimination System, it does not apply to other regulated areas. This permit may be appealed in accordance with Section 644.051.6 of the Law

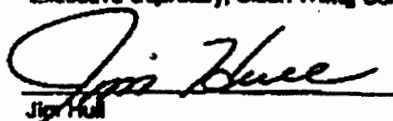
April 19, 2002  
Effective date

April 11, 2003  
Issue date

PS

  
Stephen M. Mahood, Director, Department of Natural Resources  
Executive Secretary, Clean Water Commission

April 18, 2007  
Expiration date  
MO 780-1481 (7-94)

  
Jim Hull  
Director of Staff, Clean Water Commission