Chapter 4

Public Involvement

As required by the NEPA and by the Missouri Department of Transportation's Coordination Plan for Agency and Public Involvement, a project specific plan for public input was developed and implemented for this study and is documented in this publication. This chapter describes activities that were established to actively and continuously engage the state and federal agencies, as well as the public and encourage comment throughout the study process.

What is MoDOT's Coordination Plan for Agency and Public Involvement?
The coordination plan is intended to define the process by which MoDOT will communicate information about the Route 63 Environmental Impact Statement (EIS) to the lead, cooperating, participating and other agencies and to the public. The plan also identifies how input from agencies and the public will be solicited and considered.

Since the Federal Highway Administration (FHWA) is expected to provide funding for this project, FHWA serves as the lead federal agency for the project. MoDOT, as the direct recipient of Federal funds for the project, is the joint lead agency.

Section 6002 of the Safe, Accountable, Flexible, Efficient Transportation Equity Act – A Legacy for Users of 2005 (SAFETEA-LU) requires that the lead agencies establish a plan for coordinating public and agency participation and comment during the environmental review process.

How did the study team coordinate with federal and state agencies?

Agency Scoping Meetings: An agency scoping meeting was held on February 27, 2007 at the MoDOT District 5 Headquarters office. The purpose of the meeting was to introduce the Route 63 study, present an overview of the Draft Purpose and Need, and discuss the Coordination Plan. FHWA also presented information on SAFETEA-LU Section 6002 and the new Process Requirements and Environmental Review Process Provisions. Copies of the Draft Purpose and Need were sent to the agencies prior to the meeting and comments were encouraged. This meeting allowed the participating and cooperating agencies to offer input and discuss any issues pertaining to the study.

The Route 63 Advisory Committee: An advisory committee of local community members, business leaders, and governmental agencies was established to provide more detailed input and comments on the study goals, methodologies, and recommendations. A list of the members is included in the Coordination Plan for Agency and Public Involvement. Advisory committee meetings were held in November 2006, March and September 2007, and February 2009.

What events were held to actively engage the public in the study process?

Public Meetings and Location Public Hearing: Three rounds of public meetings, one drop-in center, and one round of public hearings were held to share information and gather feedback from the public during the study process. The meetings were open-house format and the public was invited to attend anytime during the advertised hours to speak with study team representatives.

The first round of public meetings was held in November 2006 in the communities of Westphalia and Vienna. The purpose of the meetings was to introduce the public to the study and gather feedback about what actions, if any, were needed to best serve the area transportation needs. A second round of meetings was held in May 2007 in the same communities to present the public with a preliminary range of alternative alignments and gather comments. And, by the fall of 2007, MoDOT had narrowed the alternatives to a reasonable range and held a third round of meetings in October 2007 to share the information and gather feedback from the public.

After continued evaluation of the technical data and public comment, the study team made adjustments to the Reasonable Range of Alternatives and new alignments emerged at four locations. A "drop-in" meeting was held on April 10, 2008 in the town of Freeburg to share the new alignments and gather additional feedback. The "drop-in" public meeting format is one tool used by the study team to share very specific study information or changes with the public, as well as gather feedback about that information. A "drop-in" public meeting is generally shorter in duration than a full public meeting. It is used as a bridge between planned public meetings if the study team believes additional public information and/or comment about a topic is necessary.

A final round of public hearings was held in early 2009 when the Preferred Alternative was shared with the public.

Table 27. Public Meetings			
Meeting Date	**Location**	**General Purpose**	**Number Attended**
Nov. 14, 2006	Westphalia Knights of Columbus Hall (one mile south of the Rte. 50/63 junction), 4 p.m. to 7 p.m.	Help determine what actions, if any, are needed to best serve the transportation needs of the area	122
Nov. 16, 2006	Vienna American Legion Hall, 541 First Street, 4 p.m. to 7 p.m.	Help determine what actions, if any, are needed to best serve the transportation needs of the area	113
May 1, 2007	Westphalia Knights of Columbus Hall (one mile south of the Rte. 50/63 junction), 4 p.m. to 7 p.m.	Present preliminary range of alignments and gather feedback	248
May 2, 2007	Knights of Columbus 206 Sixth Street Vienna, MO 65582, 4 p.m. to 7 p.m.	Present preliminary range of alignments and gather feedback	197
Oct. 25, 2007	Knights of Columbus 206 Sixth Street Vienna, MO 65582, 4 p.m. to 7 p.m.	Present reasonable range of alternative alignments and gather feedback	176
Oct. 30, 2007	Westphalia Knights of Columbus Hall (one mile south of the Rte. 50/63 junction), 4 p.m. to 7 p.m.	Present reasonable range of alternative alignments and gather feedback	258
April 10, 2008	American Legion on Route 63 in Freeburg, 4 p.m. to 6 p.m.	Present new alignments and gather feedback	167
Feb. 17, 2009	Westphalia Knights of Columbus Hall (one mile south of the Rte. 50/63 junction), 4 p.m. to 7 p.m.	Public hearing to gather public comment on Preferred Alternative	225
Feb. 19, 2009	Knights of Columbus 206 Sixth Street Vienna, MO 65582, 4 p.m. to 7 p.m.	Public hearing to gather public comment on Preferred Alternative	198
Feb. 17 – April 3, 2009	Online at www.modot.org/central	Public hearing to gather public comment on Preferred Alternative	872

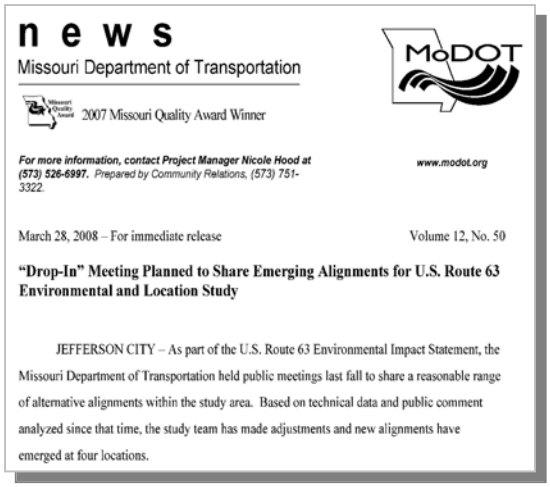
What methods did the study team use to keep the public informed of study progress and notify them of public meetings?

Newsletters: Newsletters were published in April and October 2007, June 2008, and February 2009 to keep the public informed of study progress and announce upcoming public meetings. In addition to announcing the purpose of the meetings planned, both newsletters also included information about the study's purpose, schedule, and information about how individuals can participate in the study process.

Postcards: Postcards announcing the scheduled public hearings were mailed to all individuals on the mailing list prior to the public hearing.

The Media: News releases were distributed to local media outlets serving the study area prior to each public meeting. The study's media list included the Belle Banner, Bland Courier, Jefferson City News Tribune, Maries County Gazette, Rolla Daily News, Unterrified Democrat, KMIZ-TV, KOMU-TV, KRCG-TV, KMNR-Radio, KTTR/KZNN-Radio, KJMO/KLIK-Radio and KTXY-Radio.

Display advertisements were also published in the Maries County Gazette, Rolla Daily News and Unterrified Democrat prior to each round of public meetings.



news

Missouri Department of Transportation

2007 Missouri Quality Award Winner

For more information, contact Project Manager Nicole Hood at (573) 526-6997. Prepared by Community Relations, (573) 751-3322.

www.modot.org

March 28, 2008 – For immediate release

Volume 12, No. 50

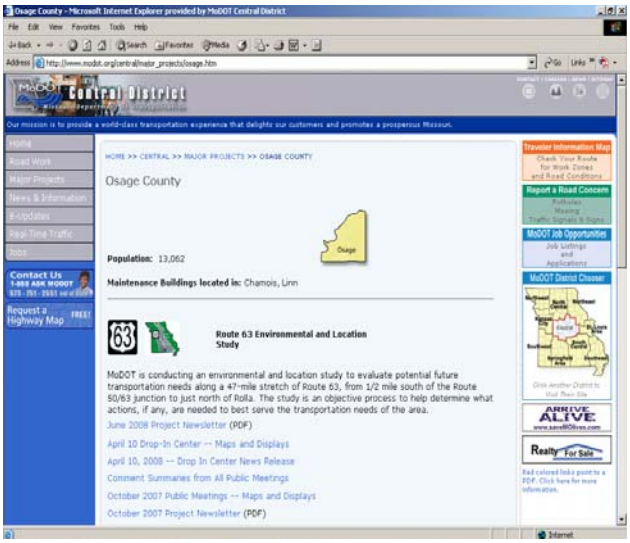
"Drop-In" Meeting Planned to Share Emerging Alignments for U.S. Route 63 Environmental and Location Study

JEFFERSON CITY – As part of the U.S. Route 63 Environmental Impact Statement, the Missouri Department of Transportation held public meetings last fall to share a reasonable range of alternative alignments within the study area. Based on technical data and public comment analyzed since that time, the study team has made adjustments and new alignments have emerged at four locations.

Members of the study team also contacted and visited with reporters from the Unterrified Democrat, Maries County Gazette and Rolla Daily News prior to the second and third rounds of public meetings to offer opportunities to update the papers about the status of the study and encourage the public to attend public meetings. Members of the study team met with the Unterrified Democrat and the Jefferson City News Tribune prior to the public hearing.

News releases were issued prior to each public meeting to provide updates and encourage the public to participate in the process. News releases about the study were also sent electronically to members of the general public who subscribe to MoDOT's e-mail update system called E-Updates.

Flyers and Changeable Message Boards: Other methods were used to notify the public of upcoming public meetings including the distribution of flyers in the local communities as well as portable lighted message boards placed near the public meeting location just prior the event.



Web Site: The study Web site could be found at *www.modot.org/central*. The site included general study information and was updated regularly throughout the study with meeting notices. Following each public meeting, displays from those meetings were placed on the Web. The displays for the "drop-in" meeting were placed on the Web site approximately a week prior the meeting so the public could be informed of the changes that would be presented at the meetings. Once available for public review, the Draft Environmental Impact Statement could be found on the site. The Web site also hosted the online public hearing Feb. 17 – April 2. The Web site allowed the public to send comments to the study team via the site's e-mail address, learn about upcoming meetings and review study information.

What were the public and agency comments and concerns?

Resource Agencies: The study team made sure to involve all participating and cooperating agencies early in the document process. By doing so, controversy was avoided and many of the comments that may have been received were addressed prior to the draft document. By the end of the comment period, very few issues remained unresolved.

One concern that still remains involves fragmentation of large tracts of forested area in the project corridor. By using aerial photography, the Preferred Alternative was modified to reduce forest fragmentation to the best extent possible. Due to the rural nature of the area, forest fragmentation cannot be avoided but will be minimized in the design stage by slight modifications to the alignment of the Preferred Alternative.

Another concern that still remains involves the Maries River Watershed and changes the project will have on the watershed hydrology. In order to address these concerns, Retention basins and best management practices (BMP's) will be used to offset any hydrologic impacts to the watershed to protect sensitive species and help control the amount of water entering the watershed.

General Public: There were several reoccurring comments and concerns from the public, but overall the comments received were positive and saw a need for the improvement of Route 63. The study team's response to comments received follow in this chapter. Some of the reoccurring comments and concerns included:

- Economic impact to the communities along the existing Route 63 corridor.
- Consideration for cyclist and pedestrians.
- Who will maintain existing Route 63?
- Be sure to provide good access to the towns being bypassed
- General Opposition or Support for the project.

Matt

United States Department of the Interior

OFFICE OF THE SECRETARY
Washington, DC 20240

TAKE PRIDE IN AMERICA

9043.1
PEP/NRM

ER 09/64

FEB 27 2009

RECEIVED
MAR 9 2009

RECEIVED
MAR 11 2009

Mr. Allen Masuda
Division Administrator
Federal Highway Administration
3220 West Edgewood, Suite H
Jefferson City, Missouri 65109

Dear Mr. Masuda:

As requested, the Department of the Interior (Department) has reviewed the draft environmental impact statement (EIS) for the **Route 63 improvement, south of Route 50 to south of the Maries/Phelps county line, Osage, Maries, and Phelps Counties, Missouri.** The Federal Highway Administration (FHWA) and the Missouri Department of Transportation (MoDOT) prepared this document. The Department offers the following comments and recommendations for your consideration:

Section 4(f) Comments

The project proposes to correct deficiencies on the existing Route 63 in central Missouri. The project will provide a four-lane design that will match with the Route 63 corridor north and south of the project area. It is intended to ease congestion along the entire route, as well as in the small communities of Westphalia, Freeburg, Vienna, and Vichy. The evaluation considers historic and other properties which may be eligible under Section 4(f) of the Department of Transportation Act of 1966 (48 U.S.C. 1653(f)). According to the EIS, the alignment of the Preferred Alternative may be modified slightly
1 to avoid impacts to all potential section 4(f) resources. Therefore, as long as those modifications are carried through to the final EIS, the Department would concur with the FHWA and MoDOT that there are no impacts to 4(f) properties.

The Department has a continuing interest in working with the FHWA and the MoDOT to ensure that impacts to resources of concern to the Department are adequately addressed. For matters related to section 4(f) resources, please contact Regional Environmental Coordinator Nick Chevance, National Park Service, Midwest Regional Office, 601 Riverfront Drive, Omaha, Nebraska 68102, telephone 402-661-1844.

Letter No. 1

We appreciate the opportunity to provide these comments.

Sincerely,

Willie R. Taylor
Director, Office of Environmental
Policy and Compliance

cc:
Ms. Peggy Casey
Environmental Projects Engineer
Federal Highway Administration
3220 West Edgewood, Suite H
Jefferson City, Missouri 65109

Mr. Kevin Keith
Chief Engineer
Missouri Department of Transportation
P.O. Box 270
Jefferson City, Missouri 65102

Letter No. 1

DEPARTMENT OF THE ARMY
KANSAS CITY DISTRICT, CORPS OF ENGINEERS
STATE REGULATORY PROGRAM OFFICE - MISSOURI
221 BOLIVAR STREET, SUITE 103
JEFFERSON CITY, MISSOURI 65101

February 5, 2009

REPLY TO
ATTENTION OF:

Missouri State Regulatory Office
(2007-00171)

Missouri Department of Transportation
Attn: Kevin Keith, Chief Engineer
P.O. Box 270
Jefferson City, MO 65102

Dear Mr. Keith,

This is in response to the request by the Missouri Department of Transportation for our review of the Draft Environmental Impact Statement (EIS) for Route 63 in Osage, Maries and Phelps Counties. We have reviewed the Draft EIS and offer the following comments:

1. In Chapter 3 on page 111, it is indicated that Alternative 1 had a higher number of negative impacts that the Preferred Alternative, including the number of streams crossed and acres of forested wetlands impacted, which are the most expensive impacts ($221 million compared to $176 million for Alternative 2 and $179 million for the Preferred) and therefore was deemed more environmentally damaging. The cost estimates in this statement appear to be the total costs and not the cost of streams or forested wetlands impacts. Streams and forested wetlands may be the most expensive types of impacts to provide compensatory mitigation for, however, because an alternative may cost more or less does not mean that the alternative is any more or less environmentally damaging. The Preferred Alternative has more estimated linear feet of Stream Impacts than Alternative 1 and Alternative 2 (63,639 linear feet, as compared to 54,581 linear feet for Alternative 1, and 45,626 linear feet for alternative 2). There is not much difference in the estimates for the total amounts and types of wetlands to be impacted for the three respective alternatives. The Preferred Alternative is estimated to have 19.61 acres of forested wetland impacts, as compared to 22.61 acres of for Alternative 1 and the same (19.61
2a. acres) for Alternative 2. We recommend that this section be revised accordingly and that you include the reasoning why the Preferred Alternative was selected over Alternative 1 (i.e. provide specific information regarding if it was based on safety, engineering constraints, estimated construction costs, etc.).

2. For the section on permits on pages 146 and 147 please refer to item number 11 of our October 27, 2008 response letter. A Section 404 permit would be required from the Corps of Engineers for any fill activities in waters of the U.S. (this encompasses more than navigable waters).
2b. The Gasconade River is a Section 10 water body (navigable water of the U.S.) to Jerome, Missouri,

Letter No. 2

and authorization would be required from the Corps of Engineers under Section 10 of the Rivers and Harbors Act of 1899 for any work activities that involve fill, excavation, or for any structure located in, over or under the Gasconade River.

If you have any questions concerning this matter, please feel free to write or call me at 573-634-2248 extension 3833.

Sincerely,

Kenny Pointer
Regulatory Project Manager
Missouri State Regulatory Office

Copy Furnished:

Federal Highway Administration
Attn: Peggy Casey
3220 W. Edgewood, Suite H
Jefferson City, MO 65109

Letter No. 2

MISSOURI DEPARTMENT OF CONSERVATION

Headquarters

2901 West Truman Boulevard, P.O. Box 180, Jefferson City, Missouri 65102-0180

Telephone: (573) 751-4115 ▲ Missouri Relay Center: 1-800-735-2966 (TTY)

JOHN D. HOSKINS, Director

February 10, 2009

Ms. Peggy Casey
Environmental Projects Engineer
Federal Highway Administration
3220 W. Edgewood, Suite H
Jefferson City, MO 65109

Mr. Kevin Keith
Chief Engineer
Missouri Department of Transportation
P.O. Box 270
Jefferson City, MO 65102-0270

Dear Ms. Casey and Mr. Keith:

RE: DRAFT ENVIRONMENTAL IMPACT STATEMENT (DEIS), Route 63, Job # J5P0950

The Missouri Department of Conservation (MDC) appreciates the opportunity to review and comment on the referenced DEIS. MDC understands the stated purpose of this project is to correct deficiencies on existing Route 63, to ease congestion throughout the entire route, especially in the small communities of Westphalia, Freeburg, Vienna, and Vichy, and to provide four-lane design continuity along the Route 63 corridor. The study area begins approximately 0.75 miles south of the current Route 50/Route 63 interchange in Osage County, where Route 63 changes from four lanes to two lanes. The study extends south through Osage and Maries Counties and ends in Phelps County, just north of Rolla, where the current facility changes from a two lane roadway to a four-lane divided highway. The study, along the existing roadway, is approximately 47 miles in length.

The DEIS examines the essential fish, forest and wildlife issues and how each of the alternatives and the preferred corridor would impact these natural resources. Since MDC has participated throughout the planning process and has provided some initial comments reflected within the DEIS, we will not state them here. However, because the study area includes the portion of the Maries River watershed, designated as an aquatic Conservation Opportunity Area (COA) and U.S. Army Corps of Engineer "priority water", MDC will reiterate some key issues and concerns within this geography. While MoDOT has recognized the importance of the COA within the DEIS, MDC believes significant issues are missing or delinquent within the document. The preservation of forested land cover and maintaining a high degree of pervious area within the watershed are critical components for protecting water quality and addressing stream stability. Impacts to headwater stream (1st and 2nd order) also need to be avoided or minimized. Changes in land cover (fragmentation, conversion to impervious surface) lead to adverse changes in watershed hydrology, stream hydraulics and loss of aquatic habitats critical to sensitive species such as the Niangua Darter.

To illustrate this issue, a significant block of forest (attached) occurs west of Freeburg that is bisected by the preferred route and an additional route option (Option 4). While the DEIS does not examine the forest type or structure within the project scope, this forest is estimated to be a climax (100 + years old) oak with intermingled glade habitat. Due to extensive timbering this age class of forest is now rare in the area and may be harboring sensitive plant and animal species. MDC would recommend MoDOT consider minimizing impact to what may be a

COMMISSION

DON R. JOHNSON
Festus

CHIP McGEEHAN
Marshfield

LOWELL MOHLER
Jefferson City

BECKY L. PLATTNER
Grand Pass

Letter No. 3

significant forest complex within the study area by reconsidering the alternative or moving the option further to the west along the edge of the forest. Also within this forest, at least three springs exists that feed the headwater streams leaving the area. Within this watershed, there
3. may be additional springs not accounted for in the DEIS. If the preferred alternative remains within the COA, stormwater runoff and management considerations should be management consideration to offset hydrologic impacts to the watershed and protect the important Niangua Darter habitat.

Thank you for allowing MDC the opportunity to comment and contact me with any questions at 573-522-4115 ext. 3355 or by email at Doyle.brown@mdc.mo.gov.

Sincerely,

DOYLE F BROWN
POLICY COORDINATOR

Letter No. 3

Hilkemeyer Farm
PO Box 86
Freeburg, MO 65035

NOTES:

1) There are at least (3) Springs on the property

2) There is a nice Glade on the westside of Tract A, which they have sited Collared Lizards on at one time

3) The proposed highways will effect two homesites: Tract A has a newer home and Tract B has a restored log home on site built in the 1800's

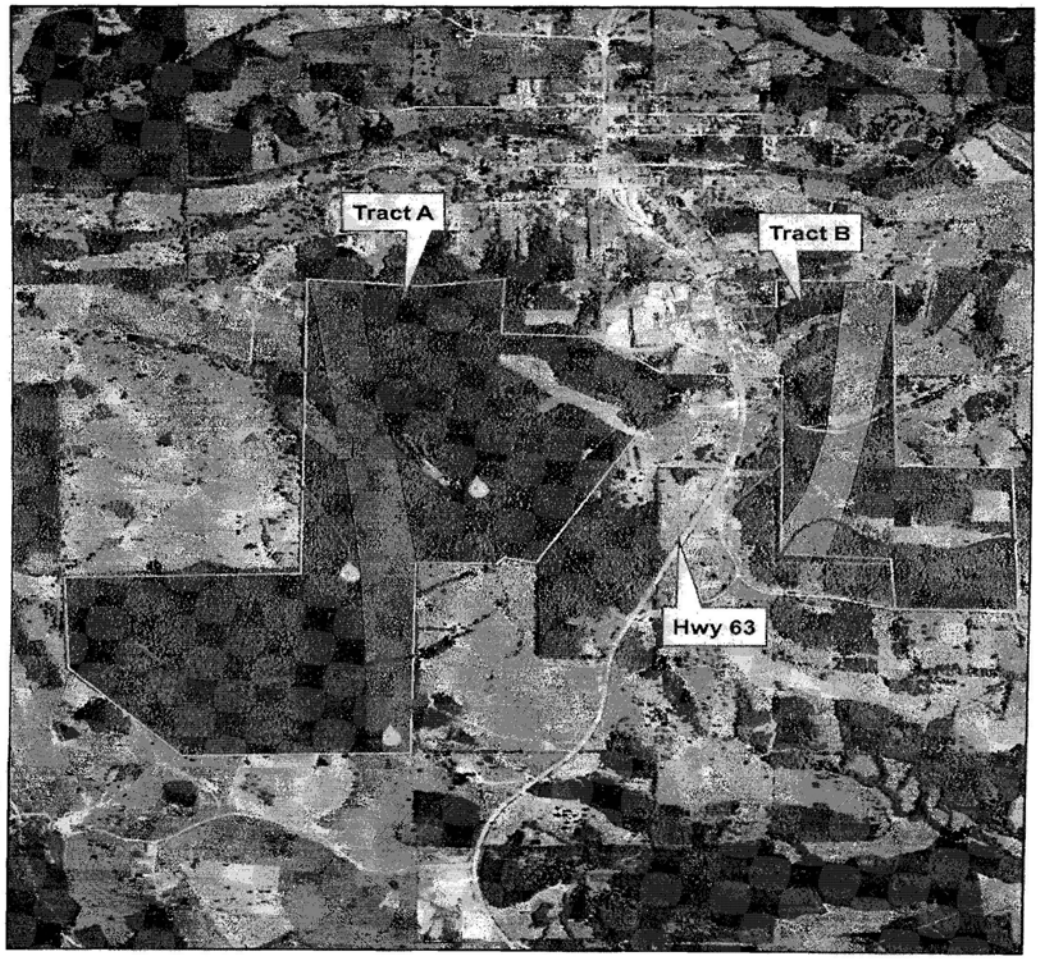
4) Both Tracts contain some of the last undistrubed timber stands in the area: Oak/Hickory with a few Cedar Glades

Land Features

- 1800's Log Home
- House
- Spring
- Streams
- Alternate A
- Alternate B
- Glade
- PropertyLine08

Prepared By:
Kyle Lairmore
Private Land Services
1315 E. Main St.
Linn, MO 65051
(573) 897-3797 ext 116

N



Letter No. 3

State of Missouri
Office of Administration
Post Office Box 809
Jefferson City, Missouri
65102
(573) 751-1851

Jeremiah W. (Jay) Nixon
Governor

Kelvin L. Simmons
Commissioner

January 26, 2009

Matt Burcham
MoDOT
105 West Capitol Avenue
Jefferson City, MO 65102
matt.burcham@modot.mo.gov

Dear Mr. Burcham:

Subject: 0906020
Assistance

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.

4. 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.

Please be advised that I am the contact for the Federal Funding Clearinghouse. You can send future requests to the following address: Sara VanderFeltz, Federal Funding Clearinghouse, 201 West Capitol, Room 125, and Jefferson City, Missouri 65101.

Sincerely,

Sara VanderFeltz

Sara VanderFeltz
Administrative Assistant

cc:

Letter No. 4

RECEIVED
MAR - 3 2009
MO DEPT. OF NAT. RES.
RECEIVED
FEB 26 2009
MISSOURI DEPT. OF TRANS
DIRECTOR'S OFFICE

STATE OF MISSOURI
Jeremiah W. (Jay) Nixon, Governor • Joseph Hoelbeutel, Acting Director
DEPARTMENT OF NATURAL RESOURCES
www.dnr.mo.gov

Copy

February 20, 2009

Ms. Peggy Casey
Environmental Projects Engineer
Federal Highway Administration
3220 W. Edgewood, Suite H
Jefferson City, MO 65109

Mr. Kevin Keith
Chief Engineer
Missouri Department of Transportation
P.O. Box 270
Jefferson City, MO 65102-0270

Re: Draft Environmental Impact Statement
Route 63 - Osage, Maries and Phelps Counties, Missouri

Dear Ms. Casey and Mr. Keith:

The Missouri Department of Natural Resources (Department) appreciates the opportunity to provide comments on the Draft Environmental Impact Statement (DEIS) for Route 63 in Osage, Maries and Phelps Counties, Missouri. The department offers the following comments for consideration.

General

The Department appreciated the opportunity to review and comment on the Preliminary DEIS for Route 63 on October 3, 2008. The Department also appreciates the fact that the Missouri Department of Transportation (MoDOT) appears to have developed a plan to widen Route 63 for a considerable length with minimal environmental impact. We commend MoDOT staff involved with development of the DEIS. Since the majority of the preferred alternative will be adjacent to the existing roadway, adverse impacts will be largely avoided or minimized. Where there will be impacts, the Department looks forward to working with MoDOT to develop appropriate mitigation.

Geology

Few geologic concerns were identified by Department staff in review of the DEIS. As the project moves into design phase, the Department would be interested in how MoDOT plans to utilize retention basins adjacent to the Maries River bridge, as this approach
5a. may be beneficial in future projects as well. As stated in the Department's October, 2008 letter, abandoned wells within the right-of-way will need to be plugged in accordance with 10 CSR 23-3.110.

Letter No. 5

Recycled Paper

Dam Safety

The preferred route is located less than 2000 feet east and the alternative 1 route is located about 3000 feet west of the Lake Maxwell Dam in Maries County (MO32039). Although the preferred route passes fairly close to the dam, it does not appear to intersect the Lake Maxwell Dam watershed at any location. The alternative 1 route does cross through the western section of the dam's watershed, and could impact the watershed's hydrological characteristics. Possible impacts would be to increase the amount of runoff and to reduce the time for runoff to reach the lake. Construction activity could temporarily result in increased siltation of the lake, if best management practices are not carefully maintained.

5b. The Department discovered last November that the freeboard at the Lake Maxwell Dam is already inadequate, and notified the owner that he will need to modify the dam. This property owner may wish to adjust his plans to raise the dam to accommodate any additional freeboard required due to the potential increased runoff in the dam's watershed, should alternative 1 be selected for construction.

Hazardous Waste

5c. The Vichy Army Airfield and Gapfiller hazardous waste sites are adjacent to Route 63 near the north side of Vichy. Subsurface contamination (petroleum) from a tank release is being addressed at these sites. If any project excavations infringe upon this area, the Department would need to coordinate closely with project planners to avoid impact to these sites.

We appreciate the opportunity to provide comments on the Draft Environmental Impact Statement for Route 63 in Osage, Maries and Phelps Counties, Missouri. If you have any questions or need clarification, please contact me or Ms. Jane Beetem, phone number 573-751-3195. Her address for correspondence is Department of Natural Resources, P.O. Box 176, Jefferson City, MO 65102. Thank you.

Sincerely,

DEPARTMENT OF NATURAL RESOURCES

Dru Buntin

Dru Buntin
Director of Government Affairs

RECEIVED
FEB 27 2009
ENV/HP SECTION
MO DEPARTMENT OF TRANSPORTATION

Letter No. 5

Matthew L Burcham/SC/MODOT
04/01/2009 03:11 PM

To Kyle E Grayson/SC/MODOT@MODOT
cc
bcc
Subject Fw: DEIS on Route 63

an agency comment by e-mail

Matt

Our mission is to provide a world-class transportation experience that delights our customers and promotes a prosperous Missouri
----- Forwarded by Matthew L Burcham/SC/MODOT on 04/01/2009 03:11 PM -----

"Freeman, Sandra J " <Sandra .J.Freeman@hud .gov>
03/02/2009 02:36 PM

To "'kevin.keith@modot.mo.gov'" <kevin.keith@modot.mo.gov>
cc "'Matthew.Burcham@modot.mo.gov'" <Matthew.Burcham@modot.mo.gov>
Subject DEIS on Route 63

I have received a copy of the above document on the proposed changes to Route 63 through Osage, Maries and Phelps Counties and am providing comments.

I have been able to coordinate the proposed location of this project with other divisions of HUD within our office to discover if the project is likely to directly or indirectly impact HUD-assisted housing. Below are the responses from the two divisions I contacted.

The Multi-Family division which insures mortgages on multi-family properties have stated that there are no M-F insured properties in Maries County. In Osage County, they report the following property: John H. Stratment, 1006-1010 E. Jefferson Drive, Linn, MO 65051. The Site Manager is Kerrie Jenkins who can be reached at (573) 897-9940.

6. I In Phelps County there are two properties for which we ask that you ensure there are no negative environmental impacts. Forum Manor Apts., 1900 Farrar Dr., Rolla, MO 65401, Site Manager is Susan Dye who can be reached at (573) 364-5831 and Rolla Apts., 1101 McCutchen Drive, Rolla, MO 65401, Site Manager is Sherrie Snodgrass who can be reached at (573) 364-6820.

Our Public Housing Division reports that there are no Low Income Public Housing Authorities in the area but that there are several Public Housing Agencies(PHA's) that administer the Housing Choice Voucher programs. I'd like to request that you contact these agencies directly to ensure that no affordable housing that is participating in this program is negatively impacted by this project. The PHA's are:
Phelps County PHA-(573) 265-4200 for both Maries and Phelps Counties and the Boone County PHA for Osage County at (573) 443-8706.

I apologize that I have not had time to provide additional comments concerning the EIS but I did review enough of it to note that it appears comprehensive and rather easy to read, unlike many that I have seen.

Letter No. 6

I did note that two of the contacts listed are no longer employed by the agencies listed. Lois Pohl, for example, has not been with the State for many years and Lance Long retired from HUD in 2000. Ms. Pohl's replacement is on the state's website and Mr. Paul F. Mohr is the HUD staff in Kansas City, Kansas who should receive these documents.

I hope these comments will be helpful.

Sandy Freeman

Sandra J. Freeman
Environmental Officer
U.S. Department of Housing
and Urban Development
R.A.Y. Building, Room 3.100
1222 Spruce St., 3rd Floor
St. Louis, MO 63103-2836
Sandra.J.Freeman@hud.gov
(314) 539-6528, telephone
(314) 539-6818, fax

Letter No. 6

The MO Dept of Transportation recently published the results of a study they implemented determining the impact the relocation of U.S. Hwy. 63 would have upon the Village of Freeburg. While acknowledging some hardships and business relocations, the tone of the study implied the Hwy relocation would have minimal, if any, impact upon the Village of Freeburg. The study concluded that most of the Village businesses along Hwy.63 were frequented by primarily local residents, who would continue patronage after the Hwy's relocation. Furthermore the study contrasted Freeburg to other Towns and Municipalities that had also experienced a major Hwy. relocation. The study concluded that the Hwy relocation in these areas had minimal impact upon the local economy.

The purpose of this letter is express our deep concern and disagreement with the findings of the study conducted by Mo Dept. of Transportation. We feel the relocation of U.S. Hwy 63 unquestionably has the potential to be an economic hardship upon the Village of Freeburg and on the Villages' Businesses and residents. Many of the local businesses have expressed their deep concern over this issue. The owners of these businesses and members of this board question the accuracy of the study conducted by MO Dept of Transportation. In the process of the study in question no business owner was interviewed, or had records reviewed by DOT. Instead a 30 day license plate study was implemented. The accuracy of a license plate study over a disputably short period of is questionable. Many business owners feel that DOT is underestimating the number of customers the Hwy. provided for them, due to the an inaccurate method of information gathering.

7a. There is also a question over the comparison Freeburg with other similar towns with highway relocation projects, and the impact the move had upon these areas. A town such as Eldon is quite different from Freeburg. There are many routs in and out of Eldon besides their main highway, and a major attraction (The Lake of the Ozarks) motivating traffic into their area. We feel a more accurate comparison would be the Apache Flats, St. Martins area. We have spoken to many local businesses affected by the relocation on the highway in this area, and found that it can indeed be a hardship on an area's economy. These same businesses did express some positive aspects of the move, mainly a large decrease in the amount of accidents and fatalities but also warned of a considerable drop in sales and tax income.

It can be reasonably expected that Freeburg will be impacted similarly as the St. Martin area, a positive drop in accidents, but a negative drop in sales and tax revenues. We simply wish the record to be accurate regarding the overall impact on our community. A four lane route outside the city limits may eventually be what the public wants, but we feel they need to be accurately informed of the impacts it will have on their communities. This will help them make a more accurate informed decision.

7b. If the decision is made to bypass Freeburg, a good business route will be absolutely essential in helping stem the loss of traffic to our businesses. We would hope a business route would include all of our Businesses, have easy entrances and exits, and have advertising at the entrances for the businesses that will be impacted. Safety is a huge concern, we hope an overpass will be designed into the loop to prevent traffic congestion and potential accidents. It cannot be stressed enough how important it would be for the Village of Freeburg to be involved in the design of such a business loop. The loss of the highway will be difficult obstacle for Freeburg to overcome, but without a well designed business loop, it may well be impossible.

We hope we have adequately expressed our concerns with this brief note. We are available at any time for further talks and suggestions. We hope to work with everyone to make this situation work for all concerned citizens.
Thank You

Freeburg City Council.

Letter No. 7

MAKING MISSOURI A BETTER PLACE TO WALK AND RIDE A BICYCLE

THROUGH THE ADVANCEMENT OF ADVOCACY, ACCESS, SAFETY, AND EDUCATION

MISSOURI BICYCLE FEDERATION, INC.

P.O. Box 104871
Jefferson City,
MO 65110-4871

MoBikeFed.org

EXECUTIVE DIRECTOR:
Brent Hugh
director@mobikefed.org

DEVELOPMENT DIRECTOR:
Caryn Giarratano

BOARD OF DIRECTORS/OFFICERS:
Joseph Torrisi, St. Louis
Rachel Ruhlen, Columbia
Laura Vie, Columbia
Freoerick Schmidt, Columbia

BOARD OF DIRECTORS/MEMBERS:
Patty Vinyard, St. Louis
Morgan Bearden, Rolla
Jeff Huff, West Plains
Wes Revels, St. Joseph
Eric Rogers, Kansas City
Mike Weiss, St. Louis
Dave Schieffer, Kansas City
Bruce Adib-Yazdi, Springfield
Randy Niere, Kansas City

EMAIL NEWSLETTER EDITOR:
Karta Purkh Khalsa,
Kansas City

CALENDAR EDITOR:
Bob Omer, Kansas City

EDUCATION CHAIR:
Coy Hart, Springfield

VOLUNTEER COORDINATOR:
Cathy Gray Cunningham,
Lee's Summit

DATA TRANSCRIPTION:
Julie Gidcumb, Phoenix

RE: Route 63 Draft Environmental Impact Statement

This is the statement of the Missouri Bicycle Federation in response to the Route 63 Draft Environmental Impact Statement.

The Missouri Bicycle Federation represents its own members and a coalition of bicycle, walking, and running groups in Missouri with combined membership of over 25,000. MoBikeFed has members throughout Missouri, including in Cole, Osage, Maries, and Phelps counties.

We appreciate MoDOT's effort to make the Highway 63 project as open to public input and transparent as possible. We appreciate MoDOT's good faith in listening to and carefully considering public input.

We appreciate the effort and consideration MoDOT has put into evaluating the environment and impacts of this project for bicycle and pedestrian travel in this project as summarized on pp. 84-85 of the DEIS in the section "Bicycle and Pedestrian Concerns".

In general we support many of the comments made in this section:

- **Sidewalks and pedestrian accommodations:** We support the inclusion of sidewalks on each side of the road, crosswalks, traffic signals that include pedestrian signals and phases to make pedestrian crossing safe wherever the project has existing sidewalks and where the project passes through populated areas or areas with traffic generators.

  This is of vital importance in towns and populated areas. On average, rural cities and towns have a lower rate of walking and bicycling than larger cities and towns. This has a measurable negative impact on the health and fitness of citizens living in rural towns across Missouri and is particularly notable among children living in rural areas and small towns. With the medical costs of obesity over $1.6 billion a year and growing, this is a significant concern. Much of the reason for the lower rates of walking and bicycling throughout rural Missouri is the lack of adequate walking and bicycling facilities available for residents.

  In particular, the roads that carry the most traffic through rural communities tend to have the worst accommodation for bicycling and walking. Therefore it is very important for those sections of the Route 63 project that do go through populated areas, neighborhoods, or communities, that they include absolutely top-notch bicycle and pedestrian accommodations. Fortunately, because of the small percentage of mileage in the Route 63 project where these considerations come into play, full bicycle/pedestrian accommodation can be

Letter No. 8

achieved in these areas at relatively low cost in proportion to the overall project.

Please see the attached document for more details and research references about the issue of walking and bicycling in rural communities.

For these reasons, we strongly support the inclusion of sidewalks in the area of Vichy and wherever else the project moves through a populated area.

- **Moving high-traffic routes from populated areas:** As the study points out, the preferred alternative avoids populated areas almost entirely, and we completely concur with the study's conclusion that "Pedestrians and bicyclists would benefit from improved safety from the reduced vehicle movements through these communities" where the alignment will be removed from populated areas (p. 85). High traffic roads with poor bicycle and pedestrian accommodations is a leading reason for the low amount of bicycling and walking in rural communities and moving the alignments elsewhere is an excellent solution.

  MoDOT needs to consider strongly helping the communities re-use the current Route 63 alignment in these areas in a way that will include top-notch bicycle and pedestrian accommodations on the former alignment as these roads are reconfigured for local use. The re-alignment presents a real opportunity for re-purposing the former Route 63 routes as bicycle-, pedestrian-, and community-friendly roads that will serve local residents well.

  This type of re-configuration can also help mitigate some of the negative economic impact on local businesses that will result from moving Route 63 traffic from the commercial corridors through these towns. Re-purposing the former Route 63 as a lively destination that is inviting for walking, bicycling, and driving can help businesses on the former Route 63 survive and thrive.

- **Bicyclists and pedestrians crossing Route 63; future planning:** The study notes that "New sidewalks or upgrades are not anticipated in the communities of Westphalia, Freeburg or Vienna, since the Preferred Alternative relocates the roadway outside of these communities" (p. 85). As noted above, this is certainly a net advantage for the bicycling and walking environment in these communities. However this brings up two points:

  - Crossing major highways like Route 63 is a major difficulty for bicyclists and pedestrians. Thought should be given to how bicyclists and pedestrians will be able to use every crossing point of Route 63. Even crossing points in fairly remote places will be used occasionally by bicyclists and pedestrians and poor design can make these crossing points extremely dangerous for bicyclists and pedestrians.

Letter No. 8

Accommodation can be as simple as including shoulders on bridges, overpasses, or underpasses. In low-traffic areas these will be used by pedestrians and bicyclists alike. A bridge, underpass, or overpass without a shoulder is extremely dangerous and, in fact, nearly impassable by pedestrians or bicyclists. Addition of a paved shoulder makes bicycle and pedestrian use both possible and reasonably safe.

- Thought should be given to future expansion of these communities and how Route 63 will serve future bicyclists and pedestrians in these expanded, future communities. Many of our most difficult and dangerous intersections are those built 25 or 50 years ago on the outskirts of towns that have now expanded their populated areas far past the original boundaries. The streets, crossing points, and intersections that were originally in unpopulated areas on the outskirts of town are now in fully populated areas, and are constantly used by pedestrians and bicyclists.
  Do these crossing points and intersections meet the needs of bicyclists and pedestrians now, at least in a minimal fashion? Will it be possible and economical to add sidewalks and bicycle accommodations, bicycle and pedestrian accommodations at traffic signals, etc., in the future when the need arises?

- **Bicycling on Route 63:** "Long distance bicyclists would likely find a geometrically improved Route 63, an attractive north-south route through Missouri" (p. 84). Assuming that Route 63 will include shoulders, Route 63 will indeed be an attractive Route for cyclists. It would serve not only those who may wish to bicycle from the Jefferson City to Rolla areas, but also as a connecting link for other bicycle journeys which would may include only a few miles on Route 63 that make a connection otherwise impossible to make by bicycle.

  In particular, Route 63 acts as the only possible way for bicyclists to cross several otherwise impassable barriers, including the Osage River and the Maries River.

  However, this will *only* be true if:

  - The entire stretch Route 63, particularly including bridges, includes shoulders that are safe and usable by bicycles. Shoulders need to be continuous, without gaps, especially lengthy gaps at difficult spots like bridges, viaducts, or underpasses.

  - Disruption caused by rumble strips is minimized (MoDOT's current "rumble stripe" system does a reasonable job of that, though it would be improved if periodic gaps in the rumble strips were included--for instance 40 feet of rumble strip followed by a 10-foot gap. The gap allows bicyclists to safely cross the rumble strip line when required.)

Letter No. 8

- Bicycle-safe drain grates are used throughout.

- **Bicycle Tourism potential:** One of MoBikeFed's priorities, and a priority identified in the ***Missouri TrailMap for Non-motorized Transportation*** is to encourage and increase the amount of bicycle tourism in Missouri. Currently about 4.5% of tourism in Missouri includes bicycling or hiking. However entire sections of the state are essentially closed to bicycle tourism because of lack of through routes that are usable by bicycles and connections. This includes the area served by Route 63 between Jefferson City and Rolla. For instance, the Jefferson City-Rolla connection was completely omitted in a draft state bicycle route map drawn up by MoDOT's Bicycle/Pedestrian Advisory Committee a few years ago--because a bicycle connection between those two cities was simply impossible. With the Route 63 installing continuous paved shoulders along the length of the project, this previously impossible connection would become possible.

- **Overcoming difficult barriers:** It is currently near to impossible to travel by bicycle through this area because none of the currently available routes for bicycling cross the Osage, Maries, or Gasconade Rivers. This can be verified by viewing the Draft Missouri Bicycle Map at:

  http://modot.org/othertransportation/bike_ped/documents/District5.pdf

  Reasonable bicycle routes on this map are those that are light green *or* that include shoulders. Addition of shoulders to Route 63 will create a whole network of bicycle routes and loops through this area where previously there were few or none.

  This area is potentially a beautiful one for bicycle tourism, but until these safe through routes and loops for bicycling are available via the connections made by the Route 63 project, this potential will never become reality.

- **Lack of public comment on bicycling and walking:** "There have been no public comments on the need for pedestrian or bicycle facilities" (p. 85). Several responses:

  - **Citizens rely on bicycling and walking:** According to the Census Bureau, 8% of Missouri households do not own an automobile; about 30% of Missouri's population has no driver's license. This includes all children under age 16, but also about 10% of adults: many elderly citizens, handicapped and disadvantaged citizens. This is far from a majority of citizens or trips, but it is very important to remember that bicycling and walking trips for this segment of the population are absolutely essential to their health, wellbeing, and economic viability. Even if these form only 1% or 2% of overall trips, they are trips that cannot be eliminated without irreparable harm to a vulnerable population. For this reason, accommodating bicycling and walking--

Letter No. 8

even with a simple paved shoulder in rural areas--is a key concern in addressing environmental justice.

- **Reliance on bicycling & walking is higher in the Route 63 corridor than the state average:** It is tempting to believe that these car free households and individuals live in some other part of Missouri, but U.S. Census data shows that the percentage of non-car commuting and no-car households in the Route 63 corridor is in fact *higher* than the state average. For instance, Census data shows:

  - Missouri (entire state): 2.5% commute by walking or bicycling; 8.4% of households own no automobile
  - Vienna: 5.5% commute by walking; 16.3% of households own no automobiles
  - Freeburg: 11.5% commute by walking; 21.9% of households own no automobiles
  - Westphalia: 7.5% commute by walking; 11.5% of households own no automobiles

  The above figures are from the 2000 census. Figures from the 1990 census are similar. Figures from nearby communities and areas of the county are similar as well.

  These census figures indicate a significant proportion of the population that relies on non-motorized modes for basic transportation.

  This segment of the population and its legitimate transportation needs cannot be ignored.

- **Why no public comments then?** With the above figures documenting a significant minority of the population relying on walking and bicycling, it is important to ask: Why have no public comments been received in regard to bicycle and pedestrian issues? Much of the reason is likely because those who rely most on non-motorized transportation for everyday needs are exactly those least likely to attend public meetings or otherwise provide formal comments. Many of these users may be children, the elderly, handicapped or disabled, from lower income levels, or otherwise require further and specialized outreach in order to determine their travel patterns, needs, and opinions.

  This is an underserved segment of the population and its very silence indicates a greater, rather than lesser, responsibility to ensure that its

Letter No. 8

needs, including the need to travel by non-motorized means, are met under tenets of environmental justice.

- **Finding bicyclists and pedestrians to speak up:** The FHWA regulations on bicycle/pedestrian accommodation recommend working with local groups of organized bicyclists when designing facilities--like Route 63--that will be used by bicyclists. This is good advice not simply because the FHWA says so but because these organized groups of bicyclists represent actual users of the transportation system with a high interest in the subject, extensive local knowledge, and experience. This groups bring a valuable viewpoint that is otherwise unobtainable. The Missouri Bicycle Federation is always willing to work with MoDOT districts in locating bicyclists, pedestrians, and local bicycle groups in areas of the state. We have members in nearly every county in Missouri and maintain relations with organized groups of bicyclists throughout the state.

- **Organized groups of bicyclists in the Route 63 region:** We know of no organized groups of bicyclists specifically located in Ozark or Maries Counties, but there are active bicycle groups located immediately adjacent to the area in Rolla and Jefferson City. These are large active groups that draw members and participants from the wider area around these cities, including the Route 63 area. Bicycle organizations routinely (weekly) organize 30-100 mile rides in the areas immediately surrounding their home cities--meaning that that the operating area of the Jefferson City and Rolla groups together completely covers the Route 63 project area.

  These organized bicycling groups are routine users of the road system within the Route 63 area and they will know the current situation and needs--including (most prominently) the fact that the current Route 63 corridor is almost inaccessible for bicycling but would be used as part of a regional network if bicycleable shoulders were available on the route.

In summary, bicyclists and pedestrians look for these elements in a project like Route 63:

- Bicyclists:
  - Continuous shoulders
  - Shoulders on bridges, overpasses, underpasses
  - Bicycle safe drain grates
  - Unobtrusive and safe rumble strips that do not disrupt bicycling on shoulders or the need to merge left to make turns at intersections or avoid obstructions in the shoulder.
  - Traffic signals that detect and respond to bicycles

Letter No. 8

- Well designed bicycle lanes in populated areas (though there are few or perhaps even no such areas in the Route 63 project area)
- Need to *cross* Route 63 as well as travel along it

- Pedestrians:
  - Continuous shoulders
  - Shoulders on bridges, overpasses, underpasses in rural/less populated areas
  - Sidewalks on both sides of the road in populated areas
  - ADA compliance for sidewalks
  - Crosswalks
  - Pedestrian signals and phases at traffic signals; enough "green time" for handicapped, elderly, and children to cross safely on foot
  - Slower speed limits in more populated areas (ie, where sidewalks exist or are warranted)
  - Intersection and interchange design that minimizes crossing distances and conflicts with traffic streams. Even in and remote rural areas occasion pedestrians--usually those with no other transportation option--operate and good design improves pedestrian safety dramatically.
  - Need to *cross* Route 63 is as important as the need to travel along it.
  - Future planning: areas on the outskirts of populated areas not now needed special pedestrian accommodation may need it in the future as the population grows.

Again we much appreciate the opportunity to comment on this important project would like to offer our resources in support of any questions or concerns you may have about accommodating walking and bicycling transportation in the Route 63 corridor.

Letter No. 8

Responses to Agency and Organization Comments

Letter numbers and comment numbers correspond with previous agency and organization comment letters.

Letter No.: Letter No. 1
Comment No.: 1
Agency: United States Department of the Interior
Response: Modifications as stated in the draft EIS will be carried through into the final EIS. The Preferred Alternative will be modified in a way to avoid all potential Section 4(f) resources.
Reference:

Letter No.: Letter No. 2
Comment No.: 2a
Agency: United States Army Corps of Engineers
Response: This section has been revised to reflect the comment made by the USACE. Statements were modified to show that the Preferred Alternative did not have the least amount of impact to streams, but addressed safety concerns better than Alternatives 1 and 2.
Reference: Page 119. How does the alternative analysis comply with Section 404(b)(1) guidelines?

Letter No.: Letter No. 2
Comment No.: 2b
Agency: United States Army Corps of Engineers
Response: The section was modified to note that the Gasconade River is a Section 10 water body and authorization would be required from the USACE under Section 10 of the Rivers and Harbors Act of 1899.
Reference: Page 159. Permits Section

Letter No.: Letter No. 3
Comment No.: 3
Agency: Missouri Department of Conservation
Response: Forest fragmentation will be avoided to the best extent possible. Due to the rural nature of the area that the project covers, it cannot be avoided completely. We have updated the EIS to show that we will try to minimize the amount of fragmentation that will be associated with the project.

Retention basins and best management practices (BMP's) will be used to offset any hydrologic impacts to the watershed to protect sensitive species and help control the amount of water entering the watershed.
Reference: Page 112 and Page 105. Water Quality and How would the project effect more common wildlife and their habitats? Sections.

Letter No.: Letter No. 4
Comment No.: 4
Agency: Missouri Federal Assistance Clearinghouse
Response: Comment Noted
Reference: No applicable reference
Letter No.: Letter No. 5
Comment No.: 5a
Agency: Missouri Department of Natural Resources
Response: A statement has been inserted in the document stating that abandoned wells will be plugged in accordance with 10 CSR 23-3.110.
Reference: Page 112. Water Quality Section

Letter No.: Letter No. 5
Comment No.: 5b
Agency: Missouri Department of Natural Resources
Response: Alternative 1 will not be selected for construction so no impact to the Lake Maxwell Dam will occur.
Reference: No applicable reference

Letter No.: Letter No. 5
Comment No.: 5c
Agency: Missouri Department of Natural Resources
Response: By constructing on the west side of existing Route 63 the project will be able to avoid direct impact to the Vichy Army Airfield and Gapfiller.
Reference: No applicable reference

Letter No.: Letter No. 6
Comment No.: 6
Agency: Department of Housing and Urban Development
Response: Of the two properties that are mentioned in the letter, neither will be negatively impacted by the Route 63 relocation project.
Reference: No applicable reference

Letter No.: Letter No. 7
Comment No.: 7a
Organization: Freeburg City Council
Response: The similar sized community of St. Martins was researched as to the effects of the relocation of Route 50. The research showed that sales and employment trends increased.
Reference: See Appendix E for additional information

Letter No.: Letter No. 7
Comment No.: 7b
Organization: Freeburg City Council
Response: Access to businesses in Freeburg will be provided with the Preferred Alternative at Route P. Visibility of the town would be comparable with either of the reasonable alternatives at Freeburg. Proper business signing and advertising will be vital to continued viability.
Reference:

Letter No.: Letter No. 8
Organization: Missouri Bicycle Federation
Response: The typical section for this four-lane divided highway will not be decided until preliminary design. However, continuous shoulders and shoulders on bridges are usually representative of the design for this category of facility. If there is a need for storm-water grates, MoDOT's standard currently calls for a bicycle safe devise. Rumble strips, or stripes, will be installed according to current standard. This standard allows the rumble strips to stop prior to intersections and driveways to reduce noise. These gaps will provide opportunities for bicyclists to cross at intersections without disruption. Periodic gaps (e.g., every 40 feet), would likely not coincide with a cyclists need to avoid obstructions on the shoulder, and would interfere with the safety benefits provided by the visibility of the continuous strips. Traffic signals will not be installed at intersections since one of the goals of the project is to provide an uninterrupted four-lane section.

If existing Route 63 is retained in MoDOT's system, pedestrian accommodations will be made in accordance with MoDOT policy. Sidewalks will be brought into compliance with ADA standards as part of an alteration project or the department's Transition Plan. There is only a short section in Freeburg in MoDOT's ownership. Policy requires MoDOT to determine, during major project activity, if there is a need for additional pedestrian accommodations.
Reference: No applicable reference

General Summary of Public Comments

The following section provides a summary of the issues or themes that the study team received from the general public or project stakeholders during public meetings and the review period for the Draft Environmental Impact Statement. Two open-house public hearings were held in order to maximize public participation and seek feedback on the Route 63 Draft Environmental Impact Statement (DEIS). In addition, an on-line public hearing was posted on the project web site at http://www.modot.org.

The hearings were held in Westphalia and Vienna with identical information being displayed at both. A total of 423 people attended the open-house hearings with 65 written comments. The on-line public hearing received 872 visits and generated 61 comments.

After reviewing the comments received from the public hearings at Westphalia, Vienna, and On-Line hearing, a total of 73% of comments received were in favor of the proposed project citing safety and system continuity as the main improvements needed for this corridor.

A. Environmental

- Concern about individual property impacts
- Requests for choosing a different alignment
- Concern about excessive flooding on the Maries River and Deer Creek
- Concern about forest fragmentation impact on wildlife

B. General Comments

- Prefer utilizing existing road and straightening curves
- Concern about displaced residences getting enough money to rebuild
- Concern about the economic impact to the bypassed towns

Listed below are responses to these issues or themes. Word for word comments received at public hearings, email, and other means during the comment period on the Draft EIS are included in Appendix X.

A. Environmental

Concerns about individual property impacts
-Constructing Route 63 on a new alignment will require new right of way and can result in individual property impacts. MoDOT will work to minimize the amount of individual property impacts associated with the construction of this project to the best extent possible. Final decisions on right of way needs for the construction of the Route 63 project will be determined at the design phase of the project.

Requests for choosing a different alignment
-All comments regarding selecting a different alignment were taken into consideration and evaluated for feasibility, constructability, and impacts to both the natural and human environment. The alignment that addressed all of these needs in the best possible manner was chosen as the Preferred Alternative and will be carried forward.

Concern about excessive flooding on the Maries River and Deer Creek
-The design of the bridge and roadway in the vicinity of the Maries River and Deer Creek will be designed in such a way to not cause a rise in the flood level. A floodplain development permit would be obtained from SEMA and no more than a one-foot rise in the 100-year floodplain would be able to occur.

Concern about forest fragmentation impact on wildlife
- -Forest fragmentation will be avoided to the best extent possible. Due to the rural nature of the area that the project covers, it cannot be avoided completely. We have updated the EIS to show that we will try to minimize the amount of fragmentation that will be associated with the project.

B. General Comments

Prefer utilizing existing road and straightening curves
-Widening along the entire Route 63 roadway was eliminated as an overall alternative early in the study. The existing roadway has curves and hills that do not meet current roadway design standards resulting in poor sight distance for several entrances and public roads. Constructing an additional set of lanes along the existing route would require extensive reconstruction of the existing lanes to fix the sub-standard hills and curves.

The entire corridor is also lined with homes and businesses that would be adversely affected by widening the existing route. The additional construction to handle traffic during the roadway improvements would impact several of these residential and commercial buildings. In addition, the access points at these locations would continue to impede travel flow along the existing corridor as well as introduce potential accident "conflict" points, which are locations where collisions could occur. Although widening along the existing was eliminated as an overall alternative, the study team tried to utilize as much of the existing roadway as possible without compromising the safety of the traveling public.

Concern about displaced residences getting enough money to rebuild
-MoDOT will compensate homeowners and business owners that are relocated and assist with the relocation process. All relocation assistance will be provided in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, as amended (49 CFR Part 24). The Uniform Act, as well as Missouri state laws, requires that just compensation be paid to the owner of private property taken for public use. The appraisal of fair market value is the basis of determining just compensation to be offered to the owner for the property to be acquired.

Concern about the economic impact to the bypassed towns
-Similar sized communities were researched as to the effects of the relocation of a major route. The research showed that sales and employment trends increased. Please see Appendix E for the full economic report on the economic impact of other comparable small town communities.

How could the study team be contacted?
The study team made the effort to be easily accessible to the public throughout the study. The public was provided with MoDOT's toll-free phone number, 1-888-ASK-MoDOT (275-6636). The line is answered by the department's customer service center. Representatives could answer questions, take comments and/or put a customer in contact with a study team member. The public was also encouraged to send written comments to MoDOT at P.O. Box 718, Jefferson City, Missouri 65102, or via e-mail at *comments@modot.mo.gov*. Study team members were also available to meet with customers if needed.

List Of Preparers

Peggy Casey: FHWA (Division Office), Environmental Projects Engineer, 34 years experience with FHWA.
B.S. Civil Engineering: University of Wisconsin, Platteville, 1975.

Gayle Unruh: MoDOT (Central Office), Environmental and Historic Preservation Manager, 15 years with MoDOT
M.S. Biology: Western Illinois University, Macomb, 1989
B.A. Environmental Science: McPherson College, McPherson, 1978

Richard Moore: MoDOT (Central Office), Environmental Compliance Manager, 2 years experience with MoDOT.
NEPA Certification: Utah State University, Logan, 2007.
B.S. Agriculture: Northeast Missouri State University, 1983.

Bob Reeder: MoDOT (Central Office), Historic Preservation Manager, 19 years experience with MoDOT.
Ph.D. Anthropology: University of Missouri, Columbia, 1988.
M.A. Anthropology: University of Missouri, Columbia, 1978.
B.S. Biology: Pennsylvania State University, 1973.

Michael Meinkoth: MoDOT (Central Office), Assistant Historic Preservation Manager, 16 years experience with MoDOT.
M.A. Anthropology: University of Illinois, 1993.
B.S. Anthropology: Southern Illinois University, 1980.

Buck Brooks: MoDOT (Central Office), Wetland Coordinator, 12 years experience with MoDOT.
M.S. Zoology: University of Arkansas, 1987.
B.S. Wildlife Ecology and Conservation: Northwest Missouri State University, 1985.

Tim Redmond: MoDOT (Central Office), Design Liaison Engineer, 24 years experience with MoDOT.
M.S. Engineering Management: University of Missouri, Rolla, 1981
B.S. Civil Engineering: University of Missouri, Columbia, 1977.

Roger Schwartze: MoDOT (District 5), District Engineer, 31 years experience with MoDOT. B.S. Civil Engineering: University of Missouri, 1977.

Nicole Kolb-Hood: MoDOT (District 5), Transportation Project Manager, 13 years experience with MoDOT.
B.S. Civil Engineering: University of Missouri, Columbia, 1995.

Steve Engelbrecht: MoDOT (District 5), District Design Engineer, 20 years experience with MoDOT.
B.S. Civil Engineering: University of Missouri, Rolla, 1988.

Laurie Wyrick: MoDOT (District 5), Transportation Project Designer, 24 years experience with MoDOT.
B.S. Civil Engineering, University of Missouri, Rolla, 1985.

Cindy Kremer: MoDOT (District 5), Senior Design Technician, 4 years experience with MoDOT.
Associate Degree in Design Drafting Technology, Linn State Technical College, 2005

Matt Burcham: MoDOT (Central Office), Senior Environmental Specialist, 15 years experience with MoDOT.
B.S. Agriculture: Kansas State University, 1984.

Kelly Cox: MoDOT (Central Office), Senior Environmental Specialist, 13 years experience with MoDOT.
M.A. Anthropology: Ball State University, Muncie, 1982.
B.S. Economics: Ball State University, Muncie, 1977.

Lance Livesay: MoDOT (Central Office), Environmental Compliance Manager, 8 years experience with MoDOT.
B.S. Wildlife Conservation and Management/Agronomy: Southwest Missouri State University, 1991.

Kevin Mchugh: MoDOT (Central Office), Senior Environmental Specialist, 14 years experience with MoDOT.
M.A. Architectural History: University of Virginia, 1988
B.G.S. Art History: University of Kansas, 1982.

Melissa Scheperle: MoDOT (Central Office), Senior Environmental Specialist, 6 years experience with MoDOT.
M.A. Biology: Missouri State University, 2002.
B.S. Biology, Avila University, Kansas City, 1999

Kyle Grayson: MoDOT (Central Office), Environmental Specialist, 4 years experience with MoDOT.
B.A. Environmental Science: Westminster College, Fulton, 2005

Brad Carter: MoDOT (Central Office), Senior Environmental Specialist, 5 years experience with MoDOT.
M.B.A. Touro University, Cypress, 2002
B.S. Environmental Science Truman State University, 1978.

Kristin Gerber: MoDOT (District 5), Community Relations Manager, 11 years experience with MoDOT.
M.S. Corporate Communication: Lindenwood College, 1993
B.A. Mass Communication: Lindenwood College, 1991

Toni Prawl: MoDOT (Central Office), Historic Preservation Specialist, 16 years experience with MoDOT.
Ph.D. Art History (Historic Preservation Emphasis), University of Missouri-Columbia, 1994
M.A. Housing and Interior Design, University of Missouri-Columbia, 1986
B.S. Secondary Education (Vocational Home Economics), Northwest Missouri State University, 1984
B.S. Home Economics (Housing, Interiors, and Related Arts), Northwest Missouri State University, 1984

Randall Dawdy: MoDOT (Central Office), Historic Bridge Coordinator, 25 years experience with MoDOT.
M.A. History; Lincoln University (MO), 1997
B.A. Anthropology; Southern Illinois University at Carbondale, 1975

Larry Ayres: MoDOT (Central Office), Senior Historic Preservation Specialist, 17 years experience with MoDOT.
M.A. Anthropology: University of Arkansas, 1988.
B.S. Education: University of Arkansas, 1987.
B.A. Antiquities: Southwest Missouri State University, 1980

Sue Olson: MoDOT (Central Office), Senior Cartographer, 16 years experience with MoDOT.
Certification from Raymond J. Horn School of Drafting, Houston, TX, 1978.

Alan Leary: MoDOT (Central Office), Senior Environmental Specialist, 7 years experience with MoDOT.
M.S. Biology: Boise State University, Boise, Idaho, 1996
B.S. Wildlife Management and Biology: University of Wisconsin at Stevens Point, Stevens Point, Wisconsin, 1991.

Eric Curtit: MoDOT (Central Office), Long-Range Transportation Planning Coordinator, 14 years experience with MoDOT.
B.S. Business Administration: Columbia College, 1996.

Holly Dentner: MoDOT (Dsitrict 5), Senior Community Relations Specialist, 4 years experience with MoDOT.
M.A. English, Pittsburg State University, 1996
B.A. English, Missouri Southern State University, 1995

Jacob Ray: MoDOT (District 5), Senior Traffic Studies Specialist, 10 years experience with MoDOT.
B.S. Civil Engineering, University of Missouri, Columbia, 1998.

Circulation List

The Honorable Claire McCaskill
United States Senate
517 Hart Senate Office Bldg.
Washington, D.C. 20510

The Honorable Jo Ann Emerson
U.S. House of Representatives
2440 Rayburn HOB
Washington, D.C. 20515

The Honorable Christopher S. Bond
United States Senate
274 Russell Senate Office Bldg.
Washington, DC 20510

The Honorable Blaine Luetkemeyer
U.S. House of Representatives
1118 Longworth HOB
Washington, D.C. 20515

Federal Government Agencies
Colonel Roger Wilson, Jr., Dist. Commander
U.S. Army Corps of Engineers
Northwestern Division
ATTN: Mark Frazier, Chief
601 E. 12th Street
Kansas City, MO 64106

Mr. Joe Cothern
NEPA Program Manager
U.S. Environmental Protection Agency, Region VII
901 North 5th Street
Kansas City, KS 66101

U.S. Environmental Protection Agency
Attn: Pearl Young, Office of Fed Activities
EIS Filing Section (Mail Code 2252-A)
1200 Pennsylvania Avenue NW
Washington, DC 20044

Mr. Willie R. Taylor, Director
Office of Environmental Policy and Compliance
U.S. Department of the Interior
Main Interior Building, MS 2340
1849 C Street NW
Washington, DC 20240

Mr. Don L. Klima, Exec. Dir.
Advisory Council on Historic Preservation
Old Post Office Bldg., Suite 809
1100 Pennsylvania Ave NW
Washington, DC 20004

Centers for Disease Control and Prevention
National Center for Environmental Health
Special Programs Group (F-29)
1600 Clifton Road
Atlanta, GA 30341-3724

Federal Railroad Administration
Office of Economic Analysis (RRP-32)
400 Seventh Street SW
Washington, DC 20590

Mr. Earl Bean, Area Manager
Department of Energy
Kansas City Support Office
911 Walnut Street
Kansas City, MO 64106

Mr. John A. Miller, Regional Director
Federal Emergency Management Agency
2323 Grand Blvd., Suite 900
Kansas City, MO 64108-2670

Mr. Charlie Scott, Field Supervisor
U.S. Fish and Wildlife Service
Columbia Field Office
608 East Cherry, Room 207
Columbia, MO 65201

Mr. Lance Long, Environmental Officer
U.S. Dept. of Housing & Urban Development
Kansas/Missouri State Office
Room 200, Gateway Tower II
400 State Avenue
Kansas City, KS 66101-2406

Mr. Roger Hanson, State Conservationist
U.S. Department of Agriculture/NRCS
Parkade Plaza, Suite 250
601 Business Loop 70 West
Columbia, MO 65203

Mr. Roger Wiebusch, Bridge Administrator
U.S. Coast Guard, Bridge Branch
Second Coast Guard District
1222 Spruce Street
St. Louis, MO 63103-2832

Mr. Al Kemp, Regional Director
Department of Health and Human Resources
601 East 12th St., Room 210
Kansas City, MO 64106

Mr. William Schenk, Regional Director
U.S. Department of the Interior
National Park Service, Midwest Field Area
1709 Jackson Street
Omaha, NE 68102-2571

State Government Elected Officials
The Honorable Jeremiah W. Nixon
Governor of Missouri
Office of the Governor
State Capitol Building, Room 216
Jefferson City, MO 65101

The Honorable Frank Barnitz
State Senator
State Capitol Building Room 427
Jefferson City, MO 65101

The Honorable Tom Loehner
State Representative District 112
201 W. Capitol Avenue, Room 403B
Jefferson City, MO 65101

The Honorable Don Wells
State Representative District 147
201 W. Capitol Avenue, Room 236A
Jefferson City, MO 65101

The Honorable Bob May
State Representative District 149
201 W. Capitol Avenue, Room 412-A
Jefferson City, MO 65101

The Honorable Jason Smith
State Representative District 150
210 W. Capitol Avenue, Room 406B
Jefferson City, MO 65101

State Government Agencies
Ms. Lois Pohl, Coordinator
Missouri Federal Assistance Clearinghouse
Office of Administration
P.O. Box 809
Jefferson City, MO 65102

Mr. Mark Templeton, Director
Missouri Dept of Natural Resources
Attn: Mr. Tom Lange
P.O. Box 176
Jefferson City, MO 65102

Mr. John D. Hoskins, Director
Missouri Dept. of Conservation
P.O. Box 180
Jefferson City, MO 65102-0180

Mr. Paul Parmenter
State Emergency Management Agency
P.O. Box 116
Jefferson City, MO 65102

Native American Tribes

The Choctaw Nation of Oklahoma

The Delaware Nation

The Eastern Shawnee Tribe of Oklahoma

The Iowa Tribe of Kansas and Nebraska

The Iowa Tribe of Oklahoma

The Omaha Tribe of Nebraska and Iowa

The Kaw Nation of Oklahoma

The Miami Tribe of Oklahoma

The Osage Nation of Oklahoma

The Otoe-Missouria Tribe of Indians, Oklahoma

The Sac & Fox Nation of Missouri in Kansas and Nebraska

The Sac & Fox Nation of the Mississippi in Iowa

The Sac & Fox Nation, Oklahoma