



U.S. Department of Housing and Urban  
Development  
451 Seventh Street, SW  
Washington, DC 20410  
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**Environmental Assessment  
Determinations and Compliance Findings  
for HUD-assisted Projects  
24 CFR Part 58**

Project Information

**Project Name:** City-of-Glenaire,-Johnson-Road-Improvements

**HEROS Number:** 900000010377089

**Responsible Entity (RE):** Glenaire, Glenaire MO,

**State / Local Identifier:** Clay County

**RE Preparer:** Aaron Kirk Benson

**Certifying Officer:** Dale Marcell

**Grant Recipient (if different than Responsible Entity):**

**Point of Contact:**

**Consultant (if applicable):**

**Point of Contact:**

**Project Location:** 93 Johnson Rd, Glenaire, MO 64068

**Additional Location Information:**

Johnson Road from Liberty Drive to Lake Avenue, Glenaire, Missouri.

**Direct Comments to:** Glenaire City Hall  
309 Smiley  
Glenaire, MO 64068

**Description of the Proposed Project [24 CFR 50.12 & 58.32; 40 CFR 1508.25]:**

Replace Johnson Road Bridge #165001 over tributary to Little Shoal Creek and add sidewalk along Johnson Road from Liberty Drive to Lake Avenue, approximately 2,100 linear feet. Proposed structure will maintain current hydraulic capacity at a minimum. Sidewalk width minimum is 5 feet or passing zones are required every 200 feet. Final length will be determined by what budget will allow. This can be completed by utilizing bid alternates and prioritizing the stretches of greater importance.

**Maps, photographs, and other documentation of project location and description:**

Preliminary Design Plans (Attached)  
Project Locator Map and Photos (Attached)

**Determination:**

✓	Finding of No Significant Impact [24 CFR 58.40(g)(1); 40 CFR 1508.13] The project will not result in a significant impact on the quality of human environment
	Finding of Significant Impact

**Approval Documents:**

Environmental Assessment (attached)

Preparer Signature: Aaron Benson Date: 10/10/2024

Name / Title/ Organization: Aaron Kirk Benson / / Glenaire

Certifying Officer Signature: Frankie Petty Date: 10/11/2024

Name/ Title: Frankie Petty / Mayor

Grant / Project Identification Number	HUD Program	Program Name	Funding Amount
B-23-CP-MO-0909	Other	Community Project Funding	\$500,000.00

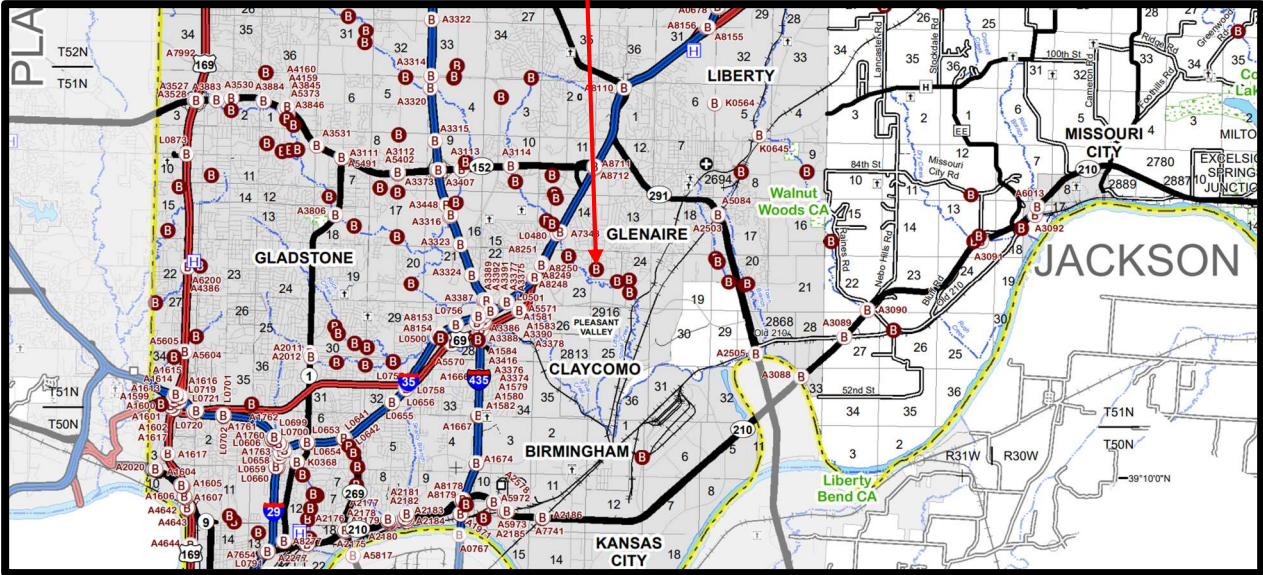
Estimated Total HUD Funded, Assisted or Insured Amount: \$500,000.00

Estimated Total Project Cost: \$1,075,000.00

**Environmental Assessment**

Environmental Assessment (attached)

Project Location



City of Glenaire HUD B-23-CP-MO-0909 and STBG-3302(445) Johnson Road Sidewalk Installation and Bridge #1650001 over Branch of Little Shoal Creek Replacement

Liberty, Missouri, 64068

Section 24, Township 51N, & Range 32W

Latitude: N 39.218930°, Longitude: W 94.454611°





Looking south on Johnson Road at bridge (photo taken 8/14/2023)



Looking south on Johnson Road at bridge (photo taken 8/14/2023)





Looking north on Johnson Road at bridge (photo taken 8/14/2023)



Looking north on Johnson Road at bridge (photo taken 8/14/2023)





Looking underneath Johnson Road bridge (photo taken 8/14/2023)



Looking underneath Johnson Road bridge (photo taken 8/14/2023)





Looking underneath Johnson Road bridge (photo taken 8/14/2023)



Looking underneath Johnson Road bridge (photo taken 8/14/2023)

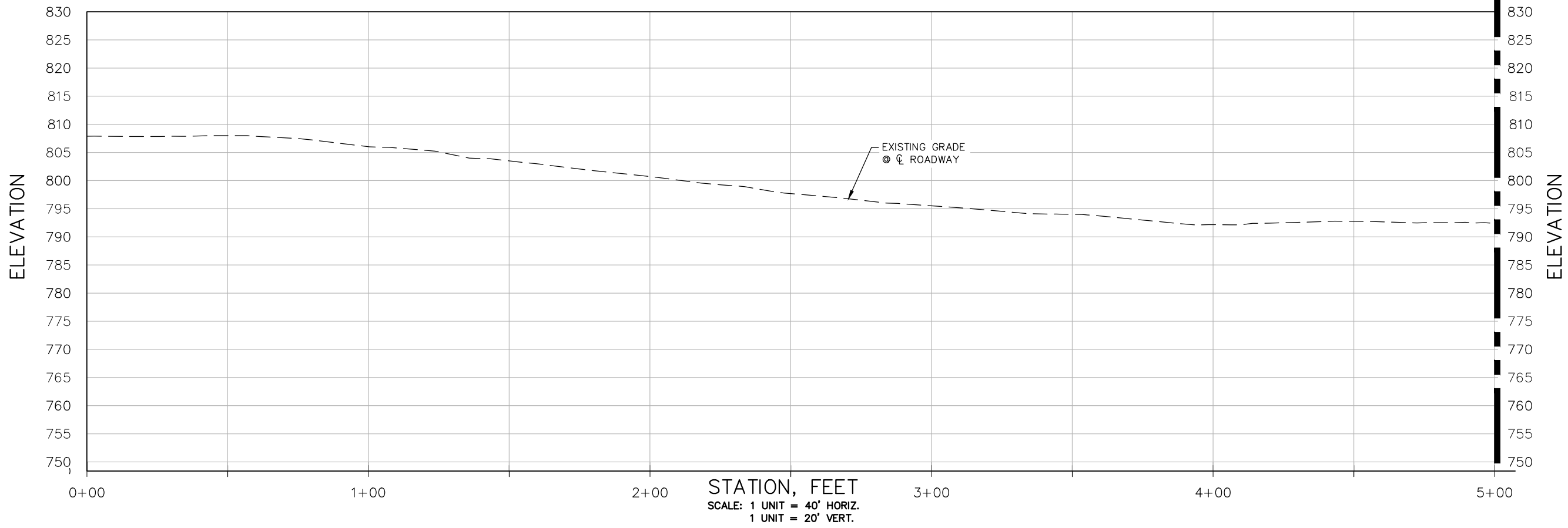
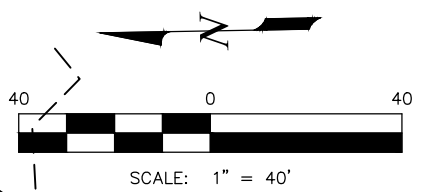
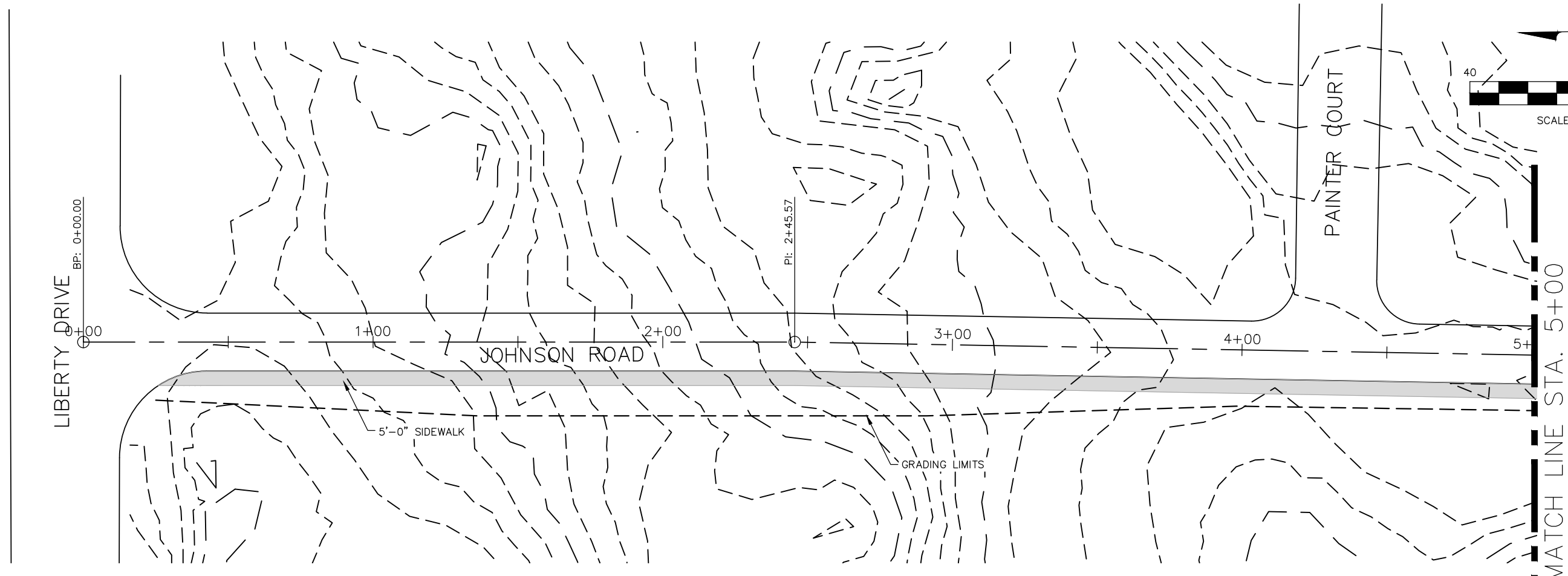




Looking underneath Johnson Road bridge (photo taken 8/14/2023)



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No.	Revision/Issue	Date

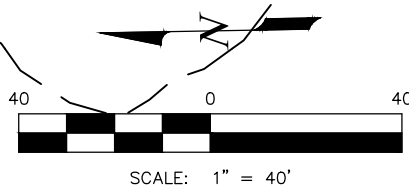
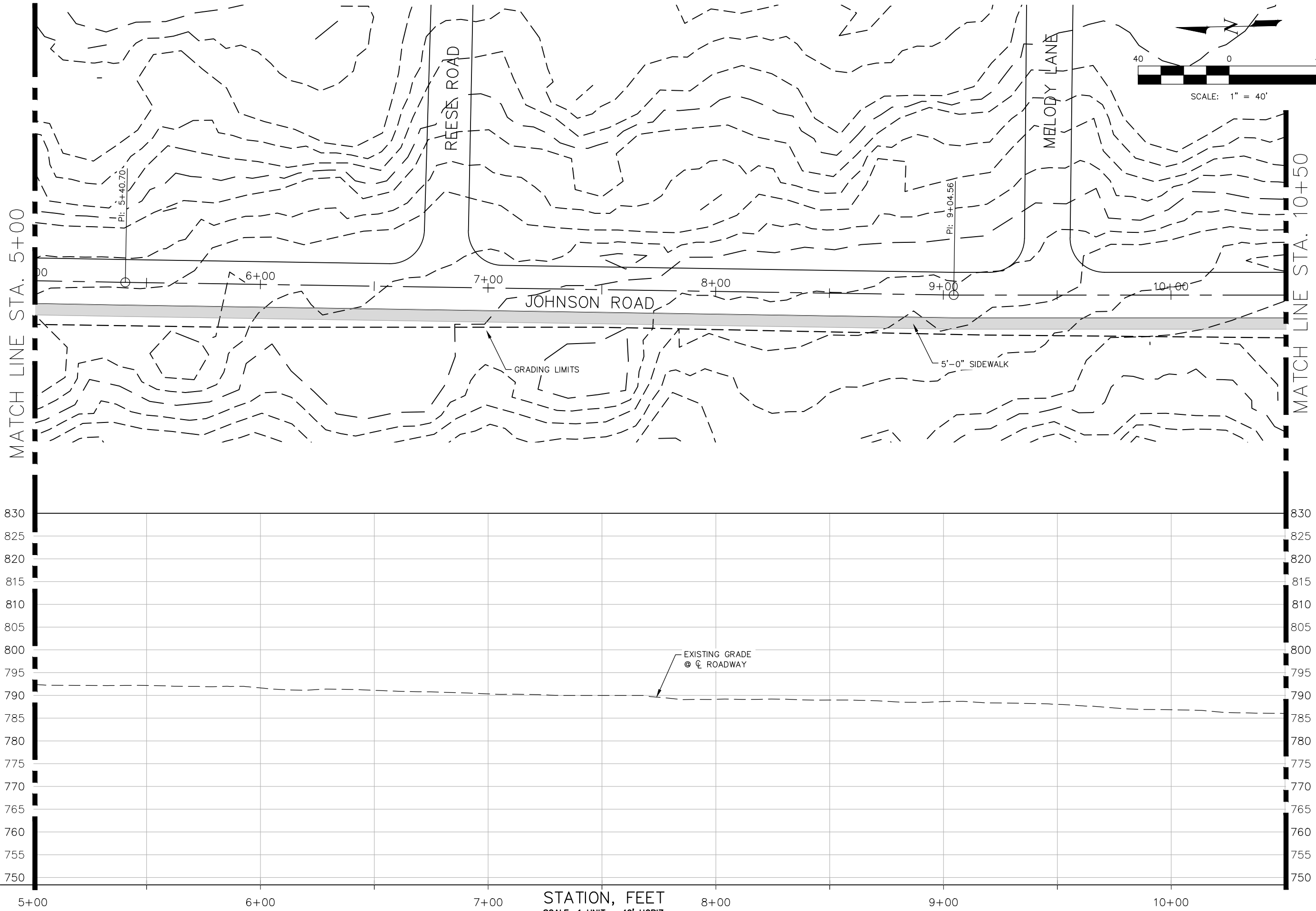
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GRE GREAT RIVER ENGINEERING  
 Missouri State Certificate of Authority Numbers:  
 Engineering: 011476,  
 Landscape Architecture: 2007018573

CITY OF GLENAIRE  
 CLAY COUNTY, MISSOURI  
 PLAN & PROFILE



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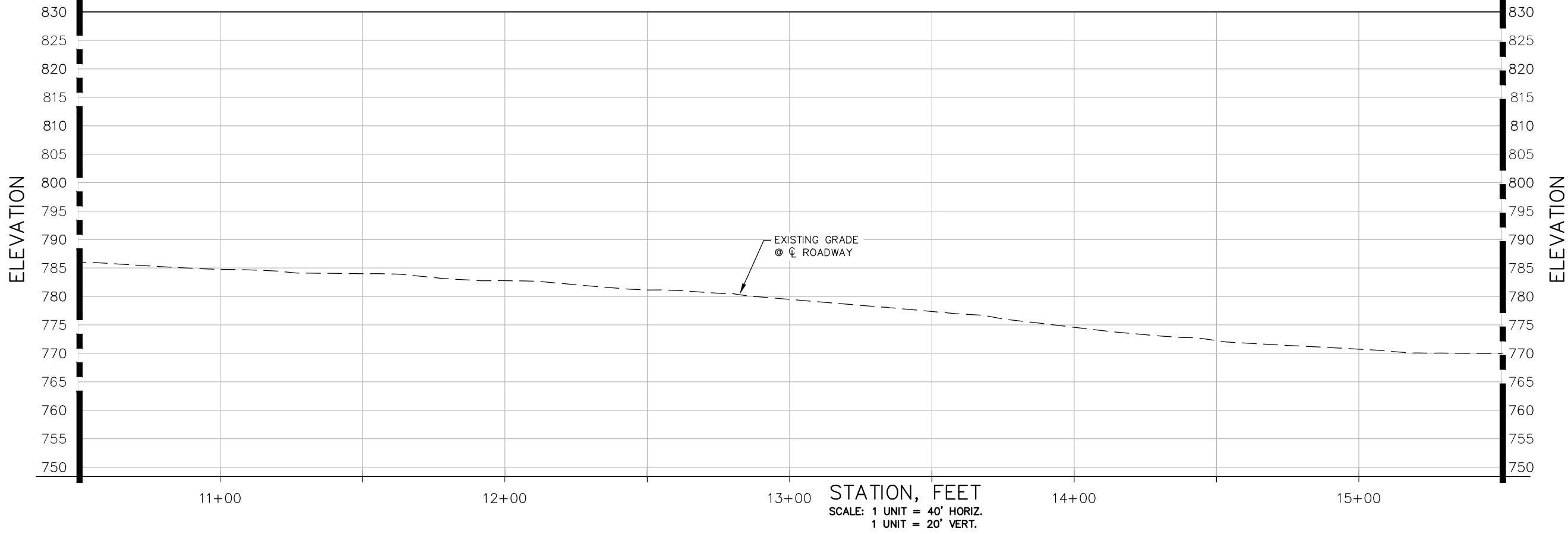
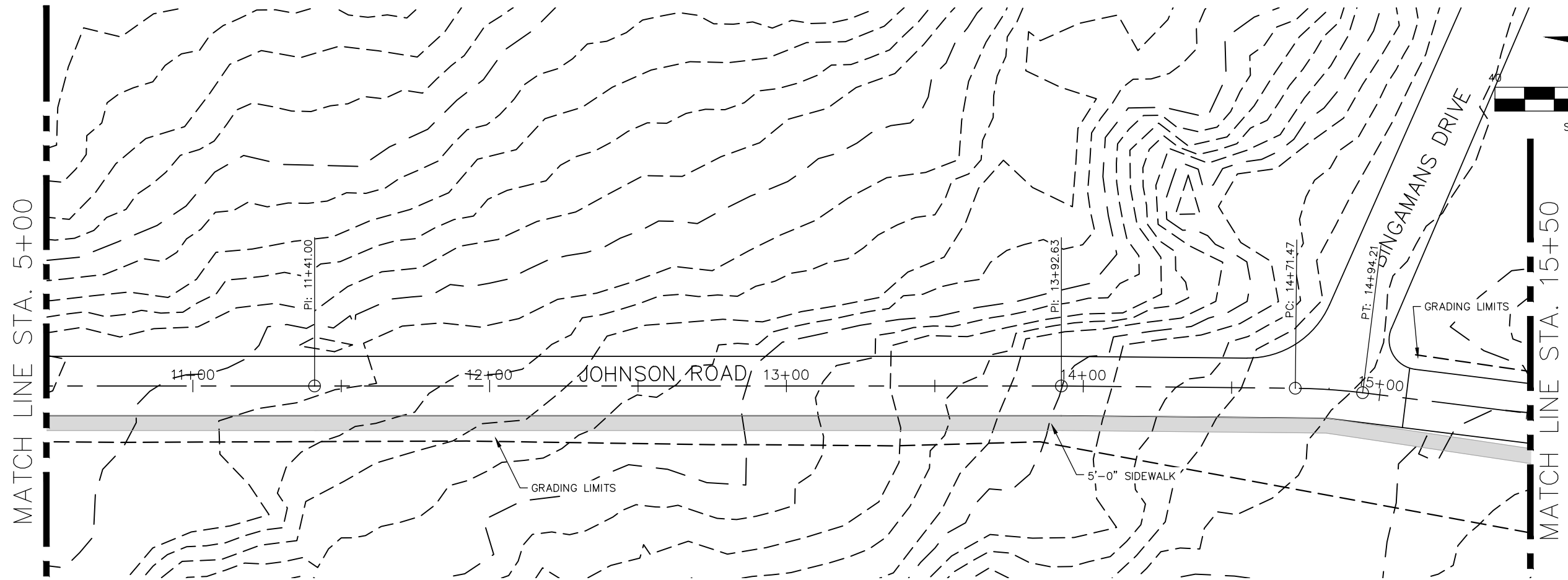
CITY OF GLENAIRE  
CLAY COUNTY, MISSOURI  
PLAN & PROFILE

4/22/2024  
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No.	Revision/Issue	Date

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Missouri State Certificate of Authority Numbers:  
 Engineering: 011476  
 Landscape Architecture: 2007018573

CITY OF GLENAIRE  
 CLAY COUNTY, MISSOURI  
 PLAN & PROFILE

4/22/2024  
 JOB 4620  
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Project Summary: Replace Johnson Road Bridge #165001 over tributary to Little Shoal Creek and add sidewalk along Johnson Road from Liberty Drive to Lake Avenue, approximately 2,100 linear feet. Proposed structure will maintain current hydraulic capacity at a minimum. Sidewalk width minimum is 5 feet or passing zones are required every 200 feet. Final length will be determined by what budget will allow. This can be completed by utilizing bid alternates and prioritizing the stretches of greater importance.

#### Statement of Purpose and Need:

- Johnson Road Bridge #165001 over tributary to Little Shoal Creek is 24-feet long, is currently closed, and has been closed since 2/8/2021 due to structural and other deficiencies. Specifically, the superstructure is rated in "Poor" condition. The bridge has been closed due to its poor condition. Excessive loading could cause a complete structural failure. Reconstructing the bridge would allow traffic to once again cross safely. Implementing a new guardrail or barrier would allow the bridge to meet safety standards. Widening the bridge to accommodate 2 lanes would be a safer crossing. The north abutment has failed with the timber piles broken at their base connections and permanently deformed due to loading. The abutment wall itself also shows signs of failure as the timber wall is bulging out, thus, pushing and deforming the substructure piles. The new bridge would overall be a safer structure for the local community.
- The only considerable alternatives to the bridge replacement are to remain status quo or repair. However, due to the bridge's structural deficiencies, repairing the bridge will not sufficiently restore the bridge to a condition to re-open for vehicle access on Johnson Road. Bridge re-opening requires a full replacement.
- Johnson Road is a vital connector for Glenaire as it connects businesses, public entities, and residents between the city's primary thoroughfare of Liberty Drive to the north with several residential communities along Lake Avenue to the south, as well as providing access to other residential roads on Johnson Road in between. This closure requires detour routes for emergency response vehicles causing significant fire, medical, and police response delays, thus, increasing the risk to loss of lives and exacerbated personal injury and property loss. School bus transportation is also delayed without the bridge due to required detour routes.
- The sidewalk will provide safe pedestrian and bicyclist transit along Johnson Road for the 30+ households and guests that walk and bicycle along Johnson Road. This new access will provide a safe non-motorized thoroughfare to the city's myriad of businesses, schools, and public entities/facilities for the residents living on and connected to Johnson Road.
- Funding options to the City of Glenaire are severely hindered due to the community's small size, making it nearly impossible to generate funds for project via increased taxes or other means. Also, because the Johnson Road is classified as a local road, the bridge does not qualify for most state or other federal funds. Finally, federal emergency funds for infrastructure improvements in Clay County have already been allocated for other projects.

#### Existing Conditions and Trends:

- Johnson Road Bridge #1650001 over tributary to Little Shoal Creek is 24-feet long with an asphalt overlay bridge deck on a concrete slab with steel beams. The existing structure will be demolished and replaced with a two-lane concrete beam bridge with guard rails or barriers. The banks of the stream will be protected to reduce erosion.
- The closure of this crossing is affecting residents resulting in increase detour time, impacting them financially with additional resources being allocated to fuel and salaries. The closure forces the city residence south of the crossing to travel through another neighborhood, out of city limits, just to reach the other side of the city. The 1-mile detour is a major inconvenience to both the 30+ households and the west neighborhood who now has to deal with the influx of traffic passing through their streets. Internet maps currently identify the bridge as open which can cause issues for visitors or emergency response who need to reach the south side of the city. Replacing the structure, will guarantee a vital piece of infrastructure is available for decades to come.
- Johnson Road is a vital connector for Glenaire as it connects businesses, public entities, and residents between the city's primary thoroughfare of Liberty Drive to the north with several residential communities along Lake Avenue to the south, as well as providing access to other residential roads on Johnson Road in between. This closure requires detour routes for emergency response vehicles causing significant fire, medical, and police response delays, thus, increasing the risk to loss of lives and exacerbated personal injury and property loss. School bus transportation is also delayed without the bridge due to required detour routes.

#### Related Federal Laws and Authorities Summary:

- Project site is not within 15,000 feet of a military airport or 2,500 feet of a civilian airport. Project is in compliance with Airport Hazards requirements.
- Project is entirely located in Missouri, a state that does not contain CBRS units. Therefore, project is in compliance with the Coastal Barrier Resources Act.
- Based on project description project includes no activities that would require further evaluation under this Flood Insurance section. Project does not require flood insurance or is excepted from flood insurance. While flood insurance may not be mandatory in this instance, HUD recommends that all insurable structures maintain flood insurance under the National Flood Insurance Program (NFIP). Project is in compliance with Flood Insurance requirements.
- Project's county or air quality management district is in attainment status for all criteria pollutants. Project is in compliance with the Clean Air Act.
- Project is located in Missouri, a state that does not participate in the Coastal Zone Management Program. Therefore, project is in compliance with the Coastal Zone Management Act.
- There are no existing on-site or nearby toxic, hazardous, or radioactive substances that could affect the health and safety of project occupants or conflict with the intended use of the



property per the uploaded aerials from EPA and MO DNR, as well as the Asbestos and Lead-Based Paint inspection letter. Project will not introduce new contamination, toxic, hazardous, or radioactive substances to the site. Existing on-site or nearby toxic, hazardous, or radioactive substances that could affect the health and safety of project occupants or conflict with the intended use of the property were not found per EPA and MO DNR websites of hazardous materials sites. Project is in compliance with contamination and toxic substances requirements.

- Project will have No Effect on listed species based on a letter of understanding, memorandum of agreement, programmatic agreement, or checklist provided by local HUD office. Only Tricolored Bats are listed per on MO Department of Conservation Natural Heritage Review Report and they are within 2 miles of the area. There are no critical habitats of endangered species listed on the USFWS Species List for project area. Species listed on the Species List should be considered in an effects analysis and they are: Gray Bat, Indiana Bat, Northern Long-eared Bat, Tricolored Bat (Proposed Endangered), and Monarch Butterfly (Candidate). Bats may reside in trees suitable for roosting (or any tree for Tricolored Bat) during the period of April 1 - October 31. Any trees to be cleared for project will be done in non-roosting period of November 1 - March 31. Project is in compliance with the Endangered Species Act.

- There are no current or planned stationary aboveground storage containers of concern within 1 mile of project site. Project is in compliance with explosive and flammable hazard requirements.

- Project is in a designated urbanized area as indicated on the U.S. Census Bureau Urban Area Reference Map. Therefore, per consultation with MO Department of Transportation (MoDOT), project is not subject to the Farmland Protection Policy Act and does not include any activities that could potentially convert agricultural land to a non-agricultural use. Project is in compliance with the Farmland Protection Policy Act.

- Project is located in the FFRMS floodplain. Consultations with the public have been made via Early and Final Public Notifications as part of the 8-Step Decision Making Process for Activities within a Floodplain. Also, consultation with all 9 tribes with interest in Clay County were conducted. The 8-Step Process is completed. Project is in compliance with Executive Orders 11988 and 13690.

- Based on Section 106 consultation with MoDOT SHPO and MO Department of Natural Resources (MO DNR) SHPO, project will have No Adverse Effect on historic properties. Conditions: None. MO DNR SHPO reviewed project and assessed it as No Historic Properties Affected per the uploaded letter. All tribe representatives with interest in Clay County, MO, as listed above were mailed letters requesting consultation on 6/27/2024 requesting any comments within 30 days. At the conclusion of the 30-day Section 106 consultation period on 7/31/2024, no comments were received from the tribe representatives. Conditions: None. Upon satisfactory implementation of the conditions, which should be monitored, project is in compliance with Section 106.

- Per MoDOT's Noise Impact review, "this is a Type III project and a noise analysis is not required." Based on project description, project includes no activities that would require further evaluation under HUD's noise regulation. Project is in compliance with HUD's Noise regulation.

- Project is not located on a sole source aquifer area per MO DNR GeoStrat website which identifies all known/recorded aquifers in Missouri. Project is in compliance with Sole Source Aquifer requirements.

- Project will not impact on- or off-site wetlands per the attached USFWS National Wetlands Inventory map that only identifies wetlands within project site as within the stream channel of the tributary of Little Shoal Creek. Further, no wetlands were observed or encountered during site inspection surveys conducted by the engineering consultant that is designing project. Finally, no wetlands were disclosed during the 8-Step Decision Making Process for Executive Order 11988. Project is in compliance with Executive Order 11990.

- Project is not within proximity of a National Wild and Scenic River System (NWSRS) river per the "National Rivers Inventory" and "NWSRS" aerial maps. Project is in compliance with the Wild and Scenic Rivers Act.

#### Environmental Assessment Analysis:

##### Cumulative Impact Analysis:

- Project will re-open Johnson Road that has been closed since 2/8/2021 due to structurally deficient Bridge #1650001 over tributary to Little Shoal Creek. Johnson Road is a vital connector for Glenaire as it connects businesses, public entities, and residents between the city's primary thoroughfare of Liberty Drive to the north with several residential communities along Lake Avenue to the south, as well as providing access to other residential roads on Johnson Road in between. Project will eliminate the closure requiring up to 1-mile detour routes for emergency response vehicles causing significant fire, medical, and police response delays, thus, increasing the risk to loss of lives and exacerbated personal injury and property loss. School bus transportation is also delayed without the bridge due to required detour routes.

- Project will install a sidewalk on Johnson Road to benefit pedestrian/bicyclist access and capacity. The sidewalk will provide safe pedestrian and bicyclist transit along Johnson Road for the 30+ households and guests that walk and bicycle along Johnson Road.

- Project will disturb approximately 0.25 acres of residential open field with installation of 5-foot wide sidewalk along Johnson Road. However, Erosion Control measures will be implemented to mitigate against erosion and stormwater runoff with silt sock/silt fence and other best management practices to mitigate excess stormwater runoff. Sources of fill material will be for on-site grading and/or borrow areas provided by the Contractor that will have met all necessary environmental clearances.

- Project will also stabilize streambanks of tributary of Little Shoal Creek with rock blankets installed along streambanks under proposed bridge. Streambank stabilization will benefit these EA factors.

Alternatives: The only considerable alternative to the bridge replacement is repair. However, due to the bridge's structural deficiencies, repairing the bridge will not sufficiently restore the bridge to a condition to re-open for vehicle access on Johnson Road. Bridge re-opening requires a full replacement.



#### No Action Alternative:

- If no action is taken, then bridge and full vehicle access of Johnson Road will remain closed. This closure requires detour routes for emergency response vehicles causing significant fire, medical, and police response delays, thus, increasing the risk to loss of lives and exacerbated personal injury and property loss. School bus transportation is also delayed without the bridge due to required detour routes.

- If no action is taken to construct sidewalk along Johnson Road, then The sidewalk will provide safe pedestrian and bicyclist transit along Johnson Road for the 30+ households and guests that walk and bicycle along Johnson Road. This new access will provide a safe non-motorized thoroughfare to the city's myriad of businesses, schools, and public entities/facilities for the residents living on and connected to Johnson Road.

List of Sources, Agencies, and Persons Consulted: Federal Emergency Management Agency (FEMA), State Emergency Management Agency (SEMA), Liberty, MO, Floodplain Administrator, County US Fish & Wildlife Services (USFWS), Missouri Department of Conservation (MDC), Missouri Department of Natural Resources (MoDNR), all tribe representatives with interest in Clay County, MO, and Federal Aviation Administration (FAA)

List of Permits: Section 106 State Historic Preservation Office Clearance, Floodplain Development Permit, MoDNR Land Disturbance Permit, USFWS Threatened and Endangered Species Clearance,

#### Public Outreach:

- A public notice describing project was published in the Courier Tribune, the local and regional newspaper, on March 14, 2024. The ad targeted local residents, including those in the floodplain. The notice was also sent to interested Federal, State, local agencies, and non-profit groups such as the state floodplain manager, and environmental protection groups. A list of specific agencies and individuals and a copy of the published notification is kept in project's environmental review record and attached to this document. The required 15 calendar days were allowed for public comment. As required by regulation, the notice also included the name, proposed location, and description of the activity, total number of floodplain and wetland acres involved, and the responsible entity contact for information as well as a website and the location and hours of the office at which a full description of the proposed action can be viewed.

- Of those notified of the proposed project, two entities responded with comments which were: 1) U.S. Army Corps of Engineers (USACE) and 2) State of Missouri's State Emergency Management Agency Floodplain Management Section (FEMA FMS) Manager and State National Flood Insurance Program (NFIP) Coordinator. Summary of the USACE comments is that if the proposed improvements require the discharge or fill material in any waters of the United States, including wetlands, a Department of the Army (DA) permit may be required. USACE also provided us their Regulatory Brochure. Summary of the State FEMA FMS and NFIP Coordinator comments are: 1) a floodplain development permit must be completed for any development of project located within a Special Flood Hazard Area because the City of Glenaire is a participant in the NFIP, and 2) an Engineering "No Rise" Certificate must be completed because the proposed development is also located within a regulatory floodway. These comments will be addressed upon completing these permits and certificates.

- A final notice was published and posted consistent with the prior notice in the Courier Tribune, the local and regional newspaper, on June 27, 2024. The required 7 calendar days were allowed for public comment. The notice explains the reasons why the project must be located in the floodplain, offers a list of alternatives considered at Steps 3 and 6, and describes all mitigation measures at Step 5 taken to minimize adverse impacts and preserve natural and beneficial floodplain values. The notice is attached to this document. No concerns were expressed by the public concerning this notice.

- All tribe representatives with interest in Clay County, MO, as listed above were mailed letters requesting consultation on 6/27/2024 requesting any comments within 30 days. At the conclusion of the 30-day Section 106 consultation period on 7/31/2024, no comments were received from the tribe representatives

Mitigation Plan: The stream crossing will be designed by Great River Engineering to be elevated above the BFE in order to protect life from potential flash floods. Because the crossing is within the regulatory floodway Zone AE, the crossing will be designed to not cause an elevation rise to Branch of Little Shoal Creek up to a 100-year storm event. Thus, the crossing will be designed with a "No-Rise" Certificate signed and sealed by a professional engineer licensed in Missouri. Overall, the stream crossing will be designed to minimize potential damage to surrounding properties as a result of flood events. Furthermore, the bridge will be designed to be elevated above the BFE and to not cause an elevation rise to Branch of Little Shoal Creek up to a 100-year storm event. Designing the bridge to be elevated above the BFE will also help preserve natural values and minimize impacts to wildlife and vegetation. Impacts to the floodplain will also be limited due to construction occurring within the previously developed site. Streambanks will be protected with rock blankets installed on both sides of the bridge extending between 20 and 40 feet from the bridge. Also, all construction materials, activities, and execution will strictly adhere to the Missouri Department of Transportation's (MoDOT's) construction specifications and standards via legal, binding, and insured contracts. All construction activities will be closely and perpetually inspected until construction final completion to ensure compliance with specifications and standards. Silt sock/silt fence and other best management practices will be implemented during construction to mitigate excess stormwater runoff. Sources of fill material will be for on-site grading and/or borrow areas provided by the Contractor that will have met all necessary environmental clearances. Streambank stabilization will benefit these EA factors. Any effects to wildlife and vegetation as a result of this project, both during and after construction, will be minimized by following MoDOT's construction specifications and standards. Any threatened or endangered species that may be present in the area will be protected to the maximum extent in consultation with and the U.S. Fish and Wildlife Service (FWS). The FWS have reviewed and approved the project plans while mandating certain activities related to construction. One example of this is to only allow tree clearing as required for the project during the inactive bat roosting season of November through March to protect endangered bat species. Similar consultation was also made with the Missouri Department of Conservation. Because there are no wetlands present within the project area as determined by a site survey and the affected streambed area is less than 1/10 acres, the project does not meet the threshold for U.S. Army Corps of Engineers consultation and permitting. Timeline for construction: construction planned in winter/spring 2025 and duration is 90 days.

Summary of Findings and Conclusions:



Project will re-open Johnson Road that has been closed since 2/8/2021 due to structurally deficient Bridge #1650001 over tributary to Little Shoal Creek. Project will also install a sidewalk on Johnson Road to benefit pedestrian/bicyclist access and capacity. The sidewalk will provide safe pedestrian and bicyclist transit along Johnson Road for the 30+ households and guests that walk and bicycle along Johnson Road.

Project will disturb approximately 0.25 acres of residential open field with installation of 5-foot wide sidewalk along Johnson Road. However, Erosion Control measures will be implemented to mitigate against erosion and stormwater runoff.

Project will also stabilize streambanks of tributary of Little Shoal Creek with rock blankets installed along streambanks under proposed bridge. Streambank stabilization will benefit these EA factors.