



LEAVENWORTH PRESERVATION COMMISSION MINUTES
COMMISSION CHAMBERS, CITY HALL
100 N 5th Street, Leavenworth, Kansas 66048
WEDNESDAY, February 7, 2024, 6:00 PM

CALL TO ORDER:

Board Members Present

Rik Jackson
Ed Otto
Ken Bateman
Dick Gibson
Sherry Hines Whitson

Board Member(s) Absent

City Staff Present

Michelle Baragary
Bethany Falvey

Chairman Jackson called the meeting to order at 6:00 p.m. and noted a quorum was present.

APPROVAL OF MINUTES:

None

OLD BUSINESS:

None

NEW BUSINESS:

1. CENTENNIAL BRIDGE PROJECT DISCUSSION

Determine if the information provided is sufficient and no comment needed, or does the board want to formally comment on the project.

Chairman Jackson called for the introduction from staff.

City Planner Bethany Falvey stated as part of the project, since it was federally funded, needed to go through a NEPA review, National Environmental Policy Act. One part of that are effects on historic resources, also called Section 106, which is part of the National Historic Preservation Act. As part of that review, a boundary had to be created, which is the Area of Potential Effect (APE). The only resource within the boundary of the APE was the Abernathy Furniture Company Factory Plant K, and the bridge itself has been determined eligible by the SHPO (State Historic Preservation Office) during a previous survey. Section 106 is completed with the NEPA review,

and consists of four parts: 1) initiating the Section 106 review process, 2) identifying historic properties within a project area, 3) assessing if a project will have an adverse effect on any historic properties, and 4) if there is an adverse effect, identifying and ensuring the implementation of measures to resolve any adverse effect.

Ms. Falvey continued by stating as a Certified Local Government (CLG), this board is given the opportunity to comment on the project or not. Part of tonight's meeting is to determine if the board would like to comment on the project or not.

Jennifer Schwaller, HDR Engineering, is part of the consultant team that is working with KDOT on this project. Ms. Schwaller provided an overview of the project with a PowerPoint presentation (Appendix A).

Commissioner Otto asked for the ETA for the project.

Ms. Schwaller stated construction is set to start in 2026 to 2027 timeframe.

Commissioner Gibson asked if the funding is already in place.

Ms. Schwaller stated that KDOT does have funding for the project.

Commissioner Otto asked if this project is funded by KDOT and MoDOT.

Ms. Schwaller responded that MoDOT is a partner, and this is a KDOT project.

Commissioner Whitson asked what route people will take during this project.

Ms. Schwaller responded that there is no intent to close the existing bridge, as the new bridge is construction to the north of the existing bridge. There may be periods where temporary closures may occur while taking down the existing bridge but that would be at nighttime, and not during peak travel hours, and would be well communicated to the public.

Commissioner Whitson asked about pieces of the bridge being salvaged.

Ms. Schwaller stated they will blast the bridge to take it down so there won't be much of the bridge to salvage.

Chairman Jackson asked if the aesthetic concept overlook in the presentation going to be the final look.

Ms. Schwaller stated it will be very close to that. The design is currently at about 30% design, so as the project moves forward they will have submittals at 60%, 90% and 100%. As the project moves forward, there will continue to be public engagement on the progress of the project and the plans. If there are adjustments to the plans, that would be communicated but what is being proposed in terms of the overlooks and concepts will not change.

Chairman Jackson asked if part of the new bridge would be on Ft. Leavenworth property.

Ms. Schwaller replied that the new alignment and bridge would be just to the north of the existing bridge. They are talking to Leavenworth Waterworks about the right-of-way that is needed; and then on the other side is federal property that they are having discussions with about the right-of-way needs on that side as well.

Commissioner Gibson asked if MoDOT has any plans on expanding Hwy 92.

Ms. Schwaller responded in the negative stating the project will tie-in near the new roundabout.

Commissioner Otto asked what impact the project will have on the campground that is by the river.

Ms. Schwaller responded that they have been coordinating with the City's Parks Department, and that there will be some closures of that park during the bridge construction for safety purposes, and the campground will more than likely close as well.

Chairman Jackson asked staff if what they are voting on is that the board is in support of the concept and presentation.

Ms. Falvey responded that as the CLG, does the board want to comment formally on the project or is the information provided sufficient and no comments are needed.

Chairman Jackson called for a motion. Commissioner Bateman moved that the presentation given tonight is sufficient, seconded by Commissioner Otto, and approved by a vote of 5-0.

Chairman Jackson asked the one resident who attended the meeting if he would like to make a comment.

Louis Klemp, 1816 Pine Ridge Dr. and phone number is (913) 683-0501 in case we start getting bad people in here from across the border. Mr. Klemp asked if the cost of the project was 350 million or 250 million, will there be a commission or board to keep track of repairs, or other people involved that the taxpayers would have to pay money to. Mr. Klemp worked on the toll bridge in 1956. He would collect the \$.25 toll, and the businesses were very good businesses. They were Jewish men mainly, and they would give the person buying something two tickets for \$.15/ea. One was to get to Weston or Platte City, and the other one was to come back.

Mr. Klemp then asked if MoDOT was going to give 250 million and KDOT will give 250 million.

Ms. Falvey stated that this is not pertinent to this board.

Mr. Klemp stated that what the board is okaying is important.

Chairman Jackson stated the board's involvement is from the historical perspective of it. It is a historical bridge and will continue to be a historical bridge but the determination on the financial applications of the project are outside the scope of this board. Tonight's meeting was an informational piece to make sure that our local preservation board was informed to what the project is going to entail. The City Commission may be a better forum to have your inquiries better addressed.

Mr. Klemp asked the commissioners how they enjoyed crossing the bridge when it was one lane wood.

Commissioner Otto stated we are dealing with the present, and not the past.

Mr. Klemp stated he dealt with the present when dealing with MoDOT, and their plan is not for 15 to 20 years before making Hwy 92 or Hwy 45 four lanes.

Chairman Jackson stated this commission has no say on what happens with Missouri highways.

Mr. Klemp asked if Ms. Schwaller can answer the question.

Ms. Falvey stated that we need to keep it to the purview of this board.

Mr. Klemp stated that Ms. Schwaller is giving bad information and should answer the question is MoDOT a participant in giving money for the bridge.

Ms. Schwaller stated that it is a KDOT project.

Mr. Klemp stated that everyone needs to be informed of this, and that he has told the City of Leavenworth that there needs to be a toll on that bridge. The warden just retired making \$161,000/yr. Mr. Klemp stated he made \$10,000/yr in 1966 while in the Navy. A Navy Lieutenant today makes \$114,000, and he cannot afford a toll? This is information that people need to know about everything that goes on in Leavenworth, Kansas.

Chairman Jackson stated he appreciates the input.

Ms. Falvey stated there is not a meeting in March.

Chairman Jackson called for a motion to adjourn. Commissioner Otto moved to adjourn, seconded by Commissioner Whitson and approved by a vote of 5-0.

Meeting adjourned at 6:39 p.m.

Minutes taken by Planning Assistant Michelle Baragary.

DRAFT



Consulting Parties Meeting Centennial Bridge

January 11, 2024



092-052 KA-6016-01

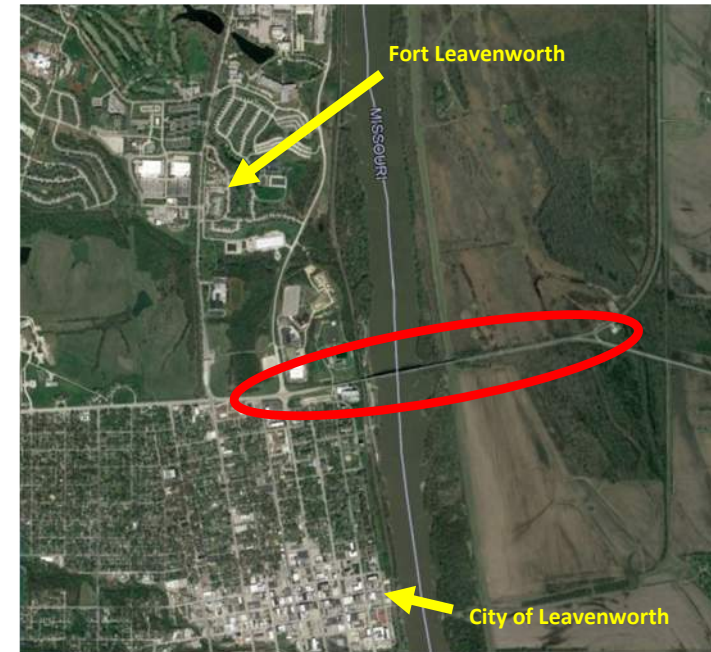
Agenda



- Introductions
- Project Overview & Background
- Section 4(f) Evaluation
- MOA & Mitigations

Project Overview

- Replace Existing Centennial Bridge
- Expansion of Approach Roadway in Kansas and Missouri



A Vital Connection



THE CURRENT BRIDGE:

- Serves an important transportation role.
- Has outlived its functional lifespan.
- Only has two lanes — one in each direction.
- Does not have a combined use pedestrian and bicycle path.
- Is vulnerable to flood damage from erosion, debris and barge collisions.
- Creates logistical challenges for Fort Leavenworth.

Project Team



Project Background



- **Advance Preliminary Engineering (APE) Study (2016)**
 - Tolling and Revenue Study
 - Concept Design
- **Preliminary Design (2022)**
 - APE Study Refresh
 - Environmental Assessment
 - Stakeholder Engagement



Impact Summary

RESOURCE	MEASURE	NO-BUILD ALTERNATIVE	PREFERRED ALTERNATIVE
Residential Land Use	Acres Impacted	0	0
Parks and Recreation and Section 4(f) / 6(f)	Number of Facilities	0	2; Riverfront Park and Centennial Bridge
Historical Sites and Districts	Number of Sites/Districts	0	1; Centennial Bridge
Wetlands and Waters of the United States	Acres Impacted	0	2.93 acres of wetlands and 2.75 acres of stream
Floodplains and Floodways	Resource Impacted	No	Yes
Threatened and Endangered Species	Number of Species Impacted	0	4; not likely to adversely affect
Noise	Quantity	0	No significant change in dBA to noise receptors
Visual	Overall Impacts	No	No adverse effects

Adverse Effect

Section 4(f) Evaluation

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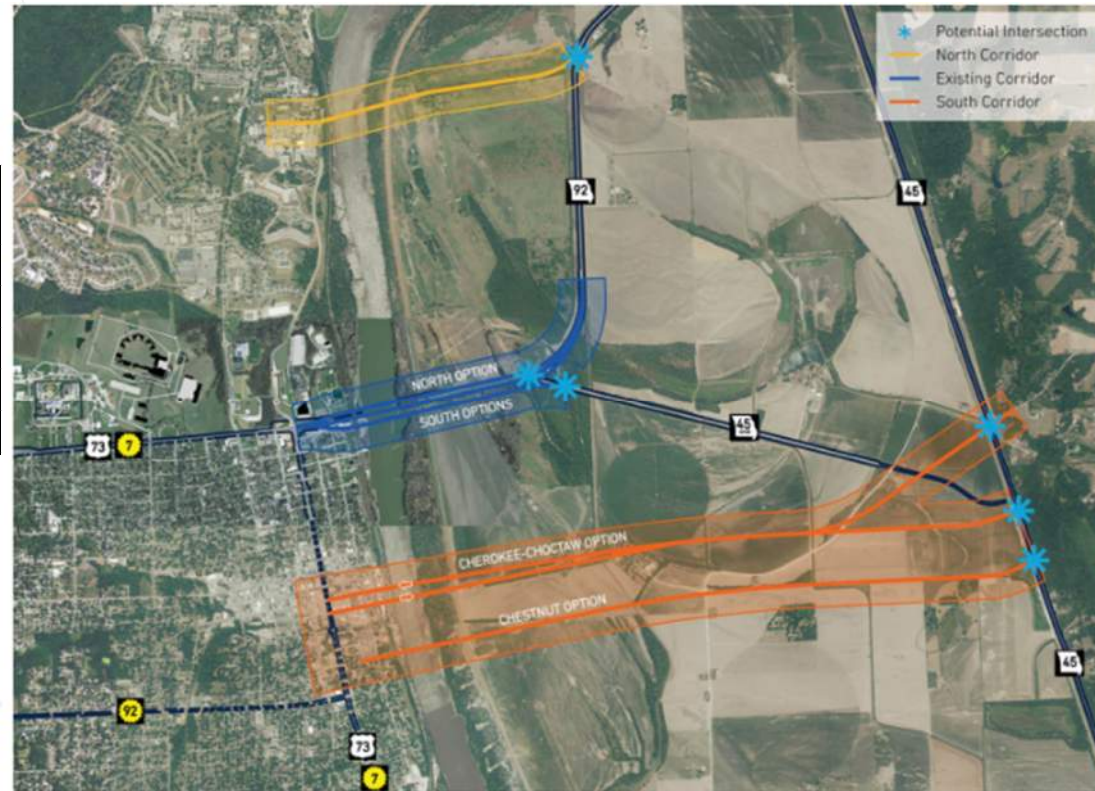
Section 4(f) Evaluation

- Total Avoidance – Not Prudent
 - No Build
 - North Corridor
 - South Corridor
- Rehabilitate / Widen Existing – Not Prudent
 - Widen existing bridge
 - Conversion to 2-lane eastbound/westbound movements
 - Conversion to pedestrian bridge
- Replacement



Section 4(f) Evaluation – Cost Comparison

Alternatives	Color	FY27	With Arch
		Constuction Cost (\$)	Alternative (\$)
On-Alignment	Blue	\$ 156,990,000	\$ 165,990,000
North	Yellow	\$ 158,284,730	\$ 167,284,730
South 1	Orange	\$ 215,975,490	\$ 224,975,490
South 2	Orange	\$ 211,663,738	\$ 220,663,738



Mitigation

- Archival documentation
 - Photographs
 - Original Construction Plans
 - Historical Documentation
 - Drone footage
- Aesthetic features
 - Incorporate aspects of existing bridge
 - Overlooks
 - Fencing, Railing, Lighting





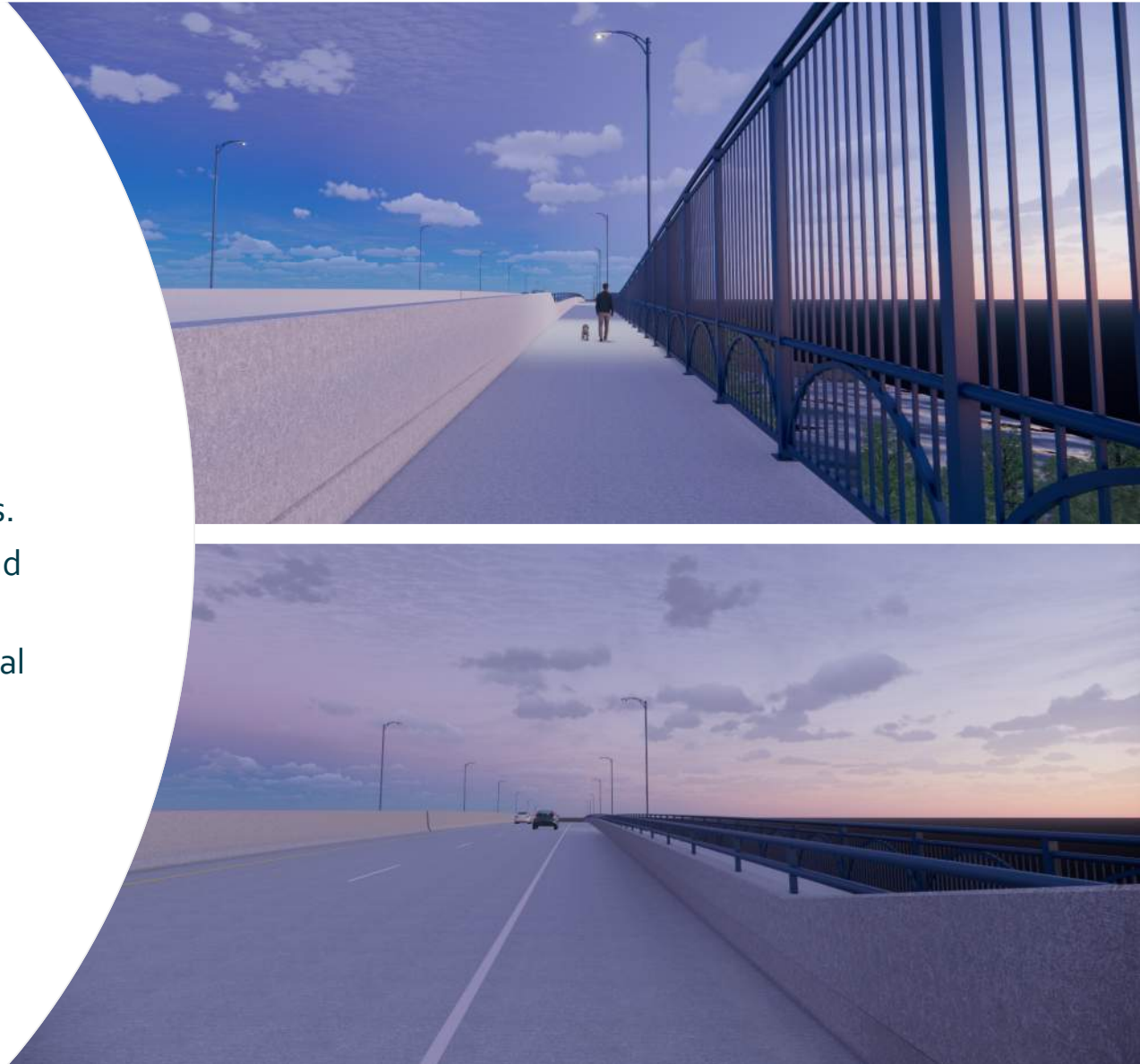
AESTHETIC CONCEPTS

- Designed using stakeholder input.
- Incorporates features of the current bridge (arches and color)
- Variable height arched railing over railroad.

Please note that design and aesthetic features may change due to permitting or construction needs.

Aesthetics Concepts: Railing, Fencing, Lighting

- Designed in collaboration with stakeholders.
- Meets FHWA, Kansas and Missouri DOT, and Railroad safety standards.
- Incorporate aspects of the current Centennial Bridge.



Aesthetics Concepts: Overlook

- Two overlooks with seating areas.
- Scenic views face south toward the City of Leavenworth.



Please note that design and aesthetic features may change due to permitting or construction needs.

Aesthetics Concepts: Monument

- Highlighting the City of Leavenworth



Please note that design and aesthetic features may change due to permitting or construction needs.