

APPENDIX A

Resource Regulations and Process

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WHY THIS ENVIRONMENTAL ASSESSMENT IS BEING PREPARED

The National Environmental Policy Act of 1969, commonly known as NEPA, created a requirement that federal agencies consider potential environmental consequences and reasonable alternatives before undertaking a proposed action. Depending upon the anticipated extent of an action's impacts to the human environment, NEPA compliance can take the form of a Categorical Exclusion (CE), an Environmental Assessment (EA), or an Environmental Impact Statement (EIS).

MoDOT and IDOT projects must satisfy more than 40 environmental laws in addition to the NEPA. NEPA documents such as this Environmental Assessment are also used to detail the project's compliance with other environmental laws and regulations.

This EA is a key part of the multiple stages required to plan, develop, and construct a federally funded major highway project. Developing the EA is an objective process that helps determine what actions, if any, would best serve area transportation needs. This EA looks at the environmental consequences associated with various alternatives such as rehabilitating the existing bridge, constructing a replacement bridge, or doing nothing. The public are encouraged to voice their opinions about the problems and solutions identified during the EA process. Selection of an alternative is not final until NEPA compliance is achieved, resulting in either a Finding of No Significant Impact (FONSI) or, if the EA process identifies significant impacts, an EIS would be required and final selection of an alternative would not occur until a Record of Decision (ROD) was issued.

PRIME AND UNIQUE FARMLAND

Recognizing the importance of protecting farmland from conversion to non-agricultural uses, Congress passed the Farmland Protection Act (FPPA) in 1981. Before a federal project or federally funded program can use farmland, the farmland that would be affected must be assessed in a collaborative process with the Natural Resources Conservation Service (NRCS). NRCS classifies farmland as prime, unique or of statewide or local importance based on soil type. If the project would convert any prime, unique, statewide, or locally important farmland to non-agricultural uses in excess of parameters developed by NRCS, then the federal agency must take measures to minimize farmland impact. Statewide or locally important farmland is designated by state or local agencies for the production of crops in a specific area, but is not of national significance.

The Farmland Conversion Impact Rating Form AD-1006 is used to evaluate important farmland converted to non-farm use. NRCS uses a land evaluation and site assessment (LESA) system to establish a farmland conversion impact rating score on proposed sites of Federally funded and assisted projects. A score of 160 is used as an indicator. For project sites where the total points equal or exceed 160, alternative actions, as appropriate, should be considered that could reduce adverse impacts (e.g. alternative sites, modifications, or mitigation).

SOCIOECONOMIC/COMMUNITY IMPACTS

Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, as amended, (URA)

The URA as well as Missouri and Illinois state laws, require just compensation be paid to owner(s) of private property acquired for public use. An appraisal of fair market value is the basis for determining just compensation offered to owners for property acquisition. The Uniform Act defines an appraisal as a written statement independently and impartially prepared by a qualified appraiser setting forth an opinion of defined value of an adequately described property as of a specific date, supported by the presentation and analysis of relevant market information.

Environmental Justice

Title VI of the 1964 Civil Rights Act seeks to ensure that all groups and individuals have the right to access and participate in the transportation decision-making process.

Executive Order 12898, issued in 1994, directs federal agencies to take steps to ensure that minority or low-income neighborhoods are not subjected to disproportionate project impacts. Disproportionate adverse effects are those either mainly affecting a minority and/or low-income population or that the minority and/or low-income population will bear more transportation impact burden that are recognizably more severe or of greater significance than the adverse effect that the non-minority and/or non-low-income population will bear.

Environmental justice seeks to:

- avoid, minimize, or mitigate disproportionately high and adverse human health and environmental effects, including social and economic effects, on minority and low-income populations.
- ensure full and fair treatment of all people and their involvement in the transportation decision-making process regardless of race, color, national origin, age, or income.
- prevent the denial of, reduction in, or significant delay in benefits received by minority and low-income populations.

WATER QUALITY

Water quality is defined for a particular body of water by comparing the physical, chemical, and biological characteristics of the water with a set of standards. The U.S. Environmental Protection Agency (EPA) sets water quality standards based on the use of a particular body of water. Example uses include drinking, swimming, and the protection of aquatic life and habitat.

Bridge construction and demolition in proximity to any river presents the potential for sediment and other pollutants to enter the river and adjacent wetlands. Over time, increased amounts of sediment washed into these water resources could potentially damage aquatic ecosystems by lowering oxygen levels and covering food sources, fish spawning areas and other essential aquatic habitat. Additionally, stormwater could collect other pollutants such as concrete washout, paint, used oil, pesticides, solvents, or other debris and harm or kill fish and wildlife, degrade aquatic habitat, and affect drinking water quality.

Potential water quality impacts from a no-build alternative (bridge runoff) would be associated with operating and maintaining the existing bridge. Operating and maintaining a highway during normal roadway operation can adversely affect water quality, vegetation, and associated aquatic life if stormwater runoff washes chemical pollutants from the roadway surface to a body of water.

These pollutants can originate from motor vehicles as well as roadway deicing agents. Pollutants from vehicles can include grease and petroleum from lubricant spills or leaks, antifreeze and hydraulic fluid, and zinc used in tires and motor oil.

The water quality effects from such pollutants would be greatest at locations where stormwater runoff directly enters waterways. Generally, the amount of pollutants would be low volume and at most would cause only localized impacts.

WETLANDS AND WATERS OF THE U.S.

Wetlands are defined (*Federal Register*, 1982) as “Those areas that are inundated or saturated by surface or groundwater at a frequency and duration to support, and that under normal circumstances do support, a prevalence of vegetation typically adapted for life in saturated soil condition.” Executive Order 11990-Wetlands Protection requires each Federal agency to provide leadership and take action to minimize the destruction, loss or degradation of wetlands, and to preserve and enhance the natural and beneficial values of wetlands. Each agency, to the extent permitted by law, must avoid undertaking or avoiding assistance for new construction located in wetlands unless the head of the agency finds: there is no practicable alternative to such construction; and the proposed action includes all practical measures to minimize harm to wetlands that may result from such use. In making this finding, the head of the agency may take into account economic, environmental, and other pertinent factors. Executive Order 11990 established a no-net-loss of national wetlands policy and requires projects using federal funds avoid wherever possible, the destruction or modification of wetlands. Missouri's Executive Order 96-03 and Illinois' 20 ILCS 830-Illinois Interagency Wetland Policy Act of 1989, call for similar wetland protection at the state level.

Section 404 of the CWA authorizes the United States Army Corps of Engineers (USACE) to regulate impacts to waters of the United States through a permitting process. Waters of the U.S. is an inclusive term that covers streams, rivers, wetlands, and other aquatic sites that are under the USACE's jurisdiction. Missouri Department of Natural Resources (MDNR) and the Illinois Environmental Protection Agency (IEPA) administer the parallel Section 401 certification processes. This certification generally requires following several water quality best management practices (detailed in preceding section, “Water Quality”). The USACE also administers Section 10 of the Rivers and Harbors Act of 1899 which controls construction activities in navigable waters of the U.S. National Wetland Inventory (NWI) maps, United States Geological Survey (USGS) topographical maps and field survey data were used to define wetland boundaries and assess potential impacts for the proposed build alternatives.

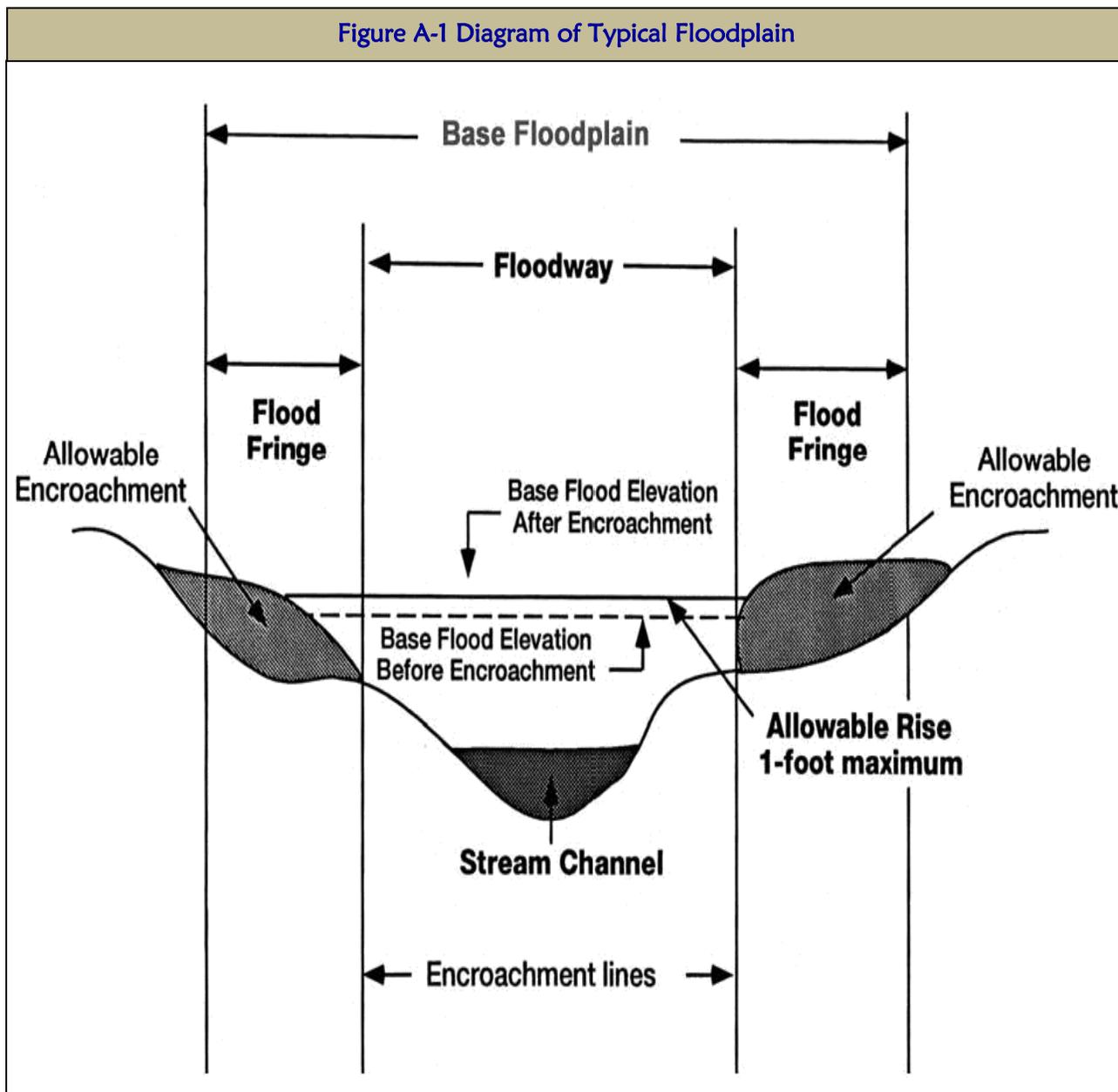
FLOODPLAINS

Floodplains are the low lands adjoining the channel of a river, stream, or watercourse, or adjoining the shore of an ocean, lake, or other body of standing water, that have been or may be inundated by flood water. Executive Order 11988 – Floodplain Management, FHWA policy and procedures in 23 CFR 650, and other federal floodplain management guidelines, direct agencies to evaluate floodplain impacts for proposed actions. Floodplains can be described by the frequency of flooding that occurs. With Executive Order 11988, the base flood was formally adopted as a standard for use by all federal agencies. The base flood has a 1% chance of being equaled or exceeded each year. Figure A-1 shows a typical floodplain diagram.

The National Flood Insurance Program (NFIP) uses the base flood as the standard for floodplain management and to determine the need for flood insurance. When available, NFIP flood hazard boundary maps and flood insurance studies for the project area are used to determine the limits of

the base floodplain and the extent of encroachment from an action such as building a structure, including highways, within the limits of the base floodplain.

The regulatory floodway is the area of a stream or river channel that must be kept open to convey floodwaters from the base flood. Federal Emergency Management Agency (FEMA) restrictions do not allow projects to cause any rise in the regulatory floodway and no more than a one-foot cumulative rise may result from all projects in the base floodplain.



FEMA Buyout Properties

The Flood Disaster Protection Act of 1973, as amended by the Disaster Relief and Emergency Assistance Act of 1988 (The Stafford Act), identified the use of disaster relief funds under Section 404 for the Hazard Mitigation Grant Program (HMGP), including the acquisition and relocation of flood damaged property. The Volkmer Bill further expanded the use of HMGP funds to “buy out” flood damaged property affected by the Great Flood of 1993. FEMA has jurisdiction over these buyout properties. The federal government, through FEMA, administers the HMGP to purchase flood-prone properties, rather than repeatedly providing disaster relief after each flooding episode.

A determination must be made as to whether a project takes place in an area with FEMA buyout properties, and the extent of encroachment. There are several thousand “flood-buyout” parcels throughout the state and there are numerous restrictions on these FEMA buyout properties. The buyout property restrictions preclude development of the parcels, including placement of fill material or bridge piers; thus deed restrictions are a constraint to building roads and bridges. Avoidance of FEMA buyout properties is strongly recommended. If the buyout property cannot be avoided, MoDOT coordinates with the local government administrator as well as SEMA to obtain relief from the open space restriction.

WILD AND SCENIC RIVERS

The Wild and Scenic Rivers Act (WSRA), signed into law October 2, 1968, (P.L. 90-542) was intended to preserve certain rivers with outstanding natural, cultural, and recreational values in a free-flowing condition for the enjoyment of present and future generations. Passage of the act created the National Wild and Scenic Rivers System, with eight rivers or river segments initially designated as components of the system and 27 rivers authorized for study as potential components. Subsequently, 195 rivers or river segments have been added to the system (203 total).

Any proposed federally assisted project within the bed or banks of a Wild and Scenic River requires a formal consultation under Section 7 of the WSRA with the federal Wild and Scenic River managing agency, unless it is very minor maintenance of existing infrastructure. Generally, road and bridge projects meet the criteria of being both within the bed or banks of the river and having a federal nexus, and thus are subject to a Section 7 review. If the Wild and Scenic River managing agency finds that the project is likely to have a direct and adverse effect, the agency may suggest changes to the project’s design in order to avoid the adverse impacts to these values and a revised proposal can be resubmitted for review. If the project cannot be revised accordingly, federal assistance cannot continue.

NOISE

The 1972 Federal-aid Highway Act required FHWA to develop a noise standard for new Federal-aid highway projects. FHWA Noise Standards give highway agencies flexibility in conforming to national requirements. Both MoDOT and IDOT have noise policies on highway traffic and construction noise. MoDOT’s Engineering Policy Guide at 127.13 and IDOT’s Highway Traffic Noise Assessment Manual describes their respective implementation of the requirements of the FHWA Noise Standard at 23 Code of Federal Regulations (CFR) Part 772. These policies were developed by the state DOTs and approved by FHWA.

The primary sources of highway traffic noise are the tire-pavement interface, engine noise, and exhaust noise. In very general terms, the lower threshold of highway noise impact is roughly the point at which interference with normal human speech is appreciable.

FHWA defines projects into three types; Type I, Type II, and Type III. Below are criteria associated with each project type.

Type I Project:

1. The construction of a highway on new location; or,
2. The physical alteration of an existing highway where there is either:
 - a. Substantial Horizontal Alteration. A project that halves (reduces) the distance between the traffic noise source and the closest receptor between the existing condition to the future build condition; or,
 - b. Substantial Vertical Alteration. A project that removes shielding (vegetation does not constitute shielding as it typically does not provide substantial noise reduction), as it thereby exposes the line-of-sight between the receptor and the traffic noise source. Although, general maintenance and resurfacing projects are not Type I projects. This is done by either altering the vertical alignment of the highway or by altering the topography between the highway traffic noise source and the receptor; or,
3. The addition of a through-traffic lane(s). This includes the addition of a through-traffic lane that functions as a High Occupancy Vehicle (HOV) lane, High Occupancy Toll (HOT) lane, bus lane, or truck climbing lane; or,
4. The addition of an auxiliary lane, except when the auxiliary lane is a turn lane; or,
5. The addition or relocation of interchange lanes or ramps added to a quadrant to complete an existing partial interchange; or,
6. Restriping existing pavement for the purpose of adding a through-traffic lane or an auxiliary lane; or,
7. The addition of a new or substantial alteration of a weigh station, rest stop, ride-share lot or toll plaza.
8. If any portion of a project evaluated under NEPA is determined to be Type I per 23 CFR 772.5, then the entire project area as defined in the environmental document is a Type I project.

Type II Project:

Usually referred to as a retrofit project, a Type II project is a proposed Federal or Federal-aid highway project for noise abatement on an existing highway. Type II projects are not mandatory and are at a State's discretion. Projects of this type are proposed solely at the option of a State DOT, and specific requirements for the project are determined by the individual State DOT. Federal participation in the funding of such projects is limited to those that propose abatement measures along lands that were developed prior to construction of the original highway. MoDOT does not participate in a Type II noise program.

Type III Project:

A project that does not meet the criteria for Type I or Type II is designated as a Type III project. Type III projects do not require noise analysis or consideration of noise abatement. Examples of Type III projects include bridge rehabilitations or replacements, roadway pavement reconstruction, roadway resurfacing, intersection improvements, shoulder additions, and turning lanes.

PROTECTED SPECIES

MoDOT environmental staff initiated early coordination with the U.S. Fish and Wildlife Service (USFWS) and Missouri Department of Conservation (MDC) through scoping meetings, official reviews of preliminary information in this document, and reference to the MDC Heritage Database, to address species-specific impacts. MoDOT staff reviewed aerial photography and topographic maps, used surveys of the project area and information from surveys conducted by the INHS, and conducted on-site field surveys to determine the project's affected environment and to evaluate environmental consequences of the no-build and three new bridge alternatives located either immediately upstream or downstream from the existing Champ Clark Bridge.

Migratory Bird Treaty Act

The Migratory Bird Treaty Act (MBTA) protects all migratory birds including colonial nesting sites formed on bridges by certain species. Transportation projects that affect bridges during migratory bird breeding season are assessed for impact to migratory bird species such as swallows that may use the bridges as a nesting site.

Bald Eagles

Bald eagles, *Haliaeetus leucocephalus*, were removed from the endangered species list in 2007 and have also been removed from the Missouri state endangered list based on recovery and climbing population numbers. However, this species is listed as threatened in Illinois and it is still federally protected. The MBTA, and more specifically, the Bald and Golden Eagle Protection Act are the main vehicles of federal protection for bald eagles, their eggs, nests, and nesting habitat.

Bald eagles are migrants and spend the winter along lakeshores and near larger streams and rivers in the Midwest. In winter, and occasionally summer, congregations can be found feeding below dams of reservoirs where fish are concentrated and in waterfowl-use areas. Typical suitable nest locations in Missouri and Illinois are mature trees or snags (dead trees) along riparian, shoreline, or forested areas that are strong enough to support a nest that could weigh upwards of 500 pounds and span four to six feet across.

Mussels

Many freshwater mussel species are declining throughout North America due to disturbance, disruption of their complex life cycles, habitat alteration and loss, illegal and overharvesting, and competition from introduced species. Excessive silt and gravel loads from disturbance (dredging, construction, nearby land disturbance) may interfere with the filtering and feeding and can smother young mussels.

Gray, Indiana, and Northern Long-Eared Bats

Gray bats (*Myotis grisescens*) use caves year-round for hibernation, giving birth, and raising young. The species uses stream and river corridors, lake shores, and spring/wetland areas to travel to and from caves for feeding at night. Aside from cave habitats, riparian corridors provide natural cover or visual shelter that benefits gray bats. Mature vegetation along streams provides cover from would-be predators as well as habitat diversity for insects, the prey of all bats in Missouri. Removing mature vegetation from streams for which bats use as travel and foraging corridors, and near caves they inhabit, could be detrimental to their success.

Indiana bats (*Myotis sodalis*) and northern long-eared bats (*Myotis septentrionalis*) follow a similar annual cycle as gray bats, with separate hibernation and maternity habitats and swarming activity near both during transition in the spring and fall. However, during the summer breeding season, both Indiana and northern long-eared bats use forest habitat for maternity and bachelor colonies

instead of caves. Suitable summer habitat consists of living, damaged, or dead trees with slabs of sloughing bark, splits, or even cavities. Male and non-reproductive female northern long-eared bats may also roost in cool caves or mines during the summer.

Lake Sturgeon

MDC lists the lake sturgeon (*Acipenser fulvescens*) as endangered. The MDC currently captures, propagates, releases, and tracks lake sturgeon within the borders of Missouri to study reproductive and habitat requirements.

HISTORICAL AND ARCHAEOLOGICAL RESOURCES

Cultural resources are the physical remains of human activity on the environment. They include archaeological sites and collections, buildings, bridges, and other resources that reflect the built environment.

Section 106 of the National Historic Preservation Act of 1966, as amended (16 U.S.C. 470), requires each federal agency to consider the effects of its projects on historic properties. Section 106 defines historic properties as properties listed on, or eligible for listing on the NRHP.

Section 106 encourages the preservation of resources, but does not mandate it. If resources cannot be avoided, the agency must mitigate the project's adverse effects. A Memorandum of Agreement (MOA) is a legally binding document detailing steps to be taken to mitigate the adverse effects. The MOA is developed in consultation with the federal agency, the State Historic Preservation Office (SHPO), the funding applicant, and any consulting parties.

National Register of Historic Places (NRHP)

The NRHP is the official list of buildings, structures, objects, sites, and districts significant in American history, architecture, archaeology, engineering, and culture. An eligible resource is significant at the national, state, or local level and must:

- be associated with events significant to the broad patterns of our history; or
- be associated with significant persons; or
- be significant for its design or construction; or,
- provide important information about our history or pre-history.

Section 106 requires federal agencies to define and document the Area of Potential Effects (APE) in consultation with the SHPO. The APE is the geographical area or areas within which an undertaking may cause changes in the character or use of historic properties, if such properties exist. The definition of the APE is dictated by the character and scope of the proposed project and the topography in the surrounding area. The APE can be defined, at least preliminarily, when project alternatives have been developed to a conceptual level—i.e., the general location and type of facility. There is a single APE for a project, but it is defined differently for above-ground resources and archeological resources. The purpose of defining the APE is to determine the area in which historic properties must be identified so that effects to any historic properties can then be assessed.

Determining the APE is a process that considers the geographic area, or the project setting, and the scale and nature of the undertaking. The APE is determined before identifying historic properties and should include all alternative locations for all elements of the undertaking, all locations where the undertaking may result in ground disturbance, all locations from which elements of the undertaking may be visible or audible, and all locations where the activity may result in changes in traffic patterns, land use, public access, etc. The APE may also include areas that are not contiguous to the project.

PUBLIC LANDS AND POTENTIAL SECTION 4(f) AND 6(f) PROPERTIES

Section 4(f) is part of the Department of Transportation Act of 1966 (DOT) designed to preserve the natural beauty of the countryside and public park and recreation lands, wildlife and waterfowl refuges, and historic sites. A Section 4(f) eligible property must be publicly owned, except for historic sites, which could be either public or privately owned. Federally funded DOT actions cannot impact Section 4(f) eligible sites unless there is no feasible and prudent alternative.

Section 4(f) “use” of a historic property occurs when incorporated into the transportation system when project effects are so severe as to cause character-defining features of the property (attributes making it eligible for NRHP listing) to be diminished to a point where the property is no longer eligible for listing. In a direct use the property is destroyed - an adverse effect under Section 106. A constructive use occurs when the setting of the property is so altered it loses significance - also an adverse effect under Section 106.

Section 6(f) is part of the Land and Water Conservation Fund (LWCF) Act of 1965, designed to provide restrictions for public recreation facilities funded with LWCF money. The LWCF Act provides funds for the acquisition and development of public outdoor recreation facilities that could include community, county, and state parks, trails, fairgrounds, conservation areas, boat ramps, shooting ranges, etc. Facilities that are LWCF-assisted must be maintained for outdoor recreation in perpetuity. Impacts to 6(f) lands require mitigation that includes replacement lands of at least equal value and recreation utility.

HAZARDOUS WASTE SITES

A review is conducted to identify known hazardous waste sites in and around the project site and for determining options for avoidance and/or cleanup. In the event no sites are identified within a project area, the potential to encounter solid and hazardous wastes may still exist. If solid and/or hazardous wastes are found during project construction, the waste is handled in accordance with federal and state laws and regulations.

The following sources are searched to identify potential hazardous and solid waste concerns: Federal Comprehensive Environmental Response, Compensation, and Liability Information System (CERCLIS); National Response Center Hotline data base; MDNR Confirmed Abandoned or Uncontrolled Hazardous Waste Disposal Sites in Missouri; MDNR Missouri Hazardous Waste Treatment, Storage, and Disposal Facilities List; MDNR Solid Waste Facilities List; DNR Underground Storage Tank (UST) database; Center for Agricultural, Resource and Environmental Systems; Google Earth; and Missouri Petroleum Storage Tank Insurance Fund database.

APPENDIX B

Section 106
Memorandum of Agreement

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**MEMORANDUM OF AGREEMENT
BETWEEN THE FEDERAL HIGHWAY ADMINISTRATION,
THE ILLINOIS STATE HISTORIC PRESERVATION OFFICER, AND
THE MISSOURI STATE HISTORIC PRESERVATION OFFICER,
FOR MITIGATION OF ADVERSE EFFECTS TO:**

HISTORIC PROPERTIES: U. S. Highway 54 Bridge over the Mississippi River, also known as the Champ Clark Bridge (K0932), connecting Pike County, Illinois and the City of Louisiana, Pike County, Missouri

UNDERTAKING: To construct a new bridge over the Mississippi River, MoDOT Job Number J3P2209 and Illinois Sequence Number 17263

STATE: Missouri and Illinois

AGENCY: Federal Highway Administration

WHEREAS, the Missouri Department of Transportation (MoDOT) in coordination with the Illinois Department of Transportation (IDOT) plan to replace the U. S. Highway 54 bridge over the Mississippi River, known as the Champ Clark Bridge (K0932), which links Pike County, Illinois and the City of Louisiana, Pike County, Missouri (Project), MoDOT Job Number J3P2209 and ILDOT Sequence Number 17263; and

WHEREAS, the Federal Highway Administration (FHWA) has funded the Project, thereby making the Project an undertaking subject to review under Section 106 of the National Historic Preservation Act (NHPA), 54 USC Section 302909, and its implementing regulations 36 CFR Part 800, and the Missouri Division of the FHWA (MoFHWA) is the lead agency for the project, working in conjunction with the Illinois Division of the FHWA (ILFHWA); and

WHEREAS, the MoFHWA and ILFHWA have defined the undertaking area of potential effects (APE) as the combined maximum footprint of the rehabilitation and build alternatives carried forward in the Environmental Assessment (EA) being conducted for the Project, plus an additional buffer of 100 feet for the consideration of direct and indirect effects, as shown in the attached Information to Accompany; and

WHEREAS, in Missouri the architectural and bridge survey identified several properties eligible for inclusion in the National Register of Historic Places (NRHP), as detailed in the attached Information to Accompany, including the Champ Clark Bridge (K0932); and the architectural and bridge survey in Illinois identified no historic buildings and only the Champ Clark Bridge as NRHP eligible, and

WHEREAS, the MoFHWA, ILFHWA, MoDOT and IDOT, in consultation with the Missouri State Historic Preservation Officer (MoSHPO) and the Illinois Historic Preservation Officer (ILSHPO) have determined that the replacement of the Champ Clark Bridge (K0932) will have an adverse effect on the bridge, which has been determined eligible for inclusion to the National Register of Historic Places (NRHP), and which is controlled by MoDOT; and

WHEREAS, the full impacts of this project on archaeological resources cannot be determined until the final design has been completed and access to private property currently within the project area granted; and

WHEREAS, the MoFHWA has notified the Advisory Council on Historic Preservation (Council) of its adverse effect determination (January 9, 2015) and the Council has chosen not to participate in this Memorandum of Agreement (MOA) (January 28, 2015); and

WHEREAS, the MoFHWA has invited Missouri Highways and Transportation Commission (MHTC), acting by and through the Missouri Department of Transportation (MoDOT), and the Illinois Department of Transportation (IDOT) to participate in the preparation of and be a signatory to this MOA; and

WHEREAS, the City of Louisiana, Missouri, the Louisiana, Missouri Historic Preservation Commission, Pike County, Illinois, HistoricBridges.org, the Historic Bridge Foundation, the Louisiana, Missouri Historic Preservation Association, the Pike County Missouri Historical Society and the Pike County Illinois Historical Society were invited to participate in consultation; and

WHEREAS, Pike County, Illinois, the Louisiana, Missouri Historic Preservation Association, HistoricBridges.org, and the Historic Bridge Foundation accepted the invitation to participate in consultation; and

WHEREAS, the MoFHWA and ILFHWA have determined that the following tribes have interest in the project area, and MoFHWA has notified them of the project (July 31, 2012) and invited them to participate in the agency scoping meeting: the Iowa Tribe of Kansas and Nebraska, the Sac and Fox Tribe of the Mississippi in Iowa, the Iowa Tribe of Oklahoma, the Kaw Nation, the Miami Tribe of Oklahoma, the Muscogee (Creek) Nation of Oklahoma, the Osage Nation, the Peoria Tribe of Oklahoma, the Ponca Tribe of Nebraska, the Sac and Fox Nation of the Missouri in Kansas and Nebraska, and the Sac and Fox Nation of Oklahoma; and

WHEREAS, the Osage Nation has commented on the archaeological survey in Illinois, including the need for deep testing when design has proceeded; and

WHEREAS, to the best of the MoFHWA's knowledge and belief, no human remains, associated or unassociated funerary objects or sacred objects, or objects of cultural patrimony as defined in the Native American Graves Protection and Repatriation Act (25 U.S.C. 3001), are expected to be encountered; however, if encountered, in Illinois the provisions of the Illinois Human Skeletal Remains Protection Act (20 ILCS3440, 17 IAC 4170) will be followed; in Missouri, provisions of the Missouri Unmarked Human Burial Sites Act, (§§ 194.400-194.410 RSMo.) and the Cemeteries Law Act (§§ 214 RSMo.) will be followed; and

NOW, THEREFORE, MoFHWA, ILFHWA, MoDOT, IDOT, ILSHPO and MoSHPO agree that the undertaking shall be implemented in accordance with the following stipulations.

STIPULATIONS

MoFHWA and ILFHWA shall ensure that the following measures are carried out:

I. Architectural & Bridge Resources:

A. The MHTC, acting by and through MoDOT, shall develop archival documentation to the following specifications for the Champ Clark Bridge (K0932):

1. The bridge will be documented in accordance with Missouri *Levels of Bridge Documentation (State Level) for Section 106 Mitigation of Adverse Effect Level I*, including:
 - a. Archival photographs, consistent with the NRHP and SHPO standards, shall be taken, with sufficient coverage to provide overall views of the bridge and significant details of the bridge.
 - i. The MoSHPO will be consulted regarding the adequacy of coverage for the bridge and the selection of images prior to the removal of the bridge.
 - ii. Photographs will be printed in an 8" X 10" format and labeled in a manner consistent with NRHP standards.
 - iii. Original photographs and digital images on archival discs will be provided to the ILSHPO and MoSHPO and maintained by MoDOT.
 - b. A copy of the as built construction plans shall be provided in printed and digital format. Rehabilitation plans shall be included in digital format.
 - c. A historical narrative describing the planning for and construction of the Champ Clark Bridge, and any significant historic themes associated with the planning and construction of the Bridge, shall be prepared.
 - d. A brief, reader-friendly bridge description shall be prepared, referencing the archival photographs and bridge plans.
 - e. Copies of the documentation shall be provided to the ILSHPO, the MoSHPO, and at least one (1) library or historical society each in Pike County, Illinois and Louisiana, Missouri.
 - f. A copy of the documentation shall be placed on-line through the MoDOT Library.
2. The Champ Clark Bridge (K0932) shall be advertised as available for reuse, in accordance with MAP-21 and its successor transportation laws, and following the MoDOT *Bridge Marketing Plan for Relocating Historic Bridges* (2014, as amended), for a minimum period of eighteen (18) months (July 1, 2015-December 31, 2016).
 - a. If a proposal(s) is received for reuse of the bridge, MoDOT, IDOT, MoFHWA, ILFHWA, MoSHPO and ILSHPO shall evaluate the proposal to determine if it is viable and ensures the long-term preservation of the bridge. The viability of the proposal shall be

based on the relevant sections of the Proposal Checklist found on the MoDOT *Free Bridges* web-site.

- i. If the proposal is viable, the recipient shall be given up to 80% of the demolition funds for the bridge to assist in the rehabilitation of the bridge.
 - ii. If the proposal is for reuse of part of the bridge, the demolition funds shall be pro-rated for the percentage of the bridge that is being retained.
 - b. If a third party does not come forward to take the bridge, the bridge plaques (three on each end of the bridge) shall be removed and given into the care of the MoDOT Historic Preservation Section until they can be transferred to the City of Louisiana and a Pike County, Illinois repository.
3. The MoDOT shall produce a documentary type video documenting the history and engineering of the Champ Clark Bridge. The video shall be provided to the MoSHPO, ILSHPO, IDOT, and local repositories.
 4. The MoDOT shall produce and install an interpretive panel on the history and engineering of the Champ Clark Bridge for installation at the Riverview Park. Placement in the park shall be coordinated with the City of Louisiana.
 - a. If the Champ Clark Bridge is not reused in place or relocated, pieces of the bridge shall be incorporated into the base of the interpretive panel.
 5. The MoDOT shall produce a brochure on Mississippi River Bridges for distribution through visitor's centers and local attractions in counties bordering the Mississippi River.
 6. MoDOT will pursue the feasibility of 3D (LIDAR) imaging of the bridge.

II. Archaeological Resources

- A. The full impact of the Project on archaeological resources cannot be determined until a preferred alternate is selected and the alignment is designed. Until that time access to private property cannot be obtained to conduct archaeological surveys.
- B. MoFHWA, ILFHWA, MoDOT and IDOT shall consult with the respective SHPO regarding the identification of archaeological resources, NRHP eligibility, findings of adverse effect, and appropriate mitigation measures. For sites of Native American origin, this consultation shall include tribes that have requested consulting party status.
 1. Illinois Archaeological Investigations:
 - a. An archaeological survey of the Illinois portion of the APE completed by the Illinois State Archaeological Survey (ISAS) has resulted in the identification of six archaeological sites (11PK1910-1915). The Project, as currently designed, will not affect the known archaeological sites. However, geo-coring work

undertaken by ISAS has identified the potential for buried archaeological sites. Moreover, impacts to potential archaeological resources within the community of Pike have not been assessed. Therefore, when the final alignment in Illinois has been selected and access to impacted parcels has been secured, the FHWA and IDOT will ensure that investigations are undertaken to identify and evaluate archaeological resources.

- b. If NRHP eligible sites are identified within the APE, every effort will be made to avoid and minimize adverse effects. If adverse effects cannot be avoided, data-recovery excavations will be the recommended mitigation measure.
2. Missouri Archaeological Investigations:
- a. MoFHWA shall ensure that an archaeological survey is conducted for the project's identified archaeological APE. The area surveyed shall take into consideration areas of hazardous waste concerns.
 - b. MoFHWA, in consultation with the MoSHPO shall evaluate the NRHP eligibility of all archaeological sites identified within the APE. If the site is of Native American origin, the consultation shall include the aforementioned tribes.
 - c. MoFHWA shall consult with the MoSHPO and other consulting parties, to develop and evaluate alternatives or modifications to the undertaking that could avoid, minimize or mitigate project adverse effects on archaeological sites eligible for the NRHP.
 - d. MoFHWA shall consult with the MoSHPO and other consulting parties, to develop an Archaeological Data Recovery Plan(s) to mitigate adverse effects on NRHP eligible archaeological sites that cannot be avoided.
 - e. The MoFHWA recognizes that any human remains (other than from a crime scene) which may be discovered or excavated during data recovery operations in Missouri are located on state land, and are subject to the immediate control, possession, custody and jurisdiction of the MoSHPO, pursuant to the Missouri Unmarked Human Burial Sites Act, §§ 194.400 -194.410, RSMo. Any burial that is determined to be in a marked cemetery would then fall under the Cemeteries Law Act, §§ 214. RSMo. The MoFHWA shall monitor MoDOT's excavation and handling of any such human remains and associated or unassociated funerary objects, sacred objects or objects of cultural patrimony, to assure itself that these are handled, excavated or processed in accordance with the MoSHPO's instructions, and that the MoSHPO has actual physical as well as legal custody, possession and jurisdiction of those remains and other objects after MoDOT or any other persons or entities complete any analysis of the remains and objects

authorized by the MoSHPO, and within twelve (12) months of their excavation, pursuant to §§ 194.400-194.410, RSMo, and pursuant to any provisions of the Native American Graves Protection and Repatriation Act applicable to such remains and artifacts found on non-federal lands.

- C. The MoFHWA and ILFHWA shall ensure that a report(s) on the archaeological investigations conducted pursuant to this agreement is provided to the MoSHPO and the ILSHPO, and upon request to other interested parties.
 - D. MoFHWA and ILFHWA shall ensure that procedures to be used for the processing, analysis, and curation of collected materials must be in accordance with the Advisory Council's *Section 106 Archaeology Guidance*, the Secretary of the Interior's *Standards and Guidelines for Archaeology and Historic Preservation*, and currently accepted standards for the analysis and curation of archaeological remains.
 - E. The MoFHWA and ILFHWA shall ensure that a determination, finding or agreement is supported by sufficient documentation to enable any reviewing parties to understand its basis.
- III. Within one (1) year after carrying out the terms of the MOA, the MoFHWA and ILFHWA shall provide to all signatories a written report regarding the actions taken to fulfill the terms of the agreement.
 - IV. If any signatory proposes that this agreement be amended, the MoFHWA and ILFHWA shall consult with the other parties of this agreement. Said amendment shall be in writing, governed in accordance with 36 CFR 800.6, and executed by all parties to the Memorandum of Agreement.
 - V. If any signatory determines the terms of the MOA cannot be carried out, the signatories shall consult to seek amendment. If the MOA is not amended any signatory may terminate it. If the MOA is terminated, the MoFHWA shall execute a new MOA or request the comments of the Council.
 - VI. Six (6) copies of this signed MOA will be provided, one to each signatory. One (1) signed copy will be transmitted to the Council for inclusion in their files.
 - VII. Failure to carry out the terms of this MOA requires that the MoFHWA again request the comments of the Council in accordance with 36 CFR Part 800. If MoFHWA or ILFHWA cannot carry out the terms of the agreement, it shall not take or sanction any action or make any irreversible commitment that may affect historic properties until such time as the Council has been given the opportunity to comment on the full range of project alternatives which might avoid or mitigate any adverse effects.
 - VIII. This agreement shall commence upon having been signed by the ILSHPO, MoSHPO, MoFHWA and ILFHWA and shall be null and void if its terms are not carried out within ten (10) years from the date of its execution, unless both FHWA and both SHPO agree in writing to an extension for carrying out its terms.

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FHWA
Pike County, Illinois & Pike County, Missouri
Champ Clark Bridge, K0932 Replacement
MoDOT Job Number J3P2209 and Illinois Sequence Number 17263

**MEMORANDUM OF AGREEMENT
BETWEEN THE FEDERAL HIGHWAY ADMINISTRATION,
THE ILLINOIS STATE HISTORIC PRESERVATION OFFICER, AND
THE MISSOURI STATE HISTORIC PRESERVATION OFFICER,
FOR MITIGATION OF ADVERSE EFFECTS TO:**

HISTORIC PROPERTIES: U. S. Highway 54 Bridge over the Mississippi River, also known as the Champ Clark Bridge (K0932), connecting Pike County, Illinois and the City of Louisiana, Pike County, Missouri

UNDERTAKING: To construct a new bridge over the Mississippi River, MoDOT Job Number J3P2209 and Illinois Sequence Number 17263

STATE: Missouri and Illinois

AGENCY: Federal Highway Administration

Signed:

MISSOURI DIVISION FEDERAL HIGHWAY ADMINISTRATION:

By:  Date: 1/4/16

Title: Program Development Team Leader

FHWA
Pike County, Illinois & Pike County, Missouri
Champ Clark Bridge, K0932 Replacement
MoDOT Job Number J3P2209 and Illinois Sequence Number 17263

**MEMORANDUM OF AGREEMENT
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STATE: Missouri and Illinois

AGENCY: Federal Highway Administration

Signed:

ILLINOIS DIVISION FEDERAL HIGHWAY ADMINISTRATION:

By: *Jamie P. Pilaud* Date: *12-7-2015*
Title: *Environmental Engineer*

FHWA
Pike County, Illinois & Pike County, Missouri
Champ Clark Bridge, K0932 Replacement
MoDOT Job Number J3P2209 and Illinois Sequence Number 17263

**MEMORANDUM OF AGREEMENT
BETWEEN THE FEDERAL HIGHWAY ADMINISTRATION,
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STATE: Missouri and Illinois

AGENCY: Federal Highway Administration

THE MISSOURI STATE HISTORIC PRESERVATION OFFICE:

By: Joni M. Prawl Date: 12/11/15

Title: Director & Deputy SHPO

FHWA
Pike County, Illinois & Pike County, Missouri
Champ Clark Bridge, K0932 Replacement
MoDOT Job Number J3P2209 and Illinois Sequence Number 17263

**MEMORANDUM OF AGREEMENT
BETWEEN THE FEDERAL HIGHWAY ADMINISTRATION,
THE ILLINOIS STATE HISTORIC PRESERVATION OFFICER, AND
THE MISSOURI STATE HISTORIC PRESERVATION OFFICER,
FOR MITIGATION OF ADVERSE EFFECTS TO:**

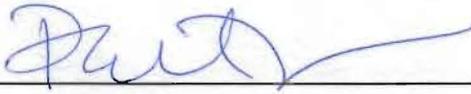
HISTORIC PROPERTIES: U. S. Highway 54 Bridge over the Mississippi River, also known as the Champ Clark Bridge (K0932), connecting Pike County, Illinois and the City of Louisiana, Pike County, Missouri

UNDERTAKING: To construct a new bridge over the Mississippi River, MoDOT Job Number J3P2209 and Illinois Sequence Number 17263

STATE: Missouri and Illinois

AGENCY: Federal Highway Administration

THE ILLINOIS STATE HISTORIC PRESERVATION OFFICE:

By:  Date: 12-17-15
Title: DSHPO

FHWA
Pike County, Illinois & Pike County, Missouri
Champ Clark Bridge, K0932 Replacement
MoDOT Job Number J3P2209 and Illinois Sequence Number 17263

**MEMORANDUM OF AGREEMENT
BETWEEN THE FEDERAL HIGHWAY ADMINISTRATION,
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UNDERTAKING: To construct a new bridge over the Mississippi River, MoDOT Job Number J3P2209 and Illinois Sequence Number 17263

STATE: Missouri and Illinois

AGENCY: Federal Highway Administration

ILLINOIS DEPARTMENT OF TRANSPORTATION:

By: Roger Z Dault Date: 12-2-15
Title: Region 4 Engr

INFORMATION TO ACCOMPANY

**MEMORANDUM OF AGREEMENT
BETWEEN THE FEDERAL HIGHWAY ADMINISTRATION,
THE ILLINOIS STATE HISTORIC PRESERVATION OFFICER, AND
THE MISSOURI STATE HISTORIC PRESERVATION OFFICER,
FOR MITIATION OF ADVERSE EFFECTS TO:**

HISTORIC PROPERTIES: U. S. Highway 54 Bridge over the Mississippi River, also known as the Champ Clark Bridge (K0932), connecting Pike County, Illinois and the City of Louisiana, Pike County, Missouri

UNDERTAKING: To construct a new bridge over the Mississippi River, MoDOT Job Number J3P2209 and Illinois Sequence Number 17263

STATE: Missouri and Illinois

AGENCY: Federal Highway Administration

The Missouri Department of Transportation (MoDOT) in coordination with the Illinois Department of Transportation (IDOT) plans to replace the U. S. Highway 54 Bridge, commonly known as the Champ Clark Bridge or the Louisiana Bridge, over the Mississippi River (Project) connecting Pike County, Illinois and the City of Louisiana, Pike County, Missouri (MoDOT Job Number J3P2209 and ILDOT Sequence Number 17263) (see Figure 1 for project location).

The MoDOT and IDOT are working with the Federal Highway Administration (FHWA) to prepare an Environmental Assessment (EA) under the National Environmental Policy Act of 1969 for the Project.

As identified in the EA, the purpose of the project is to provide a reliable, safe and cost-efficient Highway 54 crossing over the Mississippi River between the City of Louisiana and Illinois. The needs identified for the project are to:

- reduce the on-going maintenance of the truss bridge, which results in periodic closures that inconvenience the traveling public,
- provide a bridge that meets standards for vertical clearance, lane width and shoulders,
- reduce impacts to Highway 54 in Illinois due to flooding, and
- improve the Highway 54/79 intersection in Louisiana.

Three reasonable alternates were retained for further study, in addition to the no build, through the Environmental Assessment study process. These three alternates include two upstream alternates and one downstream alternate. These alternates are shown on Figure 2.

The **Adjacent Upstream (Red)** alternate would construct a new two-lane bridge approximately 50 feet north of the existing bridge, with the highway 54 alignment crossing the existing alignment on the east side of the river to avoid impacts to the marina and river access on the Illinois side.

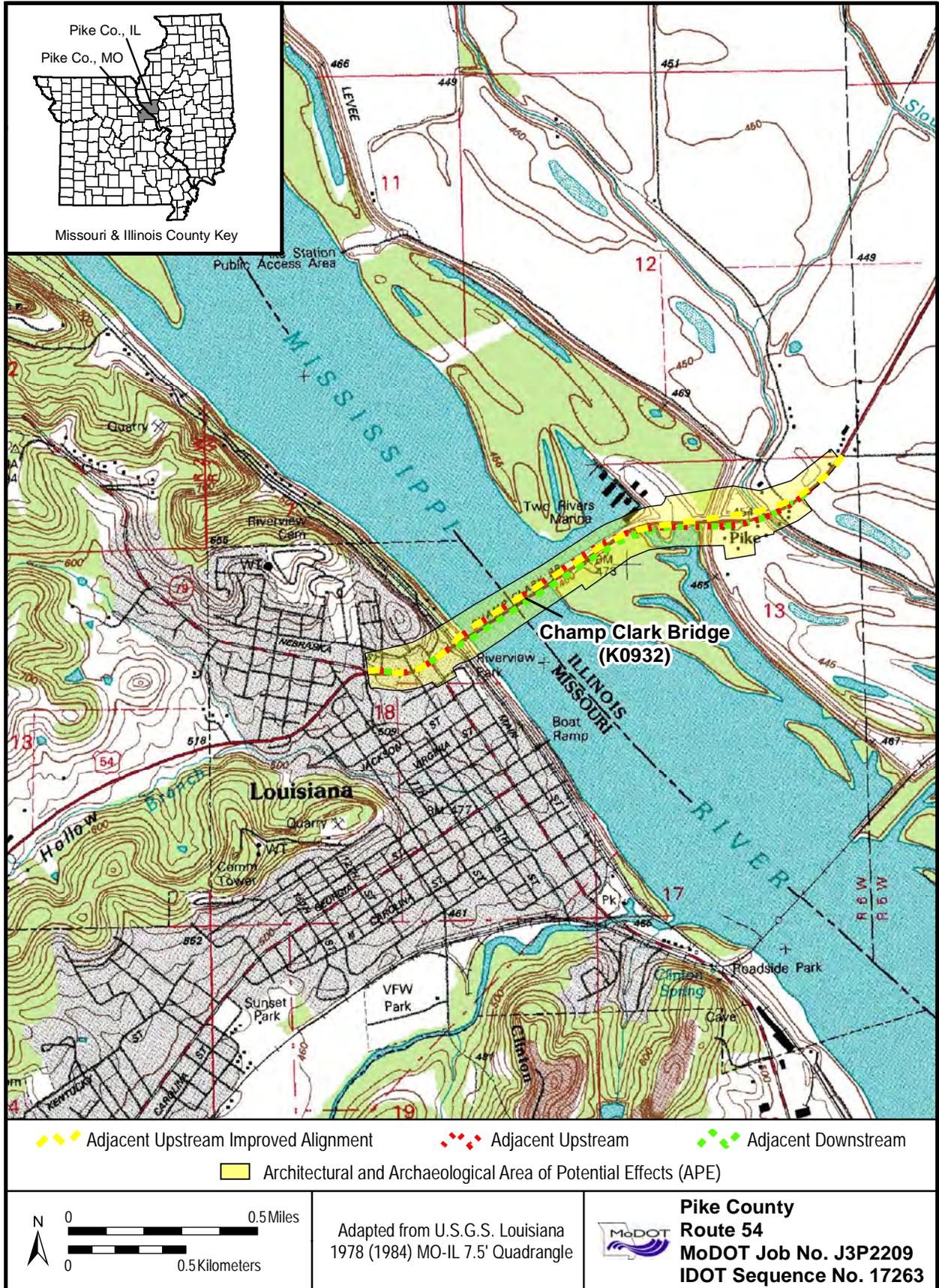


Figure 1. Location Map

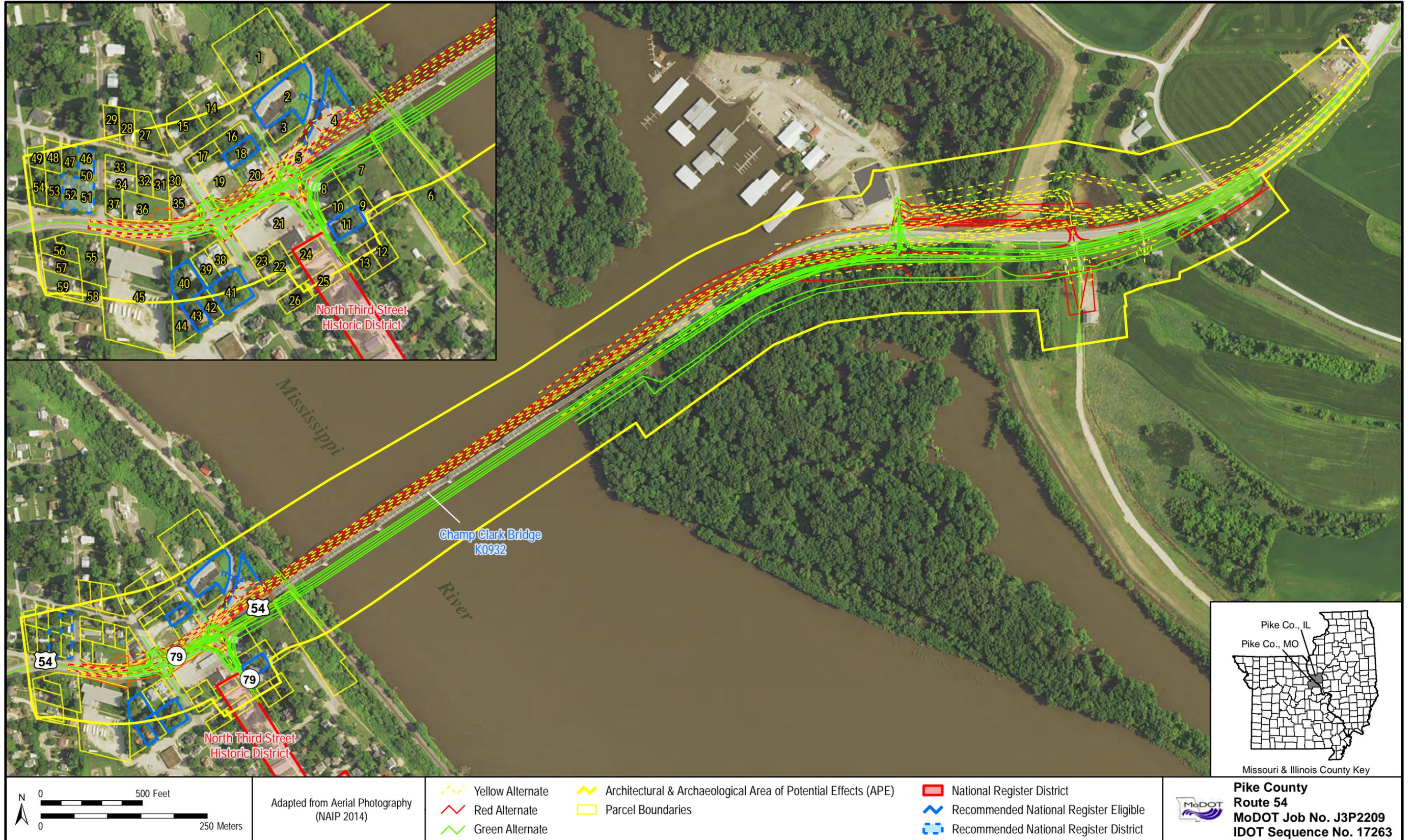


Figure 2. Area of Potential Effects

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The **Adjacent Upstream with Improved Alignment (Yellow)** alternate would construct a new two-lane bridge generally north of the existing bridge and would flatten curves on the roadway in Illinois. The new bridge would begin about 70 feet north of the existing bridge on the west side of the river and cross existing Highway 54 alignment near the marina. This alignment would provide better sight distance on the Illinois side of the project.

The **Adjacent Downstream (Green)** alternate would construct a new two-lane bridge approximately 50 feet south of the existing bridge. It would require staged construction to maintain traffic in Louisiana.

The area of potential effects (APE) for the project was derived from the maximum footprints of the three reasonable alternatives. The APE was developed using the projected right of way limits for the bridge and intersection improvement alternates and including a buffer. A buffer of 250 feet was added to the limits of the bridge alternates and 150 feet was added to the intersection alternates. This APE allows for the consideration of direct and indirect effects on historic properties. Figure 2 shows the alternates and the APE for the Project.

Efforts to Identify Historic Properties

Background Survey

The *Missouri Historic Bridge Inventory* (Fraser 1996) identified the Champ Clark Bridge (K-932R) as eligible for listing on the National Register of Historic Places (NRHP) as an outstanding example of large scale highway truss construction.

An architectural survey of the City of Louisiana was conducted in 2004 (Snider 2004a). This survey included several buildings included in the architectural APE for the Project as shown in Table 1.

Table 1: Results of Snider Architectural Survey

Snider Survey Number	MoDOT AR/Parcel Number	Property Address	Snider Individual Evaluation	Snider District Evaluation
37	25	620 N. 3rd St	Possibly eligible	Potential district
38	13	621 N. 3rd St	Not eligible	Not eligible
39	11	701 N. 3rd St	Possibly eligible	Potential district
40	24	702 N. 3rd St	Not eligible	Potential district
41	10	703 N. 3rd St	Not eligible	Not eligible
175	37	125 Frankford Rd	Possibly eligible	Potential district
176	52	129 Frankford Rd	Eligible	Potential district
312	38	402 Mansion	Possibly eligible	Potential district
313	40	418 Mansion	Possibly eligible	Potential district

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Snider Survey Number	MoDOT AR/Parcel Number	Property Address	Snider Individual Evaluation	Snider District Evaluation
325	7	201 Noyes	Not eligible	Not eligible
326	9	207 Noyes	Not eligible	Not eligible
327	12	210 Noyes	Not eligible	Not eligible
328	41	407 Noyes	Possibly eligible	Potential district
329	43	415 Noyes	Possibly eligible	Potential district
330	42	521 Noyes	Not eligible	Potential district
357	46	106 Wehrman Ave	Possibly eligible	Potential district

Following the 2004 architectural survey, a Multiple Property Documentation Form (MPDF) was prepared for the *Historic and Architectural Resources of Louisiana* (Snider 2005a). One historic district was listed within the APE, the North Third Street Historic District (Snider 2005b). The historic district is identified on Figure 2.

A search of the MoSHPO survey files for previous archaeological surveys or reported archaeological sites did not identify any previously reported sites.

Architectural & Bridge Survey

Architectural Historians from MoDOT conducted the architectural survey within the Missouri APE in August 2013. The survey identified 55 parcels with architectural resources, including thirty-two constructed prior to 1945. Of these resources, seven were recommended as individually eligible for listing in the NRHP, and one potentially eligible historic district was identified (Daniels 2014). Table 2 below identifies these resources.

Table 2: Resources Recommended Eligible by MoDOT

MoDOT AR Number	NRHP Criteria	Area(s) of Significance
2 & 4 River's Edge Motel	A & C	Commerce, Architecture
11	C	Architecture
18	C	Architecture
40	C	Architecture
41	C	Architecture
43	C	Architecture
Champ Clark Bridge (K0932)	A & C	Transportation, Commerce, Engineering
Wehrman/Frankford Historic District	C	Architecture

On September 25, 2014 the MoDOT sent these recommendations to the MoSHPO. The MoSHPO concurred with the recommendations regarding individual eligibility in a letter dated November 4, 2014, but indicated the Wehrman/Frankford Historic District would need additional

research before eligibility could be determined (copies of the correspondences are included in Appendix A).

The Illinois State Archaeological Survey (ISAS) surveyed architectural and bridge resources following IDOT guidelines. The ISAS identified six buildings and the Champ Clark Bridge in their survey. None of the buildings are recommended as eligible for listing in the NRHP. The ILSHPO concurred with that recommendation on July 7, 2015 (copies of the correspondence are in Appendix A).

Archaeological Survey

The IDOT and ISAS completed a preliminary field survey that identified six archaeological sites east of the Mississippi River in 2012. MoDOT historic preservation staff has been unable to conduct similar investigations on the west side of the river because the project encompasses a commercially and residentially developed area of the city of Louisiana. MoDOT has instead relied upon a combination of historical research and visual inspection to evaluate the potential for intact archaeological deposits in Missouri.

Illinois Archaeological Survey Results

The ISAS survey identified four previously unreported prehistoric era ancient Native American habitation sites and two historic sites. One historical site, a re-deposited floating platform or barge dating to the nineteenth century, is near the project corridor, but will not be directly impacted. In addition to the site-specific recommendations, geo-coring conducted within the project area indicates that the floodplain east of the levee is comprised of recent flood deposits. In situations such as this, buried archaeological deposits cannot be detected by surface survey alone; therefore, additional subsurface testing will be conducted for the preferred alternate prior to construction. Another Euro American site, the remnant of a habitation area, is not considered significant and warrants no further investigation. Because the latter site is not considered historically significant, impacts to that site are not used when evaluating the various alternatives. In addition to the site-specific recommendations, geo-coring conducted within the project area indicates that the floodplain east of the levee is comprised of recent flood deposits. In situations such as this, buried archaeological deposits cannot be detected by surface survey alone; therefore, additional subsurface testing would be conducted for the preferred alternate prior to construction. The IDOT submitted these findings to the ILSHPO on July 1, 2015. The ILSHPO concurred with the findings on July 7, 2015 (correspondence in Appendix A).

Potential Archaeological Sites in Missouri

A background check was conducted at the SHPO's cultural resources library to determine the extent of previous cultural resources surveys in the general vicinity of the project area. A file search also was conducted at the SHPO to document locations of known sites. There are no previously reported archaeological sites in the vicinity of the proposed improvements. An examination of various historical sources—including *The Bird's Eye View of the City of Louisiana* published in 1876, federal census records, and property deeds revealed twenty-three properties have been tentatively identified as falling within the study area and worthy of additional review. Each property has been evaluated and ranked according to estimated integrity,

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or the potential for archaeological deposits to be present and undisturbed. Properties with “high” integrity would likely have greater significance and provide valuable information concerning the history of Louisiana, while properties with “low” integrity would have reduced significance and provide only limited opportunities for research (See Table 3 Potential Archaeological Sites in Louisiana, MO).

Table 3: Potential Archaeological Sites in Louisiana, MO

Parcel	Integrity	Alternates		
		Red	Yellow	Green
4	Mid	X	X	
5	Low	X	X	
21	Low			X
20	Mid to High	X	X	
19	Mid to High	X	X	X
35	Mid	X	X	
30/35	Mid to High	X	X	
36	Mid to High	X	X	

On July 29, 2013, MoDOT historic preservation staff conducted a visual inspection of the project area to evaluate the existing degree of disturbance or integrity along the proposed bridge alternatives and intersection options. Development of the area beginning in the 1850s and continuing to present day, has greatly modified the topography largely because of construction occurring along the side of a hill rather than on a naturally flat area. Based upon the field inspection, construction of Mansion Street (now Highway 54) and house lots on the north side of the road appears to have resulted in substantial grading and excavation. This excavation would have disturbed or removed any evidence of prehistoric occupation by Native American Indian tribes. However, archaeological deposits relating to homes built during the 1860s and 1870s (after the establishment of Mansion Street) might remain intact within the study area.

Additional archaeological investigations will be conducted when a final alignment is selected and right of access is received. Any additional archaeological sites that might be affected by the project will be addressed in accordance with the regulations (36 C.F.R. 800) implementing Section 106 of the National Historic Preservation Act (16 U.S.C. 470). Identified cultural resources will be evaluated according to the Department of the Interior's "Standards and Guidelines for Archaeology and Historic Preservation," in consultation with the Missouri and Illinois SHPO.

Description of Historic Properties

Below are descriptions of the seven architectural and bridge resources that have been determined eligible for the NRHP through consultation between the FHWA, MoSHPO and MoDOT, and the NRHP listed North Third Street Historic District. The property types mentioned in the eligibility discussion are those identified in the MPDF to standardize the evaluation of architectural resources in the City of Louisiana. The locations of these resources are shown on Figure 2.

River's Edge Motel (Architectural Resources 2 & 4)

The River's Edge Motel (Architectural Resources (AR) 2 and 4) contains two buildings. AR 4, the main building, which fronts on Highway 54, is a two-story, ca. 1955 hotel, with a concrete foundation, brick and stone siding, asphalt shingle gable roof and an irregular plan. The building has one-over-one and single light stationary glass windows, a single leaf entry door into each room, exterior corridor on the second story, an exterior stairway on the west end of the building. The balustrade on the stairs and along the second story walkway is iron with geometric triangle pattern. The office is in a projecting, one-story bay with a concrete foundation, stone walls, and an asphalt shingle pent roof. The office has large single-light stationary windows, and single-leaf glass doors. The office doors are accented by two beams, and iron posts with a square geometric pattern. Figures 3 and 4 below show the hotel as it appeared in 2013 and in the 1960s.



Figure 3: Architectural Resource 4, facing northwest

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Figure 4: 1960s postcard of the River's Edge Motel

Architectural Resource 2 was constructed in 1962. The building has a concrete foundation, brick and stone veneer and vinyl sided walls, a standing seam metal pent-roof, and an irregular shape. The building is configured in two wings with a center junction. The western wing has four rooms in one story; the eastern wing has eight rooms on two floors. The south (main) façade of the wings has a brick veneer. The east and west end, and the center junction have stone walls. Each motel room is defined by a single-leaf door and a sliding glass window, the center junction has two single-leaf doors and paired sliding glass windows. The iron stair railings and the balustrade on the two story wing are identical to the railings on AR 4. The east façade has no openings. The west façade has sliding glass windows with a river view. The north façade has vinyl siding and sliding glass windows. Figure 5 shows the 1962 addition to the hotel.



Figure 5: Architectural Resource 2, the 1962 addition to the River's Edge Motel.

The River's Edge Motel is eligible for listing on the NRHP under criteria A and C for local significance in commerce and architecture. The motel building was the first motel constructed in Louisiana, and the success of the business is evident in the multiple early additions to the building, which culminated in the construction of the second building (AR 02) in 1962. The local newspaper followed the construction of the building and its additions, and ran a multi-page supplement for the open house for the building, something which was done for only a few buildings during a seven year period. The perceived economic importance of the building to the community of Louisiana is evident in the coverage that it was given and to the success of the business.

The building is significant as an excellent example of post-World War II roadside architecture. Dave Clark designed three motel buildings, all within a ten year period. This building is a locally significant example of the motel type.

Architectural Resource 11

Architectural Resource 11 is a one-story; ca. 1925 Bungalow with a rubble laid stone foundation, Masonite siding, asphalt shingle side-gable roof and a tee plan. The house has three-over-one and five-over-one wooden double-hung windows throughout, except for one opening on the south façade, which has a one-over-one replacement window. The main façade has two multi-light single-leaf doors under the porch. The porch is a side gable porch supported by wooden tapered posts, with a gable portico supported by rubble laid, tapered stone posts. The porch balustrade is rubble laid stone wall.



Figure 6: Architectural Resource 11, facing east

Architectural Resource 11 is eligible for listing on the NRHP under criterion C for local significance in architecture as an exceptionally detailed example of the Craftsman/Bungalow

Styles (property type H) which includes associated landscape elements of cobblestone retaining walls.

Although the original siding material has been replaced, the house has a high degree of integrity. The original doors and windows remain as do the porch posts and masonry associated with the house. There is a great degree of cobblestone work associated with the house including the cobblestone porch posts and closed balustrade, the stair surrounds from the house the sidewalk accented by posts, the retaining wall along the sidewalk, also accented by posts, the stair-step retaining wall around the basement garage entrance, retaining wall around back yard, and stair walls into the back yard.

The amount of stonework and the workmanship displayed is unusual for Louisiana. Because of this, the loss to the original siding material is easily overlooked.

The boundary is the current property line associated with the house, which is also the historic property of the house. The period of significance is ca. 1925, the estimated date of construction.

Architectural Resource 18

Architectural Resource 18 is a one-story, ca. 1870 gable front and wing form house with a stone foundation, brick siding, asphalt shingle cross-gable roof and an irregular plan. It has four-over-four wooden double-hung windows with stone lintels and brick segmental arch headers; windows are paired in each gable, with two windows in each long wall. The entry doors are multi-light and multi-panel wooden doors; there are transoms over the doors. There is a partial, pent-roof porch in the ell, with two turned posts and two turned engaged posts. The porch has turned verge boards, sawn brackets at the posts, and a balustrade of wooden posts forming a geometric patten; lattice covers the porch foundation. An entry to the cellar is found on the south façade. Figure 7 below shows AR 18.

Architectural Resource 18 is eligible for listing on the NRHP under criterion C for local significance in architecture as a good example of the vernacular Gabled Ell form (property type D) with excellent examples of Victorian detailing on the porch. The house appears on the 1876 Birdseye Map of Louisiana in the current configuration. The house exhibits a high degree of integrity of form, materials and design.

The boundary is the current property line, which is also the historic property associated with the house. The period of significance is ca. 1870, the estimated construction date of the house. The house and the hitching post adjacent to Third Street are both contributing elements.



Figure 7: Architectural Resource 18, facing southwest

Architectural Resource 40

Architectural Resource 40 is a two-story, ca. 1895, gable-front and wing form house with a concrete foundation, asbestos siding, asphalt-shingle flattened pyramid roof and an irregular plan, the house has a bowed front in the front gable. The house has one-over-one wooden double-hung sash windows, with colored multi-light-over-one windows in the bowed front. There is a one-story porch in the joined corner, with a turned post and attached posts and dentil molding and sawn brackets under the eaves. There are sawn brackets under the eaves of the bowed front gable. There is an interior brick chimney. On the east façade, there is a second story porch. Figure 8 shows AR 40.

Architectural Resource 40 is eligible for listing on the NRHP under criterion C for local significance in architecture as a good example of the vernacular Gabled Ell form (property type D) with examples of Victorian detailing on the porch and under the eaves. The house was constructed ca. 1895 and was the home of upper middle class professionals and business men, the size and detailing on the house reflects the status of the owners. The house has a high degree of integrity. The application of asbestos siding was done within the historical time frame, probably during the 1930s and does not alter the form of the house or obscure the detailing on it. The house is a good example of its type.

The boundary is the current property line, which is the property historically associated with the house. The period of significance is ca. 1895 the date of construction of the house.



Figure 8: Architectural Resource 40, facing south

Architectural Resource 41

Architectural Resource 41 is a two-story, ca. 1855, Italianate style, gable-front-and-wing form house with a stone foundation, brick siding, an asphalt-shingle cross-gable roof, and an irregular plan. The house has four-over-four, double-hung, wooden windows throughout, with carved wooden frames and functional wooden shutters on most windows. The main façade faces south onto Noyes Street. The forward facing gable front has two bays with windows and a two-story porch across the wing. There are two bays with multi-light doors and three-light transoms on each story of the porch and one bay with windows on the south façade of the wing on the porch, there is also a triple-hung, four-light window on the west facing wall of the gable that opens onto the porch, the window extends from the level of the door transoms to the porch floors. The porch has square, chamfered posts and a post balustrade on both stories. There is dentil molding at the roofline around the house.

Architectural Resource 41 is eligible for listing on the NRHP under criterion C for local significance in architecture as an excellent example of the Gabled Ell form (property type D) with Italianate detailing. The house, built ca. 1860, exhibits the detailing characteristic of the style including the low pitched roof, decorative brackets under the eaves and tall narrow windows with elaborate window surrounds. The house has a very high degree of integrity, including retaining the functional shutters, original doors and some triple hung windows onto the porch.

The boundary is the current property line, which is the property associated with the house since 1895. The period of significance is ca. 1860, the estimated construction date.



Figure 9: Architectural Resource 41, facing northeast

Architectural Resource 43

Architectural Resource 43 is a two-story, ca. 1900 Queen Anne style house with a stone foundation, weatherboard and fish-scale shingle siding, asphalt shingle hipped roof and a square plan. The entrance door is a nine-light single leaf door in a wooden surround, with a three-light transom above. The windows are one-over-one wooden double-hung sash windows with wooden surrounds. There is a front gable on the house with bays on the first and second stories. The siding on the gable and the bays is fish-scale shingles, the windows in the bays are three multi-light-over-one wooden double-hung sash windows. There is a partial one-story porch with square porch posts. There is side wall dormer with fish-scale shingle siding in the verge-board, and a vent in the attic level.



Figure 10: Architectural Resource 43

Architectural Resource 43 is eligible for listing on the NRHP under criterion C for local significance in architecture as an example of a Victorian House (property type B). The house has the mixture of siding materials characteristic of the style, in this case fish-scale shingles and bead board siding on the on a main façade bay projection and fish-scale shingles in the gable wall dormers and weatherboard siding on the body of the house. It has multi-light colored glass-over-one windows in the bay, and a front porch.

The boundary is the current property line which is the property historically associated with the house. The recommended period of significance is ca. 1900.

Champ Clark Bridge (K0932)

The Champ Clark Bridge (K0932) was constructed between 1926 and 1928 and consists of 5 main spans that are 14 panel rigid-connected Pennsylvania through trusses. These spans are 312', 314', 418', 314' and 318' feet long, west to east. There are seven steel girder approach spans on the east end of the bridge. Most are between 95 and 98 feet long, one is 25 feet long. The overall bridge length is 2, 286 feet. Figures 11, 12 and 13 provide an overview of the bridge.



Figure 11: Champ Clark Bridge, facing northeast

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Figure 12: The main channel span of the Champ Clark Bridge, facing northeast



Figure 13: West portal of the Champ Clark Bridge, facing southeast

The Champ Clark Bridge, K0932, is eligible for listing on the NRHP under criterion C for local significance in engineering and under criterion A for local significance in transportation and commerce.

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The Champ Clark Bridge was constructed between 1926 and 1928 by the Wisconsin Bridge and Iron Company from plans prepared by Harrington, Howard and Ash of Kansas City.

The bridge was a result of the efforts of the Missouri-Illinois Bridge Company, which included prominent residents of Louisiana, Missouri and Pittsfield, Illinois. The group promised to bring Illinois highways across the Mississippi River and on to the Pacific Ocean (Fraser 1996).

The Louisiana Chamber of Commerce promoted the bridge as the “Gateway to the West”. They said the new bridge would save drivers many miles and traffic congestion because they wouldn’t have to divert south to the St. Louis area (Chamber nd). Promoting the use of the bridge would increase revenue for the bridge, which was a toll bridge, and to area businesses. The Louisiana Chamber of Commerce contracted with Rand, McNally to produce a map showing transcontinental highways that could easily route across the Champ Clark Bridge (Figure 14).

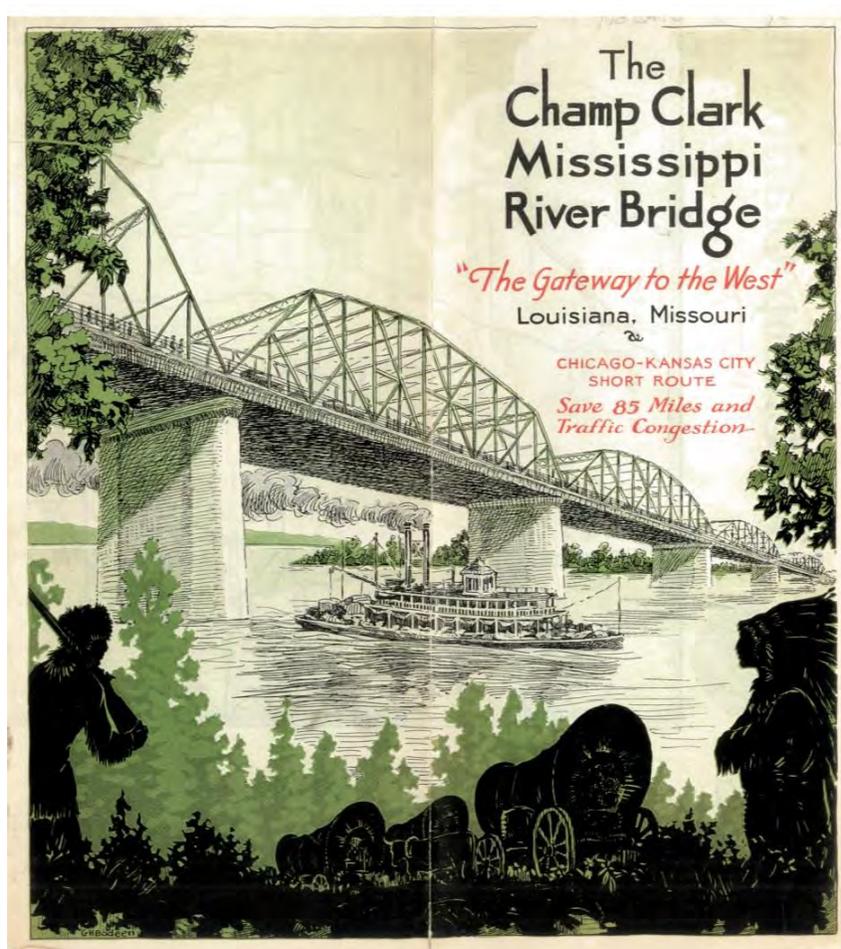


Figure 14: Cover of Rand McNally Map for Champ Clark Bridge

North Third Street Historic District

The North Third Street Historic District is listed on the NRHP under criteria A and C for local significance in the areas of community planning and development and architecture. It is one of the earliest residential neighborhoods in the community, was home to many prominent citizens, and has many intact examples of a variety of architectural styles. It has a period of significance of 1843 to 1935, the dates of the earliest and latest constructed building in the district. The district extends north into the APE and includes AR 24 and AR 25 as contributing resources. Figures 15 and 16 show these resources.



Figure 15: Architectural Resource 24, facing northwest



Figure 16: Architectural Resource 25, facing west

Description of the Project Effects on the Historic Properties

The three alternates being studied have similar effects on some historic properties, and different effects on other historic properties. Those properties where all the alternates have similar effects will be addressed first.

None of the alternates being studied will affect North Third Street Historic District, AR 40, AR 41 or AR 43 either directly or indirectly. In all cases there will be no right of way takings from the property, the roads will have returned to existing alignment in the vicinity of these properties, or the intervening properties between the historic property and the highway will not be removed, causing no changes in the viewshed.

Architectural Resource 4, the River's Edge Motel, would be adversely affected by both the Red and Yellow Alternates, because both would require the removal of the motel building. The Green alternate to the south of the bridge would have an indirect, but not adverse, effect on the Motel because it would change the viewshed from the Motel. The view of the bridge is not a character defining feature of the historic property—advertising promoted scenic views of the river, not of the bridge.

Architectural Resource 11 would not be affected by either the Red or Yellow Alternates because the improvements would be occurring on the far side of Highway 54 away from the historic property, and all intersection improvements would be tied into the existing Third Street far from the property. The Green Alternate would have an indirect, but not adverse, effect on the historic property because it would remove one of the buildings between the historic property and the highway and the intersection traffic would be moving differently near the property; however, the improvements would be tied into existing Third Street before they reached the property lines. Traffic would be moving more smoothly through the intersection, which would decrease noise at the intersection.

Architectural Resource 18 would be indirectly, but not adversely, affected by both the Red and Yellow alternates, because they would require the removal of the building between the historic property and the highway, and the highway would move closer to the historic property. This would not be an adverse effect on the property because it is significant for its architectural features and not for the views to or from it. The Green Alternate would have no effect on this resource because the intervening building would be left in place and the intersection improvements would not affect how traffic is directed north of Highway 54.

All three alternates would have an adverse effect on the Champ Clark Bridge (K0932) because all three assume that the bridge be removed.

In summary, the Red and Yellow alternates would have an adverse effect on two historic properties, the River's Edge Motel (AR 4) and the Champ Clark Bridge (K0932). The Green

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alternate would have an adverse effect on the Champ Clark Bridge (K0932). Table 4 below summarizes the alternates and their effects on historic properties.

Table 4: Summary of Alternate Effects on Historic Properties

Historic Property	Alternate			Comments
	Red	Yellow	Green	
AR 4	Adverse	Adverse	No Adverse	Adverse effect caused by removal of Motel
AR 11	No Effect	No Effect	No Adverse	Indirect effect from viewshed changes from intersection improvements, not adverse
AR 18	No Adverse	No Adverse	No Effect	Indirect effects from viewshed changes from removal of building between AR 18 and highway, not adverse
AR 40	No Effect	No Effect	No Effect	
AR 41	No Effect	No Effect	No Effect	
AR 43	No Effect	No Effect	No Effect	
Champ Clark Bridge (K0932)	Adverse	Adverse	Adverse	Bridge removal causes adverse effect
North Third Street Historic District	No Effect	No Effect	No Effect	

The Green Alternate will be identified as the preferred alternate in the EA. The Green Alternate will have an adverse effect on the Champ Clark Bridge (K0932). It will not have an adverse effect on any of the remaining resources listed on, or recommended as eligible for listing on, the NRHP.

Consultation and Public Involvement

Consultation

The FHWA invited the MoDOT and IDOT to participate as consulting parties as potential recipients of federal funding. The MoSHPO and ILSHPO have also participated in consultation regarding the Project. (Copies of all correspondence are included in Appendix A).

The FHWA invited a number of Tribes were invited to participate in the Agency Scoping Meeting on August 29, 2012 at the beginning of the NEPA process (see Table 5), and notified these tribes of the project. None of the tribes chose to participate in the Agency Scoping meeting, and to date. These tribes had previously expressed interest in the project area. The tribes were notified by the Illinois Project Notification System when the archaeological report for the Illinois

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side of the project was complete and available for review and when the ILSHPO concurrence with the report recommendations was posted. The Osage Nation responded following the posting of the ILSHPO letter indicating that they believe the project will have an adverse effect to deeply buried site and that due diligence had not been exercised because survey work had not yet been conducted (copy of correspondence in Appendix A). The Osage Nation will be consulted as work on the project continues. The remaining tribes will also be involved in consultation as the archaeological survey continues.

Table 5: Tribes Invited to Participate in the NEPA and Section 106 Process

Tribe
Iowa Tribe of Kansas and Nebraska
Iowa Tribe of Oklahoma
Miami Tribe of Oklahoma
Osage Nation
Ponca Tribe of Nebraska
Sac and Fox Nation of Oklahoma
Sac and Fox Tribe of the Mississippi in Iowa
Kaw Nation
Muscogee (Creek) Nation of Oklahoma
Peoria Tribe of Oklahoma
Sac and Fox Nation of the Missouri in Kansas and Nebraska

In addition there are a number of groups with an interest in the project area or historical resources that were invited to participate in consultation (see Table 6).

Table 6: Parties Invited to Participate in Consultation

Organization	Interest	Chose to Participate
City of Louisiana	local government	No
Louisiana Historic Preservation Commission	local government	No
Pike County, Illinois	local government	Yes
Nathan Holth/Historicbridges.org	bridge interest	Yes
Historic Bridge Foundation	bridge interest	Yes
Louisiana Historic Preservation Association	local preservation	Yes
Louisiana Area Historical Museum	local history	No
Pike County, MO Historical Society	local history	No
Pike County, IL Historical Society	local history	No

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In November 2014 the consulting parties were sent copies of the Missouri Architectural & Bridge Survey, as well as drafts of the Purpose and Need and Alternatives chapters from the Environmental Assessment for review and comment. The information included that the alternative that would be identified as the preferred would have an adverse effect on the historic bridge and that the no build and rehabilitation alternates were not considered feasible. No comments were received from the consulting parties on the eligibility of the resources or on the alternatives under consideration.

On January 9, 2015 the Advisory Council on Historic Preservation (Council) was notified of the Adverse Effect the project would have on the Champ Clark Bridge and invited to participate in consultation to minimize and mitigate the adverse effect. On January 28, 2015 the Council declined to participate in consultation.

In February 2015 the consulting parties were informed that the Council had chosen not to participate in the consultation process and that the MoSHPO had concurred with MoDOT's recommendations regarding the eligibility of buildings and the bridge. The letter further asked for ideas for appropriate mitigation for the Champ Clark Bridge.

In April 2015 MoDOT received two letters from Nathan Holth, one of the consulting parties with ideas for the mitigation. Mr. Holth suggested the development of a Historic Bridge Management Plan with a commitment to preserve at least one large-scale historic metal truss bridge or that MoDOT remove and preserve one of the smaller spans of the bridge not just offer it to a third party. Mr. Holth made additional comments about the range of alternates being considered. MoDOT responded to Mr. Holth's comments on May 6, 2015 on alternates, reiterating the alternates that had been considered during the EA and relocation of one of the trusses from the bridge. MoDOT indicated that pursuing a preventative maintenance plan for the Liberty Bridge could be pursued during consultation for a planned (but unscheduled) programmatic agreement for through truss bridges. Mr. Holth responded on June 12, 2015 expressing dissatisfaction with MoDOT.

On May 27, 2015 MoDOT circulated a draft MOA with basic mitigation measure stipulations for comment. It was requested that suggested revisions and comments be returned to MoDOT by July 1. Following the circulation of that MOA MoDOT began efforts to schedule a teleconference to discuss appropriate mitigation.

On August 11, 2015 the first consultation meeting was conducted by teleconference (the minutes are included in Appendix B). The meeting focused primarily on developing appropriate mitigation measures for the bridge. As a result of the meeting the following mitigation ideas were developed for consideration:

- Bridge maintenance/preservation plan for major river bridges
- Educational materials—exact nature undefined, but some way of getting the information from the historical documentation to the public
- Interpretive plaque/panel with information on the bridge

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- Video of bridge
- A Field Guide to major river bridges in Missouri or Mississippi River Bridges between Missouri and Illinois
- Web-site with public-oriented information on the bridge
- Commitment to look at programmatic approach for major bridges
- 3-D imaging/LIDAR scanning

MoDOT and IDOT staff participating in the consultation meeting needed to consult internally with their Bridge Divisions about major river bridges that would be good candidates for preservation. The MoDOT identified seven bridges on the Mississippi and Missouri Rivers that were constructed prior to 1970, including the Champ Clark Bridge (see Table 7). This list was sent to the MoDOT Bridge Division to see if any would meet the qualifications for the bridge preventative maintenance program.

Table 7: Mississippi and Missouri River Bridges Built Prior to 1970

COUNTY	BRIDGE NO.	FACILITY CARRIED	CROSSING	COMMON NAME	YEAR BUILT	YEAR REBUILT
Mississippi	K0950	US 60	Mississippi River	Cairo	1929	1981
Pike	K0932	US 54	Mississippi River	Champ Clark	1928	0
Marion	L0099	US 24	Mississippi River	Quincy	1930	1982
Atchison	L0098	US 136	Missouri River	Brownville	1938	2009
Perry	L0135	MO 51	Mississippi River	Chester	1942	0
Jackson	L0568	MO 291	Missouri River	Liberty	1949	2002
St. Louis City	A4856	MO 799	Mississippi River	Martin Luther King, Jr.	1951	1988

Only the Liberty Bridge in Jackson County and the Martin Luther King, Junior Bridge in St. Louis City were identified as having much service life remaining in them. The Bridge Division indicated that with a continued investment, these two bridges could last another 20 to 25 years; however, they were past the tipping point for preservation due to advanced section loss and pack rust in built up members. Given this situation, doing a preservation plan for the bridges is not reasonable.

MoDOT had previously consulted with the City of Louisiana about preparing an interpretive panel on the history and significance of the Champ Clark Bridge and installing it for the City.

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The City enthusiastically supports the idea, and would like the panel installed at the Riverview Park, which overlooks the bridge location.

MoDOT was also willing to commit to preparing a video about the bridge. During the previous winter two bridges had included video as part of their mitigation package, and Historic Preservation staff had asked the Video Production Unit to put together a draft video for the Champ Clark Bridge from video taken for a training project so the consulting parties could see what could be done.

MoDOT is willing to prepare a brochure on the bridges spanning the Mississippi River between Missouri and Illinois similar to the "[Spanning Oregon's Coast](#)" brochure produced by the Oregon Department of Transportation. This brochure can include more than truss bridges and can include information on the bridges that have been removed as well as the replacement bridges. A brochure could be produced inexpensively and could be distributed through Visitor's Centers along the Mississippi River run by the Department of Tourism or associated with the Great River Road. The brochure could be linked to a web-site that contains additional information about the bridges.

MoDOT owns the web domain www.champclarkbridge.com, which is currently being used for public involvement for the EA process. Since the community favors keeping the Champ Clark name for the new bridge, the MoDOT Northeast District is proposing to keep the web domain as a web-site for the bridge, which will include information on the new and historic bridge.

MoDOT will pursue the feasibility to prepare 3D (LIDAR) imaging of the bridge. If feasible the bridge will be scanned prior to demolition (if the bridge is removed) and the images will be referenced to photographs. MoDOT will consult with the Missouri SHPO, IDOT and the Illinois SHPO to determine appropriate ways to make the information accessible to the public. If the FHWA Divisions from Missouri and Illinois wish to participate in the discussions, they will be invited to.

On September 28, 2015 a second consultation meeting was held at which the results of the internal MoDOT consultation were discussed, and the final mitigation measures for the Champ Clark Bridge were agreed to. The MOA was drafted including these mitigation measures and sent to the consulting parties to provide them with the opportunity to review and comment on the document prior to execution. No comments were received on the document.

Public Involvement

The public involvement process for the EA has been used for the public involvement for Section 106. A Community Advisory Group (CAG) has been formed for the project. The CAG has met regularly and discusses issues relating to the project. Any questions the CAG has are addressed by appropriate MoDOT or IDOT staff.

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To date, three public meetings have been held, on November 8, 2012, March 21, 2012, and October 2, 2012. MoDOT Historic Preservation Staff have participated in two of these meetings, with information available about the Section 106 process, and the status of the process at each meeting. Copies of the public meeting summaries and the cultural resources displays from the meetings are located in Appendix C.

A web-site was created for the project, which allows the public to share their views on issues (<http://www.champclarkbridge.com/>). Among the questions posed was asking to be informed of any Cultural Resources concerns the public had. The only response was an idea to name the new bridge after Zebulon Pike.

There has been extensive coverage of the EA process from local newspapers in Louisiana and Hannibal, Missouri and Quincy, Illinois, which has helped keep people informed about the progress. Most newspaper coverage includes information on how to contact the study team with questions or how to share information.

References

Louisiana Chamber of Commerce (Chamber)

n.d. “The Champ Clark Mississippi River Bridge”, Map, collection of the author.

Daniels, Karen L.

2014 *Survey of Architectural and Bridge Resources within the Area of Potential Effects for the Replacement of the Champ Clark Bridge*, Pike County, Missouri, Route 54, MoDOT Job. No. J3P2209, Jefferson City, MO: Missouri Department of Transportation.

Fraser, Clayton

1996 *Missouri Historic Bridge Inventory* (Draft). Loveland, CO: Fraserdesign.

Snider, Becky L.

2004 *Architectural and Historical Resources of Louisiana, Missouri*. State Historic Preservation Office, Jefferson City, Missouri.

2005a “Historic and Architectural Resources of Louisiana, Missouri.” National Register of Historic Places, Multiple Property Documentation Form. State Historic Preservation Office, Jefferson City, Missouri.

2005b “North Third Street Historic District.” National Register of Historic Places Registration Form. State Historic Preservation Office, Jefferson City, Missouri.

Appendices

Appendix A: Correspondence

Appendix B: Consultation Meetings

Appendix C: Public Meeting Summaries and Cultural Displays

Appendix A: Correspondence

This letter was sent to all the tribes.



U.S. Department
of Transportation

**Federal Highway
Administration**

Missouri Division

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

July 31, 2012

Mr. Tim Rhodd, Chairman
Iowa Tribe of Kansas and Nebraska
3345 Thrasher Rd
White Cloud, KS 66094

Subject: U.S. Route 54, Pike County, MO and Pike County IL
MoDOT Job No. J3P2209, Mississippi River Bridge
Invitation to Agency Scoping Meeting

Dear Chairman Tim Rhodd:

The Federal Highway Administration (FHWA), in cooperation with the Missouri Department of Transportation (MoDOT) and Illinois Department of Transportation (IDOT), is initiating an Environmental Assessment (EA) on a proposal to replace the structurally deficient and functionally obsolete U.S. Route 54 Champ Clark Bridge over the Mississippi River with a new bridge and appurtenant roadways/structures. The proposed project extends from the city of Louisiana in Pike County, Missouri to Pike County, Illinois. The alternatives considered may include a build alternative on existing alignment and build alternatives north or south of the existing bridge as well as no-build/rehabilitation.

You have previously expressed an interest to consult about MoDOT projects in this area. Because of your interest, we invite your representatives to attend the U.S. Route 54 Mississippi River Bridge Scoping meeting in Louisiana, Missouri at 1:30 p.m. on Wednesday, August 29, 2012. The meeting will be held at the Twin Pike Family YMCA (<http://www.ymca.net/y-profile/?assn=3355>), 614 Kelly Lane, Louisiana, MO 63353, phone: (573) 754-4497. The lead agencies highly recommend that attendees allow time to visit the project area on the way to the meeting. MoDOT staff will give a presentation about the project, after which agency and tribal representatives are invited to ask questions, offer comments and information, and discuss any specific concerns about the project. The enclosed materials provide more information. Comments and suggestions are invited from all interested parties to ensure that all pertinent concerns are identified and the full range of issues related to this proposed action are addressed.

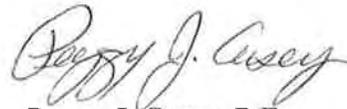
MoDOT will hold a 1:00 p.m. press conference before the meeting to begin educating the public about the EA process and the resources in the study area and we encourage you to attend and help answer questions from the media. While MoDOT will take the lead at the press conference, your representative's participation will aid public knowledge about the project and signal that all

agencies and tribal governments are aware of the importance of the U.S. Route 54 Mississippi River Bridge to the area.

Please notify Keith Killen, MoDOT Northeast District Project Manager, by August 15, 2012, regarding your representation at the Agency Scoping Meeting and attendance at the preceding press conference. An accurate count will help us plan appropriately for scoping materials and allow us to notify attendees of any last-minute schedule changes. Keith can be reached by telephone at (660) 385-8638 or email, Keith.Killen@modot.mo.gov, should you have any questions.

Thank you for your cooperation and interest in this project.

Sincerely yours,

A handwritten signature in cursive script that reads "Peggy J. Casey".

Peggy J. Casey, P.E.
Environmental Program Manager

Enclosure

CC: Norm Stoner - FHWA Illinois
Denny O'Connell - IDOT
Keith Killen - MoDOT NE
Carole Hopkins - MoDOT DE

PJC



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

Missouri Department of Transportation
David B. Nichols, Director

573.751.2551
Fax: 573.751.6555
1.888.ASK MODOT (275.6636)

September 15, 2014

City of Louisiana
Bart Niedner, Mayor
202 South 3rd Street
Louisiana MO 63353

Honorable Mayor Bart Niedner:

Subject: Design
Pike County Missouri & Illinois, Route 54
Job No. J3P2209
Route 54 between Louisiana and Illinois
Section 106 Compliance Memorandum

The Missouri Department of Transportation (MoDOT) is preparing documentation to comply with Section 106 of the National Historic Preservation Act, which requires federal agencies, or the recipients of federal funds, to consider the effects of their projects on properties that are listed on or eligible for listing on the National Register of Historic Places. As part of the Section 106 process, MoDOT would like to know if your agency would like to participate in consultation about the eligibility of resources for listing on the National Register, the effect of the proposed project on these resources and appropriate mitigation for resources that cannot be avoided. Information on the Section 106 process can be found in *The Citizen's Guide to Section 106* on the Advisory Council for Historic Preservation's website (<http://www.achp.gov/docs/CitizenGuide.pdf>) and on our website (<http://www.modot.mo.gov/ehp/HistoricPreservation.htm>).

If you would like to participate in consultation or if you or any of your staff have any questions, please contact Karen Daniels, MoDOT Senior Historic Preservation Specialist, at (573) 526-7346 or by e-mail at Karen.Daniels@modot.mo.gov.

Sincerely,

Michael C. Meinkoth
Historic Preservation Manager

Attachments

Copies: Ms. Sara Parker Pauley – MDNR
Ms. Paula Gough – NE-ao
Mr. Jim Smith – CO-de
Ms. Raegan Ball – FHWA



Karen Daniels

From: Michael Boren <borens1@frontier.com>
Sent: Monday, October 06, 2014 11:06 AM
To: Karen Daniels
Subject: Job No. J3P2209 (Champ Clark Bridge replacement)

Ms. Daniels,

I am the vice chairman of the Pike County (IL) Board and also the vice president of the Pike County (IL) Historical Society. Andy Borrowman, the chairman of the County board gave me Mr. Meinkoth's letter about section106 Compliance. I would be interested in being the contact person for consultation about National Register eligibility, etc.

Thank you.

Michael Boren
241 S. Illinois St.
Pittsfield, IL 62363

217-285-4975

Karen Daniels

From: Nathan Holth <nathan@historicbridges.org>
Sent: Thursday, October 09, 2014 11:11 AM
To: Karen Daniels
Subject: RE: MO-IL, Route 54, Champ Clark Bridge, MoDOT Job No J3P2209

Karen,
Not sure why that never got updated, but the address should be:

Nathan Holth
12534 Houghton Drive
Dewitt, MI, 48820

In either case, I definitely would like to participate as a consulting party. Also, have you sent and got a positive response from the Historic Bridge Foundation? I would like them involved with this as well if possible.

Thanks,
-Nathan

=====

Nathan Holth
Author/ Photographer/Webmaster
-----**HistoricBridges.org**-----
"Promoting the Preservation Of Our Transportation Heritage"
Mailing Address:
12534 Houghton Drive
Dewitt, MI, 48820

269-290-2593
nathan@historicbridges.org
www.historicbridges.org

=====

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=====

From: Karen Daniels [<mailto:Karen.Daniels@modot.mo.gov>]
Sent: Thursday, October 09, 2014 9:45 AM
To: Nathan Holth - HistoricBridges.org (nathan@historicbridges.org)
Subject: MO-IL, Route 54, Champ Clark Bridge, MoDOT Job No J3P2209

Nathan,

We tried to send you a letter, to invite you to participate in Section 106 consultation about the project to replace the Champ Clark Bridge over the Mississippi River on Highway 54 between Missouri and Illinois. The letter came back as undeliverable. I used the last address I had on file for you. Attached is a pdf file of the letter.

Please let me know if you would like to participate.

Thank you,

Karen

Karen L. Daniels
Senior Historic Preservation Specialist
Design/Historic Preservation
Missouri Department of Transportation
601 W. Main St., P. O. Box 270
Jefferson City, MO 65102
Karen.Daniels@modot.mo.gov
573.526.7346

Missouri Department of Transportation
David B. Nichols, Director

573.751.2551
Fax: 573.751.6555
1.888.ASK MODOT (275.6636)

September 25, 2014

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

Dear Mr. Miles:

Subject: Design
Pike County, Route 54
Job No. J3P2209
Champ Clark Bridge Replacement
Section 106 Compliance Memorandum

Please find attached a Section 106 Survey Memo (one paper copy and one .PDF file) detailing the results of a cultural resources investigations conducted for the above referenced project. The Champ Clark Bridge (K0932), Architectural Resources (AR) 11, 18, 40, 41, 43 and the River's Edge Motel (AR 02 & 04) are recommended as individually eligible for listing on the National Register of Historic Places. In addition AR 46, 50, 51 and 52 are recommended as eligible as the Frankford/Wehrman Historic District.

It is the Missouri Department of Transportation's (MoDOT) opinion that the preferred alternate for the project, the Green Alternate, will have an adverse effect on the Champ Clark Bridge (K0932), and no adverse effect on Architectural Resources 11, 18, 40, 41, 43, the River's Edge Motel or the Frankford/Wehrman Historic District. A Memorandum of Agreement (MOA) will need to be developed in consultation with the Federal Highway Administration, the Missouri State Historic Preservation Office (SHPO), the Illinois SHPO and the consulting parties. The MoDOT request the concurrence of the SHPO with these findings.

Should you or any of your staff have any questions, please contact Karen Daniels, MoDOT Senior Historic Preservation Specialist, at Karen.Daniels@modot.mo.gov or (573) 526-7346.

Sincerely,



Michael C. Meinkoth
Historic Preservation Manager

Attachments

Copies: Ms. Sara Parker Pauley – MDNR
Ms. Paula Gough – NE-ao
Mr. Jim Smith – CO-de
Ms. Raegan Ball – FHWA





STATE OF MISSOURI
DEPARTMENT OF NATURAL RESOURCES

Jeremiah W. (Jay) Nixon, Governor • Sara Parker Pauley, Director

www.dnr.mo.gov

November 4, 2014

Michael Meinkoth
Historic Preservation Manager
Missouri Department of Transportation
P.O. Box 270
Jefferson City, Missouri 65102

Re: Route 54, Champ Clark Bridge K0932, Job No. J3P2209 (FHWA) Pike County, Missouri

Dear Mr. Meinkoth:

Thank you for submitting information on the above referenced project for our review pursuant to Section 106 of the National Historic Preservation Act (P.O. 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.

We have reviewed the information provided concerning the above referenced project. We concur with your determination that the Champ Clark Bridge K0932, Louisiana, Pike County, is eligible for inclusion in the National Register of Historic Places. We also concur with your determination that the proposed demolition will have an **adverse effect** on the historic fabric of Bridge K0932. We also concur that the Rivers Edge Motel (AR 2 & 4) is eligible, and, in the event that the Red or Yellow Alternative is selected, there will be an **adverse effect** on this property as well.

A Memorandum of Agreement (MOA) that outlines the steps needed to mitigate the adverse effect for this project will need to be drafted. Final stipulations in the MOA should be determined in consultation with the Federal Highway Administration, the Missouri Department of Transportation, our office, the Advisory Council, if participating, and any other interested parties.

The U.S. Department of Transportation should forward the necessary adequate documentation as described to the Executive Director, Advisory Council on Historic Preservation, The Old Post Office Building, 1100 Pennsylvania Avenue NW, #809, Washington, DC 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.

We also concur that Architectural Resources 11, 18, 40, 41, 43 may be eligible. The proposed Wehrman/Frankford Historic District (AR 46, 50, 51 and 52) would require additional documentation to address the concerns about integrity before we could comment on eligibility.

If you have any questions, please write Judith Deel at State Historic Preservation Office, P.O. Box 176, Jefferson City, Missouri 65102 or call 573/751-7862; or Amanda Burke at 573/ for questions on architecture.

Please be sure to include the SHPO Log Number (026-PI-12) on all future correspondence or inquiries relating to this project.

Sincerely,

STATE HISTORIC PRESERVATION OFFICE

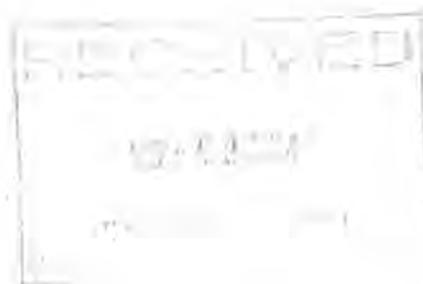


Mark A. Miles
Director and Deputy State
Historic Preservation Officer

MAM:d

c Raegan Ball, FHWA

Celebrating 40 years of taking care of Missouri's natural resources. To learn more about the Missouri Department of Natural Resources visit dnr.mo.gov.





U.S. Department
of Transportation
**Federal Highway
Administration**

Missouri Division

1/9/2015

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

In Reply Refer To:
HDA-MO

Advisory Council on Historic Preservation
Attention: Chris Wilson, Interim FHWA Liaison
401 F Street NW, Suite 308
Washington, DC 20001-2637

RE: Notification regarding an adverse effect determination for Bridge K0932 (Champ Clark Bridge) on Route 54, Pike County, Missouri and Pike County, Illinois

Dear Mr. Wilson:

Per 36 CFR 800.6, the Federal Highway Administration (FHWA) is notifying your office of an adverse effect determination for Bridge K0932, the Champ Clark Bridge carrying Highway 54 over the Mississippi River between Pike County, Missouri and Pike County, Illinois.

Since the bridge is eligible for inclusion on the National Register of Historic Places, FHWA is requesting to know whether the Advisory Council would like to participate as a consulting party in the development of a Memorandum of Agreement for the resolution of adverse effects for the project. Documentation is enclosed to aid in your review of the project and evaluating your response.

If you have any questions, or would like additional information, please contact me at 573-638-2620 or by e-mail at: raegan.ball@dot.gov.

Sincerely,

Raegan Ball
Program Development Team Leader

Enclosures

cc: Judith Deel, MoSHPO
Rachel Leibowitz, ILSHPO
Mike Meinkoth, MoDOT
Jan Piland, FHWA Illinois Division



Preserving America's Heritage

January 28, 2015

Ms. Raegan Ball
Program Development Team Leader
Federal Highway Administration
Missouri Division
3220 W. Edgewood, Suite H
Jefferson City, MO 65109

Ref: *Proposed Replacement of Champ Clark Bridge (K0932) on Route 54 over the Mississippi River
Pike County, Missouri and Pike County, Illinois*

Dear Ms. Ball:

The Advisory Council on Historic Preservation (ACHP) has received your notification and supporting documentation regarding the adverse effects of the referenced undertaking on a property or properties listed or eligible for listing in the National Register of Historic Places. Based upon the information provided, we have concluded that Appendix A, *Criteria for Council Involvement in Reviewing Individual Section 106 Cases*, of our regulations, "Protection of Historic Properties" (36 CFR Part 800), does not apply to this undertaking. Accordingly, we do not believe that our participation in the consultation to resolve adverse effects is needed. However, if we receive a request for participation from the State Historic Preservation Officer (SHPO), Tribal Historic Preservation Officer (THPO), affected Indian tribe, a consulting party, or other party, we may reconsider this decision. Additionally, should circumstances change, and it is determined that our participation is needed to conclude the consultation process, please notify us.

Pursuant to 36 CFR §800.6(b)(1)(iv), you will need to file the final Memorandum of Agreement (MOA), developed in consultation with the Missouri and Illinois State Historic Preservation Office's (SHPO's), and any other consulting parties, and related documentation with the ACHP at the conclusion of the consultation process. The filing of the MOA, and supporting documentation with the ACHP is required in order to complete the requirements of Section 106 of the National Historic Preservation Act.

Thank you for providing us with the notification of adverse effect. If you have any questions or require further assistance, please contact Mr. Chris Wilson at 202-517- 0229 or via e-mail at cwilson@achp.gov.

Sincerely,

LaShavio Johnson
Historic Preservation Technician
Office of Federal Agency Programs

Missouri Department of Transportation

David B. Nichols, Director

573.751.2551
Fax: 573.751.6555
1.888.ASK.MODOT (275.6636)

February 18, 2015

Pike County, Illinois
Andy Borrowman, Chair
100 E. Washington St.
Pittsfield, IL 62363

Subject: Design
Pike County (Missouri & Illinois), Route 54
Job No. J3P2209 (Mo. SHPO Log No. 026-PI-12)
Champ Clark Bridge Replacement
Section 106 Consultation

We wanted to bring you up to date with where we are in our consultation process. The Missouri State Historic Preservation Office (SHPO) has concurred with MoDOT's recommendation that the Champ Clark Bridge (K0932) is eligible for listing on the National Register of Historic Places for significance in transportation, commerce and engineering. The SHPO concurred that all three alternates being considered would have an adverse effect on the Champ Clark Bridge.

The SHPO also concurred with MoDOT's recommendations regarding the eligibility of individually eligible buildings, and that the preferred alternate would not adversely affect these buildings.

The Federal Highway Administration (FHWA) has informed the Advisory Council on Historic Preservation (Council) of the adverse effect and asked if they would like to participate in consultation. They have declined to participate in consultation.

At this time, we need to move forward with efforts to resolve adverse effects.

The previous mailing to you included the draft purpose and need and the alternatives chapters from the Environmental Assessment being prepared. From those you can see that the alternatives to bridge replacement considered included doing nothing and rehabilitation of the bridge. These alternatives were not considered reasonable and prudent because they do not address the purpose and need of the project.

Because replacing the bridge is considered the only reasonable and prudent alternative, we need to look at ways to mitigate, or compensate, for the removal of the historic resource. Traditionally MoDOT has prepared archival photographs and historical documentation. These can be prepared to Historic American Engineering Record Standards (for example, the Paseo Bridge in Jackson County, see at: <http://www.loc.gov/pictures/collection/hh/item/mo1931/>).



or to "state level" which takes photographs to the standards of the National Register (for example, the Daniel Boone Bridge in St. Louis and St. Charles Counties, see at: http://library.modot.mo.gov/RDT/reports/historicbridges/Daniel_Boone_Bridge_J1000_Report.pdf). Copies of documentation are provided to the SHPO (in this case it would be provided to both Missouri and Illinois) and to repositories in the local community, usually historical societies or public libraries.

MoDOT will be required to make the bridge available to local governments and other interested parties who might be interested in relocating it or preserving it in place. This will be done through a combination of our Free Bridges web-site (<http://www.modot.org/freebridges/>), press releases and direct mail. Since the replacement project is currently unfunded, there is ample time for a local group to organize and fundraise to save all or part of the bridge.

We would like to hear from you about the resolution of adverse effects. What could we do to recognize the history of the bridge in a way that would be beneficial to the community? We will take the ideas we receive and develop a Memorandum of Agreement that will cover mitigation of the bridge and the archaeological surveys that will need to be conducted once right-of-way limits are known.

We would like to hear any ideas you may have for the resolution of adverse effects and for mitigation measures. Please send them by e-mail to Karen Daniels, Senior Historic Preservation Specialist at Karen.Daniels@modot.mo.gov or call her at 573.526.7346, or mail them to the address above. We need comment returned to us no later than April 1, 2015.

Sincerely,



Michael C. Meinkoth
Historic Preservation Manager

Attachments

Copies: Ms. Sara Parker Pauley – MDNR
Ms. Paula Gough – NE-ao
Mr. Jim Smith – CO-de
Ms. Raegan Ball – FHWA



Illinois Department of Transportation

2300 South Dirksen Parkway / Springfield, Illinois / 62764

Pike, Pike County, IL
Louisiana, Pike County, MO
Champ Clark Bridge Replacement
FAP 321, US 54
IDOT Sequence #17263
ISAS Log #12110
Log # 020052715
Federal - Section 106 Project

July 1, 2015

RECEIVED

JUL - 1 2015

PRESERVATION SERVICES

IHPA REVIEW

H/A _____
AC Conrad P 7/2/15
AR _____
File _____

CONDITIONAL NO ADVERSE EFFECT

Dr. Rachel Leibowitz
Deputy State Historic Preservation Officer
1 Old State Capitol
Illinois Historic Preservation Agency
Springfield, Illinois 62701

Dear Dr. Leibowitz:

Enclosed are copies the Illinois Department of Transportation (IDOT) Environmental Survey Request form, photographic documentation, and the Phase I Survey Report completed by Illinois State Archaeological Survey (ISAS) personnel concerning historical and archaeological resources potentially impacted by the above referenced project.

In Illinois, the survey of the 260-acre project area resulted in the identification of six archaeological sites (11PK1910-1915), and no architectural resources eligible for National Register consideration were identified by IDOT's cultural resources staff. The Champ Clark Bridge, which spans the Mississippi River and is controlled by the Missouri Department of Transportation (MoDOT), has been determined eligible for National Register and will likely be impacted by the proposed project.

Three alternative alignments have been considered by MoDOT and IDOT, and all three avoid potential impacts to the known archaeological sites in Illinois (see attached maps). However, geo-coring work undertaken by ISAS has identified the potential for buried archaeological sites. Moreover, impacts to potential archaeological resources within the community of Pike have not been assessed. Therefore, when the final alignment in Illinois has been selected and access to impacted parcels has been secured, IDOT will ensure that investigations are undertaken to identify and evaluate archaeological resources. This commitment will be included in the Memorandum of Agreement (MOA) currently being developed in coordination with MoDOT.

In coordination with the Federal Highway Administration (FHWA), IDOT requests the concurrence of the State Historic Preservation Officer in our determination that no historic properties in Illinois subject to protection under Section 106 of the National Historic Preservation Act of 1966 will be adversely affected by the proposed project provided that further archaeological studies are completed in coordination with your office and in accordance with the project MOA.

In accordance with 36 CFR Part 800.3(c)(4), the FHWA will proceed to the next step in the Section 106 process if we do not receive a response from your office within 30 days.

Sincerely,



Brad H. Koldehoff, RPA
Cultural Resources Unit
Bureau of Design and Environment

CONCUR

By: Rachel Leibowitz
Deputy State Historic Preservation Officer

Date: 7-7-15

Appendix B: Consultation Meetings

Agenda
Champ Clark Bridge Consultation Meeting
August 11, 2015
9:00-11:00 a.m.

Call: 573.526.3993
Conference ID: 67346#

Welcoming Remarks

Procedures (since we'll all be on teleconference)

Introductions

Review of the alternatives being considered in the Environmental Assessment

Discussion

Status of Section 106

Discussion of appropriate mitigation measures for any adverse effects to Champ Clark Bridge

Next steps

August 11, 2015 Consultation Meeting

Person	Agency	Attended	E-mail
Kitty Henderson	Historic Bridge Foundation	X	kitty@historicbridgefoundation.com
Nathan Holth	HistoricBridges.org	X	nathan@historicbridges.org
Dennis O'Connell	IDOT District 6 Environmental	X	Dennis.OConnell@illinois.gov
Sal Madonia	IDOT District 6		Sal.madonia3@illinois.gov
Brad Koldehoff	IDOT Cultural Resources	X	Brad.Koldehoff@Illinois.gov
Claire Dappert	IDOT Cultural Resources	X	Claire.Dappert@illinois.gov
Jay Wavering	IDOT District 6	X	Jay.wavering@illinois.gov
John Kelley	IDOT District 6	X	Jonathan.Kelley@illinois.gov
Ken Runkle	IDOT Environmental Coordinator	X	Ken.Runkle@illinois.gov
Janis Piland	IL FHWA	X	Janis.Piland@dot.gov
Jerry D (JD) Stevenson	IL FHWA	X	Jerry.Stevenson@dot.gov
Lou Haasis	IL FWHA	X	lou.haasis@dot.gov
David Halpin	IL SHPO	X	David.Halpin@Illinois.gov
Joe Phillippe	IL SHPO	X	Joe.Phillippe@Illinois.gov
Rachel Leibowitz	IL SHPO	X	rachel.leibowitz@illinois.gov
Charles Hoffman	City of Louisiana, Historic Preservation Agency		charles3@big-river.net
Raegan Ball	Mo FHWA	X	Raegan.Ball@dot.gov
Roopa Banerjee	Mo FHWA		roopa.banerjee@dot.gov
Gayle Unruh	MoDOT Environmental	X	Gayle.Unruh@modot.mo.gov
Jo Dent	MoDOT Environmental		JoAnn.Dent@modot.mo.gov
Karen Daniels	MoDOT Historic Preservation	X	Karen.Daniels@modot.mo.gov
Mike Meinkoth	MoDOT Historic Preservation	X	Michael.Meinkoth@modot.mo.gov
Keith Killen	MoDOT Northeast District	X	Keith.Killen@modot.mo.gov
Amanda Burke	MoSHPO	X	amanda.burke@dnr.mo.gov
Judith Deel	MoSHPO	X	judith.deel@dnr.mo.gov
Andy Borrowman	Pike County, Illinois		

Champ Clark Bridge Consultation Teleconference
August 11, 2015
Meeting Notes

Raegan Ball, Mo-FHWA welcomed everyone and thanked them for participating in the meeting and the Section 106 consultation process.

Karen Daniels, MoDOT Historic Preservation, reviewed procedures for the conference call, since there were so many locations calling in. She asked everyone to mute their phones when not speaking to reduce background noise, identify themselves when speaking and said she would “call roll” during discussion to keep everyone from speaking at once.

Introductions were made throughout the group. A list of attendees is attached.

Keith Killen, MoDOT Northeast District, reviewed the project. The bridge is 85 years old, structurally deficient, 20’ wide, and narrow for trucks and farm equipment that use the bridge, and it is limited vertically. IDOT and MoDOT have started to prepare an Environmental Assessment (EA) to replace the bridge and address flooding between the bridge and the levy on the Illinois side of the bridge.

The alternatives studied in the EA include:

- No build
- Rehabilitation—the bridge has undergone a couple of rehabilitations in the past
- Partial replacement—use the piers, remove the trusses and build new girders on the piers, this would result in a long closure which would be a hardship for the community
- Construction alternates
 - Existing location—would mean no crossing at the location during construction, causing hardship for the area
 - Far north and Far South—much greater expense and environmental impacts
 - Adjacent upstream
 - Adjacent upstream with an improved alignment which would skew across the existing roadway
 - Adjacent Downstream
 - Adjacent Downstream with a skewed alignment

Those being carried forward in the EA are the no build, the Adjacent Upstream, the Adjacent Upstream with Improved Alignment and the Adjacent Downstream. All these would leave the existing bridge in place through construction.

The floor was opened for discussion of the alternates and any additional alternates that should be discussed. There was no discussion of the alternates or additional alternates.

Karen Daniels reported on the status of the Section 106. In Missouri the architectural and bridge survey had identified several architectural resources and the bridge as eligible for the National Register of Historic Places (NRHP), an archaeological survey would not be conducted until a preferred alternative had been identified and access to property could be obtained to conduct the

Champ Clark Bridge Consultation Meeting
August 11, 2015

survey. In Illinois the architectural survey did not identify any historic buildings, and Illinois had concurred with the recommendations that the bridge is eligible for the NRHP. In Illinois archaeological survey will be needed once a preferred alternative is selected. Brad Koldehoff, IDOT, indicated that deep testing of the preferred alternative would be required.

Karen Daniels said that FHWA had informed the Advisory Council on Historic Preservation (ACHP) of the adverse effect that any of the alternates would have on the historic bridge, and invited them to participate in consultation. The ACHP had chosen not to participate in consultation.

MoDOT had sent out a draft MOA with the basic state level documentation mitigation measures to start discussion on what additional mitigation measures should be done for the Champ Clark Bridge. Inadvertently the draft MOA had omitted advertising the bridge and that oversight had been rectified in the current revision. MoDOT is proposing advertising the bridge for eighteen months, starting July 1, 2015, since the project is currently unfunded that gives us time to try to find someone who might want to use all or part of the bridge, and then time to plan for removal and relocation. The bridge is currently posted on MoDOT's Free Bridges web-site and the availability will be included in a press event being held on the bridge on August 12.

The floor was opened for discussion of additional mitigation measures that should be considered.

Nathan Holth said that the bridge definitely needed more than just documentation before it was destroyed, but he didn't have anything in particular in mind. He would like to see a maintenance and preservation plan for the major river bridges in Missouri and Illinois since so many of them have been removed.

Kitty Henderson said that a bridge management plan would be good to help compensate for the major river bridges that have been lost. She said videos, educational materials, interpretive plaques could also be appropriate.

Brad Koldehoff said IDOT is currently updating their historic bridge list, and it could be updated to include similar bridge types.

Rachel Leibowitz, Illinois Historic Preservation Agency, said she was looking at the *Oregon Historic Bridge Field Guide* (<http://www.oregon.gov/ODOT/HWY/BRIDGE/docs/OHBG.pdf> -- very large file). She thinks the video on the ftp site is quite interesting and thinks a longer version would be quite interesting. A management plan would be quite interesting but follow through with preservation would be the issue.

Kitty Henderson said looking at an assessment of the remaining bridges and creation of a management plan is nothing without the commitment to preserve one. Texas is doing a program on truss bridges to develop a plan for them. The first step is to see what is out there. Oregon is very committed to saving their historic bridges—they bypass them, use them in one-way pairs, and use design exceptions.

Champ Clark Bridge Consultation Meeting
August 11, 2015

Kitty Henderson asked if there was anything on the list thus far that could be nailed down as a commitment. Karen Daniels said that the video and an interpretive panel could be. MoDOT has done two videos as part of mitigation this last year and although we need a platform to make them available to the public, we think they are a good way to provide additional documentation of certain bridges. She has also been in contact with the City of Louisiana about placing an interpretive panel for the bridge, the City thinks one in the park overlooking the bridge location would be ideal, and has expressed their enthusiastic support.

Rachel Leibowitz said she would like to see something like the field guide and asked Brad Koldehoff if the IDOT could be done sooner. Brad said they are trying to add staff to make updating the inventory easier. They have had discussions with IL FHWA about using federal funds for the project.

Kitty said you can Google the *Oregon Historic Bridge Field Guide* to find it.

Rachel Leibowitz said she would like to see a web-site or OCR code added to the interpretive panel to explain in additional detail and depth the engineering and technology that went into the bridge.

Kitty Henderson said she's looking beyond this bridge, looking a bit wider to see what we can do to document these bridges in a wider way. She recognizes that there are height and weight restrictions and wants to look at the bigger picture. The interpretive panel needs to look at bridge engineering.

Judith Deel, MoSHPO, said she had three ideas: 1. incorporating into the MOA a commitment to explore doing a programmatic approach for the major bridges, 2. doing a Field Guide for Mississippi River Bridges, and 3. doing 3-D imaging for the bridge. Karen Daniels asked if she meant LIDAR scanning, and Judith confirmed that was what she meant.

Rachael Leibowitz said that she thinks a Field Guide to Mississippi River Bridges for Missouri and Illinois sounds like a great idea.

Judith Deel said that any place with public oriented information centers, such as the Great River Road welcome and interpretive centers, would be a good place to put information.

No additional ideas were put forth.

The next steps are for IDOT and MoDOT to identify their major river trusses and discuss with their bridge divisions the prospects of developing preventative maintenance plans/preservation plans for the bridges, and be able to report back. The group should plan on meeting again in about one month to try to finalize mitigation measures so the MOA can be finalized.

**Champ Clark Bridge Consultation
Route 54 over the Mississippi River
Pike County, Illinois & Pike County, Missouri**

**September 28, 2015
1:30 – 3:30 p.m.**

Agenda

601 W. Main, IS-2

Teleconference call in # 573-526-3993, conference ID: 67346#

Welcome

Introductions

Mitigation that MoDOT will be doing

- Historic context

- Interpretive panel on Champ Clark Bridge for display at Riverview Park

- Archival photography to National Register Standards

- Advertising availability of bridge for reuse in place or new location for 18 months

Additional Mitigation ideas discussed at the last meeting

- Maintenance/preservation plans for major river bridges

- Videos

- Educational materials—field guide, etc.

- Interpretive panels

- LIDAR imaging

Finalize mitigation measures

Discussion of any additional issues to be addressed in Memorandum of Agreement

Next steps

Adjourn

September 28, 2015 Consultation Meeting

Person	Agency	Attended	E-mail
Kitty Henderson	Historic Bridge Foundation	X	kitty@historicbridgefoundation.com
Nathan Holth	HistoricBridges.org		nathan@historicbridges.org
Dennis O'Connell	IDOT District 6 Environmental	X	Dennis.OConnell@illinois.gov
Sal Madonia	IDOT District 6		Sal.madonia3@illinois.gov
Brad Koldehoff	IDOT Cultural Resources	X	Brad.Koldehoff@Illinois.gov
Claire Dappert	IDOT Cultural Resources		Claire.Dappert@illinois.gov
Jay Wavering	IDOT District 6	X	Jay.wavering@illinois.gov
John Kelley	IDOT District 6	X	Jonathan.Kelley@illinois.gov
Ken Runkle	IDOT Environmental Coordinator	X	Ken.Runkle@illinois.gov
Janis Piland	IL FHWA	X	Janis.Piland@dot.gov
Jerry D (JD) Stevenson	IL FHWA		Jerry.Stevenson@dot.gov
Lou Haasis	IL FWHA	X	lou.haasis@dot.gov
David Halpin	IL SHPO		David.Halpin@Illinois.gov
Joe Phillippe	IL SHPO		Joe.Phillippe@Illinois.gov
Rachel Leibowitz	IL SHPO		rachel.leibowitz@illinois.gov
Charles Hoffman	City of Louisiana, Historic Preservation Agency		charles3@big-river.net
Raegan Ball	Mo FHWA	X	Raegan.Ball@dot.gov
Roopa Banerjee	Mo FHWA		roopa.banerjee@dot.gov
Gayle Unruh	MoDOT Environmental	X	Gayle.Unruh@modot.mo.gov
Jo Dent	MoDOT Environmental		JoAnn.Dent@modot.mo.gov
Karen Daniels	MoDOT Historic Preservation	X	Karen.Daniels@modot.mo.gov
Mike Meinkoth	MoDOT Historic Preservation		Michael.Meinkoth@modot.mo.gov
Keith Killen	MoDOT Northeast District	X	Keith.Killen@modot.mo.gov
Amanda Burke	MoSHPO	X	amanda.burke@dnr.mo.gov
Judith Deel	MoSHPO	X	judith.deel@dnr.mo.gov
Andy Borrowman	Pike County, Illinois		

**Champ Clark Bridge Project
Consultation Meeting
September 28, 2015**

Minutes

Gayle Unruh welcomed everyone to the meeting and thanked them for participating in the Section 106 process.

Introductions were made among the participants. A list of participants is attached.

Karen Daniels reviewed the mitigation measures that the Missouri Department of Transportation (MoDOT) had previously agreed to do:

- A **historic context** similar to those prepared for other major river crossings will be prepared. This document will discuss the planning for and construction of the Champ Clark Bridge as well as the impact it had on the surrounding communities.
- **Archival photography** will be done to National Register standards. For many of our major river bridges it had not been possible to get photographs of the bridge details from the bridge deck because of the traffic volume and the difficulty of closing a traffic lane on the structures. Karen took advantage of the bridge closure for the inspection in August 2015 and did the detail photography for the mitigation at that time, so the mitigation package for Champ Clark will include bridge details taken from on the bridge. This gave us an idea for future major bridges, to coordinate this kind of photography with the inspections, since we usually have a sufficiently long timeline the bridge will usually be closed at least once for inspection.
- **Advertising** the availability of the bridge. The bridge is currently on the Free Bridges web-site and will be up until December 2016. The bridge has been marketed to local governments, historical societies, trail groups, and state parks. Press releases about the availability of the bridge have been prepared and Marissa Ellison, the Northeast District Communications Director, is working to identify additional potential interested parties to market to. The web-site www.champclarkbridge.com will be converted from the EA public input web-site into a way to advertise the bridge and post the history of the bridge.
 - Karen reported that she has had one inquiry about the bridge from a woman in Louisiana who is interested in preserving the bridge in place as a pedestrian bridge.
- An **interpretive panel** at Riverview Park—we've talked with the City of Louisiana and they are enthusiastically supportive of the idea of an interpretive panel overlooking the bridge location.

Additional mitigation ideas had been discussed at our August meeting, and needed additional research or consideration.

- A **preventative maintenance plan** for the preservation of major river bridges—Karen Daniels reported that they had consulted with the Bridge Division. Two bridges were identified as being constructed before 1970 and having some “life left on them” by Bridge—the Liberty Bride in Jackson County and the Martin Luther King, Junior Bridge in St. Louis City. The Bridge Division believes that it will be possible to get another 20 to

25 years of service out of the bridges, however they have passed the tipping point for long term preservation due to advanced section loss and pack rust in built up members. We don't have good candidates for a preventative maintenance plan for major river bridges in Missouri.

- **Videos**—MoDOT is willing to include video as part of the mitigation package, however we would like to know what the parties would like the video to include. The two videos that we have done as part of bridge mitigation in the past were for Kimberling City which was a rehab project and Sinking Creek where we wanted to catch the setting before a temporary bridge was constructed. So this project will be rather different for us. Kitty Henderson suggested contacting Rachel Leibowitz about the video content, since she had been very interested in this form of mitigation at our last meeting. Judith Deel suggested obtaining extra footage focusing on the river traffic, eagles and agricultural equipment use of the bridge; it would give people an idea of the scale of the bridge. Karen Daniels asked if agricultural equipment was still allowed to use the bridge. Keith Killen said that it is, as long as it is less than forty tons, and they arrange with police to close the bridge so they can cross. Raegan Ball said the video should incorporate what makes the bridge historic. Kitty said it should be an expansion of the interpretive panel.
- **Educational/Interpretive Materials**—
 - MoDOT owns the web domain www.champclarkbridge.com, which is currently being used for the public input for the EA. Karen Daniels reported that she's spoken with Marissa Ellison, and Marissa would like to transition the web page to bridge marketing and bridge history, so we will be able to include public friendly historical materials about the bridge and include links to the web site on other materials.
 - There had been a lot of discussion of the Oregon Bridge Field Guide at the last meeting. Karen Daniels said something of that magnitude was beyond what MoDOT would consider for mitigation for this project, however Oregon had also done a brochure, *Spanning Oregon's Coast*, which was sent to everyone prior to the meeting, which she and Mike Meinkoth had discussed and MoDOT is willing to produce something along the lines of that brochure for the major river bridges. A brochure for the Mississippi River Bridges can be done in cooperation with IDOT and we can do a brochure for the Missouri River Bridges.
- **LIDAR scanning**—Karen Daniels reported that MoDOT apparently owns the equipment to do 3D scanning of the bridge, and the section of the Design Division that owns the equipment is including in the job description for the operator to assist the Environmental and Historic Preservation Section with mitigation of historic buildings and bridges, so getting LIDAR scanning done for the bridge should not be an issue.

Karen Daniels said that Nathan Holth had sent her an idea before the meeting for consideration. If the bridge has to be removed, salvaging materials from it to build the supports for the interpretive panel and had included a plan sheet showing how PennDOT had done so. Karen reported that she had forwarded the plan to Keith Killen, the project manager for MoDOT and asked if it would be possible to include a job special provision (JSP) in the contract to salvage sufficient materials to build the base. Keith's response had been that the cost would be reasonable, so a JSP will be included in the project if the bridge comes down materials will be salvaged and reused in the interpretive panel supports.

Karen Daniels also said that a JSP will be included for the removal of the bridge plaques, which will be given to the City of Louisiana, which wants them for the museum. The question was asked if we needed to offer a set of the plaques to Pike County, Illinois, and Karen said that she contact the County and the County Historical Society and see if they would be interested in having them.

Karen Daniels said that the Memorandum of Agreement (MOA) will have programmatic approaches for archaeological surveys which still need to be conducted in Missouri and deep testing which needs to be done in Illinois. Brad Koldehoff said that they have concurrence from the Illinois SHPO on that concept.

Karen Daniels reported that Raegan Ball, Mike Meinkoth and herself had a conversation about the MOA shortly after the last meeting. Raegan wanted to make sure that in the next version the responsibilities of the various parties were clearly spelled out—what IDOT was doing, what MoDOT was doing, that IL FHWA would oversee IDOT, and that MoFHWA would oversee MoDOT. Brad Koldehoff asked if who was responsible for the bridge would be spelled out. Karen said that the revised MOA would specify that MoDOT would be responsible for the bridge. Brad asked if the roles of the SHPO should be spelled out. Karen said it would be easy to add that the IL SHPO would review the Illinois side of the project, the Missouri SHPO would review the Missouri side of the project, and as the lead MoDOT would consult with the Missouri SHPO about the adequacy of the photography and be asked to review the historic context and photographs, IL SHPO would receive a copy.

Kitty Henderson said that she would like for the consulting parties to be able to review the interpretive and educational materials (panels, brochures, web-site, etc.) before they are published and have input into those. She commented that in the past she has discovered mistakes and it would provide another set of eyes. Karen Daniels said that allowing for review would not be an issue.

Judith Deel asked if it would be possible to put a blurb on the Historic Bridge Foundation web-site requesting old photographs and family stories about the Champ Clark Bridge. Kitty Henderson said that the next newsletter goes out November 1, and if Karen gets her a short blurb, she'll be happy to include it in the newsletter.

Karen Daniels mentioned that there are construction photographs of the Champ Clark Bridge in the Illinois State Archives. She knows that the photographer who documented the construction of the bridge donated his archives to the state and they are housed there. To the best of her knowledge the collection has not been digitized. Brad Koldehoff said that IDOT would be happy to assist in getting the images from the Illinois State Archives.

Karen Daniels said that she would try to get a revised MOA out for review and comment by the end of the year. Hopefully there would be few changes necessary then to finalize it and we would be able to start the signing process.

The meeting adjourned.

Appendix C: Public Meeting Summaries and Cultural Displays

November 8, 2012

Public Meeting Summary

The first public meeting for the U.S. Route 54 Mississippi River Bridge Environmental Assessment was held in Louisiana, MO on Thursday November 8, 2012 from 5 p.m. until 6:30 p.m. at the Twin Pike Family YMCA. Advertisements were placed in the Pittsfield Pike Press, the Bowling Green Times, and the Louisiana Press Journal. A news release was sent out October 29 highlighting the upcoming meeting and the website where the displays are available and comments could be made online at www.modot.org/northeast.

Displays available included “Environmental Constraints”, Existing Bridge Conditions”, “Why Improvements are Needed”, “Champ Clark Bridge Facts”, “EA Process” and “Cultural and Environmental”. In addition a handout was provided and cards was available that promoted the [ChampClarkBridge .com](http://ChampClarkBridge.com) website.

Six MoDOT staff attended the public meeting including four from the Northeast District and two from the Central Office Environmental Section. Two representatives from the Illinois Department of Transportation attended the meeting as well.

Thirty-nine community members attended the public meeting as well as one television station and two newspapers. Seven written comments were received at the meeting and two comments were received by email. Maintaining access across the river during construction of a new bridge is essential for residents and businesses. There were several questions about the project including schedule, bridge location, potential right of way acquisition and project costs. Comments regarding bridge location included constructing a new bridge just north or just south of the existing bridge or locating a new bridge south near the railroad bridge. Other comments received at the meeting included inquiring if a ferry would be provided if the bridge were replaced in the same location, providing room for bicyclists and one encouraging MoDOT and IDOT to ensure the existing bridge is as safe as possible in the interim.

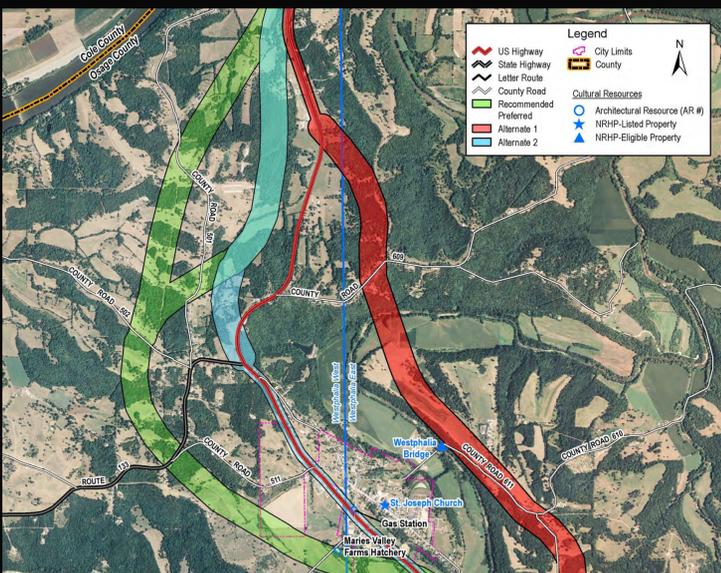
Section 106 Process

Section 106 of the National Historic Preservation Act requires federal agencies, and the recipients of federal dollars, to consider the effects of their projects on “historic properties”. Historic properties are defined as:

Any historic or prehistoric site, district, building, structure or object included on, or eligible for inclusion on the National Register.

Some examples include nationally significant resources, such as the Eads Bridge in St. Louis, resources of statewide significance, such as the University of Missouri campus in Columbia, and of local significance, such as the Louisiana Public Library.

A systematic process is undertaken to identify historic properties, analyze potential effects on them, and determine what action will need to be taken to eliminate or mitigate those effects. This is commonly referred to as the “Section 106 Process”. The process is outlined below.



1 Establish Area of Potential Effects (APE)

The area of potential effects (APE) is the area or areas where a project might have effects on historic properties. Each alternative considered for a project will have an APE.



2 Identify Resources and their Significance

Archival research and field surveys are conducted to identify historic properties within the APE. The significance and integrity of the properties are documented. The State Historic Preservation Officer (SHPO) is consulted about the findings.

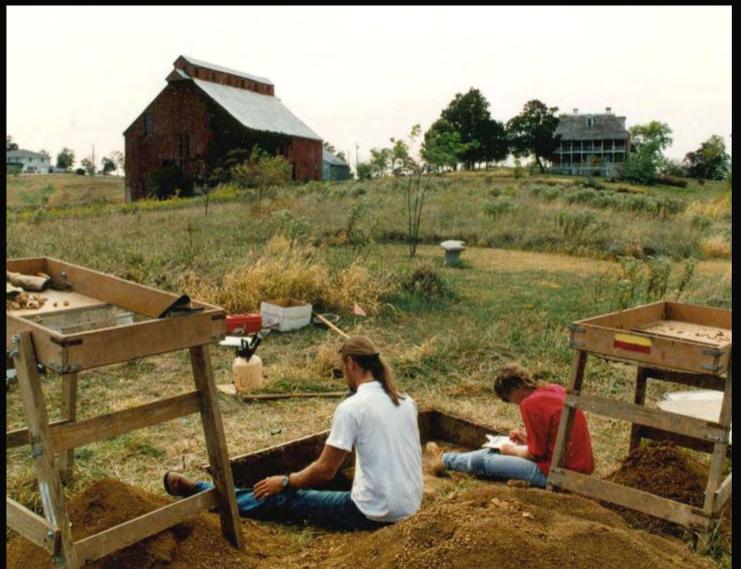


3 Determination of Project Effects

The study team determines how the project might affect historic properties within the APE, considering direct and indirect effects. If a resource is adversely affected, options for eliminating or mitigating those effects are considered. This could include changing the location of the improvements or making adjustments in the design to lessen the effects.

4 Resolve Adverse Effects

Decisions regarding adverse effects on historic properties are formalized in a legally binding Memorandum of Agreement that becomes part of the study’s official documentation. It spells out what measures will be taken to mitigate the project effects on historic properties.



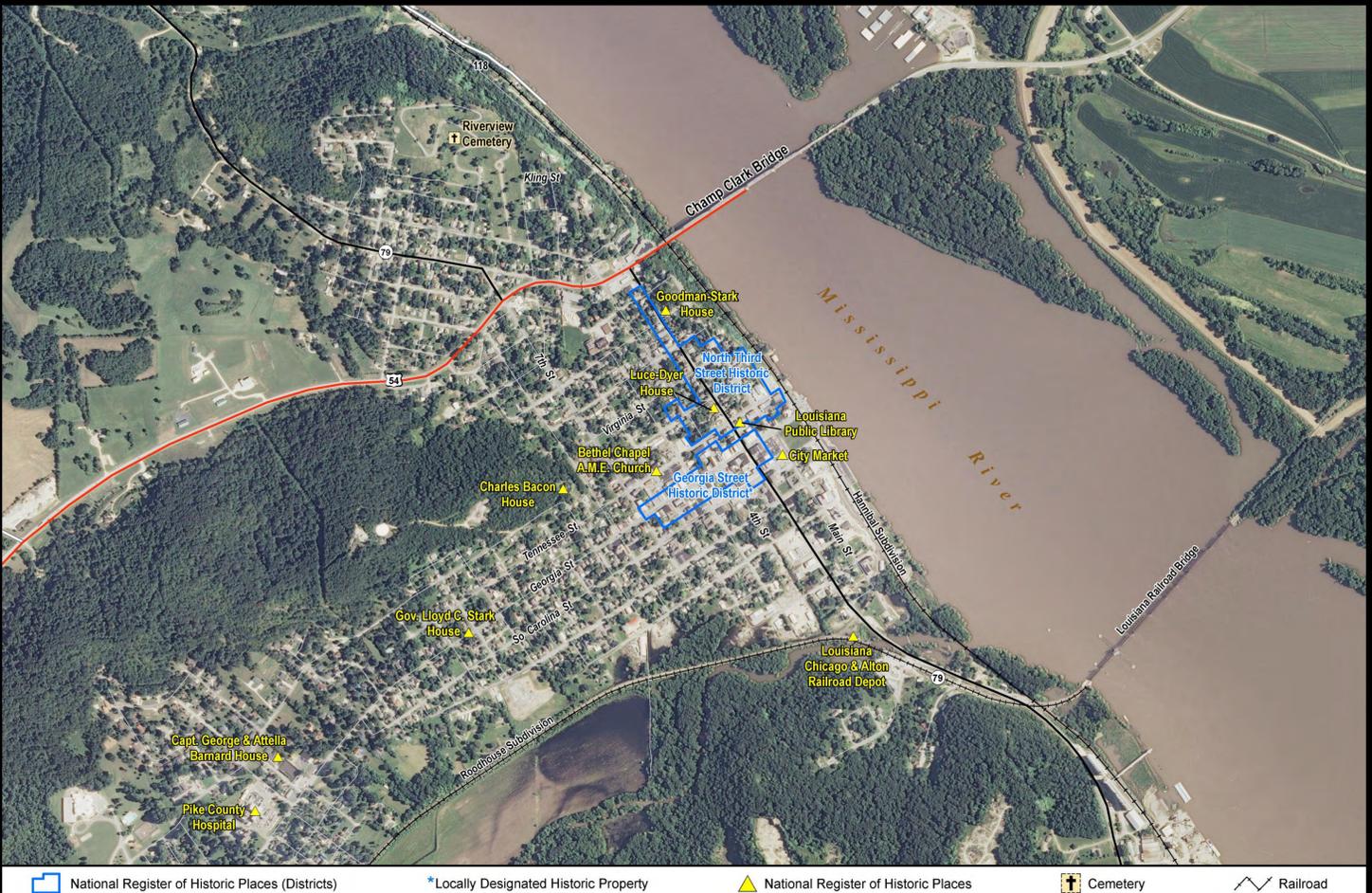
MoDOT hopes you, the public, will inform us of any properties you consider important. You can do this by leaving a comment on the public meeting response form or speaking with the representative of the Historic Preservation Section at the meeting.



Route 54 Bridge at Louisiana



The Champ Clark Bridge is a 5-span, Pennsylvania through truss with 6 steel plate deck girder approach spans on the East end. It was built between 1926 and 1928 for the Missouri-Illinois Bridge Company and cost \$1,000,000 to construct. It opened on May 15, 1928 and operated as a toll bridge until 1952, when it was freed.



North 3rd Street Historic District – Streetscape facing northwest.

A comprehensive survey of historic resources of Louisiana has not been conducted. A survey of the project area will need to be conducted for the project. Archaeological surveys will need to be conducted in Missouri and Illinois. Architectural resources will need to be photographed and researched to determine if they have historical significance.



North 3rd Street Historic District – Streetscape facing southwest.



North Third Street Historic District is roughly bounded by Georgia, Noyes, North 3rd Street and North Water Street. The district is significant in the areas of architecture and community planning & development, with a period of significance of 1843-1935. It is predominantly residential in nature, and contains some of the oldest homes in Louisiana.



North 3rd Street Historic District – Streetscape facing northeast.

March 21, 2012

Public Meeting Summary

The second public meeting for the U.S. Route 54 Mississippi River Bridge Environmental Assessment was held in Louisiana, MO on Thursday March 21, 2012 from 5 p.m. until 6:30 p.m. at the Twin Pike Family YMCA. Advertisements were placed in the Pittsfield Pike Press, the Bowling Green Times, and the Louisiana Press Journal. A news release was sent out March 21 highlighting the upcoming meeting and the website where the displays are available and comments could be made online at www.modot.org/northeast.

Displays available included “No Build and Rehabilitation Alternatives”, “Partial Replacement and Existing Location Alternative”, “Upstream Alternative”, “Downstream Alternative”, “Upstream Alternative with Improved Alignment”, “Skewed Downstream Alternative”, “Eliminated Alternatives” and “Environmental Assessment Process”. In addition two handouts were provided, the first was “Pros & Cons for each alternative” and the second was a comment form for the public to provide feedback regarding each alternative.

Five MoDOT staff attended the public meeting including four from the Northeast District and one from the Central Office Environmental Section. One representative from the Illinois Department of Transportation attended the meeting as well.

Sixty community members attended the public meeting. Local media in attendance included two television stations and two newspapers. Fifteen written comments were received at the meeting and seven comments were received by email. The Upstream Alternative (Red) and Downstream Alternative (Green) received the most support with the Adjacent Upstream with Improved Alignment Alternative (Yellow) also receiving supportive comments. One preferred the Partial Replacement Alternative and one preferred the Existing Location Alternative if a ferry could be provided during construction. Maintaining access across the river during construction was a consistent theme. Several in the community said addressing the Route 54 and Route 79 intersections were needed including bigger intersections for large trucks and maintaining access to the historic downtown area.

October 2, 2013

Public Meeting Summary

The third public meeting for the U.S. Route 54 Mississippi River Bridge Environmental Assessment was held in Louisiana, MO on Tuesday October 2, 2013 from 4:30 p.m. until 6:00 p.m. at the Twin Pike Family YMCA. Advertisements were placed in the Pittsfield Pike Press, the Bowling Green Times, the People's Tribune and the Louisiana Press Journal. A news release was sent out September 20 highlighting the upcoming meeting and the website where displays would be available and comments could be made online at www.modot.org/northeast.

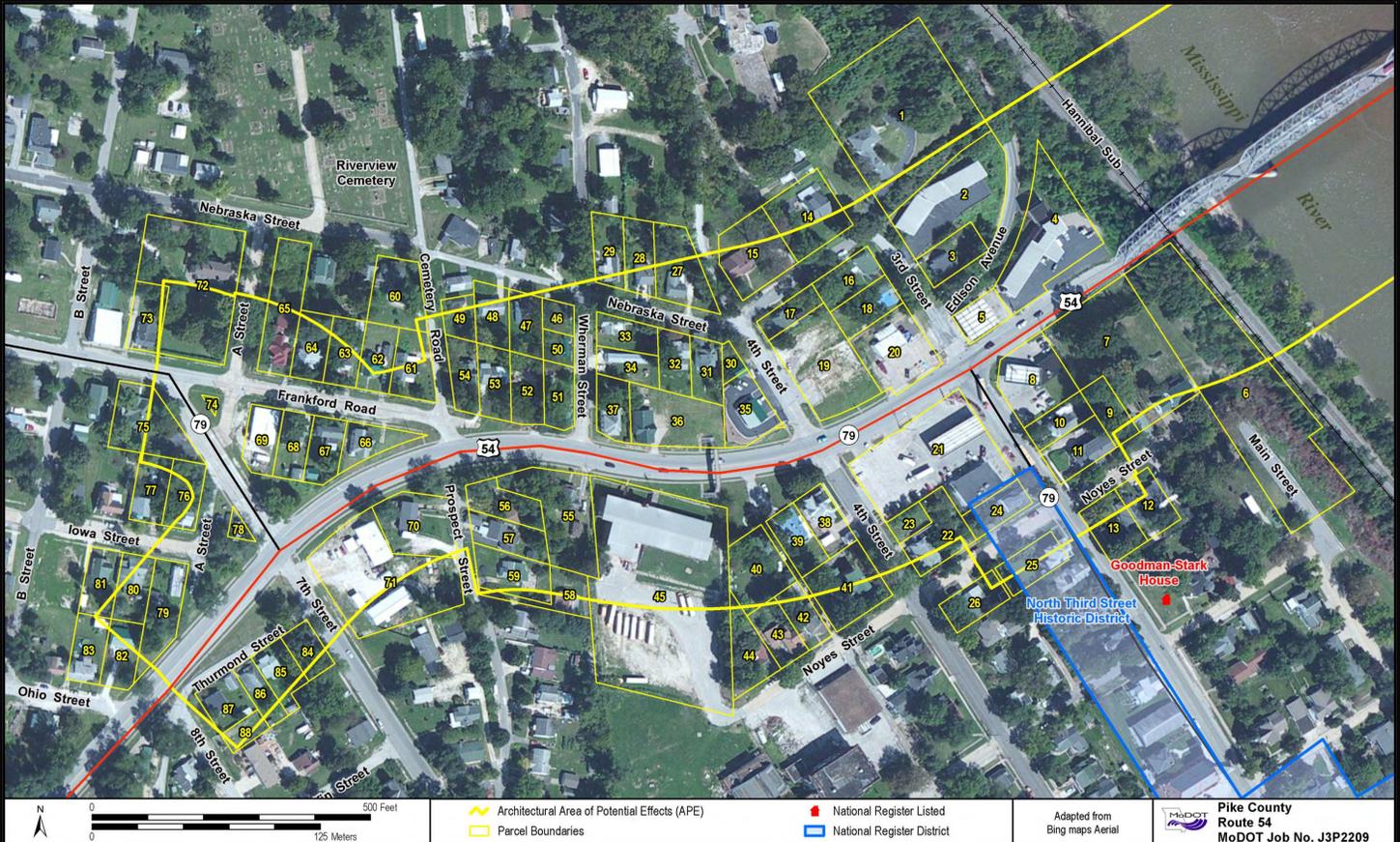
Displays presented concerning the bridge included "Where are we in the EA process", "Adjacent Upstream Alternative", "Adjacent Downstream Alternative", "Adjacent Upstream Alternative with Improved Alignment" and "Bridge Alternatives Comparison Table". Displays focusing on the intersection of Route 54 and MO 79 South included "Option 1", "Option 2", "Option 3", "Option 4" and "Options Comparison Table". In addition a comment form was provided for the public to provide feedback regarding the bridge alternatives and each option for improving the Route 54 and MO 79 South intersection.

Six MoDOT staff attended the public meeting including four from the Northeast District and two from the Central Office Environmental Section. Two representatives from the Illinois Department of Transportation attended the meeting.

Fifty-one community members attended the public meeting. Local media in attendance included two newspapers. Nine written comments were received at the meeting regarding the bridge alternatives. The Upstream Alternative (Red) and Downstream Alternative (Green) each received 3 comments supporting the alternatives with others having them as their second choice. The Adjacent Upstream with Improved Alignment Alternative (Yellow) received two supportive comments. Other comments received stressed minimizing the impact to the marina and businesses were important. An additional comment asked about reusing the existing piers which was previously considered but eliminated due to the required bridge closure and lengthy detour.

Eight written comments were received at the meeting regarding improving the intersection of Route 54 and MO 79 South. Five recommended Option 1 due to its minimizing impacts to the existing businesses with one commenting this option would not solve the intersections issues. One comment recommended Option 2 while two others had it as their second choice. No one recommended Option 3 however some commented that Option 2 and Option 3 could be moved closer to existing Route 54. Option 4 had one supporting comment and six comments against. Those opposed cited impacts to businesses and increased costs as reasons for not supporting Option 4.

Architectural Survey



An architectural survey has been done within the project study area. The project study area encompasses the footprints of all the bridge and Highway 54 alternates and the Highway 79 interchange options and includes a 250' buffer to consider direct and indirect effects on historic properties.



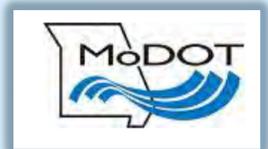
All the buildings, structures and objects within the study area have been photographed. These resources include houses, commercial buildings, signs, stone and brick walls and brick posts. The history of the properties will be researched and the history of the subdivisions that make up the area will be studied.



The resources will be evaluated for eligibility for listing on the National Register of Historic Places. The National Register is the nation's listing of buildings, structures, objects, sites and districts that are significant in American history, prehistory, architecture, engineering and culture. To be eligible for listing on the National Register a property must have integrity and:

- A. Be associated with significant events in American history;
- B. Be associated with a significant person(s) in American history;
- C. Embody distinctive characteristics of a type, period or method of construction; represent the work of a master; or be part of a distinguishable entity whose individual components may lack distinction; or
- D. Have yielded, or be likely to yield, information important in history or prehistory.

The Missouri Department of Transportation understands that members of the community know the history of their community, and its buildings, better than we do. If you are aware of any buildings within the project study area that you think we should give consideration to for meeting the National Register criteria, please speak with the representative at the meeting, make a note on the comment form, or call 888-ASK-MoDOT and ask to speak with Karen Daniels.



Additional information can be found at <http://www.modot.mo.gov/ehp/HistoricPreservation.htm>.

Archaeological Investigations



Archaeological investigations will focus on properties dating to the late-nineteenth century, as seen on this portion of the *Bird's Eye View of the City of Louisiana* published in 1876. (Courtesy of the Louisiana Area Historical Museum.)

Historical research, including analysis of maps and census records, indicates that the current project area was occupied by multiple households during the second half of the nineteenth century. MoDOT archaeologists are evaluating the potential for remains of these households, as well as prehistoric sites, to remain buried and intact.

Historical archaeology often focuses on the excavation of "features" such as privies, water closets, wells, cisterns, ash pits, cellars, and trash middens. The types of artifacts often recovered include dishes, bottles, toys, medical supplies, clothing, tobacco pipes, tools, and many other domestic and personal items.



Excavation of an oval-shaped privy, with highway traffic rushing by in the background.



A team of archaeologists excavated a brick-lined cistern which was used during the 19th-century to collect rain water for drinking, cooking, and washing. This feature was used from the 1850s until the 1890s.

Excavation of a stone-lined privy (out-house): as an archaeologist carefully measures the depth of the excavation, a second researcher takes notes. This feature was located behind a house built during the late-1840s, and occupied by the same family until the 1880s.



APPENDIX C

Programmatic Section 4(f) Evaluation and Approval for FHWA
Projects that Necessitate the Use of Historic Bridges

PENDING FHWA APPROVAL

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PENDING FHWA APPROVAL

PROGRAMMATIC SECTION 4(f) EVALUATION

HISTORIC BRIDGES

PROJECT NUMBER: MoDOT Job No. J3P2209, IDOT Sequence No. 17263

RTE: 54 COUNTY: Pike County, Missouri & Pike County, Illinois

SECTION 4(f) RESOURCE: Champ Clark Bridge, K0932

REVIEWED BY: Michael Meinkoth ^{ncm} TITLE: Historic Preservation Manager

APPROVED BY _____ DATE _____

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

APPLICABILITY

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

ALTERNATIVES CONSIDERED

- | | | |
|--|------------|-----|
| 1. The do nothing alternative has been studied and is considered not to be feasible and prudent for reasons of maintenance and safety. | <u>_X_</u> | [] |
|--|------------|-----|

- | | Yes | No |
|--|-----|-----|
| 2. The building on new location alternative without using the old bridge has been studied and has been determined to be not feasible and prudent for reasons of terrain; and/or adverse social, economic or environmental effects; and/or engineering and economy. | _X_ | [] |
| 3. Rehabilitation of the existing bridge without affecting the historic integrity of the bridge has been studied and has been determined to be not feasible and prudent for reasons of structural deficiency and/or geometrics. | _X_ | [] |
| 4. Relocation of the existing bridge has been studied and found to be not feasible and prudent because either the bridge's historic integrity would be adversely affected or no responsible party could be found to accept responsibility for the bridge. | _X_ | [] |

MEASURES TO MINIMIZE HARM

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

Section 4(f) Narrative
Champ Clark Bridge (K0932)

Applicability

The Missouri Department of Transportation (MoDOT) and the Illinois Department of Transportation (IDOT) are anticipating that federal funding from the Federal Highway Administration (FHWA) as well as permits from the U. S. Army Corps of Engineers will be required to construct a new bridge on Route 54 over the Mississippi River at Louisiana, Pike County, Missouri to Pike County, Illinois. As part of the project, the Champ Clark Bridge (K0932) will be replaced with a new vehicular bridge and will be removed.

The Champ Clark Bridge (K0932) is eligible for listing on the National Register of Historic Places (NRHP) for significance in engineering, transportation and commerce. The bridge is an outstanding example of a large scale highway truss construction. The bridge is a vital connection in a major transcontinental highway connecting Chicago with the American southwest. The bridge was funded by the local business community, who saw opportunities to draw traffic, and therefore customers, away from the St. Louis area.

The removal of the Champ Clark Bridge (K0932) will have an adverse effect on the historic bridge. The Missouri SHPO concurred with this finding on October 4, 2014.

The Champ Clark Bridge (K0932) is not a National Historic Landmark.

Alternatives Considered

During the Environmental Assessment (EA) conducted studying alternatives for the Mississippi River crossing, alternatives that would not remove the Champ Clark Bridge (K0932) were included. Details of the purpose and need for the project and the alternatives studied can be found in the Purpose & Need and the Alternatives chapters of the EA.

The No Build (or do nothing) alternative would retain the historic bridge and perform routine maintenance but would not include substantial rehabilitation. The do nothing alternative did not meet the purpose and need of the project because it does not correct deficiencies in lane and shoulder width or vertical clearance, it would not eliminate flooding on the Illinois approach to the bridge or correct deficiencies in the Sny Levy, nor would it address problems with the Highway 54/Highway 79 intersection. It is estimated that the do nothing alternative would only result in an estimated seven years of service life for the bridge. Because the do nothing alternative does not meet the purpose and need for the project and does not result in the preservation of the bridge, it is not a reasonable and prudent alternative.

Several alignments were studied that would not require removal of the Champ Clark Bridge (K0932). The far upstream and far downstream options were dropped from the initial range of alternatives because they would have substantial impacts on the floodplain in Illinois, would require construction of a new highway around Louisiana and would therefore have substantially higher right-of-way and construction costs.

The adjacent upstream, adjacent upstream with improved alignment and adjacent downstream alternatives were carried forward from the initial range of alternatives in the EA. All meet the purpose and need of the project. Both upstream alternatives would impact the River's Edge Motel, a property eligible for listing on the NRHP. The downstream alternative has fewer overall impacts on cultural resources. All three options call for the removal of the Champ Clark Bridge (K0932) because it does not have the vertical clearances or the width to meet current standards. Retaining the Champ Clark Bridge (K0932) for vehicular use with these alternatives is not reasonable and prudent.

The rehabilitation alternative was also studied in the EA. The rehabilitation alternative anticipated work similar to that which was done in 1983, 1999 and 2005. The rehabilitation alternative would retain the historic Champ Clark Bridge (K0932). It would not meet the purpose and need of the project because it does not correct deficiencies in lane and shoulder width or vertical clearance, it would not eliminate flooding on the Illinois approach to the bridge or correct deficiencies in the Sny Levy, nor would it address problems with the Highway 54/Highway 79 intersection. It is anticipated that rehabilitation costs would climb over time and the bridge would need additional rehabilitations in the future, requiring additional expense and causing additional lane closures and bridge closures impacting the traveling public.

The Champ Clark Bridge is currently being made available for reuse by another party (for a period between July 1, 2015 and December 31, 2016). Proposals can be made for reuse of the bridge, in its entirety, in place, reuse of the entire bridge in another location or reuse of any portion of the bridge. Although the advertisement period has not yet ended, the MoDOT has previously advertised a number of major river bridges and has not received a viable proposal for reuse of more than a small portion of a bridge, which would result in an adverse effect on the bridge. Although hopeful that a proposal for the Champ Clark Bridge will be put forward, MoDOT does not realistically believe that such a proposal will come forward. There has been no support for preserving the historic span generated locally.

Measures to Minimize Harm

The FHWA has consulted with the Missouri and Illinois SHPO, the IDOT and MoDOT, and various consulting parties through the Section 106 process to resolve adverse effects on the historic Champ Clark Bridge (K0932).

Through the Section 106 consultation process a documentation standard for the Champ Clark Bridge (K0932) has been agreed to among all the parties. Prior to the letting of the construction project, the MoDOT will record the Champ Clark Bridge through archival photographs taken to Missouri Bridge Documentation Standard I (photographs taken and printed to National Register standards), and a historical narrative explaining the history and significance of the bridge will be prepared. Copies of the bridge plans, including rehabilitation will be provided as well as a reader friendly bridge description.

The bridge will be marketed following the guidelines of the *Missouri Historic Bridge Relocation Plan*, including advertising the bridge through MoDOT's *Free Bridges* web-site, direct

marketing to local governmental agencies, historical societies, preservation organization and trail groups, and publishing press releases announcing the availability of the bridge. The bridge will be available for a minimum of eighteen (18) months between July 1, 2015 and December 31, 2016. If proposals for the reuse of the bridge are received (either for reuse in place or relocation of any part of the bridge), the proposals will be reviewed by the FHWA, MoDOT, IDOT, and the Missouri and Illinois SHPO to determine if it is viable and ensures long term preservation of the bridge. If no proposals are received, elements of the bridge will be salvaged, including the bridge plaques which will be donated to the City of Louisiana and an appropriate group in Pike County, Illinois, and sufficient material to create the base of an interpretive panel.

MoDOT will prepare a documentary type video on the history and engineering of the bridge explaining the significance of the bridge. The video will be provided to local repositories as well as the Missouri and Illinois SHPO and IDOT.

An interpretive panel on the history and engineering of the bridge will be installed at the Riverview Park in Louisiana. A brochure on Mississippi River Bridges in Missouri will be prepared by MoDOT. The brochure shall be made available to visitors centers for distribution.

MoDOT shall pursue the feasibility of 3D (LIDAR) imaging of the bridge to be used to aid in interpretation of the bridge.

The Section 106 process has been resolved through the consultation process and the preparation of a Memorandum of Agreement (MOA) between the FHWA, the Missouri and Illinois SHPO, IDOT and MoDOT. The MOA contains stipulations for marketing, documenting and interpreting the Champ Clark Bridge (K0932) and for archaeological studies yet to be conducted in Illinois and Missouri. The MOA was executed by FHWA on January 4, 2016.



Bridge K0932, facing northeast

Bridge K0932, facing east



Bridge K0932, facing southeast

Pike County
Route 54
MoDOT Job No. J3P2209

APPENDIX D

Section 4(f) for Public Lands

PENDING FHWA CONCURRENCE

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Missouri Department of Transportation

Roberta Broeker, Interim Director

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

573.751.2551
Fax: 573.751.6555
1.888.ASK MODOT (275.6636)

October 1, 2015

Ms. Lynn Hoerner
U.S. Army Corps of Engineers
St. Louis District
Real Estate Division
1222 Spruce Street
St. Louis, Missouri 63103

RE: U.S. Route 54 Mississippi River Bridge Replacement
Louisiana, Missouri and Pike County, Illinois
Request for Concurrence on De Minimis Impact to Section 4(f) Protected Resource

Dear Ms. Hoerner:

This letter regards potential impacts to Two Rivers Recreation Area, which includes Two Rivers Marina, as a result of the proposed replacement of the Route 54 Mississippi River Bridge (Champ Clark Bridge) located in Louisiana, Missouri, and Pike County, Illinois. Two Rivers Recreation Area, owned by the U.S. Army Corps of Engineers (USACE), is located directly north of the existing Route 54 Mississippi River Bridge, in Pike County, Illinois. See the attached locational map indicating the boundaries of Two Rivers Recreation Area. Under Section 4(f) of the U.S. Department of Transportation Act of 1966, Two Rivers Recreation area is considered a Section 4(f) resource.

The proposed project, which would be carried out by the Missouri Department of Transportation (MoDOT) and the Illinois Department of Transportation (IDOT) using funds from the Federal Highway Administration, would include construction of a new two-lane bridge approximately 50 feet south of the existing bridge. The new bridge would likely terminate west of the Sny Levee, and the improved Route 54 roadway would provide access to Two Rivers Recreation Area, including Two Rivers Marina, and area county roads, in Pike County.

Permanent impacts to Two Rivers Recreation Area as a result of the project would occur around the entrance to the Two Rivers Marina. The proposed improved Route 54 roadway is designed for construction eight to ten feet higher than the existing roadway making it necessary to modify the entrance to maintain access to the marina. A temporary construction easement would be required to access and construct the new entrance. The area of the current entrance is approximately 0.07 acre (3,050 square feet). The new entrance would require an additional 0.16 acre (6,970 square feet) of USACE-owned property located on either side of the existing entrance. See the attached map of the marina and entrance. Currently this land consists of grass that is mowed and does not contain recreational uses. The area of the new completed entrance would be 0.23 acre (10,020 square feet).

The entrance would be closed for approximately two days during roadway construction preventing use of the marina. Once tied into Route 54, the entrance would be repaved. The new paved entrance would be designed to accommodate vehicles pulling large trailers to facilitate turning movements. Auxiliary lanes such as a right lane and a center left turn lane are proposed to enhance safety for users as they enter the marina.

Impacts during construction would be limited to minor traffic disruption and short-term closure of the marina while connecting the new Route 54 roadway to the marina entrance. In order to minimize impacts, MoDOT and IDOT would coordinate with the USACE and Two Rivers Marina to try and construct the entrance during off-peak recreational times. MoDOT and IDOT would issue press releases to newspapers and radio stations in the area approximately two weeks in advance to alert the public of the marina closure. Additionally, once the new entrance would be tied into Route 54, half of the entrance drive would be paved while the other half would be open to traffic so that there would be continued access to the marina.

MoDOT and IDOT have determined that potential impacts to Two Rivers Recreation Area, including Two Rivers Marina, are de minimis in that the proposed construction and completed project would not adversely impact the activities, features, and attributes of the facilities. In order to make the Section 4(f) de minimis finding, your written concurrence as the official with jurisdiction is required.

At your earliest convenience, please sign below indicating your concurrence with this finding, and return to the Missouri Department of Transportation at the address provided below.

If you have any questions, please contact me at 573/526-6680, or by email at joann.dent@modot.mo.gov.

Sincerely,



Jo Ann Dent
Senior Environmental Specialist
Missouri Department of Transportation
601 W. Main Street, PO Box 270
Jefferson City, MO 65102

As the official with jurisdiction over Two Rivers Recreation Area, I hereby concur with the recommendation that potential impacts to Two Rivers Recreation Area are de minimis in that the proposed construction and completed project will not adversely impact the activities, features, and attributes of the facility.

Name and Title
U.S. Army Corps of Engineers

Date

Cc: Katy Fechter, U.S. Army Corps of Engineers, Rivers Project Office
Jaime Aslen, Two Rivers Marina
Raegan Ball, Federal Highway Administration, Missouri Division
Janis Piland, Federal Highway Administration, Illinois Division
Dennis O'Connell, Illinois Department of Transportation
Gayle Unruh, Missouri Department of Transportation
Keith Killen, Missouri Department of Transportation



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October 1, 2015

Ms. Jaime K. Aslin
Manager, Two Rivers Marina
13495 U.S. Route 54
Rockport, Illinois 62370

RE: U.S. Route 54 Mississippi River Bridge Replacement
Louisiana, Missouri and Pike County, Illinois
Request for Concurrence on De Minimis Impact to Section 4(f) Protected Resource

Dear Ms. Aslin:

This letter regards potential impacts to Two Rivers Recreation Area, which includes Two Rivers Marina, as a result of the proposed replacement of the Route 54 Mississippi River Bridge (Champ Clark Bridge) located in Louisiana, Missouri, and Pike County, Illinois. Two Rivers Recreation Area, owned by the U.S. Army Corps of Engineers (USACE), is located directly north of the existing Route 54 Mississippi River Bridge, in Pike County, Illinois. See the attached locational map indicating the boundaries of Two Rivers Recreation Area. Under Section 4(f) of the U.S. Department of Transportation Act of 1966, Two Rivers Recreation area is considered a Section 4(f) resource.

The proposed project, which would be carried out by the Missouri Department of Transportation (MoDOT) and the Illinois Department of Transportation (IDOT) using funds from the Federal Highway Administration, would include construction of a new two-lane bridge approximately 50 feet south of the existing bridge. The new bridge would likely terminate west of the Sny Levee, and the improved Route 54 roadway would provide access to Two Rivers Recreation Area, including Two Rivers Marina, and area county roads, in Pike County.

Permanent impacts to Two Rivers Recreation Area as a result of the project would occur at the entrance to Two Rivers Marina. See the attached map of the marina and entrance. The proposed improved Route 54 roadway is designed for construction eight to ten feet higher than the existing roadway making it necessary to modify the entrance to maintain access to the marina. A temporary construction easement would be required to access and construct the new entrance. The area of the current entrance is approximately 0.07 acre (3,050 square feet). The new entrance would require an additional 0.16 acre (6,970 square feet) of USACE-owned property located on either side of the existing entrance. Currently this land consists of grass that is mowed and does not contain recreational uses. The area of the new completed entrance would be approximately 0.23 acre (10,020 square feet).

The entrance would be closed for approximately two days during roadway construction preventing use of the marina. Once tied into Route 54, the entrance would be repaved. The new paved entrance would be designed to accommodate vehicles pulling large trailers to facilitate turning movements. Auxiliary lanes such as a right lane and a center left turn lane are proposed to enhance safety for users as they enter the marina.

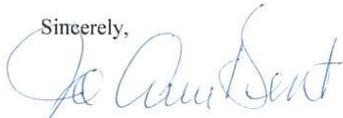
Impacts during construction would be limited to minor traffic disruption and short-term closure of the marina while connecting the new Route 54 roadway to the marina entrance. In order to minimize impacts, MoDOT and IDOT would coordinate with the USACE and Two Rivers Marina to try and construct the entrance during off-peak recreational times. MoDOT and IDOT would issue press releases to newspapers and radio stations in the area approximately two weeks in advance to alert the public of the marina closure. Additionally, once the new entrance would be tied into Route 54, half of the entrance drive would be paved while the other half would be open to traffic so that there would be continued access to the marina.

MoDOT and IDOT have determined that potential impacts to Two Rivers Recreational Area, including Two Rivers Marina, are de minimis in that the proposed construction and completed project would not adversely impact the activities, features, and attributes of the facilities. In order to make the Section 4(f) de minimis finding, your written concurrence as the official with jurisdiction over Two Rivers Marina is required.

At your earliest convenience, please sign below indicating your concurrence with this finding, and return to the Missouri Department of Transportation at the address provided below.

If you have any questions, please contact me at 573/526-6680, or by email at joann.dent@modot.mo.gov.

Sincerely,



Jo Ann Dent
Senior Environmental Specialist
Missouri Department of Transportation
601 W. Main Street, PO Box 270
Jefferson City, MO 65102

As the official with jurisdiction over Two Rivers Marina, I hereby concur with the recommendation that potential impacts to Two Rivers Recreation Area, including Two Rivers Marina, are de minimis in that the proposed construction and completed project will not adversely impact the activities, features, and attributes of the facility.

Jaime K. Aslin, Manager
Two Rivers Marina

Date

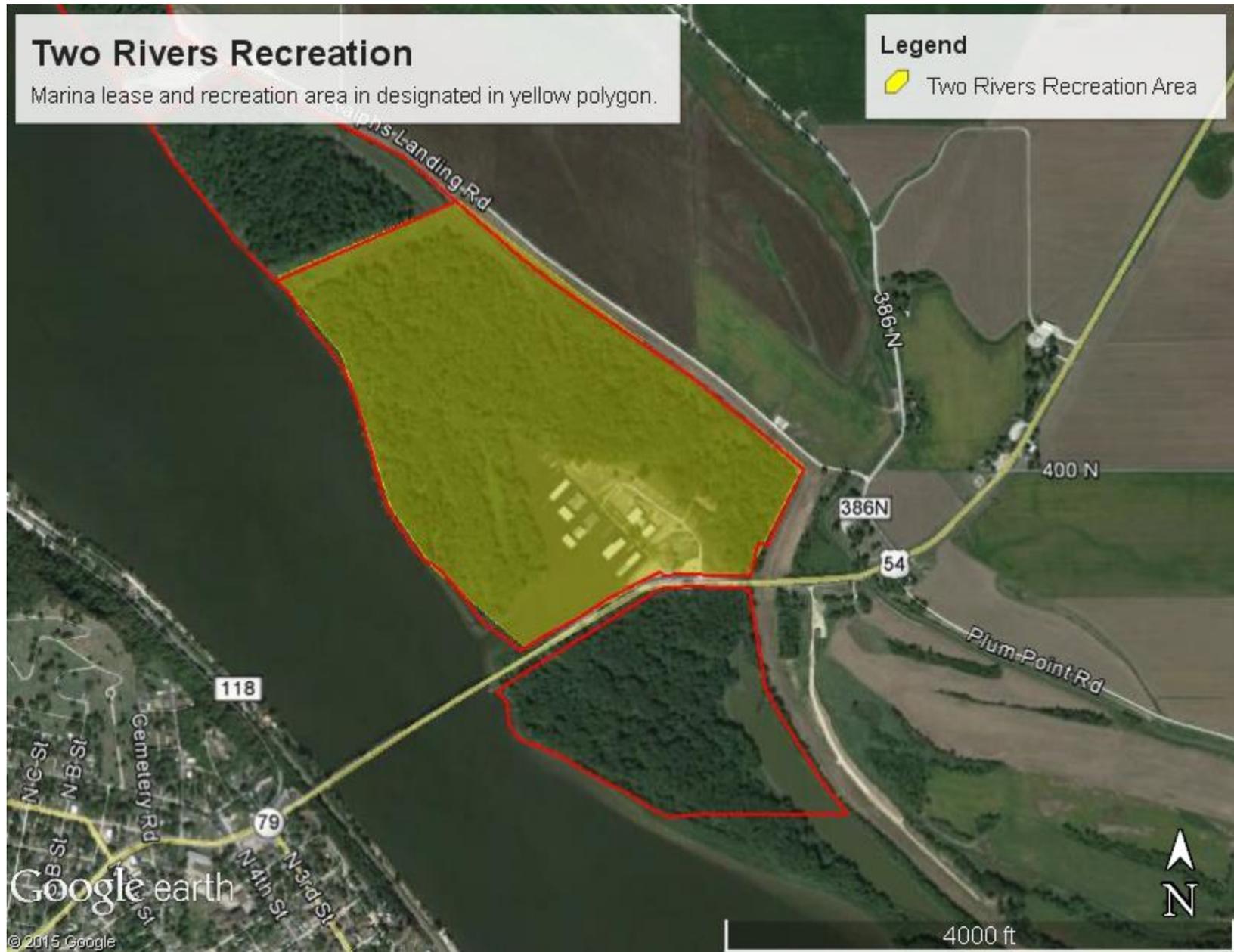
Cc: Lynn Hoerner, U.S. Army Corps of Engineers, St. Louis District, Real Estate Division
Katy Fechter, U.S. Army Corps of Engineers, Rivers Project Office
Raegan Ball, Federal Highway Administration, Missouri Division
Janis Piland, Federal Highway Administration, Illinois Division
Dennis O'Connell, Illinois Department of Transportation
Gayle Unruh, Missouri Department of Transportation
Keith Killen, Missouri Department of Transportation

Two Rivers Recreation

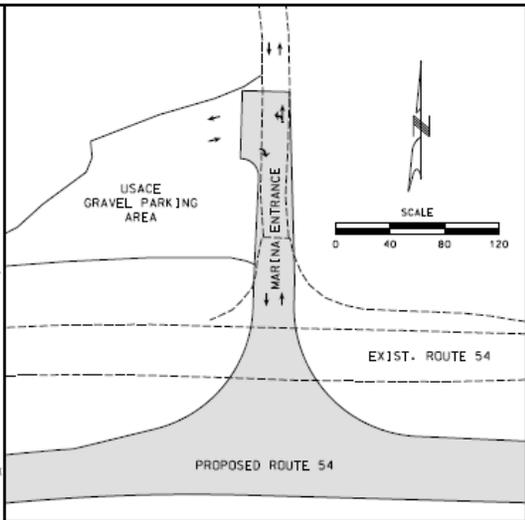
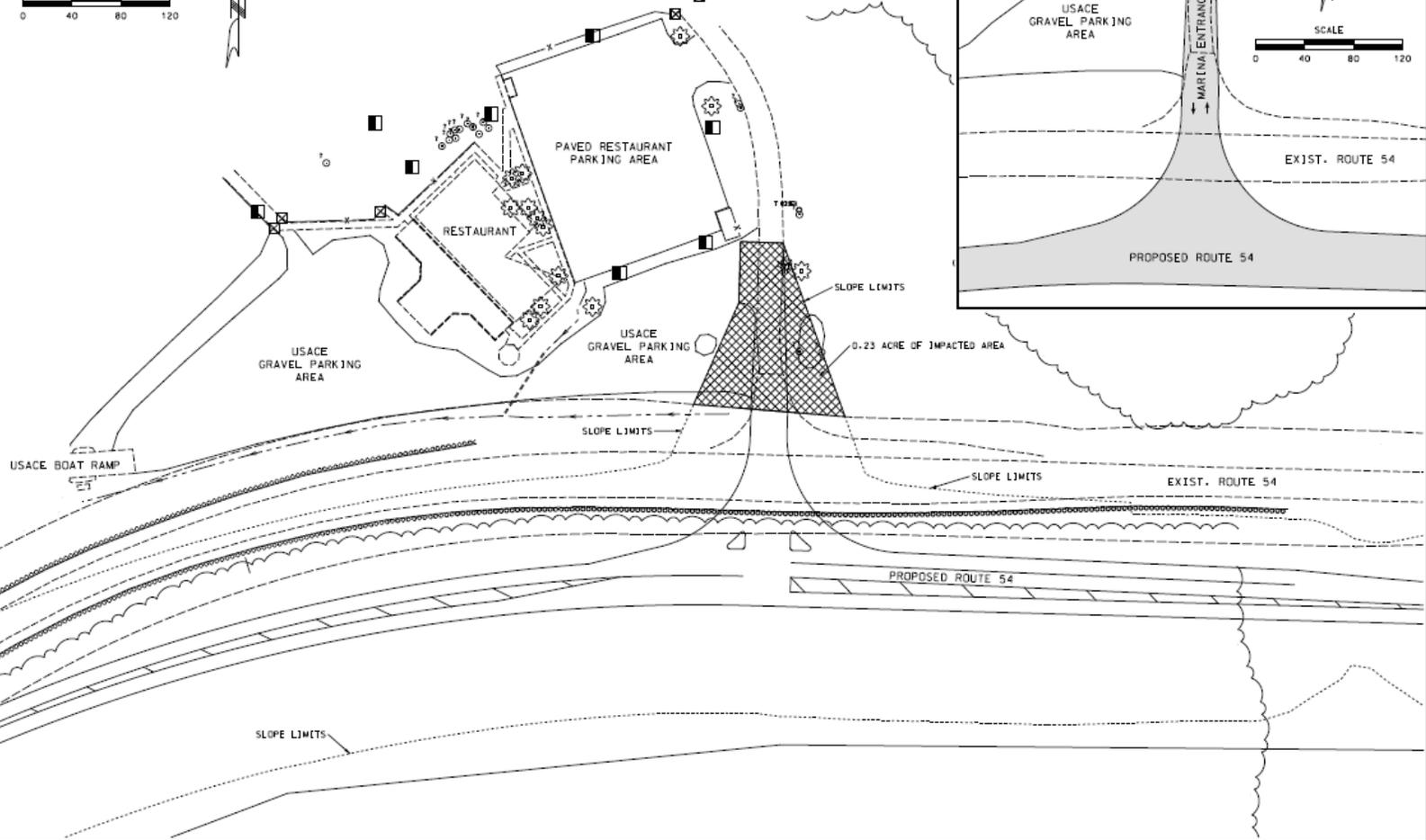
Marina lease and recreation area in designated in yellow polygon.

Legend

 Two Rivers Recreation Area



TWO RIVERS MARINA





Missouri Department of Transportation
Patrick K. McKenna, Director

105 West Capitol Avenue
P.O. Box 270
Jefferson City, Missouri 65102
1.888.ASK MODOT (275.6636)

December 22, 2015

Ms. Lynn Hoerner
U.S. Army Corps of Engineers
St. Louis District
Real Estate Division
1222 Spruce Street
St. Louis, Missouri 63103

RE: U.S. Route 54 Mississippi River Bridge Replacement
Louisiana, Missouri and Pike County, Illinois
Request for Concurrence on De Minimis Impact to Section 4(f) Protected Resource

Dear Ms. Hoerner,

In early October 2015, you were provided information regarding potential impacts to Two Rivers Recreation Area, including Two Rivers Marina, as a result of the proposed replacement of the Route 54 Mississippi River Bridge (Champ Clark Bridge) located in Louisiana, Missouri, and Pike County, Illinois. Under Section 4(f) of the U.S. Department of Transportation Act of 1966, Two Rivers Recreation Area, a U.S. Army Corps of Engineer's-owned property, is considered a Section 4(f) resource.

As a result of the bridge construction, improvements to Route 54 are also necessary. Route 54 is designed for construction eight to ten feet higher than the existing roadway making it necessary to modify the entrance to maintain access to the marina. Once tied into Route 54, the entrance would be repaved. The new paved entrance would be designed to accommodate vehicles pulling large trailers to facilitate turning movements. Auxiliary lanes such as a right lane and a center left turn lane are proposed to enhance safety for users as they enter the marina. In order to make improvements to the marina entrance, it was originally planned to close the entrance for two days.

MoDOT and IDOT determined that potential impacts to Two Rivers Recreation Area, including Two Rivers Marina, were de minimis in that the proposed construction and completed project would not adversely impact the activities, features, and attributes of the facilities. In order to make the Section 4(f) de minimis finding, your written concurrence as the official with jurisdiction was requested.

Since MoDOT's initial request, a temporary entrance to the marina has been designed to provide continuous access into the marina so that a temporary closure would not be necessary. Attached is an updated drawing of the temporary entrance into the marina. The temporary entrance could be constructed approximately 140 feet east of the existing entrance and would require 0.17 acre of temporary easement consisting of a grassy area that is currently mowed. The temporary entrance would include a 20-foot wide, 270-foot long aggregate drive that could be constructed in one day. MoDOT would coordinate construction of the entrance with staff at Two Rivers Marina and would notify the public through a press release and signage at the marina entrance. Upon completion of the permanent entrance, the temporary entrance would be re-graded to pre-existing conditions to match the surrounding area.

MoDOT and IDOT have determined that potential impacts to Two Rivers Recreation Area, including Two Rivers Marina, are de minimis in that the proposed construction and completed project would not adversely impact the activities, features, and attributes of the facilities. In order to make the Section 4(f) de minimis finding, your written concurrence as the official with jurisdiction is required.



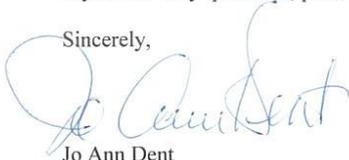
Our mission is to provide a world-class transportation experience that delights our customers and promotes a prosperous Missouri.

www.modot.org

At your earliest convenience, please sign below indicating your concurrence with this finding, and email the letter to me. Please mail an originally-signed letter to my attention at the physical address below.

If you have any questions, please contact me at 573/526-6680, or by email at joann.dent@modot.mo.gov.

Sincerely,



Jo Ann Dent
Senior Environmental Specialist
Missouri Department of Transportation
601 W. Main Street, PO Box 270
Jefferson City, MO 65102

As the official with jurisdiction over Two Rivers Recreation Area, I hereby concur with the recommendation that potential impacts to Two Rivers Recreation Area are de minimis in that the proposed construction and completed project will not adversely impact the activities, features, and attributes of the facility.

Name and Title
U.S. Army Corps of Engineers

Date

Cc: Katy Fechter, U.S. Army Corps of Engineers, Rivers Project Office
Jaime Aslen, Two Rivers Marina
Raegan Ball, Federal Highway Administration, Missouri Division
Janis Piland, Federal Highway Administration, Illinois Division
Dennis O'Connell, Illinois Department of Transportation
Gayle Unruh, Missouri Department of Transportation
Keith Killen, Missouri Department of Transportation



Missouri Department of Transportation
Patrick K. McKenna, Director

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

1.888.ASK MODOT (275.6636)

December 22, 2015

Ms. Jaime K. Aslin
Manager, Two Rivers Marina
13495 U.S. Route 54
Rockport, Illinois 62370

RE: U.S. Route 54 Mississippi River Bridge Replacement
Louisiana, Missouri and Pike County, Illinois
Request for Concurrence on De Minimis Impact to Section 4(f) Protected Resource

Dear Ms. Aslin,

In early October 2015, you were provided information regarding potential impacts to Two Rivers Recreation Area, including Two Rivers Marina, as a result of the proposed replacement of the Route 54 Mississippi River Bridge (Champ Clark Bridge) located in Louisiana, Missouri, and Pike County, Illinois. Under Section 4(f) of the U.S. Department of Transportation Act of 1966, Two Rivers Recreation Area, a U.S. Army Corps of Engineer's-owned property, is considered a Section 4(f) resource.

As a result of the bridge construction, improvements to Route 54 are also necessary. Route 54 is designed for construction eight to ten feet higher than the existing roadway making it necessary to modify the entrance to maintain access to the marina. Once tied into Route 54, the entrance would be repaved. The new paved entrance would be designed to accommodate vehicles pulling large trailers to facilitate turning movements. Auxiliary lanes such as a right lane and a center left turn lane are proposed to enhance safety for users as they enter the marina. In order to make improvements to the marina entrance, it was originally planned to close the entrance for two days.

MoDOT and IDOT determined that potential impacts to Two Rivers Recreation Area, including Two Rivers Marina, were de minimis in that the proposed construction and completed project would not adversely impact the activities, features, and attributes of the facilities. In order to make the Section 4(f) de minimis finding, your written concurrence as the official with jurisdiction was requested.

Since MoDOT's initial request, a temporary entrance to the marina has been designed to provide continuous access into the marina so that a temporary closure would not be necessary. Attached is an updated drawing of the temporary entrance into the marina. The temporary entrance would be constructed approximately 140 feet east of the existing entrance and would require 0.17 acre of temporary easement consisting of a grassy area that is currently mowed. The temporary entrance would include a 20-foot wide, 270-foot long aggregate drive that could be constructed in one day. MoDOT would coordinate construction of the entrance with staff at Two Rivers Marina and would notify the public through a press release and signage at the marina entrance. Upon completion of the permanent entrance, the temporary entrance would be re-graded to pre-existing conditions to match the surrounding area.

MoDOT and IDOT have determined that potential impacts to Two Rivers Recreation Area, including Two Rivers Marina, are de minimis in that the proposed construction and completed project would not adversely impact the activities, features, and attributes of the facilities. In order to make the Section 4(f) de minimis finding, your written concurrence as the official with jurisdiction is required.

At your earliest convenience, please sign below indicating your concurrence with this finding, and email the letter to me. Please mail an originally-signed letter to my attention at the physical address below.



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If you have any questions, please contact me at 573/526-6680, or by email at joann.dent@modot.mo.gov.

Sincerely,



Jo Ann Dent
Senior Environmental Specialist
Missouri Department of Transportation
601 W. Main Street, PO Box 270
Jefferson City, MO 65102

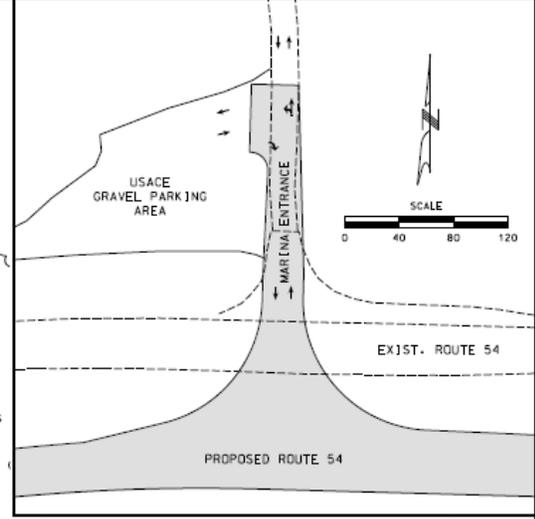
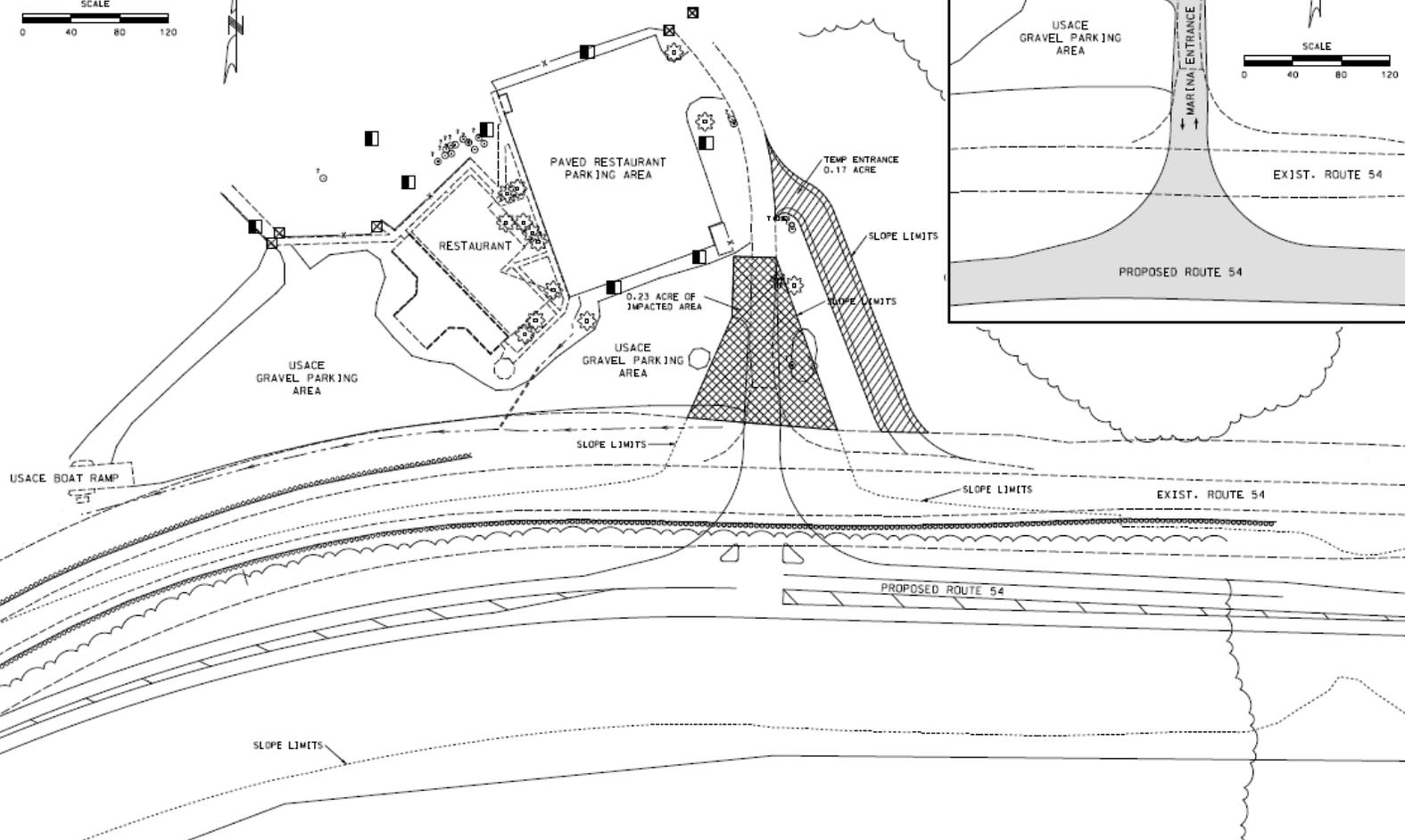
As the official with jurisdiction over Two Rivers Marina, I hereby concur with the recommendation that potential impacts to Two Rivers Recreation Area, including Two Rivers Marina, are de minimis in that the proposed construction and completed project will not adversely impact the activities, features, and attributes of the facility.

Name and Title
Two Rivers Marina

Date

Cc: Katy Fechter, U.S. Army Corps of Engineers, Rivers Project Office
Lynn Hoerner, U.S. Army Corps of Engineers, St. Louis District
Raegan Ball, Federal Highway Administration, Missouri Division
Janis Piland, Federal Highway Administration, Illinois Division
Dennis O'Connell, Illinois Department of Transportation
Gayle Unruh, Missouri Department of Transportation
Keith Killen, Missouri Department of Transportation

TWO RIVERS MARINA



Jo A. Dent

From: Jo A. Dent
Sent: Friday, January 08, 2016 11:31 AM
To: 'Hoerner, Melissa L MVS'; 'jaime@tworiversmarina.com'
Cc: raegan.ball.dot.gov; Gayle Unruh; Keith Killen
Subject: Two Rivers Recreation Area/Two Rivers Marina - Section 4(f) Impacts
Attachments: Two Rivers Marina Entrance 1-6-2016.pdf

Good morning, Ms. Hoerner and Ms. Aslin.

This is to let you know that proposed impacts to Two Rivers Recreation Area, specifically Two Rivers Marina, by the Pike County Route 54 Mississippi River Bridge project will be presented at a public hearing sometime in February to allow for public comment. This will enable you to consider any public comments when making your decision to concur with MoDOT's Section 4(f) de minimis determination. So at this time, we ask that you refrain from signing the Section 4(f) concurrence letter that I recently emailed to you until after the public hearing is held. We will let you know when a time and place for the public hearing has been established.

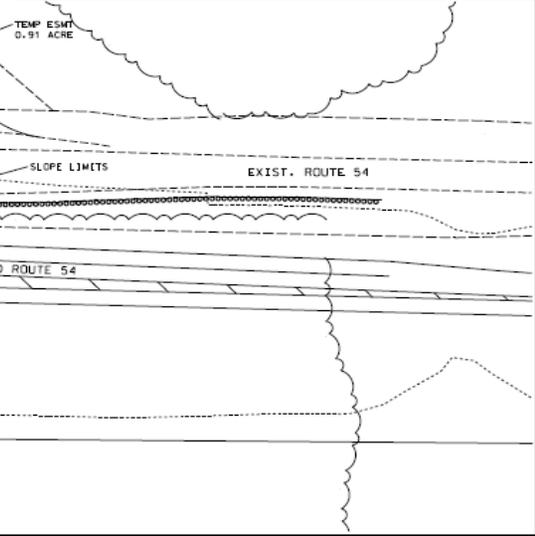
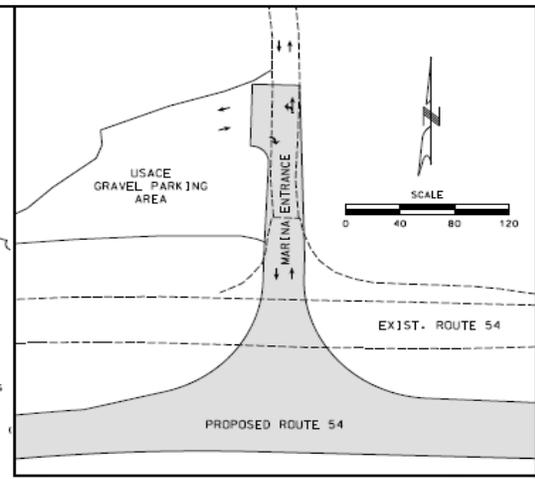
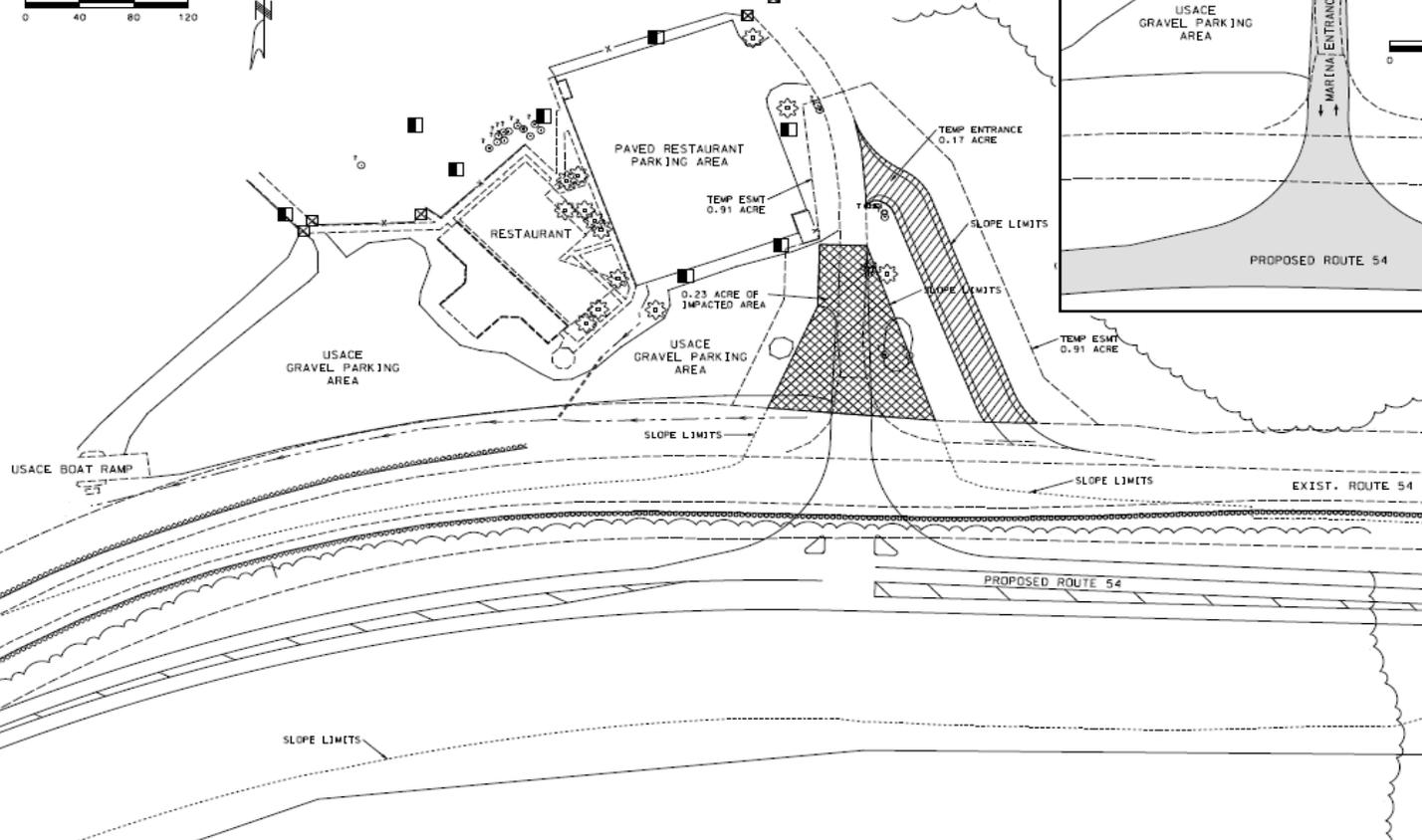
Additionally, we have determined that a 0.91 acre temporary construction easement is needed to construct the improvements to the permanent marina entrance as well as for constructing the temporary entrance. This easement has been added to the attached drawing.

Please let me know if you have questions. Thank you.

Jo

Jo Ann Dent
Senior Environmental Specialist
MODOT – Design
601 West Main Street, PO Box 270
Jefferson City, MO 65102
573/526-6680
joann.dent@modot.mo.gov

TWO RIVERS MARINA



APPENDIX E

Agency and Tribal Correspondence

- Scoping Meeting
- NEPA 404 Merger Meetings
- U.S. Army Corps of Engineers Non-Recreational Outgrant Letter
- Threatened and Endangered Species Correspondence
- Letter from City of Louisiana

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Scoping Meeting

The agencies and tribes below received copies of the following scoping letter and attachments:

AGENCIES:

U.S. Army Corps of Engineers, St. Louis District
U.S. Army Corps of Engineers, Rock Island District
U.S. Coast Guard
U.S. Environmental Protection Agency, Region 7
U.S. Environmental Protection Agency, Region 5, NEPA Implementation Section
Federal Emergency Management Agency, Region 7
U.S. Fish and Wildlife Service, Missouri Ecological Services Field Office
U.S. Fish and Wildlife Service, Rock Island Field Office, Ecological Services
Natural Resources Conservation Service, Missouri State Office
Missouri Department of Natural Resources
Illinois Department of Agriculture
Illinois Department of Natural Resources
Illinois Environmental Protection Agency
Illinois Historic Preservation Agency
Missouri Department of Conservation
State of Missouri Emergency Management Agency
Pike County, Missouri
City of Louisiana, Missouri
Sny Island Levee Drainage District, New Canton, Illinois

TRIBES:

Hi-Chunk Nation
Iowa Tribe of Kansas and Nebraska
Sac and Fox Tribe of the Mississippi in Iowa
Iowa Tribe of Oklahoma
Kaw Nation
Miami Tribe of Oklahoma
Muscogee (Creek) Nation of Oklahoma
Osage Nation
Peoria Tribe of Oklahoma
Ponca Tribe of Nebraska
Sac and Fox Nation of the Missouri in Kansas in Nebraska
Sac and Fox Nation of Oklahoma

Missouri Department of Transportation
Kevin Keith, Director

573.751.2551
Fax: 573.751.6555
1.888.ASK MODOT (275.6636)

July 31, 2012

Col. Christopher G. Hall, District Commander
U.S. Army Corps of Engineers, St. Louis District
1222 Spruce Street
St. Louis, MO 63103-2833

Dear Colonel Hall:

Subject: Design, Environmental Section
U.S. Route 54 Mississippi River Bridge, Pike County, MO and Pike County, IL
From Route 54/Missouri Route 79 South to Route 54/Township Road 386 North
MoDOT Job No. J3P2209
Cooperating Agency Request/Invitation to Agency Scoping Meeting

The Federal Highway Administration (FHWA), in cooperation with the Missouri Department of Transportation (MoDOT) and Illinois Department of Transportation (IDOT), is initiating an Environmental Assessment (EA) on a proposal to replace the structurally deficient and functionally obsolete U.S. Route 54 Champ Clark Bridge over the Mississippi River with a new bridge and appurtenant roadways/structures. The proposed project extends from the city of Louisiana in Pike County, Missouri, to Pike County, Illinois. The alternatives considered may include a build alternative on existing alignment and build alternatives north or south of the existing bridge as well as no-build/rehabilitation. The project may involve impacts to waters of the U.S. and will require a Section 404 permit. Because your agency has jurisdiction over such permits, we request the U.S. Army Corps of Engineers (USCOE) to be a cooperating agency.

We also invite your agency to attend the U.S. Route 54 Mississippi River Bridge scoping meeting in Louisiana, Missouri at 1:30 p.m. on Wednesday, August 29, 2012. The meeting will be held at the Twin Pike Family YMCA (<http://www.ymca.net/y-profile/?assn=3355>), 614 Kelly Lane, Louisiana, MO 63353, phone: (573) 754-4497. The lead agencies highly recommend that attendees allow time to visit the project area on the way to the meeting. MoDOT staff will give a presentation about the project, after which agency representatives are invited to ask questions, offer comments and information, and discuss any specific concerns about the project. The enclosed materials provide more information. Comments and suggestions are invited from all interested parties to ensure that all pertinent concerns are identified and the full range of issues related to this proposed action are addressed.

MoDOT will hold a 1:00 p.m. press conference before the meeting to begin educating the public about the EA process and the resources in the study area and we encourage you to attend and help answer questions from the media. While MoDOT will take the lead at the press conference, your agency's participation will aid public knowledge about the project and signal that all agencies are aware of the importance of the U.S. Route 54 Mississippi River Bridge to the area.

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 EA. We will take the following actions to maximize interagency cooperation:



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- 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 EA will enable you to discharge your jurisdictional responsibilities. If at any point in the process your agency's needs are not being met, the MoDOT Project Manager (contact details below) needs to be informed so steps can be taken to resolve the issue. We expect that at the end of the process the EA will satisfy your NEPA requirements including those related to project alternatives, environmental consequences, and mitigation. Further, we intend to use the EA and any subsequent decision-making document as the basis for any permit applications.

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. Kevin Ward, Division Administrator, Federal Highway Administration, 3220 West Edgewood, Suite H, Jefferson City, MO 65109 with an acceptance or denial of the invitation to be a cooperating agency by September 12, 2012. If your agency declines, please state your reason for declining the invitation.

Please notify Keith Killen, MoDOT Northeast District Project Manager, by August 15, 2012, regarding your agency's representation at the Agency Scoping Meeting and attendance at the preceding press conference. An accurate count will help us plan appropriately for scoping materials and allow us to notify attendees of any last-minute schedule changes. Keith can be reached by telephone at (660) 385-8638 or email, Keith.Killen@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 EA.

Thank you for your cooperation and interest in this project.

Sincerely,



Kathy Harvey, P.E.
State Design Engineer

Enclosure

Copies: Col. Shawn McGinley—USCOE Rock Island
Kevin Ward—FHWA MO
Norm Stoner—FHWA IL
Denny O'Connell—IDOT
Keith Killen—NE
Carole Hopkins—de



U.S. Department
of Transportation
**Federal Highway
Administration**

Missouri Division

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

July 31, 2012

Mr. John D. Red Eagle, Principal Chief
Osage Nation
627 Grandview
P.O. Box 779
Pawhuska, OK 74056

ATTN: Dr. Andrea A. Hunter, Tribal Historic Preservation Officer

Subject: U.S. Route 54, Pike County, MO and Pike County IL
MoDOT Job No. J3P2209, Mississippi River Bridge
Invitation to Agency Scoping Meeting

Dear Principal Chief John D. Red Eagle:

The Federal Highway Administration (FHWA), in cooperation with the Missouri Department of Transportation (MoDOT) and Illinois Department of Transportation (IDOT), is initiating an Environmental Assessment (EA) on a proposal to replace the structurally deficient and functionally obsolete U.S. Route 54 Champ Clark Bridge over the Mississippi River with a new bridge and appurtenant roadways/structures. The proposed project extends from the city of Louisiana in Pike County, Missouri to Pike County, Illinois. The alternatives considered may include a build alternative on existing alignment and build alternatives north or south of the existing bridge as well as no-build/rehabilitation.

You have previously expressed an interest to consult about MoDOT projects in this area. Because of your interest, we invite your representatives to attend the U.S. Route 54 Mississippi River Bridge Scoping meeting in Louisiana, Missouri at 1:30 p.m. on Wednesday, August 29, 2012. The meeting will be held at the Twin Pike Family YMCA (<http://www.ymca.net/y-profile/?assn=3355>), 614 Kelly Lane, Louisiana, MO 63353, phone: (573) 754-4497. The lead agencies highly recommend that attendees allow time to visit the project area on the way to the meeting. MoDOT staff will give a presentation about the project, after which agency and tribal representatives are invited to ask questions, offer comments and information, and discuss any specific concerns about the project. The enclosed materials provide more information. Comments and suggestions are invited from all interested parties to ensure that all pertinent concerns are identified and the full range of issues related to this proposed action are addressed.

MoDOT will hold a 1:00 p.m. press conference before the meeting to begin educating the public about the EA process and the resources in the study area and we encourage you to attend and help answer questions from the media. While MoDOT will take the lead at the press conference, your representative's participation will aid public knowledge about the project and signal that all agencies and tribal governments are aware of the importance of the U.S. Route 54 Mississippi River Bridge to the area.

Please notify Keith Killen, MoDOT Northeast District Project Manager, by August 15, 2012, regarding your representation at the Agency Scoping Meeting and attendance at the preceding press conference. An accurate count will help us plan appropriately for scoping materials and allow us to notify attendees of any last-minute schedule changes. Keith can be reached by telephone at (660) 385-8638 or email, Keith.Killen@modot.mo.gov, should you have any questions.

Thank you for your cooperation and interest in this project.

Sincerely yours,



Peggy J. Casey, P.E.
Environmental Program Manager

Enclosure

CC: Norm Stoner - FHWA Illinois
Denny O'Connell - IDOT
Keith Killen - MoDOT NE
Carole Hopkins - MoDOT DE

PJC

Directions to the U.S. Route 54 Mississippi River Bridge interagency scoping meeting

From Illinois: Continue westerly on U.S. Route 54 approximately 2.3 miles from the state line on the Champ Clark Bridge to Kelly Lane. Turn left onto Kelly Lane and the YMCA will be on the right.

From Missouri: As you approach Louisiana on U. S. Route 54, continue easterly 0.7 mile past the MO Route NN intersection to Kelly Lane. Turn right onto Kelly Lane and the YMCA will be on the right.

The meeting will begin at 1:30 p.m. Meeting attendees are encouraged to attend a press conference to be held in the same location at 1:00 p.m. The lead agencies highly recommend that attendees allow time to visit the project area on the way to the meeting.

<http://www.ymca.net/y-profile/?assn=3355>

Twin Pike Family YMCA Inc.

Visit this Y's website now

614 Kelly Ln
Louisiana, MO 63353
Phone: 573-754-4497

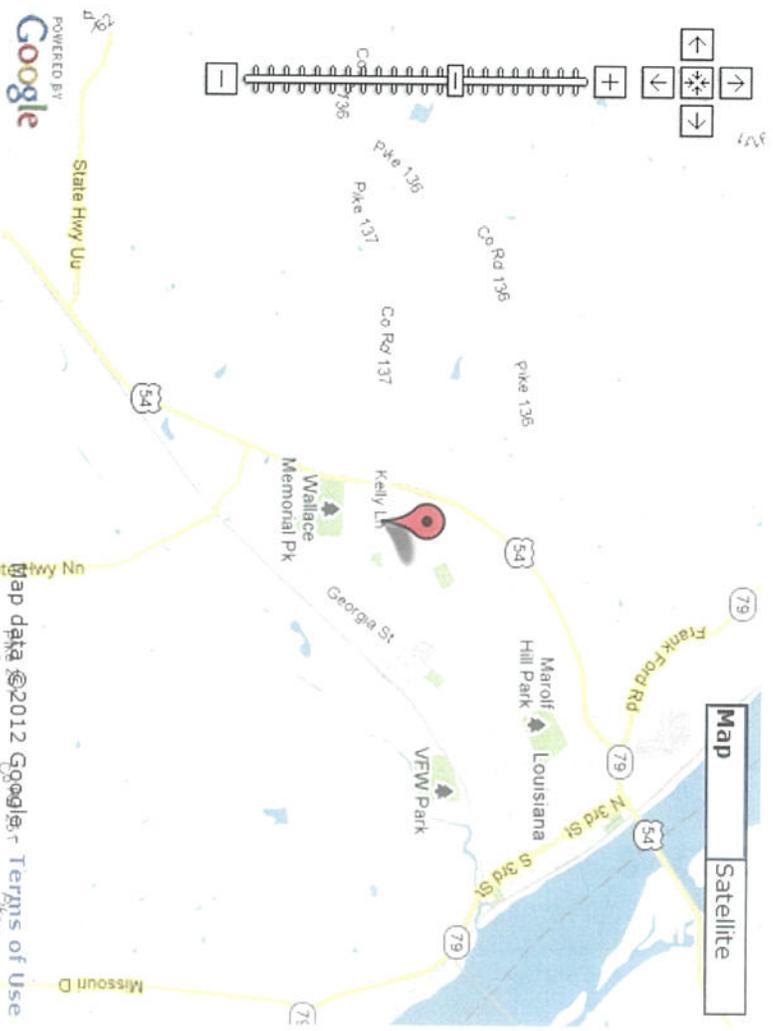
Marsha Garrison, Executive Director
Jim Ross, Chief Volunteer Officer

Hours of Operation:

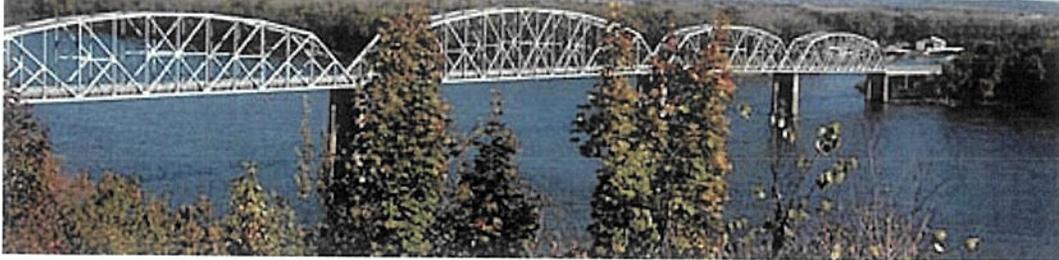
Sunday: 1:00 p.m. - 5:00 p.m.
Monday: 5:15 a.m. - 9:00 p.m.
Tuesday: 5:15 a.m. - 9:00 p.m.
Wednesday: 5:15 a.m. - 9:00 p.m.
Thursday: 5:15 a.m. - 9:00 p.m.
Friday: 5:30 a.m. - 9:00 p.m.
Saturday: 6:00 a.m. - 8:00 p.m.

Participates in:

- The YMCA AWAY Program
- The YMCA Military Outreach Program
- Healthy Kids Day



U.S. Route 54 Mississippi River Bridge Project Information



Beginning at I-72/U.S. Route 36 in western Illinois, U.S. Route 54 travels southwest through Pittsfield (IL), Louisiana (MO), and Bowling Green (MO) where it intersects U.S. Route 61 and continues into central Missouri. The Champ Clark Bridge carries U.S. Route 54 across the Mississippi River at Louisiana, Missouri, and is the only Mississippi River crossing between Hannibal and St. Louis/Alton, IL. A one-way detour to cross the river via Hannibal is 77.3 miles or 183.3 miles via St. Louis/Alton. The structure is 2,286 feet long, with a main span of 418 feet over the navigation channel. The deck is 20 feet wide and has a vertical clearance of 14.7 feet. Average daily traffic on the bridge is 4,140 with 15% comprised of trucks.

The through truss structure opened to traffic in 1928 as a toll bridge and was taken into the state highway system in 1953. It is eligible for listing on the National Register of Historic Places (NRHP). Rehabilitation work was conducted on the bridge in 1983, 1999, and 2005. The steel grid deck was placed on the bridge during the 1983 rehabilitation and repairs were made to portions of the substructure column shafts and caps. The one-inch asphalt mat and membrane overlay were placed on the deck during the 1999 rehabilitation contract. The 2005 rehabilitation included substructure repairs to portions of the column shafts and caps as well as to several piers and all the caps were sealed. The bridge was last painted in 2005 and the paint is in fair condition.

The bridge is inspected annually. The deck condition is currently rated 5 (fair). The superstructure is rated 4 (poor). The top and bottom flanges of the floor beams at the gusset plate connections have section loss averaging 30%, and the floor beam bottom flanges under joints have section losses up to 50%. Several areas of the lower chord have holes rusted through. The substructure is rated 5 (fair).

Traffic on the bridge is restricted to one lane five times a year for deck repair and other routine maintenance. Planned future work includes sealing the deck in 2012 and a 2014 rehabilitation to repair joints, replace part of the deck, overlay the deck, and make some superstructure and substructure repairs.

The Environmental Assessment will examine viable alternatives for replacing the bridge. As currently defined, the purpose of the proposed action is to 1) replace the structurally deficient and functionally obsolete bridge over the Mississippi River with a U.S. Route 54 river crossing that accommodates two travel lanes and shoulders, 2) improve the reliability of U.S. Route 54 during flood events, 3) correct the substandard Sny levee section created by the existing Route 54 roadway, and 4) avoid long-term closure of the existing river crossing during project construction. Based on the project area boundaries, the total project length is estimated at approximately 1.1 mile but could vary depending on the alternate selected and approved.

Potential environmental concerns include federally listed wartyback, spectaclecase, and hickorynut mussel species in the Mississippi River with records both north and south of the bridge. The federally listed endangered Indiana bat may also be present in the area and there are records of bald eagles nesting in the Missouri Department of Conservation's Ted Shanks Conservation Area (located approximately 5 miles to the north) and in locations between Ted Shanks and Louisiana. Although there are no known archaeological sites in the area immediately adjacent to the Champ Clark Bridge in Missouri, it is considered to have high potential for significant cultural resources. Two historic districts and several buildings in the general vicinity of the bridge in the town of Louisiana are listed on the NRHP. There may be other sites, buildings, or districts that could be considered eligible for the NRHP. There are three active convenience stores that sell fuel and a former gas station in Louisiana as well as a hotel located just off the bridge end on the north side of U.S. Route 54. On the Illinois side, U.S. Army Corps of Engineers property flanks U.S. 54. The Corps land south of the bridge is designated for vegetative management, while the land north of the bridge is designated for recreation and leased for use as a marina and restaurant. There is also a Corps public boat access just north of the bridge. East of the Corps lands, U.S. Route 54 notches the Sny levy. Behind the Sny levy there are a few mobile homes, residences, machine sheds, and a fish market.

MoDOT anticipates the project will require Clean Water Act Sections 404, 402, and 408 permits, a Section 9 of the Rivers and Harbors Act of 1899 permit and Section 10 approval as well as a floodplain development permit, Section 401 water quality certification, and Section 106 concurrence.

COUNTY: PIKE (MO & IL) TO 96
ROUTE: 54
JOB NO: J3P2209

ILLINOIS

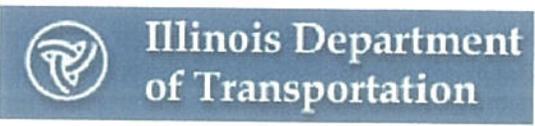
CHAMP CLARK BRIDGE
OVER MISSISSIPPI RIVER

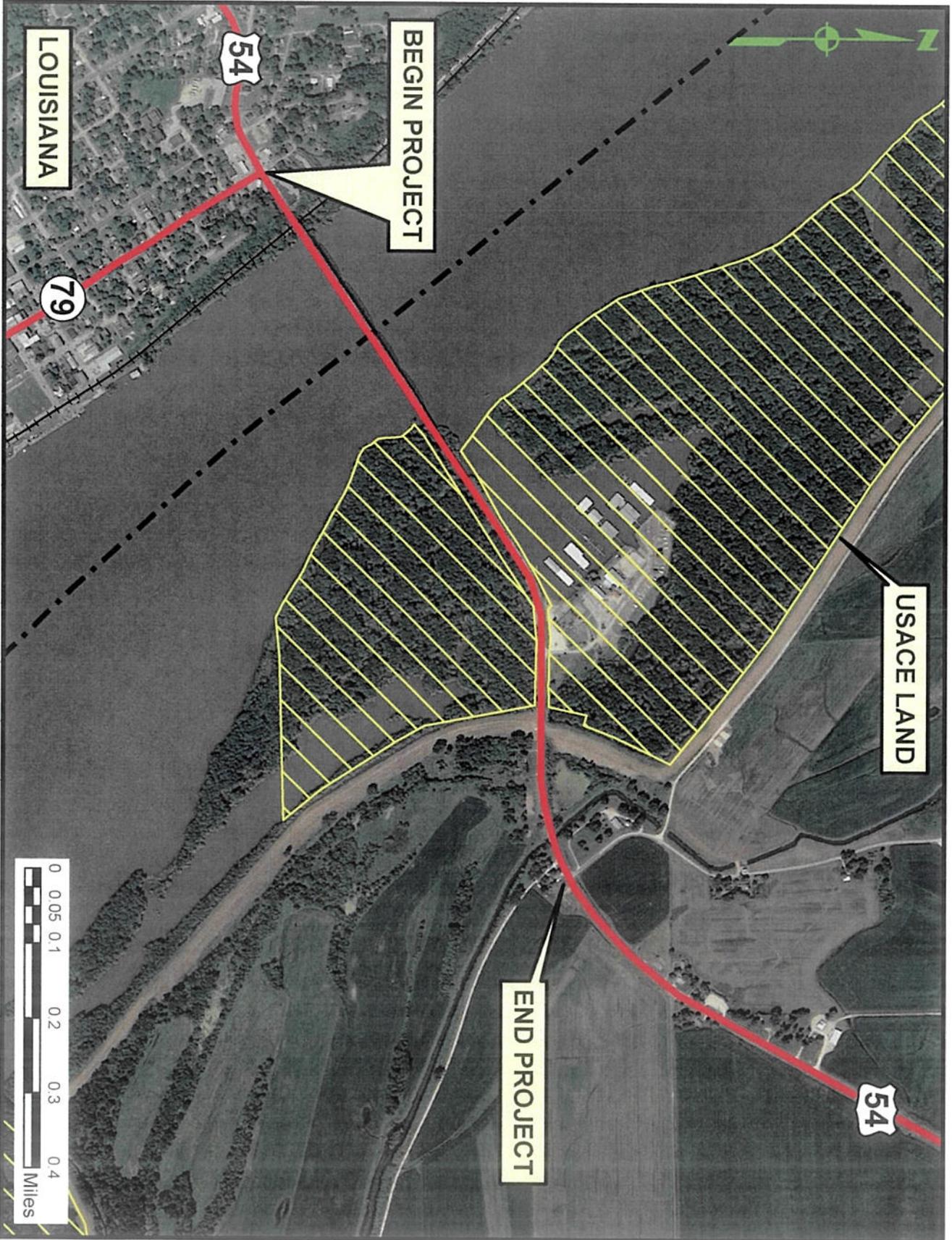
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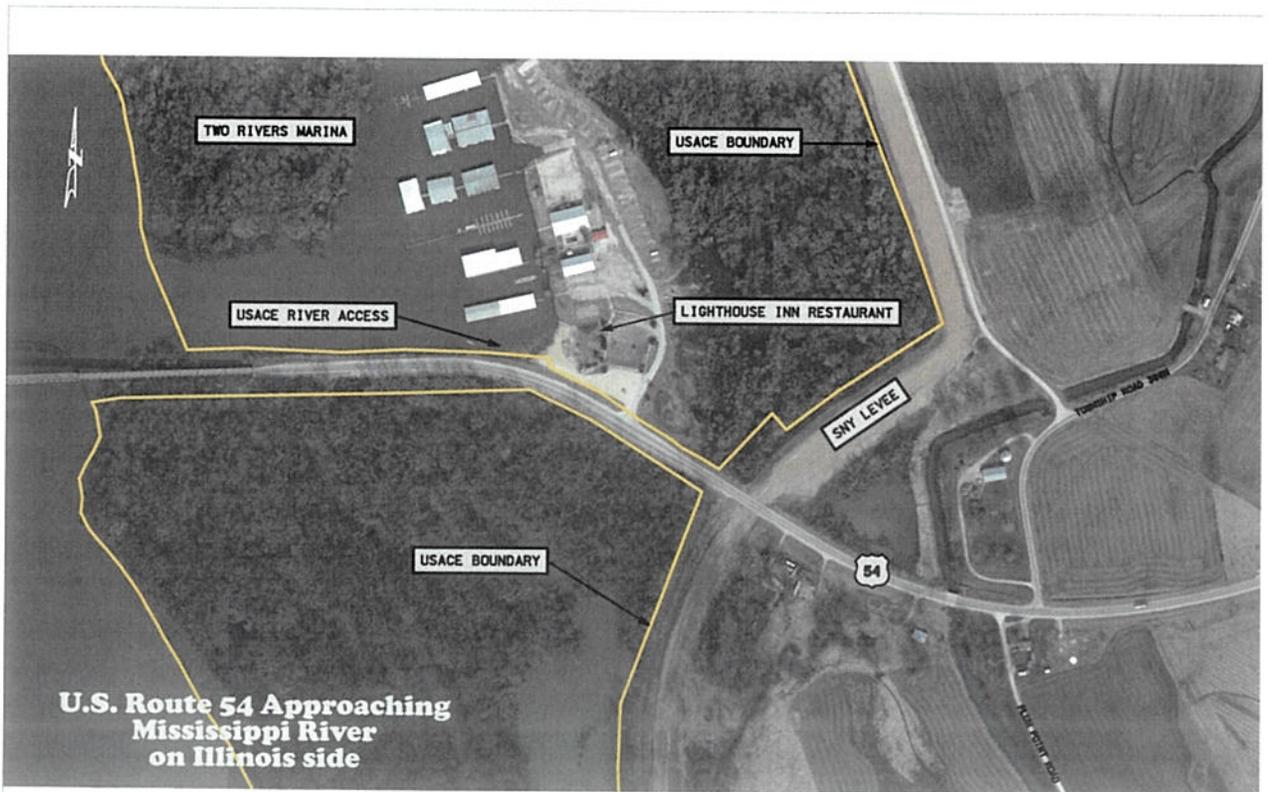
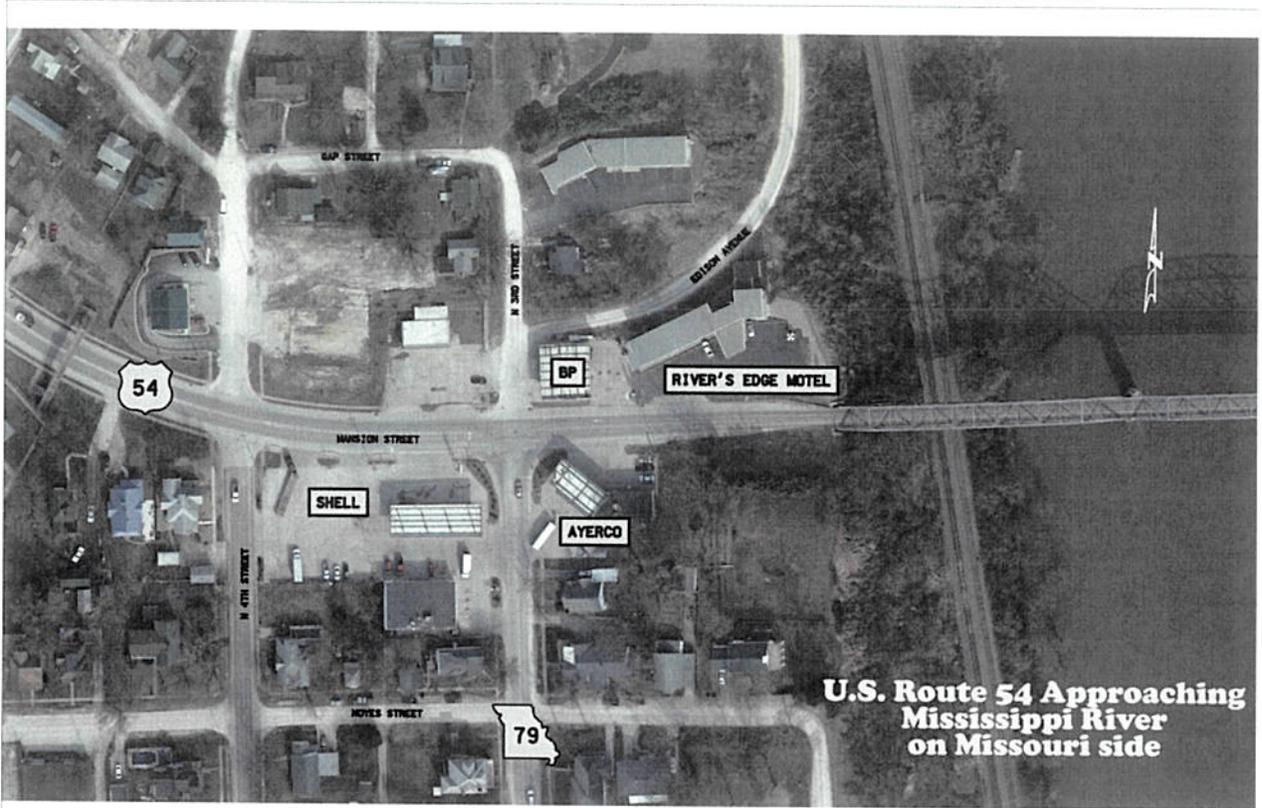
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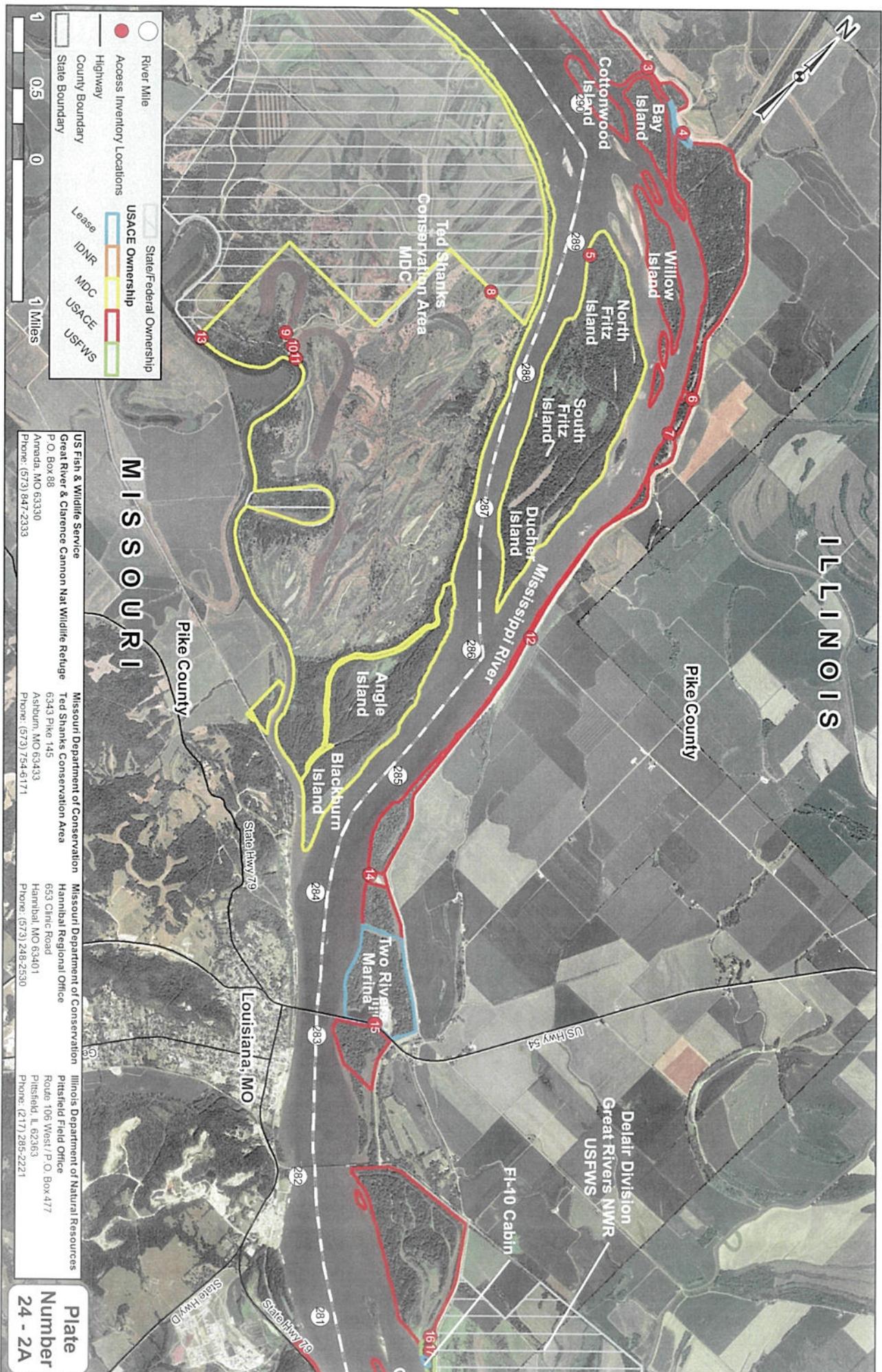
MISSISSIPPI RIVER

TO 61









○ River Mile
 ● Access Inventory Locations
 — Highway
 — County Boundary
 — State Boundary

USACE Ownership
 IDNR
 MDC
 USACE
 USFWS

Lease
 State/Federal Ownership

0 0.5 1 Miles

US Fish & Wildlife Service
 Great River & Clarence Cannon Natl Wildlife Refuge
 P.O. Box 88
 Annapolis, MO 63330
 Phone: (573) 847-2333

Missouri Department of Conservation
 Ted Shanks Conservation Area
 6343 Pike 145
 Ashburn, MO 63433
 Phone: (573) 754-6171

Missouri Department of Conservation
 Hannibal Regional Office
 653 Clinic Road
 Hannibal, MO 63401
 Phone: (573) 248-2530

Illinois Department of Natural Resources
 Pittsfield Field Office
 Route 106 West / P.O. Box 477
 Pittsfield, IL 62363
 Phone: (217) 286-2221

Plate Number
24 - 2A

MISSOURI

ILLINOIS

Pike County

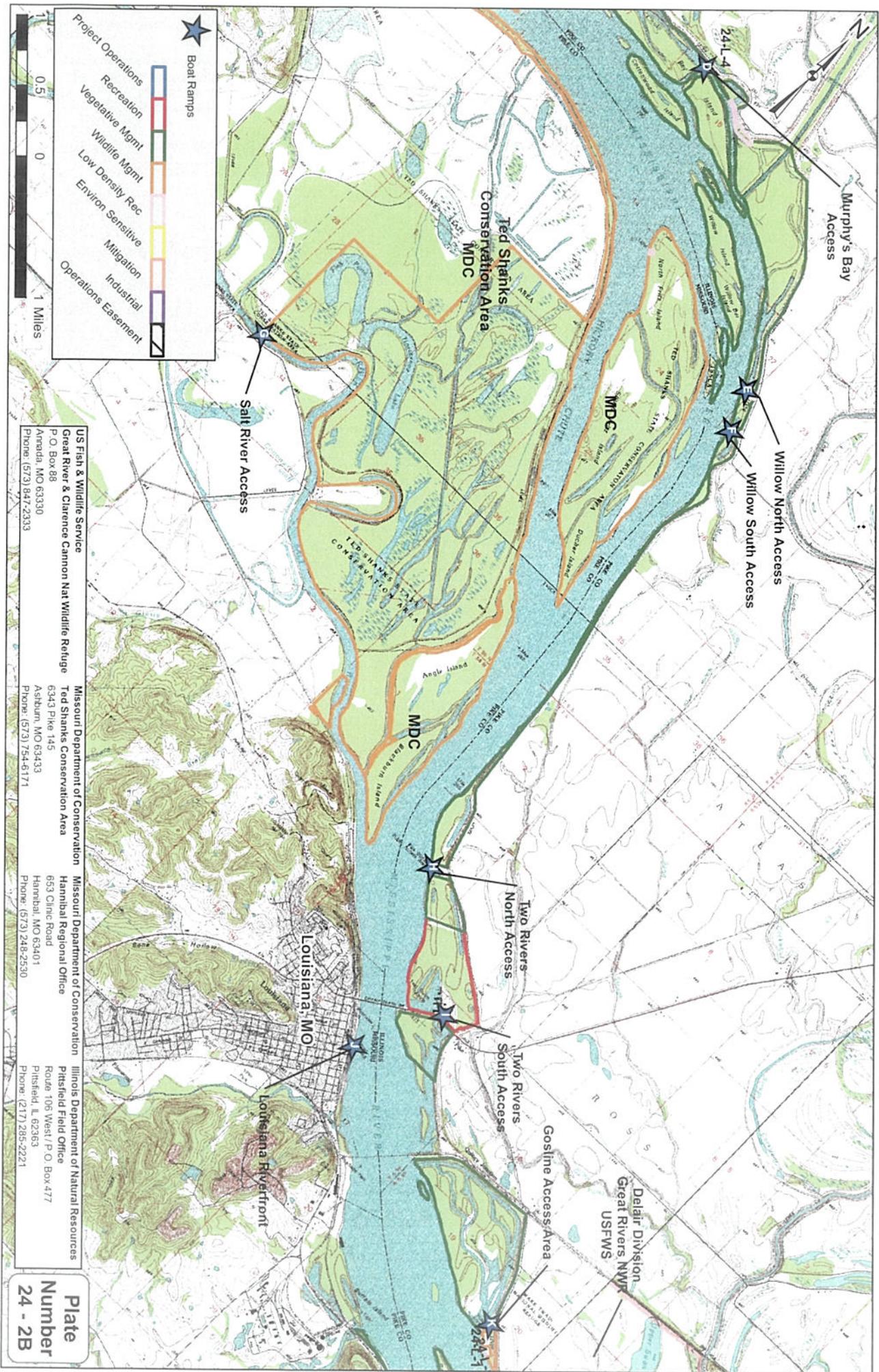
Pike County

Louisiana: MO

Delair Division
Great Rivers NWR
USFWS

FL-10 Cabin





US Fish & Wildlife Service
 Great River & Clarence Cannon Nat Wildlife Refuge
 P.O. Box 88
 Amanda, MO 63330
 Phone: (573) 847-2333

Missouri Department of Conservation
 Ted Shanks Conservation Area
 6343 Pike 145
 Ashburn, MO 63433
 Phone: (573) 754-6171

Missouri Department of Conservation
 Hannibal Regional Office
 653 Clinic Road
 Hannibal, MO 63401
 Phone: (573) 248-2530

Illinois Department of Natural Resources
 Pittsfield Field Office
 Route 106 West / P.O. Box 477
 Pittsfield, IL 62363
 Phone: (217) 286-2221

Plate Number
 24 - 2B



United States Department of the Interior



FISH AND WILDLIFE SERVICE
Columbia Ecological Services Field Office
101 Park DeVill Drive, Suite A
Columbia, Missouri 65203-0057
Phone: (573) 234-2132 Fax: (573) 234-2181

September 7, 2012

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

Dear Ms. Harvey,

The U.S. Fish and Wildlife Service (Service) has reviewed the information provided in your July 31, 2012, letter requesting information regarding the presence of fish and wildlife resources that may be affected by the proposed replacement of the Route 54 Bridge over the Mississippi River in Pike County, Missouri. The following comments are provided under the authority of the Fish and Wildlife Coordination Act (16 U.S.C. 661 et seq.), National Environmental Policy Act of 1969 (42 U.S.C. 4321-4347), and the Endangered Species Act of 1973, as amended (16 U.S.C. 1531-1544).

Indiana bat (*Myotis sodalis*), Endangered

Indiana bats have been documented in Pike County, but they have not yet been recorded in the project area. Based on the map you provided, forested and riparian areas might be affected. Habitat requirements for the species are not well defined but the following are considered important:

- 1) Live or overly-mature trees and snags with peeling or exfoliating bark, split tree trunks, or cavities, which may be used as maternity or bachelor roosts;
- 2) Tree species including shellbark or shagbark hickory, white oak, cottonwood, and maple;
- 3) Stream corridors, riparian areas, and upland woodlots that provide foraging habitat

If forested areas totaling 10 acres or less will be cleared, the Service recommends that tree removal be completed during the hibernation period of Indiana bats (November 1 to March 31). If removal of trees between November 1 and March 31 is not feasible, or more than 10 forested acres will be cleared, please contact this office for further assistance.

Because the project may have effects on the Missouri River, impacts to the area should be considered. During construction we recommend implementing the enclosed guidelines, *Recommendations for Construction Projects Affecting Missouri Streams and Rivers*, developed by the Missouri Department of Conservation.

Thank you for your interest in the conservation of threatened and endangered species. Should you have questions concerning this response, please contact Josh Hundley at (573) 234-2132, extension 176.

Sincerely,



Amy Salveter
Field Supervisor

Enclosure

cc: USFWS – Rock Island Field Office; Moline, IL
MDC-Policy Coordination; Jefferson City, MO



Introduction

The streams and rivers of Missouri support a wide and diverse community of wildlife that includes many species of mammals, birds, fishes, mussels, crayfish, and insects. The continued diversity and health of this community is dependent upon how well Missourians manage and protect this resource. While water quality is essential, maintaining a diverse array of habitat features also is essential for aquatic wildlife to persist. Since implementation of the Clean Water Act, point source pollution has been greatly reduced, but polluted and sediment-laden runoff (non-point source) from rural and urban development is still a serious problem.

There are management practices that can be implemented to prevent degradation of our streams and rivers. By adapting these best management practices we can prevent the loss of species diversity and maintain the quality of our lives as well. Preventative measures may require extra effort initially, but they provide long-term dividends by eliminating costly damage resulting from poor management practices.

Access and Staging Area

Management Recommendations

Staging areas are those short- or long-term sites within a construction or development area where most equipment and materials are stored. These areas often are accessed frequently; and when fuel and oil are stored here, the potential for runoff and erosion in these areas may be high.

- Erosion and sediment controls should be installed and maintained to prevent discharge from the site.
- Staging areas for crew, equipment, and materials should be established well away from streams and rivers or highly erodible soils.
- Stationary fuel and oil storage containers should remain within a staging area or another confined area to avoid accidental spills into the stream systems.
- Excess concrete and wash water from trucks and other concrete mixing equipment should be disposed of where this material cannot enter the stream systems.
- If temporary roadways must be built, ensure that roadways are of low gradient with sufficient roadbed and storm water runoff drains and outlets. Containment basins, silt fences, filter strips, etc. should be included for retention of storm water runoff for reducing sediment introduction into natural waterways.

→ Avoid stream crossings. If unavoidable, temporary crossings should be used. Temporary crossings should not restrict or interrupt natural stream flow. If temporary in-channel fill is necessary, culverts of sufficient size should be employed to avoid water impoundment and allow for fish passage.

Riparian Corridor Management Recommendations

The riparian corridor is the vegetation adjacent to a stream or river. This area is critical to the health and quality of the aquatic environment because of its ability to slow and reduce sediment and chemical runoff into the stream or river channel. A riparian corridor with a minimum width of 100 feet from the edge of the stream or river should be maintained along both sides of streams and rivers.

- Limit clearing of vegetation, including both standing and downed timber, to that which is absolutely necessary for construction purposes.
- Heavy equipment use within the riparian corridor should be restricted to minimize vegetation destruction and compaction of soils. Flagging or fencing areas that are not to be disturbed is helpful in alerting construction personnel.
- General application of pesticides, herbicides, or fertilizers within the riparian corridor should be prohibited to avoid water contamination due to over-spray or runoff. Fertilizer use or spot application of pesticides and herbicides is acceptable if appropriate non-restricted chemicals are used.
- Riparian areas located down slope of construction zones should be physically screened with sediment controls, such as silt fences or filter strips. Sediment controls should be monitored after rain and maintained for the duration of the project.
- All riparian corridors disturbed by the project should be revegetated immediately following or concurrent with project implementation. Appropriate native bottomland or riparian trees, shrubs, and grasses should be planted to ensure long-term stability in areas where the soil erosion threat is not critical. Annual non-native grasses such as rye or wheat may be planted in conjunction with native species to provide short-term erosion control. Areas judged to be subject to immediate soil loss due to steep slopes or other factors causing critical erosion conditions may be planted with non-native mixtures to assure rapid establishment and erosion control.

→ Post-construction evaluation of vegetation establishment should be conducted at one month intervals for at least three months after completion of the project. Any recommended sediment controls should be inspected at these times. If determined beneficial to soil stability and not adversely impacting site function and/or aesthetics, recommended sediment controls should remain permanent.

→ All temporary erosion and sediment controls should be removed (unless removal would cause further disturbance) and properly disposed of within 30 days after final site stabilization is achieved or after temporary practices are no longer needed.

Bank and Channel Management Recommendations

The structure of a bank is an important feature of a stream or river. It defines and provides stability for the channel.

→ Bank stability will vary depending on height, slope, and soil conditions. Project engineers and hydrologists should thoroughly investigate the physical properties and hydrologic record of the proposed site before construction begins.

→ Limit clearing of vegetation, including both standing and downed timber, to that which is absolutely necessary for construction purposes.

→ Projects in which bank alteration is necessary should employ, to the highest degree possible, erosion prevention measures before actual excavation activities begin. These preventative measures should be monitored regularly and maintained for the duration of the project.

→ Use of riprap for stream bank stabilization should be limited to those areas that could experience substantial erosion before adequate vegetation becomes established. The material for the rock blanket should consist of durable stone or broken concrete that is well graded. It is preferable that 40-60 percent of the material be as large as the thickness of the blanket, with enough smaller pieces of various sizes to fill the larger voids. It should not contain more than 10 percent of earth, sand, shale, and non-durable rock. Bank stabilization materials should allow for continuous passage of fish and other aquatic species.

→ No permanent fill materials, other than design-approved structures and related bank stabilization materials, should be placed in the stream channel. Avoid channelization. Excavated materials should not be stored or stockpiled below the high bank.

→ Work should be conducted during low flow periods when possible.

→ Care should be taken to keep machinery out of the waterway as much as possible.

→ Do not alter or remove natural stream features, such as riffles and pools.

→ Large woody debris is an important habitat component of a stream and should not be removed unless absolutely necessary for construction and maintenance purposes.

Information Contacts

For further information regarding regulations for development near streams and rivers, contact:

Missouri Department of Conservation
Policy Coordination Section
P.O. Box 180
2901 W. Truman Blvd.
Jefferson City, MO 65102-0180
Telephone: 573/751-4115

Missouri Department of Natural Resources
Division of Environmental Quality
P.O. Box 176
Jefferson City, MO 65102-0176
Telephone: 573/526-3315

U.S. Army Corps of Engineers
Regulatory Branch
700 Federal Building
Kansas City, MO 64106-2896
Telephone: 816/983-3990

U.S. Environmental Protection Agency
Water, Wetlands, and Pesticides Division
901 North 5th Street
Kansas City, KS 66101
Telephone: 913/551-7307

U.S. Fish and Wildlife Service
Ecological Services Field Office
101 Park DeVillie Drive, Suite A
Columbia, MO 65203
Telephone: 573-234-2132

Disclaimer

These Best Management Practices were prepared by the Missouri Department of Conservation with assistance from other state agencies, contractors, and others to provide guidance to those people who wish to voluntarily act to protect wildlife and habitat. Compliance with Best Management Practices is not required by the Missouri wildlife and forestry law nor by any regulation of the Missouri Conservation Commission. Other federal, state or local laws may affect construction practices.

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)269-2379
Fax: (314)269-2737
Email: rodney.l.wurgler@uscg.mil
www.uscg.mil/d8/westerriversbridges

16591.1/UMR 283.21
August 21, 2012

AUG 28 2012

Ms. Kathy Harvey, PE
Missouri Department of Transportation
State Design Engineer
105 West Capitol Avenue
Jefferson City, Missouri 65102

Subj: U.S ROUTE 54 MISSISSIPPI RIVER BRIDGE, JOB # J3P2209, MILE 283.21, UPPER
MISSISSIPPI RIVER

Dear Ms. Harvey:

This is in reply to your letter of July, 31, 2012, concerning the proposed U.S. Route 54 bridge replacement project.

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 rivers within the subject project may be considered to be a navigable waterway of the United States for bridge administration purposes.

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 Assessment (EA) 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 EA and be consulted before a decision is made to prepare a FONSI in lieu of an EIS. Our review and recommendations on the vertical and horizontal clearance requirements for river traffic will be coordinated with the (Name State) Department of Transportation Bridge and Structure Division office.

We appreciate the opportunity to comment on the project in this early stage. You can contact Rodney Wurgler at the above telephone number if you have questions regarding our comments or requirements.

Sincerely,

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

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

United States Department of Agriculture

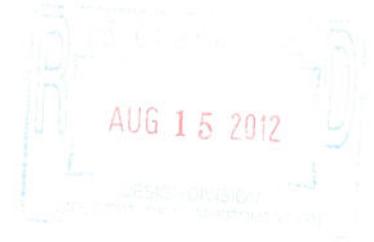


Natural Resources Conservation Service
Palmyra Area Office
6465 Highway 168, Suite C
Palmyra, MO 63461

Phone: (573) 769-3512, Ext. 6

August 10, 2012

Kathy Harvey, P.E., State Design Engineer
Missouri Department of Transportation
105 West Capitol Avenue
P.O. Box 270
Jefferson City, MO 65102



Dear Ms. Harvey:

As requested, we have reviewed the proposed replacement/rehabilitation of the U.S. Route 54 Champ Clark Bridge over the Mississippi River in Pike County Missouri. We offer the following information for consideration in your environmental assessment:

1. Background Information-In 1981, the U.S. Congress passed the Farmland Protection Policy Act (FPPA) which directs USDA through NRCS to provide technical assistance to Federal agencies, and State and local governments or organizations that desire to develop programs or policies to limit the conversion of productive farmlands to non-agricultural uses.
2. The Goal of FPPA is to minimize the extent to which Federal programs contribute to the unnecessary and irreversible conversion of important farmland to nonagricultural uses.

Review of the Proposed Project Because the area on the Missouri side of the river where this project is located is totally within the corporate limits of the City of Louisiana the Farmland Protection Policy Act does not apply.

On the Illinois side of the river you may need to fill out an AD-1006 Farmland Conversion Impact Rating. To assist you in Illinois we suggest you contact Mr. Ivan Dozier, State Conservationist at:

Ivan Dozier, STC
USDA-NRCS
2118 W. Park Court
Champaign IL 61821

If you have any questions, please call me at (573) 769-3512 Ext. # 133.

Sincerely,

A handwritten signature in black ink that reads "Scott Larsen".

Scott Larsen
Area Resource Soil Scientist

cc: Karen Brinkman, AC, NRCS, Palmyra, MO
Gary Noel, DC, NRCS, Bowling Green, MO

Helping People Help the Land

An Equal Opportunity Provider and Employer



MISSOURI DEPARTMENT OF CONSERVATION

Headquarters

2901 West Truman Boulevard, P.O. Box 180, Jefferson City, Missouri 65102-0180
Telephone: 573/751-4115 ▲ Missouri Relay Center: 1-800-735-2966 (TDD)

ROBERT L. ZIEHMER, Director

September 9, 2013

Gayle Unruh
Missouri Department of Transportation
105 West Capitol Ave.
Jefferson City, Missouri 65102

RE: U.S. Route 54 Mississippi River Bridge, Pike County, MO and Pike County, IL, MoDOT Job No. J3P2209

Dear Ms. Unruh:

The Missouri Department of Conservation (Department) has received the packet you sent with the materials regarding Agency and Public Involvement Plan Process Points 1 & 2. The packet includes the Purpose and Need as well as a Chapter on Alternatives and discussion regarding Alternatives that are being carried forward for analysis in the Environmental Assessment.

The Department is the agency responsible for forest, fish and wildlife resources in Missouri. As such, we actively participate in project reviews when projects might affect those resources. Our comments and recommendations are for your consideration and are offered to reduce impacts to the fish, forest and wildlife resources.

The Department attended the interagency scoping meeting on August 29, 2012 and provided verbal comments at that time. As mentioned at that meeting, the Department supports alternatives that minimize the projects impacts to the forest, fish and wildlife resources of the state. The Department supports the elimination of the Far Upstream and Far Downstream Alternatives from further consideration as they would have the greatest environmental impacts. The Adjacent Downstream, Adjacent Upstream, and Adjacent Upstream Improved Alignment have been retained for further consideration and it appears they will all have similar environmental impacts. The Department has the following comments for your consideration regarding the remaining alternatives:

- 1.) There are records of rare mussels in the vicinity of the bridge. If the project involves disturbance to the substrate of the river including, construction of causeways/workpads, construction of new piers, pieces of the old bridge falling into the river, etc. then a mussel survey should be conducted in any areas where disturbance will occur. If rare mussels are located, they should be relocated to a suitable site upstream from the project site.

COMMISSION

DON C. BEDELL
Sikeston

JAMES T. BLAIR, IV
St. Louis

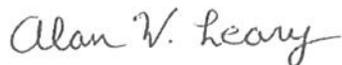
DON R. JOHNSON
Festus

BECKY L. PLATTNER
Grand Pass

- 1.) Indiana bats (*Myotis sodalis*) use forested and riparian areas and have been documented in Pike County. It appears that the project could impact some of these types of habitat. The project sponsors should coordinate with the U.S. Fish and Wildlife Service to determine measures that can be implemented to minimize the projects impacts to this federally endangered species.
- 2.) Bald eagles (*Haliaeetus leucocephalus*) nest near streams and water bodies. There are no known records of eagle nests or winter roost trees within the project area. However, suitable trees may exist within the project limits. Bald eagle nests are large and relatively easy to identify. While no longer listed as endangered, eagles continue to be protected by the federal government under the Bald and Golden Eagle Protection Act. Work managers should be alert for nesting areas within 1500 meters of project activities, and follow federal guidelines at: <http://www.fws.gov/midwest/MidwestBird/EaglePermits/index.html> if an eagle nest is located.
- 3.) Lake sturgeon, a Missouri state endangered species, are found in the Mississippi River and are known to use areas close to the project site. It would appear from the maps provided that construction of a new bridge will not impact these areas and should not impact this species. However, demolition of the existing structure could impact this species. The Department would like to continue to provide comments as the project develops to assure impacts to this species avoided or minimized.
- 4.) There are forested wetlands in the project vicinity on the Illinois side of the river. Disturbance to this habitat should be minimized to the maximum extent possible.

If you have any questions about these comments and recommendations, please contact me at (573) 522-4115 ext. 3346 or by e-mail at alan.leary@mdc.mo.gov.

Sincerely,



ALAN W. LEARY
POLICY COORDINATOR

AWL/pb

c: Janet Sternburg, Brain Todd, Ross Dames, Travis Moore, Amy Salveter (USFWS), Matt Mangan (USFWS), Keith Killen (MoDOT)

Jeremiah W. (Jay) Nixon
Governor

STATE OF MISSOURI

EMERGENCY MANAGEMENT AGENCY

Paul D. Parmenter
Director

Jerry Lee
Director of Public Safety

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



AUG 16 2012

August 13, 2012

COPY

Director Keith Killen
Missouri Dept. of Transportation
105 West Capitol Avenue
Jefferson City, Missouri 65102

Dear Director Killen:

This letter is in response to a letter dated July 31, 2012, received August 2, 2012 inviting the Missouri State Emergency Management Agency (MO-SEMA) to attend the U.S. Route 54 Mississippi River Bridge scoping meeting in Louisiana, Missouri at 1:30 p.m. on Wednesday, August 29, 2012.

Thank you for the invitation to the scoping meeting for this proposed project, however MO-SEMA does not plan to attend. Enclosed, for your reference, is Executive Order 98-03, which requires all Missouri state agencies to submit a floodplain development permit to MO-SEMA if the proposed project is within the regulatory floodplain as defined by FEMA. The permit(s) must be obtained prior to the commencement of any construction-development-demolition activities. I further recommend verifying the design parameters necessary to meet the State of Illinois's floodplain development permit requirements.

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

The National Flood Insurance Program (NFIP) is very important to the State of Missouri, enabling just over five billion dollars of affordable insurance coverage to protect citizens' properties throughout our state. Missourians increasingly are taking advantage of this important program, with the number of NFIP participant jurisdictions during the last five years growing significantly. Clearly, the NFIP is important to many of our citizens, and we (MO-SEMA) must fulfill our program compliance responsibilities to ensure our continued participation.



A Nationally
Accredited
Agency

August 13, 2012

If you have any question(s) regarding this letter, please feel free to contact me at: (573) 526-9115.

Sincerely,

A handwritten signature in black ink, appearing to read "Scott Zeller", with a long horizontal flourish extending to the right.

Scott A. Zeller, CFM
Floodplain Management Section Engineer

ENCL

SZ:saz

CC: **Kathy Harvey, State Design Engineer**
Kevin Ward, Federal Highway Administration (Missouri)
Edgardo (Ed) Cordero, Federal Highway Administration (Missouri)
Norm Stoner, Federal Highway Administration (Illinois)
Jon-Paul Kohler, Federal Highway Administration (Illinois)
Denny O'Connell, Illinois Dept. of Transportation
Dennis Heckman, Missouri Dept. of Transportation
Todd Tucker, Natural Hazards Program Specialist, FEMA Region VII
Randy Scrivner, State NFIP Coordinator
Dale Schmutzler, Floodplain Section Chief
Kent Adams, City of Louisiana Floodplain Administrator

EXECUTIVE ORDER
NO. 98-03

WHEREAS, expanded uses of the State's floodplains are occurring in some areas; and

WHEREAS, studies of areas and property subject to flooding indicate a further increase in flood damage potential and flood losses, even with continuing investment in flood protection structures and implementation of the National Flood Insurance Program; and

WHEREAS, the State of Missouri has continuing programs for the construction of structures, roads, and other facilities, and annually acquires and disposes of land, all of which significantly influence patterns of commercial, residential, and industrial development; and

WHEREAS, the availability of programs for federal loans and mortgage insurance, State and federal financial assistance are determining factors in the utilization of land; and

WHEREAS, the Federal Insurance Administration has promulgated and adopted rules and regulations governing eligibility of state and local communities to participate in the National Flood Insurance Program, which participation depends on state coordination and the designation of an agency in the state of Missouri to be responsible for coordinating floodplain, mudslide areas, and flood-related erosion area management activities in the State of Missouri; and

WHEREAS, the Federal Emergency Management Agency provides an alternative method for state agency construction and development to be managed and regulated by state, rather than by local communities, at Title 44 CFR, Section 60.12(a)(2); and

WHEREAS, the State of Missouri is required to designate a State Coordinating Agency to be responsible for state coordination; and

WHEREAS, Governor Mel Carnahan issued Executive Order 97-08 on July 8, 1997; and

WHEREAS, Lieutenant Governor Roger B. Wilson issued Executive Order 97-09 on July 11, 1997; and

WHEREAS, Governor Mel Carnahan issued Executive Order 98-01 on January 21, 1998; and

WHEREAS, it is necessary to clarify provisions in Executive 97-09 and Executive Order 98-01.

NOW, THEREFORE, I, Mel Carnahan, Governor of the State of Missouri, by virtue of the authority vested in me by the Constitution and laws of Missouri, replace and amend Executive Order 97-09 and Executive Order 98-01 and hereby order as follows:

Section 1. The State of Missouri will encourage a broad and unified effort to ensure that future uses and development of the State's floodplains are analyzed and used in a manner to lessen the risk of flood losses, particularly in connection with State lands and installations and State financed or supported improvements. Specifically:

(1) The Director of the State Emergency Management Agency (SEMA) or his designee is the State Coordinator of the National Flood Insurance Program in Missouri, as described in Title 44, Section 60.25 of the Code of Federal Regulations.

(2) In accordance with Title 44, Section 60.3 of the Code of Federal Regulations, the directors of the Office of Administration, Division of Design and Construction, Departments of Public Safety

(including the National Guard), Revenue, Mental Health, Social Services, Health, Higher Education, Elementary and Secondary Education, Transportation, Conservation, Natural Resources, Agriculture, Corrections, Economic Development, Insurance, Labor and Industrial Relations and any other board, commission or agency under the Executive Branch, directly responsible for the development shall make every effort to preclude the hazardous, unnecessary or unwise use of floodplains in connection with such development. All Executive Branch agencies shall obtain a floodplain development permit from SEMA for all proposed, state-owned development to be located in a special flood hazard area. Such permits shall be obtained prior to the start of construction. Floodplain Development permit, issued by the State Emergency Management Agency (SEMA), will be based on the minimum criteria established in the Code of Federal Regulations at Title 44, Section 60.3; and under the alternative procedures authorized at Title 44 CFR, Sections 60.11 to 60.13, it is intended that the SEMA permit will be the only local floodplain permit required for state agency development. For purposes of this section, state development includes leased facilities.

(3) All state agencies responsible for the administration of grant or loan programs involving a development in a special flood hazard area, shall: require the grantee or loan recipient to evaluate flood hazards in connection with such developments; minimize the exposure of developments to potential flood damage and the need for state expenditures for flood protection and flood disaster relief; make every effort to preclude the hazardous, unnecessary or unwise use of special flood hazard areas in connection with such development; and obtain any required floodplain development permits if necessary.

(4) All state agencies shall take flood hazards into account when evaluating programs, plans and projects and shall provide for measures to prevent or guard against such flood hazards, appropriate to the degree of hazard involved.

(5) This Executive Order shall replace and amend all previous Executive Orders pertaining to regulation of State Floodplain Management Regulations for State-Owned Development and replace and amend all previous Executive Orders on this subject.

(6) The State Floodplain Management Regulations for State-Owned Development, dated January 20, 1998, are attached hereto and are hereby made part of this Executive Order. These regulations shall replace and amend all previous Executive Orders on this subject.

IN WITNESS WHEREOF, I have hereunto set my hand and caused to be affixed the Great Seal of the State of Missouri, in the City of Jefferson, on this 28th day of January, 1998.

[Mel Carnahan's signature]

GOVERNOR

ATTEST:

[Rebecca McDowell Cook's signature]

SECRETARY OF STATE

Note: The above-mentioned regulations were omitted due to length. For a copy of them, contact the Missouri State Library at (573) 751-3615.

**Route 54, Pike County
Job No. J3P2209
Agency Scoping Meeting Minutes
August 29th, 2012**

I. Introduction & Contact Information.

See attached sheet for contact information.

II. Project Description

Existing Bridge Conditions – Keith Killen

- Built in 1928
- 20' Roadway
- 14.7' Vertical Clearance
- 2,286' Long
- 418' Main Span
- ADT 4,140 with 15% Trucks
- Detour 183 miles via Alton
- Detour 77 miles via Hannibal
- Structurally Deficient
- Sufficiency Rating – 16.5%
- Current Ratings
 - Deck – 5 (fair)
 - Superstructure - 4 (poor)
 - Substructure – 5 (fair)

Currently there are no weight restrictions on the structure.
Currently there is no preliminary engineering funding for design.

Known Resources – Gayle Unruh & Karen Daniels

- Marina
- Sny Levee
- Forested Wetlands
- USACE Public River Access
- ~~Historic Districts~~ in Louisiana
- Businesses near the Bridge in Louisiana
- Threatened and Endangered Species
- Railroad on Missouri Side
- Salt River

III. Design - Build & Alternate Technical Concepts

Design - build is a contractor procurement and project delivery method that combines both the design and construction phase into one contract, thus allowing these phases to proceed concurrently, while saving both time and resources. The Design - Build concept may be considered for this project. Illinois currently does not have the authority to use Design / Build but is working on legislation that would allow it.

An Alternative Technical Concept (ATC) is a proposed change to agency-supplied base design configurations, project scope, design criteria or construction criteria. This change provides a solution that is equal or better to the requirement in the contract. In the broadest sense, ATCs are similar to value engineering, but they are made as a part of the bid proposal before contract award.

With either of the above options any change to the approved alignment or scope of the project will necessitate re-evaluation of the environmental impacts.

IV. Resource Agency Comments

Missouri Department of Conservation – Alan Leary & Emily Clancy

- Alan Leary will be Missouri Department of Conservations primary point of contact for this project and his title is Policy Coordinator.
- There are numerous mussel resources located in this area.
- Be careful to not transport zebra mussels to other locations.
- Lake sturgeon may be present – mitigation would be timing of the demolition.
- Bats may be present in the forested wetland.
- Eagles are known to be along the river and will need to be protected.
- Any blasting/cutting into rock bluffs could impact unknown caves in the area.

United States Coast Guard – Bill Knutson

- The coast guard permit will be one of the last obtained for the specific job site. A Water Quality Certificate (WQC) will be issued from both Illinois and Missouri.
- USCG will ensure that reasonable navigation needs are met.
- USCG will review cofferdam, steel erection and demolition plans.
- USCG will require 24 hour removal of demolition items from the main navigational channel.
- It will take eight months to issue a section 9 permit from the time the permit application is received.
- USCG would like to be notified as soon as possible of any core drilling, mussel surveys or other activities in the river so they can issue a safety notice to other mariners.

United States Army Corp of Engineers – Jaynie Doerr

- The USACE will issue a section 404 permit (Clean Water Act) and a section 10 permit (work in, over, or under navigable waters of the United States).
- Likely will not need a 404 permit for the Missouri side of the river.
- The forested wetland on the Illinois side will require a 404 permit.
- The St. Louis district has jurisdiction of the river to the toe of the Sny levee.
- The Rock Island district has jurisdiction from the toe of the Sny levee east.

United States Army Corp of Engineers – Jon Summers

- The USACE leases the land to the marina and restaurant. Any changes to the marina must be approved by the USACE. The land and marina north of the bridge is considered recreational and ~~will be cleared under section 4f.~~
- There is a public campground / cabins / picnic area with in the marina lease.
- Any acquisition of land must go through the USACE real estate department.
- Any closures should be shared with the USACE so they can coordinate with the Clarksville lock and dam to avoid queues of barge traffic.
- A Bi-State Agreement will be needed for Corps permitting.

Missouri State Historic Preservation Office – Judith Deel

- Karen Daniels provided a good summary of historic locations in Louisiana.
- The bridge is eligible for inclusion on the National Register. It could be used as part of the pedestrian / bicycle group Great Rivers Greenway.
- The team is encouraged to look at ways to use the existing bridge.
- The team should research potential ship wrecks in the Louisiana area.
- Louisiana has a high potential for Historical Archeology as well as Prehistoric Archeology which some Indian Tribes would be interested in.
- The city of Louisiana has a local Historic Preservation Program and we should make sure their local concerns are addressed.

Sny Island Levee Drainage District– Mike Reed

- The levee district, IDOT and MoDOT worked together well at the Hannibal bridge and saw no reason that Louisiana would be any different
- The levee district prefers that the new bridge spans the river on piers that continue beyond the levee to avoid new fill in the river.
- They would require 15' – 20' clear space between the top of the levee and the bottom of the new bridge.
- The top of levee would be set at the 500 year flood elevation (466.1 at the current bridge location mile marker 283.18). FEMA requires at least three foot freeboard above the 500 year flood elevation, four foot is allowed.
- The levee would be interested in the proposed access to the marina.
- Mike pointed out that there is a proposal to develop land south of the south USACE land into a grain elevator facility.

V. Present Draft Agency and Public Involvement Plan

Carole Hopkins and Marisa Ellison distributed the draft Agency and Public Involvement

Plan to the team and agencies for review comments. They asked for comments to be returned within 30 days.

VI. Other comments

Illinois Federal Highway Administration– Jan Piland

Jan reminded the agencies that the purpose of an Environmental Assessment (EA) is that if significant impacts are not known then an EA is used to determine the impacts. If there are no significant impacts a Finding of No Significant Impact (FONSI) is issued. If significant impacts are discovered an Environmental Impact Study (EIS) is required.

Due to the cost of the project there will be an automatic Value Engineering (VE) study required, ideally prior to preliminary plan approval.

Jon Summers and Mike Reed mentioned that Panhandle Eastern has a pipeline that crosses the USACE land north of the marina. There is also a pipeline adjacent to the boat ramp that is north of the marina.

**Scoping meeting
Champ Clark Bridge - US 54
August 29th, 2012**

✓	Name	Title	Agency	Phone #	Email Address
✓	Carole Hopkins	Senior Environmental Specialist	MoDOT	573-526-6680	Carole.Hopkins@modot.mo.gov
✓	Gayle Unruh	Environmental & Historic Preservation Manager	MoDOT	573-526-6676	Gayle.Unruh@modot.mo.gov
✓	Richard Moore	Environmental Compliance Manager	MoDOT	573-526-2909	Richard.Moore@modot.mo.gov
✓	James E. Smith	Design Liaison Engineer	MoDOT	573-751-2845	James.Smith@modot.mo.gov
✓	Karen Daniels	Senior historic Preservation Specialists	MoDOT	573-526-7346	Karen.Daniels@modot.mo.gov
✓	Mark Dust	Senior Studies & Plans Team Engineer	IDOT	217-785-0597	Mark.Dust@illinois.gov
✓	Denny O'Connell	Environmental Studies Specialist	IDOT	217-785-9727	Dennis.OConnell@illinois.gov
✓	John Negangard	Studies & Plans Engineer	IDOT	217-782-4760	John.Negangard@illinois.gov
✓	Jan Piland	Environmental Engineer	FHWA - IL	217-492-4989	Janis.Piland@dot.gov
✓	Hassan Dastgir	Transportation Engineer	FHWA - IL	217-492-4623	Hassan.Dastgir@dot.gov
✓	Mike Reed	Superintendent Sny Island Levee Drainage District	Sny Levee District	217-426-2521	mreed@snyisland.org
✓	Alan Leary	Wildlife Biologists Policy Coordinator	MDC	573-522-4115 Ext 3346	Alan.Leary@mdc.mo.gov
✓	Emily Clancy	Natural Heritage Review, Resource Science Division	MDC	573-522-4115 Ext 3182	Emily.Clancy@mdc.mo.gov
✓	Jaynie Doerr	Regulatory Branch	USACE - STL	314-331-8581	Jaynie.G.Doerr@usace.army.mil
✓	Jon Summers	Natural Resource Specialist	USACE - STL	636-899-0094	Jon.D.Summers@usace.army.mil
✓	Marisa Ellison	NE Customer Relations Manager	MoDOT	573-248-2502	Marisa.Ellison@modot.mo.gov
✓	Brian Haeffner	NE Area Engineer	MoDOT	660-385-8620	Brian.Haeffner@modot.mo.gov
✓	Jerad Noland	NE District Design Engineer	MoDOT	573-406-6547	Jerad.Noland@modot.mo.gov
✓	Peggy Casey	Program Development Team Leader	FHWA - MO	573-638-2620	Peggy.Casey@dot.gov

Scoping meeting
 Champ Clark Bridge - US 54
 August 29th, 2012

✓	Name	Title	Agency	Phone #	Email Address
✓	Judith Deel	Compliance Coordinator	SHPO - MO	573-751-7862	Judith.Deel@dnr.mo.gov
✓	Bill Knutson		USCG	314-269-2434	William.F.Knutson@uscg.mil
✓	Keith Killen	NE Project Manager	MoDOT	660-385-8638	Keith.Killen@modot.mo.gov

NEPA 404 Merger Meetings

The Missouri Department of Transportation (MoDOT) and Illinois Department of Transportation (IDOT) hosted a series of NEPA Merger Meetings at the FHWA building in Springfield, Illinois. Meetings were held on August 29, 2012, June 25, 2013, September 5, 2013, and September 4, 2014 with environmental agencies including the Missouri Department of Conservation (MDC), Missouri State Historic Preservation Office (MO SHPO), Illinois State Historic Preservation Office (ILL SHPO), Illinois Department of Agriculture (IDOA), Illinois Department of Natural Resources (IDNR), U.S. Environmental Protection Agency (EPA), U.S. Coast Guard (USCG), U.S. Army Corps of Engineers (USACE) - Rock Island and St. Louis Districts, U.S. Fish and Wildlife Service (USFWS), and the Sny Levee Drainage District. This group of agencies, including MoDOT and IDOT, is referred to as the "project team".

August 29th, 2012 NEPA-404 Merger Meeting/Agency Scoping Meeting

Discussion topics at this meeting included current conditions of the Champ Clark Bridge, known environmental resources that could be impacted by the project, consideration of the Design-Build and Alternative Technical Concept options for the bridge, and agency comments received to date. Potential environmental resources that have been identified include mussels, lake sturgeons, bats, eagles, forested wetlands, caves, floodplains, waters of the U.S., Sny Levee, marina and restaurant in Illinois, and historic resources in Louisiana, Missouri. A draft Agency and Public Involvement Plan was distributed to the group for review and comment. A Value Engineering Study will be completed prior to preliminary plan approval. It was explained that Panhandle Eastern Pipeline Company has a pipeline crossing the USACE's land north of the marina, in Illinois. A pipeline is also adjacent to the boat ramp north of the marina.

June 25, 2013 NEPA-404 Merger Meeting

The purpose of this meeting was to seek concurrence on the Purpose and Need for the Route 54 Champ Clark Bridge project. Keith Killen, MoDOT project manager, introduced the project and its importance to the communities and the region. One question was posed regarding the gap in the Sny Levee and whether this would be addressed in the project. The response to the question was that all of the build alternatives on new alignment would address this need.

Gayle Unruh, MoDOT's Environmental and Historic Preservation Manager, discussed potential resources that could be impacted by the project. There are previously identified mussel beds in the Mississippi River near the Missouri bank. The project requires Section 404 and 408 permits. It is recommended that the Ted Shanks Conservation area to the north of the study area be avoided, if possible.

Concurrence on the Purpose and Need was requested from the environmental agencies and was received from USEPA, IDNR, IDOA, and USACE – Rock Island District and St. Louis District.

MoDOT is not required to participate in the NEPA-404 Merger Process, but after discussion, agencies prefer that the current project team, including MoDOT, continue with the NEPA-404 Merger Process.

September 5, 2013 NEPA-404 Merger Meeting

The purpose of the meeting was to request concurrence on the Alternatives to Carry Forward. Keith Killen conducted a presentation on the project alternatives, highlighting the four needs for

the project, and discussed the purpose and need statement. The alternatives presentation included the following information, along with agency questions and responses:

- EPA questioned where in Louisiana gas stations could relocate. Keith indicated areas along Route 54 that would be suitable locations.
- A question was raised whether the Sny Levee breach could be addressed by all of the project options and Keith indicated it could be addressed using any of the alternatives.
- A question was raised about the width of the new bridge. Keith indicated MoDOT is currently looking at 44-foot width, including 2, 12-foot lanes and 2, 10-foot shoulders.
- It was requested that Keith provide more information on impacts to the USACE lands. Keith indicated most of the impacts would be south of the marina, campsite, and restaurant. Specific documentation would be needed for Section 4(f) if the project directly impacts the marina and access ramp areas. All land north of the bridge will be considered recreational. The marina has not yet been contacted, but would be contacted before the next merger meeting. Upon project completion, access to the marina would remain at its current location. The USACE land to the south of the bridge has not yet been rated. It is currently open for hunting, bird watching, and public open space. There is no parking area for the USACE land immediately south of the bridge. A Kayaking Water Trail lies between the south parking area and the marina.
- It was requested that design criteria be further explained. Keith distributed information and provided an explanation to the group.
- A question was posed whether environmental impacts were similar between the skewed downstream alternative (Blue) and adjacent downstream alternative (Green) alternatives. Keith indicated that the Blue alternative would impact almost 6 acres more of forested wetlands.
- MoDOT was asked to describe Section 110 and Section 106 and possible impacts. Gayle Unruh explained that Section 106 addresses historic sites and that no major impacts by the project have been identified. Gayle explained that Section 110 regards endangered species. Mussels, bald eagles and bats are being considered. There appears to be no differentiation between the alternatives at this point with respect to environmental impacts. There is continued consultation with environmental agencies to determine impacts.
- Questions were raised about impacts to mussels. IDOT performed a mussel survey and the Marion, Illinois field office retains the latest report. A dive survey has not yet been completed and was planned for 2014.
- An update on the 408 permit approval status was requested. The levee must be filled where the breach exists. USACE encouraged the project team to initiate the 408 process now because they are unable to process other permitting sections until the 408 application is received.
- EPA questioned the bridge location options north and south. Keith explained that these options were selected to minimize impacts to the extent possible.
- An explanation was provided regarding the bat study. Crews have been on location within the past two weeks. There is a small area of the project suitable for bat habitat. Additional permission from the USACE is needed to further the study. More testing will be completed next year. More coordination is needed with the USACE to trade information and combine services.

- It was asked whether mitigation costs were included in the right of way estimate. Mitigation costs are not included in the cost of each alternative. One mitigation option is to use the Illinois D6 wetland bank.
- USACE will provide the project team with the land management plan for the USACE land immediately south of the bridge.
- It was requested that all relevant expenses be included in each alternative including the cost to fill the levee breach and cost to maintain access to the marina.

USEPA, IDNR, ILL SHPO, IDOA, and ILL USFWS concur with the Alternatives to Carry Forward as presented by the project team. The USACE – Rock Island and St. Louis Districts – concur with the alternatives moving forward with reservations and alerting the team that mitigation must be determined or permits will not be granted.

September 4, 2014 NEPA-404 Merger Meeting

The purpose of the presentation and meeting was to seek concurrence on the Preferred Alternative. Keith Killen highlighted impacts of each of the three alternatives being considered, recommending the Adjacent Downstream (Green) alternative as the preferred alternative.

The following issues were clarified during the question and answer session:

- The wetlands delineation report will be included as an appendix to the EA; there is not yet a jurisdictional determination.
- Any wetlands compensation to the USACE involves statutory and non-statutory requirements.
- USACE St. Louis District will handle all Section 404 and 408 aspects for the project.
- The bat survey will be included as an appendix to the EA. The tree clearing date requirement will be included in the job special provisions and not included in the EA document.
- A mussel survey was completed previously for an unrelated dredge permit north and south of the project area. According to USFWS, there is an outside chance, though unlikely, that this area contains federally listed mussel species. If mussels are found, the EA should include areas to relocate them. Impacts to mussels by demolition of the bridge should be included in the EA. The USACE mitigation plan should include MDC, IDNR and USFWS involvement.
- Impacts to archaeological sites were identified in a Phase I Survey, revealing the presence of prehistoric remains requiring further consultation. The Phase I Survey results will be included as an appendix in the EA. MoDOT and IDOT will advertise the bridge as available for preservation, but this information will not be included in the EA document.
- The only planned repair to the bridge is scheduled for fall of 2014 and will include replacement of deck joints. All other repairs will occur on an as needed basis.
- It is anticipated that right of way from the railroad will not be needed; however, an easement will be required where the bridge crosses the railroad. Burlington Northern Santa Fe (BNSF) railroad will have minimum requirements for vertical clearance. MoDOT should continue coordinating with BNSF and notify them of construction schedules. This information will not be included in the EA document.
- The Sny Levee District board is working with the USACE to raise the levee an additional 3 feet. However, if this is not accomplished, it will have no impact on the project.

USACE

Non-Recreational Outgrant Policy Letter



DEPARTMENT OF THE ARMY
ST. LOUIS DISTRICT, CORPS OF ENGINEERS
1222 SPRUCE STREET
ST. LOUIS MO 63103-2833

Real Estate Division

April 22, 2015

SUBJECT: US 54 Mississippi River Bridge Replacement, Louisiana, Missouri

Mr. Dennis M. O'Connell
Illinois Department of Transportation – District 6
126 East Ash
Springfield, Illinois 62704-4792

Dear Mr. O'Connell,

During our last meeting, you described the Illinois Department of Transportation's ("IDOT") plan to meet the mitigation requirements of both the 404 permitting process and the US Army Corps of Engineers ("USACE") non-recreational outgrant policy. The preferred alternative alignment impacts approximately 7.32 acres of USACE owned property. IDOT plans to request an easement on USACE lands and acquire in fee at least 7.32 acres of property considered at least equal to or greater in wetland value to be transferred to USACE to meet the non-recreational outgrant policy requirements. The remaining 404 mitigation requirements would be fulfilled at the LaGrange Wetland Mitigation Bank located in Brown County, Illinois.

USACE finds this plan to be acceptable and hereby provides conceptual approval. Please send plans and specifications, right-of-way drawings, etc. as they are available for final approval.

If you have any questions, please contact Tim Kennedy of this office at 314-331-8180.

Sincerely,

A handwritten signature in cursive script that reads "M. Lynn Hoerner".

M. Lynn Hoerner
Acting Chief, Real Estate
St. Louis District

Threatened and Endangered Species Correspondence

Jo A. Dent

From: Christopher D. Shulse
Sent: Thursday, March 03, 2016 1:58 PM
To: Jo A. Dent
Subject: FW: MDC Comments on Route 54 Mississippi River Bridge Replacement project
Attachments: MDC comments on Route 54 Mississippi River bridge.pdf

From: Gayle A Unruh
Sent: Tuesday, September 10, 2013 7:56 AM
To: Christopher D Shulse; Carole A Hopkins
Subject: Fw: MDC Comments on Route 54 Mississippi River Bridge Replacement project

Gayle A. Unruh
Environmental and Historic Preservation Manager
MoDOT
PO Box 270
601 W. Main
Jefferson City, MO 65102
(573) 526-6676
gayle.unruh@modot.mo.gov

----- Forwarded by Gayle A Unruh/SC/MODOT on 09/10/2013 07:56 AM -----

From: Alan Leary <Alan.Leary@mdc.mo.gov>
To: "gayle.unruh@modot.mo.gov" <gayle.unruh@modot.mo.gov>, Janet Sternburg <Janet.Sternburg@mdc.mo.gov>, Brian Todd <Brian.Todd@mdc.mo.gov>, Ross Dames <Ross.Dames@mdc.mo.gov>, Travis Moore <Travis.Moore@mdc.mo.gov>, "Amy Salveter@fws.gov" <Amy_Salveter@fws.gov>, "Matt Mangan (matthew_mangan@fws.gov)" <matthew_mangan@fws.gov>, "Keith.Killen@modot.mo.gov" <Keith.Killen@modot.mo.gov>,
Date: 09/09/2013 02:09 PM
Subject: MDC Comments on Route 54 Mississippi River Bridge Replacement project

Ms. Unruh,

Attached are the Department of Conservations comments on the route 54, Mississippi River bridge project (MoDOT Project No. J3P2209). A hard copy will follow, this is the only copy others will receive unless you request a hard copy.

Please contact me if you have any questions regarding these comments,

Al

Alan Leary, CWB
Policy Coordinator
Missouri Department of Conservation
573-522-4115 ext. 3346
(See attached file: *MDC comments on Route 54 Mississippi River bridge.pdf*)



MISSOURI DEPARTMENT OF CONSERVATION

Headquarters

2901 West Truman Boulevard, P.O. Box 180, Jefferson City, Missouri 65102-0180
Telephone: 573/751-4115 ▲ Missouri Relay Center: 1-800-735-2966 (TDD)

ROBERT L. ZIEHMER, Director

September 9, 2013

Gayle Unruh
Missouri Department of Transportation
105 West Capitol Ave.
Jefferson City, Missouri 65102

RE: U.S. Route 54 Mississippi River Bridge, Pike County, MO and Pike County, IL, MoDOT Job No. J3P2209

Dear Ms. Unruh:

The Missouri Department of Conservation (Department) has received the packet you sent with the materials regarding Agency and Public Involvement Plan Process Points 1 & 2. The packet includes the Purpose and Need as well as a Chapter on Alternatives and discussion regarding Alternatives that are being carried forward for analysis in the Environmental Assessment.

The Department is the agency responsible for forest, fish and wildlife resources in Missouri. As such, we actively participate in project reviews when projects might affect those resources. Our comments and recommendations are for your consideration and are offered to reduce impacts to the fish, forest and wildlife resources.

The Department attended the interagency scoping meeting on August 29, 2012 and provided verbal comments at that time. As mentioned at that meeting, the Department supports alternatives that minimize the projects impacts to the forest, fish and wildlife resources of the state. The Department supports the elimination of the Far Upstream and Far Downstream Alternatives from further consideration as they would have the greatest environmental impacts. The Adjacent Downstream, Adjacent Upstream, and Adjacent Upstream Improved Alignment have been retained for further consideration and it appears they will all have similar environmental impacts. The Department has the following comments for your consideration regarding the remaining alternatives:

- 1.) There are records of rare mussels in the vicinity of the bridge. If the project involves disturbance to the substrate of the river including, construction of causeways/workpads, construction of new piers, pieces of the old bridge falling into the river, etc. then a mussel survey should be conducted in any areas where disturbance will occur. If rare mussels are located, they should be relocated to a suitable site upstream from the project site.

COMMISSION

DON C. BEDELL
Sikeston

JAMES T. BLAIR, IV
St. Louis

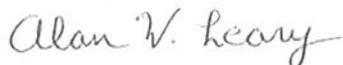
DON R. JOHNSON
Festus

BECKY L. PLATTNER
Grand Pass

- 1.) Indiana bats (*Myotis sodalis*) use forested and riparian areas and have been documented in Pike County. It appears that the project could impact some of these types of habitat. The project sponsors should coordinate with the U.S. Fish and Wildlife Service to determine measures that can be implemented to minimize the projects impacts to this federally endangered species.
- 2.) Bald eagles (*Haliaeetus leucocephalus*) nest near streams and water bodies. There are no known records of eagle nests or winter roost trees within the project area. However, suitable trees may exist within the project limits. Bald eagle nests are large and relatively easy to identify. While no longer listed as endangered, eagles continue to be protected by the federal government under the Bald and Golden Eagle Protection Act. Work managers should be alert for nesting areas within 1500 meters of project activities, and follow federal guidelines at: <http://www.fws.gov/midwest/MidwestBird/EaglePermits/index.html> if an eagle nest is located.
- 3.) Lake sturgeon, a Missouri state endangered species, are found in the Mississippi River and are known to use areas close to the project site. It would appear from the maps provided that construction of a new bridge will not impact these areas and should not impact this species. However, demolition of the existing structure could impact this species. The Department would like to continue to provide comments as the project develops to assure impacts to this species avoided or minimized.
- 4.) There are forested wetlands in the project vicinity on the Illinois side of the river. Disturbance to this habitat should be minimized to the maximum extent possible.

If you have any questions about these comments and recommendations, please contact me at (573) 522-4115 ext. 3346 or by e-mail at alan.leary@mdc.mo.gov.

Sincerely,



ALAN W. LEARY
POLICY COORDINATOR

AWL/pb

c: Janet Sternburg, Brain Todd, Ross Dames, Travis Moore, Amy Salveter (USFWS), Matt Mangan (USFWS), Keith Killen (MoDOT)

Jo A. Dent

From: Fairfield, Sheldon <Sheldon.Fairfield@Illinois.gov>
Sent: Tuesday, February 23, 2016 9:56 AM
To: Hurley, Felecia A
Subject: RE: US 54 over Mississippi River in Louisiana, IL

Good morning, Felecia. Based on the survey reports and the comments provided, I believe adverse impact is unlikely for the Lake Sturgeon. I have no additional comments or concerns regarding T&E fish or mussel species for this project site at this time.

From: Hurley, Felecia A
Sent: Monday, February 22, 2016 2:05 PM
To: Fairfield, Sheldon
Subject: RE: US 54 over Mississippi River in Louisiana, IL

Sheldon,
Please see attached 2014 mussel survey. Please also see the highlighted quote from Missouri Department of Conservation. Let me know if you have any questions.

From: Fairfield, Sheldon
Sent: Monday, February 22, 2016 1:43 PM
To: Hurley, Felecia A
Subject: RE: US 54 over Mississippi River in Louisiana, IL

Felecia, do you have a copy of the 2014 mussel survey report you can forward to me? I have the 2012 mussel survey you sent me, but did not find a 2014 mussel survey in the folder. Ecological Specialists did a diving mussel survey just downstream in 2014 for another project and found the state listed Butterfly, *Ellipsaria lineolata*.

From: Hurley, Felecia A
Sent: Tuesday, February 16, 2016 8:39 AM
To: Fairfield, Sheldon
Subject: FW: US 54 over Mississippi River in Louisiana, IL

Sheldon,
The US 54 Bridge over the Mississippi River in Louisiana, MO has a record of Lake Sturgeon and mussels in the area. A fish and mussel survey was conducted in 2012 (please see attached). No Lake Sturgeon was found. In the report INHS did not comment on the whether the habitat is suitable for breeding so I asked INHS. Please see the response from Travis Moore (MO Dept. of Conservation) and Chris Taylor (INHS). Both parties agree that the area under the bridge is not ideal breeding habitat. Do you agree?

With regards to mussels two mussel surveys were conducted in 2012 and 2014 and no T&E mussels were found in the project area. The 2012 was done by brailing and the 2014 was done by diving.

From: Taylor, Christopher A [<mailto:cataylor@illinois.edu>]
Sent: Thursday, February 11, 2016 5:02 PM
To: Tiemann, Jeremy S; Hurley, Felecia A; Cummings, Kevin S
Subject: RE: US 54 over Mississippi River in Louisiana, IL

Felecia:
I agree with Travis's thoughts. There was very little rock along the IL side, mostly silt or small gravel. Not ideal habitat for Lake Sturgeon.

Chris

Chris A. Taylor, Ph.D.
Curator of Fishes and Crustaceans
Prairie Research Institute
Illinois Natural History Survey
1816 S. Oak
Champaign, IL 61820
(217) 244-2153
ctaylor@inhs.illinois.edu

From: Tiemann, Jeremy S
Sent: Thursday, February 11, 2016 4:56 PM
To: Hurley, Felecia A; Taylor, Christopher A; Cummings, Kevin S
Subject: RE: US 54 over Mississippi River in Louisiana, IL

Felecia,

Travis Moore, who covers that area for Missouri Dept of Conservation, offered this...

"I would not expect it. The one area that was confirmed below Mel Price last year and the areas where spawning activity was reported but not confirmed, have been sites near shore with large or small rock and consistent flow. Both shorelines under that bridge are mud or sand. If I remember correctly, there is a little more rock on shore on the IL side, but not a lot.

There is some evidence that they can spawn on the right gravel in deeper water, but I still would not expect it to be right under the bridge."

Jeremy Tiemann, Aquatic Zoologist
Illinois Natural History Survey
Prairie Research Institute at the University of Illinois at Urbana-Champaign
Mailing address: 1816 South Oak Street - Champaign, IL 61820
Physical address: 607 East Peabody Drive, NRB Room 96 - Champaign
Office telephone: (217) 244-4594
INHS Fax: (217) 244-0802
Email: jtiemann@illinois.edu
Staff page: <http://www.inhs.illinois.edu/~jtiemann>

From: Hurley, Felecia A [Felecia.Hurley@illinois.gov]
Sent: Thursday, February 11, 2016 11:33 AM
To: Taylor, Christopher A; Tiemann, Jeremy S; Cummings, Kevin S
Subject: US 54 over Mississippi River in Louisiana, IL

I have a fish and mussel report for the US 54 bridge over Mississippi River in Louisiana, IL. The fish portion of that report states "Given the intensive stocking efforts by the Missouri Department of Conservation into Pool 24 and the known use the Mississippi River at the U.S. Hwy 54 bridge by lake sturgeon, the species certainly occurs there." The report does not state whether there is habitat for breeding under or near the bridge. Does anyone remember whether the habitat exists in the study area for breeding? I attached the report for your convenience.

Felecia Hurley
IDOT - BDE
Environment Section
217-785-2130
felecia.hurley@illinois.gov

Christopher D. Shulse

To: Christopher D. Shulse
Subject: Champ Clark Bridge - MDC Discussion

On 2/25/16 at 8:15 AM, I had a telephone discussion with MDC fisheries biologist Travis Moore regarding lake sturgeon and other threatened and endangered species concerns for the Champ Clark Bridge project at Louisiana, MO. Travis and I discussed the lack of spawning habitat in the project area for lake sturgeon and whether construction activities, including construction of temporary causeways, bulkheads, dredging, and demolition of the old bridge would adversely affect lake sturgeon. Travis had no concerns about the impact these activities would have on lake sturgeon in the area. I also explained to Travis that MoDOT routinely employs repelling charges and millisecond delays to scare fish from the areas of bridge demolitions in order to prevent mortality from falling debris and percussive blasts. Travis was fine with this protocol.

I asked Travis if he had any other concerns regarding threatened and endangered species (both state and federal) at the project location and he only mentioned bats. I explained to him the process we are proposing (not likely to adversely affect based on winter tree clearing of suitable roost trees) and also that we would check the existing bridge ends over land for signs of bat roosting. He was fine with this protocol as well.

He had no further concerns regarding mussels given the results of the surveys that have been conducted.

Chris Shulse

Senior Environmental Specialist

Missouri Department of Transportation

P.O. Box 270, Jefferson City, MO 65101

office 573-526-6678 •cell 573-406-2207 •fax 573-522-1973

christopher.shulse@modot.mo.gov • www.modot.mo.gov/ehp/

Mission

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

Jo A. Dent

From: Christopher D. Shulse
Sent: Friday, March 04, 2016 7:40 AM
To: Jo A. Dent
Subject: FW: US 54 EA - T&E Species section

From: O'Connell, Dennis M. [<mailto:Dennis.OConnell@illinois.gov>]
Sent: Friday, February 26, 2016 8:46 AM
To: Christopher D. Shulse
Cc: Gayle Unruh
Subject: RE: US 54 EA - T&E Species section

I think we are good to go in the eyes of IDNR at this point. IDNR will ultimately review the EA and may offer comments in regards to this issue but I think you are ok for now.

From: Christopher D. Shulse [<mailto:Christopher.Shulse@modot.mo.gov>]
Sent: Friday, February 26, 2016 8:36 AM
To: O'Connell, Dennis M.
Cc: Gayle Unruh
Subject: FW: US 54 EA - T&E Species section

Denny – Sorry, I overlooked the note below from Felecia Hurley that states “I spoke with IDNR regarding this and they agree with this rational” regarding no impact to Lake Sturgeon. Also I just received her comments on the EA so I think we have enough to justify that both state agencies agree that there will be no impacts to lake sturgeon. If we need something more formal from IDNR does that have to be done now or later?

Thanks,
Chris

From: Gayle Unruh
Sent: Monday, February 22, 2016 1:09 PM
To: Christopher D. Shulse
Subject: FW: US 54 EA - T&E Species section

More from last week.

Gayle Unruh
Environmental and Historic Preservation Manager
MoDOT – Design Division
601 W. Main
Jefferson City, MO 65102
(573) 526-6676
gayle.unruh@modot.mo.gov

From: Hurley, Felecia A [<mailto:Felecia.Hurley@illinois.gov>]
Sent: Wednesday, February 17, 2016 3:25 PM
To: Piland, Janis; Gayle Unruh
Cc: raegan.ball.dot.gov; Fuller, Matt; Kohler, Jon-Paul; Stevenson, Jerry; Runkle, Ken; Brooks, Thomas C;

lou.haasis@dot.gov

Subject: RE: US 54 EA - T&E Species section

The EA states "The only state-listed species that may be affected by the project is the lake sturgeon. MoDOT will coordinate with MDC and IDNR during the design phase to incorporate conservation measures to minimize impacts to this species."

Per Travis Moore, Missouri Department of Conservation, and Chris Taylor, Illinois Natural History Survey, there is no suitable habitat for spawning in the bridge area. Please see attached email. Since there is no impact to spawning and this fish is a large fish and can easily swim away from any disturbances there will be no impact to the Lake Sturgeon. I spoke with IDNR regarding this and they agree with this rationale. I have added some comments regarding this into the EA.

From: Janis.Piland@dot.gov [<mailto:Janis.Piland@dot.gov>]

Sent: Friday, February 12, 2016 10:51 AM

To: Gayle.Unruh@modot.mo.gov

Cc: raegan.ball@dot.gov; Fuller, Matt; Kohler, Jon-Paul; Stevenson, Jerry; Runkle, Ken; Brooks, Thomas C; Hurley, Felecia A; lou.haasis@dot.gov

Subject: US 54 EA - T&E Species section

Hi Gayle,

I got your phone message yesterday about US 54 EA T&E section (attached), requesting the FHWA IL Division's thoughts on this section. Today is an IL State holiday, so IDOT is off and I cannot confer w/ them on this topic. I will be out of the office until Feb. 22. Raegan is out until next Tuesday Feb. 16. To keep this moving forward, I thought it would be best to reply with an email, but am copying FHWA-MO, our Environment section, our TE, and IDOT to keep them in the loop, and so they can provide more input if I've missed something or need more detail while I'm gone.

The EA mentions further assessment and coordination to be done during the design phase. ESA coordination w/ USFWS is done during NEPA, not after, and as far as I am aware in IL, this process is always completed before public release (approval) of the EA. Similar to other environmental resources and impacts assessed during NEPA, we need to know what species and habitat is present, possible impacts to the species, measures to avoid or minimize adverse impacts, and result of consultation w/ USFWS (FHWA TA6640.8A). We prepare an EA when it is not clear whether our proposed action will have significant impacts (23 CFR 771.115(c)). In preparing the EA, we are required to do appropriate consultation required by applicable laws and regulations, and any necessary surveys or studies to gather appropriate data, which supports either our Finding of *No Significant Impacts* (FONSI), or our determination that there *are significant impacts* and an EIS needs to be prepared (23 CFR 771.119). To do these studies and coordination/consultation during the design phase of a project would not satisfy these requirements.

You mentioned that you have also talked to IDOT about this process. I don't know what they said, but they will have the opportunity to provide input when they review this EA next week and provide comments Feb. 19. I hope this helps.

Have a nice weekend - Jan

Janis P. Piland, P.E.
Environmental Engineer
FHWA Illinois Division Office
3250 Executive Park Drive
Springfield, Illinois 62703
217-492-4989

"We make a living by what we get; we make a life by what we give."
"Believe that life is worth living and your belief will help create the fact."

🖨️ Think before you print

Jo A. Dent

From: Christopher D. Shulse
Sent: Friday, March 04, 2016 7:40 AM
To: Jo A. Dent
Subject: FW: US 54 over Mississippi River in Louisiana, IL
Attachments: RE: US 54 over Mississippi River in Louisiana, IL

From: O'Connell, Dennis M. [<mailto:Dennis.OConnell@illinois.gov>]
Sent: Friday, February 26, 2016 8:39 AM
To: Christopher D. Shulse
Cc: Gayle Unruh
Subject: FW: US 54 over Mississippi River in Louisiana, IL

Chris,

Felecia received a response from IDNR regarding Sturgeon. Please see attached email.

Thanks – Doc

Dennis M. O'Connell
Environmental Studies Unit Chief
IDOT - District 6
(217) 785-9727
Dennis.OConnell@illinois.gov

 Please consider the environment before printing this email

From: Hurley, Felecia A
Sent: Friday, February 26, 2016 8:32 AM
To: O'Connell, Dennis M.
Cc: Runkle, Ken; Hargrove, Susan Dees
Subject: FW: US 54 over Mississippi River in Louisiana, IL

Denny,

I have already spoken to IDNR regarding Lake Sturgeon and IDNR. IDNR concluded that an adverse impact is unlikely for the Lake Sturgeon (please see attached email). Thus, no date restrictions would be required for IDNR.

From: Hargrove, Susan Dees
Sent: Friday, February 26, 2016 8:11 AM
To: Hurley, Felecia A
Subject: FW: US 54 over Mississippi River in Louisiana, IL

fyi

From: O'Connell, Dennis M.
Sent: Friday, February 26, 2016 8:10 AM
To: Hargrove, Susan Dees; Brooks, Thomas C
Subject: FW: US 54 over Mississippi River in Louisiana, IL

Do we need to send this to IDNR? If so, who is the contact now?

From: Christopher D. Shulse [<mailto:Christopher.Shulse@modot.mo.gov>]
Sent: Friday, February 26, 2016 8:06 AM
To: O'Connell, Dennis M.
Cc: Gayle Unruh
Subject: FW: US 54 over Mississippi River in Louisiana, IL

Denny – Gayle sent me the thread below. Seems like everyone is in agreement that there is no suitable habitat for lake sturgeon at the Louisiana bridge site. I spoke with Travis Moore from MDC yesterday and he does not feel that causeway/bulkhead construction, dredging, barges, or even the demolition of the old bridge would be a concern for lake sturgeon as they move through the area. There should be no need for any timing restrictions for any of these activities. We would also use millisecond delays and repelling charges on the demo since that's a standard practice to protect all fish in the area and Travis was fine with that.

I want to make sure that IDNR is in agreement with this assessment since the species is also listed as endangered in your state. Do you have a contact with them or has any consultation been conducted with IDNR?

Thanks,
Chris

Chris Shulse
Senior Environmental Specialist
Missouri Department of Transportation
P.O. Box 270, Jefferson City, MO 65101
office 573-526-6678 •cell 573-406-2207 •fax 573-522-1973
christopher.shulse@modot.mo.gov • www.modot.mo.gov/ehp/

Mission

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

From: Taylor, Christopher A [<mailto:cataylor@illinois.edu>]
Sent: Thursday, February 11, 2016 5:02 PM
To: Tiemann, Jeremy S; Hurley, Felecia A; Cummings, Kevin S
Subject: RE: US 54 over Mississippi River in Louisiana, IL

Felecia:

I agree with Travis's thoughts. There was very little rock along the IL side, mostly silt or small gravel. Not ideal habitat for Lake Sturgeon.

Chris

Chris A. Taylor, Ph.D.
Curator of Fishes and Crustaceans
Prairie Research Institute
Illinois Natural History Survey
1816 S. Oak
Champaign, IL 61820
(217) 244-2153
ctaylor@inhs.illinois.edu

From: Tiemann, Jeremy S
Sent: Thursday, February 11, 2016 4:56 PM

To: Hurley, Felecia A; Taylor, Christopher A; Cummings, Kevin S
Subject: RE: US 54 over Mississippi River in Louisiana, IL

Felecia,

Travis Moore, who covers that area for Missouri Dept of Conservation, offered this...

"I would not expect it. The one area that was confirmed below Mel Price last year and the areas where spawning activity was reported but not confirmed, have been sites near shore with large or small rock and consistent flow. Both shorelines under that bridge are mud or sand. If I remember correctly, there is a little more rock on shore on the IL side, but not a lot.

There is some evidence that they can spawn on the right gravel in deeper water, but I still would not expect it to be right under the bridge."

Jeremy Tiemann, Aquatic Zoologist
Illinois Natural History Survey
Prairie Research Institute at the University of Illinois at Urbana-Champaign
Mailing address: 1816 South Oak Street - Champaign, IL 61820
Physical address: 607 East Peabody Drive, NRB Room 96 - Champaign
Office telephone: (217) 244-4594
INHS Fax: (217) 244-0802
Email: jtiemann@illinois.edu
Staff page: <http://www.inhs.illinois.edu/~jtiemann>

From: Hurley, Felecia A [Felecia.Hurley@illinois.gov]
Sent: Thursday, February 11, 2016 11:33 AM
To: Taylor, Christopher A; Tiemann, Jeremy S; Cummings, Kevin S
Subject: US 54 over Mississippi River in Louisiana, IL

I have a fish and mussel report for the US 54 bridge over Mississippi River in Louisiana, IL. The fish portion of that report states "Given the intensive stocking efforts by the Missouri Department of Conservation into Pool 24 and the known use the Mississippi River at the U.S. Hwy 54 bridge by lake sturgeon, the species certainly occurs there." The report does not state whether there is habitat for breeding under or near the bridge. Does anyone remember whether the habitat exists in the study area for breeding? I attached the report for your convenience.

Felecia Hurley
IDOT - BDE
Environment Section
217-785-2130
felecia.hurley@illinois.gov

Letter from
City of Louisiana

MUNICIPAL OFFICES
202 SOUTH THIRD STREET
LOUISIANA, MO 63353
573.754-4132 Fax: 573.754-5869
Email:cityhall@louisiana-mo.com

BOB JENNE, CITY ADMINISTRATOR

TO: Keith Killen, MODOT
FROM: City Administrator Bob Jenne
REF: City-Owned Property
DATE: April 15, 2014

It has come to my attention that MODOT is considering the relocation of the Champ Clark Bridge to a position just south of the existing structure. The new location would have the bridge occupying land currently owned by the City of Louisiana adjacent to the Mississippi River. The purpose of this memorandum is to express to MODOT that the City of Louisiana has no intention of making this ground into a recreational park nor is there any intention of developing this property. The City's preference would be to allow MODOT to utilize this ground for the erection of the new Champ Clark Bridge.

Sincerely,



City Administrator Bob Jenne

APPENDIX F

Public and Agency Involvement

- Agency Coordination Meetings
- Community Advisory Group Meetings
- Public Meetings Summaries and Documentation

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**AGENCY
COORDINATION MEETINGS**

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Representatives from MoDOT and IDOT met with resource agencies at MoDOT's Northeast District Office, in Hannibal, MO to hold coordination meetings discuss the purpose and need for the project, the NEPA process and schedule, environmental resources and impacts, agency coordination, public involvement, and the range of alternatives.

May 14, 2012 Agency Coordination Meeting

It was determined that the purpose and need for the project is to replace a functionally obsolete bridge on Route 54, over the Mississippi River.

Army Corps of Engineers

There are two USACE districts that have jurisdiction over the project – St. Louis District and Rock Island District. The USACE will determine which district will serve as cooperating agency taking the lead on USACE issues. Most of the 404 impacts will occur in Illinois. The Sny Levee District receives funding from the USACE and provides concurrence with the USACE on projects that may affect the levee. For this purpose the project requires a Section 408 permit.

Resources in the area related to USACE permitting include the Mississippi River, wetlands, public access area to the river, a marina, a road to the south in Illinois providing sole access to private land and USFWS land south of Route 54, Indiana bat habitat, and navigational impacts. Any crossing of USACE land requires a permanent easement. It is important to maintain access to the marina. The loss of public land may require mitigation, acre for acre adjacent to the impacted public land. Route 54 is overtopped (water is to the top of the guardrail) west of the Sny Levee. Indiana bat habitat has to be checked and cleared. The USACE requests that those responsible for channel maintenance, dikes, and dredging be included in discussions concerning navigational impacts.

March 19, 2014 Agency Coordination Meeting

The purpose of the meeting was to meet with environmental agencies that will be most affected by the choice of the preferred alternative.

Keith Killen with MoDOT provided a project update since the last meeting. MoDOT met with the Sny Levee Board and the road improvements would be designed to be compatible with a 500-year levee.

A comparison of alternatives table and aerial photographs showing the extent of each alternative were distributed to the group and discussed to assist in determining the preferred alternative. MoDOT and IDOT agreed that of the Red, Yellow, and Green alternatives, the Green Downstream Alternative is preferred. This decision is based on the least impacts to resources including historic buildings; constructability; cost; and to some extent, public support. The Green alternative would impact wetlands and real estate on the Illinois side of the river. There are impacts to wetlands and real estate with respect to all of the alternatives, though impacts are greater for the Green alternative.

It was discussed that a bridge on existing alignment would require closure of the current bridge causing lengthy and publically unacceptable detours. Janis Piland of Illinois FHWA suggested that the reduction of impacts to wetlands for the Green alternative could be achieved through engineering solutions such as increasing the slope or using a retaining wall to reduce the foot print of the fill in the wetlands.

Tim Nelson, Charlie Deutsch, and Katy Fetcher of the USACE real estate section indicated that USACE lands needed for the project would by policy require one-to-one replacement. Jayne Doerr

of the USACE suggested that the type of wetland impacts that would occur at this location would most likely require five-to-one compensatory mitigation and that the USACE policy does not allow for it to be debited from the Illinois wetland bank. Mr. Deutsch stated the USACE had higher standards for wetland banks used to compensate for impacts to wetland on USACE lands. It was also noted that mitigation for wetlands on USACE lands must be undertaken on USACE lands and that additional land would need to be purchased and deeded to the USACE in any area adjacent to existing USACE holdings. Replacement of real estate itself could be used to overlap with a portion of the wetland mitigation, if it is suitable for such. However, it was subsequently explained that any wetland mitigation must be within the USACE St. Louis District, on the river side of the Sny Levee. The real estate for the land side of the levee will most likely require replacement, and wetland mitigation lands could be found that met these criteria.

Gayle Unruh of MoDOT explained that she had mitigated wetlands impact on USACE lands five to six times by developing wetlands on existing USACE lands within the USACE Kansas City District without purchasing additional land to do so. Mr. Deutsch suggested that was not the current USACE policy. The USACE indicated they would send the policy on replacement of land and mitigation to MoDOT and IDOT.

Ms. Piland mentioned that real estate held by the USACE that has diffused use such as for hunting, bird watching, or fishing is not considered a Section 4(f) property. Raegan Ball of Missouri FHWA concurred with her on that point. It appears that none of the alternatives would have Section 4(f) impacts on the south side of the existing road, in Illinois.

It was mentioned that a Section 408 permit for work over the Sny Levee be coordinated with the USACE Rock Island District.

There was discussion as to what the U.S. Fish and Wildlife Service (USFWS) may require for Indiana bat habitat. Ms. Doerr mentioned that the last electric transmission project mitigated a 1.5-acre impact to habitat with 67 acres. Denny O'Connell with IDOT stated that an Indiana bat study had been completed, but the adverse conditions had impacted the study so a follow up study would be conducted this year.

The writing of the Environmental Assessment document will be underway this spring with a submittal to FHWA in May for the first round of review. The agencies will be seeing the document in September at the next Illinois merger meeting.

The USACE will check on land replacement policies. IDOT will work on the Indiana bat contract for continued study. Mussel studies will also be conducted this spring/summer season. MoDOT will include the results of those studies in the document as well as discussions with USFWS. MoDOT will contact the USACE Rock Island District to check on their land replacement policies since they were not represented at the meeting.

COMMUNITY ADVISORY GROUP MEETINGS

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MoDOT held a series of CAG meetings comprised of area community members, to enlist their feedback on and support of the project. Meetings occurred October 9, 2012, November 13, 2012, March 12, 2013, June 7, 2013, September 18, 2013, and April 22, 2014, at Twin Pike Family YMCA, in Louisiana, MO. Representatives from MoDOT and IDOT attended the meetings.

October 9, 2012 CAG Meeting

Discussion topics included methods to share the project with others and ways to promote the next public meeting on November 8, 2012. Folders with project information were distributed to group members with discussion as to the purpose and need for the project. At this time there was no funding set aside for the project from either MoDOT or IDOT. CAG member roles were discussed. MoDOT would oversee the project with assistance from IDOT, and FHWA would make the final decision on the location of the bridge. Community members would have the opportunity to express their input.

Action items included MoDOT providing information to the communities impacted by the bypasses. IDOT would provide its plans for the Route 54 corridor in Illinois. CAG members would schedule time with key interest groups to inform them of the project. All would promote the public hearing on November 8,

November 13, 2012 CAG Meeting

Discussion topics included the agency and public involvement coordination plan, the CAG Operation Agreement, and public reaction from the November 8, 2012, public meeting. Action items included development of a project fact sheet, follow-up on a prior study in the area regarding the relocation of the bridge crossing near the railroad bridge south, possible reuses of the Champ Clark Bridge, and development of a public announcement for safety improvements that could be made to the existing bridge. A meeting will be scheduled with the Hermann Bridge Community for their input and guidance as the city previously completed a bridge replacement project. CAG members were asked to distribute posters and fact sheets where possible to encourage public awareness of the project, and to contact impacted residents to engage them in the EA process.

March 12, 2103 CAG Meeting

Discussion topics included the review of displays for the next public meeting, Route 54/Route 79 intersection improvements and community preferences, and distribution of a feedback form to be used at the next public meeting. The next step in the process is to determine reasonable alternatives for identified environmental impacts, and to obtain approval of the Purpose and Need section of the EA, in June.

June 7, 2013 CAG Meeting

Discussion topics included an update on the status of the NEPA process and exploring options for improving the Route 54/Route 79 intersection. The next NEPA merger meeting is scheduled for June 25, 2013, in Springfield, Illinois. The Alternatives for Consideration have been submitted to the Illinois FHWA. The Coast Guard provided a recommendation that the project match the existing bridge navigation opening which would be a major cost saver. MoDOT presented eight options for discussion for improving the Route 54/Route 79 intersection. Four intersection options were revised based on public comments. If intersection improvements are not undertaken in conjunction with the bridge project, future improvements would be required to compete with

regional priorities across the MoDOT Northeast District making it uncertain if or when intersection improvements would occur.

September 18, 2013 CAG Meeting

Discussion topics included an update on the status of the NEPA process and the three bridge alternatives for further study. The upcoming public meeting on October 2, 2013, would include an explanation of the three bridge alternatives that would be carried forward, as well as the four intersection alternatives. Detailed public survey data and environmental information are being collected. It was clarified that the bridge alignment option would be determined independent of the options to improve the Route 54/Route 79 intersection. Discussion of the three bridge alternatives included forested wetland impacts on the Army Corps of Engineers' land and the significance to the project. Discussion of possible intersection improvements included adding a westbound center left turn lane onto Route 79 south, the consideration of a traffic light, constructing a 3-way intersection, and defining access options to existing businesses.

April 22, 2014 CAG Meeting

An update was provided on the status of the NEPA process. Public survey information was collected for review. The vertical profile of each bridge alternative was presented. Specific improvements in Louisiana were identified. Cost estimates and right of way needs of each alternative were discussed and environmental and socioeconomic impacts were also presented. The Sny Levee board agreed to the new roadway being constructed 8 feet above the existing levee top. MoDOT and IDOT have met with the US Army Corps of Engineers concerning wetland impacts from the project. MoDOT and IDOT recommended the alternative adjacent downstream alternative (Green) as the preferred alternative for recommendation for approval to FHWA at the September NEPA/404 Merger Meeting. Options to add lighting, railing, and signage elements to the bridge were explained as well as providing pedestrian and bicycle access on the bridge. Project funding constraints were discussed. The city of Louisiana expressed their willingness to work with MoDOT and IDOT to inform the public about the bridge options. MoDOT and IDOT will meet with the Lower Salt River Association to discuss any bridge and river concerns.

November 4, 2014 CAG Meeting

An update was provided on the condition of the bridge. The bridge was closed recently for repairs that included deck sealing and replacement of expansion joints. The most recent inspection in September resulted in reducing the load posting below the current 40-ton limit. As the bridge continues to deteriorate, MoDOT and IDOT will continue to evaluate the amount of funds acceptable to keep the bridge open. Long term bridge closure would have devastating effects to Louisiana and Pike County, MO and Pike County, IL. It was asked whether an economic study has been performed to assess impacts of a bridge closure.

Available funding for bridge replacement was discussed. IDOT has funding earmarked for fiscal year 2019. Funding required is more than the yearly MoDOT Northeast District construction budget. MoDOT has existing statewide revenue, but at this time it is not enough to fund the bridge replacement and this project would have to compete for funding against other Missouri transportation projects. Any new revenue is required to be disbursed through the Missouri legislative process or from additional federal disbursements.

An update on the Environmental Assessment was provided at the meeting. All agencies have concurred with proceeding with the Green alternative. The mussel survey revealed no state or

federal protected species in the project area. MoDOT and IDOT continue to work with USACE to reach an agreement on how to mitigate the loss of wetlands due to the new bridge construction. Once a mitigation plan is approved, the Environmental Assessment will be finalized for submission to FHWA for final approval. Once the Environmental Assessment is approved, the preferred alternative will be presented to the public for comment. Due to the lack of funding at this time, the best case scenario would be to gain FHWA approval for moving into the design phase and to continue promoting the bridge for funding.

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PUBLIC MEETINGS

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PUBLIC MEETING 1 – NOVEMBER 8, 2012

The first public meeting for the U.S. Route 54 Mississippi River Bridge Environmental Assessment was held in on Thursday, November 8, 2012, from 5 p.m. until 6:30 p.m., at the Twin Pike Family YMCA, in Louisiana, MO. Public notices of the meeting were placed in the Pittsfield Pike Press, the Bowling Green Times, and the Louisiana Press Journal. A news release was issued on October 29 which highlighted the upcoming meeting and the website where project displays were made available and where comments could be made online at www.modot.org/northeast.

Displays included “Environmental Constraints”, Existing Bridge Conditions”, “Why Improvements are Needed”, “Champ Clark Bridge Facts”, “EA Process” and “Cultural and Environmental”. Additionally, a handout was provided and cards were available that promoted the ChampClarkBridge.com website.

Six MoDOT staff attended the public meeting including four from the Northeast District and two from the Central Office Environmental Section. Two representatives from the Illinois Department of Transportation also attended the meeting.

Thirty-nine community members attended the public meeting along with one television station and two newspapers. Seven written comments were received at the meeting and two comments were received by email. It was emphasized that maintaining access across the river during construction of a new bridge is essential for residents and businesses. There were several questions about the project schedule, bridge location, potential right of way acquisition, and project costs. Comments regarding bridge location included constructing a new bridge just north or just south of the existing bridge or locating a new bridge south near the railroad bridge. Other comments included whether a ferry would be provided if the bridge were replaced in the same location, the importance of providing room for bicyclists, and encouraging MoDOT and IDOT to ensure the existing bridge is as safe as possible in the interim.



U.S. 54 MISSISSIPPI RIVER BRIDGE



Help us get ready for a new
Champ Clark Bridge
 on U.S. 54!

www.champclarkbridge.com

CHAMP CLARK BRIDGE FACTS

CURRENT MINIMUM STANDARD - 28'

20'

BUILT IN 1928	BRIDGE LENGTH - 3,635'
OPENED AS A TOLL BRIDGE	MAIN NAVIGATIONAL SPAN - 419'
20' HORIZONTAL CLEARANCE	2012 AVERAGE DAILY TRAFFIC - 4,140
14' - 9" VERTICAL CLEARANCE	TRUCKS PER DAY - 621

NAMED FOR FORMER SPEAKER OF THE HOUSE JAMES BEAUCHAMP CLARK



Keep informed about this project and others by subscribing to MoDOT's free e-update service at modot.org/northeast.

Thank you for coming tonight! This public meeting is to introduce you to the environmental assessment process, a step necessary to satisfy National Environmental Policy Act requirements, and a step that will eventually help us determine the location for a new bridge.

As you are probably aware, there is no funding for a new bridge. However, we ask that you help us get ready by becoming engaged in this transparent, open process which will identify environmental impacts of this project.

Your input and ideas are valuable to this process. Please share them with us tonight, through our website, or by calling us.

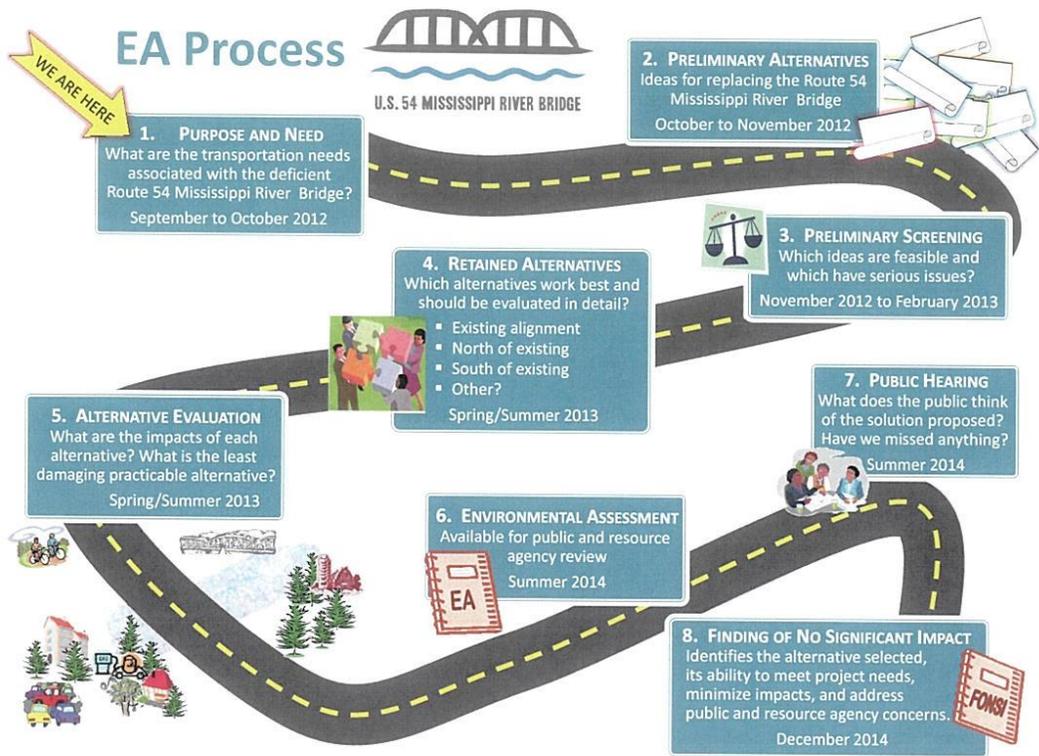
Virtual meeting
 at www.modot.org/northeast

Displays available for viewing 24/7.
 Submit comments online
Comments accepted until November 30, 2012.

1-888-275-6636
 PO Box 1067, Hannibal, MO 63401

Questions?

Call Transportation Project Manager Keith Killen at 660-385-8638 or toll-free during normal business hours 1-888-275-6636; email keith.killen@modot.mo.gov.



WHY IMPROVEMENTS ARE NEEDED

U.S. 54 MISSISSIPPI RIVER BRIDGE

IMPROVE RELIABILITY

- THE 84 YEAR OLD BRIDGE REQUIRES CONTINUAL MAINTENANCE, RESULTING IN SUBSTANTIAL EXPENSE TO TAXPAYERS AND PERIODIC CLOSURES.
- A PORTION OF THE EXISTING U.S. ROUTE 54 BETWEEN THE BRIDGE AND THE SNY LEVEE IS UNRELIABLE DURING FLOOD EVENTS.
- THE BRIDGE APPROACH ON THE ILLINOIS SIDE CREATES AN OPENING IN THE SNY LEVEE.

IMPROVE GEOMETRY

- THE ROUTE 54 BRIDGE IS TOO NARROW FOR MODERN VEHICLES AND AGRICULTURE EQUIPMENT.

WHAT DO YOU THINK IS NEEDED?

FIRST NAME	LAST NAME	BUSINESS/TITLE	ADDRESS	CITY	ZIP	TELEPHONE	CELL PHONE	E-MAIL
Ernst	Perzold	Jacobs Engineering	501 N. Broadway	St. Louis	63102	3174-395-4325		ernst.perzold@jacobs.com
Betsy Jane	Allen	Alien Realty	2006 S. Carolina St.	Louisiana	63553	573-754-4601		sheppard.aj@aliens.com
Justin	Sheppard	Jubilee Auto	303 Mansion	Louisiana	63553	573-754-4601	573-202-0031	sheppard.aj@aliens.com
Mike	Reed	Sny Island Drainage District	490 N. Main	New Canton, IL	62356	217-426-2521		mreed@snvisland.org
Brant	Engel	NECAC	16 N. Court	Bowling Green	63334	573-324-2231		benj@neccac.org
James	VanDyre	Stark Bros. Nursery	10760 Highway 96	Nebo, IL	62355	217-734-2761		ken.lane@starkbros.com
Ken	Lane	P.O. Box 1800	1517 W. Adams	Louisiana	63353			g.dobearse@voynell.org
Greg	Dobearse	Pike Station	105 Dobearse Dr.	Auburn, IL	62692	217-438-6599		g.dobearse@voynell.org
Ray	Dobearse	Louisiana Press Journal	3408 Georgia	Louisiana	63353	573-754-4031		liles@lpsj.net
Dave	Moller	Louisiana R-II Schools	3321 W. Georgia	Louisiana	63353	573-754-5566		karatac@stbcglobal.net
Kathy	Raidiff	Mayor-City of Bowling Green	16 West Church	Louisiana	63353		573-560-8221	
Jim	Moore	755 Arrow Ave.	12752 330 St.	Bowling Green	63334	573-324-5451		
Robert	Minor	1 Skylene	222 Georgia St.	Louisiana	63353	573-754-5031		
Jerry	Rodhouse	12752 330 St.	202 S. Third	Pleasant Hill, IL	62366	217-481-4686		
Bob	Mustell	Mercantile Bank	202 S. Third	Louisiana	63353	573-754-5988		bgtriff1067@stbcglobal.net
Bruce	Griffith	Mayor-City of Louisiana	614 Georgia	Louisiana	63353	573-754-6643		
Tom	Wallace	10305 Highway 79	614 Georgia	Louisiana	63353	573-754-4132		
Kathy	Smith	Bunge North America	701 Kelly Lane	Louisiana	63353	800-392-0205		garon.bell@bunge.com
Aaron	Ball	Pro-Poly LLC	10305 Highway 79	Louisiana	63353	573-754-4060		
Bob	Ringhausen	LA Auto Sales	3300 Georgia	Louisiana	63353	573-754-3001		lamauto@yahoo.com
Rick & Sharon	Silvey	City of Louisiana	202 S. Third	Louisiana	63353	573-754-0047		cityhall@louisiana-mo.com
Bob	Jenne	1905 Georgia St.	401 Saurm Dr.	Louisiana	63401	816-305-7903		walterc2@att.net
Waller	Logan	HNTB Corp.	P.O. Box 1800	Hannibal	63401	816-305-7903		glv@hntb.com
Gretchen	Ivy	Stark Bros. Nursery	701 Georgia	Louisiana	63353	573-754-8302		
Cameron	Brown	The Studio at Seventh	115 West Main	Louisiana	63102	314-335-4482		ood.liles@jacobs.com
Jon	Moran	Pike County Commissioner	115 West Main	St. Louis	63394	573-324-2412		
Rod	Riley	Jacobs Engineering	P. O. Box 447	Bowling Green	63353	573-754-3285		groone@bjr-river.net
Curt	Mitchell	Pike County Commissioner	P. O. Box 447	Louisiana	63353	573-754-5032		lones@rmail.com
Dr. Randall	Cone	Two Rivers Marina	901 N. Third	Louisiana	63353	573-754-5032		info@twrivermarina.com
Joseph	Shifman	MECO Engineering, Inc.	13465 US Highway 54	Rockport	62370	217-437-2321		midtendorf@meconginsering.com
Becky	Chilwood	Resource Forge LLC	116 S. Madison	Pittsfield, IL	62363	217-491-2400		harr@resourceforge.com
Max	Middendorf	Pike Press	1008 Georgia	Louisiana	63353	636-699-6328		bzumwalt@campbellpublication.net
Bart	Niedner	Eagles Nest	P. O. Box 70	Pittsfield, IL	62363	217-295-2345		
Beth	Zumwalt	Resource Forge LLC	217 Georgia	Louisiana	63353	573-754-9888		
John	Stocketley	J. F. Brennan Co.	1008 Georgia	Louisiana	63353	636-219-4073		michelle@resourceforge.com
Michelle	Niedner	Louisiana City Council	820 Bainbridge St.	LatCrosse, WI	54602	608-784-7173		gillaspie@libertarian.com
Jeana	Gillaspie	LaCrosse Lumber Co.	1102 Georgia	Louisiana	63353	573-253-8015		procks@stbcglobal.net
Robyn	Morris	P. O. Box 468	P. O. Box 468	Louisiana	63353	573-754-4533		kreeky@lacrosselumber.com
Kevin	Keely							



Missouri Department of Transportation
 1711 S. Route 61
 Hannibal, MO 63401

**US 54 Champ Clark Bridge
 Mississippi River at Louisiana**

Thursday, November 8, 2012

Your comments are appreciated.

You can leave your comments with us tonight, mail your comments in the envelope provided by November 30, 2012, or you may call us toll free at 1-888-275-6636. Thank you for your input.

Name Kevin Keely La Crosse Lumber
 Address PO Box 468
 City, State Zip Louisiana MO 63353
 Telephone # 754-4533
 E-Mail kkeely@lacrosselumber.com

Please check this box if you would to receive e-mail updates about projects in your area

COMMENTS:

Would the cost include a ferry
during the construction, if you were to
replace the bridge at its current
location? This town has several
business that have a good part of
there sales dependent on ILL people.
Our business makes several deliveries
to ILL on a daily or weekly basis.



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Name Greg Dolbeare
 Address 517 W Adams
 City, State Zip Auburn, IL 62692
 Telephone # 217-438-6599
 E-Mail gdolbeare@royell.org

Please check this box if you would to receive e-mail updates about projects in your area

COMMENTS:

I would favor an alignment close to present location as I own property between bridges that I am developing as a grain elevator. My entrance off the highway will have to handle truck traffic.

~~The~~ Sometime I would like to talk with you at your office or down on the site to give you my perspective

I own ≈ 100 acres or less that I purchased from the KCS (rr) - BASICALLY I own everything between the rr bridge & car bridge except what was taken by the Federal Govt for pool 2x



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You can leave your comments with us tonight, mail your comments in the envelope provided by November 30, 2012, or you may call us toll free at 1-888-275-6636. Thank you for your input.

Name Bruce Griffith
 Address 321 N. Main
 City, State Zip Louisiana, MO 63353
 Telephone # 573-754-6643
 E-Mail bgriff1961@spcglobal.net

Please check this box if you would to receive e-mail updates about projects in your area

COMMENTS:

¹⁵⁵ If the railroad bridge is also scheduled for replacement, then please consider a superstructure which would reduce expense and kill 2 birds w/ one stone.

Secondly ~~At~~, most importantly, ~~to~~ put this new bridge in or very near Louisiana. It would devastate the area economically if it was put somewhere else.

Third - Double Lane bridge to accommodate future need for a 3-4 lane highway.

Thank You!
 Bruce Griffith



Please document for Champ Clark Bridge public comment - phone call
Marisa L Ellison to: Keith Killen, Brian Haeffner

10/31/2012 12:21 PM

1 attachment



att6owhs.gif

Jim Koeller, New Canton, IL
217-242-2731

Farms on Illinois side near US 54 and Bridge

Was involved in the new bridge at Hannibal (piers under roadway vs. earth)

If we decide to raise U.S. 54 on Illinois side between the bridge and the Sny Levee, please use a similar design as the Mark Twain Bridge on the Illinois side. The shear volume of the water (deep and fast) will take out anything under the roadway. Please consider using stilts or piers. Thank you.

Marisa L. Brown-Ellison, MBC, Customer Relations Manager

MoDOT Northeast District - Hannibal

573-248-6845



Keith,
I appreciate you and your colleagues listening to me at the MODOT public hearing on November 8th in Louisiana regarding input on observations and recommendations for a proposed new bridge. Since none of the CAG group or the public are either structural engineers nor necessarily experts on transportation flow I will confine my comments to what is, in my view, an immediate issue. Namely, Public Safety.

I am from the Western Illinois area having lived in Griggsville, Illinois through high school and in the area through college. Further, I own Stark Bro's Nurseries in Louisiana, MO and have a farm South of Atlas, Illinois. In the case of my personal life I have crossed the bridge for 52 years. As I mentioned my recollection is that the CCB is the site of numerous accidents to include lost mirrors, injuries and as you know the senseless death of a of my son, Kyle by a logging truck on December 14, 2011. Everyone acknowledges that the CCB was constructed in an era that the Model A Ford and one row corn pickers would safely pass. As one knows the bridge is a 20' opening with a 12" median yellow markers. An 18 wheeler by law cannot exceed 8' 6" so that is 17' for two. Therefore, the clearance for two semi-trailer trucks leaves inches to avoid contact all given that both drivers are positioning perfectly in their lane. It will remain unsafe until a wider bridge is constructed. What I am recommending can be accomplished immediately, help save property and lives and not cost the tens of millions to provide public safety.

I own two companies that use large vehicles to transport millions of Stark Bro's trees annually to and from Illinois and Missouri and an Illinois farm that sells grain at the Bunge terminal in Clarksville. So I understand the value to me and many other companies to the convenient transportation the bridge offers.

My assume is the CCB will not be replaced for at least the next five years and perhaps not even at its present location. What I recommend is a system of signs and signals that require large vehicles to have individual access to the CCB. For years local, but not all, farmers and others have had State Police or local police block one entrance while a wide load moves safely across the bridge. I am not the expert on what systems are available so I would differ to you as to what safety equipment is available that ensures safe passage and not onerous to interstate commerce.

Respectfully submitted comments,
Cameron G. Brown
Stark Bro's Nurseries & Orchards Co
Louisiana, MO 63353

PUBLIC MEETING 2 – MARCH 21, 2103

The second public meeting for the U.S. Route 54 Mississippi River Bridge Environmental Assessment was held Thursday March 21, 2013, from 5 p.m. until 6:30 p.m., in Louisiana, MO, at the Twin Pike Family YMCA. Public notices for the meeting were placed in the Pittsfield Pike Press, the Bowling Green Times, and the Louisiana Press Journal. A news release was issued on March 21 highlighting the upcoming meeting and the website where project displays were made available and where comments could be made online at www.modot.org/northeast.

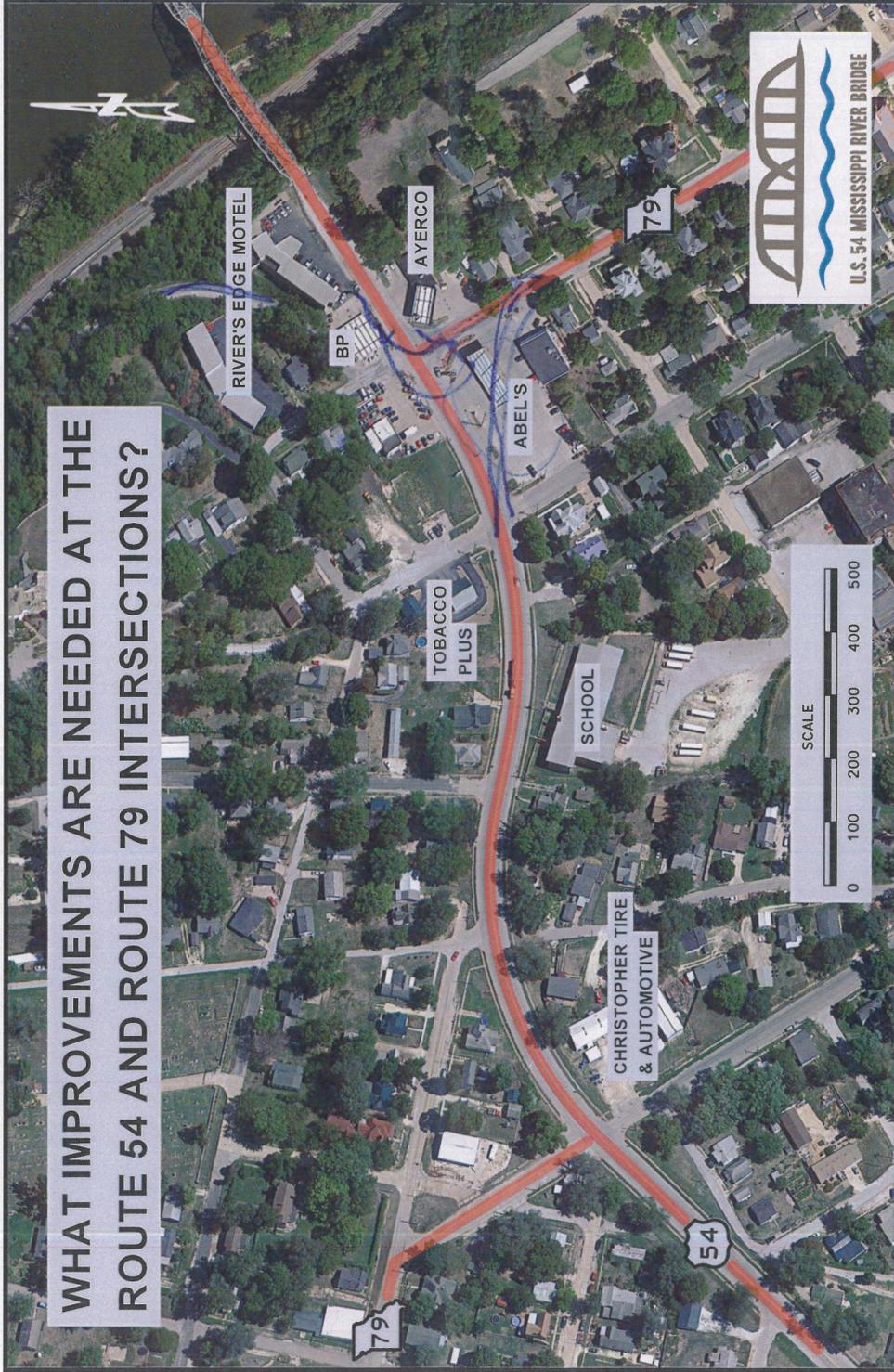
Displays included “No Build and Rehabilitation Alternatives”, “Partial Replacement and Existing Location Alternative”, “Upstream Alternative”, “Downstream Alternative”, “Upstream Alternative with Improved Alignment”, “Skewed Downstream Alternative”, “Eliminated Alternatives” and “Environmental Assessment Process”. Additionally, a handout was provided entitled “Pros & Cons for each alternative” and a comment form was distributed to the public for providing feedback on each alternative.

Five MoDOT staff attended the public meeting including four from the Northeast District and one from the Central Office Environmental Section. One representative from the Illinois Department of Transportation also attended the meeting.

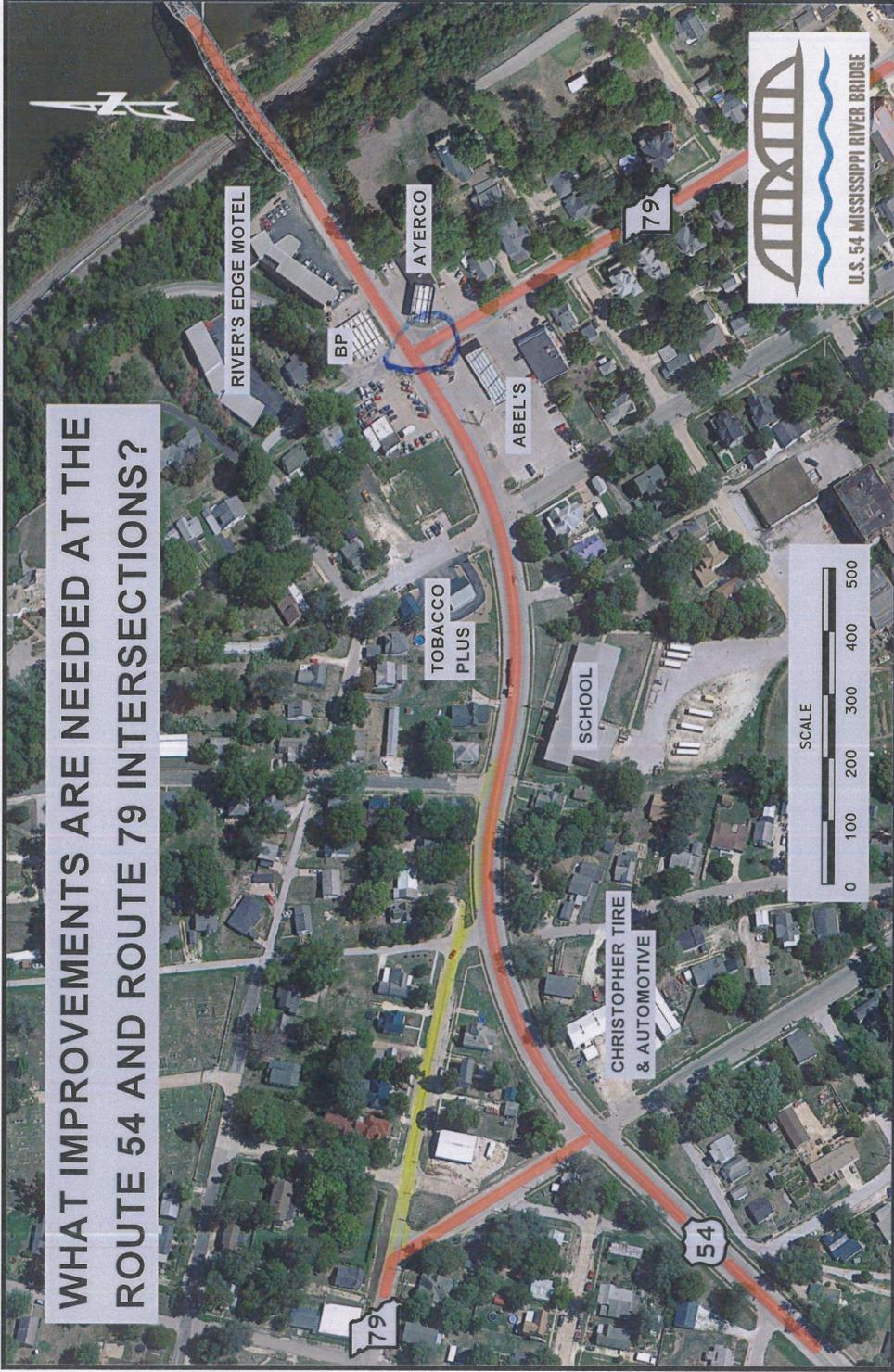
Sixty community members attended the public meeting. Local media in attendance included two television stations and two newspapers. Fifteen written comments were received at the meeting and seven comments were received by email. The Upstream Alternative (Red) and Downstream Alternative (Green) received the most support with the Adjacent Upstream with Improved Alignment Alternative (Yellow) also receiving supportive comments. One member of the public preferred the Partial Replacement Alternative and one person preferred the Existing Location Alternative if a ferry could be provided during construction. Maintaining access across the river during construction was consistently supported. Several community members agreed that addressing the Route 54 and Route 79 intersections is needed including larger intersections for bigger trucks and for maintaining access to the historic downtown area.

Elementary, Access historic downtown

WHAT IMPROVEMENTS ARE NEEDED AT THE ROUTE 54 AND ROUTE 79 INTERSECTIONS?



WHAT IMPROVEMENTS ARE NEEDED AT THE ROUTE 54 AND ROUTE 79 INTERSECTIONS?



stop lights

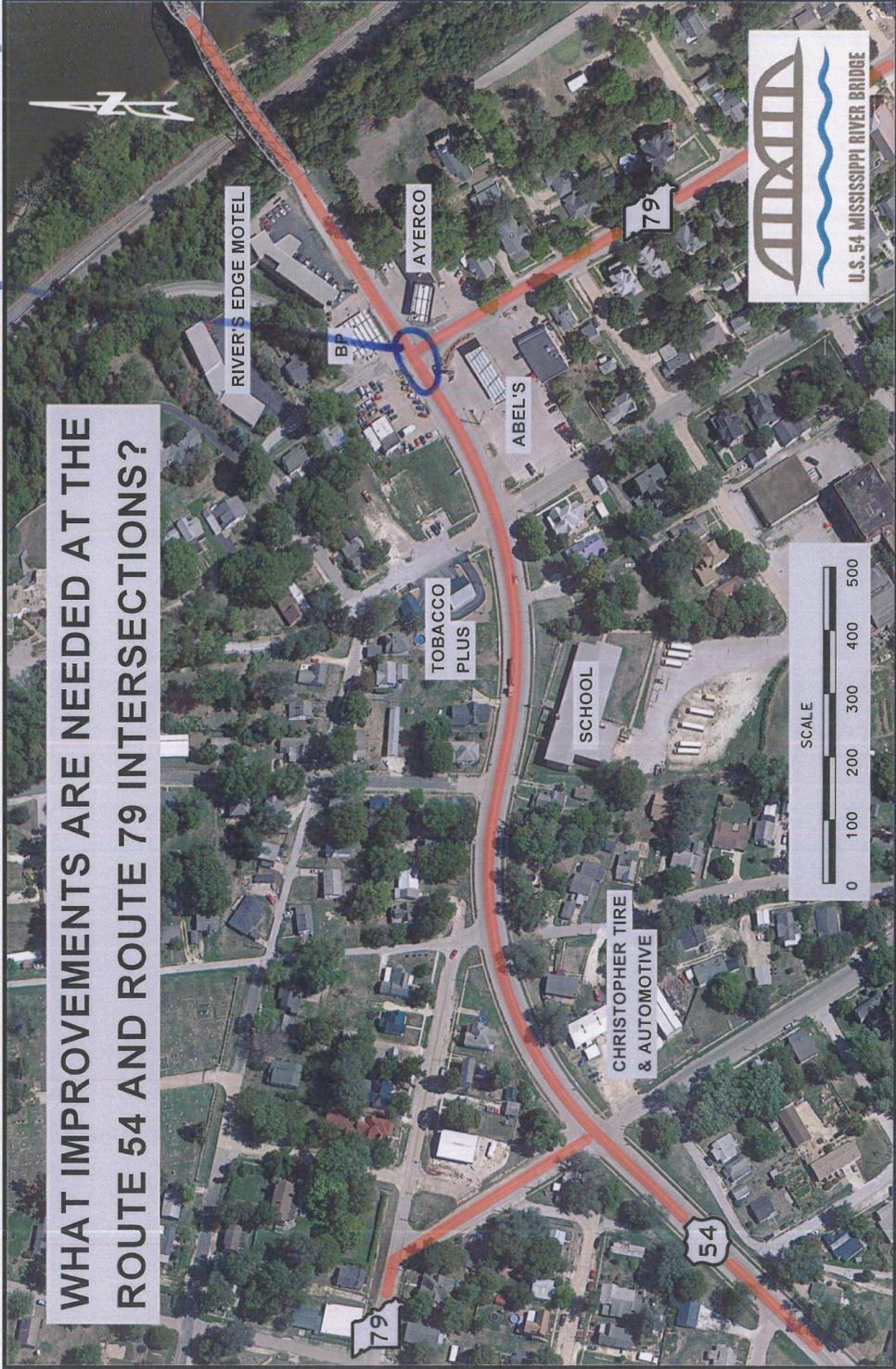
Straight road for 79

**WHAT IMPROVEMENTS ARE NEEDED AT THE
ROUTE 54 AND ROUTE 79 INTERSECTIONS?**



*Retain this as stop sign
or stop light.*

**WHAT IMPROVEMENTS ARE NEEDED AT THE
ROUTE 54 AND ROUTE 79 INTERSECTIONS?**



TITLE	FIRST NAME	LAST NAME	BUSINESS	ADDRESS	CITY	STATE	ZIP	TELEPHONE	CELL PHONE	E-MAIL
	Jaime	Aslin	Two Rivers Marina	13495 US Highway 54	Rockport	MO	62370	217-437-2321		jamie@tworiversmarina.com
	Ovalle	Bell	Ameren	1200 Iowa	Louisiana	MO	63353	573-754-4265		ovalle@tworiversmarina.com
	Mike	Betts		15498 Cowpasture Road	Bowling Green	MO	63334	573-324-5774		betts@tworiversmarina.com
	Shane	Betts		15435 Pike 139	Bowling Green	MO	63334	573-324-5774		shane@tworiversmarina.com
	Jimmy	Blakomone		326 West Perry	Pittsfield	IL	62363	217-285-4010		blakomone@tworiversmarina.com
	Cindy	Blakomone	State Farm Insurance	201 Georgia	Louisiana	MO	63353	573-754-5575		cindy@tworiversmarina.com
	Tracy	Butler		604 West Jefferson	Pittsfield	IL	62363	217-285-4577		tracy@tworiversmarina.com
	Vicky	Butler		604 West Jefferson	Pittsfield	IL	62363	217-285-4577		vicky@tworiversmarina.com
	Bill	Carpenter		37282 115th Avenue	Noboo	IL	62355	217-734-2089		bill@tworiversmarina.com
	Standy	Carpenter		600 Maple St	Louisiana	MO	63353			standy@tworiversmarina.com
	Graco	Cattell		13495 US Highway 54	Rockport	IL	62370	217-437-2321		graco@tworiversmarina.com
	Becky	Chitwood	Two Rivers Marina	15292 State Highway 96	Pleasant Hill	IL	62366	217-734-2970		becky@tworiversmarina.com
	Dennis M.	Collard	Mississippi Valley Lodging	14043 Highway 54	Rockport	IL	62370	217-430-1332		dennis@tworiversmarina.com
	Mike	Collard		P. O. Box 447	Louisiana	MO	63353	573-754-3285		micollard@tworiversmarina.com
Dr.	Rendall	Cone	Pike Station	517 W. Adams	Auburn	IL	62692	217-438-6599		rendall@tworiversmarina.com
	Greg	Dolbear	Dolbear Farms	Route 1 - 47B	Noboo	IL	62355	217-734-9365		greg@tworiversmarina.com
	Roberta	Dolbear		208 Lillian Dr.	Louisiana	MO	63353			roberta@tworiversmarina.com
	Susan	Donelson	NECAC	16 N. Court	Bowling Green	MO	63334	573-324-2231		susan@tworiversmarina.com
	Brent	Engel	Chiropractic Health Center	122 South Third St.	Louisiana	MO	63353			brent@tworiversmarina.com
	Eric	Gearing	Mercantile Bank	209 Forest Hill Drive	Louisiana	MO	63353	573-754-6643		eric@tworiversmarina.com
	Bruce	Giffith		201 West Capital Ave., Room 405	Louisiana	MO	63353	573-754-6365		bruce@tworiversmarina.com
	James	Giffith		22385 Pike 118	Jefferson City	MO	65101	573-751-4023		james@tworiversmarina.com
The Honorable	James	Hansen	Missouri House of Representatives	201 West Capital Ave., Room 405	Louisiana	MO	63353	573-754-6365		jhansen@tworiversmarina.com
	Jack	Huckstep	Riverside Mech Shop	22385 Pike 118	Louisiana	MO	63353	573-754-5243		jack@tworiversmarina.com
	Donna	Koehler	Farmer	2239 245th Avenue	New Canton	IL	62356	217-242-2731		donna@tworiversmarina.com
	Jim	Koehler	Farmer	206 Lillian Dr.	Louisiana	MO	63353			jim@tworiversmarina.com
	Chris	Koehler		3 Lee Lane	Vandalia	MO	63382	573-594-6024		chris@tworiversmarina.com
	L. E.	Kohl		902 N. Third	Louisiana	MO	63353	573-754-4078		le@tworiversmarina.com
	Mary	Littrell		1905 Georgia St.	Louisiana	MO	63353	573-754-5355		mary@tworiversmarina.com
	Walter	Logan	Callumet	315 East Ave.	Louisiana	MO	63353	573-754-6211 x200		walter@tworiversmarina.com
	Donna	Meyers	MECO Engineering, Inc.	116 S. Madison	Pittsfield	IL	62363	217-491-2400		donna@tworiversmarina.com
	Max	Middendorf		30807 Pike 219	Clarksville	MO	63336	573-242-3439		max@tworiversmarina.com
	Cathy	Mitchell	Pike County Commissioner	115 West Main	Bowling Green	MO	63334	573-324-2412		cathy@tworiversmarina.com
	Curt	Moller	Louisiana Press Journal	3408 Georgia	Louisiana	MO	63353	573-754-5566		curt@tworiversmarina.com
	Dave	Moran	The Studio at Seventh	701 Georgia	Louisiana	MO	63353			dave@tworiversmarina.com
	Jon	Moran		11292 Highway 79	Louisiana	MO	63353	573-754-6373		jon@tworiversmarina.com
	Ann	Narramore		1088 Georgia	Louisiana	MO	63353	573-754-6373		ann@tworiversmarina.com
	Jerry	Narramore	Resource Forge LLC	402 Hanson	Louisiana	MO	63353	636-698-6328		jerry@tworiversmarina.com
	Bert	Nearner	Resource Forge LLC	16 West Church	Louisiana	MO	63353	636-219-4073		bert@tworiversmarina.com
	Michelle	Nearner		23910 Pike 248	Louisiana	MO	63353	573-324-5451		michelle@tworiversmarina.com
	Carolyn	Norton	City of Bowling Green	14196 265th St.	Louisiana	MO	63353	573-754-6859		carolyn@tworiversmarina.com
	Rita	Orf		490 N. Main	Rockport	IL	62370	217-257-4904		rita@tworiversmarina.com
	Jimmy	Pezbor	Shy Island Drainage District	8649 Highway 79	New Canton	IL	62356	217-426-2521		jimmy@tworiversmarina.com
	Rich	Remsay		10415 Highway 79	Louisiana	MO	63353	573-754-4510		rich@tworiversmarina.com
	Mike	Reed	Wayne B. Smith, Inc.	614 Georgia	Louisiana	MO	63353	573-754-4566		mike@tworiversmarina.com
	Gerard	Resident	Eagles Nest	217 Georgia	Louisiana	MO	63353	573-754-9889		gerard@tworiversmarina.com
	Smith	Smith	I.U.O.E. Local 513	729 Frankford Road	Louisiana	MO	63353	636-299-3971		smith@tworiversmarina.com
	Kathy	Stoekley			Louisiana	MO				kathy@tworiversmarina.com
	John	Sudderth			Louisiana	MO				john@tworiversmarina.com
	Gabo	Sudderth			Louisiana	MO				gabo@tworiversmarina.com

If you have the opinion one of the options below should be further explored, please select your choice(s) and share comments:

- No-Build - do nothing to the existing bridge. This option is used for comparison purposes in the EA.
COMMENT: _____
- Rehabilitation - extend current bridge's life by rehabilitation similar to 1983, 1999 & 2005 rehab projects.
COMMENT: _____
- Partial Replacement - removes the existing bridge deck and steel truss superstructure and replace with new girders and new deck. COMMENT: _____
- Existing Location - removes the existing deficient bridge and constructs a new bridge in same location.
COMMENT: _____

Adjacent Upstream with Improved Alignment - construct a new two-lane bridge generally north of the existing bridge that flattens the curves on both ends.
COMMENT: _____

Adjacent Upstream - construct a new two-lane bridge approximately 50 feet north of the existing bridge avoids the marina on the east end.
COMMENT: *This is the best possible choice*

Adjacent Downstream - construct a new two-lane bridge approximately 50 feet south of the existing bridge.
COMMENT: _____

Skewed Downstream - construct a new two-lane bridge adjacent to the existing bridge on the west that deflects away from the existing bridge to the east.
COMMENT: _____

Your comments are appreciated. You may also go online to share your feedback at www.modot.org/northeast. Thank you for your time and input.

What do you think? Please select...

Please check which of these locations or alternatives would be your choice when considering the U.S. 54 Mississippi River Bridge at Louisiana. If you have the opinion one of the options below should be further explored, please circle your choice(s). Please share your comments on back about each of these or just the ones you choose. Thank you for your feedback.

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Partial Replacement - removes the existing bridge deck and steel truss superstructure and replace with new girders and new deck.

Existing Location - removes the existing deficient bridge and constructs a new bridge in same location.

Adjacent Upstream with Improved Alignment - construct a new two-lane bridge generally north of the existing bridge that flattens the curves on both ends.

Adjacent Upstream - construct a new two-lane bridge approximately 50 feet north of the existing bridge avoids the marina on the east end.

Adjacent Downstream - construct a new two-lane bridge approximately 50 feet south of the existing bridge.

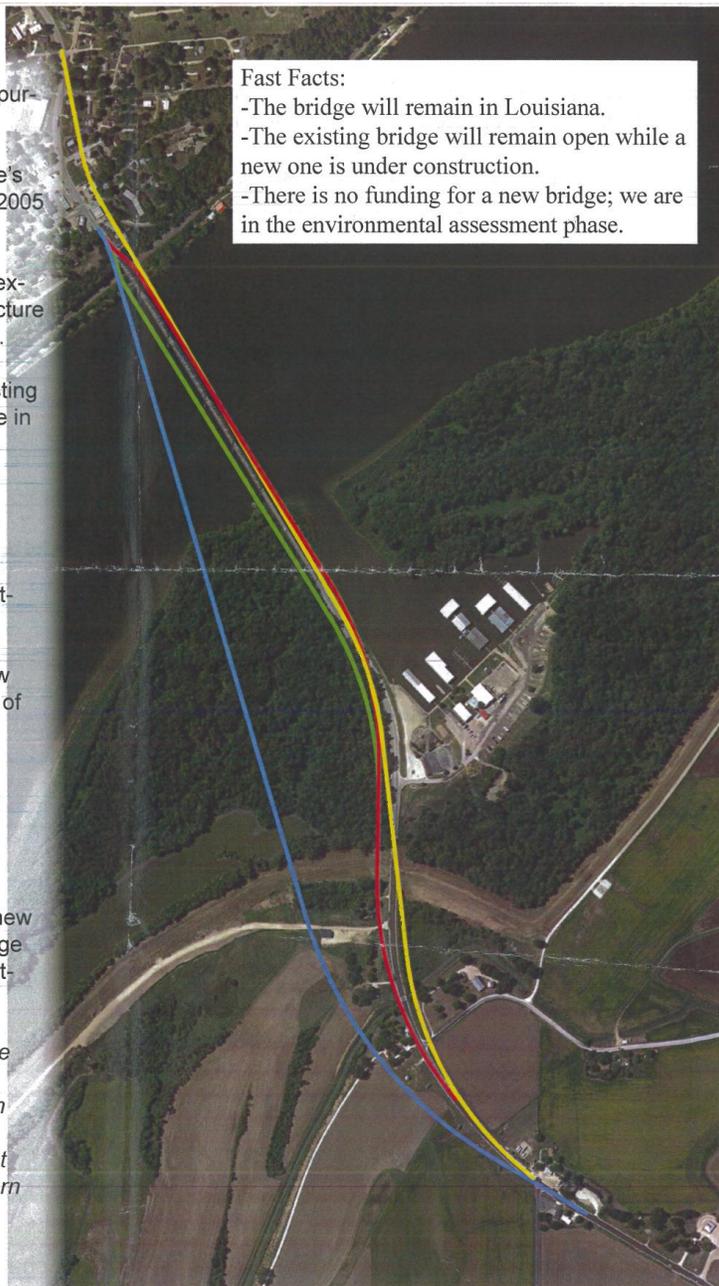
Skewed Downstream - construct a new two-lane bridge adjacent to the existing bridge on the west that deflects away from the existing bridge.

Alternatives Considered but Eliminated - The far upstream alternative would construct a new bridge approximately 1/2 mile upstream of the existing bridge. The far downstream alternative would construct a new bridge just upstream of the existing Kansas City Southern Railway bridge.

Please make comments on back or online at modot.org/northeast.

Fast Facts:

- The bridge will remain in Louisiana.
- The existing bridge will remain open while a new one is under construction.
- There is no funding for a new bridge; we are in the environmental assessment phase.



What do you think? Please select...

Please check which of these locations or alternatives would be your choice when considering the U.S. 54 Mississippi River Bridge at Louisiana. If you have the opinion one of the options below should be further explored, please circle your choice(s). Please share your comments on back about each of these or just the ones you choose. Thank you for your feedback.

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Existing Location - removes the existing deficient bridge and constructs a new bridge in same location.

Adjacent Upstream with Improved Alignment - construct a new two-lane bridge generally north of the existing bridge that flattens the curves on both ends.

Adjacent Upstream - construct a new two-lane bridge approximately 50 feet north of the existing bridge avoids the marina on the east end.

Adjacent Downstream - construct a new two-lane bridge approximately 50 feet south of the existing bridge.

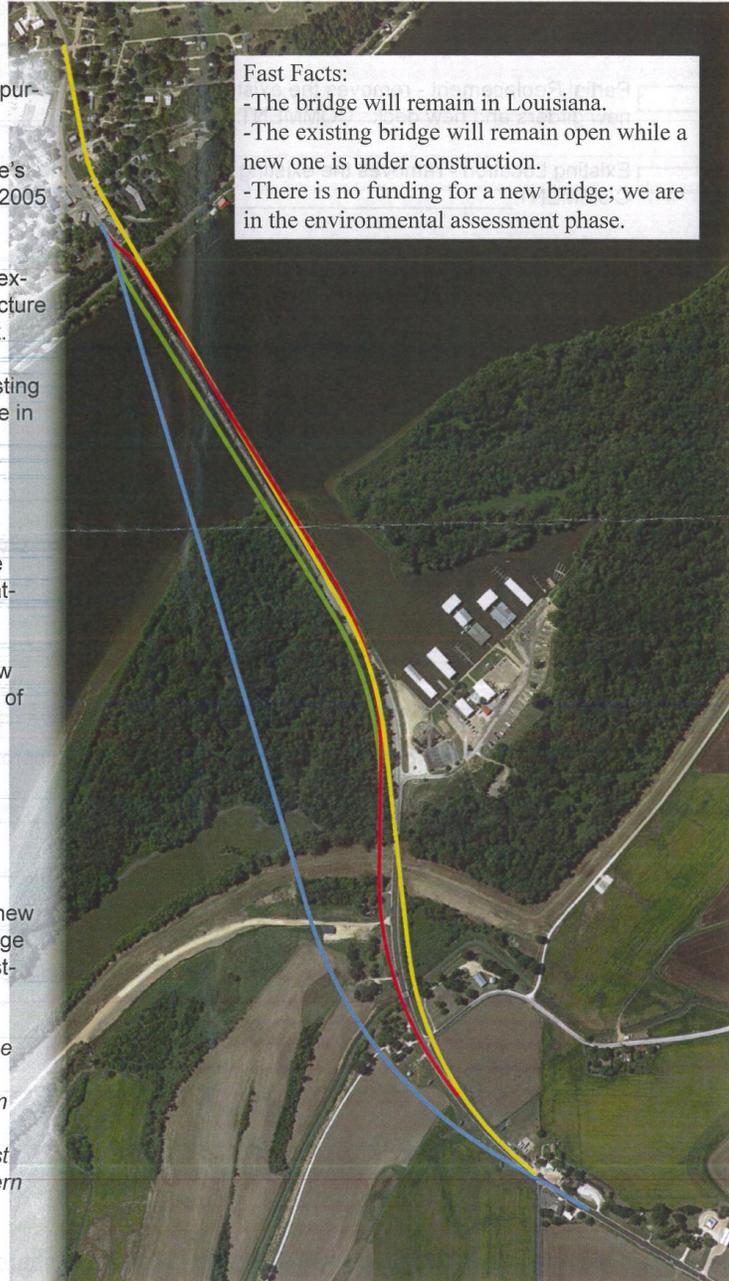
Skewed Downstream - construct a new two-lane bridge adjacent to the existing bridge on the west that deflects away from the existing bridge.

Alternatives Considered but Eliminated - The far upstream alternative would construct a new bridge approximately 1/2 mile upstream of the existing bridge. The far downstream alternative would construct a new bridge just upstream of the existing Kansas City Southern Railway bridge.

Please make comments on back or online at modot.org/northeast.

Fast Facts:

- The bridge will remain in Louisiana.
- The existing bridge will remain open while a new one is under construction.
- There is no funding for a new bridge; we are in the environmental assessment phase.



Pls. Do not even consider closing bridge for any extended time

If you have the opinion one of the options below should be further explored, please select your choice(s) and share comments:

No-Build - do nothing to the existing bridge. This option is used for comparison purposes in the EA.
COMMENT: _____

Rehabilitation - extend current bridge's life by rehabilitation similar to 1983, 1999 & 2005 rehab projects.
COMMENT: _____

Partial Replacement - removes the existing bridge deck and steel truss superstructure and replace with new girders and new deck. COMMENT: _____

Existing Location - removes the existing deficient bridge and constructs a new bridge in same location.
COMMENT: _____

Adjacent Upstream with Improved Alignment - construct a new two-lane bridge generally north of the existing bridge that flattens the curves on both ends.
COMMENT: _____

Adjacent Upstream - construct a new two-lane bridge approximately 50 feet north of the existing bridge avoids the marina on the east end.

COMMENT: *But imperative to have easy
get off of 54 to go south on 79.*

Adjacent Downstream - construct a new two-lane bridge approximately 50 feet south of the existing bridge.
COMMENT: _____

Skewed Downstream - construct a new two-lane bridge adjacent to the existing bridge on the west that deflects away from the existing bridge to the east.
COMMENT: _____

Your comments are appreciated. You may also go online to share your feedback at www.modot.org/northeast. Thank you for your time and input.

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- Rehabilitation - extend current bridge's life by rehabilitation similar to 1983, 1999 & 2005 rehab projects.
COMMENT: _____
- Partial Replacement - removes the existing bridge deck and steel truss superstructure and replace with new girders and new deck. COMMENT: _____
- Existing Location - removes the existing deficient bridge and constructs a new bridge in same location.
COMMENT: _____

Adjacent Upstream with Improved Alignment - construct a new two-lane bridge generally north of the existing bridge that flattens the curves on both ends.
COMMENT: _____

Adjacent Upstream - construct a new two-lane bridge approximately 50 feet north of the existing bridge avoids the marina on the east end.
COMMENT: 2nd choice

Adjacent Downstream - construct a new two-lane bridge approximately 50 feet south of the existing bridge.
COMMENT: 1st choice

Skewed Downstream - construct a new two-lane bridge adjacent to the existing bridge on the west that deflects away from the existing bridge to the east.
COMMENT: _____

Your comments are appreciated. You may also go online to share your feedback at www.modot.org/northeast. Thank you for your time and input.

If you have the opinion one of the options below should be further explored, please select your choice(s) and share comments:

- No-Build - do nothing to the existing bridge. This option is used for comparison purposes in the EA.
COMMENT: _____
- Rehabilitation - extend current bridge's life by rehabilitation similar to 1983, 1999 & 2005 rehab projects.
COMMENT: _____
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- Existing Location - removes the existing deficient bridge and constructs a new bridge in same location.
COMMENT: _____

Adjacent Upstream with Improved Alignment - construct a new two-lane bridge generally north of the existing bridge that flattens the curves on both ends.
COMMENT: _____

Adjacent Upstream - construct a new two-lane bridge approximately 50 feet north of the existing bridge avoids the marina on the east end.
COMMENT: *Prefer this option - Least disruptive to businesses, environment*

Adjacent Downstream - construct a new two-lane bridge approximately 50 feet south of the existing bridge.
COMMENT: _____

Skewed Downstream - construct a new two-lane bridge adjacent to the existing bridge on the west that deflects away from the existing bridge to the east.
COMMENT: _____

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COMMENT: _____
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COMMENT: _____
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- Existing Location - removes the existing deficient bridge and constructs a new bridge in same location.
COMMENT: _____

Adjacent Upstream with Improved Alignment - construct a new two-lane bridge generally north of the existing bridge that flattens the curves on both ends.
COMMENT: _____

Adjacent Upstream - construct a new two-lane bridge approximately 50 feet north of the existing bridge avoids the marina on the east end.
COMMENT: *Prefer this option over other less crossing over old bridge*

Adjacent Downstream - construct a new two-lane bridge approximately 50 feet south of the existing bridge.
COMMENT: _____

Skewed Downstream - construct a new two-lane bridge adjacent to the existing bridge on the west that deflects away from the existing bridge to the east.
COMMENT: _____

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COMMENT: _____
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COMMENT: _____

Adjacent Upstream with Improved Alignment - construct a new two-lane bridge generally north of the existing bridge that flattens the curves on both ends.
COMMENT: _____

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COMMENT: _____

Adjacent Downstream - construct a new two-lane bridge approximately 50 feet south of the existing bridge.
COMMENT: _____

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COMMENT: _____

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COMMENT: _____

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COMMENT: _____

Adjacent Upstream - construct a new two-lane bridge approximately 50 feet north of the existing bridge avoids the marina on the east end.
COMMENT: _____

Adjacent Downstream - construct a new two-lane bridge approximately 50 feet south of the existing bridge.
COMMENT: *Minimal disruption to business & local traffic*

Skewed Downstream - construct a new two-lane bridge adjacent to the existing bridge on the west that deflects away from the existing bridge to the east.
COMMENT: _____

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What do you think? Please select...



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Adjacent Upstream with Improved Alignment - construct a new two-lane bridge generally north of the existing bridge that flattens the curves on both ends.

Adjacent Upstream - construct a new two-lane bridge approximately 50 feet north of the existing bridge avoids the marina on the east end.

Adjacent Downstream - construct a new two-lane bridge approximately 50 feet south of the existing bridge.

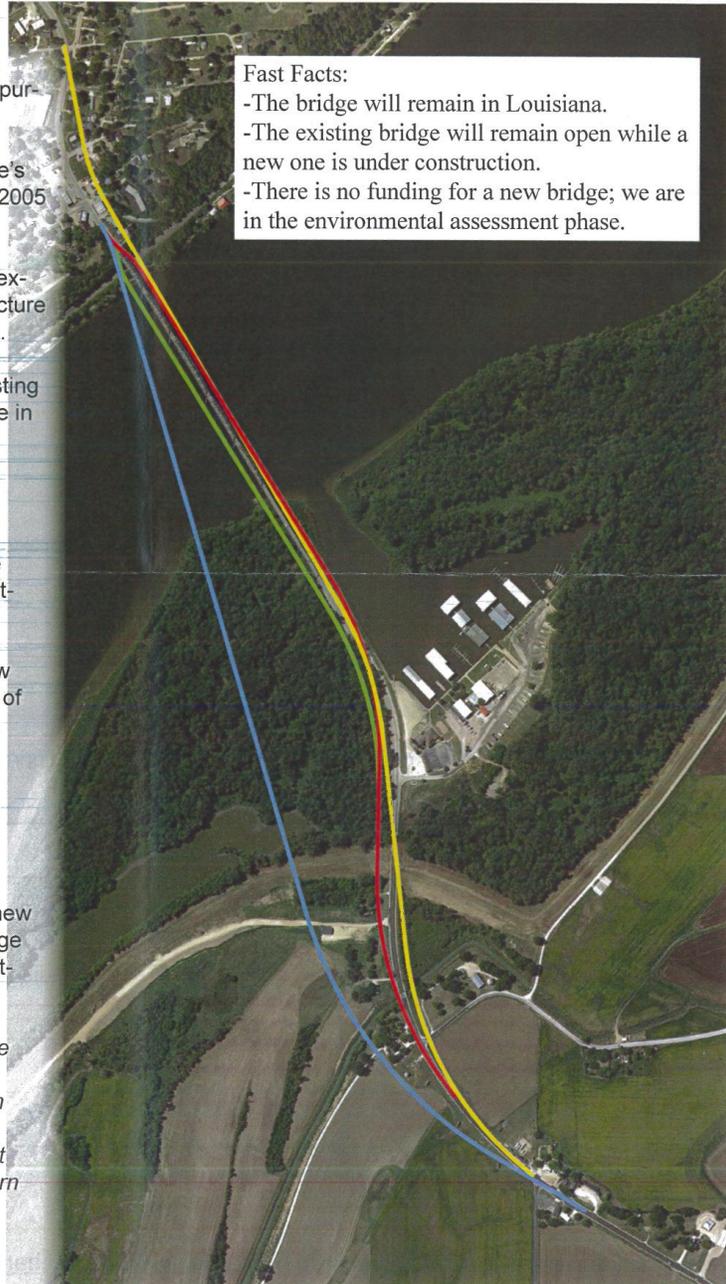
Skewed Downstream - construct a new two-lane bridge adjacent to the existing bridge on the west that deflects away from the existing bridge.

Alternatives Considered but Eliminated - The far upstream alternative would construct a new bridge approximately 1/2 mile upstream of the existing bridge. The far downstream alternative would construct a new bridge just upstream of the existing Kansas City Southern Railway bridge.

Please make comments on back or online at modot.org/northeast.

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- There is no funding for a new bridge; we are in the environmental assessment phase.



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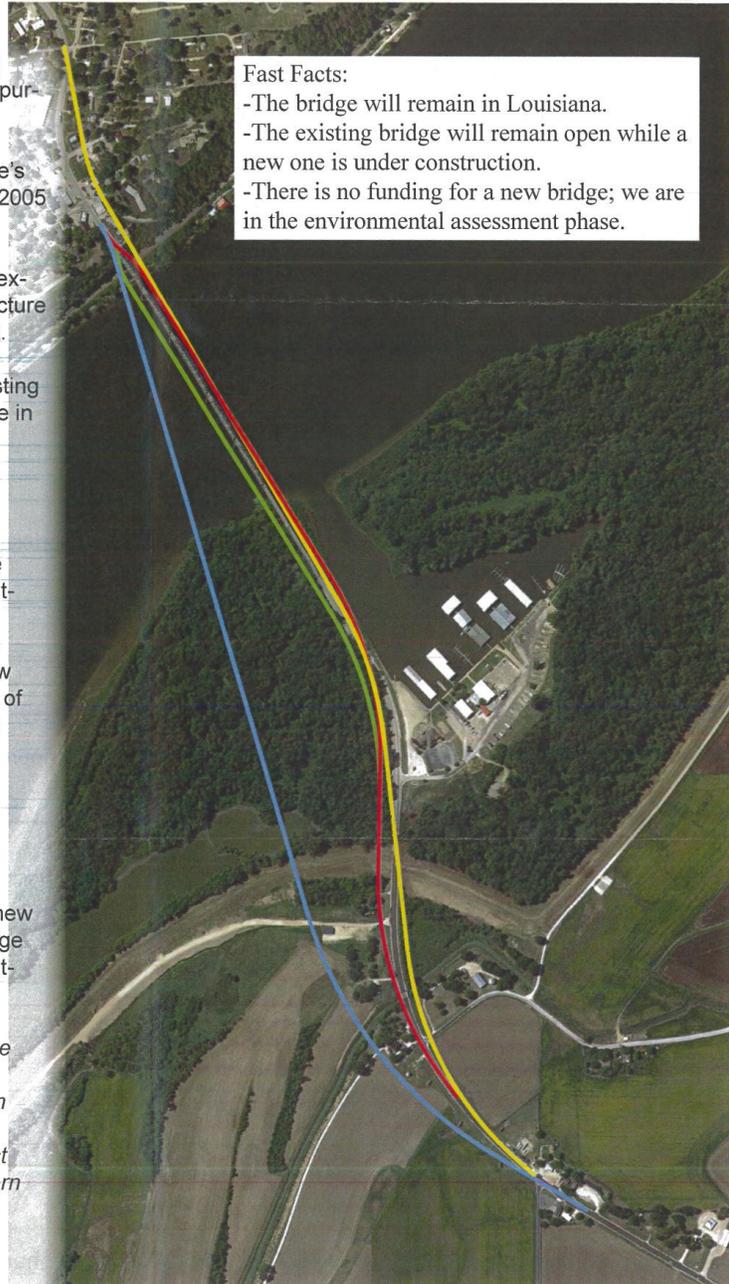
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PUBLIC MEETING 3 – OCTOBER 1, 2013

The third public meeting for the U.S. Route 54 Mississippi River Bridge Environmental Assessment was held in Louisiana, MO on Tuesday October 1, 2013 from 4:30 p.m. until 6:00 p.m. at the Twin Pike Family YMCA. Advertisements were placed in the Pittsfield Pike Press, the Bowling Green Times, the People's Tribune and the Louisiana Press Journal. A news release was issued on September 20 highlighting the upcoming meeting and the website where displays were available and comments could be made online at www.modot.org/northeast.

Displays were presented including "Where are we in the EA process", "Adjacent Upstream Alternative", "Adjacent Downstream Alternative", "Adjacent Upstream Alternative with Improved Alignment" and "Bridge Alternatives Comparison Table". Displays focused on the intersection of Route 54 and MO 79 South, specifically "Option 1", "Option 2", "Option 3", "Option 4" and an "Options Comparison Table". Additionally, a comment form was provided for the public to provide feedback regarding the bridge alternatives and each option for improving the Route 54 and MO 79 South intersection.

Six MoDOT staff attended the public meeting including four from the Northeast District and two from the Central Office Environmental Section. Two representatives from the Illinois Department of Transportation attended the meeting.

Fifty-one community members attended the public meeting. Local media in attendance included two newspapers. Nine written comments were received at the meeting regarding the bridge alternatives. The Upstream Alternative (Red) and Downstream Alternative (Green) each received three comments of support while others chose them as their second choice. The Adjacent Upstream with Improved Alignment Alternative (Yellow) received two comments of support. Other comments received stressed the importance of minimizing the impact to the marina and businesses. There was an inquiry about the possibility of reusing the existing piers which was previously considered but eliminated due to the required bridge closure and lengthy detour.

Eight written comments were received at the meeting for improving the intersection of Route 54 and MO 79 South. There were five recommendations for Option 1 due to its minimizing impacts to the existing businesses. However, one of the recommendations included a comment that this option would not solve the intersection issues. There was one recommendation for Option 2 while two others chose it as their second choice. There were no recommendations for Option 3. However, there were several comments that Option 2 and Option 3 could be moved closer to existing Route 54. There was one supporting comment for Option 4 and six comments against. Those opposed cited impacts to businesses and increased costs as reasons for not supporting Option 4.

FIRST NAME	LAST NAME	BUSINESS/TITLE	ADDRESS	CITY	STATE	ZIP	PHONE	EMAIL
LeRoy	Toalson		201 N. 30th Street	Louisiana	MO	63353	573-754-2215	
Eleanor Sue	Sitton		502 N. Main	Louisiana	MO	63353	573-754-2108	
Walter	Logan		1905 Georgia St.	Louisiana	MO	63353	573-754-5355	walterl2@att.net
Russell	Stephens		216 Forest Hills	Louisiana	MO	63353	573-754-6347	
Betty	Peecher		310 N. 30th	Louisiana	MO	63353	573-754-4846	peeche0606@att.net
George	Peecher		310 N. 30th	Louisiana	MO	63353		
Judy	Mendez		1820 N. 4th	Louisiana	MO	63353	573-560-2056	
Ann	Handford		620 N. 4th	Louisiana	MO	63353	573-754-3824	annhandford@att.net
Dave	Moeller	Louisiana Press Journal	3408 Georgia	Louisiana	MO	63353		wknp@yahoo.com
Judy	Knipmeyer		610 W. South	Bowling Green	MO	63334	573-324-3260	
Wayne	Knipmeyer		610 W. South	Bowling Green	MO	63334	573-324-3260	
Bob	Ince		110 Doibere Dr.	Louisiana	MO	63353	573-754-4209	
James	Griffith		209 Forest Hill Dr.	Louisiana	MO	63353	573-754-6365	
Sandra	Fears		21585 Highway 54	Louisiana	MO	63353	636-795-3818	fearssandra@yahoo.com
Randall	Cone		PO Box 447	Louisiana	MO	63353	573-754-3285	ercone@big-river.net
Bill	Ringhausen		16405 Highway UU	Louisiana	MO	63353	573-754-5965	bill@wheelerauctions.com
Cathy	Taylor		416 Cottonwood Dr.	Louisiana	MO	63353	573-754-6269	cathytaylor3355@sbcglobal.net
Mike	Corbin		701 N. 3rd St.	Louisiana	MO	63353	573-754-6359	
Randy	Anderson	CAG/Abel's Oil	3508 Georgia St.	Louisiana	MO	63353	573-754-5595	
Gerald	Smith		2620 S. Carolina	Louisiana	MO	63353	573-754-6329	
Sandra	Carpenter		37282 115th Ave.	Nebo	IL	62355	217-734-2089	
Sal	Pollice		520 N. Main	Louisiana	MO	63353	636-345-1158	salpollice@yahoo.com
Shan	Clevenger	Niemann Foods	1501 N. 12th	Quincy	IL	62301	217-221-5661	sclvenger@niemannfoods.com
Dave	Fuhler	CAG/WBBA Two Rivers Inc.	P. O. Box 312	Pittsfield	IL	62363	217-285-5795	
Jacob	Lowe		35629 Gemtown Hollow Rd.	Pleasant Hill	IL	62366	217-491-2433	
Justin	Sheppard	Property Owner - Auto Sales	303 Mansion	Louisiana	MO	63353	573-202-0031	
Bob	Jenne	City Manager	202 S. Third	Louisiana	MO	63353		
Mario	Vitale		325 Piper Lane	Pittsfield	IL	62363	217-971-3337	mario1944@comcast.net
Mike	Reed	Sny Levee District	490 N. Main	New Canton	IL	62356	217-426-2521	
Justin	Cobb	Pike Co. Express	129 N. Madison	Pittsfield	IL	62363	217-285-5415	justin.pikecountyexpress@gmail.com
Willard	Wamsley		25976 Pike 243	Clarksville	MO	63336	573-242-3767	w.wamsley@big-river.net
Mike	Gronin	Jacobs Engineering	501 N. Broadway	St. Louis	MO	63102-2131	314-335-5141	michael.cronin@jacobs.net
Curt	Mitchell	Pike Co. Commission	115 West Main	Bowling Green	MO	63334	573-324-2412	
Bob	Feil		26557 Ralphs Landing	Rockport	IL	62366	217-430-8759	bob-commie@hotmail.com
Steve	Ayers	Ayers Oil, Co.	PO Box 229	Canton	MO	63435	573-288-4464	
Jack	Huckstep		22385 Pike 118	Louisiana	MO	63353	573-754-2648	
Carol	Gamm		16110 Highway 54	Bowling Green	MO	63334	573-324-3577	
Fred	Gamm		16110 Highway 54	Bowling Green	MO	63334	573-324-2577	camm@att.net
Cathy	Smith		614 Georgia	Louisiana	MO	63353	573-754-2024	
Kantilal	Bhakta		201 Mansion	Louisiana	MO	63353	573-754-4522	kantus4@gmail.com
Kelly	Masters		30194 Ambrosia Hollow Rd.	Rockport	IL	62370	217-242-4000	kevnke4000@yahoo.com
Cindy	Blaylock		10404 Pike Rd. 9137	Louisiana	MO	63353	573-754-2109	(check for duplicate emails...just keep one)
Becky	Chitwood	Two Rivers Marina	13495 US Highway 54	Rockport	IL	62370	217-437-2321	
Andrew	Pothast		211 N. Broadway	St. Louis	MO	63102	314-242-2229	
Jeff	Smith		211 N. Broadway	St. Louis	MO	63102	314-242-2229	iesmith@hntb.com
Greg	Dolbear	13660 Hwy 54/grain elevator by levee	106 Water St.	Louisiana	MO	63353	217-741-8054	simco.ereg@gmail.com
Jeff	Mues	Burns and McDonnell	425 S. Woods Mill Rd. #300	Chesterfield	MO	63017	314-682-1535	jmues@burnsmcd.com
Kevin	Heffern	Burns and McDonnell	425 S. Woods Mill Rd. #300	Chesterfield	MO	63017	314-682-1535	kheffern@burnsmcd.com
Jim	Luebrecht	Audrain Co. Commission	101 N. Jefferson, Room 102	Mexico	MO	65265		jimluebrecht@gmail.com
Max	Middendorf	Meco Engineering	116 S. Madison	Pittsfield	IL	62363	217-285-2550	
Jon	Moran	The Studio at Seventh-Citizen Advisory	701 Georgia	Louisiana	MO	63353		

What do you think? Please comment...

Please check which of these locations or alternatives would be your choice when considering the U.S. 54 Mississippi River Bridge at Louisiana. Please share your comments on back about each of these or just the ones you choose. Thank you for your feedback.

No-Build - do nothing to the existing bridge. This option is used for comparison purposes in the EA.

Adjacent Upstream Improved Alignment - construct a new two-lane bridge generally north of the existing bridge that flattens the curves on both ends.

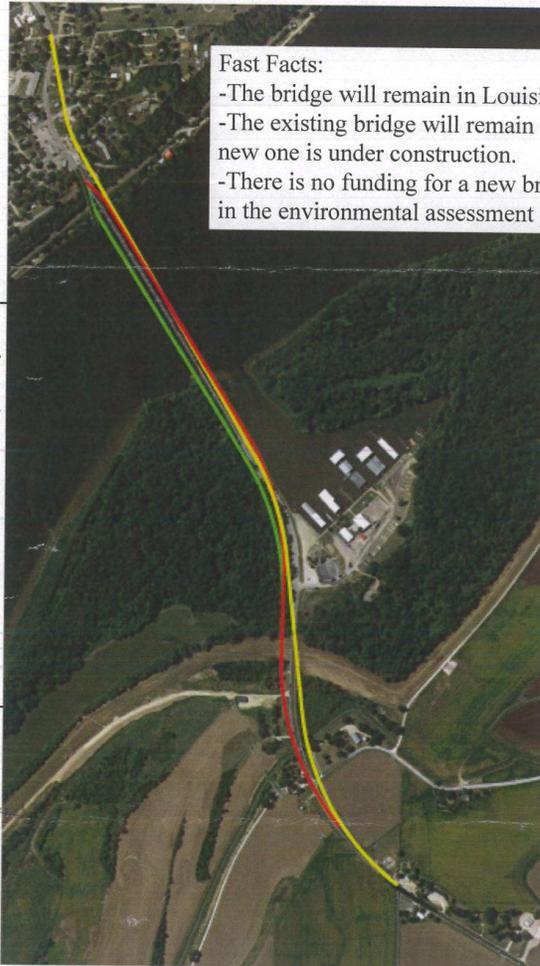
COMMENTS: I like this
plan

Adjacent Upstream - construct a new two-lane bridge approximately 50 feet north of the existing bridge avoids the marina on the east end.

COMMENTS: this is best
one, close to existing
+ don't take away bridge

Adjacent Downstream - construct a new two-lane bridge approximately 50 feet south of the existing bridge.

COMMENTS: _____



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www.modot.mo/northeast
October 1, 2013

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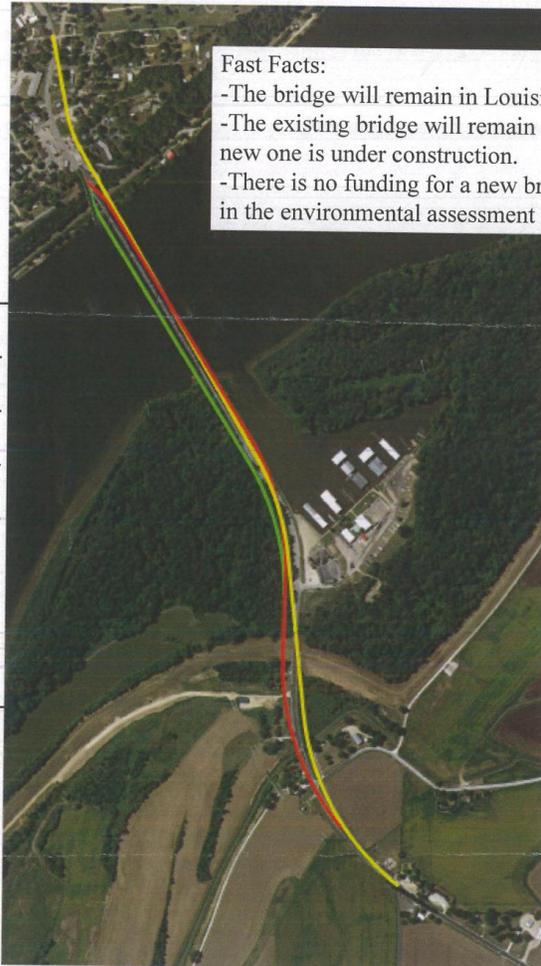
COMMENTS: _____

Adjacent Upstream - construct a new two-lane bridge approximately 50 feet north of the existing bridge avoids the marina on the east end.

COMMENTS: 1st choice

Adjacent Downstream - construct a new two-lane bridge approximately 50 feet south of the existing bridge.

COMMENTS: 2nd Choice



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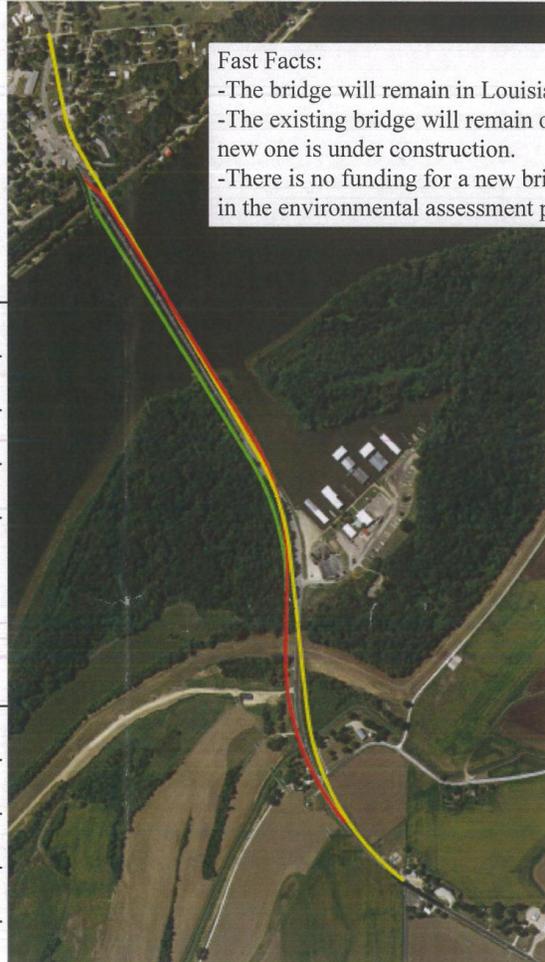
COMMENTS: _____

Adjacent Upstream - construct a new two-lane bridge approximately 50 feet north of the existing bridge avoids the marina on the east end.

COMMENTS: *I would like to see Marina still usable.*

Adjacent Downstream - construct a new two-lane bridge approximately 50 feet south of the existing bridge.

COMMENTS: _____



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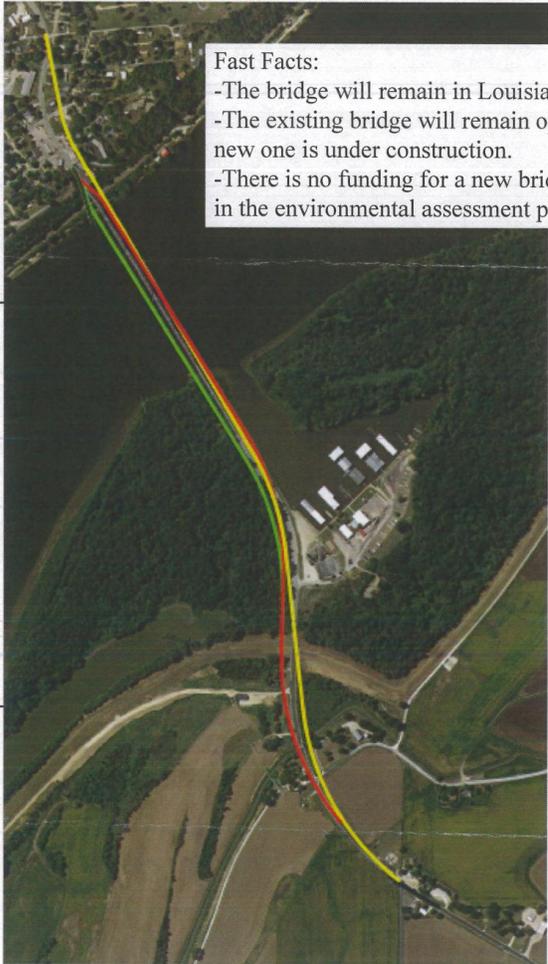
COMMENTS: I think this
is a good option -

Adjacent Upstream - construct a new two-lane bridge approximately 50 feet north of the existing bridge avoids the marina on the east end.

COMMENTS: _____

Adjacent Downstream - construct a new two-lane bridge approximately 50 feet south of the existing bridge.

COMMENTS: _____



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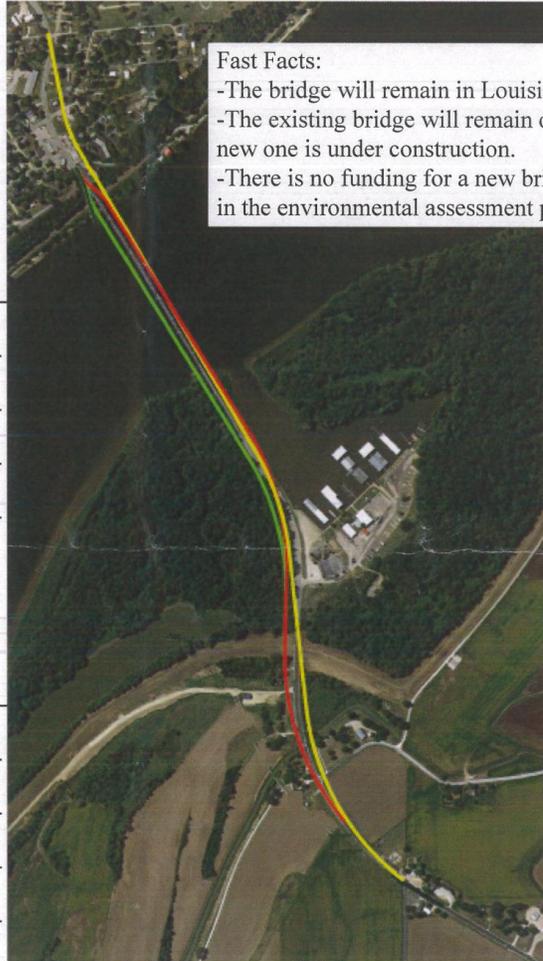
COMMENTS: OK

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COMMENTS: _____

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COMMENTS: _____



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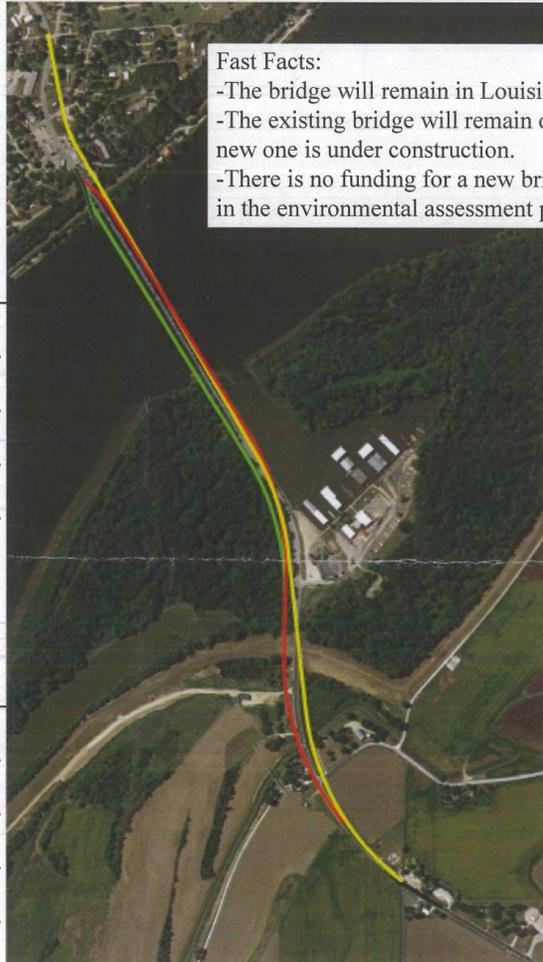
COMMENTS: _____

Adjacent Upstream - construct a new two-lane bridge approximately 50 feet north of the existing bridge avoids the marina on the east end.

COMMENTS: _____

Adjacent Downstream - construct a new two-lane bridge approximately 50 feet south of the existing bridge.

COMMENTS: This option seems to
meet up best with the
approach roadways.



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Mr. Bhatka

What do you think? Please comment...

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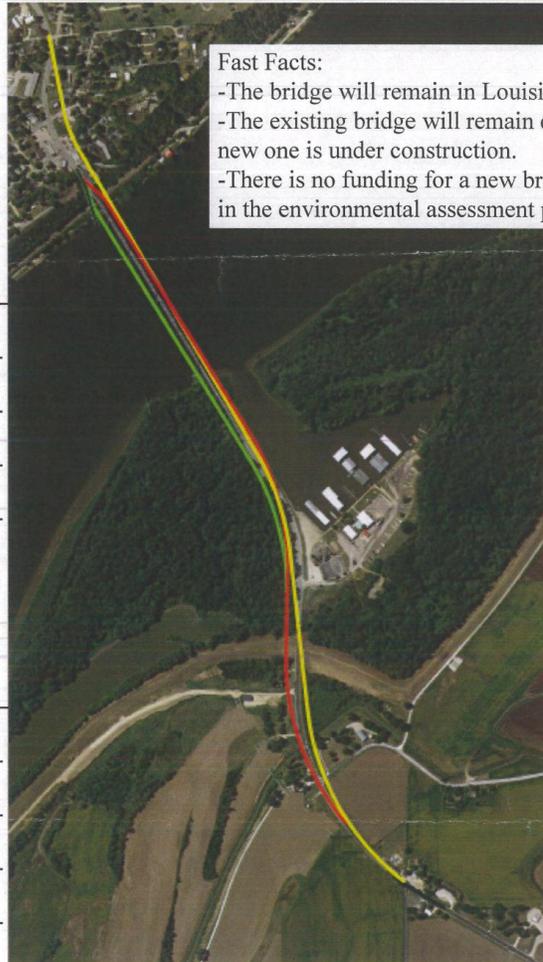
COMMENTS: _____

Adjacent Upstream - construct a new two-lane bridge approximately 50 feet north of the existing bridge avoids the marina on the east end.

COMMENTS: _____

Adjacent Downstream - construct a new two-lane bridge approximately 50 feet south of the existing bridge.

COMMENTS: I LIKE
DOWNSTREAM.



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Chris Mitchell

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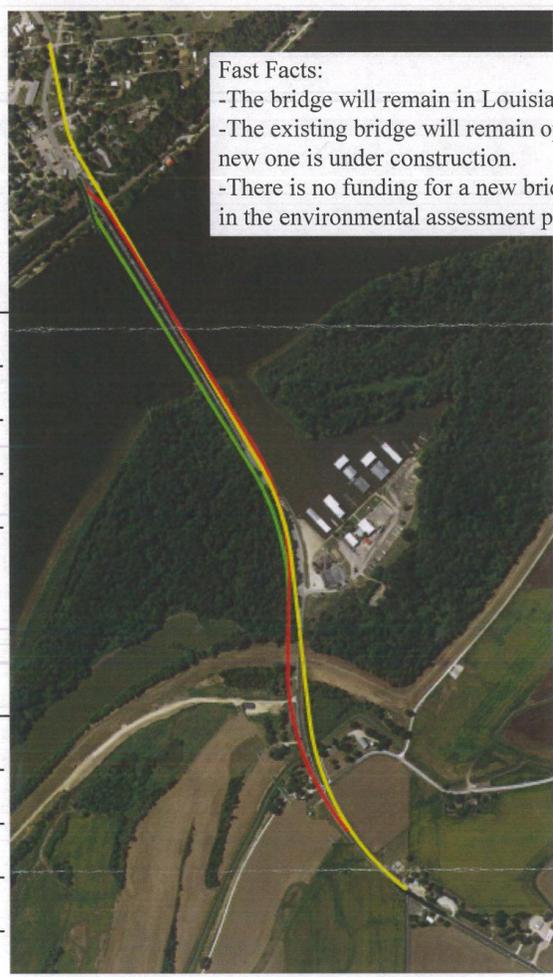
COMMENTS: _____

Adjacent Upstream - construct a new two-lane bridge approximately 50 feet north of the existing bridge avoids the marina on the east end.

COMMENTS: _____

Adjacent Downstream - construct a new two-lane bridge approximately 50 feet south of the existing bridge.

COMMENTS: *Louisiana prefers*
the bridge site
according to the City
Administration. This would
affect local business



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October 1, 2013

What do you think? Please comment...

Please check which of these locations or alternatives would be your choice when considering the U.S. 54 Mississippi River Bridge at Louisiana. Please share your comments on back about each of these or just the ones you choose. Thank you for your feedback.

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COMMENTS: BEST OPTION

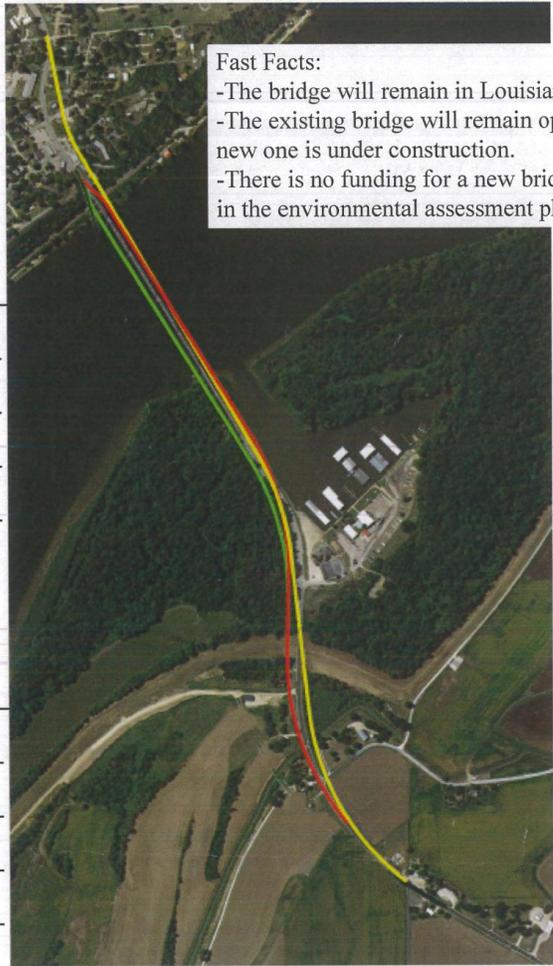
COULD POSSIBLY USE
EXISTING PIERS.

Adjacent Upstream - construct a new two-lane bridge approximately 50 feet north of the existing bridge avoids the marina on the east end.

COMMENTS: 2ND CHOICE

Adjacent Downstream - construct a new two-lane bridge approximately 50 feet south of the existing bridge.

COMMENTS: _____



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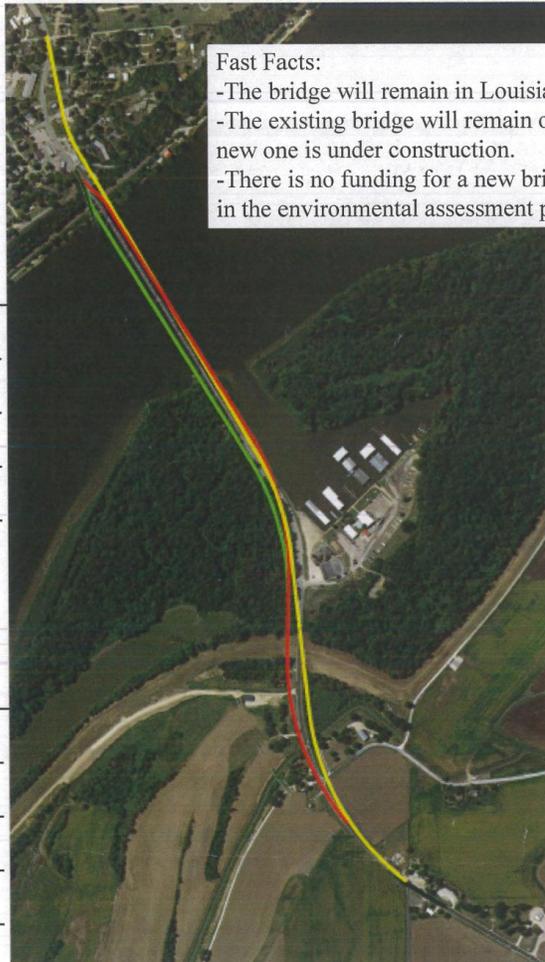
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COMMENTS: _____



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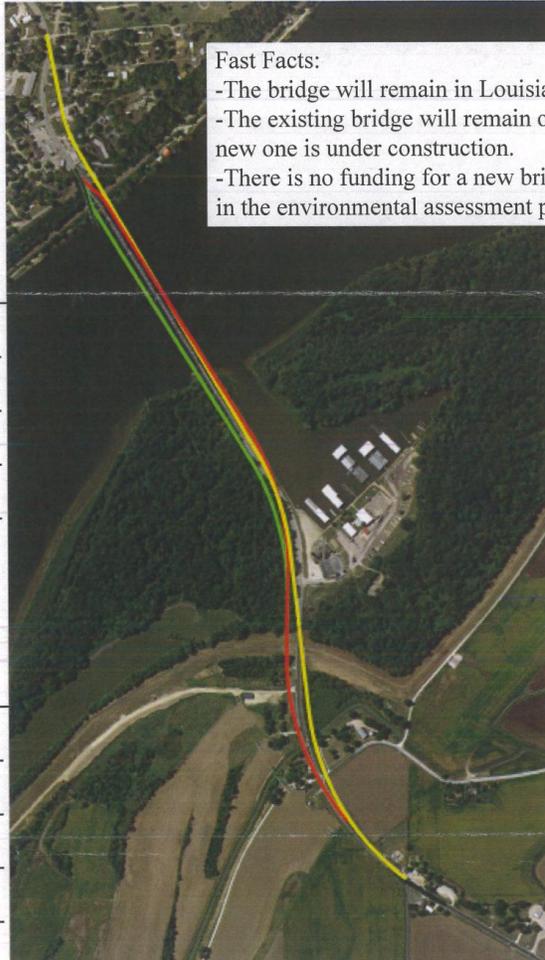
COMMENTS: Don't Like
where it comes into
54

Adjacent Upstream - construct a new two-lane bridge approximately 50 feet north of the existing bridge avoids the marina on the east end.

COMMENTS: This Lane seems
to have less impact
on the business on
the marina side

Adjacent Downstream - construct a new two-lane bridge approximately 50 feet south of the existing bridge.

COMMENTS: this lane is
OK



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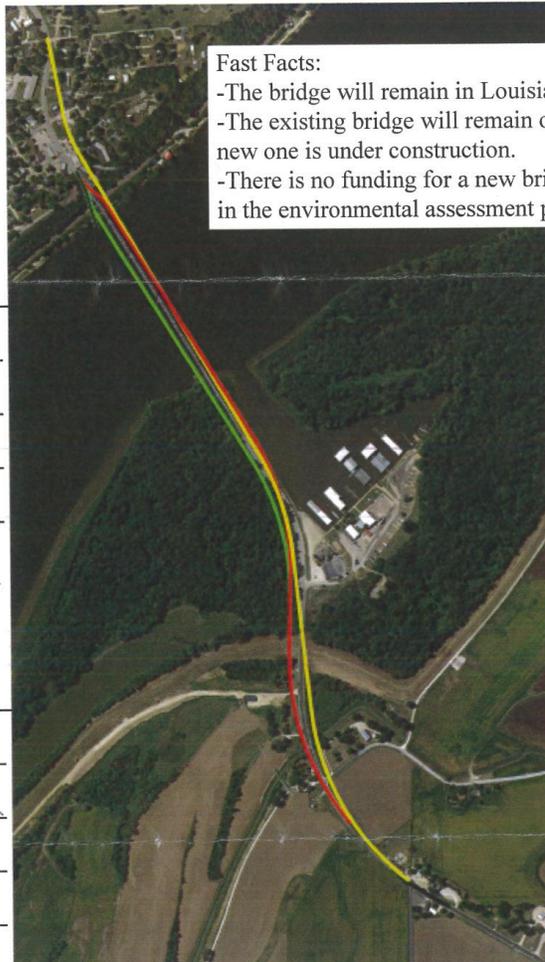
COMMENTS: *It is already too crowded in the Marina area.*

Adjacent Upstream - construct a new two-lane bridge approximately 50 feet north of the existing bridge avoids the marina on the east end.

COMMENTS: *Second choice based on minimal impact to businesses.*

Adjacent Downstream - construct a new two-lane bridge approximately 50 feet south of the existing bridge.

COMMENTS: *Best choice! Least amount of impact to Marina area + rolls into option of the intersection easily.*



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Over



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Please, please put this bridge replacement on the fast track. People very literally risk their lives daily crossing the bridge. I cross it twice a day & there is never a day that I do not have someone on my side of the center line. I understand environmental concerns, but Kyle Brown's children have no father. There are more priorities than the wildlife & wetlands. Please put the human life first & allow the rest of our children to grow up having parents. I'm glad to see the process started, but it needs to move more quickly.