

U.S. 69 Bridges Over the Missouri River Finding of No Significant Impact

Platte County, Missouri and Wyandotte County, Kansas

MoDOT Job No. J4P2279B
KDOT Project No. 169-105 KA-2838-01
Federal Aid No. NHPP-A2383(801)

November 2013



U.S. Department of Transportation
Federal Highway Administration



FEDERAL HIGHWAY ADMINISTRATION
FINDING OF NO SIGNIFICANT IMPACT

FOR

U.S. 69 BRIDGES OVER THE MISSOURI RIVER

Platte County, Missouri and Wyandotte County, Kansas

MoDOT Job No. J4P2279B

KDOT Project No. 169-105 KA-2838-01

Federal Aid No. NHPP-A283(801)

The FHWA has determined that this project will not have any significant impact on the human environment. This finding of no significant impact is based on the environmental assessment referenced above, which has been independently evaluated by the FHWA and determined to adequately and accurately discuss the environmental issues and impacts of the proposed project. It provides sufficient evidence and analysis for determining that an environmental impact statement is not required. The FHWA takes full responsibility for the accuracy, scope, and content of the referenced environmental assessment.

11/13/13
Date of Approval


Responsible Official

Program Development Team Leader
Title

Finding of No Significant Impact

23 CFR 771-119

Missouri Department of Transportation/Federal Highway Administration

REGION	STATE PROJECT NO.	PROJECT TITLE ENVIRONMENTAL DOCUMENT TYPE
Missouri Division	J4P2279B (MoDOT) 169-105 KA-2838-01 (KDOT)	U.S. 69 Bridges Over the Missouri River Environmental Assessment Platte County, Missouri and Wyandotte County, Kansas

INCLUDES PROGRAMMATIC SECTION 4(f) and MEMORANDUM OF AGREEMENT FOR MITIGATION OF ADVERSE EFFECTS

DECISION

The Federal Highway Administration, Missouri Division, approved the *U.S. 69 Bridges Over the Missouri River*, Platte County, Missouri and Wyandotte County, Kansas, MoDOT Job Number J42279B and KDOT Project No. 169-105 KA-2838-01, Environmental Assessment (EA) on August 21, 2013. **Notice of the EA's availability was sent to agencies and the document was made available for public review on August 28, 2013.** The EA was available at seven locations (MoDOT Kansas City District Office; KDOT Office in Topeka; Riverside City Hall; Kansas City Kansas City Hall; Central Branch of the Kansas City Public Library; Kansas City, Kansas Main Library; and Mid-America Regional Council) and also was posted on the MoDOT Kansas City District's website at www.modot.org/kansascity.

Upon further review by MoDOT, the following corrections to the EA should be made:

- Page 2-11, paragraphs 1, 4, and 7 – **the statements about the "right-out exit from Argosy Parkway" should be revised to indicate "right-in/right-out access from NW Tremont Trafficway" and read:**
 - Paragraphs 1 and 7 – *The right-in/right-out access from NW Tremont Trafficway to northbound U.S. 69 near its intersection with I-635 would be closed.*
 - Paragraph 4 – *For safety reasons, the right-in/right-out access from NW Tremont Trafficway to northbound U.S. 69 near its intersection with I-635 would be closed due to the expected higher prevailing speeds on the improved bridge and roadway.*
- Page 2-17, paragraph 1, third sentence – the statement should be revised to read: *The Preferred Alternative provides for construction of a new four-lane bridge either upstream (3A) or on/near the alignment (3B1 and 3B2).* As noted in the text, "(3B1)" and "(3B2 and 3B3)" should be replaced with "(3A)" and "(3B1 and 3B2)".
- Page 3-10, paragraph 3, second sentence – the statement should be revised to read: *The realignment would eliminate the at-grade right-in/right-out access from NW Tremont Trafficway onto northbound U.S. 69, improving safety at the north end of the new bridge.* As noted in text, "right-out exit" should be replaced with "right-in/right-out access".

The above corrections on pages 2-11 and 3-10 are consistent with Figures 2-5, 2-6, and 2-7 in the EA.

The Selected Alternative will address the condition of the existing bridges and the travel, access, and economic needs within northeastern Wyandotte County, Kansas and southeastern Platte County, Missouri. The Selected Alternative provides for construction of a new four-lane bridge either upstream or on/near the alignment of the existing bridges. The Selected Alternative would remove both historic bridges (Fairfax Bridge and Platte Purchase Bridge), either at the same time or phased as dictated by the proposed design and construction sequence. The new bridge would include an off-travelway, barrier-separated bicycle/pedestrian facility on one side of the bridge to provide connectivity to trail systems on both sides of the river.

The Selected Alternative was identified through an assessment of socioeconomic and environmental consequences, existing and future traffic service, and consideration of public and agency input. A Location Public Hearing was held in accordance with established MoDOT procedures. MoDOT has considered possible social, economic, and environmental effects of the proposed improvements in making the selection of the proposed course of action.

The project is consistent with local planning goals and objectives, and there are no potential conflicts of interest on this project. Both the MoDOT and the KDOT have committed funds toward the design and construction of the new bridge.

1.0 PUBLIC AND AGENCY REVIEW/COMMENTS ON EA

1.1 PUBLIC COMMENTS

An open house Location Public Hearing was held September 17, 2013, at the Riverside Community Center, Riverside, Missouri from 4:00 p.m. to 7:00 p.m. Thirty-seven people attended the hearing. Comment cards were available for attendees to provide written feedback. The Location Public Hearing materials (EA document and public hearing displays) were also available for viewing at www.modot.org/kansascity, by those not able to attend the public hearing in person. The public comment period for the EA concluded on October 1, 2013. Eighteen written comments were received from the public and local stakeholders: 14 comment cards were submitted during the Location Public Hearing, 1 comment card was received by mail, 1 comment letter was received by mail (Regional Transit Alliance), 1 comment was received through email, and 1 comment was submitted in response to the on-line public hearing. In addition to providing general support for the project, most comments were made in the four following areas:

Bicycle/Pedestrian Facilities – Nine comments noted support for incorporation of the on-bridge bicycle/pedestrian facility. Two commenters mentioned concerns over debris accumulating on the proposed bicycle/pedestrian facility on the bridge. One commenter proposed the idea of creating a separate bridge for the bicycle/pedestrian facility due to safety concerns. Two commenters would like to see accommodations included for bicycle/pedestrian use at the Argosy Parkway/Tremont Trafficway intersection. The Regional Transit Alliance also supported the inclusion of the bicycle/pedestrian facility on the new bridge.

RESPONSE – *The improved crossing includes an off-travelway bicycle/pedestrian facility along one side of the bridge. During the EA process, MoDOT recognized the need for a shared use path to provide continuity with existing and planned trail systems on both sides of the Missouri River near the U.S. 69 corridor. There is also a regional policy that promotes consideration of bicycle and pedestrian access across the Missouri River. MoDOT will continue to coordinate with the city of Riverside regarding the Argosy Parkway/Tremont Trafficway intersection as project design progresses.*

Traffic During Construction – Four commenters were concerned about traffic during construction and/or the closure of the bridges during construction.

RESPONSE – *A Traffic Management Plan (TMP) will be developed during final design. The TMP will define proposed strategies for managing traffic during construction including the staging of construction activities to impact traffic as little as possible, conducting active public information and outreach, scheduling high-impact work for hours of off-peak traffic, installing temporary traffic control devices, and possibly enlisting the help of law enforcement for additional traffic control, if necessary. The determination of whether both bridges will be removed at the same time or phased will be dictated by the proposed design and construction sequence.*

Historic Structures – One commenter was interested in saving the historic structures and did not feel that there was enough information about the cost to upgrade them. Two commenters mentioned the use of one of the existing structures for the bicycle/pedestrian facility or to support the utilities crossing the river. One commenter would like to see options for reuse and recycling of the bridges.

RESPONSE – *The age and condition of both bridges create an on-going need for costly maintenance and scheduled repairs which often restrict the use and capacity*

of this existing crossing to support these travel demands. The No-Build Alternative along with a number of Build Alternatives were evaluated initially to determine the most appropriate course of action to address the transportation needs within the study area. There were initial alternatives that included retaining one or both bridges. The Build Alternatives did not consider retaining the Fairfax Bridge because this bridge is considered near the end of its useful life. Retainage of the Platte Purchase Bridge was also determined to not be reasonable due to its deteriorating condition and the significant repair and maintenance costs to keep it in place. Leaving the Platte Purchase Bridge in place in tandem with a new structure also has implications on river hydraulics. As part of the Section 106 Process and as required under the Moving Ahead for Progress in the 21st Century Act of 2012 (MAP-21), MoDOT will make both the Fairfax and Platte Purchase Bridges available for adaptive reuse, to any government or group willing to move, re-erect, maintain, and assume financial responsibility for either structure.

Public Transportation and Economic Development – The Regional Transit Alliance requested that the crossing be able to support future transit improvements as they are planned and noted the importance of maintaining and improving access to businesses.

RESPONSE – MoDOT supports all modes of transportation. Transportation Outlook 2040, the Kansas City metropolitan region’s long-range plan, does not identify U.S. 69 across the Missouri River as a corridor for commuter rail or light rail. In the event there is unused MoDOT right-of-way after construction of the new U.S. 69 Missouri River crossing, MoDOT is inclined to retain this right-of-way for future transportation needs. The improved U.S. 69 crossing of the Missouri River is proposed to support economic vitality on both sides of the river by maintaining accessibility and supporting the movement of goods and freight from businesses within the Fairfax Industrial District and southern Platte County to the surrounding region.

1.2 AGENCY COMMENTS

U.S. Army Corps of Engineers (USACE) (Cooperating Agency) – The USACE did not provide comments on the EA.

RESPONSE – MoDOT provided a copy of the EA to the USACE for review and comment. On October 3, 2013, the USACE notified MoDOT they would not be submitting comments on the EA. MoDOT and USACE have continued discussions during the EA comment period regarding the Section 404 permitting process. MoDOT will continue to coordinate with the USACE to obtain the required permits for the project.

U.S. Coast Guard (USCG) (Cooperating Agency) – In their letter dated August 5, 2013, the USCG stated that the environmental documentation provided would adequately support an application for a Coast Guard Bridge Permit.

RESPONSE – MoDOT will continue to coordinate with the USCG to obtain the Section 9 bridge permit.

Kansas Department of Health and Environment (KDHE) – In their letter dated August 28, 2013, the KDHE Division of Environment stated they had no objections to the proposal and no comments to offer.

RESPONSE – MoDOT acknowledges KDHE’s statement and will continue to coordinate with both KDHE and MDNR, as appropriate, as project design and construction progresses.

Kansas Department of Wildlife, Parks, and Tourism (KDWPT) – In their letter submitted September 4, 2013, KDWPT indicated that construction activities will take place within the Missouri River which is Designated Critical Habitat for 10 state-listed fish species. They requested that MoDOT obtain an Action Permit from the KDWPT to authorize such impacts. The Action Permit will outline general and special conditions regarding mitigation to further avoid, minimize, and/or provide compensation for impacts.

RESPONSE – *MoDOT acknowledges the comment and will continue to coordinate with the KDWPT as the project progresses. MoDOT also will obtain an Action Permit prior to initiating construction activities.*

U.S. Environmental Protection Agency (EPA) – The EPA submitted comments via email on September 16, 2013. They noted that they did not find any hazardous materials or waste sites within the project area. They also recommended continued coordination with the USACE regarding potential impacts to waters of the U.S. and/or wetlands resulting from the project. The EPA recommended several measures for implementation during the duration of construction to minimize short-term impacts on localized air quality.

RESPONSE – *MoDOT acknowledges EPA's comments. MoDOT will continue to coordinate with the USACE as warranted, throughout the duration of the project.*

U.S. Fish and Wildlife Service (USFWS) – The USFWS provided written comments on September 30, 2013. The USFWS noted that while the EA addressed most of the impacts of the proposed action, the EA did not characterize the limited natural habitats and the potential impacts the project would have on them. They noted:

(1) The habitats present may support additional species protected under the Migratory Bird Treaty Act, including bald eagles.

RESPONSE – *MoDOT will evaluate the habitat within the project area as design progresses and prior to initiating construction. As presented in the EA and Appendix E, Biological Resources and Threatened and Endangered Species Memorandum, a number of resident and over-wintering bird species were observed in the project area, including opportunistic species such as American crow, red-tailed hawk, and various songbirds. Also as noted in the EA, the habitats within the corridor are primarily managed turf grasses (i.e., road rights-of-way) and typical volunteer tree species common along the shorelines of large rivers. Prior to initiating construction activities, including demolition of the existing bridges, MoDOT will survey the project area (including the existing bridges) to determine if nesting birds are present (see Section 3.9.2 of the EA). Surveys will include identifying eagle nests (during the winter), if they are located in or near the project area. MoDOT will also continue coordination with USFWS in the event that a bald eagle nest is found within the project area.*

(2) Surveys may be required to identify whether Indiana bats occupy habitat within the project area and that additional coordination with the USFWS may be warranted to evaluate potential impacts on the Indiana bat and their habitats.

RESPONSE – *MoDOT will conduct a habitat survey of the project area this fall and coordinate the findings with the USFWS (see Section 3.9.2 of the EA). In the event suitable Indiana bat habitat is identified within or in close proximity to the project area, MoDOT would discuss the need to conduct acoustic surveys during the spring-summer of 2014. As described in the EA, "approximately 14 acres of riparian habitat could be removed in the event the entire [project] corridor were cleared", referring to the total expanse of the area reviewed to provide latitude for the design-build team to develop a design for the new bridge. Realistically, clearing for removal of existing piers and construction of new piers is anticipated to require possibly half of*

that total area depending on the design and construction methods proposed. MoDOT will continue to coordinate with the USFWS as the design progresses to resolve these issues.

(3) Worst case impacts of clearing “approximately 14 acres” within the project footprint would displace wildlife into habitat that is at carrying capacity and unable to support those populations which may require revegetation following construction.

RESPONSE – As noted in the previous response, MoDOT anticipates that an area much less than 14 acres would need to be cleared to accommodate construction of the new bridge. The size and location of clearing will be dependent on the final design and construction methods selected for the project. Depending on the type of bank stabilization methods to be used based on continuing coordination with the USACE (i.e., riprap), areas along terraces and sand/gravel bars underneath the new bridge would be allowed to revegetate naturally by volunteer floodplain tree species that are present today (i.e., cottonwood, black willow, and common hackberry). Tree growth is not encouraged within the levee critical areas (i.e., 300 feet riverside and 500 feet landside of the levee centerline).

(4) More information needs to be provided on the types of deicing compounds currently used and proposed for use on the new bridge.

RESPONSE – According to MoDOT Kansas City District staff, the goal of snow removal is to push the snow to the ends of the bridge and deposit it on the shoulders of the approach roadway. Because the temperature of the bridge deck drops more quickly than the adjacent roadway sections, pre-treatment of the bridge deck occurs depending upon the characteristics of the approaching storm. MoDOT uses winter chemicals in various concentrations and combinations such as Sodium Chloride (NaCl) in both brine (solution) and solid form; Calcium Chloride (CaCl) in solution; and Geomelt, an agricultural byproduct solution containing beet juice. Once snow becomes packed on the bridge deck, salt and salt with brine or beet juice is applied to release the bond between the snow and pavement, then the snow is plowed as described. Alternative methods to melt snow would only be considered if they were cost effective to install and maintain.

(5) Address bed degradation within the Missouri River and return sediment to the river bottom during construction.

RESPONSE – Through continuing coordination with the USACE and USCG, MoDOT will determine the appropriate method to be used for disposing of sediments generated during the bridge removal and construction processes.

(6) Disclose proposed borrow and disposal areas within this EA.

RESPONSE – It is MoDOT policy to have contractors select the location of borrow and disposal sites. This allows the contractor, who works regularly with these issues, to identify the appropriate location and materials (borrow only) on a project-by-project basis. MoDOT will hold the contractor responsible for obtaining all approvals and permits for using such sites.

Missouri Department of Natural Resources (MDNR) – In their email submitted October 2, 2013, the MDNR noted the on-going coordination between the MoDOT and the State Historic Preservation Office (SHPO) regarding the Section 106 process for both historic bridges. They also noted they had not identified any known hazardous waste sites within the project area.

RESPONSE – MoDOT acknowledges MDNR’s comments, and will continue to coordinate with MDNR, as appropriate, as project design and construction progresses.

Missouri Department of Conservation (MDC) – The MDC submitted written comments on October 1, 2013. They noted:

(1) Because migratory birds may be present and nesting within the existing bridge structures, request a commitment to avoid work on existing structures during nesting season.

RESPONSE – *Prior to initiating construction activities, including demolition of the existing bridges, MoDOT will survey the project area (including the existing bridges) to determine if nesting birds are present (see Section 3.9.2 of the EA). MoDOT will include a commitment that if migratory birds are nesting on the existing bridges, special provisions will be included in the contract to avoid impacts during the breeding season.*

(2) Because habitat is present within the project area that is capable of supporting pallid sturgeon, request a commitment to measures that would minimize impacts on this species during spawning season.

RESPONSE – *As noted in the EA and Appendix E, Biological Resources and Threatened and Endangered Species Memorandum, MoDOT acknowledges the amount of information provided by the MDC with regards to the pallid sturgeon in the Missouri River. Although we agree that suitable habitat may be present within the river in the vicinity of the project, the pallid sturgeon is a migratory species and could be found anywhere within the river channel throughout the year. Once a preliminary design for the new bridge has been established, MoDOT will consult further with the MDC to discuss measures that could be considered to minimize the effects of construction on pallid sturgeon during spawning season.*

Mid-America Regional Council (MARC) – In their comments submitted via email on October 1, 2013, the MARC requested that specific references to the MARC *Complete Streets Policy and River Crossing Policy* be included in the EA.

RESPONSE – *MoDOT acknowledges MARC's comments.*

Unified Government of Wyandotte County and Kansas City, Kansas (UG) Public Works Department – In their letter dated September 30, 2013, the UG commended MoDOT and KDOT for eliminating the two-lane bridge option and for recognizing the importance of accommodating non-motorized transportation on the new bridge. The UG offered to continue to be involved in the project design, particularly in discussions related to the location and design/aesthetics of the bicycle/pedestrian facility and project screening and landscaping. The UG also expressed a desire that traffic impacts and the length of time detours or reduced capacity occur at the current crossing location be considered as part of the evaluation of the design-build proposal.

RESPONSE – *MoDOT will continue to seek input from both the UG and the city of Riverside as the design of the project progresses, specifically regarding the connections of the on-bridge bicycle/pedestrian facility to the existing facilities each entity has developed at the ends of the project.*

As noted in the EA, Section 3.12.3, MoDOT is open to giving varying decorative treatments consideration as design of the project progresses; but that these types of aesthetic applications would require funding and/or maintenance support from the stakeholders and would require development of an agreement between the stakeholders and MoDOT.

Detailed traffic impact plans, detours, and lane restrictions to accommodate construction will all be considered as part of the evaluation of design-build proposals.

Various techniques and incentives for minimizing traffic impacts will be considered by MoDOT, KDOT, and FHWA as the design-build request for proposal is developed.

Unified Government of Wyandotte County and Kansas City, Kansas (UG) Health Department – In their letter dated September 30, 2013, the UG Health Department noted their pleasure in the MoDOT’s inclusion of the bicycle/pedestrian facility on the bridge as it will not only serve as an important non-motorized transportation facility, but provide residents of the community with more opportunities to include physical activity in their daily lives.

RESPONSE – *MoDOT acknowledges the UG Health Department’s comments.*

Metro Mayor’s Caucus – On September 30, 2013, the Metro Mayor’s Caucus submitted a comment requesting that planning for the new bridge take into account the ability of the crossing to accommodate alternate transportation modes that may be considered in the future.

RESPONSE – *MoDOT supports all modes of transportation. The EA recommends a new U.S. 69 Missouri River crossing that will accommodate vehicle traffic along with bicycle and pedestrian users. This crossing includes an off-travelway shared use path on one side of the bridge. During the EA process, MoDOT recognized the need for a shared use path to provide continuity with existing and planned trail systems on both sides of the Missouri River near the U.S. 69 corridor. There is also a regional policy that promotes consideration of bicycle and pedestrian access across the Missouri River. As noted in a previous response, Transportation Outlook 2040, does not identify U.S. 69 across the Missouri River as a corridor for commuter rail or light rail. In the event there is unused MoDOT right-of-way after construction of the new U.S. 69 Missouri River crossing, MoDOT is inclined to retain this right-of-way for future transportation needs.*

City of Riverside, Argosy Casino, and North Point Development – On September 12, 2013, MoDOT met with representatives from the city of Riverside, Argosy Casino, and North Point Development to present the findings to be included in the EA and at the Location Public Hearing. The primary areas of discussion were the proposed elimination of the existing right-in/right-out access on northbound U.S. 69 north of the existing Platte Purchase Bridge and the realignment of Argosy Parkway.

RESPONSE – *The Argosy Parkway realignment will continue to be evaluated during the development of final plans as part of the design-build process.*

The right-in/right-out access from northbound U.S. 69 to NW Tremont Trafficway was proposed to be closed in the EA. This access may be retained at the approximate location of the existing access as part of the final design if in the design-build process it is determined that the proposed design meets applicable design standards and does not have a significant negative impact to traffic safety and operations. Should either the right-in access to Tremont Trafficway or the right-out access from NW Tremont Trafficway be removed due to the inability to provide a safe at-grade intersection, access to and from this area of Riverside and the casino will be routed through the local street system. Based on observation and engineering judgment, the existing street network is capable of providing adequate capacity to serve the anticipated volume of traffic that would be diverted if the connection is removed. The traffic volume ranges between approximately 2,000 and 5,000 vehicles per day. Traffic impacted by the potential closure of the right-in/right-out access can utilize a variety of alternative routes, including I-635, MO 9, U.S. 69/Riverway Boulevard, and Horizons/Argosy Parkway to access the casino and other proximate destinations.

MoDOT will continue to coordinate with the city of Riverside and Argosy Casino during the design-build process.

2.0 SUMMARY OF IMPACTED RESOURCES

2.1 LAND USE

Depending on the Build Option constructed, minor amounts of new right-of-way would be needed to accommodate the bridge approach within Fairfax Industrial District. Additional rights-of-way could also be needed on the north side of the river, depending on whether Argosy Parkway is realigned under the north end of the bridge. Regardless of which Build Option is constructed, no direct changes in land use would result from implementation of the project. The Selected Alternative is not expected to result in zoning changes or changes in land use patterns on either side of the river.

2.2 COMMUNITY EFFECTS

Although temporary disruptions in travel patterns and travel time may occur during construction, there will be few social impacts associated with implementation of the Selected Alternative. The Selected Alternative would be constructed on or very close to the alignment of the existing crossing. The location and amount of new right-of-way and/or easements required will be determined during design. No permanent changes are anticipated to neighborhoods or community cohesion, travel patterns and accessibility, or community facilities. No disproportionate effects would occur to minority or low-income populations. A TMP will be developed and implemented during construction. The TMP will designate detours, as needed, to minimize impacts on access and response times for emergency vehicles during construction.

The project area is dominated by industrial and transportation uses and flood control structures. The Selected Alternative will require no residential or business displacements. If any additional temporary easements are needed to provide contractor access for machinery and personnel, impacts will be addressed as design details are finalized.

2.3 WATER QUALITY

Water quality impacts resulting from construction of the new bridge and removal of the existing bridges would be relatively short-term due to the nature of the construction process. To protect water quality and reduce impacts during and after completion, construction of the new bridge shall be completed in conformance with Missouri State Operating Permit (MOR100) and Kansas Stormwater Runoff from Construction Activities General Permit. MoDOT will require the contractor to implement Best Management Practices to prevent erosion and provide sediment and storm water management during construction. As noted in *Section 1.2 Agency Comments* of this document, the MoDOT uses salts and beet juice compounds on the bridge to manage ice accumulation during winter months, and would have no effect on water quality.

No groundwater contamination is anticipated as a result of construction activities. Accidental spills of fuels or hazardous chemicals could occur during construction. The contractor will be required to minimize the potential for spills and accidental releases through development and implementation of spill prevention plans and responding quickly to spills when they occur.

2.4 WETLANDS AND WATERS OF THE U.S.

Construction of the new bridge and removal of the existing bridges would result in placement of fill material within the Missouri River and wetlands within the study area. It will also result in temporary impacts on river use.

Construction of the new bridge will be conducted so as not to unreasonably interfere with free navigation of the waterway or impair the present navigable depths. Temporary cofferdams or erection falsework may encroach upon the navigation clearance for short periods of time, and are subject to approval by the USCG prior to the start of construction.

The Selected Alternative would require demolition of both existing bridges. It is anticipated that the existing spans would be dropped into the river and then salvaged (unless other arrangements are made as part of the mitigation commitments under Section 106 to reuse all or a portion of either or both bridges). Demolition of either or both bridges could occur before, during, or following construction of the new bridge, depending on the alignment selected and the proposed method of construction. The USCG would monitor the demolition on-site to provide a safe environment during the process; the demolition operation is anticipated to have a minimal effect on commercial river traffic.

Recreational use of the river near the bridges may be reduced both during construction and demolition activities, as recreational users will most likely avoid the construction site. However, their travel near the bridge will not be impeded any more than commercial traffic.

MoDOT will conduct wetland delineations within the corridor for the Selected Alternative. MoDOT will complete the delineations, obtain a jurisdictional determination from the USACE, and secure the appropriate Section 404 Permit and Section 401 Water Quality Certification prior to receiving federal authorization to initiate construction activities. Issuance of the Section 404 permit by the USACE is contingent on obtaining water quality certification issued under Section 401 of the Clean Water Act from the MDNR and the KDHE. In addition to the USACE permit, MoDOT will obtain a Section 9 Permit from the USCG to construct the new bridge and to remove the existing bridges over the navigable waterway prior to initiating demolition and construction.

Only Practicable Alternative Finding – In accordance with Executive Order 11990, *Protection of Wetlands*, the proposed action avoids to the extent possible, long- and short-term adverse impacts associated with destruction or modification of wetlands. The Selected Alternative includes all practicable measures to minimize harm to wetlands that may result from such action. The Selected Alternative is anticipated to have less than 0.5 acre of permanent impacts to waters of the U.S. The FHWA has determined that the Selected Alternative comprises the most practicable alternative that meets the project purpose.

2.5 FLOODPLAINS AND FLOODWAYS

The Selected Alternative would have minimal impact on the existing floodplain and floodway. The Selected Alternative would replace the existing bridges and remove the piers located within the floodplain and floodway. Although the new bridge piers would most likely have a larger individual footprint than the existing piers, a single pier at each location would reduce the build-up of debris during flood events. MoDOT will continue to coordinate with the USACE, the Riverside-Quindaro Bend Levee District, and the Fairfax Drainage District as design and construction of the project progresses. The proposed action conforms to applicable state of Missouri, state of Kansas, and local floodplain protection standards.

Only Practicable Alternative Finding – The Selected Alternative was determined to provide the best solution for the project needs, to best accommodate community access and growth, and to have a lower environmental impact. The crossings of all regulated floodplains

will be designed and constructed in compliance with applicable floodplain regulations, including Executive Order 11988, *Floodplain Management*. There will be no increases in base flood elevations attributable to the implementation of this project. During the design process, a detailed hydraulic analysis of the flows and water surface elevations will be made in accordance with the requirements of the Federal Emergency Management Agency (FEMA) and the USACE to ensure the absence of any encroachments upon regulatory floodways as well as to avoid any adverse impacts.

2.6 THREATENED AND ENDANGERED SPECIES

The species of concern for this project are the federally-listed endangered pallid sturgeon (*Scaphirhynchus albus*), the federally-listed endangered Indiana bat (*Myotis sodalis*), and federally protected migratory birds. The MDC indicated that there have been no pallid sturgeons located during sampling and study efforts in the vicinity of the existing bridge piers. The Indiana bat may be present in the vicinity of the proposed project and because they may use riparian areas along the Missouri River for roosting and foraging.

Prior to initiating construction, MoDOT will conduct an assessment of the riparian habitat along the river to determine whether there is a likelihood of use of the area by Indiana bats or other protected species. If suitable habitat is present, and habitat protection measures are warranted to avoid negative impacts to Indiana bats or other species, removal of suitable habitat trees will only be allowed between November 1 and March 31.

Prior to demolition of the existing bridges, MoDOT will conduct surveys to determine if bird species protected under the Migratory Bird Treaty Act are nesting on the bridges. If nests are present, special provisions will be included in the contract to avoid impacts during the breeding season. MoDOT will also complete surveys to determine if bald eagle nests are present within the vicinity of the project. If it is determined that eagles are nesting within 660 feet of the project site, MoDOT may need to suspend construction activities for the duration of nesting season (including fledging) and/or provide monitoring during construction, if required.

2.7 CULTURAL RESOURCES

The Selected Alternative **would remove both historic bridges resulting in an "adverse effect"** on those qualities that make both bridges eligible for listing in the National Register of Historic Places (NRHP). Two properties (General Electric Corporation and Permatex Corporation) adjacent to the area of potential effects (APE) have been determined eligible for listing in the NRHP but would not be adversely affected by proposed project activities.

An executed Memorandum of Agreement (MOA) among FHWA, MoDOT, and Missouri SHPO accompanies this NEPA decision document. The MOA details the mitigation measures that MoDOT will complete before the bridges are removed as well as identifying how any unanticipated discoveries would be handled (see Attachment 2).

2.8 SECTION 4(F)

Missouri Riverfront Trail – The Missouri Riverfront Trail is a public recreational facility located along the top of the Riverside-Quindaro Bend Levee. Because of the trail and trailhead proximity to the north end of the bridge, a portion of the trail would be temporarily closed during construction of the Selected Alternative. The trail and trailhead would be re-opened once bridge construction is complete. The Selected Alternative would not result in the "use" or incorporation of any part of the trail or trailhead into the proposed transportation facility. **Therefore, the Selected Alternative would not result in a "use" of a public recreation facility under Section 4(f).**

Fairfax and Platte Purchase Bridges – Both historic bridges are resources protected under Section 4(f). A Programmatic Section 4(f) Evaluation accompanies this NEPA decision document (see Attachment 1). Because the Selected Alternative will have an adverse effect on both NRHP-eligible bridges, a MOA (see Attachment 2) has been developed stipulating the measures to be completed to document both historic bridges as mitigation for the adverse effect determination under Section 106 and the use of both resources under Section 4(f).

2.9 VISUAL RESOURCES AND EFFECTS

The Selected Alternative would most likely result in a moderate visual change in the environment with replacement of both large metal truss bridges with a new, low profile bridge with no structural elements above the roadway. The new bridge would remain a dominant visual structure in the area as the single feature spanning the Missouri River.

2.10 HAZARDOUS MATERIALS AND WASTE SITES

Based on database search, field reconnaissance, and review of historical aerial photographs, three sites indicate a past or present use with the potential for hazardous materials or waste contamination of soils and possibly groundwater. Minor variations in the alignment of the Selected Alternative may be made during final design to avoid some of these sites; however, many of them could require further investigation to evaluate potential contamination of soils or groundwater. If acquisition of properties or rights-of-way from properties of environmental concern cannot be avoided, MoDOT may conduct additional sampling and testing of soils within the proposed footprint of the Selected Alternative and determine the level of contamination and any required remediation.

Demolition of both existing bridges would require evaluation of the potential for the presence of lead-based paint and/or asbestos containing materials prior to demolition. MoDOT/KDOT will ensure these materials, depending on their condition and quantity, are removed and disposed of according to current regulations and procedures.

2.11 GEOLOGY AND SOILS

Construction of new bridge abutments and piers and possibly the realignment of Argosy Parkway would disturb soils. Topsoil would be removed and stockpiled in an upland area while grading and other construction activities take place. The topsoil would be replaced at finish grades near the end of the construction process. Short-term soil erosion would be managed through the implementation of Best Management Practices, where feasible.

2.12 CONSTRUCTION IMPACTS

Construction of the Selected Alternative will result in some short-term, temporary adverse impacts near the proposed action, including noise, dust, and pollutants discharged by construction equipment as well as impacts to motorized and non-motorized traffic and to businesses in the area. Pollution control measures outlined in the *Missouri Standard Specifications for Highway Construction* will be used to minimize impacts associated with the construction of any alternative; these measures pertain to air, noise, and water pollution as well as traffic control (e.g., detours) and safety measures. Best Management Practices will be employed to minimize or mitigate potential impacts.

Contractors must comply with all federal, state, and local laws and regulations to protect air quality during construction. They must also work within the requirements of their operating permits issued through the MDNR and KDHE. Exhaust emissions from construction equipment will be controlled in accordance with emission standards prescribed under state

and federal regulations. Any burning, when permitted, will be conducted in accordance with applicable local laws and state regulations.

To reduce the impacts of construction noise, MoDOT has special provisions in the construction contract requiring that all contractors comply with all applicable local, state, and federal laws and regulations relating to noise levels permissible within and adjacent to the project construction site. Construction equipment will be required to have mufflers constructed in accordance with the equipment manufacturer's specifications.

Erosion control measures must be put in place before land clearing begins. MoDOT/KDOT Pollution Prevention Plans provides for temporary erosion and sediment control measures that will be included within construction contract specifications. Careful refueling practices will limit spills of gasoline and diesel fuels. Oil spills can be minimized by frequent checks of construction equipment.

During construction of the Selected Alternative, both views of and from the facility would be temporarily degraded due to construction activities such as earth moving, roadway and bridge demolition, and roadway and bridge construction. The duration and severity of these temporary visual impacts would vary depending on the selected design.

The Union Pacific Railroad passes under the existing bridges on the south side of the river. MoDOT would coordinate with the railroad to work around their train schedule. Construction of new bridge piers nearby will require flaggers during construction operations. All flagging costs would be borne by MoDOT/KDOT. To avoid interrupting train traffic, the bridge contractor would coordinate with the railroad to schedule setting girders and handling other materials over the railroad tracks. It is not anticipated that rail traffic would be affected by construction, although railroad company flagmen would be on-site whenever there is active construction on railroad right-of-way.

The demolition of both bridges will require existing utilities to relocate to the new bridge. MoDOT will continue to coordinate the relocation of all utilities as final design and construction progress. The utilities that are affixed to the existing bridges are allowed under permit from MoDOT, and the associated costs of their relocation would be borne by their respective owner/operators. New permits will be developed between MoDOT and the utility companies to allow the utilities to be affixed to the new bridge.

All suitable materials removed during excavation shall be used as far as practicable in the formation of bridge and roadway embankments, subgrade, shoulders, and other locations requiring fill as directed on the construction plan.

3.0 COMMITMENTS

The following commitments are based on the proposed action as disclosed and evaluated in the EA and this FONSI documentation. If the project scope and limits change at any time, the MoDOT will need to reevaluate the NEPA document to ensure it is still valid.

Design

- MoDOT and KDOT will acquire all properties needed for this project in accordance with the Uniform Relocation Assistance and Real Property Acquisition Act of 1970 as amended (Uniform Act; 42 U.S.C 4601), and other regulations and policies as appropriate.

- MoDOT and KDOT will implement their respective Pollution Prevention Plans to prevent or minimize adverse impacts to streams, water courses, lakes, ponds, or other water impoundments within and adjacent to the project area.
- If the existing bridges are demolished during the supported navigation season, commercial use of the river in the vicinity of the bridges would be slowed during demolition, but use of the navigation channel will only be restricted for a 24-hour period while the existing bridge spans are salvaged.

Natural Resources

- MoDOT will complete wetland/waters of the U.S. field delineations and obtain jurisdictional determinations through coordination with the USACE Kansas City District prior to initiating final design. This information will be used by MoDOT to obtain a Section 404 Permit for construction of the project.
- MoDOT will complete a habitat assessment of the riparian forested areas possibly affected by construction and will continue consultation with the USFWS and MDC regarding potential impacts to the Indiana bat and plaid sturgeon.
- MoDOT will complete a survey of migratory birds within the project area prior to initiating construction activities.
- MoDOT will limit and/or suspend construction activities in the project area when migratory birds, including bald eagles, may be nesting.
- The Selected Alternative corridor will be evaluated during the design phase and if suitable Indiana bat roost trees are present and need to be removed for construction, MoDOT/KDOT will include special provisions in the contract to avoid impacts during the breeding season.
- MoDOT will implement mitigation agreed upon in the MOA among the FHWA, MoDOT, and Missouri SHPO, to address the adverse effect to the Fairfax and Platte Purchase Bridges.

Traffic Management During Construction

- A Traffic Management Plan (TMP) will be developed during project design and be included in the construction contract. A TMP will lay out a set of coordinated traffic management strategies to manage the work zone impacts.
- MoDOT will send a news release out to local newspapers and radio stations giving local commuters information about construction activities that could impact their daily travels.
- It is expected that limited day- and/or night-time lane closures would be needed to make roadway tie-ins. MoDOT/KDOT will require the contractor to utilize appropriate traffic control during these times and to keep back-ups to a minimum.
- Construction of bridge piers nearby the railroad will require flaggers for trains during construction operations. All flagging costs will be borne by MoDOT/KDOT.

Utilities

- MoDOT and KDOT utility engineers and representatives of the utility companies will work out the details of individual utility relocations on a case-by-case basis.

Construction

- Construction will be conducted so as not to unreasonably interfere with free navigation of the waterway or impair the present navigable depths of the Missouri River.
- All construction activities will comply with the existing rules and regulations of governmental agencies having jurisdiction over streams and water supplies in the area.
- The section of the Missouri Riverfront Trail that passes through the study area and the trailhead located east of the north end of the Platte Purchase Bridge will need to be closed during construction of the new bridge. This closure will be temporary and will not result in any permanent modification or use of the trail. The Selected Alternative will not result in the incorporation of any part of the trail or trailhead into the proposed transportation facility. Notice will be published by the city of Riverside on their website a minimum of two weeks prior to trail closure.
- Emissions from construction equipment will be controlled in accordance with emission standards prescribed under state and federal regulations.
- The Contractor will be required to minimize the potential for spills and accidental releases through development and implementation of spill prevention plans and responding quickly to spills when they occur.
- Any previously unknown hazardous waste sites that are found during project construction will be handled in accordance with federal and state laws and regulations. If regulated solid or hazardous wastes are found during construction activities, the MoDOT/KDOT construction inspector will direct the contractor to cease work at the suspect site. The construction inspector will contact the appropriate MoDOT environmental specialist to discuss options for remediation. The environmental specialist, the construction office, and the contractor will develop a plan for sampling, remediation, and continuation of project construction. Independent consulting, analytical and remediation services will be contracted if necessary. The MDNR or KDHE will be contacted for coordination and approval of required activities.
- Painted structures shall be tested prior to painting and demolition to determine proper disposal for the waste generated during the project. The inspection reports must be included in the construction bid proposal. No paint will be removed from the existing bridges prior to demolition.
- All structures, including bridges that will be renovated or demolished will be inspected for asbestos. The reports from these hazardous material inspections must be included in the construction bid proposal. Demolition or renovation is a three-step process under the asbestos regulations. All structures that meet the criteria as described above must be inspected by an Asbestos Building Inspector. Following the inspection, regardless of whether asbestos is present or not, an Asbestos Demolition Notification shall be made to MDNR and KDHE no fewer than 10 working days prior to beginning the project. If regulated amounts of asbestos are present, an Asbestos Project Notification will also be submitted and an Asbestos Post-Notification will be filed after the work is completed. If abatement is necessary, a certified Contractor Supervisor will be present during the abatement and a licensed asbestos contractor will do the abatement. MoDOT/KDOT would ensure these materials, depending on their condition and quantity, are removed and disposed of according to current regulations and procedures.

- Pollution control measures outlined in the *Missouri Standard Specifications for Highway Construction* will be used to minimize impacts associated with the construction of any alternative; these measures pertain to air, noise, and water pollution as well as traffic control (e.g., detours) and safety measures. Best Management Practices will be employed to minimize or mitigate potential impacts.
- The Contractor will locate and protect all temporary storage facilities for petroleum products, other fuels, and chemicals to prevent accidental spills from entering the streams within the project vicinity. The Contractor will clean-up any such spills to prevent the possibility of pollution due to runoff.
- The Contractor will avoid disposing of cement sweepings, washings, concrete wash water from concrete trucks, and other concrete mixing equipment, treatment chemicals, or grouting and bonding materials into streams, wetlands, or into any location where water runoff will wash pollutants into streams or wetlands.
- The Contractor will identify all borrow and waste sites prior to initiating construction. The Contractor shall be responsible for obtaining all necessary environmental clearances, approvals, and permits for use of all borrow and/or waste sites.

4.0 REQUIRED PERMITS

The following permits and approvals will be required for construction of the Selected Alternative:

- Section 404 Permit and Section 401 Water Quality Certification under the Clean Water Act
- Section 9 Permit under the Rivers and Harbors Act and General Bridge Act
- Section 402 of the Clean Water Act
- **"No-Rise" Certification; SEMA and Kansas Department of Agriculture**
- Floodplain Development Permit: Wyandotte County/Kansas City, Kansas and Platte County, Missouri
- Land Disturbance Permit: Wyandotte County/Kansas City, Kansas and Platte County, Missouri
- Demolition Permit: Wyandotte County/Kansas City, Kansas
- ***Riverside-Quindaro Bend Levee District and Fairfax Drainage District Approvals***
- USCG Approval – Temporary Effects on Navigation Channel - A temporary reduction in navigation channel width is anticipated but will require USCG review and approval.

APPENDICES

APPENDIX A – Selected Alternative: Alternative 3 Build Options 3A, 3B1, and 3B2

APPENDIX B – EA Notice of Availability

APPENDIX C – Agency and Public Comments on the EA

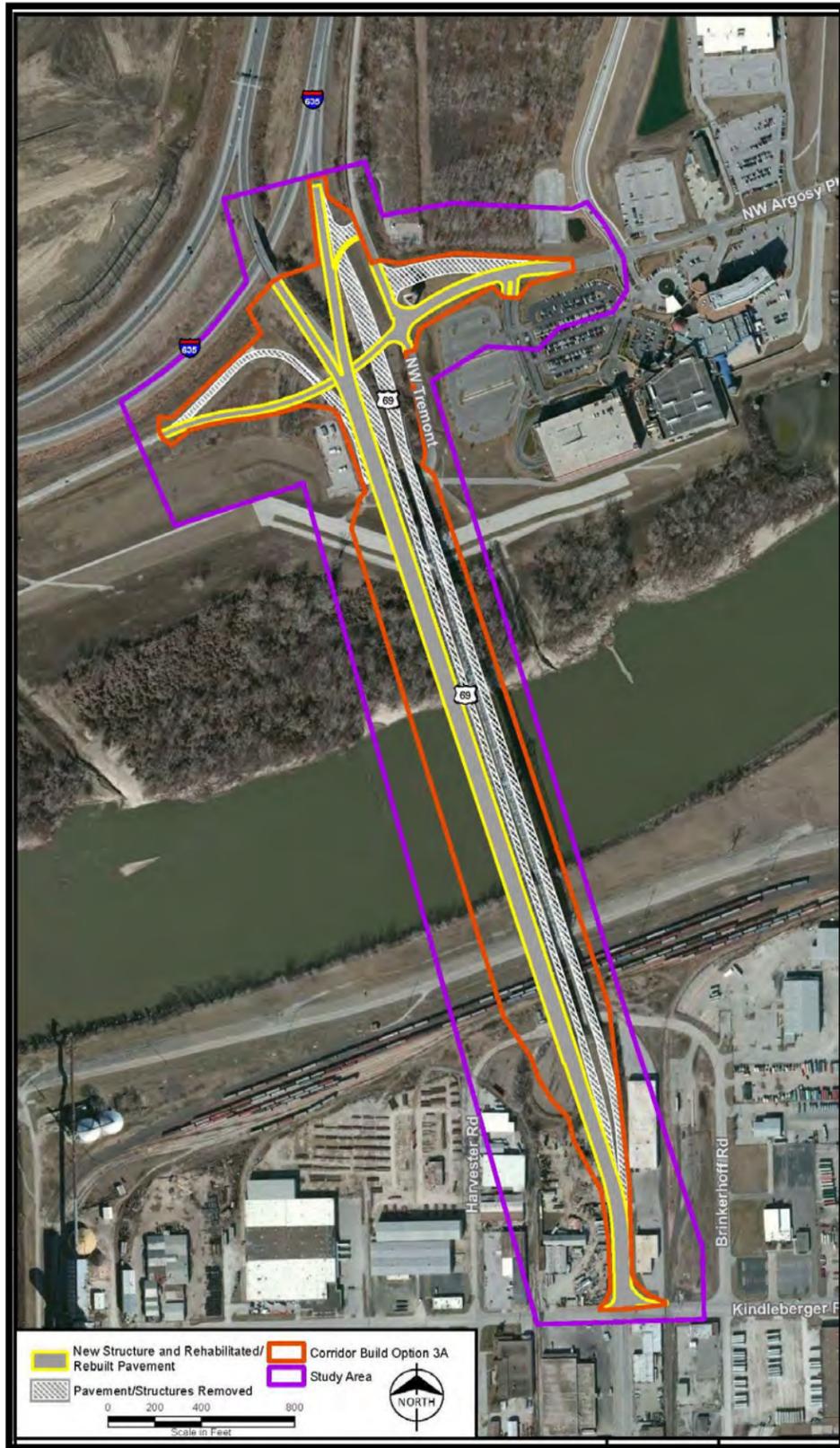
ATTACHMENTS (following the appendices)

ATTACHMENT 1 – Programmatic Section 4(f) Evaluation

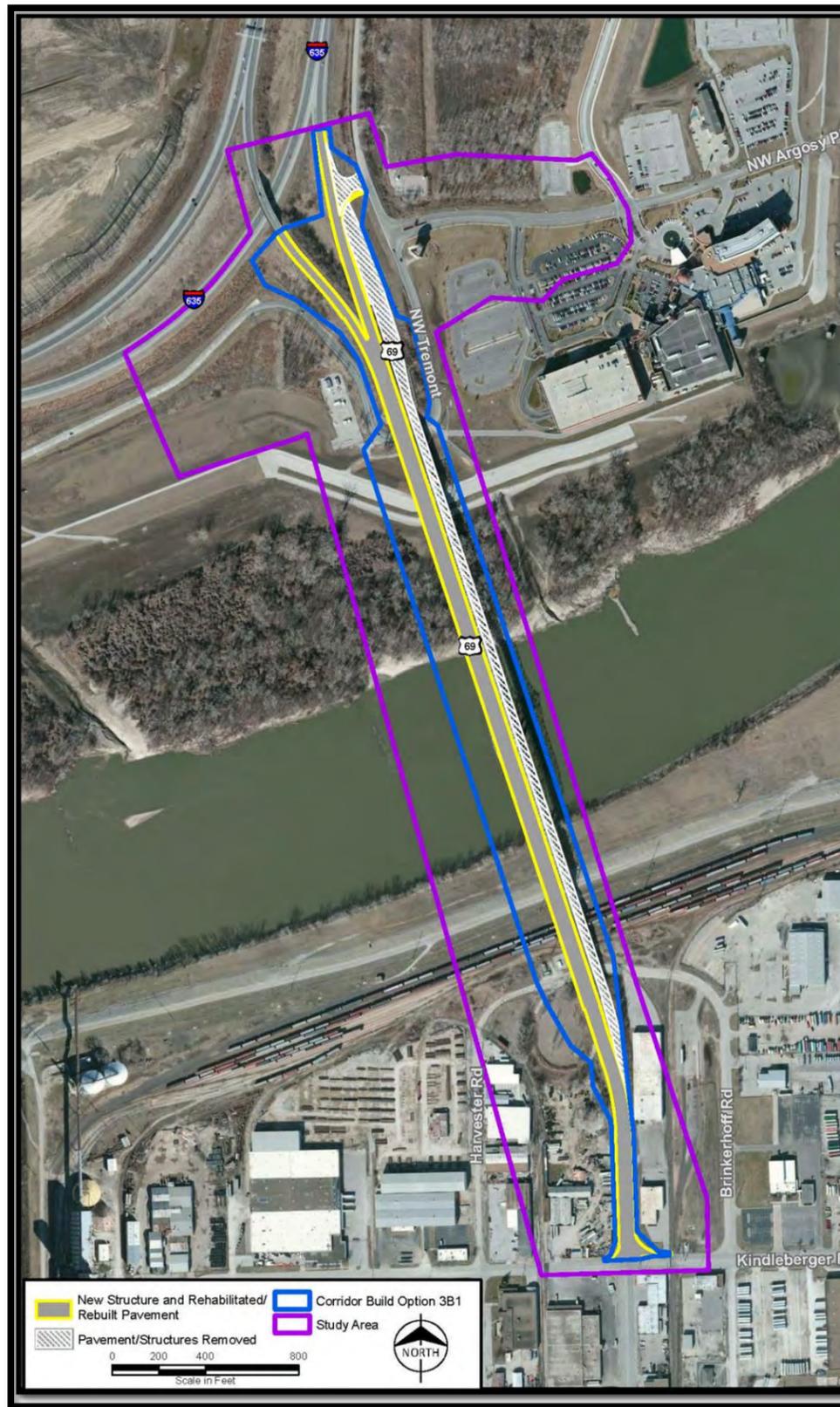
ATTACHMENT 2 – Memorandum of Agreement

ATTACHMENT 3 – Information to Accompany the Memorandum of Agreement

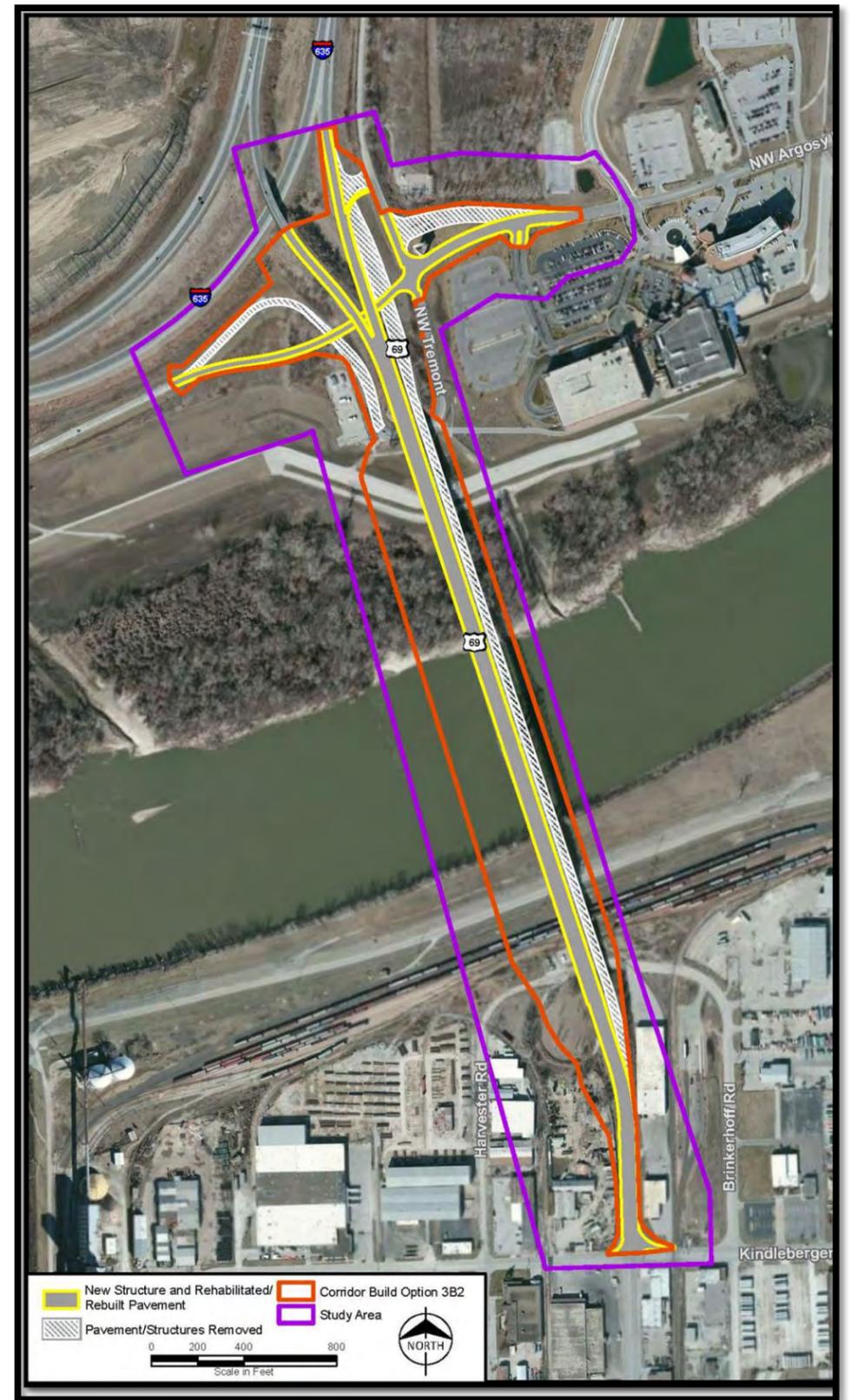
APPENDIX A
Selected Alternative



Alternative 3 – Build Option 3A
Upstream w/Argosy Parkway Realigned



Alternative 3 – Build Option 3B1
On Existing Location and Maintain Argosy Parkway Loop



Alternative 3 – Build Option 3B2
On Existing Location w/Argosy Parkway Realigned

APPENDIX B
Notice of Availability of the Environmental Assessment

NOTICE OF AVAILABILITY

Environmental Assessment - US 69 Bridges Over the Missouri River Platte County, MO and Wyandotte County, KS

The Missouri Department of Transportation (MoDOT), the Kansas Department of Transportation (KDOT), and the Federal Highway Administration (FHWA) are pleased to announce the availability of the *US 69 Bridges Over the Missouri River Environmental Assessment (EA); Platte County, Missouri and Wyandotte County, Kansas; Job Number J4P2279B*. The EA will be available for public review on August 28, 2013. The EA was prepared in accordance with the National Environmental Policy Act (NEPA), the National Historic Preservation Act, 23 CFR 771, and regulations of the Council on Environmental Quality, to provide guidance in determining the appropriate actions needed to address the deteriorating bridges.

Public Review: Public involvement is considered to be an important component of a successful planning process. An electronic version of the EA and related documents can be found online at www.modot.org/kansascity. Users of the site to review the EA are encouraged to submit comments while it is available for public review. Written comments can be mailed to:

**Mr. Edward Hassinger, Chief Engineer
Missouri Department of Transportation
P.O. Box 270
Jefferson City, MO 65102**

To be included in the project record, all comments must be submitted no later than **October 1, 2013**.

The EA will be available at the Riverside City Hall; the Unified Government of Wyandotte County and Kansas City, Kansas City Hall; Central Branch of the Kansas City (Missouri) Public Library; the Kansas City, Kansas Main Library; the Mid-America Regional Council; MoDOT Kansas City District Office (600 NE Colbern Road, Lee's Summit, Missouri); KDOT Office (700 SW Harrison Street, Topeka, Kansas); and on the MoDOT website at the address noted above. The EA includes a Programmatic Section 4(f) Evaluation of the historic Fairfax and Platte Purchase Bridges and a draft Memorandum of Agreement (MOA) for mitigation of adverse effects to both bridges. If you have any questions concerning this announcement, please contact Ms. Raegan Ball, Program Development Team Leader, FHWA Division Office, 3220 West Edgewood, Suite H, Jefferson City, Missouri 65109; or at (573) 638-2620.

NOTICE OF LOCATION PUBLIC HEARING

A public hearing concerning the improvement of the US 69 Missouri River crossing will be held on September 17, 2013 from 4 to 7 p.m., at the Riverside Community Center, 4498 NW High Drive, Riverside, Missouri. The hearing will provide an opportunity for the public to learn more about the project and to provide verbal and written comments on the project.

Proposed Project: The US 69 bridges over the Missouri River, commonly known as the Fairfax Bridge and Platte Purchase Bridge, were respectively constructed in 1935 and 1957. Both bridges are nearing their useful lives, and the Fairfax Bridge is classified as structurally deficient. The bridges have a number of deficiencies including narrow travel lanes (Fairfax Bridge only), lack of or narrow shoulders, low vertical clearances, and weight limitations, which limit the amount and type of traffic that can use the crossing. As they age, the structural condition of both bridges continues to deteriorate. There are significant repair costs and traffic closures associated with continued maintenance of both bridges. The construction of a two-lane bridge with continued use and rehabilitation of the Platte Purchase Bridge has implications on river hydraulics and flood management. For these reasons, MoDOT and KDOT recommend that the best long-term value for the project is to replace both existing bridges with a new four-lane bridge.

The preferred alternative would replace both bridges with a new four-lane bridge either upstream of the existing Fairfax Bridge or on/near the alignment of the existing bridges. The preferred alternative, Alternative 3, includes three Build Options, depending on the location of the new bridge either upstream of the Fairfax Bridge (Build Option 3A) or on/near the alignment of one or both existing bridges (Build Options 3B1 or 3B2):

- **Build Option 3A** – New 4-lane bridge upstream of the Fairfax Bridge with realignment of Argosy Parkway under the bridge.
- **Build Option 3B1** – New 4-lane bridge on existing bridge alignment and maintain existing Argosy Parkway Loop under the bridge
- **Build Option 3B2** – New 4-lane bridge on existing bridge alignment with realignment of Argosy Parkway under the bridge.

Along one side of the new bridge, a barrier-separated, off-travelway bicycle/pedestrian facility would provide continuity with trail systems on both sides of the river.

The new bridge and roadway approaches would have minimal impacts on wetlands, riparian habitat, and floodplains. Coordination with the US Coast Guard (USCG), US Army Corps of Engineers (USACE), and the Riverside-Quindaro Bend Levee District and Fairfax Drainage District would continue during design to address potential effects of bridge removal and construction on the levees and river navigation.

The project would result in no residential or business displacements and no long-term impacts on water quality, noise, floodplains, natural habitats, or threatened or endangered species. Temporary and short-term effects on water and air quality, noise, and traffic service would occur during construction. A traffic management plan would be developed to address access and establish possible detour routes to be used during construction.

MoDOT, KDOT, and FHWA are pursuing this project under the Design-Build process. Design-Build is a project delivery system used in the construction industry whereby design and construction services are contracted by a single entity known as the design-builder or design-build contractor. For that reason, a corridor has been identified for construction of the project following the Build Options described above. Specific impacts to wetland and floodplain

resources would be determined during design and minimized to the extent practical. At that time, applicable permits would be obtained to allow construction to begin.

It is anticipated that a Nationwide Permit (NWP) #15 will be issued to authorize construction of the bridge, and a NWP #14 will be issued to authorize construction on the roadway approaches. Issuance of the Section 404 permits by the USACE is contingent on obtaining water quality certification issued under Section 401 of the Clean Water Act from the Missouri Department of Natural Resources and Kansas Department of Health and Environment. In addition to the USACE permits, MoDOT will obtain a Section 9 Permit from the USCG to construct the new bridge and to remove the existing bridges prior to initiating demolition and construction. The project will also require no-rise certification and floodplain development permits from the Missouri State Emergency Management Agency, Kansas Department of Agriculture, Wyandotte County/Kansas City, Kansas, and Platte County, Missouri. MoDOT and KDOT will also require the design-build contractor to obtain coverage under existing state general National Pollutant Discharge Elimination System (NPDES) permits and to develop a Stormwater Pollution Prevention Plan for the project. Concerns relating to these regulatory permits should be expressed at this hearing.

All written comments that should be included in the project record must be received by MoDOT at the address noted above no later than October 1, 2013.

APPENDIX C
Agency and Public Comments Received
on the Environmental Assessment

UG Health Department
619 Ann Avenue
Kansas City, KS 66101
(913) 573-8833



September 30, 2013

Kansas Department of Transportation
Dwight D. Eisenhower State Office Building
700 S.W. Harrison Street
Topeka, KS 66603
Attn: Coordinators of U.S. 69 Bridge Environmental Assessment

Dear KDOT,

On behalf of Healthy Communities Wyandotte's Infrastructure Action Team, we write you to express our pleasure at your inclusion of a shared used path on all preferred alternatives of the U.S. 69 Bridge construction project, linking Wyandotte County, KS and Platte County, MO.

Healthy Communities Wyandotte is a county-wide health coalition that was convened by Mayor Joe Reardon in 2009. That year, Wyandotte County was ranked as the unhealthiest county in Kansas. Since that time, over fifty organizations and hundreds of area experts have participated in our health planning and improvement work. We are now championed by Mayor Mark Holland, who has been part of the effort from the beginning.

Our Infrastructure Action Team has focused on improving the *built environment*, to provide more opportunities for residents to include physical activity in their daily lives, and to create more recreation options. In 2013 our adult obesity rate was 38% and our rate of physical inactivity (adults reporting NO leisure time physical activity whatsoever) was 33%. We desperately need more opportunities for residents to get out and be active.

A shared-use path across the new U.S. 69 Bridge, suitable for both bicycle and pedestrian traffic, would be a huge step in the right direction. It would also serve an important non-motorized transportation function, granting accessibility to the Fairfax Industrial District, a major employment center in our community. The Unified Government has plans to build additional bicycle connections from downtown Kansas City, KS to the bridge in the future.

Thank you for including a shared-use path in the preferred alternatives you presented to the public for the bridge, and we look forward to seeing the finished product!

A handwritten signature in black ink that reads "Heidi Holliday".

Heidi Holliday
Executive Director
Rosedale Development Association
Chair, Infrastructure Action Team

A handwritten signature in black ink that reads "Mark R. Holland".

Mark R. Holland
Mayor/CEO
Unified Government of Wyandotte County /
Kansas City, KS

..... HCW: Mobilizing the community to improve health and well-being in Wyandotte County through increased communication, coordination, and culture change.

Division of Environment
Bureau of Water
Curtis State Office Building
1000 SW Jackson, Suite 420
Topeka, KS 66612-1367



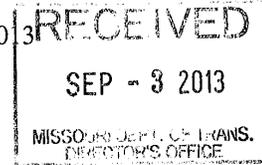
Phone: 785-296-5547
Fax: 785-296-0086
dcarlson@kdheks.gov
www.kdheks.gov

Robert Moser, MD, Secretary

Department of Health & Environment

Sam Brownback, Governor

August 28, 2013



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

Re: MoDOT J42279B – US 69 Bridges Over the Missouri River Environmental Assessment
Platte County, Missouri and Wyandotte County, Kansas

Dear Mr. Hassinger:

The Kansas Department of Health and Environment has reviewed the Environmental Assessment material for the above referenced project. The Kansas Department of Health and Environment has no objection to the proposal and no comments to offer.

Sincerely,

A handwritten signature in cursive script that reads "Donald R. Carlson".

Donald R. Carlson, P.E., Chief
Industrial Programs Section
Bureau of Water



Operations Office
512 SE 25th Ave.
Pratt, KS 67124-8174

Phone: 620-672-5911
Fax: 620-672-6020
www.kdwpt.state.ks.us

Robin Jennison, Secretary

Sam Brownback, Governor

04 September 2013

Allan Zafft
Missouri Dept. of Transportation
Kansas City District
600 Northeast Colbern Rd.
Lee's Summit, MO 64086

Ref: D2.2202
Wyandotte
Track: 20121409
MoDOT: J4P2279B
T10S-R25E-Sec. 28

Dear Mr. Zafft:

RE: Inquiry review request for protected species and habitats concerning the replacement of Fairfax Bridge in Wyandotte County, Kansas.

We have reviewed initial information concerning the proposed span-bridge replacement (US 69 Fairfax Bridge) in and across the Missouri River in Wyandotte County, Kansas. Construction activity will take place within the active channel of the Missouri River, which is Designated Critical Habitat for the following state-listed species: Chestnut Lamprey (*Ichthyomyzon castaneus*), Flathead Chub (*Platygobio gracilis*), Silverband Shiner (*Notropis shumardi*), Sturgeon Chub (*Macrhybopsis gelida*), Shoal Chub (*Macrhybopsis hyostoma*), Western Silvery Minnow (*Hybognathus argyritis*), Pallid Sturgeon (*Scaphirhynchus albus*), Sicklefin Chub (*Macrhybopsis meeki*), Silver Chub (*Macrhybopsis storeriana*), and Plains Minnow (*Hybognathus placitus*).

Construction activities that involve physical alteration or disturbance to Critical Habitat (e.g. Missouri River) of state-listed Threatened or Endangered species (e.g. aforementioned species) require an Action Permit from our department. An Action Permit contains general and special conditions that delineate mitigation as per avoidance, minimization, and/or compensation. For instance, mitigation for potential impacts to state-listed aquatic species during construction activities that occur within a stream or river that is designated as Critical Habitat typically includes (but is not necessarily limited to) date restrictions to construction activities during the spawning season of T&E species.

I currently am reviewing the Environmental Assessment that has been provided by your department in cooperation with Kansas Department of Transportation. As project plans progress, we look forward to collaborating with each respective agency with the objective to avoid/minimize impacts to wildlife species associated with this project.

Please contact (brian.bartels@ksoutdoors.com, 620-770-6628) me if you have any questions or concerns about the preceding information.

cc: Bryan Gasper, Burns & McDonnell
Susan Blackford, USF&W
Heather Whitlaw, USF&W

Sincerely,

Brian Bartels, Ecologist
Ecological Services Section



United States Department of the Interior

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



September 30, 2013



Edward Hassinger, Chief Engineer
Missouri Department of Transportation
P.O. Box 270
Jefferson City, Missouri 65201

Dear Mr. Hassinger:

Please refer to the August 30, 2013, email from Mr. Allan Zaft announcing the Notice of Availability (NOA) of the Environmental Assessment (EA) for the US 69 Bridges over the Missouri River, Platte County, Missouri and Wyandotte County, Kansas, Job Number J4P2279B. The NOA requested comments from agencies and the public on that document during the public review period which closes October 1, 2013. The U.S. Fish and Wildlife Service (Service) has reviewed the EA and submits the following comments pursuant to 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), the Bald and Golden Eagle Protection Act (16 U.S.C. 668-668c), and the Endangered Species Act of 1973, as amended (16 U.S.C. 1531-1544).

General Comments

The EA generally addresses most of the environmental aspects of the proposed bridge replacements in the highly urbanized area. However, the analyses fail to characterize the relatively limited natural habitats in the project area as well as the project effects to those habitats. Prior to finalizing any decision document, the following information should be included to ensure appropriate avoidance, minimization, and compensation for project impacts.

Specific Comments

Page 3-21, third paragraph: Statements concerning the Migratory Bird Treaty Act made in the EA appear to consider only swallows nesting on the bridge and no other migratory birds utilizing riparian or grassland areas within the project area. All habitats that might support migratory birds should be evaluated for potential project impacts. Project activities that would disturb migratory birds during the breeding/nesting season should be fully described, as well as measures that could be implemented to avoid or minimize those impacts. In addition, as bald eagles are becoming an increasingly common nesting species along the Missouri River, a survey for nesting bald eagles should occur just prior

to construction (i.e., tree removal) to ensure a nest had not been built at the project site. If a nest is found, please contact this office for additional coordination to adequately protect the eagle and its nest in compliance with the Bald and Golden Eagle Protection Act.

Page 3-22, second paragraph: While the EA discusses the need to survey the riparian areas for Indiana bat habitat, it should also note the potential for acoustic surveys to determine occupancy should the habitat appear suitable. Based on the 14-acre impact area, MODOT should have conducted a habitat assessment of the area and included that information in this document to support their effects analyses or the need for additional surveys. As noted in our October 24, 2012, letter, if more than 10 acres of forested habitat is to be removed, our office should be contacted for additional coordination. Without a habitat assessment of the 14-acre area, seasonal tree clearing measures are not sufficient conservation measures to ensure no adverse effect to the species. The final document should include a full description of MODOT's coordination with the Service to conserve Indiana bat, as well as the information needed to evaluate effects to the species (i.e., habitat assessment and any needed surveys).

Page 3-22, third paragraph: The EA contains a statement that "approximately 14 acres of riparian forest habitat could be removed if the entire corridor were cleared." In the next paragraph, the EA contains the statement that "Existing upland, riparian, and river habitats in the project vicinity would be able to accommodate displaced fish and wildlife." Considering the project area is almost entirely developed, project impacts on the existing natural habitats are all the more deleterious. Most natural habitats are assumed to be at carrying capacity unless something has occurred to reduce wildlife population numbers. Assuming displaced wildlife will simply move to other unoccupied habitat is not biologically justifiable. If the project site is allowed to naturally revegetate, there will be a temporal loss in natural habitat. The temporal loss could be minimized by planting native species and selecting more mature native tree species to replace those lost during construction.

Page 3-22, fourth paragraph: The EA noted that "The continued and long-term use of de-icing compounds on the new bridge would not adversely affect the quality or use of aquatic habitats within or adjacent to the study area." That statement should be justified by referencing peer-reviewed scientific data or research; otherwise, the statement should be revised. The EA should list the types of de-icing compounds that would be used, or the chemicals contained in the de-icing compounds as well as information to support the supposition that they will have no adverse effects on aquatic habitats (e.g., type of product, amount, timing, collection features that would prevent compounds from entering waterways, etc.). As an alternative, MODOT could consider innovative designs that incorporate heating elements into the roadway to melt snow and ice, thereby eliminating or substantially reducing the need for de-icing compounds.

Page 3-39, Section 3.14.2: This section should address the effects of continued Missouri River bed degradation on the longevity and stability of the proposed bridges. In addition, the Service strongly recommends all river sediments be returned to the river rather than

removed to an upland site, and thus not contribute to additional bed degradation downstream. The locations of all borrow and disposal areas should be disclosed in the EA as part of the complete project. This enables the agency to adequately describe all project-related effects to the relevant resource and meet the purpose of the NEPA process.

Page 3-43, last paragraph: The EA states that "All waste and borrow areas would be identified by the Contractor." Again, these areas should be disclosed in the EA as part of the complete project.

Endangered Species

Based on the information in the EA, we understand MODOT considers a determination to be premature, and thus appears to have deferred their determination until they have finalized project plans, completed habitat assessment for the Indiana bat, and completed a full analysis of project effects on federally listed species. Based on the habitat assessment, if a bat survey is needed, please coordinate with this office to ensure the most appropriate survey design. Survey results should include identification of all species detected, including Northern Long-eared and Little brown bats, two species the Service is evaluating for listing under the ESA.

While we recommend that as much of the information as possible be included in draft documents for the public to review, we shall continue to informally consult with MODOT as project planning progresses and they incorporate site-specific information to complete their assessment of the effects of this project on the federally endangered Indiana bat and pallid sturgeon.

Thank you for the opportunity to provide comments. Should you have questions concerning this response, please contact Jane Ledwin at (573) 234-2132, extension 109.

Sincerely,



Amy Salveter
Field Supervisor

cc: USFWS, Manhattan, KS (Whitlaw)
MDC; Jefferson City, MO (Policy Coordination)



**UNIFIED GOVERNMENT OF WYANDOTTE COUNTY
& KANSAS CITY, KANSAS
PUBLIC WORKS DEPARTMENT**

ONE McDOWELL PLAZA

701 NORTH 7TH STREET, 66101

(913) 573-5400

FAX (913) 573-5435

Sept. 30, 2013

Mr. Edward Hassinger, Chief Engineer
Missouri Department of Transportation
PO Box 270
Jefferson City, Missouri 65102

**US 69 BRIDGES OVER MISSOURI RIVER, PLATTE AND WYANDOTTE CO.
ENVIRONMENTAL ASSESSMENT - FINAL COMMENTS**

We appreciate the opportunity we have had to participate in the US-69 Environmental Assessment. Below are the comments that we offer during the final comment period:

1. The early decision to discard the two-lane roadway option was greatly appreciated. We did not believe that a facility as critical as the US-69 connector could be made to work adequately with only one-lane in each direction. It serves too much importance both for day-to-day commuter and commercial traffic, as well as secondary and detour access during emergencies or major rehabilitation work on adjacent facilities.
2. We also applaud MoDOT and KDOT for recognizing the importance of the non-motorized transportation connection, and for abiding by the MARC regional policy on this matter. We reiterate again how critical this facility is for the Unified Government's long-term plans for bike and pedestrian access. The ability of individuals to reach work and recreational opportunities on both sides of the river is critical, and such opportunities are currently non-existent within reasonable distances to this part of our community. It is imperative that these facility not be "value-engineered" out of the final design.
3. We believe that the actual nature and alignment of the bike/pedestrian way should be finalized with U.G. and City of Riverside prior to RFP to the design-builder, and that such alignment be part of the stipulations. There are too many particulars to leave this up merely to chance with the design-builders cost-model. At the present time, we believe that an east-side alignment may make the most since, but some more engineering discussion is needed. We would also welcome the opportunity to clarify with how on-lane bike route would connect to the off-route bike/pedestrian way at the intersection of US-69 and Kindleberger. The U.G. has not yet undertaken firm engineering of the connection.

4. We also concur with the decision to replace both bridges at this time, instead of one now and one later. The investment is significant, but it makes sense to tackle the issues at one time, and achieve a bridge with the optimal horizontal alignment and appropriate pier spacing.

5. We concur overall with the concept of the 3 final "build" options. Our greatest preference would be Option 3A, the upstream alignment, based on what we believe would limit the length of bridge closure the most. However, we understand that there are many factors that will drive the final decision. We would ask that design-builder's cost model include a consideration of the differences between these options in terms of length of construction and detour. Fortunately, I-635 does create a fairly close detour opportunity for periods when the bridge is closed. Perhaps a "traffic impact" or "lane-rental" fee per day or per month should be imposed to adequately reflect a consideration of the costs to commercial interests on both sides of the river during full or partial closures.

6. We ask that MoDOT and KDOT continue to work closely with the industrial district users, including Fairfax Industrial District, to communicate about the impacts and timing of construction. We also ask that particular attention be made to any details that could be improved on the I-635 bypass route if it will be used for extended durations.

7. Design-build arrangements are an exciting option for this project, and hopefully will lead to an accelerated design and construction schedule. We have some concern that this procurement approach can lead to an over-emphasis on cost-cutting alone, and there are many details and nuances about this project and how it impacts the commercial/industrial users and commuters that can't be anticipated until the design is further developed. We hope that both MoDOT and KDOT have sufficient controls and experience to ensure that the inevitable surprises are managed to good of the whole project and public.

8. A facility of this magnitude should be developed with reasonable concern for aesthetics. We understand it is not to be a signature-type bridge, but certain select features should be specified in the design-builder contracts to ensure that the look and feel of the final facility is an asset to current and future users. In particular, we request the following on behalf of the Unified Government:

- Colored concrete and standard rock form liners for walls of Bike/pedestrian path
- Enhanced entryway landscaping.
- Screening Showstack from view of North and South Bound US 69 from Kindleberger Road North. This might be done with a screen wall or dense evergreen landscape.
- Locations reserved for entry monuments and signage (by others) to welcome travelers to Fairfax Industrial District.

Sincerely,



Bill Heatherman, P.E., County Engineer

cc: Jim Pickett, KDOT Metro Engineer
Robert Roddy, Director of Public Works
Rob Richardson, Director of Urban Planning and Land Use



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

October 1, 2013

Edward Hassinger
Chief Engineer
Missouri Department of Transportation
P.O. Box 270
Jefferson City, MO 65102

RE: U.S. Route 69 Bridges Over the Missouri River Environmental Assessment

Dear Mr. Hassinger,

The Missouri Department of Conservation (Department) has received your request for review and comments on the U.S. Route 69 Bridges Over the Missouri River Environmental Assessment. The proposed project would replace the Fairfax and/or Platte Purchase Bridges on U.S. 69 spanning the Missouri River between Platte County, Missouri and Wyandotte County, Kansas.

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 forest, fish and wildlife resources.

The Department has reviewed the document and has the following comments for you to consider as you move forward with the National Environmental Policy Act (NEPA) process. Chapter 3 of the document mentions migratory birds and the protection offered to them from the Migratory Bird Treaty Act. It also notes the potential for migratory birds to be using the existing structures for nesting. Chapter 4 of the document lists the Missouri Department of Transportation and the Kansas Department of Transportation's proposed project commitments but it does not mention any commitment to avoid work on the existing structures during the birds normal breeding period. The Department requests that this be included as a commitment. Also, Chapter 3 specifically mentions barn swallows as the species likely to be nesting on the structure. It is more likely that cliff swallows would be using the bridges for nesting.

Additionally, Chapter 3 mentions the potential for habitat capable of supporting pallid sturgeon in the vicinity of the proposed project. This is substantiated by the fact that the Department has a number of pallid sturgeon records from the proposed project area during this species spawning period. However, Chapter 4 of the document does not mention any commitment to minimizing impacts to this species. The Department requests that MoDOT and KDOT commit to measures that would minimize impacts to this species. Such measures may include avoiding construction activities under water and avoiding demolition of the existing structures during the pallid sturgeons spawning season.

COMMISSION

DON C. BEDELL
Sikeston

JAMES T. BLAIR, IV
St. Louis

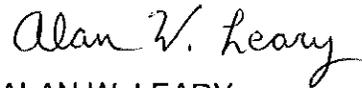
DON R. JOHNSON
Festus

BECKY L. PLATTNER
Grand Pass

Mr. Hassinger
October 1, 2013
Page 2

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: Vince Travnichek, Kyle Winders, Allan Zafft (MoDOT), Richard Moore (MoDOT), Bree McMurray (MoDOT)

U.S. Department of
Homeland Security

United States
Coast Guard



Commander
Eighth Coast Guard District

1222 Spruce Street, Room 2.102D
St. Louis, MO 63103-2832
Staff Symbol: dwb
Phone: (314) 269-2382
Fax: (314) 269-2737
Email: david.a.orzechowski@uscg.mil
www.uscg.mil/d8/westernriversbridges

16591.6/372.61 MOR
August 5, 2013

Mr. Allan Zafft
Transportation Planning Specialist
Missouri Department of Transportation
Kansas City District
600 Northeast Colbern Road
Lee's Summit, MO 64086

Subj: FAIRFAX DUAL REPLACEMENT BRIDGE (U.S. 69 BRIDGES), MILE 372.61,
MISSOURI RIVER

Dear Mr. Zafft:

This is in reply to your letter dated August 26, 2013 regarding the review of the Environmental Assessment. The environmental documentation will adequately support an application for a Coast Guard Bridge Permit. If you have any questions or need further assistance, please call Mr. David Orzechowski at the above telephone number.

Sincerely,

A handwritten signature in black ink, appearing to read "Eric Washburn", written over a horizontal line.

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

From: "Beetem, Jane" <jane.beetem@dnr.mo.gov>
To: "Zafft, Allan" <allan.zafft@modot.mo.gov>,
Date: 10/02/2013 09:49 AM
Subject: U.S. 69 Bridges over Missouri River

Allan, we have asked for a review of this project, and the State Historic Preservation Office indicated they have already reviewed the bridges for Section 106 of the National Historic Preservation Act, and found them to be eligible for listing on the National Register of Historic Places, and a Memorandum of Agreement was signed on July 9, 2013. There were no known hazardous waste sites identified in the project area.

The department has no further comments on this Environmental Assessment.

Thank you for the opportunity to comment on this project.

Jane Beetem
Director's Office
Missouri Department of Natural Resources P.O. Box 176 Jefferson City, MO 65102
573-522-2401 Phone
573-526-3444 FAX
Jane.beetem@dnr.mo.gov

From: Marc Hansen <MHANSEN@MARC.ORG>
To: "Allan.Zafft@modot.mo.gov" <Allan.Zafft@modot.mo.gov>,
Date: 10/01/2013 01:26 PM
Subject: RE: US 69 Bridges Over the Missouri EA

Allan,

MARC appreciates the opportunity to comment on the US 69 Bridges over the Missouri EA, and the efforts of MoDOT to keep our stakeholders informed about the project. At this time, MARC would like to reiterate a comment that was submitted during comment period for the Purpose and Need Statement, Initial Alternatives, Agency Coordination and Public Involvement Plan, and Environmental Impact Assessment Methodologies Memo in December 2012.

Although regional policies regarding non-motorized travel are mentioned in general, specific references to the MARC Complete Streets Policy (<http://www.marc.org/transportation/pdf/CompleteStreetsPolicy.pdf>) and River Crossing Policy (http://www.marc.org/transportation/pdf/river_crossing_policy.pdf) should be included.

Thank you for your consideration.

Marc Hansen, AICP | Senior Transportation Planner | Mid-America Regional Council
600 Broadway Blvd., Ste. 200 | Kansas City, MO | 64105
816.701.8317 | <http://www.marc.org/transportation>

From: Allan S Zafft/KC/MODOT
To: "Daehler, Michael A NWK" <Michael.A.Daehler@usace.army.mil>,
Cc: Richard W Moore/SC/MODOT@MODOT
Date: 10/03/2013 08:25 AM
Subject: US 69 Missouri Bridges EA - US Army Corps of Engineers

Mr.Daehler:

I receive your voice message this morning, which indicated that you will not be submitting review comments on the Environmental Assessment document.

Thank you,

Allan Zafft
Transportation Planning Specialist
Missouri Department of Transportation
600 Northeast Colbern Road
Lee's Summit, MO 64086
Phone: 816-607-2258
E-mail: Allan.Zafft@modot.mo.gov

From: "Summerlin, Joe" <summerlin.joe@epa.gov>
To: "Allan.Zafft@modot.mo.gov" <Allan.Zafft@modot.mo.gov>,
Date: 09/16/2013 12:39 PM
Subject: U.S. 69 Bridges over the Missouri River EA, Platte County,
Missouri and Wyandotte County, Kansas (MoDOT Job No. J4P2279B)

Dear Mr. Zafft:

This letter responds to your letter and environmental assessment concerning U.S. 69 Bridges over the Missouri River, Platte County, Missouri and Wyandotte County, Kansas (MoDOT Job No. J4P2279B). Thank you for involving the Environmental Protection Agency (EPA) during the assessment of environmental effects to or from this project.

While evaluating this action, I referred to EPA Region 7's NEPAassist database for spatial relationships of environmentally regulated facilities and remediation sites. There does not seem to be any issues with any of the sites according to our database. In your letter, you asked EPA to focus on Hazardous Materials and Waste Sites. I have coordinated with both Superfund and Brownfields sections within our office and there does not appear to be any concerns in your project area. EPA recommends working closely with KDHE and MDNR as this project moves forward to monitor soils and groundwater for any potential contamination issues that may arise during demolition and construction phases.

In the event that there are jurisdictional Waters and/or Wetlands of the United States impacted by any proposed future action, we recommend that any mitigation should occur in the same HUC 8 or smaller watershed as the location of the project impacts. We advise avoiding and minimizing impacts to wetlands and streams as much as possible before moving towards determining the amount of compensatory mitigation that is required. We urge you to contact the appropriate authorities at the US Army Corp of Engineers to determine whether a CWA Section 404 permit may be required for such action.

If changes occur in the project purpose, need, alternatives, or impacts between now and the time of issuance on Public Notice by the Corps of Engineers, EPA's 404 program reserves the ability to comment further on this project. Information may be generated through the 404 public interest review process that was not documented during the EIS process and should be considered in the final decision. This could include changes in regulation or processes, advances in the knowledge of the resources to be impacted, discovery of additional populations of threatened or endangered species, new best management practices, and/or improvement in stream or wetland restoration science.

Construction activities may have the potential to impact the proximate air quality for the short term duration of said activities. EPA has the following recommendations regarding the construction period of the project:

- Use ultra low sulfur fuel (< 15 ppm) in all diesel engines
- Use add-on controls such as catalysts and particulate traps where suitable
- Minimize engine idling (e.g., 5-10 minutes/hour)
- Use equipment that runs on clean, alternative fuels as much as possible

- Use updated construction equipment that was either manufactured after 1996 or retrofit to meet the 1996 emissions standards
- Prohibit engine tampering and require continuing adherence to manufacturers' recommendations
- Maintain engines in top running condition tuned to manufacturers' specifications
- Phase project construction to minimize exposed surface areas
- Reduce speeds to 10 and 15 mpg in construction zones
- Conduct unannounced site inspections to ensure compliance
- Locate haul truck routes and staging areas away from sensitive population centers

Thank you for the opportunity to provide comments on this project. If you have questions, please contact me at (913) 551-7029, or via email at summerlin.joe@epa.gov.

Sincerely,

Joe Summerlin
NEPA Reviewer
EPA Region 7



September 30, 2013

Mr. Dan Niec, P.E.
District Engineer
Missouri Department of Transportation District 4
600 NE Colbern Road
Lee's Summit, MO 64068

RE: MoDOT Job J4P2279B - US 69 Bridge over the
Missouri River Environmental Assessment

Dear Mr. Niec,

EXECUTIVE COMMITTEE

Mayor David Slater, Pleasant Valley
Chair

Mayor Sly James, Kansas City
1st Vice Chair

Mayor David Bower, Raytown
2nd Vice Chair

Mayor Don Reimal, Independence
Immediate Past Chair

Mayor Peter Kerckhoff, Raymore
Member

Mayor Kathy Rose, Riverside
Member

Mayor Jean Moore, Gladstone
Member

The Missouri Metro Mayors' Caucus consists of the 86 Mayors for Jackson, Cass, Platte and Clay Counties. We work together to address regional initiatives such as multi-modal transportation in the Kansas City Metro as a whole. Connectivity in the region facilitates economic development and sustainability.

The Jackson County Commuter Rail Plan has been presented as a viable option for transportation with the ability to reach other locations within the Metropolitan area. While this may be on hold for the time being, we should consider and plan for future growth and development.

We would support the construction of the US 69 Bridges to be able to accommodate future transportation modes through that corridor.

We appreciate your consideration to promote and expand future transportation needs.

Sincerely,

David Slater, Chair
Missouri Metro Mayors' Caucus

From: Kristine Shumate <kris65merri@aol.com>
To: "allan.zafft@modot.mo.gov" <allan.zafft@modot.mo.gov>,
Date: 09/30/2013 07:08 PM
Subject: US69 Bridges

I'm writing to you today so that I have the chance to voice my opinion about the U.S. 69 bridges. After looking over the different options, I'm in favor of the Build Option 3B1. There is already an existing loop under the bridge, so why do a realignment. The Argosy is a business that has community responsibility and employs a number of people. Now is not a time to disrupt employment for them. Our economy needs to thrive not be disabled.

Another reason for my decision would be to have the ability to possibly see a rail system in our area in the near future. Our environment is in need for these changes if at all possible.

Thank you for taking my comments into consideration .

Kristine Shumate

One person responded to the online hearing survey. Below are his comments.

1. I am pleased that all preferred alternatives contain a shared used path to provide accessibility for non-motorized travel. This will improve connections between KCK and Riverside/Parkville, and provide both recreational and economic benefits to both municipalities. Additionally, it will provide future accessibility for non-motorized travel (especially bicycle) region-wide, as it will provide a direct route from Riverside/Parkville to downtown Kansas City, MO.
2. They are lovely bridges, but if demolition is necessary it should be done. They hold no particular historical interest to me personally.
3. Thanks for providing alternatives that look into the future, as bicycle share will increase, and as Wyandotte County and the Fairfax District increase in economic vitality. Very forward-thinking. I am not an engineer or construction expert, but the designs and process is well-thought out. Thanks, MODOT and KDOT!

Wesley McKain

wmckain@wycokck.org



BRIDGES OVER THE MISSOURI RIVER

WE WANT YOUR INPUT

1. What are your thoughts on the preferred alternative (Build Options 3A, 3B1 and 3B2)?

I prefer option 3B1

2. Please share concerns you may have regarding the demolition of the historic Fairfax and Platte Purchase Bridges and/or what you think should be done.

A new bridge should be installed.

3. Do you have any other comments or information you would like to share with the Study Team?

I like the idea of a walkway on the bridge. This will make
cycling easier to connect with Riverside park.

Name Elizabeth Bothwell

Street Address 55 Viewcrest

City, State, ZIP Kansas City

Phone 913-956-8460

E-mail ebothwell-homesix@sbcglobal.net

Please include your email so we can add you to our list for future communications regarding this project.

Please drop this card in the comment box OR mail by October 1, 2013.

1-888-ASK-MODOT (275-6636)

www.modot.org/kansascity





BRIDGES OVER THE MISSOURI RIVER

WE WANT YOUR INPUT

1. What are your thoughts on the preferred alternative (Build Options 3A, 3B1 and 3B2)?

I would encourage designers to pursue the Arroyo extension to ease traffic and minimize sharp, blind turns

2. Please share concerns you may have regarding the demolition of the historic Fairfax and Platte Purchase Bridges and/or what you think should be done.

3. Do you have any other comments or information you would like to share with the Study Team?

I would also encourage thoughtful consideration on how cyclists and pedestrians will access the bike/ped trail. I would like to see the path improve on what we've learned from the Heart of America bridge, wider lanes (12' instead of 10'), provisions to keep path clear of trash: debris, esp. salt/sand in winter: broken glass.

Name Sofie Alexander Street Address 645 Splitlog Ave City, State, ZIP kc, KS 66101
Phone 913-832-2033 E-mail _____

Please include your email so we can add you to our list for future communications regarding this project.

Please drop this card in the comment box OR mail by October 1, 2013.
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www.modot.org/kansascity



BRIDGES OVER THE MISSOURI RIVER

WE WANT YOUR INPUT

1. What are your thoughts on the preferred alternative (Build Options 3A, 3B1 and 3B2)?

2. Please share concerns you may have regarding the demolition of the historic Fairfax and Platte Purchase Bridges and/or what you think should be done.

I would love to see the historic bridge stay but as the new bridge goes up it must include bike/ped transportation routes

3. Do you have any other comments or information you would like to share with the Study Team?

Please create feeder areas for bike/ped at bridge ends

Name Sarah Shipley Street Address 420 E 7th St KC MO City, State, ZIP 64113
Phone 202 577 7141 E-mail sarah@shipleycommunications.com

Please include your email so we can add you to our list for future communications regarding this project.

Please drop this card in the comment box OR mail by October 1, 2013.
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BRIDGES OVER THE MISSOURI RIVER

WE WANT YOUR INPUT

1. What are your thoughts on the preferred alternative (Build Options 3A, 3B1 and 3B2)?

They look like feasible alternatives

2. Please share concerns you may have regarding the demolition of the historic Fairfax and Platte Purchase Bridges and/or what you think should be done.

Just following the HAER process

3. Do you have any other comments or information you would like to share with the Study Team?

No, you are considering traffic impacts during construction so that is it.

Name *Frank Weatherford*

Street Address *6720 NW Meyers Circle* City, State, ZIP *Parkville Mo, 64152*

Phone *816-830-6081* E-mail *fweatherford@transystems.com*

Please include your email so we can add you to our list for future communications regarding this project.

Please drop this card in the comment box OR mail by October 1, 2013.

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www.modot.org/kansascity



BRIDGES OVER THE MISSOURI RIVER

WE WANT YOUR INPUT

1. What are your thoughts on the preferred alternative (Build Options 3A, 3B1 and 3B2)?

Thanks for the trail on the bridge!

2. Please share concerns you may have regarding the demolition of the historic Fairfax and Platte Purchase Bridges and/or what you think should be done.

3. Do you have any other comments or information you would like to share with the Study Team?

Name *ERIC ROGERS*

Street Address *4741 Central, Ste 161* City, State, ZIP *KC MO 64112*

Phone *816-205-7054* E-mail *ERICR@bikewalkKC.org*

Please include your email so we can add you to our list for future communications regarding this project.

Please drop this card in the comment box OR mail by October 1, 2013.





BRIDGES OVER THE MISSOURI RIVER

WE WANT YOUR INPUT

1. What are your thoughts on the preferred alternative (Build Options 3A, 3B1 and 3B2)?

3A is my preferred alternative. General Motors depends on this bridge for over 100 trucks/day + many employees. Closing it for 2 years would be a huge burden on the 635 bridge.

2. Please share concerns you may have regarding the demolition of the historic Fairfax and Platte Purchase Bridges and/or what you think should be done.

KEEP EXISTING BRIDGES OPEN OR PARTIALLY OPEN IS ESSENTIAL TO OUR BUSINESS.

3. Do you have any other comments or information you would like to share with the Study Team?

Please coordinate with KDOT so Lewis + Clark Unaduct doesn't interfere with the FFX bridge work.

Name JUDY A. TIMMERMAN

Street Address 3201 FAIRFAX TRAFFICWAY City, State, ZIP KC, KS

Phone 913-208-7527 E-mail JUDY.TIMMERMAN@Com.COM

Please include your email so we can add you to our list for future communications regarding this project.

Please drop this card in the comment box OR mail by October 1, 2013.

1-888-ASK-MODOT (275-6636)

www.modot.org/kansascity



BRIDGES OVER THE MISSOURI RIVER

WE WANT YOUR INPUT

1. What are your thoughts on the preferred alternative (Build Options 3A, 3B1 and 3B2)?

3B2 is preferred to reduce future constant delay after initial project. Likely cheaper idea in future also

2. Please share concerns you may have regarding the demolition of the historic Fairfax and Platte Purchase Bridges and/or what you think should be done.

ANY USE IN PLATTE COUNTY IS A OLD TRUSS STRUCTURE

3. Do you have any other comments or information you would like to share with the Study Team?

Name _____

Street Address _____ City, State, ZIP _____

Phone _____ E-mail MAYOR @ city of platte wood. org

Please include your email so we can add you to our list for future communications regarding this project.

Please drop this card in the comment box OR mail by October 1, 2013.

1-888-ASK-MODOT (275-6636)





BRIDGES OVER THE MISSOURI RIVER

WE WANT YOUR INPUT

1. What are your thoughts on the preferred alternative (Build Options 3A, 3B1 and 3B2)?

I support Mayor Kathy Kose and her choice because she thinks forward into the future and its needs.

2. Please share concerns you may have regarding the demolition of the historic Fairfax and Platte Purchase Bridges and/or what you think should be done.

None - keep everyone moving and safe

3. Do you have any other comments or information you would like to share with the Study Team?

Riverside and Platte County know how to partner!

Name Beverlee Roper

Street Address 9902 NW Br^o Terrace City, State, ZIP Weatherby Lake, Mo 64152

Phone 816-868-3595 E-mail beverlee.ropert@co.platte.mo.us

Please include your email so we can add you to our list for future communications regarding this project.

Please drop this card in the comment box OR mail by October 1, 2013.

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www.modot.org/kansascity



BRIDGES OVER THE MISSOURI RIVER

WE WANT YOUR INPUT

1. What are your thoughts on the preferred alternative (Build Options 3A, 3B1 and 3B2)?

3A + B2 would be preferred from an overall traffic flow perspective. These options also look like they would facilitate ~~safe~~ safer bicycle access to trails & bridge

2. Please share concerns you may have regarding the demolition of the historic Fairfax and Platte Purchase Bridges and/or what you think should be done.

Please explore all options for reuse possible, with recycling as a last resort

3. Do you have any other comments or information you would like to share with the Study Team?

The attached bicycle lane requires constant ongoing maintenance (eg. HOA bridge in NYC). A separated structure, like the Jeff City Bridge, would be preferred

Name Gerald Kutz

Street Address 1714 NW 57th Ct City, State, ZIP Kansas City, MO 64151

Phone 816-876-8734 E-mail LOGEEVBEPHOTMAIL.COM

Please include your email so we can add you to our list for future communications regarding this project.

Please drop this card in the comment box OR mail by October 1, 2013.

1-888-ASK-MODOT (275-6636)





BRIDGES OVER THE MISSOURI RIVER

WE WANT YOUR INPUT

1. What are your thoughts on the preferred alternative (Build Options 3A, 3B1 and 3B2)?

3A seemed like the most logical design, but didn't have a strong preference between the plans

2. Please share concerns you may have regarding the demolition of the historic Fairfax and Platte Purchase Bridges and/or what you think should be done.

Don't feel they are worth preserving

3. Do you have any other comments or information you would like to share with the Study Team?

When building the bike/walk path consider how to keep the path clean & free of debris. On the HOA bike/walk path all the debris from the road collects on the bike path including broken glass

Name T.C. Moore

Street Address 2708 NW 64th Terr City, State, ZIP Kansas City, MO 64151

Phone (816) 810-5321 E-mail tcmoore07@yahoo.com

Please include your email so we can add you to our list for future communications regarding this project.

Please drop this card in the comment box OR mail by October 1, 2013.

1-888-ASK-MODOT (275-6636)

www.modot.org/kansascity



BRIDGES OVER THE MISSOURI RIVER

WE WANT YOUR INPUT

1. What are your thoughts on the preferred alternative (Build Options 3A, 3B1 and 3B2)?

2. Please share concerns you may have regarding the demolition of the historic Fairfax and Platte Purchase Bridges and/or what you think should be done.

None

3. Do you have any other comments or information you would like to share with the Study Team?

keep 10' buffered facility in plan

Name Wes Minder

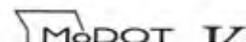
Street Address 7422 N Amoret Ave City, State, ZIP 64151

Phone _____ E-mail highway5sink@yahoo.com

Please include your email so we can add you to our list for future communications regarding this project.

Please drop this card in the comment box OR mail by October 1, 2013.

1-888-ASK-MODOT (275-6636)





BRIDGES OVER THE MISSOURI RIVER

WE WANT YOUR INPUT

1. What are your thoughts on the preferred alternative (Build Options 3A, 3B1 and 3B2)?

Option 3A or 3B2; not realigning Angsey Parkway loop is poor design and forethought. The current Angsey loop is not a long-term solution

2. Please share concerns you may have regarding the demolition of the historic Fairfax and Platte Purchase Bridges and/or what you think should be done.

It would be wonderful to save these historic structures, but without info on costs to upgrade it's hard to make an informed decision.

3. Do you have any other comments or information you would like to share with the Study Team?

Please consider proper design and long term implications. Not realigning Angsey Parkway loop because of funding is poor planning. The loop is dangerous and does not meet today's traffic standards.

Name _____

Street Address _____ City, State, ZIP _____

Phone _____ E-mail _____

Please include your email so we can add you to our list for future communications regarding this project.

Please drop this card in the comment box OR mail by October 1, 2013.

1-888-ASK-MODOT (275-6636)

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BRIDGES OVER THE MISSOURI RIVER

WE WANT YOUR INPUT

1. What are your thoughts on the preferred alternative (Build Options 3A, 3B1 and 3B2)?

3B-2 seems to have the added benefit of allowing finishing a direct connection of Angsey Pkwy. However, one existing bridge would have to carry all traffic during construction.

2. Please share concerns you may have regarding the demolition of the historic Fairfax and Platte Purchase Bridges and/or what you think should be done.

It's sad the neither structure can be utilized for bike/ped and carrying existing utilities across the river.

3. Do you have any other comments or information you would like to share with the Study Team?

I am pleased to see bicycle & pedestrian facilities included in the planning. Additional crossing of the Mo. R. are always desired. This will provide non-motorized connections between Platte Co, Mo. & Wyandotte Co, Ks.

Name Arthur Gough

Street Address 2942 Cherry St City, State, ZIP Kansas City, Mo. 64108

Phone 816 531-5834 E-mail agough3251@aol.com

Please include your email so we can add you to our list for future communications regarding this project.

Please drop this card in the comment box OR mail by October 1, 2013.

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BRIDGES OVER THE MISSOURI RIVER

WE WANT YOUR INPUT

1. What are your thoughts on the preferred alternative (Build Options 3A, 3B1 and 3B2)?
 IN ORDER OF PREFERENCE = 3A, 3B2, 3B1 I LIKE 3A THE BEST AS IT SEEMS TO PROVIDE BEST CONNECTIVITY FOR MOTORIZED AND NON-MOTORIZED USERS.

2. Please share concerns you may have regarding the demolition of the historic Fairfax and Platte Purchase Bridges and/or what you think should be done.
 THE HISTORIC BRIDGES ARE BEAUTIFUL, BUT I UNDERSTAND THE DIFFICULTY IN PRESERVING THEM. WOULD THERE BE ANY OPPORTUNITY TO PRESERVE ONE OR BOTH IN PLACE AND CONVERT THEM TO A LINEAR PARK?

3. Do you have any other comments or information you would like to share with the Study Team?
 I'M GLAD TO SEE THE SHARED USE PATH AND WOULD LIKE IT TO STAY A PRIORITY OF THE PROJECT. WOULD LIKE TO SEE ACCOMODATIONS MADE FOR THE INTERSECTION OF NW ARGOSY PARKWAY AND NW TREMONT FOR PEDESTRIANS + CYCLISTS.

Name NOEL CHALLIS
 Street Address 415 3RD ST. City, State, ZIP PLATTE CITY, MO 64079
 Phone 816-888-1808 E-mail NCHALLIS@CO.PLATTE.MO.US

Please include your email so we can add you to our list for future communications regarding this project.

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BRIDGES OVER THE MISSOURI RIVER

WE WANT YOUR INPUT

1. What are your thoughts on the preferred alternative (Build Options 3A, 3B1 and 3B2)?
 REPLACEMENT OPTION 3A

2. Please share concerns you may have regarding the demolition of the historic Fairfax and Platte Purchase Bridges and/or what you think should be done.
 JUST DON'T CLOSE TRAFFIC UNTIL NEW ONE FINCHED. PLEASE.

3. Do you have any other comments or information you would like to share with the Study Team?
 THANK YOU FOR LISTENING TO MY COMPLAINT ABOUT THE SPEED LIMIT WHEN IT WAS DROPPED TO 35MPH NORTHBOUND AND RAISING IT BACK TO 50.

Name BARRY LAKEY
 Street Address 400 FUNSTON City, State, ZIP KC, KS 66210
 Phone 913-244-2916 E-mail BARRY.LAKEY@KMDI.NET

Please include your email so we can add you to our list for future communications regarding this project.

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26 September 2013

Mr. Dan Niec, P.E.
District Engineer
Missouri Department of Transportation, District 4
600 NE Colbern Road
Lee's Summit, Missouri 64086

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

Dear Mr. Niec:

The Kansas City Regional Transit Alliance (KCRTA) is a non-profit organization that educates the public on transit accessibility, gathers public opinion, communicates, and advocates for transit and transportation options. Our mission is to expand, enhance, and improve mass transit in the Kansas City region. We appreciate the chance to offer our comments on the proposed improvements to the U.S. 69 (Fairfax and Platte Purchase) Bridges that are proposed to be replaced. We are supportive of both MoDOT and KDOT and appreciate what you do for our region.

The replacement of major transportation infrastructure offers a unique opportunity to improve the existing system while also creating a regional network that looks to the future of transportation. There are few times when a project can both serve the existing traffic needs and be constructed to adapt to the changes in transportation that will ultimately occur. This new bridge structure offers that limited chance to construct a major crossing of the Missouri River that can support a variety of transportation modes while enhancing a substantial economic development engine for the entire region. As such, the KCRTA offers the following comments:

- We support the maintenance and improvement of public transportation infrastructure. Please ensure that the new bridge is constructed with the structural integrity and its use flexible to support the evolving and growing transportation system needs of the region over the next 50 -100 years. We believe major infrastructure links need to be forward thinking and built to serve today's needs and the needs of tomorrow. This vision need not cost more today. The application of this vision in this corridor specifically applies to reserving existing, but soon to be unused right of way, for a future transit link over the Missouri River. We cannot today tell you what such a link would look like, but logic dictates that such a link is likely in the region's future. Please reserve and hold all existing right of way for this future transit link.
- Ensure that the new bridge contains a pedestrian/bike component to provide a safe connection across the Missouri River. The citizens in the KC region want and deserve

more transportation options. Major rivers are a barrier to transportation options and we should breach those barriers whenever feasible. Your cooperation in providing bike and pedestrian accommodation on the Heart of America Bridge is an excellent case in point.

- Ensure that both logical additions to and the existing adjacent transportation network are efficiently incorporated into the new design to take advantage of economic development opportunities. Maintaining and improving access to the businesses is crucial. The businesses must have equal or improved access and transit operations would also rely on these same access points.

It is our hope that transportation projects in the Kansas City region are undertaken with the thought that they will enhance the regions' economic competitiveness with other regions across the country.

Sincerely,

A handwritten signature in black ink that reads "Kite Singleton". The signature is written in a cursive, flowing style.

Kite Singleton
Chair
Kansas City Regional Transit Alliance

cc Dave Nichols, MoDOT Director
Eric Rogers, Executive Director, BikeWalk KC
Brent Hugh, Executive Director, Missouri Bicycle & Pedestrian Federation



Route 69 Bridges over Missouri River EA
J4P2279B – Platte County, MO / Wyandotte County, KS
Stakeholder Meeting
City of Riverside, MO
September 12, 2013

Participants:

City of Riverside

Mike Duffy – Director of Public Works
Greg Miles – City Administrator
Kathy Rose – Mayor

North Point Development:

Brent Miles

Penn National Gaming (Argosy Casino):

Tom Burke
John Chazar

MoDOT:

Allan Zafft – MoDOT Transportation
Planning Specialist
Mark Fisher – MoDOT Design Build Project
Manager
Lisa Stupps – MoDOT Design Build Engineer

Burns & McDonnell:

Ron Schikevitz, Project Manager

The purpose of the meeting was to present the status of the EA, the Preferred Alternative, and the basis of the materials which will be available to the public at the upcoming Location Public Hearing. Following introductions, Allan Zafft reviewed the boards and information to be presented at the Hearing. Mark Fisher followed and provided a high level overview of the design build process as it relates to this specific project.

Following the initial presentations, the following items of discussion relating to the EA occurred:

- Riverside and Argosy Casino expressed their desire to maintain the northbound right-in/right-out entrance currently shown to be removed to accommodate the bridge.
- Previous discussions with management at Argosy suggested that closing the entrance would not be problematic, but with future planned development on the east side, including a possible amphitheater, the importance of maintaining the entrance is a higher priority now.
- Riverside expressed their desire to include the extension of the Argosy Parkway under US 69 as a part of the project.
- Mike Duffy noted that the evaluation matrix indicated no change or minimal change in access for the three alternatives although the removal of the entrance from NB US 69 certainly does affect local access / egress to the Argosy and the east side of US 69. Ron Schikevitz responded that the statement addresses the relative comparison of the alternatives which all remove the entrance.

Prepared by:

Ron Schikevitz, PE
Project Manager

