



Public Notice – I-70 Missouri River Bridge at Rocheport

Boone County – MoDOT is in the process of completing a National Environmental Policy Act (NEPA) re-evaluation of the 2005 Second Tier Final Environmental Assessment (EA), Finding of No Significant Impact (FONSI), and Final Section 4(f) Evaluation of Section of Independent Utility 3 for the replacement of I-70 Missouri River Bridge near Rocheport, MO. It is anticipated that the NEPA re-evaluation will be completed by March 2020. Due to the amount of time that has passed since the initial evaluation and the more defined project limits, the following revisions to the 2005 EA/FONSI and Section 4(f) Evaluation are anticipated:

Study Area

The project-specific study area for the Rocheport Bridge project has been refined since the 2005 EA/FONSI and Section 4(f) Evaluation. The study limits encompass an area measuring 300 feet on either side of the existing MoDOT right-of-way to accommodate potential alternatives that may be proposed by a Design/Build contractor. This updated study area is larger than that described in the previous documentation.

Selected Alternative – Mainline

The initial alternatives development included consideration of I-70 improvements on both the north and south side of existing I-70. Both options were retained for more detailed analysis, and ultimately the Selected Alternative in the 2005 EA/FONSI was to construct a new parallel bridge over the Missouri River immediately to the south. However, to allow maximum design flexibility for the Design/Build teams to address engineering and environmental constraints, and because the reasons the south was selected over the north are no longer constraints, both the north and south alternatives are being retained for the current study. The study limits described above provide sufficient area to encompass both possible alternatives.

Selected Alternative – Route BB Interchange Improvements

The Selected Alternative for the I-70 / Route BB interchange in the 2005 EA/FONSI was the reconstruction of the interchange with a new perpendicular overpass structure west of the existing. An alternative to retain the existing alignment was not previously included. To allow for increased design flexibility, the option to preserve the existing alignment has been retained. Accordingly, the study area at Route BB has been expanded to encompass the Selected Alternative alignment, the current alignment, and all areas in between.

Section 4(f)

Section 4(f) of the U.S. Department of Transportation Act of 1966 (49 USC 303), hereinafter referred to as "Section 4(f)", protects publicly owned parks, recreation areas, wildlife refuges, waterfowl refuges, and significant historic and archeological resources. Below are Section 4(f) properties identified by MoDOT. If you are aware of any other potential Section 4(f) resources, please comment on them as per instructed below.

The Katy Trail State Park, which transects the project corridor along the east bank of the Missouri River, is a Section 4(f) resource. As noted in the Final Section 4(f) Evaluation, for safety reasons, the trail could be temporarily closed for short periods of time during construction. However, trail closures are likely to be for several days at a time, rather than several hours as noted in the initial evaluation. As noted in the 2005 EA/FONSI, no permanent impacts to Katy Trail State Park are anticipated.

Big Muddy National Fish and Wildlife Refuge Overton Bottoms North and South Units is located within the study area and consists of two separate public nature areas. Overton Bottoms North Unit, part of the Big Muddy National Fish and Wildlife Refuge, is located on the north side of I-70 and is managed by the U.S. Fish and Wildlife Service; and Overton Bottoms South Unit, is located on the south side of I-70 and is managed by the Big Muddy National Fish and Wildlife Refuge, also managed by U.S. Fish and Wildlife Service. It was determined in the 2005 EA/FONSI that Section 4(f) was not applicable to this resource due to a lack of features that would qualify it as such. However, due to the current refuge activities of the Overton Bottoms North and South Units and a lack of sufficient documentation establishing a reported 300-foot reserved corridor for transportation in the EA, it is assumed that Section 4(f) does now apply to this resource. Impacts to Overton Bottoms North and South units could include permanent fill for additional lanes and portions of the resource around the bridge would be temporarily closed during bridge construction.

Taylor's Landing Access is a boat access to the Missouri River located in the Overton Bottoms North Unit. However due to flood damage, Taylor's Landing was permanently closed in 2011. MDC plans to relocate the Taylors Landing Access boat ramp to the Overton Bottoms South Unit, south of the existing I-70 bridge. The relocated Taylor's Landing Access will be a Section 4(f) resource. While no permanent impacts to the boat access are anticipated, it may be used during construction for staging or river access.

Franklin Island Access is a boat access to the Missouri River located in the Franklin Island Conservation Area, approximately 10 miles upstream of the I-70- bridge. The Franklin Island Access is a Section 4(f) resource. While no permanent impacts to the boat access are anticipated, it may be used for staging or river access.

In compliance with Section 4(f) and its implementing regulations codified at 23 CFR Part 774, the FHWA in cooperation with MoDOT provides public notice of its proposal to make a Section 4(f) *de minimis* effect determination on Katy Trail State Park, Big Muddy National Fish and Wildlife Refuge Overton Bottoms North and South Units, Taylor's Landing Access, and Franklin Island Access; and to provide the opportunity for public review and comment of this proposed determination.

Previously completed documents may be reviewed by going to the project website:
http://www.improvei70.org/environmental_3.htm

Individuals and organizations wishing to comment on the aforementioned project updates and/or regarding the *de minimis* impact to the Katy Trail State Park, Overton Bottoms Units, Taylor's Landing Access and/or Franklin Island Access may submit them to MoDOT's Central District in the following ways:

- Website: www.modot.org/modot-central-district
- E-mail: brandi.baldwin@modot.mo.gov
- Facebook: www.facebook.com/MoDOTCentral
- Twitter: www.twitter.com/MoDOT_Central
- Phone: (888) 275-6636

Comments will be taken until Monday January 2, 2020.

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For more information, call MoDOT in Jefferson City at 888-275-6636 or visiting
www.modot.org/modot-central-district

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