FEDERAL HIGHWAY ADMINISTRATION FINDING OF NO SIGNIFICANT IMPACT

I-229 Double Decker Bridge

Buchanan County, Missouri

MoDOT Job No. J1I3053 Federal Aid No. NHPP 229-2(133)

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 and subsequent agency and public involvement that is summarized in the attached supporting documentation. This information has been independently evaluated by the FHWA and determined to adequately and accurately discuss the need, the alternatives considered, and the environmental issues and impacts of the proposed project and appropriate mitigation measures. 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.

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Date: 2024.12.10 16:28:06 -06'00'

DAWN R PERKINS

Date of Approval

12/10/2024

Ms. Dawn Perkins, P.E.

PERKINS

Deputy Division Administrator

FINDING OF NO SIGNIFICANT IMPACT

23 CFR 771.121 MISSOURI DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION

FHWA Division	Federal Aid Number	Project Name Environmental Document Type
Missouri	NHPP 229-2(133)	I-229 Double Decker Bridge – Environmental Assessment

INCLUDES DE MINIMIS SECTION 4(f) SUBMITTED PURSUANT TO 42 U.S.C.§4332 (2)(c); 49 U.S.C. §303; AND 54 U.S.C. §2003, AND PROGRAMMATIC AGREEMENT FOR MITIGATION OF ADVERSE EFFECTS

DECISION

The Federal Highway Administration (FHWA) approved the *I-229 Double Decker Bridge Environmental Assessment*, Federal Aid Number NHPP 229-2(133), on July 11, 2024. Notice of the EA's availability was sent to agencies and the document was made available for public review on July 26, 2024. The EA was available in print at one location (MoDOT Northwest District Office and posted on the MoDOT website at https://www.modot.org/stjoe229.

The public comments received, and their responses are included below. No agency comments were received during or following the public hearing conducted on August 15, 2024, that necessitated changes to any of the alternatives evaluated or in the selection of the Preferred Alternative. Additional coordination with agencies and stakeholders provided information critical to addressing certain issues in support of Design-Build implementation of the proposed action and in finalizing the Section 106 and Section 4(f) processes.

1.0 Summary of Updates to Impacted Resources

1.1 Cultural Resources

No specific comments were received during the public hearing regarding the effects of the proposed action on architectural or archaeological resources. The Programmatic Agreement (PA) regarding historic architectural and archaeological resources was executed by the Missouri Highway Transportation Commission, Missouri State Preservation Officer, National Park Service, the Iowa Tribe of Kansas and Nebraska, City of St. Joseph, Missouri and FHWA. A copy of the signed PA is located in **Appendix A**.

1.2 Section 4(f) and Section 6(f) Properties

Information was shared during the public hearing regarding the effects of the proposed action on properties provided protection under Section 4(f) of the DOT Act of 1966. FHWA has made a *de minimis* Section 4(f) determination for park property at Riverfront Park and Huston Wyeth Park. Both parks are part of the City of St. Joseph Parks, Recreation and Civic Facilities. Additional right-of-way adjacent to I-229 is required for the project. The use of property owned by the City of St. Joseph Parks, Recreation and Civic Facilition would not adversely affect the activities, features, or attributes that qualify the parks for protection under Section 4(f), the City of St. Joseph Parks, Recreation and Civic Facilities concurred with the *de minimis* effect determination on September 16, 2024 (included in **Appendix B**).

As identified in the EA, Land and Water Conservation Funds were utilized as part of the development of Riverfront Park. MoDOT will enter into an agreement with the NPS to mitigate the impacts to this Section 6(f) resource. Per that agreement, MoDOT, in coordination with the City of St. Joseph, has agreed to complete all the requirements spelled out in the agreement with the National Park Service related to shifting Section 6(f) "encumbrance" from Riverside Park to the proposed East Side Park during construction.

2.0 Public and Agency Review/Comments on the EA

The public was encouraged to submit written comments during the public hearing using comment cards. There was also an opportunity to provide verbal comments and have them transcribed for the record. Information was also provided to obtain online access to a survey platform to submit comments during the remaining comment period from July 25 through August 8, 2024. A total of 44 comments were received – 21 written comments on comment cards during the public hearing and 23 submitted via the online survey platform. No substantive comments were received from agencies, public groups/organizations, or Tribal Nations. The public comments received were categorized by general topic. **Table 1** shows the breakdown of the comments. A summary of the public hearing is provided in FONSI **Appendix C**. Copies of the actual comments are provided in FONSI **Appendix D**.

Comment Category and Description	Total Number of Category Comments	Percentage of Total Category Comments
Concern about the de-designation of I-229 as an alternative route to I-29	6	12%
Concern about flooding of new roadway	1	2%
Support for keeping the existing bridge structure (No Build)	6	12%
Concern about the lack of direct access to downtown	13	26%
The project should address pedestrian and bicycle connections between downtown and the riverfront	4	8%
An at-grade roadway will create more of a barrier to the riverfront and riverfront development	4	8%
Support for the Preferred Alternative (Alternative D)	6	12%
Concern about truck traffic going through downtown	4	8%
Concern about tree removal along the river and request that they be replaced	1	2%
Concern about traffic on 4 th Street and traffic lights	4	8%
Important to maintain historic sites in downtown	1	2%
Totals	50	100%

Table 1. Public Comment Categories (See Appendix D for actual comments)

2.1 Comment Responses

2.1.1 Concern about the de-designation of I-229 as an alternative route to I-29

These comments relate to the amount of traffic and speeds on I-29 and I-229 providing alternative travel and emergency access to St. Joseph.

Response – An interstate designation cannot remain because the Selected Alternative will not meet interstate design standards, once the current structure is removed and the Selected Alternative is constructed. This is due to the facility losing limited access status. The Selected Alternative will still function as a US Highway, includes only one additional traffic signal, and will continue to provide alternative access to I-29 should incident management be required. Like overall travel times, emergency response times will remain relatively unchanged. Emergency access locations will change with the new alternative, but access remains adequate.

2.1.2 Concern about flooding of new roadway

This comment concerns the at-grade roadway and its vulnerability to flooding.

Response – It is anticipated that three-to-five feet of fill would be placed throughout the entire affected area to elevate the roadway above the base flood elevation. During final design, MoDOT will ensure that the project receives a "no-rise" designation from the US Army Corps of Engineers to validate that there will not be any additional flooding risk.

2.1.3 Support for keeping the existing bridge structure (No Build)

These comments support keeping the existing bridge structure due to access to downtown and the stockyards.

Response – Rehabilitation of the existing structure is not a long-term option based on cost and the need to ultimately replace the bridge in the future. Criteria related to downtown access and truck access to the stockyards were part of the screening of the alternatives to arrive at a Selected Alternative.

2.1.4 Concern about lack of direct access to downtown

These comments identify concerns about having convenient access to downtown for residents and economic development.

Response – The Selected Alternative provides access for traffic into downtown, opens additional developable land, and minimizes impacts to the environment. Additional access opportunities may be explored based on design and budget approvals.

2.1.5 The Project should address pedestrian and bicycle connections between downtown and the riverfront

These comments are asking that pedestrian and bicycle access is considered between downtown and the riverfront.

Response – Access for bicyclists and pedestrians will be maintained to connect downtown to the trail continuing north along the river.

2.1.6 An at-grade roadway will create more of a barrier to the riverfront

These comments are concerned that having an at-grade roadway will make it more difficult to access the riverfront.

Response - The resultant space left by the removal of the double-decker bridge would not provide adequate space for the previously proposed construction of the riverfront improvements. The potential impact has been vetted with the city staff and the public. City staff has indicated that the priority with riverfront improvements is north of the study area. Riverfront Park is in a state of disrepair and is not currently functioning as a park. The city has prioritized the Selected Alternative over any riverfront redevelopment in the study area. Access to the existing trail will be maintained and includes replacement of the trailhead structure.

2.1.7 Support for the Selected Alternative (Alternative D)

These comments are supportive of removing the existing I-229 structure and constructing the Preferred Alternative.

Response – This alternative has the support of the community, City staff, City Council and the MPO. This alternative provides access for freight movements into the Stockyards and downtown, opens additional developable land, and minimizes impacts to the environment since it follows along the existing corridor. For these reasons, this alternative is the Selected Alternative.

2.1.8 Concern about truck traffic going through downtown

These comments identified concerns about the city streets and their ability to handle heavy truck traffic.

Response - The issue of additional trucks utilizing city streets was included in the evaluation criteria and, compared to most of the other initial and reasonable alternatives, the Selected Alternative was

determined to be one of the least impactful. The Selected Alternative generally follows the existing alignment and should not result in a significant increase in truck traffic diverting to downtown streets.

2.1.9 Concern about tree removal along the river and request that they be replaced

This comment raised concerns about removing trees along the river and their replacement.

Response – The narrow band of trees along the riverbank will not be removed for construction of the project.

2.1.10 Concern about traffic on 4th Street and traffic lights

These comments related to removal of the traffic signal at 4th street to help with traffic.

Response - The Selected Alternative would result in the removal of the existing structure over 4th Street and would require a new signalized intersection at this location. A free flow movement in the southbound direction to Stockyards Expressway would help the flow of traffic, especially truck traffic, in that direction. It was determined that a signalized intersection at this location would be needed to handle traffic, especially to and from the Stockyards area to the south and removal of this intersection would be determinantal to the businesses in that area.

2.1.11 Important to maintain historic sites in downtown

This comment was related to maintaining sites that related to westward migration.

Response – The Selected Alternative will not have any adverse effect on historic properties. Archaeological field investigations will be conducted when right of access is received for properties affected by the Selected Alternative. A Programmatic Agreement outlines how any findings would be handled.

2.2 Agency Comments

Two responses were received from agencies, public groups/organizations or Tribal Nations. The responses did not include any substantive comments. Copies of the actual responses are provided in FONSI **Appendix E**.

3.0 Selected Alternative

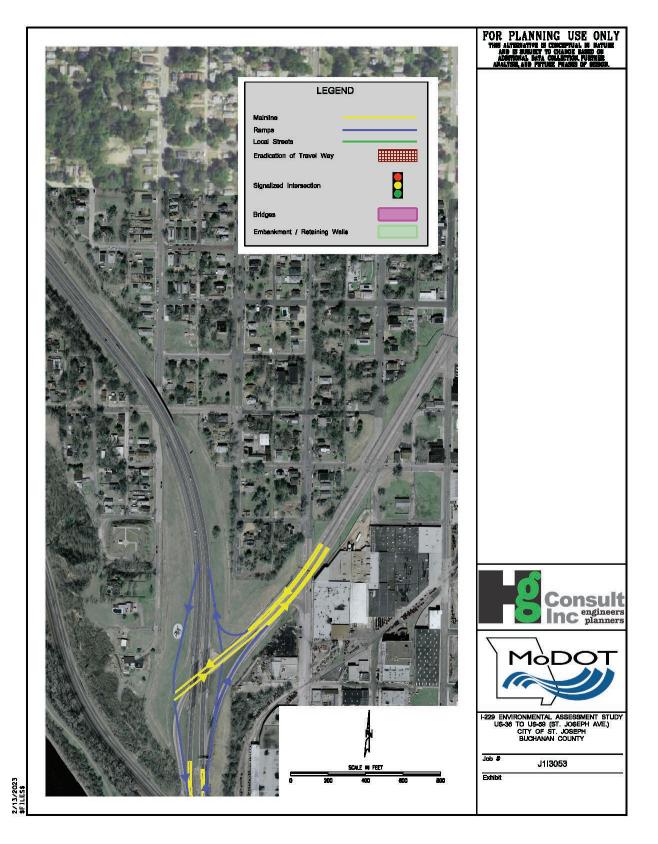
3.1 Summary of Selected Alternative

In the Selected Alternative, the double-decker bridge is removed and replaced with a new four-lane arterial road constructed at-grade (elevated as necessary for compliance with floodplain and stormwater requirements) in generally the same location as the existing double-decker bridge between the railroad tracks and the Missouri River. Access to downtown would only be provided at 4th Street and a new interchange at US Route 59. This alternative would require de-designation of I-229 as an interstate.

The study team has spent considerable time and energy in working with the St. Joseph community, the city staff, City Council, and the MPO in understanding the project Purpose & Need, the community goals, and to understand the priorities and importance of the alternatives screening criteria. Based on that engagement and supported by the information and analysis provided in the technical memoranda and the environmental assessment, the study team has identified **Alternative D - Existing Corridor** as the Selected Alternative. This recommendation has been agreed to by the Mayor of St. Joseph, the St. Joseph City Council, and the MPO. The Selected Alternative conforms to the study's design standards, satisfies the study's Purpose and Need, fulfills the study's desired goals, and minimizes impacts to the human and natural environment.

Figure 1 shows the Selected Alternative within the Study Area.

Figure 1 – Selected Alternative (Page 1 of 3)



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Figure 1 – Selected Alternative (Page 2 of 3)

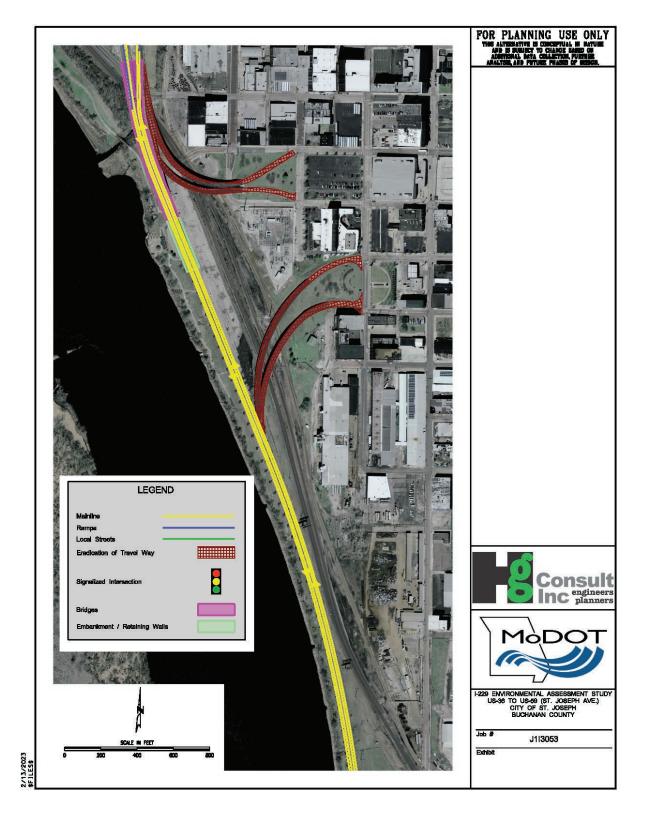
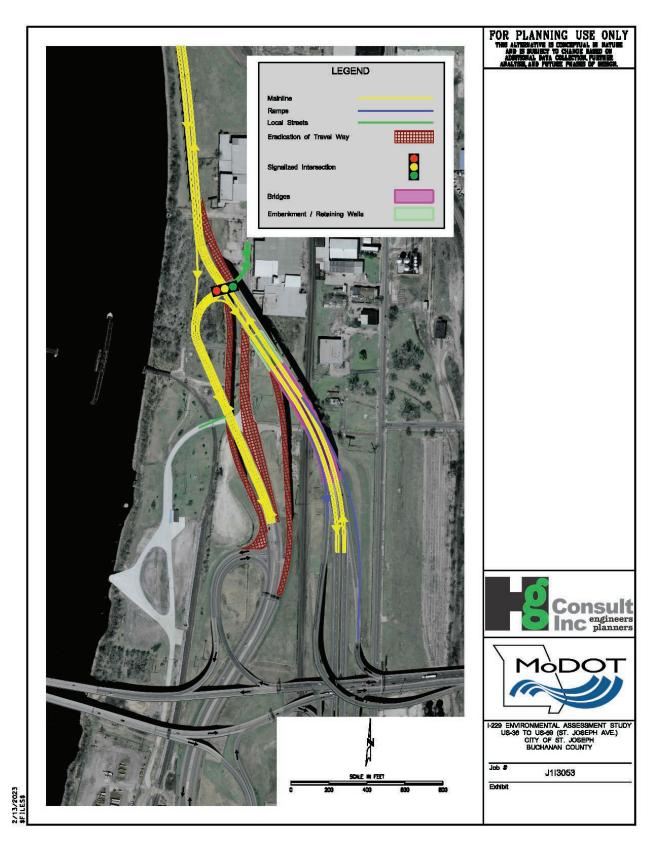


Figure 1 – Selected Alternative (Page 3 of 3)



3.2 Funding Commitment

The Missouri Highways and Transportation Commission approved funds for the FY 2025-2029 Statewide Transportation Improvement Program (STIP) on 7/10/2024. The STIP includes funding for right-of-way acquisition for the I-229 improvements.

4.0 Environmental Commitments

The project's environmental commitments are depicted below. The referenced sections are where the commitments are discussed in the Final EA.

- If there are changes in the project scope, project limits, existing conditions, pertinent regulations, or environmental commitments, MoDOT must re-evaluate potential impacts prior to implementation. Environmental commitments are not subject to change without prior written approval from FHWA. (General – Section 3.0)
- 2. MoDOT shall replace the existing Riverwalk Trail trailhead shelter with at least a compatible, if not improved structure during construction. (Bicycle and Pedestrian Systems Section 3.1.3)
- MoDOT shall improve the pedestrian connection between Francis Street, across the BNSF Railroad tracks, to the southern trailhead during construction. (Bicycle and Pedestrian Systems – Section 3.1.3)
- 4. MoDOT shall provide opportunities for parking in proximity to the trailhead during the project design process and construction. (Bicycle and Pedestrian Systems Section 3.1.3)
- MoDOT shall investigate options for upgrading the Riverwalk Trail south of the existing trailhead to potentially connect south of its current termini during the project design process. (Bicycle and Pedestrian Systems – Section 3.1.3)
- MoDOT shall 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 USC 4601), and other regulations and policies as appropriate. (Right of Way – Section 3.2.5)
- 7. MoDOT will ensure that if during a potential Design-Build process, changes are made that would require a new analysis of the need for noise abatement, the MoDOT Noise Policy will be used to address any noise impacts. For locations where noise walls are feasible and reasonable, MoDOT will discuss noise wall locations and provide benefited residents an opportunity to vote on whether they would like a noise wall. (Noise – Section 3.4)
- To protect water quality and reduce impacts during and after completion, construction of the new roadway and bridge shall be completed in conformance with Missouri State Operating Permit (MOR100). MoDOT will require the contractor to implement BMPs to prevent erosion and provide sediment and stormwater management during construction. (Water Quality Section 3.5)
- 9. MoDOT shall ensure that in accordance with the requirements of the NPDES program, the contractor will be required to develop a project-specific SWPPP to describe the BMPs to be

implemented during construction. The SWPPP would include MDNR approved components to reduce suspended solids, turbidity, and downstream sedimentation that may degrade water quality and adversely impact aquatic life. (Water Quality – Section 3.5)

- 10. MoDOT shall adhere to the municipal TS4 permit and consideration of permanent BMPs, applicable at the time of construction. (Water Quality Section 3.5)
- MoDOT will ensure coordination with the USACE during project design to obtain concurrence on the jurisdictional status of wetland and other waters of the US within the Study Area and proposed protection/avoidance measures. (Wetlands & Waters of the US – Section 3.6)
- 12. MoDOT shall ensure that, should impacts to waters of the US occur with this project, the proper Section 404 Permit be acquired prior to construction. (Wetlands & Waters of the US Section 3.6)
- 13. MoDOT will restrict development within the regulatory floodway and "demonstrate through hydrologic and hydraulic analyses performed in accordance with standard engineering practice that the proposed encroachment would not result in any increase in flood levels within the community during the occurrence of the base flood discharge". If MoDOT is unable to avoid the regulatory floodway with the final alignments, MoDOT would conduct a hydraulic analysis during final design to document that the new improvements would result in "no rise" in the flow within the regulatory floodway. (Floodplains 3.7)
- MoDOT will conduct an engineering analysis for the Recommended Preferred Alternative prior to submission of the floodplain development permit application to SEMA. The contractor shall obtain a floodplain development permit and "no-rise" certification. (Floodplains – Section 3.7)
- MoDOT will minimize the size and duration of temporary obstructions within the floodplains and regulatory floodway during construction by effective construction sequencing and construction methodology. (Floodplains – Section 3.7)
- 16. MoDOT will employ sediment and erosion control management best practices during construction and re-seed disturbed areas following construction. (Floodplains Section 3.7)
- FHWA is the lead federal agency for this project. MoDOT is the designated non-federal representative for FHWA and is responsible for completing coordination for compliance with Section 7 of the Endangered Species Act and with the Missouri Endangered Species Act. Consultation will be completed prior to construction or before any federal funds are obligated. (Endangered Species Section 3.8)
- 18. MoDOT shall reevaluate the NEPA document to ensure that the Section 7 determinations remain valid should changes in the project footprint or scope, including potential additional improvements added as part of the Design-Build process (e.g. The McArthur Extension), occur that were not evaluated in this document. (Endangered Species – Section 3.8)
- 19. MoDOT shall conduct tree surveys prior to the start of construction to identify any trees over 3 inches in diameter that could serve as a maternity roost for Tricolored bats. If trees identified as

suitable habitat are present within the construction zone, all trees will be removed between October 16 and March 31 to eliminate any potential impact to the three bat species during the non-hibernation period. The narrow band of trees along the river bank, which may provide some suitable habitat for the Tricolored bat, will not be removed for construction of the project. (Endangered Species -3.8)

- 20. MoDOT shall conduct surveys of bridges prior to the start of construction to identify any active bird nests on the structures. If the use of avoidance measures is not possible, options include removal of inactive nests by MoDOT staff with on-going maintenance until project Notice to Proceed, or removal of inactive or partially constructed nests by March 15 (outside of the general nesting season of April 1 to July 31) by the project contractor. A nest free condition must be maintained by the contractor until bridge work is complete. (Endangered Species 3.8)
- 21. No known occupied caves exist in the Study Area. If any are identified, MoDOT will coordinate with the USFWS. (Endangered Species 3.8)
- 22. Topsoil would be removed and stockpiled in an area while grading and other construction activities take place. The topsoil would be placed at finish grades near the end of the construction process. The existing bridge piers would be removed to just below grade and the foundations to bedrock would remain in place. New bridge foundations would be constructed on bedrock using drilled shafts or some other reasonable method. Short-term soil erosion would be managed through the implementation of Best Management Practices, where feasible (Geology and Soils 3.10)
- 23. MoDOT shall ensure that its construction inspector directs the contractor to cease work at the suspect site if regulated solid or hazardous wastes are found during construction. The construction inspector shall contact the appropriate environmental specialist to discuss options for remediation. The environmental specialist, the construction office, and the contractor shall develop a plan for sampling, remediation, and continuation of project construction. Independent consulting, analytical, and remediation services will be contracted if necessary. MDNR and USEPA shall be contacted for coordination and approval of required activities. (Hazardous Materials Section 3.11)
- 24. MoDOT shall ensure that all needed demolition notices, abatement notices, and project notifications to MDNR will be submitted, prior to beginning demolition activities. Asbestos-containing material, lead based painted structures and demolition debris will be disposed of according to state and federal regulations. (Hazardous Materials Section 3.11)
- 25. MoDOT shall conduct additional archaeological investigations when a final alignment is selected and right of access is received. Any additional archaeological sites that might be affected by the project shall be addressed in accordance with the regulations (36 CFR 800) implementing Section 106 of the NHPA (16 USC 470). Identified cultural resources shall be evaluated according to the U.S. Department of the Interior's "Standards and Guidelines for Archaeology and Historic Preservation", in consultation with the Missouri SHPO. (Archaeological & Historic Resources Section 3.12)

- 26. MoDOT will adhere to all stipulations of the executed Section 106 Programmatic Agreement.
 (Archaeological & Historic Resources Section 3.12)
- 27. MoDOT is currently working with the National Parks Service (NPS) and the St. Joseph Parks, Recreation, and Civic Facilities Department to determine appropriate mitigation measures for impacts to both the proposed Riverfront Park and the Huston Wyeth Parks. Those commitments will include approval of a "Determination of Section 4(f) De Minimis Use" document. (Section 4(f) Resources - 3.13.1)
- 28. MoDOT shall complete all the requirements spelled out in the agreement with the National Park Service related to shifting Section 6(f) "encumbrance" from Riverside Park to the proposed East Side Park during construction. (Section 6(f) Resources - 3.13.2)
- 29. MoDOT shall include the community, through an Advisory Group, in decision making related to construction sequencing, construction timing, etc. (Construction -3.16)
- MoDOT shall include incentives/disincentives for the contractor to minimize the amount of time under construction if the project follows the traditional design-bid-build process. (Construction 3.16)
- Should MoDOT select design-build as the preferred project delivery method, MoDOT shall include goals related to minimizing construction impacts in the scoring for the selected design-build team. (Construction – 3.16)
- 32. MoDOT shall ensure that details of utility disposition are determined during project design. Agreements with utilities shall be negotiated and executed prior to seeking project federal authorization for construction. MoDOT's utility engineers and representatives of the various utilities shall plan the details of individual utility adjustments on a case-by-case basis. (Construction – 3.16)
- 33. MoDOT shall ensure that contractors make efforts to capture fugitive dust to prevent it from migrating off the limits of the project corridor. (Construction -3.16)
- 34. MoDOT shall include standard specifications in the construction contract requiring all contractors to comply with every applicable local, state, and federal laws and regulations relating to noise levels permissible within and adjacent to the project construction site. (Construction 3.16)
- 35. MoDOT shall ensure that careful refueling practices are employed to limit spills of gasoline and diesel fuels. (Construction 3.16)
- 36. MoDOT will ensure a Traffic Management Plan (TMP) is included in the construction contract to respond to temporary disruptions in travel patterns and travel time. Once developed, MoDOT will assess the impacts of the TMP within the framework of NEPA. If the TMP could result in impacts that were not previously reviewed under NEPA—such as new or additional road closures, access changes, or other circumstances that could cause new or modified impacts to resources, MoDOT's environmental section will review these impacts prior to implementing the TMP. (Construction 3.16)

- Appendix A Programmatic Agreement
- Appendix B Section 4f/6f
- Appendix C Public Hearing Summary
- Appendix D Public Comments
- Appendix E Agency Comments

Appendix A – Programmatic Agreement

UNDERTAKING: I-229 Moving Forward: Replacement of the Interstate 229 (I-229) bridge (A2225) in St. Joseph, Buchanan County, Missouri and connections to the local street system; Missouri Department of Transportation Job Number J1I3053 (see attachment A). STATE: Missouri AGENCY: Federal Highway Administration

WHEREAS, the Federal Highway Administration (FHWA) Missouri Division is the federal agency responsible for ensuring the undertaking complies with Section 106 of the National Historic Preservation Act (NHPA) (54 U.S.C. § 306108) codified in its implementing regulations 36 CFR Part 800, *Protection of Historic Properties*; and

WHEREAS, the duties of the Missouri State Historic Preservation Officer (SHPO) pursuant to Section 106 of the NHPA and 36 CFR Part 800 include responsibilities to advise, assist, review, and consult with Federal agencies as they carry out their historic preservation responsibilities and to respond to Federal agencies' requests within a specified period of time; and

WHEREAS, the Missouri Highways and Transportation Commission (MHTC) is the board that governs the Missouri Department of Transportation (MoDOT), appoints the Director and authorizes the Statewide Transportation Improvement Program, and acting by and through MoDOT, has participated in the consultation and has been invited to be a signatory to this Agreement; and

WHEREAS, FHWA and MoDOT are studying alternatives for the rehabilitation or replacement the Interstate 229 (I-229) double-decker bridge (A2225) in St. Joseph, Buchanan County, Missouri, and is anticipating an Environmental Assessment (EA) under the National Environmental Policy Act of 1969 (NEPA) (PL 91-190); and

WHEREAS, the MoDOT, acting on behalf of the FHWA, has determined that the undertaking's area of potential effects (APE) for consideration of direct effects was the footprint of the build alternatives being carried through the study, including any necessary right of way, permanent easements and temporary easements. The APE includes the combined footprint of all the build alternatives and includes an offset of 50 feet for the consideration of direct effects (see attachment B for further description). Moving forward the APE will be restricted to the footprint of the preferred alternative; and

WHEREAS, a Preferred Alternative has been identified that would build on the existing alignment of the I-229 Bridge alignment; and

WHEREAS, the built environment survey has been conducted and FHWA and MoDOT have determined that the preferred alternative would have no adverse effect on historic properties and has provided the SHPO the opportunity to review the finding and the SHPO has concurred (February 28, 2023); and

WHEREAS, archaeological investigations have yet to be conducted for the preferred alternative; and

WHEREAS, the FHWA notified the Advisory Council on Historic Preservation (Council) of the potential to have adverse effects on a large number of historic properties and intention to develop a programmatic agreement (PA) (November 25, 2019) and the Council has chosen not to participate in consultation (December 6, 2019); and

WHEREAS, the FHWA recognizes that the Iowa Tribe of Kansas and Nebraska, Iowa Tribe of Oklahoma, Kaw Indian Nation of Oklahoma, Omaha Tribe of Nebraska and Iowa, Osage Nation, Otoe-Missouria Tribe of Indians, Pawnee Nation of Oklahoma, Ponca Tribe of Nebraska, Ponca Tribe of Oklahoma, Sac and Fox Nation of the Missouri in Kansas and Nebraska, Sac and Fox Tribe of the Mississippi in Iowa, and the Sac and Fox Nation of Oklahoma have an interest in the undertaking area, and notified them of the project and invited them to participate in the I-229 Moving Forward Study on October 5, 2018 and again consulted with them on a government-to-government basis on August 30, 2021; and,

WHEREAS, the Iowa Tribe of Kansas and Nebraska had contacted FHWA and MoDOT and asked to participate in consultation about I-229 Moving Forward and asked to sign the PA; and

WHEREAS, the Pawnee Nation responded on October 4, 2021, that they have concern about cultural landscapes in the project area of concern to the Pawnee Nation, and that the Robidoux Trading Post could be affected. In addition, they noted that many tribe members are descendants of Joseph or Antoine Robidoux, and that alternatives that avoid the Trading Post are preferred by them. If any previously undiscovered properties are identified by the project, they request that work stop immediately, and they be notified; and

WHEREAS, Buchanan County Commission, the City of St. Joseph, the Missouri-Kansas Regional Council, St. Joseph Convention and Visitor's Bureau, St. Joseph Regional Port Authority & Tourism Commission, the National Park Service/National Trails Office, Oregon-California Trails Association, Gateway Chapter/Oregon-California Trails Association, The National Pony Express Association, Historic St. Joseph Foundation, Restoration Church, Felix Street Gourmet, Skrye, Ernie "Lee" Clark, Mary Conrad, Sarah Elder, Allison & Kelly Horn, Joseph K. Houts, Jr., Jim Lehr, Kenneth Reeder, Bob Simpson, Janet Storts, Gary Westcott, Shelley White, have been notified of undertaking and have been invited to participate in consultation (July 8, 2019) or requested and were granted consulting party status (see attachment C for consultation status); and

WHEREAS, the City of St. Joseph and the National Park Service/National Historic Trails Program have been invited to sign this PA as concurring parties; and

WHEREAS, public involvement for this undertaking has been handled in accordance with the MoDOT *Engineering Policy Guide*, Chapter 129: Public Involvement; and

WHEREAS, virtual and in-person public meetings were held on I-229 Moving Forward (October 9, 2018, April 4, 2019, and September 1, 2022), and information about the undertaking, historic properties and the undertaking effects on historic properties has been available to the public¹ (see attachment D for a summary of consultation and public involvement to date); and

WHEREAS, no comments from the public have been received about historic properties; and

WHEREAS, to the best of the FHWA's knowledge and belief, no human remains, associated or unassociated funerary objects or sacred objects, or objects of cultural patrimony as defined in the Native American Graves Protection and Repatriation Act (25 U.S.C. § 3001), are expected to be encountered; and

NOW, THEREFORE, the FHWA and the SHPO agree that the undertaking will be implemented in accordance with the following stipulations in order to take into account the effect of the undertaking on historic properties.

STIPULATIONS

FHWA, with the assistance of MoDOT, shall ensure that the following measures are carried out by, or under the direction of, a professional who meets the Professional Qualification Standards set forth in the Secretary of the Interior's Standards and Guidelines for Archeology and Historic Preservation (48 FR 44716):

I. CONSULTATION AND PUBLIC INVOLVEMENT

- A. The FHWA, assisted by MoDOT, shall consult with federally recognized Tribal Nations with ancestral, historic, and ceded land connections to Missouri and that may attach religious and/or cultural significance to historic properties in the county (counties) with the project and invite them to participate in Section 106 consultation per 36 CFR Part 800.2(c)(2).
- B. The FHWA and MoDOT, in consultation with the SHPO, shall work to identify other consulting parties to notify of the project and invite to participate in

¹ https://www.modot.org/stjoe229

consultation per 36 CFR Part 800.2(c)(3) and 800.2(c)(5). These parties shall include, at a minimum:

- 1. The local elected official(s) with jurisdiction over the project area.
- 2. If communities in the project area have been designated Certified Local Governments (CLG) under the program jointly administered by the National Park Service and SHPO, the CLG point of contact.²
- 3. Local historical societies serving the project area.³
- 4. Local preservation organizations.
- 5. Bridge preservation groups.
- 6. Communities participating in the Main Street Program in the project area.⁴
- C. Consultation shall occur at major milestones in the Section 106 process and shall also be timed to allow the consulting parties the opportunity to have input into the project through timing of the National Environmental Policy Act (NEPA) documentation. Consultation shall occur at:
 - 1. Project Kickoff—project notification and invitation to consult
 - 2. Development of Purpose and Need and Initial Range of Alternatives/Development of Area of Potential Effects and discussion of field methods to be employed
 - 3. Narrowing of Range of Alternative—Results of Background (Archival) Survey; preliminary discussion of results of built environment results
 - 4. Selection of Preferred Alternative
 - a. effects of the preferred alternative on built environment resources
 - b. preliminary archaeological results
 - c. Resolution of adverse effects including appropriate mitigation measures for adversely affected properties
- D. The public shall be kept informed of the status of the Section 106 process and informed of how to request consulting party status through the project website (if

² Missouri Certified Local Government Program, List of Missouri CLG:

https://mostateparks.com/sites/mostateparks/files/CLG_PrimaryContactList.pdf

³ State Historical Society of Missouri, Society Directory: https://shsmo.org/local-societies/directory

⁴ Missouri Main Street Connection, Participating Communities: https://www.momainstreet.org/participating-communities/

one is developed for the project), project publications, and through public meetings held for the project, which will include displays on the Section 106 process and handouts explaining the Section 106 process and how to request consulting party status for the project.

- 1. Any substantive comments about historic properties or Section 106 concerns received from the public will be shared with the consulting parties and will be addressed in the Section 106 consultation process and the resolution discussed in the project documentation for the National Environmental Policy Act (NEPA).
- 2. Consulting parties will be informed of substantive comments received from the public concerning Section 106 and historic properties and how they will be addressed.
- E. Any requests for consulting party status that are received shall be considered by FHWA, MoDOT, and the SHPO.

II. QUALIFICATION STANDARDS

A. MoDOT shall ensure that actions prescribed by this Agreement that involve the identification, evaluation, recording, treatment, monitoring, or disposition of historic properties, or that involve the reporting or documentation of such actions in the form of reports, forms, or other records, shall be carried out by or under the direct supervision of a person or persons who meets the Secretary of the Interior's Professional Qualifications Standards (SOI) (published in 48 FR 44738-44739) for the resource being considered.

III. AREA OF POTENTIAL EFFECTS

- A. FHWA and MoDOT shall consult with SHPO, Tribal Nations and consulting parties to determine the APE for the project, with the understanding that the APE will be three dimensions (i.e., having height and depth as well as length and width), encompass the full range of alternatives and will be refined as alternatives are added and eliminated throughout the study. The APE shall consider:
 - 1. Direct effects from construction-related activities including ground disturbance, demolition of resources, visual, auditory, vibration and atmospheric effects;
 - 2. Proposed construction impacts, ground-disturbing and non-grounddisturbing, to justify the types and level of investigative effort to identify historic properties.
 - 3. The APE may contract over time as alternatives are eliminated. Tribal Nations and other consulting parties will be consulted as this occurs.

- 4. Indirect effects, as clarified by the D. C. Circuit Court in *National Parks Conservation Assoc. v. Semonite* and the Council, as those effects "caused by the undertaking that are later in time or farther removed in distance but still reasonably foreseeable"⁵; and
- B. The APE may be supplemented if the Design-Build Process is utilized. If the Design-Build consultant proposes an alternative(s) that meets Purpose & Need that falls outside the original APE, FHWA and MoDOT shall consult per Stipulation III.A.

IV. IDENTIFICATION OF RESOURCES

- A. MoDOT shall ensure that the Built Environment investigations are conducted in a manner consistent with MoDOT's Built Environment Methods.
- B. MoDOT shall ensure that the archaeological investigations are conducted in a manner consistent with the Secretary of the Interior's Standards and Guidelines for Archeology and Historic Preservation and SHPO's Guidelines for Phase I Archaeological Surveys and Reports.
- C. Reporting
 - 1. The results of the Built Environment and Archaeological surveys shall be reported in a single, comprehensive report. The report shall include:
 - a. Background Research Results including previous surveys, NRHP listed and determined eligible properties, previously reported sites, appropriate historic context, and historic mapping to understand the APE
 - b. Field Survey Results will be reported on the MoDOT Section 106 Survey Memo, which meets the standards set by the Missouri SHPO for surveys done in Missouri. Any properties where access was denied or where survey was not possible for any reason shall be clearly identified on mapping and in the report text; and
 - c. Determinations made through consultation between MoDOT, FHWA, SHPO, the Tribal Nations and other consulting and interested parties shall be included in the Report.

⁵ NPCA v. Semonite, No. 18-5179 (D. C. Cir 2019); ACHP, Court Ruling on Definitions Informs Agencies on Determining Effects, 2019: https://www.achp.gov/news/court-rules-definitions-informs-agencies-determining-effects.

- d. The report shall be shared with FHWA, SHPO and consulting parties. SHPO and the consulting parties shall have thirty (30) days to comment on the results and findings of the report. The results and findings shall be the topics of meetings between MoDOT, FHWA, SHPO and the consulting parties as needed.
- D. Properties that could not be accessed for survey during the Phase I investigations shall be surveyed, in accordance with Stipulations IV.4-A-C or an Archaeological Research Design developed for the project (and located in Attachment E), as design proceeds and property is acquired.
- E. If the APE is supplemented during the Design-Build process, the processes in Stipulation IV shall be followed for the identification of resources within that APE.

V. NATIONAL REGISTER OF HISTORIC PLACES ELIGIBILITY EVALUATION

- A. MoDOT, in consultation with FHWA, SHPO, Tribal Nations, and other consulting and interested parties, shall apply the NRHP criteria (36 CFR Part 63), and applicable guidance issued by the Keeper of the National Register, to each property identified in the field survey or through consultation to determine if the property is eligible for listing in the NRHP (a historic property).
- B. MoDOT will seek the concurrence of SHPO, Tribal Nations and other consulting parties, on eligibility for each resource identified as eligible for listing in the NRHP.
- C. Properties that are eligible for listing in the NRHP shall have the following addressed in the report: the NRHP criteria the property is eligible for listing under; area(s) of significance, characteristics that qualify the property for inclusion in the NRHP, contributing and non-contributing elements, period(s) of significance and boundary of the historic property.
- D. If the APE expands during the Design-Build process, the processes in Stipulation V shall be utilized to evaluate and consult about eligibility of resources.

VI. ASSESSMENT OF EFFECTS

A. MoDOT, on behalf of FHWA, shall apply the criteria of adverse effects (36 CFR Part 800.5) to each property listed in or eligible for listing in the NRHP, for each alternative under consideration. FHWA and MoDOT shall consult with the SHPO, Tribal Nations and other consulting parties about the effects of the various alternatives on historic properties.

- B. If FHWA and MoDOT find that project activities have adverse effects on properties eligible for the NRHP, they shall consult with SHPO, Tribal Nations and other consulting parties to resolve the adverse effects, consistent with guidance provided in 36 CFR Part 800.6. This consultation shall include efforts to develop and evaluate alternatives or modifications to the undertaking that could avoid or minimize the adverse effects on said historic properties.
- C. For projects utilizing the Design-Build process, the effects of the project on historic properties will be re-evaluated as the project design is developed through consistent communication between the Design-Build and MoDOT Historic Preservation staffs:
 - 1. If there is an adverse effect finding, MoDOT shall provide FHWA with information to notify the Council of the adverse effect.
 - 2. FHWA and MoDOT shall consult with Tribal Nations, SHPO and the other consulting parties to resolve the adverse effect, per Stipulation VII to inform them of the resource, the change in effect and what is causing the change:
 - a. SHPO and the consulting parties will have thirty (30) days to review the information and provide comments.
 - b. If there is disagreement about the finding, FHWA and MoDOT will consult with the parties to resolve the disagreement.
 - c. If the disagreement cannot be resolved, procedures for resolution in 36 CFR 800.5(c)(2) shall be implemented.
 - 3. FHWA and MoDOT shall consult with the SHPO, Tribal Nations and consulting parties to resolve any adverse effects using the processes in Stipulation VII: Resolution of Adverse Effects.

VII. RESOLUTION OF ADVERSE EFFECTS

A. If FHWA and MoDOT find project activities have adverse effects on historic properties, they will consult with SHPO, Tribal Nations and other interested parties to resolve the adverse effects, consistent with guidance provided in 36 CFR Part 800.6, through the implementation of a Mitigation Plan for Built Environment Resources or an Archaeological Data Recovery Plan(s) developed in accordance with the Council's *Recommended Approach for Consultation on the Recovery of Significant Information from Archaeological Sites* and the Secretary of the Interior's *Standards for Archaeological Documentation*.

- B. Mitigation measures that benefit and engage the public shall be developed to the extent practical. Public benefit mitigation measures may be used as a substitute for traditional mitigation measures in some cases.
- C. All mitigation measures shall be memorialized in a Mitigation Plan, which shall be developed and will contain all agreed upon mitigation measures.
- D. The Mitigation Plan or Archaeological Data Recovery Plan will be negotiated among the signatories and consulting parties and will become effective only upon written concurrence by representatives for all signatories and invited signatories.
- E. If adverse effects are avoided during the Design-Build process, the Mitigation Plan or Archaeological Data Recovery Plan can be amended by the signatories and consulting parties.

VIII. TREATMENT OF HUMAN REMAINS

- A. The FHWA recognizes that any human remains (other than from a crime scene or covered under Missouri's Cemeteries Law, §§ 214. RSMo) that may be discovered during project activities and are located on non-federal land are subject to the immediate jurisdiction of the SHPO, albeit FHWA or its delegate is responsible to have a professional archaeologist analyze the remains and advise SHPO of the physical location and cultural and biological characteristics, and if SHPO determines, as per the consultation conducted under Section 106, excavation is warranted such remains will be handled pursuant to the Missouri Unmarked Human Burial Sites Act, §§ 194.400 194.410, RSMo. All discoveries of human remains shall be treated as sensitive information and shall not be made available to the public.
- B. Native American skeletal remains, associated or unassociated funerary objects, sacred objects, and objects of cultural patrimony that may be discovered during the archaeological survey, testing, or data recovery excavations on federal land are the responsibility of the federal agency that manages that property. The involved Federal land-managing agency will notify any Tribe that might attach cultural affiliation to the identified remains as soon as possible after their identification. The Federal Agency shall take into account Tribal recommendations regarding treatment of the remains and proposed actions, and then direct MoDOT to carry-out the appropriate actions.
- C. The USDOT is a signatory to the Memorandum of Understanding Regarding Interagency Coordination and Collaboration for the Protection of Indigenous Sacred Sites to affirm their commitment to improve the protection of, and access to, Indigenous sacred sites through enhanced and improved interdepartmental coordination, collaboration, and action and to demonstrate their commitment

through the early consideration of the protection and access to Indigenous sacred sites in agency decision-making and regulatory processes.

- D. If human remains are encountered during archaeological investigations:
 - 1. The archaeologists shall immediately stop all work within a fifty (50)meter (approximately 165-foot) radius of the remains and shall not resume without specific authorization from either the SHPO or the local law enforcement officer, or if on federal land the land management agency, whichever party has jurisdiction over and responsibility for such remains.
 - 2. MoDOT HP staff will notify the local law enforcement (to ensure that it is not a crime scene) and the SHPO as per the Missouri Unmarked Human Burial Sites Act and contact FHWA and Tribes that have expressed interest in Section 106 undertakings in the County the remains were found in, within twenty-four (24) hours of the discovery.
 - 3. FHWA will notify any tribe that might attach cultural affiliation to the identified remains as soon as possible after their identification.
 - 4. FHWA shall, to the maximum extent possible, seek consensus and incorporate identifications, recommendations, and Native American traditional knowledge regarding treatment of the remains and proposed actions.
 - 5. MoDOT shall monitor the archaeological data recovery and handling of any such human remains and associated or unassociated funerary objects, sacred objects or objects of cultural patrimony, to assure itself that these are handled, excavated or processed in accordance with the Missouri Unmarked Human Burials Sites Act.
 - 6. Should, through consultation with Tribes, excavation be determined necessary, MoDOT will provide notification within twenty-four (24) hours to affiliated Tribes when physically transferring possession of ancestors or cultural items to SHPO for continued consultation on reinternment.
- E. If human remains are encountered during construction:
 - 1. The contractor shall immediately stop all work within a fifty (50)-meter (approximately 165-foot) radius of the remains and shall not resume without specific authorization from either the SHPO or the local law enforcement officer, or if on federal land the land management agency, whichever party has jurisdiction over and responsibility for such remains.

- 2. The contractor shall notify the MoDOT Construction Inspector and/or Resident Engineer who will contact the MoDOT HP section within twenty-four (24) hours of the discovery.
- 3. MoDOT HP staff will immediately notify the local law enforcement, or if on federal land the land management agency, (to ensure that it is not a crime scene) and the SHPO as per the Missouri Unmarked Human Burial Sites Act or to notify SHPO what has occurred and that it is covered by Missouri's Cemeteries Law, §§ 214. RSMo.
- 4. MoDOT HP staff will notify FHWA that human remains have been encountered within twenty-four (24) hours of being notified of the find.
- 5. If, within twenty-four (24) hours, the contractor is unable to contact appropriate MoDOT staff, the contractor shall initiate the involvement by local law enforcement, or if on federal land the land management agency, and the SHPO. A description of the contractor's actions will be promptly made to MoDOT.
- 6. FHWA will notify any tribe that might attach cultural affiliation to the identified remains as soon as possible after their identification.
- 7. FHWA shall, to the maximum extent possible, seek consensus and incorporate identifications, recommendations, and Native American traditional knowledge regarding treatment of the remains and proposed actions.
- 8. MoDOT, under FHWA oversight, shall monitor the handling of any such human remains and associated funerary objects, sacred object or objects of cultural patrimony in accordance with the Missouri Unmarked Human Burial Sites Act.
- 9. Should, through consultation with Tribes, excavation be determined necessary, MoDOT will provide notification within twenty-four (24) hours to affiliated Tribes when physically transferring possession of ancestors or cultural items to SHPO for continued consultation on reinternment.

IX. POST-REVIEW DISCOVERIES

A. Planning for Subsequent Discoveries

MoDOT shall include in any environmental document, contract, and specifications a plan for post-review discovery of historic properties.

Implementation of the plan as originally proposed or modified as necessary owing to the nature and extent of the properties discovered, will be in accordance with 36 CFR Part 800.4-6.

- B. If cultural resources are encountered during construction:
 - 1. The contractor shall immediately stop all work within a fifty (50)-meter (approximately 165 foot) radius around the limits of the resource and shall not resume work without specific authorization from a MoDOT Historic Preservation Specialist.
 - 2. The contractor shall notify the MoDOT Resident Engineer or Construction Inspector, who shall contact the MoDOT Historic Preservation (HP) section within twenty-four (24) hours of the discovery.
 - 3. MoDOT HP shall contact FHWA, Tribes and SHPO within forty-eight (48) hours of learning of the discovery to report the discovery after a preliminary evaluation of the resource and reasonable efforts to see if it can be avoided.
 - 4. FHWA shall make an eligibility and effects determination based upon the preliminary evaluation and consult with MoDOT, Tribes and SHPO to minimize or mitigate any adverse effect.
 - 5. FHWA shall take into account Tribal recommendations regarding the eligibility of the property and proposed actions, and direct MoDOT to carry out the appropriate actions. The Council does not need to be notified if the SHPO, Tribes, and other parties agree to treatment plan.
 - 6. MoDOT shall provide FHWA and SHPO with a report of the actions when they are completed.
 - 7. Upon receipt, FHWA shall provide this report to the Tribes.
 - 8. MoDOT, in coordination with FHWA, will make this report available to the public and other consulting parties, if it is not limited by the requirements for confidentiality, as identified in Stipulation X.
- C. If the discovery is not limited by the confidentiality requirements of Section 304 of the NHPA and Stipulation X of this Agreement, the public shall be notified of the late discovery in the following manner:
 - 1. Information on the discovery shall be posted to the MoDOT website associated with the project, if one exists. This information will include the

nature of the discovery, how it is being treated, and the evaluation of it. The website will include information on how to contact the project manager or the MoDOT HP Section with comments or concerns about the discovery.

2. MoDOT will issue a press release about the discovery. The press release will include the nature of the discovery, how it is being treated and the evaluation. The press release will include a way for the public to contact the project manager or the MoDOT HP Section if they have comments or concerns about the discovery.

X. CONFIDENTIALITY

All parties to this Agreement acknowledge that information about historic properties or potential historic properties are or may be subject to the provisions of Section 304 of NHPA. Section 304 allows FHWA to withhold from disclosure to the public, information about the location, character, or ownership of a historic resource if the signatories and invited signatories determine that disclosure may: 1) cause a significant invasion of privacy; 2) risk harm to the historic resource; or 3) impede the use of a traditional religious site by practitioners. Having so acknowledged, all parties to this Agreement will ensure that all actions and documentation prescribed by this Agreement are, where necessary, consistent with the requirements of Section 304 of the NHPA.

XI. DURATION

This Agreement shall remain in effect for a period of ten (10) years after the date it takes effect, unless it is terminated prior to that time. No later than six (6) months prior to the conclusion of the ten (10)-year period, MoDOT will notify all parties in writing if an extension is needed. The Agreement may be extended for an additional term, the length of which will be agreed to by the signatories and invited signatories. The extension will be codified through an amendment of the Agreement in accordance with Stipulation XIV. If any party objects to extending the Agreement, or proposes amendments, MoDOT will consult with the parties to consider amendments or other actions to avoid termination.

XII. REPORTING

MoDOT, acting on behalf of FHWA, shall, at the end of each calendar year following the execution of this PA, provide to all signatories a written report regarding the actions taken to fulfill the terms of the agreement, and shall file a copy with the Council per 36 CFR Part 800.6(b)(iv). The report shall include the following information:

- A. Any stipulations completed during the calendar year;
- B. Work done toward completion of any stipulations during the calendar year;

- C. Any consultation done regarding any of the stipulations during the calendar year, the subject of the consultation and parties consulted with; and
- D. The status of the project, including tasks that remain outstanding.

XIII. DISPUTE RESOLUTION

Any party to this Agreement may terminate it by providing thirty (30) calendar daysnotice in writing to the other parties explaining the reason for termination, provided that the parties will consult during the period prior to termination to seek agreement on amendments and other actions that would avoid termination. In the event of termination, FHWA shall ensure that undertakings shall be reviewed individually in accordance with 36 CFR Part 800.3-800.6 that were previously covered by this Agreement.

At any time during implementation of this Agreement, should any member of the public raise an objection in writing pertaining to such implementation to any signatory or invited signatory to this Agreement, that signatory or invited signatory shall immediately notify FHWA. FHWA shall immediately notify the other signatories and invited signatories in writing of the objection. Any signatory or invited signatory may choose to comment on the objection to FHWA. FHWA shall establish a reasonable time frame for this comment period. FHWA shall consider the objection, and in reaching its decision, FHWA will take all comments from the other parties into account. Within fifteen (15) days following closure of the comment period, FHWA will render a decision regarding the objection and respond to the objecting party. FHWA will promptly notify the other parties of its decision in writing, including a copy of the response to the objecting party. FHWA's decision regarding resolution of the objection will be final. Following the issuance of its final decision, FHWA may authorize the action subject to dispute hereunder to proceed in accordance with the terms of that decision.

XIV. AMENDMENTS

Any signatory or invited signatory to this Agreement may at any time propose amendments, whereupon all signatories and invited signatories shall consult to consider such amendment. This Agreement may be amended only upon written concurrence of all signatories and invited signatories. The amendment will be effective on the date a copy signed by all of the signatories is filed with the Council.

XV. TERMINATION

Any party to this Agreement may terminate it by providing thirty (30) calendar daysnotice in writing to the other parties explaining the reason for termination, provided that the parties will consult during the period prior to termination to seek agreement on amendments and other actions that would avoid termination. In the event of termination, FHWA shall ensure that undertakings shall be reviewed individually in accordance with 36 CFR Part 800.3-800.6 that were previously covered by this Agreement.

XVI. EXECUTION

Execution of this PA by the FHWA, the SHPO and the MHTC and the implementation of its terms evidence that FHWA has taken into account the effects of this undertaking on historic properties and afforded the Council an opportunity to comment. A copy of the executed PA shall be provided by FHWA to the Council for their records.

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UNDERTAKING: I-229 Moving Forward: Replacement of the Interstate 229 (I-229) bridge (A2225) in St. Joseph, Buchanan County, Missouri and connections to the local street system; Missouri Department of Transportation Job Number J1I3053. **STATE:** Missouri **AGENCY:** Federal Highway Administration

SIGNED:

FEDERAL HIGHWAY ADMINISTRATION:

By: <u>Reliecce</u> fest Date: <u>1/20/2024</u> Title: <u>Environmental Protection Specialist</u>

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UNDERTAKING: I-229 Moving Forward: Replacement of the Interstate 229 (I-229) bridge (A2225) in St. Joseph, Buchanan County, Missouri and connections to the local street system; Missouri Department of Transportation Job Number J1I3053. **STATE:** Missouri **AGENCY:** Federal Highway Administration

SIGNED:

THE MISSOURI STATE HISTORIC PRESERVATION OFFICER:

By:

Date: 2-5-24

Title: Deputy State Historic Preservation Officer

UNDERTAKING: I-229 Moving Forward: Replacement of the Interstate 229 (I-229) bridge (A2225) in St. Joseph, Buchanan County, Missouri and connections to the local street system; Missouri Department of Transportation Job Number J1I3053. STATE: Missouri AGENCY: Federal Highway Administration

SIGNED:

MISSOURI HIGHWAYS AND TRANSPORTATION COMMISSION:

Date: By: Assistant Chief Engineer

Title:

Attest:

Commission Secretary

Approved as to form:

Commission Counsel

UNDERTAKING: I-229 Moving Forward: Replacement of the Interstate 229 (I-229) bridge (A2225) in St. Joseph, Buchanan County, Missouri and connections to the local street system; Missouri Department of Transportation Job Number J1I3053. **STATE:** Missouri **AGENCY:** Federal Highway Administration

CONCUR:

IOWA TRIBE OF KANSAS AND NEBRASKA:

 By:
 alm Kelley Date:
 12,04,2024

 Title:
 DEPUTY THPO
 Deputy THPO

PROGRAMMATIC AGREEMENT AMONG THE FEDERAL HIGHWAY ADMINISTRATION, THE MISSOURI STATE HISTORIC PRESERVATION OFFICER, THE MISSOURI HIGHWAYS AND TRANSPORTATION COMMISSION, AND THE CITY OF ST. JOSEPH, MISSOURI REGARDING I-229 MOVING FORWARD (THE REPLACEMENT OF THE I-229 BRIDGE (A2225)) BUCHANAN COUNTY, MISSOURI

UNDERTAKING: I-229 Moving Forward: Replacement of the Interstate 229 (I-229) bridge (A2225) in St. Joseph, Buchanan County, Missouri and connections to the local street system; Missouri Department of Transportation Job Number J1I3053. **STATE:** Missouri **AGENCY:** Federal Highway Administration

CONCUR:

NATIONAL PARK SERVICE/NATIONAL TRAILS OFFICE:

Carole Wendler, Acting Superintendent Date: 02/01/2024 By: Title:

PROGRAMMATIC AGREEMENT AMONG THE FEDERAL HIGHWAY ADMINISTRATION, THE MISSOURI STATE HISTORIC PRESERVATION OFFICER, THE MISSOURI HIGHWAYS AND TRANSPORTATION COMMISSION, AND THE CITY OF ST. JOSEPH, MISSOURI REGARDING I-229 MOVING FORWARD (THE REPLACEMENT OF THE I-229 BRIDGE (A2225)) BUCHANAN COUNTY, MISSOURI

UNDERTAKING: I-229 Moving Forward: Replacement of the Interstate 229 (I-229) bridge (A2225) in St. Joseph, Buchanan County, Missouri and connections to the local street system; Missouri Department of Transportation Job Number J1I3053. **STATE:** Missouri **AGENCY:** Federal Highway Administration

CONCUR:

CITY OF ST. JOSEPH, MISSOURI:

Janta By: un

Date: January 29, 2024

Title: City Manager

PROJECT BACKGROUND

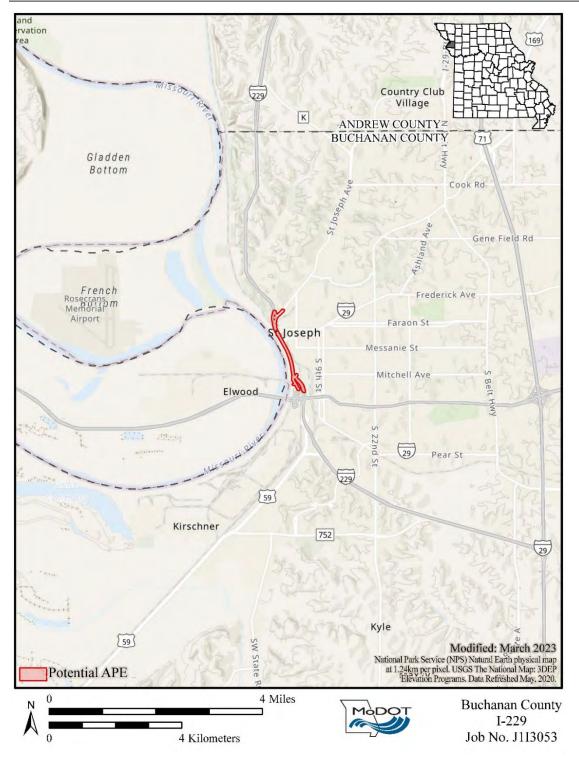
In 2019 the Federal Highway Administration (FHWA) and the Missouri Department of Transportation (MoDOT) began an Environmental Study (Study) under the National Environmental Policy Act to study options for the rehabilitation or replacement of a double-deck bridge (A2225) carrying I-229 between the Missouri River riverfront and downtown St. Joseph, Buchanan County, Missouri (see Figures 1 and 2). The Study, *I-229 Moving Forward*, started with a wide range of alternatives that were narrowed to a Reasonable Range of Alternatives. Then an additional alternative was suggested by the Metropolitan Planning Organization and was studied. Then an additional alternative was suggested by the City of St. Joseph was studied. Throughout, FHWA, MoDOT and the consultants working on their behalf have kept the community informed through the NEPA public involvement process and Section 106 consultation process.



Figure 1: I-229 from near McArthur Drive overpass, facing south



Figure 2: I-229 from south of Fourth Street Ramps, facing north



ATTACHMENT A: PROJECT LOCATION AND APE MAPS

Figure 3: Preferred Alternate Location and APE

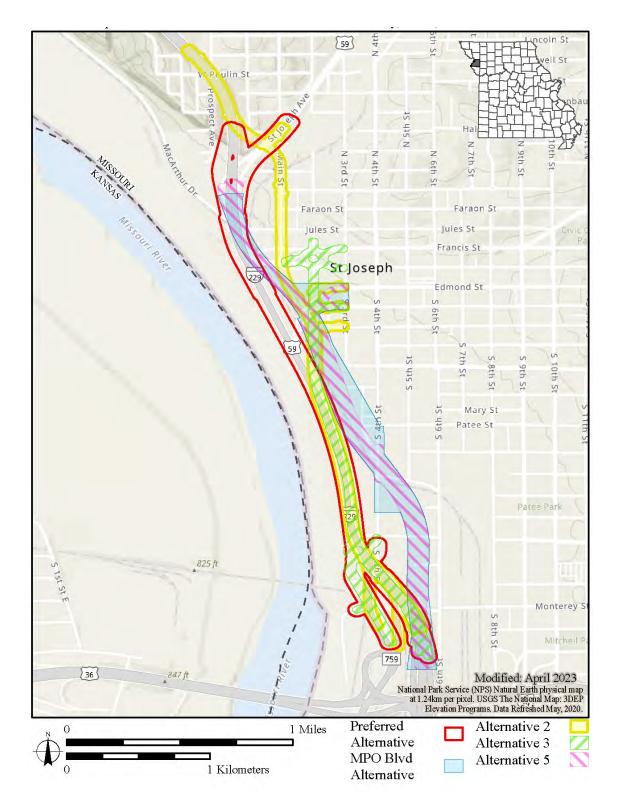


Figure 4: Alternatives Studies and APE (Preferred Alternative is red outline)

ATTACHMENT B: AREA OF POTENTIAL EFFECTS

The area of potential effects (APE) for consideration of direct effects is the footprint of the build alternatives being carried through the study, including any necessary right of way, permanent easements and temporary easements. The APE includes the combined footprint of all the build alternatives and includes an offset of 50 feet for the consideration of direct and indirect effects.

The APE identified on Figures 3 and 4 is the preferred alternative, which will go back on the existing I-229 alignment.

Figure 4 also shows the APE for Reasonable Alternative (RA) 2, RA 3, RA 5, which will be discussed below, and the Metropolitan Planning Organization (MPO) Alternate. Each of these alternates utilized the APE described above.

ATTACHMENT C: CONSULTATION TO DATE AND STATUS

TRIBAL CONSULTATION

On August 30, 2021, Tribes with an interest in Buchanan County were notified of the project and asked if they wanted to consult under Section 106 of the National Historic Preservation Act.

Tribe	Response
Iowa Tribe of Kansas and Nebraska	Would like to sign the Programmatic
	Agreement
Iowa Tribe of Oklahoma	
Kaw Indian Nation of Oklahoma	
Omaha Tribe of Nebraska and Iowa	
Osage Nation	
Otoe-Missouria Tribe of Indians	No objection to the proposed project but requests all cultural reports due to site being of interest to the Otoe-Missouri Tribe with direct ancestral lands of the tribe (responded September 8, 2021)
Pawnee Nation of Oklahoma	Concerns about cultural landscapes near the project that are of a concern to the Pawnee Nation; Robidoux Trading Post could be affected. Many in the Tribe are descendants of Joseph or Antoine Robidoux so alternatives that avoid the Trading Post are preferred; please notify them of any previously undiscovered properties (responded October 4, 2021)
Ponca Tribe of Nebraska	
Ponca Tribe of Oklahoma	
Sac and Fox Nation of the Missouri in Kansas	
and Nebraska	
Sac and Fox Tribe of the Mississippi in Iowa	
Sac and Fox Nation of Oklahoma	

NON-TRIBAL CONSULTING PARTIES

Given the location of the project between downtown St. Joseph and the Missouri River, consultation for the project was very important to FHWA and MoDOT. Parties expressly invited to participate in the Section 106 consultation process included:

- Missouri-Kansas Regional Council of Governments
- City of St. Joseph (including the Historic Preservation Office separately)
- Buchanan County Commission
- St. Joseph Convention and Visitor's Bureau

- National Park Service/National Trails Office
- Oregon-California Trails Association
- Gateway Chapter of the Oregon-California Trails Association
- The National Pony Express Association
- St. Joseph Port Authority

The invitation to participate in consultation was spread liberally and many parties participated in consultation meetings and asked to receive copies of reports, including property owners, business owners and those interested in riverfront redevelopment. Information was shared with anyone who asked, unless it was specifically exempt under Section 304 of the National Historic Preservation Act or a confidentiality agreement between MoDOT and the Missouri State Historic Preservation Office (MoDOT does not share location information about archaeological sites).

Five Section 106 consultation meetings were held, two in 2019 included an in-person meeting in St. Joseph and a call-in component. Meetings in 2021, 2022 and 2023 were held on virtual platforms. Summaries of all the meeting are attached.

October 9, 2019

The first Section 106 consultation meeting was held in the MoDOT St. Joseph District Office and by teleconference on October 9, 2019. The meeting focused on the Section 106 process and the roles of consulting parties, the area of potential effects, the purpose and need for the I-229 Moving Forward study, the initial range of alternatives being considered and the screening to the range of reasonable alternatives.

December 3, 2019

The second Section 106 consultation meeting was held in the MoDOT St. Joseph District Office and by teleconference on December 3, 2019. Prior to the meeting a draft copy of the Archival Review and Architectural Resources Survey had been distributed to the consulting parties for review.

The meeting focused on the identification of new historic properties within the APE for the reasonable alternatives and the status of National Register of Historic Places (NRHP) eligible resources in the APE.

Following the meeting MoDOT accepted comments from SHPO and other consulting parties on the results of the report. SHPO requested additional information before commenting on NRHP eligibility of resources. Some of the additional information requested went beyond what is normally provided in Section 106 reviews. After several conversations between MoDOT, FHWA and SHPO, an acceptable level of effort was identified, and a revised report was provided to SHPO and the consulting parties.

SHPO again requested additional information before they would concur with eligibility recommendations. Additional discussions between FHWA, MoDOT and SHPO occurred.

June 22, 2021

A third consultation meeting was held virtually on June 22, 2021. Consulting parties had a revised version of the report for review. At this meeting consulting parties were told that additional alternatives were being considered, and that a Section 106 programmatic agreement (PA) to allow for continued consultation to occur as the project was developed post-NEPA would be developed. One thing to be considered in this PA would be potential mitigation measures for adverse effects from the various alternatives, and a brainstorming session to develop potential mitigation measures was held. Following the meeting, the list of ideas developed was sent to the consulting parties to rank for their priorities.

Once consulting party priorities had been identified, FHWA and MoDOT would discuss which could be included as project mitigation costs and were reasonable for the effects of the project.

March 16, 2022

The fourth meeting was held virtually on March 16, 2022 and focused on the preliminary assessment of effects of the three alternatives (RA-2, RA-3 and RA-5) all of which would be identified as reasonable alternatives in the NEPA documentation, it was unclear, as of the date of the meeting, if a preferred alternate would be identified. A written effects assessment would be drafted.

Table 1 identifies the Historic Districts (listed and NRHP eligible) and properties within with APE for the various reasonable alternatives.

	RA-2	RA-3	RA-5
Central/North Central Historic District (NRHP Listed):	X	Х	
H083, H085, H087, H088			
South Fourth Street Historic District (NRHP Listed):	X	Х	Х
H148, H152, H153, H155			
Kansas City, St. Joseph & Council Bluffs RR			Х
(Recommended NRHP Eligible): H152, H383			
Brick Streets	X		X

Table 1: Properties located within the APE of the Reasonable Alternatives

It was anticipated that RA-2 would have an adverse effect to the Central/North Central Historic District, specifically to brick streets (Second Street) within the district which would have to be replaced due to a substantial increase in average daily traffic (ADT). Several consulting parties asked about potential vibration effects to specific buildings adjacent to the improvements due to brick foundations. These properties were noted and additional information provided after the meeting.

It was anticipated that RA-3 would have no adverse effects to historic properties. It would avoid the brick streets in the historic districts. There was discussion of vibration effects on individual properties, due to increased traffic, and additional information was provided after the meeting.

RA-5 would have an adverse effect on the South Fourth Street Historic District, since it would require the removal of a contributing building, the HG building (H152), and on the NRHP-eligible Kansas City, St. Joseph & Council Bluffs Railroad Historic District since it would require the removal of the contributing building identified as H383, a warehouse building on a spur of the railroad, to accommodate the new roadway alignment.

The cost of the various alternatives was discussed, as was fate of the interstate designation with any of the alternatives.

Following the meeting, the City of St. Joseph requested a meeting to follow-up on the mitigation measures that had been discussed in 2021.

The City of St. Joseph, MoDOT and SHPO met on April 14, 2022, to discuss the mitigation measure identified as implementation of the trails plan.

March 21, 2023

The fifth consultation meeting was held virtually on March 21, 2023. It was a status update meeting, to tell all the consulting parties about a new alternate that had been studied at the request of the City of St. Joseph, which would replace the existing I-229 bridges with an at-grade facility on the existing I-229 alignment. After study and conversations with stakeholders, this alternative had emerged as the preferred. It would have no adverse effect on built environment resources, since it was going back within the existing interstate footprint and SHPO concurred with this finding in a letter dated February 28, 2023. Archaeological surveys would still need to be completed, and they would be provided for in the Programmatic Agreement under development for the project.

The National Park Service/National Trails Office raised concerns about the St. Joseph Ferry Landing and possible effects/Section 4(f) use on the trail.

In addition, there was discussion about the archaeological work that remained to be done.

The process for the development of the PA was discussed, including if any of the consulting parties wanted to participate as concurring parties in the PA, they should let MoDOT or FHWA know. The NPS/Trails office, Miami Tribe and City of St. Joseph all indicated they would to be concurring parties.

Following the March 21, 2023, consultation meeting, MoDOT met with the NPS/National Trails Office on April 3, 2023, to discuss the project, answer questions and learn about the concerns about National Trails System Act properties and the project APE.

ATTACHMENT D: PUBLIC INVOLVEMENT

Throughout the I-229 Moving Forward Environmental Study, FHWA and MoDOT have relied upon the public involvement and stakeholder engagement done for the Environmental Study to meet the public involvement requirements of Section 106.

STAKEHOLDER ENGAGEMENT

FHWA and MoDOT engaged with key stakeholders through the use of a Technical Advisory Committee made up of local governmental and major business interests located near the project. The Technical Advisory Committee met twice and provided input into initial alternatives and the reasonable range of alternatives. The first meeting was held January 28, 2019, to discuss the initial alternatives. The second meeting was held September 18, 2019, to discuss the reasonable alternatives. If the Technical Advisory Committee had concerns about historic properties, the team would have involved MoDOT's professional historic preservation staff to respond to concerns.

In addition, there have been numerous stakeholder meetings throughout the project. Stakeholders included residents and property, or business owners located near the study or who might be affected by the study. These stakeholder meetings are detailed in Technical Memorandum 16 of the Environmental Assessment, which is attached (pp. 12-15).

PUBLIC MEETINGS

Three public meetings have been held, in different formats, for the project since 2019. Technical Memorandum 15 from the EA is attached (pp. 16-27). It summarizes the public meeting format and content presented. The first public meeting was a community visioning meeting (October 9, 2018) to discuss what the community saw as the future role of I-229 and the existing bridge in the future. One key takeaway from the meeting was that the community would like to strengthen links between the downtown and the Missouri riverfront, currently broken by I-229.

The Initial Range of Alternatives Public Meeting was held on April 19, 2019. This presented the public with twenty (20) initial alternatives. Community members were asked to rank the alternatives with dots according to how much they liked or did not like each alternative. Some alternatives, such as those that crossed the Missouri River to provide access to Rosecrans Memorial Airport and the Air National Guard facility on that side of the river, did not score well. The rehabilitate the existing bridge alternate scored well due to the slight disruption it would cause the public.

Summaries of the comments received at each of the public meetings were read to determine if any comments had been received about historic properties and that the comments had been adequately addressed.

During the Reasonable Alternatives public meeting held in person on September 1, 2022, and virtually throughout September 2022, comments were received. Comments from the public supported and opposed Alternative C (RA-5), which would have an adverse effect on the HPI Building and Advantage Metals, both buildings eligible for listing in the NRHP and both hazardous waste sites. Public comments focused on the advantages and waste of the taxpayers remediating the hazardous waste sites now rather than relying on the existing property owners to do so.

Another comment was received about saving the "historic" I-229 bridge. The commentor was referring to the age of the bridge, not the NRHP eligibility of the bridge.



Technical Memorandum 16

Stakeholder Engagement

In addition to the in-person and virtual public meetings that were open to everyone, the study team coordinated with additional smaller groups either through the Technical Advisory Committee (TAC) or through face-to-face meetings with dozens of community stakeholder groups.

1.0 Technical Advisory Committee

During the project initiation, a TAC was formed to help advise the study team, to help brainstorm options, review study materials, and to help make the final decision on a recommended preferred alternative. The TAC met a total of three times during the study, typically at key milestones.

1.1 TAC Members

The TAC was comprised of the members of the following organizations:

- Bartlett Grain
- BNSF Railway
- Buchanan County Commission
- Downtown First
- Felix Street Gourmet/Room 108 Event Space
- . Hillyard
- Mo-Kan Regional Planning Council
- Nor-Am Ice & Cold Storage
- Seaboard Foods
- St. Joseph Chamber of Commerce

Representatives from various stakeholder groups comprising interested businesses, economic development organizations, city staff, etc. participated in the TAC to discuss the relative merits of the I-229 alternatives at each stage of development.

- St. Joseph City Council
- St. Joseph Downtown Partnership
- St. Joseph Area Transportation Study Organization
- St. Joseph Planning & Community Development
- St. Joseph Public Works & Transportation
- Downtown Association
- Triumph Foods
- U.S. Army Corps of Engineers
- United Way

1.2 Initial Alternatives Discussion

The first TAC meeting was conducted on January 28, 2019 to discuss the relative merits of the initial alternatives. After a brief presentation about the project, the attendees divided into four groups. Five tables were set up with three to five alternatives per table. The four groups took turns at each table discussing the alternatives. The groups spent approximately 1 hour and 15 minutes at the tables. A summary of table notes for



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each of the alternatives was developed and assisted in guiding the evaluation of each of the inital alternatives.

1.3 Reasonable Alternatives Discussion

The second TAC meeting focused on the development of the reasonable alternatives. After introductions, a project status update, and an overview of the reasonable alternatives, the attendees divided into four groups. Four tables were setup with one reasonable alternative per table excluding the rehabilitation alternative (it was assumed everyone understood the rehabilitation alternative). The four groups took turns at each table discussing the alternatives. The groups spent approximately 1 hour and 15 minutes at the tables. After the small group discussions, the entire group reconvened and the study team summarized the table discussions. At the end of the meeting, attendees were asked to take three dot stickers (green, yellow, and red) and rate the alternatives with green being the most preferred, yellow the second preferred, and red the least preferred. An image of the dot ratings is provided below.

Note: A couple of weeks after this meeting, members of SJATSO approached the study team with concerns about the recommendations from this TAC meeting which led to the development of several new alternatives and a change of direction in the study. More details of this process have been provided in Section 3.1 of the Public Meetings Tech Memo.

1.4 Preferred Alternative Discussion

A final TAC meeting is scheduled for the end of 2022 to discuss and confirm their recommendation for a preferred alternative. This section will be updated once that meeting is completed.

2.0 Community Stakeholder Meetings

Throughout the life of the study, the study team met with dozens of stakeholder groups (see figure on next page), individual businesses and potentially impacted property owners. In fact, the study team met over 100 times to discuss the project.

> During the TAC meeting discussing the reasonable alternatives, each member was asked to vote on their favorite and least favorite reasonable alternative.

MOVING FORWARD Every meeting was similar in format. The study team would provide a project update depending on which phase the project was in (Project Initiation, Initial Alternatives or Reasonable Alternatives) and then discussed the specific topics of concern, answered any questions and brainstormed different ideas.

Each conversation was different depending on the specific interests of the group but, in general, most of the discussions focused on five general areas of interest.

- Interstate Designation There was always general interest in whether the facility would remain an interstate and, even if the group didn't raise the issue, the study team was interested and always asked. Almost universally, the various groups were concerned that the new facility functions as an interstate, but they generally didn't care whether it was signed as an interstate. Can trucks get to where they are going? Will it remain a four-lane facility? How many signals will be added? Therefore, the study team focused on options that maintained similar accessibility as if it would remain an interstate, but explored options that would require the interstate designation to be removed.
- Accessibility The groups were also interested in maintaining good accessibility both to downtown and the Stockyards area to the south.
- Economic Development Several groups were interested in options that opened up new development land either where the ramps into downtown are now



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Community Stakeholder Meetings Completed

	Date	Organization		11/12/2020
7	6/14/2018	Regional Freight Summit		12/15/2020
1 1 2 2 2 2 2 2	6/25/2018	Chamber of Commerce		1/8/2021
	6/25/2018	SJATSO (MPO) Staff		2/23/2021
	6/29/2018	BNSF Railroad		3/11/2021
	7/12/2018	MPO Technical Cmt.		3/15/2021
	7/12/2018	City Planning & Community Dev.		3/18/2021
	7/12/2018	Frontier Casino		3/24/2021
	7/19/2018	Hillyard		3/24/2021
	7/19/2018	Downtown Partnership		4/8/2021
	7/26/2018	Downtown CID		4/19/2021
g	7/26/2018	MPO Coordinating Cmt.		4/19/2021
Ne	7/30/2018	City Council Working Session		4/23/2021
کہ e	7/30/2018	Public Works		5/6/2021
Project Initiation Purpose & Need	8/7/2018	Downtown Association		6/3/2021
Pun	8/29/2018	Mo-Kan Regional Council		6/22/2021
5	9/11/2018	St. Joseph Riverfront Master Plan		7/7/2021
tiat	9/24/2018	Riverfront Development Consultant		7/13/2021
t P	10/11/2018	UP Railroad		8/24/2021
ojec	10/24/2018	Partnership for Success		8/26/2021
4	11/1/2018	Lions Club	ives	8/26/2021
	11/8/2018	Downtown Strategic Planning Cmt	rnat	9/1/2021
	11/8/2018	Chamber Manufacturers Mtg.	Alte	9/2/2021
	11/28/2018	East Side Rotary Club	ble	9/8/2021
	12/6/2018	MPO Freight Committee	Reasonable Alternative:	9/9/2021
	12/10/2018	United Way	Reas	9/13/2021
	12/19/2018	St. Joseph Riverfront Master Plan		9/22/2021
	1/15/2019	Downtown Rotary		9/28/2021
	2/13/2019	MPO Freight Committee		10/1/2021
	3/6/2019	St. Joseph Riverfront Master Plan		10/18/2021
	6/20/2019	South Side Rotary		10/26/2021
	11/7/2019	Regional Freight Summit		11/11/2021
	11/25/2019	Convention Visitors Bureau		3/16/2022
	12/11/2019	Hillyard		4/15/2022
ives	12/13/2019	Chamber Meeting		6/1/2022
rnat	12/17/2019	Triumph		7/5/2022
Ite	1/6/2020	City Staff and Business Community		7/19/2022
Initial Alternatives	1/13/2020	City Council Working Session WireCo NarAm NarAm		7/21/2022
	2/6/2020			7/26/2022
	2/14/2020			8/5/2022
	2/14/2020			8/11/2022
	3/5/2020	Chamber Meeting		8/11/2022
	8/5/2020	020 St. Joseph Ec. Dev. Partnership		8/25/2022
	9/1/2020	Albaugh LLC and Jeff Gates		9/7/2022
	9/3/2020	AGP, Sky Real Estate, Affinity		9/7/2022
	9/8/2020	Lifeline Foods	-	9/27/2022

11/12/2020	NDOT IN COMPANY				
11/12/2020	MPO Technical Committee				
12/15/2020	FHWA				
1/8/2021	City of St. Joseph Public Works				
2/23/2021	Advisory Group				
3/11/2021	Scot Young Research (SYR)				
3/15/2021	Advantage Metals				
3/18/2021	Brooner Construction				
3/24/2021	HPI				
3/24/2021	RS Electric				
4/8/2021	Royal Packaging				
4/19/2021	Dusty Gippando				
4/19/2021	Fender Trucking (Jim Fender)				
4/23/2021	Cindy Meers and Rebecca Schwamp				
5/6/2021	Terry Ellis				
6/3/2021	MPO				
6/22/2021	Section 106 Consultation				
7/7/2021	Royal Packaging				
7/13/2021	Royal Packaging				
8/24/2021	Hillyard				
8/26/2021	Downtown CID				
8/26/2021	1&/A				
9/1/2021	FHWA				
9/2/2021	City/MPO				
9/8/2021	Downtown Association				
9/9/2021	Main Street St. Joseph				
9/13/2021	KDOT Planning				
9/22/2021	Port Authority				
9/28/2021	Chamber Board of Directors				
10/1/2021	Pioneer Material				
10/18/2021	South St. Joseph Industry Group				
10/26/2021	Community Alliance				
11/11/2021	Manufacturers' Council				
3/16/2022	Section 106 Consultation				
4/15/2022	City Council Members				
6/1/2022	City and MPO Staff				
7/5/2022	18/M				
7/19/2022	City Council Working Session				
7/21/2022	MPO Joint Meeting				
7/26/2022	City Star Gas Station				
8/5/2022	Pony Express Warehouse				
8/11/2022 Manufacturers' Council					
	and the state of the				

Main Street St. Joseph

Downtown Association

South St. Joseph Development Corp. Chamber Board of Directors

Downtown CID



The study team met with dozens of community stakeholders throughout the NEPA process beginning with Projection Initiation, during the development of the initial alternatives, and through the screening of the reasonable alternatives, and selection of the recommended preferred alternative. The feedback provided to the study team was invaluable in helping determine the appropriate solution.

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or along the riverfront. The economic development discussion also centered around limiting truck traffic on city streets while increasing the traffic that would drive by existing businesses.

- Maintaining Key Industry St. Joseph relies on several key industries to provide jobs and economic activity in and around the downtown, especially businesses like Hillyards, Triumph Foods, etc. Several groups were interested in how each of these businesses could potentially be affected and were concerned about creating hardships that could limit future growth or even encourage them to relocate. The study team, therefore, made sure to be aware of how each alternative might change how these businesses get and distribute their product, how commuters get to work, and how product is moved around the facility.
- Agricultural Transportation Transporting agricultural product, primarily hogs and grain, is important especially during harvest season. A lot of trucks move back and forth between St. Joseph and northwest Missouri, southeast lowa and Omaha. Creating additional delays in those movements was of concern and the study team conducted several evaluations of out-of-distance travel as a result.

The conversations with the various stakeholder groups was invaluable in understanding the community, the potential issues of concern, and in helping frame the evaluation of each alternative.

Additional meetings are anticipated between now and when the final NEPA documents are complete and this section will be updated after those meetings occur.

3.0 Social Media

In addition to in-person outreach, the study team provided several social media options for the community to engage in. The website has previously been discussed and provided a project overview, timely project updates, and an opportunity to provide feedback. The web page was also used for the virtual public meeting that happened in coordination with the Reasonable Alternatives Public Meeting that was held in-person.

The study team also maintained a project Facebook page and a Twitter account and posted to both frequently during the study.



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Technical Memorandum 15

Public Meetings

The Study Team completed three public meetings during the course of the I-229 Environmental Assessment. Summaries of each of those meetings, along with public comments, are provided on the following pages.

The formal public meetings included:

- Visioning Workshop. An initial workshop was held in-person on October 9, 2018 to ask the community about the importance of the bridge and to explore future visions for downtown I-229.
- Initial Alternatives Public Meeting. An in-person Open House, along with a concurrent virtual web-based meeting, was held on April 19, 2019 to present the initial alternatives and to get feedback on the relative merits of each.
- Reasonable Alternatives Public Meeting. A second in-person Open House, along with a similar virtual web-based meeting, was held on September 1, 2022 to present the reasonable alternatives and to get feedback on their relative merits.
- Public Hearing. A final Public Hearing is planned for the Spring of 2023 following review and approval of the Environmental Assessment. This section will be supplemented with the Hearing details and public comments from that meeting.

1.0 Visioning Workshop

A packed house of local elected officials, business owners, community leaders and members of the public participated in hearty discussions about the vision of St. Joseph for the next 60 years and the role the Interstate 229 double-decker bridge will have in the future.

> Approximately 105 St. Joseph citizens participated in an initial Visioning Workshop to discuss the future of I-229 and the St. Joseph community.

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The I-229 bridge facility is getting to the point that major decisions with significant price tags attached will be required in the near term. Those decisions and the funding associated with whatever happens next will have long term affects. And so, MoDOT asked residents to look into the future and describe what they saw for their community.

To that end, participants were walked through a series of table-top discussions and survey questions answered in the room. The portion of I-229 that goes through downtown St. Joseph is one of only a handful like it in the United States. The bridge runs a little over a mile and is nearly 40 years old. MoDOT is evaluating potential next steps for the structure. Currently, the bridge carries about 17,000 vehicles a day, less than a quarter of the traffic a typical four lane interstate can carry safely.

1.1 Community Vision

One of the questions asked of the assembled participants was, can we connect even better? Often, com-



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When asked, what participants envisioned downtown St. Joseph to be like in 60 years, they responded:



munities get stuck in what has been built and miss an opportunity to think about what could be. The workshop focused on defining the future the community wants and then deciding on what infrastructure is required to create that future.

1.2 Role of Technology

As part of small group facilitated discussions in the room, residents were asked how they believed technology would affect the project. Among the notes taken at each table were:

- With automated vehicles people will be more patient about getting somewhere fast as they will be able to do other things while traveling
- · Flying vehicles might happen within 60 years
- Technology will result in more leisure time/time for recreational activities
- Might have dedicated cargo lanes/facilities
- More people are working from home and the trend will continue in the future
- Automation will result in fewer workers
- Service industry employment will continue to grow
- More trips from non-commuter types, such as recreational, healthcare, etc., that require face-to-face interactions
- The amount of grain being transported will grow as technology continues to increase yields

- More people working from home less need for personal trips
- Commercial vehicle trips likely will remain about the same
- Highways will need to accommodate driverless vehicles
- Charging strips may someday be placed on the road to charge vehicles as they drive
- More access points may be necessary
- Automated vehicles will change the landscape
- Trend to avoid driving transit, walk, Uber
- Messaging along infrastructure will change (i.e. not billboards but in dash information)
- · People will work remotely, live downtown, and walk
- · Sharing cars like the scooter system now
- Food, supplies needed will be delivered.

1.3 Role of Freight

The nearly 15-mile I-229, which includes the doubledecker bridge, provides major north and south connections along the river and to US Route 36 which crosses the state line. In addition to its downtown connection, I-229 connects through a major industrial area to the south which uses the interstate to move goods.

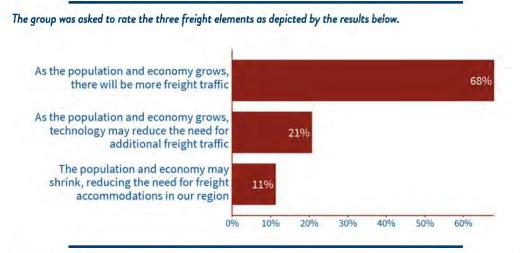
The group was asked a series of questions related to the importance of freight movement to the community. The response to two of those questions are below.

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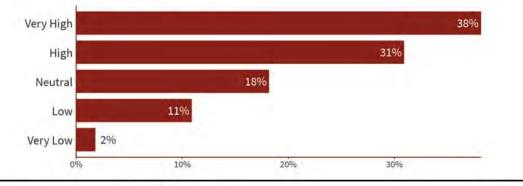


Additionally, the consultant team facilitated a tabletop discussion about the freight issues affecting the corridor. Members of the public expressed support for the corridor to continue to enable goods to move through the city and region. Additional thoughts collected at the tables included:

- Value of livestock will go down as diet/foods change
- Conversely may be heavier emphasis on things like farm to table sourced foods
- Grain will always be a staple even if converting to some other protein and will need to be produced and transported
- Will be short term issues with increased delivery times
- The new port will soon be open and will result in additional truck deliveries
- There is a belief that some trucks use I-229 to avoid congestion on I-29. Removing I-229 would result



The assembled group was asked to rate the needs to improve commuting and the movement of goods and services through the study area. While rating the needs fairly high, the results indicate an understanding that the corridor currently operates fairly well with few delays or traffic issues.



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in shifting those trucks back to I-29 and increasing congestion

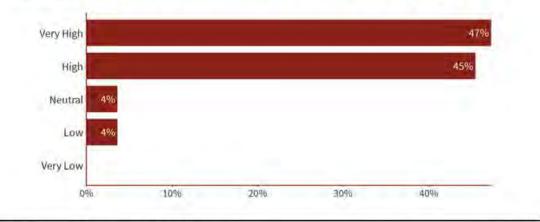
- Increasing freight traffic on US Route 36 not preferred because of its current condition
- Shifting trucks to downtown streets also not desirable
- · South side will always have an industrial element
- In order to build up the downtown you need to be able to get construction equipment into the area. Right now, I-229 provides good access into the downtown for construction equipment
- Industrial/ manufacturing so moving freight is important
- Bridge used heavily to get to Lower Lake Rd.
- How else do you connect to the north?
- Option for expressway for truck, harder for trucks but great for city
- Eliminate Highland to 36 to get riverfront back
- Re-route freight to other side of the river by adding a 2-lane bridge
- Helps to get to Air Guard
- Remove upper level of current structure and use the lower one as a high-line type of park to get river back

1.4 Economic Forces

The crowd was also asked critical questions about the project's economic development potential. The public placed a high value on the potential for investments in I-229 to spur other economic development benefits.

1.5 Meeting Conclusions

While the public clearly acknowledged the economic development potential of the project, when asked about what the public most wanted the planning team to focus on for the bridge and corridor, it was clear that transportation needs should remain a key focus of the study. Half of all participants said that transportation and economic needs should be equally balanced, and an additional 30 percent wanted a focus soley on transportation needs. The bridge clearly has a transportation need, but there seemed to be a genuine acknowledgment by the public that there could be economic development opportunities associated with investments in the bridge and corridor.



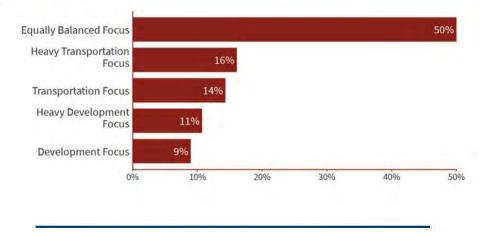
Nearly all participants, 92 percent, rated the economic development potential as "Very High" or "High."

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The majority of participants wanted the study team to take a balance approach focusing equally on both transportation and economic development.



Before concluding the evening's meeting, the public was asked to suggest what would make the project a success for the region. Below is a word cloud indicating which words the public used the most to describe success. Standing out are the words: maintain, freight, economic, downtown, growth, riverfront access, better, traffic, development and transportation.

now driving gateway ove sound future maintaining agribusine continue alsogrowthindustrial promote exits way business Ð keeping movement potential pedestrian pedestrian potentia bridge agri safer.USE ×e safetymaintain focus freight new tourism corridor corridor corridor g â ST e opment owellarea transportationprovide friendly C structure currentdoes develop freelv connecting ensure

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2.0 Initial Alternatives Public Meeting

MoDOT and its local partners sought input from residents on a series of initial alternatives to the I-229 double-decker bridge in downtown St. Joseph. Because any alternative, including repairing the existing bridge, will require significant tax-dollars, MoDOT had been reaching out to stakeholders for months to collect ideas and suggestions. The initial set of potential alternatives ranged from rehabilitating the current structure to removing the highway and replacing it with alternative routes.

2.1 In-Person and Virtual Options

MoDOT invited the public to participate in an interactive open house style meeting to review and rate potential alternatives. In parallel to the public meeting, an online survey was launched that walked visitors through the same materials shown at the in-person meeting. Nearly 100 residents participated in the open house and 487 completed the online alternatives assessment.

2.2 Feedback on Initial Alternatives

Attendees had an opportunity to study each alternative in depth, ask questions of the project team, and assess 20 different initial alternatives grouped into eight different categories. Each potential alternative was visually mapped. The project team also identified the "pros" and "cons" of each. The potential alternatives were assessed in relation to the project's purpose, need and overarching goals. Finally, each alternative was assessed a relative cost score compared to the other alternatives.

There was very little variation between the results gathered at the open house and the results gathered online. This consistency adds to the veracity of the results.

Over 100 community members attended the Initial Alternatives Public Meeting in April 2019.



The twenty initial alternatives were divided into eight different categories and presented to the public for feedback.

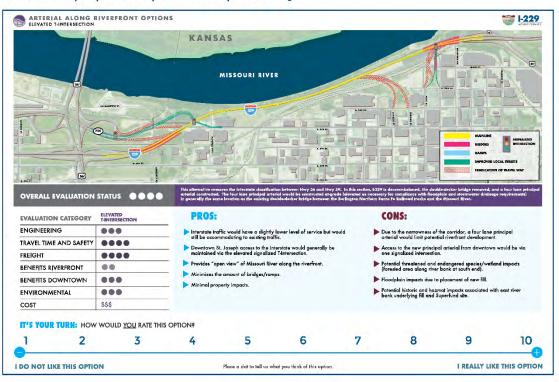


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Boards were developed for each initial alternative that contained a map of the alternative, the overall evaluation scoring, and a list of potential pros and cons of each option. This board is an illustrative example of the boards presented at the public meeting.





Community members were given several "dots" and asked to rank each alternative from 1 "I do not like this option" to 10 "I really like this option". Those results were captured as illustrated in the example board here.



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Overall, the feedback was mixed. Some generalizations based on the "dot" exercise and the feedback (oral and written) that was received include:

- Rehabilitate the Existing This alternative seemed to fair better than the others primarily related to convenience it provides in getting to downtown, the ability for trucks to use it to get to the Stockyards area, and that it has "served the community relatively well". However, there were contrary opinions related to how it inhibits economic development, is an eyesore, disrupts the view of the Missouri River, etc. Overall, it received an average of 5 on the 1 to 10 scale.
- Kansas Alternatives There was a desire from some in the community to look at alternatives that crossed the Missouri River north of downtown to provide improved access to Rosecrans Memorial Airport and the Air National Guard facility there. These options

1-229

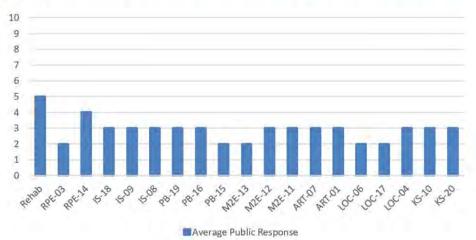
evoked extreme reactions on either side. Almost all of the "dots" for these alternatives were either a 1 or a 10 with little in between. Overall these options scored a 3 in the 1 to 10 scale.

• Other Options - While there was some variations on the other initial alternatives they were all relatively the same ranging from a 2 to 4 in the 1 to 10 scale.

2.3 Meeting Conclusions

While the comments were mixed, the general takeaway was that the public, because of their general support to rehabilitate the existing facility, was interested in options that maintained or minimized impacts to the ease of accessibility into the downtown and continued to support the freight movements to and from the Stockyards. However, based on the comments received, none of the options stood above the others from a public opinion standpoint.

Using the "dot" exercise, the public was asked to rank each alternative from 1 "I do not like this option" to 10 "I really like this option". The results show a slight favoring of the Rehabilitate the Existing alternative with little variation between any of the alternatives.





3.0 Reasonable Alternatives Public Meeting

MoDOT held its third public meeting on September 1, 2022 to present the Reasonable Alternatives and solicit feedback on each. As discussed below, there was a lot of work between the Initial Alternatives Public Meeting and this public meeting as the screening process was completed, final field work was conducted, and the study team coordinated with the Technical Advisory Committee and the project stakeholders. The discussions led to a series of decisions that eventually led to presenting the four remaining reasonable alternatives to the public at this meeting.

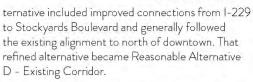
3.1 Pre-Meeting Discussions

Prior to the third public meeting, the study team had been working with the project stakeholders, city staff, the Mayor, City Council and the MPO to come to a consensus on what the reasonable alternatives could be and that discussion took time to iron out. In the Fall of 2021, the study team had presented an initial slate of reasonable alternatives to the Technical Advisory Committee and were making progress toward a consensus when several members of that group asked the team to take a step back and re-evaluate those recommendations. A short summary of that effort included:

- New MPO Alternative Members of the MPO presented the study team with a new alternative that stayed on the east side of the BNSF railroad tracks. The study team evaluated that alternative, completed the same initial screening process as all the other initial alternatives, and then worked with the MPO to refine this alternative. This refined alternative eventually became Reasonable Alternative C - Railroad Tracks East Corridor and was presented to the public at this public meeting.
- Modified Mayor's Alternative In addition, when the new Mayor and a majority of the City Council came into office in the Spring of 2022 there were discussions about modifications to any earlier alternative that they wanted the study team to consider. The al-

Approximately 85 community members attended the Reasonable Alternatives Public Meeting in September 2022.

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- Removed Reasonable Alternatives There were two initial reasonable alternatives, one connected to the existing street network (Arterials East) and one developed a boulevard through the riverfront (McArthur Drive Extension), that received a significant amount of negative feedback from both the Technical Advisory Committee and from the stakeholders the team was beginning to update about the alternatives. The primary concern was the impact on the local street network. Based on that feedback, these initial reasonable alternatives were eliminated from further consideration.
- Remaining Reasonable Alternatives The two remaining reasonable alternatives did have general support and became Reasonable Alternative A -Main Street Corridor and Alternative B - 2nd Street Corridor.

The new alternatives were all modifications of alternatives developed and screened during the initial screening phase and all alternatives, old and new, were subject to the same scrutiny regardless of how it was developed or modified. Once the reasonable alternatives were finalized, each went through a more detailed screening process and that information was presented to the public at the Reasonable Alternatives Public Meeting in September of 2022.



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3.2 In-Person and Virtual Options

MoDOT invited the public to participate in an interactive open house style meeting to review and rate potential alternatives. In parallel to the public meeting, an online public website was launched that walked visitors through the same materials shown at the in-person meeting. Nearly 75 residents participated in the open house and over 800 attended (880 views/313 clicks) the online public meeting.

3.3 Feedback on Reasonable Alternatives

Attendees had an opportunity to study each alternative in depth, ask questions of the project team, and assess the four reasonable alternatives. Each potential alternative was visually mapped. The project team also identified the "pros" and "cons" of each. The potential alternatives were assessed in relation to the project's purpose, need and overarching goals. Finally, each alternative was assessed a relative cost score compared to the other alternatives.

Overall, the feedback was most favorable to Alternative D - Existing Corridor. More specifically, comments received by alternative included:

- Alt A Main Street Corridor Feedback on this alternative was mixed with several favorable comments related to its ability to provide access to downtown and open the riverfront for development. However, there was strong opposition to using Main Street, especially north of Felix Street, because of the industrial nature of the area, its potential impact to Hillyard's operation, and the removal of the existing brick pavers.
- Alt B 2nd Street Corridor There was limited to no support for this alternative because of the intersection at 2nd Street and Felix Street and the requirement for I-229 traffic to turn left and use a new bridge with a significant grade. Specific concerns were with trucks trying to climb the bridge headed north and trucks trying to stop during the winter heading south.
- Alt C Railroad Tracks East Corridor There was some limited support for using this alternative as a mechanism to do some urban renewal for a couple of blighted properties but overall this alternative did not receive support from the majority of the participants. There was concern about taking existing businesses

A sampling of the comments received during the Reasonable Alternatives Public Meeting

"Why not just take down the double bridge and build a single bridge and make it 4 lanes so we don't have to stop at lights and a train that way we can keep it as a interstate highway?"

"Direct access to downtown is very important to me. It is where I work and recreate. Eliminating access would be detrimental to the growth and prosperity of our historic center."

"The new alternate (Alt D) is the best so far. My main concern is the access to downtown. There must be significant upgrades to 4th or Main Street in order for this plan to be feasible."

"The I-229 bridge is too important to eliminate. It should be refurbished and keep the interstate designation. This is an artery carrying commercial traffic and it should remain as it is, in spite of the cost. All of the proposals are expensive and a poor substitute for I-229."

"I favor A or D. I'm opposed to C because of the possible impacts on hazardous sites."

"The last plan, one on the end (Alt D) makes the most sense especially if our access to downtown can be created. If not it is still the best."

"Leave the bridge. Fix it and forget it."

"I feel it is essential to incorporate pedestrian and biking traffic in any design. I may have missed this, but I'm not seeing this. I feel we need to have as much access to the riverfront as possible from downtown."

"I support Alternative C as it preserves the downtown riverfront area. It also eliminates three hazardous waste areas."

"I'm very concerned about access to both downtown and Riverfront Park. I believe abandoning that historic assett would be a major mistake. I also feel no direct artery to downtown will significately affect traffic, conveninece and progress to the revitalization already taking place. Thanks for inviting input."



All of the comments received both in-person at the public meeting and virtually during the online public meeting were compiled by topic.

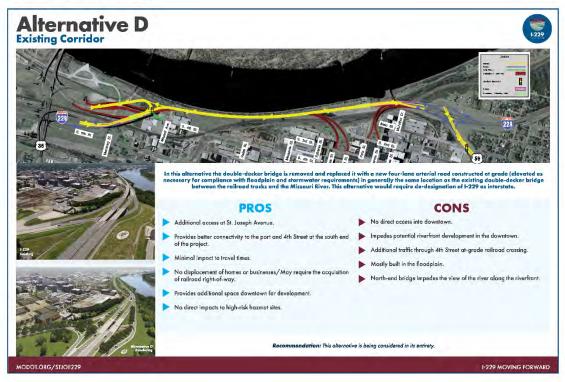
Topic	Comments	Comments		
20.00 x x x	Keep this current bridge and repair it.	10		
Rehabilitation Alternative	Fixing the bridge is fiscally irresponsible.	1		
-vicer riduve	Keep double decker but go with Alternative D (rehab)	1		
1000 C	Prefer Alternative A	6		
Alternative A - Main Street Comdor	Alternative A is my second choice.	1		
ad eet Connigor	The Main Street option is indiculous.	1		
Alternative B - 2nd Street Comdor	d Alternate B is my second choice.			
	Prefer Alternative C.	7		
	Refined Alternative RA-5 Boulevard East of Tracks is the only option that will ensure traffic has access to downtown	ţ.		
	Making a decision without testing the soil for contamination on Alternative C is irresponsible.	1		
Alternative C Railroad Tracks East Comdor	Alternative C allows for construction of most of the roadway prior to tearing the bridge down which reduces down time.	f		
	Opposed to Alternative C because of possible impacts on hazardous sites.	1		
	Do the remediation on HPI & Advantage.	2		
	As a business that spends 8-10 hours a day delivering and picking up product, RA-5 is best	1		
	The new alternate is the best/preferred.	10		
	The only option I would oppose is Alternate D.	2		
Alternative D - Existing	Direct access to downtown is important.	32		
Corridor	Discussions on the discussions of 6th Street should be a part of this conversation.	1		
	With the new alternative significant upgrades to 4th or Main Street are needed to make this option feasible.	1		
1	Just pick an alternate and get the work done.	1		
General Alternative	The alternatives suck.	1		
Related	Take down existing bridge and build a single, 4- lane bridge to eliminate stop lights and train issues.	3		
	Some of the alternatives would hurt the farmers and manufacturing on the south side of the city.	1		
00011	1-229 should not have gotten a state of disrepair.	3		
1-229 Maintenance	Maintain new bridges better than 1-229	2		
Interstate De- commission	Maintain interstate designation.	7		
	Maintain access to the Riverfront.	5		
Riverfront/Bike Access	Incorporate pedestrian and biking traffic	2		
	Spent a lot of money on bike trails, which need to have access to downtown.	4		
	Other routes will cause more traffic on 1-29 and more congestions between 36 and North Shopps.	Ì		
Traffic/Congestion	Avoid trucks taking Highland Avenue which can't handle the traffic.	t		
ġ.	We don't want heavy trucks and equipment going through town, destroying city streets.	1		
	Why put it on the ground in a floodplain.	1		
	Designs should keep the homeless out.	3		
Design & Construction Related	Where does the material from 1-229 go after it is tom down?	1		
reated	Questions on maintaining traffic, length of construction, and timing of construction.	1		
	Use concrete box structures for trains and street access which will save them from winter.	1		
Property Concerns	Would this impact my property?	1		
Funding	Let voters decide is they would consider a small tax to keep the historic bridge.	3		

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Similar to the previous public meeting, boards were developed for each reasonable alternative that contained a map of the alternative, renderings of what the improvement could look like, and a list of potential pros and cons of each option. This board is an illustrative example of the boards presented at the public meeting.



and the potential job loss associated with that action as well as the potential cost and liabilities of MoDOT having to clean up the hazardous materials sites.

• Alt D - Existing Corridor - As indicated, the majority of the community favored this alternative compared to the other Reasonable Alternatives. There was some concern about losing the interstate designation and potential traffic access changes required to access downtown. The supporters mentioned the ease of trucks from the Stockyards heading north, the ability to open up some developable property on the east side of the railroad tracks, and the limited amount of new right-of-way that would be required.

3.4 Meeting Conclusions

While the comments were mixed, the general takeaway was that the public were supportive of Alternative D - Existing Corridor for the reasons mentioned. The community encouraged the study team to think through how traffic would access downtown and to make sure that truck traffic, both from the Stockyards and Downtown, were able to efficiently access the new facility.

4.0 Final Public Hearing

A final public hearing is planned for the spring of 2023 and information from that meeting will be added here after its completion.

ATTACHMENT E: ARCHAEOLOGICAL RESEARCH DESIGN

FHWA and MoDOT are studying alternatives for the rehabilitation or replacement of the Interstate 229 double-decker bridge (A2225) in St. Joseph, Buchanan County, Missouri, and are anticipating an Environmental Assessment (EA) under the National Environmental Policy Act of 1969 (NEPA) (PL 91-190). Planned improvements to I-229 might adversely affect the Robidoux Trading Post site (23BN62), a site previously determined eligible for listing in the National Register of Historic Places (National Register) under Criterion D based on its potential to provide information important to history at the local and regional levels of significance. The improvements will also impact portions of MoDOT right of way that have not been previously surveyed and have the potential to contain cultural material and features associated with both the precontact and historical occupation of the area.

Description of Previous Work

In 1993, Michael (Mike) Fisher, employee of the St. Joseph Museum and president of the St. Joseph Archaeological Society, along with numerous staff members and volunteers, began excavation at the Robidoux Trading Post site. Fisher and the team used the survey information compiled in 1989 (see below) to focus their efforts. The notes, photos and level forms from the excavation are currently unaccounted for but the artifacts are in the possession of the St. Joseph Museum. Unfortunately, the artifacts have not been processed so the date range for the material recovered is unknown.

In 2017, R. Christopher Goodwin & Associates conducted a Phase I survey for the Blacksnake Creek Stormwater Separation Improvement Project. Only a small portion of this survey is located within the current APE according to the SHPO inventory of archaeological surveys, immediately west and within 23BN62, but no testing of any kind was performed on the site during the survey according to the report.

In 2022, the Archaeological Research Center (ARC) of St. Louis conducted a Phase I survey of portions of the proposed APE that were accessible to them in addition to the architectural survey of the entire APE. Shovel tests were placed near the base of the artificial berm constructed at the same time as I-229 on the western limits of the site. They identified a buried A horizon approximately 16 cm under the surface, indicating that the soils could be intact and that deep features associated with the trading post may still exist. Artifacts were also found in a trash dump but it is not known if it is associated with the trading post.

ARC identified four (4) potential site (PS) locations, based on the results of their shovel tests and research. They also discussed the potential for precontact and historical components throughout the APE.

PS1 – 2nd Street to river, between Francis and Felix (within what is now Riverside Park)

- Possibly Robidoux ferry and mill location
- Commercial, residential and civic buildings
- Survey indicated cut and fill episodes
- PS2 Bound by Edmond, 3^{rd} , Charles and 2^{nd}
 - Commercial, residential and civic buildings
 - City Cistern just north of Edmond
- o PS3 West of I-229, southeast of Mitchell and 4th Street, north of Sacramento
 - Residential
 - Early residents lived in tents, frame houses, wagons and on houseboats
 - Location of house given to Jack Ring, local hero, by the city and citizens
- PS4 S. 6th, between Bartlett and 36, east of tracks
 - Residential and industrial, 1 church
 - May be contaminated due to proximity to Consolidated Tank Line/Standard Oil but not identified as a hazardous waste site.
- High potential for precontact and historical components
 - Middle Late Archaic (when floodplain was at its driest)
 - Beginnings of St. Joseph

The Robidoux Trading Post Site, 23BN62

As the name suggests, the Robidoux Trading Post was the location of the second trading post established by Joseph Robidoux III in 1827, near the confluence of Blacksnake Creek and the Missouri River. The first, constructed one year prior, was located slightly north of the site, closer to Roy's Branch. Robidoux was an employee of the American Fur Company until 1830, when he became an independent trader.

The trading post served as the hub of Robidoux's fur and trade empire. It also served as his residence until his house was constructed at the corner of 2^{nd} and Jules c. 1830. A photo, dated 1920, shows a c. 1830 Hall and Parlor-style structure with a brick or stone chimney on the right side. The left half of the building looks to be a later addition. Houses of this type are typically constructed on a brick or stone foundation. A close look at the photos shows that the foundation may have been stone. However, it is unknown at what angle and where exactly the photograph was taken. It is possible that the structure in the photo is a reproduction or was moved from it's original location.

Between 1987 and 1989, St. Joseph Museum staff pieced together clues from surveyor's field notes commissioned by the Government Land Office (GLO) in 1839 that specifically mentioned Robidoux's store, the survey conducted by Frederick Smith in 1843 in order to plat the new town of St. Joseph, a sketch made by Karl Bodmer in 1833 during his journey along the Missouri River with Prince Maximilian of Wied in 1833-1834 and other mentions of Robidoux and his store in the journals of early travelers. They worked with several professional surveyors to determine the exact location of the trading post, also called the store house, and created the map

shown in Figure 5.

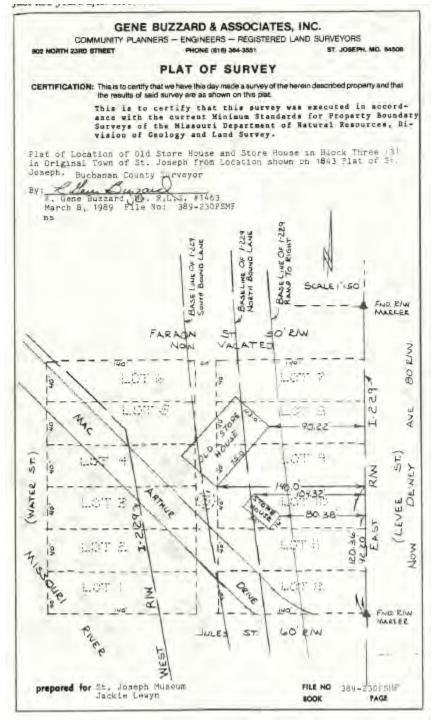


Figure 5: Survey of Robidoux Trading Post

The Old Store House and Store House, as they are labeled on the Plat of Survey, are within MoDOT right of way (ROW), bound by Faraon St on the north, Dewey Avenue (formerly Levee Street) on the east, Jules Street on the South and MacArthur Drive on the west. Both buildings fall under the existing bridge and northbound entrance ramp to I-229.

The St. Joseph Ferry Landing Site, 23BN1160

This is the general location of a ferry landing that operated during the period of utilization of the California National Historic Trail (NHT) and the Pony Express NHT, allowing emigrants to cross the Missouri River in St. Joseph. The site boundaries for this property have not been determined based on cultural inventory and site testing methods. Its potential location is based on historical documentation, including maps, drawings, and first-hand accounts of the crossing.

Archaeological Survey and Testing

Archaeological research designs will concentrate on the identification and recovery of artifacts and information relating to their context and past use suitable for addressing the research objectives outlined above. Excavation and data recovery will be confined to the portions of the ROW that will be adversely affected by construction of the planned highway improvements and will focus on documenting and interpreting the spatial patterning of artifacts and features within the areas investigated. Site limits will also be determined.

Archaeological testing is anticipated to include systematic mechanical excavation to remove the demolition and fill debris from the surface, mapping of artifacts and features, and hand excavation of a sample of cultural features that may be exposed by the stripping. Analysis and interpretation of the recovered archaeological data will be presented in a professional report submitted to the SHPO. That report shall meet professional standards and format as set forth by the Department of the Interior's "Format Standards for Final Reports of Data Recovery Program" (42 FR 5377-79).]

Appendix B – Section 4f



Determination of Section 4(f) *De Minimis* Use Public Parks, Recreation Areas, Wildlife/Waterfowl Refuges July 2021 Version

This form is completed if pro the property for protection u			t the features, att	ributes, or activities qualifying
COUNTY: Buchanan	ROUTE: I-229 MODOT or LPA Job#: J1I3053			
NAME OF PROJECT: 1-229	Environmental A	Assessment		
SPONSOR (If an LPA projec	<i>t)</i> :			
NAME OF SECTION 4(f) RE	SOURCE: River	front Park		
I. NEPA CLASSIFICATION				
EIS	EA V		CE2	PCE
*NEPA will not be approved pric FHWA for approval concurrent			. Section 4(f) evalu	ations should be submitted to
PROJECT DESCRIPTION	ı			
Describe all proposed actio would affect the features th				
Interstate 229 (I-229) begins at I-29 near Amazonia, Missouri, then travels south through St. Joseph, Missouri where it intersects with US Route 59 and US Route 36 and then turns east to intersect with I-29 again on the south end of St. Joseph. A portion of I-229, commonly referred to as the I-229 "double-decker" bridge, carries northbound traffic on its top deck and southbound traffic on the bottom deck along the Missouri River and the west side of the St. Joseph Central Business District (Downtown). I-229 was originally built to serve the stockyards district on the south side of downtown St. Joseph and to provide local access into the downtown. The facility is currently constrained by the Missouri River, the BNSF railroad, and the downtown. A Study Area map has been provided in Attachment A - Figure 1 .				
Constructed from 1976 to 1985, the I-229 bridge needs to be rehabilitated. A complete rehabilitation of the bridg will be needed in the next five to ten years at an estimated cost of \$50 million (\$2020). The Missouri Departmen of Transportation (MoDOT) has indicated that the annual maintenance needs and associated repair costs have increased in recent years and, assuming a major rehabilitation is not completed, the annual expenditures will continue to increase. In addition, without the rehabilitation, the continued viability of the structure will be put at risk, including the likelihood of either a full or partial closure of the facility. The St. Joseph Area 2045 Metropolitan Transportation Plan (MTP) identifies the need to further evaluate the long-term options for either rehabilitation or replacement of the I-229 bridge. The MTP does not make a recommendation in terms of reconstructing/repairing "as is" or replacing. The MTP does recognize I-229 as an important connection to downtown St. Joseph and emphasizes the need to evaluate any impact to downtown access.				
Because of the cost and nature of the long-term rehabilitation being considered for the I-229 bridge, there is an				

opportunity for re-envisioning the role of the existing facility. The goals and desired outcomes of the local stakeholders have helped to shape the outcome for the I-229 corridor and the role it plays in the future of St. Joseph.

The study team used a three-tiered process to identify a recommended preferred alternative. The first tier identified over 20 initial alternatives in 2018 based on the project purpose and need, stakeholder and public input as well as engineering and environmental factors from a desktop level. The initial alternatives were further screened using the project purpose and need, additional stakeholder and public input, and more detailed engineering and environmental factors from field studies as well as additional analysis/calculations to arrive at a set of Reasonable Alternatives. A great deal of time was then spent in discussions regarding the Reasonable Alternative with the City of St. Joseph and the MPO and resulted in the addition of a new Reasonable Alternative at the City and MPO's request that had a number of hazardous materials and historic property impacts. In the Spring of 2022, a new mayor and several new city council members were elected by the citizens of St. Joseph. In addition, several city staff including the Director of Public Works and City Engineer were replaced with new staff. The City and MPO then proposed a new alternative generally following the existing alignment mostly at grade that was evaluated as both prudent and feasible by MoDOT. As a result, this alternative has been identified as the recommended preferred alternative. The alternative is identified in **Attachment A - Figure 2** and would impact portions of Riverfront Park.

FHWA and MoDOT are considering using the Design-Build process, rather than the more traditional Design-Bid-Build process, to design and construction the I-229 Recommended Preferred Alternative. With that understandir and assuming MoDOT decides to do a Design-Build procurement, the recommendation for this project includes working with the community through the Technical Advisory Committee to help establish overall project goals for the contracting teams. From previous conversations with this group, there are already several potential goals the could be incorporated, including:

- Pedestrian/Trail Accommodations Options to improve pedestrian/bicycle connectivity to the existing Riverwalk trail between the Nature Center to the north and downtown on the south, including potential extension of the trail network south toward US Route 36.
- Downtown Access Options to improve access to downtown St. Joseph. Several options have been explored including better access to 6th Street on the south; improved access at 4th Street including a potential grade separation at the railroad tracks; access across the railroad tracks at Charles/Edmonds Streets and/or at Felix/Francis Streets; intersection improvements along US Route 59 at Main Street and/or 3rd/4th Streets; or even extending US Route 59 west of I-229 to McArthur Drive. All of these alternatives have been investigated and would not result in additional environmental impacts but would need to be further evaluated prior to or during the Design-Build procurement process.
- Construction Staging and Maintenance of Traffic The community has expressed their concern, regardless of which alternative was chosen, regarding the potential impacts to the community and travelling public during construction. The recommendation was to work with the contractor team to minimize the total duration of construction, phase construct as applicable, and to communicate openly with the public about the timing and duration of any closure.
- Aesthetic Considerations Work with the City and/or MPO to identify potential aesthetic improvements, potential cost-sharing opportunities, etc.
- Engineering Considerations Identify opportunities for cost savings with innovative engineering considerations.

II. SECTION 4(f) PROPERTY ACQUISITION						
Provide the acreage and purpose of all property acquisitions needed from the Section 4(f) property.		N/A Does not require acquisition from any Section 4(f) property.				
Acquisition Type	Acres	Purpose				

New Right of Way:	The acreage will be acquired from Riverfront Park to provide new right of way for the recommended preferred alternative.
Permanent Easements:	
Temporary Easements:	

III. SECTION 4(f) PROPERTY

Describe the Section 4(f) property including the property boundary and the specific features that qualify the property for protection under Section 4(f). (23CFR§774.11 and 23CFR§774.17) If there is a management plan it may be necessary to refer to it in order to obtain the property boundary and features. <u>Attach</u> a location map and if needed, photographs to further depict property characteristics and conditions.

The Section 4(f) resource that would be impacted by the recommended preferred alternative: **Riverfront Park** is roughly 4 acres located on the St. Joseph riverfront at Robidoux Landing. This park is part of 720 acres identified on the riverfront that generally extends from the downtown exit off I-229 and extends north approximately 3 miles capturing both the river bottom and bluff west of Highway 229. This area is part of the Riverfront Master Plan for future park and recreational land. Refer to **Attachment A - Figure 3** for a depiction of the Riverfront Park boundaries along with the portion impacted by the recommended preferred alternative.

Describe the current function of the Section 4(f) property or area that would be used in the project.

Riverfront Park - Several existing amenities and community attractions lie within Riverfront Park mostly north of the project limits and won't be affected by the recommended preferred alternative. The downtown riverfront portion that falls within the I-229 study area, and which received Land and Water Conservation Funds (LWCF) in 1989, has fallen into a state of disrepair and attracts undesirable activity due to its poor connectivity and visibility to downtown. Current challenges with vagrancy have caused issues with perceived safety in this area. Included in this area are remnants of the former riverboat casino mooring as well as a public shelter. Utility infrastructure has been removed from this area (Refer to **Attachment B** for photos of this area).

Proposed riverfront improvements have been described in the recently completed St. Joseph Riverfront Master Plan (SWT Design, et al 2019). The proposed reconfigurations of I-229 are generally limited to the southernmost area of the proposed riverfront improvements – referred to as Robidoux Landing (Section E) in the Master Plan document (**Attachment A - Figure 4**). The Robidoux Landing improvements include a Riverwalk trail, pedestrian bridge across the Missouri River, trail center, public plaza, urban beach, splash plaza, destination playground, and pedestrian rail crossing (**Attachment A - Figure 5**).

The study team has been working closely with the community and staff from the City of St. Joseph to assess the importance and the role the proposed Riverfront plan should have in the development and selection of a final recommended preferred alternative. The recommendations in the final plan, supported by members of thecommunity and city staff, prioritized Riverfront improvements north of the Study Area, near the casino and the Remington Nature Center. Improvements in the Study Area (Section E – Robidoux Landing) have been given the lowest priority because of the limited land available for development, accessibility and safety issues with the current at-grade railroad crossing, lack of funding, and limited ability to connect with downtown improvements.

The proposed improvements in Section 3 – Robidoux Landing do have some support from various stakeholders in the community and there is a desire to make some of the proposed improvements. However, others in the community believe the at-grade rail crossing will be a permanent impediment to those plans and are hesitant to value impacts to that plan higher than other community goals related to downtown revitalization and the efficient movement of freight. To formalize that understanding, the study team obtained letters from the Mayor and City Council to that effect (**Attachments C and D**). Based on these letters and other discussions with the community, the decision was made to continue to use the potential impacts to the Riverfront Master

Plan as one of the study's evaluation criteria, but at the same level as the other criteria, and not as high as others that were determined to be more important to the community – downtown revitalization and freight accessibility.

The Build Alternative proposes I-229 be reconstructed along its existing corridor at ground level where feasible. A bridge would be provided on the north just west of the railroad to provide a connection to I-229 to the north. Unlike the No Build Alternative, the resultant space left by the removal of the double-decker bridge would not provide adequate space for the proposed construction of the Riverfront improvements in the Study Area (Section E). As indicated, this potential impact has been vetted with the City staff and at a public meeting and, based on the low probability of those improvements being made, was deemed an acceptable impact of the Build Alternative.

If there are other Section 4(f) properties used by the project, provide the names, briefly describe the impacts, and the Section 4(f) determinations.	Huston Wyeth Park
Huston Wyeth Park/Wyeth Hill is a 33-acre park on the bluffs along the Missou	ri River at the northern end of

Huston Wyeth Park/Wyeth Hill is a 33-acre park on the bluffs along the Missouri River at the northern end of the study area. The park is equipped with shelters, picnic tables, open playfields, restrooms, and a scenic overlook. New in 2022, a mountain biking and hiking trail circles the hill to connect to the River Bluff Trails Park to the north over a pedestrian bridge. Potential impacts include 2.4 acres of the park.

IV. DETOUR INFORMATION

Describe the detour route(s) to be used during road/bridge closure and <u>attach</u> a map showing the detour route(s) to the Section 4(f) property.

N/A Does not require road or bridge closures.

Final determination of potential detour route(s) will be based on the MOT plan developed either during the design or as part of the design-build project. The expectation is that the portion of Riverside Park impacted by the recommended preferred alternative will result in a permanent taking. For Riverside Park, there is an existing trailhead and parking facility that serves that trailhead that will be replaced during construction. Access to and from that trailhead will probably be interrupted during the demolition of the existing structure and the construction of the new structure but should be able to be maintained during other phases of the project.

If project construction requires closure of a trail protected under Section 4(f),	N/A	
explain if a temporary detour will be established for continued use of the trail.	Does not require	
	closure of a trail.	

See note above.

V. PUBLIC INVOLVEMENT

Explain the opportunity for public review and comment required under 23CFR§774.5(b)(2). Describe any public input received and if warranted, any responses. <u>Attach</u> public involvement documentation (e.g., copy of press release/public notice, displays provided to the public, project/public website, social media posts)

The Study Team completed three public meetings during the I-229 Environmental Assessment. Summaries of each of those meetings, along with public comments, are provided below. The formal public meetings included:

- Visioning Workshop. An initial workshop was held in-person on October 9, 2018 to ask the community about the importance of the bridge and to explore future visions for downtown I-229. While the public clearly acknowledged the economic development potential of the project, when asked about what the public most wanted the planning team to focus on for the bridge and corridor, it was clear that transportation needs should remain a key focus of the study. Half of all participants said that transportation and economic needs should be equally balanced, and an additional 30 percent wanted a focus solely on transportation needs. The bridge clearly has a transportation need, but there seemed to be a genuine acknowledgment by the public that there could be economic development opportunities associated with investments in the bridge and corridor.
- Initial Alternatives Public Meeting. An in-person Open House, along with a concurrent virtual webbased meeting, was held on April 19, 2019 to present the initial alternatives and to get feedback on the relative merits of each. While the comments were mixed, the general takeaway was that the public, because of their general support to rehabilitate the existing facility, was interested in options that maintained or minimized impacts to the ease of accessibility into the downtown and continued to support the freight movements to and from the Stockyards. However, based on the comments received, none of the options stood above the others from a public opinion standpoint.
- **Reasonable Alternatives Public Meeting**. A second in-person Open House, along with a similar virtual web-based meeting, was held on September 1, 2022 to present the reasonable alternatives and to get feedback on their relative merits. While the comments were mixed, the general takeaway was that the public were supportive of Alternative D Existing Corridor for the reasons mentioned. The community encouraged the study team to think through how traffic would access downtown and to make sure that truck traffic, both from the Stockyards and Downtown, were able to efficiently access the new facility.
- **Public Hearing**. A final Public Hearing is planned for the Spring of 2024 following review and approval of the Environmental Assessment. The EA will be supplemented with the Hearing details and public comments from that meeting.
- **Technical Advisory Group**. In addition to the in-person and virtual public meetings that were open to everyone, the study team coordinated with additional smaller groups either through the Technical Advisory Committee (TAC) or through face-to-face meetings with dozens of community stakeholder groups. During the project initiation, a TAC was formed to help advise the study team, to help brainstorm options, review study materials, and to help make the final decision on a recommended preferred alternative. The TAC met a total of three times during the study, typically at key milestones.
- **Stakeholder Groups**. Throughout the life of the study, the study team met with dozens of stakeholder groups, individual businesses and potentially impacted property owners. In fact, the

study team met over 100 times to discuss the project.

Social Media/Website. In addition to in-person outreach, the study team provided several social
media options for the community to engage in. The website provided a project overview, timely
project updates, and an opportunity to provide feedback. The web page was also used for the virtual
public meeting that happened in coordination with the Reasonable Alternatives Public Meeting that
was held in-person. The study team also maintained a project Facebook page and a Twitter account
and posted to both frequently during the study.

Copies of press releases/public notices, displays provided to the public, project/public website and social media posts have been summarized in three separate Technical Memoranda and have been included in **Attachment E**.

VI. SECTION 6(f) OF THE LAND AND WATER CONSERVATION FUND (LWCF) ACT

Have LWCF program funds been used in the acquisition of, or for any improvements to the subject Section 4(f) property?

YES

If <u>NO</u>, continue to Section VII. If <u>YES</u>, answer the following:

Explain any coordination that has occurred with the appropriate Federal agency who concurs with the Section 6(f) land conversion or transfer or has determined that the project will not result in a conversion. <u>Attach</u> any correspondence.

Because LWCF funds were received by the City for a portion of Riverfront Park, the Missouri Department of Natural Resources (MDNR) considers 3.39 acres of Riverfront a 6(f) resource. Coordination has been initiated with the City of St. Joseph, the MDNR, and National Park Service to find a suitable replacement property. An appraisal of the Riverfront property has been completed and coordination to find a suitable replacement property is ongoing. A Technical Memo describing the Section 6f process has been completed and has been included as **Attachment F.**

VII. MITIGATION MEASURES / COMMITMENTS

List the mitigation measures associated with the use of the Section 4(f) resource that will be implemented during this project and the entity responsible for ensuring mitigation is completed. Mitigation measures associated with Section 4(f) must be included in the NEPA document as commitments, or as commitments in the RES or RER if the project is a Programmatic Categorical Exclusion (PCE).

- Replacement parkland of +/- 7.85 acres will be acquired at Karnes Road near the intersection of St. Joseph Avenue and Northwest Parkway. The property is adjacent to existing recreational facilities.
- Access to the riverfront will be maintained during operating hours during construction activities.
- Temporary construction fencing will be installed along the construction limits prior to the start of construction activities to protect the existing 4(f) property and the public.
- Appropriate signage will be installed to alert users of short-term access restrictions or closures and to direct users to secondary access points.
- Except as necessary to facilitate construction activities, the staging and/or storage of construction equipment will not take place outside proposed construction limits that are within the defined boundaries of the 4(f) property.
- The contractor will be required to closely coordinate the construction schedule with the City of St. Joseph.

VIII. ATTACHMENTS (*Required)				
Х	* Project location map			
Х	* Section 4(f) location map			
Х	Roadway detour map to the Section 4(f) property (* required if applicable)			
Х	Photographs of Section 4(f) property			
Х	* Public involvement documentation			
Х	*Section 4(f) Applicability Checklist			
Х	Correspondence			
	Other:			

VIIII. SUMMARY AND DETERMINATIONS

This project will result in a *de minimis* use to the Section 4(f) property and will not adversely affect the activities, features, or attributes qualifying the park, recreation area, or wildlife/waterfowl refuge for protection under Section 4(f). Avoidance, minimization, mitigation, and/or enhancement measures will be implemented to protect the characteristics and/or the functions of the resource. This includes agreed-to commitments, mitigation, and/or minimization measures previously described. The official with jurisdiction over the Section 4(f) resource agrees the proposed action constitutes a *de minimis* impact.

If the project scope changes, or the conditions of the Section 4(f) property change such that new impacts may occur as a result of the project, this Section 4(f) determination must be re-evaluated.

Date:

X. CONCURRENCE BY THE OFFICIAL WITH JURISDICTION OVER THE SECTION 4(f) RESOURCE:

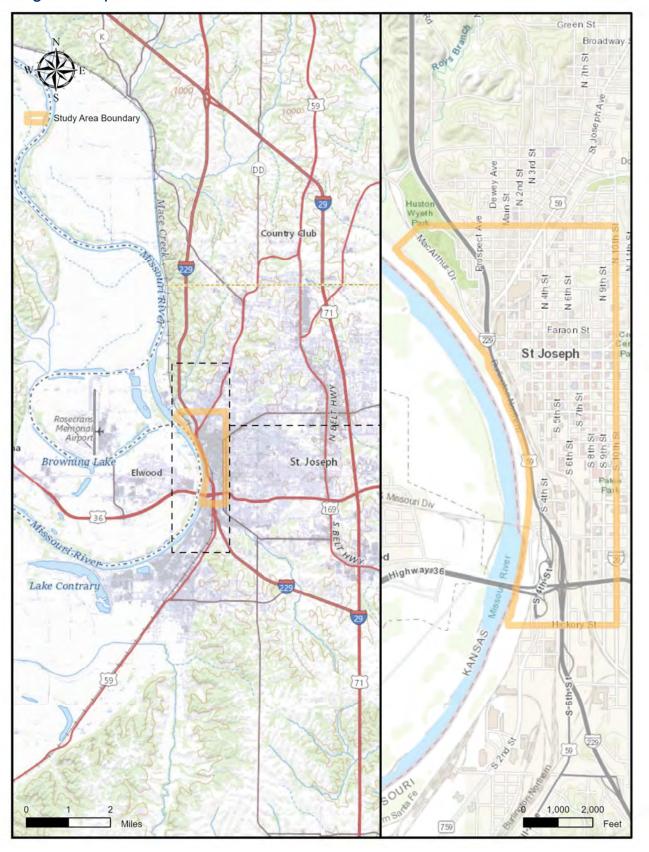
Official with Jurisdiction Signature/Title/Agency:

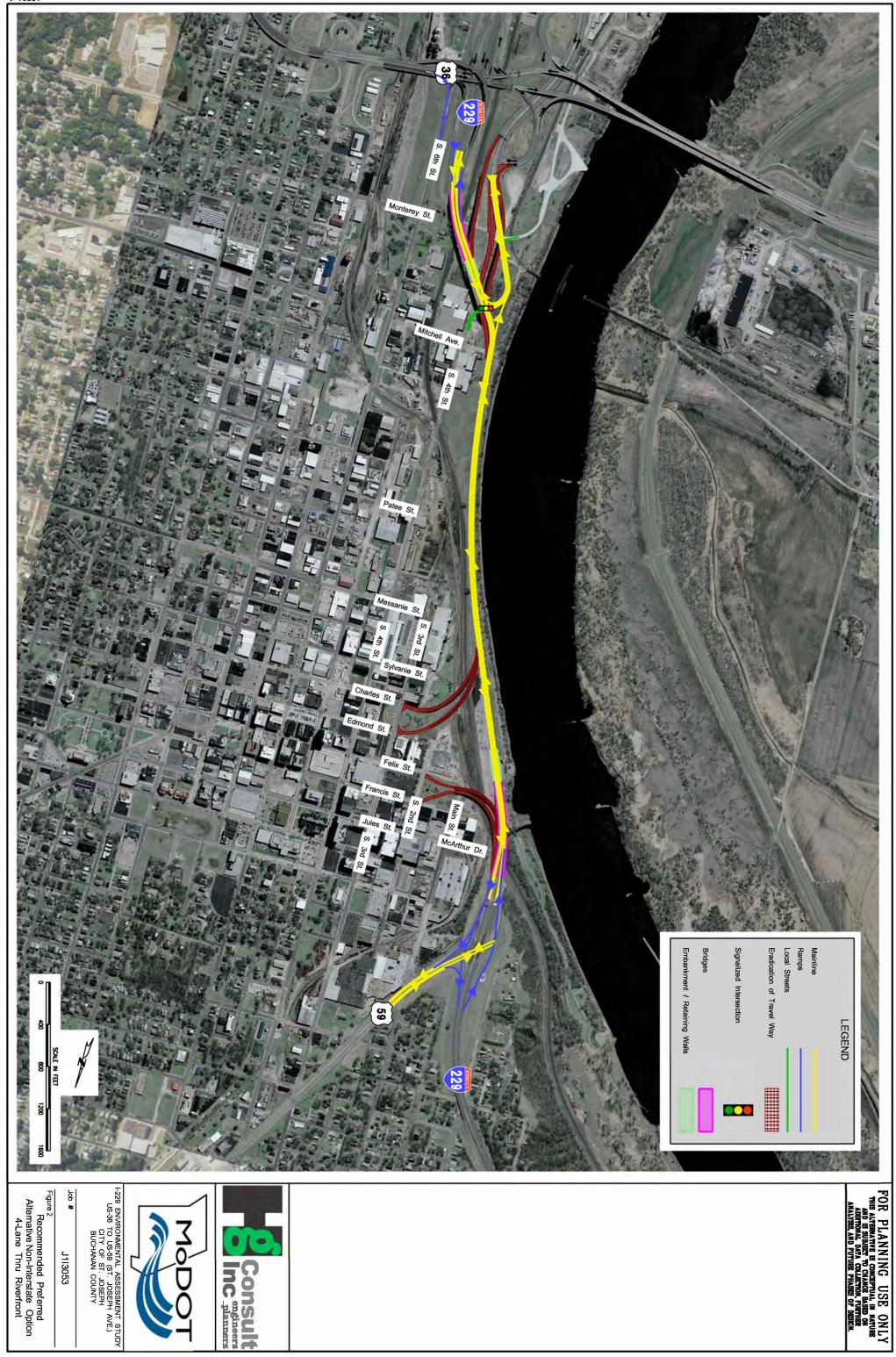
1.	Preparer Signature/Title/Agency:	Date:
	Angeman HgConsult	9/30/24
2.	MoDOT Environmental Compliance Manager Signature:	Date:
	Meha. Solyka	
3.	Federal Highway Administration Signature:	Date:
	TAYLOR ROBERT Digitally signed by TAYLOR ROBERT PETERS	· · · ·
	PETERS Date: 2024.12.10 14:22:10 -06'00'	

Upload the completed form to the Request for Environmental Review (LPA project) or Request for Environmental Services (MoDOT project).

Figure 1

Regional Map of the I-229 Corridor





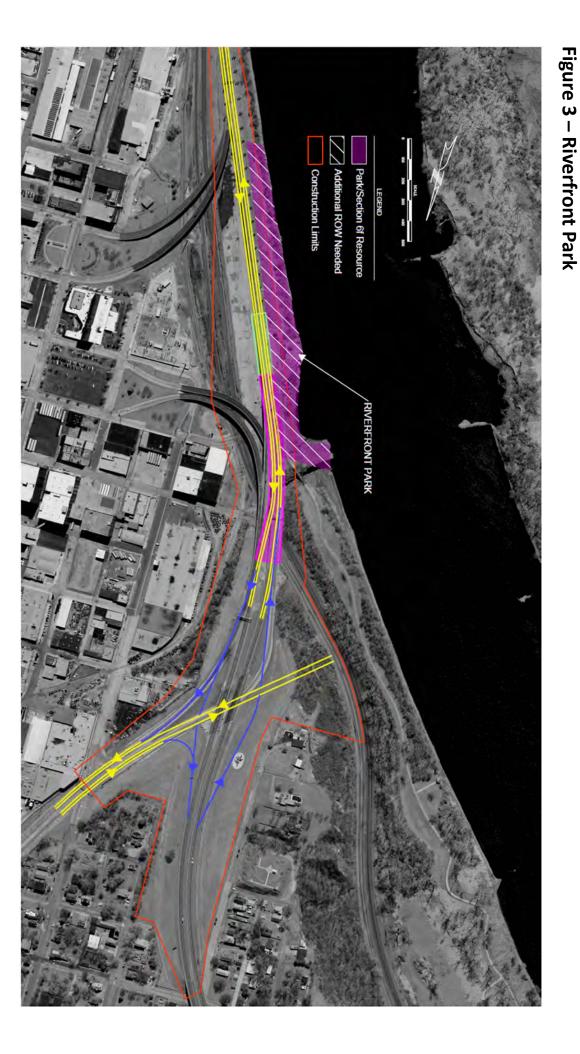




Figure 4
Proposed Riverfront Master Plan

The Riverfront Master Plan has been divided into five different segments. Segment E, the Robidoux Landing, is the only segment that overlaps with the I-229 Study Area.

Source: SWT Design, et al 2019

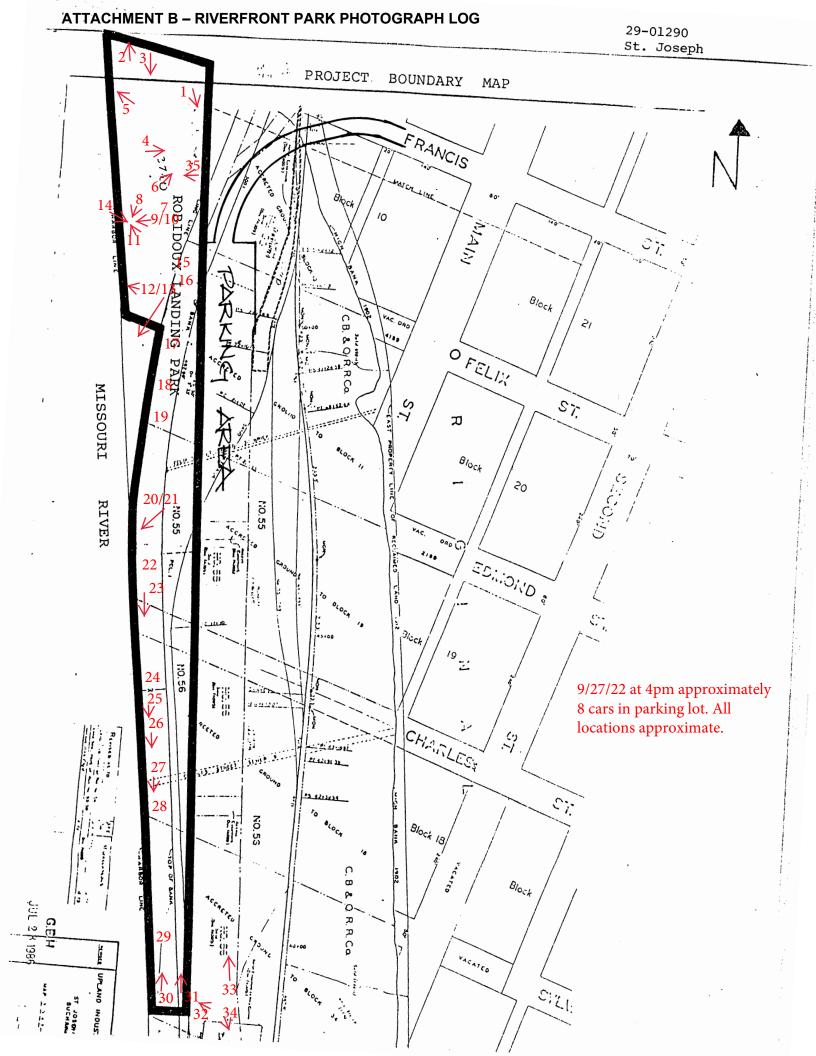


Figure 5

Proposed Riverfront Master Plan Improvements in the Area of Robidoux Landing



Source: SWT Design, et al 2019









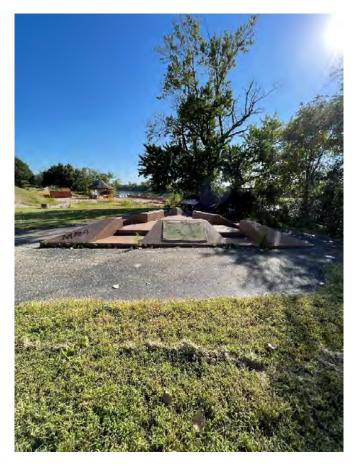


















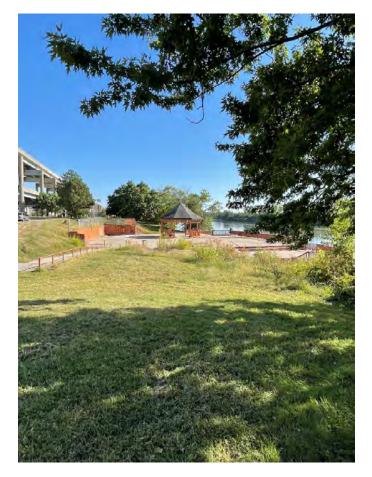


Photo 14

























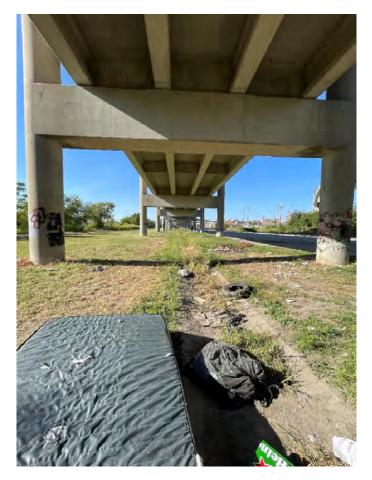




















ATTACHMENT C – MAYORAL LETTER REGARDING RIVERFRONT MASTER PLAN PRIORITIES



1100 Frederick Avenue • City Hall, Room 309



Office of the Mayor

St. Joseph, MO 64501-2346 • Phone: 816.271.4640

December 27, 2022

Mr. Martin Liles, PE District Engineer Missouri Department of Transportation Northwest District 3602 North Belt Hwy. St. Joseph, MO 64506-1399

Subject: St. Joseph Riverfront Master Plan

Re: I-229 Double-Decker Bridge Project – US 36 to US 59 MoDOT Project No. J1I3053

Dear Mr. Liles:

As you have explained, MoDOT is conducting an Environmental Assessment (EA) on the I-229 Double-Decker Bridge for the following reasons:

- The bridge is nearing the end of its expected life: the expected lifespan of the bridge is 50 years. The bridge is currently 40 years old.
- The bridge is rated in poor condition: despite ongoing maintenance, the bridge continues to deteriorate and is rated in poor condition the equivalent to a C- grade.
- Current structural problems on the bridge will be difficult and costly to repair: if the bridge was rehabilitated, it would either need a second rehabilitation or a complete replacement in approximately 25 years with an estimated cost around \$200 million.

Therefore, removing the existing double-decker bridge and replacing it with a comparable alternative has become a community priority. Several alternatives have been analyzed and when I took office, I made it a priority to arrive at a solution that both the City of St. Joseph and MoDOT could support. I believe an alternative (Alternative D – Existing Corridor) that follows the existing alignment at-grade as much as possible is that solution.

We also understand that this alternative would impact the southern portion of the Riverfront Master Plan, referred to in that plan as Segment E – Robidoux Landing. While some members of our community would support the improvements noted in this segment of the Riverfront Master Plan, past discussion of the topic by the City Council indicates the City Council does not prioritize those potential improvements over the effectiveness "Alternative D – Existing Corridor" offers in enabling the north-south flow of traffic, based on the following:

- The recommendations in the final plan, supported by members of the community and city staff, prioritized riverfront improvements north of the I-229 Study Area, near St. Jo Frontier Casino and Remington Nature Center, over those proposed improvements within the Robidoux Landing area.
- Improvements at Robidoux Landing have been given the lowest priority because of the limited land available for development, accessibility and safety issues with the current at-grade railroad crossing, lack of funding, and limited ability to connect with downtown improvements.
- As previously referenced, the proposed improvements in Segment E Robidoux Landing do have some support from various stakeholders in the community and there is a desire to move forward with some of these improvements. However, others in the community, including myself and, based on public discussion, a supermajority of City Council members, believe the at-grade rail crossing will be a permanent impediment to those plans. Placing a higher value on the potential negative impact on Segment E improvements over other community goals related to downtown revitalization and the efficient movement of freight would not align with our goals.

In the interest of keeping the I-229 project moving forward, the intent of this letter is to confirm previous conversations that place Segment E of the Riverfront Master Plan as a lower priority for the City in comparison to transportation improvements that will be served by Alternative D – Existing Corridor. If you have any questions and/or concerns, please feel free to contact me at jjosendale@stjosephmo.gov or at (816) 271-4640.

Respectfully,

hn Josendale

Mayor

ATTACHMENT D – 2nd MAYORAL LETTER REGARDING IMPACTS TO RIVERSIDE AND WYETH HILL PARKS







1100 Frederick Avenue • City Hall, Room 309

St. Joseph, MO 64501-2346 • Phone: 816.271.4640

January 25, 2024

Mr. Marty Liles, P.E. Missouri Department of Transportation – NW District 3602 N. Belt Hwy. St. Joseph, MO 64506

Subject: St. Joseph Riverfront Master Plan and Robidoux Landing

Re: I-229 Double-Decker Bridge Project – US 36 to US 59 MoDOT Project No. J1I3053

Dear Mr. Liles:

As you are aware, we support removing the existing I-229 double-decker bridge and replacing it with a comparable alternative. This is a community priority. We are in support of Alternative D, which follows the existing alignment at-grade, as the best option.

We acknowledge that a portion of the riverfront area depicted in our updated Master Plan as parkland, the southern portion of Wyeth Hill Park, and the southern portion of the Riverfront Master Plan would all be impacted as depicted in the attached figures.

These impacts raise several issues, the first of which is the City's priorities in terms of the Riverfront Master Plan. The recommendations in the final plan, supported by members of the community and city staff, prioritized riverfront improvements north of the I-229 Study Area, near the casino and Remington Nature Preserve.

The proposed improvements in Segment E - Robidoux Landing do have some support from stakeholders in the community and there is a desire to move forward with some of the improvements where they can be incorporated. However, many in the community recognize that the at-grade rail crossing will be a permanent obstacle to the completion of the full scope of the proposed elements. While recognizing that the full scope cannot be completed, the City will continue to remain committed to the elements spelled out for Segment E (i.e. Trail Center, Urban Plaza, Spray Plaza, Destination Playground, Urban Beach, Renovated Parking, Pedestrian Bridge Over Rail, Pedestrian Bridge Across River) to determine whether any can still be incorporated or potentially shifted to other segments. As such, the City will continue to collaborate with MoDOT and seek to have input through the design-build process with the goal of ensuring the final design accommodates the future development of those elements to the extent reasonably possible.

The riverfront is not being utilized as a common park since the relocation of the casino to its current location. The current status of the park is that the utilities have all been disconnected due to disrepair, theft, and vandalism. A former restroom building has been demolished. The trail and park benches are still in place in some areas, but some are aged, and some have been the subject of theft or vandalism.

Based on the information discussed above, the improvements in the Study Area (Segment E – Roubidoux Landing) have been deemphasized from the list of priorities for the Riverfront Master Plan and the community will suffer no detriment if this property is no longer identified as park/parkway in future land use plans.

We understand that due to the use of federal funds, the proposed transportation project is subject to the requirements of Section 4(f) of the Department of Transportation Act of 1966, which affords protection to publicly owned parks, recreation areas, and wildlife and waterfowl refuges. As a result, another purpose of this correspondence is to document that the Official with Jurisdiction concurs with the listed measures to minimize harm and the assessment of impacts.

The following measures to minimize harm will be incorporated into the plans as plan notes and as environmental commitments in the environmental document:

- Approximately 7.85 acres of land near the intersections of Karnes Road/Northwest Parkway and St. Joseph Avenue will be dedicated for park use. The land is currently owned by the City, but it was purchased to accommodate a stormwater project and has never been dedicated as parks land or opened to the public for use as a park; however, the property is adjacent to existing recreational facilities and will enhance the City's parks system upon dedication.
- Access to the riverfront will be maintained by MoDOT during operating hours during construction activities.
- Temporary construction fencing will be installed by MoDOT along the construction limits prior to the start of construction activities to protect the existing 4(f) property and the public.
- Appropriate signage will be installed by MoDOT to alert users of short-term access restrictions or closures and to direct users to secondary access points.
- Except as necessary to facilitate construction activities, the staging and/or storage of construction equipment will not be allowed by MoDOT to take place outside the proposed construction limits that are within the defined boundaries of the 4(f) property.
- MoDOT's contractor will be required to closely coordinate the construction schedule with MoDOT and the City.

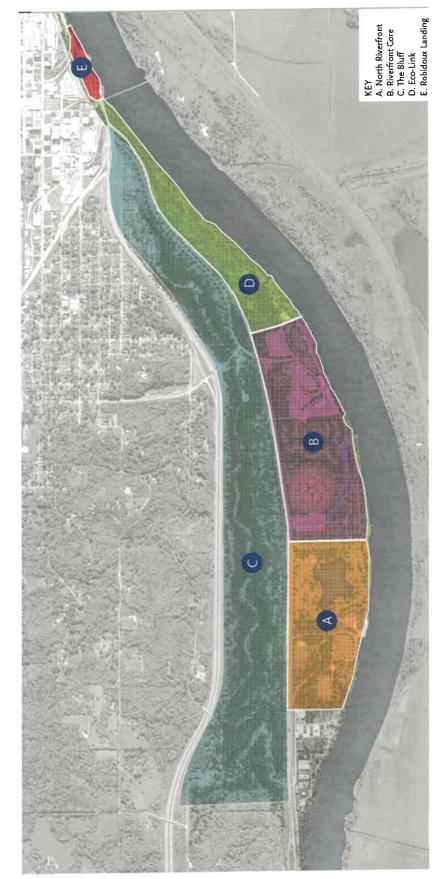
In accordance with 23 CFR 774, I believe the proposed project will have a de minimis impact upon the Riverfront and Wyeth Hill Park, based upon the following assessment:

- All possible planning to minimize harm has been incorporated into project development.
- The nature and magnitude of changes to the riverfront and Wyeth Hill Park by the I-229 project will not adversely affect the recreational activities, features, or attributes that qualified the property for 4(f) protection.
- Proposed measures to minimize harm and resulting mitigation regarding protecting the 4(f) property and maintaining access and safety, are considered to be reasonable and acceptable.

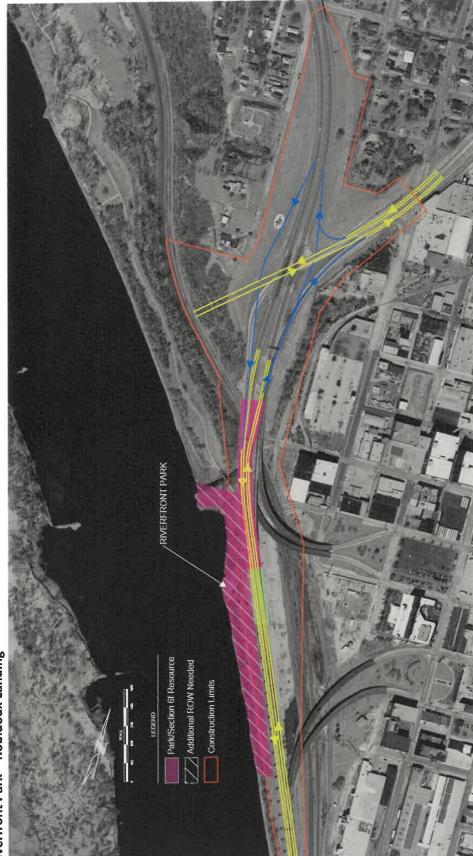
Based on the scope of the proposed project and type of work, there will be no adverse effects to the protected recreational activities, features or attributes associated with the riverfront or Wyeth Hill Park.

Respectfully.

osendale

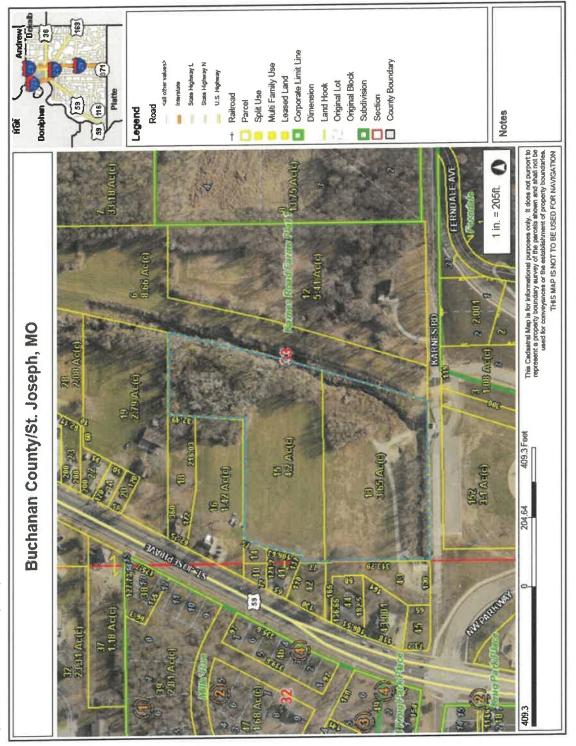


Riverfront Master Plan



Riverfront Park – Robidoux Landing

Replacement Park Property





Huston Wyeth Park



PUBLIC & RESOURCE AGENCY ENGAGEMENT Technical Memoranda

I-229 Environmental Assessment | Technical Memoranda

OUTREACH ACTIVITIES



Technical Memorandum 15 Public Meetings

The Study Team completed three public meetings during the course of the I-229 Environmental Assessment. Summaries of each of those meetings, along with public comments, are provided on the following pages.

The formal public meetings included:

- Visioning Workshop. An initial workshop was held in-person on October 9, 2018 to ask the community about the importance of the bridge and to explore future visions for downtown I-229.
- Initial Alternatives Public Meeting. An in-person Open House, along with a concurrent virtual web-based meeting, was held on April 19, 2019 to present the Initial Alternatives and to get feedback on the relative merits of each.
- Reasonable Alternatives Public Meeting. A second in-person Open House, along with a similar virtual web-based meeting, was held on September 1, 2022 to present the Reasonable Alternatives and to get feedback on their relative merits.
- Public Hearing. A final Public Hearing is planned for the Fall of 2023 following review and approval of the Environmental Assessment. The Finding of No Significant Impact will include the Hearing details and public comments from that meeting.

1.0 Visioning Workshop

A packed house of local elected officials, business owners, community leaders and members of the public participated in hearty discussions about the vision of St. Joseph for the next 60 years and the role the Interstate 229 double-decker bridge will have in the future.

> Approximately 105 St. Joseph citizens participated in an initial Visioning Workshop to discuss the future of I-229 and the St. Joseph community.

The I-229 bridge facility is getting to the point that major decisions with significant price tags attached will be required in the near term. Those decisions and the funding associated with whatever happens next will have long term affects. And so, MoDOT asked residents to look into the future and describe what they saw for their community.

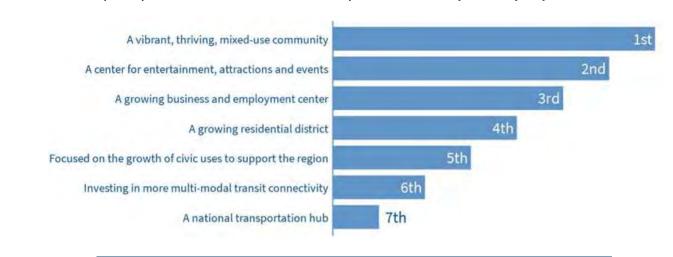
To that end, participants were walked through a series of table-top discussions and survey questions answered in the room. The portion of I-229 that goes through downtown St. Joseph is one of only a handful like it in the United States. The bridge runs a little over a mile and is nearly 40 years old. MoDOT is evaluating potential next steps for the structure. Currently, the bridge carries about 17,000 vehicles a day, less than a quarter of the traffic a typical four lane interstate can carry safely.

1.1 Community Vision

One of the questions asked of the assembled participants was, can we connect even better? Often, com-







When asked, what participants envisioned downtown St. Joseph to be like in 60 years, they responded:

munities get stuck in what has been built and miss an opportunity to think about what could be. The workshop focused on defining the future the community wants and then deciding on what infrastructure is required to create that future.

1.2 Role of Technology

As part of small group facilitated discussions in the room, residents were asked how they believed technology would affect the project. Among the notes taken at each table were:

- With automated vehicles people will be more patient about getting somewhere fast as they will be able to do other things while traveling
- Flying vehicles might happen within 60 years
- Technology will result in more leisure time/time for recreational activities
- Might have dedicated cargo lanes/facilities
- More people are working from home and the trend will continue in the future
- Automation will result in fewer workers
- Service industry employment will continue to grow
- More trips from non-commuter types, such as recreational, healthcare, etc., that require face-to-face interactions
- The amount of grain being transported will grow as technology continues to increase yields

- More people working from home less need for personal trips
- Commercial vehicle trips likely will remain about the same
- Highways will need to accommodate driverless vehicles
- Charging strips may someday be placed on the road to charge vehicles as they drive
- More access points may be necessary
- Automated vehicles will change the landscape
- Trend to avoid driving transit, walk, Uber
- Messaging along infrastructure will change (i.e. not billboards but in dash information)
- People will work remotely, live downtown, and walk
- Sharing cars like the scooter system now
- Food, supplies needed will be delivered

1.3 Role of Freight

The nearly 15-mile I-229, which includes the doubledecker bridge, provides major north and south connections along the river and to US Route 36 which crosses the state line. In addition to its downtown connection, I-229 connects through a major industrial area to the south which uses the interstate to move goods.

The group was asked a series of questions related to the importance of freight movement to the community. The response to two of those questions are below.



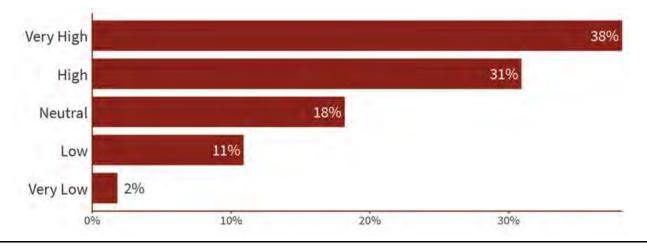
Additionally, the consultant team facilitated a tabletop discussion about the freight issues affecting the corridor. Members of the public expressed support for the corridor to continue to enable goods to move through the city and region. Additional thoughts collected at the tables included:

- Value of livestock will go down as diet/foods change
- Conversely may be heavier emphasis on things like farm to table sourced foods
- Grain will always be a staple even if converting to some other protein and will need to be produced and transported
- Will be short term issues with increased delivery times
- The new port will soon be open and will result in additional truck deliveries
- There is a belief that some trucks use I-229 to avoid congestion on I-29. Removing I-229 would result

The group was asked to rate the three freight elements as depicted by the results below.



The assembled group was asked to rate the needs to improve commuting and the movement of goods and services through the study area. While rating the needs fairly high, the results indicate an understanding that the corridor currently operates fairly well with few delays or traffic issues.





in shifting those trucks back to 1-29 and increasing congestion $% \left({{\left[{{{\rm{T}}_{\rm{T}}} \right]}_{\rm{T}}}} \right)$

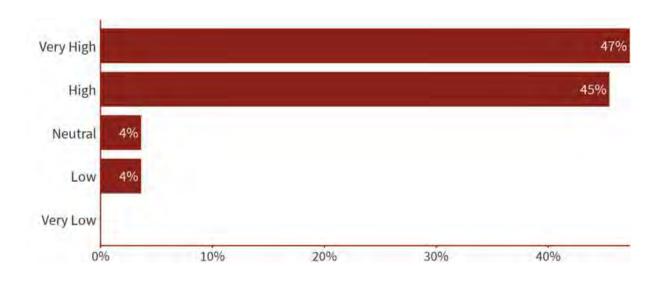
- Increasing freight traffic on US Route 36 not preferred because of its current condition
- Shifting trucks to downtown streets also not desirable
- South side will always have an industrial element
- In order to build up the downtown you need to be able to get construction equipment into the area. Right now, I-229 provides good access into the downtown for construction equipment
- Industrial/ manufacturing so moving freight is important
- Bridge used heavily to get to Lower Lake Rd.
- How else do you connect to the north?
- Option for expressway for truck, harder for trucks but great for city
- Eliminate Highland to 36 to get Riverfront back
- Re-route freight to other side of the river by adding a 2-lane bridge
- Helps to get to Air Guard
- Remove upper level of current structure and use the lower one as a high-line type of park to get river back

1.4 Economic Forces

The crowd was also asked critical questions about the project's economic development potential. The public placed a high value on the potential for investments in I-229 to spur other economic development benefits.

1.5 Meeting Conclusions

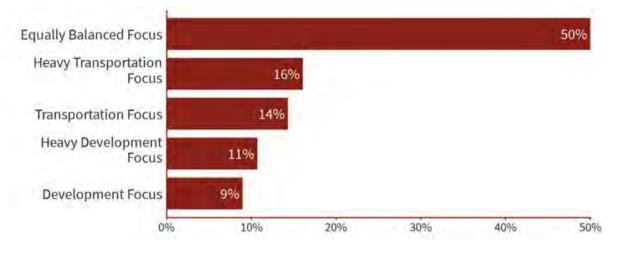
While the public clearly acknowledged the economic development potential of the project, when asked about what the public most wanted the planning team to focus on for the bridge and corridor, it was clear that transportation needs should remain a key focus of the study. Half of all participants said that transportation and economic needs should be equally balanced, and an additional 30 percent wanted a focus soley on transportation needs. The bridge clearly has a transportation need, but there seemed to be a genuine acknowledgment by the public that there could be economic development opportunities associated with investments in the bridge and corridor.



Nearly all participants, 92 percent, rated the economic development potential as "Very High" or "High."



The majority of participants wanted the study team to take a balance approach focusing equally on both transportation and economic development.



Before concluding the evening's meeting, the public was asked to suggest what would make the project a success for the region. Below is a word cloud indicating which words the public used the most to describe success. Standing out are the words: maintain, freight, economic, downtown, growth, Riverfront access, better, traffic, development and transportation.

driving gateway sound agribusine ining future mainta inue mote exits sog business С m potentia agri safet ep esi tocus 0S(B sate sier capacity city providefriendly a d nt develop freely currentdoes structure connecting ensure



2.0 Initial Alternatives Public Meeting

MoDOT and its local partners sought input from residents on a series of Initial Alternatives to the I-229 double-decker bridge in downtown St. Joseph. Because any alternative, including repairing the existing bridge, will require significant tax-dollars, MoDOT had been reaching out to stakeholders for months to collect ideas and suggestions. The initial set of potential alternatives ranged from rehabilitating the current structure to removing the highway and replacing it with alternative routes.

2.1 In-Person and Virtual Options

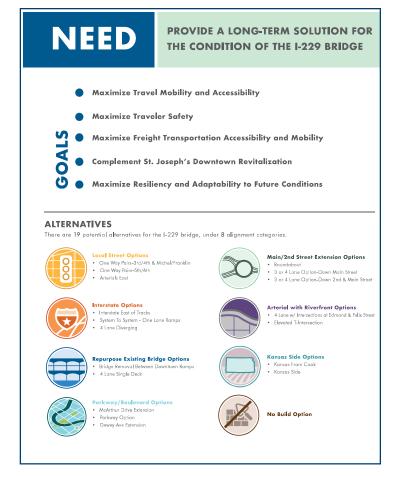
MoDOT invited the public to participate in an interactive open house style meeting to review and rate potential alternatives. In parallel to the public meeting, an online survey was launched that walked visitors through the same materials shown at the in-person meeting. Nearly 100 residents participated in the open house and 487 completed the online alternatives assessment.

2.2 Feedback on Initial Alternatives

Attendees had an opportunity to study each alternative in depth, ask questions of the project team, and assess 20 different Initial Alternatives grouped into eight different categories. Each potential alternative was visually mapped. The project team also identified the "pros" and "cons" of each. The potential alternatives were assessed in relation to the project's purpose, need and overarching goals. Finally, each alternative was assessed a relative cost score compared to the other alternatives.

There was very little variation between the results gathered at the open house and the results gathered online. This consistency adds to the veracity of the results.

> Over 100 community members attended the Initial Alternatives Public Meeting in April 2019.

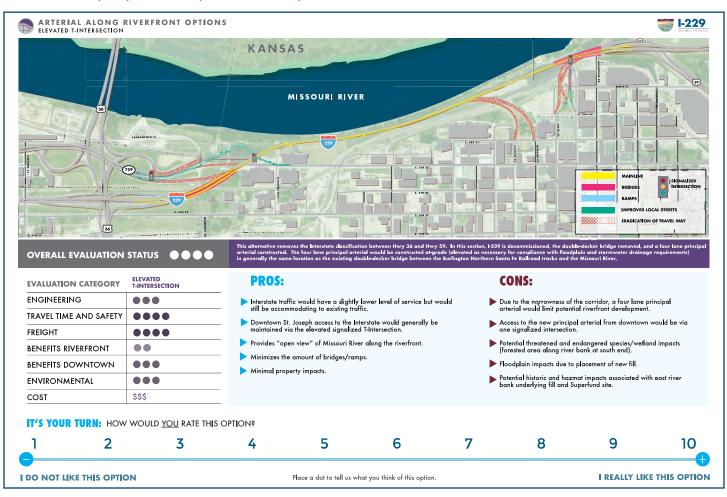


The twenty Initial Alternatives were divided into eight different categories and presented to the public for feedback.





Boards were developed for each Initial Alternative that contained a map of the alternative, the overall evaluation scoring, and a list of potential pros and cons of each option. This board is an illustrative example of the boards presented at the public meeting.



Community members were given several "dots" and asked to rank each alternative from 1 "I do not like this option" to 10 "I really like this option". Those results were captured as illustrated in the example board here.





Overall, the feedback was mixed. Some generalizations based on the "dot" exercise and the feedback (oral and written) that was received include:

- Rehabilitate the Existing This alternative seemed to fair better than the others primarily related to convenience it provides in getting to downtown, the ability for trucks to use it to get to the Stockyards area, and that it has "served the community relatively well". However, there were contrary opinions related to how it inhibits economic development, is an eyesore, disrupts the view of the Missouri River, etc. Overall, it received an average of 5 on the 1 to 10 scale.
- Kansas Alternatives There was a desire from some in the community to look at alternatives that crossed the Missouri River north of downtown to provide improved access to Rosecrans Memorial Airport and the Air National Guard facility there. These options

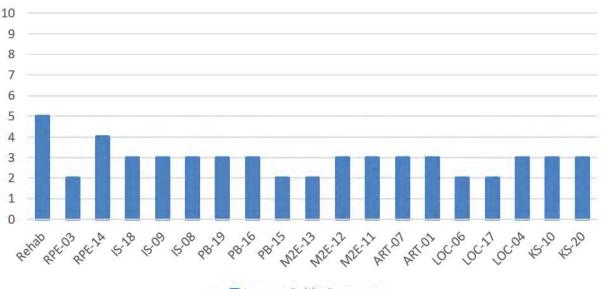
evoked extreme reactions on either side. Almost all of the "dots" for these alternatives were either a 1 or a 10 with little in between. Overall these options scored a 3 in the 1 to 10 scale.

• Other Options - While there was some variations on the other Initial Alternatives they were all relatively the same ranging from a 2 to 4 in the 1 to 10 scale.

2.3 Meeting Conclusions

While the comments were mixed, the general takeaway was that the public, because of their general support to rehabilitate the existing facility, was interested in options that maintained or minimized impacts to the ease of accessibility into the downtown and continued to support the freight movements to and from the Stockyards. However, based on the comments received, none of the options stood above the others from a public opinion standpoint.

Using the "dot" exercise, the public was asked to rank each alternative from 1 "I do not like this option" to 10 "I really like this option". The results show a slight favoring of the Rehabilitate the Existing alternative with little variation between any of the alternatives.



Average Public Response



3.0 Reasonable Alternatives Public Meeting

MoDOT held its third public meeting on September 1, 2022 to present the Reasonable Alternatives and solicit feedback on each. As discussed below, there was a lot of work between the Initial Alternatives Public Meeting and this public meeting as the screening process was completed, final field work was conducted, and the study team coordinated with the Technical Advisory Committee and the project stakeholders. The discussions led to a series of decisions that eventually led to presenting the four remaining Reasonable Alternatives to the public at this meeting.

3.1 Pre-Meeting Discussions

Prior to the third public meeting, the study team had been working with the project stakeholders, city staff, the Mayor, City Council and the MPO to come to a consensus on what the Reasonable Alternatives could be and that discussion took time to iron out. In the Fall of 2021, the study team had presented an initial slate of Reasonable Alternatives to the Technical Advisory Committee and were making progress toward a consensus when several members of that group asked the team to take a step back and re-evaluate those recommendations. A short summary of that effort included:

- New MPO Alternative Members of the MPO presented the study team with a new alternative that stayed on the east side of the BNSF railroad tracks. The study team evaluated that alternative, completed the same initial screening process as all the other Initial Alternatives, and then worked with the MPO to refine this alternative. This refined alternative eventually became Reasonable Alternative C Railroad Tracks East Corridor and was presented to the public at this public meeting.
- Modified Mayor's Alternative In addition, when the new Mayor and a majority of the City Council came into office in the Spring of 2022 there were discussions about modifications to any earlier alternative that they wanted the study team to consider. The al-

Approximately 85 community members attended the Reasonable Alternatives Public Meeting in September 2022. ternative included improved connections from I-229 to Stockyards Boulevard and generally followed the existing alignment to north of downtown. That refined alternative became Reasonable Alternative D - Existing Corridor.

- Removed Reasonable Alternatives There were two initial Reasonable Alternatives, one connected to the existing street network (Arterials East) and one developed a boulevard through the Riverfront (McArthur Drive Extension), that received a significant amount of negative feedback from both the Technical Advisory Committee and from the stakeholders the team was beginning to update about the alternatives. The primary concern was the impact on the local street network. Based on that feedback, these initial Reasonable Alternatives were eliminated from further consideration.
- Remaining Reasonable Alternatives The two remaining Reasonable Alternatives did have general support and became Reasonable Alternative A -Main Street Corridor and Alternative B - 2nd Street Corridor.

The new alternatives were all modifications of alternatives developed and screened during the initial screening phase and all alternatives, old and new, were subject to the same scrutiny regardless of how it was developed or modified. Once the Reasonable Alternatives were finalized, each went through a more detailed screening process and that information was presented to the public at the Reasonable Alternatives Public Meeting in September of 2022.





3.2 In-Person and Virtual Options

MoDOT invited the public to participate in an interactive open house style meeting to review and rate potential alternatives. In parallel to the public meeting, an online public website was launched that walked visitors through the same materials shown at the in-person meeting. Nearly 75 residents participated in the open house and over 800 attended (880 views/313 clicks) the online public meeting.

3.3 Feedback on Reasonable Alternatives

Attendees had an opportunity to study each alternative in depth, ask questions of the project team, and assess the four Reasonable Alternatives. Each potential alternative was visually mapped. The project team also identified the "pros" and "cons" of each. The potential alternatives were assessed in relation to the project's purpose, need and overarching goals. Finally, each alternative was assessed a relative cost score compared to the other alternatives.

Overall, the feedback was most favorable to Alternative D - Existing Corridor. More specifically, comments received by alternative included:

- Alt A Main Street Corridor Feedback on this alternative was mixed with several favorable comments related to its ability to provide access to downtown and open the Riverfront for development. However, there was strong opposition to using Main Street, especially north of Felix Street, because of the industrial nature of the area, its potential impact to Hillyard's operation, and the removal of the existing brick pavers.
- Alt B 2nd Street Corridor There was limited to no support for this alternative because of the intersection at 2nd Street and Felix Street and the requirement for I-229 traffic to turn left and use a new bridge with a significant grade. Specific concerns were with trucks trying to climb the bridge headed north and trucks trying to stop during the winter heading south.
- Alt C Railroad Tracks East Corridor There was some limited support for using this alternative as a mechanism to do some urban renewal for a couple of blighted properties but overall this alternative did not receive support from the majority of the participants. There was concern about taking existing businesses

A sampling of the comments received during the Reasonable Alternatives Public Meeting

"Why not just take down the double bridge and build a single bridge and make it 4 lanes so we don't have to stop at lights and a train that way we can keep it as a interstate highway?"

"Direct access to downtown is very important to me. It is where I work and recreate. Eliminating access would be detrimental to the growth and prosperity of our historic center."

"The new alternate (Alt D) is the best so far. My main concern is the access to downtown. There must be significant upgrades to 4th or Main Street in order for this plan to be feasible."

"The I-229 bridge is too important to eliminate. It should be refurbished and keep the interstate designation. This is an artery carrying commercial traffic and it should remain as it is, in spite of the cost. All of the proposals are expensive and a poor substitute for I-229."

"I favor A or D. I'm opposed to C because of the possible impacts on hazardous sites."

"The last plan, one on the end (Alt D) makes the most sense especially if our access to downtown can be created. If not it is still the best."

"Leave the bridge. Fix it and forget it."

"I feel it is essential to incorporate pedestrian and biking traffic in any design. I may have missed this, but I'm not seeing this. I feel we need to have as much access to the Riverfront as possible from downtown."

"I support Alternative C as it preserves the downtown Riverfront area. It also eliminates three hazardous waste areas."

"I'm very concerned about access to both downtown and Riverfront Park. I believe abandoning that historic assett would be a major mistake. I also feel no direct artery to downtown will significately affect traffic, conveninece and progress to the revitalization already taking place. Thanks for inviting input."



All of the comments received both in-person at the public meeting and virtually during the online public meeting were compiled by topic.

Торіс	Comments	#Comments
	Keep this current bridge and repair it.	10
Rehabilitation Alternative	Fixing the bridge is fiscally irresponsible.	1
aternative	Keep double decker but go with Alternative D (rehab)	1
	Prefer Alternative A	6
Alternative A - Main Street Corridor	Alternative A is my second choice.	1
	The Main Street option is ridiculous.	1
Alternative B - 2nd Street Corridor	Alternate B is my second choice.	2
	Prefer Alternative C.	7
	Refined Alternative RA-5 Boulevard East of Tracks is the only option that will ensure traffic has access to downtown.	1
	Making a decision without testing the soil for contamination on Alternative C is irresponsible.	1
Alternative C - Railroad Tracks East Corridor	Alternative C allows for construction of most of the roadway prior to tearing the bridge down which reduces down time.	1
	Opposed to Alternative C because of possible impacts on hazardous sites.	1
	Do the remediation on HPI & Advantage.	2
	As a business that spends 8-10 hours a day delivering and picking up product, RA-5 is best.	1
	The new alternate is the best/preferred.	10
	The only option I would oppose is Alternate D.	2
Alternative D - Existing Corridor	Direct access to downtown is important.	32
	Discussions on the discussions of 6th Street should be a part of this conversation.	1
	With the new alternative significant upgrades to 4th or Main Street are needed to make this option feasible.	1
	Just pick an alternate and get the work done.	1
General Alternative	The alternatives suck.	1
Related	Take down existing bridge and build a single, 4-lane bridge to eliminate stop lights and train issues.	3
	Some of the alternatives would hurt the farmers and manufacturing on the south side of the city.	1
222.11	I-229 should not have gotten into a state of disrepair.	3
-229 Maintenance	Maintain new bridges better than I-229	2
nterstate De- commission	Maintain interstate designation.	7
	Maintain access to the Riverfront.	5
Riverfront/Bike Access	Incorporate pedestrian and biking traffic.	2
	Spent a lot of money on bike trails, which need to have access to downtown.	4
	Other routes will cause more traffic on 1-29 and more congestions between 36 and North Shopps.	1
Traffic/Congestion	Avoid trucks taking Highland Avenue which can't handle the traffic.	1
	We don't want heavy trucks and equipment going through town, destroying city streets.	1
	Why put it on the ground in a floodplain.	1
	Designs should keep the homeless out.	3
Design & Construction Related	Where does the material from I-229 go after it is torn down?	1
VEIBLEU	Questions on maintaining traffic, length of construction, and timing of construction.	1
	Use concrete box structures for trains and street access which will save them from winter.	1
Property Concerns	Would this impact my property?	1
Funding	Let voters decide if they would consider a small tax to keep the historic bridge.	3



Similar to the previous public meeting, boards were developed for each Reasonable Alternative that contained a map of the alternative, renderings of what the improvement could look like, and a list of potential pros and cons of each option. This board is an illustrative example of the boards presented at the public meeting.



and the potential job loss associated with that action as well as the potential cost and liabilities of MoDOT having to clean up the hazardous materials sites.

Alt D - Existing Corridor - As indicated, the majority of the community favored this alternative compared to the other Reasonable Alternatives. There was some concern about losing the interstate designation and potential traffic access changes required to access downtown. The supporters mentioned the ease of trucks from the Stockyards heading north, the ability to open up some developable property on the east side of the railroad tracks, and the limited amount of new right-of-way that would be required.

3.4 Meeting Conclusions

While the comments were mixed, the general takeaway was that the public were supportive of Alternative D -Existing Corridor for the reasons mentioned. The community encouraged the study team to think through how traffic would access downtown and to make sure that truck traffic, both from the Stockyards and Downtown, were able to efficiently access the new facility.

4.0 Final Public Hearing

A final public hearing is planned for the summer of 2023 and information from that meeting will be added to the FONSI after its completion.



Technical Memorandum 16

Stakeholder Engagement

In addition to the in-person and virtual public meetings that were open to everyone, the study team coordinated with additional smaller groups either through the Technical Advisory Committee (TAC) or through face-to-face meetings with dozens of community stakeholder groups.

1.0 Technical Advisory Committee

During the project initiation, a TAC was formed to help advise the study team, to help brainstorm options, review study materials, and to help make the final decision on a recommended preferred alternative. The TAC met a total of three times during the study, typically at key milestones.

1.1 TAC Members

The TAC was comprised of the members of the following organizations:

- Bartlett Grain
- BNSF Railway
- Buchanan County Commission
- Downtown First
- Felix Street Gourmet/Room 108 Event Space
- Hillyard
- Mo-Kan Regional Planning Council
- Nor-Am Ice & Cold Storage
- Seaboard Foods
- St. Joseph Chamber of Commerce

Representatives from various stakeholder groups comprising interested businesses, economic development organizations, city staff, etc. participated in the TAC to discuss the relative merits of the I-229 alternatives at each stage of development.

- St. Joseph City Council
- St. Joseph Downtown Partnership
- St. Joseph Area Transportation Study Organization
- St. Joseph Planning & Community Development
- St. Joseph Public Works & Transportation
- Downtown Association
- Triumph Foods
- U.S. Army Corps of Engineers
- United Way

1.2 Initial Alternatives Discussion

The first TAC meeting was conducted on January 28, 2019 to discuss the relative merits of the Initial Alternatives. After a brief presentation about the project, the attendees divided into four groups. Five tables were set up with three to five alternatives per table. The four groups took turns at each table discussing the alternatives. The groups spent approximately 1 hour and 15 minutes at the tables. A summary of table notes for





each of the alternatives was developed and assisted in guiding the evaluation of each of the initial alternatives.

1.3 Reasonable Alternatives Discussion

The second TAC meeting focused on the development of the Reasonable Alternatives. After introductions, a project status update, and an overview of the Reasonable Alternatives, the attendees divided into four groups. Four tables were setup with one Reasonable Alternative per table excluding the rehabilitation alternative (it was assumed everyone understood the rehabilitation alternative). The four groups took turns at each table discussing the alternatives. The groups spent approximately 1 hour and 15 minutes at the tables. After the small group discussions, the entire group reconvened and the study team summarized the table discussions. At the end of the meeting, attendees were asked to take three dot stickers (green, yellow, and red) and rate the alternatives with green being the most preferred, yellow the second preferred, and red the least preferred. An image of the dot ratings is provided below.

Note: A couple of weeks after this meeting, members of SJATSO approached the study team with concerns about the recommendations from this TAC meeting which led to the development of several new alternatives and a change of direction in the study. More details of this process have been provided in Section 3.1 of the Public Meetings Tech Memo.

1.4 Preferred Alternative Discussion

A final TAC meeting is scheduled for the end of 2022 to discuss and confirm their recommendation for a preferred alternative. This section will be updated once that meeting is completed.

2.0 Community Stakeholder Meetings

Throughout the life of the study, the study team met with dozens of stakeholder groups (see figure on next page), individual businesses and potentially impacted property owners. In fact, the study team met over 100 times to discuss the project.

> During the TAC meeting discussing the Reasonable Alternatives, each member was asked to vote on their favorite and least favorite Reasonable Alternative.

Every meeting was similar in format. The study team would provide a project update depending on which phase the project was in (Project Initiation, Initial Alternatives or Reasonable Alternatives) and then discussed the specific topics of concern, answered any questions and brainstormed different ideas.

Each conversation was different depending on the specific interests of the group but, in general, most of the discussions focused on five general areas of interest.

- Interstate Designation There was always general interest in whether the facility would remain an interstate and, even if the group didn't raise the issue, the study team was interested and always asked. Almost universally, the various groups were concerned that the new facility functions as an interstate, but they generally didn't care whether it was signed as an interstate. Can trucks get to where they are going? Will it remain a four-lane facility? How many signals will be added? Therefore, the study team focused on options that maintained similar accessibility as if it would require the interstate designation to be removed.
- Accessibility The groups were also interested in maintaining good accessibility both to downtown and the Stockyards area to the south.
- Economic Development Several groups were interested in options that opened up new development land either where the ramps into downtown are now



Community Stakeholder Meetings Completed

	Date	Organization		
	6/14/2018	Regional Freight Summit		
	6/25/2018	Chamber of Commerce		
	6/25/2018	SJATSO (MPO) Staff		
	6/29/2018	BNSF Railroad		
	7/12/2018	MPO Technical Cmt.		
	7/12/2018	City Planning & Community Dev.		
	7/12/2018	Frontier Casino		
	7/19/2018	Hillyard		
	7/19/2018	Downtown Partnership		
	7/26/2018	Downtown CID		
ed	7/26/2018	MPO Coordinating Cmt.		
د Ne	7/30/2018	City Council Working Session		
se &	7/30/2018	Public Works		
Ir po:	8/7/2018	Downtown Association		
Project Initiation Purpose & Need	8/29/2018	Mo-Kan Regional Council		
	9/11/2018	St. Joseph Riverfront Master Plan		
	9/24/2018	Riverfront Development Consultant		
	10/11/2018	UP Railroad		
	10/24/2018	Partnership for Success		
	11/1/2018	Lions Club		
	11/8/2018	Downtown Strategic Planning Cmt		
	11/8/2018	Chamber Manufacturers Mtg.		
	11/28/2018	East Side Rotary Club		
	12/6/2018	MPO Freight Committee		
	12/10/2018	United Way		
	12/19/2018	St. Joseph Riverfront Master Plan		
	1/15/2019	Downtown Rotary		
	2/13/2019	MPO Freight Committee		
	3/6/2019	St. Joseph Riverfront Master Plan		
	6/20/2019	South Side Rotary		
	11/7/2019	Regional Freight Summit		
	11/25/2019	Convention Visitors Bureau		
Ş	12/11/2019	Hillyard		
Initial Alternatives	12/13/2019	Chamber Meeting		
erna	12/17/2019	Triumph		
Alte	1/6/2020	City Staff and Business Community		
itial	1/13/2020	City Council Working Session		
<u>_</u>	2/6/2020	WireCo		
	2/14/2020	NorAm		
	2/14/2020	NorAm		
	3/5/2020	Chamber Meeting		
	8/5/2020	St. Joseph Ec. Dev. Partnership		
	9/1/2020	Albaugh LLC and Jeff Gates		
	9/3/2020	AGP, Sky Real Estate, Affinity		
	9/8/2020	Lifeline Foods		

11/12/2020	MPO Technical Committee
12/15/2020	FHWA
1/8/2021	City of St. Joseph Public Works
2/23/2021	Advisory Group
3/11/2021	Scot Young Research (SYR)
3/15/2021	Advantage Metals
3/18/2021	Brooner Construction
3/24/2021	HPI
3/24/2021	RS Electric
4/8/2021	Royal Packaging
4/19/2021	Dusty Gippando
4/19/2021	Fender Trucking (Jim Fender)
4/23/2021	Cindy Meers and Rebecca Schwamp
5/6/2021	Terry Ellis
6/3/2021	МРО
6/22/2021	Section 106 Consultation
7/7/2021	Royal Packaging
7/13/2021	Royal Packaging
8/24/2021	Hillyard
8/26/2021	Downtown CID
8/26/2021	1&M
9/1/2021	FHWA
9/2/2021	City/MPO
9/8/2021	Downtown Association
9/9/2021	Main Street St. Joseph
9/13/2021	KDOT Planning
9/22/2021	Port Authority
9/28/2021	Chamber Board of Directors
10/1/2021	Pioneer Material
10/18/2021	South St. Joseph Industry Group
10/26/2021	Community Alliance
11/11/2021	Manufacturers' Council
3/16/2022	Section 106 Consultation
4/15/2022	City Council Members
6/1/2022	City and MPO Staff
7/5/2022	1&M
7/19/2022	City Council Working Session
7/21/2022	MPO Joint Meeting
7/26/2022	City Star Gas Station
8/5/2022	Pony Express Warehouse
8/11/2022	Manufacturers' Council
8/11/2022	Main Street St. Joseph
8/25/2022	Downtown CID
9/7/2022	Downtown Association
9/7/2022	South St. Joseph Development Corp.
9/27/2022	Chamber Board of Directors

Reasonable Alternatives



The study team met with dozens of community stakeholders throughout the NEPA process beginning with Projection Initiation, during the development of the Initial Alternatives, and through the screening of the Reasonable Alternatives, and selection of the recommended preferred alternative. The feedback provided to the study team was invaluable in helping determine the appropriate solution.

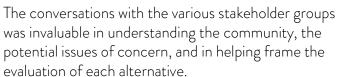


or along the Riverfront. The economic development discussion also centered around limiting truck traffic on city streets while increasing the traffic that would drive by existing businesses.

- Maintaining Key Industry St. Joseph relies on several key industries to provide jobs and economic activity in and around the downtown, especially businesses like Hillyards, Triumph Foods, etc. Several groups were interested in how each of these businesses could potentially be affected and were concerned about creating hardships that could limit future growth or even encourage them to relocate. The study team, therefore, made sure to be aware of how each alternative might change how these businesses get and distribute their product, how commuters get to work, and how product is moved around the facility.
- Agricultural Transportation Transporting agricultural product, primarily hogs and grain, is important especially during harvest season. A lot of trucks move back and forth between St. Joseph and northwest Missouri, southeast lowa and Omaha. Creating additional delays in those movements was of concern and the study team conducted several evaluations of out-of-distance travel as a result.

News-PressMOW News Sports Obitmaries Marketplace Local Links

TOP STORY



Additional meetings are anticipated between now and when the final NEPA documents are complete and this section will be updated after those meetings occur.

3.0 Social Media

In addition to in-person outreach, the study team provided several social media options for the community to engage in. The website has previously been discussed and provided a project overview, timely project updates, and an opportunity to provide feedback. The web page was also used for the virtual public meeting that happened in coordination with the Reasonable Alternatives Public Meeting that was held in-person.

The study team also maintained a project Facebook page and a Twitter account and posted to both frequently during the study.

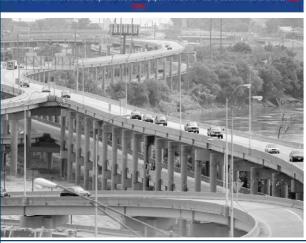
News-Dress MOW News Sports Obituaries Marketplace Local Links

Ideas needed at I-229 forum

itent is an editorial and reflects the opinion of the n



Deciding what to do with the I-229 bridge



The I-229 Environmental Assessment was a frequent topic on the nightly news and in the local newspapers. Over twenty-five different stories were featured in the local press since the project began.



Technical Memorandum 17

Resource Agency Coordination

The I-229 Environmental Assessment included extensive coordination with FHWA and the various state and federal resource agencies with responsibility over the different environmental resources. The study began with an Agency Scoping meeting in November of 2018 and included extensive coordination throughout.

1.0 Agency Coordination Plan

The Coordination Plan meets one of several requirements under Section 6002 of the Safe, Accountable, Flexible, Efficient Transportation Equity Act – A Legacy for Users (SAFETEA-LU) of 2005. All Environmental Impact Statements (EIS) for which the Notice of Intent (NOI) was published in the Federal Register after August 10, 2005, must follow SAFETEA-LU's requirements. Section 6002 of SAFETEA-LU requires preparation of a Coordination Plan for projects requiring an EIS as defined by the National Environmental Policy Act (NEPA).

While not required for an Environmental Assessment (EA), it is advantageous to use a coordination plan for an EA in case the EA may need to be elevated to an EIS. This Coordination Plan establishes an approach for coordinating agency (i.e., Federal Lead, Joint Lead, Cooperating, and Participating) and public participation including comment during the environmental review process. This Coordination Plan defines the process by which the Study Team communicated information about the I-229 EA project to the Federal Lead, Cooperating, Participating and other interested agencies and to the public. The study team consists of an assigned Project Manager from the MoDOT District Office, a

Approximately 20 representatives of the various resource agencies attended an initial scoping meeting for the I-229 Environmental Assessment. MoDOT Headquarters Environmental Manager, the consultant, and the Program Development Team Leader from the Federal Highway Administration (FHWA) Missouri Division assigned to the project. The plan also identified how input from agencies and the public was solicited and considered.

1.1 Initial Coordination

Various agencies played a role in the I-229 Environmental Assessment in various capacities, including:

- Lead and Joint Lead Agencies The FHWA is expected to provide funding for this project; therefore, FHWA served as the Lead Agency. MoDOT, as the direct recipient of federal funds for the project, was a Joint Lead Agency.
- 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. A distinguishing feature of a cooperating agency is that the CEQ regulations (40 CFR Section 1501.6) permit a cooperating agency to "assume on request of the lead agency responsibility for developing information and preparing environmental analyses including portions of the environmental impact statement concerning which the cooperating agency has special expertise." An additional distinction is that, pursuant to 40 CFR 1506.3, "a cooperating agency may adopt without recirculation of the environmental impact statement of a lead agency when, after an independent review of the statement, the cooperating agency concludes that its comments and suggestions have been satisfied." This provision is particularly important to permitting agencies, such as the U.S. Army Corps of Engineers, who, as a cooperating agency, routinely adopts USDOT environmental documents. In accordance with the I-229 Agency Coordination Plan no Cooperating agencies were identified.

- **Participating Agencies** SAFETEA-LU (Section 6002) created a new category of involvement in the environmental review process for NEPA documents, known as Participating 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 in the project. There are four federal and state agencies that have agreed to be Participating Agencies for this project including the US Army Corps of Engineers, the National Park Service, the Missouri Department of Natural Resources and the State Historic Preservation Office.
- Local Agencies and Organizations Other agencies and organizations were identified as having an interest in the project through the public involvement process or for permit, approval, certification, or concurrence purposes. For example, an agency may have information on a particular resource within the project area that would be useful to the study team. Meetings with these agencies and organizations occurred to discuss topical information, but their overall role was minimal.

• Non-Participating Agencies and Organizations -Several agencies were invited to be Participating Agencies, but for various reasons declined. These agencies were still involved with the NEPA process by being on the project mailing list, were points of contact for data required for the NEPA document, and will be furnished copies, or portions of, the final NEPA document for review and comment as determined appropriate by the study team.

1.2 Environmental Collaboration Points (CP)

To reduce delay in the environmental review process, the following collaboration points were completed as part of the Resource Agency coordination plan.

- CP1 Agency Scoping Meeting
- CP 2 Draft NEPA Document
- CP 3 Final NEPA Document

The process for coordination associated with each collaboration point is summarized in Section 2.0 and 3.0 below. The collaboration points are provided as milestones and are not meant to take the place of other necessary NEPA and permitting requirements.

1.3 Other Opportunities for Agency Involvement

Beyond the collaboration points outlined herein, the I-229 NEPA document also includes other strategies for encouraging agency input and involvement.

- **Project Website** The study team maintained and updated a project website. In addition to containing project information, this site allowed stakeholders to sign-up to receive project update information.
- **Project Information Meetings** Agencies and stakeholders were invited to all public project meetings.

2.0 CP1 - Agency Scoping Meeting

The purpose of this collaboration point was to ensure that Participating Agencies had a meaningful opportunity to provide input on the study. Participating Agencies, Local Agencies, and Non-Participating Agencies were all invited to attend an agency scoping meeting on November 1, 2018, at 10:30am at the Remington Nature Center, 1502 MacArthur Drive, St. Joseph, MO. At the meeting, the study team provided an overview of the study process and key issues. There was time for the

I-229

The Project Scoping Meeting brought in experts from the various federal and state resource agencies, as well as members of various tribes, to discuss the project and solicit feedback on potential environmental resources of concern. An initial presentation (example slide below) was conducted and then comments received from the participants. Copies of the presentation and meeting minutes were then transmitted to all those in attendance and to those who were not there.

Threatened and Endangered Species

Scientific Name	Common Name	Federal Listing	State Listing		
Mammals					
Myotis septentrionalis	Northern Long-eared Bat	т	SE		
Myotis sodalis	Indiana Bat	E	SE		
Fish					
Scaphirhynchus albus	Pallid Sturgeon	E	SE		
T – Threatened; E – Endangered; SE – State Endangered					



1-229 MOVING FORWARD

agencies to provide input on key concerns regarding potential environmental or socioeconomic impacts. Following the meeting materials and notes were sent to agency representatives who are unable to attend. Alternatively, if Participating Agency members were unable to attend in person, they were able to attend via teleconference.

2.1 Resource Agencies

The following agencies were invited to coordinate on the I-229 EA with opportunities to provide comments throughout:

- City of St. Joseph, Missouri
- St. Joseph Area Transportation Study Organization (SJATSO)
- Federal Aviation Administration Central Region (FAA)
- Missouri Department of Conservation (MDC)
- Missouri Department of Natural Resources (MDNR)

- Missouri State Emergency Management Agency (SEMA)
- Missouri State Historic Preservation Office (SHPO)
- U.S. Army Corps of Engineers (USACE)
- U.S. Department of Homeland Security Federal Emergency Management Agency Region VII (FEMA)
- U.S. Coast Guard
- U.S. Department of Interior National Park Service (NPS)
- U.S. Fish and Wildlife Service (USFWS)

2.2 Agency Scoping Meeting Feedback

Specific feedback received during this meeting included:

• Hazardous Materials - Extensive discussion of known and/or potential hazardous materials locations. Specific properties of concern mentioned included the Sunshine Electronic Display Company on 5th



Street, the Seaman & Schuske Site, the Farmland Pesticide Site and the Advantage Metals Site.

- National Parks Discussion related to the Pony Express display under the bridge (potentially stolen), and the NPS Charrette related to improving connections with the Pony Express, railroad depot, the downtown, and the Riverfront.
- Cultural Resources Two archaeological sites (Pony Express stables and the ferry crossing/trading post) were discussed and inquiries made about potential interpretive signing.
- Missouri River Discussion of flooding along the Missouri River, 404 Regulations (river, tributaries, floodways, adjacent wetlands), Section 10 of the Rivers and Harbors Act, and 408 permitting requirements.

Agency attendees and detailed agency coordination meeting minutes are available in the Project Record.

3.0 FHWA Coordination

The Federal Highway Administration was an active participant in the I-229 Environmental Assessment and provided critical guidance throughout. In fact, representatives from FHWA participated in both the Technical Advisory Committee and sat-in, as schedules dictated, on the study team's bi-weekly check-in calls. Several additional meetings with FHWA are documented below.

3.1 Purpose and Need

In March of 2019, FHWA was provided a copy of the Purpose & Need (draft) and afforded the opportunity to comment. FHWA provided 21 comments on the document and then the study team followed with a teleconference to discuss their comments. Following that meeting, FHWA's comments were incorporated and the Purpose & Need was updated accordingly.

3.2 De-Designation of I-229

An initial meeting to discuss the process of de-designating an interstate highway was conducted on September 1, 2021. Several subsequent meetings also took place that provided further clarification. The discussion focused on the specific steps that must occur for the de-designation to occur, including:

- NEPA Requirements Since de-designation requires a Federal Action, the I-229 Environmental Assessment will require a discussion of the environmental impacts associated with the de-designation.
- Access Justification Report (AJR) Requirements

 Assuming MoDOT de-designates the entirety
 of I-229, then an AJR would not be required to be
 included with the Environmental Assessment.
- Logistics and Timing MoDOT needs to coordinate with FHWA on the specific timing of the de-designation request. The assumption is that a formal request would occur following the approval of the NEPA document.

3.3 Reasonable Alternatives

During the Reasonable Alternatives phase, the study team was having issues coming to terms with the City of St. Joseph and SJATSO on the results of the screening of Reasonable Alternatives and the plan for moving toward a recommended preferred alternative. A series of meetings were held with FHWA to discuss several related topics, including:

- Reasonable Screening Results A meeting was conducted on May 20, 2021 to present the Reasonable Alternative screening results and get feedback. Several comments related to safety at the 4th Street rail crossing, how the team displayed construction cost estimates, and how potential Section 4(f) impacts were received and incorporated into the screening process.
- SJATSO Buy-In Issues A second meeting with FHWA on the Reasonable Alternatives was conducted on December 17, 2021 specifically focused on SJATSO's recommendation for the preferred alternative that went through several hazardous waste properties. FHWA indicated that an agreement with SJATSO would be required to meet the fiscal requirements of getting the project on the TIP/STIP, that FHWA would be reluctant to take on the liability of those hazardous materials sites, that moving forward with the SJATSO alternative may trigger an EIS, and encouraged the team to continue to work with SJATSO on a compromise option.



Compromise Alternative - A final meeting on this topic was completed on May 12, 2022 where the study team presented FHWA with a compromise alternative, what eventually became Alternative D

 Existing Corridor, presented to the team by the Mayor and members of the City Council. FHWA agreed with the direction to move forward with this compromise alternative, to make sure that the alternative underwent the same scrutiny as all the other alternatives, and to be sure to provide the public with the opportunity to comment. If those conditions were met then FHWA would be supportive of including the new compromise alternative as a Reasonable Alternative.

4.0 Other Related Coordination

In addition to the initial Scoping Meeting, the study team participated in several other related coordination activities.

4.1 Tribal Coordination

The following tribes were asked if they would like to participate and consult in the study process.

- Iowa Tribe of Kansas and Nebraska
- Iowa Tribe of Oklahoma
- Kaw Indian Nation of Oklahoma
- Miami Tribe of Oklahoma
- Omaha Tribe of Nebraska and Iowa
- Osage Nation
- Otoe-Missouri Tribe of Indians in Oklahoma
- Pawnee Nation of Oklahoma
- Ponca Tribe of Nebraska
- Ponca Tribe of Oklahoma
- Sac and Fox Nation of Missouri in Kansas and Nebraska
- Sac and Fox Nation of Oklahoma
- Sac and Fox Nation of the Mississippi in Iowa

None of the tribes agreed to formally participate, but Lance Foster, Vice Chair at the Iowa Tribe of Kansas and Nebraska, indicated that they should be informed if any ancestral artifacts are discovered during construction. In addition Mr. Foster attended a number Section 106 coordination meetings (Refer to Section 4.3).

4.2 MDNR Hazardous Materials Meeting

On April 23, 2019, the study team met with members of MDNR to discuss the potential impacts to several hazardous materials properties within the Study Area. Staff from MDNR provided the following information:

- WireCo The WireCo site is a Voluntary Cleanup Program (VCP) site that is not that contaminated with petroleum hydrocarbons from a service station formerly on the northeast corner of the property and an old heating oil tank. The site is still under investigation.
- Advantage Metals The Advantage Metals Recycling, Inc. site has a small portion of the property with a soil cap covering an area where elevated arsenic and lead levels were detected; the site has an environmental covenant plan, is a VCP site where they are almost finished addressing all of the identified issues; the capped area would be the only real area of concern and would appear to be a low to medium priority for avoidance.
- Artesian Ice & Cold Storage Plant The Artesian Ice & Cold Storage Plant site has an area under the existing parking lot with slightly elevated levels of lead and arsenic. The parking lot serves as a cap. If the site were disturbed a soil management plan would have to be submitted to the MDNR.
- St. Joseph FMGP #3 The St. Joseph FMGP #3 site has a restrictive covenant, and if excavation were conducted on the site tar, and other semi-volatile tar-like compounds would likely be encountered. MDNR recommended the site should be avoided.
- HPI The three HPI sites are being managed by the USEPA because the hazardous material concerns at the properties are under criminal investigation. MDNR's understanding is that most of the drums and chemicals once stored at these facilities have been removed.
- Farmland Industries The Farmland Industries Old Insecticide Pit site has an 18-inch clay cap and any alternatives that put soil on top of the cap or even



the use of surface piles might be acceptable as long as none of the soils underlying the cap are brought to the surface. Once soils are brought to the surface they are automatically considered hazardous waste and must be disposed of in accordance with hazardous waste regulations at a hazardous waste landfill. The contamination appears to be more concentrated in certain areas of the property. MoDOT under the right engineering scenario would have to agree to an environmental covenant that they would maintain the cap. In addition, MoDOT would need to coordinate with USEPA project manager Laura Price. There are no monitoring wells. The site will soon require only annual monitoring.

- Underground Tanks MDNR staff stated that all of the underground petroleum storage tanks within the Study Area have been closed, but there may be some unknown sites that could be encountered during construction. The MDNR does not have tank closure reports but they can be obtained through the Sunshine Law.
- MoDOT Commitments MoDOT explained that one of the environmental commitments that will be in the NEPA document is that if regulated solid or hazardous wastes are found during construction activities, the construction inspector shall direct the contractor to cease work at the suspect site. The construction inspector shall contact the appropriate MoDOT environmental specialist to discuss options for remediation. The MoDOT environmental specialist, the construction office, and the contractor shall develop a plan for sampling, remediation, and continuation of project construction. Independent consulting, analytical, and remediation services shall be contracted, if necessary. The MDNR and USEPA shall be contacted for coordination and approval of required activities.

4.3 Section 106 Coordination

Detailed results of the cultural resources investigations, including summaries of the Section 106 Consultation, have been provided in separate cultural resource reports. A short summary of those meetings has been provided here.

- Trails Committee of St. Joseph The study team met with the Trails Committee on July 18, 2019 to update the committee on the I-229 Environmental Assessment and to solicit feedback that would be beneficial to the cultural resources investigation. The team discussed the Section 106 consultation process and encouraged the group to participate.
- Consultation Meeting #1 An initial consultation meeting was held on October 9, 2019. The intent of this meeting was to discuss the I-229 project and the role the group would have related to the Section 106 process. The discussion focused on the National Parks Service Plans for some historical improvements related to the Pony Express, potential impacts to historic trails, and the potential for significant archaeological sites along the Riverfront.
- Consultation Meeting #2 A second consultation meeting was held on December 3, 2019. The discussion focused on the Area of Potential Effect and the preliminary results of the architectural survey. Discussion from the group focused on potential removal of the existing brick pavers on Main Street, the desire to assess the air and noise pollution impacts on historic properties, and the historic district on the north side of the Study Area.
- Consultation Meeting #3 A third consultation meeting was held on June 22, 2021 to brainstorm ideas for potential mitigation depending on the recommended preferred alternative. Ideas were discussed and priorities established.
- Consultation Meeting #4 A final consultation meeting is planned for late 2022 or early 2023 to discuss the results of the Section 106 process and to finalize the development of the Programmatic Agreement. This section will be updated following the conclusion of that meeting.

The next two concurrence points, CP 2 and CP 3 have not occurred yet and these sections will be updated following the completion of the NEPA document.

5.0 CP 2 - NEPA Document

Upon completion of the NEPA document, the study team will determine which agencies, if any, will be given the opportunity to review and comment. Those agen-



cies not provided with an official copy of the document may be provided a status meeting. The status meeting can serve as a check-in with the agencies to explain the status of the document and to address issues specific to their areas of interest and responsibility. Alternatively, agencies may be provided with sections of documents, technical reports, or modeling results to review and provide comments. It is at the discretion of the study team to decide what and how information is disseminated for review and comment.

The study team, and the appropriate Participating Agencies, if any, will be given a 30-day period from receipt of the NEPA document to review and provide a response. At the end of the 30-day review period, Mo-DOT will receive comments from the Lead Agency with a statement of support or statement of non-support. If determined appropriate by the study team, comments may also be provided from the Participating Agencies. MoDOT assumes that those agencies from whom it has not heard from at the end of the 30-day period have no comments that need further consideration.

The output of CP 2 will be concurrence from the study team and Participating Agencies on:

- The adequacy of the NEPA document
- Specification as to whether additional information is needed to fulfill other applicable environmental reviews or consultation requirements.
- Specification on any additional information needed to comment adequately on the NEPA document analysis of site-specific effects associated with the granting or approving by the agency of necessary permits, licenses, or entitlements.

Based on FHWA's approval of the NEPA document for circulation, a public hearing will be conducted during the 45-day review in accordance with NEPA requirements and requirements in the MoDOT's EPG.

6.0 CP 3 - Final NEPA Document

Based on the output of CP 2 and the comments received from the public hearing on the NEPA document, the study team will prepare a Final NEPA document. This document will be circulated to the Participating Agencies for their review and comment. Based on Lead Agency's approval, the Final NEPA document will be made available for public and agency review for a minimum of 30 days. This period is the last period during which comments on the environmental evaluation process will be received from the public and agencies. Upon addressing the comments received in the comment period, the Final NEPA document will be forwarded by the study team to the Lead Agency with a request for a decision document.





Technical Memorandum 13

Section 4(f)/6(f)

There are three parks within the maintained parks system of St. Joseph that are located within the Study Area (**Figure 1**). These three parks include Huston Wyeth Park, Coleman Hawkins Park/Felix Street Square, and Riverfront Park.

- Huston Wyeth Park Huston Wyeth Park is located at the northwest edge of the Study Area along McArthur Drive. The portion of the park that borders the Study Area does not contain any facilities. This park should not be impacted by the Build Alternative but could potentially be impacted by one of the potential enhancement options. See Chapter 2
 Section 2.4 of the Environmental Assessment for additional details.
- Coleman Hawkins Park/Felix Street Square This park occupies three corners of the block along Felix Street between 7th and 8th Streets. The park contains a gazebo and is utilized for local concerts and community festivals. This park will not be affected by the Build Alternative.
 - Riverfront Park While not currently a maintained park, the 2022 "St. Joseph Comprehensive Plan" and the "St. Joseph Riverfront Master Plan" both show a future park along the riverfront from the Nature Center to the parking area and old riverboat landing area adjacent to I-229. That proposed park, referred to as Riverfront Park, currently includes the Riverfront Trail, the trailhead shelter at the southern end of the Riverwalk Trail, as well as unmaintained segments associated with the old riverboat land-ing, including the landing area, interpretive signing, lighting (removed), park benches, and remnants of the walking path. The Riverfront Masterplan identi-fi es a plan to improve this section as detailed in **Tech** Memo 11 | Riverfront Development. This proposed park would be impacted by the Build Alternative.

1.0 Section 4(f) Resources

Section 4(f) of the USDOT Act of 1966 was designed to preserve the natural beauty of the countryside, public park and recreation lands, wildlife and waterfowl refuges, and historic sites. A Section 4(f) eligible property must be publicly owned, except for historic sites, which could be either public or privately owned. Federally funded DOT actions cannot impact Section 4(f) properties unless there is no feasible and prudent alternative. Both the Huston Wyeth Park and the proposed Riverfront Park would be considered Section 4(f) resources and, therefore, any impacts to those parks require a Section 4(f) Statement unless determined to be "de minimis".

1.1 Section 4(f) Impacts of Reasonable Alternatives

The No-Build and Build Alternative would have the following impacts to Section 4(f) resources:

- No-Build Alternative The No-Build Alternative would not affect any Section 4(f) resources.
- Alt A Main Street Corridor The Main Street Corridor Alternative would not affect any Section 4(f) resources.
- Alt B 2nd Street Corridor The 2nd Street Corridor Alternative would not affect any Section 4(f) resources.
- Alt C Railroad Tracks East Corridor The Railroad Tracks East Corridor Alternative would not affect any Section 4(f) resources.
- Alt D Existing Corridor The Existing Corridor is expected to require the acquisition/use of the proposed Riverfront Park (Figure 2) and could potentially result in impacting the southern end of Huston Wyeth Park (Figure 3).



Figure 1 Existing and Proposed Parks

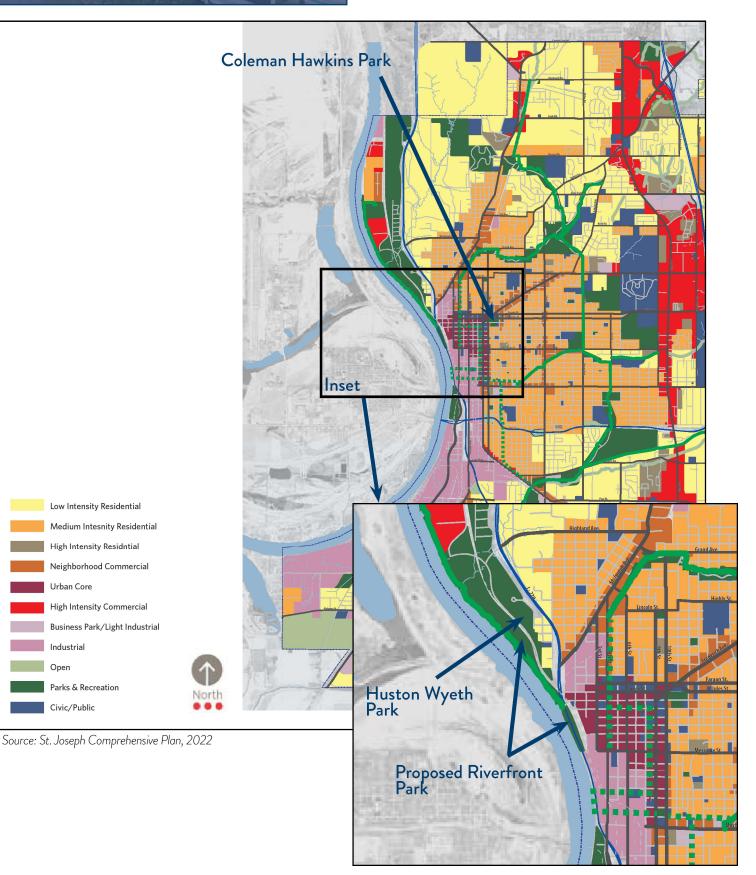




Figure 2 **Riverfront Park**

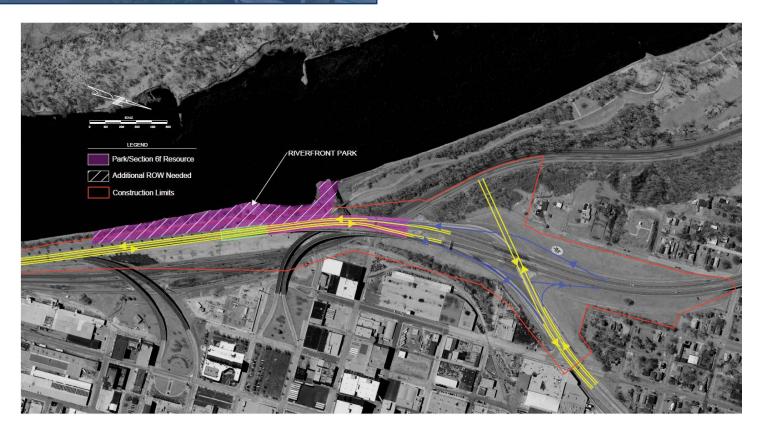


Figure 3 Huston Wyeth Park



I-229 Environmental Assessment | Technical Memoranda



1.2 Section 4(f) De Minimis Use

Under Section 4(f), the Riverfront Park and Huston Wyeth Park are Section 4(f) resources and will be impacted by the project. Approximately 3.4 acres of new right-of-way is needed in the narrow strip of Riverfront Park and 2.4 acres of new right-of-way is needed at the very southern tip of Huston Wyeth Park. A "**Determination of Section 4(f) De Minimis Use**" document has been developed justifying the De Minimis recommendation and will be provided upon request. The justification for a de minimis determination includes:

- Riverside Park has not functioned as a park since the Riverboat Casino moved upstream. Most of the park amenities (benches, lighting, rest room, etc.) have fallen into a state of disrepair or have been removed. In addition the southern portion of Huston Wyeth Park does not currently function as a park and does not contain any recreational activities.
- The City of St. Joseph, the official with jurisdiction, has determined that impacts to these facilities are de minimis in that the proposed construction and completed project will not adversely impact the activities, features, and attributes that qualify it for protection under Section 4(f). Two letters to that affect have been provided from John Josendale, the mayor of St. Joseph, MO (Figures 4 & 5).
- Mitigation will occur in the form of replacement park property of +/- 7.85 acres at Karnes Road. The plans for this new park would include recreational activites and function like a park. This property is discussed further in **Section 2.3**.
- The remainder of both Riverside Park and Huston Wyeth Park (totally over 700 acres) remain intact and will continue to function as a park, especially with planned riverfront improvements be completed by the city.

2.0 Section 6(f)

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

2.1 Section 6(f) Impacts of Reasonable Alternatives

In 1987, the City of St. Joseph received LWCF for the development of +/- 5 acres of land located in the central portion of the city at Roubidoux Landing in the amount of \$51,200. The development was to include a trail, restroom, park benches, and utilities. In 1989, the City of St. Joseph received additional funding for the same project going from \$51,200 to \$54,000. The project boundary map from the Section 6(f) agreement has been provided in **Figure 6**.

The current status of the park is that the utilities have all been disconnected due to disrepair, theft, and vandalism. The restroom building has been demolished. The trail and park benches are still in place in some areas but are also in a state of disrepair or have been the subject of theft or vandalism.

The No-Build and Build Alternative would have the following impacts to Section 6(f) resources:

- No-Build Alternative The No-Build Alternative would not affect any Section 6(f) resources.
- Alt A Main Street Corridor The Main Street Corridor Alternative would not affect any Section 6(f) resources.
- Alt B 2nd Street Corridor The 2nd Street Corridor Alternative would not affect any Section 6(f) resources.
- Alt C Railroad Tracks East Corridor The Railroad Tracks East Corridor Alternative would not affect any Section 6(f) resources.
- Alt D Existing Corridor The Existing Corridor is expected to require the acquisition/use of the proposed Riverfront Park. The project will remove 3.4 acres of park property from public outdoor use constituting a Section 6(f) conversion.

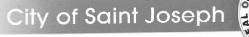
2.2 Coordination with the National Park Service

MoDOT and the City of St. Joseph are currently working with the Missouri Department of Natural Resourc-





Letter from City of St. Joseph in Support of Impacts to City Park Property - January 2024





Office of the Mayor

St. Joseph, MO 64501-2346 . Phone: 816.271.4640

1100 Frederick Avenue • City Hall, Room 309

January 25, 2024

Mr. Marty Liles, P.E. Missouri Department of Transportation – NW District 3602 N. Belt Hwy. St. Joseph, MO 64506

Subject: St. Joseph Riverfront Master Plan and Robidoux Landing

Re: I-229 Double-Decker Bridge Project – US 36 to US 59 MoDOT Project No. J113053

Dear Mr. Liles:

As you are aware, we support removing the existing I-229 double-decker bridge and replacing it with a comparable alternative. This is a community priority. We are in support of Alternative D, which follows the existing alignment at-grade, as the best option.

We acknowledge that a portion of the riverfront area depicted in our updated Master Plan as parkland, the southern portion of Wyeth Hill Park, and the southern portion of the Riverfront Master Plan would all be impacted as depicted in the attached figures.

These impacts raise several issues, the first of which is the City's priorities in terms of the Riverfront Master Plan. The recommendations in the final plan, supported by members of the community and city staff, prioritized riverfront improvements north of the I-229 Study Area, near the casino and Remington Nature Preserve.

The proposed improvements in Segment E - Robidoux Landing do have some support from stakeholders in the community and there is a desire to move forward with some of the improvements where they can be incorporated. However, many in the community recognize that the at-grade rail crossing will be a permanent obstacle to the completion of the full scope of the proposed elements. While recognizing that the full scope cannot be completed, the City will continue to remain committed to the elements spelled out for Segment E (i.e. Trail Center, Urban Plaza, Spray Plaza, Destination Playground, Urban Beach, Renovated Parking, Pedestrian Bridge Over Rail, Pedestrian Bridge Across River) to determine whether any can still be incorporated or potentially shifted to other segments. As such, the City will continue to collaborate with MoDOT and seek to have input through the design-build process with the goal of ensuring the final design accommodates the future development of those elements to the extent reasonably possible.

The riverfront is not being utilized as a common park since the relocation of the casino to its current location. The current status of the park is that the utilities have all been disconnected due to disrepair, theft, and vandalism. A former restroom building has been demolished. The trail and park benches are still in place in some areas, but some are aged, and some have been the subject of theft or vandalism.

Based on the information discussed above, the improvements in the Study Area (Segment E – Roubidoux Landing) have been deemphasized from the list of priorities for the Riverfront Master Plan and the community will suffer no detriment if this property is no longer identified as park/parkway in future land use plans.



Figure 4 (Continued)

Letter from City of St. Joseph in Support of Impacts to City Park Property - January 2024

We understand that due to the use of federal funds, the proposed transportation project is subject to the requirements of Section 4(f) of the Department of Transportation Act of 1966, which affords protection to publicly owned parks, recreation areas, and wildlife and waterfowl refuges. As a result, another purpose of this correspondence is to document that the Official with Jurisdiction concurs with the listed measures to minimize harm and the assessment of impacts.

The following measures to minimize harm will be incorporated into the plans as plan notes and as environmental commitments in the environmental document:

- Approximately 7.85 acres of land near the intersections of Karnes Road/Northwest Parkway and St. Joseph Avenue will be dedicated for park use. The land is currently owned by the City, but it was purchased to accommodate a stormwater project and has never been dedicated as parks land or opened to the public for use as a park; however, the property is adjacent to existing recreational facilities and will enhance the City's parks system upon dedication.
- Access to the riverfront will be maintained by MoDOT during operating hours during construction activities.
- Temporary construction fencing will be installed by MoDOT along the construction limits prior to the start of construction activities to protect the existing 4(f) property and the public.
- Appropriate signage will be installed by MoDOT to alert users of short-term access restrictions or closures and to direct users to secondary access points.
- Except as necessary to facilitate construction activities, the staging and/or storage of construction equipment will not be allowed by MoDOT to take place outside the proposed construction limits that are within the defined boundaries of the 4(f) property.
- MoDOT's contractor will be required to closely coordinate the construction schedule with MoDOT and the City.

In accordance with 23 CFR 774, I believe the proposed project will have a de minimis impact upon the Riverfront and Wyeth Hill Park, based upon the following assessment:

- All possible planning to minimize harm has been incorporated into project development.
- The nature and magnitude of changes to the riverfront and Wyeth Hill Park by the I-229 project will not adversely affect the recreational activities, features, or attributes that qualified the property for 4(f) protection.
- Proposed measures to minimize harm and resulting mitigation regarding protecting the 4(f) property and maintaining access and safety, are considered to be reasonable and acceptable.

Based on the scope of the proposed project and type of work, there will be no adverse effects to the protected recreational activities, features or attributes associated with the riverfront or Wyeth Hill Park.

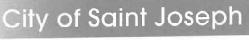
Respectfully,

n Josendale



Figure 5

Letter from City of St. Joseph in Support of Impacts to City Park Property - December 2023





Office of the Mayor

St. Joseph, MO 64501-2346 • Phone: 816.271.4640

1100 Frederick Avenue • City Hall, Room 309

December 27, 2022

Mr. Martin Liles, PE District Engineer Missouri Department of Transportation Northwest District 3602 North Belt Hwy. St. Joseph, MO 64506-1399

Subject: St. Joseph Riverfront Master Plan

Re: I-229 Double-Decker Bridge Project – US 36 to US 59 MoDOT Project No. J1I3053

Dear Mr. Liles:

As you have explained, MoDOT is conducting an Environmental Assessment (EA) on the I-229 Double-Decker Bridge for the following reasons:

- The bridge is nearing the end of its expected life: the expected lifespan of the bridge is 50 years. The bridge is currently 40 years old.
- The bridge is rated in poor condition: despite ongoing maintenance, the bridge continues to deteriorate and is rated in poor condition the equivalent to a C- grade.
- Current structural problems on the bridge will be difficult and costly to repair: if the bridge was
 rehabilitated, it would either need a second rehabilitation or a complete replacement in
 approximately 25 years with an estimated cost around \$200 million.

Therefore, removing the existing double-decker bridge and replacing it with a comparable alternative has become a community priority. Several alternatives have been analyzed and when I took office, I made it a priority to arrive at a solution that both the City of St. Joseph and MoDOT could support. I believe an alternative (Alternative D – Existing Corridor) that follows the existing alignment at-grade as much as possible is that solution.

We also understand that this alternative would impact the southern portion of the Riverfront Master Plan, referred to in that plan as Segment E – Robidoux Landing. While some members of our community would support the improvements noted in this segment of the Riverfront Master Plan, past discussion of the topic by the City Council indicates the City Council does not prioritize those potential improvements over the effectiveness "Alternative D – Existing Corridor" offers in enabling the north-south flow of traffic, based on the following:



Figure 5 (Continued)

Letter from City of St. Joseph in Support of Impacts to City Park Property - December 2023

- The recommendations in the final plan, supported by members of the community and city staff, prioritized riverfront improvements north of the I-229 Study Area, near St. Jo Frontier Casino and Remington Nature Center, over those proposed improvements within the Robidoux Landing area.
- Improvements at Robidoux Landing have been given the lowest priority because of the limited land available for development, accessibility and safety issues with the current at-grade railroad crossing, lack of funding, and limited ability to connect with downtown improvements.
- As previously referenced, the proposed improvements in Segment E Robidoux Landing do have some support from various stakeholders in the community and there is a desire to move forward with some of these improvements. However, others in the community, including myself and, based on public discussion, a supermajority of City Council members, believe the at-grade rail crossing will be a permanent impediment to those plans. Placing a higher value on the potential negative impact on Segment E improvements over other community goals related to downtown revitalization and the efficient movement of freight would not align with our goals.

In the interest of keeping the I-229 project moving forward, the intent of this letter is to confirm previous conversations that place Segment E of the Riverfront Master Plan as a lower priority for the City in comparison to transportation improvements that will be served by Alternative D – Existing Corridor. If you have any questions and/or concerns, please feel free to contact me at jjosendale@stjosephmo.gov or at (816) 271-4640.

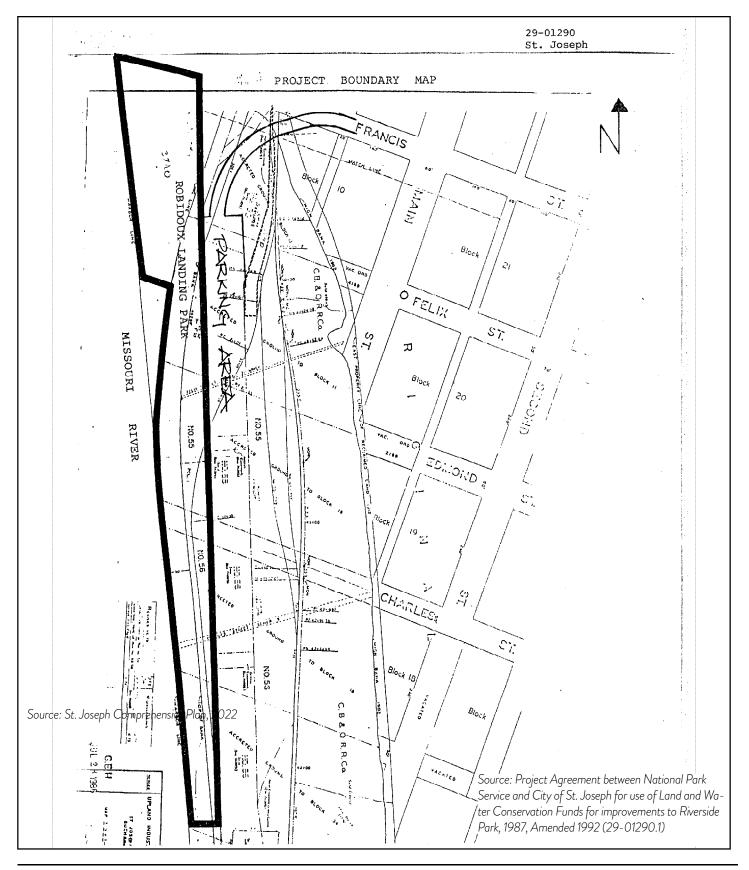
Respectfully,

Mayor



Figure 6

Project Boundary Map from Section 6(f) Agreement with National Park Service





es (MDNR), Division of State Parks to complete the Section 6(f) process. As the Section 6(f) process is not yet complete at the time of this EA submittal, Dawn Frederickson, Section Chief of the Grants Management Section for State Parks, issued a letter (**Figure 7**) to accompany the EA, as assurance that St. Joseph and MoDOT are currently coordinating with State Parks in the Section 6(f) process.

2.3 MoDOT Commitment

MoDOT will enter into an agreement with the National Park Service to mitigate the impacts to this Section 6(f) resource. Per that agreement, MoDOT, in coordination with the City of St. Joseph, has agreed to unencumber the existing Riverside Park and to encumber a new proposed park at the corner of St. Joseph Avenue and Northwest Parkway in northern St. Joseph across from Krug Park. Additional details of that agreement include:

- MoDOT has paid for and received the required appraisal, per National Park Service requirements, of the existing Riverfront Park (appraisal available upon request).
- The City of St. Joseph has agreed to transfer the "encumbrance" from Riverfront Park to the proposed new park (Figure 8). The proposed replacement property is located at Karnes Road near the intersection of St. Joseph Avenue and Northwest Parkway. The property is adjacent to the Northside Recreational Complex, which includes a playground,

water feature, basketball courts, one baseball/softball field, two bantam football fields, two horseshoe courts, a handball court, and a shelter house. Krug Park is located across St. Joseph Avenue. The proposed replacement property is +/- 7.85 acres and is anticipated to include disc golf.

- MoDOT has agreed, sometime prior to construction, to complete the required appraisal, per National Park Service requirements, for the new replacement park.
- MoDOT has also agreed to ensure that the new park has a "recreational value" per Section 6(f) requirements.
- The City of St. Joseph and MoDOT will ensure that all steps outlined in the attached Section 6(f) Conversion process list (Figure 9) are complete prior to seeking federal authorization and will submit all related documentation to FHWA.
- MoDOT also agrees to comply with any additional requirements, not specifically mentioned here, spelled out in the agreement with National Park Service.
- MoDOT has received a letter from the Missouri Department of Natural Resources indicating agreement with the proposed plan of action.

There are no other Section 6(f) resources in the vicinity of the project area.



Figure 7 Letter from Missouri Department of Natural Resources

MISSOURI STATE PARKS

November 8, 2023

Matthew Burcham Senior Environmental Specialist Missouri Department of Transportation PO Box 270 Jefferson City, MO 65102

RE: St. Joseph I-229 Double-Decker Bridge Environmental Assessment

Dear Mr. Burcham,

On behalf of the Missouri Department of Natural Resources, Division of State Parks, I am writing concerning the proposal to replace the St. Joseph I-229 double-decker bridge with an atgrade road. The proposal would have an impact on Robidoux Landing Park, encompassing the entire footprint of the roughly 3-acre park. Because Robidoux Landing Park (LWCF project #29-01290) is protected under Section 6(f)(3) of the Land and Water Conservation Fund Act (LWCF), removal of the park property from public outdoor recreation will require a conversion of use.

The Missouri Department of Transportation and the St. Joseph Parks and Recreation Department have been in discussions with the division's Grants Management Section (GMS) staff about the conversion process. Additionally, GMS staff has engaged in preliminary consultation with the National Park Service (NPS) on behalf of the City of St. Joseph, and will submit the final conversion packet to the NPS upon completion. It is our understanding that St. Joseph Parks and Recreation Department has identified a potential replacement parcel owned by another City department and is in the process of determining acquisition feasibility.

As indicated in email correspondence, this letter will be submitted to the Federal Highway Administration as part of the EA documentation required for the NEPA review. Please don't hesitate to contact me if you need additional information. I can be reached at 573-522-0571 or dawn.scott@dnr.mo.gov.

Sincerely, MISSOURI STATE PARKS

Jun Set

Dawn Scott, Program Director Grants, Recreation & Interpretation Program



Figure 8 Section 6(f) Proposed Parkland Replacement Property

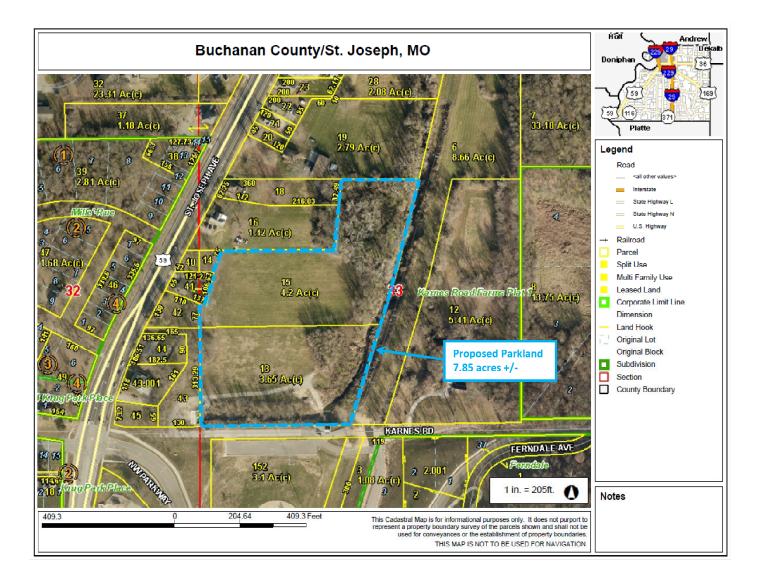




Figure 9 Section 6(f) Conversion Process

A portion of Roubidoux Landing, in the city of St. Joseph, is protected under Section 6(f)(3) of the Land and Water Conservation Fund Act (LWCF) (**Project #29-01290.1**) and will be impacted by the I-229 Double Decker Bridge. The project will require a conversion of the LWCF assisted property. As a result of the conversion, replacement property must be acquired. The City of St. Joseph, Missouri and the Missouri Department of Transportation (Mo-DOT) are coordinating with Missouri Parks and Recreation Department to acquire replacement property for conversion of the Section 6(f) resource.

Following are the steps required in the Section 6(f) conversion process for this project.

- Step 1 Step 3 regard the process for obtaining National Park Service (NPS) concurrence on the acceptability of the proposed replacement property:
 - The City of St. Joseph, MoDOT, DNR State Parks (serving as the State liaison), and National Park Service (NPS) must agree on the existing 6(f)(3) property boundary and the amount of property that will be impacted. A critical first step is for the State and NPS to agree on the size of the Section 6(f) park land impacted by any non-recreation, non-public use, especially prior to any appraisal activity. Any previous LWCF project agreements and actions must be identified and understood to determine the actual Section 6(f) boundary.
 - **a.** St. Joseph must provide a current boundary map of the entire Riverfront Park area protected under Section 6(f).
 - b. St. Joseph must provide a site-specific map showing the extent of the proposed conversion in acres.
 - c. St. Joseph must provide a description of impacts that the converted portion of the property will have on the remaining 6(f)(3) property.
 - d. DNR State Parks will conduct preliminary consultation with NPS, informing them of the conversion request and sharing the maps provided by St. Joseph. NPS will review its files to confirm whether St. Joseph's boundary of the 6(f) property is accurate and to determine whether it concurs with St. Joseph's definition of the extent of impacts to the property.
 - 2. St. Joseph and MoDOT must obtain concurrence from NPS on the proposed replacement property prior to conducting any appraisals on this property. The acceptability of the proposed replacement parkland must be explored prior to State/local sponsor expenditure of resources on appraisals and on the required environmental review process to be undertaken in accordance with NEPA.
 - **a.** St. Joseph must provide a map of the proposed replacement property and a justification as to why the property/area is being proposed as the replacement property.
 - **b.** NPS will use the following criteria to complete a preliminary evaluation of the proposed replacement property:
 - i. The property proposed for replacement is of reasonably equivalent usefulness and location as that being converted. This is determined by evaluating the proposed conversion in order to determine what recreation needs are being fulfilled by the facilities which exist and the types of outdoor recreation resources and opportunities available. The property being proposed for substitution is then evaluated in a similar manner to determine if it will meet recreation needs that are at least like in magnitude and impact to the user community as the converted site.
 - ii. The replacement property must constitute, or be part of, or have the potential to be a viable recreation area.



Figure 9 (Continued) Section 6(f) Conversion Process

3. Once NPS issues its concurrence on the acceptability of the proposed replacement property, an appraisal and review appraisal may be conducted on both the 6(f)(3) property and the proposed replacement property to determine the fair market value of each.

• Step 4 – Step 8 regard obtaining NPS approval of the conversion of the 6(f)(3) property:

- 4. In addition to the documentation generated from the above processes, St. Joseph must complete the Proposal Description and Environmental Screening Form (PD/ESF), and submit this formal request to DNR State Parks.
- 5. DNR State Parks will then submit the proposal to NPS for review and approval of the conversion of the 6(f)(3) property.
- 6. Once NPS has issued approval of the conversion, DNR will notify St. Joseph who will then notify MoDOT and FHWA.
- 7. St. Joseph will immediately acquire the replacement property and develop the property according to the replacement proposal timetable that will be established.
- 8. Should development of the replacement property be delayed beyond three years from the date of the NPS conversion approval, then a request for delayed development beyond three years with a justification for the delay will be made to the NPS.
- 9. As it becomes available, all documentation related to the conversion of the LWCF assisted property and the acquisition of the replacement property will be submitted to FHWA and MoDOT.
- 10. All commitments regarding 6(f) property must be completed prior to seeking federal authorization.



Determination of Section 4(f) *De Minimis* Use Public Parks, Recreation Areas, Wildlife/Waterfowl Refuges July 2021 Version

This form is completed if project impacts will not adversely affect the features, attributes, or activities qualifying the property for protection under Section 4(f) [§774.17].						
COUNTY: Buchanan		ROUTE: I-229		MODOT or L	PA Job#: J1I3053	
NAME OF PROJECT: I-229	NAME OF PROJECT: I-229 Environmental Assessment					
SPONSOR (If an LPA projec	ct):					
NAME OF SECTION 4(f) RE	ESOURC	E: Huston Wyeth F	Park			
I. NEPA CLASSIFICATION	I					
EIS			CI	E2	PCE	
*NEPA will not be approved price FHWA for approved concurrent			aluations. Se	ection 4(f) evalu	ations should be submitted to	
PROJECT DESCRIPTION	N					
Describe all proposed action would affect the features the second						
Interstate 229 (I-229) begins at I-29 near Amazonia, Missouri, then travels south through St. Joseph, Missouri where it intersects with US Route 59 and US Route 36 and then turns east to intersect with I-29 again on the south end of St. Joseph. A portion of I-229, commonly referred to as the I-229 "double-decker" bridge, carries northbound traffic on its top deck and southbound traffic on the bottom deck along the Missouri River and the west side of the St. Joseph Central Business District (Downtown). I-229 was originally built to serve the stockyards district on the south side of downtown St. Joseph and to provide local access into the downtown. The facility is currently constrained by the Missouri River, the BNSF railroad, and the downtown. A Study Area map has been provided in Attachment A - Figure 1 .						
Constructed from 1976 to 1985, the I-229 bridge needs to be rehabilitated. A complete rehabilitation of the bridg will be needed in the next five to ten years at an estimated cost of \$50 million (\$2020). The Missouri Departmen of Transportation (MoDOT) has indicated that the annual maintenance needs and associated repair costs have increased in recent years and, assuming a major rehabilitation is not completed, the annual expenditures will continue to increase. In addition, without the rehabilitation, the continued viability of the structure will be put at risk, including the likelihood of either a full or partial closure of the facility.						
The St. Joseph Area 2045 Metropolitan Transportation Plan (MTP) identifies the need to further evaluate the long-term options for either rehabilitation or replacement of the I-229 bridge. The MTP does not make a recommendation in terms of reconstructing/repairing "as is" or replacing. The MTP does recognize I-229 as an important connection to downtown St. Joseph and emphasizes the need to evaluate any impact to downtown access.						

Because of the cost and nature of the long-term rehabilitation being considered for the I-229 bridge, there is an opportunity for re-envisioning the role of the existing facility. The goals and desired outcomes of the local stakeholders have helped to shape the outcome for the I-229 corridor and the role it plays in the future of St. Joseph.

The study team used a three-tiered process to identify a recommended preferred alternative. The first tier identified over 20 initial alternatives in 2018 based on the project purpose and need, stakeholder and public input as well as engineering and environmental factors from a desktop level. The initial alternatives were further screened using the project purpose and need, additional stakeholder and public input, and more detailed engineering and environmental factors from field studies as well as additional analysis/calculations to arrive at a set of Reasonable Alternatives. A great deal of time was then spent in discussions regarding the Reasonable Alternatives with the City of St. Joseph and the MPO and resulted in the addition of a new Reasonable Alternative at the City and MPO's request that had a number of hazardous materials and historic property impacts. In the Spring of 2022, a new mayor and several new city council members were elected by the citizens of St. Joseph. In addition, several city staff including the Director of Public Works and City Engineer were replaced with new staff. The City and MPO then proposed a new alternative generally following the existing alignment mostly at grade that was evaluated as both prudent and feasible by MoDOT. As a result, this alternative has been identified as the recommended preferred alternative. The alternative is identified in **Attachment A - Figure 2** and would impact portions of Huston Wyeth Park.

FHWA and MoDOT are considering using the Design-Build process, rather than the more traditional Design-Bid-Build process, to design and construction the I-229 Recommended Preferred Alternative. With that understandir and assuming MoDOT decides to do a Design-Build procurement, the recommendation for this project includes working with the community through the Technical Advisory Committee to help establish overall project goals for the contracting teams. From previous conversations with this group, there are already several potential goals the could be incorporated, including:

- Pedestrian/Trail Accommodations Options to improve pedestrian/bicycle connectivity to the existing Riverwalk trail between the Nature Center to the north and downtown on the south, including potential extension of the trail network south toward US Route 36.
- Downtown Access Options to improve access to downtown St. Joseph. Several options have been explored including better access to 6th Street on the south; improved access at 4th Street including a potential grade separation at the railroad tracks; access across the railroad tracks at Charles/Edmonds Streets and/or at Felix/Francis Streets; intersection improvements along US Route 59 at Main Street and/or 3rd/4th Streets; or even extending US Route 59 west of I-229 to McArthur Drive. All of these alternatives have been investigated and would not result in additional environmental impacts but would need to be further evaluated prior to or during the Design-Build procurement process.
- Construction Staging and Maintenance of Traffic The community has expressed their concern, regardless of which alternative was chosen, regarding the potential impacts to the community and travelling public during construction. The recommendation was to work with the contractor team to minimize the total duration of construction, phase construct as applicable, and to communicate openly with the public about the timing and duration of any closure.
- Aesthetic Considerations Work with the City and/or MPO to identify potential aesthetic improvements, potential cost-sharing opportunities, etc.
- Engineering Considerations Identify opportunities for cost savings with innovative engineering considerations.

II. SECTION 4(f) PROPERTY ACQUISITION			
Provide the acreage and purpose of all property acquisitions needed from the Section 4(f) property.		N/A Does not require acquisition from any Section 4(f) property.	
Acquisition Type Acres Purpose			

New Right of Way:	2.4 Acres	The acreage will be acquired from Huston Wyeth Park to provide new right of way for the recommended preferred alternative.
Permanent Easements:		
Temporary Easements:		

III. SECTION 4(f) PROPERTY

Describe the Section 4(f) property including the property boundary and the specific features that qualify the property for protection under Section 4(f). (23CFR§774.11 and 23CFR§774.17) If there is a management plan it may be necessary to refer to it in order to obtain the property boundary and features. <u>Attach</u> a location map and if needed, photographs to further depict property characteristics and conditions.

The Section 4(f) resource that would be impacted by the recommended preferred alternative: **Huston Wyeth Park/Wyeth Hill** is a 33-acre park on the bluffs along the Missouri River at the northern end of the study area. Refer to **Attachment A - Figure 3** for a depiction of the Huston Wyeth Park boundaries along with the portion impacted by the recommended preferred alternative.

Describe the current function of the Section 4(f) property or area that would be used in the project.

Huston Wyeth Park - Huston Wyeth Park is equipped with shelters, picnic tables, open playfields, restrooms, and a scenic overlook. New in 2022, a mountain biking and hiking trail circles the hill to connect to the River Bluff Trails Park to the north over a pedestrian bridge. The section of Huston Wyeth Park potentially impacted by the recommended preferred alternative does not contain any recreational activities/amenities.

If there are other Section 4(f) properties used by the project, provide the names, briefly describe the impacts, and the Section 4(f) determinations.

Riverfront Park Park

Riverfront Park - Several existing amenities and community attractions lie within Riverfront Park mostly north of the project limits and won't be affected by the recommended preferred alternative. The downtown riverfront portion that falls within the I-229 study area, and which received Land and Water Conservation Funds (LWCF) in 1989, has fallen into a state of disrepair and attracts undesirable activity due to its poor connectivity and visibility to downtown. Current challenges with vagrancy have caused issues with perceived safety in this area. Included in this area are remnants of the former riverboat casino mooring as well as a public shelter. Utility infrastructure has been removed from this area.

Proposed riverfront improvements have been described in the recently completed St. Joseph Riverfront Master Plan (SWT Design, et al 2019). The proposed reconfigurations of I-229 are generally limited to the southernmost area of the proposed riverfront improvements – referred to as Robidoux Landing (Section E) in the Master Plan document. The Robidoux Landing improvements include a Riverwalk trail, pedestrian bridge across the Missouri River, trail center, public plaza, urban beach, splash plaza, destination playground, and pedestrian rail crossing.

The study team has been working closely with the community and staff from the City of St. Joseph to assess the importance and the role the proposed Riverfront plan should have in the development and selection of a final recommended preferred alternative. The recommendations in the final plan, supported by members of thecommunity and city staff, prioritized Riverfront improvements north of the Study Area, near the casino and the Remington Nature Center. Improvements in the Study Area (Section E – Robidoux Landing) have been given the lowest priority because of the limited land available for development, accessibility and safety issues with the current at-grade railroad crossing, lack of funding, and limited ability to connect with downtown improvements.

The proposed improvements in Section 3 – Robidoux Landing do have some support from various stakeholders in the community and there is a desire to make some of the proposed improvements. However, others in the community believe the at-grade rail crossing will be a permanent impediment to those plans and are hesitant to value impacts to that plan higher than other community goals related to downtown revitalization and the efficient movement of freight. To formalize that understanding, the study team obtained letters from the Mayor and City Council to that effect. Based on these letters and other discussions with the community, the decision was made to continue to use the potential impacts to the Riverfront Master Plan as one of the study's evaluation criteria, but at the same level as the other criteria, and not as high as others that were determined to be more important to the community – downtown revitalization and freight accessibility.

The Build Alternative proposes I-229 be reconstructed along its existing corridor at ground level where feasible. A bridge would be provided on the north just west of the railroad to provide a connection to I-229 to the north. Unlike the No Build Alternative, the resultant space left by the removal of the double-decker bridge would not provide adequate space for the proposed construction of the Riverfront improvements in the Study Area (Section E). As indicated, this potential impact has been vetted with the City staff and at a public meeting and, based on the low probability of those improvements being made, was deemed an acceptable impact of the Build Alternative.

Potential impacts include 3.4 acres of Riverfront Park.

IV. DETOUR INFORMATION

Describe the detour route(s) to be used during road/bridge closure and <u>attach</u> a map showing the detour route(s) to the Section 4(f) property.

N/A Does not require road or bridge closures.

Final determination of potential detour route(s) will be based on the MOT plan developed either during the design or as part of the design-build project. The expectation is that the portion of Huston Wyeth Park impacted by the recommended preferred alternative will result in a permanent taking. For Huston Wyeth Park the impacted parcel is on the southern end of that park and access to the remaining sections of the park would remain as they are today.

If project construction requires closure of a trail protected under Section 4(f), explain if a temporary detour will be established for continued use of the trail.

Does not require closure of a trail.

See note above.

V. PUBLIC INVOLVEMENT

Explain the opportunity for public review and comment required under 23CFR§774.5(b)(2). Describe any public input received and if warranted, any responses. <u>Attach</u> public involvement documentation (e.g., copy of press release/public notice, displays provided to the public, project/public website, social media posts)

The Study Team completed three public meetings during the I-229 Environmental Assessment. Summaries of each of those meetings, along with public comments, are provided below. The formal public meetings included:

- Visioning Workshop. An initial workshop was held in-person on October 9, 2018 to ask the community about the importance of the bridge and to explore future visions for downtown I-229. While the public clearly acknowledged the economic development potential of the project, when asked about what the public most wanted the planning team to focus on for the bridge and corridor, it was clear that transportation needs should remain a key focus of the study. Half of all participants said that transportation and economic needs should be equally balanced, and an additional 30 percent wanted a focus solely on transportation needs. The bridge clearly has a transportation need, but there seemed to be a genuine acknowledgment by the public that there could be economic development opportunities associated with investments in the bridge and corridor.
- Initial Alternatives Public Meeting. An in-person Open House, along with a concurrent virtual webbased meeting, was held on April 19, 2019 to present the initial alternatives and to get feedback on the relative merits of each. While the comments were mixed, the general takeaway was that the public, because of their general support to rehabilitate the existing facility, was interested in options that maintained or minimized impacts to the ease of accessibility into the downtown and continued to support the freight movements to and from the Stockyards. However, based on the comments received, none of the options stood above the others from a public opinion standpoint.
- **Reasonable Alternatives Public Meeting**. A second in-person Open House, along with a similar virtual web-based meeting, was held on September 1, 2022 to present the reasonable alternatives and to get feedback on their relative merits. While the comments were mixed, the general takeaway was that the public were supportive of Alternative D Existing Corridor for the reasons mentioned. The community encouraged the study team to think through how traffic would access downtown and to make sure that truck traffic, both from the Stockyards and Downtown, were able to efficiently access the new facility.
- **Public Hearing**. A final Public Hearing is planned for the Spring of 2024 following review and approval of the Environmental Assessment. The EA will be supplemented with the Hearing details and public comments from that meeting.
- **Technical Advisory Group**. In addition to the in-person and virtual public meetings that were open to everyone, the study team coordinated with additional smaller groups either through the Technical Advisory Committee (TAC) or through face-to-face meetings with dozens of community stakeholder groups. During the project initiation, a TAC was formed to help advise the study team, to help brainstorm options, review study materials, and to help make the final decision on a recommended preferred alternative. The TAC met a total of three times during the study, typically at key milestones.
- **Stakeholder Groups**. Throughout the life of the study, the study team met with dozens of stakeholder groups, individual businesses and potentially impacted property owners. In fact, the

study team met over 100 times to discuss the project.

Social Media/Website. In addition to in-person outreach, the study team provided several social
media options for the community to engage in. The website provided a project overview, timely
project updates, and an opportunity to provide feedback. The web page was also used for the virtual
public meeting that happened in coordination with the Reasonable Alternatives Public Meeting that
was held in-person. The study team also maintained a project Facebook page and a Twitter account
and posted to both frequently during the study.

Copies of press releases/public notices, displays provided to the public, project/public website and social media posts have been summarized in three separate Technical Memoranda and have been included in **Attachment B**.

VI. SECTION 6(f) OF THE LAND AND WATER CONSERVATION FUND (LWCF) ACT

Have LWCF program funds been used in the acquisition of, or for any improvements to the subject Section 4(f) property?

No

If <u>NO</u>, continue to Section VII. If <u>YES</u>, answer the following:

Explain any coordination that has occurred with the appropriate Federal agency who concurs with the Section 6(f) land conversion or transfer or has determined that the project will not result in a conversion. <u>Attach</u> any correspondence.

VII. MITIGATION MEASURES / COMMITMENTS

List the mitigation measures associated with the use of the Section 4(f) resource that will be implemented during this project and the entity responsible for ensuring mitigation is completed. Mitigation measures associated with Section 4(f) must be included in the NEPA document as commitments, or as commitments in the RES or RER if the project is a Programmatic Categorical Exclusion (PCE).

- Replacement parkland of +/- 7.85 acres will be acquired at Karnes Road near the intersection of St. Joseph Avenue and Northwest Parkway. The property is adjacent to existing recreational facilities.
- Access to the riverfront will be maintained during operating hours during construction activities.
- Temporary construction fencing will be installed along the construction limits prior to the start of construction activities to protect the existing 4(f) property and the public.
- Appropriate signage will be installed to alert users of short-term access restrictions or closures and to direct users to secondary access points.
- Except as necessary to facilitate construction activities, the staging and/or storage of construction equipment will not take place outside proposed construction limits that are within the defined boundaries of the 4(f) property.
- The contractor will be required to closely coordinate the construction schedule with the City of St. Joseph.

VIII. A	VIII. ATTACHMENTS (*Required)				
Х	* Project location map				
Х	* Section 4(f) location map				
Х	Roadway detour map to the Section 4(f) property (* required if applicable)				
Х	Photographs of Section 4(f) property				
Х	* Public involvement documentation				
Х	*Section 4(f) Applicability Checklist				
Х	Correspondence				
	Other:				

VIIII. SUMMARY AND DETERMINATIONS

This project will result in a *de minimis* use to the Section 4(f) property and will not adversely affect the activities, features, or attributes qualifying the park, recreation area, or wildlife/waterfowl refuge for protection under Section 4(f). Avoidance, minimization, mitigation, and/or enhancement measures will be implemented to protect the characteristics and/or the functions of the resource. This includes agreed-to commitments, mitigation, and/or minimization measures previously described. The official with jurisdiction over the Section 4(f) resource agrees the proposed action constitutes a *de minimis* impact.

If the project scope changes, or the conditions of the Section 4(f) property change such that new impacts may occur as a result of the project, this Section 4(f) determination must be re-evaluated.

X. CONCURRENCE BY THE OFFICIAL WITH JURISDICTION OVER THE SECTION 4(f) RESOURCE:

Official with Jurisdiction Signature/Title/Agency:

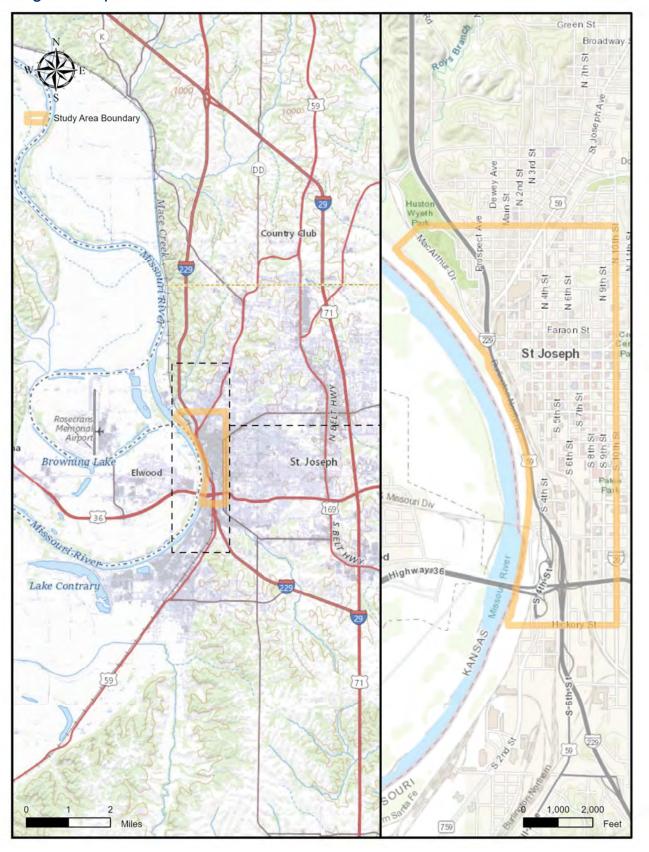
Date:

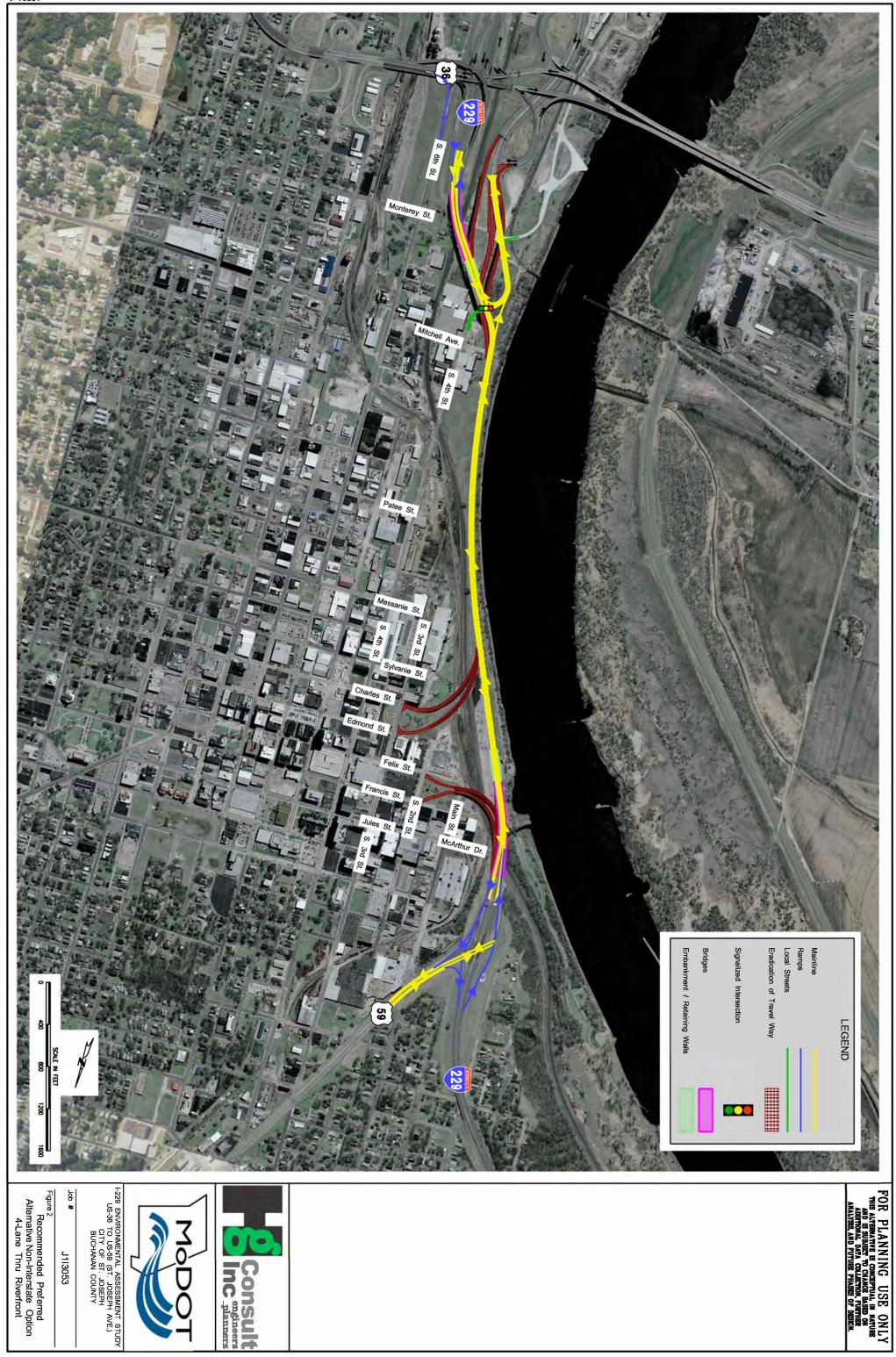
1.	Preparer Signature/Title/Agency:	Date:
	Jen Junson Hg Consult	9/30/24
2.	MoDOT Environmental Compliance Manager Signature:	Date:
	Miha Sth	9/30/24
3.	Federal Highway Administration Signature: TAYLOR ROBERT Digitally signed by TAYLOR PETERS ROBERT PETERS Date: 2024.12.10 14:23:32 -06'00'	Date:

Upload the completed form to the Request for Environmental Review (LPA project) or Request for Environmental Services (MoDOT project).

Figure 1

Regional Map of the I-229 Corridor





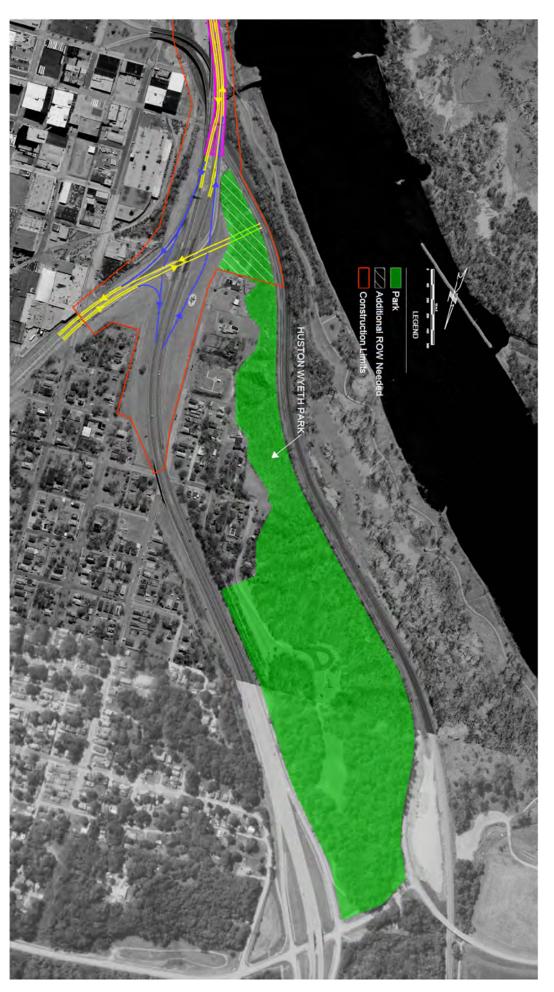


Figure 3 – Huston Wyeth Park



PUBLIC & RESOURCE AGENCY ENGAGEMENT Technical Memoranda

I-229 Environmental Assessment | Technical Memoranda

OUTREACH ACTIVITIES



Technical Memorandum 15 Public Meetings

The Study Team completed three public meetings during the course of the I-229 Environmental Assessment. Summaries of each of those meetings, along with public comments, are provided on the following pages.

The formal public meetings included:

- Visioning Workshop. An initial workshop was held in-person on October 9, 2018 to ask the community about the importance of the bridge and to explore future visions for downtown I-229.
- Initial Alternatives Public Meeting. An in-person Open House, along with a concurrent virtual web-based meeting, was held on April 19, 2019 to present the Initial Alternatives and to get feedback on the relative merits of each.
- Reasonable Alternatives Public Meeting. A second in-person Open House, along with a similar virtual web-based meeting, was held on September 1, 2022 to present the Reasonable Alternatives and to get feedback on their relative merits.
- Public Hearing. A final Public Hearing is planned for the Fall of 2023 following review and approval of the Environmental Assessment. The Finding of No Significant Impact will include the Hearing details and public comments from that meeting.

1.0 Visioning Workshop

A packed house of local elected officials, business owners, community leaders and members of the public participated in hearty discussions about the vision of St. Joseph for the next 60 years and the role the Interstate 229 double-decker bridge will have in the future.

> Approximately 105 St. Joseph citizens participated in an initial Visioning Workshop to discuss the future of I-229 and the St. Joseph community.

The I-229 bridge facility is getting to the point that major decisions with significant price tags attached will be required in the near term. Those decisions and the funding associated with whatever happens next will have long term affects. And so, MoDOT asked residents to look into the future and describe what they saw for their community.

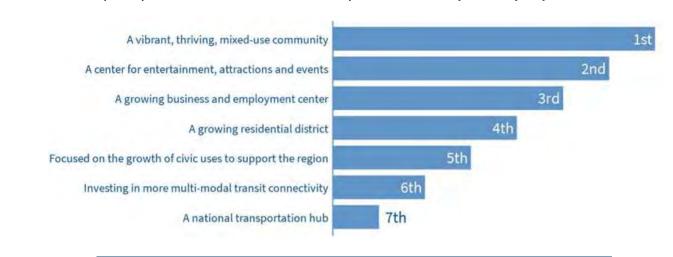
To that end, participants were walked through a series of table-top discussions and survey questions answered in the room. The portion of I-229 that goes through downtown St. Joseph is one of only a handful like it in the United States. The bridge runs a little over a mile and is nearly 40 years old. MoDOT is evaluating potential next steps for the structure. Currently, the bridge carries about 17,000 vehicles a day, less than a quarter of the traffic a typical four lane interstate can carry safely.

1.1 Community Vision

One of the questions asked of the assembled participants was, can we connect even better? Often, com-







When asked, what participants envisioned downtown St. Joseph to be like in 60 years, they responded:

munities get stuck in what has been built and miss an opportunity to think about what could be. The workshop focused on defining the future the community wants and then deciding on what infrastructure is required to create that future.

1.2 Role of Technology

As part of small group facilitated discussions in the room, residents were asked how they believed technology would affect the project. Among the notes taken at each table were:

- With automated vehicles people will be more patient about getting somewhere fast as they will be able to do other things while traveling
- Flying vehicles might happen within 60 years
- Technology will result in more leisure time/time for recreational activities
- Might have dedicated cargo lanes/facilities
- More people are working from home and the trend will continue in the future
- Automation will result in fewer workers
- Service industry employment will continue to grow
- More trips from non-commuter types, such as recreational, healthcare, etc., that require face-to-face interactions
- The amount of grain being transported will grow as technology continues to increase yields

- More people working from home less need for personal trips
- Commercial vehicle trips likely will remain about the same
- Highways will need to accommodate driverless vehicles
- Charging strips may someday be placed on the road to charge vehicles as they drive
- More access points may be necessary
- Automated vehicles will change the landscape
- Trend to avoid driving transit, walk, Uber
- Messaging along infrastructure will change (i.e. not billboards but in dash information)
- People will work remotely, live downtown, and walk
- Sharing cars like the scooter system now
- Food, supplies needed will be delivered

1.3 Role of Freight

The nearly 15-mile I-229, which includes the doubledecker bridge, provides major north and south connections along the river and to US Route 36 which crosses the state line. In addition to its downtown connection, I-229 connects through a major industrial area to the south which uses the interstate to move goods.

The group was asked a series of questions related to the importance of freight movement to the community. The response to two of those questions are below.



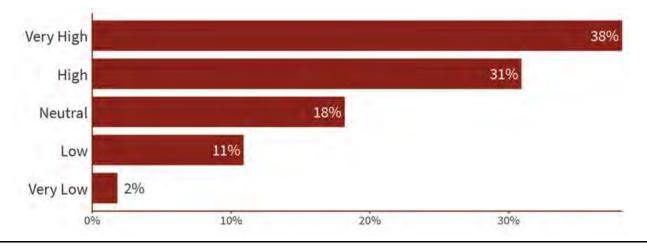
Additionally, the consultant team facilitated a tabletop discussion about the freight issues affecting the corridor. Members of the public expressed support for the corridor to continue to enable goods to move through the city and region. Additional thoughts collected at the tables included:

- Value of livestock will go down as diet/foods change
- Conversely may be heavier emphasis on things like farm to table sourced foods
- Grain will always be a staple even if converting to some other protein and will need to be produced and transported
- Will be short term issues with increased delivery times
- The new port will soon be open and will result in additional truck deliveries
- There is a belief that some trucks use I-229 to avoid congestion on I-29. Removing I-229 would result

The group was asked to rate the three freight elements as depicted by the results below.



The assembled group was asked to rate the needs to improve commuting and the movement of goods and services through the study area. While rating the needs fairly high, the results indicate an understanding that the corridor currently operates fairly well with few delays or traffic issues.





in shifting those trucks back to 1-29 and increasing congestion

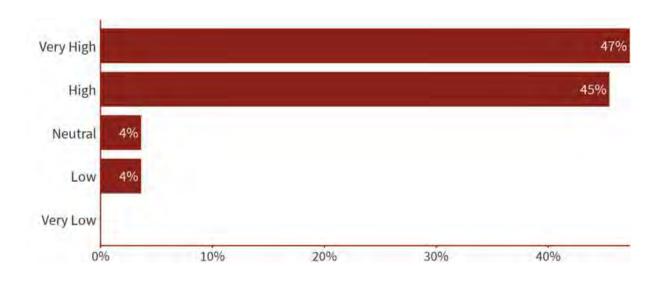
- Increasing freight traffic on US Route 36 not preferred because of its current condition
- Shifting trucks to downtown streets also not desirable
- South side will always have an industrial element
- In order to build up the downtown you need to be able to get construction equipment into the area. Right now, I-229 provides good access into the downtown for construction equipment
- Industrial/ manufacturing so moving freight is important
- Bridge used heavily to get to Lower Lake Rd.
- How else do you connect to the north?
- Option for expressway for truck, harder for trucks but great for city
- Eliminate Highland to 36 to get Riverfront back
- Re-route freight to other side of the river by adding a 2-lane bridge
- Helps to get to Air Guard
- Remove upper level of current structure and use the lower one as a high-line type of park to get river back

1.4 Economic Forces

The crowd was also asked critical questions about the project's economic development potential. The public placed a high value on the potential for investments in I-229 to spur other economic development benefits.

1.5 Meeting Conclusions

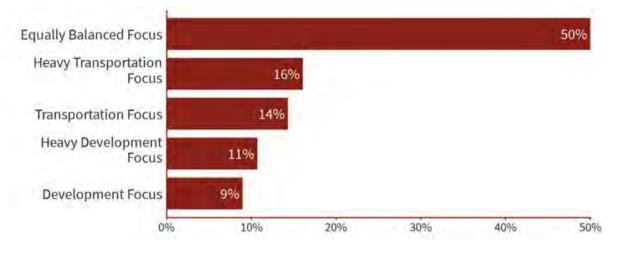
While the public clearly acknowledged the economic development potential of the project, when asked about what the public most wanted the planning team to focus on for the bridge and corridor, it was clear that transportation needs should remain a key focus of the study. Half of all participants said that transportation and economic needs should be equally balanced, and an additional 30 percent wanted a focus soley on transportation needs. The bridge clearly has a transportation need, but there seemed to be a genuine acknowledgment by the public that there could be economic development opportunities associated with investments in the bridge and corridor.



Nearly all participants, 92 percent, rated the economic development potential as "Very High" or "High."



The majority of participants wanted the study team to take a balance approach focusing equally on both transportation and economic development.



Before concluding the evening's meeting, the public was asked to suggest what would make the project a success for the region. Below is a word cloud indicating which words the public used the most to describe success. Standing out are the words: maintain, freight, economic, downtown, growth, Riverfront access, better, traffic, development and transportation.

driving gateway sound agribusine ining future mainta inue mote exits sog business С m potentia agri safet ep esi tocus 0S(B sate sier capacity city providefriendly a d nt develop freely currentdoes structure connecting ensure



2.0 Initial Alternatives Public Meeting

MoDOT and its local partners sought input from residents on a series of Initial Alternatives to the I-229 double-decker bridge in downtown St. Joseph. Because any alternative, including repairing the existing bridge, will require significant tax-dollars, MoDOT had been reaching out to stakeholders for months to collect ideas and suggestions. The initial set of potential alternatives ranged from rehabilitating the current structure to removing the highway and replacing it with alternative routes.

2.1 In-Person and Virtual Options

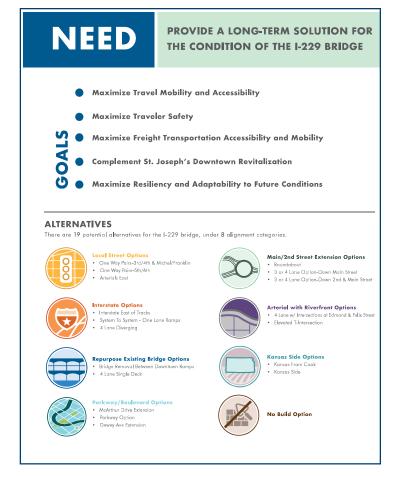
MoDOT invited the public to participate in an interactive open house style meeting to review and rate potential alternatives. In parallel to the public meeting, an online survey was launched that walked visitors through the same materials shown at the in-person meeting. Nearly 100 residents participated in the open house and 487 completed the online alternatives assessment.

2.2 Feedback on Initial Alternatives

Attendees had an opportunity to study each alternative in depth, ask questions of the project team, and assess 20 different Initial Alternatives grouped into eight different categories. Each potential alternative was visually mapped. The project team also identified the "pros" and "cons" of each. The potential alternatives were assessed in relation to the project's purpose, need and overarching goals. Finally, each alternative was assessed a relative cost score compared to the other alternatives.

There was very little variation between the results gathered at the open house and the results gathered online. This consistency adds to the veracity of the results.

> Over 100 community members attended the Initial Alternatives Public Meeting in April 2019.

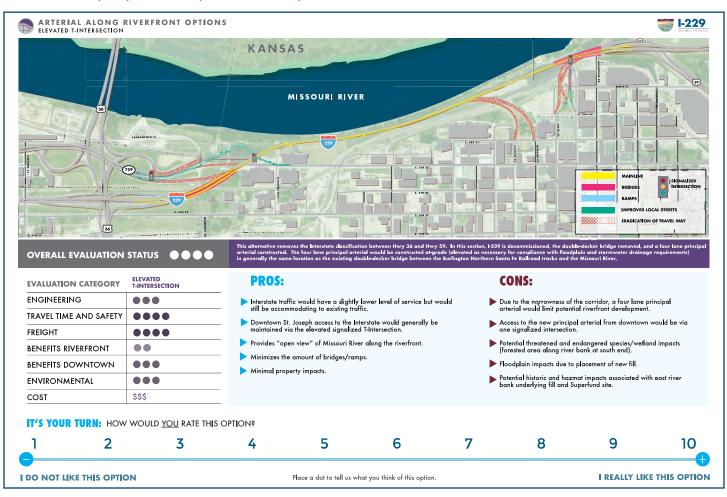


The twenty Initial Alternatives were divided into eight different categories and presented to the public for feedback.





Boards were developed for each Initial Alternative that contained a map of the alternative, the overall evaluation scoring, and a list of potential pros and cons of each option. This board is an illustrative example of the boards presented at the public meeting.



Community members were given several "dots" and asked to rank each alternative from 1 "I do not like this option" to 10 "I really like this option". Those results were captured as illustrated in the example board here.





Overall, the feedback was mixed. Some generalizations based on the "dot" exercise and the feedback (oral and written) that was received include:

- Rehabilitate the Existing This alternative seemed to fair better than the others primarily related to convenience it provides in getting to downtown, the ability for trucks to use it to get to the Stockyards area, and that it has "served the community relatively well". However, there were contrary opinions related to how it inhibits economic development, is an eyesore, disrupts the view of the Missouri River, etc. Overall, it received an average of 5 on the 1 to 10 scale.
- Kansas Alternatives There was a desire from some in the community to look at alternatives that crossed the Missouri River north of downtown to provide improved access to Rosecrans Memorial Airport and the Air National Guard facility there. These options

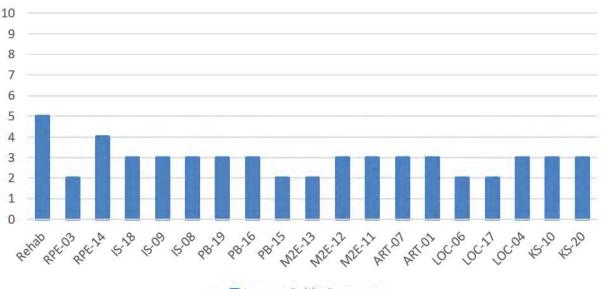
evoked extreme reactions on either side. Almost all of the "dots" for these alternatives were either a 1 or a 10 with little in between. Overall these options scored a 3 in the 1 to 10 scale.

• Other Options - While there was some variations on the other Initial Alternatives they were all relatively the same ranging from a 2 to 4 in the 1 to 10 scale.

2.3 Meeting Conclusions

While the comments were mixed, the general takeaway was that the public, because of their general support to rehabilitate the existing facility, was interested in options that maintained or minimized impacts to the ease of accessibility into the downtown and continued to support the freight movements to and from the Stockyards. However, based on the comments received, none of the options stood above the others from a public opinion standpoint.

Using the "dot" exercise, the public was asked to rank each alternative from 1 "I do not like this option" to 10 "I really like this option". The results show a slight favoring of the Rehabilitate the Existing alternative with little variation between any of the alternatives.



Average Public Response



3.0 Reasonable Alternatives Public Meeting

MoDOT held its third public meeting on September 1, 2022 to present the Reasonable Alternatives and solicit feedback on each. As discussed below, there was a lot of work between the Initial Alternatives Public Meeting and this public meeting as the screening process was completed, final field work was conducted, and the study team coordinated with the Technical Advisory Committee and the project stakeholders. The discussions led to a series of decisions that eventually led to presenting the four remaining Reasonable Alternatives to the public at this meeting.

3.1 Pre-Meeting Discussions

Prior to the third public meeting, the study team had been working with the project stakeholders, city staff, the Mayor, City Council and the MPO to come to a consensus on what the Reasonable Alternatives could be and that discussion took time to iron out. In the Fall of 2021, the study team had presented an initial slate of Reasonable Alternatives to the Technical Advisory Committee and were making progress toward a consensus when several members of that group asked the team to take a step back and re-evaluate those recommendations. A short summary of that effort included:

- New MPO Alternative Members of the MPO presented the study team with a new alternative that stayed on the east side of the BNSF railroad tracks. The study team evaluated that alternative, completed the same initial screening process as all the other Initial Alternatives, and then worked with the MPO to refine this alternative. This refined alternative eventually became Reasonable Alternative C Railroad Tracks East Corridor and was presented to the public at this public meeting.
- Modified Mayor's Alternative In addition, when the new Mayor and a majority of the City Council came into office in the Spring of 2022 there were discussions about modifications to any earlier alternative that they wanted the study team to consider. The al-

Approximately 85 community members attended the Reasonable Alternatives Public Meeting in September 2022. ternative included improved connections from I-229 to Stockyards Boulevard and generally followed the existing alignment to north of downtown. That refined alternative became Reasonable Alternative D - Existing Corridor.

- Removed Reasonable Alternatives There were two initial Reasonable Alternatives, one connected to the existing street network (Arterials East) and one developed a boulevard through the Riverfront (McArthur Drive Extension), that received a significant amount of negative feedback from both the Technical Advisory Committee and from the stakeholders the team was beginning to update about the alternatives. The primary concern was the impact on the local street network. Based on that feedback, these initial Reasonable Alternatives were eliminated from further consideration.
- Remaining Reasonable Alternatives The two remaining Reasonable Alternatives did have general support and became Reasonable Alternative A -Main Street Corridor and Alternative B - 2nd Street Corridor.

The new alternatives were all modifications of alternatives developed and screened during the initial screening phase and all alternatives, old and new, were subject to the same scrutiny regardless of how it was developed or modified. Once the Reasonable Alternatives were finalized, each went through a more detailed screening process and that information was presented to the public at the Reasonable Alternatives Public Meeting in September of 2022.





3.2 In-Person and Virtual Options

MoDOT invited the public to participate in an interactive open house style meeting to review and rate potential alternatives. In parallel to the public meeting, an online public website was launched that walked visitors through the same materials shown at the in-person meeting. Nearly 75 residents participated in the open house and over 800 attended (880 views/313 clicks) the online public meeting.

3.3 Feedback on Reasonable Alternatives

Attendees had an opportunity to study each alternative in depth, ask questions of the project team, and assess the four Reasonable Alternatives. Each potential alternative was visually mapped. The project team also identified the "pros" and "cons" of each. The potential alternatives were assessed in relation to the project's purpose, need and overarching goals. Finally, each alternative was assessed a relative cost score compared to the other alternatives.

Overall, the feedback was most favorable to Alternative D - Existing Corridor. More specifically, comments received by alternative included:

- Alt A Main Street Corridor Feedback on this alternative was mixed with several favorable comments related to its ability to provide access to downtown and open the Riverfront for development. However, there was strong opposition to using Main Street, especially north of Felix Street, because of the industrial nature of the area, its potential impact to Hillyard's operation, and the removal of the existing brick pavers.
- Alt B 2nd Street Corridor There was limited to no support for this alternative because of the intersection at 2nd Street and Felix Street and the requirement for I-229 traffic to turn left and use a new bridge with a significant grade. Specific concerns were with trucks trying to climb the bridge headed north and trucks trying to stop during the winter heading south.
- Alt C Railroad Tracks East Corridor There was some limited support for using this alternative as a mechanism to do some urban renewal for a couple of blighted properties but overall this alternative did not receive support from the majority of the participants. There was concern about taking existing businesses

A sampling of the comments received during the Reasonable Alternatives Public Meeting

"Why not just take down the double bridge and build a single bridge and make it 4 lanes so we don't have to stop at lights and a train that way we can keep it as a interstate highway?"

"Direct access to downtown is very important to me. It is where I work and recreate. Eliminating access would be detrimental to the growth and prosperity of our historic center."

"The new alternate (Alt D) is the best so far. My main concern is the access to downtown. There must be significant upgrades to 4th or Main Street in order for this plan to be feasible."

"The I-229 bridge is too important to eliminate. It should be refurbished and keep the interstate designation. This is an artery carrying commercial traffic and it should remain as it is, in spite of the cost. All of the proposals are expensive and a poor substitute for I-229."

"I favor A or D. I'm opposed to C because of the possible impacts on hazardous sites."

"The last plan, one on the end (Alt D) makes the most sense especially if our access to downtown can be created. If not it is still the best."

"Leave the bridge. Fix it and forget it."

"I feel it is essential to incorporate pedestrian and biking traffic in any design. I may have missed this, but I'm not seeing this. I feel we need to have as much access to the Riverfront as possible from downtown."

"I support Alternative C as it preserves the downtown Riverfront area. It also eliminates three hazardous waste areas."

"I'm very concerned about access to both downtown and Riverfront Park. I believe abandoning that historic assett would be a major mistake. I also feel no direct artery to downtown will significately affect traffic, conveninece and progress to the revitalization already taking place. Thanks for inviting input."



All of the comments received both in-person at the public meeting and virtually during the online public meeting were compiled by topic.

Торіс	Comments	#Comments
	Keep this current bridge and repair it.	10
Rehabilitation Alternative	Fixing the bridge is fiscally irresponsible.	1
	Keep double decker but go with Alternative D (rehab)	1
	Prefer Alternative A	6
Alternative A - Main Street Corridor	Alternative A is my second choice.	1
	The Main Street option is ridiculous.	1
Alternative B - 2nd Street Corridor	Alternate B is my second choice.	2
	Prefer Alternative C.	7
	Refined Alternative RA-5 Boulevard East of Tracks is the only option that will ensure traffic has access to downtown.	1
	Making a decision without testing the soil for contamination on Alternative C is irresponsible.	1
Alternative C - Railroad Fracks East Corridor	Alternative C allows for construction of most of the roadway prior to tearing the bridge down which reduces down time.	1
	Opposed to Alternative C because of possible impacts on hazardous sites.	1
	Do the remediation on HPI & Advantage.	2
	As a business that spends 8-10 hours a day delivering and picking up product, RA-5 is best.	1
	The new alternate is the best/preferred.	10
	The only option I would oppose is Alternate D.	2
Aternative D - Existing Corridor	Direct access to downtown is important.	32
Corridor	Discussions on the discussions of 6th Street should be a part of this conversation.	1
	With the new alternative significant upgrades to 4th or Main Street are needed to make this option feasible.	1
	Just pick an alternate and get the work done.	1
General Alternative	The alternatives suck.	1
Related	Take down existing bridge and build a single, 4-lane bridge to eliminate stop lights and train issues.	3
	Some of the alternatives would hurt the farmers and manufacturing on the south side of the city.	1
202.11	I-229 should not have gotten into a state of disrepair.	3
-229 Maintenance	Maintain new bridges better than I-229	2
nterstate De- commission	Maintain interstate designation.	7
	Maintain access to the Riverfront.	5
Riverfront/Bike Access	Incorporate pedestrian and biking traffic.	2
	Spent a lot of money on bike trails, which need to have access to downtown.	4
	Other routes will cause more traffic on 1-29 and more congestions between 36 and North Shopps.	1
raffic/Congestion	Avoid trucks taking Highland Avenue which can't handle the traffic.	1
	We don't want heavy trucks and equipment going through town, destroying city streets.	1
	Why put it on the ground in a floodplain.	1
	Designs should keep the homeless out.	3
Design & Construction Related	Where does the material from I-229 go after it is torn down?	1
VEIBLEU	Questions on maintaining traffic, length of construction, and timing of construction.	1
	Use concrete box structures for trains and street access which will save them from winter.	1
Property Concerns	Would this impact my property?	1
Funding	Let voters decide if they would consider a small tax to keep the historic bridge.	3



Similar to the previous public meeting, boards were developed for each Reasonable Alternative that contained a map of the alternative, renderings of what the improvement could look like, and a list of potential pros and cons of each option. This board is an illustrative example of the boards presented at the public meeting.



and the potential job loss associated with that action as well as the potential cost and liabilities of MoDOT having to clean up the hazardous materials sites.

Alt D - Existing Corridor - As indicated, the majority of the community favored this alternative compared to the other Reasonable Alternatives. There was some concern about losing the interstate designation and potential traffic access changes required to access downtown. The supporters mentioned the ease of trucks from the Stockyards heading north, the ability to open up some developable property on the east side of the railroad tracks, and the limited amount of new right-of-way that would be required.

3.4 Meeting Conclusions

While the comments were mixed, the general takeaway was that the public were supportive of Alternative D -Existing Corridor for the reasons mentioned. The community encouraged the study team to think through how traffic would access downtown and to make sure that truck traffic, both from the Stockyards and Downtown, were able to efficiently access the new facility.

4.0 Final Public Hearing

A final public hearing is planned for the summer of 2023 and information from that meeting will be added to the FONSI after its completion.



Technical Memorandum 16

Stakeholder Engagement

In addition to the in-person and virtual public meetings that were open to everyone, the study team coordinated with additional smaller groups either through the Technical Advisory Committee (TAC) or through face-to-face meetings with dozens of community stakeholder groups.

1.0 Technical Advisory Committee

During the project initiation, a TAC was formed to help advise the study team, to help brainstorm options, review study materials, and to help make the final decision on a recommended preferred alternative. The TAC met a total of three times during the study, typically at key milestones.

1.1 TAC Members

The TAC was comprised of the members of the following organizations:

- Bartlett Grain
- BNSF Railway
- Buchanan County Commission
- Downtown First
- Felix Street Gourmet/Room 108 Event Space
- Hillyard
- Mo-Kan Regional Planning Council
- Nor-Am Ice & Cold Storage
- Seaboard Foods
- St. Joseph Chamber of Commerce

Representatives from various stakeholder groups comprising interested businesses, economic development organizations, city staff, etc. participated in the TAC to discuss the relative merits of the I-229 alternatives at each stage of development.

- St. Joseph City Council
- St. Joseph Downtown Partnership
- St. Joseph Area Transportation Study Organization
- St. Joseph Planning & Community Development
- St. Joseph Public Works & Transportation
- Downtown Association
- Triumph Foods
- U.S. Army Corps of Engineers
- United Way

1.2 Initial Alternatives Discussion

The first TAC meeting was conducted on January 28, 2019 to discuss the relative merits of the Initial Alternatives. After a brief presentation about the project, the attendees divided into four groups. Five tables were set up with three to five alternatives per table. The four groups took turns at each table discussing the alternatives. The groups spent approximately 1 hour and 15 minutes at the tables. A summary of table notes for





each of the alternatives was developed and assisted in guiding the evaluation of each of the initial alternatives.

1.3 Reasonable Alternatives Discussion

The second TAC meeting focused on the development of the Reasonable Alternatives. After introductions, a project status update, and an overview of the Reasonable Alternatives, the attendees divided into four groups. Four tables were setup with one Reasonable Alternative per table excluding the rehabilitation alternative (it was assumed everyone understood the rehabilitation alternative). The four groups took turns at each table discussing the alternatives. The groups spent approximately 1 hour and 15 minutes at the tables. After the small group discussions, the entire group reconvened and the study team summarized the table discussions. At the end of the meeting, attendees were asked to take three dot stickers (green, yellow, and red) and rate the alternatives with green being the most preferred, yellow the second preferred, and red the least preferred. An image of the dot ratings is provided below.

Note: A couple of weeks after this meeting, members of SJATSO approached the study team with concerns about the recommendations from this TAC meeting which led to the development of several new alternatives and a change of direction in the study. More details of this process have been provided in Section 3.1 of the Public Meetings Tech Memo.

1.4 Preferred Alternative Discussion

A final TAC meeting is scheduled for the end of 2022 to discuss and confirm their recommendation for a preferred alternative. This section will be updated once that meeting is completed.

2.0 Community Stakeholder Meetings

Throughout the life of the study, the study team met with dozens of stakeholder groups (see figure on next page), individual businesses and potentially impacted property owners. In fact, the study team met over 100 times to discuss the project.

> During the TAC meeting discussing the Reasonable Alternatives, each member was asked to vote on their favorite and least favorite Reasonable Alternative.

Every meeting was similar in format. The study team would provide a project update depending on which phase the project was in (Project Initiation, Initial Alternatives or Reasonable Alternatives) and then discussed the specific topics of concern, answered any questions and brainstormed different ideas.

Each conversation was different depending on the specific interests of the group but, in general, most of the discussions focused on five general areas of interest.

- Interstate Designation There was always general interest in whether the facility would remain an interstate and, even if the group didn't raise the issue, the study team was interested and always asked. Almost universally, the various groups were concerned that the new facility functions as an interstate, but they generally didn't care whether it was signed as an interstate. Can trucks get to where they are going? Will it remain a four-lane facility? How many signals will be added? Therefore, the study team focused on options that maintained similar accessibility as if it would require the interstate designation to be removed.
- Accessibility The groups were also interested in maintaining good accessibility both to downtown and the Stockyards area to the south.
- Economic Development Several groups were interested in options that opened up new development land either where the ramps into downtown are now



Community Stakeholder Meetings Completed

	Date	Organization	
	6/14/2018	Regional Freight Summit	
	6/25/2018	Chamber of Commerce	
	6/25/2018	SJATSO (MPO) Staff	
	6/29/2018	BNSF Railroad	
	7/12/2018	MPO Technical Cmt.	
	7/12/2018	City Planning & Community Dev.	
	7/12/2018	Frontier Casino	
	7/19/2018	Hillyard	
	7/19/2018	Downtown Partnership	
	7/26/2018	Downtown CID	
ed	7/26/2018	MPO Coordinating Cmt.	
د Ne	7/30/2018	City Council Working Session	
se &	7/30/2018	Public Works	
Project Initiation Purpose & Need	8/7/2018	Downtown Association	
Рч	8/29/2018	Mo-Kan Regional Council	
tion	9/11/2018	St. Joseph Riverfront Master Plan	
itia	9/24/2018	Riverfront Development Consultant	
ct Ir	10/11/2018	UP Railroad	
roje	10/24/2018	Partnership for Success	
٩	11/1/2018	Lions Club	
	11/8/2018	Downtown Strategic Planning Cmt	
	11/8/2018	Chamber Manufacturers Mtg.	
	11/28/2018	East Side Rotary Club	
	12/6/2018	MPO Freight Committee	
	12/10/2018	United Way	
	12/19/2018	St. Joseph Riverfront Master Plan	
	1/15/2019	Downtown Rotary	
	2/13/2019	MPO Freight Committee	
	3/6/2019	St. Joseph Riverfront Master Plan	
	6/20/2019	South Side Rotary	
	11/7/2019	Regional Freight Summit	
	11/25/2019	Convention Visitors Bureau	
Ş	12/11/2019	Hillyard	
Initial Alternatives	12/13/2019	Chamber Meeting	
erna	12/17/2019	Triumph	
Alte	1/6/2020	City Staff and Business Community	
itial	1/13/2020	City Council Working Session	
<u>_</u>	2/6/2020	WireCo	
	2/14/2020	NorAm	
	2/14/2020	NorAm	
	3/5/2020	Chamber Meeting	
	8/5/2020	St. Joseph Ec. Dev. Partnership	
	9/1/2020	Albaugh LLC and Jeff Gates	
	9/3/2020	AGP, Sky Real Estate, Affinity	
9/8/2020 Lifeline Foods		Liteline Foods	

11/12/2020	MPO Technical Committee
12/15/2020	FHWA
1/8/2021	City of St. Joseph Public Works
2/23/2021	Advisory Group
3/11/2021	Scot Young Research (SYR)
3/15/2021	Advantage Metals
3/18/2021	Brooner Construction
3/24/2021	HPI
3/24/2021	RS Electric
4/8/2021	Royal Packaging
4/19/2021	Dusty Gippando
4/19/2021	Fender Trucking (Jim Fender)
4/23/2021	Cindy Meers and Rebecca Schwamp
5/6/2021	Terry Ellis
6/3/2021	MPO
6/22/2021	Section 106 Consultation
7/7/2021	Royal Packaging
7/13/2021	Royal Packaging
8/24/2021	Hillyard
8/26/2021	Downtown CID
8/26/2021	1&M
9/1/2021	FHWA
9/2/2021	City/MPO
9/8/2021	Downtown Association
9/9/2021	Main Street St. Joseph
9/13/2021	KDOT Planning
9/22/2021	Port Authority
9/28/2021	Chamber Board of Directors
10/1/2021	Pioneer Material
10/18/2021	South St. Joseph Industry Group
10/26/2021	Community Alliance
11/11/2021	Manufacturers' Council
3/16/2022	Section 106 Consultation
4/15/2022	City Council Members
6/1/2022	City and MPO Staff
7/5/2022	1&M
7/19/2022	City Council Working Session
7/21/2022	MPO Joint Meeting
7/26/2022	City Star Gas Station
8/5/2022	Pony Express Warehouse
8/11/2022	Manufacturers' Council
8/11/2022	Main Street St. Joseph
8/25/2022	Downtown CID
9/7/2022	Downtown Association
9/7/2022	South St. Joseph Development Corp.
9/27/2022	Chamber Board of Directors

Reasonable Alternatives



The study team met with dozens of community stakeholders throughout the NEPA process beginning with Projection Initiation, during the development of the Initial Alternatives, and through the screening of the Reasonable Alternatives, and selection of the recommended preferred alternative. The feedback provided to the study team was invaluable in helping determine the appropriate solution.

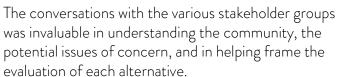


or along the Riverfront. The economic development discussion also centered around limiting truck traffic on city streets while increasing the traffic that would drive by existing businesses.

- Maintaining Key Industry St. Joseph relies on several key industries to provide jobs and economic activity in and around the downtown, especially businesses like Hillyards, Triumph Foods, etc. Several groups were interested in how each of these businesses could potentially be affected and were concerned about creating hardships that could limit future growth or even encourage them to relocate. The study team, therefore, made sure to be aware of how each alternative might change how these businesses get and distribute their product, how commuters get to work, and how product is moved around the facility.
- Agricultural Transportation Transporting agricultural product, primarily hogs and grain, is important especially during harvest season. A lot of trucks move back and forth between St. Joseph and northwest Missouri, southeast lowa and Omaha. Creating additional delays in those movements was of concern and the study team conducted several evaluations of out-of-distance travel as a result.

News-PressMOW News Sports Obitmaries Marketplace Local Links

TOP STORY



Additional meetings are anticipated between now and when the final NEPA documents are complete and this section will be updated after those meetings occur.

3.0 Social Media

In addition to in-person outreach, the study team provided several social media options for the community to engage in. The website has previously been discussed and provided a project overview, timely project updates, and an opportunity to provide feedback. The web page was also used for the virtual public meeting that happened in coordination with the Reasonable Alternatives Public Meeting that was held in-person.

The study team also maintained a project Facebook page and a Twitter account and posted to both frequently during the study.

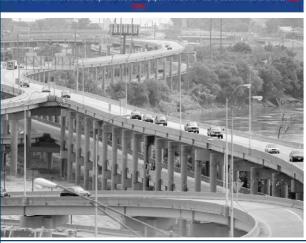
News-Dress MOW News Sports Obituaries Marketplace Local Links

Ideas needed at I-229 forum

tent is an editorial and reflects the opinion of the n



Deciding what to do with the I-229 bridge



The I-229 Environmental Assessment was a frequent topic on the nightly news and in the local newspapers. Over twenty-five different stories were featured in the local press since the project began.



Technical Memorandum 17

Resource Agency Coordination

The I-229 Environmental Assessment included extensive coordination with FHWA and the various state and federal resource agencies with responsibility over the different environmental resources. The study began with an Agency Scoping meeting in November of 2018 and included extensive coordination throughout.

1.0 Agency Coordination Plan

The Coordination Plan meets one of several requirements under Section 6002 of the Safe, Accountable, Flexible, Efficient Transportation Equity Act – A Legacy for Users (SAFETEA-LU) of 2005. All Environmental Impact Statements (EIS) for which the Notice of Intent (NOI) was published in the Federal Register after August 10, 2005, must follow SAFETEA-LU's requirements. Section 6002 of SAFETEA-LU requires preparation of a Coordination Plan for projects requiring an EIS as defined by the National Environmental Policy Act (NEPA).

While not required for an Environmental Assessment (EA), it is advantageous to use a coordination plan for an EA in case the EA may need to be elevated to an EIS. This Coordination Plan establishes an approach for coordinating agency (i.e., Federal Lead, Joint Lead, Cooperating, and Participating) and public participation including comment during the environmental review process. This Coordination Plan defines the process by which the Study Team communicated information about the I-229 EA project to the Federal Lead, Cooperating, Participating and other interested agencies and to the public. The study team consists of an assigned Project Manager from the MoDOT District Office, a

Approximately 20 representatives of the various resource agencies attended an initial scoping meeting for the I-229 Environmental Assessment. MoDOT Headquarters Environmental Manager, the consultant, and the Program Development Team Leader from the Federal Highway Administration (FHWA) Missouri Division assigned to the project. The plan also identified how input from agencies and the public was solicited and considered.

1.1 Initial Coordination

Various agencies played a role in the I-229 Environmental Assessment in various capacities, including:

- Lead and Joint Lead Agencies The FHWA is expected to provide funding for this project; therefore, FHWA served as the Lead Agency. MoDOT, as the direct recipient of federal funds for the project, was a Joint Lead Agency.
- 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. A distinguishing feature of a cooperating agency is that the CEQ regulations (40 CFR Section 1501.6) permit a cooperating agency to "assume on request of the lead agency responsibility for developing information and preparing environmental analyses including portions of the environmental impact statement concerning which the cooperating agency has special expertise." An additional distinction is that, pursuant to 40 CFR 1506.3, "a cooperating agency may adopt without recirculation of the environmental impact statement of a lead agency when, after an independent review of the statement, the cooperating agency concludes that its comments and suggestions have been satisfied." This provision is particularly important to permitting agencies, such as the U.S. Army Corps of Engineers, who, as a cooperating agency, routinely adopts USDOT environmental documents. In accordance with the I-229 Agency Coordination Plan no Cooperating agencies were identified.

- **Participating Agencies** SAFETEA-LU (Section 6002) created a new category of involvement in the environmental review process for NEPA documents, known as Participating 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 in the project. There are four federal and state agencies that have agreed to be Participating Agencies for this project including the US Army Corps of Engineers, the National Park Service, the Missouri Department of Natural Resources and the State Historic Preservation Office.
- Local Agencies and Organizations Other agencies and organizations were identified as having an interest in the project through the public involvement process or for permit, approval, certification, or concurrence purposes. For example, an agency may have information on a particular resource within the project area that would be useful to the study team. Meetings with these agencies and organizations occurred to discuss topical information, but their overall role was minimal.

• Non-Participating Agencies and Organizations -Several agencies were invited to be Participating Agencies, but for various reasons declined. These agencies were still involved with the NEPA process by being on the project mailing list, were points of contact for data required for the NEPA document, and will be furnished copies, or portions of, the final NEPA document for review and comment as determined appropriate by the study team.

1.2 Environmental Collaboration Points (CP)

To reduce delay in the environmental review process, the following collaboration points were completed as part of the Resource Agency coordination plan.

- CP1 Agency Scoping Meeting
- CP 2 Draft NEPA Document
- CP 3 Final NEPA Document

The process for coordination associated with each collaboration point is summarized in Section 2.0 and 3.0 below. The collaboration points are provided as milestones and are not meant to take the place of other necessary NEPA and permitting requirements.

1.3 Other Opportunities for Agency Involvement

Beyond the collaboration points outlined herein, the I-229 NEPA document also includes other strategies for encouraging agency input and involvement.

- **Project Website** The study team maintained and updated a project website. In addition to containing project information, this site allowed stakeholders to sign-up to receive project update information.
- **Project Information Meetings** Agencies and stakeholders were invited to all public project meetings.

2.0 CP1 - Agency Scoping Meeting

The purpose of this collaboration point was to ensure that Participating Agencies had a meaningful opportunity to provide input on the study. Participating Agencies, Local Agencies, and Non-Participating Agencies were all invited to attend an agency scoping meeting on November 1, 2018, at 10:30am at the Remington Nature Center, 1502 MacArthur Drive, St. Joseph, MO. At the meeting, the study team provided an overview of the study process and key issues. There was time for the

I-229

The Project Scoping Meeting brought in experts from the various federal and state resource agencies, as well as members of various tribes, to discuss the project and solicit feedback on potential environmental resources of concern. An initial presentation (example slide below) was conducted and then comments received from the participants. Copies of the presentation and meeting minutes were then transmitted to all those in attendance and to those who were not there.

Threatened and Endangered Species

Scientific Name	Common Name	Federal Listing	State Listing
Mammals			
Myotis septentrionalis	Northern Long-eared Bat	т	SE
Myotis sodalis	Indiana Bat	E	SE
Fish			
Scaphirhynchus albus	Pallid Sturgeon	E	SE
T – Threatened; E – Endangered; SE – State Endangered			



1-229 MOVING FORWARD

agencies to provide input on key concerns regarding potential environmental or socioeconomic impacts. Following the meeting materials and notes were sent to agency representatives who are unable to attend. Alternatively, if Participating Agency members were unable to attend in person, they were able to attend via teleconference.

2.1 Resource Agencies

The following agencies were invited to coordinate on the I-229 EA with opportunities to provide comments throughout:

- City of St. Joseph, Missouri
- St. Joseph Area Transportation Study Organization (SJATSO)
- Federal Aviation Administration Central Region (FAA)
- Missouri Department of Conservation (MDC)
- Missouri Department of Natural Resources (MDNR)

- Missouri State Emergency Management Agency (SEMA)
- Missouri State Historic Preservation Office (SHPO)
- U.S. Army Corps of Engineers (USACE)
- U.S. Department of Homeland Security Federal Emergency Management Agency Region VII (FEMA)
- U.S. Coast Guard
- U.S. Department of Interior National Park Service (NPS)
- U.S. Fish and Wildlife Service (USFWS)

2.2 Agency Scoping Meeting Feedback

Specific feedback received during this meeting included:

• Hazardous Materials - Extensive discussion of known and/or potential hazardous materials locations. Specific properties of concern mentioned included the Sunshine Electronic Display Company on 5th



Street, the Seaman & Schuske Site, the Farmland Pesticide Site and the Advantage Metals Site.

- National Parks Discussion related to the Pony Express display under the bridge (potentially stolen), and the NPS Charrette related to improving connections with the Pony Express, railroad depot, the downtown, and the Riverfront.
- Cultural Resources Two archaeological sites (Pony Express stables and the ferry crossing/trading post) were discussed and inquiries made about potential interpretive signing.
- Missouri River Discussion of flooding along the Missouri River, 404 Regulations (river, tributaries, floodways, adjacent wetlands), Section 10 of the Rivers and Harbors Act, and 408 permitting requirements.

Agency attendees and detailed agency coordination meeting minutes are available in the Project Record.

3.0 FHWA Coordination

The Federal Highway Administration was an active participant in the I-229 Environmental Assessment and provided critical guidance throughout. In fact, representatives from FHWA participated in both the Technical Advisory Committee and sat-in, as schedules dictated, on the study team's bi-weekly check-in calls. Several additional meetings with FHWA are documented below.

3.1 Purpose and Need

In March of 2019, FHWA was provided a copy of the Purpose & Need (draft) and afforded the opportunity to comment. FHWA provided 21 comments on the document and then the study team followed with a teleconference to discuss their comments. Following that meeting, FHWA's comments were incorporated and the Purpose & Need was updated accordingly.

3.2 De-Designation of I-229

An initial meeting to discuss the process of de-designating an interstate highway was conducted on September 1, 2021. Several subsequent meetings also took place that provided further clarification. The discussion focused on the specific steps that must occur for the de-designation to occur, including:

- NEPA Requirements Since de-designation requires a Federal Action, the I-229 Environmental Assessment will require a discussion of the environmental impacts associated with the de-designation.
- Access Justification Report (AJR) Requirements

 Assuming MoDOT de-designates the entirety
 of I-229, then an AJR would not be required to be
 included with the Environmental Assessment.
- Logistics and Timing MoDOT needs to coordinate with FHWA on the specific timing of the de-designation request. The assumption is that a formal request would occur following the approval of the NEPA document.

3.3 Reasonable Alternatives

During the Reasonable Alternatives phase, the study team was having issues coming to terms with the City of St. Joseph and SJATSO on the results of the screening of Reasonable Alternatives and the plan for moving toward a recommended preferred alternative. A series of meetings were held with FHWA to discuss several related topics, including:

- Reasonable Screening Results A meeting was conducted on May 20, 2021 to present the Reasonable Alternative screening results and get feedback. Several comments related to safety at the 4th Street rail crossing, how the team displayed construction cost estimates, and how potential Section 4(f) impacts were received and incorporated into the screening process.
- SJATSO Buy-In Issues A second meeting with FHWA on the Reasonable Alternatives was conducted on December 17, 2021 specifically focused on SJATSO's recommendation for the preferred alternative that went through several hazardous waste properties. FHWA indicated that an agreement with SJATSO would be required to meet the fiscal requirements of getting the project on the TIP/STIP, that FHWA would be reluctant to take on the liability of those hazardous materials sites, that moving forward with the SJATSO alternative may trigger an EIS, and encouraged the team to continue to work with SJATSO on a compromise option.



Compromise Alternative - A final meeting on this topic was completed on May 12, 2022 where the study team presented FHWA with a compromise alternative, what eventually became Alternative D

 Existing Corridor, presented to the team by the Mayor and members of the City Council. FHWA agreed with the direction to move forward with this compromise alternative, to make sure that the alternative underwent the same scrutiny as all the other alternatives, and to be sure to provide the public with the opportunity to comment. If those conditions were met then FHWA would be supportive of including the new compromise alternative as a Reasonable Alternative.

4.0 Other Related Coordination

In addition to the initial Scoping Meeting, the study team participated in several other related coordination activities.

4.1 Tribal Coordination

The following tribes were asked if they would like to participate and consult in the study process.

- Iowa Tribe of Kansas and Nebraska
- Iowa Tribe of Oklahoma
- Kaw Indian Nation of Oklahoma
- Miami Tribe of Oklahoma
- Omaha Tribe of Nebraska and Iowa
- Osage Nation
- Otoe-Missouri Tribe of Indians in Oklahoma
- Pawnee Nation of Oklahoma
- Ponca Tribe of Nebraska
- Ponca Tribe of Oklahoma
- Sac and Fox Nation of Missouri in Kansas and Nebraska
- Sac and Fox Nation of Oklahoma
- Sac and Fox Nation of the Mississippi in Iowa

None of the tribes agreed to formally participate, but Lance Foster, Vice Chair at the Iowa Tribe of Kansas and Nebraska, indicated that they should be informed if any ancestral artifacts are discovered during construction. In addition Mr. Foster attended a number Section 106 coordination meetings (Refer to Section 4.3).

4.2 MDNR Hazardous Materials Meeting

On April 23, 2019, the study team met with members of MDNR to discuss the potential impacts to several hazardous materials properties within the Study Area. Staff from MDNR provided the following information:

- WireCo The WireCo site is a Voluntary Cleanup Program (VCP) site that is not that contaminated with petroleum hydrocarbons from a service station formerly on the northeast corner of the property and an old heating oil tank. The site is still under investigation.
- Advantage Metals The Advantage Metals Recycling, Inc. site has a small portion of the property with a soil cap covering an area where elevated arsenic and lead levels were detected; the site has an environmental covenant plan, is a VCP site where they are almost finished addressing all of the identified issues; the capped area would be the only real area of concern and would appear to be a low to medium priority for avoidance.
- Artesian Ice & Cold Storage Plant The Artesian Ice & Cold Storage Plant site has an area under the existing parking lot with slightly elevated levels of lead and arsenic. The parking lot serves as a cap. If the site were disturbed a soil management plan would have to be submitted to the MDNR.
- St. Joseph FMGP #3 The St. Joseph FMGP #3 site has a restrictive covenant, and if excavation were conducted on the site tar, and other semi-volatile tar-like compounds would likely be encountered. MDNR recommended the site should be avoided.
- HPI The three HPI sites are being managed by the USEPA because the hazardous material concerns at the properties are under criminal investigation. MDNR's understanding is that most of the drums and chemicals once stored at these facilities have been removed.
- Farmland Industries The Farmland Industries Old Insecticide Pit site has an 18-inch clay cap and any alternatives that put soil on top of the cap or even



the use of surface piles might be acceptable as long as none of the soils underlying the cap are brought to the surface. Once soils are brought to the surface they are automatically considered hazardous waste and must be disposed of in accordance with hazardous waste regulations at a hazardous waste landfill. The contamination appears to be more concentrated in certain areas of the property. MoDOT under the right engineering scenario would have to agree to an environmental covenant that they would maintain the cap. In addition, MoDOT would need to coordinate with USEPA project manager Laura Price. There are no monitoring wells. The site will soon require only annual monitoring.

- Underground Tanks MDNR staff stated that all of the underground petroleum storage tanks within the Study Area have been closed, but there may be some unknown sites that could be encountered during construction. The MDNR does not have tank closure reports but they can be obtained through the Sunshine Law.
- MoDOT Commitments MoDOT explained that one of the environmental commitments that will be in the NEPA document is that if regulated solid or hazardous wastes are found during construction activities, the construction inspector shall direct the contractor to cease work at the suspect site. The construction inspector shall contact the appropriate MoDOT environmental specialist to discuss options for remediation. The MoDOT environmental specialist, the construction office, and the contractor shall develop a plan for sampling, remediation, and continuation of project construction. Independent consulting, analytical, and remediation services shall be contracted, if necessary. The MDNR and USEPA shall be contacted for coordination and approval of required activities.

4.3 Section 106 Coordination

Detailed results of the cultural resources investigations, including summaries of the Section 106 Consultation, have been provided in separate cultural resource reports. A short summary of those meetings has been provided here.

- Trails Committee of St. Joseph The study team met with the Trails Committee on July 18, 2019 to update the committee on the I-229 Environmental Assessment and to solicit feedback that would be beneficial to the cultural resources investigation. The team discussed the Section 106 consultation process and encouraged the group to participate.
- Consultation Meeting #1 An initial consultation meeting was held on October 9, 2019. The intent of this meeting was to discuss the I-229 project and the role the group would have related to the Section 106 process. The discussion focused on the National Parks Service Plans for some historical improvements related to the Pony Express, potential impacts to historic trails, and the potential for significant archaeological sites along the Riverfront.
- Consultation Meeting #2 A second consultation meeting was held on December 3, 2019. The discussion focused on the Area of Potential Effect and the preliminary results of the architectural survey. Discussion from the group focused on potential removal of the existing brick pavers on Main Street, the desire to assess the air and noise pollution impacts on historic properties, and the historic district on the north side of the Study Area.
- Consultation Meeting #3 A third consultation meeting was held on June 22, 2021 to brainstorm ideas for potential mitigation depending on the recommended preferred alternative. Ideas were discussed and priorities established.
- Consultation Meeting #4 A final consultation meeting is planned for late 2022 or early 2023 to discuss the results of the Section 106 process and to finalize the development of the Programmatic Agreement. This section will be updated following the conclusion of that meeting.

The next two concurrence points, CP 2 and CP 3 have not occurred yet and these sections will be updated following the completion of the NEPA document.

5.0 CP 2 - NEPA Document

Upon completion of the NEPA document, the study team will determine which agencies, if any, will be given the opportunity to review and comment. Those agen-



cies not provided with an official copy of the document may be provided a status meeting. The status meeting can serve as a check-in with the agencies to explain the status of the document and to address issues specific to their areas of interest and responsibility. Alternatively, agencies may be provided with sections of documents, technical reports, or modeling results to review and provide comments. It is at the discretion of the study team to decide what and how information is disseminated for review and comment.

The study team, and the appropriate Participating Agencies, if any, will be given a 30-day period from receipt of the NEPA document to review and provide a response. At the end of the 30-day review period, Mo-DOT will receive comments from the Lead Agency with a statement of support or statement of non-support. If determined appropriate by the study team, comments may also be provided from the Participating Agencies. MoDOT assumes that those agencies from whom it has not heard from at the end of the 30-day period have no comments that need further consideration.

The output of CP 2 will be concurrence from the study team and Participating Agencies on:

- The adequacy of the NEPA document
- Specification as to whether additional information is needed to fulfill other applicable environmental reviews or consultation requirements.
- Specification on any additional information needed to comment adequately on the NEPA document analysis of site-specific effects associated with the granting or approving by the agency of necessary permits, licenses, or entitlements.

Based on FHWA's approval of the NEPA document for circulation, a public hearing will be conducted during the 45-day review in accordance with NEPA requirements and requirements in the MoDOT's EPG.

6.0 CP 3 - Final NEPA Document

Based on the output of CP 2 and the comments received from the public hearing on the NEPA document, the study team will prepare a Final NEPA document. This document will be circulated to the Participating Agencies for their review and comment. Based on Lead Agency's approval, the Final NEPA document will be made available for public and agency review for a minimum of 30 days. This period is the last period during which comments on the environmental evaluation process will be received from the public and agencies. Upon addressing the comments received in the comment period, the Final NEPA document will be forwarded by the study team to the Lead Agency with a request for a decision document.



Appendix C – Public Hearing Summary



Missouri Department of Transportation

3602 North Belt Highway St. Joseph, Missouri 64506-1399 816.387.2350 Fax: 816.387.2359

For more information, contact MoDOT's Northwest District Communications at 816-901-4529

July 25, 2024 - For immediate release

NOTICE OF OPEN-HOUSE PUBLIC HEARING CONCERNING THE FUTURE OF THE I-229 BRIDGE THROUGH DOWNTOWN ST. JOSEPH.

I-229 Moving Forward Environmental Assessment

ST. JOSEPH, Mo. – Notice is hereby given to all interested persons that a public hearing will be held at the Remington Nature Center – 1502 MacArthur Drive St. Joseph, MO 64505, on Thursday, August 15, 2024, between the hours of 4 p.m. and 6 p.m., Daylight Savings Time. All interested persons will be allowed to be heard concerning their views on the design and construction of the Interstate 229 Double-Decker Bridge, St. Joseph, concerning the economic and social effects of such design, its impact on the environment, and its consistency with the goals and objectives of the community. An open-house format will be used, and people may discuss the project.

The presently contemplated improvement is as follows:

With the preferred alternative, the double-decker bridge is removed and replaced with a new four-lane arterial road constructed at-grade (elevated as necessary for compliance with floodplain and stormwater requirements) in generally the same location as the existing double-decker bridge between the railroad tracks and the Missouri River. Access to downtown would only be provided at 4th Street and a new interchange at US Route 59 (St. Joseph Avenue). This alternative would require the de-designation of I-229 as an interstate.

Copies of the Environmental Assessment document, can be found on the project website at: https://www.modot.org/stjoe229 or by visiting MoDOT's Northwest District Office at 3602 N. Belt Highway, St. Joseph, MO, 64506. Written comments will be accepted until ten days after the hearing (Attn: I-229 Environmental Assessment, 3602 N. Belt Highway, St. Joseph, MO, 64506).



Our mission is to provide a world-class transportation experience that delights our customers and promotes a prosperous Missouri. www.modot.org We are committed to providing equal access to this event for all participants. Access for people with disabilities is available. If you need reasonable accommodation, please contact Northwest District Communications Manager Jenna Keyes at Jenna.Keyes@modot.mo.gov by Aug. 8, 2024."

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I-229 Moving Forward Webpage:

www.modot.org/stjoe229

September 1, 2024, Public Hearing Summary Single Wing Creative – Public Involvement Team

Beginning in the Spring of 2024, the engineering team at HG Consult, Inc., along with the public involvement team at Single Wing Creative and the engineers and communications specialists at the Northwest District of MoDOT, worked to develop materials and related web graphics ahead of the I-229 Moving Forward Public Hearing on August 15, 2024. At the public hearing, the MoDOT team presented the preferred alternative. With the preferred alternative, the double-decker bridge is removed and replaced with a new four-lane arterial road constructed at-grade (elevated as necessary for compliance with floodplain and stormwater requirements) in generally the same location as the existing double-decker bridge between the railroad tracks and the Missouri River. Access to downtown would only be provided at 4th Street and a new interchange at US Route 59 (St. Joseph Avenue). This alternative would require the dedesignation of I-229 as an interstate.

Twenty-one days before the public hearing, MoDOT updated the project website with the Federal Highway Association (FHWA) approved Environmental Assessment document, graphics, and materials produced by Single Wing Creative, HG Consult, Inc., and the Northwest District Team.

In the weeks leading up to the public hearing, a public notice, print advertisement in the St. Joseph newspaper, social media announcements, and three email blast notifications were released to the public and stakeholders. The public involvement team arranged space for the public hearing, provided light refreshments, and printed informational materials, including presentation boards, large format maps of the preferred alternative, and handouts with detailed project information. On the day of the public hearing (August 15, 2022), five Single Wing and Hg Consult staff members assisted MoDOT on-site in St Joseph, Missouri, at the Remington Nature Center at 1502 MacArthur Drive. The meeting began at 4:00 pm and ran until 6:00 pm. Public hearing participants signed in and were given the opportunity to provide feedback via written and orally recorded comments.

The virtual public hearing was updated that same day with the same materials as the in-person public hearing. Along with the materials presented at the in-person meeting, an interactive map and online survey opportunities were provided (viewable and downloadable as PDF files). The virtual public hearing remained available on MoDOT's website, and the opportunity to provide comments online or via mail was provided until August 30, 2024. Screenshots of the virtual public hearing are below.



I-229 Virtual public hearing (VPH) website

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Download meeting materials
provided for the Summer 2024 In-Person Public Meeting by clicking the buttons below.
PUBLIC HEARING BOARDS PREFERRED ALTERNATIVE ALTERNATIVES NO LONGER CONSIDERED
ENVIRONMENTAL ASSESSMENT TECHNICAL MEMOS

Downloadable informational materials on the VPH website.

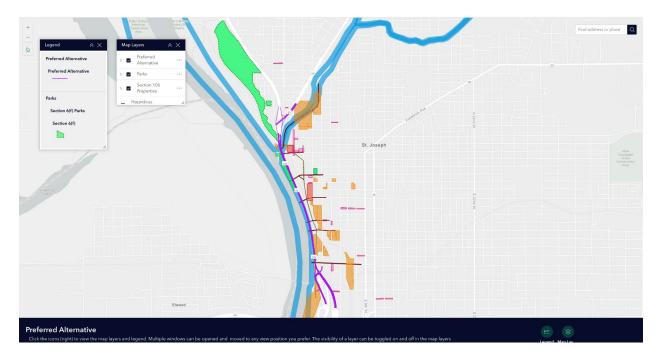
I-229 PUBLIC HEARING COMMENT FORM
Please take a moment to tell us what you think and help us better understand issues that are important to you. We appreciate your valuable input!
You may also submit your feedback to stjoe229@modot.mo.gov.
Comments must be received or postmarked by 8-30-24 to be included in the formal meeting documentation.
Comments To leave a general comment(s), please type your comments here.
If you wish to identify a specific area on the map to be included with your comment(s), please do so on the map below. You may also skip the map section.
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Not enough room for your comment(s)? You may upload a document with your comments here.
You may upload a document with your comments here.
Drop file here or select file (pdf, doc, docx, xlsx, txt)
Do you have a question or comment about a specific area?
Navigate to the area that you are interested in on the study area map. Right-click or tap on the area to drop the pin, and your comments will be associated with the pin.

Interactive Map Survey on the VPH website.



I-229 Virtual public hearing materials gallery on the VPH website.

Interactive preferred alternative map on the VPH website.



Virtual Public Hearing (Embed) Stats:

756 Views 275 Clicks on Content

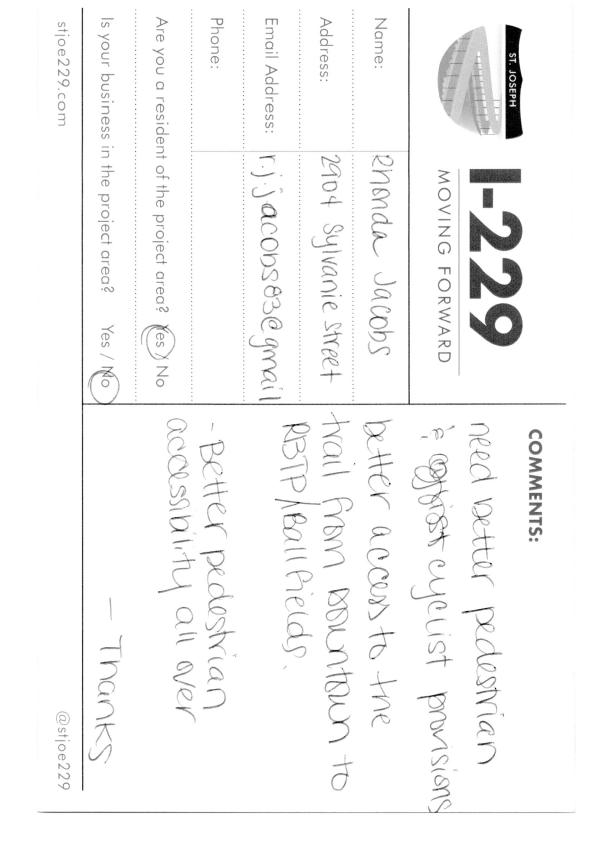
Survey Responses:

The public meeting survey was set up using ArcGIS Survey 123. This format captures both traditional survey data and location data using the I-229 interactive project maps. This enabled survey respondents to note specific areas of concern and provided MoDOT with an overview of where respondents were physically located and the I-229 Public Meeting Survey Dashboard.

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Single Wing captured 19 survey responses from August 15th to 30th, 2024, and delivered data to MoDOT.

Appendix D – Public Comments



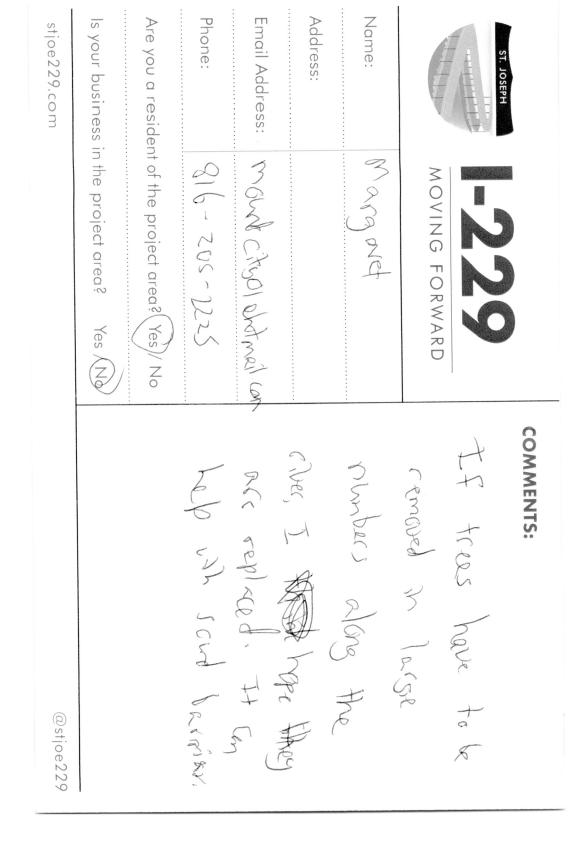
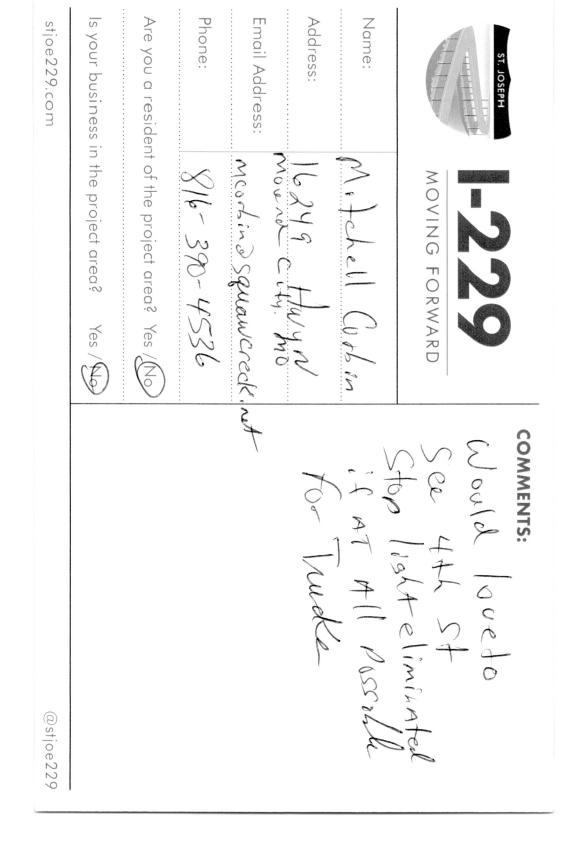
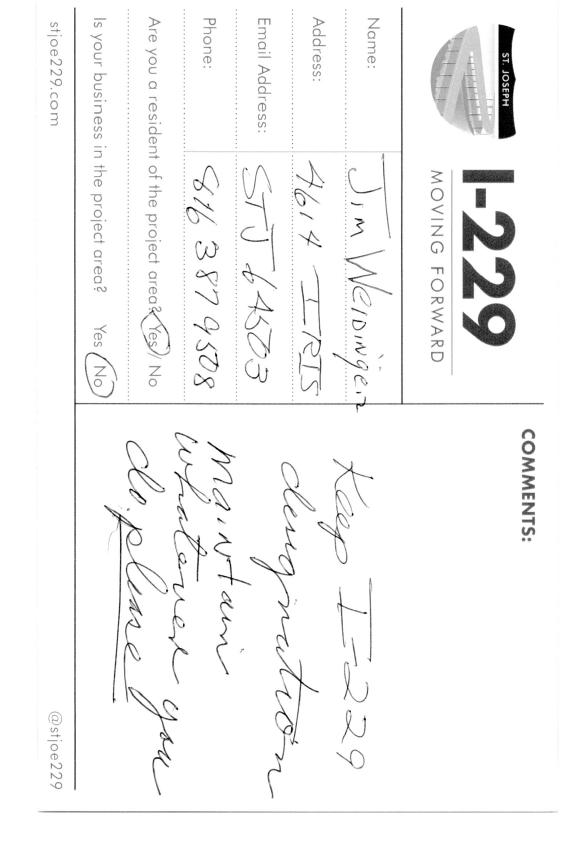


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@stjoe229	stjoe229.com
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the money	Are you a resident of the project area? Yes / No
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that did environmental study on historie ports of St. Soe	Daw - from OCTA	Name:
Talked to Jen Johnson part of consulting firm	MOVING FORWARD	ST. JOSEPH
COMMENTS:		

Phone: Is your business in the project area? Email Address: Address: Name: Are you a resident of the project area 2° Yes > No stjoe229.com ST. JOSEPH 1.1.1.1.1.1 **I-229** h32-980- 482d 1416 Belleviewst MOVING FORWARD Alan harter 1230 Gnellon Alan Harber Yes// No I think it should be I think it should be that will allow Access into the riverfront for boats & Fishing recreation. COMMENTS: I agree with the idea to replace the bridge @stjoe229

ShANON KusiLek,

I'm DALE WRIGHT I LIVE IN MOUND CITY. My Wife AND I TRAVEL TO VA LEADON WORTH AS NEEDED. 1 ARE you going TO REMOVE ENTRANCE + EXITS ON 229 AT 20TH ST. THAT how we go TO VA 29 TO 229 TO 59 TO K7. IT SAUES US 22 MI EACH WAY. 2. I dowT Likegowg OVER 92Hwy TO gETTO UA. JUST dONT LIKE The Ada 3 HACE you considered Semis That come From 29, 71 THAT GO TO KS by This ROUTE? Going down STOCK yes expressiony you have TO Fight TRAINS CROSSINGS, you don't going 6th St, King Hill LAKE Ave, Hwy 59, TRUCHS go on TO TOperca OR LEAVAN worth 429 15 getting CRAGER EVERY day people wanting TO go go or better. 5 I personally Like The overhead. you people ever Thought of using union LAbor for Rebuild projects Some of The Rebuild projects up here well The work was Prepoor, I'm 76 A disabled viet Vet TIRED af seeing Pee POOR work

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Rebuild 229 AS it IS A FER 50 yrs Technology 15 berrer dont Screwup A good Thing

AKIRTHER has got To my hands.

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From:	Ron Furrer <w.lincoln976@gmail.com></w.lincoln976@gmail.com>
Sent:	Friday, August 16, 2024 3:37 PM
То:	StJoe229
Subject:	I 229 replacement proposals

The proposal presented is not acceptable for several reasons;

- 1) it restricts access to the downtown area, which is struggling with revival after urban renewal 50 years ago
- 2) it restricts any future riverfront development, access, or view
- 3) it restricts access to markets by farmers who currently use I 229
- 4) it destroys the unique and efficient double deck structure, which is iconic and very functional for St. Joseph and surrounding areas
- 5) even though refurbishing the existing double decker structure would cost more, it is the best alternative to anything proposed*

*I was asked at the informational meeting on August 15th if we should waste our gas tax dollars on the too expensive option of refurbishing the existing double decker structure. Why not? It is very important to residents of and around St. Joseph, and would be of greater benefit than any of the options proposed. It would cost just a small fraction of the proposed addition of a 3rd lane to I 70 across the entire state. Is the cheapest option always the best option? Certainly not!

PLEASE SAVE AND REFURBISH THE EXISTING I 229 DOUBLE DECKER STRUCTURE!

Thanks, Ron Furrer

Sent from Mail for Windows

From:	Laurie Wall <walll1@msn.com></walll1@msn.com>
Sent:	Friday, August 16, 2024 8:30 AM
То:	StJoe229
Subject:	I-229 Proposal

Thank you for the opportunity to address this important issue.

I am in favor of securing funding to replace the I-229 bridges fir the following reasons.

1. The bypass is needed for the times when I-29 needs traffic rerouted. City streets cannot accommodate I-29 traffic on those occasions. This is a safety concern.

2. I-29 continues to become more congested as it is only a four-lane highway through St. Joseph nearly handling I-70 traffic. Within the expected lifespan of I-229 bridges, ten years from now, motorists will likely choose I-229 to bypass St. Joseph. Likely meeting federal traffic recommendations.

3. I find the concerns of riverfront development to be a weak point. It is an industrial district. The money, time, and impact of building an at-grade parkway for future beautification of the riverfront is not likely to have the desired impact.

4. I can't imagine that when the I-229 bridges were built that the maintenance and expected lifespan were not part of the expectation. Much like the US Hwy 36 bridge over 10th street is maintained and the various bridges over the Missouri River are maintained, why wasn't I-229 maintained?

5. It was disappointing that the representatives for MoDot that were in attendance of the public hearing held August 15, 2024 did not even know the speed limit for I 229 on the bridges.

6. Additionally, the sign in sheet for participants had a date on it from years ago.

Numbers 5 and 6 do not instill confidence in me that those working on this project are all-in for finding the best solution.

In short, I-229 should remain an interstate to handle bypass traffic for the safety reasons it was originally built and paid for.

Sent via the Samsung Galaxy S24 Ultra, an AT&T 5G smartphone Get Outlook for Android

From: Sent: To: Subject: Lisa Logan <logan.home.place@gmail.com> Friday, August 16, 2024 2:05 AM StJoe229 I-229

My beef is not so much about the proposed highway plan as it is related to the Riverfront Development plan....why develop the riverfront, when the river has a major flood about every 10 years? It makes more sense to develop the bluff areas overlooking the river, where the floods don't go. The only riverfront development plan which makes sense is to develop a plan for steamships or paddlewheelers, which are already in the water. Everything else not built on stilts is a disaster waiting to happen. The Plan D for the new road seems reasonable, as long as there is a beautification aspect to it, and as long as the wilderness area from MacArthur Drive up to K Highway is not disturbed. Perhaps synchronized fountains or bronze Western themed statues could be put between the northbound and southbound lanes to lessen the mass effect of so much concrete? Something unique and beautiful which will promote our town, and I don't mean billboards!

Yours truly, Lisa C. Logan

From:lecadavis <lecadavis@yahoo.com>Sent:Monday, August 19, 2024 1:51 AMTo:StJoe229Subject:229

I'm wondering how/why you would consider an option that does not include access to downtown?

From: Sent: To: Subject: Ashley Dawson <stjoestorycollective@gmail.com> Tuesday, August 20, 2024 4:00 PM StJoe229 I229 feedback

As a downtown business owner I'm very concerned that there is no direct downtown access planned for the I229 remodel. Our downtown has worked so hard toward revitalizing, and access is so important to the future success of the Civic Arena, and local businesses that are fighting to make downtown a great experience.

When I29 was closed for a few days this summer we saw increased traffic because the detour brought people to I229 and downtown was the option for fuel and food.

Please, please include downtown access in the new plan.

Ashley Dawson

2024-08-27T15:36:51	2024-08-20720:11:28	2024-08-20719:50:18	2024-08-19T15:56:33 2024-08-19T18:13:07	2024-08-18T22;49:00	2024-08-16711:25:13	2024-08-15717:49:10	2024-08-15113:10:06	2024-08-14T16:12:49	EditDate
	I approve and support MoDOT's I-229 Moving Forward Project. I have reviewed the Environmental Assessment (EA) for MoDOT's I-229 Moving Forward Project and I support the findings in the document. I also approve and support the Preferred Alternative for MoDOT's I-229 Moving Forward Project because the preferred alternative will improve safety and reduce delays by removing the double decker bridge and replacing it with a four lane road.	I appreciate all the hard work that has gone into this decision. While I realize the complexities and challenges of choosing a replacement option, I am very concerned about the lack of direct access to downtown as proposed in the preferred alternative. Downtown is just beginning to see substantial regrowth. With the surge of new businesses, the coming of the InspireU children's discovery center, renovations being done to encourage more events at the Civic Arena and the prospects of a new hotel, I feel that eliminating direct access to and from downtown is a huge mistake. I would hope greater consideration could be given on how to encourage rather than inhibit future developments and existing businesses downtown.	I believe 229 is Very Important to our community. Having an alternative route from I-29 has been a huge benefit many,many times over the years and people have depended on 229 for ease of travel around St Joseph. Keep 229 Please!! Riverfront/downtown pedestrian and cycling connectivity must be addressed in this redesign. Putting the highway at grade will further deteriorate these users experience and the community benefits that a connected riverfront would mean for Saint Joseph.	No direct access to downtown sounds really bad. I'm used to whizzing down from Savannah and hopping off into the downtown area. Hope this will be reconsidered.		This seems like a very bad idea. Another road to flood is not what we need please reconsider new bridges	I remain concerned about the de-designation of I-229 as an interstate - I-29 south of Fredrick (51,123) is currently carrying more traffic than I-70 at the Missouri River Bridge (36,185) - I-229 south of exit 6 is 19,985 - How much of this traffic will be pushed to I-29 - I would hope there is an alternative that does not involve the de-designation of the interstate.	Test. Great Survey. Would complete again.	please_provide_feedback_regardi
Guenther	al Hurst	Doyle	Shoffner	Schneeflock	Irautman			в	last_name
Max	Jackson	Tim	Brett	Pam	Andrew			Test	first_name
PO Box 1136	4216 Cornell Crossing	4706 Stonecrest Terrace St. Joseph	1321 S9th St	601 W Main				Test	address_include_apartm city
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2024-08-29T13:47:12		k L		2024-08-29T13:12:47	2024-08-28T16:22:35	2024-08-27117:07:37	
Andy Macias	Thanks	I also think some of the existing bridge substructure can be repurposed for a pedestrian bridge for access to the riverfront? I understand the proposed roadway alignment will impact what needs to be removed and what can potentially be repurposed.	I think it's important to provide downtown access for the Civic arena and potential downtown hotel. If we lose this access to Francis/Felix/Edmond/Charles, Ifeel this will limit the redevelopment of the downtown area.	I fully support the preferred atternative. Make it happen.	While I agree with most of this plan, I can't believe you would consider a plan without access to downtown. The double-decker should be brought down to single level, but has there been any research into the economic impact of cutting off downtown from this highway?		As we saw with the closure of I-29 for repairs to an overpass, there needs to be an alternative to I- 29 if it should ever be closed for repairs on an accident. Routing that traffic, semi trucks and hundreds of thousands of cars thru downtown is not possible. If you want people to visit sights downtown, all you need is advertising. Those interested will easily exit off a highway. We've seen what happens to parks along the river the many times it has flooded. We regularly use I-229 and unless one can drive 55 mph with no stop signs thru downtown, we need a highway capable of handling massive traffic as an alternative to I-29.
Macias				Heckman	Gerhardt	F	U i
Andy				Dennis	Richard	З	
7752 SE 169 HWY						3339 Chatham	
St. Jospeh					Saint Joseph, MC Missouri	St. Joseph	
Mo					MC Missouri	MO	
64507					64507	64506	

64110	МО	Kansas City	3900 Forest	Michael	Kelley	consideration is given to ways to improve bike and pedestrian connectivity in this area as well.	2024-08-30T18:29:52
						I appreciate that MoDOT is working to reduce the footprint of I-229 in favor of better connectivity for St. Joseph. I would like to ask that, as part of this effort with the preferred atternative, more	
65201	мо	Columbia	214 St. Joseph St.	Jackson	Hotaling	Removing the overbuilt interstate infrastructure will open so many opportunities for visitors and residents of St. Josephthank you MoDOT for considering the long-term benefits that interstate removal will provide!	2024-08-30718:23:39
						Folks in St. Joesph deserve access to the riverfront, which this project could help to support. Please consider all road users as this project develops, including those that walk and bike: direct trail access from St. Joseph is necessary, and more access further south can be facilitated with this project.	
						The rendering in Alternative D does not follow recommendations made for arterials elsewhere in Missouri, because no trail connections are considered. The St. Joseph Riverwalk needs to extend further south, which can be extended along this arterial development project.	
						Please review the 'Blueprint for Arterials' document developed by East-West Gateway Council of Governments: https://www.ewgateway.org/transportation-planning/blueprint-for-arterials/	
65201	MO	Columbia	214 St. Joseph St.	Jackson	Hotaling	Thank you to MoDOT for considering this project to demolish the I-229 bridge, and this may be the start of a bright and economically vibrant future for the city!	2024-08-30T18:08:23
						Furthermore, the highway facilitates an unsafe transportation option when compared to other modes. With the opportunity for Amtrak expansion in St. Joseph, and MoDOT's intercity bus study underway soon, there can be more transportation options for residents.	
						Highways cost a tremendous amount to maintain over time, and increasing research demonstrates that they are an economic burden: https://ssti.us/2024/08/19/highway-costs-outweigh-benefits-especially-when-land-value-is-considered/ Cities like Rochester, NY and Providence, RI have removed their urban highways and experienced tremendous economic success with this newfound urban real estate.	

I am encouraged by the opportunity to reconnect St. Joseph to the river, which can allow for more park space and room for business/housing expansion in the city center.

	2024-08-31T04:10:54	2024-08-31T04:03:05	
	Keep the I - 229 bridge! Its critical for the city of St. Joseph but an obvious expense for MODOT though the cost of the alternative roadway continues to grow !!!! Keep what we have and maintain a city status not regress !		Economic study for downtown st. Joseph was not conducted. I asked at the last meeting if anywhere else an interstate was decommissioned and was told only one known was seattle and unknown impact financially. St. Josephs downtown needs property highway to maintain its city status. the hotel that was to be built next to the civic arena now has backed out and its obvious that the current i 229 exits right in front of the hotel since removal talk they backed out. truck traffic has no business at ground level shifting gears and belching diesel and noise in the downtown ground level. no one knows what the plan is for after the bridge is torn down neither modot nor the city of st Joseph. when i asked what the speed limit would be it was unknown but would be reduced and i asked what wilt the new highway be and was told we hope it will be a us route but not sure also there will have to be a bridge over the railroad tracks with 30 feet clearance. total cost new roadway 50, 80, now 100 million
	Bonner	Bonner	
	Jeffrey	Jeffrey	
	PO Box 8645	PO BOX 8645	
	St. Joseph	St. Joseph	
	MO	МО	
•	64508	64508	

Appendix E – Agency Comments



Michael L. Parson Governor State of Missouri OFFICE OF ADMINISTRATION Post Office Box 809 Jefferson City, Missouri 65102 Phone: (573) 751-1851

Kenneth J. Zellers Commissioner

September 10, 2024

Shannon Kusilek 3602 North Belt Highway St. Joseph, MO 64506

Subject:

2502056
Legal Name: Missouri Department of Transportation - The Federal Highway Administration
Agency:
Project Description: I-229 Buchanan County MO Environmental
Review - For the I-229 double-decker bridge on I-229 in St. Joseph, Missouri

The Missouri Federal Assistance Clearinghouse, in cooperation with state and local agencies interested or possibly affected, has completed the review on the above project application.

None of the agencies involved in the review had comments or recommendations to offer at this time. This concludes the Clearinghouse's review.

A copy of this letter is to be attached to the application as evidence of compliance with the State Clearinghouse requirements.

Sincerely,

Jam Welson

Tamra Wilson Administrative Assistant

cc:



Jen Johnson <jjohnson@hgcons.com>

I-229 EA Study Consulting Parties Review - Army Corps of Engineers

Jen Johnson <jjohnson@hgcons.com> Draft Sat, Sep 14, 2024 at 10:42 AM

From: Reenan, James S CIV USARMY CENWK (USA) <James.S.Reenan@usace.army.mil>
Sent: Friday, September 13, 2024 7:29 AM
To: Shannon Kusilek <Shannon.Kusilek@modot.mo.gov>
Subject: RE: I-229 Buchanan County MO - EA Document Agency Coordination Review

Hi Shannon:

The Corps of Engineers, Kansas City District, has no comments at this time. I will be the Regulatory PM moving forward so please include me on any future meetings for this project.

Regards,

James S. Reenan U.S. Army Corps of Engineers WRDA 214 Program Manager; NWK/MVS Regulatory Branch – Kansas City District 515 East High Street, Suite 202 Jefferson City, MO 65101 Office: (816) 389-3832

Telework: M, F /In-Office T, W, R

From: Shannon Kusilek <Shannon.Kusilek@modot.mo.gov>
Sent: Wednesday, August 28, 2024 5:09 PM
To: Kansas City, Regulatory <Regulatory.KansasCity@usace.army.mil>
Subject: [Non-DoD Source] I-229 Buchanan County MO - EA Document Agency Coordination Review

To whom it may concern:

Hg Consult, Inc. Mail - I-229 EA Study Consulting Parties Review - Army Corps of Engineers

The Environmental Assessment Study for the I-229 double decker bridge on I-229 in St. Joseph, Missouri, has determined a preferred alternate. We are asking for your review and comments to the preferred alternate. Please clink on this link for access to the EA document and its appendices: I-229 Moving Forward | Missouri Department of Transportation (modot.org)

The attached letter has some additional information on the background of the study and information on the preferred alternate. We are requesting any comments be forwarded to me by September 13, 2024.

Thank you.

Shannon Kusilek. P.E. District Design Engineer

Missouri Department of Transportation Northwest District 3602 North Belt Highway St. Joseph, MO 64506 Phone: 816-387-2441

--Jen Johnson (she/her/hers)

Planning Project Manager Hg Consult, Inc 816-256-8472 jjohnson@hgcons.com



Michael L. Parson Governor

> Dru Buntin Director

October 10, 2024

Shannon Kusilek Missouri Department of Transportation 3602 North Belt Highway St. Joseph, MO 64506-1399 Shannon.kusilek@modot.mo.gov

Dear Shannon Kusilek;

The Missouri Department of Natural Resources appreciates the opportunity to review the I-229 Double Decker Bridge Environmental Assessment report dated July 2024. The department has no comments on the report.

We appreciate the opportunity to provide comments for the proposed project. If you have any questions, please contact me at 573-522-6221.

Sincerely,

Hannah Humphrey

Hannah Humphrey Deputy Director

HH/man