

# COORDINATION PLAN FOR AGENCY AND PUBLIC INVOLVEMENT

**Environmental Impact Statement for Route 47 from  
Routes 94/TT at Dutzow (Warren County) to Fifth  
Street in the City of Washington (Franklin County)**



U.S. Department  
of Transportation

**Federal Highway  
Administration**

and

**Missouri Department of Transportation**



**October 2009**

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## 1.0 PURPOSE OF COORDINATION PLAN

This coordination plan defines how the Missouri Department of Transportation (MoDOT) will communicate information about the Route 47 Environmental Impact Statement (EIS) to other agencies and to the public. The plan also identifies how comments and information from agencies and the public will be solicited and considered.

Since the Federal Highway Administration (FHWA) is expected to provide funding for this project, FHWA is the lead federal agency for the project. MoDOT, as the direct recipient of federal funds for the project, serves as the joint lead agency.

Section 6002 of the 2005 federal transportation authorization bill—Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU)—requires lead agencies to establish a plan for coordinating public and agency participation and comment during the environmental review process.

The Route 47 Coordination Plan will:

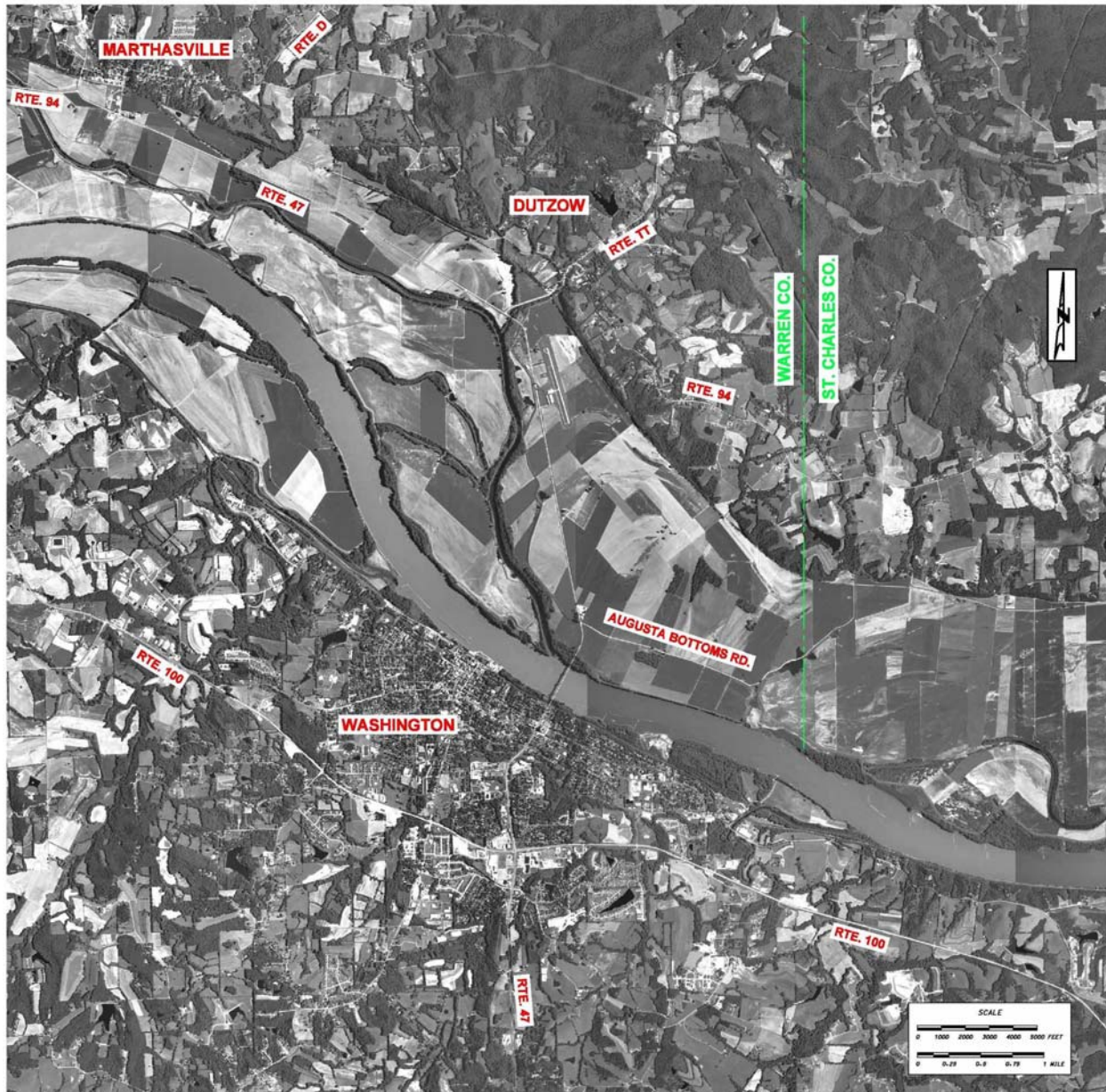
- Identify early coordination activities
- Identify cooperating and participating agencies to be involved in agency coordination
- Establish the timing and form for agency involvement in defining the project's purpose and need and study area, the range of alternatives to be investigated and methodologies, as well as reviewing the preliminary Draft EIS (DEIS)
- Establish the timing and form for public opportunities to be involved in defining the project's purpose and need, study area, and the range of alternatives to be investigated; providing input on environmental features and issues of concern; and commenting on the findings presented in the DEIS and the Final EIS (FEIS)
- Describe the communication methods that will be used to inform the community about the project

The coordination plan will be revised periodically to reflect changes to the project schedule and other items that typically require updating over the course of a project.

## 2.0 PROJECT BACKGROUND

As required by SAFETEA-LU 6002 and in cooperation with FHWA, MoDOT has prepared this coordination plan for the Route 47 environmental review process. MoDOT and FHWA are advancing this proposed bridge replacement project in Franklin and Warren Counties, Missouri, through an EIS. The proposed project extends approximately 4 miles from Routes 94 and TT in Dutzow in Warren County to Fifth Street in the City of Washington in Franklin County (See Figure 1).

As part of this study, a purpose and need statement is being developed and refined based on input received from agencies and the public during early project coordination and scoping. The primary purpose of the project is to provide a safe and efficient Route 47 crossing over the Missouri River. The existing bridge is narrow and in poor condition.



**Figure 1 Route 47 Study Area**

The proposed Route 47 bridge project is needed to:

- 1) Address the existing crossing's structural and other deficiencies, including narrow width and lack of shoulders, to the extent practical;
- 2) Improve safety for the traveling public by reducing the potential for crashes;
- 3) Maintain adequate traffic operation, including capacity, through the foreseeable future for motorists crossing the river;

- 4) Preserve transportation system continuity within the project area and the region (including reliable access to public facilities such as airport and hospital), both during project construction and in the future; and
- 5) Provide a safe travel way over the Missouri River for bicyclists and pedestrians.

Alternatives to be evaluated are expected to include:

- No-build
- Bridge replacement on existing location with improvements to the existing alignment
- New alignments

The alternatives to be considered in the EIS will be developed and refined based on input from agencies and the public during early coordination/scoping and subsequent agency and public involvement opportunities.

Proposed alternatives will take into account the needs of neighboring communities and residents, as well as considering the social, environmental, economic, and cultural resource impacts associated with these proposals.

### 3.0 PROJECT COORDINATION

This section outlines formal activities to initiate the study and defines the agencies' coordination responsibilities, other organizations' involvement, and early Section 106 coordination. Table 1 tracks project coordination activities.

**Table 1: Project Coordination Activities**

<b>Activity</b>	<b>Agency(ies) Responsible</b>	<b>Completion Date</b>
Project Initiation letter sent to FHWA	MoDOT	March 28, 2008
Notice of Intent published in Federal Register	FHWA MoDOT	April 22, 2008
Invitation letter sent to potential cooperating and participating agencies	MoDOT	May 12, 2008
Letter sent to American Indian tribes Inviting them to become Section 106 consulting parties	MoDOT	May 13, 2008
Draft purpose and need displayed at public meeting, posted on project website	MoDOT FHWA	Nov. 21, 2008
Refine project purpose and need	MoDOT FHWA Participating agencies Public	

Activity	Agency(ies) Responsible	Completion Date
Determine range of alternatives for detailed analysis in EIS	FHWA MoDOT Participating agencies Public	
Analyze socioeconomic and environmental impacts	FHWA MoDOT	
Identify Preferred Alternative	FHWA MoDOT	
Circulate DEIS	FHWA MoDOT	
Circulate FEIS	FHWA MoDOT	
Issue ROD	FHWA	
Issue Section 404 Permit	USACE	

### 3.1 Project Initiation

In conformance with SAFETEA-LU requirements, on March 28, 2008, MoDOT formally notified FHWA in writing of its intent to initiate the National Environmental Policy Act (NEPA) EIS process for this project.

### 3.2 Notice of Intent

Following formal project initiation, FHWA issued a Notice of Intent (NOI) to Prepare an Environmental Impact Statement, as required by CEQ regulations 40 CFR 1501.7. The NOI was published in the *Federal Register* on April 22, 2008.

Early coordination/scoping was conducted to obtain comments and input from agencies and the public to help determine the purpose and need for the project, alternatives to be evaluated, and the issues that will be examined as part of the EIS process. Notification of the EIS preparation and announcement of a public scoping meeting were published in project area newspapers.

### 3.3 Cooperating/Participating Agencies, Consulting Parties, and Other Interested Parties

#### 3.3.1 Cooperating Agencies

Cooperating agencies are those governmental agencies the lead agency specifically requests to participate during the environmental evaluation process for the project. FHWA's NEPA regulations (23 CFR 771.111(d)) require that federal agencies with

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jurisdiction by law (such as permitting or land transfer authority) be invited to be cooperating agencies for an EIS. Letters of invitation were sent to the US Army Corps of Engineers (both Kansas City and St. Louis Districts) and US Coast Guard on May 12, 2008. The US Army Corps of Engineers, Kansas City District, and the US Coast Guard are formal cooperating agencies on this EIS.

If new information reveals the need to request another agency to serve as a cooperating agency, then MoDOT, in consultation with FHWA, will issue that agency an invitation.

### 3.3.2 Participating Agencies

SAFETEA-LU (Section 6002) created a new category of agencies that are invited to participate in the environmental review process for EISs. These are federal and non-federal governmental agencies that may have an interest in the project because of their jurisdictional authority, special expertise, and/or statewide interest. The potential participating agencies are formally invited to be involved in the environmental review of the project. (According to the provisions of the environmental review process outlined in SAFETEA-LU's Section 139, cooperating agencies are, by definition, also participating agencies.) A total of 14 federal, state, and local agencies were invited by letter (May 12, 2008) to be participating agencies for this project. Table 2 lists the agencies that accepted, those that are required to participate under Section 6002, and those with potential regulatory involvement in the project.

If, during the progress of the project, new information indicates that an agency not previously requested to be a participating agency does indeed have authority, jurisdiction, acknowledged expertise or information relevant to the project, then MoDOT, in consultation with FHWA, will promptly extend an invitation to that agency to be a participating agency. MoDOT and FHWA will consider whether this new information affects any previous decisions on the project.

### 3.3.3 Section 106 Consulting Parties

The agency official (FHWA) or its designee (in this case, MoDOT) may use its NEPA public involvement procedures to also satisfy the National Historic Preservation Act (NHPA) or Section 106 requirements for public involvement, providing they offer adequate opportunities for public involvement. The NHPA requires the federal agency or its designee to seek the participation and consider the opinions of interested and appropriate parties throughout the Section 106 process including the identification and evaluation of cultural resources potentially affected by the project, the evaluation of project effects to historic resources, and the development of appropriate mitigation plans as needed. This participation is referred to as "consultation." MoDOT considers the nature of the project and the kinds of historic resources potentially affected to identify the appropriate individuals, organizations, and entities with whom to consult. Eleven American Indian tribes were invited by letter (May 13, 2008) to become consulting parties for this project under Section 106 and those accepting are listed in Table 2. Because MoDOT considers Section 106 requirements early in the NEPA process, compliance with both statutes is coordinated throughout the project.

**Table 2: Lead, Cooperating/Participating Agencies, and Consulting Parties**

Agency	Agency Role	Contact Person/ Title	Phone	E-mail
Federal Highway Administration	Lead	Ms. Peggy Casey, Environmental Projects Team Leader	573-638-2620	<a href="mailto:Peggy.Casey@fhwa.dot.gov">Peggy.Casey@fhwa.dot.gov</a>
Missouri Department of Transportation	Co-Lead	Mr. Rick Domzalski, Project Manager	573-248-2579	<a href="mailto:Richard.Domzalski@modot.mo.gov">Richard.Domzalski@modot.mo.gov</a>
		Mr. Matt Burcham, Environmental Contact	573-526-6679	<a href="mailto:Matthew.Burcham@modot.mo.gov">Matthew.Burcham@modot.mo.gov</a>
US Coast Guard	Cooperating	Mr. Roger Wiebusch Mr. Peter Sambor	314-269-2380	<a href="mailto:Peter.J.Sambor@uscg.mil">Peter.J.Sambor@uscg.mil</a>
US Army Corps of Engineers, Kansas City District	Cooperating	Mr. James A. Ptacek		<a href="mailto:James.A.Ptacek@usace.army.mil">James.A.Ptacek@usace.army.mil</a>
US Environmental Protection Agency	Participating	Mr. Larry Shepard, NEPA Reviewer	913-551-7441	<a href="mailto:Shepard.Larry@epa.gov">Shepard.Larry@epa.gov</a>
Federal Emergency Management Agency (USDHS)	Participating			
US Fish and Wildlife Service	Participating			
Natural Resources Conservation Service (USDA)	Participating			
Missouri Department of Conservation	Participating	Mr. Doyle Brown, Policy Coordinator	573-522-4115 ext. 3355	<a href="mailto:Doyle.Brown@mdc.mo.gov">Doyle.Brown@mdc.mo.gov</a>
Missouri Department of Natural Resources	Participating	Ms. Jane Beetem, Transportation Coordinator	573-522-2401	<a href="mailto:jane.beetem@dnr.mo.gov">jane.beetem@dnr.mo.gov</a>
State of Missouri Emergency Management Agency	Participating			
Warren County Commission	Participating	Mr. Arden Engelage, Presiding Commissioner	636-456-3045	
Osage Nation of Oklahoma	Section 106 Consulting Party	Dr. Andrea A. Hunter Tribal Historic Preservation Officer	918-287-5328	<a href="mailto:AHunter@osagetribe.org">AHunter@osagetribe.org</a>

### 3.3.4 Non-Governmental Organizations

These are private organizations to which the EIS may be sent. A complete list will be included in the Appendix.

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## 4.0 AGENCY COORDINATION

The cooperating agencies' roles and responsibilities for this project include but are not limited to:

- Communicating the agency's views on subjects within its jurisdiction or expertise;
- Participating in the NEPA process as early as practicable, including commenting on purpose and need and range of alternatives;
- Identifying at the earliest possible time any issues regarding the project's potential environmental, historic preservation, or socioeconomic impacts that could substantially delay or prevent the granting of a permit or other approval;
- Reviewing and commenting on preliminary versions of the Draft and Final EIS; and
- Informing FHWA and/or MoDOT if at any point in the process the agency's needs are not being met. MoDOT expects that the EIS will satisfy the agency's NEPA requirements (including those related to project alternatives, environmental consequences, and mitigation) and intends to use the EIS and any subsequent decision-making document as the basis for any permit applications at the end of the process.

The participating agencies' roles and responsibilities for this project include but are not limited to:

- Providing meaningful and early input in the NEPA process, especially on defining the purpose and need, determining the range of alternatives to be considered, and the methodologies and level of detail required in the alternatives analysis;
- Participating in coordination meetings and joint field reviews as appropriate;
- Identifying, as early as practicable, any issues of concern regarding the project's potential environmental, historic preservation or socioeconomic impacts and offering meaningful and timely input on unresolved issues. Participating agencies are also allowed to participate in the issue resolution process; and
- MoDOT will inquire whether participating agencies are interested in reviewing the preliminary DEIS document. Those agencies that choose to do so are responsible for providing timely review and comment on the preliminary DEIS to reflect the views and concerns of the agency on the adequacy of the document, alternatives considered, and the anticipated impacts and mitigation.

The participating agencies will have defined opportunities for meaningful participation in the decision-making process for the project. Specific opportunities are provided via the agency collaboration points that have been defined for this project. The lead agencies are not required to revisit project decisions associated with specific collaboration points after the project has moved on to the next collaboration point.

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## 4.1 Environmental Streamlining Collaboration Points

SAFETEA-LU incorporates changes aimed at improving and streamlining the environmental process for transportation projects. Lead and participating agencies have legal and general governmental obligations to work cooperatively to improve the environmental review process. The roles and responsibilities specified in Section 6002 for lead agencies and participating agencies form a part of those obligations.

As issues arise during the environmental review process, the U.S. Department of Transportation will intervene with the appropriate parties to facilitate a resolution.

Defined collaboration points are intended to set a deadline for agency input so the project study can move forward. They are not meant to be points where there is total agreement. At the end of any specified collaboration point, the lead agencies will make a decision about the changes or revisions that are necessary based on agency and public input.

The agencies listed previously in Table 2 will have collaboration points at the following three major milestones in the environmental review process for the Route 47 EIS:

- 1) Purpose and Need/Initial Range of Alternatives
- 2) Alternatives to be Evaluated in the DEIS/Methodologies for Evaluating Impacts
- 3) Preliminary DEIS

The process for coordination associated with each of the major milestones (collaboration points) for this project is discussed below.

### 4.1.1 Collaboration Point 1—Purpose and Need/Initial Range of Alternatives

MoDOT will prepare and forward the revised draft purpose and need statement to the participating agencies for review, along with maps displaying the initial range of alternatives and a revised coordination plan. Additional information that may be provided includes:

- Description of core objectives of the proposed action and any secondary objectives
- Explanation of the basis for the project objectives
  - a) Relevant federal, state, and/or local policies, which may include transportation, economic conditions, land use conditions, and other conditions
  - b) Relevant data that may include information on transportation conditions, economic conditions, land use conditions, and other conditions
  - c) Substantive public and agency comments regarding the project's objectives
- Demonstration of the project's logical termini and independent utility

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- A map detailing the study area

The participating agencies will be given 30 days from receipt of the information packet to review and provide a response; MoDOT will consider agency comments at the end of the 30-day period. A request can be made for a 15-day time extension. At the end of the 30-day period MoDOT will proceed with the project development process and will assume those agencies from which it has not heard have no major concerns.

Collaboration Point 1 should result in comments from the participating agencies on:

- The purpose and need statement and the project study area,
- The coordination plan, and
- Initial range of alternatives to be considered.

Additionally, the agencies should provide comments on environmental features, resources, and issues of concern.

Following the conclusion of Collaboration Point 1, the joint leads will use agency comment to screen the initial range of alternatives and revise the purpose and need statement and coordination plan as appropriate.

#### 4.1.2 Collaboration Point 2—Alternatives Retained for Detailed Analysis

Based on agency participation at Collaboration Point 1, the public meeting on purpose and need/initial range of alternatives, and analysis of the initial range of alternatives conducted during the project development process, MoDOT will prepare an information packet on the alternatives retained for detailed analysis. This information packet, to be forwarded to the participating agencies, may include:

- Revised purpose and need statement and project study area
- Results of the analysis and environmental screening (based on existing data sources and GIS inventories) for initial range of alternatives
- Description of factors other than purpose and need (such as cost and environmental concerns) considered in the alternatives screening
- Revised coordination plan
- Methodologies to be used for impact assessment and level of detail needed for analysis of each alternative
- A summary of all alternatives to be retained for detailed analysis and their anticipated effectiveness in addressing the purpose and need of the project, as well as a map showing the location of the project alternatives

The participating agencies will be given 30 days from receipt of the information to review and provide a response; at the end of the 30-day period, MoDOT will consider agency comments. Agencies can request a 15-day time extension. After the 30-day period has ended, MoDOT will proceed with the project development process and will assume those agencies from which it has not heard have no major concerns. Collaboration Point

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2 should result in comments from the participating agencies on:

- The alternatives to be carried forward into the DEIS,
- Appropriate impact methodologies and level of detail to be used for analysis of alternatives,
- Any revisions to the purpose and need statement, and
- Any revisions to the coordination plan.

The joint leads will decide on the alternatives to carry forward after considering input from the agencies and the public. The joint leads' decision on methodologies will be based on collaboration with the participating agencies. The joint leads will make these project decisions at the collaboration point and are not required to revisit their decisions later in the project if concerns are expressed later on.

#### 4.1.3 Collaboration Point 3—Preliminary DEIS

Based on Collaboration Point 2 decisions and the subsequent detailed investigation of alternatives and analysis of impacts, MoDOT will prepare a preliminary DEIS. Cooperating agencies and those participating agencies that earlier expressed interest in reviewing the preliminary DEIS will be sent a copy for their review and comment.

The reviewing agencies will be given 30 days from receipt of the document to provide a response; at the end of the 30-day period, MoDOT will consider agency input. A request can be made for a 15-day time extension.

The conclusion of Collaboration Point 3 should include comments on the adequacy of the preliminary DEIS. Agencies will be expected to specify whether additional information is needed to fulfill other applicable environmental reviews or consultation requirements. In addition, the cooperating agencies should specify any additional information needed to comment adequately on the preliminary DEIS analysis of site-specific effects associated with the granting or approving by the agency of necessary permits, licenses, or entitlements.

Based on results from this final collaboration point, MoDOT will prepare the DEIS for submittal to FHWA. Following FHWA's approval of the DEIS for circulation, one or more public hearings will be conducted in accordance with NEPA requirements and the project's Public Involvement Plan. The document will be made available for a minimum 45-day public and agency review period. Substantive comments will be addressed in the FEIS.

#### 4.1.4 FEIS

Following FHWA's approval of the FEIS, the FEIS will be made available for public and agency review for a minimum of 30 days. This is the final opportunity for the public and agencies to comment on the environmental evaluation process. Upon addressing the substantive comments received in the FEIS comment period, MoDOT and FHWA will prepare a Record of Decision (ROD) indicating the Selected Alternative. FHWA's approval of the ROD completes the NEPA process for the project.

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## 5.0 SCHEDULE

The anticipated schedule for the EIS completion and issuance of a ROD is shown below. This schedule will be revised/updated as needed to reflect schedule adjustments.

### Route 47 EIS Schedule

<b>Milestone/Action</b>	<b>Date</b>
Notice of Intent published in FR	April 2008
Contact resource agencies, hold agency scoping meeting	May 2008
Public meeting	June 2008
Develop initial range of alternatives	July to Oct. 2008
Public meeting	Nov. 2008
Develop/refine draft purpose & need	ongoing
Collaboration Point 1—send revised draft purpose and need to participating agencies for review and comment	October 2009
Revise purpose and need/screen initial range of alternatives based on constraints and comments	Nov./Dec. 2009
Collaboration Point 2—send alternatives for detailed analysis to participating agencies for review and comment	December 2009
Public meeting	December 2009
Develop preliminary Draft EIS	Dec. '09-May 2010
Collaboration Point 3—send preliminary DEIS to cooperating agencies and those participating agencies that expressed interest in reviewing	May 2010
Notice of Availability of DEIS published in FR	Dec. 2010
Public comment period/public hearing on DEIS	Jan.-Mar 2011
Notice of Availability of Final EIS published in FR	August 2011
FHWA issues Record of Decision	Sept. 2011

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## 6.0 OPPORTUNITIES FOR PUBLIC INPUT

FHWA recognizes the importance of building support among the public who are stakeholders in transportation investments that impact their communities. FHWA's regulations for implementing NEPA require that the public be given early and continuing opportunities during project development to be involved in identifying social, economic, and environmental impacts, as well as impacts associated with relocating individuals, groups, or institutions. To make the environmental review process more efficient and timely and to protect environmental and community resources, SAFETEA-LU guidance additionally specifies that the public have a chance for involvement during development of the project's purpose and need statement and identification of the range of alternatives to be considered. MoDOT's public involvement process relies on the use of a project-specific Public Involvement Plan (PIP) to promote the open exchange of information and ideas between the public and transportation decision-makers.

The PIP documented herein for the development of the Route 47 Bridge at Washington Environmental Impact Statement (EIS) describes strategies for obtaining public input and outlines the opportunities to be provided to the public to offer specific input on the project's purpose and need and the range of alternatives. These opportunities occur in conjunction with public meetings held to discuss these specific topics. The project team, made up of key MoDOT staff members involved in the project, will accept comments throughout the development of the Draft EIS (DEIS). Once the DEIS is available for public and agency review, there is a specific, designated period during which comments on that document are accepted. A similar comment period is provided when the Final EIS (FEIS) is made available for public and agency review.

### 6.1 Introduction

The historic Route 47 bridge at Washington crosses the Missouri River between Warren and Franklin Counties. The study area consists of southeastern Warren County and north-central Franklin County, including the communities of Dutzow and Washington.

This PIP outlines the approach the MoDOT project team will use to identify and engage the communities, officials, local citizens, and other potentially affected interests. The PIP provides a clear description of how the project team will solicit input, develop two-way communication with the public, and document public opinions regarding improvements within the study area.

### 6.2 Affected Interests, Issues and Key Messages

#### 6.2.1 Potentially Affected Interests

The stakeholders in the Route 47 Bridge EIS include but are not limited to:

- The Route 47 Bridge Committee
- Boonslick Regional Planning Commission
- East/West Gateway Council of Governments
- The communities of Washington, Dutzow, Marthasville

- Warren and Franklin County Commissions
- Business interests such as St. John's Mercy Hospital and Washington Chamber of Commerce
- City of Washington
- State and federal legislators including U.S. Senator Christopher S. "Kit" Bond, U.S. Senator Claire McCaskill, U.S. Congressman Todd Aken, U.S. Congressman Blaine Luetkemeyer, Senator John Griesheimer, Representative Charlie Schlottach, Representative Mike Sutherland, Representative Brian Nieves, Representative Michael Frame, and Representative Belinda Harris
- Environmental and cultural groups
- State and federal resource agencies
- Area emergency response (fire, police, sheriff, patrol, etc.)
- Secondary audiences such as area residents and civic organizations

### 6.2.2 The Route 47 Bridge Committee

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### 6.2.3 Project Needs

- Address the existing crossing's structural and other deficiencies, including narrow width and lack of shoulders, to the extent practical
- Improve safety for the traveling public by reducing the potential for crashes
- Maintain adequate traffic operation, including capacity, through the foreseeable future
- Preserve transportation system continuity within the project area and the region during project construction and in the future
- Provide a safe travel way over the Missouri River for bicyclists and pedestrians

### 6.2.4 Key Messages

Several key messages will be emphasized and communicated to the public throughout the development of the EIS. These messages, intended to support the goals of the PIP, are:

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- MoDOT is preparing this EIS to evaluate future options for providing a safe and efficient Route 47 Missouri River crossing for the long term.
  - The EIS is an objective process to help determine what actions, if any, are needed to best serve the transportation needs of the area.
  - The National Environmental Policy Act (NEPA) and the Federal Highway Administration (FHWA) require completing an EIS before a major transportation project can be constructed using federal monies.
  - This Route 47 Bridge at Washington project is important because it will address the existing crossing's deficiencies, improve safety and maintain adequate traffic operation at the Missouri River, preserve system continuity, and provide for bicyclists and pedestrians.
  - This EIS is expected to be completed by Fall 2011.
  - There is no funding currently available for construction.
  - MoDOT encourages the public's participation and will actively seek out and engage all who may be affected.
  - The public has a voice in the decision-making process and MoDOT will listen to and consider all input.

## 6.3 Public Outreach Activities

### 6.3.1 Public Meetings and Public Hearing

Two or more public meetings and one public hearing will be held to communicate project objectives with the public as well as gather comments and recommendations about the project, possible impacts, and potential solutions.

The public meetings will be held within the study area. The meetings will be held in an open-house format. Members of the project team will be present to speak one-on-one with meeting attendees. No formal presentations are planned, but meetings could utilize a formal presentation as part of the open-house format if the team determines this method might best communicate study information to the public.

A meeting summary will be prepared following each public meeting. These summaries will be posted on the MoDOT Web site at [www.modot.org/northeast](http://www.modot.org/northeast) and included in the EIS.

To satisfy NEPA and fulfill MoDOT's requirements, a public hearing will be held in conjunction with the publication of the DEIS. The public hearing will use an open-house format and members of the project team will be on hand to meet with the public. The team will prepare an official transcript of the public hearing.

The project team will use emails and mailings, distribution of news releases, and/or other materials to appropriate audiences for notification of the public meetings and the hearing.

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Comment forms will be available at each public meeting and at the public hearing to gather written feedback from meeting/hearing attendees. A tape recorder will also be available at the hearing to record any oral comments from attendees.

#### 6.3.2 Newsletters

Newsletters will be produced and distributed to those included on the EIS mailing and emailing list. Newsletters will be published prior to both the first and second public meetings and prior to the public hearing. A final newsletter will be published and distributed at the conclusion of the EIS process.

#### 6.3.3 The Media

News releases will be distributed to local newspapers, radio stations, and television stations serving the study area prior to each public meeting and the public hearing.

The media list includes but is not limited to the following media: KLPW/KJFF radio, KSLQ radio, KWRE/KFAV radio, the Warren County Record, and the Washington Missourian. Secondary markets include the Hermann and St. Louis areas.

Advertisements will be developed and published in select newspapers prior to each public meeting and the public hearing. Flyers may also be distributed in the study area.

#### 6.3.4 Web Site

Information about the Route 47 Bridge EIS will be included on the MoDOT Web site ([www.modot.org/northeast](http://www.modot.org/northeast)). The site will include contact information, a location sketch of the study area, news releases, public meeting displays, and handout information.

#### 6.3.5 Contact Information

MoDOT's toll-free phone number, 1-888-ASK-MoDOT (275-6636), will allow the public to contact members of the MoDOT project team. The phone number will be included as part of public meeting/hearing handout information, as well as on newsletters and information sent to news media. The MoDOT Central District mailing address of 1511 Missouri Blvd., P.O. Box 718, Jefferson City, MO 65102 will be used for mailing correspondence.

#### 6.3.6 Public Involvement Log

MoDOT will maintain a log documenting all public involvement activities, including, but not limited to:

Purpose and Need Statement

Range of Alternatives

Public Involvement Plan

Correspondence

Public comments

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Summaries of public meetings

Public meeting/hearing handout materials

Media contacts

## 7.0 REVISION HISTORY

Table 3 identifies changes to the coordination plan.

**Table 3: Plan Revisions**

<b>Version</b>	<b>Date</b>	<b>Document Name</b>	<b>Revision Description and Reason Needed</b>
	<b>October 2009</b>	<b>Coordination Plan</b>	plan updated

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## Appendix 1—

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## Appendix 2—