

A. SUMMARY OF COORDINATION

The development of this DEIS was preceded by a five-year screening process, involving a Stage I Study (May 1992 through November 1993) and a Stage II MIS (Fall 1994 through May 1997). Both parts of this screening process of alternatives included broad-based community involvement with good media coverage. Executive and technical/study management committees, public open-house meetings, and media briefings were used, as well as questionnaires, polling, and meetings with interested and affected public and private parties. Chapter 3, Alternatives Considered details these coordination efforts and their role in the selection and refinement of the alternatives evaluated in detail in this DEIS.

During the three-year development of this DEIS, extensive coordination was undertaken to further refine the proposed build solution to minimize any adverse impacts. This effort concentrated on one-on-one meetings with affected and interested parties. It also included a fifth round of public meetings. These activities are summarized below.

1. City of St. Louis/Downtown Now

St. Louis Mayor Clarence Harmon appointed a Downtown Now Task Force in the Fall of 1997 to work on revitalizing downtown St. Louis. Leading Downtown Now are four groups: SLDC, the planning and development arm of the city of St. Louis; Downtown St. Louis Partnership, the chamber of commerce for downtown; RCGA, the chamber of commerce for the St. Louis region; and St. Louis 2004, a group working to translate the positive memories of the 1904 Louisiana Purchase Exposition (the St. Louis World's Fair) into capital improvements and social enhancements of the region by 2004. Downtown Now hired a large consultant team to develop the \$1.2 billion plan for downtown. Following completion of the report in late 1999, Downtown Now hired an executive director and is proceeding to raise money to implement the plan.

Frequent meetings and exchanges of information between Downtown Now participants and project participants occurred in 1997, 1998, and 1999, culminating in a resolution signed by Mayor Harmon, St. Clair County Board Chairman John Baricevic, IDOT, MoDOT, RCGA, and the Southwestern Illinois Leadership Council on June 17, 1999. The resolution led to the city of St. Louis' selection of one of three interstate-access options offered for the northwest quadrant of downtown with additional modifications. Further negotiations reached agreement on the modifications; a press conference was held in the mayor's office on September 21, 1999 to announce the agreement.

The refined interstate-access option agreed to by all parties includes the following distinguishing features:

- extending both a relocated North Cass Avenue and a relocated South Cass Avenue between Tucker and Broadway through the proposed I-70 Missouri interchange, providing good local circulation to all four quadrants of the interchange;
- extending the parkway connection to Fourteenth Street under Tucker and O'Fallon to make it less noticeable;

- adding a T-intersection for local access at the parkway connection with Fourteenth Street, including a protected left-turn bay for northbound Fourteenth Street traffic, to better connect the near Northside neighborhood with downtown;
- concentrating ramp structures close to existing I-70 so that they will be less noticeable; and
- adding a landscaped median to existing Cass Avenue between Ninth and Tenth next to the Cochran Gardens townhouses, and extending the project's proposed Fourteenth Street median from Cass all the way south to the parkway connection at Carr Street.

2. National Park Service

Meetings were held with the NPS in 1998 and 1999 to reach agreement on modifying the March 12, 1963 Cooperative Agreement that provides for the location of existing I-70 (at the approach to the Poplar Street Bridge) to be located on the Jefferson National Expansion Memorial grounds. This project coordination is more fully discussed in the Chapter 6, Section 4(f) Evaluation, and its successful culmination is confirmed by the Appendix A August 12, 1999 letter from the Jefferson National Expansion Memorial. The following features distinguish the refinement in the project solution meeting with the approval of the Arch grounds personnel:

- realigning the downtown exit ramp from the Poplar Street Bridge to Fourth at Spruce and repositioning the proposed intersection of Poplar Street, northbound Memorial Drive, and the Spruce Street extension to better serve the Gateway Arch grounds.

3. U.S. Coast Guard

Meetings and discussions were held with the USCG, a cooperating agency on this DEIS, in 1997 through 1999 to determine the horizontal channel clearance requirements. The USCG placed buoys in the Mississippi River at possible pier locations during the second half of 1997 and early 1998 and sought feedback from barge operators on their ability to successfully negotiate these possible pier locations. The USCG furnished its determination in writing on August 4, 1999 (see the Appendix letter); and a follow-up meeting was held on November 17, 1999 to make sure that all parties fully understood the design implications of the USCG's determination. Ongoing work is underway with the Seamen's Church group in Paducah, Kentucky, which has a computer simulation of the St. Louis harbor, to incorporate the proposed new Mississippi River crossing location into the model and analyze its effects.

In addition, on-site meetings were held with mooring cell operators in the immediate vicinity of the Missouri shore crossing: Continental Cement (October 17, 1997) and Lewis & Clark Marine Terminal (October 22, 1999). Both parties were assured of the project interest to keep them in business at their current location, which could require relocating the Continental Cement stair tower and/or its mooring cell and extending its conveyor. The St. Louis Port Authority was contacted and agreed to hold the 91.4-m (300-ft) open

river lease immediately south of Continental Cement in the event this river frontage might be needed for the relocation of the Continental Cement mooring cell.

4. NEPA/404 Merger Agreement

NEPA/404 Merger meetings were held in Springfield, Illinois on September 30, 1997 and in Collinsville, Illinois on January 23, 1998 to advance the environmental review and approval of the project. USEPA, USFWS, USACE, and IDNR representatives participated along with IDOT and FHWA representatives. The parties agreed on the adequacy of the project's purpose and need at the first meeting. They agreed at the second meeting that the south build alternate (evaluated in the project's MIS) is not practicable to build, and therefore, would be discussed in the project's alternative's chapter to the extent developed to date but not included in the affected environment, environmental consequences, and other DEIS chapters.

5. Historic Preservation Program

Coordination with the MODNR's HPP extended from late 1998 through late 1999 to determine NRHP-eligible properties. Field reviews of historic sites were held with IDOT, FHWA, and consultant staff on July 20, 1999, and with MoDOT, FHWA, and consultant staff on July 27, 1999. HPP declined to participate in a field review. The Chapter 6, Section 4(f) Evaluation more fully describes the coordination and the results of the process; see also Chapter 2 Affected Environment, Section B Cultural and Chapter 4 Environmental Consequences, Section B Cultural.

6. North Broadway Business Association

Ongoing meetings have been held with the North Broadway Business Association throughout the project to coordinate proposed improvements, most recently on February 3 and November 17, 1999. The meetings have allowed business owners to understand where displacements and partial takings are proposed, how local and interstate access will be revised following completion of the project, and how the project schedule is advancing. Local access modifications have also been made in response to property owner information furnished at the meetings.

B. ILLINOIS CORRIDOR PROTECTION PUBLIC HEARING

IDOT held a corridor protection public hearing attended by some 50 persons on November 19, 1997 at the Cahokia Mounds Interpretive Center near Collinsville, Illinois in accord with Illinois Compiled Statutes, Chapter 605, Act 5, Section 4-510. The meeting was held because of development pressures surrounding the Gateway International Raceway, and the limited opportunities for shifting the alignment in the area. IDOT subsequently approved the proposed corridor protection for relocated I-70 and the I-64 Connector on March 27, 1998, and filed the corridor protection map and the approval in the St. Clair

County Office of the Recorder of Deeds in Belleville on June 12, 1998 in Book 100, pages 90-98. Fifty-seven affected property owners were notified within 60 days of the filing to prevent costly development in conflict with the proposed Mississippi River crossing project. The filing requires the affected property owners to notify IDOT 60 days in advance of incurring development costs or improving the designated property so that the Department has the opportunity to acquire the land for the project.

C. PUBLIC INVOLVEMENT

In addition to the above-referenced Section A coordination efforts, numerous other meetings and discussions were held during the development of the DEIS to refine the project description and avoid or minimize project impacts. **Table 7.1** lists meetings held with community groups, social service agencies, major employers, and others potentially affected by the project; **Table 7.2** lists meetings held with utilities and railroads.

A fifth-round project public meeting series was held on October 5 and 6, 1999. An invitation with attached press release was sent to some 250 elected officials and media representatives inviting them to a project briefing. A press release was sent to some 250 additional persons on the project mailing list informing them of the open-house meetings. The open-house sessions were widely publicized in the print media, on TV, and on radio. Variable message signs were also used on the interstate highways entering downtown on both sides of the river a couple of days in advance of the open-house sessions to advise of the open-house meetings.

The meeting series began with the briefing attended by some 88 elected officials and media representatives at the Gateway International Raceway on IL Rt. 203 at I-55/70 in Madison, Illinois on October 5, 1999 at 10 a.m. The briefing was followed by the public open-house meeting held in St. Louis from 3 to 8 p.m. at the Patrick Henry Elementary School (1220 North Tenth Street at O'Fallon) on Tuesday, October 5, 1999 and by a public open-house meeting held in East St. Louis from 3 to 8 p.m. at the East St. Louis City Hall on Wednesday, October 6, 1999. These locations were chosen to provide ready access for low-income and minority persons to participate. A total of 109 persons attended the St. Louis session, and 74 attended the second meeting in East St. Louis. Representatives from IDOT, MoDOT, and the consultant were present to discuss the proposed project improvements and to answer questions. A 12-page handout with drawings was distributed to explain the proposed project, and comment forms (with an optional signature block) were made available to make it easy to provide input on changes in the project description, the desire for noise walls, and the preference for a signature bridge, or other comments.

Of the nearly 300 persons participating in the meeting series, only five persons used the comment forms to express opposition to the project, while three others used the comment forms to express concern about traffic weaving movements or buffering along existing I-70 in Missouri and one used the comment form to oppose tolls. Eight persons expressed approval of the project using the comment forms as did another 20 persons who wrote

Additional DEIS-Stage Coordination Meetings**Table 7.1**

Date	Group
6/16/97	Aldерwoman April Ford-Griffin & State Representative Louis Ford
8/06/97	Jacor Broadcasting
10/21/97	St. Louis Fire Department
10/21/97	Schnucks Markets
10/27/97	Near Northside Neighborhood Council
12/05/97	St. Louis National Stockyards Company
2/09/98	McCormack Barron & Associates, Inc.
2/12/98	Jack Oates, Inc.
2/27/98	Eugene Field House Museum
3/24/98	Eugene Field House Museum
7/29/98	Old North St. Louis Restoration Group
9/09/98	Laclede's Landing Redevelopment Corporation
9/25/98	Southwestern Illinois Development Authority
10/27/98	Old Cathedral, Basilica of St. Louis
9/02/99	Patrick Henry Elementary School
9/22/99	Webster Middle School
9/29/99	Saints Cyril & Methodius Polish National Church
9/30/99	Ames VPA Elementary School
9/30/99	McCormack Barron & Associates, Inc.
10/04/99	Grace Hill Settlement House
10/04/99	East St. Louis Mayor & Staff
10/22/99	St. Louis Housing Authority Director of Modernization
10/29/99	St. Louis Housing Authority Director
11/12/99	St. Louis National Stockyards Company
12/21/99	East St. Louis Economic Development Commission and Planning Commission
2/24/00	East St. Louis Mayor
3/01/00	Madison Mayor and Madison County Highway Engineer
3/10/00	Fairmont City Mayor and Superintendent
3/10/00	St. Louis National City Stockyards
3/16/00	Mid-State Truck Plaza, Milam Landfill, and Gateway International Raceway
4/13/00	East St. Louis Mayor

Additional DEIS-Stage Utilities/Railroad Meetings**Table 7.2**

Date	Group
11/03/97	AmerenUE
11/04/97	Illinois Power Company
3/19/98	Metro-East Sanitary District
4/12/99	Terminal Railroad Association
4/29/99	Gateway Western/Kansas City Southern Railway Company
5/12/99	Norfolk Southern Corporation
5/25/99	Union Pacific Railroad
2/25/00	Metro East Sanitary District
3/31/00	Terminal Railroad Association

letters in support of the project. One letter writer preferred using the MacArthur Bridge, another favored a new south bridge, and a third wanted the alignment shifted 100 yards away from his business in Illinois.

The *St. Louis Post-Dispatch*, the local daily paper, has run regular news stories, as well as multiple articles concerning the project in its Imagine St. Louis series, which offers a range of perspectives from favoring to opposing the issue under discussion in the Sunday paper. Imagine St. Louis articles relating to the proposed project were run on April 18, June 27, and October 24, 1999. The response to these articles shows little significant project opposition. Only the paper's November 17, 1999 front-page article on the possibility of tolls generated any appreciable opposition to that method of financing.

The *St. Louis Post-Dispatch* also ran a millennium series of feature articles five Sundays in a row, plus an editorial, (December 5, 1999 through January 9, 2000) focusing on the Mississippians, the Cahokia Mound builders, and the archeological remains of their lost metropolis. The series referenced the new Mississippi crossing project, noting the archeological work that will be done for the project, which links Monk's Mound at the World Heritage Cahokia Mounds State Historic Site (a major tourist attraction along I-55/70 east of IL Rt. 111) with the site of the Big Mound (the St. Louis Mound Group at Broadway and Mound Street in St. Louis) and involves the East St. Louis Mound Group (at the I-55/70/64 interchange and at the I-64 Connector along St. Clair Avenue in Illinois). If the new Mississippi River crossing project's signature feature, the main span across the river, were to be known by default, like the Poplar Street Bridge, for the minor two-lane street it parallels on the edge of downtown St. Louis, then it would be the Mound Street Bridge. The series noted the pre-Gateway-Arch Nineteenth Century descriptive sobriquet, or nickname, for the city of St. Louis, namely, "Mound City," which might well describe the project geographically and its areawide importance, possibly offering an appropriate name for its signature feature.