



Appendix D
Section 4(f)

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Programmatic Section 4(f) for Historic Bridges

PROGRAMMATIC SECTION 4(f) EVALUATION

HISTORIC BRIDGES

PROJECT NUMBER J4P2279B RTE. U.S. 69 COUNTIES Platte Co. MO
and Wyandotte Co. KS

SECTION 4(f) RESOURCE Fairfax Bridge (K0456) and Platte Purchase Bridge (A0450)

REVIEWED BY _____ TITLE _____

APPROVED BY _____ DATE _____

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

APPLICABILITY

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

ALTERNATIVES CONSIDERED

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

MEASURES TO MINIMIZE HARM

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

APPENDIX D-2
Applicability Determination for Missouri riverfront Trail



Upstream from ordinary.

April 24 , 2013

Mr. Kevin Ward, P.E.
Division Administrator
Missouri Division
Federal Highway Administration
3220 W. Edgewood, Suite H
Jefferson City, Missouri 65109

RE: U.S. 69 Bridges Over the Missouri River Environmental Assessment
MoDOT Job No. J4P2279B
Missouri Riverfront Trail

Dear Mr. Ward:

This letter is to provide the Federal Highway Administration (FHWA) with information to support development of the Environmental Assessment (EA) for the proposed project to replace the existing U.S. 69 bridges over the Missouri River between Kansas City, Kansas and Platte County, Missouri. The City of Riverside, Platte County and the Riverside-Quindaro Bend Levee District (Levee District) partnered together starting in 2004 to construct the Missouri Riverfront Trail (MRT) between E.H. Young Park in Riverside and English Landing Park in Parkville. The MRT was constructed on top of the Riverside-Quindaro Bend Levee along the northern edge of the Missouri River. The MRT passes under both existing U.S. 69 Bridges, connecting with a trailhead located along the eastern edge of the Platte Purchase Bridge. **We also understand that the design and construction of the new bridge will accommodate an off-travelway bicycle and pedestrian way that would connect to the MRT into the Fairfax Industrial District.**

This 3.5 mile section of trail is part of a larger 26 mile loop that is being constructed to link the communities of Riverside, Parkville and Kansas City, all in Platte County. As part of the agreement for the project, the City of Riverside provides regular trail maintenance. As the Levee District is required to perform maintenance on sections of the L-385 levee, trail closures are coordinated by zone and communicated to the public by the City of Riverside and the Platte County Parks & Recreation Department.

The City, County, and Levee District understand that construction of a new bridge would require temporary closure of a portion of the MRT near its eastern terminus. The MRT's primary use is for recreation. That portion of the MRT that is located on the L-385 Levee utilizes an existing gravel roadbed that primarily serves to provide access for maintenance and inspection activities conducted by the Levee District. Because the MRT is divided into three zones, closures can be limited in area to allow other sections to remain open.

The closure of the MRT during construction of the new bridge will have minimal impacts on recreation because only the trailhead and a limited length of the trail would be affected. Because closures are anticipated to be of relatively short duration, and may occur during less active recreational seasons, they will not significantly compromise the features, attributes, and activities that the MRT is intended to

provide. An alternate temporary trailhead could be established adjacent to the roundabout at Horizons Parkway (south of I-635) west of the existing bridge. Furthermore, we understand that this temporary closure will not result in any change of ownership of any part of the trail or levee, nor will there be any permanent adverse physical changes to the trail. Based on the information provided, the City of Riverside, Platte County and the Riverside Quindaro Bend Levee District are fully supportive of this project.

Sincerely,



Kathleen L. Rose
Mayor, Riverside



Jason Brown
Presiding Commissioner, Platte County



Donald Coleman
President, Riverside Quindaro Bend Levee District Board of Supervisors

Cc: Lee Ann Kell, MoDOT, Kansas City District
Allan Zafft, MoDOT, Kansas City District
Richard Moore, MoDOT, Jefferson City
Shari Cannon-Mackey, Burns & McDonnell