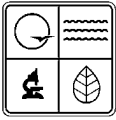


# Appendix E

## Section 106 Project Report



MISSOURI DEPARTMENT OF NATURAL RESOURCES  
STATE HISTORIC PRESERVATION OFFICE  
**SECTION 106 PROJECT INFORMATION FORM**

Submission of a completed Project Information Form with adequate information and attachments constitutes a request for a review pursuant to Section 106 of the National Historic Preservation Act of 1966 (as amended). We reserve the right to request more information. **Please refer to the CHECKLIST on Page 2 to ensure that all basic information relevant to the project has been included.** For further information, refer to our website at: <http://dnr.mo.gov/shpo> and follow the links to Section 106 Review.

**NOTE:** Section 106 regulations provide for a 30-day response time by the Missouri State Historic Preservation Office from the date of receipt.

PROJECT NAME

FEDERAL AGENCY PROVIDING FUNDS, LICENSE, OR PERMIT

APPLICANT

TELEPHONE

CONTACT PERSON

TELEPHONE

ADDRESS FOR RESPONSE

**LOCATION OF PROJECT**

COUNTY

STREET ADDRESS

CITY

**LEGAL DESCRIPTION OF PROJECT AREA (TOWNSHIP, RANGE, SECTION, ¼ SECTION)**

USGS TOPOGRAPHIC MAP QUADRANGLE NAME (SEE MAP REQUIREMENTS ON PAGE 2)

YEAR

TOWNSHIP

RANGE

SECTION

**PROJECT DESCRIPTION**

DESCRIBE THE OVERALL PROJECT IN DETAIL. IF IT INVOLVES EXCAVATION, INDICATE HOW WIDE, HOW DEEP, ETC. IF THE PROJECT INVOLVES DEMOLITION OF EXISTING BUILDINGS, MAKE THAT CLEAR. IF THE PROJECT INVOLVES REHABILITATION, DESCRIBE THE PROPOSED WORK IN DETAIL. USE ADDITIONAL PAGES IF NECESSARY.

**ARCHAEOLOGY (EARTHMOVING ACTIVITIES)**

HAS THE GROUND INVOLVED BEEN GRADED, BUILT ON, BORROWED, OR OTHERWISE DISTURBED? PLEASE DESCRIBE IN DETAIL (USE ADDITIONAL PAGES, IF NECESSARY) PHOTOGRAPHS ARE HELPFUL:

WILL THE PROJECT REQUIRE FILL MATERIAL?  YES  NO

IF YES, INDICATE PROPOSED BORROW AREAS (SOURCE OF FILL MATERIAL) ON TOPOGRAPHIC MAP

ARE YOU AWARE OF ARCHAEOLOGICAL SITES ON OR ADJACENT TO PROJECT AREA?  YES  NO

IF YES, IDENTIFY THEM ON THE TOPOGRAPHIC MAP

**STRUCTURES (REHABILITATION, DEMOLITION, ADDITIONS TO, OR CONTRUCTION NEAR EXISTING STRUCTURES)**

TO THE BEST OF YOUR KNOWLEDGE, IS THE STRUCTURE LOCATED IN ANY OF THE FOLLOWING?

AN AREA PREVIOUSLY SURVEYED FOR HISTORIC PROPERTIES.

A NATIONAL REGISTER DISTRICT

A LOCAL HISTORIC DISTRICT

IF YES, PLEASE PROVIDE THE NAME OF THE SURVEY OR DISTRICT:

IF YES, PLEASE PROVIDE THE NAME OF THE SURVEY OR DISTRICT:

IF YES, PLEASE PROVIDE THE NAME OF THE SURVEY OR DISTRICT:

- PLEASE PROVIDE PHOTOGRAPHS OF ALL STRUCTURES, SEE PHOTOGRAPHY REQUIREMENTS
- **NOTE:** ALL PHOTOGRAPHS SHOULD BE LABELED AND KEYED TO ONE MAP OF THE PROJECT AREA
- PLEASE PROVIDE A BRIEF HISTORY OF THE BUILDING(S), INCLUDING CONSTRUCTION DATES AND BUILDING USES. (USE ADDITIONAL PAGES, IF NECESSARY.)

**ADDITIONAL REQUIREMENTS**

**Map Requirements:** Attach a copy of the relevant portion (8 ½ x 11) of the current USGS 7.5 min. topographic map **and**, if necessary, a large scale project map. Please do not send an individual map with each structure or site. While an original map is preferable, a good copy is acceptable. For a list of sites from which to order, download or print the required USGS 7.5 min. topographic maps at little or no cost, consult <http://dnr.mo.gov/shpo/sectionrev.htm>.

**Photography Requirements:** Clear black and white or color photographs (minimum 3" x 5") are acceptable. Polaroids, photocopies, emailed or faxed photographs are not acceptable. **Good quality photographs are important for expeditious project review.** Photographs of neighboring or nearby buildings are also helpful. All photographs should be labeled and keyed to one map of the project area.

**CHECKLIST-DID YOU PROVIDE THE FOLLOWING INFORMATION?**

Topographic map 7.5 min. (per project, not structure)

Other supporting documents (If necessary to explain the project)

Thorough description (all projects)

For new construction, rehabilitations, etc., attach work write-ups, plans, drawings, etc.

Photographs (all structures)

Is topographic map identified by quadrangle and year?

**Return this Form and Attachments to:**

**MISSOURI DEPARTMENT OF NATURAL RESOURCES  
STATE HISTORIC PRESERVATION OFFICE  
Attn: Section 106 Review  
P.O. BOX 176  
JEFFERSON CITY, MISSOURI 65102-0176**

Rock Island Corridor Shared Use Path Project  
Jackson County, Missouri

January 2017

Prepared by:

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## EXECUTIVE SUMMARY

TranSystems Corporation, with assistance from Architectural & Historical Research, LLC, conducted a literature review and field visit for the proposed Rock Island Corridor Shared Use Path Project. The Rock Island Corridor Shared Use Path Project stretches approximately 16.5 miles of the historic Rock Island & Pacific Railroad corridor extending from just south of Stadium Drive, Kansas City, Missouri, southeast to the proposed terminus near Hamblen Road in Lee's Summit, Missouri (milepost 287 at Stadium Drive, Kansas City, MO to milepost 270.6 near Greenwood, MO). This specific section of the route was originally part of the Chicago, Rock Island & Pacific Railroad (St. Louis Subdivision), which ran from Kansas City to St. Louis. This portion of the historic corridor stretches through Lee's Summit, Raytown, Knobtown, and Kansas City, MO, in Jackson County, Missouri.

A literature review indicated that there are no National Register of Historic Places resources or previously identified archaeological or history/architecture resources, nor cemeteries within or adjacent to the proposed corridor improvements.

The majority of the project area is previously disturbed rail line through residential subdivisions, agricultural or pastoral lands, and industrial/commercial businesses. Field work included identifying potential structures fifty years old or older immediately adjacent to the railroad right-of-way and confirming the disturbance of right-of-way along the rail line. Photographs were taken throughout the corridor and soil probes were taken in suspect areas to confirm disturbance. Photographs and documentation of disturbance are provided in Appendix B.

The purpose of this coordination is to provide information and field data to the State Historic Preservation Office to confirm methodology, the proposed Area of Potential Effects, and future work.

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## 1.0 INTRODUCTION

TranSystems Corporation, with assistance from Architectural & Historical Research, LLC, conducted a literature review and field visit for the proposed Rock Island Corridor Shared Use Path Project. The Rock Island Corridor Shared Use Path Project is composed of approximately 16.5 miles of the historic Rock Island & Pacific Railroad corridor extending from just south of Stadium Drive, Kansas City, Missouri, southeast to the proposed terminus near Hamblen Road in Lee's Summit, Missouri (milepost 287 at Stadium Drive, Kansas City, MO to milepost 270.6 near Greenwood, MO). This specific section of the route was originally part of the Chicago, Rock Island & Pacific Railroad (St. Louis Subdivision), which ran from Kansas City to St. Louis. This portion of the historic corridor stretches through Lee's Summit, Raytown, Knobtown, and Kansas City, MO, in Jackson County, Missouri.

The Jackson County Legislature and the Kansas City Area Transportation Authority (KCATA) approved, in partnership, the purchase of the Rock Island Corridor from the Union Pacific Railroad. The County acquired the Rock Island Railroad Corridor with an obligation to provide freight rail service upon reasonable request. Preservation of the Railroad Corridor's integrity, most notably the Railroad Corridor's unencumbered continuity, shall be the guiding principle to protect the value and very nature of the investment being made by the County and the KCATA. A federal Surface Transportation Program grant, allocated through the Mid-America Regional Council (MARC), was awarded to Jackson County to provide construction funding for a shared-use path along the corridor with Jackson County allocating a twenty-percent match to the grant.

This reconnaissance survey is being conducted in compliance with Section 106 of the National Historic Preservation Act of 1966, as amended. The project qualifies as an *undertaking* per Section 106. Therefore, the purpose of the investigation is to determine whether historic properties are located within the proposed Area of Potential Effect (APE). This report documents the research design, survey methodology and results of initial field work completed in December 2016.

Fieldwork was conducted along the corridor for archaeological investigation during the week of December 12, 2016 by Amber Taylor, RPA and Jessica Frey. Field work for above-ground history/architecture resources was completed by Cydney Millstein of Architectural & Historical Research, LLC. during the week of December 5, 2016. Maps were generated by Amber Taylor and Jessica Frey.

## 2.0 BACKGROUND AND RESEARCH CONTEXT

### 2.1 Records Review

The project team conducted a secondary source literature review focused on identifying previously recorded cultural resources within a larger study area. This research not only provides information regarding the types of sites recorded in the immediate vicinity of the project, but also provides a framework for developing a research design for the project, as well as a historic context within which to interpret sites identified during the survey.

There are no National Register of Historic Places sites within or adjacent to the proposed project.

There are no previously identified historic structures or archaeological sites within or adjacent to the project corridor.

There are no cemeteries within or adjacent to the project corridor.

Cultural Resource Management (CRM) surveys and reports were identified and evaluated for background information, comparative analysis, and eligibility for inclusion on National Register of Historic Places (NRHP). These CRM reports are listed below and briefly discussed.

2010 *Phase One Cultural Resource Survey Report Rock Island Trail Johnson, Cass, and Henry County, Missouri (SCI No. 2008-0137.40)*. Prepared for Missouri Department of Natural Resources by SCI Engineering, Inc.

A Phase I Archaeological Survey was completed for the proposed trail along right-of-way connecting to the Katy Trail through Johnson, Cass, and Henry Counties in Missouri. The project included forty-seven (47) miles of right-of-way along the Chicago, Rock Island and Pacific Railroad (CRPS) starting in Windsor and terminating in Pleasant Hill, Missouri. The APE for the project was fifty (50) foot right-of-way south from existing railroad track. The project found that although the tracks had been abandoned for over twenty (20) years, "the Chicago, Rock Island, and Pacific Railroad was in mostly good condition and retained integrity for inclusion on the NRHP". However, there were pockets of areas that were not field surveyed and discussed surrounding the tracks because of access and overgrowth. SHPO confirmed the status of the Chicago, Rock Island, and Pacific Railroad on October 5, 2010.

2012 *Historic Context Statement-Final Report Rock Island Abandonment Pleasant Hill to Highway P Cass County, Missouri*. Prepared for Missouri Central Railroad by SCI Engineering, Inc.

This report presented a Historic Context Statement for approximately 5.6 miles of rail line being proposed as abandoned. The report identified economic and historic impact of the Rock Island Railroad to the city of Pleasant Hill and surrounding regions. This was discussed for the contributing components and APE as well as confirmation on the rail and infrastructure as eligible only.

2013 *Phase One Archaeological Survey Report Missouri Central Railroad Company Abandonment MP 257.283 (Wingate) to MP 215.325 (Windsor) in Cass, Johnson, Henry, and Pettis Counties, Missouri*.

A Phase One Archaeological Survey was completed for the Missouri Central Railroad Company (MCRR) to seek approval from the Surface Transportation Board (STB) to abandon rail line between milepost 257.283 (near Wingate) and milepost 215.325 (near Windsor) in Cass, Johnson, Henry and Pettis Counties, Missouri. The Missouri Department of Natural resources (MDNR) hoped to develop a portion of the rail into a trail connecting to Katy Trail in Windsor. This was a second report accompanying the 2010 initial Phase I Cultural Resource Survey where SHPO confirmed that the



rail was eligible for inclusion on the National Register of Historic Places (NRHP). This report took the previous context, eligibility, documentation, and assessing of elements (contributing and non-contributing) one step further.

2015 *Memorandum of Agreement (MOA) Among the Surface Transportation Board (STB), Missouri Central Railroad Company, Missouri State Historic Preservation Office, and Missouri Department of Natural Resources, Division of State Parks. Submitted to the Advisory Council on Historic Preservation*

In October 2015, the Missouri Central Railroad Company-Abandonment and Discontinuance of Service Exemption for Cass, Pettis, Benton, Morgan, Miller, Cole, Osage, Maries, Gasconade, and Franklin Counties, Missouri was submitted and signed by the Advisory Council on Historic Preservation (ACHP).

## **2.2 Soil Description**

The project corridor is comprised of four specific soil types which will be discussed briefly below. Please reference Appendix A, Figure 3 for Soil Mapping.

### **Snead – Urban Land Complex (10143)**

The Snead series consists of moderately deep, moderately well drained, slowly permeable soils that formed in residuum from calcareous, clayey, gray shales and thin interbedded limestones. These soils are found on upland side slopes and have slopes ranging from 2 to 30 percent. This soil complex is equally used for row crops such as corn and soybeans and pasture land. This complex can be found along the northern end of the project study area.

### **Higginsville-Urban Land Complex (10032)**

The Higginsville series consists of deep, somewhat poorly drained soils formed in loess more than 5 feet thick overlying limestone, shale, or sandstone bedrock. These upland soils have thin deposits of till overlying the bedrock in some places. Permeability is moderate and slopes range from 2 to 14 percent. Higginsville soils are on gently sloping to strongly sloping upland side slopes, ridgetops, and to a very limited extent high stream terraces. Most areas of Higginsville soils are cultivated in corn and soybeans as well as small gains, hay, and pasture lands. The Higginsville complex can be found throughout the study area.

### **Snead- Rock outcrop Complex (10141)**

The Snead rock outcrop complex occurs as areas of a moderately deep, moderately sloping and strongly sloping, moderately well drained Snead soil closely intermingled with areas where limestone crops out. It is on convex side slopes in the uplands. Most areas support native hardwoods and are suited to trees. Due to the limestone outcropping, the Snead rock outcrop complex is generally unsuited to building site development and onsite waste disposal. The Snead rock outcrop complex can be found primarily in the southern portion of the study area.

### **Greenton-Urban Land Complex (10024)**

The Greenton series consists of very deep and deep, somewhat poorly drained, slowly permeable soils formed in thin loess and the underlying residuum from clay shales and thinly bedded limestone. These soils are found on uplands and valley side slopes and crest positions at the end of ridges. Slope gradients of the complex range from 2 to 25 percent. These soils are used to grow corn, soybeans, and wheat or are used for pasture land. The Greenton urban land complex is only found within the southernmost portion of the study area.

## 2.3 Current Land Use

The project corridor consists of the Chicago, Rock Island & Pacific Railroad and immediately adjacent railroad right-of-way. The railroad begins near Stadium Drive behind the Arrowhead Stadium running parallel to Raytown Road through industrial, commercial, and residential subdivisions. The project corridor is heavily wooded with several areas of encroachment by businesses and residences.

## 2.4 Historical Overview of the Chicago, Rock Island & Pacific Railroad

The entity that predominantly built the section of line surveyed in the study, as well as maintained it for the longest period of time was the Chicago, Rock Island & Pacific Railroad (Rock Island). Beginning in 1847 as the Rock Island and La Salle Railroad, named for the two cities that it connected in Illinois along the Mississippi River, the company changed its name when their territory expanded in 1854 into Chicago. By the 1870s, Rock Island had expanded from Illinois into Iowa, as well as northwestern Missouri.<sup>1</sup> As was typical of many railroads of the time, Rock Island would procure other smaller railroads in its constant quest to cover more territory to expand their operations.

In keeping with their expansion plans, Rock Island acquired the St. Louis, Kansas City & Colorado Railroad. Taking cue from the positive financial effects that the railroad boom had on smaller towns, the St. Louis, Kansas City & Colorado Railroad was organized in 1884 with the specific goal of connecting established towns located southwest of St. Louis.<sup>2</sup> After surveying and acquiring necessary funding, the railroad company started construction of their line west from St. Louis to Bland, Missouri. With this section completed in 1901, construction continued westward on a 14.5-mile section, located between the Gasconade River and Versailles, Missouri, making it as far as Belle due east of the proposed terminus.<sup>3</sup>

As the St. Louis, Kansas City & Colorado Railroad continued their plans for expansion, the Rock Island reorganized in 1902 to meet the goals of unifying its current system and procuring more new territory. At the same time, The Chicago, Rock Island & Pacific took interest in the fledgling St. Louis, Kansas City & Colorado Railroad and purchased their company.<sup>4</sup> This afforded an opportunity for Rock Island to connect to St. Louis, as they had no lines into the city.<sup>5</sup> By acquiring this company, Rock Island would also continue their expansion and facilitate a means of transport for passengers to the upcoming 1904 World's Fair in St. Louis. Rock Island eventually took control of all the St. Louis, Kansas City & Colorado Railroad's previously constructed line from St. Louis to Belle (1902).<sup>6</sup> At this time, the Rock Island planned to continue construction of their line westward into Kansas City, retaining the same construction company that the St. Louis, Kansas City & Colorado used.<sup>7</sup> Once completed, the line from Kansas City to St. Louis

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<sup>1</sup> *The Historical Guide to North American Railroads* 2nd Edition (Waukesha, WI: Kalmbach Publishing Co., 2000), 112-113.

<sup>2</sup> SCI Engineering Inc., "Rock Island Abandonment Pleasant Hill to Highway P, Cass County, Missouri." Prepared for Missouri Central Railroad, 2012, 10.

<sup>3</sup> "The St. Louis, Kansas City & Colorado," *The Railroad Gazette* 37 (21 October 1904), 460.

<sup>4</sup> The reorganization in 1902 started a period of unprecedented growth for Rock Island. This included the acquisition of the Choctaw, Gulf & Oklahoma Railroad and considerable construction to expand this line, construction of a new line between Fort Worth and Dallas, Texas, and between Little Rock, Arkansas, and Eunice, Louisiana.

<sup>5</sup> "The Rock Island Capital Plan," *The Railroad Gazette* 34 (1 August 1902), 611-612.

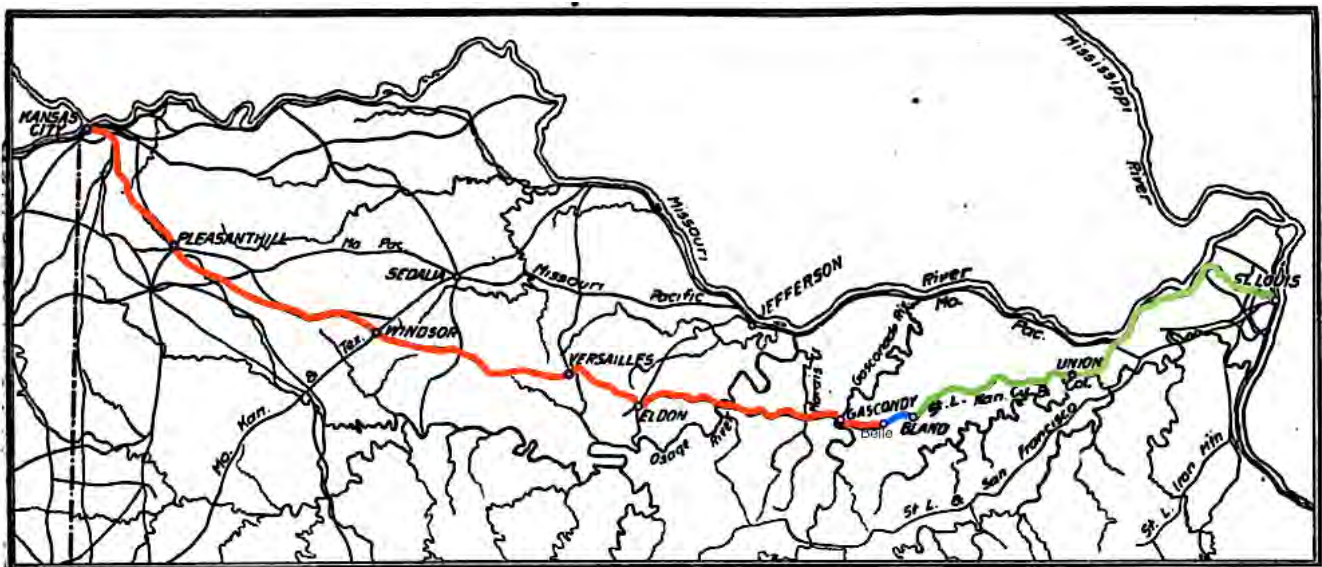
<sup>6</sup> "Railroad Construction: Chicago, Rock Island & Pacific," *The Railroad Gazette* 34 (1 August 1902), 715.

<sup>7</sup> "The St. Louis, Kansas City & Colorado," *The Railroad Gazette* 37 (21 October 1904), 460. The construction company retained was The Gasconade Railway Construction Company.

would become known as the Rock Island Saint Louis Subdivision.<sup>8</sup> Despite other railroads having already established a line to and from Kansas City and St. Louis, Rock Island still found advantages for completing their own line.

To connect Kansas City with St. Louis after the acquisition would prove a difficult task. Although grading had been completed to Eldon, Missouri, when Rock Island acquired the line in 1902, much work was still to be done. Original surveys propose that the line could stretch through major towns such as Independence, Blue Springs, and Warrensburg, Missouri. This proposed route, while potentially prosperous because of the connecting towns, was through treacherous terrain. Three large tunnels, ranging from 700 feet to 2,000 feet, had to be bored and the related track grading had to maintain a steep grade to accommodate the challenging topography in the area. After reassessing the terrain, it was decided to complete a new survey to find a more practical route. Subsequently, in 1903, the new line was directed through smaller cities such as Raytown, Lee's Summit, and Pleasant Hill, thus eliminating the need for boring three tunnels and with a more favorable grading.<sup>9</sup>

1904 Map of the Rock Island St. Louis Subdivision Progress (MO)



● 1901 ● 1902 (Grading completed to Eldon) ● 1904

Original map from *The Railroad Gazette* 1904

The new route would also result in a more direct line to sections already completed under the St. Louis, Kansas City, and Colorado Railroad and a shorter commute from Kansas City to St. Louis than any other railroad at the time in

<sup>8</sup> "Rock Island Company," *The Railroad Gazette* 39 (1 December 1905), 503. After acquiring another railroad, the St. Louis-San Francisco, St. Louis would be a connection point for Rock Island's Frisco System.

<sup>9</sup> "Leaves Out the Tunnels," *The Kansas City Star* (24 November 1902), 1. Steep track grading is associated with higher fuel expenses as it takes more energy for the train to traverse these areas.

Missouri.<sup>10</sup> With the reduced grade, freight could be shipped for forty-nine percent less than that of the competing Missouri Pacific Railroad.<sup>11</sup>

Despite the new and improved route of the Rock Island St. Louis Subdivision line, there were still obstacles. Composed of clay, shale and limestone, the terrain was not the most favorable for laying rail bed and was prone to slides and settling. Thirty steam shovels were needed to help with the grading and excavating, as embankments were as high as 100 feet.<sup>12</sup> The parts of the line previously completed by the St. Louis, Kansas City & Colorado would need to be widened from 16 feet to 24 feet, to adhere to Rock Island standards. Even with these hindrances, the new Saint Louis Subdivision of the Rock Island line was completed from Belle to Kansas City by 1904.<sup>13</sup>

Known for its scenic views through the Ozarks that traversed several bridges and tunnels, passengers frequented the line during vacations, but their sporadic use could not offset the high cost of maintenance during the winter months. Other competing railroads that had previously established the route from Kansas City to St. Louis also drew service away from the Rock Island. Passenger service along the St. Louis Subdivision was limited during these times.<sup>14</sup>

Although Rock Island made headway into the turn of the twenty-first century, they soon ran out of funding and resources. The fast-paced acquisition and assimilation of other railroads into the entire Rock Island system, as well as construction of new lines, could not be sustained. In 1915 the company passed into receivership. Even with a change in management in the 1920s, Rock Island was no match for the Great Depression, which saw revenues drop even further. Compounded by failures of wheat crops during 1930 and by a massive drought that caused dust storms in the Rock Island territory, Rock Island declared bankruptcy in 1933.<sup>15</sup>

New leaders were brought into the company in 1935. Edward M. Durham, who was previously the vice president of the Missouri Pacific Railroad, functioned as Chief Operating Officer. John D. Farrington, who had previously worked for the Fort Worth and Denver Railroad, was brought in as Chief Operating Officer. Durham implemented several new programs, such as a scrap drive to help modernize some aspects of the line as well as upgrading and improving current lines. With these new incentives and strong leadership from the executives, Rock Island began to once again be profitable in 1941. The next year Durham retired and company was passed to Farrington. Farrington was responsible for the introduction of the Rock Island Rockets, a diesel engine fleet that improved the passenger traffic along the line.<sup>16</sup> Although this increased passenger traffic as a whole, the St. Louis Subdivision was not affected by this and instead had an alternate means of transportation for passengers. The Doodlebugs, as they were known, were two motorized passenger cars that would run on the line. One Doodlebug would leave Kansas City and meet with the other Doodlebug that had left from St. Louis in the middle of the route at the Eldon station. This made for a two-part trip for passengers

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<sup>10</sup> *Ibid.* The second shortest route belonged to the Wabash Railroad and third shortest to the Missouri Pacific Railroad.

<sup>11</sup> "Building of a Railway," *The Kansas City Star* (15 November 1903), 15.

<sup>12</sup> J. L. Campbell, "The St. Louis, Kansas City & Colorado Railroad," *The Engineering Record* 50 (22 October 1904), 472-476.

<sup>13</sup> The majority of the sources consulted cite 1904 as the opening date (i.e. *The Historical Guide to North American Railroads*, *The Engineering Record* (1904), with few exceptions.

<sup>14</sup> Archeological Research Center of St. Louis Inc., "Phase I Archaeological Survey of Approximately 144.30 Miles of the Missouri Central Railroad Company Right-of-Way in Benton, Cole, Cass, Franklin, Gasconade, Maries, Miller, Morgan, Osage, and Pettis Counties, Missouri." Prepared for the Missouri Central Railroad Company, August 2015, 22.

<sup>15</sup> *The Historical Guide to North American Railroads*, 115-116.

<sup>16</sup> *Ibid.*

who wanted to traverse the whole route. This service was discontinued in 1950. As a whole, passenger service along the St. Louis Subdivision ceased in 1959, although freight was still transported until 1980.<sup>17</sup>

Although the railroad performed adequately through the 1950s and 1960s, other more substantial railroad companies often took Rock Island's business. *The Historical Guide to North American Railroads* comments on the Rock Island during this time:

Its freight traffic was largely agricultural. Its passenger trains for the most part would take you anywhere the Burlington or the Santa Fe could, but not as quickly nor with quite as much style.<sup>18</sup>

A merger between Rock Island and the Union Pacific Railroad was proposed in 1964. The Interstate Commerce Commission (ICC) held hearings to assess the feasibility and fairness of the merger. These hearings would become some of the most protracted and complex that the ICC had ever heard, dragging on for years. A merger with a railroad that was so comprehensive in size would have major implications.<sup>19</sup> Although the merger in particular was the main focus of the hearings, other issues of the division and structuring of the systems of railroads were also the cause of the lengthy deliberations. Other railroad companies came together to protest the merger, believing that this acquisition would lead to a Union Pacific monopoly; they were willing to fight for their share of the Rock Island's line. In 1974, after nearly ten years of hearings, the ICC approved the merger, but with many stipulations and caveats. The Rock Island line, which had grown substantially, was essentially to be split between the Union Pacific, the Denver & Rio Grande Western and the Santa Fe.

With ten years having passed since the initial ICC hearing and much of the Rock Island line falling into disrepair and/or needing extensive maintenance, the Union Pacific pulled out of the merger negotiations. This situation sent the Rock Island into a downward spiral of debt; eventually they filed for bankruptcy, yet again, in 1975.

Determined to rise from the shadow of insolvency, new management was brought in to rehabilitate and overhaul the Rock Island system once again, but the efforts were no match for the event yet to come. A pay dispute led to an employee strike from which the Rock Island could not recover; on March 31, 1980, they ceased operation.<sup>20</sup>

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<sup>17</sup> Archeological Research Center of St. Louis Inc. *Phase I Archaeological Survey*, 23.

<sup>18</sup> *The Historical Guide to North American Railroads*, 116.

<sup>19</sup> *Ibid.*

<sup>20</sup> *Ibid.*

### 3.0 RESEARCH DESIGN

The research design is focused on the identification and evaluation of any historic architectural properties within the proposed project area. For the purpose of this study, a historical architectural property is any site, building, structure, or object that is 50 years or older (OHPO 1994: 42-43). The ultimate goal of this study, according to Section 106 of the NHPA, as amended, is to consider the effects of the undertaking on historic properties. Historic properties are those properties listed on or as eligible for listing on the National Register of Historic Places (NRHP). Therefore, the eligibility criteria must be applied to any previously unrecorded architectural properties within the project area, in addition to previously recorded properties to which the eligibility criteria have not been applied. Properties can be eligible for the NRHP if they meet one or more of the following criteria:

*"The quality of significance in American history, architecture, archaeology, engineering, and culture is present in the districts, sites, buildings, structures and objects that possess integrity of location, design, setting materials, workmanship, feeling and association and:*

*(a) That are associated with the events that have made a significant contribution to the broad patterns of history; or*

*(b) That are associated with the lives of persons significant in our past; or*

*(c) That embody the distinctive characteristics of a type, period, or method of construction or that represent the work of a master, or that possess high artistic values, or that represent a significant and distinguishable entity whose components may lack individual distinction; or*

*(d) That have yielded or may be likely to yield, information important to the prehistory or history."*

It is important to note that a property must retain integrity sufficient to convey its significance in order to be eligible for the NRHP. There are seven aspects of integrity, defined as location, design, setting, materials, workmanship, feeling and association. Integrity can be diminished by the physical change in context of the property, either through the natural process of aging or by man-made factors.

#### 3.1 Proposed Area of Potential Effects (APE)

The proposed Area of Potential Effects (APE) for archaeology is considered the footprint of the construction limits including staging and any ground disturbing activities. The proposed Area of Potential Effects (APE) for the history/architecture above-ground resources includes the rail line and associated structures (bridges, overpasses, etc.), as well as any structure immediately adjacent to the proposed project construction. Figure 1, in Appendix A illustrates the existing rail line and the railroad right-of-way.

#### 3.2 History/Architecture Methodology

Following the records/archival research and development of historic context, a visual inspection of the project area was conducted. Team members from Architectural & Historical Research, LLC, including Cydney Millstein (principal) and Kelsey Lutz along with various company team members involved in the project, walked the corridor on December 5, 6 and 9, 2016. An overview of the structures within or adjacent to the rail corridor were photographed and documented. Representative photographs of the corridor and above-ground structures are included in Appendix B.

### **3.3 Archaeological Methodology**

Prior to archaeological field work taking place in December 2016, survey and utility crews were in the field marking any below ground utilities. Along the majority of the rail line corridor are fiber optic lines with additional gas and water lines in the more urbanized areas. During field work, photographs were taken along the corridor as well as in areas where the soil was saturated with standing water. In several locations, the rail line was at the bottom of a cut hillside indicating that any intact cultural resources would have been at the top of the mountain and were destroyed when the rail line was built. Soil probes were used in any green space and in areas of suspect disturbance to confirm disturbance.

#### 4.0 HISTORY/ARCHITECTURE FIELD RESULTS

Based on the reconnaissance survey, the cultural resources tied to the Rock Island Railroad include various bridge types, concrete box and concrete arch culverts, a tunnel, and misc. resources (signs, switches, etc.), that are all located within the rail corridor or bed. It is important to note that buildings historically associated with the railroad, as illustrated in various historic maps, such as the Rock Island depot in Raytown, MO, are no longer extant. An investigation of the view shed along the approximately 16.5-mile corridor revealed few historical resources including individual buildings and/or developments that are historic in nature, with the exception of the Wildwood Lake subdivision (near 67th and Raytown Road, Lee's Summit) and a single residential property at 1700 SW Longview Road, Lee's Summit. Therefore, it is recommended that the APE should generally focus on the rail corridor, as the vast majority of the cultural resources are located in or directly adjacent to, this historic rail bed, with few exceptions (as noted, above).



## 5.0 ARCHAEOLOGICAL FIELD RESULTS

Based on the field work, the entire project corridor has been previously disturbed when the rail line was built as well as from improvements for maintenance and upkeep of the corridor. Additionally, utilities and encroachments have caused modern day disturbances that have disturbed the areas immediately adjacent to the rail line. In several locations (Appendix B, Photos 8, 36, and 56), the rail line is located in the bottom of a hill, with any intact cultural resources on original ground surface destroyed when the rail line was put in. Areas of standing water were documented and although do not represent wetlands, the areas were heavily saturated, submerged below water, and covered in ice. Soil probes confirmed disturbance with no distinctive horizons, mixed gravel sizes throughout the probe, and in several probes, wet soil six to eight inches below ground surface.

While the corridor is expansive, field investigations confirmed that the corridor has been previously disturbed with the installation of the rail line, as well as maintenance and modern utilities. It is highly unlikely that further investigations would yield any intact sub-surface cultural resources including any prehistoric or historic sites.

## 6.0 CONCLUSIONS AND RECOMMENDATIONS

TranSystems Corporation, with assistance from Architectural & Historical Research, LLC, conducted a literature review and field visit for the proposed Rock Island Corridor Shared Use Path Project. The Rock Island Corridor Shared Use Path Project stretches approximately 16.5 miles of the historic Rock Island & Pacific Railroad corridor extending from just south of Stadium Drive, Kansas City, Missouri, southeast to the proposed terminus near Hamblen Road in Lee's Summit, Missouri (milepost 287 at Stadium Drive, Kansas City, MO to milepost 270.6 northwest of Greenwood, MO). This specific section of the route was originally part of the Chicago, Rock Island & Pacific Railroad (St. Louis Subdivision), which ran from Kansas City to St. Louis. This portion of the historic corridor stretches through Lee's Summit, Raytown, Knobtown, and Kansas City, MO, in Jackson County, Missouri.

The reconnaissance survey is being conducted in compliance with Section 106 of the National Historic Preservation Act of 1966, as amended. The project qualifies as an *undertaking* per Section 106. Therefore, the purpose of the investigation is to determine whether historic properties are located within the proposed APE. Field work identified that there were limited above-ground resources except for the rail line and accompanying structures (bridges, overpasses, culverts, etc.). Additionally, the archaeological field work confirmed the pre-field assumption that due to historic and modern day disturbance, that there are no intact soils within the proposed project corridor and rail right-of-way and limited to slim possibility of unidentified archaeological sites being found within the proposed archaeological APE.

Moving forward, it is proposed to complete Section 106 coordination that a Phase I History/Architecture survey with all identified rail structures within the APE and finding of eligibility to be completed. Due to the disturbance throughout the corridor, it is proposed that there be no further archaeological investigations.

## 7.0 REFERENCES CITED

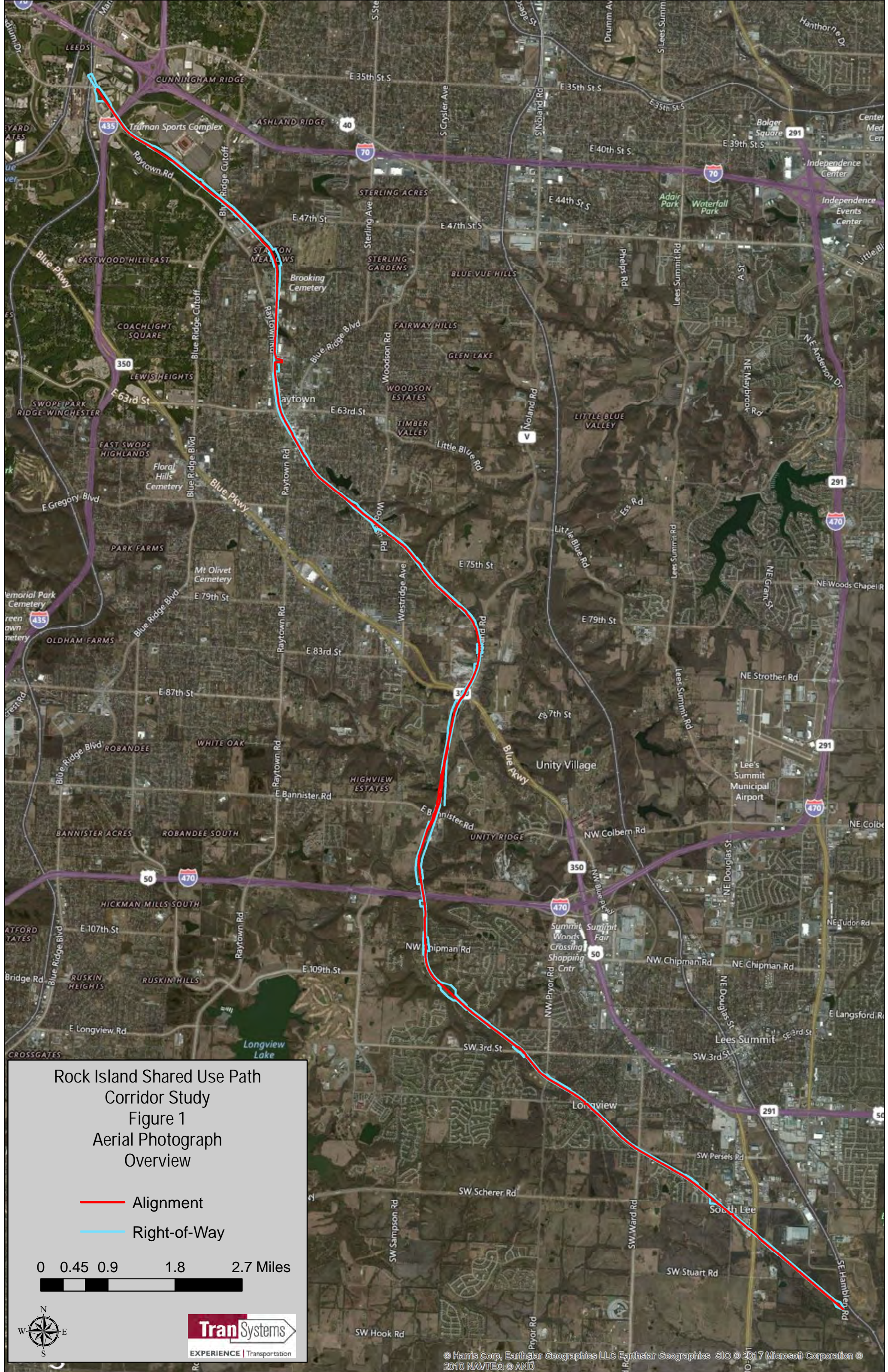
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# APPENDICES

# APPENDIX A

## FIGURES

**Disclaimer (applicable to all maps): This concept depicts a potential location for a shared use path within the Rock Island Corridor. The exact location, design and right of way for this project cannot be determined from these concepts and could be different from that shown. Preliminary design will need to be conducted to refine the improvements.**



Rock Island Shared Use Path  
 Corridor Study  
 Figure 1  
 Aerial Photograph  
 Overview

- Alignment
- Right-of-Way

0 0.45 0.9 1.8 2.7 Miles





Rock Island Shared Use Path  
Corridor Study  
Figure 1  
Aerial Photograph  
Page 1

— Alignment  
— Right-of-Way

0 0.075 0.15 0.3 0.45 Miles





Rock Island Shared Use Path  
Corridor Study  
Figure 1  
Aerial Photograph  
Page 2

— Alignment  
— Right-of-Way

0 0.075 0.15 0.3 0.45 Miles





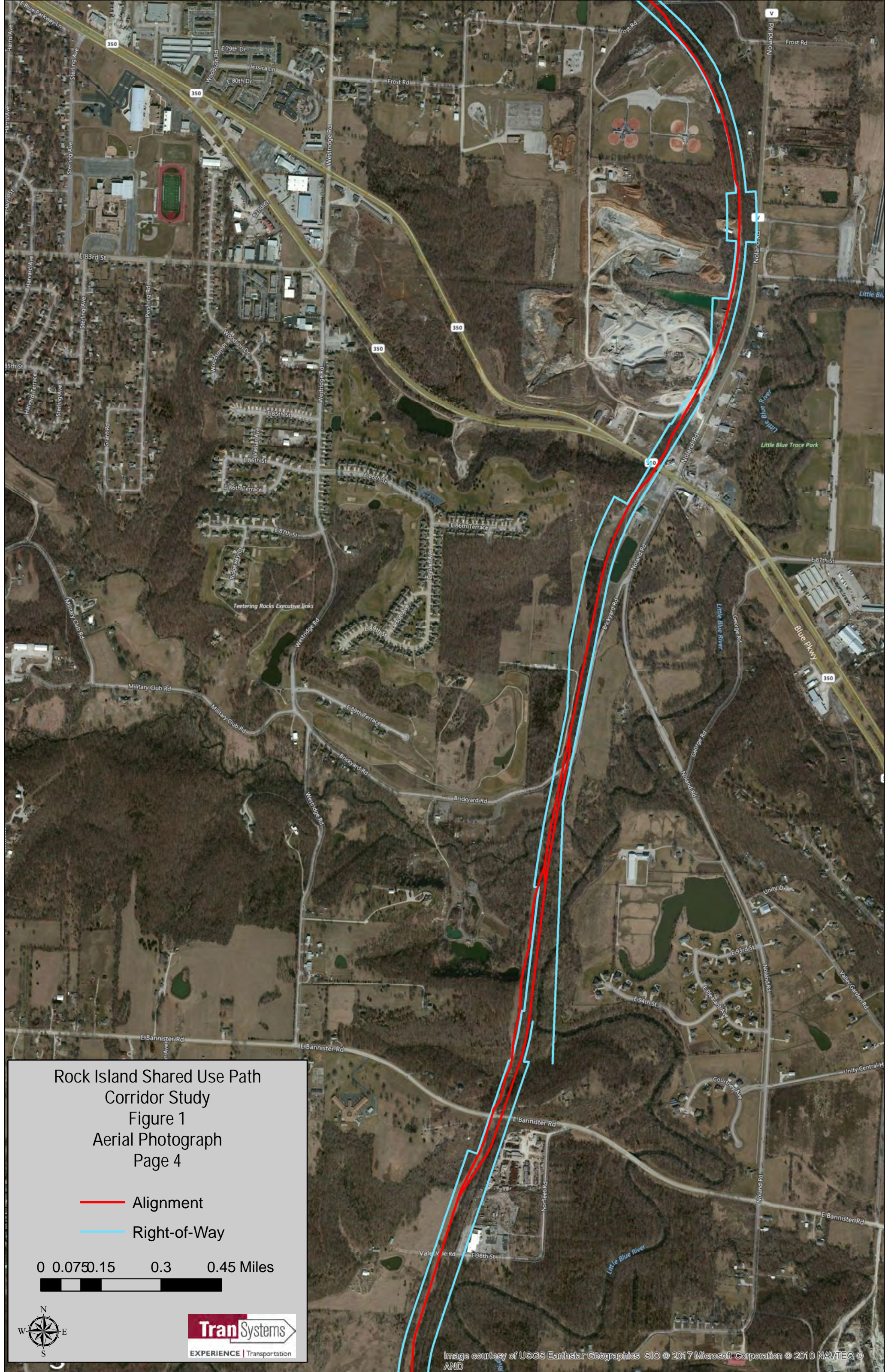


Rock Island Shared Use Path  
Corridor Study  
Figure 1  
Aerial Photograph  
Page 3

— Alignment  
— Right-of-Way

0 0.075 0.15 0.3 0.45 Miles



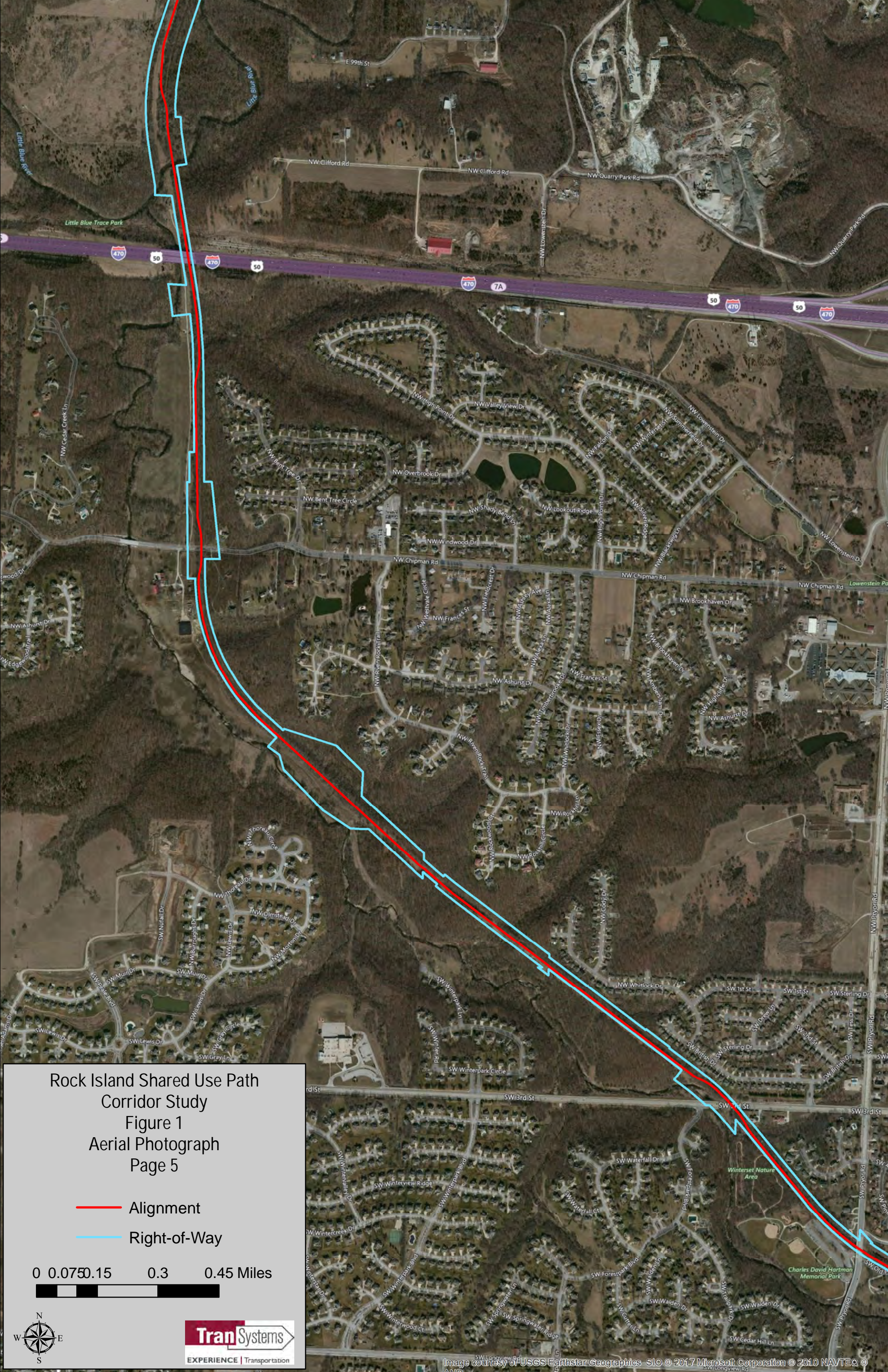


Rock Island Shared Use Path  
Corridor Study  
Figure 1  
Aerial Photograph  
Page 4

- Alignment
- Right-of-Way

0 0.075 0.15 0.3 0.45 Miles



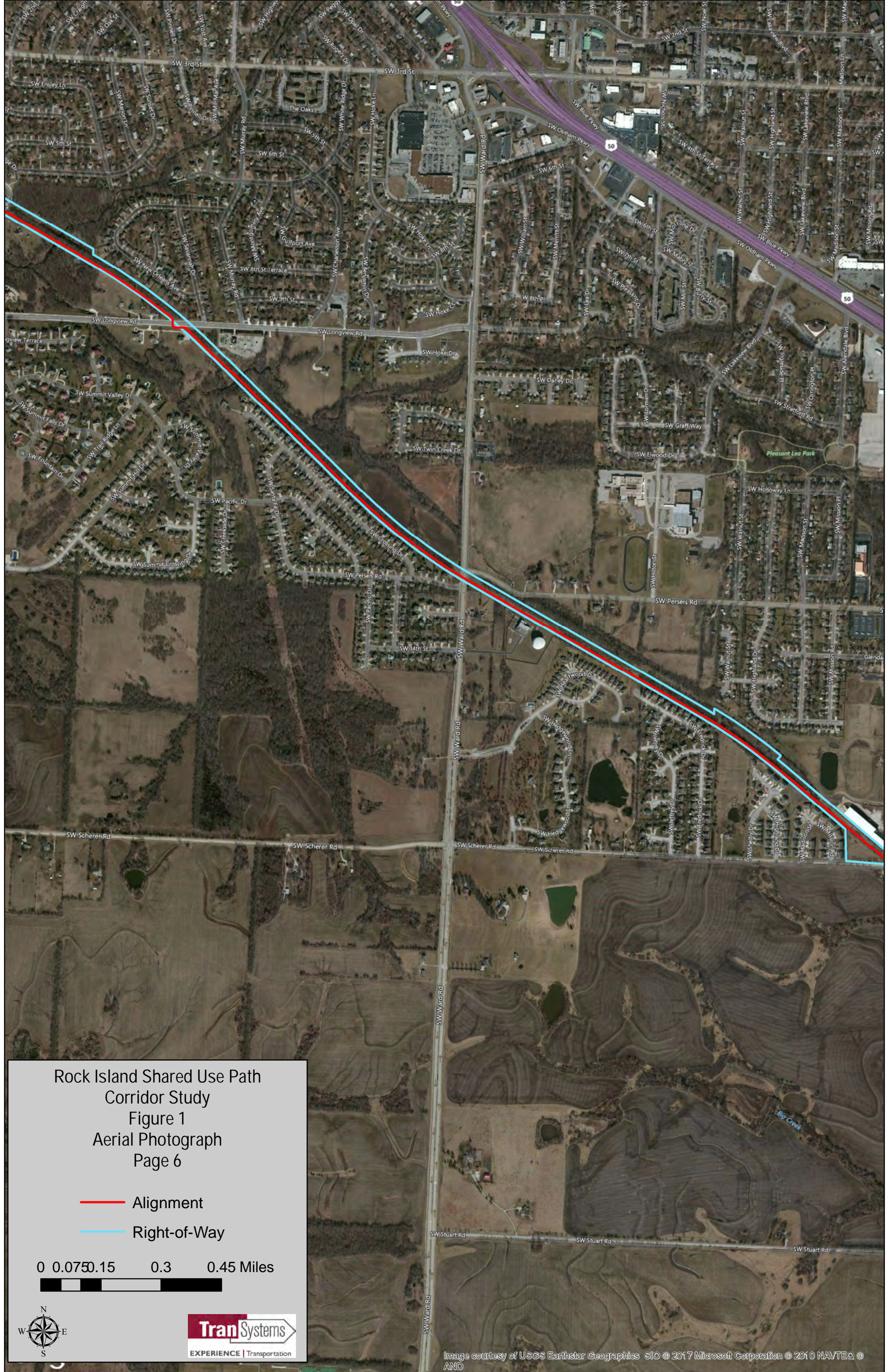


Rock Island Shared Use Path  
Corridor Study  
Figure 1  
Aerial Photograph  
Page 5

— Alignment  
— Right-of-Way

0 0.075 0.15 0.3 0.45 Miles





Rock Island Shared Use Path  
Corridor Study  
Figure 1  
Aerial Photograph  
Page 6

- Alignment
- Right-of-Way

0 0.075 0.15 0.3 0.45 Miles



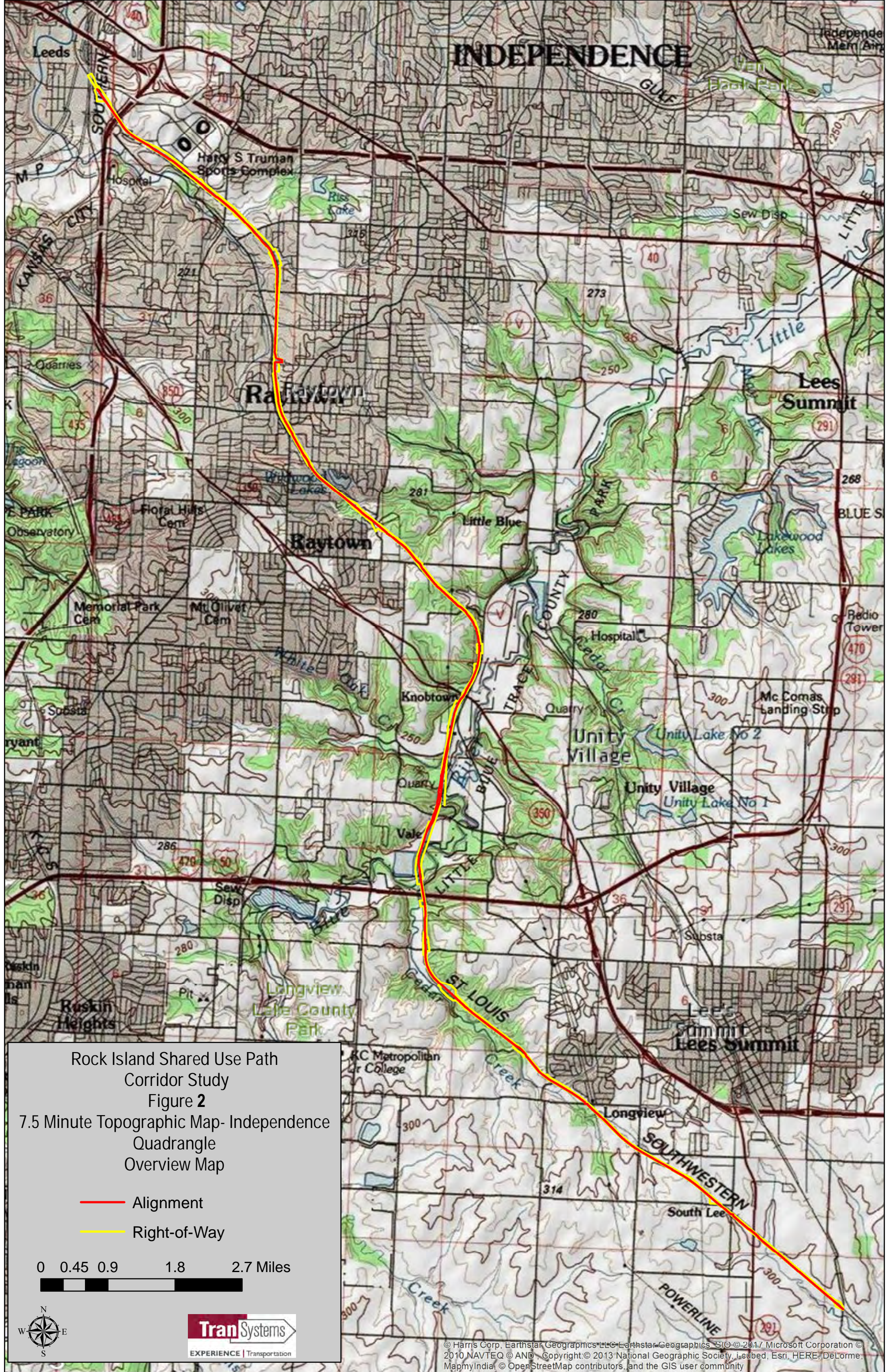


Rock Island Shared Use Path  
Corridor Study  
Figure 1  
Aerial Photograph  
Page 7

- Alignment
- Right-of-Way

0 0.075 0.15 0.3 0.45 Miles





Rock Island Shared Use Path  
Corridor Study  
Figure 2

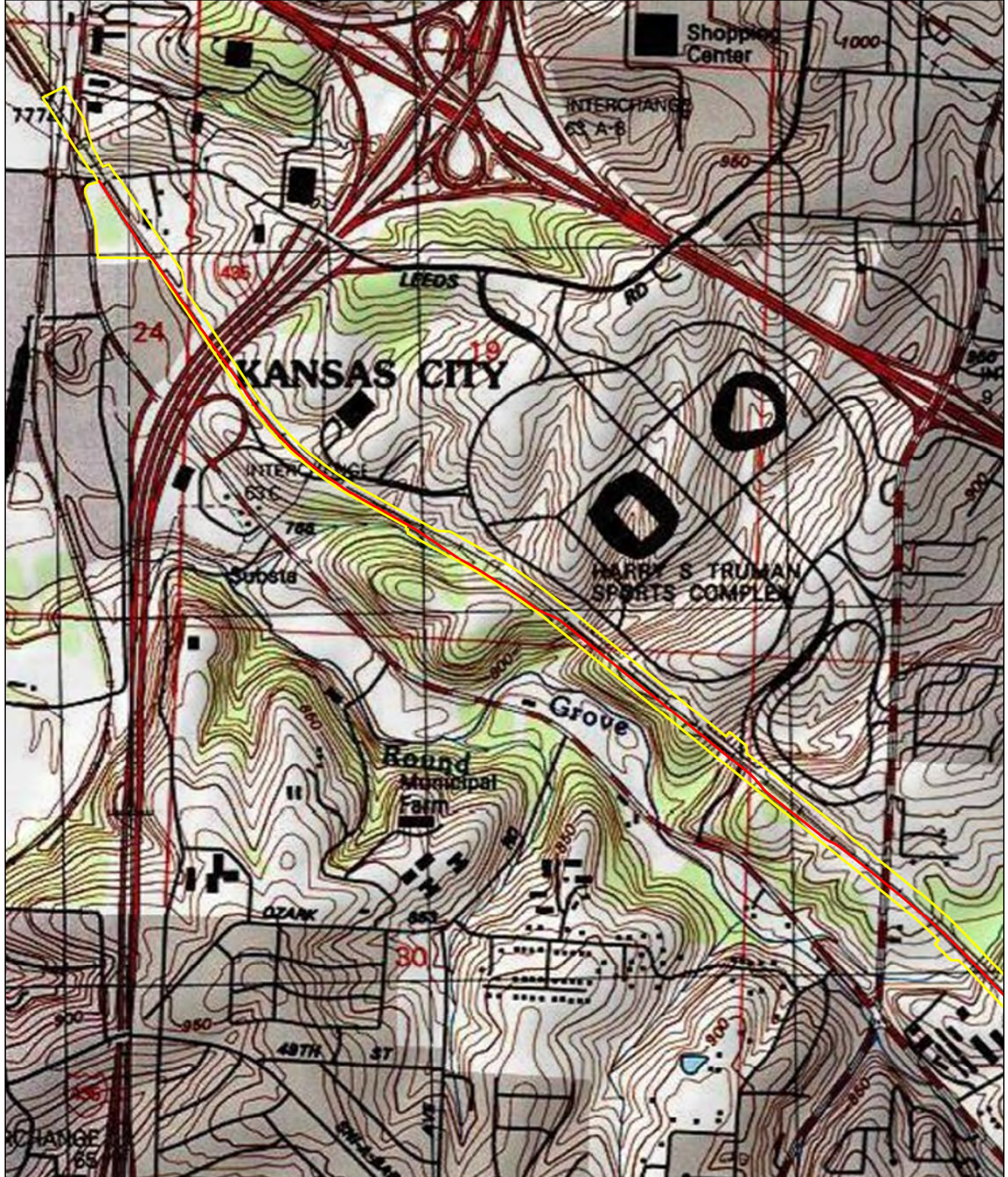
7.5 Minute Topographic Map- Independence  
Quadrangle  
Overview Map

- Alignment
- Right-of-Way

0 0.45 0.9 1.8 2.7 Miles



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Rock Island Shared Use Path  
Corridor Study  
Figure 2  
7.5 Minute Topographic Map- Independence  
Quadrangle  
Page 1

— Alignment  
— Right-of-Way

0 0.075 0.15 0.3 0.45 Miles

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Rock Island Shared Use Path  
Corridor Study  
Figure 2

7.5 Minute Topographic Map- Independence  
Quadrangle  
Page 2

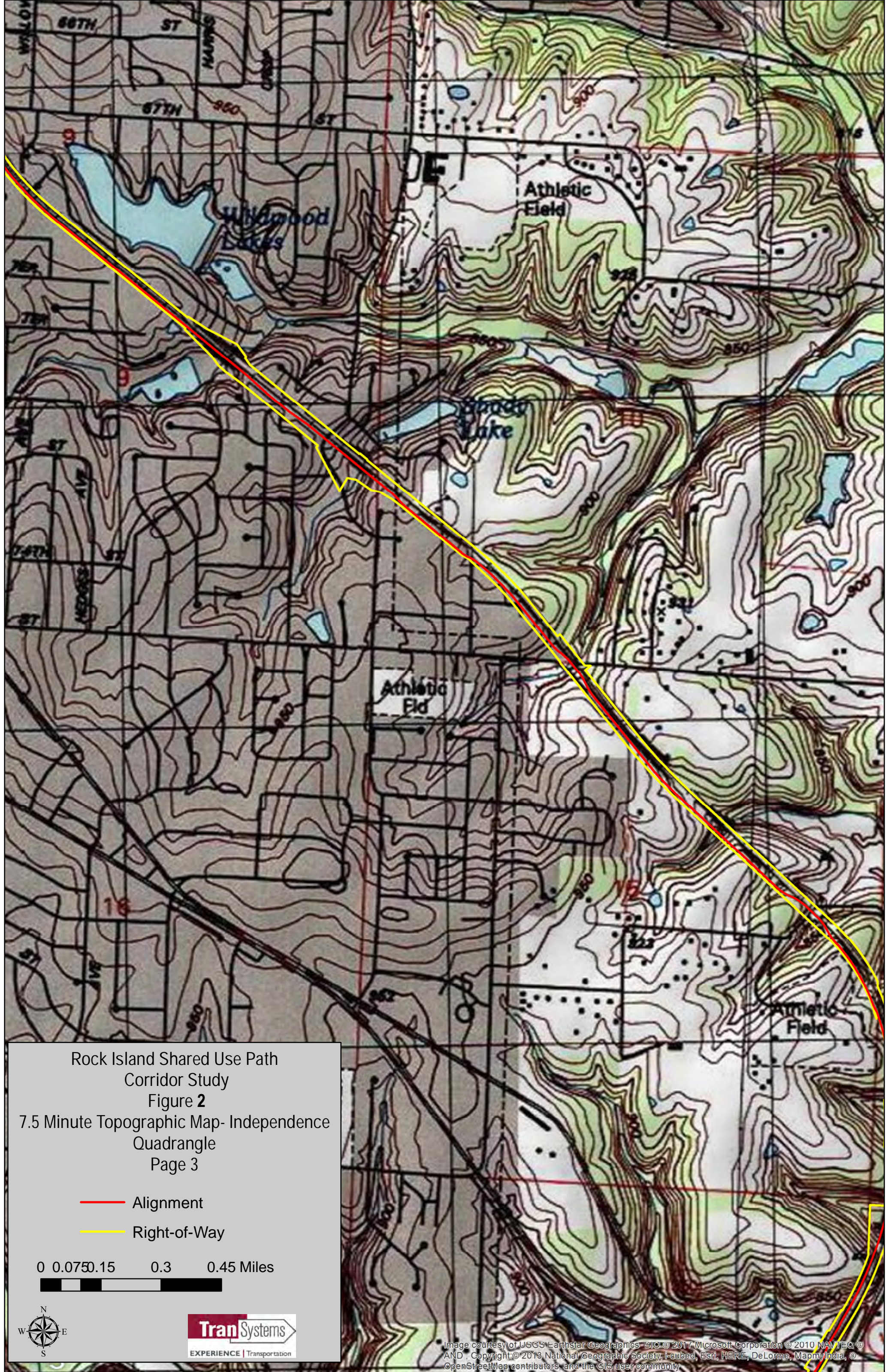
- Alignment
- Right-of-Way

0 0.075 0.15 0.3 0.45 Miles



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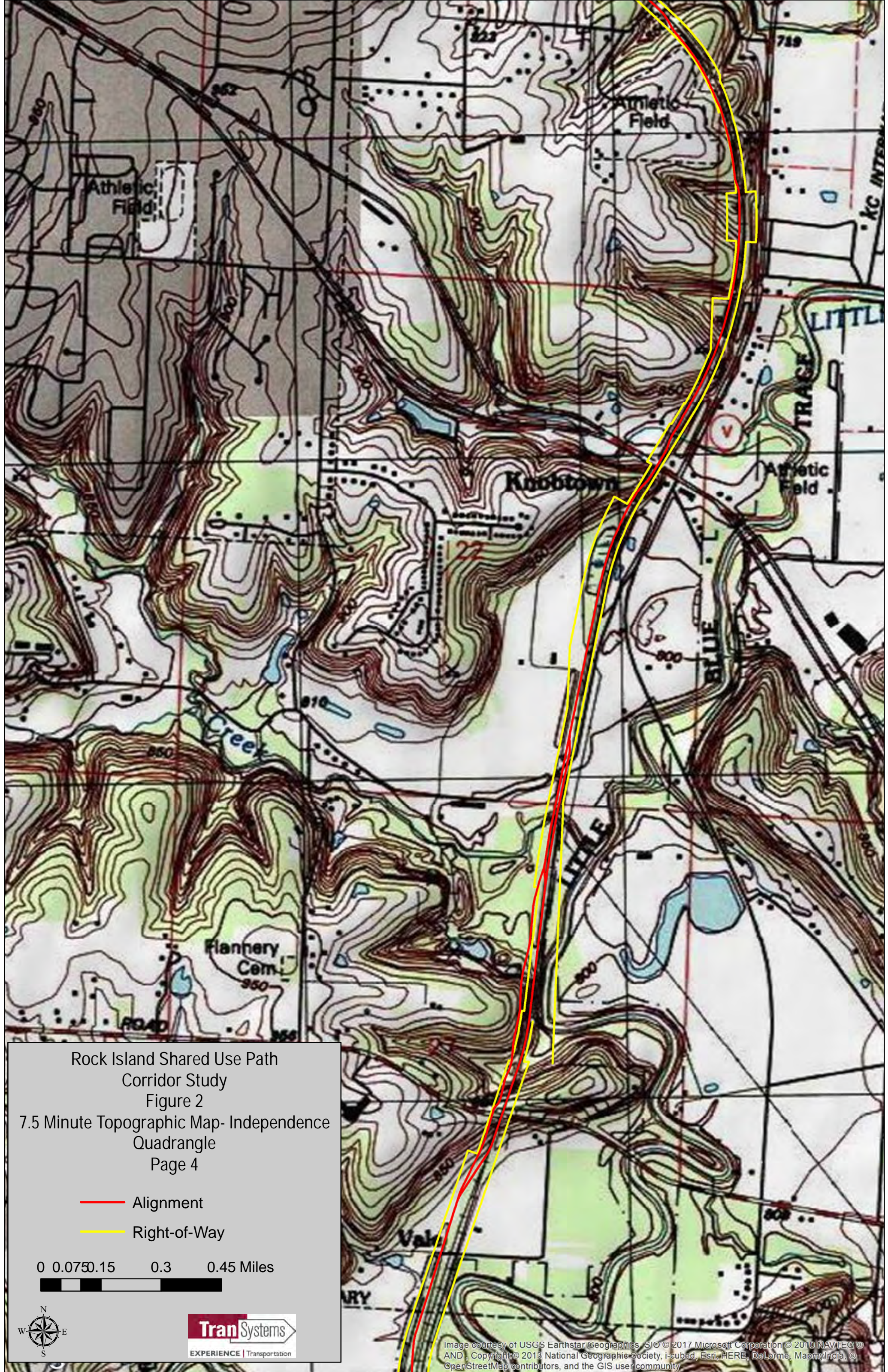
Rock Island Shared Use Path  
Corridor Study  
Figure 2  
7.5 Minute Topographic Map- Independence  
Quadrangle  
Page 3

- Alignment
- Right-of-Way

0 0.075 0.15 0.3 0.45 Miles



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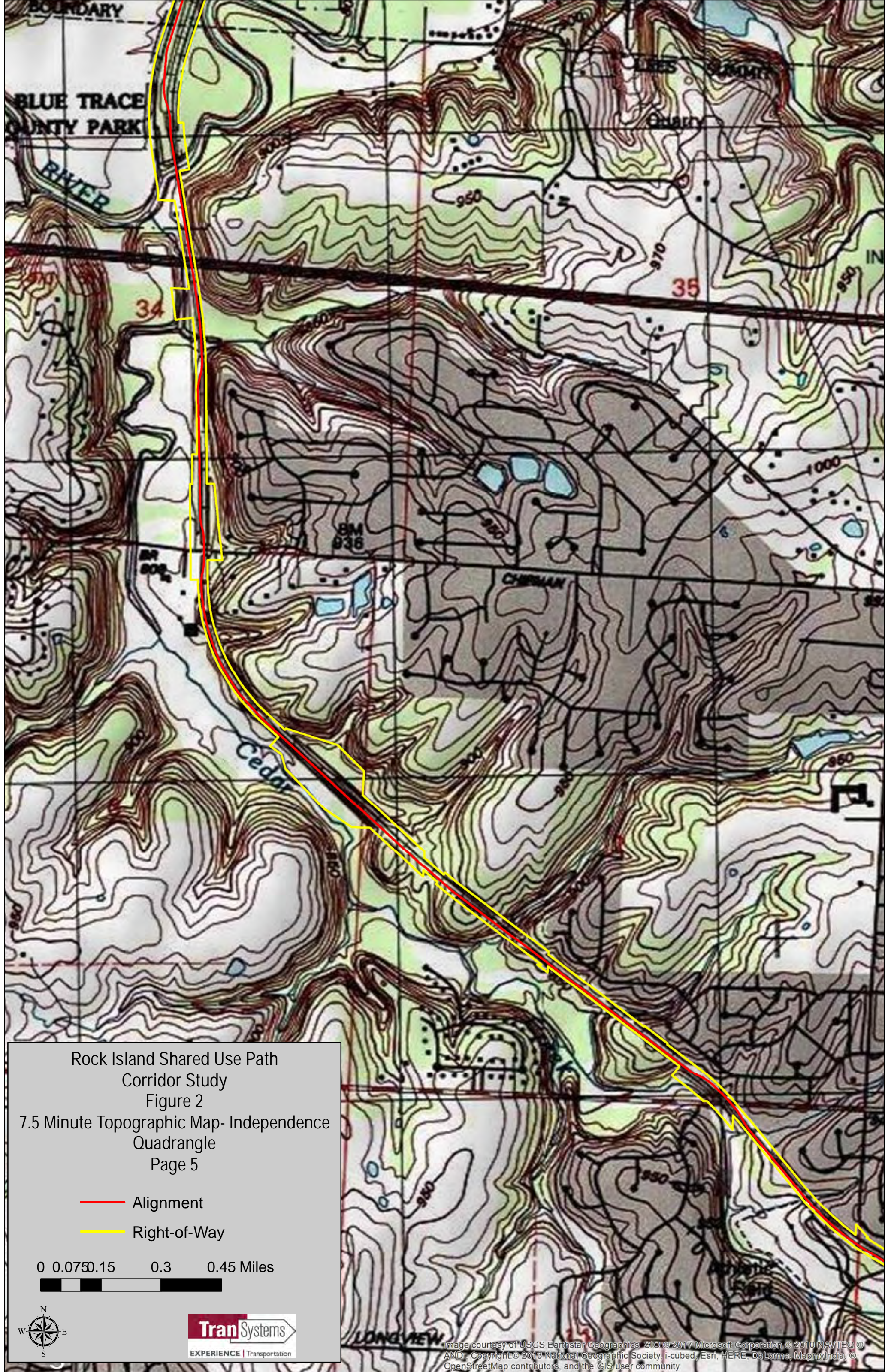


Rock Island Shared Use Path  
Corridor Study  
Figure 2  
7.5 Minute Topographic Map- Independence  
Quadrangle  
Page 4

— Alignment  
— Right-of-Way

0 0.075 0.15 0.3 0.45 Miles

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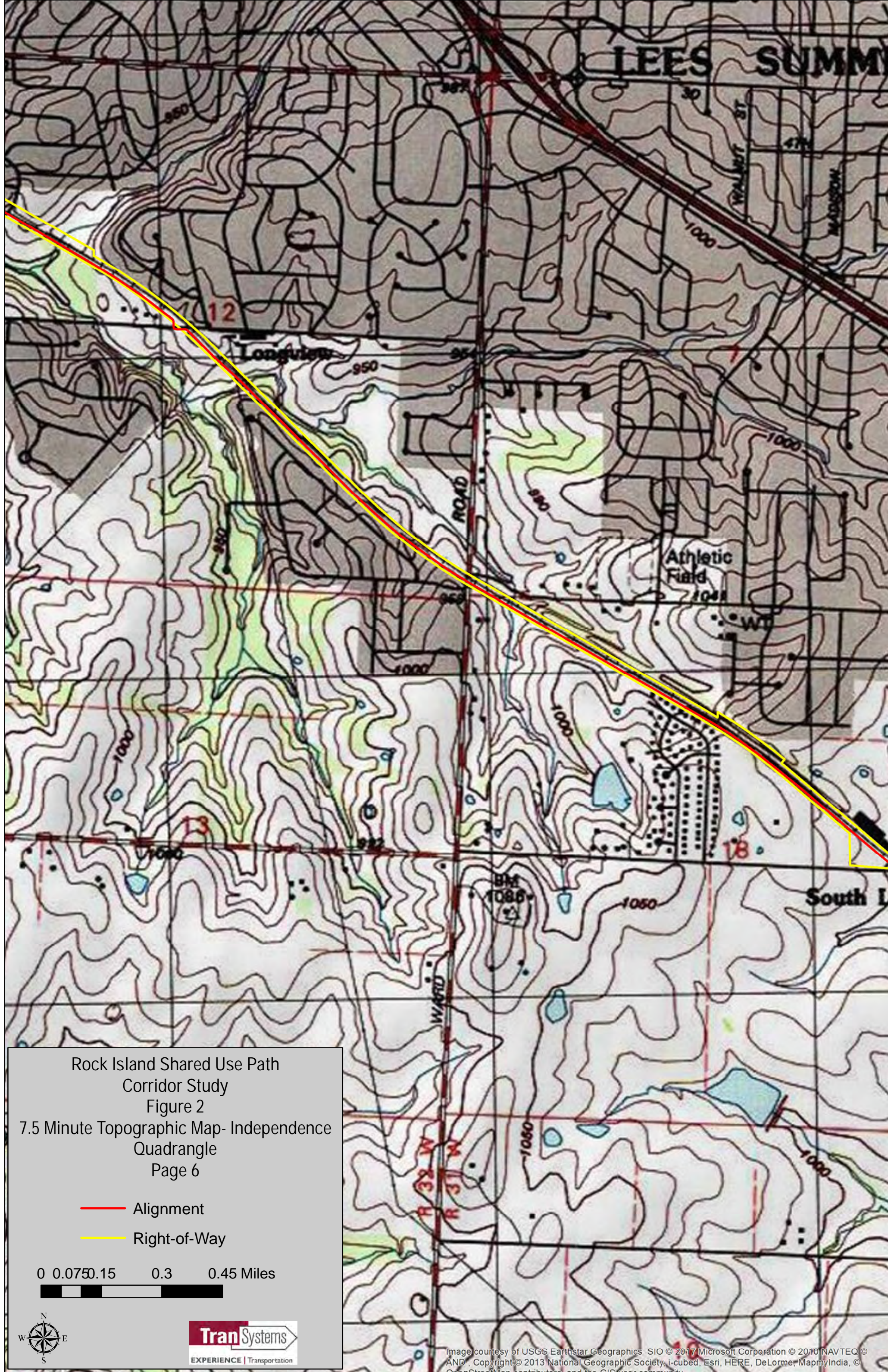
Rock Island Shared Use Path  
Corridor Study  
Figure 2  
7.5 Minute Topographic Map- Independence  
Quadrangle  
Page 5

- Alignment
- Right-of-Way

0 0.075 0.15 0.3 0.45 Miles



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LEES SUMMIT

Longview

Athletic Field

South I

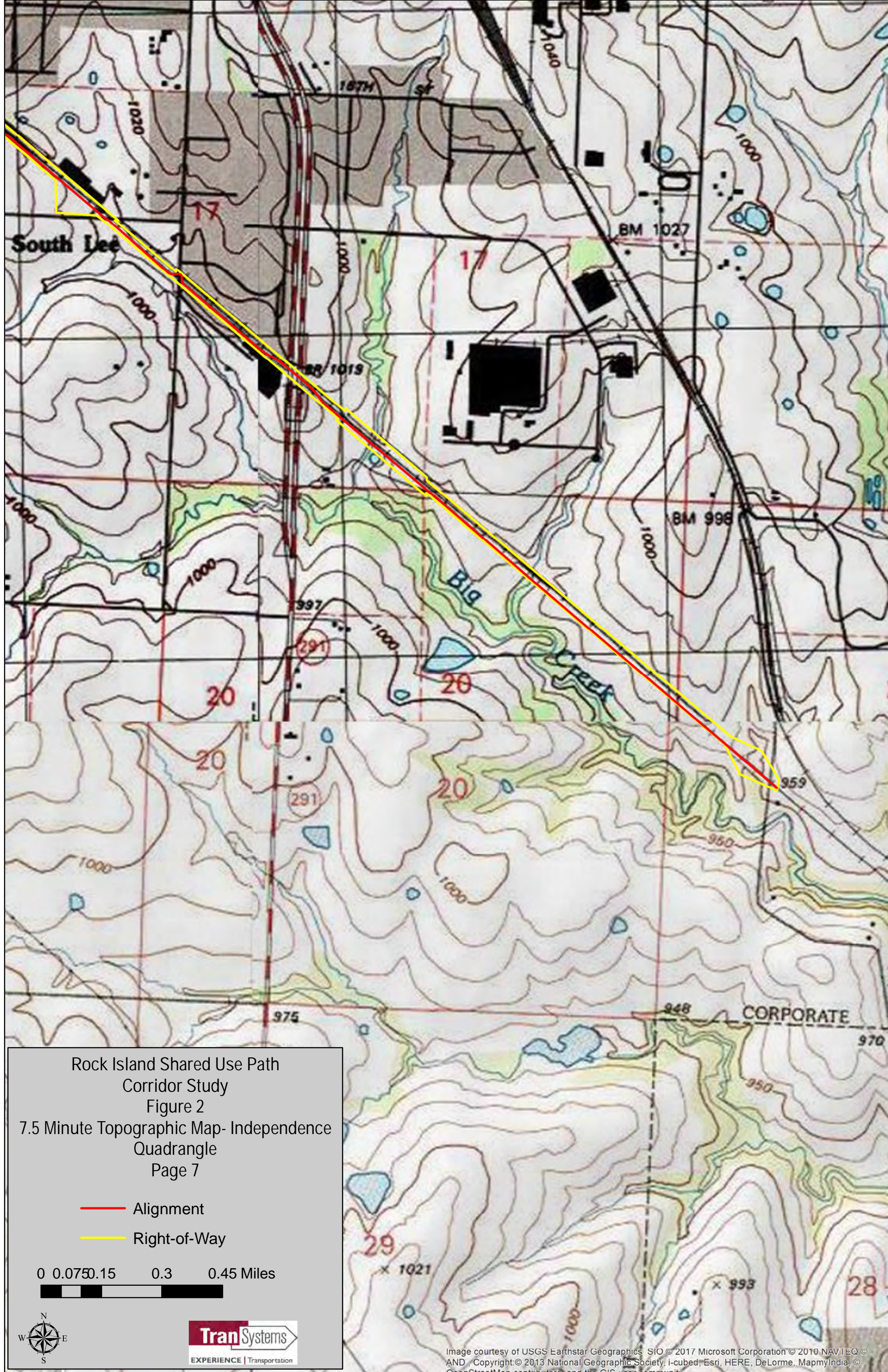
Rock Island Shared Use Path  
Corridor Study  
Figure 2  
7.5 Minute Topographic Map- Independence  
Quadrangle  
Page 6

- Alignment
- Right-of-Way

0 0.075 0.15 0.3 0.45 Miles



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Rock Island Shared Use Path  
Corridor Study  
Figure 2  
7.5 Minute Topographic Map- Independence  
Quadrangle  
Page 7

— Alignment  
— Right-of-Way

0 0.075 0.15 0.3 0.45 Miles

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Project Number:  
P101150264

Figure 3  
Soil Map- Page 1  
Rock Island Shared Use Path Corridor Study  
Jackson County, Missouri

### Map Unit Legend

Jackson County, Missouri (MO095)			
Map Unit Symbol	Map Unit Name	Acres in AOI	Percent of AOI
10026	Higginsville silt loam, 5 to 9 percent slopes	0.8	0.7%
10032	Higginsville-Urban land complex, 5 to 9 percent slopes	76.7	69.7%
10128	Sharpsburg-Urban land complex, 2 to 5 percent slopes	5.0	4.6%
10132	Sibley silt loam, 2 to 5 percent slopes	1.9	1.7%
10136	Sibley-Urban land complex, 2 to 5 percent slopes	5.4	4.9%
10141	Snead-Rock outcrop complex, 14 to 30 percent slopes	8.9	8.1%
99012	Urban land, upland, 5 to 9 percent slopes	11.3	10.3%
Totals for Area of Interest		110.0	100.0%

Figure 3  
Soil Map Legend- Page 2  
Rock Island Shared Use Path Corridor Study  
Jackson County, Missouri

Project Number:  
P101150264



Figure 3  
Soil Map- Page 3  
Rock Island Shared Use Path Corridor Study  
Jackson County, Missouri



### Map Unit Legend

Jackson County, Missouri (MO095)			
Map Unit Symbol	Map Unit Name	Acres in AOI	Percent of AOI
10026	Higginsville silt loam, 5 to 9 percent slopes	0.8	0.7%
10032	Higginsville-Urban land complex, 5 to 9 percent slopes	76.7	69.7%
10128	Sharpsburg-Urban land complex, 2 to 5 percent slopes	5.0	4.6%
10132	Sibley silt loam, 2 to 5 percent slopes	1.9	1.7%
10136	Sibley-Urban land complex, 2 to 5 percent slopes	5.4	4.9%
10141	Snead-Rock outcrop complex, 14 to 30 percent slopes	8.9	8.1%
99012	Urban land, upland, 5 to 9 percent slopes	11.3	10.3%
Totals for Area of Interest		110.0	100.0%

Figure 3  
Soil Map Legend- Page 4  
Rock Island Shared Use Path Corridor Study  
Jackson County, Missouri

Project Number:  
P101150264



USDA Natural Resources Conservation Service

Web Soil Survey National Cooperative Soil Survey

1/9/2017 Page 1 of 3



Figure 3  
Soil Map- Page 5  
Rock Island Shared Use Path Corridor Study  
Jackson County, Missouri

Project Number:  
P101150264

### Map Unit Legend

Jackson County, Missouri (MO095)			
Map Unit Symbol	Map Unit Name	Acres in AOI	Percent of AOI
10026	Higginsville silt loam, 5 to 9 percent slopes	6.3	5.6%
10032	Higginsville-Urban land complex, 5 to 9 percent slopes	1.7	1.5%
10107	Menfro silty clay loam, 9 to 14 percent slopes, severely eroded	0.2	0.1%
10113	Oska silty clay loam, 5 to 9 percent slopes, eroded	9.7	8.6%
10132	Sibley silt loam, 2 to 5 percent slopes	2.7	2.4%
10141	Snead-Rock outcrop complex, 14 to 30 percent slopes	44.4	39.6%
36007	Bremer silt loam, 0 to 2 percent slopes, occasionally flooded	19.3	17.2%
36020	Kennebec silt loam, 0 to 2 percent slopes, occasionally flooded	13.1	11.7%
60025	Urban land-Harvester complex, 2 to 9 percent slopes	2.5	2.2%
60125	Harvester-Urban land complex, 9 to 14 percent slopes	0.7	0.7%
99000	Pits, quarry	2.9	2.5%
99021	Udorthents, nearly level	1.5	1.3%
99033	Udarents-Urban land complex, 2 to 9 percent slopes	7.3	6.5%
<b>Totals for Area of Interest</b>		<b>112.2</b>	<b>100.0%</b>

Figure 3  
Soil Map Legend- Page 6  
Rock Island Shared Use Path Corridor Study  
Jackson County, Missouri

Project Number:  
P101150264



### Map Unit Legend

Jackson County, Missouri (MO095)			
Map Unit Symbol	Map Unit Name	Acres in AOI	Percent of AOI
10024	Greenton-Urban land complex, 5 to 9 percent slopes	0.4	0.3%
10141	Snead-Rock outcrop complex, 14 to 30 percent slopes	72.6	61.8%
10143	Snead-Urban land complex, 9 to 30 percent slopes	11.2	9.6%
10179	Udarents-Urban land-Oska complex, 5 to 9 percent slopes	0.4	0.3%
38007	Bremer silt loam, 0 to 2 percent slopes, occasionally flooded	12.6	10.7%
38020	Kennebec silt loam, 0 to 2 percent slopes, occasionally flooded	12.4	10.6%
38083	Kennebec silt loam, 1 to 4 percent slopes, occasionally flooded	5.9	5.0%
99033	Udarents-Urban land complex, 2 to 9 percent slopes	2.1	1.8%
<b>Totals for Area of Interest</b>		<b>117.5</b>	<b>100.0%</b>

Figure 3  
Soil Map Legend- Page 8  
Rock Island Shared Use Path Corridor Study  
Jackson County, Missouri

Project Number:  
P101150264

Soil Map—Jackson County, Missouri  
(Soil Map - Page 5)



USDA Natural Resources Conservation Service

Web Soil Survey National Cooperative Soil Survey

1/9/2017 Page 1 of 3



Figure 3  
Soil Map- Page 9  
Rock Island Shared Use Path Corridor Study  
Jackson County, Missouri

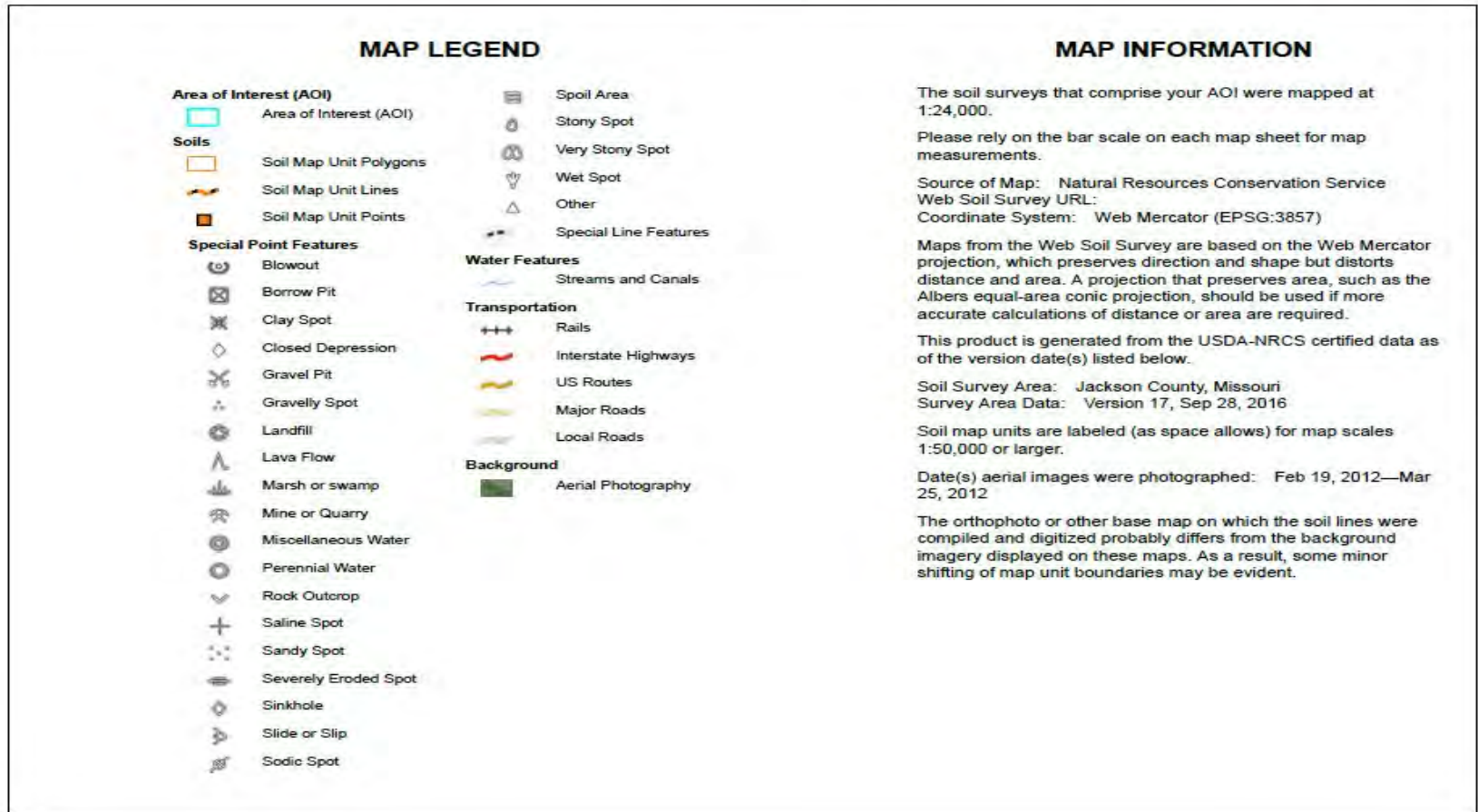
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### Map Unit Legend

Jackson County, Missouri (MO095)			
Map Unit Symbol	Map Unit Name	Acres in AOI	Percent of AOI
10024	Greenton-Urban land complex, 5 to 9 percent slopes	80.2	46.3%
10082	Arisburg-Urban land complex, 1 to 5 percent slopes	26.9	15.5%
10116	Sampsel silty clay loam, 2 to 5 percent slopes	17.9	10.3%
10120	Sharpsburg silt loam, 2 to 5 percent slopes	1.0	0.6%
10128	Sharpsburg-Urban land complex, 2 to 5 percent slopes	1.7	1.0%
10142	Snead-Rock outcrop complex, 5 to 14 percent slopes	10.7	6.2%
10143	Snead-Urban land complex, 9 to 30 percent slopes	0.5	0.3%
10179	Udarents-Urban land-Osaka complex, 5 to 9 percent slopes	4.2	2.4%
10180	Udarents-Urban land-Sampsel complex, 2 to 5 percent slopes	26.1	15.1%
10181	Udarents-Urban land-Sampsel complex, 5 to 9 percent slopes	3.9	2.2%
<b>Totals for Area of Interest</b>		<b>173.1</b>	<b>100.0%</b>

Figure 3  
Soil Map Legend- Page 10  
Rock Island Shared Use Path Corridor Study  
Jackson County, Missouri




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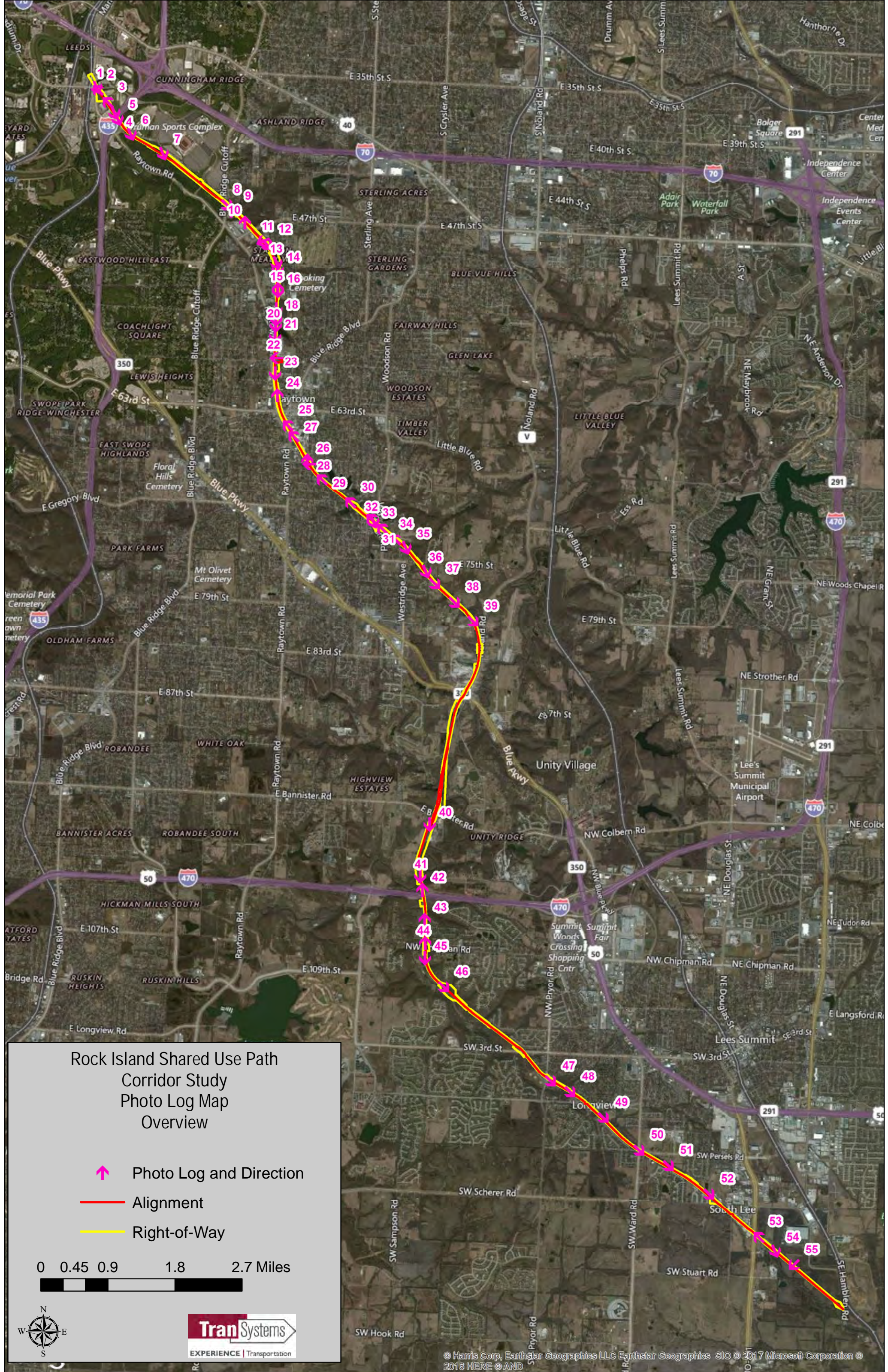
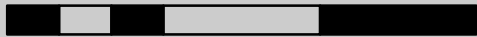


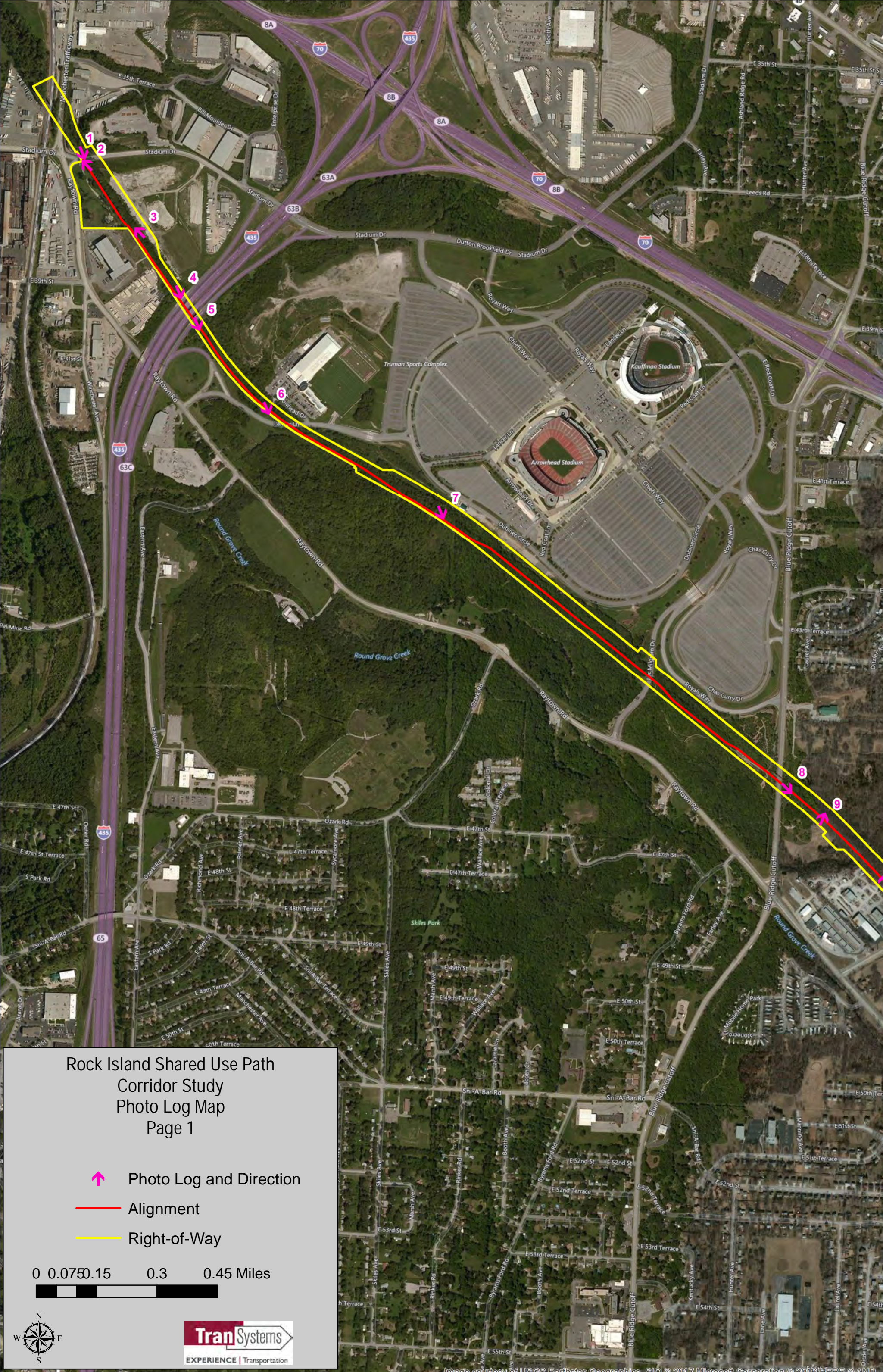
**APPENDIX B**  
**PHOTO LOG AND MAP**

Rock Island Shared Use Path  
Corridor Study  
Photo Log Map  
Overview




-  Photo Log and Direction
-  Alignment
-  Right-of-Way

0 0.45 0.9 1.8 2.7 Miles

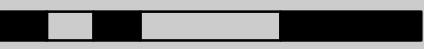




Rock Island Shared Use Path  
 Corridor Study  
 Photo Log Map  
 Page 1

-  Photo Log and Direction
-  Alignment
-  Right-of-Way

0 0.075 0.15 0.3 0.45 Miles



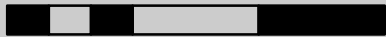
Rock Island Shared Use Path  
Corridor Study  
Photo Log Map  
Page 2

↑ Photo Log and Direction

— Alignment




— Right-of-Way

0 0.075 0.15 0.3 0.45 Miles





Rock Island Shared Use Path  
 Corridor Study  
 Photo Log Map  
 Page 3




-  Photo Log and Direction
-  Alignment
-  Right-of-Way

0 0.075 0.15 0.3 0.45 Miles



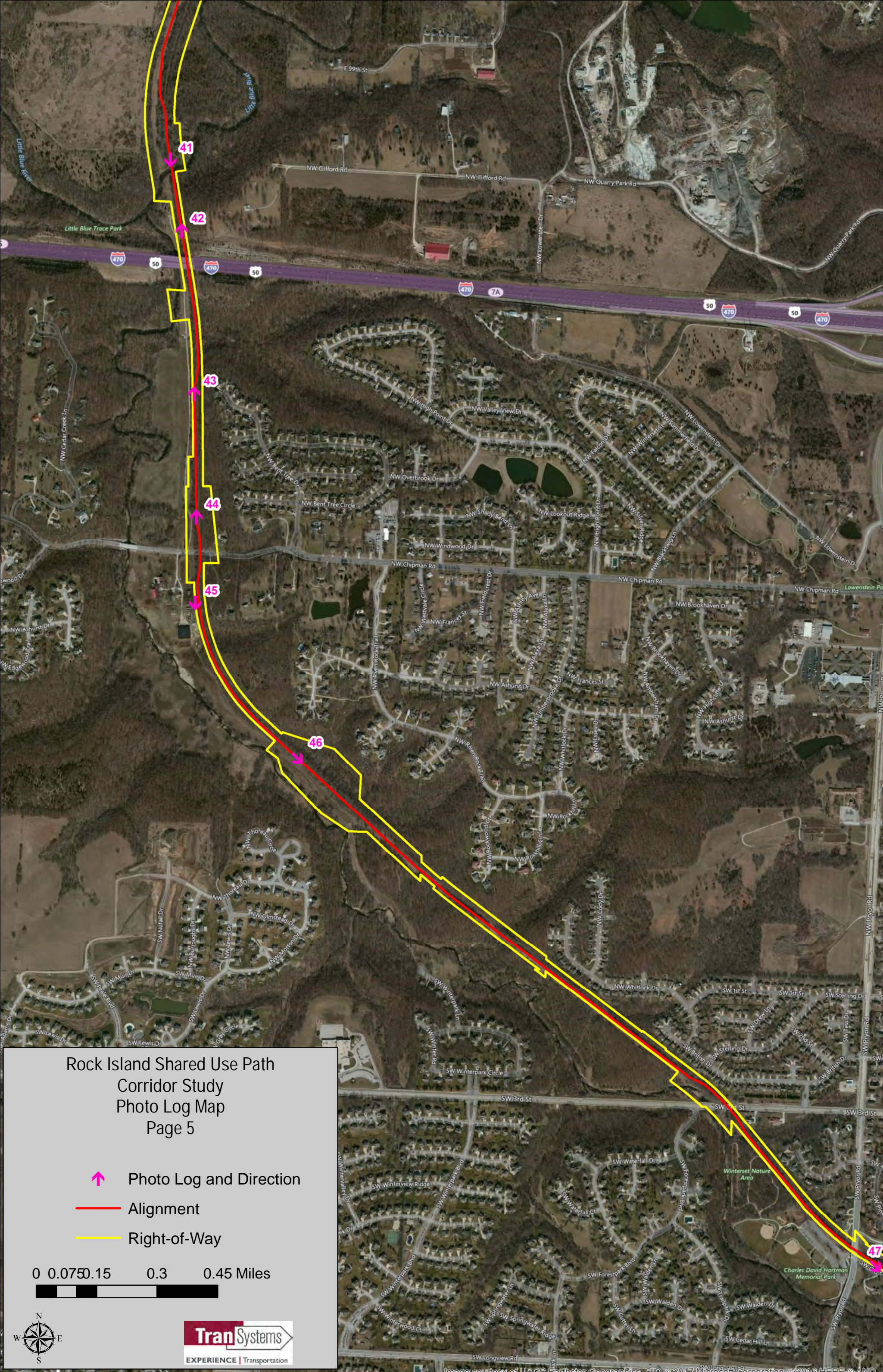



Rock Island Shared Use Path  
Corridor Study  
Photo Log Map  
Page 4




-  Photo Log and Direction
-  Alignment
-  Right-of-Way

0 0.075 0.15 0.3 0.45 Miles



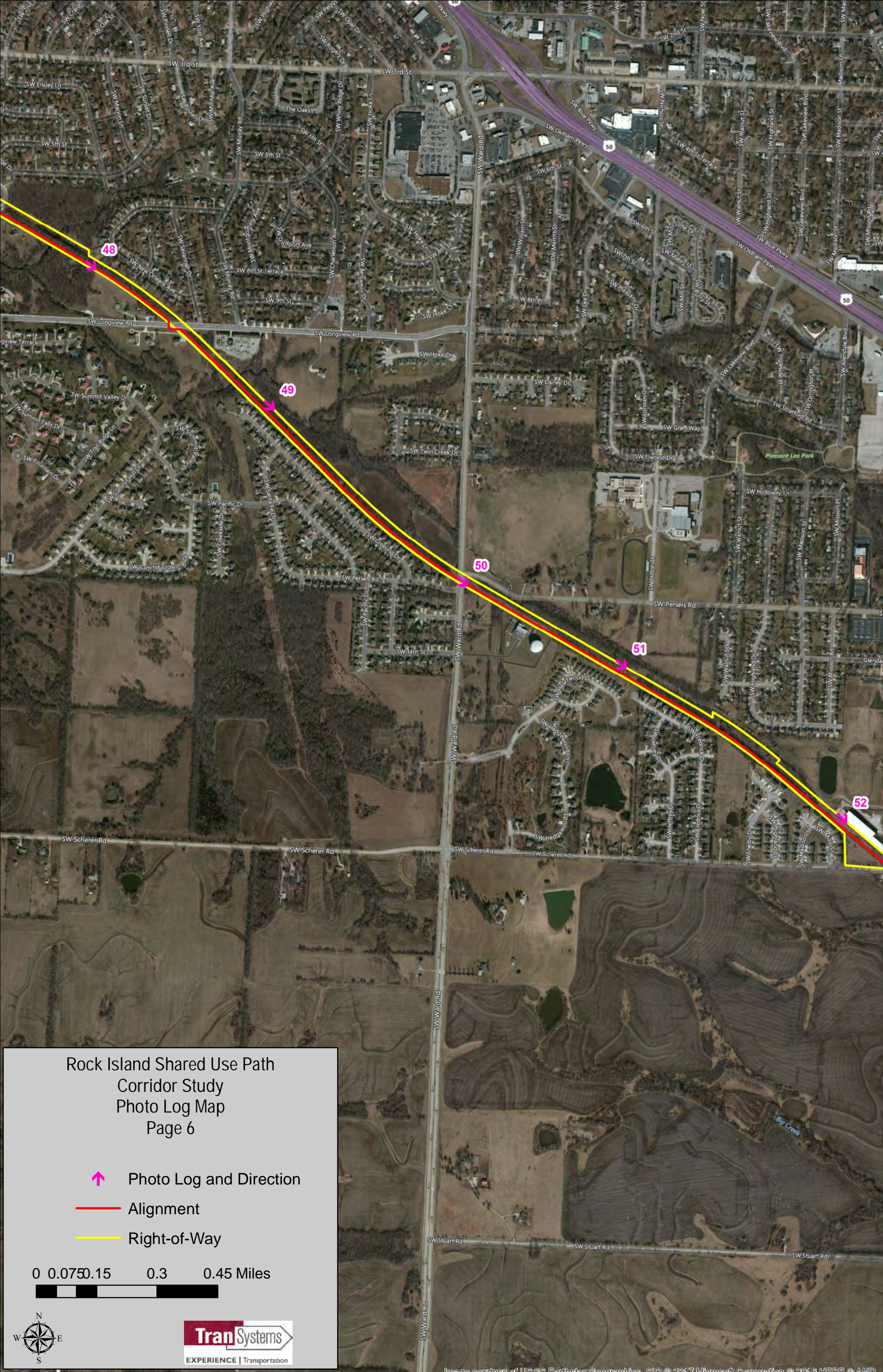


Rock Island Shared Use Path  
Corridor Study  
Photo Log Map  
Page 5




-  Photo Log and Direction
-  Alignment
-  Right-of-Way

0 0.075 0.15 0.3 0.45 Miles



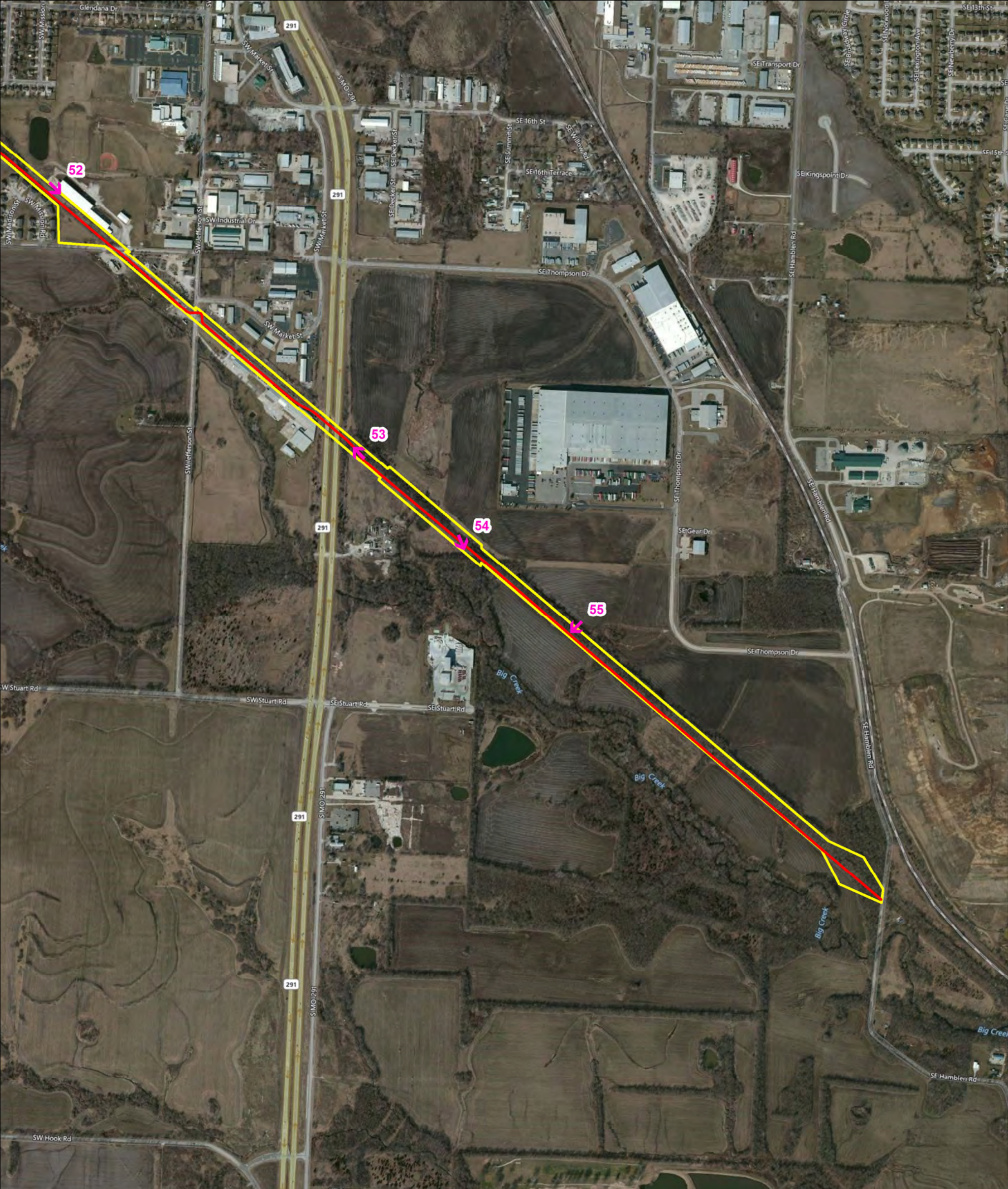
Rock Island Shared Use Path  
Corridor Study  
Photo Log Map  
Page 6

-  Photo Log and Direction
-  Alignment
-  Right-of-Way




0 0.075 0.15 0.3 0.45 Miles





Rock Island Shared Use Path  
 Corridor Study  
 Photo Log Map  
 Page 7

-  Photo Log and Direction
-  Alignment
-  Right-of-Way

0 0.075 0.15 0.3 0.45 Miles

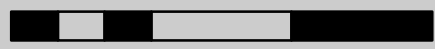




Photo 1:  
Rail bridge over East  
Stadium Drive, facing  
southeast.



Photo 2:  
Rail bridge over East  
Stadium Drive, facing  
northwest.

Rock Island Corridor  
Jackson County, Missouri

PHOTO DOCUMENTATION



Photographer:  
A.Taylor / J. Frey

Date of Photograph:  
December 2016

Project Number:  
P101150264



Photo 3.

Along rail corridor,  
facing northwest.



Photo 4.

Underneath Interstate  
435 overpass, facing  
southeast.

Rock Island Corridor  
Jackson County, Missouri

PHOTO DOCUMENTATION



Photographer:  
A.Taylor /J. Frey

Date of Photograph:  
December 2016

Project Number:  
P101150264



Photo 5.

South of Interstate 435, facing southeast.



Photo 6.

Approaching the Lancer Lane overpass, facing southeast.

Rock Island Corridor  
Jackson County, Missouri

PHOTO DOCUMENTATION



Photographer:  
A.Taylor /J. Frey

Date of Photograph:  
December 2016

Project Number:  
P101150264



Photo 7.

South of Lance Lane  
and west of stadium,  
facing southeast.



Photo 8.

South of Blue Ridge  
Cutoff, approaching  
industrial complex  
Automatic Systems  
Inc., facing  
southeast.

Rock Island Corridor  
Jackson County, Missouri

PHOTO DOCUMENTATION



Photographer:  
A.Taylor /J. Frey

Date of Photograph:  
December 2016

Project Number:  
P101150264



Photo 9.

Debris behind Automotive Systems Inc. from dumping activities. Tracks in bottom of mountain, facing northeast.



Photo 10.

Buried fiber optic cable.

Rock Island Corridor  
Jackson County, Missouri

PHOTO DOCUMENTATION



Photographer:  
A.Taylor /J. Frey

Date of Photograph:  
December 2016

Project Number:  
P101150264



Photo11.

Clearing west of the tracks where man made path has been cleared, facing west.



Photo 12.

South of Calvary Baptist Church, facing southeast.

Rock Island Corridor  
Jackson County, Missouri

PHOTO DOCUMENTATION



Photographer:  
A.Taylor /J. Frey

Date of Photograph:  
December 2016

Project Number:  
P101150264



Photo 13.

East of Two Rivers  
Psychiatric Hospital,  
facing southeast.



Photo 14.

Behind the  
residences along  
Overton Avenue,  
facing south.

Rock Island Corridor  
Jackson County, Missouri

PHOTO DOCUMENTATION



Photographer:  
A.Taylor /J. Frey

Date of Photograph:  
December 2016

Project Number:  
P101150264





Photo 15.

Standing on East 53<sup>rd</sup> Street, facing north.



Photo 16.

Standing on East 53<sup>rd</sup> Street, facing north.

Rock Island Corridor  
Jackson County, Missouri

PHOTO DOCUMENTATION



Photographer:  
A.Taylor /J. Frey

Date of Photograph:  
December 2016

Project Number:  
P101150264



Photo 17.

North of 56<sup>th</sup> Street  
behind industrial  
warehouses, facing  
south.



Photo 18.

North of 56<sup>th</sup> Street  
behind industrial  
warehouses, facing  
north. .

Rock Island Corridor  
Jackson County, Missouri

PHOTO DOCUMENTATION



Photographer:  
A.Taylor /J. Frey

Date of Photograph:  
December 2016

Project Number:  
P101150264



Photo 19.

East 56<sup>th</sup> Street,  
facing south.



Photo 20.

South of East 56<sup>th</sup>  
Street, facing south.

Rock Island Corridor  
Jackson County, Missouri

PHOTO DOCUMENTATION



Photographer:  
A.Taylor /J. Frey

Date of Photograph:  
December 2016

Project Number:  
P101150264



Photo 21:

North of intersection of Raytown Road and East 59<sup>th</sup> Street, facing south.



Photo 22:

At end of tracks on north side of East 59<sup>th</sup> Street, facing west.

Rock Island Corridor  
Jackson County, Missouri

PHOTO DOCUMENTATION



Photographer:  
A.Taylor /J. Frey

Date of Photograph:  
December 2016

Project Number:  
P101150264



Photo 23.

South of East 59<sup>th</sup>  
Street, facing south.



Photo 24.

West of residential  
complex in recent area  
of clear cutting  
maintenance where  
ground is saturated,  
facing north.

Rock Island Corridor  
Jackson County, Missouri

PHOTO DOCUMENTATION



Photographer:  
A.Taylor /J. Frey

Date of Photograph:  
December 2016

Project Number:  
P101150264



Photo 25.

Tracks are underwater and area around is completely saturated, facing northwest.



Photo 26.

East of commercial and industrial warehouses, facing north.

Rock Island Corridor  
Jackson County, Missouri

PHOTO DOCUMENTATION



Photographer:  
A.Taylor /J. Frey

Date of Photograph:  
December 2016

Project Number:  
P101150264



Photo 27.

East 67<sup>th</sup> Street  
bridge facing north.



Photo 28.

No Trespassing sign  
stopping access,  
between two  
residential areas,  
facing west.

Rock Island Corridor  
Jackson County, Missouri

PHOTO DOCUMENTATION



Photographer:  
A.Taylor /J. Frey

Date of Photograph:  
December 2016

Project Number:  
P101150264



Photo 29.

Between residences along Wildwood Lake, facing northwest.



Photo 30.

Between residences along Wildwood Lake, facing northwest.

Rock Island Corridor  
Jackson County, Missouri

PHOTO DOCUMENTATION



Photographer:  
A.Taylor /J. Frey

Date of Photograph:  
December 2016

Project Number:  
P101150264





Photo 31.

North of Woodson Road, facing northwest.



Photo 32.

Woodson Road, facing southeast.

Rock Island Corridor  
Jackson County, Missouri

PHOTO DOCUMENTATION



Photographer:  
A.Taylor /J. Frey

Date of Photograph:  
December 2016

Project Number:  
P101150264



Photo 33.

South of Woodson Road, facing northwest.



Photo 34.

South of Woodson Road north of Irwin Road, facing northwest.

Rock Island Corridor  
Jackson County, Missouri

PHOTO DOCUMENTATION



Photographer:  
A.Taylor /J. Frey

Date of Photograph:  
December 2016

Project Number:  
P101150264



Photo 35.

South of Irwin Road,  
facing southeast.



Photo 36.

South of East 75<sup>th</sup>  
Street, facing  
southeast.

Rock Island Corridor  
Jackson County, Missouri

PHOTO DOCUMENTATION



Photographer:  
A.Taylor /J. Frey

Date of Photograph:  
December 2016

Project Number:  
P101150264



Photo 37.

Approaching Frost Road, facing southeast.



Photo 38.

Approaching Frost Road, facing southeast.

Rock Island Corridor  
Jackson County, Missouri

PHOTO DOCUMENTATION



Photographer:  
A.Taylor /J. Frey

Date of Photograph:  
December 2016

Project Number:  
P101150264



Photo 39.

South of Frost Road,  
facing southeast.



Photo 40.

West of Norfleet  
Road, facing south.

Rock Island Corridor  
Jackson County, Missouri

PHOTO DOCUMENTATION



Photographer:  
A.Taylor /J. Frey

Date of Photograph:  
December 2016

Project Number:  
P101150264



Photo 41:

Bridge crossing Little Blue River, facing southeast.



Photo 42:

North of NW Chipman Road, facing north.

Rock Island Corridor  
Jackson County, Missouri

PHOTO DOCUMENTATION



Photographer:  
A A.Taylor /J. Frey

Date of Photograph:  
December 2016

Project Number:  
P101150264



Photo 43.

North of NW Chipman Road, facing north.



Photo 44.

South of Chipman Road, facing south.

Rock Island Corridor  
Jackson County, Missouri

PHOTO DOCUMENTATION



Photographer:  
A.Taylor /J. Frey

Date of Photograph:  
December 2016

Project Number:  
P101150264



Photo 45.

Facing southeast.



Photo 46.

Facing southeast.

Rock Island Corridor  
Jackson County, Missouri

PHOTO DOCUMENTATION



Photographer:  
A.Taylor /J. Frey

Date of Photograph:  
December 2016

Project Number:  
P101150264





Photo 47

Overpass to SW Pryor Road, facing southeast.



Photo 48.

South of SW Pryor, facing southeast.

Rock Island Corridor  
Jackson County, Missouri

PHOTO DOCUMENTATION



Photographer:  
A.Taylor /J. Frey

Date of Photograph:  
December 2016

Project Number:  
P101150264



Photo 49

South of SW  
Longview Road,  
facing southeast.



Photo 50

Intersection of  
Persels and SW  
Ward Road, facing  
south.

Rock Island Corridor  
Jackson County, Missouri

PHOTO DOCUMENTATION



Photographer:  
A.Taylor /J. Frey

Date of Photograph:  
December 2016

Project Number:  
P101150264



Photo 51:

South of Persels Road, facing southeast.



Photo 52:

North of Scherer Road, facing southeast.

Rock Island Corridor  
Jackson County, Missouri

PHOTO DOCUMENTATION



Photographer:  
A.Taylor / J. Frey/

Date of Photograph:  
December 2016

Project Number:  
P101150264



Photo 53.

South of State Route 291, facing northwest.



Photo 54.

Facing southeast.

Rock Island Corridor  
Jackson County, Missouri

PHOTO DOCUMENTATION



Photographer:  
A.Taylor /J. Frey

Date of Photograph:  
December 2016

Project Number:  
P101150264



Photo 55.

Looking southwest at pasture land north of Big Creek, facing southwest.

Rock Island Corridor  
Jackson County, Missouri

PHOTO DOCUMENTATION



Photographer:  
A.Taylor /J. Frey

Date of Photograph:  
December 2016

Project Number:  
P101150264

**ADDITIONAL HISTORY/ARCHITECTURE  
DETAILED PHOTOS**



Concrete skewed bridge at 75<sup>th</sup> St. between Westridge Rd. and Larson Ave.; view looking northwest.



Deck plate girder bridge at 47<sup>th</sup> St. and Raytown Rd.; view looking east northeast.

**Bridges and Tunnels**

**PHOTO DOCUMENTATION**

Architectural & Historical  
Research, LLC.

Photographer:  
C. Millstein

Date of Photographs:  
12/5/16

Project Number:  
P101150264



Skewed concrete arch bridge at Frost Rd. and east 79<sup>th</sup> St.; view looking northeast.



Panoramic view of a deck plate girder bridge over the Little Blue River, north of I-470; looking east.

**Bridges and Tunnels**

**PHOTO DOCUMENTATION**

Architectural & Historical  
Research, LLC.

Photographer:  
C. Millstein

Date of Photographs:  
12/6/16

Project Number:  
P101150264





Panoramic view of Vale Tunnel, looking north.



Skewed concrete arch bridge at Raytown Rd. and Stadium Dr.; view looking east.

**Bridges and Tunnels**

**PHOTO DOCUMENTATION**

Architectural & Historical  
Research, LLC.

Photographer:  
C. Millstein

Dates of Photographs:  
12/6/16, 8/16/16

Project Number:  
P101150264



Concrete arch culvert north of NW Chipman Rd.; view looking east from the right-of-way.



Concrete arch culvert near Cedar Creek, south of SW Longview Rd.; view looking southeast.

**Culverts**

**PHOTO DOCUMENTATION**

Architectural & Historical  
Research, LLC.

Photographer:  
C. Millstein

Dates of Photographs:  
12/6/16, 12/9/16

Project Number:  
P101150264



Concrete arch culvert near Blue Ridge Cutoff and East 47<sup>th</sup> St. (KML 111)

Culverts

PHOTO DOCUMENTATION



Photographer:  
S. Clark

Date of Photograph:  
12/6/16

Project Number:  
P101150264



Telltale device near  
Vale Tunnel at railbed,  
north of Bannister Rd.;  
view looking  
northwest.

Railroad Structures

PHOTO DOCUMENTATION

Architectural & Historical  
Research, LLC.

Photographer:  
C. Millstein

Date of Photograph:  
12/6/16

Project Number:  
P101150264



Freight bumping post near East 47<sup>th</sup> St. and Pittman Rd.



Detail view of freight bumping post near East 47<sup>th</sup> St. and Pittman Rd.

Railroad Structures

PHOTO DOCUMENTATION



Photographer:  
S. Clark

Date of Photographs:  
12/5/16

Project Number:  
P101150264



Detail of rail branding for 1930 rail; near Raytown Rd. and East 57<sup>th</sup> St.



Detail of rail branding for 1929 rail; in Little Blue Trace Park north of I-470 and east of View High Dr.

**Rails and Ties**

**PHOTO DOCUMENTATION**

Architectural & Historical  
Research, LLC.

Photographer:  
C. Millstein

Dates of Photographs:  
12/5/16, 12/6/16

Project Number:  
P101150264



View near Larson Ave., south of East 75<sup>th</sup> St.; looking southeast.



View between Frost Rd., Krister Park, and East 77<sup>th</sup> Terr.; view looking southeast.

Railbed

PHOTO DOCUMENTATION

Architectural & Historical  
Research, LLC.

Photographer:  
C. Millstein

Date of Photographs:  
12/5/16

Project Number:  
P101150264



View between Woodson Dr. and Irwin Rd., near 73<sup>rd</sup> St.; looking southeast.



View near Raytown Rd. and East 60<sup>th</sup> St.; looking north.

Railbed

PHOTO DOCUMENTATION

Architectural & Historical  
Research, LLC.

Photographer:  
C. Millstein

Date of Photographs:  
12/5/16

Project Number:  
P101150264





View south of Frost Rd., adjacent to Noland Rd.; looking southeast.



View between I-470 and NW Chipman Rd.; looking north.

Railbed

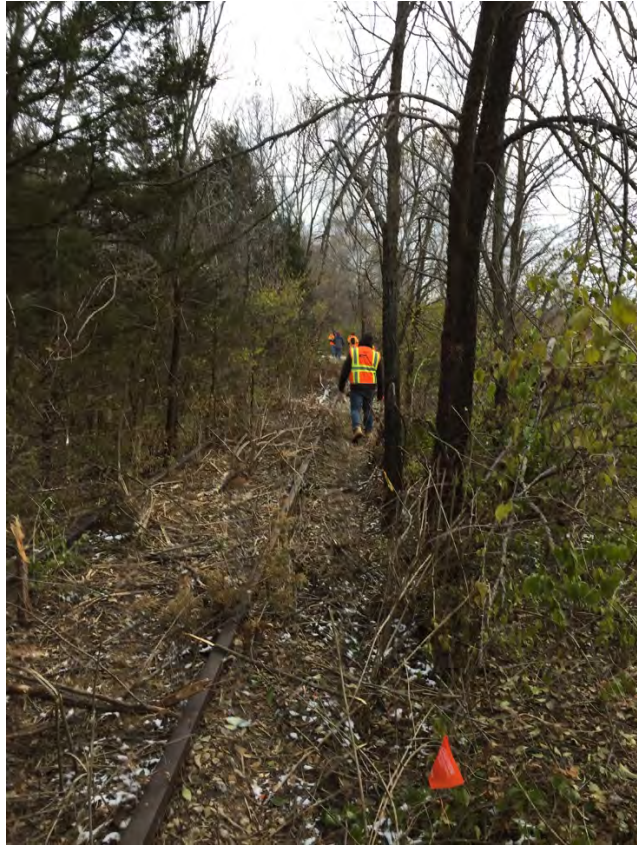
PHOTO DOCUMENTATION

Architectural & Historical  
Research, LLC.

Photographer:  
C. Millstein

Date of Photographs:  
12/6/16

Project Number:  
P101150264



View south of SW 3<sup>rd</sup> St. bridge, north of SW Longview Rd.; looking southeast.



View south of SW Longview Rd. east of SW Crossing Dr.; looking northwest.

Railbed

PHOTO DOCUMENTATION

Architectural & Historical  
Research, LLC.

Photographer:  
C. Millstein

Date of Photographs:  
12/9/16

Project Number:  
P101150264



View near Dubliner Cir. and the stadium (KML 53).

Railbed

PHOTO DOCUMENTATION



Photographer:  
S. Clark

Date of Photograph:  
12/6/16

Project Number:  
P101150264



Panoramic view near East 77<sup>th</sup> Terr. and west of Noland Rd.; looking northwest.



Panoramic view at East 75<sup>th</sup> St. between Blue Parkway and Noland Rd.; looking southeast.

Viewsheds and Buildings

PHOTO DOCUMENTATION

Architectural & Historical  
Research, LLC.

Photographer:  
C. Millstein

Date of Photographs:  
12/5/16

Project Number:  
**P101150264**



View north of Frost Rd. at East 77<sup>th</sup> Terr.; looking northwest.



Panoramic view of viewshed between Woodson Dr., 70<sup>th</sup> Terr., and Lakeshore Dr.; looking northwest.

**Viewsheds and Buildings**

**PHOTO DOCUMENTATION**

Architectural & Historical  
Research, LLC.

Photographer:  
C. Millstein

Date of Photographs:  
12/5/16

Project Number:  
P101150264



Panoramic view of viewshed near Wildwood Lakes, East 70<sup>th</sup> Terr. and Lakeshore Dr.; looking northwest.



Panoramic view of viewshed near East 56<sup>th</sup> St. and Raytown Rd.; looking north northwest.

**Viewsheds and Buildings**

**PHOTO DOCUMENTATION**

Architectural & Historical  
Research, LLC.

Photographer:  
C. Millstein

Date of Photographs:  
12/5/16

Project Number:  
**P101150264**



View from the deck plate girder bridge at Noland Rd. and 350 Highway, looking northeast.



Panoramic view between I-470 and NW Chipman Rd.; looking north.

**Viewsheds and Buildings**

**PHOTO DOCUMENTATION**

Architectural & Historical  
Research, LLC.

Photographer:  
C. Millstein

Date of Photographs:  
12/6/16

Project Number:  
P101150264



Panoramic view west of SW New Orleans Ave. and Cedar Creek; looking northwest.



1700 Southwest Longview Rd.; view looking east, southeast.

Viewsheds and Buildings

PHOTO DOCUMENTATION

Architectural & Historical  
Research, LLC.

Photographer:  
C. Millstein

Date of Photographs:  
12/9/16

Project Number:  
P101150264





Panoramic view between SW Fredrick Dr. and SW Highland Dr.; looking southeast.



Panoramic view west of SE Hamblen Rd and east of 291 Highway; looking northwest.

**Viewsheds and Buildings**

**PHOTO DOCUMENTATION**

Architectural & Historical  
Research, LLC.

Photographer:  
C. Millstein

Date of Photographs:  
12/9/16

Project Number:  
**P101150264**



Panoramic view near East Bannister Rd. and White Creek.; looking north.



View near Blue Ridge Cutoff and East Circle Dr. (KML 79).

**Viewsheds and Buildings**

**PHOTO DOCUMENTATION**

TranSystems and Architectural & Historical Research, LLC.

Photographers:  
C. Millstein  
S. Clark

Date of Photograph:  
12/6/16

Project Number:  
**P101150264**

STATE OF MISSOURI  
DEPARTMENT OF NATURAL RESOURCES  
Eric R. Greitens, Governor • Carol S. Comer, Acting Director  
dnr.mo.gov

March 1, 2017

Amber Taylor  
TranSystems  
1105 Schrock Road, Suite 400  
Columbus, Ohio 43229

Re: Rock Island Corridor, Kansas City to Lee's Summit (FHWA-RTP) Jackson County, Missouri

Dear Ms. Taylor:

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.

We have reviewed the information provided concerning the proposed Rock Island Corridor Shared Use Path Project. We concur with the Area of Potential Effect (APE) as proposed. We also concur that the archaeological investigation has confirmed that the project corridor has been extensively disturbed, and that no further archaeological studies are warranted. Finally, we concur that there is the potential for historic properties, including the rail road corridor, and that a formal historic and architectural survey should be conducted.

Please be advised that, should project plans change, information documenting the revisions should be submitted to this office for further review. In the event that cultural materials are encountered during project activities, all construction should be halted, and this office notified as soon as possible in order to determine the appropriate course of action.

If you have any questions, please write Judith Deel at State Historic Preservation Office, P.O. Box 176, Jefferson City, Missouri 65102 or call 573/751-7862. Please be sure to include the SHPO Log Number (113-JA-17) on all future correspondence or inquiries relating to this project.

Sincerely,

STATE HISTORIC PRESERVATION OFFICE

*Toni M. Prawl*

Toni M. Prawl, Ph.D.  
Director and Deputy State  
Historic Preservation Officer

TMP:jd

c Raegan Ball, FHWA  
Roopa Banerjee, FHWA  
Michael Meinkoth, MoDOT  
Dawn Fredrickson, DNR/MSP

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