



**FEMA**

**FINDING OF NO SIGNIFICANT IMPACT  
PERMANENT MEDICAL FACILITIES  
MERCY HOSPITAL JOPLIN  
JOPLIN, NEWTON COUNTY MISSOURI  
FEMA-1980-DR-MO**

In response to damages from severe storms and tornados on May 22, 2011, FEMA was authorized, under a federal disaster declaration (FEMA-1980-DR-MO) to provide federal assistance to the Joplin Tornado Recovery. FEMA is authorized to provide disaster assistance funds in accordance with the Robert T. Stafford Disaster Relief and Emergency Assistance Act, 42 USC 5121-5206, as amended (Stafford Act, Public Law 93-288). Assistance authorized by the statute is available to individuals, families, state and local governments, and certain nonprofit organizations. The purpose of this project is to assist Mercy Hospital Joplin in constructing permanent medical facilities at a new location so health professionals can continue to provide vital medical and health related services and facilities to the residents of Joplin and the surrounding region and to relieve the burden that the loss of the hospital has placed on the remaining medical facilities in the region.

Mercy Hospital Joplin provided temporary services starting one week after the tornado utilizing a Disaster Medical Assistance Team (DMAT) medical facility tent for three months. Mercy Hospital Joplin moved to its current temporary location at 2817 St. John's Blvd., Joplin, MO, a modular facility with 36 Medical Surgical Beds and 10 Intensive Care beds. The limited service available in the area has caused some patients to be forced to travel outside of the area for medical treatment or wait longer for patient care (diagnostics and treatment) or to forego care all together. This situation has significantly reduced the quality of medical care available to a substantial portion of the region, including the indigent, the uninsured, the elderly, as well as private pay patients, and has further resulted in the reduction of access to medical care for all residents in Joplin and surrounding counties. The Final Environmental Assessment for Temporary Medical Facilities and Finding of No Significant Impacts (FONSI) issued by FEMA for design, construction and operation of temporary medical facilities to provide immediate and necessary medical and health care services to the people of Joplin and surrounding area are incorporated by reference.

An Environmental Assessment (EA), February, 2012, was prepared in compliance with the National Environmental Policy Act (NEPA) of 1969; the President's Council on Environmental Quality regulations implementing NEPA (Title 40 of the Code of Federal Regulations [CFR], Part 1500-1508 [40 CFR 1500-1508]); and the Department of Homeland Security's Federal Emergency Management Agency (FEMA) regulations implementing NEPA (44 CFR Part 10). The EA's purpose is to analyze and document the proposed alternative's potential environmental impacts, serve as a vehicle to document compliance with applicable state and federal laws and regulations, and to determine whether to prepare an Environmental Impact Statement (EIS) or a Finding of No Significant Impact (FONSI). The EA is hereby incorporated by reference.

The site lies at elevations from approximately 968 to 1028 feet AMSL and consist of land that is currently being cleared, existing structures and utilities removed, and re-graded to support future development. The proposed site is split between two tracts, as described in Section 2.3, with approximately 100 acres north of 50th Street and an additional 16 acres south of 50th Street. The Proposed Action would involve the development of a new 308 bed

hospital with a full range of inpatient and outpatient diagnostic and treatment services. The facility also integrates an outpatient based clinic building for specialty physicians and service lines. The clinic is directly linked to the hospital allowing for efficient delivery of health care services and the collaboration of both the medical staff and physicians. The facility design allows for growth in critical diagnostic departments as well as recruitment of support and medical staff. Detached buildings housing Behavioral Health and Hospice service lines are positioned on the campus so the main hospital/clinic resources can be shared. Future building sites are created to accommodate growth of the community and additional health care services. The 120 acre campus includes adequate parking resources located adjacent to main entry points allowing visitors and staff to efficiently gain building access. An internal loop road system provides access to the parking fields while creating a safe environment for pedestrians circulating to building entries. Emergency vehicle traffic is clearly separated from the general traffic to improve access times and increase safety for all site users.

Site preparation would require grading to construct building pads, roads, parking lots, helipads, walkways, and all utilities related to the infrastructure of the complex. Utility services including water, sewer, electric, and telephone would be extended to the site from adjacent areas. In addition, storm water management facilities would be constructed in accordance with local, state and Federal requirements. Best management practices (BMPs) would be implemented to reduce or eliminate runoff impacts during proposed construction activities and to reduce the potential for soil erosion after construction. A safety fence would be installed and maintained around the site perimeter during construction.

The public comment period for the Draft EA was from February 3 through March 5, 2012 with notice published in the Joplin Globe on Friday, February 3 and Sunday February 5, 2012. Copies of the draft EA were also provided at the FEMA's Joint Field Office, which is located at 1230 East 7th Street, Joplin, MO 64807, Joplin City Hall, located at 602 S. Main St., Joplin, MO 64801, and comments could be made at Mercy Hospital Joplin's website found at: [www.mercy.net/Joplinrebuild.com](http://www.mercy.net/Joplinrebuild.com). Requests could also be made to the Environmental and Historic Preservation Advisor at (816) 872-2014 or at [Chelsea.Klein@fema.dhs.gov](mailto:Chelsea.Klein@fema.dhs.gov) and on FEMA's web site at <http://www.fema.gov/ehp/docs.shtm>. The Public Notice notified residents of the proposed project, the availability of the Draft EA, and the opportunity to comment.

#### FINDINGS:

FEMA has made the following determinations from the information contained in the Mercy Hospital Joplin Project EA:

The above described action will not result in any significant adverse impacts related to geology and soils; hydrology and floodplains; wetlands and jurisdictional waters of the U.S.; water quality; air quality; vegetation and wildlife; state and federally listed threatened and endangered species; cultural resources; socioeconomics (including minority and low income populations); safety and security; hazardous materials and toxic wastes; and traffic and transportation. The proposed alternative has been reviewed and, to the best of our knowledge, does not have the potential for significant cumulative effects when combined with past, present, and reasonably foreseeable future actions in accordance with 44 CFR Part 10.8 (d)(3)(x).

The following summarizes what is outlined in the EA's Mitigation Actions section and are the conditions that must be met as part of implementing this proposed action alternative:

1. Development and implementation of a sound erosion and sediment control plan. Mitigation measures

include construction sequencing to disturb as little soil as possible, establishment of vegetative cover where soils will be exposed for more than two weeks, use of turf reinforced mats on erodible soils, or use of runoff diversion channels and/or terraces, silt fencing or hay bales on slopes to reduce erosion and sediment loss, and rock check dams in drainage channels to slow runoff velocity and sediment losses from the site.

2. The construction contractor would be required to apply for and obtain all applicable storm water permits or waiver from the Missouri Department of Natural Resources. Implementation of storm water best management practices (BMPs) that detain storm water and filter pollutants. Several storm water BMPs are possible for consideration, including storm water detention basins, treatment wetlands, bio retention gardens and swales, and native landscapes that will promote infiltration of storm water into the soil.
3. Area soils would be covered and/or wetted during construction to minimize dust. If fill is stored on site as part of unit installation or removal, the contractor will be required to appropriately cover it.
4. All disturbed areas should be stabilized during and immediately after construction and should be seeded and/or replanted with shrubs and trees.
5. In accordance with the National Historic Preservation Act, if unanticipated historic or cultural materials are discovered during construction, all construction activities shall immediately cease within 100 feet of the materials until their cultural affiliation and ultimate disposition are determined in consultation with the Missouri SHPO, SEMA, and FEMA.
6. If necessary, the following noise reduction measures should be considered: (1) restricting the 24- hour schedule to the first two weeks of construction; (2) using a 7 A.M. to 7 P.M. construction schedule; (3) completing construction closest to adjoining residents first; and (4) completing noisier activities during the day if a 24-hour schedule is used.
7. If any hazardous materials are found between start of construction and final site closure, all hazardous materials shall be remediated, abated, or disposed of as appropriate, and otherwise handled in accordance with applicable local, state, and federal laws and regulations. Alternatively, the site could be abandoned in view of an alternate site without hazardous or toxic wastes.
8. Safety and security mitigation measures would include the use of BMPs for construction and the installation/implementation of approved safety and management plans, phased construction, UFAS considerations, and appropriate signage and fencing. The contractor will post appropriate signage and fencing to minimize potential adverse public safety concerns. Appropriate signage and barriers should be in place prior to construction activities in order to alert pedestrians and motorists of project activities and traffic pattern changes. The contractor will also place fencing around the site perimeter to protect residents from vehicular traffic on surrounding roads and will provide 24-hour security services at the site during construction, if needed.
9. To minimize worker and public health and safety risks from project construction and closure, all construction and closure work will be done using qualified personnel trained in the proper use of

construction equipment, including all appropriate safety precautions. Additionally, all activities will be conducted in a safe manner in accordance with the standards specified in Occupation Safety and Health Administration (OSHA) regulations.

10. Contractor will coordinate with the City traffic engineer to ensure traffic infrastructure can service the increased traffic volume. The contractor and City will implement traffic control measures, as necessary.

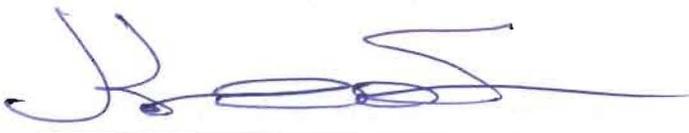
Currently a traffic impact study (TIS) is being completed for the proposed roadway improvements along 50th Street and Indiana Avenue, as well as at the Interstate 44 Exit 6 interchange. The interchange and Route 86 improvements are a separate project which requires compliance with the National Environmental Policy Act (NEPA). The NEPA work for this project is being completed by MoDOT staff. MoDOT's review is complete and will be finalized following approval of the Access Justification Report (AJR). MoDOT expects to receive a CE-2 determination. A full description of the traffic impacts and traffic mitigation is provided in an AJR produced for the Federal Highway Administration.

The 50 Street and Indiana Avenue TIS will analyze the existing roadway conditions, future roadway conditions, and future roadway conditions with development traffic and roadway improvements. The purpose of the TIS is to recommend the necessary roadway improvements to ensure that roadway capacity, intersection level of service (LOS), horizontal and vertical geometrics, and other safety considerations throughout the project site are addressed. Sidewalks along 50th Street and Indiana Avenue will be added to address pedestrian access.

CONCLUSIONS:

Based upon the incorporated EA, and in accordance with Presidential Executive Orders 12898 (Environmental Justice), 11988 (Floodplain Management), and 11990 (Wetland Protection), FEMA has determined that the proposed action implemented with the conditions and mitigation measures outlined above and in the EA will not have any significant adverse effects on the quality of the natural and human environment. As a result of this FONSI, an Environmental Impact Statement will not be prepared (44 CFR Part 10.8) and the proposed action alternative as described in the EA may proceed.

APPROVAL:



3/5/2012

Kenneth G. Sessa  
Regional Environmental Officer, FEMA Region VII

Date