

APPENDICES

Appendix A:

- (1) Traffic Accident and Safety Data
- (2) NRCS Farmland Rating form
- (3) MoDOT's Operating Permit
- (4) SHPO Section 106 letter
- (5) City of Washington letter regarding Rotary Riverfront Trail
- (6) *Federal Register* Rescission Notice for EIS

Appendix B: Agency coordination

APPENDIX A

Traffic Accident and Safety Data

The National Environmental Policy Act (NEPA), 42 U.S.C. §§ 4321-4370f, requires that this analysis of the proposed project must consider and discuss its effects and impacts on mankind, and its effects and impacts on plants, animals, resources, and the natural world in general. One of the key elements to be discussed in any NEPA analysis of a proposed highway project is its effects and impacts on the safety of those who use those highways. However, Congress has recognized that even while this document summarizes and presents traffic accident and safety information for the general benefit of the public, pursuant to federal law, some people may attempt to use the information to establish federal, state or local liability in lawsuits arising from highway accidents. Congress has enacted a law, 23 USC Section 409, which prohibits the discovery or use, in litigation, of highway accident and safety data, developed under federal law to make highway safety improvements. Congress's rationale is obvious: the safety data was compiled and collected at their request, to help prevent future accidents, injuries and death on our nation's highways. If that information can be used in expensive damage suits, then the millions of dollars that litigation may cost the Missouri Department of Transportation (MoDOT) and local governments will not be available for their use to make Missouri's highways safer. The collection of this safety data should be encouraged, not discouraged.

Traffic accident statistics and safety data are compiled, presented and summarized in portions of this NEPA document. Where noted in an introductory footnote to a segment of this document, the discussions, reports, lists, tables, diagrams and data presented throughout that chapter, unit, section or subsection were compiled or collected for the purpose of identifying, evaluating or planning the safety enhancement of potential accident sites or hazardous roadway conditions pursuant to federal law. Thus, that information and its supporting reports, schedules, lists, tables, diagrams and data are not subject to discovery, and they are prohibited by federal law (23 USC § 409) from being admitted into evidence in a federal or state court proceeding, or from being considered for other purposes, in any action for damages arising from an occurrence on the highways, intersections or interchanges discussed in this document.

FARMLAND CONVERSION IMPACT RATING
FOR CORRIDOR TYPE PROJECTS

PART I (To be completed by Federal Agency)		3. Date of Land Evaluation Request	1/26/10	4. Sheet 1 of ___
1. Name of Project Warren & Franklin Counties Rt. 47 #J3S255		5. Federal Agency Involved Federal Highway Administration		
2. Proposed Land Use Replace Route 47 Bridge at Washington		6. County and State Warren County, Missouri		
PART II (To be completed by SCS)		1. Date Request Received by SCS	1/28/10	2. Person Completing Form
3. Does the corridor contain prime, unique, statewide or local important farmland? (if no, the FPPA does not apply - do not complete additional parts of this form.)		Yes <input checked="" type="checkbox"/> No <input type="checkbox"/>	4. Acres Irrigated	
5. Major Crop(s) Corn and Soybean		6. Farmland in Govt. Jurisdiction Acres: 274,742 %	7. Amount of Farmland As Defined in FPPA Acres: 159,106 % 67.5	
8. Name of Land Evaluation System Used LESA		9. Name of Local Site Assessment System	10. Date Land Evaluation Returned by SCS 2/16/2010	

PART III (To be completed by Federal Agency)	Alternative Corridor for Segment			
	Upstream (West)	Downstream (East)	Corridor C	Corridor D
A. Total Acres To Be Converted Directly	6.3	4.34		
B. Total Acres To Be Converted Indirectly, Or To Receive Services				
C. Total Acres In Corridor	6.3	4.34		

PART IV (To be completed by SCS) Land Evaluation Information	Upstream (West)	Downstream (East)
A. Total Acres Prime And Unique Farmland	0	3
B. Total Acres Statewide And Local Important Farmland	0	0
C. Percentage Of Farmland In County Or Local Govt. Unit To Be Converted	.000023	.000016
D. Percentage Of Farmland In Govt. Jurisdiction With Same Or Higher Relative Value	89.1%	66.5%

PART V (To be completed by SCS) Land Evaluation Criterion Relative Value Of Farmland To Be Serviced Or Converted (Scale of 0 to 100 Points)	Upstream (West)	Downstream (East)
	23	76

PART VI (To be completed by Federal Agency) Corridor Assessment Criteria (These criteria are explained in 7 CFR 658.5(c))	Maximum Points	Upstream (West)	Downstream (East)
1. Area In Nonurban Use	15.00	10	10
2. Perimeter In Nonurban Use	10.00	8	8
3. Percent Of Corridor Being Farmed	20.00	10	10
4. Protection Provided By State And Local Government	20.00	0	0
5. Size Of Present Farm Unit Compared To Average	10.00	0	0
6. Creation Of Nonfarmable Farmland	25.00	0	0
7. Availability Of Farm Support Services	5.00	5	5
8. On-farm Investments	20.00	0	0
9. Effect Of Conversion On Farm Support Services	25.00	0	0
10. Compatibility With Existing Agricultural Use	10.00	0	0
TOTAL CORRIDOR ASSESSMENT POINTS	160.00	33	33

PART VII (To be completed by Federal Agency)	Upstream (West)	Downstream (East)
Relative Value Of Farmland (From Part V)	100.00	23 76
Total Corridor Assessment (From Part VI above or a local site assessment)	160.00	33 33
TOTAL POINTS (Total of above 2 lines)	260.00	56 109

1. Corridor Selected:	2. Total Acres of Farmlands to be Converted by Project:	3. Date of Selection	4. Was A Local Site Assessment Used? Yes ___ No ___
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5. Reason For Selection

Signature of Person Completing This Part: _____ DATE _____

NOTE: Complete a form for each segment with more than one Alternative Corridor.

STATE OF MISSOURI
DEPARTMENT OF NATURAL RESOURCES
MISSOURI CLEAN WATER COMMISSION



MISSOURI STATE OPERATING PERMIT
GENERAL 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.

MO-R100xxx

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

Construction or land disturbance activity (e.g., clearing, grubbing, excavating, grading, and other activity that results in the destruction of the root zone and/or land disturbance activity that is reasonably certain to cause pollution of waters of the state) that are performed by or under contract to a city, county, or other governmental jurisdiction that has a storm water control program and/or Storm Water Pollution Prevention Plan (SWPPP) 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.

May 31, 2007
Effective Date Issue Date



Director, Department of Natural Resources
Executive Secretary, Clean Water Commission

May 30, 2012
Expiration Date



Director of Staff, Clean Water Commission

Jeremiah W. (Jay) Nixon, Governor • Mark N. Templeton, Director

STATE OF MISSOURI
DEPARTMENT OF NATURAL RESOURCES

www.dnr.mo.gov

February 26, 2010

Dr. Robert Reeder
MoDOT, Historic Preservation
105 West Capitol Avenue, P.O. Box 270
Jefferson City, MO 65102

Re: **SHPO Project Number: 019-MLT-10:** Route 47, Job No. J3P2155, Route 47 Bridge, Washington, Franklin and Warren Counties, Missouri (FHWA)

Dear Dr. Reeder:

Thank you for submitting information about 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 require identification and evaluation of cultural resources.

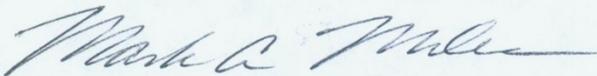
Based on the information provided, we agree that bridge number K0969 is eligible for listing in the National Register of Historic Places. In addition, we agree that Architectural Resources 3, 5, 6, 7, and 8 are not eligible. For Architectural Resource 4, SHPO staff agrees that while this property is unique and interesting, it does not meet the National Register criteria. We hope that due to the recent loss of so many historic properties in Washington, MoDOT staff will either photographically document the property or allow the SHPO to photo document the property should it be slated for demolition as part of this project. In addition, in accordance with the Advisory Council on Historic Preservation's regulation Protection of Historic Properties (36 CFR Part 800), Section 800.5, it is our opinion that the proposed project will have an **adverse effect** on the National Register of Historic Places eligible bridge. **We recommend preparing a Memorandum of Agreement.**

In accordance with Section 800.6(a)(1), FHWA or its applicant 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. Please be sure to copy us on any correspondence to the ACHP.

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 Rebecca Prater at (573) 751-7958. Please be sure to include the **SHPO Project Number (019-MLT-10)** 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:rp

C: Peggy Casey, FHWA



CITY OF
WASHINGTON
MISSOURI

February 1, 2010

Judy Wagner P. E.
Missouri Department of Transportation
3595 Plass Road
Festus MO 63028

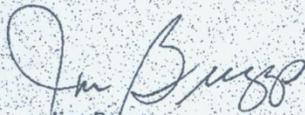
RE: Closure of Riverfront Trail During Demolition of Existing Highway 47 Missouri River Bridge and Construction of a New Highway 47 Missouri River Bridge

Dear Judy,

The City of Washington is aware that in the event of the demolition and/or construction of the Highway 47 Missouri River Bridge that the Rotary Riverfront Trail may need to be closed during construction. The City of Washington is in full support of the bridge replacement and will work with MoDOT to make accommodations for trail users during construction activity.

Should you have any questions or need to discuss this matter in further detail, please contact me at 636-390-1000.

Sincerely,



Jim Briggs
City Administrator

DJL/djl

Cc: Josh Pederson, Washington Parks Director
Bob Zick, Chairman of the Washington Missouri River Bridge Committee

ADMINISTRATION
405 JEFFERSON STREET
WASHINGTON, MO 63090-2607



MAYOR, CITY ADMINISTRATOR, ECONOMIC DEVELOPMENT DIRECTOR (636) 390-1000 FAX: (636) 239-8945

Appendix B: Additional Information on Applying Through Grants.gov

Applications (Stage 2) for TIGER II Discretionary Grants must be submitted through Grants.gov. To apply for funding through Grants.gov, applicants must be properly registered. Complete instructions on how to register and apply can be found at <http://www.grants.gov>. If interested parties experience difficulties at any point during registration or application process, please call the Grants.gov Customer Support Hotline at 1-800-518-4726, Monday-Friday from 7 a.m. to 9 p.m. EST.

Registering with Grants.gov is a one-time process; however, processing delays may occur and it can take up to several weeks for first-time registrants to receive confirmation and a user password. It is highly recommended that applicants start the registration process as early as possible to prevent delays that may preclude submitting an application by the deadlines specified. Applications will not be accepted after the relevant due date; delayed registration is not an acceptable reason for extensions. In order to apply for TIGER II Discretionary Grant funding under this announcement and to apply for funding through Grants.gov, all applicants are required to complete the following:

1. *Acquire a DUNS Number.* A DUNS number is required for Grants.gov registration. The Office of Management and Budget requires that all businesses and nonprofit applicants for Federal funds include a DUNS (Data Universal Numbering System) number in their applications for a new award or renewal of an existing award. A DUNS number is a unique nine-digit sequence recognized as the universal standard for identifying and keeping track of entities receiving Federal funds. The identifier is used for tracking purposes and to validate address and point of contact information for Federal assistance applicants, recipients, and sub-recipients. The DUNS number will be used throughout the grant life cycle. Obtaining a DUNS number is a free, one-time activity. Obtain a DUNS number by calling 1-866-705-5711 or by applying online at <http://www.dunandstreet.com>.

2. *Acquire or Renew Registration With the Central Contractor Registration (CCR) Database.* All applicants for Federal financial assistance maintain current registrations in the Central Contractor Registration (CCR) database. An applicant must be registered in the CCR to successfully register in Grants.gov. The CCR database is the

repository for standard information about Federal financial assistance applicants, recipients, and sub-recipients. Organizations that have previously submitted applications via Grants.gov are already registered with CCR, as it is a requirement for Grants.gov registration. Please note, however, that applicants must update or renew their CCR registration at least once per year to maintain an active status, so it is critical to check registration status well in advance of relevant application deadlines. Information about CCR registration procedures can be accessed at <http://www.ccr.gov>.

3. *Acquire an Authorized Organization Representative (AOR) and a Grants.gov Username and Password.* Complete your AOR profile on Grants.gov and create your username and password. You will need to use your organization's DUNS Number to complete this step. For more information about the registration process, go to http://www.grants.gov/applicants/get_registered.jsp.

4. *Acquire Authorization for Your AOR From the E-Business Point of Contact (E-Biz POC).* The E-Biz POC at your organization must log in to Grants.gov to confirm you as an AOR. Please note that there can be more than one AOR for your organization.

5. *Search for the Funding Opportunity on Grants.gov.* Please use the following identifying information when searching for the TIGER II funding opportunity on Grants.gov. The Catalog of Federal Domestic Assistance (CFDA) number for this solicitation is 20.933, titled Surface Transportation Infrastructure Discretionary Grants for Capital Investments II.

6. *Submit an Application Addressing All of the Requirements Outlined in This Funding Availability Announcement.* Within 24-48 hours after submitting your electronic application, you should receive an e-mail validation message from Grants.gov. The validation message will tell you whether the application has been received and validated or rejected, with an explanation. You are urged to submit your application at least 72 hours prior to the due date of the application to allow time to receive the validation message and to correct any problems that may have caused a rejection notification.

Note: When uploading attachments please use generally accepted formats such as .pdf, .doc, and .xls. While you may embed picture files such as .jpg, .gif, .bmp, in your files, please do not save and submit the attachment in these formats. Additionally, the following formats will not be accepted: .com, .bat, .exe,

.vbs, .cfg, .dat, .db, .dbf, .dll, .ini, .log, .ora, .sys, and .zip.

Experiencing Unforeseen Grants.gov Technical Issues

If you experience unforeseen Grants.gov technical issues beyond your control that prevent you from submitting your application by the deadline, you must contact Robert Mariner at 202-366-8914 or Robert.Mariner@dot.gov within 24 hours after the deadline and request approval to submit your application. At that time, DOT staff will require you to e-mail the complete grant application, your DUNS number, and provide a Grants.gov Help Desk tracking number(s). After DOT staff review all of the information submitted as well as contacts the Grants.gov Help Desk to validate the technical issues you reported, DOT staff will contact you to either approve or deny your request to submit a late application. If the technical issues you reported cannot be validated, your application will be rejected as untimely.

To ensure a fair competition for limited discretionary funds, the following conditions are not valid reasons to permit late submissions: (1) Failure to complete the registration process before the deadline date; (2) Failure to follow Grants.gov instructions on how to register and apply as posted on its Web site; (3) failure to follow all of the instructions in the funding availability notice; and (4) technical issues experienced with the applicant's computer or information technology (IT) environment.

Issued on: May 26, 2010.

Ray LaHood,
Secretary.

[FR Doc. 2010-13078 Filed 5-28-10; 8:45 am]

BILLING CODE 4710-0X-P

DEPARTMENT OF TRANSPORTATION

Federal Highway Administration

Notice To Rescind Notice of Intent To Prepare an Environmental Impact Statement: Franklin and Warren Counties, MO

AGENCY: Federal Highway Administration (FHWA), DOT.

ACTION: Rescind Notice of Intent to prepare an environmental impact statement.

SUMMARY: The FHWA is issuing this notice to advise the public that we are rescinding the Notice of Intent (NOI) to prepare an environmental impact statement (EIS) for improvements that were proposed for Route 47 in Franklin

and Warren Counties, Missouri. The NOI was published in the Federal Register on April 22, 2008. This rescission is based on a reduction in the scope of the project.

FOR FURTHER INFORMATION CONTACT: Peggy J. Casey, Environmental Projects Team Leader, FHWA Division Office, 3220 West Edgewood, Suite H, Jefferson City, Missouri 65109, Telephone: (573) 636-2620 or Kevin Keith, Chief Engineer, Missouri Department of Transportation, P.O. Box 270, Jefferson City, Missouri 65102, Telephone: (573) 526-5678.

SUPPLEMENTARY INFORMATION: The FHWA, in cooperation with the Missouri Department of Transportation (MoDOT), is rescinding the NOI to prepare an EIS for a project that had been proposed to improve the transportation system on Route 47 in Warren and Franklin Counties, Missouri. The NOI is being rescinded because the scope of the project has been reduced from the 2008 proposal to replace the existing bridge over the Missouri River and relocate or reconstruct Missouri Route 47 between Route 94 in Warren County and Fifth Street in the city of Washington in

Franklin County. The currently proposed project will replace the Route 47 Bridge either immediately upstream or downstream from the existing bridge. The project extends roughly from Augusta Bottom Road in Warren County south to the touchdown in the city of Washington in Franklin County.

(Catalog of Federal Domestic Assistance Program Number 20.205, Highway Planning and Construction. The regulations implementing Executive Order 12372 regarding intergovernmental consultation on Federal programs and activities apply to this program.)

Issued on: May 25, 2010.

Peggy J. Casey,
Environmental Projects Team Leader,
Jefferson City.
[FR Doc. 2010-13008 Filed 5-28-10; 8:45 am]

BILLING CODE 4010-22-P

DEPARTMENT OF THE TREASURY

Office of Thrift Supervision

[AC-42: OTS No. H-4706]

Jacksonville Bancorp, Inc., Jacksonville, IL: Approval of Conversion Application

Notice is hereby given that on May 14, 2010, the Office of Thrift Supervision approved the application of Jacksonville Bancorp, MHC, and Jacksonville Savings Bank, Jacksonville, Illinois, to convert to the stock form of organization. Copies of the application are available for inspection by appointment (phone number: 202-906-5922 or e-mail Public.Info@OTS.Treas.gov) at the Public Reading Room, 1700 G Street, NW., Washington, DC 20552, and the OTS Central Regional Office, 1 South Wacker Drive, Suite 2000, Chicago, Illinois 60606.

Dated: May 21, 2010.

By the Office of Thrift Supervision,
Sandra E. Evans,
Federal Register Liaison.
[FR Doc. 2010-12819 Filed 5-28-10; 8:45 am]
BILLING CODE 6720-01-M

APPENDIX B



DEPARTMENT OF THE ARMY
KANSAS CITY DISTRICT, CORPS OF ENGINEERS
STATE REGULATORY PROGRAM OFFICE - MISSOURI
221 BOLIVAR STREET, SUITE 103
JEFFERSON CITY, MISSOURI 65101
October 14, 2010

REPLY TO
ATTENTION OF:

Missouri Regulatory Office
(NWK 2008-00923)

Richard Moore, Compliance Manager
Missouri Department of Transportation
105 West Capitol Avenue
P.O. Box 270
Jefferson City, Missouri 65102

Dear Mr. Moore:

Thank you for providing a preliminary Environmental Assessment (EA) for our review concerning work proposed to replace the historic Route 47 Bridge over the Missouri River near Washington, Missouri. As we previously commented we believe that you have adequately selected a sufficient number of available alternatives to consider for this project. However, we would recommend that beyond stating an alternative does not meet the project needs or address deficiencies outlined in the purpose and need statement, you specifically define why an alternative is not practicable. Also, there is no environmental assessment attached to many of the alternatives eliminated. Finally, prior to a final permit determination, further information will be required about wetlands at the project site, such as wetland data forms, etc., and temporary impacts predicted in regulated areas.

If you have any questions concerning this matter, please feel free to write me or call 816-389-3834.

Sincerely,

A handwritten signature in cursive script, appearing to read "James A. Ptacek".

James A. Ptacek
Regulatory Project Manager
Missouri State Regulatory Office

Missouri
Department
of Transportation



105 West Capitol Avenue
P.O. Box 270
Jefferson City, MO 65102
(573) 751-2551
Fax (573) 751-6555
www.modot.org

Kevin Keith, Interim Director

September 10, 2010

Col. Roger Wilson, Jr.
District Engineer
U.S. Army Corps of Engineers, Kansas City District
601 E. 12th Street
Kansas City, Missouri 64106

Dear Colonel Wilson:

Subject: Route 47 EIS, Warren and Franklin Counties, Missouri
From Routes 94/TT at Dutzow to Fifth Street in Washington
MoDOT Job No. J3P2155
Preliminary Environmental Assessment

Per your role as a cooperating agency, enclosed for your review is a copy of the preliminary Environmental Assessment (EA) for the subject project. The primary purpose of the project is to replace the historic Route 47 Bridge over the Missouri River. As you recall the study was downgraded from an Environmental Impact Statement (EIS) to an EA because of a reduction in project scope. The Notice of Intent to prepare an EIS was rescinded by notice in the Federal Register on June 1, 2010.

Comments on this preliminary EA should be submitted by October 8, 2010. The document will be revised to address comments and resubmitted to the Federal Highway Administration for approval. Approval is anticipated in late December 2010, with a public hearing in January 2011.

Thank you for taking the time to review this preliminary document. If you have any questions you may contact me via e-mail at Richard.Moore@modot.mo.gov or by phone at (573) 526-2909.

Sincerely,

Richard Moore
Environmental Compliance Manager

Enclosure

Copies: James A. Ptacek – COE (JC office)
Rick Domzalski – D-3
Carole Hopkins – de
Matt Burcham – de

*Missouri
Department
of Transportation*



Pete K. Rahn, Director

105 West Capitol Avenue
P.O. Box 270
Jefferson City, MO 65102
(573) 751-2551
Fax (573) 751-6555
www.modot.org

April 12, 2010

Col. Roger Wilson, Jr.
District Engineer
U.S. Army Corps of Engineers, Kansas City District
601 E 12th Street
Kansas City, Mo 64106

Dear Colonel Wilson:

Subject: Design, Environmental Section
Route 47, Warren and Franklin Counties
From Route 94 south to Fifth Street in Washington
MoDOT Job No. J3P2155
EIS Rescission/Preparation of EA

The Federal Highway Administration (FHWA), in cooperation with the Missouri Department of Transportation (MoDOT), will rescind the Notice of Intent (NOI) to prepare an environmental impact statement (EIS) for the subject project. The NOI was published in the Federal Register on April 22, 2008. This rescission is based on a reduction in scope from the 2008 proposal to replace the existing bridge over the Missouri River and relocate or reconstruct Route 47 between Route 94 in Warren County and Fifth Street in the city of Washington in Franklin County, Missouri. The project originally proposed was approximately four miles in length and was intended to improve safety, reduce congestion, and improve reliability of Route 47 during Missouri River flood events.

Considerable effort was spent on developing the EIS purpose and need and examining a wide range of early alternatives with opportunities for both resource agency and public input in accordance with Section 6002 of SAFETEA-LU. Based on the prohibitive financial and environmental costs of constructing three miles of roadway through the Missouri River floodplain in Warren County, it was decided to focus solely on the primary purpose of replacing the deteriorating bridge. Substantial revisions reflecting this were made to the purpose and need between agency collaboration points 1 and 2.

A January 7, 1985, FHWA/USCG guidance memorandum states "Demolition of an historic bridge will require the preparation of an EIS unless the bridge is not considered important for preservation. Acceptable documentation to show importance could include . . .(2) The bridge is not identified as important for preservation in a state historic bridge preservation plan approved by the State Historic Preservation Officer (SHPO)." Missouri's Historic Bridge Preservation

Col. Roger Wilson, Jr.

Page 2

April 12, 2010

Plan, which was formulated in consultation with the SHPO, does not identify the Route 47 Bridge at Washington as a bridge important for preservation. With the reduced scope of the proposed project and as impact analyses have progressed, it is apparent that the impacts associated with the alternatives being considered are generally minor. To date no significant controversy has been voiced about the project.

Based on the above information, the FHWA and MoDOT will prepare an Environmental Assessment for a proposed bridge replacement, revising the original EIS termini to encompass only the bridge replacement.

The decision to prepare an EA for a reduced project scope should not affect your agency's involvement as a cooperating agency. If you have any questions about your role as a cooperating agency on this project, please address them to Mr. Kevin Ward, Division Administrator, Federal Highway Administration, 3220 West Edgewood, Suite H, Jefferson City, MO 65109. Questions about the project can be directed to Rick Domzalski, D-3 Project Manager, at (573) 248-2579 or by email to Richard.Domzalski@modot.mo.gov.

Thank you for your involvement in this project.

Sincerely,



David B. Nichols, P.E.

Director of Program Delivery

Copies: James A. Ptacek—COE (JC office)
Kevin Ward—FHWA
Richard Domzalski—D-3
Matt Burcham—de
Carole Hopkins—de



**Matthew L
Burcham/SC/MODOT**
01/26/2010 02:36 PM

To Shepard Larry, Jane Beetem, Doyle Brown,
James.A.Ptacek@usace.army.mil,
Peter.J.Sambor@uscg.mil, Charlie Scott,
aengelage@warrencountymo.org,
Paul.Parmenter@sema.dps.mo.gov,
J.R.Flores@mo.usda.gov, kenneth.sessa@dhs.gov
<kenneth.sessa@dhs.gov>

cc

Subject Route 47 Collaboration Point 2

Dear sirs and Madame:

By now you should have received by mail the second collaboration point material. The cover letter errantly offered a wrong date for a comment deadline. Please provide us with any comments you may have no later than February 26. If you have any comments, please contact me or Rick Domzalski.

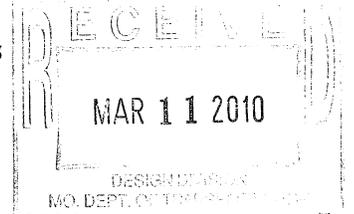
Thank you,

Matt Burcham
Senior Environmental Specialist
573-526-6679 (phone)
573-526-3261 (fax)

Our mission is to provide a world-class transportation experience that delights our customers and promotes a prosperous Missouri



DEPARTMENT OF THE ARMY
KANSAS CITY DISTRICT, CORPS OF ENGINEERS
STATE REGULATORY PROGRAM OFFICE - MISSOURI
221 BOLIVAR STREET, SUITE 103
JEFFERSON CITY, MISSOURI 65101
March 8, 2010



REPLY TO
ATTENTION OF:

Missouri State Regulatory Office
(NWK 2008-00923)

Richard Moore, Compliance Manager
Missouri Department of Transportation
105 West Capitol Avenue
P.O. Box 270
Jefferson City, Missouri 65102

Dear Mr. Moore:

Thank you for extending the response time for cooperating and participating agencies, as requested by our letter dated February 18, 2010, concerning review of the Missouri Department of Transportation's (MODOT) development of the environmental impact statement (EIS) for the proposed Missouri River bridge at Washington, Missouri. We have completed our review for the second collaboration point, which focuses on alternatives retained for detailed analysis.

Based on the information provided, you initially evaluated eleven possible alternatives and pared your analysis down to three alternatives as follows: no build, new bridge adjacent upstream, and new bridge adjacent downstream. Though you provided a table of screening results that noted each of your screening factors, we did not locate a descriptive analysis explaining how you ranked each alternative and why various alternatives were eliminated from the process. We agree with the eleven alternatives that you initially evaluated, however, we recommend that you provided further explanation about your analysis of each alternative. Prior to issuance of a permit under Section 10 of the Rivers and Harbors Act and Section 404 of the Clean Water Act, a descriptive analysis will be required to show that you have selected the least environmentally (aquatic) damaging, practicable, alternative that meets your project purpose and need. As we have previously indicated, we suggest you complete a wetland delineation of the project site to assist you in your analysis of project alternatives available. We request that you consider our comments and make the appropriate additions to your document before you move forward to collaboration point three.

Thank you for allowing us to comment and if you have any questions concerning this matter, please feel free to write me or call 573-634-2248, ext. 3834, or email to james.a.ptacek@usace.army.mil.

Sincerely,

James A. Ptacek
Regulatory Project Manager
Missouri State Regulatory Office



Route 47 Bridge EIS; Extension of 2 Weeks for COE

Matthew L Burcham to: Richard A Domzalski, Richard W Moore,
Carole A Hopkins

02/24/2010 07:47 AM

See the attached letter from the Jim Ptacek of the COE. Since FHWA always grants reasonable extensions, I called Jim to let him know that he had his requested 2 weeks. He did not need an official reply by letter, the phone call was adequate.

Thanks,

Matt Burcham
Senior Environmental Specialist
573-526-6679 (phone)
573-526-3261 (fax)

Our mission is to provide a world-class transportation experience that delights our customers and promotes a prosperous Missouri



AR-M237_20100224_082335.pdf



DEPARTMENT OF THE ARMY
KANSAS CITY DISTRICT, CORPS OF ENGINEERS
STATE REGULATORY PROGRAM OFFICE - MISSOURI
221 BOLIVAR STREET, SUITE 103
JEFFERSON CITY, MISSOURI 65101

February 18, 2010

REPLY TO
ATTENTION OF:

Missouri State Regulatory Office
(NWK 2008-00923)

Richard Moore, Compliance Manager
Missouri Department of Transportation
105 West Capitol Avenue
P.O. Box 270
Jefferson City, Missouri 65102

Dear Mr. Moore:

This is in regard to our responsibility as a cooperating agency to provide comments to your letter dated January 22, 2010, on the environmental impact statement (EIS) for the proposed work on a Missouri River bridge at Washington, Missouri. At this time we request a two week time extension to review your attached document due to workload issues. If you have any questions, please contact me at 573-634-2248, ext. 3834.

Sincerely,

A handwritten signature in cursive script, appearing to read "James A. Ptacek".

James A. Ptacek
Project Manager
Missouri State Regulatory Office



Route 47 Bridge EIS, Warren and Franklin Counties; Alternative Analysis

Shepard.Larry,
jane.beetem@dnr.mo.gov,
Peter.J.Sambor@uscg.mil,

Matthew L Burcham to: James.A.Ptacek@usace.army.mil,
Jennifer_Ballard, Doyle.Brown,
jr.flores@mo.usda.gov,
kenneth.sessa@dhs.gov,
Randy.Scrivner@sema.dps.mo.gov

12/10/2009 02:24 PM

History: This message has been replied to.

MoDOT will hold a public meeting on Tuesday, December 15 from 4 - 6 p.m. at the Washington West Elementary School, 1570 West 5th Street, in the cafeteria, to seek input from the public about replacing the historic bridge across the Missouri River. The focus of the meeting is to solicit comments on alternatives that are proposed. Alternatives adjacent to either side of the existing bridge stand out right now as those to be retained for detailed analysis. A description of those alternatives proposed to be carried forward in the document for detailed analysis is attached. Consideration is made for each alternative using various screening factors. These factors include costs, engineering and environmental considerations, right of way and purpose and need. The screening matrix, a tool used for alternative analysis, is also attached below.

After receiving public input at next Tuesday's meeting, we will finalize the information packet for our second round of collaboration with you our participating agencies. That collaboration point 2 packet should be mailed in January, 2010. The information in this e-mail is being sent to you to make you aware of the study's current stage of alternative development. Please contact us if you any questions.

Links to related information:

[Route 47 Bridge at Washington](#)



[Route 47 Bridge at Washington Inital Alternatives Screening Matrix.doc](#)



[Potential Alternatives to Be Retained for Detailed Analysis--pre-Collaboration Point 2.doc](#)

Sincerely,

Matt Burcham
Senior Environmental Specialist
573-526-6679 (phone)

Our mission is to provide a world-class transportation experience that delights our customers and promotes a prosperous Missouri



DEPARTMENT OF THE ARMY
KANSAS CITY DISTRICT, CORPS OF ENGINEERS
STATE REGULATORY PROGRAM OFFICE - MISSOURI
221 BOLIVAR STREET, SUITE 103
JEFFERSON CITY, MISSOURI 65101

December 4, 2009

REPLY TO
ATTENTION OF:

Missouri State Regulatory Office
(NWK 2008-00923)

Richard Moore, Compliance Manager
Missouri Department of Transportation
105 West Capitol Avenue
P.O. Box 270
Jefferson City, Missouri 65102

Dear Mr. Moore:

This is in regard to our responsibility as a cooperating agency to provide comments to your letter dated October 27, 2009, on the environmental impact statement (EIS) for the proposed work on the Missouri River bridge at Washington, Missouri. We have reviewed your proposed "Purpose and Need" and "Initial Range of Alternatives" sections of the draft document and concur with your findings. We recommend that you complete wetland delineations on the project area to help narrow your range of alternatives.

Sincerely,

A handwritten signature in cursive script that reads "James A. Ptacek".

James A. Ptacek
Regulatory Project Manager
Missouri State Regulatory Office

Missouri
Department
of Transportation



105 West Capitol Avenue
P.O. Box 270
Jefferson City, MO 65102
(573) 751-2551
Fax (573) 751-6555
www.modot.org

Pete K. Rahn, Director

October 27, 2009

Mr. James Ptacek
Missouri State Regulatory Office
U.S. Army Corps of Engineers, Kansas City District
221 Bolivar Street, #103
Jefferson City, MO 65101

Subject: Route 47 EIS, Warren and Franklin Counties, Missouri
From Routes 94/TT at Dutzow south to Fifth Street in Washington
MoDOT Job No. J3P2155
Collaboration Point 1

Dear Mr. Ptacek,

At this first collaboration point in the environmental review process for the Route 47 EIS, we are providing a draft purpose and need statement, maps displaying the initial alternatives considered, and the draft coordination plan for agency and public involvement on the EIS. We request your review and comments on the information provided as well as on environmental features, resources, and issues of concern to your agency.

In particular, your input on the initial range of alternatives will help us determine the reasonable alternatives for detailed analysis in the EIS. Comments and information obtained from public meetings held in Washington, Missouri, in June and November 2008 will also be considered in screening the initial alternatives. We ask that you provide your comments no later than November 30, 2009. If you have questions or need any specific assistance, please contact either the project manager, Rick Domzalski, at (573) 248-2579 or Matt Burcham at (573) 526-6679.

Sincerely,

Richard Moore
Environmental Compliance Manager

Enclosures

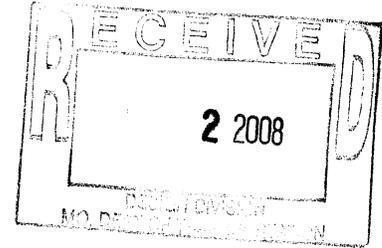
Copies: Rick Domzalski—D-3
Carole Hopkins—de
Matt Burcham—de



DEPARTMENT OF THE ARMY
KANSAS CITY DISTRICT, CORPS OF ENGINEERS
STATE REGULATORY PROGRAM OFFICE - MISSOURI
221 BOLIVAR STREET, SUITE 103
JEFFERSON CITY, MISSOURI 65101
May 29, 2008

REPLY TO
ATTENTION OF:

Missouri State Regulatory Office
(NWK 2008-00923)



Missouri Department of Transportation
Attn: David B. Nichols, P.E.
105 West Capitol Avenue
P.O. Box 270
Jefferson City, Missouri 65102

Dear Mr. Nichols:

This is in response to the Missouri Department of Transportation's May 12, 2008, invitation to be a cooperating agency regarding the Environmental Impact Statement (EIS) for the proposed replacement and/or reconstruction of a portion of Route 47 in Warren County, Missouri, which will include replacing the bridge over the Missouri River at Washington, Missouri. The Kansas City District, Corps of Engineers, agrees to be a cooperating agency on this project with the Federal Highway Administration serving as the lead federal agency. Please direct any correspondence and information on meeting dates for the EIS to Mr. James A. Ptacek of our Missouri State Regulatory Office in Jefferson City, Missouri. You may contact Mr. Ptacek at the address in the heading of this letter or email to james.a.ptacek@usace.army.mil.

Thank you for your invitation and if you have any questions during this process please feel free to write or call me at 573-634-2248, ext. 3835.

Sincerely,

Ward Lenz

Ward Lenz
Missouri State Program Manager
Missouri State Regulatory Office

**Missouri
Department
of Transportation**



Pete K. Rahn, Director

105 West Capitol Avenue
P.O. Box 270
Jefferson City, MO 65102
(573) 751-2551
Fax (573) 751-6555
www.modot.org

May 12, 2008

Col. Roger Wilson, Jr.
District Engineer
U.S. Army Corps of Engineers, Kansas City District
601 E 12th Street
Kansas City, Mo 64106

Dear Colonel Wilson:

**Subject: Design, Environmental Section
Route 47, Warren and Franklin Counties
From Route 94 south to Fifth Street in Washington
MoDOT Job No. J3P2155
Cooperating and Participating Agency Request/Invitation to Agency Scoping Meeting**

The Federal Highway Administration (FHWA), in cooperation with the Missouri Department of Transportation (MoDOT), is initiating an Environmental Impact Statement (EIS) for replacement of the existing bridge over the Missouri River and relocation or reconstruction of Route 47 between Route 94 in Warren County and Fifth Street in the City of Washington in Franklin County, Missouri. The goals of the project, as currently defined, are to improve safety, reduce congestion, and improve reliability of Route 47 during Missouri River flood events. The project is approximately 4 miles in length.

With this letter, FHWA and MoDOT request your agency to be a cooperating agency, in accordance with 40 CFR 1501.6 of the Council on Environmental Quality's Regulations for Implementing the Procedural Provision of the National Environmental Policy Act, because the project may involve impacts to waters of the U.S. We also invite your agency under Section 6002 of SAFETEA-LU to become a participating agency with the FHWA in the development of the Route 47 Bridge EIS. Neither designation implies that your agency supports the proposal.

We would also like to invite your agency to attend the Route 47 Bridge EIS Agency Scoping Meeting in Jefferson City on Wednesday, May 28, 2008. The meeting will be held at 2:00 p.m. (immediately following the Interagency Transportation Meeting) at the FHWA office at 3220 W. Edgewood, Suite H. A presentation on the project will be given and agency representatives will be invited to ask questions and provide input on the project and the agency coordination plan being developed. The enclosed scoping packet provides more information.

Your agency's involvement as a cooperating agency should include those areas under its jurisdiction and expertise, with no direct writing or analysis expected for preparation of the EIS. We will take the following actions to maximize interagency cooperation:

- 1) Invite you to coordination meetings;
- 2) Consult with you on any relevant technical studies the project requires;
- 3) Provide you with project information, including study results;
- 4) Encourage you to use the above documents to express your agency's views on subjects within its jurisdiction or expertise; and
- 5) Include information in the project environmental documents that your agency needs to discharge its National Environmental Policy Act (NEPA) responsibilities and satisfy the requirements of the Section 404 (b)(1) guidelines and any other requirements regarding jurisdictional approvals, permits, licenses, and/or clearances.

The USCOE has the right to expect that the EIS will enable you to discharge your jurisdictional responsibilities. If at any point in the process your agency's needs are not being met, we need to be informed so steps can be taken to resolve the issue. We expect that at the end of the process the EIS will satisfy your NEPA requirements including those related to project alternatives, environmental consequences, and mitigation. Further, we intend to utilize the EIS and any subsequent decision-making document as the basis for any permit applications.

Pursuant to Section 6002 of SAFETEA-LU, we ask participating agencies to identify, as early as practicable, any issues of concern regarding the project's potential environmental or socioeconomic impacts that could substantially delay or prevent an agency from granting a permit or other approval that is needed for the project. We suggest that your agency's role in the development of the Route 47 Bridge EIS should include the following as they relate to your area of expertise:

- 1) Provide meaningful and early input on defining the purpose and need, determining the range of alternatives to be considered, and the methodologies and level of detail required in the alternatives analysis.
- 2) Participate in coordination meetings and joint field reviews as appropriate.
- 3) Provide timely review and comment on the pre-draft or pre-final environmental documents to reflect the views and concerns of your agency on the adequacy of the document, alternatives considered, and the anticipated impacts and mitigation.

We look forward to your response to this request and your role as a cooperating agency on this project. Please respond in writing to Mr. Allen Masuda, Division Administrator, Federal Highway Administration, 3220 West Edgewood, Suite H, Jefferson City, MO 65109 with an

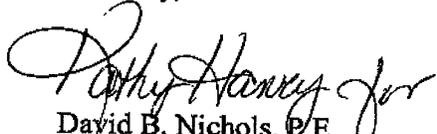
Col. Roger Wilson, Jr.
Page 3
May 12, 2008

acceptance or denial of the invitation to be a cooperating agency by June 6, 2008. If your agency declines, please state your reason for declining the invitation.

Please notify Rick Domzalski, D-3 Project Manager, by May 23, 2008, regarding your agency's representation at the Agency Scoping Meeting. An accurate count will help us plan appropriately for scoping materials and allow us to notify attendees of schedule changes due to inclement weather. Rick can be reached by telephone at (573) 248-2579 or email, Richard.Domzalski@modot.mo.gov, should you have any questions or want to discuss in more detail the project or our agencies' respective roles and responsibilities during the preparation of this EIS.

Thank you for your cooperation and interest in this project.

Sincerely,


David B. Nichols, P.E.
Director of Program Delivery

Copies: Allen Masuda-FHWA
Richard Domzalski-3
Matt Burcham-de
Carole Hopkins-de

U.S. Department of
Homeland Security

United States
Coast Guard



Commander
Eighth Coast Guard District

1222 Spruce Street
St. Louis, MO 63103-2832
Staff Symbol: dwb
Phone: (314)269-2380
Fax: (314)269-2737
Email: peter.j.sambor@uscg.mil

16591.1/ 67.61 MOR
September 29, 2010

Mr. Richard Moore
Missouri Department of Transportation
105 West Capitol Avenue
P.O. Box 270
Jefferson City, MO 65102

Subj: PROPOSED WASHINGTON BRIDGE REPLACEMENT, MILE 67.61, MISSOURI
RIVER

Dear Mr. Moore:

Please refer to your letter of September 10, 2010. The revised Draft Environmental Assessment (EA) has been reviewed. A Coast Guard Bridge permit must be supported by a Section 401 Water Quality Certification (WQC) and a Section 106 Memorandum of Agreement (MOA) required by the National Historic Preservation Act (NHPA). It is our understanding that the WQC and Section 106 MOA will be provided along with the final EA when your application for a bridge permit is submitted.

You may contact Mr. Peter Sambor at the above number if you have questions.

Sincerely,

A handwritten signature in blue ink, appearing to read "Eric A. Washburn".

ERIC A. WASHBURN
Bridge Administrator
By direction of the District Commander

Copy: Mr. Rick Domzalski, MODOT

Missouri
Department
of Transportation



105 West Capitol Avenue
P.O. Box 270
Jefferson City, MO 65102
(573) 751-2551
Fax (573) 751-6555
www.modot.org

Kevin Keith, Interim Director

September 10, 2010

Mr. Roger Wiebusch
U.S. Coast Guard
Second Coast Guard
1222 Spruce Street
St. Louis, Missouri 63103-2832

Dear Mr. Wiebusch:

Subject: Route 47 EIS, Warren and Franklin Counties, Missouri
From Routes 94/TT at Dutzow to Fifth Street in Washington
MoDOT Job No. J3P2155
Preliminary Environmental Assessment

Per your role as a cooperating agency, enclosed for your review is a copy of the preliminary Environmental Assessment (EA) for the subject project. The primary purpose of the project is to replace the historic Route 47 Bridge over the Missouri River. As you recall the study was downgraded from an Environmental Impact Statement (EIS) to an EA because of a reduction in project scope. The Notice of Intent to prepare an EIS was rescinded by notice in the Federal Register on June 1, 2010.

Comments on this preliminary EA should be submitted by October 8, 2010. The document will be revised to address comments and resubmitted to the Federal Highway Administration for approval. Approval is anticipated in late December 2010, with a public hearing in January 2011.

Thank you for taking the time to review this preliminary document. If you have any questions you may contact me via e-mail at Richard.Moore@modot.mo.gov or by phone at (573) 526-2909.

Sincerely,

Richard Moore
Environmental Compliance Manager

Enclosure

Copies: Rick Domzalski -D-3
Carole Hopkins - de
Matt Burcham - de

U.S. Department of
Homeland Security

United States
Coast Guard



Commander
Eighth Coast Guard District

1222 Spruce Street
St. Louis, MO 63103-2832
Staff Symbol: dwb
Phone: (314)269-2380
Fax: (314)269-2737
Email: peter.j.sambor@uscg.mil

16591.1/67.61 MOR
June 3, 2009

Mr. Richard Domzalski
Missouri Department of Transportation
1711 South US Route 61
P.O. Box 1067
Hannibal, MO 63401-1067

Subj: PROPOSED WASHINGTON BRIDGE REPLACEMENT, MILE 67.61, MISSOURI
RIVER

Dear Mr. Domzalski:

Please refer to the May 26, 2009, correspondence from Mr. Spradlin of your office regarding low steel elevation requirements for the subject bridge. As reflected in our May 4, 2009, letter to you; during our April 2, 2009, meeting with members of your office it was determined that due to discrepancies in accuracy of the 2 percent flowline at the project site, low steel of new bridge would have to match that of the existing bridge (540.3 feet m.s.l.). After careful review and consideration we will allow the proposed bridge to have a low steel elevation of 533.0 feet mean sea level (1929 datum) in the navigation span.

If you should need further information, please contact Mr. Peter Sambor at the above phone number.

Sincerely,

A handwritten signature in black ink that reads "R. K. Wiebusch".

ROGER K. WIEBUSCH

Bridge Administrator

By direction of the District Commander

From: Stephen R Spradlin/SC/MODOT
To: Roger.K.Wiebusch@uscg.mil
Cc: Richard A Domzalski/D3/MODOT@MODOT, Michael D Harms/SC/MODOT@MODOT, Bryan A Hartnagle/SC/MODOT@MODOT
Date: 05/26/2009 08:21 AM
Subject: Washington, MO bridge - confirmation of vertical clearance requirement

Good morning, Mr. Wiebusch. I spoke with you on 5/14 regarding the 5/4/09 USCG letter calling for the vertical clearance in the navigational channel for the future Missouri River bridge to be no less than that provided by the existing superstructure (i.e., the 540.3 elevation referenced in that letter).

Since it appears we all had understood your comments from our April meeting to allow 52' of clearance above the 2% Flowline elevation of 472.2....or a new minimum bottom of superstructure of 524.2 elevation (a difference of 16'), you said you would talk with Peter Sambor and let me know the confirmed vertical clearance needs at the navigational channel.

Because this information is needed before we can proceed with development of the proposed grade, superstructure depths and cost estimate, I am writing to ask if you have had a chance to do that yet. We look forward to your reply. Thanks.

Steve Spradlin, Senior Structural Engineer
MoDOT Bridge Division
(573) 751-2827

U.S. Department of
Homeland Security

United States
Coast Guard



Commander
Eighth Coast Guard District

1222 Spruce Street
St. Louis, MO 63103-2832
Staff Symbol: dwb
Phone: (314)269-2380
Fax: (314)269-2737
Email: peter.j.sambor@uscg.mil

16591.1/67.61 MOR
May 4, 2009

Mr. Richard Domzalski
Missouri Department of Transportation
1711 South US Route 61
P.O. Box 1067
Hannibal, MO 63401-1067

Subj: PROPOSED WASHIGTON BRIDGE REPLACEMENT, MILE 67.61,
MISSOURI RIVER

Dear Mr. Domzalski:

This letter is to clarify the navigational requirements for the subject bridge. During our April 2, 2009 meeting, I identified the required navigational clearance for the main navigation span must be the same as the existing bridge. The new span's piers must align with those of the existing navigation span and its low steel elevation shall be a minimum of 540.3 feet, mean sea level. Also, as discussed at the meeting, low steel elevation of the bridge outside of the navigation span may actually be reduced to an elevation lower than the existing structure.

At the close of the meeting there remained questions regarding the possibility of pier placement in the auxiliary span. Since then, I have clarified the potential use of that auxiliary span and have determined there is no official, established, or maintained navigation channel through that span. There will be no requirement for the replacement bridge to match the auxiliary span of the existing bridge.

Upon completion of the new bridge it is our understanding that the old bridge will no longer be used and therefore be removed. Specific removal conditions and requirements will be determined upon review of a bridge demolition plan. Generally a bridge owner is allowed a 24 hour period to clear the navigation channel and bridge piers will then be required to be removed to a predetermined elevation.

If you should need further information, please contact Mr. Peter Sambor at the above phone number.

Sincerely,

A handwritten signature in black ink, appearing to read "R. Wiebusch".

ROGER K. WIEBUSCH

Bridge Administrator

By direction of the District Commander

U.S. Department of
Homeland Security

United States
Coast Guard



Commander
Eighth Coast Guard District

1222 Spruce Street
St. Louis, MO 63103-2832
Staff Symbol: dwb
Phone: (314)269-2380
Fax: (314)269-2737
Email: peter.j.sambor@uscg.mil

16591.1/67.61 MOR
March 9, 2009

Mr. Dennis Heckman
Missouri Department of Transportation
105 West Capitol Avenue
P.O. Box 270
Jefferson City, MO 65102

RECEIVED
BRIDGE DIVISION

MAR 19 2009

MISSOURI DEPARTMENT
OF TRANSPORTATION

Subj: PROPOSED WASHIGTON BRIDGE REPLACEMENT PROJECT, MILE 67.61,
MISSOURI RIVER

Dear Mr. Heckman:

Please refer to your letter of January 27, 2009. The horizontal clearance and pier placement of the navigation span must match that of the existing bridge, vertical clearance shall be a minimum 52 feet above the 2% flowline. The 2% flowline at the project site is 472.20 feet, mean sea level.

You may contact Mr. Peter Sambor at the above number if you have questions about our requirements.

Sincerely,

Handwritten signature of Roger K. Wiebusch in black ink.

ROGER K. WIEBUSCH

Bridge Administrator

By direction of the District Commander

Missouri
Department
of Transportation



Pete K. Rahn, Director

105 West Capitol Avenue
P.O. Box 270
Jefferson City, MO 65102
(573) 751-2551
Fax (573) 751-6555
www.modot.org

January 27, 2009

Mr. Roger K. Wiebusch, Bridge Administrator
United States Coast Guard
Eighth Coast Guard District
1222 Spruce Street
St. Louis, MO 63103-2832



Subject: Design - Environmental Impact Study, U.S. Coast Guard Requirements
Route 47, Warren and Franklin Counties
Job No. J3P2155
Major Improvements at the Site of the Missouri River Bridge at Washington, MO

Dear Mr. Wiebusch:

We want to inform you of MoDOT's intent for significant improvements at the site of the existing Missouri River Bridge at Washington, Missouri within the next 5 to 10 years and to request your guidance pertaining to U.S. Coast Guard requirements that will exist for the new structure.

To provide a brief summary of background information regarding this project (now in the Environmental Impact Study development stage), we offer that the age, condition and deck geometry of the existing Missouri River Bridge at Washington indicate the need for significant long-term bridge improvements in order to meet current and future customer needs. Additionally, following the review of input gathered from many sources, MoDOT has identified what are believed to be the most reasonable alternates, and is now in the process of screening those options for the most preferred alternate. Our current alternates are as follows:

1. Build a new two-lane structure immediately adjacent, either upstream or downstream, to the existing structure and provide partial reconstruction of the existing bridge (replacing the superstructure of the existing structure to provide a similar bridge roadway width as existing.)
2. Build a new structure immediately adjacent, either upstream or downstream, to the existing structure and then remove the existing bridge. (This alternate is intended to provide sufficient width for four lanes of traffic.)
3. Similar to Alternate 2, except performed through staged construction that would result in partial overlapping of the new bridge and existing bridge approach spans to provide a reduced offset distance between the new and existing alignments and accommodate a more restrictive tie-in to the touchdown point on the existing Route 47 alignment within the City of Washington. The existing bridge would then be removed.

Alternate 1 would most likely have new pier locations and span lengths closely approximating those of the existing bridge. Alternates 2 and 3 would allow more flexibility in span arrangement and pier locations since the existing bridge would be removed upon completion of the new structure.

We request that your office please advise us of the minimum clearance requirements for the navigational channel that will exist for these Alternates, and we also request your confirmation as to whether or not you would advise any change from the present centerline of navigational channel location. We would also appreciate identification of the specific water surface elevation from which the required minimum vertical clearance is to be referenced.

Thank you for your assistance and consideration of this request. We welcome your comments and guidance regarding the U.S. Coast Guard's concerns at this site. Please direct your response to Steve Spradlin, MoDOT Bridge Division at the address noted above, and if you have any questions, please contact Steve at (573) 751-2827 or by e-mail at Stephen.Spradlin@modot.mo.gov.

Sincerely,

 A handwritten signature in black ink, appearing to read "Dennis W. Heckman". To the right of the signature, the word "fcd" is written in a smaller, less legible hand.

Dennis W. Heckman, P.E.
State Bridge Engineer

cc: Mr. Matt Burcham-DE
Mr. Rick Domzalski-3
Mr. Mike Harms-BR
Mr. Bryan Hartnagel-BR

SS

U.S. Department of
Homeland Security

United States
Coast Guard



Commander
Eighth Coast Guard District

1222 Spruce Street
St. Louis, MO 63103-2832
Staff Symbol: dwb
Phone: (314)269-2378
Fax: (314)269-2737
Email:

FRWA
MO DIV
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May 22, 2008

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Fin Tech	
✓ Bridge	
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Operations	
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TE3	
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Mr. Allen Masuda
Division Administrator
Federal Highway Administration
3220 West Edgewood, Suite H
Jefferson City, MO 65109

Subj: PROPOSED WASHIGTON BRIDGE REPLACEMENT PROJECT, MILE 67.61,
MISSOURI RIVER

Dear Mr. Masuda:

This is in reply to your letter dated May 12, 2008, concerning the proposed bridge project at Mile 67.61 on the Missouri River.

The General Bridge Act of 1946 requires that the location and plans for bridges over navigable waters of the United States be approved by the Commandant, U.S. Coast Guard prior to commencing construction. The Missouri River is a navigable waterway of the United States for bridge administration purposes at the bridge site.

Applications for bridge permits should be addressed to Commander (dwb), Eighth Coast Guard District, 1222 Spruce Street, St. Louis, Missouri 63103-2832, Attention: Bridge Branch. The application must be supported by sufficient information to permit a thorough assessment of the impact of the bridge and its immediate approaches on the environment. We recommend that the impacts of procedures for constructing cofferdams, sand islands, and falsework bents, etc., that will be employed to build the bridge and demolish the old bridge be discussed. The Environmental Impact Statement (EIS) should also contain data on the number, size and types of vessels currently using the waterway. This information should be compared with past and projected future trends on the use of the waterway.

We agree to serve as a Cooperating Agency for the project from a navigation standpoint. We should be given the opportunity to review the Draft Environmental Impact Statement (DEIS) and be consulted before a decision is made to prepare the Final Environmental Impact Statement (FEIS). Our review and recommendations on the vertical and horizontal clearance requirements for river traffic will be coordinated with the Missouri Department of Transportation's Bridge and Structure Division office.

If the old bridge is eligible for the National Register of Historic Places, a Department of Transportation Guidance Memorandum, signed by the Federal Highway Administration and the Coast Guard requires the preparation of an EIS for demolition of a historic bridge unless the

16591.1/ 67.61 MOR

May 22, 2008

structure is not considered important for preservation. You will note that documentation and coordination beyond Section 106 requirements are necessary in order for an EIS to be acceptable for such projects.

We appreciate the opportunity to comment on the project in this early stage. You may contact Mr. Peter Sambor at the above number if you have questions about our requirements.

Sincerely,



ROGER K. WIEBUSCH

Bridge Administrator

By direction of the District Commander

From: Shepard.Larry@epamail.epa.gov
To: Richard.Moore@modot.mo.gov
Cc: Cothorn.Joe@epamail.epa.gov
Date: 10/08/2010 06:34 PM
Subject: EPA Comments on the Preliminary Environmental Assessment for the Route 47/Missouri River Bridge at Washington, Missouri

Thank you for the opportunity to review this preliminary Environmental Assessment (EA) which is being developed as a result of the June 1, 2010, Federal Register (FR) notice by the Federal Highway Administration (FHWA) rescinding the Notice of Intent (NOI) to prepare an Environmental Impact Statement (EIS) for improvements proposed for Route 47 in Franklin and Warren Counties, Missouri. The FHWA rescinded the NOI based on a reduction in the scope of the project, eliminating from the project scope potentially significant changes to Route 47 and specifying the replacement of the existing Missouri River bridge at Washington, Missouri.

EPA's comments throughout the EIS collaboration process have focused, primarily, on the scope of the project purpose statement and on the adequacy of the alternatives analysis during the collaboration process and reflected in preliminary screening documents. After reviewing the preliminary EA, I have noted that the project purpose statement reflects a scope narrowed to include only the replacement of the current bridge at Washington. As previously stated in my comments during the collaboration process, this project purpose limits the real range of alternatives for evaluation, including any real consideration of the required 'no action' alternative. As a result of FHWA's and the Missouri Department of Transportation's (MoDOT) decision to reduce the overall scope of the project to exclude any changes or modifications to highway access to a Missouri River crossing in the two county region, differences in philosophical approach to NEPA compliance become moot. The FR notice of June 1, 2010, clearly states that the proposed project is limited to bridge replacement and one of two alternatives consisting of new bridge construction either upstream or downstream of the existing bridge. Although the process of clarifying project purpose and need and the identification of a full range of alternatives in the context of NEPA as a participating agency has been challenging, I do not disagree with the identification of the preferred alternative by MoDOT. The preliminary EA clearly demonstrates the need for improved access across the Missouri River in Warren and Franklin Counties, the benefits to many users of this improved access and, particularly given the minimal level of construction in the floodplain under the revised project scope, the minimal impact to the environment.

I would like to suggest, however, that the final EA more completely characterize any potential hazards to the river resulting from demolition and salvage of the current bridge as well as any appropriate mitigation measures. The demolition should be scheduled for conditions of lower river flows and outside the reproductive and migrational season for pallid sturgeon to lessen the impact of this aspect of the project.

If you have any questions regarding these comments, please contact me.

Sincerely,

Larry Shepard
NEPA Team/Interstate Waters
US EPA Region 7
901 N. 5th Street
Kansas City, Kansas 66101
913-551-7441

Missouri
Department
of Transportation



105 West Capitol Avenue
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www.modot.org

Kevin Keith, Interim Director

September 10, 2010

Mr. Larry Shepard, NEPA Reviewer
U.S. EPA Region 7
901 N. 5th Street
Kansas City, Missouri 66101

Dear Mr. Shepard:

Subject: Route 47 EIS, Warren and Franklin Counties, Missouri
From Routes 94/TT at Dutzow to Fifth Street in Washington
MoDOT Job No. J3P2155
Preliminary Environmental Assessment

Per your request, enclosed for your review is a copy of the preliminary Environmental Assessment (EA) for the subject project. The primary purpose of the project is to replace the historic Route 47 Bridge over the Missouri River. As you recall the study was downgraded from an Environmental Impact Statement (EIS) to an EA because of a reduction in project scope. The Notice of Intent to prepare an EIS was rescinded by notice in the Federal Register on June 1, 2010.

Comments on this preliminary EA should be submitted by October 8, 2010. The document will be revised to address comments and resubmitted to the Federal Highway Administration for approval. Approval is anticipated in late December 2010, with a public hearing in January 2011.

Thank you for taking the time to review this preliminary document. If you have any questions you may contact me via e-mail at Richard.Moore@modot.mo.gov or by phone at (573) 526-2909.

Sincerely,

Richard Moore
Environmental Compliance Manager

Enclosure

Copies: Rick Domzalski -D-3
Carole Hopkins – de
Matt Burcham – de



UNITED STATES ENVIRONMENTAL PROTECTION AGENCY

REGION 7
901 NORTH 5TH STREET
KANSAS CITY, KANSAS 66101

FEB 26 2010

Mr. Richard Moore
Environmental Compliance Manager
Missouri Department of Transportation
PO Box 270
Jefferson City, MO 65102

Dear Mr. Moore:

We appreciate the opportunity to review informational materials supporting Collaboration Point 2 in the development of the Environmental Impact Statement (EIS) for the Route 47 Bridge of the Washington project. As is reflected in the Missouri Department of Transportation's (MoDOT) "*Coordination Plan for Agency and Public Involvement*," the U.S. Environmental Protection Agency (EPA) is a participating agency for this project. We have provided comments and suggestions in support of MoDOT's development of the draft EIS (DEIS), including comments addressing Collaboration Point 1 transmitted on November 30, 2009, and additional comments regarding MoDOT's "*Preliminary Screening Highlight/Potential Alternatives to Be Retained for Detailed Analysis*" transmitted on December 14, 2009, prior to MoDOT's public meeting in Washington, Missouri.

Our previous comments include some very specific recommendations regarding the scope of the project's purpose statement. The initial purpose statement stated that the project purpose is "to provide a safe and efficient Route 47 Missouri River crossing for the long term." We recommended the MoDOT consider broadening that statement such that the range of alternatives was not limited to those tied to Route 47. We agreed that a "safe and efficient...Missouri River crossing for the long term" was an appropriate project purpose, consistent with project need and provided for a reasonable range of alternatives. The current project purpose statement provided in your January 22, 2010, letter is narrower than that previous statement. As proposed, the project purpose is "to replace the historic Route 47 Bridge over the Missouri River." Rather than support a robust range of alternatives to address project need, this purpose statement is so narrow so as to implicitly eliminate many alternatives, including your "no action" alternative. 40 CFR 1502.14 requires agencies to "rigorously explore and objectively evaluate all reasonable alternatives" and "include the alternative of no action." As currently proposed, the project's purpose statement precludes selection of MoDOT's "no build" alternative and, therefore, this alternative is not a "real" alternative for public evaluation.

In our November 30, 2009, comments on the project's initial range of alternatives, we underscored the importance of initially supporting a broad range of alternatives and then providing an adequate justification for eliminating alternatives from detailed analysis in the DEIS. Specifically, we stated that "It is our understanding that Collaboration Point 2 will

involve further culling of alternatives which will be carried forward into the DEIS. The DEIS should describe this process and when and why alternatives were eliminated from further consideration," consistent with the requirements at 40 CFR 1502.14(a). Our comments of December 14, 2009, pertaining to MoDOT's "*Initial Range of Alternatives Screening Results*," stated that the information provided in the matrix describing the screening factors as they are applied to each of the current alternatives is not detailed enough to support the conclusions described in the "*Preliminary Screening Highlights Potential Alternatives to Be Retained for Detailed Analysis*." These documents support MoDOT's reduction in the range of alternatives to be carried forward for further analysis within the DEIS from ten alternatives to three alternatives. We reviewed three documents transmitted in your January 22, 2010, letter addressing this issue: (1) *Alternatives Retained for Detailed Analysis*; (2) *Route 47 Bridge EIS Impact Assessment Methodologies*; and (3) *Initial Range of Alternatives Screening Results*. Consistent with our previous comments, none of these documents provided the detail necessary to support a reduction in the range of alternatives. We recognize that this level of detail in the analysis of alternatives is not necessarily essential to these advance materials, but its absence precludes EPA from providing comment about the adequacy of this analysis at Collaboration Point 2. We recommend that MoDOT expand its justification for the elimination of alternatives from further analysis in the DEIS beyond the cursory information contained in the current matrix. This justification should be a significant component of the DEIS.

We appreciate the opportunity to provide comments to MoDOT in advance of the release of the DEIS. As requested in your January 22, 2010, letter, we confirm EPA's interest in reviewing the preliminary DEIS. If you have any questions regarding these or our past comments, please contact me at 913-551-7441 or shepard.larry@epa.gov, or Mr. Joe Cothorn, NEPA Team Leader, at 913-551-7148 or Cothorn.joe@epa.gov.

Sincerely,



Larry Shepard
NEPA Reviewer
Environmental Services Division

cc: Rick Domzalski, MoDOT, Jefferson City, MO
Matt Burcham, MoDOT, Jefferson City, MO
Peggy Casey, FHWA, Jefferson City, MO

From: Matthew L Burcham/SC/MODOT
To: Shepard.Larry@epamail.epa.gov
Date: 12/14/2009 12:55 PM
Subject: Re: EPA Comments on the draft Purpose and Need; Initial Range of Alternatives; and Coordination Plan for the Draft EIS for the Route 47 Bridge, Washington, MO

Larry:

We have conferred with FHWA on your points in the attached e-mail. FHWA concurs with the following responses.

Purpose and Need Comments

We agree that a well crafted purpose statement is essential to developing alternatives that do not preclude nor "preselect" alternatives. However, this is a pre-existing route with a deficient bridge. And as evidenced by our preliminary alternatives we have considered two alternatives that are not at the present or nearby location. Therefore, since the crossing will be signed Route 47 wherever it crosses we will leave that as part of the statement.

We do agree with you that the action verbs (i.e., address, improve, maintain, preserve, provide) should be reserved for the purpose of the project. Revisions will be made to that section. But the format of the chapter will remain the same in that detail of the project need points will come later in the chapter. Please also be aware that we are producing this document in a "reader-friendly" format that presents only needed information in the main body while supporting, technical data is offered in the appendix. We also agree with you that safety in terms of crashes is a need that in terms of crash reduction is not a stand-alone need. It will be removed and incorporated into the first point.

Initial Range of Alternatives

Purpose and need statements can develop through and during the alternative analysis, and beyond at times, as more is discovered about the project and it's needs. If a purpose and need changes, that will cause subsequent alternative analysis and resulting alternatives.

As you are aware now the No-build alternative description now has more detail as to what it will entail. You are correct that collaboration point 2 will present the retained alternatives screened down from the initial range. A screening matrix will be used as a tool to do that. The alternatives chapter of the complete document will present in text the thought process behind the decision as why alternatives were dropped and others retained. This chapter will as well give detail as to access roads and any roadway modifications. Regarding direct and indirect impacts of project construction in the floodplain, if there are any with the alternatives retained for detailed analysis that will be discussed in the environmental consequences section of the document.

Coordination Plan for Agency and Public Involvement

2.0 Project Background

I believe your points in this section have been addressed above.

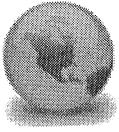
4.0 Agency Coordination

We are working under Section 6002 of SAFETEA-LU, which seeks to streamline the coordination process. We want collaboration, but we do not expect concurrence. However, we will not publicly state agency support or that they have no major concern. I would agree that statement implies support, we are discussing taking that statement out of the coordination plan.

Thank you again for your comments, as you can tell from my responses there will be revisions to the documents. I look forward to further discussions.

Matt Burcham
Senior Environmental Specialist
573-526-6679 (phone)
573-526-3261 (fax)

Our mission is to provide a world-class transportation experience that delights our customers and promotes a prosperous Missouri
Shepard.Larry@epamail.epa.gov



Shepard.Larry@epam
ail.epa.gov

11/30/2009 02:45 PM

To richard.moore@modot.mo.gov, richard.domzalski@modot.mo.gov,
Matthew.Burcham@modot.mo.gov
cc Cothorn.Joe@epamail.epa.gov, Johnson.Vicky@epamail.epa.gov
Subject EPA Comments on the draft Purpose and Need; Initial Range of
Alternatives; and Coordination Plan for the Draft EIS for the Route
47 Bridge, Washington, MO

As a follow-up to our comments on the draft Coordination Plan for this project in a June 5, 2008, email and in response to your letter of October 27, 2009, please consider the following comments on the three documents provided by MoDOT under cover of that letter to EPA.

Purpose and Need Statements

The project 'purpose' statement appears to be appropriate although, in specifying the route by which a "safe and efficient ...Missouri River crossing for the long term" is secured, it might limit the project evaluation and range of alternatives to preselect a connection to existing Route 47 at its present or a nearby crossing location. I recommend that you modify the purpose statement to simply "provide a safe and efficient Missouri River crossing for the long term." Consideration of project purpose should precede alternatives screening rather than be a product of a preliminary evaluation process. All reasonable and practicable alternatives should be considered to some greater or lesser degree and the lead agencies should avoid the appearance of preselection of an alternative or prematurely narrowing the range of alternatives. A suitably neutral project purpose statement supports a complete and balanced NEPA process.

The Purpose and Need document includes a very diverse listing and detailed description of project need which provides strong support for the project. However, the five point listing of project needs should exclude remedies, approaches or alternatives (i.e., wording using "address", "improve", "maintain", "preserve", "provide"). That 'action function' falls to project purpose. The need statement should simply identify the needs to which the project is responding. Need #1 should identify the existing bridge's structural and design problems with a little more information from page 2 regarding its repeated structural repairs to supplement the design deficiencies already mentioned. Need #2 should describe any safety issues with regard to the bridge itself or the approach roadways rather than generally referencing "the potential for crashes." What is the safety 'need' which this program addresses? Needs #3 and #4 address public access and transportation services, but are not as compelling as to 'need' as they would be with reference to the paucity of regional river crossings and the "vital nature of the river crossing" to the regional population on both sides of the river and to the City of Washington (page 2, first full paragraph). Need #5, as with the other statements, should not address a project purpose. Need #5 should describe the current condition of bicycle and pedestrian transportation opportunities (i.e., river crossings) in this region. Phrased as a 'need', this portion of the project could provide expanded support beyond motor vehicle movement and access.

Initial Range of Alternatives

The document states, at the bottom of the first page, that certain "floodplain options" were eliminated prior to identifying project purpose and need. It is not clear how alternatives could be eliminated from further consideration prior to completion of a project purpose and need statement. The evaluation of alternatives should follow the

finalization of project purpose and need rather than precede it. In any case, nothing in the project evaluation process should fall outside the scope of the DEIS.

It is not clear whether Alternative 1, "No Build", allows for the consideration of bridge removal with no replacement. If, as the Coordination Plan describes for Collaboration Point 1, the 9 listed alternatives represent a pre-screened and preliminary range of alternatives, it should be as broad and inclusive as reasonably and practicably possible. It is our understanding that Collaboration Point 2 will involve further culling of alternatives which will be carried forward into the DEIS. The DEIS should describe this process and when and why alternatives were eliminated from further consideration. In some instances that description would not require an overly-detailed analysis, but simply identify the factors which led to the elimination of alternatives.

It is not clear, from the information provided for Collaboration Point 1, whether there will be changes to the access road leading to a possible bridge crossing for Alternatives 2 through 9 that might cause changes to the environment of the floodplain on the left descending bank of the Missouri River. The material supporting the development of project purpose and need does describe the current Route 47 roadway through the floodplain (page 7), but does not specify whether the project will include any roadway modifications for any of the existing or other corridors identified. This information is critical to further development of alternatives and any changes to the range alternatives. In my June 5th email, I provided comment about the importance of documenting the direct and indirect impacts of project construction in the floodplain, particularly as it affects floodplain hydrology. I will not restate those comments here, but request that you refer to that email for more information.

Coordination Plan for Agency and Public Involvement

2.0 Project Background

As stated in the comments on project 'purpose and need' and in order to protect the integrity of NEPA process, the language of the EIS support documents should not commit the lead agencies to a decision before all reasonable and practicable alternatives have been identified and evaluated. In the first paragraph of this section, this project is described as a "proposed bridge replacement project." In the second paragraph, the Plan states that the "primary purpose of the project is to provide a safe and efficient Route 47 crossing over the Missouri River." The most efficient, environmentally sound and cost effective alternative might be bridge replacement at one of several river locations, but other alternatives to bridge construction should be considered to some degree. If alternatives, particularly those excluding bridge construction or not utilizing Route 47 connections, are eliminated from further consideration and detailed study, CEQ regulations at 40 CFR 1502.14 require that the EIS briefly discuss those reasons. The need for the project should be clearly articulated and the project purpose should address that need in terms which do not link it to a pre-decisional action. The project purpose should 'stand on its own' and the NEPA decision-making process should identify the basis for choosing the preferred alternative. That process should be incremental, eliminating those alternatives that are not reasonable or practicable early in the evaluation process, identify a remaining range of reasonable alternatives and selecting a preferred alternative.

4.0 Agency Coordination

As I had stated in my June 5th email comments on the draft Coordination Plan, it is EPA's understanding that MoDOT will proceed with its project development process based on a 30-day review period and individual Collaboration Points. However, I would again caution against publicly stating assumptions that participating agencies "support" or have "no

major concerns" about aspects of the project based on their lack of timely response. As I previously recommended, simply stating that you will be proceeding with the project development process "at the end of the 30-day period" provides adequate notice to the public and participating agencies.

Thank you for the opportunity to review these components of planning for the preparation of the draft EIS. I would appreciate receiving appropriate project updates as you proceed through subsequent Collaboration Points, particularly as you approach issuance of the DEIS. Please include me on your distribution list for any newsletters, as well. Electronic copies of newsletters are preferable. If you have any questions regarding these comments, please contact me.

Larry Shepard
NEPA Team/Interstate Waters
US EPA Region 7
901 North 5th Street
Kansas City, Kansas 66101
913-551-7441



Shepard.Larry@epamail.epa.gov

12/14/2009 11:03 AM

To Matthew.Burcham@modot.mo.gov

cc Cothorn.Joe@epamail.epa.gov

Subject Re: Route 47 Bridge EIS, Warren and Franklin Counties; Alternative Analysis

Thanks for the update, Matt, on further developments regarding the Route 47 Bridge Project in Washington, Missouri. I understand that you plan to proceed to Collaboration Point 2 with your participating agencies after gathering public comment in Washington tomorrow evening. The information supporting Collaboration Point 2 should be mailed after the New Year. I have reviewed the two items attached to your December 10 email and, given your plans to make significant reductions in your initial project range of alternatives prior to Collaboration Point 2, I would like to provide comment on the matrix provided in the email, the proposed range of alternatives and the project process itself.

The matrix "Initial Range of Alternatives Screening Results" provides some welcome organization to and preliminary information on the alternatives evaluation process. However, the information provided in the matrix describing the screening factors as they are applied to each of the current alternatives is not detailed enough to support the conclusions described in the "Preliminary Screening Highlights Potential Alternatives to Be Retained for Detailed Analysis." This document describes a reduction in the number of alternatives carried forward for further analysis from 10 plus 'no action' to 2 plus 'no action.' The information contained in the matrix and the narrative in the screening results document are of insufficient detail to support EPA's evaluation of the elimination of any alternatives, the selection of a preferred alternative or the adequacy of the proposed reduced range of alternatives. In addition, the 3-category rating criteria (e.g., yes, no, maybe) do not provide enough detail to adequately distinguish between the impacts of the individual alternatives. Although I assume that the forthcoming information packet supporting the second round of collaboration will contain much more information, I wanted to provide this caution as early in your project assessment process as possible to ensure that what MoDOT does provide meets the requirements of 40 CFR 1502.14, particularly as it addresses those alternatives eliminated from detailed study. Since I assume you will be using these information pieces at your December 15 public meeting, it appears that MoDOT has made some significant choices prior to providing adequate documentation to the participating agencies. As a participating agency, I certainly wish to avoid having to address this issue for the first time after MoDOT has already made its determinations regarding those alternatives to be carried forward into the DEIS.

Lastly, I wish to express some concern that we have proceeded to the second collaboration point without knowing your final determination regarding project 'purpose and need.' I did receive your December 3rd email replying to my November 30th email containing my comments on project 'purpose and need.' Your email acknowledged receipt of those comments and your intent to address

those comments to the extent appropriate, but I have not seen any further information regarding final language on 'purpose and need.' Getting project 'purpose and need' right is important to both developing an adequate range of alternatives and then, later, condensing that range for detailed analysis in the DEIS. Although the manner in which MoDOT addresses comments is at your discretion, I would urge you to ensure that you are clear in your understanding of each agency's position regarding each collaboration point before proceeding to the next.

Again, I appreciate the opportunity to review portions of the project documentation prior to the DEIS and provide advance comment. I look forward to receiving the information for Collaboration Point 2 after the first of the year.

Larry Shepard
NEPA Team/Interstate Waters
US EPA Region 7
913-551-7441

From: Matthew.Burcham@modot.mo.gov

To: Larry Shepard/R7/USEPA/US@EPA, jane.beetem@dnr.mo.gov
<jane.beetem@dnr.mo.gov>, Peter.J.Sambor@uscg.mil
<Peter.J.Sambor@uscg.mil>, James.A.Ptacek@usace.army.mil
<James.A.Ptacek@usace.army.mil>, Jennifer.Ballard@fws.gov, Doyle.Brown@mdc.mo.gov,
jr.flores@mo.usda.gov <jr.flores@mo.usda.gov>, kenneth.sessa@dhs.gov <kenneth.sessa@dhs.gov>, Randy.Scrivner@sema.dps.mo.gov
<Randy.Scrivner@sema.dps.mo.gov>

Date: 12/10/2009 02:33 PM

Subject: Route 47 Bridge EIS, Warren and Franklin Counties; Alternative Analysis

MoDOT will hold a public meeting on Tuesday, December 15 from 4 - 6 p.m. at the Washington West Elementary School, 1570 West 5th Street, in the cafeteria, to seek input from the public about replacing the historic bridge across the Missouri River. The focus of the meeting is to solicit comments on alternatives that are proposed. Alternatives adjacent to either side of the existing bridge stand out right now as those to be retained for detailed analysis. A description of those alternatives proposed to be carried forward in the document for detailed analysis is attached. Consideration is made for each alternative using various screening factors. These factors include costs, engineering and environmental considerations, right of way and purpose and need. The screening matrix, a tool used for alternative analysis, is also attached below.

After receiving public input at next Tuesday's meeting, we will finalize the information packet for our second round of collaboration with you our participating agencies. That collaboration point 2 packet should

be mailed in January, 2010. The information in this e-mail is being sent to you to make you aware of the study's current stage of alternative development. Please contact us if you any questions.

Links to related information:

Route 47 Bridge at Washington

Sincerely,

Matt Burcham
Senior Environmental Specialist
573-526-6679 (phone)

Our mission is to provide a world-class transportation experience that delights our customers and promotes a prosperous Missouri[attachment "Route 47 Bridge at Washington Inital Alternatives Screening Matrix.doc" deleted by Larry Shepard/R7/USEPA/US] [attachment "Potential Alternatives to Be Retained for Detailed Analysis--pre-Collaboration Point 2.doc" deleted by Larry Shepard/R7/USEPA/US]

Shepard.Larry@epamail.epa.gov
11/30/2009 02:45 PM

To: richard.moore@modot.mo.gov,
richard.domzalski@modot.mo.gov,
Matthew.Burcham@modot.mo.gov

cc: Cothorn.Joe@epamail.epa.gov,
Johnson.Vicky@epamail.epa.gov

Subject: EPA Comments on the draft Purpose and Need;
Initial Range of Alternatives; and Coordination Plan
for the Draft EIS for the Route 47 Bridge,
Washington, MO

As a follow-up to our comments on the draft Coordination Plan for this project in a June 5, 2008, email and in response to your letter of October 27, 2009, please consider the following comments on the three documents provided by MoDOT under cover of that letter to EPA.

Purpose and Need Statements

The project 'purpose' statement appears to be appropriate although, in specifying the route by which a "safe and efficient ...Missouri River crossing for the long term" is secured, it might limit the project evaluation and range of alternatives to preselect a connection to existing Route 47 at its present or a nearby crossing location. I recommend that you modify the purpose statement to simply "provide a safe and efficient Missouri River crossing for the long term." Consideration of project purpose should precede alternatives screening rather than be a product of a preliminary evaluation process. All reasonable and practicable alternatives should be considered to some greater or lesser degree and the lead agencies should avoid the appearance of preselection of an alternative or prematurely narrowing the range of alternatives. A suitably neutral project purpose statement supports a complete and balanced NEPA process.

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Initial Range of Alternatives

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It is not clear whether Alternative 1, "No Build", allows for the consideration of bridge removal with no replacement. If, as the Coordination Plan describes for Collaboration Point 1, the 9 listed alternatives represent a pre-screened and preliminary range of alternatives, it should be as broad and inclusive as reasonably and practicably possible. It is our understanding that Collaboration Point 2 will involve further culling of alternatives which will be carried forward into the DEIS. The DEIS should describe this process and when and why alternatives were eliminated from further consideration. In some instances that description would not require an overly-detailed analysis, but simply identify the factors which led to the elimination of alternatives.

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Coordination Plan for Agency and Public Involvement

2.0 Project Background

As stated in the comments on project 'purpose and need' and in order to protect the integrity of NEPA process, the language of the EIS support documents should not commit the lead agencies to a decision before all reasonable and practicable alternatives have been identified and evaluated. In the first paragraph of this section, this project is described as a "proposed bridge replacement project." In the second paragraph, the Plan states that the "primary purpose of the project is to provide a safe and efficient Route 47 crossing over the Missouri River." The most efficient, environmentally sound and cost effective alternative might be bridge replacement at one of several river locations, but other alternatives to bridge construction should be considered to some degree. If alternatives, particularly those excluding bridge construction or not utilizing Route 47 connections, are eliminated from further consideration and detailed study, CEQ regulations at 40 CFR 1502.14 require that the EIS briefly discuss those reasons. The need for the project should be clearly articulated and the project purpose should address that need in terms which do not link it to a pre-decisional action. The project purpose should 'stand on its own' and the NEPA decision-making process should identify the basis for choosing the preferred alternative. That process should be incremental, eliminating those alternatives that are not reasonable or practicable early in the evaluation process, identify a remaining range of reasonable alternatives and selecting a preferred alternative.

4.0 Agency Coordination

As I had stated in my June 5th email comments on the draft Coordination Plan, it is EPA's understanding that MoDOT will proceed with its project development process based on a 30-day review period and individual Collaboration Points. However, I would again caution against publicly stating assumptions that participating agencies "support" or have "no major concerns" about aspects of the project based on their lack of timely response. As I previously recommended, simply stating that you will be proceeding with the project development process "at the end of the 30-day period" provides adequate notice to the public and participating agencies.

Thank you for the opportunity to review these components of planning for the preparation of the draft EIS. I would appreciate receiving appropriate project updates as you proceed through subsequent

Collaboration Points, particularly as you approach issuance of the DEIS. Please include me on your distribution list for any newsletters, as well. Electronic copies of newsletters are preferable. If you have any questions regarding these comments, please contact me.

Larry Shepard
NEPA Team/Interstate Waters
US EPA Region 7
901 North 5th Street
Kansas City, Kansas 66101
913-551-7441

From: Matthew L Burcham/SC/MODOT
To: Shepard.Larry@epamail.epa.gov
Cc: Cothern.Joe@epamail.epa.gov, Johnson.Vicky@epamail.epa.gov,
richard.domzalski@modot.mo.gov
Date: 06/09/2008 03:05 PM
Subject: Re: EPA Region 7 Comments on the Route 47 Bridge Draft Coordination Plan

Larry;

I am in receipt of your comments and want to thank you for your input. It is rare that we get comments on the coordination plan, so I thank you very much for those and that they will be taken into consideration. Also, thank you for the "other issues" part of your e-mail, I have forwarded that on to the appropriate resource specialist in our environmental section. We look forward to working with you on this and many of our other studies going on in the state. Please don't hesitate to contact either Rick or I if you have any questions.

Matt Burcham
Senior Environmental Specialist
573-526-6679 (phone)
573-526-3261 (fax)

Letters: P.O. Box 270
Jefferson City, MO 65102
Parcels: 1320 Creek Trail Drive
Jefferson City, MO 65109

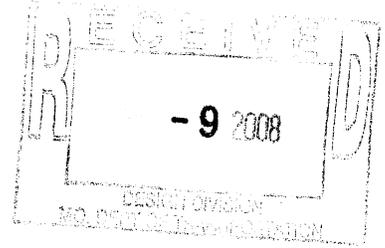
Our mission is to provide a world-class transportation experience that delights our customers and promotes a prosperous Missouri



UNITED STATES ENVIRONMENTAL PROTECTION AGENCY

REGION 7
901 NORTH 5TH STREET
KANSAS CITY, KANSAS 66101

06 JUN 2008



David B. Nichols, P.E.
Director of Program Delivery
Missouri Department of Transportation
P.O. Box 270
Jefferson City, MO 65102

Dear Mr. Nichols:

This letter responds to your May 12, 2008, correspondence regarding the Route 47 Bridge Environmental Impact Statement, Warren and Franklin County, (MoDOT Job No. J3P2155). Pursuant to your objective of ensuring interagency coordination, the U.S. Environmental Protection Agency accepts your offer to be a participating agency with the Federal Highway Administration in the development of the EIS for this project.

We look forward to working with you on this project. Larry Shepard, NEPA Reviewer, will be the contact person for EPA, please contact him at (913) 551-7441 or shepard.larry@epa.gov.

Sincerely,

Joseph Cothorn
NEPA Team Leader
Environmental Services Division

Shepard.Larry@epamail.epa.gov To
06/05/2008 05:04 PM

richard.domzalski@modot.mo.gov,
Matthew.Burcham@modot.mo.gov

cc Cothorn.Joe@epamail.epa.gov,
Johnson.Vicky@epamail.epa.gov

Subject EPA Region 7 Comments on the Route 47 Bridge
Draft Coordination Plan

Rick and Matt,

Thanks for the invitation to the project scoping meeting on May 28 in Jefferson City. I also appreciate the opportunity to comment on the project's draft coordination plan. It is my understanding from your statements during the May 28th meeting that you intend to rely on email communication whenever practicable during the EIS-development process. With that in mind, I am pleased to offer the following comments on the draft coordination plan and the project's scoping process and provide some general and preliminary comments on the overall project.

2.0 Project Background

Although I recognize that, at this juncture in the process, this document and this specific description of project purpose do not constitute the formal statement of project purpose and need under NEPA, I would like to use this opportunity to under-score the importance of getting this piece of NEPA 'right.' Simply, the statement of purpose and need identifies that condition/situation to which the agency is responding. The Missouri Department of Transportation (MoDOT), in its development of this statement, should avoid being too narrow or too broad. Using the statement of purpose in this section of the coordination plan, it seems that MoDOT should be, in the draft environmental impact statement, prepared to be more specific in its characterization of purpose and need. Specifically, MoDOT will have to specify the geographic extent of the needed transportation improvements and provide detail regarding the need for incorporating flood protection into the project design.

Again, recognizing the preliminary nature of this document as it addresses NEPA-specific components, I advise you to be cautious about narrowing your range of alternatives, particularly in these early stages of decision-making. NEPA is an assessment which is pre-decisional and, together with the definition of project purpose and need, the range of alternatives evaluated defines and describes how complete was that assessment. Correctly constructed, the project purpose and need provides for the most inclusive range of reasonable alternatives and allows the most complete analysis of project impact. Once broadly and inclusively designed, the range of alternatives can be narrowed during the assessment process. Please consider the broadest possible range of alternatives once the project purpose and need are more completely described.

3.3.1 Cooperating Agencies

The second paragraph of this section infers that EPA will always be a cooperating agency due to the requirements of Section 309 of the Clean Air Act (CAA). Although Section 309 does provide for EPA's review responsibility, it does not constitute a "jurisdiction by law" requirement. Usually EPA chooses to become a cooperating agency based on other regulatory responsibilities such as Clean Water Act Section 404 permitting. Further, EPA's responsibilities under Section 309 of the CAA are independent of its participatory and review status under NEPA. Please modify and clarify this portion of the document. EPA will respond to any future requests from MoDOT and the Federal Highway Administration regarding our NEPA participation status. We have previously accepted your invitation to be a participating agency as requested in your May 12, 2008, letter.

4.0 Agency Coordination

The last sentence within the final paragraph under this section states that "The lead agencies are not required to revisit project decisions associated with specific collaboration points after the project has moved on to the next collaboration point." Although this is certainly true with any project, I would like to caution you that issues not addressed during the scoping, purpose and need, and draft EIS phases of the project could serve as the basis for an unacceptable rating of the draft EIS by EPA under Section 309 of the CAA.

4.1.1 Collaboration Point 1 - Preliminary Alternatives, Purpose and Need and Collaboration Point 2 - Reasonable Alternatives to be evaluated

In these sections, MoDOT states that "MoDOT will assume support from those agencies from whom it has not heard at the end of the 30-day period." Although I understand the need to solicit comment, respond and move the project on in a timely fashion, this statement might be misconstrued. Agency failure to comment should not halt the EIS development process, but neither should the failure to comment be explicitly regarded as tacit approval of either document content or the project itself. I would suggest a change in this wording to something like "MoDOT will proceed with revisions to project documents after the close of the 30-day period."

Other Issues

As EPA staff explained during the scoping meeting, mapping of jurisdictional waters should be completed and verified early in the process along with updated floodplain mapping along both the Missouri River and Charrette Creek.

As MoDOT begins to assemble data in support of the portions of the DEIS addressing the affected environment and environmental consequences, please ensure that special attention is paid to channel and floodplain aquatic resources associated with the confluence of Charrette Creek with the Missouri River, the Miller Island/Watkins Island/East Island complex and Hancock Bottom in the up- and downstream vicinity of the Route 47 bridge. A great deal of information is available from the Benthic Fishes Study done by the U.S.G.S., Cooperative Research Unit in the mid-1990s (<http://web.missouri.edu/~galatd/>) and the Pallid Sturgeon Program (<http://infolink.cr.usgs.gov/Science/>) conducted by the Army Corps of Engineers and U.S.G.S. in Columbia, Missouri. The Missouri Department of Conservation should also have a significant amount of data collected from this area of the river.

I would strongly suggest evaluating less traditional approaches to transportation design as a means of tempering or mitigating the impact of transportation structures in sensitive areas such as river floodplains. A good example is the Green Highways Partnership (<http://www.greenhighways.org/Template.cfm?FrontID=5102>).

Finally, as I mentioned during the scoping meeting, EPA will be particularly interested in how MoDOT documents in the EIS the indirect impacts of construction in the Missouri River floodplain. In addition, any construction which disrupts the natural flood protection function of the floodplain should be accounted for as part of the cumulative effects analysis.

I look forward to further collaboration with MoDOT and FHWA on this project as you proceed with development of the EIS and ROD.

Larry Shepard
NEPA Team
US EPA Region 7
913-551-7441

*Missouri
Department
of Transportation*



Pete K. Rahn, Director

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May 12, 2008

John Askew
Regional Administrator
US EPA Region 7
901 N. 5th Street
Kansas City, KS 66101

Dear Mr. Askew:

**Subject: Design, Environmental Section
Route 47, Warren and Franklin Counties
From Route 94 south to Fifth Street in Washington
MoDOT Job No. J3P2155
Participating Agency Request/Invitation to Agency Scoping Meeting**

The Federal Highway Administration (FHWA), in cooperation with the Missouri Department of Transportation (MoDOT), is initiating an Environmental Impact Statement (EIS) for replacement of the existing bridge over the Missouri River and relocation or reconstruction of Route 47 between Route 94 in Warren County and Fifth Street in the City of Washington in Franklin County, Missouri. The goals of the project, as currently defined, are to improve safety, reduce congestion, and improve reliability of Route 47 during Missouri River flood events. The project is approximately 4 miles in length.

With this letter, we invite your agency under Section 6002 of the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU) to become a participating agency with the FHWA in the development of the Route 47 Bridge EIS. This designation does not imply that your agency either supports the proposal or has any special expertise with respect to evaluation of the project.

We would also like to invite your agency to be represented at the Route 47 Bridge EIS Agency Scoping Meeting in Jefferson City on Wednesday, May 28, 2008. The meeting will be held at 2:00 p.m. (immediately following the Interagency Transportation Meeting) at the FHWA office at 3220 W. Edgewood, Suite H. A presentation on the project will be given and agency representatives will be invited to ask questions and provide input on the project and the agency coordination plan being developed. The enclosed scoping packet provides more information.

Pursuant to Section 6002 of SAFETEA-LU, we ask participating agencies to identify, as early as practicable, any issues of concern regarding the project's potential environmental or

Mr. John Askew

Page 2

May 12, 2008

socioeconomic impacts that could substantially delay or prevent an agency from granting a permit or other approval that is needed for the project. We suggest that your agency's role in the development of the Route 47 Bridge EIS should include the following as they relate to your area of expertise:

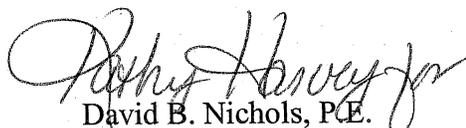
- 1) Provide meaningful and early input on defining the purpose and need, determining the range of alternatives to be considered, and the methodologies and level of detail required in the alternatives analysis.
- 2) Participate in coordination meetings and joint field reviews as appropriate.
- 3) Timely review and comment on the pre-draft or pre-final environmental documents to reflect the views and concerns of your agency on the adequacy of the document, alternatives considered, and the anticipated impacts and mitigation.

Please respond in writing with an acceptance or denial of the invitation to be a participating agency by June 6, 2008. If your agency declines, please state your reason for declining the invitation.

Please notify Rick Domzalski, D-3 Project Manager, by May 23, 2008, regarding your agency's representation at the Agency Scoping Meeting. An accurate count will help us plan appropriately for scoping materials and allow us to notify attendees of schedule changes due to inclement weather. Rick can be reached by telephone at (573) 248-2579 or email, Richard.Domzalski@modot.mo.gov, should you have any questions or would like to discuss in more detail the project or our agencies' respective roles and responsibilities during the preparation of this EIS.

Thank you for your cooperation and interest in this project.

Sincerely,



David B. Nichols, P.E.
Director of Program Delivery

Copies: Allen Masuda-FHWA
Rick Domzalski-3
Matt Burcham-de
Carole Hopkins-de

todd.madison@faa.gov
06/05/2008 02:57 PM

To Richard.Domzalski@modot.mo.gov
cc
Subject MoDot Job No. J3P2155

Dear Mr. Richard Domzalski:

Subject: Design, Environmental Section
Route 47, Warren and Franklin Counties
From Route 94 south to Fifth Street in Washington
MoDot Job No. J3P2155
Participating AgencyRequest/Invitation to Agency Scoping Meeting

The Federal Aviation Administration (FAA) denies the invitation to be a participating agency and will not be represented at the Agency Scoping Meeting for the above subject project. The FAA reviews other federal Agency environmental from the perspective of the FAA's area of responsibility; that is, whether the proposal will have effects on aviation and other FAA responsibilities. We generally do not provide comments from an environmental standpoint. Therefore, we have reviewed the material furnished with the May 12, 2008, transmittal letter, concerning the above subject project, and have no comments regarding environmental matters.

However, we remind you that you will need to consider whether or not the project will require formal notice and review from an airspace standpoint. The requirements for this notice may be found in Federal Aviation Regulations (FAR) Part 77, Objects Affecting Navigable Airspace. This regulation is contained under Subchapter E, Airspace of Title 14 of the Code of Federal Regulations. We would like to remind you that if any part of the project exceeds notification criteria under FAR Part 77, notice should be filed at least 60 days prior to the proposed construction date. For information regarding Part 77 notification criteria, please access our web site using the following link:

http://www.faa.gov/airports_airtraffic/airports/regional_guidance/central/construction/part77/

Sincerely,

Todd M. Madison, P.E.
Environmental Specialist
FAA Central Region Airports Division, ACE-611F
901 Locust, Room 335
Kansas City, Missouri 64106-2325
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web: http://www.faa.gov/airports_airtraffic/airports/regional_guidance/central/

From: Jane_Ledwin@fws.gov
To: richard.moore@modot.mo.gov
Cc: Bree.McMurray@modot.mo.gov
Date: 10/06/2010 03:17 PM
Subject: Route 47 Bridge Replacement, MoDOT Job No. J3P2155, Preliminary Environmental Assessment (EA) - USFWS comments

Dear Mr. Moore:

Please refer to your September 10, 2010, letter and accompanying Preliminary Environmental Assessment (EA) of the subject project requesting Fish and Wildlife Service (Service) comments as part of Collaboration Point 3 in the NEPA Process. The Service has reviewed that information and submits the following comments pursuant to the National Environmental Policy Act (NEPA) of 1969 (42 U.S.C. 4321-4327), Fish and Wildlife Coordination Act (FWCA)(16 U.S.C. 661 et seq.), and the Endangered Species Act of 1973, as amended (16 U.S.C. 1531 et seq.).

The preliminary EA adequately characterizes in general the anticipated effects to fish and wildlife resources resulting from replacement of the Route 47 Bridge over the Missouri River at Washington, Missouri. We would like to offer a clarification of our previous comments on the tree-clearing window for I. bat roost trees for your information. As included in Appendix B, our December, 12, 2009, email correctly notes the period for clearing roost trees to avoid direct take of I. bats is November 1 to April 1. The March 9, 2010, email from Bree Mc Murray to Jane Ledwin, USFWS, incorrectly notes that period as beginning October 1, as does the main text of the document. Because of additional information regarding the migration period of I. bats in Missouri, and the proximity of the project site to I. bat hibernacula, we recommend the documents be revised to include the November 1 date. As noted in the text, if, in the unlikely event potential suitable roosts trees must be cleared during the maternity season, MoDOT should consult with the Service via a phone call to this office.

We appreciate the opportunity to review the preliminary EA. Should you have questions regarding our comments, or should the project scope or activities change, please contact this office.

Sincerely,

Jane Ledwin

Jane Ledwin
Fish and Wildlife Biologist
U.S. Fish and Wildlife Service
101 Park DeVillie Drive
Columbia, Missouri 65203
Phone 573/234-2132, extension 109
email jane_ledwin@fws.gov

Missouri
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Kevin Keith, Interim Director

September 10, 2010

Mr. Charlie Scott, Field Supervisor
U.S. Fish and Wildlife Service
Columbia Ecological Services Field Office
101 Park DeVille Drive, Suite A
Columbia, Missouri 65203-0057

Dear Mr. Scott:

Subject: Route 47 EIS, Warren and Franklin Counties, Missouri
From Routes 94/TT at Dutzow to Fifth Street in Washington
MoDOT Job No. J3P2155
Preliminary Environmental Assessment

Per your request, enclosed for your review is a copy of the preliminary Environmental Assessment (EA) for the subject project. The primary purpose of the project is to replace the historic Route 47 Bridge over the Missouri River. As you recall the study was downgraded from an Environmental Impact Statement (EIS) to an EA because of a reduction in project scope. The Notice of Intent to prepare an EIS was rescinded by notice in the Federal Register on June 1, 2010.

Comments on this preliminary EA should be submitted by October 8, 2010. The document will be revised to address comments and resubmitted to the Federal Highway Administration for approval. Approval is anticipated in late December 2010, with a public hearing in January 2011.

Thank you for taking the time to review this preliminary document. If you have any questions you may contact me via e-mail at Richard.Moore@modot.mo.gov or by phone at (573) 526-2909.

Sincerely,

Richard Moore
Environmental Compliance Manager

Enclosure

Copies: Rick Domzalski -D-3
Carole Hopkins - de
Matt Burcham - de

Bree K
McMurray/SC/MODOT
03/09/2010 12:16 PM

To Jane Ledwin <Jane_Ledwin@fws.gov>
cc Charlie Scott <Charlie_Scott@fws.gov>, jennifer_ballard@fws.gov, Richard W Moore/SC/MODOT@MODOT, Matthew L Burcham/SC/MODOT@MODOT
Subject RE: USFWS comments on RT 47 Bridge over MO River at Washington, MO from Dec 2009

Good afternoon all. This note is in response to:

Jane Ledwin's (USFWS-Columbia, MO) comments to : Route 47 EIS, Warren and Franklin Counties, Missouri, MoDOT Job No, J3P2155, Collaboration Point 1, To Matt Burcham, MODOT on December 14, 2009.

Bald Eagles

During the Rt 54, Miller/Camden County Bald Eagle nest removal project during the last two years (2008-2009), MoDOT consulted with Missouri Department of Conservation (MDC, Andy Forbes), USFWS-Columbia, MO (Paul McKenzie and Rick Hansen), and Region 3 MB Permits office. The consensus was that the reproductive timeline in the National Bald Eagle Management Guidelines (NBEMG), from May 2007, was the best to use for Missouri.

Chronology of typical reproductive activities of bald eagles in the United States.

Sept.	Oct.	Nov.	Dec.	Jan.	Feb.	March	April	May	June	July	Aug.
SOUTHEASTERN U.S. (FL, GA, SC, NC, AL, MS, LA, TN, KY, AR, eastern 2 of TX)											
Nest Building											
Egg Laying/Incubation											
Hatching/Rearing Young											
Fledging Young											
CHESAPEAKE BAY REGION (NC, VA, MD, DE, southern 2 of NJ, eastern 2 of PA, panhandle of WV)											
Nest Building											
Egg Laying/Incubation											
Hatching/Rearing Young											
Fledging Young											
NORTHERN U.S. (ME, NH, MA, RI, CT, NY, northern 2 of NJ, western 2 of PA, OH, WV exc. panhandle, IN, IL, MI, WI, MN, IA, MO, ND, SD, NB, KS, CO, UT)											
Nest Building											
Egg Laying/Incubation											
Hatching/Rearing Young											
Fledging Young											
PACIFIC REGION (WA, OR, CA, ID, MT, WY, NV)											
Nest Building											
Egg Laying/Incubation											
Hatching/Rearing Young											
Fledging Young											
SOUTHWESTERN U.S. (AZ, NM, OK panhandle, western 2 of TX)											
Nest Building											
Egg Laying/Incubation											
Hatching/Rearing Young											
Fledging Young											
ALASKA											
Nest Building											
Egg Laying/Incubation											
Hatching/Rearing Young											
Ing Young											
Fledg-											
Sept.	Oct.	Nov.	Dec.	Jan.	Feb.	March	April	May	June	July	Aug.

This adds a month on to the beginning of your timelines, noted from 12/14/09 comments for the Route 47 project, quoted below.

"The Missouri River and flood plain are used by bald eagles (*Haliaeetus leucocephalus*) throughout much of the year. This species has recently been removed from the endangered species list, but remains protected by the Bald and Golden Eagle Act and the Migratory Bird Treaty Act. Bald eagles are common migrants and winter residents throughout the state, and have become more common breeders along some of the major rivers and larger reservoirs in Missouri. During winter, they congregate near rivers and reservoirs with open water and often near large concentrations of waterfowl or other food sources. Eagles prefer areas with limited human activity, and usually perch along the lake shore and use large trees along the shoreline as daytime perches and night roosts. At night, wintering bald eagles may congregate at communal roosts and will travel as much as 12 miles from feeding areas to a roost site. In Missouri, the period January 1 to March 1 is important for initiating nesting activity; March 1 to May 15 is the most critical time for incubation and rearing of young."

We will include your concerns, and reference the NBEMG document, for inclusion in the draft EIS, which is currently being developed. As an item of interest, site visits were conducted in December 2007, September 2009, and January 2010 for both the Route 47 Missouri River Br rehabilitation project and the site previews for Indiana bat habitat assessment for the New Bridge project. No Bald Eagle nests were observed in or near the study corridor on any of these visits. There is a record of a known eagle nest a little more than two miles downstream of the project area near a park trail head at the city sewer plant. There is only one entry for the MDC Heritage Database from December 2002. I have not confirmed presence/absence of the nest. However, the proposed project area is well beyond any potential protection zones for this nest, should it prove to be active. Therefore, no impacts would be anticipated for that natural resource.

Pallid Sturgeon

We will assume that at the very least the project area is a travel corridor for migratory uses. MDC heritage database has a note of a pallid sturgeon capture 14 miles upstream (RM 82.3) from summer 2005, and several captures of pallid sturgeon downstream near RM 44.6 from spring and summer 2005. I will contact USGS-CERC program in Columbia, MO for any additional data they may have for the radio telemetry studies they are conducting on the Lower Missouri River for inclusion in the EIS document. MoDOT will also obtain updated records and conduct a habitat assessment during the design phase of the project (potentially, two to three years from present) and consult with USFWS as appropriate for any considerations to avoid impacts to pallid sturgeon and any suitable spawning/over-wintering habitat.

Temporary construction impacts, duration, and size are unknown at this point. When a preferred alignment is chosen and the project enters the bridge and roadway design phase, MoDOT will address evaluation of impacts in the flood plain and in the Missouri River from the project. IF a build alternative is selected, then demolition of the existing bridge will also be necessary, after construction of the new bridge is complete. Impacts analysis will cover temporary and permanent impacts from construction and demolition on pallid sturgeon and any suitable habitat in the project area. Most likely, there will be modifications to an existing "L-shaped" dike along the right descending bank. These impacts will be address with US Army Corps of Engineers, US Coast Guard, and US

Fish and Wildlife. Evaluation of dredging, if necessary, and the impacts of such will also be coordinated during the design phase.

Gray and Indiana Bats

There are no known hibernacula or maternity resources for either species within 5.0 miles of the project area. In fact, the nearest known resource (MDC Heritage database) for gray bats is a maternity cave over 10.0 miles away in central Franklin County, on the Bourbeuse River and for Indiana bats is a hibernaculum over 20.0 miles away in southern St. Louis County. There could, however, be suitable roosting habitat for Indiana bats in almost any forested part of the state with the right maternity roost characters. In January 2010, I conducted a field habitat assessment of the flood plain forest that would encompass the impact area for either and upstream or downstream new bridge alignment. Though the forest is mature, there are no potential Indiana bat summer roost trees currently present in the project impact area. This area will be re-evaluated during the design phase (potentially two or three years from present), and if suitable roost trees are present that need to be removed for construction, MoDOT will utilize guidance for winter tree clearing restrictions: currently, only allow clearing of potentially suitable roost habitat between **October 1 and March 31**.

Migratory Bird Treaty Act

One additional issue for federal resources under protection to consider for this project is impacts to migratory birds (in this case, swallows) nesting on the existing Route 47 bridge over the Missouri River. During a rehabilitation project that began in 2009, measures were taken to exclude migratory birds from nesting on the underside of the bridge deck and the piers where work would be taking place during the breeding season. Much discussion over the past several months between MoDOT, MDC (Andy Forbes), USFWS-Columbia, MO, USDA-APHIS Columbia, MO, and the Region 3 Migratory Bird Permit Office has led to the general consensus for the breeding season of swallows that may utilize DOT bridges as nesting habitat assumed to occur between April 15 to July 15. Currently, the plan is to leave the exclusionary measures in place until: a decision is made not to demo the bridge at all, or until demolition of the bridge is necessary should a build alternative be chosen. Additional exclusion measures will be taken and/or seasonal restrictions followed to avoid conflict with the Migratory Bird Treaty Act.

I will also be commenting on Jane Ledwin's response to Matt Burcham on February 26, 2010 regarding Collaboration Point 2 issues, specifically Impact Assessment Methodologies, separately.

Thank you for review this clarification, look for incorporation of the items above in the Draft EIS documentation.

Bree McMurray
Threatened and Endangered Species Biologist
Design Division, Environmental Section
Missouri Dept of Transportation
PO BOX 270
Jefferson City, Missouri 65102
email: bree.mcmurray@modot.mo.gov
phone: 573-526-0606
fax: 573-522-1973



Jane_Ledwin@fws.gov
02/26/2010 02:15 PM

To Matthew.Burcham@modot.mo.gov
cc Charlie_Scott@fws.gov, Richard.Domzalski@modot.mo.gov
bcc
Subject Re: Route 47 EIS, Warren and Franklin Counties, Missouri

Dear Mr. Burcham:

Please refer to Richard Moore's January 22, 2010, letter and accompanying materials regarding the Route 47 EIS, Warren and Franklin Counties, Missouri, from Routes 94/TT at Dutzow to Fifth Street in Washington, MoDOT Job No. J3P2155, Collaboration Point 2. I apologize for the tardy reply but the letter just now made it to my desk. The U.S. Fish and Wildlife Service has reviewed that information and offers the following comments pursuant to of the Fish and Wildlife Coordination Act (16 U.S.C. 661 et seq.), National Environmental Policy Act of 1969 (42 U.S.C. 4321-4327), the Migratory Bird Treaty Act (16 U.S.C. 703-712), and the Endangered Species Act of 1973, as amended (16 U.S.C. 1531-1543).

The Service would like to review the preliminary Draft EIS at collaboration point 3 to ensure adequate treatment of project-related effects to federal trust resources. Towards that end, I wish to bring to your attention a needed adjustment to the ESA consultation process described on Page 4 of Route 47 Bridge EIS, Impact Assessment Methodologies. Under the Threatened and Endangered Species Analysis, the text incorrectly states that consultation with the Service regarding the effects of the project on federally listed species will occur one year prior to construction, possibly some time after completion of the EIS. In fact, analyzing project effects to federally listed species is a critical element of an adequate NEPA analysis for a major federal construction project. As such, the analysis and consultation with the Service should be concurrent with the NEPA process. While there may be opportunity to fine-tune aspects of the project after the EIS, the effects analysis and conservation measures included in the project should be part of the final NEPA document and incorporated into the ROD. Failure to do so could possibly lead to an irreversible or irretrievable commitment of resources which is prohibited under Section 7 of the ESA.

Thank you for the opportunity to review the project materials. If you have questions regarding our comments, please contact me at the number below.

Best Regards -

Jane Ledwin

Jane Ledwin
Fish and Wildlife Biologist
U.S. Fish and Wildlife Service
101 Park DeVille Drive
Columbia, Missouri 65203
Phone 573/234-2132, extension 109
email jane_ledwin@fws.gov

Matthew.Burcham@modot.mo.gov

To Jennifer_Ballard@fws.gov
cc

11/30/2009 02:20 PM

Jane_Ledwin@fws.gov, Richard.Domzalski@modot.mo.gov
Subject Route 47 EIS, Warren and Franklin Counties, Missouri

Ms. Ballard:

I am responding on behalf of Mr. Domzalski to inform you that we are happy to grant you a 15-day extension for review of Collaboration Point # 1 material. However, we have a public meeting scheduled for December 15 in Washington to gather input on the project. Therefore, our intent is to send Collaboration Point # 2 next week to participating agencies so that they will have the same information that the public will receive at the December 15 meeting. Please be assured that any substantive comments you have on Point # 1 material will be addressed.

Thank you. Please contact me if you have any questions.

Matt Burcham
Senior Environmental Specialist
573-526-6679 (phone)
573-526-3261 (fax)

Our mission is to provide a world-class transportation experience that delights our customers and promotes a prosperous Missouri

Mr. Domzalski,

Our office is in the process of reviewing the "Environmental Impact Statement for Route 47 from Routes 94/TT at Dutzow (Warren County) to Fifth Street in the City of Washington (Franklin County)." Your cover letter requested our comments by November 30, 2009. However, page 9 of the document indicates that agencies may be granted a 15 day extension to the comment period. In order to provide a more thorough evaluation of the project alternatives at this first collaboration point, we would like to request that extension. Thank you for your time and cooperation. We look forward to further collaboration with you in the future.

Sincerely,
Jennifer Ballard
Assistant Biologist
Missouri Ecological Services Field Office
US Fish and Wildlife Service
101 Park DeVille Drive, Suite A
Columbia, Missouri 65203-0057
573-234-2132 ex. 117
Fax 573-234-2181

12/14/2009 04:02 PM

To matthew.burchman@modot.mo.gov

cc Jennifer Ballard/R3/FWS/DOI@FWS

Subject USFWS comments on RT 47 Bridge over MO River at Washington, MO

Dear Mr. Burcham:

Please refer to Mr. Richard Moore's October 27, 2009, letter, requesting comments on the Route 47 EIS, Warren and Franklin Counties, Missouri, MoDOT Job No, J3P2155, Collaboration Point 1. That document includes a draft Purpose and Need chapter; maps displaying the initial alternatives considered; and the draft coordination plan for agency and public involvement on the EIS. The U.S. Fish and Wildlife Service (Service) has reviewed that information and submits the following comments pursuant to the National Environmental Policy Act (NEPA) of 1969 (42 U.S.C. 4321-4327), Fish and Wildlife Coordination Act (FWCA)(16 U.S.C. 661 et seq.), and the Endangered Species Act of 1973, as amended (16 U.S.C. 1531 et seq.).

NEPA Comments

As stated on page 4, the Purpose of the proposed project is to provide a safe and efficient Route 47 Missouri River crossing for the long term. The Service supports that purpose. At the same time, we note that public infrastructure development, repair, and replacement, set the long-term framework within which natural resources can be developed, managed and restored. Therefore we recommend that the Purpose also include an acknowledgement that the project should also be consistent with the natural habitats and functions of the Missouri River and floodplain within the project area.

We understand from your December 9, 2009, email to Ms. Jennifer Ballard of this office, that currently there is no available funding for this project. Because of the significant costs of replacing the existing roadway, MoDOT is focusing this study "...solely on providing a new river crossing." Given that new information, our comments will be offered with that new focus. Should the project expand to consider options across the floodplain, we would like to revisit this issue and provide input regarding alternatives that could maintain or improve the natural habitats and functions in those areas.

Fish and Wildlife Comments

With the new information cited above, it appears most if not all the proposed alternatives for major road realignment and/or expansion in the floodplain will not be considered. Therefore our comments will address the area of the existing bridge and the adjacent riparian habitats. The aquatic and terrestrial habitats along the Missouri River support numerous fish and wildlife resources including migratory songbirds, waterfowl, fur bearers, and recreationally important game species. Project alternatives should be developed that would avoid losses to wetlands, forests, and nearshore habitats. If possible, construction activities (e.g., tree clearing) should take place outside the most sensitive seasons (i.e., nesting, roosting).

The Missouri River and floodplain are used by bald eagles (*Haliaeetus leucocephalus*) throughout much of the year. This species has recently been removed from the endangered species list, but remains protected by the Bald and Golden Eagle Act and the Migratory Bird Treaty Act. Bald eagles are common migrants and winter residents throughout the state, and have become more common breeders along some of the major rivers and larger reservoirs in Missouri. During winter, they congregate near rivers and reservoirs with open water and often near large concentrations of waterfowl or other food sources. Eagles prefer areas with limited human activity, and usually perch along the lake shore and use large trees along the shoreline as daytime perches and night roosts. At night, wintering bald eagles may congregate at communal roosts and will travel as much as 12 miles from feeding areas to a roost site. In Missouri, the period January 1 to March 1 is important for initiating nesting activity; March 1 to May 15 is the most critical time for incubation and rearing of young.

Mature trees along the shorelines including large diameter (> 12 - inch dbh) cottonwoods, sycamores, and other shoreline trees are important habitat for daytime perching, nighttime roosting, and nesting. Riparian buffers are also important to help conceal human activity that might interrupt feeding and flight patterns. To reduce the loss of Bald Eagle habitat, we recommend retaining mature trees wherever possible in the project area, particularly near the shoreline, and establishing a native riparian buffer zone where vegetation is currently sparse. Other important guidelines to protect bald eagles can be found at: <http://www.fws.gov/midwest/eagle/guidelines/index.html>

At the present time, no eagle nests are known in the immediate project area. However, the location of all eagle nests is not known. If an eagle nest is observed near the project area, please contact this office at the address above for assistance. The above website can also assist you in determining whether the proposed project may disturb nesting eagles.

Endangered Species Comments

Pallid sturgeon (*Scaphirhynchus albus*) - The pallid sturgeon's range is primarily the Missouri River and the Mississippi River downstream of its confluence with the Missouri River. Limited data is available concerning preferred habitats in Missouri, but the species has been captured in tributary mouths, over sandbars, along main channel borders, and in deep holes elsewhere in the Missouri and Mississippi Rivers. Small sturgeon have been captured in off-channel backwaters.

Pallid sturgeon have been documented in the project area, and use most river habitats at one time or another depending on life stage and season. Therefore, disturbances to the riverbed (e.g. causeways, workpads, etc.) should be avoided, and if necessary be conducted outside the spawning season for this species. Previous studies have shown both pallid and shovelnose sturgeon can be found overwintering in large numbers in the scour holes. Therefore, installation of coffer dams or other structures in those areas should be conducted outside the winter months.

Indiana bat (*Myotis sodalis*) - The Indiana bat may occur in the project area. Indiana bats spend the winter hibernating in caves in the Ozarks. During April and May, females migrate north and establish small maternity colonies in suitable sites within wooded riparian areas, floodplain forests, or upland woodlots. Maternity roost sites

tend to be in dead or dying trees greater than 9 inches in diameter at breast height and with loose or exfoliating bark. Trees most likely to have loose or exfoliating bark are dead oaks, hickories, elms, green and white ash, silver maple, and eastern cottonwood, or living shagbark hickory. Preferred roost sites are located in forest openings, at the forest edge, or where tree canopy is sparse, and within 0.6 mi. of water.

Projects alternatives should be designed to avoid or minimize effects to suitable summering habitat, particularly potential roost trees. Should tree removal be necessary, it should be conducted between November 1 and April 1.

Gray bat (*Myotis grisescens*) - The gray bat occupies a limited geographic range in limestone karst areas of the southeastern United States, including Missouri. With rare exception, the gray bat roosts in caves year-round. In winter, most gray bats hibernate in vertical (pit) caves with cool, stable temperatures below 10 degrees Celsius. Summer caves, especially those used by maternity colonies, are nearly always located within a kilometer (0.6 mile) of rivers or reservoirs over which bats feed. The summer caves are warm with dome ceilings that trap body heat. Most gray bats migrate seasonally between hibernating and maternity caves, and both types of caves are located in Missouri. Gray bats are active at night, foraging for insects over water or along shorelines, and they need a corridor of forest riparian cover between maternity caves and foraging areas. They can travel as much as 20 kilometers (12 miles) from their maternity caves to forage.

Thank you for the opportunity to provide input on the project. If you have any questions regarding our comments or need further assistance, please do not hesitate to contact me.

Best Regards -

Jane Ledwin

Jane Ledwin
Fish and Wildlife Biologist
U.S. Fish and Wildlife Service
101 Park DeVille Drive
Columbia, Missouri 65203
Phone 573/234-2132, extension 109
email jane_ledwin@fws.gov



Matthew L
Burcham/SC/MODOT
12/09/2009 10:19 AM

To Jennifer_Ballard@fws.gov
cc Richard A Domzalski/D3/MODOT@MODOT
Subject Re: Route 47 EIS

Ms. Ballard:

Thank you for your input on this very important project for the citizens located in the vicinity of Washington. We look forward to your comments arriving, per the extension, no later than December 15. First, as a matter of clarity, one of the documents you are reviewing and referring to is the draft Purpose and Need chapter. The purpose and need is just one chapter of the EIS that we are currently developing. A complete, preliminary draft EIS will be offered to you for review in the coming year. We sent the Purpose and Need chapter and the other material as indicated in Point # 1 of the Coordination Plan (see Page 15), for your review at this stage in the project development. There are two subsequent points of collaboration with agencies as outlined in that plan. These scheduled points of collaboration in the Coordination Plan are part of the environmental review streamlining effort of Section 6002 of SAFETEA-LU (<http://environment.fhwa.dot.gov/strmlng/es2safetealu.asp>).

Regarding elevating the roadway on "pier or pillar design" across the floodplain north of the river, it was considered early and determined to be economically prohibitive. Placing approximately 3 miles (the length in our study) of roadway on structure would cost approximately \$69 million, alone. One fact we will add to the purpose and need is that there is currently no funding available for a proposed bridge project, let alone for the bridge plus new roadway. Roadway improvements were an initial part of the study. However, as the project developed the study team realized that the primary need was the deteriorating bridge. That realization, along with project roadway cost and agency input on floodplain impacts, led us to focus the study solely on providing a new river crossing.

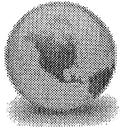
Thank you again for your input, we encourage your continued involvement during the course of the study. Please feel free to contact me if you have any questions.

Sincerely,

Matt Burcham
Senior Environmental Specialist
573-526-6679 (phone)

Our mission is to provide a world-class transportation experience that delights our customers and promotes a prosperous Missouri

Jennifer_Ballard@fws.gov



Jennifer_Ballard@fws.gov

12/04/2009 12:24 AM

To matthew.burcham@modot.mo.gov

cc

Subject Route 47 EIS

Mr. Burcham,

Thank you for your response regarding our request for extension of the comment period for phase 1 of the Route 47 Bridge project. In reviewing the project, I had a question for you about page 14 of the EIS document. It states that "keeping Route 47 open after a levee failure would be cost-prohibitive in terms of both economic price and environmental impact. The roadway would need to be elevated through the entire floodplain north of the river. In addition to cost considerations, regulatory agencies have expressed concerns that a project of this magnitude in the Missouri River floodplain would impair the floodplain's functionality." You may be aware that our office has been advocating that bridges of this type be constructed above the floodplain using a pier or pillar design that would greatly improve the floodplain's functionality and allow for future river restoration projects. Was this alternative considered at all in the planning process, and if so, why was it removed before the EIS preparation stage? Thank you for your time.

Sincerely,
Jennifer Ballard
Assistant Biologist
Missouri Ecological Services Field Office
US Fish and Wildlife Service
101 Park DeVillie Drive, Suite A
Columbia, Missouri 65203-0057
573-234-2132 ex. 117
Fax 573-234-2181



Matthew L
Burcham/SC/MODOT
11/30/2009 02:20 PM

To Jennifer_Ballard@fws.gov
cc Jane_Ledwin@fws.gov, Richard A
Domzalski/D3/MODOT@MODOT
Subject Route 47 EIS, Warren and Franklin Counties, Missouri

Ms. Ballard:

I am responding on behalf of Mr. Domzalski to inform you that we are happy to grant you a 15-day extension for review of Collaboration Point # 1 material. However, we have a public meeting scheduled for December 15 in Washington to gather input on the project. Therefore, our intent is to send Collaboration Point # 2 next week to participating agencies so that they will have the same information that the public will receive at the December 15 meeting. Please be assured that any substantive comments you have on Point # 1 material will be addressed.

Thank you. Please contact me if you have any questions.

Matt Burcham
Senior Environmental Specialist
573-526-6679 (phone)
573-526-3261 (fax)

Our mission is to provide a world-class transportation experience that delights our customers and promotes a prosperous Missouri

From: Jennifer_Ballard@fws.gov
To: richard.domzalski@modot.mo.gov
Cc: Jane_Ledwin@fws.gov
Date: 11/27/2009 10:04 AM
Subject: Route 47 EIS, Warren and Franklin Counties, Missouri

Mr. Domzalski,

Our office is in the process of reviewing the "Environmental Impact Statement for Route 47 from Routes 94/TT at Dutzow (Warren County) to Fifth Street in the City of Washington (Franklin County)." Your cover letter requested our comments by November 30, 2009. However, page 9 of the document indicates that agencies may be granted a 15 day extension to the comment period. In order to provide a more thorough evaluation of the project alternatives at this first collaboration point, we would like to request that extension. Thank you for your time and cooperation. We look forward to further collaboration with you in the future.

Sincerely,
Jennifer Ballard
Assistant Biologist
Missouri Ecological Services Field Office
US Fish and Wildlife Service
101 Park DeVille Drive, Suite A
Columbia, Missouri 65203-0057
573-234-2132 ex. 117
Fax 573-234-2181

*Missouri
Department
of Transportation*

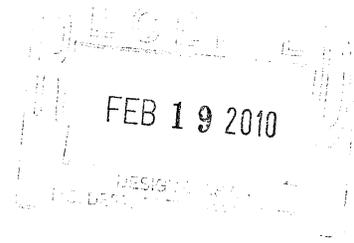


Pete K. Rahn, Director

105 West Capitol Avenue
P.O. Box 270
Jefferson City, MO 65102
(573) 751-2551
Fax (573) 751-6555
www.modot.org

January 22, 2010

Mr. Arthur Freeman, Deputy Regional Director
Federal Emergency Management Agency, Region VII
9221 Ward Parkway, Suite 300
Kansas City, MO 64114-3372



Dear Mr. Freeman:

Subject: Route 47 EIS, Warren and Franklin Counties, Missouri
From Routes 94/TT at Dutzow to Fifth Street in Washington
MoDOT Job No. J3P2155
Collaboration Point 2

Enclosed are materials for the second collaboration point with the cooperating and participating agencies. This collaboration point focuses on alternatives retained for detailed analysis. Those two alternatives, Adjacent Upstream and Adjacent Downstream, will be given detailed analysis in the environmental document. The enclosed initial alternatives screening results table displays data (quantitative and qualitative) used to determine which of the initial alternatives would be retained. This screening results table is a tool used to determine those alternatives. A summary of alternatives retained for detailed analysis gives a description of the alternatives and a discussion as to their ability to meet the purpose and need. The following are also included as enclosures:

- Revised purpose and need statement (substantial changes have been made, please review)
- Revised coordination plan (changes have been made)
- Methodologies to be used for impact assessment and level of detail needed for analysis of each alternative
- Maps showing the footprint of the project alternatives

A narrative of the results of the analysis and environmental screening and a description of factors considered in the alternatives screening will be included in the Draft EIS. A preliminary version of that document will be available for review at collaboration point 3 to those agencies that previously indicated an interest in receiving a review copy. In anticipation of that collaboration

January 22, 2010
Page 2

point we would like to know your interest now in reviewing a preliminary Draft EIS. We request that answer and comments on the information provided at this point no later than February 19, 2010. If you have questions or need any specific assistance, please contact either the project manager, Rick Domzalski, at (573) 248-2579 or Matt Burcham at (573) 526-6679.

Sincerely,



Richard Moore
Environmental Compliance Manager

Enclosures

cc: Rick Domzalski-3
Carole Hopkins-de
Matt Burcham-de

This letter was sent to the following addresses:

Mr. Richard Stratman, Mayor
439 Grand Avenue
Washington, MO 63090

Mr. Arden Engelage, Presideing Commissioner
Warren County Courthouse
104 W. Main Street, Suite B
Warrenton, MO 63383

Mr. Paul Parmenter, Director
State Emergency Management Agency
P. O. Box 116
Jefferson City, MO 65102

Mr. Doyle Brown, Policy Coordinator
Missouri Department of Conservation
P. O. Box 180
Jefferson City, MO 65102

Mr. Mark N. Templeton, Director
Missouri Department of Natural Resources
P. O. Box 176
Jefferson City, MO 65102

Mr. J. R. Flores, State Conservationist
Natural Resources Conservation Service
Parkade Center, Suite 250
601 Business Loop 70 West
Columbia, MO 65203-0913

Mr. Charlie Scott, Field Supervisor
U.S. Fish and Wildlife Service
Columbia Ecological Services Field Office
101 Park DeVille Drive, Suite A
Columbia, MO 65203-0057

Larry Shepard
NEPA Reviewer
US EPA Region 7
901 N. 5th Street
Kansas City, KS 66101

Mr. James Ptacek
Missouri State Regulatory Office
U.S. Army Corps of Engineers, KC District
221 Bolivar Street, #103
Jefferson City, MO 65101

Mr. Roger Wiebusch
U.S. Coast Guard
Second Coast Guard
1222 Spruce Street
St. Louis, MO 63103-2832

Re: Invitation to Become a Participating Agency, Route 47, Warren and Franklin Counties, Missouri

We have received your letter of May 12, 2008 concerning the above referenced project.

- We do not anticipate becoming a participating agency.
- Please address any further correspondence about this project or any project to the following address:

Regional Environmental Coordinator
National Park Service
Midwest Regional Office
601 Riverfront Drive
Omaha, NE 68102

These comments have been provided as early technical assistance and do not necessarily indicate the NPS' or the Department of the Interior's response to future environmental documents prepared in association with the project.

Thank you,

Regional Environmental Coordinator

Environmental Coordinator
National Park Service
Midwest Regional Office
601 Riverfront Drive
Omaha, NE 68102



0021553
\$00.272
MAY 27 2008
Jefferson City, MO 65102
US POSTAGE

Missouri Department of Transportation
105 West Capitol Avenue
P.O. Box 270
Jefferson City, Missouri 65102





United States Department of the Interior
National Park Service
Lewis & Clark National Historic Trail
601 Riverfront Drive
Omaha, Nebraska 68102-4226



In reply refer to:
ER-08/0429

L7619 (LECL-RS)

May 22, 2008

Ms. Peggy Casey
Environmental Projects Engineer
Federal Highway Administration Division Office
3220 West Edgewood, Suite H
Jefferson City, Missouri 65109

Dear Ms. Casey:

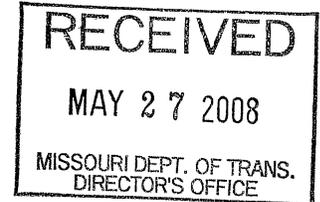
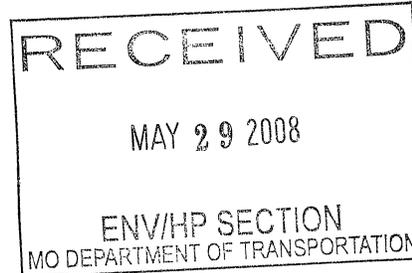
Thank you for the opportunity to comment on proposed improvements to Route 47 between Route 94 in Warren County, and Fifth Street in the city of Washington, Franklin County, Missouri. National Park Service staff at Lewis and Clark National Historic Trail reviewed the notice of intent to prepare an environmental impact statement regarding this project and offers the following comments for your consideration.

Roughly four miles in length, the Route 47 improvement project lies almost entirely within the Missouri River floodplain. At the southern terminus, Route 47 crosses the Missouri River via a bridge and intersects with Fifth Street in Washington, Missouri.

Natural resource issues which should be considered in developing alternatives for this project are related to the location of the project on the floodplain. Under Executive Order No. 11988, "Floodplain Management," and Executive Order No. 11990, "Protection of Wetlands," Federal agencies must protect habitats closely associated with aquatic resources in order to preserve the ecosystem components and services they provide. Realignment of the roadway and/or bridge should avoid impacts to wetland and riparian habitats. If wetland and riparian habitat losses are unavoidable, suitable mitigation actions need to be identified and implemented. Most of the floodplain in this area has been converted to agricultural use. Efforts to restore or reconstruct wetland areas should be a component of the improvement plan regardless of whether or not there is additional loss of wetlands due to construction activities.

The Missouri River is home to the pallid sturgeon, listed by the federal government as an endangered species. Consultation with the U.S. Fish and Wildlife Service, under Section 7 of the Endangered Species Act, will be required for bridge demolition and construction activities to limit further impacts to this fish or their habitats.

We appreciate your consideration of our comments and look forward to reviewing the draft environmental impact statement when it is released. If you have questions regarding our comments, please contact Dan Wiley, Chief of Natural Resources Stewardship, at 402-661-1830,



Dan_Wiley@nps.gov, or Natural Resource Specialist Suzanne Gucciardo at 402-661-1874,
Suzanne_Gucciardo@nps.gov.

Sincerely,

/s/ Stephen E. Adams

Stephen E. Adams
Superintendent

cc:

Mr. Kevin Keith
Chief Engineer, Missouri Department of Transportation
P.O. Box 270
Jefferson City, Missouri 65102

Ms. Ethel Smith
Office of Environmental Policy and Compliance
Department of the Interior
1849 C Street, N.W.
Washington DC 20240

Mr. Robert F. Stewart
Office of Environmental Policy and Compliance
National Park Service
P.O. Box 25007 (D-108)
Denver, Colorado 80225-0007

Mr. Jake Hoogland
Chief, Environmental Quality Division
National Park Service
1201 Eye Street, N.W. - Room 2310
Washington, DC 20005

Nick Chevance
Midwest Region Environmental Coordinator
National Park Service
601 Riverfront Drive
Omaha, Nebraska 68102-4226



"Casey, Peggy"
<Peggy.Casey@fhwa.dot.gov>
>

04/28/2008 03:31 PM

To <Matthew.Burcham@modot.mo.gov>
cc <Michael.Meinkoth@modot.mo.gov>
Subject NOI for Rte 47 Project in Washington

I was contacted by Denise Nelson of the National Park Service. She saw our NOI for this project. She works with the Lewis and Clark Trail. I told her that we don't have any plans for her to review at this time, but would involve the NPS, particularly as we consider any potential impacts to the historic trail. I think she was concerned about the location of the new Missouri River Bridge.

Peggy Casey
Environmental Projects Engineer
FHWA Missouri Division
3220 West Edgewood, Suite H
Jefferson City, MO 65109
Telephone: (573) 638-2620
Fax:: (573) 636-9283
e-mail: peggy.casey@fhwa.dot.gov



U.S. Department
of Transportation

**Federal Highway
Administration**

Missouri Division

Kevin Ward, Division Administrator

3220 W. Edgewood, Suite H
Jefferson City, Missouri 65109
(573) 636-7104
Fax (573) 636-9283
Missouri.FHWA@fhwa.dot.gov

April 19, 2010

Mr. Jim Gray, Principal Chief
Osage Nation of Oklahoma
627 Grandview
P.O. Box 779
Pawhuska, OK 74056

Attn: Dr. Andrea Hunter, Tribal Historic Preservation Officer

Subject: Route 47, Franklin and Warren Counties, Missouri
MoDOT Job No. J3P2155
EIS Rescission/Preparation of Environmental Assessment

Dear Chief Gray:

The Federal Highway Administration (FHWA) in cooperation with the Missouri Department of Transportation (MoDOT), will rescind the Notice of Intent to prepare an Environmental Impact Statement (EIS) on the Route 47 Missouri River Bridge project. This rescission is based on a reduction in scope from the original proposal to replace the existing bridge over the Missouri River and relocate or reconstruct Route 47 between Route 94 in Warren County and Fifth Street in the city of Washington in Franklin County, Missouri. The project proposed was approximately four miles in length and was intended to improve safety, reduce congestion, and improve reliability of Route 47 during Missouri River flood events.

Considerable effort was spent on developing the EIS purpose and need and examining a wide range of alternatives. Based on the prohibitive financial and environmental costs of constructing three miles of roadway through the Missouri River floodplain in Warren County, it was decided to focus solely on the primary purpose of replacing the deteriorating bridge. With the reduced scope of the proposed project and as impact analyses have progressed, it is apparent that the impacts associated with the alternatives being considered are generally minor. To date no significant controversy about the project has been voiced.

Based on the above, the FHWA and MoDOT have decided that the preparation of an Environmental Assessment is appropriate for the proposed bridge replacement. The original EIS termini will be revised to encompass only the proposed bridge replacement.



Your input has been greatly appreciated and will continue to be solicited even though the preparation of an EA does not require the use of participating agencies per Section 6002 of SAFETEA-LU. We will send you a copy of the Environmental Assessment if you request one.

If you have questions, please contact me at 573-638-2620 or peggy.casey@fhwa.dot.gov.

Sincerely yours,

//original signature//

Peggy J. Casey, P.E.
Environmental Projects Team Leader

cc: MoDOT/Design/Matt Burcham
MoDOT/Design /Carole Hopkins
MoDOT/District 3/Rick Domzalski





TRIBAL HISTORIC PRESERVATION OFFICE

Date: April 12, 2010

File: 0809-241MO-12

RE: FHWA Missouri Department of Transportation Route 47 Bridge Replacement in Warren and Franklin counties, Missouri

Peggy Casey
Environmental Projects Team Leader
FHWA, Missouri Division
3220 W. Edgewood, Suite H
Jefferson City, MO 65109

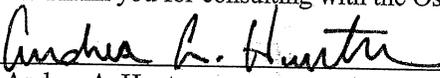
Dear Ms. Casey,

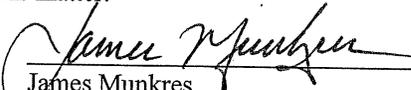
The Osage Nation Historic Preservation Office has received the cultural resources survey report and concurs that the proposed FHWA Missouri Department of Transportation Route 47 Bridge Replacement in Warren and Franklin counties, Missouri will not adversely effect properties of cultural or sacred significance to the Osage Nation. The findings of this S106 review for the FHWA Missouri Department of Transportation Route 47 Bridge Replacement in Warren and Franklin counties, Missouri has resulted in a determination of "No Properties." The Osage Nation, therefore, has no preference with regard to the remaining project alternatives.

In accordance with the National Historic Preservation Act, (NHPA) [16 U.S.C. 470 §§ 470-470w-6] 1966, undertakings subject to the review process are referred to in S101 (d) (6) (A), which clarifies that historic properties may have religious and cultural significance to Indian tribes. Additionally, Section 106 of NHPA requires Federal agencies to consider the effects of their actions on historic properties (36 CFR Part 800) as does the National Environmental Policy Act (43 U.S.C. 4321 and 4331-35 and 40 CFR 1501.7(a) of 1969). **The Osage Nation concurs that as a part of the scoping process MoDOT fulfilled NHPA and NEPA compliance by consulting with the Osage Nation Historic Preservation Office in regard to the proposed project referenced as FHWA Missouri Department of Transportation Route 47 Bridge Replacement in Warren and Franklin counties, Missouri.**

The Osage Nation has vital interests in protecting its historic and ancestral cultural resources. We do not anticipate that this project will adversely impact any cultural resources or human remains protected under the NHPA, NEPA, the Native American Graves Protection and Repatriation Act, or Osage law. **If, however, artifacts or human remains are discovered during project construction, we ask that work cease immediately and the Osage Nation Historic Preservation Office be contacted.**

Should you have any questions or need any additional information please feel free to contact me at the number listed below. Thank you for consulting with the Osage Nation on this matter.


Dr. Andrea A. Hunter
Tribal Historic Preservation Officer


James Munkres
Archaeologist I

Cc: Dr. Robert Reeder, Historic Preservation Manager, Design Division, Missouri Department of Transportation, P.O. Box 270, Jefferson City, MO 65102



TRIBAL HISTORIC PRESERVATION OFFICE

Date: March 1, 2010

File: 0809-241MO-12

RE: FHWA Missouri Department of Transportation Route 47 Bridge Replacement in Warren and Franklin counties, Missouri

Peggy Casey
Environmental Projects Team Leader
FHWA, Missouri Division
3220 W. Edgewood, Suite H
Jefferson City, MO 65109

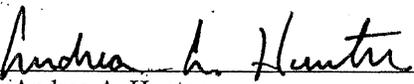
Dear Ms. Casey,

The Osage Nation Historic Preservation Office has received the notification and accompanying documents for the Environmental Impact Statement Collaboration Point 2 (Solicitation for comment on Preferred Alternatives) for the FHWA Missouri Department of Transportation Route 47 Bridge Replacement in Warren and Franklin counties, Missouri. The Osage Nation Historic Preservation Office requested a formal report of the related archaeological field investigations from the Missouri Department of Transportation on February 25th, 2010.

In accordance with the National Historic Preservation Act, (NHPA) [16 U.S.C. 470 §§ 470-470w-6] 1966, undertakings subject to the review process are referred to in S101 (d) (6) (A), which clarifies that historic properties may have religious and cultural significance to Indian tribes. Additionally, Section 106 of NHPA requires Federal agencies to consider the effects of their actions on historic properties (36 CFR Part 800) as does the National Environmental Policy Act (43 U.S.C. 4321 and 4331-35 and 40 CFR 1501.7(a) of 1969).

The Osage Nation Historic Preservation Office requests additional time in order to review and comment upon the results of the archaeological field investigations. Following this review and comment, The Osage Nation will provide a formal comment upon the solicitation for preferred alternatives for the project referenced as FHWA Missouri Department of Transportation Route 47 Bridge Replacement in Warren and Franklin counties, Missouri.

Should you have any questions or need any additional information please feel free to contact me at the number listed below. Thank you for consulting with the Osage Nation on this matter.


Dr. Andrea A. Hunter
Tribal Historic Preservation Officer


James Munkres
Archaeologist I

Cc: Dr. Robert Reeder, Historic Preservation Manager, Design Division, Missouri Department of Transportation,
P.O. Box 270, Jefferson City, MO 65102



Fw: Osage and Route 47 fieldwork

Robert L Reeder to: Carole A Hopkins, Rebecca R Peters

08/04/2010 04:22 PM

History: This message has been replied to.

The email below that I sent was based on a 2/25/10 phone call that I received from James Munkres, Osage Nation Archaeologist. In the phone call, James asked for detailed information regarding MoDOT's bucket augering (or fieldwork) done in the Missouri River bottom. It appears that the request was only via telephone.

Bob Reeder
Historic Preservation Manager, Design Division
Missouri Department of Transportation
P.O. Box 270, Jefferson City, MO 65102

email: robert.reeder@modot.mo.gov
phone: (573) 751-0473 fax: (573) 526-1300

----- Forwarded by Robert L Reeder/SC/MODOT on 08/04/2010 04:20 PM -----

From: Robert L Reeder/SC/MODOT
To: Michael C Meinkoth/SC/MODOT@MODOT, Lawrence L Ayres/SC/MODOT@MODOT, Russell M Weisman/SC/MODOT@MODOT, James P Harcourt/SC/MODOT@MODOT
Date: 02/25/2010 12:06 PM
Subject: Osage and Route 47 fieldwork

James Munkres was looking at the archaeological information submitted with the Collaboration Point 2 document for the Washington Bridge that was sent to the Osage Nation. He wanted to know if there was any document with more detailed information regarding the bucket augering or archaeological investigations done for the project. In talking with Carole, it appears that the Coll. Point 2 information was not detailed at all. I spoke with Karen about it and we think that the most detailed information that we have for the archaeological fieldwork is the Section 106 document that was sent to the SHPO. Karen printed off a copy and I will send that to the Osage. Is anyone aware of any additional, detailed information regarding the archaeological fieldwork that we should be providing as well?

Bob Reeder
Historic Preservation Manager, Design Division
Missouri Department of Transportation
P.O. Box 270, Jefferson City, MO 65102

email: robert.reeder@modot.mo.gov
phone: (573) 751-0473 fax: (573) 526-1300

Missouri
Department
of Transportation



Pete K. Rahn, Director

105 West Capitol Avenue
P.O. Box 270
Jefferson City, MO 65102
(573) 751-2551
Fax (573) 751-6555
www.modot.org

February 25, 2010

Mr. James Munkres
Tribal Historic Preservation Office
Osage Nation
627 Grandview
Pawhuska, OK 74056

Dear Mr. Munkres:

Subject: Route 47 Bridge
Warren and Franklin Counties
MoDOT Job Number J3P2155
Cultural Resources Survey Report

As requested, please find attached a copy of the Missouri Department of Transportation's (MoDOT) cultural resources report relating to proposed replacement of the Route 47 Bridge and bridge approaches at Washington, Missouri (MoDOT Job No. J3P2155). This report has been submitted to the Missouri State Historic Preservation Office (SHPO) although MoDOT has not yet received the SHPO response or comments regarding the submittal. The proposed project requires only minimal new right of way with most of the new right of way being located in the Missouri River floodplain on the north side of the river. MoDOT dug a series of controlled bucket auger tests (each auger test being 8 inches in diameter) across the proposed new right of way in the Missouri River floodplain but did not find any significant or intact archaeological deposits. MoDOT has recommended that the proposed project will not affect any prehistoric archaeological sites.

If you have any questions, please contact me at robert.reeder@modot.mo.gov or at (573) 751-0473.
Thank you.

Sincerely,

Robert L. Reeder
Historic Preservation Manager

br

Attachment

Copies: Ms. Peggy Casey - fhwa



U.S. Department
of Transportation

**Federal Highway
Administration**

Missouri Division
Kevin Ward, Division Administrator

3220 W. Edgewood, Suite H
Jefferson City, Missouri 65109
(573) 636-7104
Fax (573) 636-9283
Missouri.FHWA@fhwa.dot.gov

January 26, 2010

Mr. Jim Gray, Principal Chief
Osage Nation of Oklahoma
627 Grandview
P.O. Box 779
Pawhuska, OK 74056

ATTN: Dr. Andrea Hunter, Tribal Historic Preservation Officer

Subject: Route 47 EIS, Warren and Franklin Counties, Missouri
From Routes 94/TT at Dutzow to Fifth Street in Washington
MoDOT Job No. J3P2155
Collaboration Point 2

Dear Chief Gray:

Your July 28, 2008 letter accepted our offer to consult during the development of the environmental impact statement (EIS). Enclosed are materials for your consideration for Collaboration Point 2 for the development of the EIS.

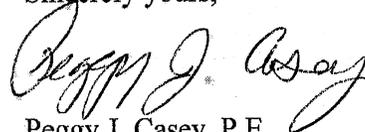
Two build alternatives, Adjacent Upstream and Adjacent Downstream, will be given detailed analysis in the environmental document. The enclosed initial alternatives screening results table displays data used to determine which of the initial alternatives would be retained. This screening results table is a tool used to determine those alternatives. A summary of alternatives retained for detailed analysis briefly describes the alternatives and a discussion as to their ability to meet the purpose and need for the project. The following are also enclosed:

- Revised purpose and need statement (substantial changes have been made, so please review)
- Revised coordination plan
- Methodologies to be used for impact assessment and level of detail needed for analysis of each alternative
- Maps showing the footprint of the project alternatives



Should you wish to provide comments on the two alternatives or the other materials, we will include them with those received from agencies to help us determine the preferred alternative. Please let us know if you believe any of your comments should be kept confidential. Comments and information from the December 15, 2009 public meeting held in Washington, Missouri will also be considered. We request that you provide your comments no later than March 1, 2010. If you have questions or need any specific assistance, please contact either me at peggy.casey@fhwa.dot.gov, or 573-638-2620, or MoDOT's project manager, Rick Domzalski, at 573-248-2579.

Sincerely yours,



Peggy J. Casey, P.E.
Environmental Projects Team Leader

Enclosures





U.S. Department
of Transportation

**Federal Highway
Administration**

Missouri Division
Kevin Ward, Division Administrator

3220 W. Edgewood, Suite H
Jefferson City, Missouri 65109
(573) 636-7104
Fax (573) 636-9283
Missouri.FHWA@fhwa.dot.gov

October 29, 2009

Mr. Jim Gray, Principal Chief
Osage Nation of Oklahoma
627 Grandview
P.O. Box 779
Pawhuska, OK 74056

Attn: Dr. Andrea Hunter, Tribal Historic Preservation Officer

Subject: Route 47, Warren and Franklin Counties, Missouri
MoDOT Job No. J3P2155
Coordination Plan – Collaboration Point 1

Dear Chief Gray:

Based on your request to consult during the development of the environmental impact statement for the Route 47 project in Warren and Franklin Counties, Missouri, we are providing a draft purpose and need statement, maps displaying the initial alternatives considered, and the draft coordination plan for agency, tribal, and public involvement.

Should you wish to provide comments on the initial range of alternatives or on environmental features, resources, and issues of tribal concern, we will include them with those received from agencies to help us determine the reasonable alternatives for detailed analysis in the EIS. Please let us know if you believe any of your comments should be kept confidential. Comments and information obtained from public meetings held in Washington, Missouri, in June and November, 2008 will also be considered in screening the initial alternatives. We ask that you provide your comments no later than November 30, 2009. If you have any questions or need any specific assistance, please contact me at peggy.casey@fhwa.dot.gov or 573-638-2620, or the project manager, Rick Domzalski at 573-248-2579.

Sincerely yours,

//original signature//

Peggy J. Casey, P.E.
Environmental Projects Team Leader

Enclosures

CC: MoDOT, District 3, Rick Domzalski
MoDOT, Design, Matt Burcham
MoDOT, Design, Bob Reeder
MoDOT, Design, Carole Hopkins



J3P2155



TRIBAL HISTORIC PRESERVATION OFFICE

Date: July 28, 2008 **File:** 0708-480MO-7

RE: USDOT; FHA; Missouri Division; Route 47 Bridge Environmental Impact Statement; Franklin County, Missouri

Peggy J. Casey
Environmental Projects Engineer
USDOT; FHA
Missouri Division
3220 W. Edgewood, Suite H
Jefferson City, Missouri 65109

Dear Ms. Casey,

The Osage Nation Historic Preservation Office received your letter on May 13, 2008, notifying the Nation of the proposed project listed as **USDOT; FHA; Missouri Division; Route 47 Bridge Environmental Impact Statement; Franklin County, Missouri**. I accept your invitation to be a consulting party for this project. I would be interested in attending any future scoping meetings as well.

Thank you for consulting with the Osage Nation on this matter.



Dr. Andrea A. Hunter
Tribal Historic Preservation Officer

FHWA
MO DIV
RECEIVED

AUG 4 2008

DA	
ADA	
Planning	
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Fin Spec	
Fin Tech	
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Civil Rights	
Safety	
Operations	
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TE3	
TE4	

Email: ahunter@osagetribe.org



U.S. Department
of Transportation

**Federal Highway
Administration**

Missouri Division
Allen Masuda, Division Administrator

3220 W. Edgewood, Suite H
Jefferson City, Missouri 65109
(573) 636-7104
Fax (573) 636-9283
Missouri.FHWA@fhwa.dot.gov

May 13, 2008

Mr. Jim Gray, Principal Chief
Osage Nation of Oklahoma
627 Grandview
P.O. Box 779
Pawhuska, OK 74056

Attn: Dr. Andrea Hunter, Tribal Historic Preservation Officer

Re: Invitation to Become a Consulting Party on the Route 47 Bridge Environmental Impact Statement

Dear Chief Gray:

The Federal Highway Administration (FHWA), in cooperation with the Missouri Department of Transportation (MoDOT), is initiating an Environmental Impact Statement (EIS) for replacement of the existing bridge over the Missouri River and relocation or reconstruction of Route 47 between Route 94 in Warren County and Fifth Street in the City of Washington in Franklin County, Missouri. The overall project is about 4 miles long, extending from the southern bank of the Missouri River, crossing the Missouri River floodplain, and ending near the town of Dutzow at the northern edge of the Missouri River floodplain (see enclosed map). The goals of the project, as currently defined, are to improve safety, reduce congestion, and improve reliability of Route 47 during Missouri River flood events

As a tribal government that has expressed interest in the project vicinity, you are entitled to become a consulting party for the project under Section 106 of the National Historic Preservation Act of 1966 and under Section 6002 of the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU). As a consulting party you would have the right to participate in identification of properties of interest to the tribe and/or that are eligible for the National Register of Historic Places and the evaluation of effects on those properties that are eligible.

Please respond to FHWA in writing if you wish to be a consulting party for this project. If you wish to be a consulting party on this project but your tribe declines to participate in the May 28, 2008 scoping meeting, FHWA and MoDOT will continue to consult with your tribe about this project.

Additionally, we invite your tribe to attend the Route 47 EIS Agency Scoping Meeting in Jefferson City on May 28, 2008. The meeting will be held at 2:00 p.m. at the FHWA office at

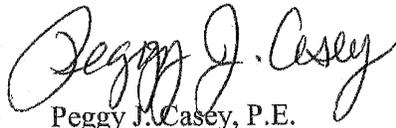
**AMERICAN
ECONOMY**

3220 W. Edgewood, Suite H. A presentation on the project will be given and agency and tribal representatives will be invited to ask questions and provide input on the project and the agency coordination plan being developed. The enclosed scoping packet provides more information.

Please notify me by May 23, 2008, regarding your attendance at the Agency Scoping Meeting. An accurate count of potential attendees will help us plan appropriately for scoping materials and allow us to notify attendees of schedule changes due to inclement weather. Please contact me at 573-638-2620 or at peggy.casey@fhwa.dot.gov if you have any questions or would like to discuss in more detail the project or our respective roles and responsibilities during the preparation of this EIS.

Thank you for your assistance and interest in this project.

Sincerely,



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

Enclosure

Copies: Rick Domzalski – MoDOT, District 3
Matt Burcham – MoDOT, Design
Carole Hopkins – MoDOT, Design
Bob Reeder – MoDOT, Design

**AMERICAN
ECONOMY**

MAR 1 2010

DESIGN DIVISION



Jeremiah W. (Jay) Nixon, Governor • Mark N. Templeton, Director

DEPARTMENT OF NATURAL RESOURCES

www.dnr.mo.gov

February 24, 2010

Mr. Matt Burcham
Missouri Department of Transportation
P.O. Box 270
Jefferson City, MO 65102

Re: Washington Route 47 Bridge Purpose and Need Statement

Dear Mr. Burcham:

The Missouri Department of Natural Resources (Department) appreciates the opportunity to provide comments for the Draft Purpose and Need Statement portion of the Draft Environmental Impact Statement (DEIS) for the Washington Route 47 Bridge, Washington, Missouri. The Department offers the following comments for consideration.

Either of the alternatives currently under consideration, adjacent to and upstream or adjacent to and downstream of the existing bridge, would have similar environmental impacts, with the possible exception of cultural resources. More information as the project develops further will allow evaluation of cultural resource impacts from either option. The Department commends the Missouri Department of Transportation for including the construction of protected lanes for bicycle or pedestrian use on the new bridge.

Both of the options under consideration have the potential to impact wetlands on the south side from the bluff at Washington to the river. On the north side the main wetlands impacted would be from the river to the levee, plus a small amount of farmland. The Department looks forward to comparing and evaluating the potential impacts of these alternatives as the DEIS develops.

We appreciate the opportunity to provide comments for the Draft Purpose and Need Statement portion of the Draft Environmental Impact Statement for the Washington Route 47 Bridge, Washington, Missouri. If you have any questions or need clarification,



Recycled Paper

please contact me or Ms. Jane Beetem, phone number (573) 751-3195. The address for correspondence is Department of Natural Resources, P.O. Box 176, Jefferson City, MO 65102. Thank you.

Sincerely,

DEPARTMENT OF NATURAL RESOURCES

A handwritten signature in cursive script that reads "Jane Beetem".

Jane Beetem
Transporation Coordinator

DB:bjj



STATE OF MISSOURI
DEPARTMENT OF NATURAL RESOURCES

Jeremiah W. (Jay) Nixon, Governor • Mark N. Templeton, Director

www.dnr.mo.gov

November 30, 2009

Mr. Matt Burcham
Missouri Department of Transportation
P.O. Box 270
Jefferson City, MO 65102

Re: Route 47 EIS, Warren and Franklin Counties, Missouri, Purpose and Need

Dear Mr. Burcham:

The Missouri Department of Natural Resources (Department) appreciates the opportunity to provide comments on the Draft Purpose and Need Statement for the Route 47 EIS, Warren and Franklin Counties, Missouri. The Department offers the following comments for consideration.

We appreciate that the Missouri Department of Transportation (MoDOT) and the Federal Highway Administration (FHWA) are evaluating options regarding the Washington Bridge over the Missouri River before replacement becomes a critical safety issue. This early evaluation allows thoughtful consideration of all options, which takes time, and might not be possible should the bridge need to be replaced in a short timeframe for safety reasons.

The Department appreciates that the option of an elevated roadway through the Missouri River floodplain north of the bridge has been eliminated from further consideration. While we understand the inconvenience for local residents of finding alternative routes during periods of significant flooding, such a raised roadway would disrupt the natural function of the floodplain.

The lack of shoulders on the existing bridge is recognized in the Purpose and Need as an impediment to bicycle users and pedestrians trying to access the City of Washington from north of the Missouri River. In future documents, we look forward to greater detail regarding how the various alternatives would meet the needs of KATY Trail users, both on the bridge itself and on Highway 47 north of the river.

We appreciate the opportunity to provide comments on the on the Preliminary First Tier Draft Environmental Impact Statement (PDFTEIS), Interstate 70, Jackson County, Missouri. If you have any questions or need clarification, please contact me or Ms. Jane Beetem, phone number 573-751-3195. The address for correspondence is Department of Natural Resources, P.O. Box 176, Jefferson City, MO 65102. Thank you.

Sincerely,

DEPARTMENT OF NATURAL RESOURCES



Dru Buntin
Deputy Director for Policy

DB:jb





Jeremiah W. (Jay) Nixon, Governor • Mark N. Templeton, Director

DEPARTMENT OF NATURAL RESOURCES

www.dnr.mo.gov

September 29, 2009

Mr. David B. Nichols, P.E.
Director of Program Delivery
Missouri Department of Transportation
P.O. Box 270
Jefferson City, Missouri 65102

Dear Mr. Nichols:

The Missouri Department of Natural Resources (department) accepts the invitation from the Missouri Department of Transportation to act as a Participating Agency on development of an Environmental Impact Statement (EIS) for replacement of the bridge over the Missouri River at Washington, and relocation or reconstruction of Route 47 between Route 94 in Warren County and Fifth Street in the City of Washington in Franklin County, Missouri.

The department understands that as a Participating Agency, we will work to:

- (1) provide meaningful and early input on the purpose and need for the project, the range of alternatives for consideration, as well as methodologies and the level of detail required in the alternatives analysis;
- (2) participate in coordination meetings and joint field reviews as appropriate; and
- (3) provide timely review and comment on environmental documents developed during this process. Such comments will include any concerns the department may have regarding the adequacy of the documents; the alternatives considered and anticipated impacts and mitigation.

Thank you for inviting the department to participate in this process. We look forward to working with you on this project. If you have any questions or require further information, please contact me at 573-751-3195. My address for correspondence is Department of Natural Resources, P.O. Box 176, Jefferson City, MO 65102. Thank you.

Sincerely,

DEPARTMENT OF NATURAL RESOURCES

A handwritten signature in black ink that reads "Jane Beetem". The signature is written in a cursive style.

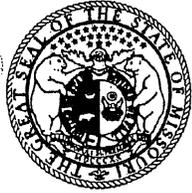
Jane Beetem
Transportation Coordinator

Jeremiah W. (Jay) Nixon
Governor

STATE OF MISSOURI

John H. Campbell
Acting Director

EMERGENCY MANAGEMENT AGENCY



DEPARTMENT OF PUBLIC SAFETY

PO Box 116, Jefferson City, Missouri 65102
Phone: 573/526-9100 Fax: 573/634-7966
E-mail: mosema@sema.dps.mo.gov



February 5, 2009

Steve Spradlin
Missouri Department of Transportation
Bridge Division
P.O. Box 270
Jefferson City, MO 65102

RE: Hydraulic Design Requirement for Route 47 Missouri River Bridge Replacement.

Dear Mr. Spradlin

The State Emergency Management Agency (SEMA) and Federal Emergency Management Agency (FEMA) have always encouraged the use of "best available data" even if it's not the current data represented on the Flood Insurance Study (FIS). SEMA would consider the Upper Mississippi River System Flow Frequency Study (UMRSFFS) the best available data at this time.

Updating the Flood Insurance Studies is on-going project for FEMA and there is a possibility that an update to the Warren County FIS could occur within the next 5 years. Any update to the FIS for Warren County would most surely include adding the UMRSFFS to the FIS for Warren County. This would remain consistent with other new FIS being produced in other counties throughout the state. The timing of the Warren County FIS being completed and the conversion of the UMRSFFS UNET Model to a FEMA HEC-RAS model did not allow for new data to be incorporated. UMRSFFS has already or will be incorporated into the neighboring counties of Gasconade, Franklin and St. Charles.

SEMA does not have any concerns with the discrepancies in elevation provided since the National Weather Service, U.S. Geological Service & National Resource Conservation Service all served as reviewers and technical experts for UMRSFFS. The period of record for the study was from 1898 to 1998 so it included data from the 1993 flood of record. The current effective FIS dated 1999 does not contain data from the 1993 flood, the study published in the current effective FIS for Warren County was completed in 1981 and just republished in 1999.



A Nationally
Accredited
Agency

February 5, 2009

SEMA would support MoDOT using the "best available data" UMRSFSS and completing a no-rise certificate using UMRSFSS as their base line flood study. Typically allow for a 30 day review period for all no rise certifications before a flood plain development permit is issued.

If you have any additional question or concerns please feel free to email me at jason.schneider@sema.dps.mo.gov or call me at (573) 526-9119.

Sincerely,

A handwritten signature in black ink, appearing to read "Jason Schneider". The signature is fluid and cursive, with a long horizontal stroke extending to the right.

Jason Schneider, P.E., CFM
Floodplain Management Engineer

Cc: Warren County file
Franklin County file

Missouri
Department
of Transportation



105 West Capitol Avenue
P.O. Box 270
Jefferson City, MO 65102
(573) 751-2551
Fax (573) 751-6555
www.modot.org

Pete K. Rahn, Director

January 23, 2009

Mr. Jason Schneider, Floodplain Management Engineer
Missouri Department of Public Safety
State Emergency Management Agency
P.O. Box 116
Jefferson City, MO 65102

Subject: Design - Environmental Impact Study, Hydraulic Design Requirements
Route 47, Warren and Franklin Counties
Job No. J3P2155
Replacement of Missouri River Bridge at Washington, MO

Dear Mr. Schneider:

We appreciate the communications our office has had with you in recent months regarding the proposed Washington Bridge replacement project; and we would like at this time to officially notify SEMA of MoDOT's intent to replace the existing Missouri River Bridge at Washington, Missouri within the next 5 to 10 years. We also want to request your guidance pertaining to the SEMA requirements that will exist for the hydraulic design of the new structure as needed to meet No-Rise Certification criteria and obtain approval of the Floodplain Development Permit application.

Background information:

To provide a brief summary regarding this project (now in the Environmental Impact Statement stage), we first note that the age, condition and deck geometry of the existing Missouri River Bridge at Washington indicate the need for a replacement structure as opposed to rehabilitation of the existing in order to meet customer needs. With a replacement bridge, a No-Rise Certification will be required.

There are two hydraulic studies applicable to this site. One is the current 1999 FEMA Flood Insurance Study for Warren County (in which the Washington Bridge K0969 formally resides as reported on the National Bridge Inventory); and the second is the 2003 U.S. Army Corps of Engineers Missouri River Hydraulic Analysis. However, as was reported in previous communications, there is a significant difference in 100-year water surface elevations at the Washington site as determined by the two studies. Specifically, the 100-year flood elevation of 493.5 per the 2003 COE Study is one foot higher than the 1993 Flood of Record elevation 492.64 (as well as the 500-year flood elevation 492.4 per the 1999 FEMA Flood Insurance Study for Warren County); and is also about 5 feet higher than the 100-year flood elevation of 488.4 per the current 1999 FEMA FIS for Warren County.

The new COE Study states a number of improvements in comparison to the existing hydraulic analysis on which the FEMA FIS is based. However, regarding the hydraulic analysis requirements pertaining to this project, we are concerned that the COE Study's 100-year flood elevation does not appear to be consistent with actual flood data reported in the National Weather Service historical records for this specific Washington site - or with historical flooding records as reported by MoDOT maintenance personnel that have extensive familiarity with the flooding history of the immediate project vicinity and adjacent regions.

Information requested:

As a result of prior conversations with you, it is our understanding that Warren County will be updating their FEMA Flood Insurance Study and continuing to use the same hydraulic analysis upon which the current 1999 FEMA FIS is based - although both St. Charles and Franklin Counties will instead be updating their FEMA FIS based on the new COE Study.

In addition, we have understood that because the new Warren County FEMA Flood Insurance Study will extend the usage of the existing hydraulic analysis of the 1999 FEMA FIS, you would approve No-Rise Certification for the new bridge based on that older hydraulic analysis - although it was indicated that you would prefer usage of the COE Hydraulic Study, if possible, in order to be consistent with the trend to move toward usage of the updated COE Study data.

However, because of the flood elevation discrepancies and concerns noted above, we believe that it would be most appropriate that we request that your office advise us at this time as to which hydraulic study we will be required to use for the hydraulic design of the new structure, as well as a corresponding time frame in which we would need to complete that design and obtain SEMA approval. (At this time, we would estimate our request for SEMA approval of the Floodplain Development Permit and No-Rise Certificate documentation within the next five years.)

Thank you for your consideration of this request. Please direct your response to Steve Spradlin, MoDOT Bridge Division at the address noted above. If you have any questions, please contact Steve at (573) 751-2827 or by e-mail at Stephen.Spradlin@modot.mo.gov.

Sincerely,



FDR

Dennis W. Heckman, P.E.
State Bridge Engineer

cc: Mr. Matt Burcham-DE
Mr. Rick Domzalski-3

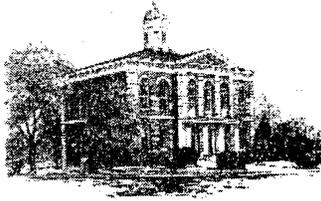
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Warren County Commission

Presiding Commissioner
Arden Engelage

Southern District Commissioner
Hubert Kluesner

Northern District Commissioner
Daniel Hampson



1870 - 1995

Warren County Courthouse
104 West Boonslick Rd.
Warrenton, Missouri 63383
Phone: 636-456-3045
Fax: 636-456-1801

November 16, 2009

Mr. Richard Moore
Environmental Compliance Manager
MODOT
PO Box 270
Jefferson City, MO 65102

RE: Route 47 EIS, Warren and Franklin Counties, Missouri
From Routes 94/TT at Dutzow south to Fifth Street in Washington
MoDOT Job No. J3P2155
Collaboration Point 1

Dear Mr. Moore,

The Warren County Commission has a concern regarding the Route 47 EIS for Warren and Franklin Counties. The Commission would like to see a one lane construction at a time for the bridge, or a bypass system be put in place because of the amount of traffic the bridge handles at any one time. The inconvenience impact to the schools, hospital, residents, emergency response persons, etc. is also a great concern of the Commission.

Please feel free to contact us at any time should you have any questions at 636-456-3045. Thank you for your time and cooperation.

Sincerely,

The Warren County Commission

Handwritten signature of Arden Engelage in cursive.

Arden Engelage
Presiding Commissioner

Handwritten signature of Hubert Kluesner in cursive.

Hubert Kluesner
Associate Commissioner

Handwritten signature of Daniel Hampson in cursive.

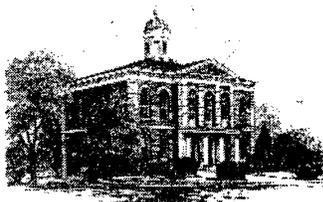
Daniel Hampson
Associate Commissioner

Warren County Commission

Presiding Commissioner
Arden Engelage

Southern District Commissioner
Randy Lewis

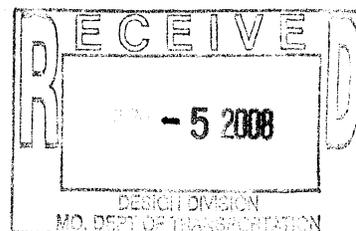
Northern District Commissioner
Jim Logan



1870 - 1995

Warren County Courthouse
104 West Boonslick Rd.
Warrenton, Missouri 63383
Phone: 636-456-3045
Fax: 636-456-1801

June 3, 2008



MoDot
Attn: David B. Nichols, P.E.
P.O. Box 270
Jefferson City, MO 65102

Dear Mr. Nichols,

We are writing this letter in regards to receiving your letter dated May 12, 2008 pertaining to the MoDot Job No. J3P2155, in Warren and Franklin Counties from Route 94 south to Fifth Street in Washington. The Warren County Commission would invite the opportunity to become a participating agency with the FHWA in the development of the Route 47 Bridge EIS.

Please contact us with any questions or comments you might have for us. Thank you.

Sincerely,

The Warren County Commission

Handwritten signature of Arden Engelage in cursive.

Arden Engelage
Presiding Commissioner

Handwritten signature of Randy Lewis in cursive.

Randy Lewis
Associate Commissioner

Handwritten signature of Jim Logan in cursive.

Jim Logan
Associate Commissioner