

AGENCY AND PUBLIC INVOLVEMENT PLAN FOR U.S. ROUTE 54 MISSISSIPPI RIVER BRIDGE ENVIRONMENTAL ASSESSMENT

MoDOT Job No. J3P2209



From Missouri Route 79 South in the City of Louisiana,
Pike County, Missouri to Township Road 386 North in
Pike County, Illinois



Federal Highway Administration

Missouri
Department of Transportation

and

Illinois
Department of Transportation



November 2012

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1.0 PURPOSE OF AGENCY AND PUBLIC INVOLVEMENT PLAN

U.S. Route 54 crosses the Mississippi River at Louisiana, Missouri, via the historic Champ Clark Bridge connecting Pike County, Missouri, with Pike County, Illinois. Since the Federal Highway Administration (FHWA) is expected to provide funding for this proposed bridge replacement project, FHWA is the lead federal agency. As the direct recipients of federal funds for the project, the Missouri Department of Transportation (MoDOT) and the Illinois Department of Transportation (IDOT) serve as joint lead agencies. MoDOT, IDOT, and FHWA are advancing this project through an Environmental Assessment (EA).

Recognizing the need for early, frequent, and open communication with the public and federal, state, and local agencies, MoDOT and IDOT have developed this agency and public involvement plan. It defines how MoDOT and IDOT will communicate information about the U.S. Route 54 Mississippi River Bridge EA to other agencies and to the public. It also identifies how comments and information from agencies and the public will be solicited and considered.

The U.S. Route 54 Mississippi River Bridge Agency and Public Involvement Plan (hereinafter called the Plan) identifies specific opportunities for public and agency involvement tied to key project milestones (purpose and need, alternatives screening/environmental impact methodology, and preferred alternative selection). In addition to defined Agency Process Points, ongoing coordination with agencies will occur throughout project development to facilitate compliance with state and federal regulations, including the National Environmental Policy Act and Section 106 of the National Historic Preservation Act. Ongoing public involvement activities throughout the development of the EA will keep the public informed of project status and provide opportunity for comment.

The Plan will:

- Identify early coordination activities
- Identify cooperating and other regulatory agencies to be involved in agency coordination
- Establish the timing and form for agency review and comment on the project's purpose and need and study area, the range of alternatives to be investigated and impact methodologies, and the preferred alternative
- 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 EA
- Describe the communication methods that will be used to inform the surrounding area's population about the project

The 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 PROPOSED PROJECT

The project extends approximately 1.1 mile from the intersection of U.S. Route 54 and Missouri Route 79 South in the City of Louisiana in Pike County, Missouri, to the intersection of U.S. Route 54 and Township Road 386 North in Pike County, Illinois (see Figure 1).

2.1 Purpose and Need

As part of this study, a purpose and need statement is being developed and will be refined based on input obtained from agencies and the public during early project coordination and scoping. The primary purpose of the project is to replace the Champ Clark Bridge over the Mississippi River.

The needs for the proposed Route 54 Mississippi River bridge project are:

- 1) The historic bridge is structurally deficient and functionally obsolete. The structure's trusses are deteriorating and the bridge's roadway is narrow.
- 2) The existing roadway is unreliable during flood events.
- 3) The Route 54 roadway creates a substandard section in the Sny levee.
- 4) Closure of the existing river crossing would require a lengthy detour via either Hannibal (77.3 miles) or St. Louis/Alton, IL (183.3 miles), with significant adverse travel impacts for average daily traffic of 4,140 vehicles (15% trucks).

2.2 Potential Alternatives

Alternatives to be evaluated are expected to include:

- No-build/rehabilitation
- New bridge in existing location with improvements to the existing alignment
- New bridge on new alignment

The alternatives to be considered in the EA will be developed and refined based on input obtained 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.

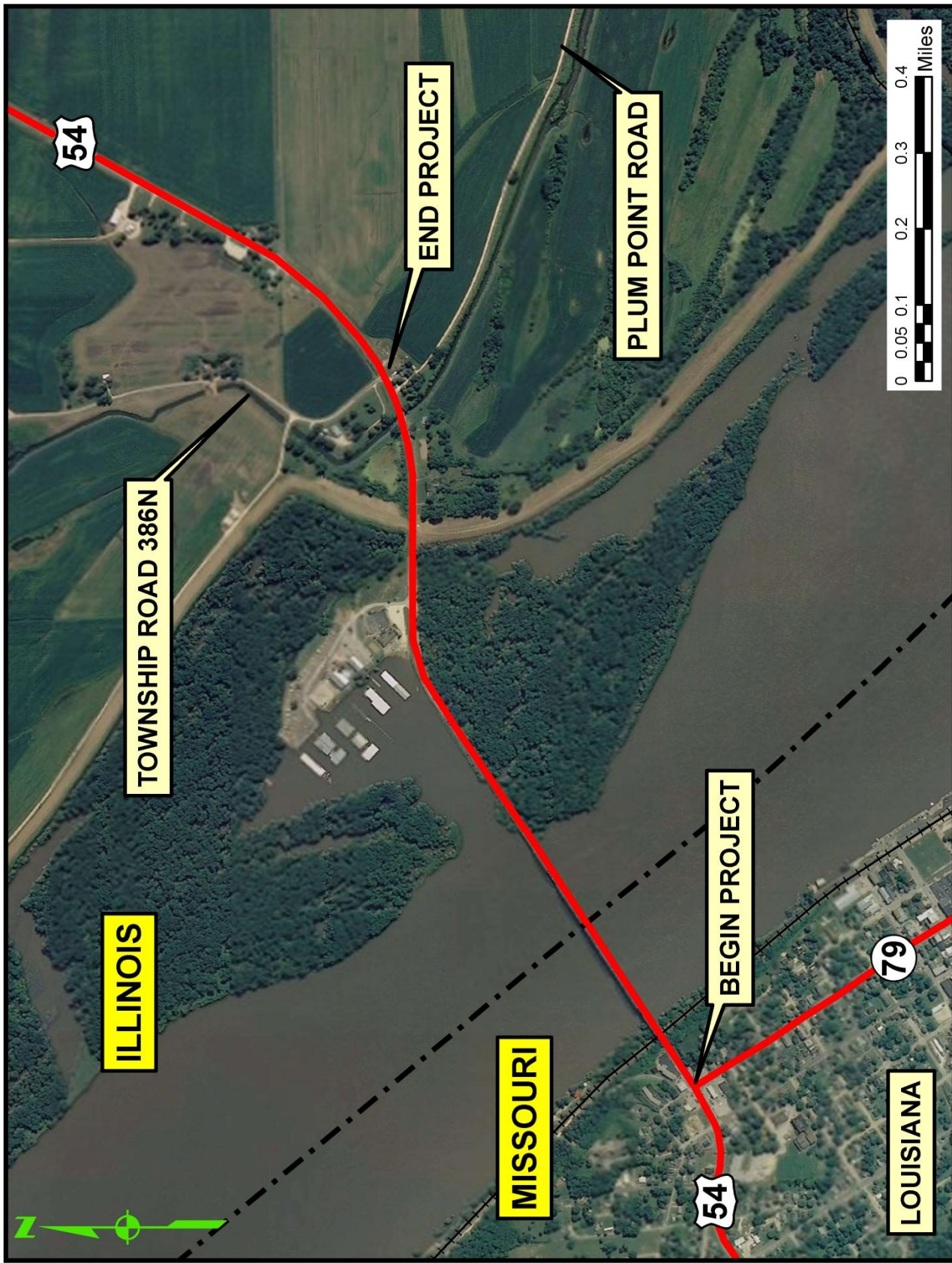


Figure 1 U.S. Route 54 Mississippi River Bridge Study Area

U.S. ROUTE 54 EA COORDINATION PLAN

3.0 PROJECT COORDINATION

This section outlines and defines the agencies' opportunities and responsibilities for involvement in the project's development, other organizations' involvement, and early Section 106 coordination. Table 1 tracks project coordination activities.

Table 1: Project Coordination Activities

Activity	Agency(ies) Responsible	Completion Date
Potential cooperating and other regulatory agencies were sent information about the project and invited to attend scoping meeting	MoDOT	July 31, 2012
American Indian tribes were sent information about the project and invited to attend scoping meeting, consult on Section 106	FHWA	July 31, 2012 (MO letter) Aug. 24, 2012 (IL letter to Ho-Chunk)
Interagency scoping meeting	MoDOT, IDOT, FHWA	Aug. 29, 2012
Citizen's Advisory Committee assembled	MoDOT	October 2012
Draft purpose and need presented to public via Citizen's Advisory Committee meeting, public meeting, and project website	MoDOT, IDOT, FHWA Public	Oct. 9, 2012 Nov. 8, 2012 ongoing
Agency Process Point 1—purpose and need/initial range of alternatives and impact analysis methodologies provided to involved agencies via U.S. mail, e-mail, or at regularly scheduled Illinois interagency meetings	MoDOT, IDOT, FHWA Agencies	
Initial range of alternatives presented to public via Citizen's Advisory Committee meeting, public meeting, and project website	MoDOT, IDOT, FHWA Public	
Agency Process Point 2—range of alternatives for detailed analysis in EA provided to involved agencies via U.S. mail, e-mail, or at regularly scheduled Illinois interagency meetings	MoDOT, IDOT, FHWA Agencies	
Agency Process Point 3—Preferred Alternative provided to involved agencies via U.S. mail, e-mail, or at regularly scheduled Illinois interagency meetings	MoDOT, IDOT, FHWA Agencies	
Review preliminary EA	IDOT, FHWA, Cooperating agencies	
Sign EA	MoDOT, IDOT, FHWA	
Public Hearing	MoDOT, IDOT, FHWA Public	
Issue Finding of No Significant Impact	FHWA	
Issue Section 404 Permit	COE	
Issue Bridge Permit	USCG	

3.1 Project Scoping

Early coordination/scoping will be 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 in the EA.

3.2 Cooperating and Other Regulatory Agencies, Section 106 Consultation, and Non-Governmental Organizations

3.2.1 Cooperating Agencies

Cooperating agencies are those federal agencies that the lead agency specifically requests to participate in the environmental evaluation process for the project. FHWA's NEPA regulations (23 CFR 771.111(d)) require that federal agencies with jurisdiction by law (such as permitting or land transfer authority) be invited to be cooperating agencies for an EA. Letters of invitation were sent to the US Army Corps of Engineers (both St. Louis and Rock Island Districts) and US Coast Guard on July 31, 2012.

The U.S. Coast Guard accepted formal cooperating agency status on this EA in a letter of August 21, 2012. The U.S. Army Corps of Engineers has not responded yet. 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.

3.2.2 Other Regulatory Agencies

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. A total of 17 federal, state, and local agencies were invited by letter (July 31, 2012) to attend the agency scoping meeting and offer comments on this project. Table 2 lists the agencies with potential regulatory involvement in the project, those that attended the meeting, and those that provided comments.

3.2.3 Section 106 Consultation

The agency official (FHWA) or its designees—MODOT and IDOT—may use its NEPA public involvement procedures to also satisfy the National Historic Preservation Act (NHPA) or Section 106 requirements for public involvement, providing adequate opportunities for public involvement are offered. 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 and IDOT consider 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. Twelve American Indian tribes were invited by letter July 31, 2012, and one by letter August 24, 2012, to attend the agency scoping meeting and consult on this project under Section 106. No responses were received. Because MoDOT considers Section 106 requirements early in the NEPA process, compliance with both statutes is coordinated throughout the project.

3.2.4 Non-Governmental Organizations

These are private groups with a special interest in the project. MODOT and IDOT may interact with and solicit comment from such groups during the development of the EA. These entities are also listed in Table 2.

Table 2: Lead, Cooperating, and Other Regulatory Agencies; Section 106 Consulting Parties; and Non-Governmental Organizations

Agency	Agency Role	Contact Person/ Title	Phone	E-mail
Federal Highway Administration	Lead	Ms. Peggy Casey, Program Development Team Leader MO Ms. Janis Piland, Environmental Engineer IL	573-638-2620 217-492-4600 Fax 217-492-4621	Peggy.Casey@fhwa.dot.gov Use Illinois.FHWA@dot.gov for all formal correspondence and urgent requests for information
Missouri Department of Transportation	Co-Lead	Mr. Keith Killen, Project Manager Ms. Gayle Unruh, Environmental Contact	573-248-2579 573-526-6679	Keith.Killen@modot.mo.gov Gayle.Unruh@modot.mo.gov
Illinois Department of Transportation	Co-Lead	Mr. Denny O'Connell, Environmental Studies Specialist	217-785-9727	Dennis.OConnell@illinois.gov
US Coast Guard	Cooperating	Mr. Rodney Wurgler	314-269-2379	rodney.l.wurgler@uscg.mil
US Army Corps of Engineers St. Louis District Rivers Project Office Rock Island District	Cooperating?	Ms. Jaynie Doer (main POC) Ms. Katy Manar, Environmental Specialist (POC for Rivers Project office)	314-331-8581 636-899-0058	Jaynie.G.Doerr@usace.army.mil Katy.Manar@usace.army.mil
US Environmental Protection Agency, Region 7 MO Region 5 IL	Federal Regulatory			
Federal Emergency Management Agency (USDHS)	Federal Regulatory			
US Fish and Wildlife	Federal	Ms. Amy Salveter,	573-234-2132	

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Agency	Agency Role	Contact Person/ Title	Phone	E-mail
Service	Regulatory	Field Supervisor <i>MO</i> Ms. Heidi Woeber, Fish and Wildlife Biologist <i>IL</i>		
Natural Resources Conservation Service (USDA)	Federal Regulatory	Mr. Scott Larsen, Area Resource Soil Scientist <i>MO</i> Mr. Ivan Dozier, State Conservationist <i>IL</i>	573-769-3512 X 133	USDA-NRCS, 2118 W. Park Court, Champaign IL 61821
Missouri Department of Conservation	State Regulatory	Mr. Alan Leary, Policy Coordinator	573-522-4115 ext. 3346	Alan.Leary@mdc.mo.gov
Missouri Department of Natural Resources	State Regulatory	<i>Ms. Jane Beetem, Transportation Coordinator</i>	<i>573-522-2401</i>	<i>jane.beetem@dnr.mo.gov</i>
Missouri State Historic Preservation Office	State Regulatory	Ms. Judith Deel, Compliance Coordinator	573-751-7862	Judith.Deel@dnr.mo.gov
Illinois Department of Natural Resources	State Regulatory	<i>Mr. Steve Hamer, Transportation Review Program</i>		
Illinois Department of Agriculture	State Regulatory	Ms. Terry Savko Bureau of Land and Water Resources		
Illinois Environmental Protection Agency	State Regulatory	<i>Ms. Marcia T. Willhite Bureau Chief, Bureau of Water</i>		
Illinois Historic Preservation Agency	State Regulatory	<i>Ms. Anne Haaker, Deputy State Historic Preservation Officer</i>		
State of Missouri Emergency Management Agency	State Regulatory	Mr. Scott Zeller	573-526-9115	
Pike County Commission (MO)	Local Government	<i>Commissioner Dan Miller</i>		
<i>Pike County Engineer (IL)</i>	Local Government	<i>Mr. Christopher R. Johnson</i>	<i>217-285-4364</i>	<i>Route #3 Box 514 Pittsfield, IL 62363</i>
City of Louisiana MO	Local Government	<i>Mayor Tom Wallace</i>		
Louisiana MO City Administrator	Local Government	<i>Mr. Bob Jenne</i>		
Sny Island Levee	Non-	Mr. Mike Reed,	217-426-2521	mreed@snyisland.org

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Agency	Agency Role	Contact Person/ Title	Phone	E-mail
Drainage District	Governmental Organization	Superintendent		

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 EA; 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 EA will satisfy the agency's NEPA requirements (including those related to project alternatives, environmental consequences, and mitigation) and intends to use the EA and any subsequent decision-making document as the basis for any permit applications at the end of the process.

Other regulatory agencies' roles and responsibilities for this project include:

- 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 for the alternatives analysis;
- Participating in coordination meetings and joint field reviews as appropriate; and
- 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.

Other regulatory agencies will have defined opportunities for meaningful participation in the decision-making process for the project. Specific opportunities are provided via the agency process points that have been defined for this project.

4.1 Agency Process Points

The agency process points defined herein are intended to obtain agency input within a defined time period 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 agency process point,

the lead agencies will make a decision about the changes or revisions that are needed based on agency and public input.

Agency process point contacts (specific information to be provided via U.S. mail, e-mail, or at regularly scheduled Illinois interagency meetings) with the agencies listed previously in Table 2 will occur at the following three major milestones in the development of the U.S. Route 54 Mississippi River Bridge EA:

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

The information to be provided and expectations at each of the agency process points for this project are discussed next.

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

MoDOT will prepare and forward the draft purpose and need statement to the agencies for review, along with maps displaying the initial range of alternatives and the revised Plan.

Agencies will have 30 days to review the information provided and submit written comments on the purpose and need statement. MoDOT and IDOT will consider agency comments at the end of this period. Process Point 1 should result in comments from the agencies on:

- the purpose and need statement and the project study area,
- initial range of alternatives to be considered,
- appropriate methodologies to be used for evaluating impacts and level of detail for analysis of alternatives, and
- the Plan.

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

Following the conclusion of Process Point 1, the joint leads will use agency comments and the public meeting on purpose and need to revise the purpose and need statement and the Plan as appropriate and to screen the initial range of alternatives. The joint leads will coordinate with regulatory agencies on impact evaluation methodologies.

4.1.2 Process Point 2—Alternatives Retained for Detailed Analysis

Based on Process Point 1 decisions 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.

Agencies will be given 30 days to review the information and provide written comments.

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MoDOT and IDOT will consider agency comments at the end of this period. Process Point 2 should result in comments from the agencies on:

- the alternatives to be carried forward in the EA,
- any revisions to the purpose and need statement, and
- any revisions to the Plan.

At the conclusion of Process Point 2, the joint leads will consider input from the agencies and the public meeting on alternatives in deciding on the alternatives to carry forward.

4.1.3 Process Point 3—Preferred Alternative

Based on Process Point 2 decisions, agency and public comments, and the subsequent detailed investigation of alternatives and analysis of impacts, MoDOT and IDOT will designate a preferred alternative for the project. MoDOT will prepare an information packet on the preferred alternative. Cooperating agencies and other regulatory agencies will be given 30 days to review the information and provide comments. MoDOT and IDOT will consider agency comments at the end of this period.

Process Point 3 should result in comments from the agencies on the preferred alternative. 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 EA analysis of site-specific effects associated with the granting or approving by the agency of necessary permits, licenses, or entitlements.

4.1.4 EA

At the conclusion of the third agency process point, MoDOT will prepare a preliminary EA (pEA) for submittal to FHWA. The EA will determine whether or not an EIS is needed to address significant impacts or controversy. Upon FHWA's approval of the EA for circulation, one or more public hearings will be conducted in accordance with NEPA requirements and the project's Public Involvement Plan (contained herein as Section 6.0). The document will be made available for a minimum 30-day public and agency review period. Substantive comments will be addressed in the Finding of No Significant Impact (FONSI).

Following FHWA's approval of the EA, the document 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. MoDOT and FHWA will address the substantive comments received during the EA comment period and prepare a FONSI indicating the Selected Alternative. FHWA's approval of the FONSI completes the NEPA process for the project. Notices of availability of both the EA and FONSI will be sent to agencies.

5.0 SCHEDULE

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

U.S. Route 54 Mississippi River Bridge EA Schedule

Milestone/Action	Date
Contact resource agencies, hold agency scoping meeting	July–August, 2012
Develop/refine draft purpose & need	ongoing
Citizens' Advisory Committee meeting	October 2012
Public meeting	November 2012
Develop initial range of alternatives	Oct '12 to Jan '13.
Agency Process Point 1—provide draft purpose and need/initial range of alternatives and analysis methodologies to involved agencies for review and comment	February 2013
Citizens' Advisory Committee meeting	February 2013
Public meeting	March 2013
Revise purpose and need/screen initial range of alternatives based on constraints and comments	Feb. to June 2013
Process Point 2—provide alternatives for detailed analysis in EA to involved agencies for review and comment	June 2013
Revise purpose and need/screen initial range of alternatives based on constraints and comments	Feb. to June 2013
Process Point 3—provide preferred alternative to involved agencies for review and comment	September 2013
Develop preliminary EA	Sept. 2012 to Jan. 2014
EA approved for publication	April 2014
Notice of Availability of EA sent to agencies	May 2014
Citizens' Advisory Committee meeting	June 2014
Public comment period/public hearing on EA	June 2014
Finding of No Significant Impact developed	July to Sept. 2014
FHWA issues Finding of No Significant Impact	December 2014
FONSI Notice of Availability sent to agencies	December 2014

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6.0 OPPORTUNITIES FOR PUBLIC INPUT

This section contains the Public Involvement Plan (PIP) outlining the approach the 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.

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. MoDOT, IDOT, and FHWA encourage the public to voice their opinions about the problems and solutions identified 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 PIP to promote the open exchange of information and ideas between the public and transportation decision-makers.

The PIP contained herein for the development of the U.S. Route 54 Mississippi River Bridge Environmental Assessment (EA) 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. The project team, made up of the lead agencies' key staff members involved in the project, will accept comments throughout the development of the EA as well as in conjunction with public meetings. Once FHWA approves the EA and it is made available for public and agency review, there is a specific, designated 30-day period during which comments on that document are accepted.

6.1 Affected Interests and Key Messages

6.1.1 Potentially Affected Interests

The stakeholders in the U.S. Route 54 Mississippi River Bridge EA include but are not limited to:

- The City of Louisiana
- Mark Twain Regional Council of Governments (Regional Planning Commission)
- U.S. Highway 54 Coalition
- The communities of Louisiana, Clarksville, and Bowling Green, MO; Atlas and Pittsfield, IL
- Pike County, MO and Pike County, IL Commissions
- Large and small business interests such as Holcim; Abel Oil Company; Bunge Elevator; Stark Brothers; Twin Rivers Marina; Chambers of Commerce for Pike County, MO and Pike County, IL; Pike County, MO Economic Development

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- Pike County (Missouri) Tourism Board to represent the arts and historical issues
- Pike County (Illinois) to represent historical/ped issues
- State and federal legislators including U.S. Senator Claire McCaskill, U.S. Senator Roy Blunt, U.S. Congressman Blaine Luetkemeyer, Senator Scott Rupp, Representative Jay Houghton, Representative Jim Hansen, U.S. Senator Dick Durbin, U.S. Senator Mark Kirk, U.S. Senator U.S. Congressman Aaron Schock, U.S. Congressman Davis, Senator Jill Tracy, Representative Jim Watson
- Environmental and historic preservation/cultural resource groups
- State and federal resource agencies
- Area emergency response— Louisiana and Pike County, MO, Pike County, IL fire, police, and sheriff; Missouri State Highway Patrol Troop C, IL State Highway Patrol; Pike County (MO) Memorial Hospital/SSM
- Area residents and civic organizations

6.1.2 The U.S. Highway 54 Coalition

Barbara H. Pickering, Secretary
U.S. Highway 54 Coalition-
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101 N. Jefferson Street
Mexico, MO 65265

Russell Runge, City of Mexico
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Steve Hobbs
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Carolyn Wisecarver
Pike County Development Authority

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Pike County Courthouse Annex
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Bowling Green, MO 63353

Jefferson City Chamber of Commerce
213 Adams St.
Jefferson City, MO 65101

Tom Wallace, Mayor
202 S. 3rd
Louisiana, MO 63353

Larry Webber
Webber Pharmacy
626 Summit
Mexico, MO 65265

Jo Anne Smiley, Mayor
P. O. Box 530
111 Howard Street
Clarksville, MO 63336

Representative Jay Houghton
P. O. Box 116
Martinsburg, MO 65264

Mark Mehmert

6.1.3 Key Messages

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

- MoDOT and IDOT encourage the public's participation and will actively seek out and engage all who may be affected.
- MoDOT and IDOT will be transparent in this process.
- The purpose of the EA is to examine reasonable alternatives and select an alternative to address the project needs to be ready to construct the selected alternative when funding becomes available.
- The existing bridge is structurally deficient. It is 84 years old and was not designed for today's vehicles.
- The public has a voice in the decision-making process and MoDOT and IDOT will listen to and consider all input.

6.2 Public Outreach Activities

6.2.1 Citizens' Advisory Group

The project team has created a diverse citizens' advisory group (CAG) that is representative of the key potentially affected interest groups. The CAG will provide input and response and serve to focus the views, concerns, and values of the communities. Potentially affected interest groups were invited to select one member of their group to participate on the CAG. The CAG members are expected to participate in three CAG meetings, each to be held a few days before the corresponding public meeting and public hearing.

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Area Engineer
660-349-0892
brian.haeffner@modot.mo.gov

6.2.2 Public Meetings and Public Hearing

At least two 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 with a specific time designated for a presentation. Members of the project team will be present to speak one-on-one with meeting attendees. The public hearing will include an opportunity for members of the public to voice their comments in a setting where all attendees may listen.

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 and included in the EA.

To satisfy NEPA and fulfill MoDOT's requirements, a public hearing will be held in conjunction with the publication of the EA. The team will prepare an official transcript of the public hearing.

The project team will use an interactive website, emails, mailings, media, and/or other materials to appropriate audiences for notification of the public meetings and the hearing.

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.

6.2.3 Project Website

Information about the project will be posted on the U.S. Route 54 Mississippi River Bridge web page, located on MoDOT's NE District web site at www.modot.org/northeast.

Using information supplied by the project team, a separate web site devoted to public engagement has been established at www.champclarkbridge.com. This external web site is linked through MoDOT's web site and is available to both the public within the study area and those outside the study area who use the bridge. The purpose of the separate web site is to share information about the status of the project, encourage online community involvement, encourage bridge user involvement, and create project transparency. It will be promoted at public meetings and will be user-friendly to engage the public throughout area communities.

6.2.4 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: Louisiana Press Journal, Bowling Green Times, KHQA Television, WGEM Television, KJFM Radio Station (Bowling Green/Louisiana), KHMO/KICK FM Radio Station (Hannibal), KWWR/KXEO Radio Station (Mexico), Pittsfield Pike Press, WBBA Radio (Pittsfield). Secondary markets include the St. Louis media market and other media on the Illinois side.

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.

6.2.5 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 Northeast District mailing address (1711 S. Highway 61, Hannibal, MO 63401) will be used for mailing correspondence.

6.2.6 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

Preferred Alternative

Agency and Public Involvement Plan

Correspondence

Public comments

Summaries of public meetings

Transcript of public hearing

Public meeting/hearing handout materials

Media contacts

7.0 REVISION HISTORY

Table 3 identifies changes to the Plan.

Table 3: Plan Revisions

Version	Revision Description and Reason Needed
Draft Plan, August 2012	NA
1st revision, November 2012	updated, incorporated agency comments

Appendix 1—

Appendix 2—