East Columbia

Final Environmental Impact Statement

Columbia, Missouri
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EAST COLUMBIA EIS
Boone County, Missouri

FINAL
Environmental Impact Statement

Submitted Pursuant to 42 U.S.C. 4332 (2) (c)
and 49 U.S.C. 303 by the

U.S. Department of Transportation
Federal Highway Administration
and
The Missouri Department of Transportation, the City of Columbia, and Boone County

Cooperating Agencies: Army Corps of Engineers

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Date of Approval

Missouri Department of Transportation

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The Federal Highway Administration (FHWA) and the Missouri Department of Transportation (MoDOT) are proposing to improve the transportation network in eastern Columbia/Boone County by: 1) extending Route 740 from its terminus at US-63, along a new alignment, to I-70 at the existing St. Charles Road interchange, 2) improving existing Broadway (Route WW) as a major arterial from US-63 to the extension of Route 740 and as a minor arterial from the extension of Route 740 to Olivet Road and 3) extending Ballenger Lane, as a locally sponsored project, from the extension of Route 740 to Clark Lane.

In accordance with the National Environmental Policy Act (NEPA), a collaborative approach was taken during this investigation. Through a partnering agreement, a project team composed of MoDOT, the City of Columbia and Boone County investigated the transportation needs, developed alternatives, and evaluated impacts.

This EIS discusses the project's Purpose and Need (Chapter 1), identifies the decision-making process that led to the Preferred Alternative (Chapter II), presents the nature of the important resources located within the study area (Chapter III), evaluates the social, environmental, and economic impacts associated with this project (Chapter IV), and summarizes the public involvement, agency outreach and stakeholder coordination conducted during the project (Chapter V).

Comments on this Final EIS are due by 01/18/2010, and should be sent to the persons listed above.

ATTENTION!

Readers and Reviewers

This Final Environmental Impact Statement (FEIS) has been produced in the condensed format according to the guidance provided by the Federal Highway Administration Technical Advisory, T6640.8A. This condensed format approach avoids repetition of material from the Draft Environmental Impact Statement (DEIS) by incorporating by reference, the DEIS.

This condensed format parallels the format of the DEIS. Each major chapter of this FEIS briefly summarizes the important information contained in the corresponding section of the DEIS and provides a discussion of any noteworthy changes that have occurred since the DEIS was circulated. Chapter V titled Comments and Coordination has been substantially rewritten to include an update of the comments received during the public hearing for the project and the formal 45-day review period. The responses to substantive comments are also included in Chapter V.

In the event that a copy of the DEIS is needed for the review of this final document, please access the project Web site at **http://www.eastcolumbiaeis.com** to view the document online, or contact us as the following address to request a copy:

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Materials Available in the Project's Technical File

In order to keep NEPA documents as concise as possible, technical detail and backup information are made available in the project's technical file. The file contains all pertinent materials to support the information and conclusions presented in this Environmental Impact Statement. The technical file is available for public review, upon request, when the NEPA document is circulated.

All of the materials referenced in this document are contained in the technical file. These materials include:

- Environmental Site Assessments
- Engineering design studies produced to investigate public input/agency comments/project team inquiries
- Public involvement materials such as news releases, meeting advertisements and newsletters
- Cultural resource investigation reports
- Public involvement meeting/project team workshop materials
- Agency coordination point materials
- GIS database material

SUMMARY

On April 3, 2009, the Draft Environmental Impact Statement (DEIS) for the East Columbia Environmental Impact Statement (EC-EIS) project was published and circulated for review. The DEIS presented the project's Preferred Alternative—the alternative that best accomplishes the purpose and need for the proposed action, while avoiding, minimizing, or mitigating the impacts to the social and natural environment. Following the publication of the DEIS, a number of outreach, circulation, and coordination efforts were conducted to determine the appropriateness of the Preferred Alternative[1]. This Final Environmental Impact Statement (FEIS) is intended to officially identify the preferred course of action after evaluating all comments received from the public hearing following the availability of the DEIS for public and agency review.

A "condensed EIS format" was used for the FEIS whereby each section of the DEIS is summarized, any clarifications or new information is presented, and any changes to the Preferred Alternative are discussed.

This FEIS will also be subject to circulation, coordination, and evaluation. The National Environmental Policy Act (NEPA) process will conclude with a record of decision (ROD) that concisely outlines the selected alternative (as the Preferred Alternative will then be known), its impacts and needed mitigation, monitoring, and enforcement provisions.

A. Introduction to the EC-EIS

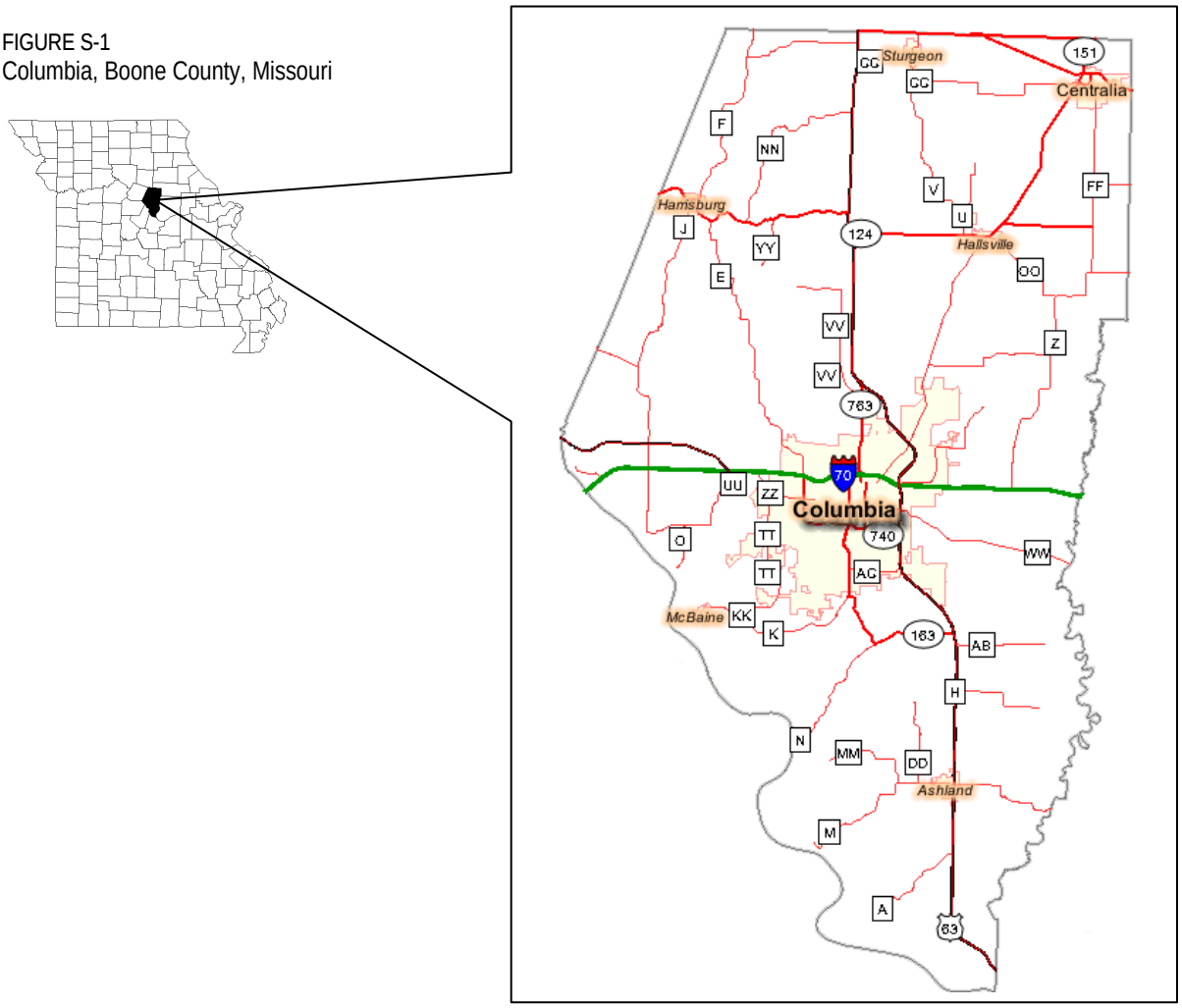
Because of the long-term interest in improving the transportation network of eastern Columbia/Boone County, a multi-component project team was assembled to investigate needs and propose solutions. The project team for the EC-EIS project was composed of the Missouri Department of Transportation (MoDOT), the City of Columbia, and Boone County. This document summarizes the investigation of the transportation problems associated with eastern Columbia/Boone County, the human and natural resources within the project's study area, the alternatives evaluated, the impacts associated with the alternatives, and the coordination efforts used to engage stakeholders.

[1] Notwithstanding the identification of a Preferred Alternative, all reasonable alternatives presented in the DEIS remained under consideration through the public hearing and DEIS review and comment period.

B. Location and Termini

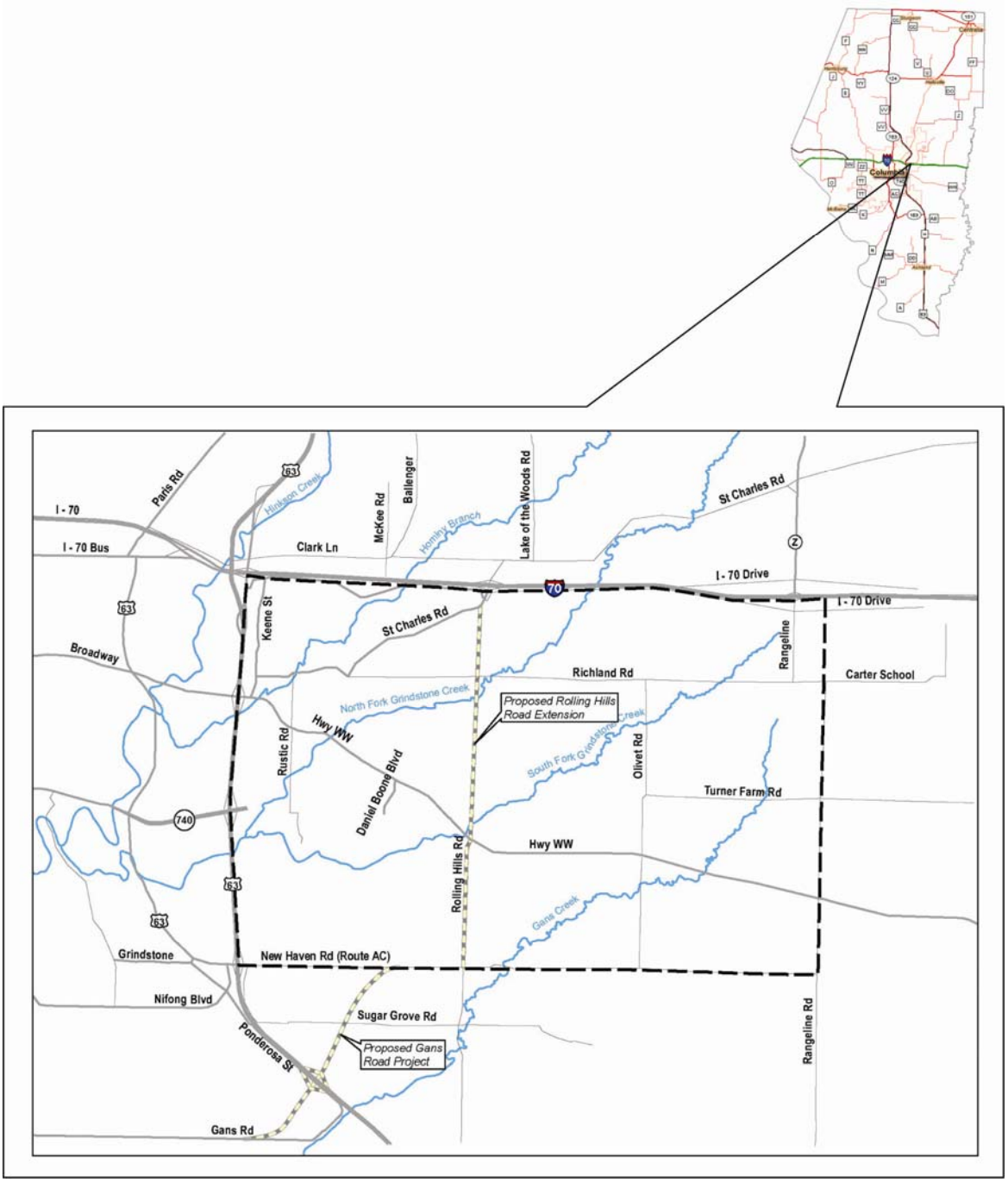
The study area for this project is located in eastern Columbia and central Boone County of the State of Missouri. **Figures S-1 and S-2** depict the general vicinity and the study area for the EC-EIS.

FIGURE S-1
Columbia, Boone County, Missouri



The study area is generally bounded by US-63 on the west, Rangeline Road on the east, Interstate 70 (I-70) on the north, and New Haven Road (Route AC) on the south. The project area is generally rural, with subdivisions and scattered residential development. A small cluster of commercial development exists in the upper northern portion of the study area, and several industrial businesses are located along Rangeline Road in the northeastern portion. The topography of the study area consists of gentle rolling hills dissected by numerous creeks, including Hominy Branch, Gans Creek, and the South and North Fork of Grindstone Creek.

FIGURE S-2
EC-EIS Study Area



C. Purpose of and Need for Proposed Action

Purpose and need refers to the transportation-related problems that a project is intended to address. The generation and evaluation of alternatives are conducted to develop the most appropriate solution to the identified problems.

The transportation problems associated with the EC-EIS study area can be summarized as:

Traffic Congestion and Safety Concerns within the Existing Roadway Network— The congestion and crash environment of the current roadway network is expected to worsen over time. One of the purposes of this project is to reduce congestion and improve safety conditions within the roadway network.

Incomplete Linkages between the Major Highways in Eastern Columbia and Boone County—The existing roadway system has some notable areas of discontinuity. One of the purposes of this project is to investigate the type of roadway system that is appropriate for the future of eastern Columbia/Boone County. An essential element of this part of the project is to establish adequate continuity in eastern Columbia.

Inconsistency with Regional and Local Continuity Goals—In addition to the connectivity purposes discussed above, one of the purposes of this project is to provide the transportation infrastructure consistent with the creation of an eastern access point for Columbia.

D. Alternatives

The identification of the Preferred Alternative was based on a screening process that included a series of steps for developing and evaluating alternatives.

Initial alternatives were called conceptual alternatives. Conceptual alternatives that were determined as minimally satisfying the project's purpose and need were advanced for further consideration.

The reasonable range of alternatives (reasonable alternatives) were developed using the conceptual alternatives as a basis. This ensures that the reasonable alternatives remain consistent with the project's purpose and need and conform to appropriate design guidelines. Developing the reasonable alternatives allowed for the establishment of preliminary project footprints and detailed impact assessments, cost estimates, and traffic evaluations.

Based on public input, agency coordination, and internal analysis, a Preferred Alternative was developed and includes the following:

- The extension of Route 740 from its current terminus at US-63, using a new alignment, to the St. Charles interchange on I-70.
- The improvement of Broadway (Route WW) from US-63 to Olivet Road using the existing alignment.
- The probable extension of Ballenger Lane as a locally sponsored project.

See **Exhibit S-1** for a complete depiction of the Preferred Alternative.

The reasonable alternatives represent those improvements that satisfy the project's purpose and need, meet the established traffic-related threshold levels and engineering requirements, and minimize impacts to the human and natural environment.

The reasonable range of alternatives incorporates the following elements and alignments:

- The extension of Stadium Boulevard (Route 740) from US-63 to I-70. This extension would be configured as an expressway. The alignments vary in length between 2.9 and 5.6 miles long.
- The improvement of Broadway (Route WW) from US-63 to Olivet Road. Three possible alignments for the improvement of Route WW were developed; each configures Route WW as a major arterial west of the Route 740 extension and a minor arterial east of the Route 740 extension. The lengths of the alignments are very similar—roughly 4.0 miles.
- The extension of Ballenger Lane from the Stadium Boulevard extension to Clark Lane (Route PP). Each Stadium Boulevard extension alternative has a corresponding Ballenger Lane extension. Each version of a Ballenger Lane extension follows the same basic alignment. This is due to the limitations associated with the extension's termini and the distribution of the resources that the extension would affect. The Ballenger Lane extensions were configured as a major arterial. The lengths of the Ballenger Lane extensions vary between 0.7 and 1.6 miles long, depending on the distance to the corresponding Stadium Boulevard alternative.

Exhibit II-2 depicts the principal elements of the reasonable range of alternatives.

The alternative that best accomplishes the purpose and need for the proposed action while avoiding, minimizing, or mitigating the impacts to the social and natural environment was identified as the ***Preferred Alternative***. The project team believes that the Preferred Alternative best solves the transportation problems and minimizes impacts. The Preferred Alternative is summarized as follows:

The Extension of Stadium Boulevard (Route 740)

- The Preferred Alternative uses a new alignment from the existing US-63 interchange to the St. Charles interchange at I-70.
- The Stadium Boulevard extension would be an expressway.
- Overpasses at Lemone Industrial Boulevard (proposed) and Rustic Road would be investigated.
- At-grade intersections will be required at Route WW, Richland Road/Ballenger Lane, and Grace Lane/St. Charles Road (existing). The intersection of Richland Road and the Ballenger Lane extension with Route 740 is at a common location.

- For planning and impact evaluation purposes, Route 740 is assumed to be a limited access four-lane highway divided by a grassed median [2]. Total right-of-way width estimate is 250 feet.

The Improvement of Route WW

- The improvement will extend from US-63 to approximately 200 feet west of Olivet Road. The improvement will use the existing alignment; the roadway footprint will be widened to the side that minimizes impacts to existing resources.
- Route WW would be a major arterial west of the Route 740 extension and a minor arterial east of the Route 740 extension.
- All existing intersections on Route WW would be maintained.
- The crossing of Grindstone Creek (North Fork) would involve the realignment of Route WW. This will eliminate a tight curve and facilitate the proposed intersection with the extension of Route 740.
- For planning and impact evaluation purposes, Route WW is assumed to be a four-lane roadway with a center turn lane, driveway access and at-grade intersections[3]. Total right-of-way width estimate is between 120 and 150 feet.

The Extension of Ballenger Lane

- This element would be processed as a locally sponsored project.
- The Ballenger Lane extension would be a major arterial.
- The Ballenger Lane extension may include an at-grade intersection with the existing I-70 Southeast (Outer Road).
- The intersection of Richland Road and the Ballenger Lane extension with Route 740 are at a common location.
- For planning and impact evaluation purposes, Ballenger Lane is assumed to be as expansive as a four-lane roadway with a center turn lane, driveway access and at-grade intersections[4].

Pursuant to the circulation, coordination, and evaluation of the DEIS, the Preferred Alternative was largely accepted by stakeholders, project partners, agencies, and the public. Changes to the Preferred Alternative were minimal, all of which will be implemented during the final design process. These changes are listed in the Environmental Commitments (**Summary Section J**).

[2] The actual design configuration is subject to modification based on future funding constraints and/or practical design considerations.

[3] The actual design configuration is subject to modification based on future funding constraints and/or practical design considerations.

[4] The actual design configuration is subject to modification based on future funding constraints and/or practical design considerations.

E. Impacts

The process that led to the identification of the Preferred Alternative included the evaluation of impacts. The impact analysis was multifaceted, encompassing numerous elements such as right-of-way requirements, environmental impacts, socioeconomic consequences, disruptions to important cultural resources, community impacts, building relocations, and engineering considerations, along with an examination of the compatibility with local transportation priorities. **Chapter III** identifies the resources contained within the project's study area.

Impacts associated with the Preferred Alternative include the conversion of farmland, the acquisition of land and structures, stream and floodplain crossings, wetland impacts, woodland impacts, and work in proximity to several neighborhoods. **Table S-1** is an impact summary for the reasonable range of alternatives. The impacts associated with each of the reasonable range of alternatives are generally very similar and are discussed and compared in **Chapter IV**. **Table S-2** is an impact summary for the Preferred Alternative.

F. Public Involvement/Agency Coordination

The public involvement techniques used for this project included newsletters, Web sites, news media releases, formal and informal meetings, and other general coordination. The agency coordination process included four collaboration points when project updates were provided and input requested. These efforts helped shape the development of alternatives and the identification of the Preferred Alternative.

On April 3, 2009, the DEIS for the EC-EIS was published and circulated for comment. Following the publication of the DEIS, a number of outreach, and coordination efforts, including a Public Hearing, were taken to help determine the appropriateness of the Preferred Alternative. Overall, the Preferred Alternative was received positively during this outreach effort. The Preferred Alternative was also the consensus selection of the local planning partners. Documentation of the partner's acceptance of the Preferred Alternative is contained in **Appendix J**. The Partnering Agreement for the project is contained in **Appendix C**. The stakeholder reaction to the Preferred Alternative was similar to the partners—widespread acceptance, even if it was not the universally desired configuration. As expected, individually affected property owners had unique opinions. **Chapter V** provides a discussion of the public involvement and agency coordination activities that have been conducted.

Public involvement efforts will continue throughout the duration of the project. As an example, this FEIS will be made available for public review and coordinated with interested agencies, in accordance with MoDOT policy and adherence with NEPA.

G. Important Issues

Because the EC-EIS project entails a comprehensive evaluation of the transportation needs for a large multi-jurisdictional area, controversy and conflicts were inevitable. To address this issue, the project team established and approved a partnering agreement (see **Appendix J**). This agreement guided the three parties in working together cooperatively to

fulfill NEPA requirements associated with this project. A key element of the partnering agreement follows:

> *…the partners acknowledge and declare their intent to arrive at a consensus agreement about future local, regional and statewide transportation needs in such a way as to increase the likelihood that such future governing bodies will appropriately support the study's recommendations.*

Two of the more contentious issues that the partners worked through were the Ballenger Lane extension and the most appropriate connection between US-63 and I-70.

1. The appropriateness of a Ballenger Lane extension has been investigated throughout the development of the EC-EIS. The probable extension of Ballenger Lane (over I-70 to Clark Lane/Route PP) was added to the Columbia Area Transportation Study Organization (CATSO) Roadway Plan in 1997. Because of the relationship of the Ballenger Lane extension with the extension of Stadium Boulevard, it was investigated as part of the EC-EIS. The traffic modeling analysis of a Ballenger Lane extension found that it would have a negligible impact on the operation of Stadium Boulevard from US-63 to I-70. Consequently, the Ballenger Lane extension was determined as non-essential to the EC-EIS. However, the traffic analysis did suggest that the Ballenger Lane extension might moderate volume levels on Clark Lane. This local benefit led to the agreement that if a Ballenger Lane extension was included in the project's Preferred Alternative, it would be processed and financed solely as a local project. Ultimately, the financing for the Ballenger Lane extension may include federal funding obtained by the local partners. Should federal funding be involved in the Ballenger Lane extension financing, this document would clear the project under NEPA and mandate that it be conducted in accordance with the environmental commitments in this document.

2. The Preferred Alternative was not originally the unanimous decision of the partners. Earlier in the study, Reasonable Alternative RR-2B was viewed as a superior alternative by a minority. Alternative RR-2B extends Route 740 using a new alignment to the Route Z interchange (the Preferred Alternative extends to the nearer interchange at St. Charles Road). The perceived advantages associated with RR-2B include the following:

   - Based on the assumption that project completion would not occur in the near term (10 years), RR-2B will better address the needs of Columbia that exist at that time.
   - The configuration uses a relatively unpopulated corridor.
   - Alternative RR-2B minimizes the alteration of the existing local roadway system.
   - The Route Z Interchange would be better able to handle increased traffic volumes resulting from the proposed project.

This minority did not dispute the advantages of the Preferred Alternative. They valued its closer conformance with the Major Roadway Plan (MRP), avoidance of new major stream crossings, minimization of residential relocations, lower total construction costs, and smaller project footprint.

H. Lead Agency

The lead federal agency for the EC-EIS project is the Federal Highway Administration (FHWA), with MoDOT as the co-lead agency. The project team for the EC-EIS is composed of MoDOT, the City of Columbia, and Boone County. The project team and their consultants are responsible for conducting the environmental and engineering evaluations, performing the public involvement activities, coordinating with state and federal review agencies, and preparing this EC-EIS.

I. Regulatory Compliance and Pending Actions

The planning, agency coordination, public involvement, and impact evaluation for the project were coordinated in accordance with NEPA, the Clean Water Act (CWA), the Clean Air Act (CAA), the Farmland Provision Policy Act, Executive Order 11988 on Wetland and Floodplain Protection, the Fish and Wildlife Coordination Act, the Endangered Species Act (ESA), the National Historic Preservation Act (NHPA), and other state and federal laws, policies, and procedures for environmental impact analyses and preparation of environmental documents.

This document complies with United States Department of Transportation (USDOT) and FHWA policies to determine whether a proposed project would have disproportionate impact on minority or low-income populations. It meets the requirements of the Presidential Executive Order on Environmental Justice 12898, *Federal Actions to Address Environmental Justice in Minority and Low-Income Populations*. Neither minority nor low-income populations will experience disproportionately adverse impacts under the reasonable range of alternatives.

River and wetland impacts associated with the Preferred Alternative are subject to permitting and associated water quality certification under Sections 404 and 401 of the CWA. Based on the identified Preferred Alternative, wetland delineations were conducted to verify the extent and quality of aquatic resources. This data will be used for permitting and mitigation purposes. In accordance with established procedure, the wetland delineation is presented in the FEIS. During the design phase, specific impacts to wetlands and other waters of the United States would be assessed to determine whether those impacts could be avoided or further minimized. Unavoidable impacts to wetlands and streams would require mitigation.

Relocation Assistance Plans for all potential acquisitions and relocations require approval by MoDOT before being implemented. The Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, as amended, provides for payment of just compensation for property acquired for a federal aid project. The relocation program provides assistance for relocated persons in finding comparable housing that is decent, safe, and sanitary. This applies to businesses, farms, nonprofit organizations, and residential properties.

Upon identification of a Preferred Alternative, the investigation of important archaeological resources was conducted. The archaeological resources eligible to the National Register of Historic Places (NRHP) will be addressed in accordance with the regulations (36 Code of Federal Regulations [CFR] 800) implementing Section 106 of the NHPA (16 U.S. Code [USC] 470).

Protected species coordination will continue with the United States Fish and Wildlife Service (USFWS) to minimize adverse effects to federally protected species.

J. Environmental Commitments

During the design and implementation of the selected alternative, MoDOT is committed to obtaining necessary permits and performing other actions that would minimize and mitigate the impacts of the project on the environment and are summarized below:

1. Relocation assistance will be provided for all businesses, nonprofit organizations, and residents that must be relocated. Assistance would be provided by MoDOT in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act. Relocation assistance under the program will be made available without discrimination to all those who will be relocated.
2. This project will comply with the Americans with Disabilities Act of 1990.
3. A MoDOT-approved maintenance of traffic plan will be developed and implemented for the construction phases of the project. Construction schedules, road closures, and detours will be coordinated with police and emergency services to reduce impact to response times of these agencies.
4. The design process will include periodic consultation with utility owners to ensure compatibility of the roadway design with continued service, proper design of any utilities requiring relocation, construction techniques, and timing and technical assistance during construction.
5. During the final design process, MoDOT will consider options to minimize new right-of-way acquisitions. The potential minimization of right-of-way acquisitions will not affect the ability of the project to satisfy the purpose and need approved by NEPA.
6. MoDOT will coordinate with the U.S. Army Corps of Engineers (USACE) to ensure compliance with Sections 401 and 404 of the CWA. This will address impacts to streams, wetlands, and other waters of the United States during the design process. Clean Water Act permits will require a detailed delineation and evaluation of waters and wetlands affected by the project and minimization of impacts. In accordance with established procedure, the wetland delineation results will be presented in the FEIS. During the design phase, specific impacts to wetlands and other waters of the United States will be assessed to determine whether those impacts can be avoided or further minimized. Unavoidable impacts to wetlands and streams will require mitigation. Development of mitigation strategies will be determined through the permitting process with the USACE and the Missouri Department of Natural Resources (MDNR).
7. Best management practices will be implemented to minimize soil erosion and sedimentation. Methods for stormwater management, during and after construction, will be conducted in accordance with MoDOT's *2004 Standard Specifications Book for Highway Construction* and the project's National Pollutant Discharge Elimination System (NPDES) stormwater permit.

8. Floodplain permits will be obtained from the State Emergency Management Agency (SEMA).
9. If encountered during construction, appropriate study and remediation of hazardous waste sites will be performed, as needed, to minimize exposure of construction workers and the public to hazardous wastes and to ensure proper disposal of contaminated earth and other substances. This includes proper disposal of demolition debris in accordance with Missouri state law.
10. Dust control during construction will be performed in accordance with MoDOT's standard methods, which require application of water or approved dust control measures on haul roads and during grading. Pavement material batch plants will be situated in accordance with MoDOT's *Standard Specifications Book for Highway Construction* or any special provisions developed during coordination with MDNR regarding air quality standards and emissions. Portable material plants will be operated in accordance with MDNR air quality requirements/guidelines. A permit must be obtained from the MDNR to open burn or open burn with restrictions.
11. To reduce the impacts of construction noise, MoDOT has special provisions in construction contracts which require that all contractors comply with all applicable local, state, and federal laws and regulations relating to noise levels permissible within and adjacent to the project construction site. Construction equipment would be required to have mufflers constructed in accordance with the equipment manufacturer's specifications. Further, MoDOT would monitor project construction noise and require noise abatement measures in cases where the criterion is exceeded.
12. There would be no impacts to schools. The Cedar Ridge Elementary (located at the corner of Route WW and Roseta Avenue) would not be directly affected by the improvement of Route WW. However, because of its location along Route WW, indirect and construction-related impacts are expected. Allowances may be necessary to maintain school bus access to some areas during construction. Coordination with the school administrators will be made in accordance with MoDOT standard procedures and are considered an environmental commitment of this project.
13. The improvement of Route WW is adjacent to American Legion Park; however, the Preferred Alternative was designed to avoid all direct impacts. Because of its location along Route WW, there may be easements needed to maintain access during construction, but they will be temporary in nature and will not affect the use of the park. Temporary easements are not subject to Section 4(f) provided that they meet certain conditions. The temporary construction easements are not subject to Section 4(f) in this instance because such closure:
    - Will be of short duration and less than the time needed for construction of the project
    - Will result in no change of ownership or retention of long-term interests in the land for transportation purposes
    - Will not result in any adverse change to the activities, features, or attributes which are important to the purposes or functions that could qualify the resource for protection under Section 4(f)

- Will include only a minor amount of land

14. The final design process will include review and design of appropriate facilities based on existing and projected land use. The current presence of housing, schools, parks, and commercial uses along the corridors and the expectation of similar future development, indicate a potential need for bike and pedestrian accommodations. An environmental commitment of this project is the coordination with the City of Columbia and Boone County in the development of a user appropriate final design.

15. Adherence to MoDOT's Noise Policy is an environmental commitment of this project. Based on planning level engineering evaluations, traffic noise impacts are expected in the vicinity of Richland Road and Grace Lane. See **Exhibit IV-1F**. A 10-foot noise barrier between Richland Road and Grace Lane is expected to mitigate traffic noise levels consistent with highway traffic noise analysis and abatement guidelines. When available, detailed engineering data will be used to evaluate if noise abatement measures are required in this area and if so, can be designed such that they are both reasonable and feasible. At that time, the possible noise abatement types and locations will be presented and discussed with the benefited residents.

16. The development and construction of the Ballenger Lane extension is entirely a locally sponsored project. However, all of the policies, restrictions, and commitments that affect other components of the Preferred Alternative apply to the Ballenger Lane extension. To assist the local project team, a MoDOT-supplied advisor will be made available to assist with the "local" development of this project.

17. MoDOT is committed to minimizing lighting impacts. Efficient lighting and equipment will be installed, where appropriate, to optimize the use of light on the road surface while minimizing light intruding on adjacent properties.

18. The Preferred Alternative uses the I-70 interchange at St. Charles Road. During the traffic analysis part of the EC-EIS project, the interchange configuration contained in the I-70 EIS was used. While this analysis concluded that the St. Charles Road interchange would operate satisfactorily with any of the reasonable alternatives, a commitment as to the specific design of the interchange is not being made at this time.

Table S-1
IMPACT SUMMARY FOR THE REASONABLE RANGE OF ALTERNATIVES: ROUTE 740 IMPROVEMENTS WITH BALLENGER EXTENSIONS AND ROUTE WW IMPROVEMENTS[a]
EAST COLUMBIA ENVIRONMENTAL IMPACT STATEMENT, BOONE COUNTY

EVALUATION FACTORS/IMPACTS	NO-BUILD ALTERNATIVE No Improvements	PREFERRED ALTERNATIVE SC-2A/WWA/Ballenger Off Existing Alignment to St. Charles Interchange	ALTERNATIVE SC-2B/WWA/Ballenger Off Existing Alignment to St. Charles (Bypassing El Chaparral)	ALTERNATIVE SC-2C/WWA/Ballenger Along Existing St. Charles Corridor	ALTERNATIVE RR-2A/WWA/Ballenger Along Existing Richland Corridor to Route Z Interchange	ALTERNATIVE RR-2B/WWA/Ballenger New/Parallel Alignment to Route Z Interchange
PURPOSE AND NEED (satisfy critical elements?)						
1) Address Traffic Congestion and Safety Concerns	**No**	**Yes**	**Yes**	**Yes**	**Yes**	**Yes**
2) Complete the Major Highway Linkages	**No**	**Yes**	**Yes**	**Yes**	**Yes**	**Yes**
3) Improve Access to Eastern Columbia	**No**	**Yes**	**Yes**	**Yes**	**Yes**	**Yes**
ENVIRONMENTAL IMPACTS						
Wetland and Pond Impacts (based on determination data)						
Emergent, Forested and Shrub (PEM/PFO/PSS) Wetlands	**0 acres**	**0.60 acres**	**0.70 acres**	**0.71 acres**	**3.56 acres**	**0.71 acres**
Ponds and associated unconsolidated (PUB) Wetlands	**0 acres**	**0.99 acres**	**0.14 acres**	**1.53 acres**	**1.61 acres**	**0.39 acres**
Recommended for Environmental Site Assessments	**0 sites**	**5 Sites**	**5 Sites**	**5 Sites**	**8 Sites**	**6 Sites**
Major New Stream Crossings	**None**	**Hominy Branch**	**Hominy Branch North Fork of Grindstone (2)**	**Hominy Branch**	**Hominy Branch**	**Hominy Branch North Fork of Grindstone (2) South Fork of Grindstone**
Major Stream Crossing at Existing Locations	**N/A**	**Hominy Branch Expanded Crossing of North Fork Expanded Crossing of South Fork**	**Hominy Branch Expanded Crossing of North Fork Expanded Crossing of South Fork**	**Hominy Branch Expanded Crossing of North Fork Expanded Crossing of South Fork**	**Hominy Branch Expanded Crossings of North Fork (2) Expanded Crossings of South Fork (2)**	**Hominy Branch Expanded Crossing of North Fork Expanded Crossing of South Fork**
Expected Stream Impacts *Perennial*	**0 feet**	**1,500 feet**	**2,300 feet**	**1,800 feet**	**3,200 feet**	**2,200 feet**
Expected Stream Impacts *Intermittent*	**0 feet**	**1,500 feet**	**1,000 feet**	**3,000 feet**	**2,800 feet**	**3,000 feet**
Expected Stream Impacts *Ephemeral*	**0 feet**	**11,500 feet**	**14,200 feet**	**8,400 feet**	**12,400 feet**	**15,800 feet**
Total Stream Impacts	**0 feet**	**14,400 feet[b]**	**17,500 feet**	**13,200 feet**	**18,400 feet**	**21,000 feet**
Total 100-Year Floodplain Encroachments	**0 acres**	**12 acres**	**11 acres**	**12 acres**	**18 acres**	**11 acres**
Total Right-of-Way Acquisition	**0 acres**	**275 acres**	**299 acres**	**258 acres**	**395 acres**	**412 acres**
Terrestrial Habitat Impacts: Woodlands	**0 acres**	**110 acres**	**152 acres**	**104 acres**	**120 acres**	**165 acres**
Terrestrial Habitat Impacts: Croplands	**0 acres**	**1 acres**	**7 acres**	**1 acres**	**7 acres**	**9 acres**
Terrestrial Habitat Impacts: Grassland/Pasture/Mowed	**0 acres**	**71 acres**	**71 acres**	**79 acres**	**128 acres**	**131 acres**
Terrestrial Habitat Impacts: Scrub/Shrub	**0 acres**	**56 acres**	**32 acres**	**34 acres**	**75 acres**	**53 acres**
Terrestrial Habitat Impacts: Urban/Developed	**0 acres**	**37 acres**	**37 acres**	**41 acres**	**65 acres**	**53 acres**
Noise Sensitive Receptors within 400 feet of Expressway	**N/A**	**Yes**	**Yes**	**Yes**	**Yes**	**No**
Cultural Resources Eligible for the NRHP	**None**	**None**	**None**	**None**	**None**	**None**
Public Land Impacts	**None**	**None**	**None**	**None**	**South Lake of the Woods Park**	**None**
Federally-Listed Endangered Species within Boone County	**•Gray bat (*Myotis grisescens*) Habitat - Caves •Indiana bat (*Myotis sodalis*) Habitat - Small stream corridors with well developed riparian woods; upland forests •Pallid sturgeon (*Scaphirhynchus albus*) Habitat - Mississippi and Missouri Rivers •Running buffalo clover (*Trifolium stoloniferum*) Habitat - Disturbed bottomland meadows •Topeka shiner (*Notropis topeka*) Habitat - Small prairie (or former prairie) streams**					
USFWS Coordination	**N/A**	**Alternatives SC-2C and SC-2A (in that order) would minimize the potential for impacts to the foraging habitats (the area's stream corridors) of the gray bat and the Indiana bat.**				
Known Caves/Sinkholes	**Nearest Known Approximately 6 Miles South (MDNR)**					
Section 6(f) Lands	**"No Land and Water Conservation funded park projects were found in the study area" (MDNR)**					
DISPLACEMENT AND COST IMPACTS						
Total Structure Displacements	**0**	**37**	**32**	**56**	**49**	**34**
Important Community Resource Displacements	**0**	**1 (Fire Station)**	**1 (Fire Station)**	**1 (Fire Station)**	**1 (Fire Station)**	**1 (Fire Station)**
Residential Structure Displacements (*see Chapter VI.B.1)*	**0**	**14**	**13**	**22**	**20**	**14**
Primary Commercial/Industrial Structure Displacements	**0**	**8**	**8**	**8**	**5**	**5**
Estimated Project Cost - Extension of Route 740	**$0**	**$39,800,000**	**$52,200,000**	**$49,000,000**	**$96,500,000**	**$72,800,000**
Estimated Project Cost - Improvement of Route WW		**$22,000,000**	**$22,000,000**	**$22,000,000**	**$22,000,000**	**$22,000,000**
Estimated Project Cost - Extension of Ballenger Lane		**$34,000,000**	**$33,300,000**	**$26,800,000**	**$33,300,000**	**$39,600,000**
SOCIO-ECONOMIC/COMMUNITY IMPACTS						
Expected Community Impacts	**None**	**Adds new roadways (new alignments)**	**Adds new roadways (new alignments)**	**Uses existing roadway network**	**Uses existing roadway network**	**Adds new roadways (new alignments)**
Expected Travel Pattern/Continuity Impacts	**None**	**Provides capacity improvements in currently developing portion of Columbia/Boone County**			**Provides opportunity for continuation of Route 740 (Columbia Outer Belt)**	

[a] For presentational clarity, this matrix depicts only configurations with alignment WWA (improvement of Route WW primarily on the existing alignment). The reasonable alternatives for Route WW (WWA, WWB and WWC) are very similar and the analysis concluded that WWA was superior. Within the document, figures and matrices are used to present and compare the costs and benefits of all of the various ways investigated to improve Route WW.

[b] Total Stream Impact of 14,400 feet is listed due to rounding within the lengths of Perennial, Ephemeral, and Intermittent Streams.

TABLE S-2

IMPACT SUMMARY – PREFERRED ALTERNATIVE (SC-2A/WWA/Ballenger)

East Columbia Environmental Impact Statement (MoDOT Job No. J5S0636)

EVALUATION FACTORS	IMPACT
PURPOSE AND NEED	
1. Address Traffic Congestion and Safety Concerns within the Existing Roadway Network	Achieved
2. Complete the Major Highway Linkages between Eastern Boone County and Columbia	Achieved
3. Achieve Regional/Local Continuity Goals	Achieved
ENVIRONMENTAL IMPACTS	
Wetland Impacts (Based on Wetland Delineation)	1.5 Acres
Open Water Impacts	0.7 Acres
Potential Environmental Site Assessment Involvement	5 Sites
Total Stream Encroachments	16,437 Linear Feet
Floodplain Encroachments	12 Acres
Public Land Encroachments	None Expected
Cultural Resources Impacts	None Expected
DISPLACEMENT/ENCROACHMENT IMPACTS	
Total Structure Displacements	37
Commercial/Industrial Structure Displacements	8
Residential Structure Displacements	14
Support and Other Displacements	15
Total Anticipated Right-of-Way Acquisition	275 Acres
Important Community Resource Displacements	Boone County Fire Station
SOCIO-ECONOMIC/COMMUNITY IMPACTS	
Potential for Community Service Disruptions	Low (EMS Access Will Be Improved)
Expected Neighborhood/Community Impacts	Low (Encroachments Are Limited)
Expected Travel Pattern Disruptions	Minimal (All Existing Movements Maintained)
Environmental Justice Issues	None Expected
Business Community Impacts	Limited (Few Business Displacements)
Important Continuity Issues	Consistent With CATSO Transportation Plan
ENGINEERING IMPACTS	
Estimated Project Cost – Extension of Route 740	$39,800,000
Estimated Project Cost – Improvement of Route WW	$22,000,000
Estimated Project Cost – Extension of Ballenger Lane	$34,000,000
Constructability Issues	Will Require Coordination With Proposed Local Projects
Maintenance of Traffic Issues	Normal Construction Detours Can be Expected
Important Drainage Issues	Major Stream Corridor Impacts Limited
Roadway Type Considerations	Phasing of Improvements Possible

Summary of Preferred Alternative

This table summarizes the impacts associated with the Preferred Alternative. This is the alternative that the project team believes best solves the transportation problems and minimizes impacts. The Preferred Alternative can be summarized as follows:

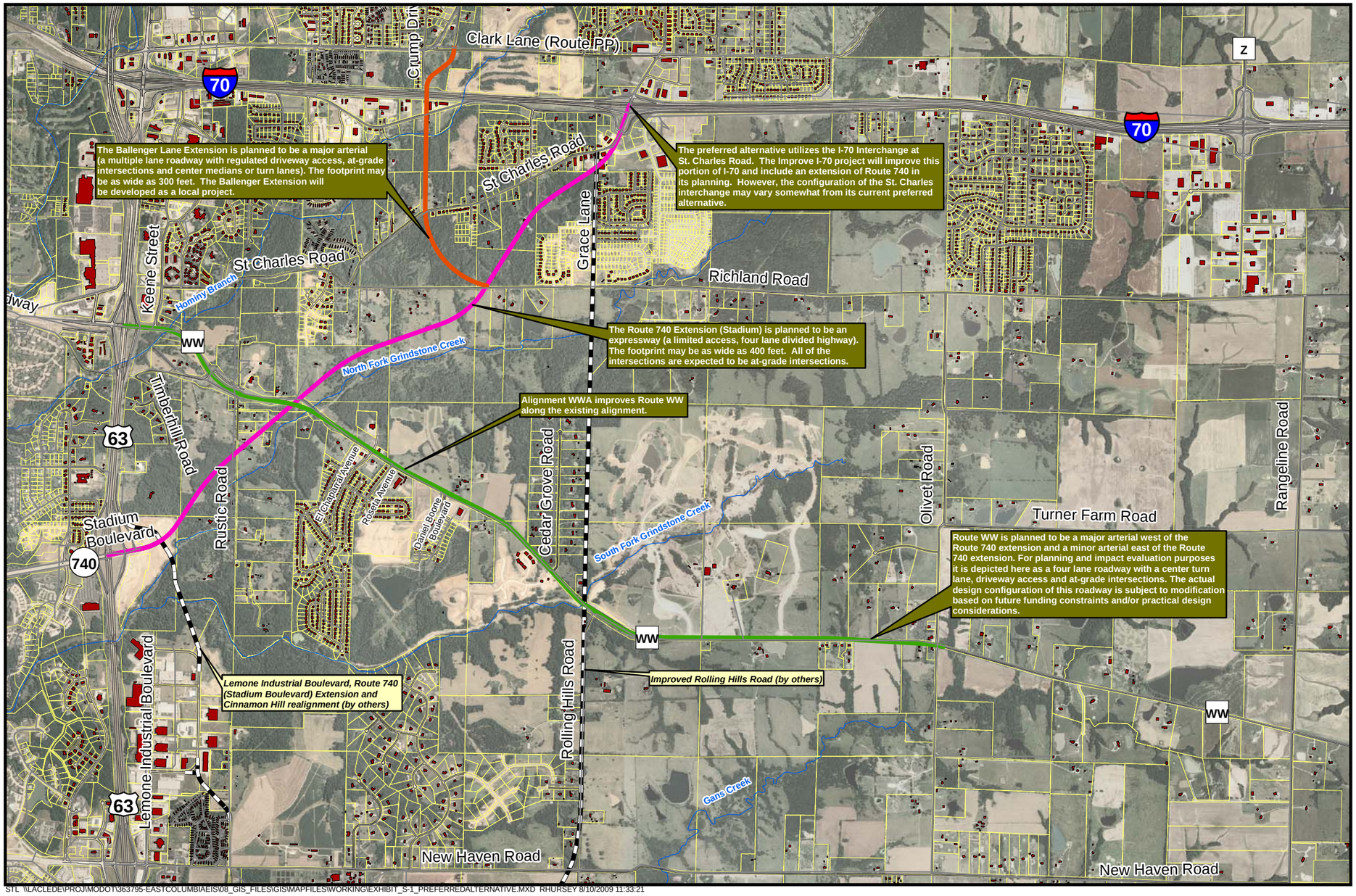
• **The extension of Route 740 (Stadium Boulevard) –** The Preferred Alternative uses a new alignment from the existing US-63 interchange to the St. Charles interchange at I-70. The Route 740 extension is planned to be an expressway (a limited access, 4-lane divided highway).

• **The improvement of Route WW (Broadway) –** The Preferred Alternative will extend from US-63 to approximately Olivet Road. Route WW is planned to be a multiple-lane roadway with regulated driveway access, at-grade intersections and center median/turn lanes). All existing intersections on Route WW will be maintained.

• **The probable extension of Ballenger Lane –** The Preferred Alternative includes this element that will be processed as a locally sponsored project. The Ballenger Lane extension is planned to be a major arterial.

Exhibits S-1, II-4, and VI-1 depict the Preferred Alternative.

Exhibit S-1 Preferred Alternative



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Legend

- Future Road Improvements
- Roads
- Rivers and Streams
- Parcel Boundary
- Buildings

Alternative Components

- Route 740 Extension
- Route WW Improvement
- Ballenger Extension

N
W E
S

0 2,500 5,000 Feet

Exhibit S-1: Preferred Alternative

CHAPTER I: PURPOSE AND NEED

The term "purpose and need" refers to the transportation-related problems of a system that a project is intended to address. It establishes the need for improvements and justification for environmental impacts and provides an explanation of the priority level for a project. The study area for the East Columbia-Environmental Impact Statement (EC-EIS) is contained in **Exhibit I-1**.

This chapter will:

1) Summarize the history and regulatory framework for East Columbia projects.

2) Summarize the critical elements of the purpose and need, evaluation criteria, and evaluation standards, as presented in the Draft Environmental Impact Statement (DEIS).

3) Provide clarifications to the purpose and need that resulted from the coordination of the Preferred Alternative and the DEIS.

A. History and Regulatory Framework for East Columbia Projects

Improvements to the transportation network in eastern Columbia have been under consideration for many years. For example, the CATSO 2025 Transportation Plan states that the extension of Stadium Boulevard (Route 740), "…has been in the CATSO Major Thoroughfare Plan for several decades." The most salient elements of the background leading to the EC-EIS project will be discussed below:

In addition to the extension of Stadium Boulevard, numerous other transportation projects affecting eastern Columbia are included in the CATSO 2025 Transportation Plan. Among these projects are the widening of East Broadway (Route WW) and the extension of Ballenger Lane. The CATSO major roadway plan (MRP) identifies Route WW as a major arterial which is currently configured as a two-lane rural roadway. In addition to relieving congestion, the 2025 Transportation Plan identifies concerns regarding pedestrian access and greenway impacts. The extension of Ballenger Lane (over I-70 to Clark Lane/Route PP) was added to the major roadway plan in 1997. The intent was generally defined as to relieve congestion.

In addition to the major projects identified in the CATSO MRP, several minor projects are also under development. These are the products of public and private partnerships. All of the analysis for the EC-EIS project has assumed that these projects, including the "Rolling Hills Road Extension" and the "Gans Road Project," will be completed by others as currently planned. Other smaller public/private partnerships include the "Lemone Industrial Boulevard Extension" and the "Cinnamon Hill Realignment." **Exhibit II-4** depicts these projects.

There are also several planning studies that influenced the development of the EC-EIS.

As the most heavily traveled roadway feature in Boone County, MoDOT completed a major investment study (MIS) for the I-70/US-63 interchange in the late 1990s. Very broadly

speaking, the I-70/ US-63 interchange MIS supports the need for improvements within eastern Columbia.

The *Improve I-70* project evaluated the entirety of I-70 with the exception of the St. Louis and Kansas City urban areas. A Tier 1 EIS identified purpose and need elements that applied generally to I-70 and established sections of independent utility (SIUs). Boone County was contained within SIU 4. The selected alternative for SIU 4 proposes the improvement of I-70 along its existing alignment. Improvements include increasing the number of through lanes on I-70 from four to six, west of the US-40 interchange and east of the Route Z interchange, and from four to eight from US-40 interchange to the Route Z interchange. In addition, the Preferred Alternative would include the reconstruction/reconfiguration of the existing interchanges. The ROD for the selected alternative was dated April 27, 2006. Information about the *Improve I-70* project is available at *http://www.improvei70.org*.

In 2008, MoDOT initiated the Supplemental I-70 EIS (SEIS). The intent was to investigate newly developed strategies for accommodating truck traffic. These strategies were not considered during the original EIS and potentially offer cost-effective benefits. Details about the SEIS are also available at *http://www.improvei70.org*.

Regarding the improvement of the transportation system in east Columbia, the FHWA published a notice of intent (NOI) to prepare an EIS, as required by Council of Environmental Quality (CEQ) regulations 40 CFR 1501.7. The NOI was published in the Federal Register on February 27, 2006. The goals listed in the NOI include 1) improve safety, 2) decrease congestion and 3) support community regional development.

Acknowledging the comprehensive/regional nature of the EC-EIS project, the City of Columbia, Boone County, and MoDOT entered into a partnering agreement to cooperatively undertake the EC-EIS. This agreement formalized the decision-making process that would be followed during the NEPA elements of the project. At its heart was a commitment to consensus decision-making. A copy of the partnering agreement is included in **Appendix C**.

B. Summary of Purpose and Need

The critical elements that define the purpose and need associated with the EC-EIS project are as follows:

- Address Traffic Congestion and Safety Concerns
- Complete the Major Highway Linkages between Eastern Boone County and Columbia
- Improve Access to Eastern Columbia

These critical elements have been identified through the evaluation of existing transportation facilities, the social and economic conditions of the project area, consultation with affected communities, input from public meetings and the business community, and input from environmental review agencies. These transportation problems were equally considered during the development and evaluation of alternatives.

In order for the critical elements listed above to be meaningful for decision-making purposes, additional measures are necessary. *Evaluation Criteria* are specific measurable topics that

define the purpose and need elements. *Evaluation Standards* are measurements that define how well an alternative succeeds at accomplishing the evaluation criteria. The remainder of this section and **Table I-1** summarize the important components associated with the EC-EIS purpose and need.

TABLE I-1
Purpose and Need Summary

Purpose and Need Element	Evaluation Criteria	Evaluation Standard
Address Traffic Congestion and Safety Concerns	Is congestion on the existing roadway network improved compared to forecasted design year conditions?	To minimally achieve the project's purpose and need, an alternative should be an improvement over the conditions predicted for the no-build alternative.
	Are identified crash hotspots addressed?	To minimally achieve the project's purpose and need, an alternative should address each of the hotspots within its footprint.
	Are the design year levels of service (LOS) at the secondary roadway intersections adequate?	To minimally achieve the project's purpose and need, an alternative should be an improvement over the conditions predicted for the no-build alternative.
	Are emergency service response times hindered by traffic bottlenecks?	To minimally achieve the project's purpose and need, an alternative should have adequate pathways to the existing emergency response services.
Complete the Major Highway Linkages between Eastern Boone County and Columbia	Is the proposed roadway network consistent with the major roadway plan (MRP)?	To minimally achieve the project's purpose and need, an alternative must maintain the number of each of the roadway types.
	Does the proposed roadway system provide adequate connections to I-70, US-63, and Route 740?	To minimally achieve the project's purpose and need, an alternative should provide connections to a majority of the existing interchanges at I-70, US-63, Route 740, and Route WW.
	Is the alternative consistent with the Columbia Area Transportation Study Organization (CATSO)'s MRP roadway type?	To minimally achieve the project's purpose and need, an alternative should have no significant deviations from the roadway type identified in CATSO's MRP.
Improve Access to Eastern Columbia	Does the alternative create a discernable community gateway?	To minimally achieve the project's purpose and need, an alternative should reasonably address each of the attributes of a successful gateway.
	Can the alternative accommodate adequate pedestrian and bicycle facilities?	To minimally achieve the project's purpose and need, an alternative should (1) have no obvious hindrance to constructing bridges that would accommodate all existing and proposed trails, and (2) have no clear right-of-way constraints that would prevent the roadway from being designed in a manner that would allow it to be designated as a "Green Route," as defined by the Columbia Parks and Recreation and *Open Space Plan*.
	Will the alternative accomplish the area's designated growth and development goals?	To minimally achieve the project's purpose and need, an alternative should not be classified as inconsistent with essential community goals by Columbia, CATSO, or Boone County.

1. Critical Element 1: Address Traffic Congestion and Safety

The current roadway network's congestion and crash environment is expected to worsen over time. One of the goals of this project is to ease congestion and improve safety along the existing roadway network. A summary of the crash and congestion conditions experienced in the study area is contained below.

a. Crashes

Crash data for the years 2002 through 2007 indicate that crash hotspots occur throughout the study area. For example, while crashes occur along the entire length of Route WW, the curve in the vicinity of the bridge over the North Fork of Grindstone Creek is one location where crashes occur with greater frequency. Approximately 25 percent of all accidents that occur on Route WW between Keene Street and Olivet Road are located near this bridge location. Other examples of crash hotspots include the two areas along St. Charles Road near the I-70 interchange and at Keene Street, where crashes are concentrated. A final crash hotspot example is at the intersection of Olivet Road and Route WW where 90 percent of the crashes on Olivet Road occur.

When compared to the Missouri statewide averages, total crash rates, fatal crash rates, and injury crash rates exceed the statewide average crash rates for similar roadways. This suggests that roadway configurations may be insufficient for existing conditions and that improvements to the transportation network are necessary, especially at crash hotspots, intersections, and congested areas.

b. Congestion

The overall volume of traffic on roadways in the study area is projected to increase between 76 percent and 450 percent by the year 2030. Under the no-build scenario, these increases would result in poor operational conditions.

An important tool used in the evaluation of roadway congestion is the metric level of service (LOS), which is also a measurement of a roadway's capacity to handle traffic demand. Factors such as truck percentages, the number of driving lanes, lane widths, vertical grades, presence or absence of traffic signals, and type of access and spacing allowed are used to calculate LOS. The LOS ranges from A to F in order of decreasing operational quality. Generally, the Missouri Department of Transportation (MoDOT) considers an LOS of C (off-peak) and LOS of D (peak) acceptable for rural roadways, and an LOS of D (off-peak) and LOS of E (peak) acceptable for urban roadways in the design year. Given these thresholds, most of the study area roadways will operate at an unacceptable LOS by 2030.

An additional LOS analysis was conducted to evaluate the congestion at the intersections in the study area. This analysis included the use of traffic signal timing data as well as the physical dimensions and lane configuration of the intersections. Planned roadway projects were also considered. Many of the area's intersections currently operate at acceptable levels. However, more than 75 percent of the evaluated intersections are forecasted to decline to LOS E or F for either the morning or evening peak hour, or both, by 2030.

c. Summary of Traffic Congestion and Safety Concerns

Analysis indicates that overall crashes on most roadways within the study area exceed the statewide average rate for similar roadways. Congestion is expected to worsen along study area roadways as well as at intersections. The material contained in this document is a summary of the data contained in the DEIS. For example, **DEIS Tables I-2 through I-5** present crash summaries, comparisons of crash rates and statewide averages, existing and forecasted (No-Build) levels of service.

The evaluation criteria used during the EC-EIS to determine how well alternatives accomplish this element of the project's purpose and need included the following:

- Is congestion on the existing roadway network improved as compared to the forecasted design year conditions?
- Are identified crash hotspots addressed?
- Is the design year LOS at the secondary roadway intersections adequate?
- Are emergency service response times hindered by traffic bottlenecks?

d. Update of Traffic Congestion and Safety Concerns

The Preferred Alternative is expected to address the region's congestion and safety concerns. For example, amongst the local roadways, there will be several improvements from the implementation of the Preferred Alternative.

- The portion of Route WW between Keene and El Chaparral is expected to improve from a LOS E (no-build) to LOS B under the Preferred Alternative.
- The portion of Route WW between El Chaparral and Daniel Boone is expected to improve from a LOS E (no-build) to LOS A under the Preferred Alternative.
- The portion of St. Charles Road between Keene Street and Albany is expected to improve from a LOS E (no-build) to LOS D under the Preferred Alternative.
- The portion of St. Charles Road between Grace and I-70 Drive is expected to improve from a LOS E (no-build) to LOS D under the Preferred Alternative.

While other local roadway segments didn't exhibit the degree of improvement necessary to result in a LOS class improvement, the underlying metrics (e.g. volume to capacity) also showed improvements.

In addition to the improvements to existing local roads, the Preferred Alternative will also provide new roadways that will operate without congestion. The design of the extension Stadium Boulevard Extension and the Ballenger Extension will be adequate to ensure adequate operational quality.

2. Critical Element 2: Complete the Major Highway Linkages between Eastern Boone County and Columbia

The existing roadway system has some notable areas of discontinuity. One of the purposes of the EC-EIS project is to investigate the type of roadway system that is appropriate for the

future of eastern Columbia/Boone County. An essential element of this investigation is to establish adequate continuity.

a. The Consequences of Inadequate Highway Linkages

The study area falls within the planning area of the Columbia metropolitan area. The major roadways in the study area are US-63, I-70, and Route 740. There are no internal linkages between these roadways. The lack of major highway linkages within the study area results in travelers using the local roadway network for trips to and from Columbia and beyond. This additional travel on the local system contributes to the crash and LOS conditions outlined earlier in this section.

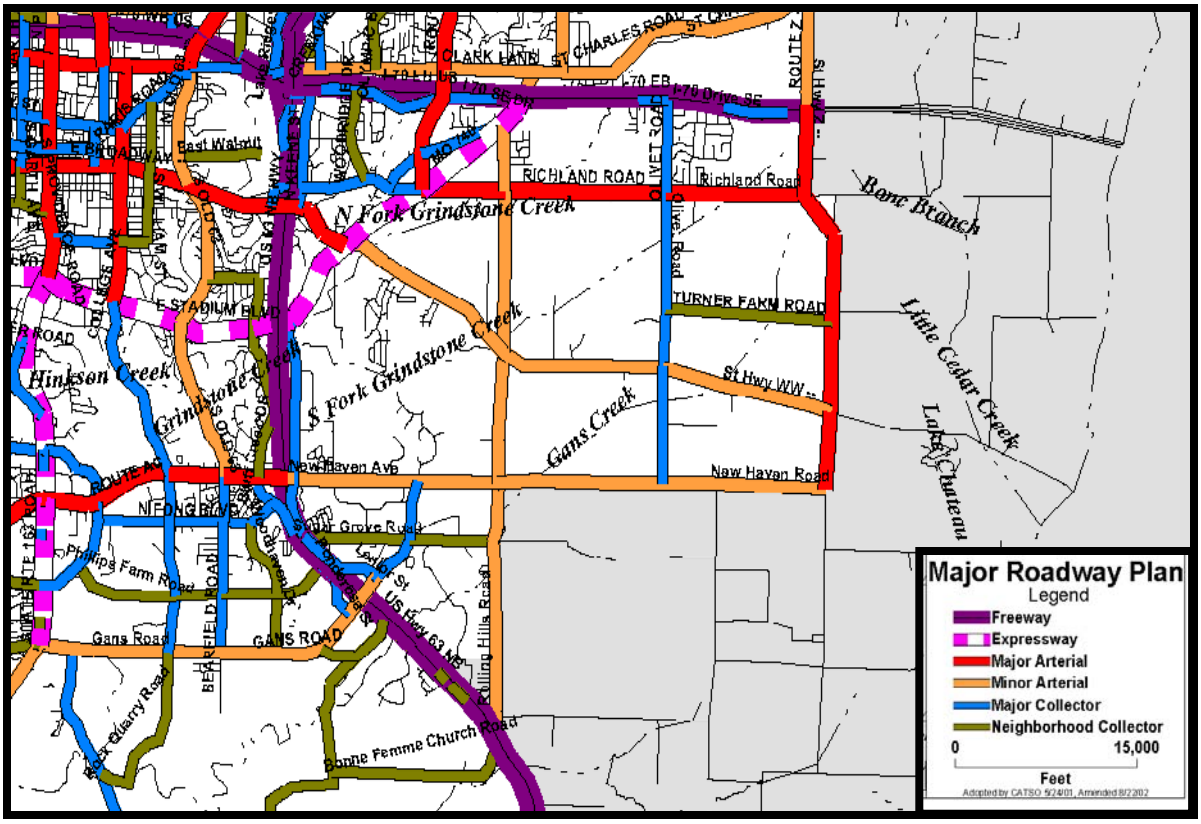
As an example, the lack of major highway linkages in eastern Columbia is a contributing factor to the reliance on US-63 for local connections, especially to and from Route 740. A License Plate Trace Survey conducted as part of the I-70/US-63 Major Investment Study (BWR Corp, 2000) found that 34 percent of vehicles entering US-63 at Route 740 exited at the next interchange (Route WW). In other words, the lack of internal linkages forces drivers to use major highways for local purposes. This sort of diversion not only increases trip lengths, but also unnecessarily degrades important state-wide transportation corridors.

Another example from the License Plate Trace Survey that illustrates the problems of internal linkages was the 22 percent of vehicles observed on Route 740 that were also observed near the I-70/St. Charles Road interchange. To maneuver from Route 740 to I-70, traffic is required to use inefficient pathways that require either longer trips on major roadways or more direct trips on slower local roads. The continued development and increasing congestion in the study area will place additional strain on the existing roadways.

Transportation planning for the Columbia metropolitan area is the focus of the Major Roadway Plan (MRP). The MRP is a component of the region's long-range transportation plan (Columbia Area Transportation Study Organization [*CATSO] 2025 Transportation Plan*). The MRP completes the linkages between arterials on the east side of Columbia, which would allow local traffic to avoid the freeways and improve connections to existing freeway interchanges from the study area for regional travel.

Consistent with 23 CFR 450.324(d), the improvements proposed in this EIS are included in Columbia's MRP. **Figure I-1** is a snapshot of the MRP for the EC-EIS study area. Improvements depicted include upgrading Richland Road, Rangeline Road, Route WW, and New Haven Road to major or minor arterials. More significantly, the MRP includes an expressway extension of Route 740 between the interchange at US-63 to the existing St. Charles Road interchange at I-70. This expressway would serve as the linchpin connector between Route 740 west of US-63 and most of the primary roadways east of US-63. The MRP also proposes a new major arterial across I-70 to connect Richland Road to Ballenger Lane (a major arterial north of I-70). This new arterial is intended to reduce through traffic on St. Charles Road through the I-70 interchange area.

FIGURE I-1
CATSO 2025 Transportation Plan (Major Roadway Plan)



b. Summary of Highway Linkage Deficiencies

In east Columbia, the major roadways are US-63, I-70, and Route 740. The existing roadway system has some notable areas of discontinuity. There are no internal linkages between these roadways. One of the purposes of the EC-EIS project is to investigate the type of roadway system that is appropriate for the future of eastern Columbia/Boone County.

The evaluation criteria used in the EC-EIS to determine how well alternatives accomplish this critical element of the project's purpose and need included the following:

- Is the proposed roadway network consistent with the MRP?
- Does the proposed roadway system provide adequate connections to I-70, US-63, and Route 740?
- Is the alternative consistent with CATSO's MRP roadway type?

3. Critical Element 3: Improve Access to Eastern Columbia

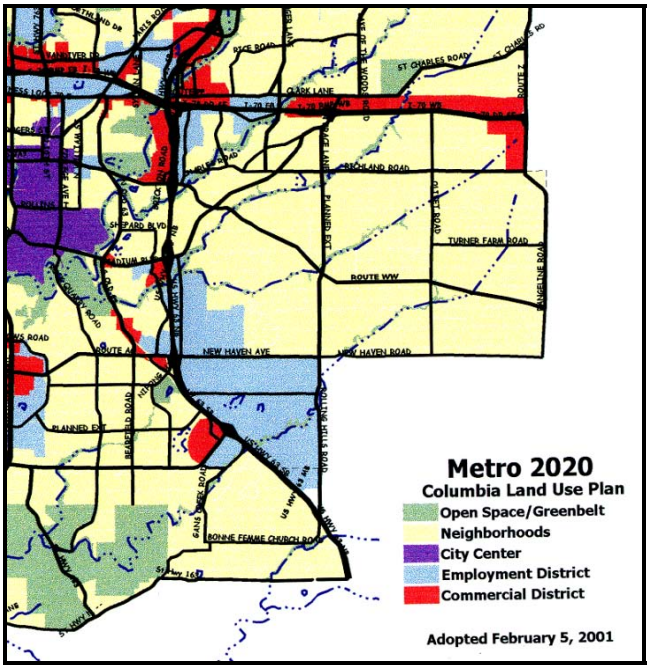
In addition to the connectivity purposes discussed above, one of the purposes of this project is to provide the transportation infrastructure consistent with the creation of an eastern access point for Columbia. This is a concept broader than strictly providing major roadway linkages,

as described above. This element addresses attributes that would help to incorporate this developing eastern area into the metropolitan community at large. This element of the purpose and need includes providing the following essential non-roadway linkages.

a. Eastern Access Point

Eastern access to the center of Columbia, including the City's major civic functions as well as the University of Missouri, is from US-63 to local roads such as Broadway, New Haven Road, and Route 740. As the City has expanded and traffic congestion has increased, this approach has become outmoded. This approach tends to isolate the eastern area from the rest of the metropolitan area, and does not offer an identifiable eastern access point from I-70.

FIGURE I-2
Metro 2020 Land Use Plan



A single, identifiable gateway would provide more centralized access to all parts of the city center and improved access in the study area. This central access would also provide an opportunity for incorporating design features and aesthetic enhancements that broadcast the community's unique image.

b. Growth/Development Goals

Centralized and improved access is an important part of the continued development of the study area as a primarily residential area, as shown in the *Metro 2020 Land Use Plan* (see **Figure I-2**). Easy access to the city center, major commercial areas, and major employment areas will support the development of additional housing to meet the forecasted needs for the area and encourage consolidated neighborhood development rather than discontinuous, sprawling development to which it is difficult to provide services.

c. Multimodal Considerations

The City of Columbia and CATSO have a strong interest in the development of multimodal transportation systems. This is evidenced by the constructed and planned bike/pedways at numerous locations in Columbia, most notably in the City center and in the northern part of the City of Columbia. Recent projects, such as the East Broadway widening and improvements, between Old US-63 and US-63, have been designed and constructed with bike/pedways. Transportation objectives in the *Metro 2020 Plan* include the development of a comprehensive pedestrian and bicycle trail network, and encouragement of bicycle travel for commuting as well as recreational purposes.

d. Summary of Access to Eastern Columbia Issues

An identifiable eastern gateway to the city from I-70 is important to the project's local planning partners—the City of Columbia and Boone County. This centralized access point will improve access to the city center as well as the study area, and encourage the planned development of the eastern metropolitan area. The project should also allow for the accommodation of multimodal transportation, particularly bicycle and pedestrian travel for both recreation and commuting.

The evaluation criteria used in the EC-EIS to determine how well alternatives accomplish this element of the project's purpose and need included the following:

- Does the alternative create a discernable community gateway?
- Can the alternative accommodate adequate pedestrian/bicycle facilities?
- Will the alternative accomplish the area's growth/development goals?

C. Clarifications to the Draft Environmental Impact Statement

1. Phased Construction

As proposed, the Preferred Alternative is a multi-component project composed of several elements. Nothing about the purpose and need or the consolidated nature of the Preferred Alternative is intended to constrain the flexibility of the design and construction process for this project.

The scheduling of the individual project elements will be developed based on available resources in accordance with the processes outlined in the MoDOT Engineering Policy Guide. There is currently no schedule for the design or construction process.

A commonly used technique that is related to design/construction flexibility is the potential for phased construction. For example, the ultimate development of a new alignment expressway can be done in phases—perhaps a traditional two-lane facility will be initially constructed with later modifications adding capacity and access improvements as they become necessary. Given the many elements of the EC-EIS, the use of phased construction is likely. Other similar techniques may also be implemented.

The public involvement process for the project will continue and will be the best source for accurate and timely updates regarding the project's schedule.

2. Coordination with the *Improve I-70* Project

Continued coordination between the EC-EIS and the *Improve I-70* project is vital. Connectivity with I-70 is an important element of the EC-EIS project. The two projects are not only related, but also overlap one another in the preliminary development process.

In 2006, the widening of I-70 to six lanes was recommended in the *Improve I-70* project and all necessary approvals were obtained. The interchanges on I-70 were also evaluated and modifications were proposed, as necessary. The EC-EIS utilized the recommended I-70

interchange configurations in its evaluations. In 2008, MoDOT began an evaluation to determine whether and how truck-only lanes in the 200-mile I-70 corridor would help to better achieve the goal for the project. This effort is known as the I-70 Supplemental Environmental Impact Statement (I-70 SEIS). The I-70 SEIS selected the Truck-only Lanes Strategy as the Preferred Alternative for the I-70 SEIS. This approach involves a configuration that provides four general purpose lanes, four truck-only lanes, and slip ramps to allow trucks to use existing interchanges and as many as seven truck-car separated interchanges. The nearest truck-car separated interchange to the EC-EIS is the US-63 interchange. The Final SEIS was circulated for comment in May 2009. The Record of Decision was signed on August 14, 2009.

Overall, the coordination between the I-70 SEIS and EC-EIS study teams was very good. In fact, many of the key partners were involved in both projects, which include technicians, administrative staff, governmental representatives, and agency oversight personnel. Consequently, the Preferred Alternatives for the I-70 SEIS and EC-EIS are expected to work together to satisfactorily satisfy the goals of both projects.

Nevertheless, it is important that any changes to either project be coordinated to ensure that potential conflicts are avoided.

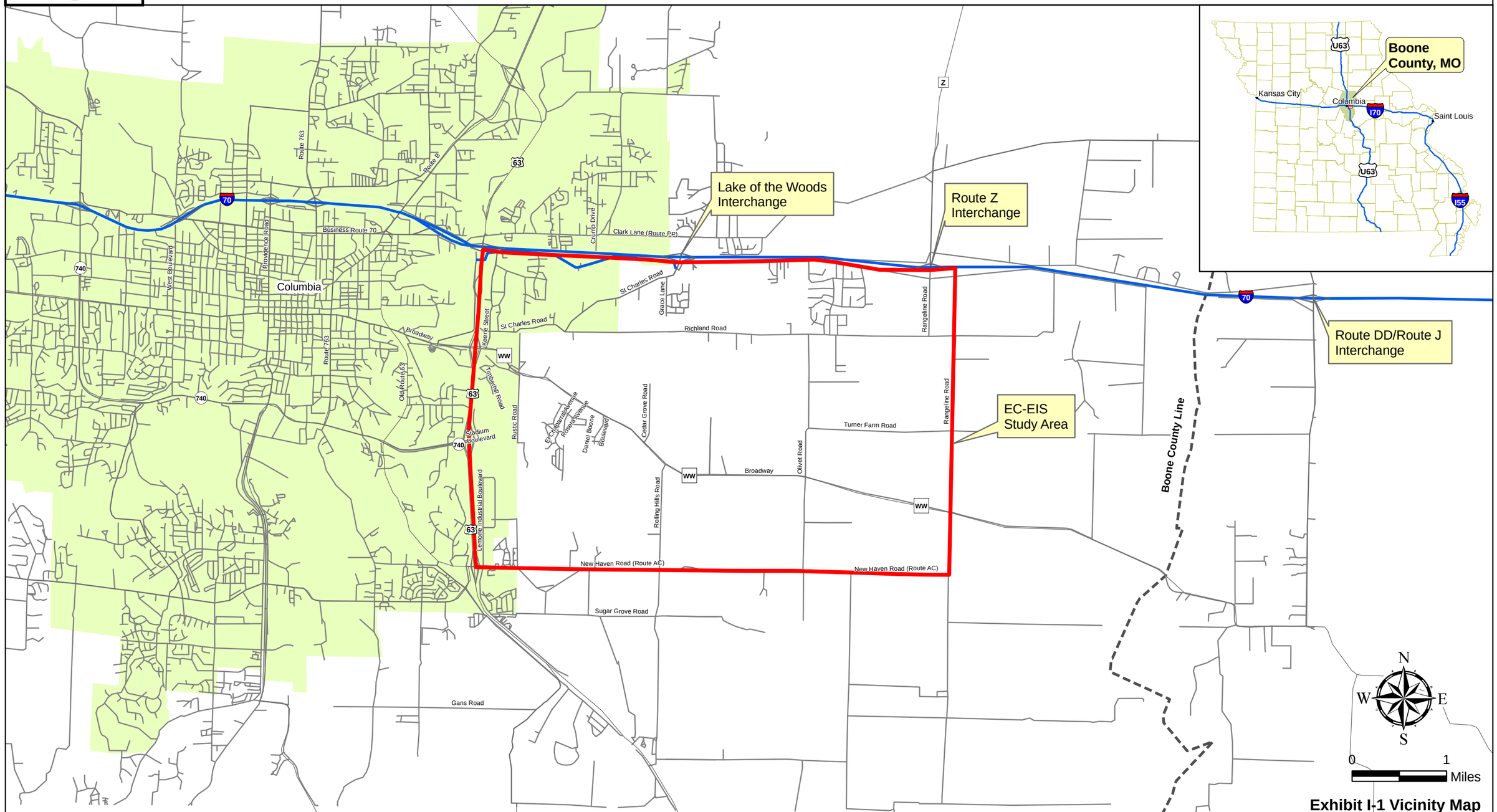
3. Coordination with Ongoing Local Projects

Throughout the planning of the EC-EIS, several non-traditional projects were included in the project's evaluations. These were projects like the Gans Road project, Lemone Industrial Boulevard, Cinnamon Hill realignment, and the Rolling Hills Road Improvements. These projects are public-private partnerships and are depicted, to the extent possible, on the project EIS graphics. Based on the coordination with appropriate representatives, they should be developed in the same general timeframe as the EC-EIS. As with the I-70 project, any substantial changes should be coordinated to ensure that any potential conflicts are avoided.

4. Bike and Pedestrian Facilities

Among the evaluation criteria for the purpose and need for the project is one that involved an evaluation of the capability for each alternative to accommodate bicycle and pedestrian facilities. Environmental Commitment #14 delimits the extent to which the project is required to implement such facilities. **Summary Section J** provides a summary of the environmental commitments for the project.

Exhibit I-1 Vicinity Map



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CHAPTER II: ALTERNATIVES

This chapter focuses on the process used to create and evaluate the range of alternatives developed during the EC-EIS to correct the existing and future problems identified in **Chapter I**. The development and evaluation of alternatives were based on engineering evaluations, agency coordination, consideration of social, economic, and environmental impacts, and public input. This chapter will:

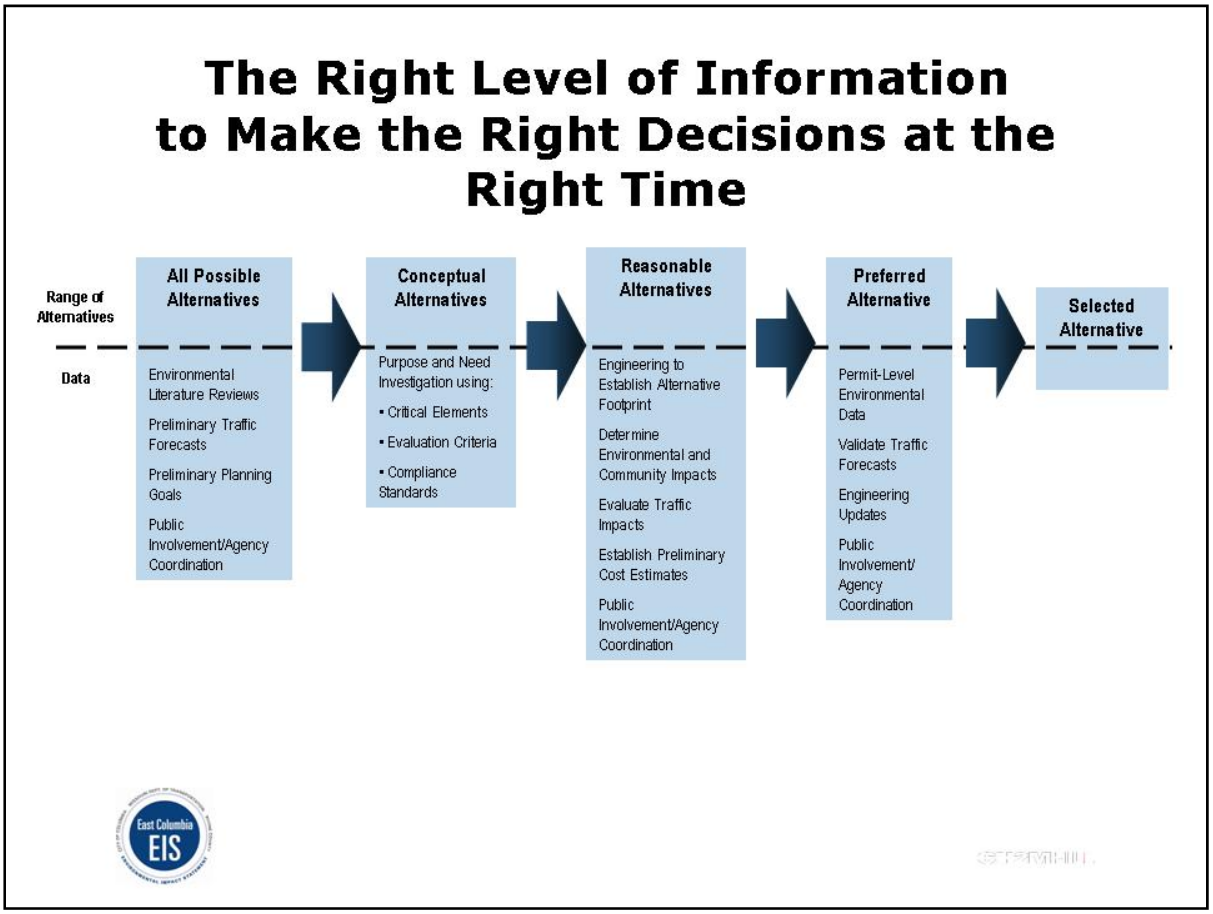
1. Summarize the process used to arrive at the Preferred Alternative presented in the DEIS.
2. Present clarifications since the DEIS.
3. Discuss the partner's concurrence with the Preferred Alternative.

A. Summary of the Alternative Development Process

The process used to identify the Preferred Alternative, presented in the DEIS, was based on a series of screenings. These screenings involved the identification of a wide range of initial ***Conceptual Alternatives*** that could potentially address the transportation needs determined during the initial evaluation for the project. The conceptual alternatives were broad and non-specific. Investigations were conducted to develop the conceptual alternatives into configurations that were suitable for implementation and called the ***Reasonable Alternatives***. The reasonable alternative that accomplishes the purpose and need for the proposed action, while avoiding, minimizing, or mitigating impacts to the social and natural environment was identified as the ***Preferred Alternative***. The Preferred Alternative is subject to circulation, coordination, and evaluation in the DEIS. During the DEIS process, the Preferred Alternative may be accepted, refined, rejected, or replaced. This decision is presented in the FEIS. The Preferred Alternative for the EC-EIS is a refinement of the original Preferred Alternative, and will be identified as the ***Selected Alternative*** upon its final acceptance in the Record of Decision (ROD). **Figure II-1** depicts the overall process of alternative development and evaluation.

The no-build alternative was considered throughout the project and would consist of maintaining the current roadways in essentially their current condition. Routine maintenance would continue to be conducted, and occasional minor safety upgrades would be implemented. No capacity additions or major improvements would be made. Overall, the no-build alternative does not meet the objectives of the project purpose and need. It serves as a baseline condition against which the changes associated with the other alternatives can be evaluated.

FIGURE II-1
Process of Alternative Development and Evaluation



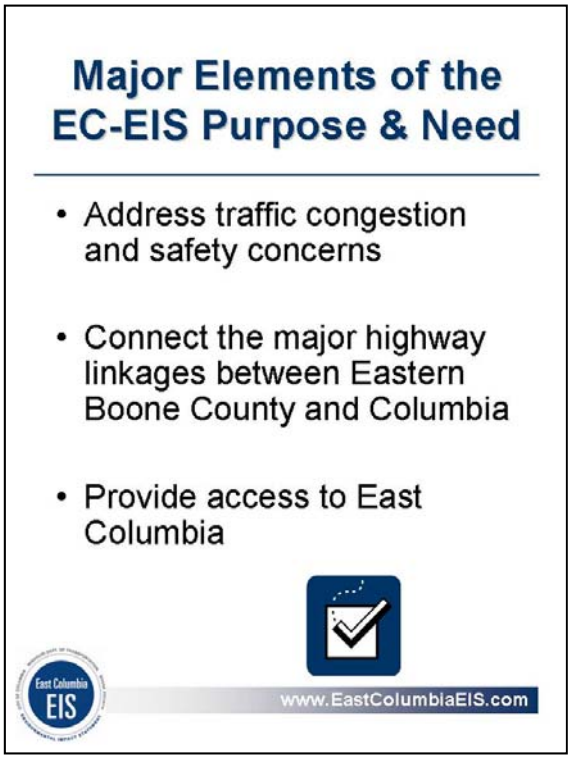
1. Conceptual Alternatives

The initial alternatives were called conceptual alternatives. The conceptual alternatives were established using engineering judgment, existing planning goals, public involvement information, and potential environmental impacts. Technical feasibility and preliminary project costs were also considered during the development of conceptual alternatives. Nine conceptual alternatives were identified as shown graphically in **Exhibit II-1**.

Conceptual alternatives were also developed to address the conditions identified in the traffic analysis. Projects programmed and committed for construction were considered in the traffic analysis using a design year of 2030. These projects make up the background conditions for the no-build condition. Current deficiencies, locations of congestion, and crash rates within the study area are expected to worsen, as discussed in **Chapter I**. Traffic volumes are projected to exceed their capacity and intersections are expected to operate poorly. Increases in crashes are also expected.

The primary screening tool used to evaluate the conceptual alternatives was an analysis of how well each conceptual alternative could satisfy the project's purpose and need. Those that were determined to at least minimally satisfy the project's purpose and need were advanced

for further consideration. The discussion that follows provides a description of the methodology used to evaluate the conceptual alternatives. To minimally address the project's purpose and need, a conceptual alternative should satisfy a majority of the evaluation criteria for each of the three elements.



Element #1: Address Traffic Congestion and Safety Concerns within the Existing Roadway Network

The evaluation criteria used to determine how well traffic congestion and safety concerns were addressed with each conceptual alternative included the following:

Is congestion on the existing roadway network improved as compared to existing conditions? The standard used to evaluate congestion was the LOS data for roadways in the study area. To minimally achieve the project's purpose and need, an alternative should improve the LOS over the conditions predicted for the no-build alternative.

Are identified crash hotspots addressed? The standard used to evaluate crashes was based on an examination of the 2003 to 2007 crash record. Those areas that displayed a disproportionate crash rate or had a prevalence of severe crashes were identified as crash hotspots. To minimally achieve the project's purpose and need, an alternative should address each hotspot within its footprint.

Is the design year LOS at the secondary roadway intersections adequate? To minimally achieve the project's purpose and need, a conceptual alternative should enable achievement of a 2030 LOS no lower than LOS E at intersections that fall within its footprint.

Are emergency service response times hindered by traffic bottlenecks? As intersection operation becomes less efficient, emergency service runs will become increasingly affected. To minimally achieve the project's purpose and need, an alternative should have adequate pathways to existing Emergency Management System (EMS) stations.

Element #2: Complete the Major Highway Linkages between Eastern Boone County and Columbia

The evaluation criteria used to determine how well conceptual alternatives complete the major highway linkages between eastern Boone County and Columbia include the following:

Is the proposed roadway network consistent with the MRP? Within the study area, the MRP identifies three major north–south roadways and four major east–west roadways. To minimally achieve the project's purpose and need, an alternative must maintain the number of roadway connections specified in the MRP.

Does the proposed roadway system provide adequate connections to I-70, US-63, and Route 740? Within the study area, there are three interchanges along US-63 and two interchanges

along I-70. To minimally achieve the project's purpose and need, an alternative should provide connections to a majority of the interchanges.

Is the alternative consistent with the roadway type identified in CATSO's MRP? The CATSO MRP identifies the roadway types for the roadways included in the MRP. To minimally achieve the project's purpose and need, an alternative should be consistent with the roadway type identified in the MRP.

Element #3: Provide Adequate Transportation Infrastructure for Access to Eastern Columbia

The evaluation criteria used to determine how well the conceptual alternatives would provide adequate infrastructure include the following:

Does the alternative create a discernable community gateway? A successful community gateway has the following attributes: it is identifiable and visible, it projects the community's image, it enhances uses and activities, and it provides important access and linkages. To minimally achieve the project's purpose and need, an alternative should reasonably address each of the attributes of a successful gateway.

Will the alternative allow for the accommodation of adequate pedestrian/bicycle facilities? While the creation of pedestrian or bicycle facilities is not an explicit purpose for the project, an effective gateway should allow accommodations for pedestrians and bicyclists. To minimally achieve the project's purpose and need, an alternative should (1) have no obvious hindrance to constructing bridges that would accommodate existing and proposed trails, and (2) have no clear right-of-way constraints that would prevent the roadway from being designated as a bikeway "Green Route."

Will the alternative accomplish the area's growth or development goals? To minimally achieve the project's purpose and need, an alternative should not be classified as inconsistent with essential community goals by the City of Columbia, CATSO, or Boone County.

Conceptual alternatives SC-1, SC-2, RR-1, and RR-2 satisfy a majority of each of the three purpose and need critical elements. These four alternatives were advanced for further consideration as the project's reasonable alternatives.

Only conceptual alternatives SC-1, SC-2, RR-1, and RR-2 satisfy a majority of the evaluation criteria that define each of the three purpose and need critical elements. These four alternatives were advanced for further consideration as the project's reasonable alternatives.

2. Reasonable Alternatives

Starting with the conceptual alternatives, engineering evaluations were conducted (tempered by agency coordination; social, economic, and environmental constraints; and public input) to develop configurations that were suitable for implementation. These alternatives were called reasonable alternatives and were developed to conform to appropriate design standards that allow for the establishment of preliminary project footprints. As a result, detailed impact assessments, cost estimates, and traffic evaluations were possible.

Exhibit II-2 provides a composite image of the reasonable alternatives. **Exhibit II-3** shows a conceptual depiction of the cross section for Route 740 and the other roadway types

associated with this project. The following elements were investigated during the reasonable alternatives stage of the project:

a. Extension of Stadium Boulevard (Route 740) from US-63 to I-70

Five possible alignments for the extension of Stadium Boulevard (Route 740) were developed. All alignments are compatible with the other components necessary to create a complete project. Each alignment includes the configuration of Stadium Boulevard as an expressway (a controlled access highway). For the purposes of alternative development and impact quantification, the expressway is assumed to be a four-lane divided highway. The actual design configuration of the roadway is subject to modification based on future funding constraints and/or practical design considerations. The five possible alignments are as follows:

SC-2A – Route 740 extension uses a new alignment north of the North Fork of Grindstone Creek to the St. Charles interchange on I-70.

SC-2B – Route 740 extension uses a new alignment south of the North Fork of Grindstone Creek to the St. Charles interchange on I-70.

SC-2C – Route 740 extension uses a new alignment to the north of the North Fork of Grindstone Creek and then adjacent to the existing St. Charles Road corridor to the St. Charles interchange on I-70.

RR-2A – Route 740 extension uses the existing Richland Road corridor to the Route Z interchange on I-70.

RR-2B – Route 740 extension uses a new alignment to the Route Z interchange on I-70.

b. Improvement of Route WW from US-63 to Olivet Road

Three possible alignments for the improvement of Route WW were developed. All the reasonable alternatives are compatible with the extensions of Route 740. Each alignment includes the configuration of Route WW as a major arterial west of the Route 740 extension and as a minor arterial east of the Route 740 extension. The footprint may be as wide as 300 feet. Alignments WWA, WWB, and WWC are identical, except in the vicinity of the Boone County Fire Protection District Station 12 (980 El Chaparral Avenue) and the Lighthouse Community Church (4275 Route WW).

WWA – Route WW improved along the existing alignment. It is not possible to avoid relocations in the vicinity of the fire station.

WWB – Route WW is routed north of the fire station and the Lighthouse Community Church. The configuration requires connections between the new and existing routes.

WWC – Route WW is routed between the fire station and the Lighthouse Community Church. The configuration also requires connections between the new and existing routes.

The reasonable alternatives for Route WW (WWA, WWB, and WWC) are very similar and the analysis concluded that WWA was superior. Within the DEIS, figures and matrices are used to present and compare the costs and benefits of all the various ways investigated for improving Route WW.

c. Possibility of a Ballenger Lane Extension

The appropriateness of a Ballenger Lane extension has been investigated throughout the development of the EC-EIS. All the reasonable alternatives are compatible with a Ballenger Lane extension.

Each reasonable alternative has a Ballenger Lane extension appropriate with the corresponding Stadium Boulevard extension. Each version of a Ballenger Lane extension follows the same basic alignment, although the length and roadway connections vary. Other basic alignments were eliminated from consideration due to the limitations associated with the extension's termini and the distribution of the resources that the extension would affect. The Ballenger Lane extension is depicted as a major arterial, with a footprint possibly as wide as 300 feet. The alignment used minimizes relocations, facilitates desired roadway connectivity, advantageously crosses the Hominy Branch, and maximizes the possibility for an at-grade intersection connecting the Ballenger Lane extension to the existing I-70 Drive southeast.

The impacts associated with the reasonable alternatives were determined through investigations of traffic impacts, right-of-way impacts, environmental impacts, community impacts, relocation impacts and engineering impacts, along with an examination of compatibility with CATSO priorities. **Chapters III and IV** of the DEIS present the details of the various resource-specific investigations conducted for the reasonable alternatives. These impacts are also summarized in **Table S-1**.

Costs were also important in the evaluation of the reasonable alternatives. **Table II-1** summarizes the costs of the reasonable alternatives. It is important to note that these costs are estimates. They were developed using procedures with a level-of-accuracy range of plus 90 percent to minus 45 percent of the actual construction cost. It is also important to note that these costs are subdivided into the project's major components and that the financing for the Ballenger Lane extension will be obtained by the local partners.

TABLE II-1
Summary of Costs Associated with EC-EIS Components

Reasonable Alternative	Total Cost
Route 740 Extension - SC-2A	$ 39,800,000
Route 740 Extensions - SC-2B	$ 52,200,000
Route 740 Extensions - SC-2C	$ 49,000,000
Route 740 Extensions - RR-2A	$ 96,500,000
Route 740 Extensions - RR-2B	$ 72,800,000
Ballenger Extension for SC-2A	$ 34,000,000
Ballenger Extension for SC-2B	$ 33,300,000
Ballenger Extension for SC-2C	$ 26,800,000
Ballenger Extension for RR-2A	$ 33,300,000
Ballenger Extension for RR-2B	$ 39,600,000

TABLE II-1
Summary of Costs Associated with EC-EIS Components

Reasonable Alternative	Total Cost
Improvement of Broadway/Route WW - WWA	$ 22,000,000
Improvement of Broadway/Route WW - WWB	$ 22,200,000
Improvement of Broadway/Route WW - WWC	$ 22,900,000

3. Preferred Alternative

The reasonable alternative that accomplishes the purpose and need for the proposed action, while avoiding, minimizing, or mitigating the impacts to the social and natural environment, was identified in the DEIS as the Preferred Alternative. The key design elements of the Preferred Alternative include the following:

The Extension of Route 740 (Stadium Boulevard)—SC-2A

- The Preferred Alternative uses a new alignment from the existing US-63 interchange to the St. Charles Road interchange at I-70.
- The Route 740 extension is planned to be an expressway.
- Overpasses will be investigated at the Lemone Industrial Boulevard (proposed) and Rustic Road.
- At-grade intersections will be required at Route WW, Richland Road/ Ballenger Lane, and Grace Lane/ St. Charles Road (existing). The intersection of Richland Road and Ballenger Lane with Route 740 is at a common location.

Important Decision-Making Elements Leading to the Preferred Alternative

- SC-2A achieves the project's purpose and need.
- SC-2A closely conforms to the CATSO MRP.
- SC-2A avoids new major stream crossings.
- SC-2A minimizes residential relocations.
- SC-2A minimizes total construction costs.
- SC-2A minimizes project footprint.
- SC-2A connects to the St. Charles Road/ I-70 interchange.
- The SC alternatives maximize the usage expected at the I-70 interchanges.
- The SC alternatives maximize the potential for attracting vehicles that might otherwise use I-70/US-63.
- The SC alternatives minimize the amount of diversion of Columbia-bound traffic through a Route Z/WW pathway.
- WWA minimizes impacts and best maintains appropriate traffic patterns on Route WW.

The Improvement of Route WW—WWA

- The improvement will extend from US-63 to Olivet Road and use the existing alignment; the footprint will be widened to the side that minimizes impacts to existing resources.
- Route WW is planned to be a major arterial west of the Route 740 extension and a minor arterial east of the Route 740 extension.
- All existing intersections on Route WW will be maintained.
- The crossing of Grindstone Creek (North Fork) will involve the realignment of Route WW. This will eliminate a tight curve and also facilitate the proposed intersection with the extension of Route 740.

The Extension of Ballenger Lane

- This element will be processed as a locally sponsored project.
- The Ballenger Lane extension is planned to be a major arterial.
- The Ballenger Lane extension is expected to include an at-grade intersection with the existing I-70 Southeast (outer road).
- The intersection of Richland Road and Ballenger Lane with Route 740 is at a common location (a modification from the reasonable alternative).

A complete depiction of the Preferred Alternative is contained in **Exhibits II-4A to 4G**.

Ballenger Lane Extension

The Ballenger Lane extension would be processed and financed as a local project.

The financing for the Ballenger Lane extension may ultimately include federal funding obtained by the local partners. Should federal funding be involved in the Ballenger Lane extension financing, this document would clear the project under NEPA and would mandate that the project be in accordance with the environmental commitments in this document.

B. Clarifications Since the DEIS

On April 3, 2009, the DEIS for the EC-EIS project was made available for review. The DEIS was distributed to federal, state, and local governmental, regulatory, and administrative entities. Copies of the DEIS were also made available at seven locations for public viewing. Electronic copies were available on the project Web site.

Following the distribution of the DEIS, several major outreach efforts were initiated:

- Web Site Updates
- A Project Newsletter
- Newspaper Display Advertisements
- Press Releases
- Online Public Hearing
- Public Hearing

These efforts led to the extensive discussions and clarifications contained in **Chapter V.B**. However, the Preferred Alternative, as depicted in the DEIS, remains essentially unchanged.

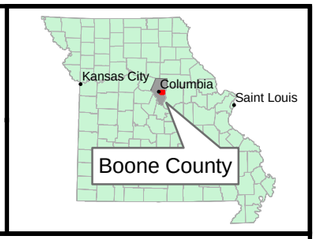
This FEIS will be subject to circulation, coordination, and evaluation. At this point, the Preferred Alternative will be identified as the Selected Alternative. The National Environmental Policy Act (NEPA) process will conclude with a ROD that concisely outlines the selected alternative, its impacts, and the mitigation, monitoring, and enforcement provisions associated with the selected alternative.

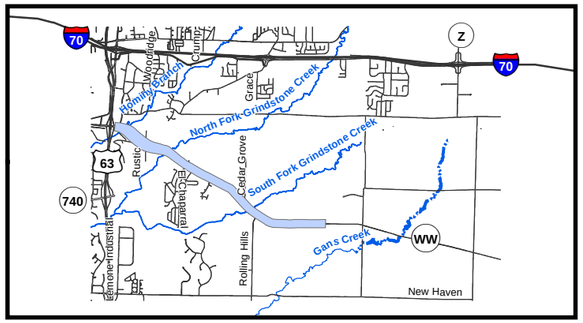
C. Concurrence of the Project Partners

Because of its complexity, a multi-component project team was assembled to investigate the needs and propose solutions for the EC-EIS project. The project team included MoDOT, the City of Columbia, and Boone County. A partnering agreement provided the three parties with guidance towards working together cooperatively to fulfill NEPA requirements associated with this project.

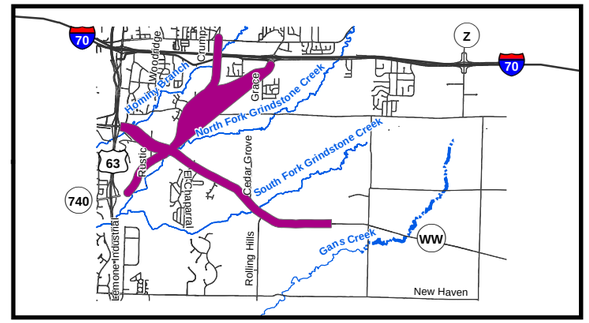
The Columbia City Council's resolution endorsing the Preferred Alternative, the Boone County Commission's letter supporting the Preferred Alternative, and CATSO's letter endorsing the Preferred Alternative are contained in **Appendix I**.

Exhibit II-1 Conceptual Alternatives Map

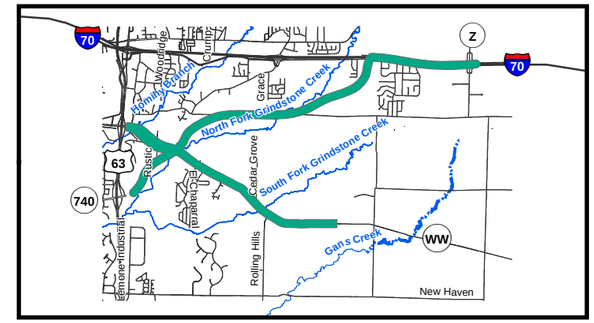




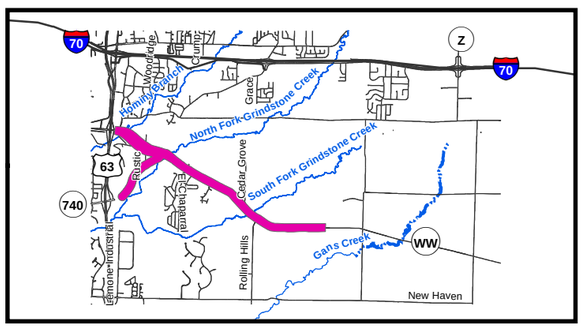
ALTERNATIVE WW-1
Realign and widen Route WW



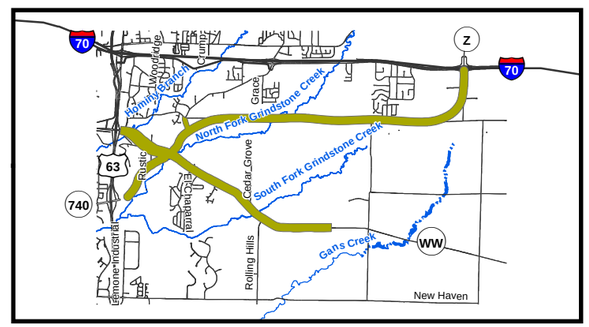
ALTERNATIVE SC-2
Realign and widen Route WW
Extend Stadium Boulevard to Lake of the Woods Interchange
Extend Ballenger Lane across I-70



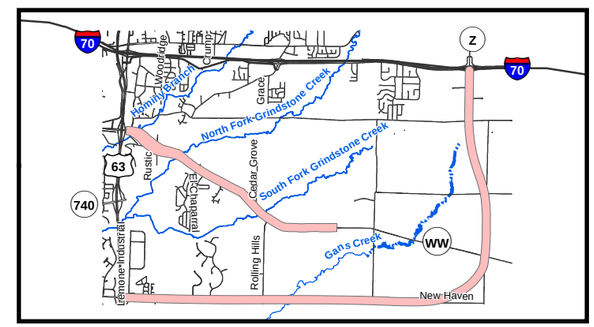
ALTERNATIVE RR-3
Realign and widen Route WW
Extend Stadium Boulevard to a new Interchange at I-70



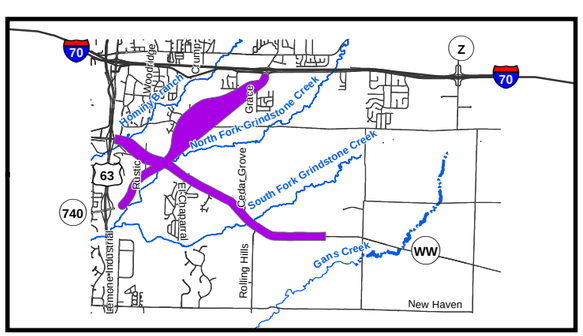
ALTERNATIVE WW-2
Realign and widen Route WW
Extend Stadium Boulevard to Route WW



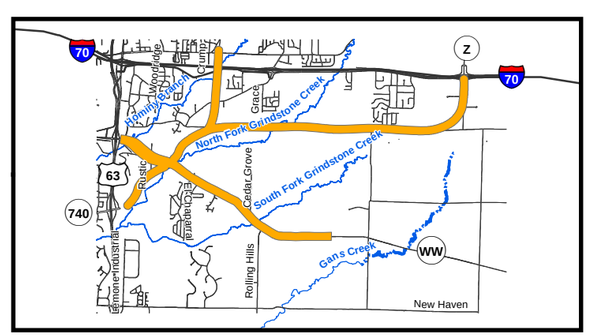
ALTERNATIVE RR-1
Realign and widen Route WW
Extend Stadium Boulevard to Route Z Interchange



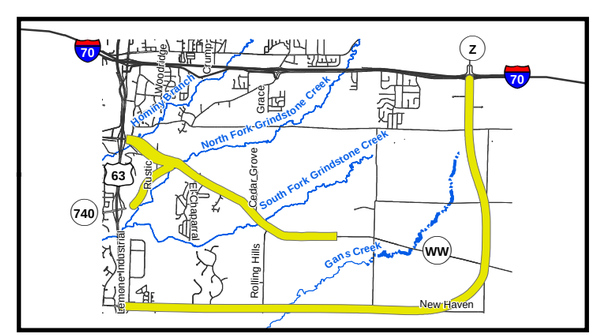
ALTERNATIVE NH-1
Realign and widen Route WW
Extend New Haven Road to Rangeline Road and Route Z Interchange



ALTERNATIVE SC-1
Realign and widen Route WW
Extend Stadium Boulevard to Lake of the Woods Interchange



ALTERNATIVE RR-2
Realign and widen Route WW
Extend Stadium Boulevard to Route Z Interchange
Extend Ballenger Lane arcross I-70



ALTERNATIVE NH-2
Realign and widen Route WW
Extend Stadium Boulevard to Route WW
Extend New Haven Road to Rangeline Road and Route Z Interchange

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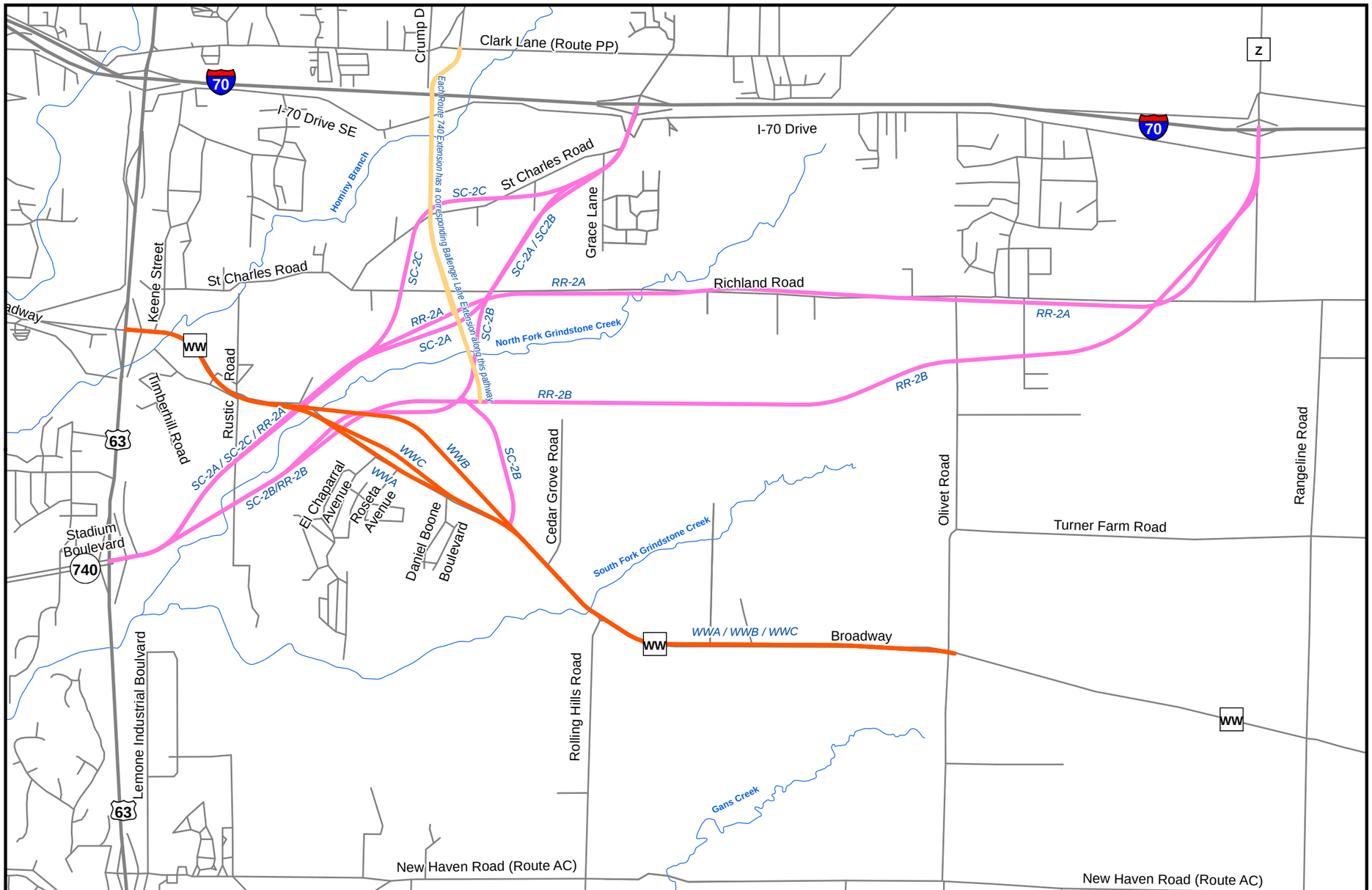
0 1
Miles

Exhibit II-1 Conceptual Alternatives Map

Exhibit II-2 Reasonable Alternatives



Legend

Reasonable Alternatives

- Ballenger Lane Extensions
- Route 740 Extensions
- Route WW Improvements
- Roads
- Rivers and Streams
- SC-2A Alignment (typ.)

N W E S

0 2,600 5,200 Feet

Exhibit II-2 Reasonable Alternatives

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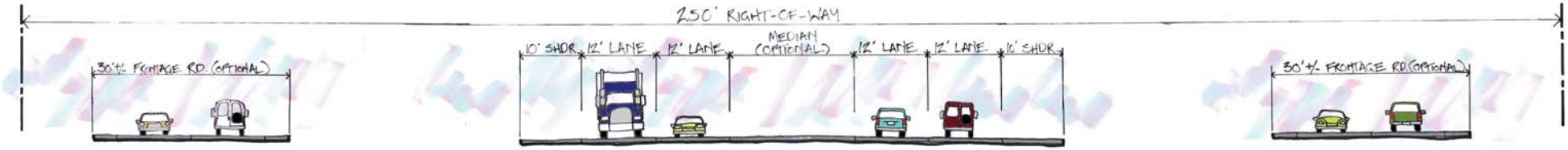
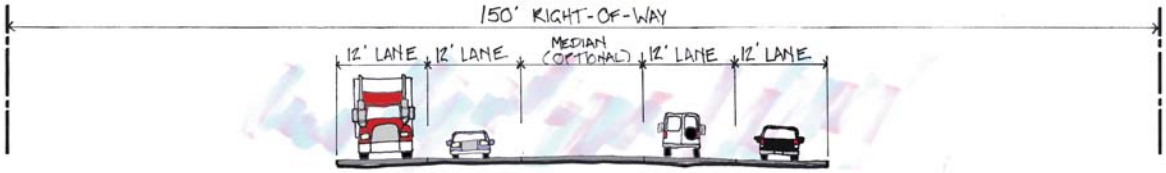
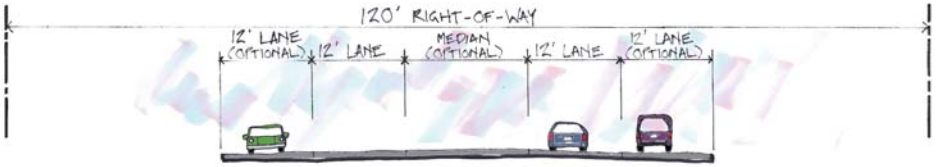
Exhibit II-3 Typical Cross Sections



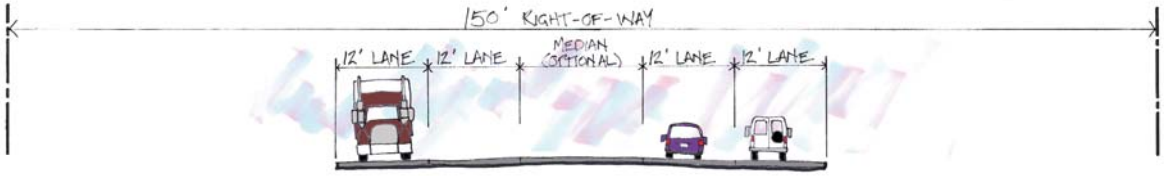
MO 740 Extension
(Expressway)



Route WW From US63 to MO 740 Extension
(Major Arterial)



Route WW From MO 740 Extension to Olivet Road
(Minor Arterial)

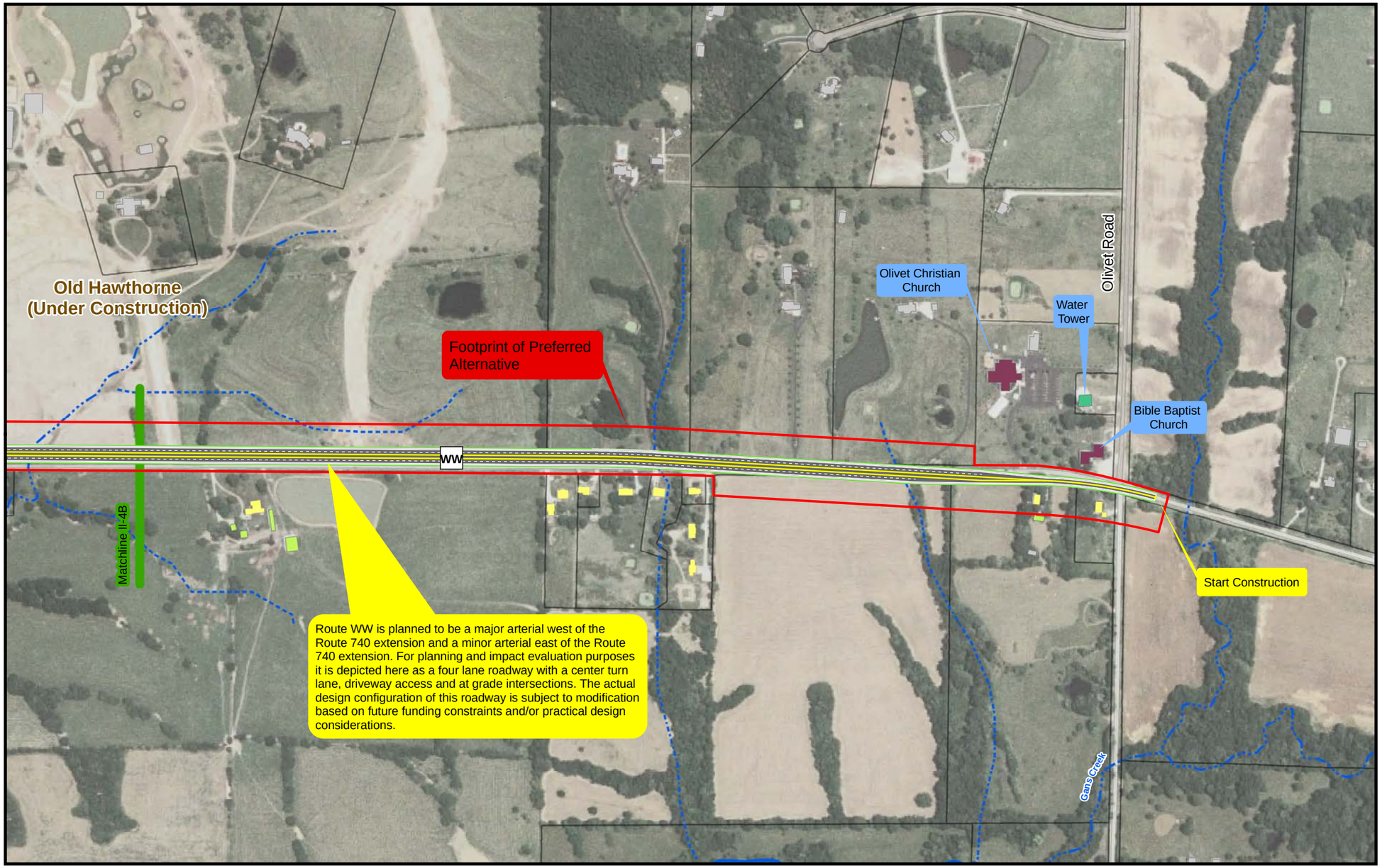


Ballenger Extension
(Major Arterial)

NOTE: The typical roadway sections shown were developed based on current MoDOT and City of Columbia design guidelines. The typical sections were primarily used for the establishment of an appropriate footprint for use in the impact evaluation process. The actual design configurations of the roadways are subject to modification based on future funding constraints and/or practical design considerations.

TB012009011MKE 11-3G_v1 3-10-09 mjl

Exhibit II-4A Preferred Alternative Map



Legend

- New Roadway
- Future Road Improvements
- Roads
- Parcel Boundary
- Parks

Buildings

- Agricultural
- Commercial Outbuilding
- Commercial
- Industrial
- Industrial Outbuilding
- Infrastructure
- Institutional
- Institutional Outbuilding
- Public
- Public Outbuilding
- Single Family Residential
- Multi-Family Residential
- Mobile Home
- Residential Outbuilding
- Outside of Survey Area

N W E S

0 500 1,000 Feet

Exhibit II-4A Preferred Alternative Map

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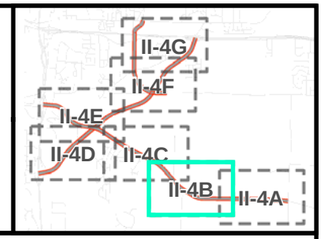
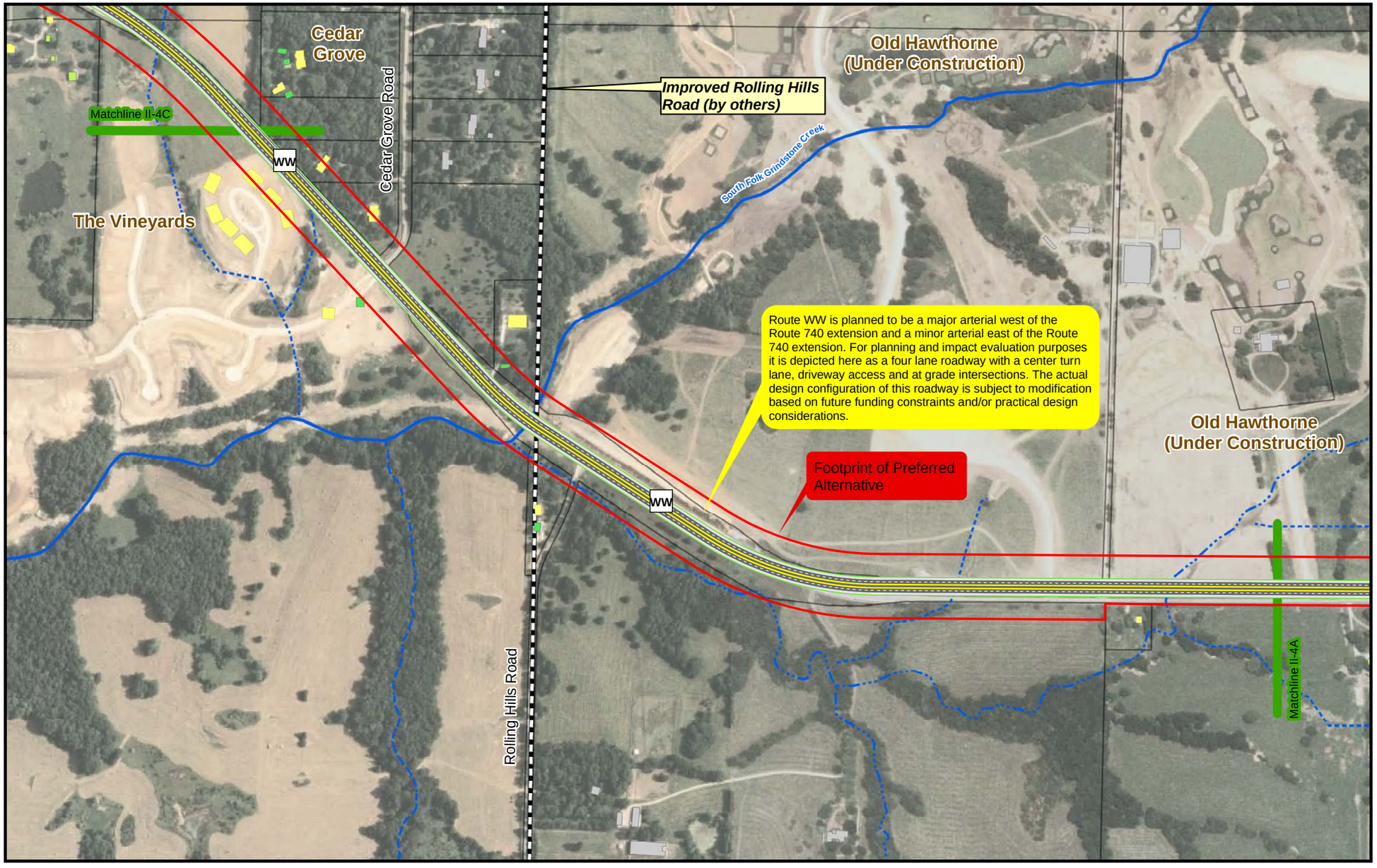
Exhibit II-4B Preferred Alternative Map





Legend

- New Roadway
- Future Road Improvements
- Roads
- Parcel Boundary
- Parks

Buildings

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- Commercial
- Industrial
- Industrial Outbuilding
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N W E S

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Exhibit II-4B Preferred Alternative Map

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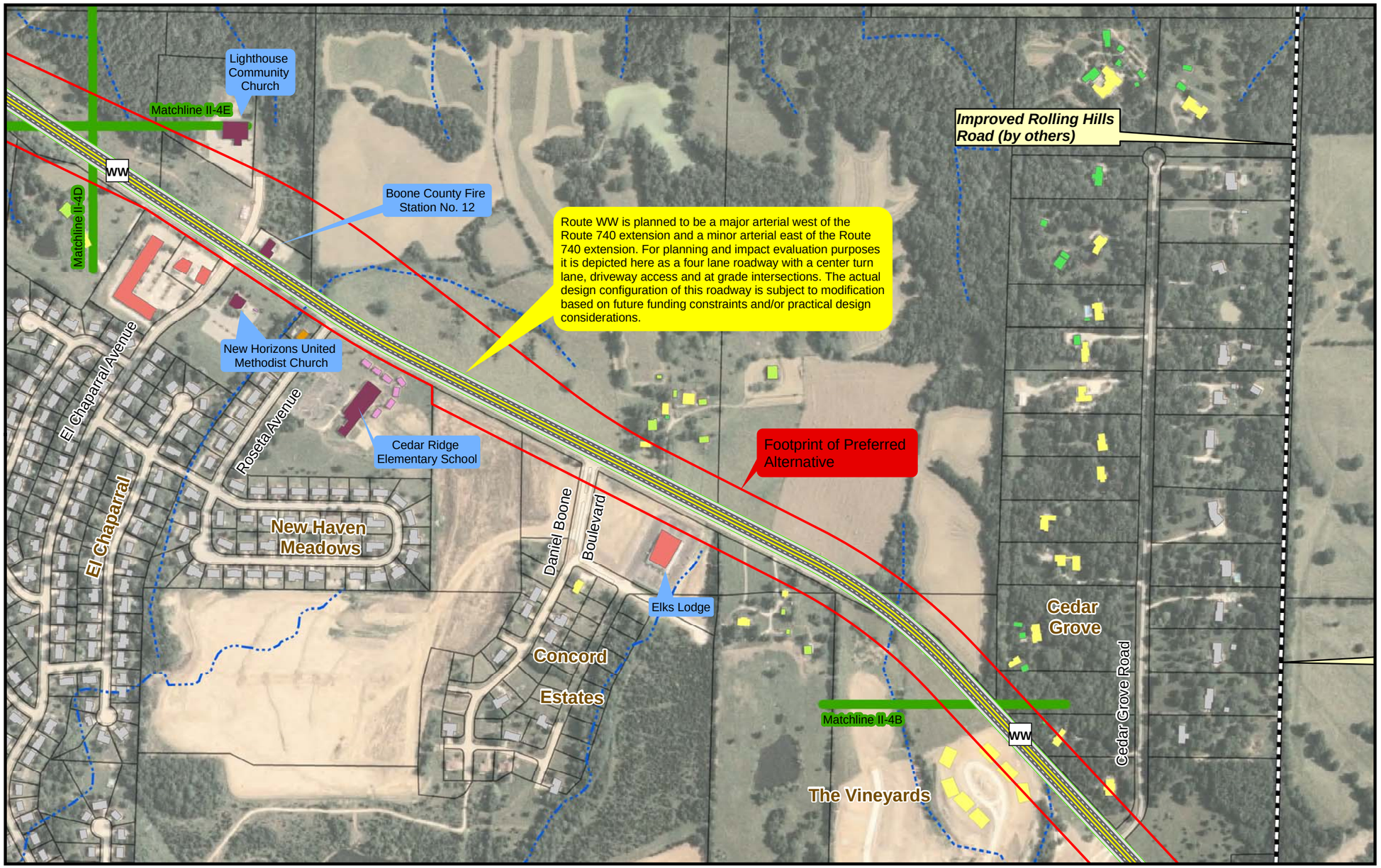
Exhibit II-4C Preferred Alternative Map



Legend

- New Roadway
- Future Road Improvements
- Roads
- Parcel Boundary
- Parks

Buildings

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- Commercial Outbuilding
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- Industrial
- Industrial Outbuilding
- Infrastructure
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- Institutional Outbuilding
- Public
- Public Outbuilding
- Single Family Residential
- Multi-Family Residential
- Mobile Home
- Residential Outbuilding
- Outside of Survey Area

N W E S

0 500 1,000 Feet

Exhibit II-4C Preferred Alternative Map

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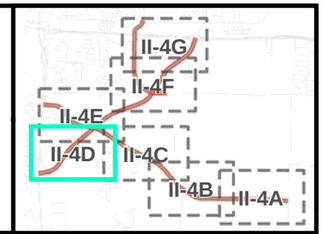
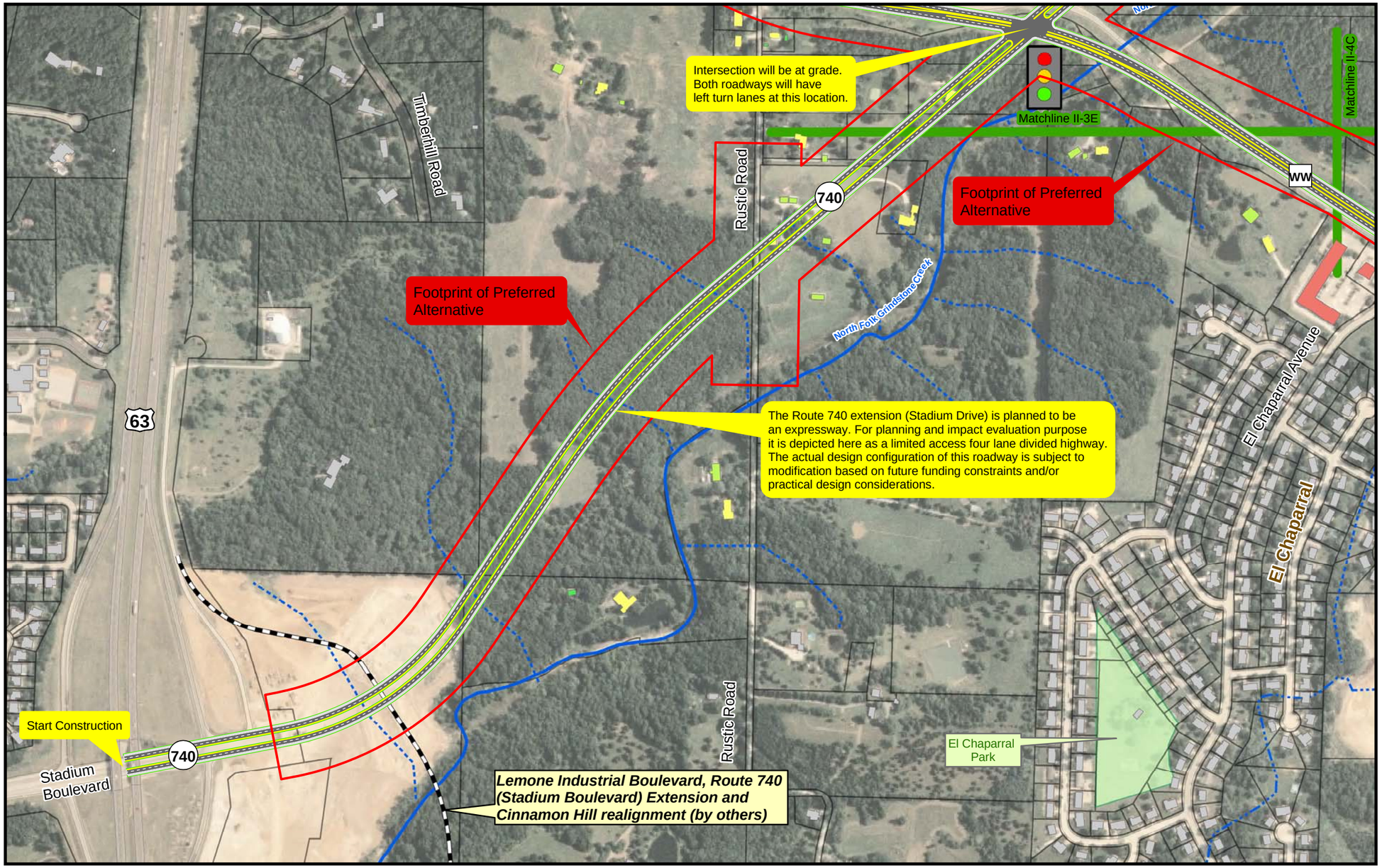
Exhibit II-4D Preferred Alternative Map





Legend

- New Roadway
- Future Road Improvements
- Roads
- Parcel Boundary
- Parks

Buildings

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- Industrial Outbuilding
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- Mobile Home
- Residential Outbuilding
- Outside of Survey Area

N W E S

0 500 1,000 Feet

Exhibit II-4D Preferred Alternative Map

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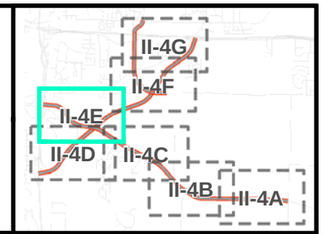
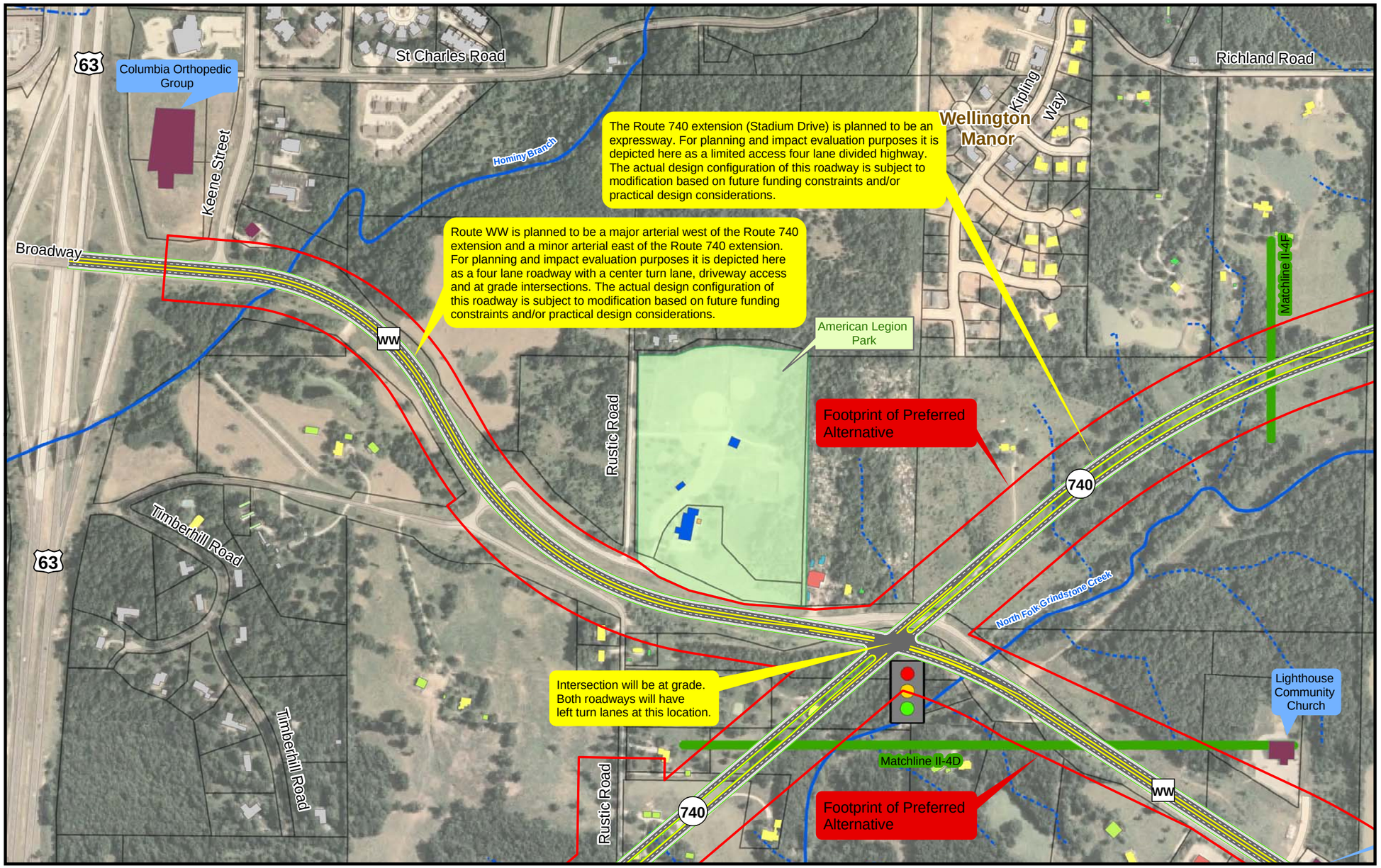
Exhibit II-4E Preferred Alternative Map





Legend

- New Roadway
- Future Road Improvements
- Roads
- Parcel Boundary
- Parks

Buildings

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- Residential Outbuilding
- Outside of Survey Area

N W E S

0 500 1,000 Feet

Exhibit II-4E Preferred Alternative Map

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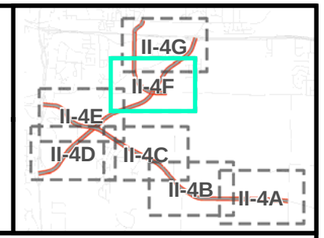
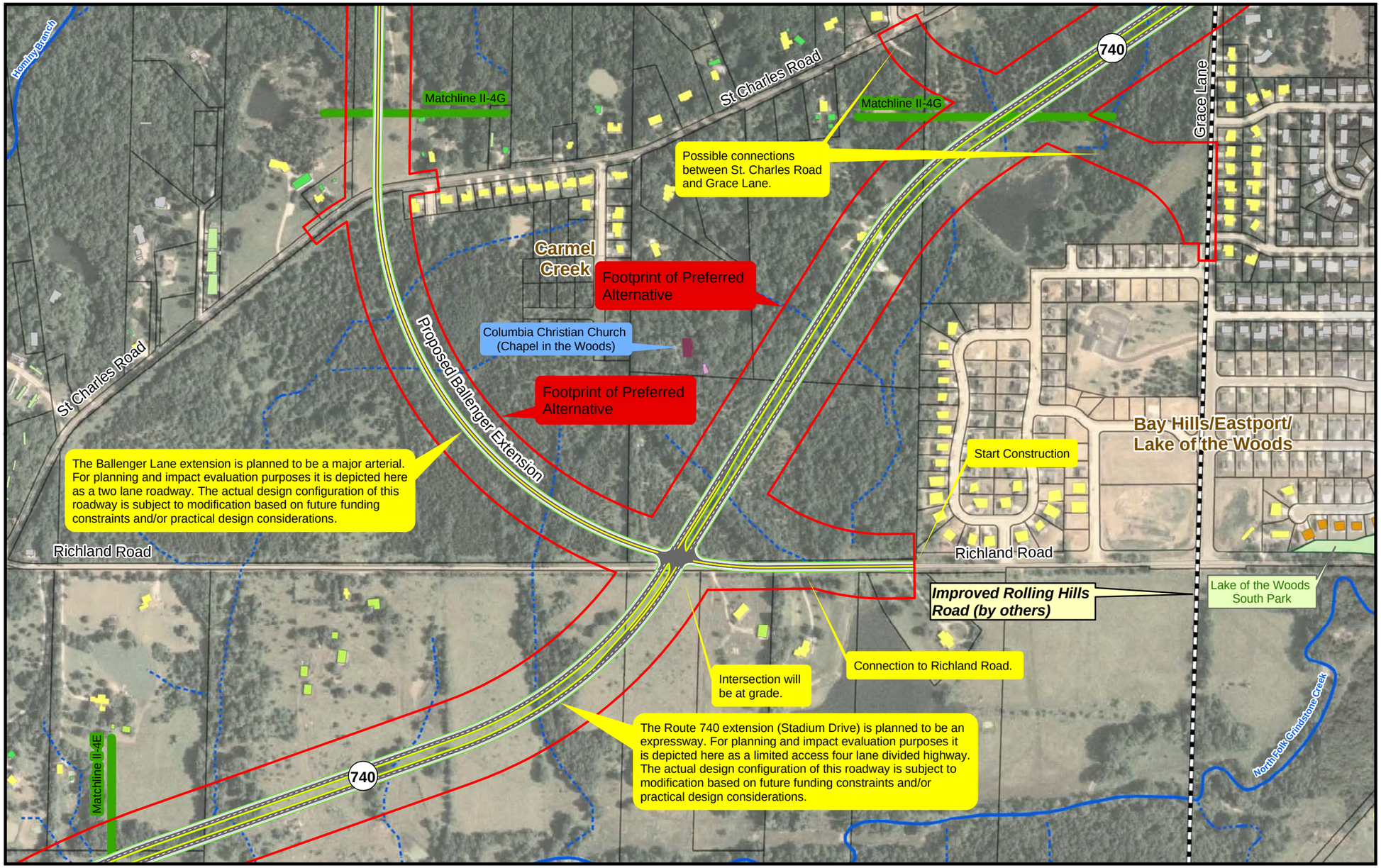
Exhibit II-4F Preferred Alternative Map





Legend

- New Roadway
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- Roads
- Parcel Boundary
- Parks

Buildings

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- Industrial
- Industrial Outbuilding
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- Public Outbuilding
- Single Family Residential
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- Mobile Home
- Residential Outbuilding
- Outside of Survey Area

N W E S

0 500 1,000 Feet

Exhibit II-4F Preferred Alternative Map

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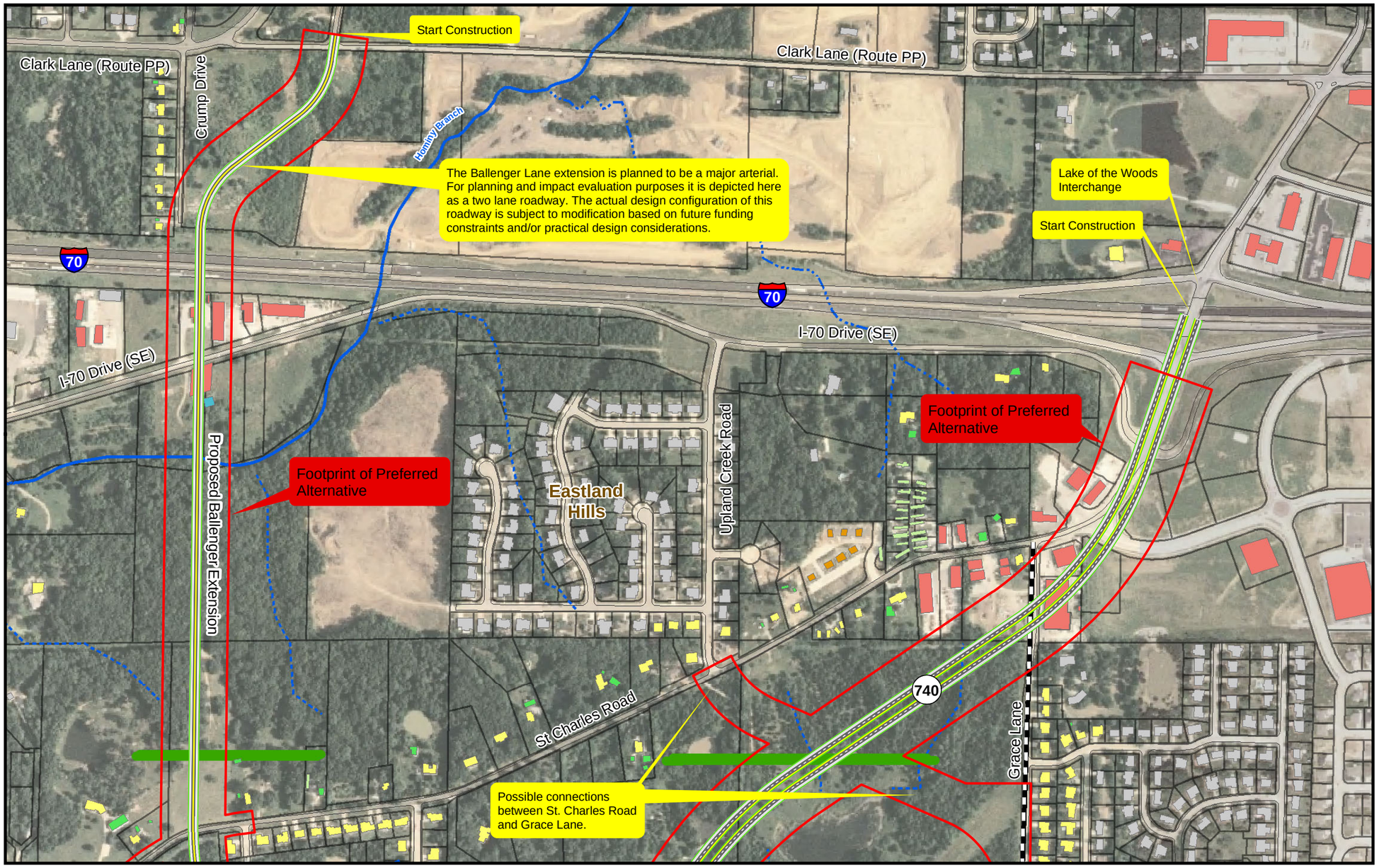
Exhibit II-4G Preferred Alternative Map



Legend

- New Roadway
- Future Road Improvements
- Roads
- Parcel Boundary
- Parks

Buildings

- Agricultural
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- Industrial Outbuilding
- Infrastructure
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- Public Outbuilding
- Single Family Residential
- Multi-Family Residential
- Mobile Home
- Residential Outbuilding
- Outside of Survey Area

N W E S

0 500 1,000 Feet

Exhibit II-4G Preferred Alternative Map

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CHAPTER III: AFFECTED ENVIRONMENT

This chapter focuses on the depiction of the resources within the EC-EIS study area, such as the social, economic, and environmental resources potentially affected by the project alternatives. Specifically, this chapter will present the following:

1. Identify the breakdown of resources presented in the DEIS

2. Present clarifications or new data obtained since the distribution of the DEIS

A. Breakdown of Resources in the DEIS

The presentation of the resources in the DEIS was consistent with the Federal Highway Administration's (FHWA's) *Guidance for Preparing and Processing Environmental and Section 4(f) Documents, Technical Advisory T 6660.8A,* dated October 30, 1987. It focused on the EC-EIS study area located in eastern Boone County in central Missouri, near the eastern boundary in the City of Columbia (**Exhibit I-1)**.

The key elements of the affected environment portions of the DEIS are listed below:

DEIS Chapter III.A – Social and Economic Characteristics

1. Demographic and Economic Profile
   - Population
   - Age
   - Race and Ethnicity Characteristics
   - Housing Characteristics
   - Employment Characteristics
   - Personal Income

2. Community Resources—Facilities, Institutions, and Services
   - Churches/Cemeteries
   - Schools
   - Emergency Services
   - Parks and Other Open Spaces

3. Transportation Planning Environment
   - CATSO 2025 Transportation Plan (2002)
   - Bicycle/Pedestrian Facilities
   - Transit

4. Land Uses and Planning Environment

- Columbia Land Use Plan
- Boone County Comprehensive Plan
- Zoning
- Existing Land Uses

DEIS Chapter III.B – Environmental and Related Resources

1. Mineral Resources
2. Farmland Resources
3. Groundwater and Water Supply
4. Surface Water Resources
5. Water Quality
6. Floodplains
7. Wetlands and Ponds
8. Terrestrial Habitats and Wildlife
9. Threatened and Endangered Species
10. Hazardous Substances
11. Air Quality
12. Traffic-Noise Environment
13. Cultural Resources
14. Visual Resources
15. Section 4(f)/Section 6(f)

B. Clarifications or New Data Since the DEIS

1. Cultural Resources

Cultural resources consist of archaeological sites, architectural buildings and structures, bridges, and places, districts, and cultural landscapes that are designated by the National Register of Historic Places (NRHP) as significant to American history, architecture, archaeology, engineering, and culture. According to the criteria in the National Historic Preservation Act (NHPA), significant sites or properties are those that possess integrity of location, design, setting, materials, workmanship, feeling, and association. Properties considered significant according to these criteria are eligible for listing on the NRHP. Planning for federally funded, licensed, or permitted projects must involve the consideration of impacts to properties listed, or those determined as eligible for listing, on the NRHP to be in compliance with Section 106 of the NHPA, as well as Section 4(f) of the Transportation Act. Cultural resource evaluations are typically divided into two phases: architectural and archaeological.

The DEIS reported that the architectural survey that concluded that there would be "no significant cultural resources impacted by the proposed roadway construction." In September 2008, the State Historic Preservation Office (SHPO) concurred with these findings.

In accordance with MoDOT protocols, an archaeological survey was conducted for the Preferred Alternative. The Archaeological Research Center completed the survey in April 2009. The report identified four prehistoric habitation sites that appear to be eligible for the NRHP according to Criterion D. Criterion D represents sites that have yielded or may be likely to yield information important in prehistory or history. These four sites have been identified as follows:

- 23BO2417 – Section 17 – Prehistoric Habitation
- 23BO2418 – Section 15 – Prehistoric Habitation
- 23BO2422 – Section 10 – Prehistoric Habitation
- 23BO2423 – Section 9 – Prehistoric Habitation

These sites are lithic scatters that exhibit evidence of at least temporary residences for prehistoric peoples. The archaeological survey has been coordinated and approved by the SHPO. The recommendations from the SHPO approval are environmental commitments of the EC-EIS.

In accordance with MoDOT policy, the location of the sites will not be depicted on project materials. This is primarily to safeguard private property rights. All cultural resource studies are stored in the project's administrative record.

FIGURE III-1
Typical Sample of Artifacts
Recovered from Archaeological Sites

2. Aquatic Ecosystems

In accordance with comments from the U.S. Army Corps of Engineers (USACE) (see **Chapter V.C.2**), the separate DEIS sections of *Surface Water Resources* and *Wetlands and Ponds* may be more logically considered aquatic ecosystems, since they all fall under the auspices of Section 404 of the Clean Water Act (CWA). Additionally, the following agency clarifications, regarding how the Clean Water Act was described in the DEIS, are pertinent:

- Regarding the Memorandum of Agreement between the EPA and the USACE concerning mitigation under Section 404 of the CWA, it is the intent "to restore and maintain the chemical, physical and biological integrity of the Nation's waters, including wetlands."

- Regarding permitting of impacts, Section 230.10 of the guidelines requires that, "no discharge shall be permitted if there is a practicable alternative to the proposed discharge which would have less adverse impact to the aquatic ecosystem, so long as the alternative does not have other significant adverse environmental consequences."

- Regarding the status of the Grindstone Creek, the DEIS indicated that an offsite segment was "proposed" as an impaired water under Section 303(d) of the CWA. Actually, the Missouri Clean Water Commission acted on April 27, 2007 to include this 1.5 mile segment on the 303(d) list.

In order to refine the aquatic ecosystem impacts associated with the Preferred Alternative, a wetland delineation field study was performed. This delineation authoritatively established the areas that meet the federal definition of wetlands and waters of the United States, and the configuration of aquatic resources was found to be similar to the data used in the DEIS. **Exhibits IV-1, A through G** depict the location and size of all aquatic resources identified during the delineation study. **Chapter IV** provides a discussion of the revised aquatic impacts resulting from the delineation. **Appendix E** presents the tabular summary of the impacts.

CHAPTER IV: ENVIRONMENTAL CONSEQUENCES

Chapter IV of the DEIS provided an analysis of the environmental consequences[1] (social, economic, and ecological impact) that would result from implementation of the no-build alternative, the reasonable alternatives, and the Preferred Alternative. Because the Preferred Alternative is unchanged since the DEIS, this chapter will focus on the new data made available to the project team since the distribution of the DEIS. Specifically, this chapter will:

1) Summarize the Preferred Alternative impacts identified in the DEIS

2) Present clarifications or new data obtained since the distribution of the DEIS

Chapter IV of the DEIS also included a discussion of the measures incorporated in the Preferred Alternative that were intended to minimize the harm associated with it. This discussion is in **Appendix D**.

A. Summary of the Impacts Associated with the Preferred Alternative

Environmental impacts described in this chapter are organized in the same way as the resources are presented in **Chapter III**:

- Social and Economic Impacts
- Environmental Impacts

1. Social and Economic Impacts

a. Demographics and Environmental Justice

The Metro 2020 Plan identifies the EC-EIS study area as primarily within the "neighborhood district." This district is suitable for residential subdivisions, small commercial centers, office complexes, and other support uses such as schools, churches, and parks. That description accurately describes the area in the vicinity of the Preferred Alternative. The demographic and environmental justice survey found that the

The Preferred Alternative includes the following modifications:

- The extension of Route 740 from just east of US-63, using a new alignment to the St. Charles Road interchange with I-70
- The improvement of Route WW from US-63 to Olivet Road using the existing alignment
- The extension of Ballenger Lane, as a locally sponsored project

A large-scale depiction of the Preferred Alternative is contained in **Exhibit S-1**. A complete depiction of the roadway configuration for the Preferred Alternative is contained in **Exhibit II-4**. The depiction of the project footprint and direct impacts is contained in **Exhibit IV-1**.

[1]An environmental effect or consequence is defined as a modification or change in the existing environment brought about by the action taken. Effects can be direct, indirect, or cumulative and can be temporary (short term) or permanent (long term). Effects can vary in degree, ranging from only a slight discernable change to a drastic change in the environment.

populations affected by the Preferred Alternative were very similar to typical populations throughout Columbia and Boone County.

None of the EC-EIS alternatives would have a disproportionate impact on minority or impoverished populations. As discussed in the DEIS (Chapter III.A.1), available data indicates that there are a low incidence of protected populations in the study area. There is a slightly higher ratio of minorities in the census blocks south of Route WW between the North and South Forks of Grindstone Creek. This area is dominated by the El Chaparral subdivision (see Exhibit IV-D1). The Preferred Alternative (and all reasonable alternatives) avoided encroachments on El Chaparral. Similarly, the percentage of persons below the poverty level in the vicinity of the Preferred Alternatives is also low, comparable to Boone County and the City of Columbia.

Additionally, the residential relocations associated with the Preferred Alternative are distributed throughout the project. Because of this distribution, the residential impacts are better characterized as individual impacts rather than population impacts. As described in **Chapter IV.B.1**, few relocations are expected (+/- 50) and nearly all of the homes to be acquired have appraised values above the median for the area.

Based on census data, public involvement activities, and field work it was concluded that the Preferred Alternative would not have a disproportionate adverse impact on minority and/or low-income populations as defined by Executive Order 12898 and FHWA Order 6640.23.

b. Community Resource Impacts

There would be no relocations of any *churches*. The improvement of Route WW would have a peripheral impact on the Lighthouse Community Church property, located just north of Route WW (4275 Route WW). The Preferred Alternative would encroach on the *southern* edge of the property, potentially affecting some parking areas and requiring reconfiguration of the access point, but would not directly affect the building. A minor amount of frontage along Route WW at Olivet Road may also be required from the Olivet Christian Church and Bible Baptist Church, but no buildings would be affected. The extension of Route 740 would encroach upon the southeastern corner of a parcel owned by the Columbia Christian Church just south of St. Charles Road, but would not affect any buildings or access to the property. There would be no direct impacts to *schools*. The nearest school is Cedar Ridge Elementary (located at the corner of Route WW and Roseta Avenue). While the school will not be directly affected by the improvement of Route WW, allowances may be necessary to maintain school bus access during construction. Coordination with the school administrators will be made in accordance with MoDOT standard procedures and are considered an environmental commitment of this project.

There would be no direct impacts to *cemeteries* as a result of any of the reasonable alternatives.

Relative to *emergency services*, the improvement of Route WW would displace Boone County Fire Protection District Station 12. There would be no relocation of police facilities or other types of facilities. Emergency service vehicle access could be affected during the construction process. Allowances will be required to maintain access to all properties during construction.

There would be no direct impacts to *hospitals* or other medical service facilities as a result of implementing any of the reasonable alternatives.

No direct impacts to *parks or other public open spaces* are expected. However, the improvement of Route WW is adjacent to American Legion Park and construction-related impacts are possible. Allowances may be necessary to maintain access during construction. Coordination with the administrators will be made in accordance with MoDOT standard procedures and are considered an environmental commitment of this project.

c. Consistency with Transportation Planning Goals

The Preferred Alternative is consistent with the CATSO 2025 Transportation Plan.

d. Acquisition, Land Uses, and Planning Impacts

The Preferred Alternative would acquire 275 acres of private property. The current appraised use of these properties is 84 percent farm, 12 percent residential, 3 percent commercial, and 1 percent industrial. Using current zoning classifications, the properties are designated as 31 percent farm, 57 percent residential, 11 percent commercial/industrial, and 1 percent other.

The Preferred Alternative would require the acquisition of 37 structures. The updated breakdown of these structures include: 14 residences, 8 commercial/industrial operations, 8 agricultural buildings, and 7 support/out-buildings. See **Chapter IV.B.1** for updated information related to relocation impacts.

The Preferred Alternative is consistent with the roadway alignments shown in the *Metro 2020* and CATSO plans, and therefore, consistent with community planning.

2. Environmental Impacts

a. Mineral Resource Impacts

Numerous mines, surface and subsurface, were known to be previously active within the study area. Coordination with the Missouri Department of Natural Resources (MDNR) indicated that their records did not show any underground mines within one-half mile of the project. However, MDNR indicated that many mines are not recorded in their records and that any of the proposed routes could encounter problems with underground openings or undesirable geotechnical properties.

b. Farmland Resource Impacts

The Preferred Alternatives would have limited direct impacts to currently cultivated farmlands. In accordance with the Farmland Protection Policy Act (FPPA), the Natural Resources Conservation Service (NRCS) concluded that "*Since the alternatives presented for the most part follow existing roads and highways in an urban developed area, there will be no further loss of prime or statewide important farmland*."

c. Groundwater and Water Supply Impacts

Based on available geographic information system (GIS) data, approximately 12 public water wells exist in the general vicinity of the EC-EIS project. The development of the

Preferred Alternative is expected to have no measurable impact on the quality of groundwater in nearby wells. According to the MDNR (2005), the primary risk to groundwater quality is the unfiltered flow of contaminated surface runoff or leachate resulting from agricultural and suburban/urban stormwater runoff, wastewater disposal, and lawn care activities directly into aquifers through karst features such as sinkholes or losing streams. There are no known karst features in the project area. The project-related addition of impervious surfaces is not expected to influence aquifer recharge. Land development that will be facilitated by the project is a potentially larger concern. As a general proposition, adherence to appropriate land development policies are necessary to maintain water quality. Since the Preferred Alternative is in accordance with regional planning, it provides the best framework for the appropriate development of eastern Columbia/Boone County, including the protection of water resources.

d. Surface Water Resource Impacts

Relative to *stream impacts*, the Preferred Alternative minimizes impacts to major stream crossings. However, there is a roughly perpendicular crossing of the Hominy Branch associated with the Ballenger Lane extension. Improvements to Route WW would require modification of the existing bridges over the Hominy Branch, the North Fork of Grindstone Creek, and the South Fork of Grindstone Creek. Overwhelmingly, stream impacts are concentrated among the numerous ephemeral streams located in the study area. Roughly 80 percent of stream impacts occur to ephemeral streams.

Relative to *soil erosion/sediment control*, a short-term impact of the EC-EIS is the potential for erosion of soils exposed during construction and sedimentation in streams and wetlands. The primary long-term impacts include altered stormwater runoff patterns due to the additional pavement, pollutants in stormwater runoff from vehicles and roadway maintenance, and continued risk of discharge of pollutants by accidental spillage from vehicles along the roadway.

A wetland delineation was conducted since the DEIS was published. **Chapter IV.B.2** contains updated information relative to impacts.

e. Floodplain Impacts

The Preferred Alternative affects the 100-year floodplains of Hominy Branch, the South Fork of Grindstone Creek, and the North Fork of Grindstone Creek (see **Exhibit IV-1**). The FHWA's floodplain encroachment policy requires the avoidance of longitudinal encroachments wherever practicable. EC-EIS alternatives were developed to avoid longitudinal impacts. An environmental commitment of this project involves obtaining appropriate floodplain permits from the State Emergency Management Agency (SEMA).

f. Wetland and Pond Impacts

Wetland features occur throughout the EC-EIS study area. As a result, there are no prudent and feasible alternatives that would enable complete avoidance of all wetland impacts. The DEIS reported that the wetland impacts associated with the Preferred Alternative would involve 1.59 acres. A wetland delineation was conducted since the DEIS was published. **Chapter IV.B.2** contains updated information relative to impacts.

g. Terrestrial Habitats and Wildlife Impacts

The Preferred Alternative had the lowest total terrestrial habitat impact of the reasonable alternatives considered. The 275 acres of property acquired consisted of 110 acres of woodland areas, 1 acre of cropland, 71 acres of grassland/pasture, 56 acres of scrub/shrub, and 37 acres of urban development areas.

h. Threatened and Endangered Species Impacts

Through coordination with the U.S. Fish and Wildlife Service (USFWS), it was concluded that the potential for impacts on the foraging habitats (the area's stream corridors) of the gray bat and the Indiana bat could be minimized through implementation of approved best management practices.

Coordination with the Missouri Department of Conservation (MDC) concluded that no state- or federal-listed rare species or rare natural communities were found to occur within or near the EC-EIS study area.

i. Hazardous Substance Impacts

Based on a literature search, a commercial database search, and a limited field study to identify potential hazardous waste generators, a total of 29 areas of potential concern were identified within the entire EC-EIS study area. The sites were typical commercial and industrial sites. None of the 29 sites seemed to present cleanup costs that could be considered extraordinary.

Amongst the properties that intersected the Preferred Alternative footprint, five areas of potential concern were identified. These include:

- The (Petro Mart) located on St. Charles Road. Three UST's are reported on the site for fuel storage. No spills or leaks have been reported on this site.
- A construction debris dump located east of Crump Road, north of I-70. The dump appears to mainly be composed of concrete and wood debris.
- Superior Motor Sales is located on I-70 Drive (SE). The site sells and repairs automobiles.
- A Casey's General Store located in the northwestern corner of the Route WW/El Chaparral intersection. There was a spill on this site in August of 1994.
- A-1 Auto Recyclers is located at 3821 East Broadway (Route WW). There are many vehicles stored here is varying states of disassembly, including several that have large trees growing through them.

Clean-up costs for these sites are expected to be from low to medium. Further investigations would be required to better characterize these sites and to determine the impact these sites would have on the project. If regulated solid or hazardous wastes are found unexpectedly during construction activities, the MoDOT construction inspector would direct the contractor to cease work at the suspect site. The contractor would develop a plan for sampling, remediation if necessary and continuing project construction. If necessary, the MDNR would be contacted for coordination and approval of required activities.

The environmental site assessment is available in the project's administrative record.

j. Air Quality Impacts

The EC-EIS project study area is located within the Northern Missouri Intrastate Air Quality Control Region in a nonclassified area. Therefore, the requirements of 40 Code of Federal Regulations (CFR) Part 93 do not apply to this project.

The construction phase of the proposed project does have the potential for temporarily affecting ambient air quality due to emissions from construction equipment and fugitive dust from construction activities. Adherence to all applicable MoDOT construction protocols would ensure that appropriate measures would be taken to reduce fugitive dust and other emissions generated during construction.

k. Traffic Noise Impacts

Traffic noise impacts were evaluated using the configuration of the major noise sensitive receptors, and the traffic noise model, which includes look-up tables and the changes proposed by the reasonable alternatives. Noise impacts occur when predicted noise levels approach or exceed the Noise Abatement Criteria. The evaluation of the reasonable alternatives concluded that only alternative RR-2B would not involve the potential for a traffic noise impact.

Based on a preliminary evaluation of the Preferred Alternative, traffic noise impacts are expected within the vicinity of Richland Road and Grace Lane. See **Exhibit IV-1F**. When noise impacts are identified, noise abatement is considered and implemented if found to be both reasonable and feasible.

When noise-abatement measures are being considered, every reasonable effort is made to obtain substantial noise reductions. Reasonable and feasible factors also include the following:

- The noise wall must provide noise reduction of at least 5 dBA.
- The noise wall must provide attenuation for more than one receptor.
- The noise wall must be 18 feet (5.5 meters) or less in height above normal grade.
- The noise wall must not interfere with normal access to the property.
- The noise wall must not pose a traffic-safety hazard.
- The noise wall must not exceed a cost of $30,000 per benefited receptor. A benefited receptor is defined as a receptor that receives a noise reduction of 5 dBA or more.
- The majority of affected residents must agree that a noise wall is desired.

Based on planning level engineering evaluations, a 10-foot noise barrier between Richland Road and Grace Lane is expected to mitigate traffic noise levels consistent with highway traffic noise analysis and abatement guidelines. The preliminary analysis concluded that the cost per benefited receptor would be $25,000; based on the following:

- Maximum Barrier Length – 3,000 feet
- Average Barrier Height – 10 feet
- Barrier Cost - $20 per square foot
- Benefited receptors - 24

When available, detailed engineering data will be used to evaluate if noise abatement measures are required in this area and if so, can be designed such that they are both reasonable and feasible. The detailed design will provide updated information that may substantially affect the reasonability and feasibility determinations, including updated traffic speeds and volumes, the three dimensional relationship between the noise source and the receptors, and the costs of construction. For example:

- The Preferred Alternative allows for a possible connection between St. Charles Road, the Route 740 extension, and Grace Lane. The area was environmentally cleared to allow for the connection, and is not a required element of the system. The decision on whether this connection is constructed will be made in the future based on need. This decision may affect the both the cost and effectiveness of a noise barrier.

- The implementation of the Preferred Alternative may include phased construction. The scheduling of the individual project elements will be developed based on available resources in accordance with the processes outlined in the *MoDOT Engineering Policy Guide*. Consequently, the development of the Route 740 extension as an expressway may be done in phases—perhaps a traditional two-lane facility will be initially constructed with later capacity and access improvements. This type of phasing will have potential cost/effectiveness and construction scheduling ramifications.

In addition to the inclusion of detailed design data into the analysis, the possible noise abatement types and locations will be presented and discussed with the benefited residents during the design phase. Adherence to MoDOT's Noise Policy is an environmental commitment of this project.

Relative to construction noise, the major sources are expected to be demolition, earthmoving, hauling, grading, paving, and bridge construction. Noise generated by construction equipment would vary greatly depending on the equipment type, mode, duration of operation and specific type of work in progress. Considering the short-term nature of construction noise, impacts are not expected to be substantial. To reduce the impacts of construction noise, MoDOT has special provisions in the construction contract that requires that all contractors comply with all applicable local, state, and federal laws and regulations relating to noise levels permissible within and adjacent to the project construction site. Further, MoDOT monitors project construction noise and requires noise abatement in cases where the criterion is exceeded. These provisions are also an environmental commitment of this project.

I. Cultural Resource Impacts

The DEIS reported about the *architectural* survey that concluded that there would be "no significant cultural resources impacted by the proposed roadway construction." In September 2008, the State Historic Preservation Office (SHPO) concurred with these findings.

In accordance with MoDOT protocols, an *archaeological* survey was conducted for the Preferred Alternative. The Archaeological Research Center completed the survey in April 2009. The report identified four prehistoric habitation sites that appear to be eligible for the NRHP according to Criterion D. The archaeological survey is discussed in **Chapter IV.B.3**.

m. Visual Resource Impacts

Views of the proposed roadways from surrounding areas and views from the facility to the surrounding areas are considered in evaluating visual impacts. The Preferred Alternative would largely be at-grade, so that there would be few structures, if any, visible from a great distance. However, the path of the roadway would likely be visible for some distance because there is little relief in the topography except along the major stream valleys, and the roadways would be located on higher ground to avoid impacts to the streams, where possible.

n. Section 4(f)/Section 6(f) Impacts

Based on the data available in the DEIS, the Preferred Alternative avoided all Section 4(f) and Section 6(f) impacts. **Chapter IV.B.4** contains updated information relative to impacts.

B. Clarifications or New Data Obtained Since the Distribution of the DEIS

1. Relocation Impacts

Pursuant to the distribution of the DEIS, structures proposed for acquisition were reexamined. The refinements included the update of the uses associated with the acquisitions. For example, there are two structures at the Canine Sports Center (4506 I-70 Drive SE) (**Exhibit IV-1G**). The smaller building was incorrectly identified as a residence, but is actually used as an office/supply room. In another example, a building on St. Charles Road was originally identified as a “vacant commercial building” is more accurately identified and a residential outbuilding.

With these corrections, the Preferred Alternative would still require the acquisition of 37 structures. The revised distribution is 14 residences, 8 primary commercial/industrial buildings, 8 agricultural buildings, and 7 support/out-buildings.

The total tax assessor appraised value of all of the parcels (in their entirety) that are intersected by the Preferred Alternative is roughly 14 million dollars. While the value of the portions of these parcels that will actually be acquired is expected to be much less, the preliminary right-of-way acquisition cost estimate is 15.6 million dollars.

a. Residential Impacts

The residences to be acquired by the Preferred Alternative are all detached single-family homes. According to the Boone County Assessor, these residences have two or three bedrooms. The US Census reports that 98 percent of residences, in the Columbia

Metropolitan Area, have one or less occupants per bedroom. Consequently, it is expected that less than 50 individuals will be relocated as a result of the Preferred Alternative.

Typical view of the residence expected to be displaced by the EC-EIS preferred Alternative (7200 Route WW)

The oldest of the impacted residences was built in 1920; the newest in 2007. Based on the Tax Assessors records, the median appraised value of the residential buildings (R1) in the project's study area[2] is roughly $93,000. Only four of the 14 residences have appraised values less than $93,000. Three of these are farmsteads. The large farmland component affects the appraisal value. The fourth residence is a modest two-bedroom/one-bath home at the intersection of Route WW and Olivet.

b. Commercial Impacts

In addition to residential structures and various outbuildings, buildings will be acquired from eight commercial operations, as a result of the Preferred Alternative. These facilities are summarized below:

A-1 Auto Recyclers is located at 3821 E Broadway (Route WW). A-1 Auto Recyclers is a private company in the used motor vehicle parts business. They have a stock of 6,500 cars and specialize in foreign and Ford parts from the 1980's-1990's. Older British parts are also a specialty. Manta Business Services estimates that this company employs a staff of approximately five to nine. The structure that may require acquisition is a trailer-like structure on this large car part lot. There are several other unaffected buildings on the property. It is not expected that this business will be forced to close as a result of the Preferred Alternative. See **Exhibit IV-1E**.

Typical view of District Station #12

Boone County Fire Protection District Station 12 is located 980 El Chaparral Avenue (northeast quadrant of Route WW and El Chaparral Avenue). The Fire District operates 14 fire stations and some 120 emergency vehicles. The District operates with a volunteer staff of approximately 300. The entire career staff of 12 performs the administrative, maintenance, training, fire prevention, and management functions to support the volunteer staff. The total budget of the Boone County Fire Protection District is approximately $2 million per year. All Boone County Fire District stations are also equipped with living quarters where volunteer firefighters actually reside. Many volunteer firefighters

[2] Roughly bounded by US Route 63, Interstate Route 70, Route Z and New Haven Road. See **Exhibit I-1**.

are students or otherwise single men and women who, in exchange for their services as fire apparatus operators, live in our fire stations at no charge. All fire stations are equipped with kitchen facilities and many are equipped with training rooms and other support facilities. As a tax exempt facility the Tax Assessor provides no appraisal value for the building. In addition to the structure, the entire 1.22 acres of property falls within the footprint of the Preferred Alternative. Consequently, the Fire District will require adjustment as a result of the loss of Station 12. See **Exhibit IV-1C**.

Typical view of the Lake of the Woods Warehouse Building

The Lake of the Woods Warehouse Building is located at 720 North Grace Lane. This building is a single story corrugated metal warehouse. At the time of the last survey, two businesses were active: Championship Gym and James Fencing. Manta Business Services estimates that James Fencing has annual revenue of $1 to 2.5 million and employs a staff of approximately 5 to 9. No information about the Championship Gym is available, although few employees are expected. The structure, an outbuilding and virtually all of the property falls within the footprint of the Preferred Alternative. Consequently, these operations will require relocation. The minimal infrastructure needs provided by the current facility indicates that suitable replacements sites will not be difficult to find. See **Exhibit IV-1G**.

Typical view of the Lake of the Woods Strip Mall

The Lake of the Woods Strip Mall is located at the intersection of St. Charles Road and Grace Lane (5400 St. Charles Road). The tenants have varied throughout the life of the EC-EIS project. Currently, they include the showroom for the Wood Link Fence Company, the Columbia Climbing Gym, Noah's Pets and More and Lake of the Wood storage. The entire site falls within the footprint of the Preferred Alternative.

Consequently, these operations will require relocation. The existing facility is of the standard strip mall design that is abundant throughout Columbia. See **Exhibit IV-1G**.

Typical view of the Conoco Gas Station

A Conoco Gas Station (5481 E St. Charles Road) is located on the southwest corner of the intersection of I-70 and St. Charles Road. This facility is an operating fuel service station and convenience store. The gas pumps fall within the footprint of the Preferred

Alternative. Based on the configuration of the site, it is expected that the business can be effectively reconfigured and remain in operation at this location. Consequently, business impacts are expected to be minor and temporary. See **Exhibit IV-1G**.

The Mary Niles Tax Service is located in a small building on I-70 Drive (SE). It is affected by the Ballenger Lane Extension. A small outbuilding is also onsite. This facility is a sole proprietorship that may only operate seasonally. The entire site falls within the footprint of the Preferred Alternative. Consequently, this operation will require relocation. The minimal infrastructure needs provided by the current facility indicates that suitable replacements sites will not be difficult to find. See **Exhibit IV-1G**.

The Canine Sports Center is located on I-70 Drive (SE). It is affected by the Ballenger Lane Extension. This is a recent development. The tax assessor attaches a total appraised value of $626,573, although the property owners believe this is very low. The facility conducts dog training and holds trials. They list 3 owner-operators and 16 instructors. The main building for the Canine Sports Center is a marquee or membrane type structure. Tent-like, they are ideal for sports use because of the large open space provided. Although expensive and requiring specialized equipment to erect, all structural components can be disassembled and transported to another location. Preliminary analysis suggests that the site may be able to be reconfigured to reestablish the facility in this area. See **Exhibit IV-1G**.

View of the Canine Sports Center (left) and Superior Motor Sports (right).

Superior Motor Sales is located on I-70 Drive (SE). It is affected by the Ballenger Lane Extension. The business is currently composed of three buildings, on three parcels. One large garage building falls within the footprint of the Preferred Alternative. Superior Motor Sales is a private company established and incorporated in Missouri in 2004. Manta Business Services estimates this company has annual revenues of $1 to $2.5 million and employs a staff of approximately 1 to 4. Although management failed to supply its own estimate, activity on site seems to indicate the number of employees is much higher. The footprint of the Preferred Alternative affects only one of the three parcels; consequently, it is likely that the triangular piece of land can be effectively reestablished. See **Exhibit IV-1G**.

2. Aquatic Resource Impacts

Executive Order 11990 requires that federal agencies avoid, to the extent practicable, long- and short-term adverse impacts associated with the destruction or modification of wetlands. More specifically, the order directs federal agencies to avoid new construction in wetlands unless there is no practicable alternative and, where wetlands cannot be avoided, the proposed action must include practicable measures to minimize harm to the wetlands.

Overall, wetlands are not abundant in the study area. The DEIS estimated total wetland encroachments for the reasonable alternatives of between 0.84 and 5.17 acres. The wetland impacts associated with the Preferred Alternative was 1.59 acres. This analysis is based on available wetland mapping and limited field investigation.

To refine the impact estimates, a detailed wetland delineation field study was performed for the preferred alternative. This delineation authoritatively establishes the areas that meet the federal definition of wetlands and waters of the United States. The delineation is subject to confirmation by the Kansas City District of the USACE. The wetland/upland boundary was established using a field-grade global positioning system (GPS).

The delineation established that the preferred alternative will affect 2.2 acres - 1.5 acres of jurisdictional wetlands and 0.7 acres of jurisdictional non-wetland waters (open water/ponds).

By Type
Emergent Wetlands: 1.3 acres
Forested Wetlands: 0.2 acres
Open Water: 0.7 acres

By Stream Watershed
Hominy Branch: 0 acres
Grindstone (North Fork): 2.1 acres
Grindstone (South Fork): 0.1 acres

By Project Component
Route WW Improvement: 0.1 acres
Stadium Extension: 1.9 acres
Ballenger Extension: 0.2 acres

The location and size of all wetlands and ponds identified during the delineation (jurisdictional and non-jurisdictional) are depicted on **Exhibit IV-1**. A tabular depiction of wetlands identified during the wetland delineation is also described in **Appendix E**.

The fieldwork associated with the wetland delineation also allowed for updating stream coverage. The DEIS reported total stream impacts that varied between 13,186 linear feet and 21,007 linear feet, depending on the reasonable alternative. The Preferred Alternative was expected to have a total stream impact of 14,421 linear feet.

Based on the wetland delineation, the total stream impact associated with the Preferred Alternative was revised to 16,437 linear feet (lf).

By Stream Type
Ephemeral: 13,500 lf
Intermittent: 1,473 lf
Perennial: 1,464 lf

By Impact Type
Modifications at Existing Bridges: 1,076 lf
Modifications at Stream Work: 4,700 lf
New Stream Impacts: 10,661 lf

By Stream Watershed
Hominy Branch: 1,306 lf
North Fork of Grindstone: 10,988 lf
South Fork of Grindstone: 4,143 lf

By Project Component
Route WW Improvement: 5,136 lf
Stadium Extension: 8,807 lf
Ballenger Extension: 2,494 lf

The location of the revised stream locations are depicted on **Exhibit IV-1**. A tabular depiction of the stream impacts identified during the wetland delineation is also described in **Appendix E**.

3. Environmental Site Assessments

In enumerating the number of sites recommended for further environmental site assessment, the DEIS took a narrow interpretation of what constituted a site. The DEIS recommendations looked at the specific location of the activities of concern and its proximity to the reasonable alternative's footprint. If it fell within footprint, it was tallied. Using this technique, the DEIS reported the following number of sites recommended for further environmental site assessment:

- Reasonable Alternative SC-2A (Preferred Alternative): 2
- Reasonable Alternative SC-2B: 2
- Reasonable Alternative SC-2C: 2
- Reasonable Alternative RR-2A: 4
- Reasonable Alternative RR-2B: 3

During the investigation of the impacts to the commercial/industrial acquisitions it became clear that the operations of concern were not always contained within single parcels or even parcels listed under a single owner. Consequently, a broader approach seemed prudent. Using all of the properties that compose the operation in question that intersect the alternative's footprint, the following revised number of sites is recommended for further environmental site assessment:

- Reasonable Alternative SC-2A (Preferred Alternative): 5
- Reasonable Alternative SC-2B: 5
- Reasonable Alternative SC-2C: 5
- Reasonable Alternative RR-2A: 8
- Reasonable Alternative RR-2B: 6

Since the cleanup costs for these sites are expected to be low or medium and the ratio of sites amongst the alternatives is equivalent, this revised enumeration does not affect the selection of the Preferred Alternative. **Chapter IV.A.2.i** identifies the sites affected by the Preferred Alternative. Further investigations would be required to better characterize these sites and to determine the impact these sites would have on the project. If regulated solid or hazardous wastes are found unexpectedly during construction activities, the MoDOT construction inspector would direct the contractor to cease work at the suspect site. The contractor would develop a plan for sampling, remediation if necessary and continuing project construction. If necessary, the MDNR would be contacted for coordination and approval of required activities.

The environmental site assessment is available in the project's administrative record.

4. Cultural (Archeological) Resource Impacts

In accordance with MoDOT protocols, an *archaeological* survey was conducted for the Preferred Alternative. The Archaeological Research Center completed the survey in April 2009. The report identified four prehistoric habitation sites that appear to be eligible for the NRHP according to Criterion D. Criterion D represents sites that have yielded, or may be likely to yield, information important in prehistory or history. These four sites have been identified as follows:

- 23BO2417 – Section 17 – Prehistoric Habitation
- 23BO2418 – Section 15 – Prehistoric Habitation
- 23BO2422 – Section 10 – Prehistoric Habitation
- 23BO2423 – Section 9 – Prehistoric Habitation

These sites are lithic scatters that exhibit evidence of at least temporary residences for prehistoric peoples. The archaeological survey has been coordinated and approved by the SHPO. The recommendations from the SHPO approval are environmental commitments of the EC-EIS.

In accordance with MoDOT policy, the location of the sites will not be depicted on project materials. This is primarily to safeguard private property rights. All cultural resource studies are stored in the project's administrative record.

5. Section 4(f)

Section 4(f) applies to all archaeological sites that are on or eligible for inclusion on the National Register and that warrant preservation in place.

According to the Section 4(f) Policy Paper (Office of Planning, Environment, and Realty Project Development and Environmental Review – March 1, 2005), Section 4(f) does not apply if FHWA, after consultation with the SHPO, determines that the archaeological resource is important chiefly because of information obtained through data recovery (even if it is agreed not to recover the resource) and has minimal value for preservation in place (23 CFR 771.135[g]).

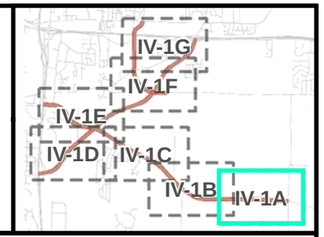
This is the situation associated with the archaeological resources identified above (**Chapter IV.B.3**). Consequently, there is no change to the DEIS conclusion that the Preferred Alternative avoids all Section 4(f) impacts.

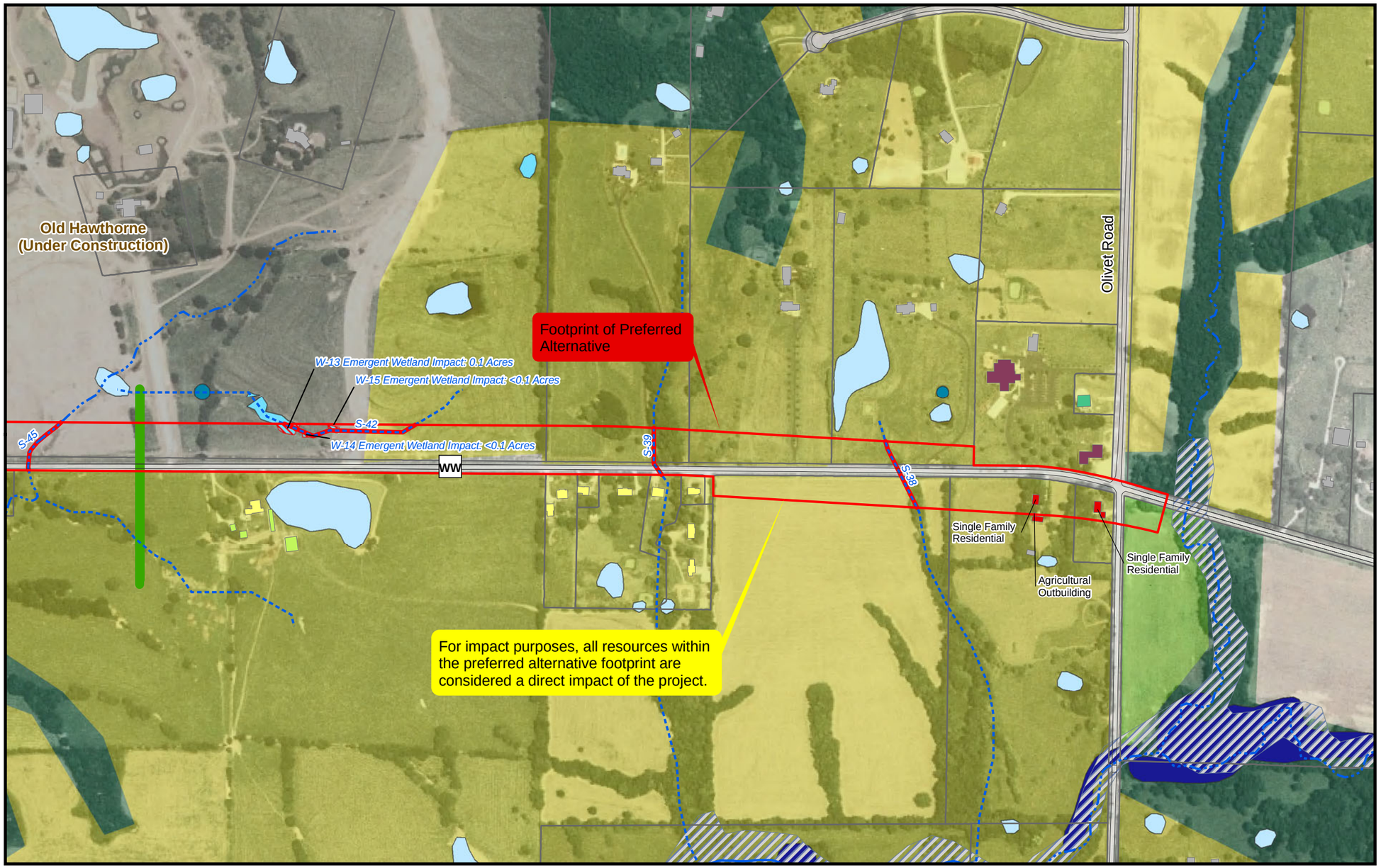
Relative to park-related Section 4(f) properties, the improvement of Route WW is adjacent to American Legion Park; however, the Preferred Alternative was designed to avoid all direct impacts. Because of its location along Route WW, allowances may be necessary to maintain access during construction. These easements will be temporary in nature and won't impact the use of the park. Temporary easements are not subject to Section 4(f) provided that they meet certain conditions. The temporary construction easements are not subject to Section 4(f) in this instance because such closure:

- Will be of short duration and less than the time needed for construction of the project
- Will result in no change of ownership or retention of long-term interests in the land for transportation purposes
- Will not result in any adverse change to the activities, features, or attributes which are important to the purposes or functions that could qualify the resource for protection under Section 4(f)
- Will include only a minor amount of land

Coordination with the administrators will be made in accordance with MoDOT standard procedures and are considered an environmental commitment of this project.

Exhibit IV-1A Preferred Alternative Impacts Map





Legend

- Sites Identified During ESA Screening
- Future Road Improvements
- Footprint of Preferred Alternative
- Parcel Boundary
- Structure Displacement
- 100 Year Floodplain
- Parks

Streams

- Ephemeral
- Intermittent
- Perennial
- Encroachment

Wetlands and Ponds

- Emergent Wetland (PEM)
- Forested Wetland (PFO1)
- Shrub-Scrub Wetland
- Open Water
- Encroachment

Land Use

- Agricultural/Row Crops
- Forest
- Grassland/Pasture
- Scrub/Shrub
- Urban
- Wooded Estate

N W E S

0 500 1,000 Feet

Exhibit IV-1A Preferred Alternative Impacts Map

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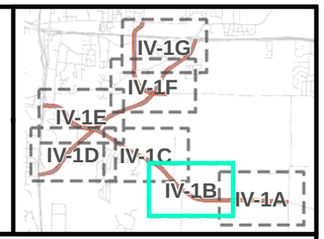
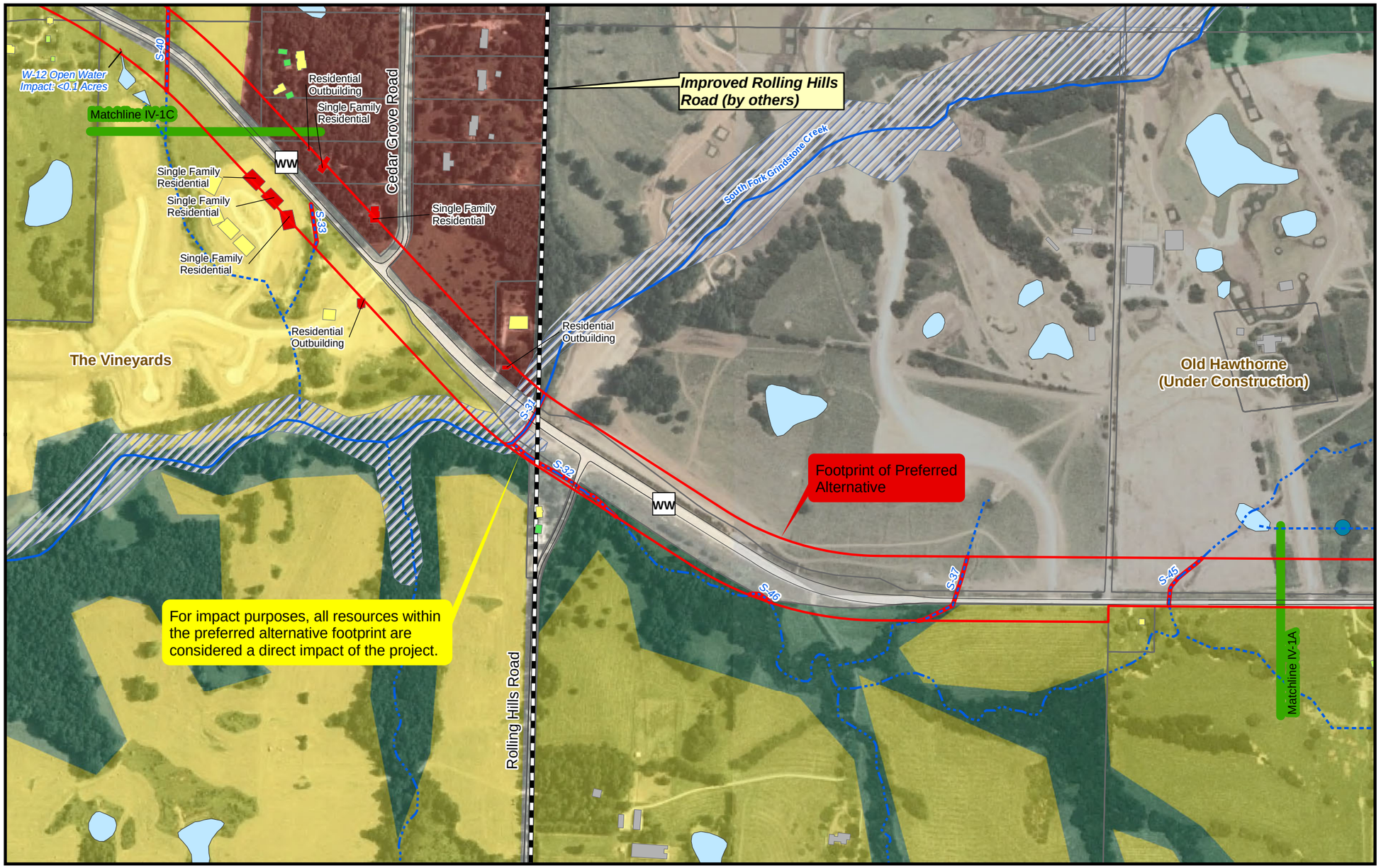
Exhibit IV-1B Preferred Alternative Impacts Map





Legend

- Sites Identified During ESA Screening
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- Parcel Boundary
- Structure Displacement
- 100 Year Floodplain
- Parks

Streams

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- Intermittent
- Perennial
- Encroachment

Wetlands and Ponds

- Emergent Wetland (PEM)
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- Open Water
- Encroachment

Land Use

- Agricultural/Row Crops
- Forest
- Grassland/Pasture
- Scrub/Shrub
- Urban
- Wooded Estate

N W E S

0 500 1,000 Feet

Exhibit IV-1B Preferred Alternative Impacts Map

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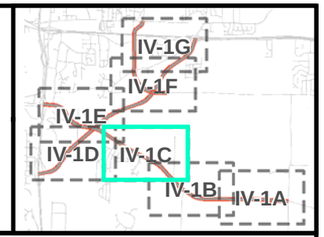
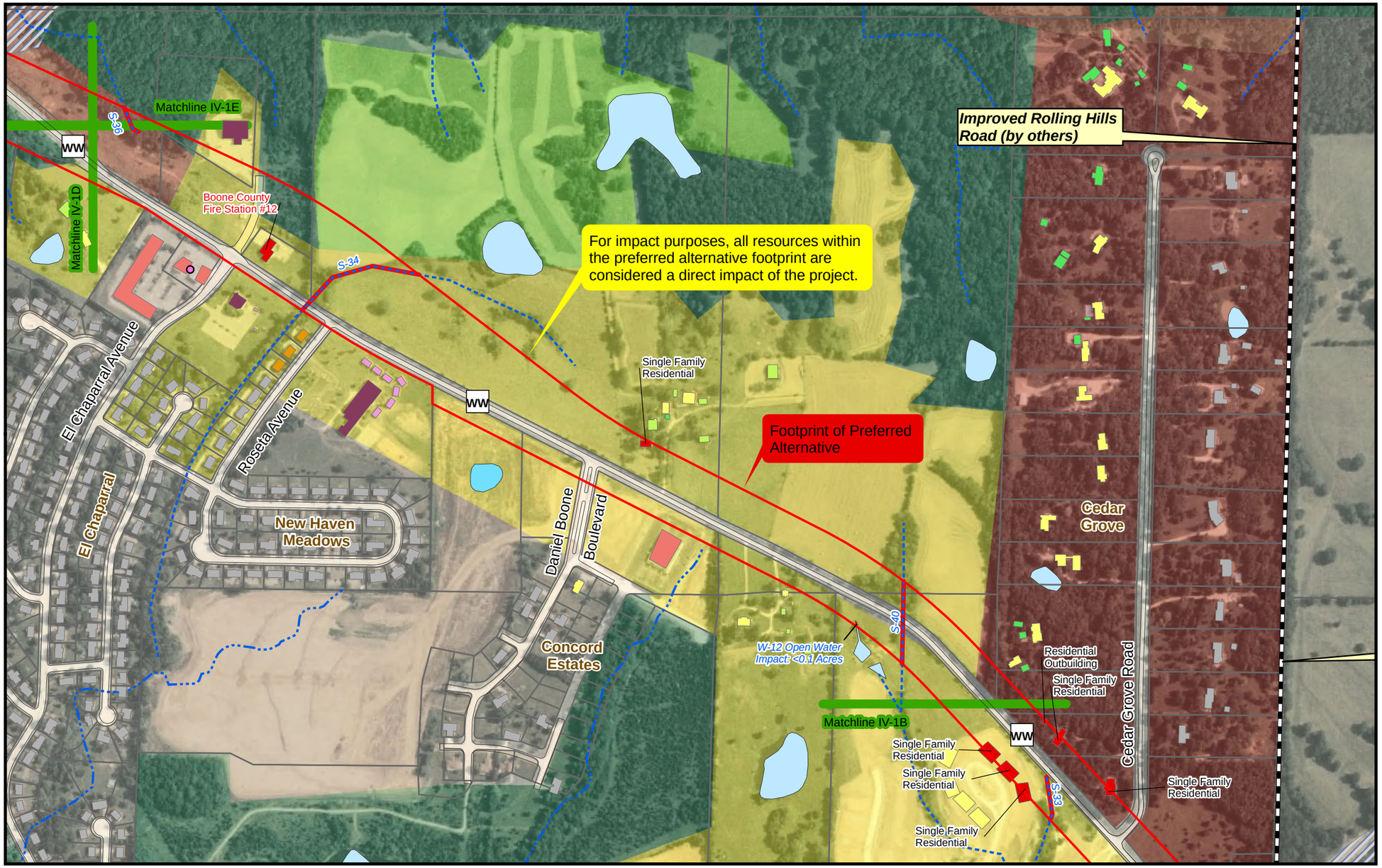
Exhibit IV-1C Preferred Alternative Impacts Map





Legend

- Sites Identified During ESA Screening
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- Parcel Boundary
- Structure Displacement
- 100 Year Floodplain
- Parks

Streams

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- Perennial
- Encroachment

Wetlands and Ponds

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- Forested Wetland (PFO1)
- Shrub-Scrub Wetland
- Open Water
- Encroachment

Land Use

- Agricultural/Row Crops
- Forest
- Grassland/Pasture
- Scrub/Shrub
- Urban
- Wooded Estate

N W E S

0 500 1,000 Feet

Exhibit IV-1C Preferred Alternative Impacts Map

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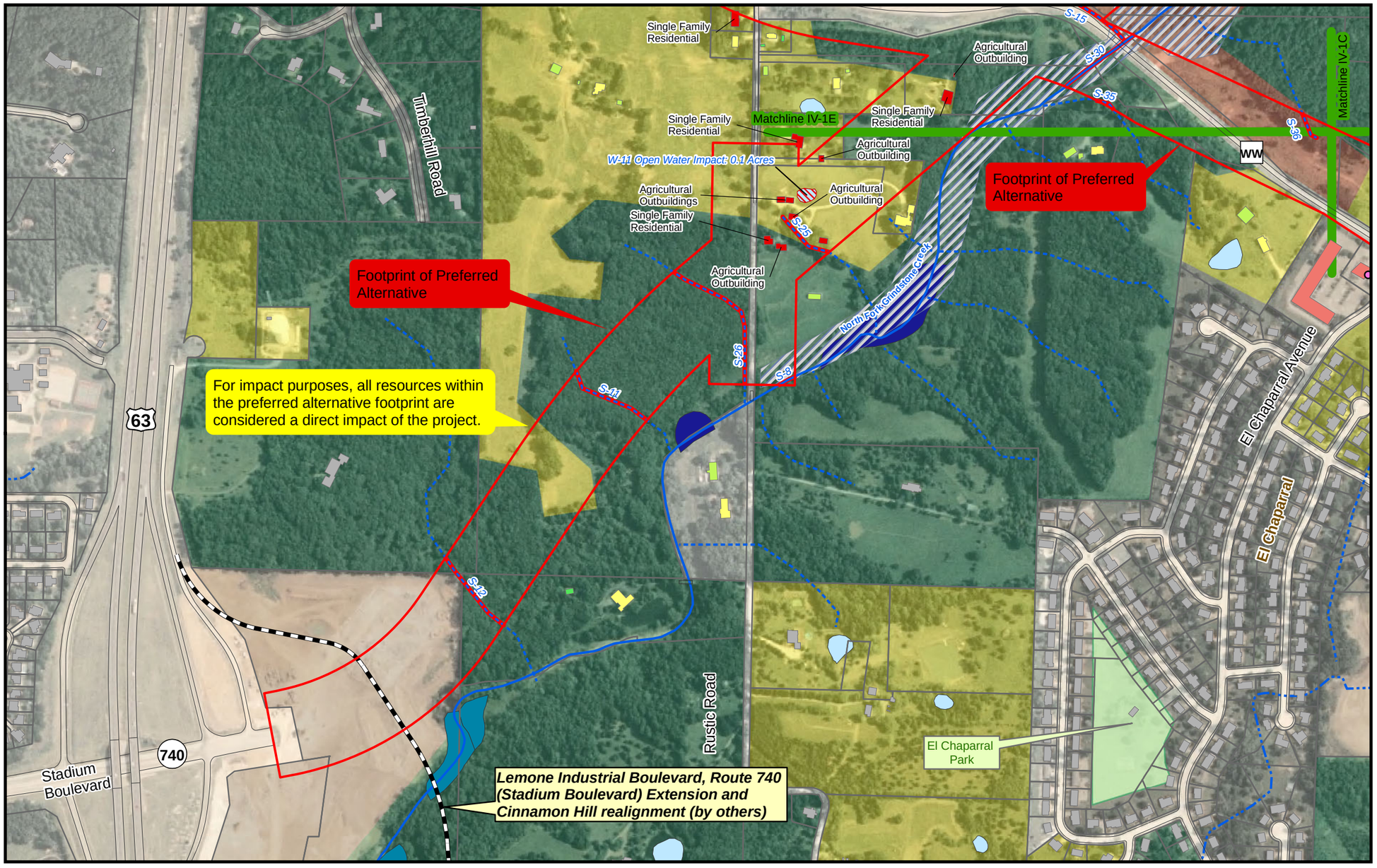
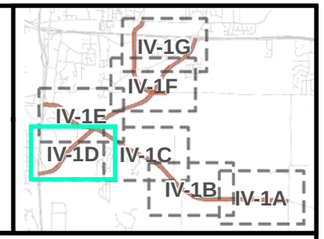
Exhibit IV-1D Preferred Alternative Impacts Map





Legend

- Sites Identified During ESA Screening
- Future Road Improvements
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- Parcel Boundary
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- Parks

Streams

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- Intermittent
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- Encroachment

Wetlands and Ponds

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- Shrub-Scrub Wetland
- Open Water
- Encroachment

Land Use

- Agricultural/Row Crops
- Forest
- Grassland/Pasture
- Scrub/Shrub
- Urban
- Wooded Estate

N W E S

0 500 1,000 Feet

Exhibit IV-1D Preferred Alternative Impacts Map

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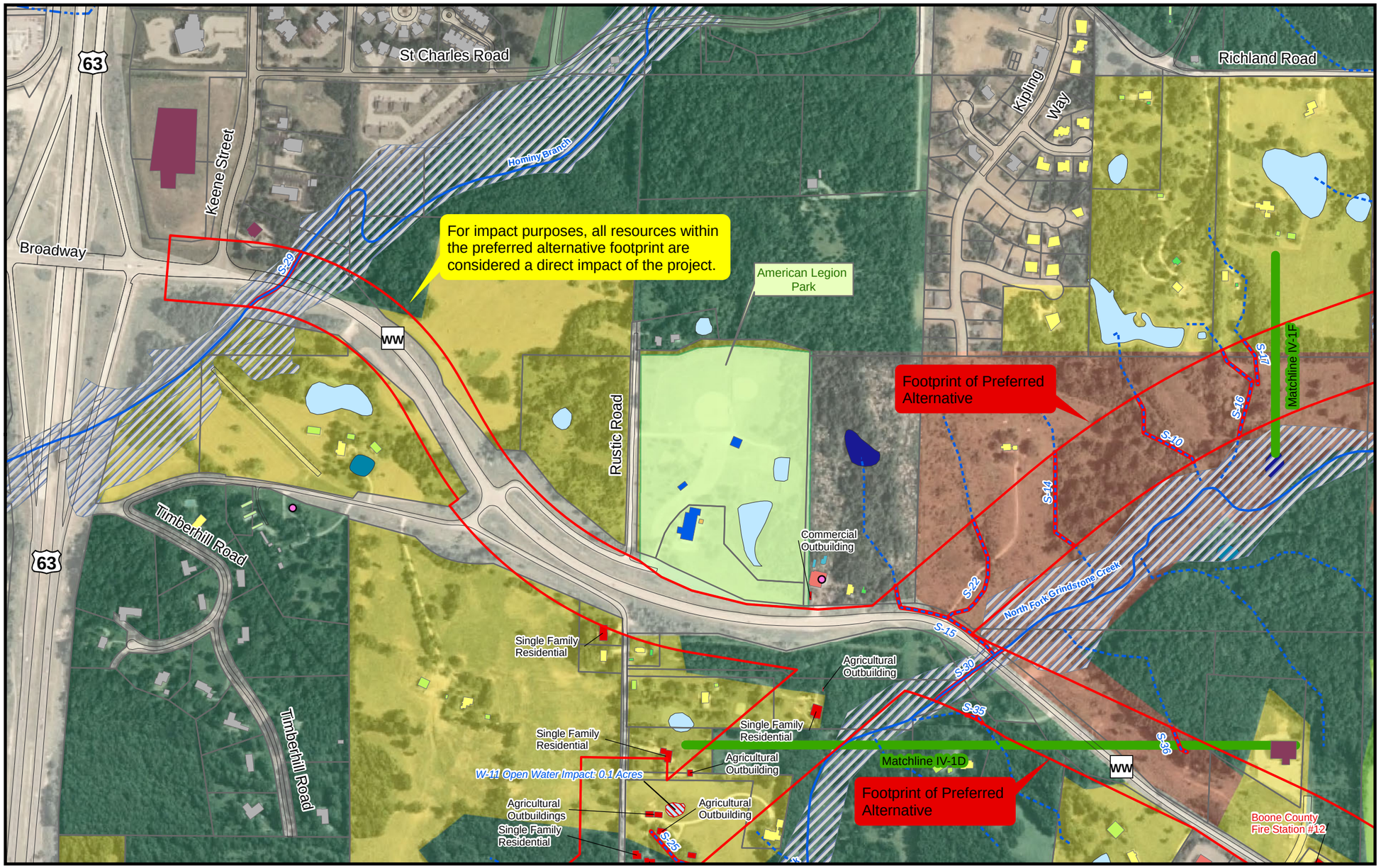
Exhibit IV-1E Preferred Alternative Impacts Map



Legend

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- Shrub-Scrub Wetland
- Open Water
- Encroachment

Land Use

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- Urban
- Wooded Estate

N W E S

0 500 1,000 Feet

Exhibit IV-1E Preferred Alternative Impacts Map

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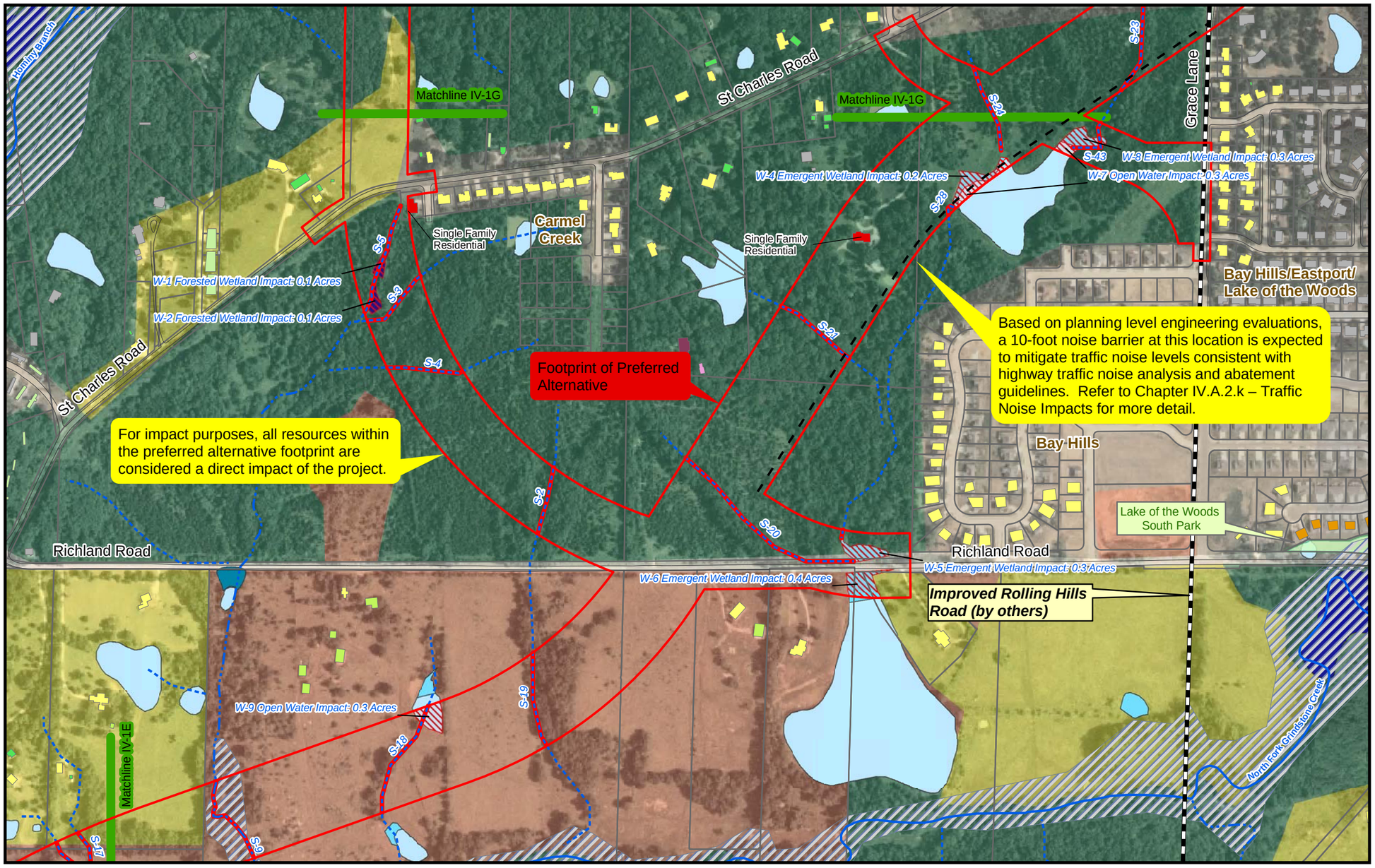
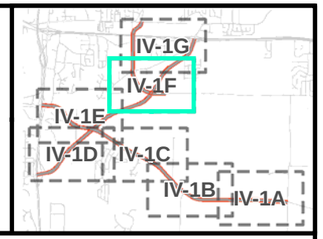
Exhibit IV-1F Preferred Alternative Impacts Map





Legend

- Sites Identified During ESA Screening
- Future Road Improvements
- Footprint of Preferred Alternative
- Parcel Boundary
- Structure Displacement
- 100 Year Floodplain
- Parks

Streams

- Ephemeral
- Intermittent
- Perennial
- Encroachment

Wetlands and Ponds

- Emergent Wetland (PEM)
- Forested Wetland (PFO1)
- Shrub-Scrub Wetland
- Open Water
- Encroachment

Land Use

- Agricultural/Row Crops
- Forest
- Grassland/Pasture
- Scrub/Shrub
- Urban
- Wooded Estate

N W E S

0 500 1,000 Feet

Exhibit IV-1F Preferred Alternative Impacts Map

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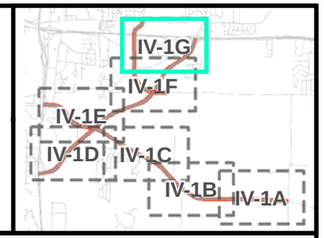
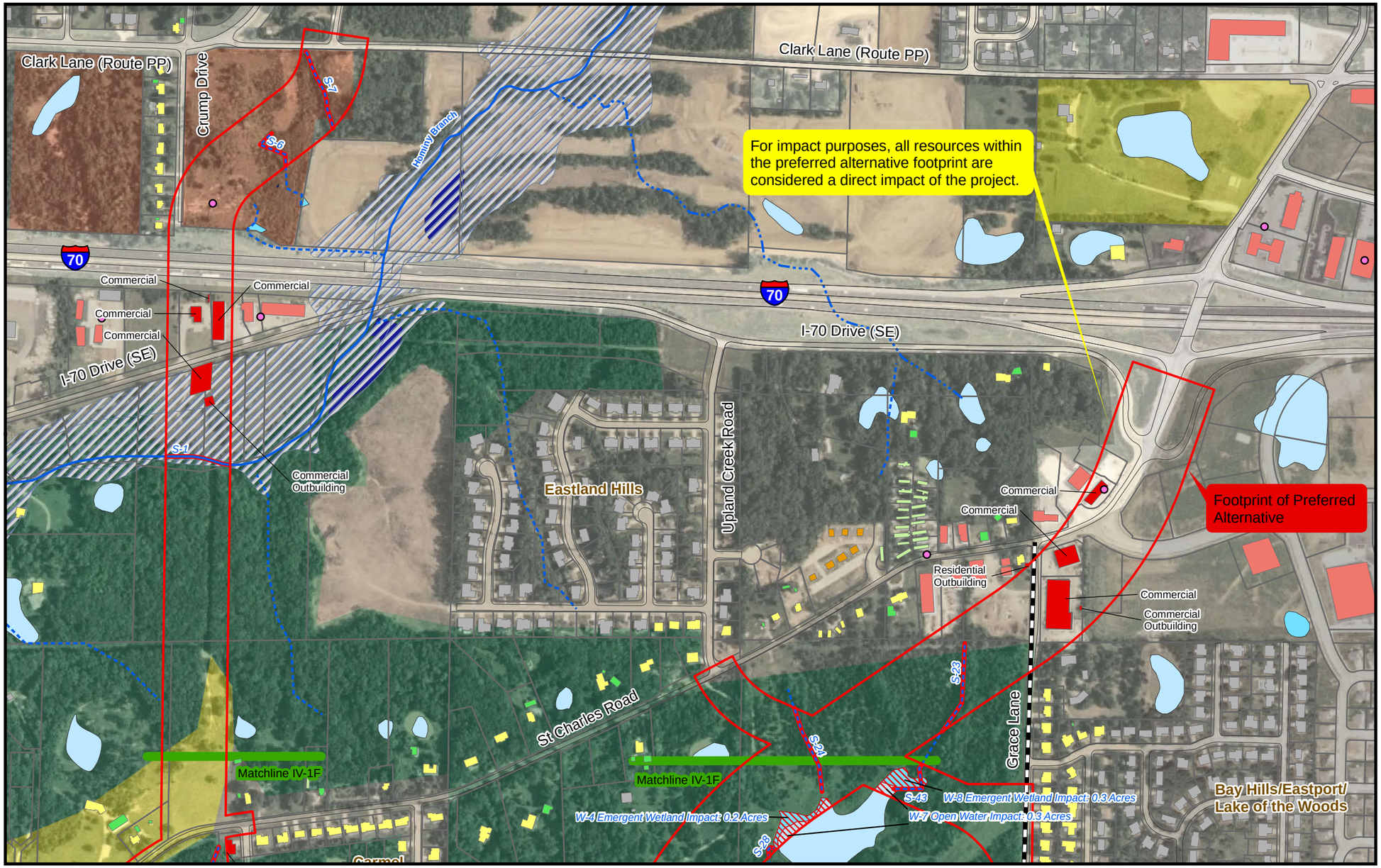
Exhibit IV-1G Preferred Alternative Impacts Map





Legend

- Sites Identified During ESA Screening
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- Parcel Boundary
- Structure Displacement
- 100 Year Floodplain
- Parks

Streams

- Ephemeral
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Wetlands and Ponds

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Land Use

- Agricultural/Row Crops
- Forest
- Grassland/Pasture
- Scrub/Shrub
- Urban
- Wooded Estate

N W E S

0 500 1,000 Feet

Exhibit IV-1G Preferred Alternative Impacts Map

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CHAPTER V: COMMENTS AND COORDINATION

This chapter focuses on the public involvement and agency coordination efforts associated with the EC-EIS.

Specifically, this chapter includes the following information:

1. Summarize the major outreach efforts used to arrive at the Preferred Alternative presented in the DEIS.
2. Discuss the outreach efforts conducted following the distribution of the DEIS, including the Public Hearing for the project and other associated events.
3. Present and discuss the public and agency comments that the DEIS outreach efforts produced.
4. Summarize the concurrence statements of the project partners.

A. Summary of Outreach Prior to the Distribution of the DEIS

The National Environmental Policy Act (NEPA) of 1969 established public and agency involvement as one of its fundamental principles to ensure the public is provided ample opportunities to participate extensively throughout the entire decision-making process for the project. The public involvement effort for the EC-EIS was led by the City of Columbia, Boone County, and MoDOT and sought input from all applicable resources, agencies, local and regional interest groups, property owners, and the general public[1].

The major outreach efforts implemented for the EC-EIS included the following:

- Public Involvement Plan
- Project Web Site
- Public Involvement Meetings
- Project Newsletters
- Federal and State Agency Collaboration
- Study Management Team Activities
- Presentations to the Metropolitan Planning Commission

[1] In addition, the public involvement effort was conducted in a manner consistent with the provisions of Section 6002 of SAFETEA-LU.

1. Public Involvement Plan

The Public Involvement Plan[2] was created in November 2005 and outlined the overall strategy and activities planned for the study. The Public Involvement Plan was updated throughout the project as necessary.

2. Project Web Site

One of the important elements of the Public Involvement Plan was the creation of a comprehensive project Web site (http://www.EastColumbiaEIS.com). The goal was to provide stakeholders with up-to-date information and an e-mail address (EastColumbiaEIS@ch2m.com) to obtain information about the project, ask questions, and provide input at any time. Throughout the study, the Web site was updated as new information became available.

3. Public Involvement Meetings

Public involvement meetings were held at key points in the alternatives development process. All meetings were conducted in an "open-house" format so participants could view information at stations staffed by study team members, discuss the project on a one-on-one basis with the study team, and provide direct feedback. **Table V-1** summarizes the Public Involvement Meetings conducted between September 2006 and January 2008.

TABLE V-1
Summary of Public Involvement Meetings between September 2006 and January 2008

Meeting	Date	Location	Meeting Purpose
Public Involvement Meeting #1	September 19, 2006	Lighthouse Community Church	Introduction and Delineation of the Purpose of the EC-EIS Study
Public Involvement Meeting #2	November 15, 2006	Elk's Lodge	Presentation of the Nine Conceptual Alternatives
Public Involvement Meeting #3	October 24, 2007	Elk's Lodge	Recommendation for the Reasonable Alternatives to Study Further
Drop-In Center	January 8, 2008	Boone County Government Center	Presentation of Detailed Depictions of Reasonable Alternatives to Address Public Concerns
Old Hawthorne Neighborhood Association	January 30, 2008	Old Hawthorne Club House	Requested Community Meeting

[2] The public involvement process proactively sought participation from all potentially affected stakeholders regardless of income, race, color, religion, national origin, sex, age, or disability.

4. Project Newsletters

A variety of printed materials were produced to communicate information to stakeholders. Two milestone documents were the project newsletters. These were produced and mailed to the project's mailing list of roughly 2,000 addresses. The newsletters contained important project information and were intended to broaden the outreach effort.

5. Federal and State Agency Collaboration

An Agency Coordination Plan was developed to ensure that interagency coordination on the EC-EIS Study was conducted in accordance with FHWA guidelines. The intent was to ensure the appropriate agencies were informed and had the opportunity to comment on the study. The development of the Agency Coordination Plan included the establishment of cooperating and participating agencies. Cooperating agencies are those federal agencies with jurisdiction by law (usually with permitting or land transfer authority). The USACE was designated as the only agency that would function as a cooperating agency in this study. Participating agencies are federal and nonfederal governmental agencies that may have an interest in the project because of their jurisdictional authority, special expertise, and/or statewide interest. Of the nine federal and state agencies that were invited by letter to participate, the U.S. Environmental Protection Agency (EPA), the National Resource Conservation Service (NRCS), and the Missouri Department of Natural Resources (MDNR) accepted.

The Agency Coordination Plan established collaboration points where input from the cooperating and participating agencies would be formally requested. The first collaboration point occurred on November 21, 2005 during the scoping process when the study team established the project's study area. The information gathered at this stage in the process was used in the preparation of alternatives. The second collaboration point was the circulation of the evaluation criteria matrix (on September 5, 2007) proposed to evaluate conceptual alternatives. Input received from the agencies was used to further screen and analyze the merits of each alternative under consideration. The third collaboration point was the circulation of information (on April 10, 2008) containing the recommended preferred alternative (SC-2A). Input received from the agencies reinforced that the project team's preliminary conclusion that SC-2A met the purpose and need and would minimize environmental impacts was reasonable. The fourth and fifth collaboration points are the circulation of the DEIS and FEIS, respectively.

6. Study Management Team Activities

The EC-EIS project involved the participation of the City of Columbia, Boone County, and MoDOT. These three entities entered into a partnering agreement to cooperatively undertake the EC-EIS. This agreement formalized the decision-making process that would be followed during the NEPA elements of the project. The main objective of the agreement was a commitment to consensus decision-making. The Partnering Agreement is contained in **Appendix C**.

The project team/study management team met regularly in person and by teleconference to keep each organization updated and engaged as the project progressed. At each meeting,

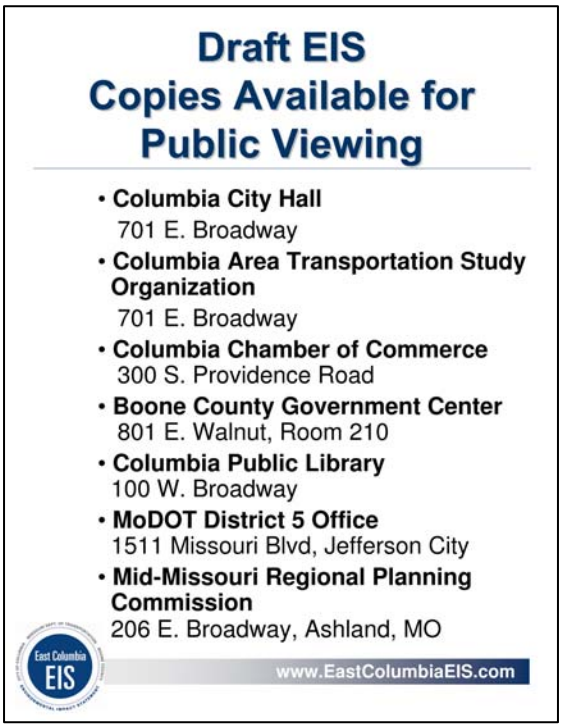
the group reviewed the latest technical information, public and agency input, and emerging evaluation of each alternative, and identified the next steps in the process.

7. Presentations to the Region's MPO

The CATSO is the region's Metropolitan Planning Organization (MPO). The study team made presentations to the CATSO Technical Committee on May 7, 2008 and to the CATSO Coordinating Committee on May 22, 2008. Both presentations were designed to provide CATSO members with updates on study progress and to seek direction or input. In both cases, CATSO committee members asked for general clarifications to the materials presented and on how conclusions were to be reached. Questions on the next steps in the process were also common. No objections were raised pursuant to the CATSO presentations.

B. Outreach Following the Distribution of the DEIS

On April 3, 2009, the DEIS for the EC-EIS project was made available for review.[3] The legal notice and the Notice of Availability from the Federal Register are contained in **Appendix F**. The DEIS was distributed to federal, state, and local governmental regulatory and administrative entities, in accordance with MoDOT and FHWA guidelines. Nearly 35 copies of the DEIS were distributed. Copies were also made available at seven locations for public viewing. Electronic copies of the DEIS were also available at the project's Web site. The document review period was set for April 3, 2009 through May 18, 2009. The Public Hearing was scheduled for April 30, 2009.



The major outreach efforts implemented for the EC-EIS following the distribution of the DEIS included the following:

- Web Site Updates
- Project Newsletter
- Newspaper Display Advertisements
- Press Releases
- Online Public Hearing
- Public Hearing

[3] The DEIS presented the project's Preferred Alternative, which is the alternative that best accomplishes the purpose and need for the proposed action, while avoiding, minimizing, or mitigating the impacts to the social and natural environment. Following the publication of the DEIS, the EC-EIS project undertook a number of outreach, circulation, and coordination efforts in order to access the appropriateness of the Preferred Alternative. Notwithstanding the identification of a Preferred Alternative, all reasonable alternatives presented in the DEIS remain under consideration through the public hearing and DEIS review and comment period.

1. Web site Updates

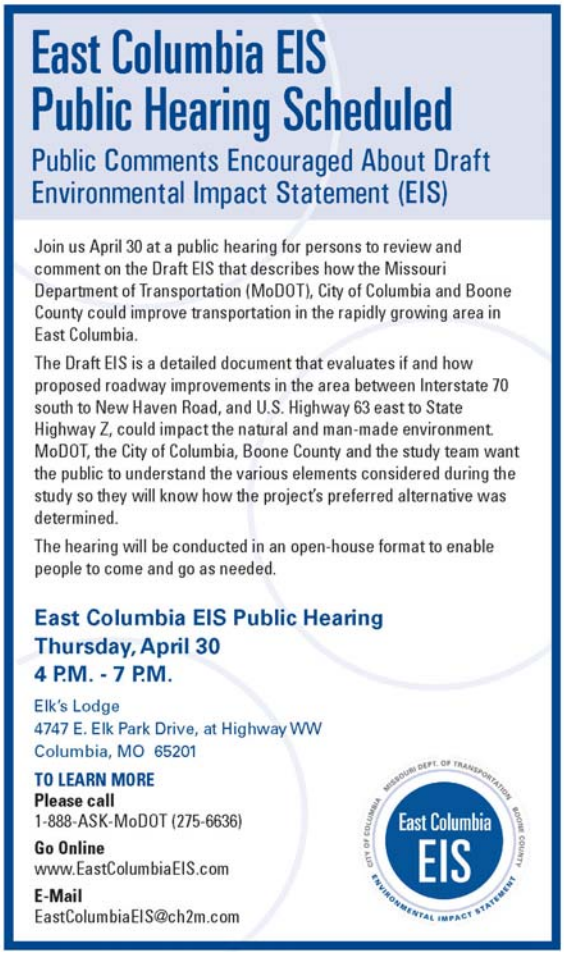
With the distribution of the DEIS, the project Web site was significantly redesigned to provide all relevant project data available online. The DEIS was added as a file accessible for viewing or download from the site, and the section for Frequently Asked Questions was updated to include the pertinent items related to the DEIS, the upcoming Public Hearing, and the steps leading to an ROD. Preparations for the online Public Hearing were also provided.

2. Project Newsletter

A third project newsletter was produced and mailed to the project's mailing list of roughly 2,000 addresses. Similar to the Web site update, the major topics included the availability of the DEIS, the Public Hearing, and the steps leading to the ROD.

3. Newspaper Legal and Display Advertisements

On March 27, 2009, a legal notice was published in the paper of record. The *Columbia Daily Tribune* is the paper of record for the City of Columbia and Boone County. A newspaper display advertisement was also published in the *Columbia Daily Tribune*. Information contained in the display advertisement focused on the Public Hearing.



East Columbia EIS
Public Hearing Scheduled

Public Comments Encouraged About Draft Environmental Impact Statement (EIS)

Join us April 30 at a public hearing for persons to review and comment on the Draft EIS that describes how the Missouri Department of Transportation (MoDOT), City of Columbia and Boone County could improve transportation in the rapidly growing area in East Columbia.

The Draft EIS is a detailed document that evaluates if and how proposed roadway improvements in the area between Interstate 70 south to New Haven Road, and U.S. Highway 63 east to State Highway Z, could impact the natural and man-made environment. MoDOT, the City of Columbia, Boone County and the study team want the public to understand the various elements considered during the study so they will know how the project's preferred alternative was determined.

The hearing will be conducted in an open-house format to enable people to come and go as needed.

East Columbia EIS Public Hearing
Thursday, April 30
4 P.M. - 7 P.M.

Elk's Lodge
4747 E. Elk Park Drive, at Highway WW
Columbia, MO 65201

TO LEARN MORE
Please call
1-888-ASK-MoDOT (275-6636)
Go Online
www.EastColumbiaEIS.com
E-Mail
EastColumbiaEIS@ch2m.com

4. Press Releases

On March 30, 2009, MoDOT issued a press release announcing the availability of the DEIS and the specifics of the Public Hearing held on April 30, 2009.

5. Online Public Hearing

As a supplement to the Public Hearing, the project Web site was set up for an online version of the Public Hearing. All Public Hearing materials were provided and the option to comment online (between April 30 and May 18, 2009) was made available at http://www.EastColumbiaEIS.com.

6. Public Hearing

On April 30, 2009, the Public Hearing was held to provide another venue for public review and comment on the DEIS. Roughly 110 people attended the event, and local government representatives and the news media were in attendance. The open-house format allowed individuals to review the work presented and to participate in one-on-one discussions of the project with the project team.

The Public Hearing was presented in an open house format with a handout and display boards guiding attendees through the history of the project and the analysis and findings of the study. All reasonable alternatives were presented. Additional display boards identified the Preferred Alternative along with the analysis that led the study team's identification of the Preferred Alternative. Copies of the DEIS, aerial maps of the project area, depictions of the reasonable range of alternatives and the Preferred Alternative, impact summaries, and schedule information were also presented.

Opportunities to provide comments were afforded at the hearing through written and oral methods. Stakeholders were also encouraged to provide comments after the hearing by mail, e-mail, or online through the project Web site and/or the online Public Hearing.

The comment period officially closed on May 18, 2009. The Public Hearing transcript is contained in the project's Technical File.

C. Public and Agency Comments Since the DEIS

This section summarizes the comments received regarding the DEIS. Overall, the Preferred Alternative was well received. Nevertheless, support for other solutions to the transportation problems that affect eastern Columbia exists. The review process provided the opportunity to investigate particular concerns and details associated with the Preferred Alternative. These issues are also addressed within the FEIS as the "Clarifications to the DEIS" that are included in each of the chapters.

The input received during the public involvement activities conducted following the distribution of the DEIS are organized into the following categories:

- Public Hearing Comments
- Agency Review Comments
- DEIS Review Comments

1. Public Hearing Comments

a. Online Public Hearing (April 30 to May 18)

To provide another opportunity for the public to participate in a Public Hearing for the EC-EIS, an online Public Hearing was hosted from the project Web site. All Public Hearing materials were available online. Various methods (phone, e-mail, and post) were available for providing input. Between April 30 and May 18, 2009, a total of 150 visits were made to the online Public Hearing (input was received from two of these visits). A summary of the input received from the online Public Hearing is provided below.

Support for the Preferred Alternative
Both of the online respondents expressed the opinion that the Preferred Alternative was the appropriate design solution. The utility of the expressway connection between US-63 and I-70 was commonly referenced.

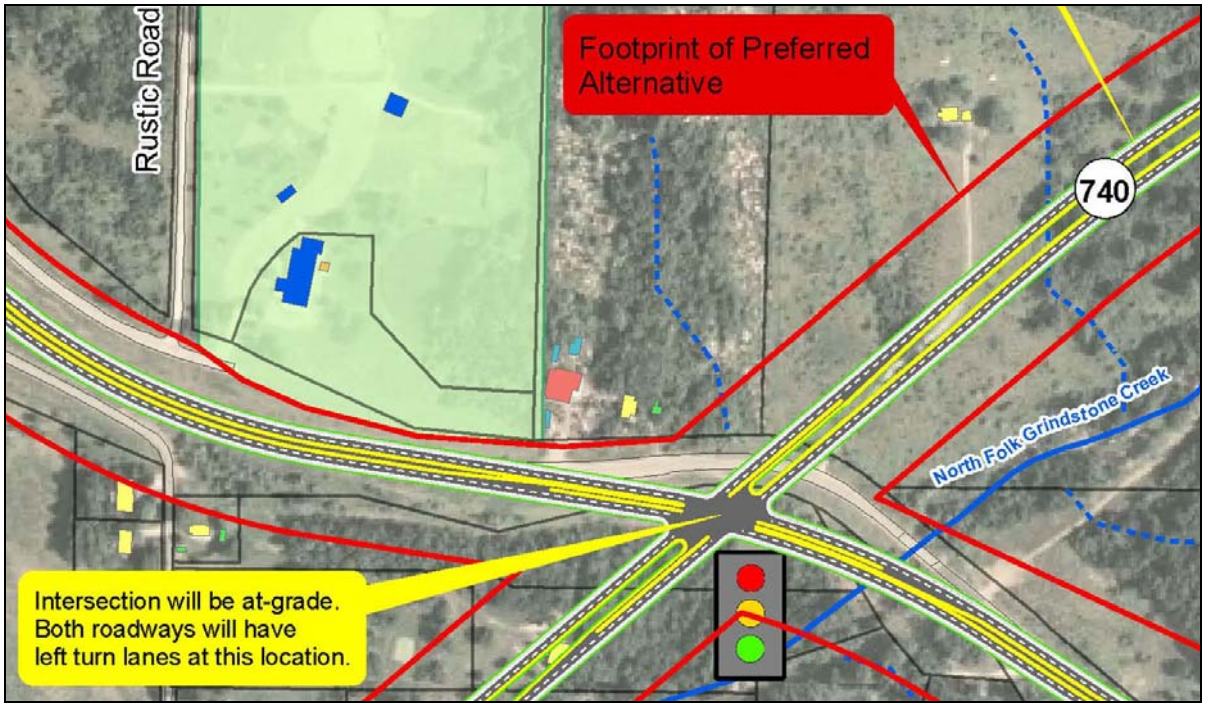
Noise Barriers
The potential need to examine noise barriers as a means to mitigate highway noise was expressed.

An environmental commitment of this EIS is the application of MoDOT's Noise Policy. When appropriate, possible noise abatement methods and locations will be presented and discussed with the benefited residents during the preliminary design phase. Noise abatement measures deemed reasonable, feasible, and cost effective will be considered.

Intersection of Stadium Boulevard (Route 740) with Route WW
The specifics regarding how various proposed improvements were often discussed by stakeholders at the public meetings and in the written comments.

Study team members clarified questions raised at the Public Hearing in one-on-one discussions with stakeholders. The specific concerns with this specific comment related to left-turn movements at the intersection of Stadium Boulevard with Route WW.

FIGURE V-1
Depiction of Left-turn Lanes at the Stadium Boulevard/Route WW Intersection

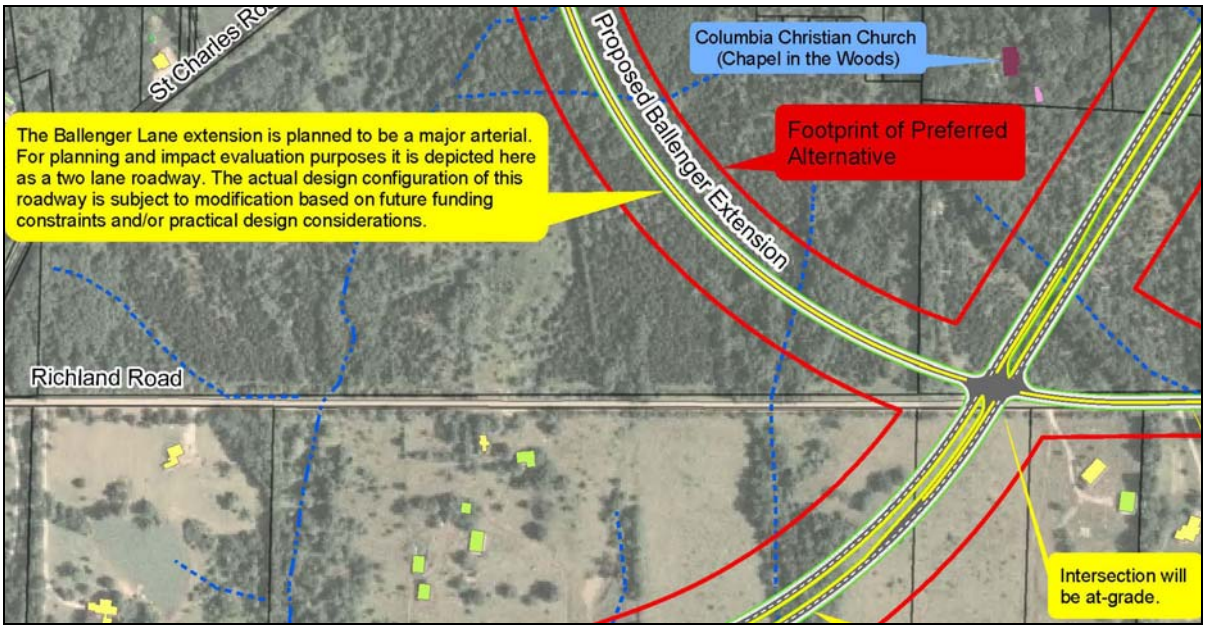


The intersection of Stadium Boulevard with Route WW will be a signalized intersection with left-turn lanes at each leg of the intersection. Traffic projections, using CATSO's regional traffic model, indicate that this configuration will operate adequately through at least the design year of 2030.

Intersection of Stadium Boulevard (Route 740) with Richland Road
A number of stakeholders commented on the intersection of Route 740 and Richland Road.

Stadium Boulevard, Richland Road, and the Ballenger Lane Extension intersect at a single intersection under the Preferred Alternative. There will be left-turn lanes along Stadium Boulevard. The decision regarding signalization of this intersection will be re-examined during the detailed design process. Current data indicates that it would not be required for adequate operation through the design year 2030.

FIGURE V-2
Depiction of Stadium Boulevard/Richland Intersection



Accommodation of Bicycles and Pedestrians
The need for the new roadway to accommodate bicycles and pedestrians safely was articulated in many of the stakeholder's comments.

Not only was the capability of the alternatives to accommodate bicycle/pedestrian uses a factor in the selection of the Preferred Alternative, but this project incorporates the following commitment:

> *The final design process will include review and design of appropriate facilities based on existing and projected land use. The current presence of housing, schools, parks, and commercial uses along the corridors, and the expectation of similar future development, indicate a potential need for bike and pedestrian accommodations. An environmental commitment of this project is coordination with the City of Columbia and Boone County in the development of a user-appropriate final design.*

b. Public Hearing (April 30) and Post Public Hearing Comments (April 30 to May 18)

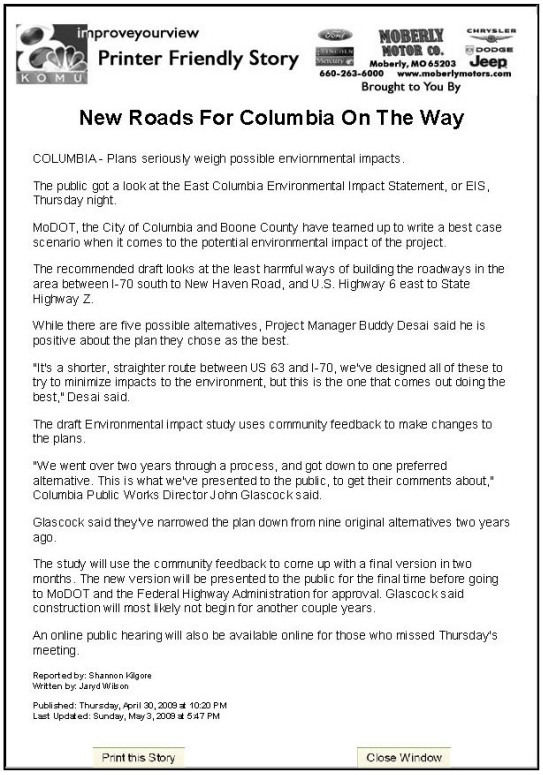
The open house Public Hearing generated much discussion on the alternatives and their impacts. Twenty-nine written comments and one oral comment were received at the open house Public Hearing. In addition to this, eight comments were received by mail prior to the close of the comment period on May 18. This section will summarize the input received

during the open house Public Hearing as well as the comments received by mail. Each issue raised during the online Public Hearing was reiterated in these comments—including the support of the large majority of attendees for the Preferred Alternative.

Impacts Resulting from the Ballenger Lane Extension
A number of affected stakeholders expressed concern with the impacts resulting from the Ballenger Lane Extension.

As discussed in **Summary Section G – Important Issues**, the appropriateness of a Ballenger Lane Extension has been investigated throughout the development of the EC-EIS. Contained in the CATSO Major Roadway Plan since 1997, the Ballenger Lane Extension was determined to not be essential to the EC-EIS. However, potential local benefits led to the agreement that if a Ballenger Lane Extension was included in the project's Preferred Alternative, it would be processed and financed solely as a local project.

FIGURE V-3
Example of Media Coverage of the Public Hearing



A number of comments were received on the Ballenger Lane Extension. These comments were about typical property owner concerns regarding relocations, encroachments, and diminution of property values. The individuals were generally supportive of the project, but not of the proposed Ballenger Lane Extension. Coordination with the affected community will be essential for the successful completion of this element of the EC-EIS.

Relocation/Property Acquisition Concerns
Even though the Preferred Alternative minimizes the need for property acquisitions and relocations, it is estimated that 37 structures will be displaced (14 residences) and 275 acres of private property will be acquired. All relocation actions will be conducted in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, as amended (49 Code of Federal Regulations 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 for determining just compensation to be offered to the owner of the property to be acquired. In addition to compensation, homeowners and business owners will be eligible for relocation assistance. The definitive source of relocation information is contained in Section 236.8 of the *MoDOT Engineering Policy Guide* (http://epg.modot.mo.gov). A copy of *Pathways for Progress – Land Acquisition for Transportation Improvements (Property Owners Guide)* is contained in **Appendix G**.

Future Expansion
Comments on the ability of the proposed improvements to accommodate Columbia's needs beyond the design year 2030 were expressed.

Within the context of the input, future expansion involves examining the needs of the area beyond the 30-year planning horizon used during the EC-EIS. This notion was considered and ultimately rejected. The costs of a more expansive set of improvements to address needs beyond the 30-year horizon would be very high. Additionally, the budgeting for a larger set of improvements would require the identification of near-term and long-term elements, eliminating any real possibility of a comprehensive approach. Additionally, the ability to accurately predict conditions beyond 30 years is difficult.

A concept related to expansion, *phased construction*, is worth noting. The scheduling of the individual project elements will be developed based on available resources in accordance with the processes outlined in the *MoDOT Engineering Policy Guide*. This may include phased construction. For example, the ultimate development of an expressway can be done in phases—perhaps a traditional two-lane facility will be initially constructed with consideration for later modifications to add capacity and access improvements as warranted.

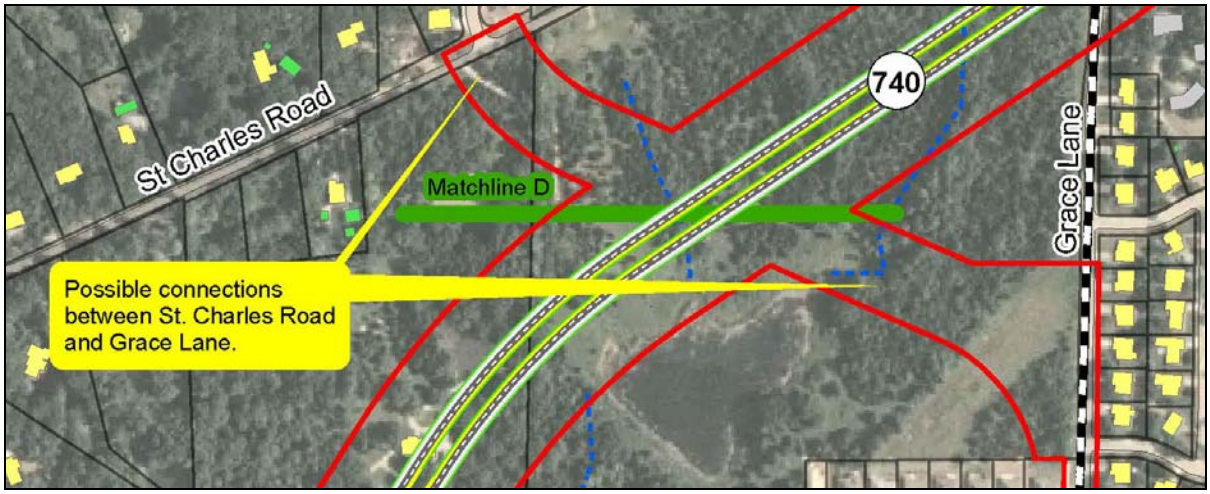
Existing Richland Road/St. Charles Road Intersection
More information on the future plans for the existing intersection of Richland Road and St. Charles Road was requested.

The Preferred Alternative provides no recommendations regarding the configuration of this intersection. The alternatives analysis concluded it was a crash hotspot. Given the configuration of the Preferred Alternative, it is clear that this intersection could be removed without significant system impact. During the Public Hearing, comments suggesting the closure of the intersection as well as requests to retain it were expressed. This issue will be examined during the design process.

Grace Lane Connection to Route 740 Extension and St. Charles Road
A number of comments noted concern over increased traffic on Grace Lane should a connection to the Route 740 Extension and St. Charles Road be constructed.

The Preferred Alternative allows for a possible connection between St. Charles Road, the Route 740 extension, and Grace Lane. Residents in the vicinity of Grace Lane are concerned that this connection will be detrimental to their neighborhoods. Improvements to Grace Lane are under consideration by others. The area was included in the project footprint to allow for the connection, if warranted. It is not a required element of the system. The decision on whether this connection is constructed will be made in the future based on need.

FIGURE V-4
Preferred Alternative at Grace Lane



Preference for Reasonable Alternative RR-2B
Reasonable Alternative RR-2B, which extends Route 740 to the Route Z interchange at I-70, was viewed as a superior alternative by a minority of stakeholders.

The perceived advantages included its use of a relatively unpopulated corridor, its minimization of the alterations of the existing local roadway system, and its perceived ability to better accommodate growth further into the future.

Most stakeholders supporting Reasonable Alternative RR-2B did not necessarily find faults with the Preferred Alternative. Ultimately, the value of its closer conformance with the Major Roadway Plan (MRP), its avoidance of new major stream crossings, its minimization of residential relocations, its lower total construction cost, and its smaller project footprint led to the selection of Alternative SC-2A as the preferred alternative.

2. Agency Review Comments

On April 3, 2009, the DEIS was distributed to federal, state, and local governmental regulatory and administrative entities, in accordance with MoDOT and FHWA guidelines. This section summarizes the agency review comments received after the distribution. Copies of agency responses are contained in **Appendix H**.[4]

The United States Environmental Protection Agency
The EPA rates its reviews of NEPA documents. The DEIS for the EC-EIS was rated as a Lack of Objections (LO). An LO rating denotes that it has not identified environmental impacts requiring substantive changes to the proposal.

The EPA did provide an update to the status of the Grindstone Creek and the Federal Water Pollution Control Act – Section 303(d). This update is clerical (see **Chapter III.B.2**). It also reiterated EPA's role in the Clean Water Act – Section 404.

[4] There has been extensive agency coordination throughout the EC-EIS. **DEIS Appendix F** contains the Agency Coordination Plan and **DEIS Appendix E** contains all agency correspondence.

The Missouri Federal Assistance Clearinghouse
In accordance with state clearinghouse requirements, state and local agencies potentially affected by this project participated in a review. None of the agencies involved in the review had comments or recommendations.

The Natural Resources Conservation Service
The NRCS clarified its role in administering the Farmland Protection Policy Act (FPPA) as well as its role in helping U.S. Department of Agriculture (USDA) program participants with minimizing wetland impacts. On August 8, 2008, FPPA coordination with the NRCS concluded that the EC-EIS will result in "no further loss of prime or important farm land."

Regarding wetland impacts, an environmental commitment of this project (see **Summary Section J**, Item 6) is to coordinate with the USACE to ensure compliance with Sections 401 and 404 of the Clean Water Act. This will ensure impacts to streams, wetlands, and other waters of the United States are addressed during the design process.

The U.S. Army Corps of Engineers
The USACE offered minor clarifications to the explanation of the Clean Water Act in the DEIS. For instance, mitigation under Section 404 of the Clean Water Act should be understood as a technique that is solely intended "to restore and maintain the chemical, physical, and biological integrity of the Nation's waters, including wetlands."

The Federal and State Emergency Management Agencies (FEMA/SEMA)
Although they supplied no formal comments, conversations with staff indicated that they felt the document was thorough and well written.

Missouri Department of Natural Resources (MDNR)
The MDNR identified the need to comply with the Clean Water Act. They also noted the possibility of undocumented hazardous waste sites and urged project planners to be aware of this possibility.

3. DEIS Review Comments

The distribution of the DEIS resulted in two detailed comment letters from individual opponents to all or some of the Preferred Alternative. This section will review the issues that these letters raise. The project team has followed up with each of these individuals to discuss their particular issues, which mostly dealt with individual property impacts.

Changing Traffic Patterns
The commenter recommended the rejection of the Preferred Alternative due to regional traffic pattern changes that fundamentally change the transportation problems that face East Columbia.

Land use changes in Columbia and the development of other roadways (such as the Grindstone Parkway), the author suggests, make the extension of Stadium Boulevard to I-70 unnecessary.

One of the important guiding elements for the EC-EIS was existing planning, such as the MRP. The trends that the commenter describes would require the fundamental revision to the region's planning documents. The EC-EIS has been developed through a collaborative

process with all of the major entities with responsibilities for transportation planning (MoDOT, City of Columbia, Boone County, and CATSO). All have issued formal recommendations in support of the Preferred Alternative.

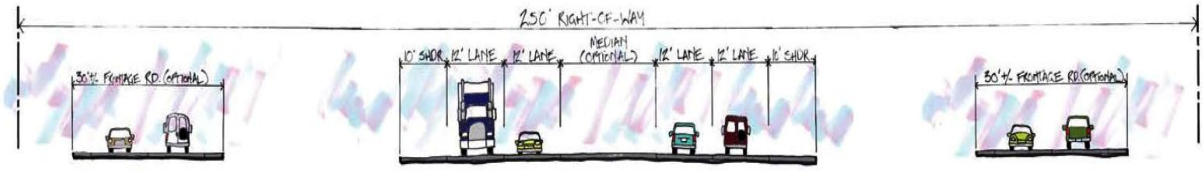
Woodland Avoidance
The extension of Stadium Boulevard from US-63 to Route WW will traverse a relatively large area of woodlands. A western realignment to minimize woodland impacts was suggested.

Alternative configurations were examined during the development of reasonable alternatives, including a western alignment. The Preferred Alternative minimizes overall impacts. Using a western alignment large enough to traverse the suggested pasture land would result in higher residential displacements (both north and south of Route WW), the bisection of American Legion Park, and a substantial impact to the existing auto salvage business.

Configuration of Expressway
The commenter noted that the expressway (the extension of Stadium Boulevard) should be designated as a greenway. The Preferred Alternative proposes the typical cross section that will allow ample capacity to design the expressway with beneficial aesthetic enhancements.

Figure V-5 depicts the major elements of the expressway design. This typical section was developed based on current MoDOT and City of Columbia design guidelines. Typical sections were primarily used for the establishment of an appropriate footprint for use in the impact evaluation process. The actual design configurations of all roadways are subject to modification based on future funding constraints, stakeholder input, and practical design considerations.

FIGURE V-5
Typical Cross Section for Stadium Boulevard Extension



MO 740 Extension
(Expressway)

Ballenger Lane Extension
As discussed in Chapter V.C.1.b, the issue of the Ballenger Lane Extension generated both positive and negative comments. A number of those comments showed disagreement on its effectiveness. For example, one commenter believed it will provide local connectivity benefits, while another commented that they oppose it due to the property impacts it would require. As noted earlier, the potential local benefits led to the agreement that the Ballenger Lane Extension would be included in the project's Preferred Alternative, and that it would be processed and financed solely as a local project.

Environmental Justice
One commenter inquired whether Environmental Justice would apply to businesses owned by women.

Executive Order 12898 directs federal and state agencies to incorporate Environmental Justice as part of their mission by identifying and addressing the effects of all programs, policies, and activities on minority and low-income populations. Based on the available data, no identifiable minority populations covered by Executive Order 12898 exist within the EC-EIS study area.

Executive Order 12898 and the DOT/FHWA Orders on Environmental Justice address persons belonging to any of the following groups:

- Black
- Hispanic
- Asian
- American Indian and Alaskan Native
- Low Income
- Native Hawaiian or Other Pacific Islander

Property Acquisition
A number of affected property owners expressed concerns about impacts to their property and the property acquisition process.

All relocation actions will be conducted 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 for determining just compensation offered to the owner for the property to be acquired. In addition to compensation, homeowners and business owners will be eligible for relocation assistance. The definitive source of relocation information is contained in Section 236.8 of the *MoDOT Engineering Policy Guide* (http://epg.modot.mo.gov). A copy *of Pathways for Progress – Land Acquisition for Transportation Improvements (Property Owners Guide)* is contained in **Appendix G**.

Construction Impacts
Questions about construction impacts were included in a number of the comments received.

Many of the potential concerns regarding construction impacts are incorporated into this document through its environmental commitments (see **Summary Section J**), for example:

- Best management practices will be implemented to minimize soil erosion and sedimentation (Commitment 7).
- If encountered during construction, appropriate study and remediation of hazardous waste sites will be performed (Commitment 9).
- Dust control during construction will be performed in accordance with MoDOT's standard methods (Commitment 10).

- To reduce the impacts of construction noise, MoDOT has special provisions in its construction contracts (Commitment 11) that will be followed.

Consistency with Transportation Planning Goals
Discussion on the consistency of the improvements with transportation planning goals was requested.

Many of the potential concerns regarding the final development of the EC-EIS are incorporated into this document through its environmental commitments (see **Summary Section J**), for example:

- Relocation assistance will be provided for all businesses, nonprofit organizations, and residents that must be relocated (Commitment 1).
- An appropriate maintenance of a traffic plan will be developed and implemented for the project (Commitment 3).
- The design process will include periodic consultation with utility owners to ensure compatibility (Commitment 4).
- During the final design process, MoDOT will consider options to minimize new right-of-way acquisition (Commitment 5).
- The final design process will include the review and design of appropriate facilities based on existing and projected land use (Commitment 14).
- The development and construction of the Ballenger Lane Extension is entirely a locally sponsored project. However, all of the policies, restrictions, and commitments that affect the other components of the Preferred Alternative, apply to the Ballenger Lane Extension. To assist the local project team, a MoDOT-supplied advisor will be made available to assist with the "local" development of this project (Commitment 16).

Terrestrial and Aquatic Impacts
Concerns related to potential impacts to terrestrial and aquatic resources were expressed.

Many of the potential concerns regarding terrestrial and aquatic impacts are incorporated into this document through its environmental commitments (see **Summary Section J**), for example:

- Compliance with the Clean Water Act (Commitment 6).
- Coordination with the administrators of the American Legion Park to avoid impacts (Commitment 13).
- Noise abatement measures deemed reasonable, feasible, and cost effective will be considered (Commitment 15).
- Lighting systems are intended to optimize light on the road surface while minimizing light intruding on adjacent properties (Commitment 17).

D. Concurrence of the Project Partners

Because of its complexity, a multi-component project team was assembled to investigate the needs and propose solutions for the EC-EIS project. The project team included MoDOT, the City of Columbia, and Boone County. A partnering agreement (**Appendix C**) guided the three parties in working together cooperatively to fulfill NEPA requirements associated with this project.

The Columbia City Council's resolution endorsing the Preferred Alternative, the Boone County Commission's letter supporting the Preferred Alternative, and CATSO' letter endorsing the Preferred Alternative are contained in **Appendix I**.

CHAPTER VI:
FEIS DISTRIBUTION LIST

A. Federal Agencies

U.S. Environmental Protection Agency
Office of Federal Activities
NEPA Compliance Division
EIS Filing Section
Ariel Rios Bldg., Room 7220
1200 Pennsylvania Avenue, NW
Washington, D.C. 20044

Mr. Kevin Ward, Division Administrator
Federal Highway Administration
Missouri Division
3220 W. Edgewood, Suite H
Jefferson City, Missouri 65109
Attn: Peggy Casey

Mr. Joe Cothern
U.S. Environmental Protection Agency, Region 7
901 N. 5th Street
Kansas City, Kansas 66101

Director
Office of Environmental Policy and Compliance
U.S. Department of Interior
Main Interior Bldg (MS 2462)
1849 "C" Street, N.W., Room 2340
Washington, D.C. 20240

Environmental Review
Great Plains Support Office
National Park Service
1709 Jackson Street
Omaha, Nebraska 68102-2571

Mr. Paul F. Mohr
U.S. Department of Housing and Urban Development
CPD Office of Environment and Energy
400 State Avenue, Room 200
Kansas City, Kansas 66101

Bridge Administrator
U.S. Coast Guard, Bridge Branch
Eighth Coast Guard District
1222 Spruce Street
St. Louis, Missouri 63103-2832

Mr. Harold Deckerd
U.S. Department of Agriculture
Natural Resources Conservation Service
601 Business Loop 70 West
Parkade Center, Suite 250
Columbia, Missouri 65203-2546

Mr. Mark Frazier
Chief, Regulatory Branch
U.S. Army Corps of Engineers
601 E. 12th Street
Kansas City, Missouri 64106

Mr. James Pointer
Regulatory Project Manager
U.S. Army Corps of Engineers
221 Bolivar Street, Suite 103
Jefferson City, Missouri 65101

Mr. Charlie Scott, Field Supervisor
U.S. Fish & Wildlife Service
101 Park De Ville Dr., Suite A
Columbia, Missouri 65203-0007

Ms. Joan Roeseler
Federal Transit Administration
901 Locust Street
Suite 404
Kansas City, Missouri 64106

Federal Aviation Administration
Regional Office Building, Central Region
901 Locusts St.
Kansas City, Missouri 64106
Attn: Christopher Blum

B. State Agencies

Mr. Shannon Cave
Missouri Department of Conservation
PO Box 180
2901 W. Truman Road
Jefferson City, Missouri 65109

Ms. Jane Beetem
Missouri Department of Natural Resources
PO Box 176
205 Jefferson City, Missouri 65102
Jefferson City, Missouri 65102

Missouri Emergency Management Agency
P.O. Box 116
2302 Militia Drive
Jefferson City, Missouri 65101

Ms. Sara Vanderfeltz
Missouri Federal Assistance Clearinghouse
Office of Administration
State Capital Building, Room 125
P.O. Box 809
Jefferson City, Missouri 65102

Missouri Department of Economic Development
301 High Street
P.O. Box 1157
Jefferson City, Missouri 65102

Matt Burcham
Missouri Department of Transportation
105 W Capitol Street
P O Box 270
Jefferson City, Missouri 65102

C. Local Government Agencies

CATSO
City of Columbia, Missouri
701 E Broadway
P.O. Box 6015
Columbia, Missouri 65205

Mr. Ken Pearson
Boone County Presiding Commissioner
Boone County Government Center
801 E. Walnut, Room 143
Columbia, Missouri 65201-7733

Mr. John Glascock
Public Works Director
City of Columbia 701 E Broadway
P.O. Box 6015
Columbia, Missouri 65205

D. Elected Officials

Governor Jay Nixon
Office of the Governor
Room 216, State Capitol Building
Jefferson City, Missouri 65101

U.S. Senator, Christopher Bond
911 Main, Suite 2224
Kansas City, MO 64105

U.S. Senator, Claire McCaskill
5850 Delmar Blvd.
St. Louis, MO 63114

U.S. Congressman, Blaine Luetkemeyer
3610 Buttonwood Drive, Suite 200
Columbia, Missouri 65201

Boone County State Senator

Senator Kurt Schaefer
District 19
State Capitol Building, Room 226
Jefferson City, MO 65101

Boone County State Representatives

Steve Hobbs
District 21
201 West Capitol Avenue
Room 206A
Jefferson City, Missouri 65101

Stephen Webber
District 23
201 West Capitol Avenue
Room 106A
Jefferson City, Missouri 65101

Chris Kelly
District 24
201 West Capitol Avenue
Room 106B
Jefferson City, Missouri 65101

Mary Still
District 25
201 West Capitol Avenue
Room 101H
Jefferson City, Missouri 65101

E. Copies Available for Public Viewing

City of Columbia
City Hall
701 East Broadway
P.O. Box 6015
Columbia, Missouri 65205

CATSO
City of Columbia, Missouri
701 E. Broadway
P.O. Box 6015
Columbia, Missouri 65205

Columbia Chamber of Commerce
300 South Providence Road
P.O. Box 1016
Columbia, Missouri 65205-1016
Phone: (573) 874-1132

Boone County Government Center
801 E. Walnut, Room 210
Columbia, Missouri 65201-7730

Columbia Public Library
100 West Broadway
Columbia, Missouri 65203

MoDOT District 5 Office
1511 Missouri Blvd
Jefferson City, Missouri 65109

Mid-Missouri Regional Planning Commission
206 East Broadway
Ashland, Missouri 65010

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APPENDICES

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Appendix A
Safety and Accident Data

The National Environmental Policy Act (NEPA), 42 U.S.C. §§ 4321-4370f, requires that the analysis of the proposed project must consider and discuss its effects and impacts on mankind, on plants, animals, resources, and the natural world in general. One of the key elements to be discussed in any NEPA analysis of a proposed highway project is its effects and impacts on the safety of those who use those highways. However, Congress has recognized that even while this document summarizes and presents traffic accident and safety information for the general benefit of the public, pursuant to federal law, some people may attempt to use the information to establish federal, state, or local liability in lawsuits arising from highway accidents. Congress has enacted a law, 23 USC Section 409, which prohibits the discovery or use, in litigation, of highway accident and safety data, developed under federal law to make highway safety improvements. Congress's rationale is obvious: the safety data was compiled and collected at their request, to help prevent future accidents, injuries, and death on our nation's highways. If that information can be used in expensive damage suits, then the millions of dollars that litigation may cost the Missouri Department of Transportation (MoDOT) and local governments will not be available for their use to make Missouri's highways safer. The collection of this safety data should be encouraged, not discouraged.

Traffic accident statistics and safety data are compiled, presented, and summarized in portions of this NEPA document. Where noted in an introductory footnote to a segment of this document, the discussions, reports, lists, tables, diagrams and data presented throughout that chapter, unit, section or subsection were compiled or collected for the purpose of identifying, evaluating or planning the safety enhancement of potential accident sites or hazardous roadway conditions pursuant to federal law. Thus, that information and its supporting reports, schedules, lists, tables, diagrams and data are not subject to discovery, and they are prohibited by federal law (23 USC § 409) from being admitted into evidence in a federal or state court proceeding, or from being considered for other purposes, in any action for damages arising from an occurrence on the highways, intersections or interchanges discussed in this document.

Appendix B
List of Preparers

Appendix B: List of Preparers and Reviewers

This document was prepared by CH2M HILL under the direction of the Missouri Department of Transportation, City of Columbia, and Boone County. The following individuals were directly involved in the preparation of the EC-EIS in the capacity indicated.

Name and Years of Experience	Title	Education	Primary Responsibility
FEDERAL HIGHWAY ADMINISTRATION			
Peggy Casey, PE	Environmental Projects Team Leader	B.S., Civil Engineering University of Wisconsin 33 years of experience	• Document Review
MISSOURI DEPARTMENT OF TRANSPORTATION			
Mike Dusenberg, PE	District 5 Planning Manager	B.S., Civil Engineering University of Missouri 19 years of experience	• Study Coordination • Document Review
Matt Burcham	Environmental Process and Policy Specialist	B.S., Agriculture Kansas State University 16 years of experience	• Environmental Analysis • Document Review
Kristin Gerber	Community Relations Manager	M.S., Corporate Communication, B.A., Mass Communication 14 years of experience	• Public Involvement • Document Review
Kathy Harvey, PE	State Design Engineer	B.S., Civil Engineering, University of Missouri 19 years of experience	• Document Review
Tim Redmond, PE	Design Liaison Engineer	B.S., Civil Engineering, University of Missouri M.S., Engineering Management, University of Missouri 24 years of experience	• Document Review
Toni Prawl, Ph.D.	Senior Historic Preservation Specialist	Ph.D., Department of Art History, University of Missouri, M.A., Housing and Interior Design, University of Missouri 16 years of experience	• Historic Preservation • Document Review
Larry Ayres	Senior Historic Preservation Specialist	M.A. Anthropology, University of Arkansas 16 years of experience	• Historic Preservation • Document Review

Name and Years of Experience	Title	Education	Primary Responsibility
BOONE COUNTY			
David Mink, PE	Boone County Public Works Director	Master of Public Administration, University of Kansas M.S., Civil Engineering, University of Missouri B.S., Civil Engineering, University of Missouri 32 years of experience	• Study Coordination • Document Review
Thad Yonke	County Planner	Masters of Community Planning, Auburn University Bachelor of Architecture, Auburn University 19 years of experience	• Study Coordination • Document Review
CITY OF COLUMBIA			
John Glascock	Columbia Director of Public Works	B.S., Civil Engineering, University of Missouri 18 years of experience	• Study Coordination • Document Review
David Nichols, PE	Columbia Chief Engineer	B.S., Civil Engineering, University of Missouri 24 years of experience	• Study Coordination • Document Review
CH2M HILL			
Buddy Desai, PE	Consultant Project Manager	M.S., Civil Engineering, University of Wisconsin B.S., Civil Engineering, University of Wisconsin 18 years of experience	• Project Management • Document Preparation • Public Involvement
Rob Miller, AICP	Environmental Project Lead	M.S., Environmental Resources/Forest Ecology, Pennsylvania State University B.S., Natural Resources Management, Rutgers University 19 years of experience	• Document Preparation • Environmental Analysis
Kevin Nichols, PE	Engineering Project Lead	M.S., Civil Engineering, Oregon State University B.S., Civil Engineering, Oregon State University 29 years of experience	• Roadway Design
Brian Sides, PE	Project Engineer	B.S., Civil Engineering, University of Missouri–Rolla 7 years of experience	• Bridge Design • Webmaster
Dan Sommer	Project Engineer	B.S., Civil Engineering, Southern Illinois University 7 years of experience	• Roadway Design
Cindy Juliano, PE	Traffic and Planning Manager	B.S., Civil Engineering, University of Akron 12 years of experience	• Traffic Analysis

Name and Years of Experience	Title	Education	Primary Responsibility
Rob Hursey	GIS Technician	M.S., Civil Engineering, Northwestern University B.S., Civil Engineering, Northwestern University B.S., Geography, Southern Illinois University–Edwardsville 7 years of experience	• GIS
Rob Hook	Environmental Planner	M.S., Biology/Applied Ecology, Eastern Kentucky University B.S., Biology, Thomas More College 16 years of experience	• Ecological studies • EIS preparation
Rebecca Hoff	Editor	B.A., English, Marshall University M.A., English, Marshall University 6 years of experience	• Publication Manager
Debra Ehrhardt	Editor	B.A., English, Northeastern Illinois University 8 years of experience	• Publication Manager
Rachel Grand	Staff Geologist	M.S., Geology, West Virginia University B.S., Southwestern Missouri State University 5 years of experience	• Hazardous Materials
ARCHAEOLOGICAL RESOURCE CENTER OF ST. LOUIS, INC. (ARC)			
Joe Harl	Cultural Resource Lead	A.M., Department of Anthropology, Washington University B.A., Department of Anthropology, University of Missouri 28 years of experience	• Cultural Resources
ENGAGE			
Marie Keister, APR, AICP	Public Involvement Lead	B.A., Communications 21 years of experience	• Public Involvement

Appendix C
Partnering Agreement

East Columbia EIS Partnering Agreement

The Missouri Dept. of Transportation, the City of Columbia, Mo. and the County of Boone, Mo. hereby enter into this **East Columbia EIS Partnering Agreement** on September 18, 2007.

This is a revised version of an earlier partnering agreement dated December 12, 2005.

This agreement will guide the three parties and the CH2M Hill consultant team in working together cooperatively to fulfill NEPA requirements associated with this project.

These requirements include determining how the parties will identify current and future transportation needs and, within that context, identify acceptable alternatives for:

- Taking care of the existing transportation system;
- Making the system work better;
- Increasing the system's capacity appropriately; and
- Improving overall system safety.

Each partner recognizes the unique nature of this cooperative undertaking and agrees to approach this study with an open mind regarding methodology, conclusions and follow-up actions. To better ensure that outcome, the partners agree to the following parameters for working together.

Study Oversight

1. The parties agree to place day-to-day responsibility for study decisions into the hands of the project's Study Management Committee, which will consist of two representatives from each governmental partner as specified below.

MoDOT	Roger Schwartze, P.E., District Engineer, District 5
MoDOT	Gayle Unruh, Environmental & Historical Preservation Manager
City of Columbia	Bill Watkins, City Manager
City of Columbia	John Glascock, P.E., Public Works Director
Boone County	Ken Pearson, Boone County Presiding Commissioner
Boone County	David Mink, P.E., Public Works Director

2. The committee also will regularly meet, review, evaluate and provide input on project-related events, development and content as submitted periodically to them by the CH2M Hill project manager for the consultant team.

3. Members of the committee agree to govern their reviews, approvals and decisions by consensus as long as such actions comply with NEPA and other such federal or state regulations as may apply to this project.

4. Once this committee has reached consensus on review items from the consultant team, these items will be considered approved and the team can move forward with the next step in the NEPA process.

Internal Communications

1. The parties agree to communicate with each other in a continual, open and timely way regarding any and all matters that may impact the findings of this study or its prospects for success.

2. This information sharing includes making available to each other and the consultant team any information one party shall request that is pertinent to the study's conduct or completion.

3. All partners agree to vigilantly monitor and report to one another any developments within the study area that may impact current or future local, regional or state transportation needs.

External Communications

1. MoDOT's committee members, along with the consultant team project manager will serve as primary project spokespeople due to the public involvement need to speak clearly and consistently regarding NEPA requirements for the study.

2. These spokespeople agree to exercise care in their characterizations of committee's positions and actions.

3. Other committee members may speak publicly about the study; however, they agree to make clear when they do so that they are speaking as representatives of their governmental units.

4. Materials designed for use in public involvement and communication will be reviewed and produced as follows:
    a. The consultant team will originate materials as its scope of work and project needs demand;
    b. The team will consult with MoDOT's Community Relations Manager regarding the suitability and appropriateness of all such communication plans and materials; and then
    c. Communication plans and materials will then be submitted simultaneously to members of the study committee for their input, review and approval.

Recommendations and Evaluations

1. The partners agree to review and evaluate all alternatives within the context of NEPA requirements.

2. CH2M Hill will, as part of its work, develop a clear and quantifiable system for evaluating alternatives that can be used to assist the partners in their review of and communication regarding the development and adoption of preliminary and preferred alternatives.

3. The partners understand that their efforts, by law, cannot bind their future governing bodies in ways that would require them to support, fund or act on any recommendations stemming from the study.

4. However, the partners acknowledge and declare their intent to arrive at a consensus agreement about future local, regional and statewide transportation needs in such a way as to increase the likelihood that such future governing bodies will appropriately support the study's recommendations.

Implementation

This agreement is entered into, and become effective, by signature of the steering committee representatives.

MoDOT _____
Roger Schwartze

MoDOT _____
Gayle Unruh

City of Columbia _____
Bill Watkins

City of Columbia _____
John Glascock

Boone County _____
Ken Pearson

Boone County _____
David Mink

Appendix D
Measures to Minimize Harm

Measures to Minimize Harm

Measures to minimize harm are efforts that are proposed to reduce the identified impacts associated with the Preferred Alternative. The purpose of this section is to provide an overview of these efforts.

1. Right-of-Way Acquisition and Relocation Program

The Missouri Department of Transportation's (MoDOT's) right-of-way acquisition and relocation program is carried out in compliance with the Uniform Relocation Assistance and Real Properties Acquisition Policies Act of 1970 (Uniform Act), as amended in 1987 (42 United States Code [USC] 4601). The Uniform Act, as well as Missouri law, requires that just compensation be paid to the owners of private property taken for public use. An appraisal of fair market value is the basis for determining just compensation to be offered the owner for the property to be acquired. The Uniform Act defines an appraisal as a written statement independently and impartially prepared by a qualified appraiser setting forth an opinion of defined value of an adequately described property as of a specific date, supported by the presentation and analysis of relevant market information.

The MoDOT's right-of-way acquisition and relocation program is designed to provide uniform and equitable treatment for those persons who are relocated from their residences, businesses, or farms. The program is carried out without discrimination and in compliance with Title VI, the President's Executive Order on Environmental Justice, Limited English Proficiency, and the Americans with Disabilities Act. It provides advisory assistance to owners and tenants who are relocated as well as relocation assistance payments designed to compensate relocated persons for costs that have been imposed on them by a MoDOT highway project. Relocation assistance under this program is made available to all affected parties without discrimination.

Any relocated owner-occupant or tenant of a dwelling who qualifies as a relocated person is entitled to payment of his or her actual moving and related expenses as MoDOT determines to be reasonable and necessary. A relocated owner-occupant who has occupied an affected dwelling for at least 180 days is also eligible to receive up to $22,500 for a replacement housing payment, which includes the amount by which the cost of a replacement dwelling exceeds the acquisition cost of the affected dwelling, increased interest costs, and incidental costs. A relocated owner-occupant who has occupied an affected dwelling for at least 90 days, but less than 180 days, or a tenant who has occupied an affected dwelling for at least 90 days, is entitled to a payment not to exceed $5,250 for either a rental or down payment assistance.

Any relocated business, farm operation, or nonprofit organization that qualifies as a relocated person is entitled to payment of actual moving and related expenses, as MoDOT determines to be reasonable and necessary. In addition, a business, farm, or nonprofit organization may be eligible to receive a payment, not to exceed $10,000, for expenses incurred in re-establishing the business, farm operation, or nonprofit organization at a replacement site.

A relocated business may be eligible to choose to receive a fixed payment in lieu of the payments for actual moving and related expenses and actual reasonable re-establishment expenses. The payment amount for this entitlement alternative is based on the average net earning of the business. This fixed payment amount cannot be less than $1,000 or more than $20,000.

The Uniform Act requires that comparable, decent, safe, and sanitary replacement housing within a person's financial means be made available before the person may be relocated. Should this project include persons who cannot readily be moved using the regular relocation program benefits and procedures (i.e., when there is a unique housing need or when the cost of available comparable housing would result in payments in excess of the $22,500 or $5,250 statutory payment limits), MoDOT's relocation policy commits to utilizing housing of last resort. Housing of last resort involves the use of payments in excess of statutory maximums or the use of other unusual methods of providing comparable housing. MoDOT would use housing of last resort on a case-by-case basis.

MoDOT's relocation program is designed to ease the property transition for the property owner or renter who is relocated. Working closely with residents and MoDOT's relocation agents, as needed or requested, provides the needed guidance to relocate any eligible party. Housing of last resort would be provided as needed, but the local residential and commercial property market is expected to more than absorb the relocations associated with this project.

2. Traffic Management

A traffic management plan would be developed and implemented during future engineering phases to ensure reasonably convenient access to agricultural fields, residences, businesses, community services, and local roads during construction. Existing local roads that would intersect the new highways would remain open to traffic with minor interruptions during intersection construction. MoDOT would coordinate construction activities, sequencing, and traffic management plans with local fire, police, and emergency rescue services to minimize delays during the construction period.

3. Noise and Air Quality

To reduce the impacts of construction noise, the special provisions of the construction contract would require that motorized equipment be operated in compliance with all applicable local, state, and federal laws, and regulations relating to noise levels permissible within and adjacent to the project construction site. At a minimum, the provisions would require that motorized construction equipment not be operated between 10:00 p.m. and 6:00 a.m. without prior written approval of the project engineer. All construction equipment would be required to have mufflers constructed in accordance with the equipment manufacturer's specifications, or a system of equivalent noise-reducing capacity. Mufflers and exhaust systems would be required to be maintained in good operating condition, free from leaks and holes.

Construction contractors would be required to comply with regulations on air pollution control. These regulations would apply to fugitive dust control and open burning of grub material. Dust control during construction would be performed in accordance with MoDOT's

standard methods, which require application of water or approved dust control measures on haul roads and during grading. Pavement material batch plants would be situated in accordance with the *Standard Specifications* or any special provisions developed during coordination with the Missouri Department of Natural Resources (MDNR) regarding air quality standards and emissions. Portable material plants would be operated in accordance with MDNR air quality requirements/guidelines. A permit must be obtained from the MDNR to open-burn or open-burn with restrictions.

4. Borrow and Disposal

Selection of any material borrow sites would be the responsibility of the construction contractor subject to approval by MoDOT. Unusable excavated material would be disposed of by the contractor in accordance with MoDOT's *Standard Specifications for Highway Construction* and special provisions to ensure protection of wetlands and waterways. All waste and demolition material from project construction activities would be disposed of in accordance with the standard specifications or special provisions to ensure protection of wetlands and waterways.

5. Water Quality, Hydrology, and Hydraulics

To protect water quality and reduce impacts during and after construction, best management practices would be implemented to prevent and reduce soil erosion and sedimentation in local waterways and sinkholes, if any are found in the area. MoDOT would employ methods for stormwater management during and after construction in accordance with its *Standard Specifications for Highway Construction* and National Pollutant Discharge Elimination System (NPDES) stormwater permit. Erosion control devices would be installed before the onset of construction activities that are likely to cause erosion. Temporary and permanent erosion control methods would include silt fences, retention basins, detention ponds, interceptor ditches, seeding and sodding, installing riprap on exposed embankments, and installing erosion mats and mulching. Disturbed areas would be graded and seeded as soon as possible to minimize erosion.

Development within floodplains is regulated under the National Flood Insurance Program (NFIP). The Federal Emergency Management Agency (FEMA) has mandated that projects can cause no rise in the regulatory floodway and a 1-foot cumulative rise for all projects in the base (100-year) floodplain. For projects that involve the state of Missouri, the State of Missouri Emergency Management Agency (SEMA) issues floodplain development permits. In accordance with MoDOT's Bridge Design Manual, encroachments into the floodplain, including culvert construction, replacements, or extensions, would require a floodplain development permit from SEMA. Structure sizing would be performed in accordance with state and federal guidelines regarding floodplain encroachment and hydraulic capacity. All new structures would be in compliance with state guidelines.

Appendix E
Aquatic Impacts

Appendix E - Table 1
Preferred Alternative Stream Impacts (linear feet)
Delineation Level Data

Stream Number	Stream Name	Stream Type	Project Component	Notes on Expected Impacts	Width (feet)	Depth (inches)	Impact (linear feet)
1	Hominy Branch	Perennial	Ballenger Extension	New Stream Impacts	15	18	304
2	Tributary to North Fork	Ephemeral	Ballenger Extension	New Stream Impacts	2	6	321
3	Tributary to North Fork	Ephemeral	Ballenger Extension	New Stream Impacts	3	10	344
4	Tributary to North Fork	Ephemeral	Ballenger Extension	New Stream Impacts	2	6	358
5	Tributary to North Fork	Ephemeral	Ballenger Extension	New Stream Impacts	3	10	529
6	Tributary to Hominy Branch	Ephemeral	Ballenger Extension	New Stream Impacts	4	10	256
7	Tributary to Hominy Branch	Ephemeral	Ballenger Extension	New Stream Impacts	3	12	382
8	North Fork Grindstone Creek	Perennial	Stadium Extension	New Stream Impacts	16	28	84
9	Tributary to North Fork	Intermittent	Stadium Extension	New Stream Impacts	5	12	471
10	Tributary to North Fork	Ephemeral	Stadium Extension	New Stream Impacts	3	10	453
11	Tributary to North Fork	Ephemeral	Stadium Extension	New Stream Impacts	3	10	423
12	Tributary to North Fork	Ephemeral	Stadium Extension	New Stream Impacts	3	8	417
14	Tributary to North Fork	Ephemeral	Stadium Extension	New Stream Impacts	2	8	486
15	Tributary to North Fork	Ephemeral	Stadium Extension	Mod at Existing Stream Work	3	10	610
16	Tributary to North Fork	Ephemeral	Stadium Extension	New Stream Impacts	3	12	477
17	Tributary to North Fork	Ephemeral	Stadium Extension	New Stream Impacts	2	8	223
18	Tributary to North Fork	Ephemeral	Stadium Extension	New Stream Impacts	3	6	562
19	Tributary to North Fork	Ephemeral	Stadium Extension	New Stream Impacts	2	6	446
20	Tributary to North Fork	Ephemeral	Stadium Extension	Mod at Existing Stream Work	3	8	974
21	Tributary to North Fork	Ephemeral	Stadium Extension	New Stream Impacts	3	8	404
22	Tributary to North Fork	Ephemeral	Stadium Extension	New Stream Impacts	3	12	565
23	Tributary to North Fork	Ephemeral	Stadium Extension	New Stream Impacts	4	20	439
24	Tributary to North Fork	Ephemeral	Stadium Extension	New Stream Impacts	3	18	417
25	Tributary to North Fork	Ephemeral	Stadium Extension	New Stream Impacts	3	12	284
26	Tributary to North Fork	Ephemeral	Stadium Extension	New Stream Impacts	3	16	709
28	Tributary to North Fork	Ephemeral	Stadium Extension	Mod at Existing Stream Work	6	18	67
29	Hominy Branch	Perennial	Route WW Improvement	Modification at Existing Bridge	16	28	364
30	North Fork Grindstone Creek	Perennial	Route WW Improvement	Modification at Existing Bridge	12	25	401
31	South Fork Grindstone Creek	Perennial	Route WW Improvement	Modification at Existing Bridge	10	12	311
32	Tributary to South Fork	Intermittent	Route WW Improvement	Mod at Existing Stream Work	8	18	596
33	Tributary to South Fork	Ephemeral	Route WW Improvement	New Stream Impacts	5	8	204

Appendix E - Table 1
Preferred Alternative Stream Impacts (linear feet)
Delineation Level Data

Stream Number	Stream Name	Stream Type	Component	Notes on Expected Impacts	Width (feet)	Depth (inches)	Impact (linear feet)
34	Tributary to South Fork	Ephemeral	Route WW Improvement	New Stream Impacts	3	10	620
35	Tributary to North Fork	Ephemeral	Route WW Improvement	New Stream Impacts	4	18	92
36	Tributary to North Fork	Ephemeral	Route WW Improvement	New Stream Impacts	3	12	136
37	Tributary to South Fork	Ephemeral	Route WW Improvement	Mod at Existing Stream Work	3	12	413
38	Tributary to South Fork	Ephemeral	Route WW Improvement	Mod at Existing Stream Work	2	10	343
39	Tributary to South Fork	Ephemeral	Route WW Improvement	Mod at Existing Stream Work	2	6	231
40	Tributary to South Fork	Ephemeral	Route WW Improvement	Mod at Existing Stream Work	2	6	384
42	Tributary to South Fork	Ephemeral	Route WW Improvement	Mod at Existing Stream Work	5	18	636
43	Tributary to North Fork	Ephemeral	Stadium Extension	New Stream Impacts	3	6	253
44	Tributary to North Fork	Ephemeral	Stadium Extension	Mod at Existing Stream Work	3	8	40
45	Tributary to South Fork	Intermittent	Route WW Improvement	Mod at Existing Stream Work	4	12	289
46	Tributary to South Fork	Intermittent	Route WW Improvement	Mod at Existing Stream Work	3	9	115
Total							**16,437**
Impact Subtotals							
	By Stream Type			**By Stream Watershed**			
	Ephemeral	13,500		Hominy Branch			1,306
	Intermittent	1,473		North Fork of Grindstone			10,988
	Perennial	1,464		South Fork of Grindstone			4,143
		16,437					16,437
	By Project Component			**By Impact Type**			
	Route WW Improvement	5,136		Modification at Existing Bridges			1,076
	Stadium Extension	8,807		Modification at Stream Work			4,700
	Ballenger Extension	2,494		New Stream Impacts			10,661
		16,437					16,437

Appendix E - Table 2
Preferred Alternative Impacts: Waters of the United States
Delineation Level Data

Wetland Impacts

ID Number	Total Area (ac)	Impacted Area (ac)	Type	Non-Jurisdictional <or> Jurisdictional	Project Component	Notes
1	0.1	0.1	Forested Wetland	Jurisdictional	Ballenger Extension	Not on NWI
2	0.1	0.1	Forested Wetland	Jurisdictional	Ballenger Extension	Not on NWI
4	0.2	0.2	Emergent Wetland	Jurisdictional	Stadium Extension	Wetland fringe to constructed open water feature (#7)
5	0.3	0.3	Emergent Wetland	Jurisdictional	Stadium Extension	Wetland upslope of large Richland Road wetland/pond complex (#6)
6	0.4	0.4	Emergent Wetland	Jurisdictional	Stadium Extension	Wetland fringe to open water feature
8	0.3	0.3	Emergent Wetland	Jurisdictional	Stadium Extension	Wetland fringe to open water feature (#7)
13	0.3	0.1	Emergent Wetland	Jurisdictional	Route WW Improvement	Current configuration of wetland fragments in the vicinity of the Old Hawthorne development.
14	<0.1	<0.1	Emergent Wetland	Jurisdictional	Route WW Improvement	
15	<0.1	<0.1	Emergent Wetland	Jurisdictional	Route WW Improvement	
Total		**1.5**				

Pond and Open Water Impacts

ID Number	Total Area (ac)	Impacted Area (ac)	Type	Isolated <or> Tributary	Project Component	Notes
7	3.1	0.3	Open Water	Tributary	Stadium Extension	Open water feature adjacent to wetlands #4 and #8. Two portions of pond affected by Preferred Alternative
9	Pond: 0.42 Wetland: 0.12	0.3	Open Water	Tributary	Stadium Extension	Most of the open water portion of feature will be impacted by Preferred Alternative. Upslope wetland fragment should remain post-construction.
11	0.1	0.1	Open Water	Tributary	Stadium Extension	Farm pond
12	0.2 (total of two fragments)	<0.1	Open Water	Tributary	Route WW Improvement	Remnant following removal of pond retaining structures
Total		**0.7**				

Impact Subtotals (ac)

By Type		**By Stream Watershed**		**By Project Component**	
Emergent Wetlands	1.3	Hominy Branch	0.0	Route WW Improvement	0.1
Forested Wetlands	0.2	North Fork of Grindstone	2.1	Stadium Extension	1.9
Open Water	0.7	South Fork of Grindstone	0.1	Ballenger Extension	0.2
	2.2		2.2		2.2

Appendix F
Notice of Availability

KEEPING THE COMMUNITY INFORMED

Project Update

This issue provides an update on the East Columbia EIS and invites you to a public hearing on Thursday, April 30, 2009, 4 to 7 pm, at the Elk's Lodge.

Newsletter No. 3 | April 2009

CONTACT INFORMATION:

Missouri Department of Transportation
Mike Dusenberg,
Planning Manager
Phone: 1-888-ASK-MoDOT (275-6636)
E-mail: michael.dusenberg@modot.mo.gov

City of Columbia, Missouri
John Glascock,
Public Works Director
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Boone County, Missouri
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CH2M HILL
Buddy Desai,
Project Manager
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Web site
www.EastColumbiaEIS.com

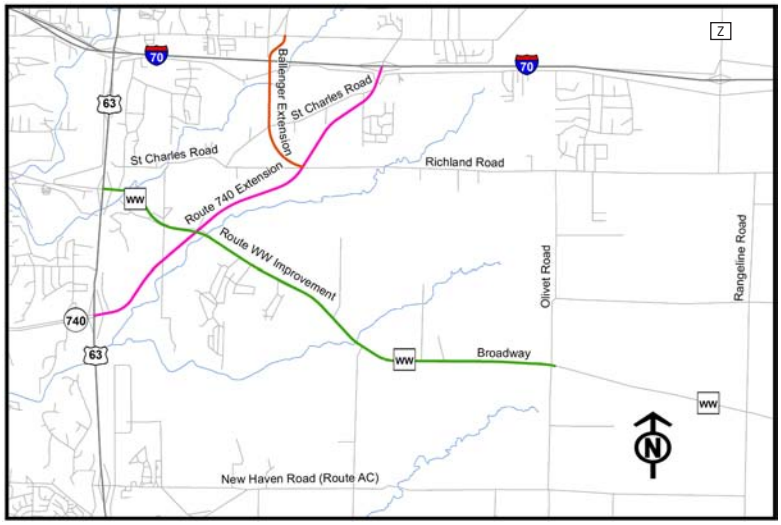
E-mail
EastColumbiaEIS@ch2m.com

East Columbia Public Hearing Scheduled

Public Comments Encouraged About Draft Environmental Impact Statement

A public hearing for persons to review and comment on the Draft Environmental Impact Statement (EIS) that describes how the Missouri Department of Transportation (MoDOT), City of Columbia and Boone County could improve transportation in the rapidly growing area in East Columbia will be held from 4 to 7 p.m. at the Elk's Lodge, 4747 East Elk Park Drive at Highway WW on Thursday, April 30, 2009. The hearing will be conducted in an open-house format to enable people to come and go as needed.

The Draft EIS is a detailed document that evaluates if and how proposed roadway improvements in the area between Interstate 70 south to New Haven Road, and U.S. Highway 63 east to State Highway Z, could impact the natural and man-made environment. The Draft EIS identifies formal project goals and contains summaries and other technical appendices needed to describe the project. MoDOT, the City of Columbia, Boone County and the study team want the public to understand the various elements considered during the study so they will know how the project's preferred alternative was determined.



Study area with elements of the Preferred Alternative highlighted

An open-house public hearing is part of the review and comment period that opened on April 3, 2009 and closes on May 18, 2009. Public hearing materials and the ability to comment will also be available online April 30, 2009 through May 18, 2009 at www.EastColumbiaEIS.com. Written comments will be accepted between April 3, 2009 and May 18, 2009 at: East Columbia EIS, 1034 South Brentwood Boulvard., Suite 2300, St. Louis, MO 63117.

The public hearing facility is wheelchair accessible. People with special needs covered in the Americans with Disabilities Act should notify the Department of Transportation, Central District, P.O. Box 718, Jefferson City, MO 65102, phone 1-888-ASK-MoDOT (275-6636), or the Missouri Relay System, TTY 1-800-735-2966 at least five working days prior to the meeting.

CH2MHILL
1034 South Brentwood Blvd.
Suite 2300
St. Louis, MO 63117

Please join us at the public hearing to review and comment on the Draft Environmental Impact Statement on:

Thursday, April 30, 2009
4 P.M. - 7 P.M.
Elk's Lodge
4747 East Elks Drive, at Highway WW
Columbia, MO 65201

Public Involvement is Key to the Project's Success

The public continues to play a very important role in the project. More than 400 people attended the three public meetings and one drop-in center held between September 2006 and January 2008. In addition, the study team has received numerous written and e-mailed comments.

We encourage you to stay involved by attending the public hearing and/or reviewing the materials online, as your comments are extremely valuable to the study team.

What's Next

Following public review, revisions will be made to the Draft EIS and the Final EIS will be prepared and submitted to Federal Highway Administration (FHWA) for approval. The Final EIS will have a 30-day comment period and copies will be available for review on the project Web site and at other public locations. Following this comment period, the FHWA will issue a Record of Decision. After FHWA issues the Record of Decision, the Missouri Highways and Transportation Commission can approve the selected alternative and MoDOT, the City of Columbia and Boone County will be able to move forward with the project whenever funding becomes available.

The Draft East Columbia EIS is available online at *www.EastColumbiaEIS.com* and is also available at the following public viewing locations:

- MoDOT Central District 5 Office
  1511 Missouri Blvd
  Jefferson City, Missouri 65109
- City of Columbia, City Hall
  701 East Broadway
  Columbia, Missouri 65201
- Columbia Area Transportation Study Organization, City Hall
  701 East Broadway
  Columbia, Missouri 65201
- Columbia Chamber of Commerce
  300 South Providence Road
  Columbia, Missouri 65203
- Boone County Government Center
  801 East Walnut, Room 210
  Columbia, Missouri 65201
- Columbia Public Library
  100 West Broadway
  Columbia, Missouri 65203
- Mid-Missouri Regional Planning Commission
  206 East Broadway
  Ashland, Missouri 65010

include monitoring and mitigation measures to avoid water quality impacts and an air quality analysis including values for NAAQS and PSD. Rating EC2.

EIS No. 20080543, ERP No. D–NRC–C03017–NY, Generic—License Renewal of Nuclear Plants, Supplement 38 to NUREG–1437, Regarding Indian Point Nuclear Generating Unit Nos. 2 and 3, Westchester County, NY.

Summary: EPA expressed environmental concerns about the proposed project's impacts to aquatic resources and storage of low level waste. We recommended that the final SEIS include new geologic and seismic data concerning recent seismic activity in the area. Rating EC2.

EIS No. 20090004, ERP No. D–NPS–H65028–MO, Jefferson National Expansion Memorial, General Management Plan, Implementation, St. Louis, MO.

Summary: EPA expressed environmental concerns that the competition for the design of the preferred alternative had not begun, and that the implemented design could cause ''moderate to major long term to beneficial impacts on transportation''. EPA recommended working with metropolitan and State transportation planners to include design specifications to reduce potential adverse effects. Rating EC2.

Final EISs

EIS No. 20080472, ERP No. F–FRC–D05125–PA, Holtwood Hydroelectric Project (Docket No. P–1881–050) Application for an Amendment License to Increase the Installed Capacity, Susquehanna River, Lancaster and York Counties, PA.

Summary: EPA expressed environmental concerns because the impacts associated with sediment and bedrock excavation activities, and requested additional information, including excavation plans, a comparison of alternatives, and sediment sampling plans.

EIS No. 20080526, ERP No. F–IBR–J39038–CO, Southern Delivery System Project, Water Supply Development, Execution of up to 40-year Contracts for Use of Fryingpan-Arkansas Project Facilities, Special Use Permit, El Paso County, CO.

Summary: EPA found the Final EIS to be largely responsive to EPA's comments on the Draft EIS and Supplemental Information Report, and believes the project is much improved and will result in fewer environmental impacts than what was originally proposed. EPA does not object to the proposed project.

EIS No. 20090012, ERP No. F–NOA–L91032–00, Proposed Acceptable Biological Catch (ABC) and Optimum Yield (OY) Specifications and Management Measures for the 2009–2010 Pacific Coast Groundfish Fishery Management Plan, Implementation, WA, OR and CA.

Summary: While EPA had no objections to the proposed action, EPA did request clarification on monitoring and catch limits.

EIS No. 20090042, ERP No. FR–AFS–J65446–MT, Beaverhead-Deerlodge National Forest Land and Resource Management Plan, Implementation, Beaverhead, Butte-Silver Bow, Deerlodge, Granite, Jefferson, and Madison Counties, MT.

Summary: The preferred alternative addresses EPA concerns and we support the development of a consistent and integrated aquatic strategy to provide for protection for riparian areas, aquatic species, and good water quality.

EIS No. 20090037, ERP No. FS–AFS–F65062–MN, Echo Trail Area Forest Management Project, Updated Information to Amended to Further Address Water Quality and Watershed Health, Superior National Forest, Lacroix Ranger District and Kawishiwi Ranger District, St. Louis and Lake Counties, MN.

Summary: No formal comments were sent to the preparing agency.

Dated: March 31, 2009.

Dawn Roberts,

Management Analyst, Office of Federal Activities.

[FR Doc. E9–7515 Filed 4–2–09; 8:45 am]

BILLING CODE 6560–50–P

ENVIRONMENTAL PROTECTION AGENCY

[ER–FRL–8591–9]

Environmental Impacts Statements; Notice of Availability

Responsible Agency: Office of Federal Activities, General Information, (202) 564–1399 or *http://www.epa.gov/compliance/nepa/*

Weekly receipt of Environmental Impact Statements

Filed 03/23/2009 through 03/27/2009

Pursuant to 40 CFR 1506.9.

EIS No. 20090088, Draft EIS, BLM, UT, Greens Hollow Coal Lease Tract Project, Proposed Federal Coal Leasing and Subsequent Underground Coal Mining, Funding and Lease Application, Fishlake and Manti-La Sal National Forest, Sanpete and Sevier Counties, UT, Comment Period Ends: 05/18/2009, Contact: Steve Rigby, 435–636–3604.

EIS No. 20090089, Final EIS, AFS, AZ, Warm Fire Recovery Project, Removal of Fire-Killed Trees Reforestation, Fuel Reduction and Road Reconstruction of Wildland Fire Burn Portion, Coconino County, AZ, Wait Period Ends: 05/04/2009, Contact: Lois Pfeffer, 559–359–7023.

EIS No. 20090090, Final EIS, FHW, MI, Blue Water Bridge Plaza Study and Improvements to the I–94/1–69 Corridor, To Provide Safe, Efficient and Secure Movement of People and Goods across the Canadian-U.S. Border, Port Huron Area, St. Clair County, MI, Wait Period Ends: 05/04/2009, Contact: Ryan Rizzo, 517–702–1833.

EIS No. 20090091, Draft EIS, FRC, VA, Smith Mountain Pumped Storage Project (FERC No. 2210–169). Application for Hydropower License To Continue Operating the 636-megawatt Pumped Storage Project, Roanoke River, Bedford, Campbell, Franklin and Pittsylvania Counties, VA, Comment Period Ends: 05/18/2009, Contact: Patricia Schaub, 1–866–208–3372.

EIS No. 20090092, Draft EIS, FHW, MO, East Columbia Transportation Project, To Improvements the Transportation Network in Eastern Columbia/Bounty County by: (1) Extending Route 740 from its Terminus at US–63, along a new Alignment, to I–70 at the existing St. Charles road interchange, (2) Improving existing Broadway (Route WW) to Oliver Road and (3) Extending Ballenger Lane, from Route 740 to Clark Lane, City of Columbia, Bounty County, MO, Comment Period Ends: 05/18/2009, Contact: Peggy Casey, 573–636–7104.

EIS No. 20090093, Final EIS, FHW, IA, I–29 Improvements in Sioux City, Construction from Burlington Northern Santa Fe Rail Road (BNSF) Bridge over the Missouri River to Existing Hamilton Boulevard Interchange, Woodbury County, IA, Wait Period Ends: 05/04/2009, Contact: Lubin Quinones, 515–233–7300.

EIS No. 20090094, Draft EIS, UAF, HI, Fort Kamehameha Historic District Buildings and Structures Proposes to Dispose of their Obligation of Continuing Management and Maintenance, Hickham Air Force Base (AFB), HI, Comment Period Ends: 05/18/2009, Contact: Tiffany Patrick, 808–449–3197.

EIS No. 20090095, Final EIS, NRC, PA, Generic—License Renewal of Nuclear Plants, Supplement 35 to NUREG–1437, Regarding Susquehanna Steam Electric Station, Units 1 and 2, Issuing Nuclear Power Plant Operating Licenses for a 20-Year Period, PA, Wait Period Ends: 05/04/2009, Contact: Andrew Stuyvenberg, 301–415–4006.

EIS No. 20090096, Final Supplement, COE, LA, Inner Harbor Navigation Canal (IHNC) Lock Replacement Project, Proposal for Relieving Navigation Traffic Congestion Associated with IHNC Lock, Located between the St. Claude Avenue and North Claibone Avenue Bridge, Orleans, LA, Wait Period Ends: 05/04/2009, Contact: Richard Boe, 504–862–1505.

Amended Notices

EIS No. 20090056, Third Draft Supplement, TPT, CA, Presidio Trust Management Plan (PTMP), Updated Information on the Preferred Alternative for the Main Post District of the Presidio of San Francisco, Implementation, City and County of San Francisco, CA, Comment Period Ends: 04/27/2009, Contact: John Pelka, 415–561–4183. Revision to FR Notice Published 03/06/2009: Extending Comment Period from 04/20/2009 to 04/27/2009.

EIS No. 20090067, Draft Supplement, FHW, TX, Trinity Parkway Project, New and Additional Information, Construction of a Six-Lane Controlled Access Toll Facility from IH–35 E/TX–183 to US–175/TX–310, U.S. Army COE Section 10 and 404 Permits, Dallas County, TX, Comment Period Ends: 05/15/2009, Contact: Salvador Deocampo, 512–536–5950. Revision to FR Notice Published 03/20/2009: Extending Comment Period from 05/04/2009 to 05/15/2009.

EIS No. 20090053, Final Supplement, COE, MS, Gulfport Harbor Navigation Channel Project, To Evaluate Proposed Construction of Authorized Improvements to the Gulfport Harbor, Harrison County, MS, Wait Period Ends: 05/04/2009. Contract: Jennifer Jacobson, 251–690–2724. Revision to FR Notice Published 03/06/2009: Extending Wait Period from 04/06/2009 to 05/04/2009, Due to an Omission in Appendix D.

Dated: March 31, 2009.

Robert W. Hargrove,

Director, NEPA Compliance Division, Office of Federal Activities.

[FR Doc. E9–7516 Filed 4–2–09; 8:45 am]

BILLING CODE 6560–50–P

ENVIRONMENTAL PROTECTION AGENCY

[FRL–8789–3]

Science Advisory Board Staff Office; Notification of a Public Meeting of the Clean Air Scientific Advisory Committee (CASAC) Carbon Monoxide Review Panel

AGENCY: Environmental Protection Agency (EPA).

ACTION: Notice.

SUMMARY: The Environmental Protection Agency (EPA) Science Advisory Board (SAB) Staff Office announces a public meeting of the Clean Air Scientific Advisory Committee Carbon Monoxide Review Panel to peer review EPA's *Integrated Science Assessment for Carbon Monoxide: First External Review Draft* and conduct a consultation on EPA's planning document entitled *Carbon Monoxide National Ambient Air Quality Standards: Scope and Methods Plan for Risk and Exposure Assessment*.

DATES: The public meeting will be held on Tuesday, May 12, 2009 from 9 a.m. to 5 p.m. (Eastern Time) and Wednesday, May 13, 2009 from 8 a.m. to 2 p.m. (Eastern Time).

ADDRESSES: The meeting will be held at the Carolina Inn, 211 Pittsboro Street, Chapel Hill, North Carolina 27516.

FOR FURTHER INFORMATION CONTACT: Any member of the public who wants further information concerning the CASAC public meeting may contact Dr. Ellen Rubin, Designated Federal Officer (DFO), EPA Science Advisory Board (1400F), U.S. Environmental Protection Agency, 1200 Pennsylvania Avenue, NW., Washington, DC 20460; via telephone/voice mail (202) 343–9975; fax (202) 233–0643; or e-mail at *rubin.ellen@epa.gov*. General information concerning the CASAC can be found on the EPA Web site at *http://www.epa.gov/casac*.

SUPPLEMENTARY INFORMATION:

Background: The Clean Air Scientific Advisory Committee (CASAC) was established under section 109(d)(2) of the Clean Air Act (CAA or Act) (42 U.S.C. 7409) as an independent scientific advisory committee. CASAC provides advice, information and recommendations on the scientific and technical aspects of air quality criteria and National Ambient Air Quality Standards (NAAQS) under sections 108 and 109 of the Act. The CASAC is a Federal advisory committee chartered under the Federal Advisory Committee Act (FACA), as amended, 5 U.S.C., App. The Panel will comply with the provisions of FACA and all appropriate SAB Staff Office procedural policies.

Section 109(d)(1) of the CAA requires that the Agency periodically review and revise, as appropriate, the air quality criteria and the National Ambient Air Quality Standards (NAAQS) for the six ''criteria'' air pollutants, including carbon monoxide (CO). EPA is conducting scientific assessments to review the primary (health-based) NAAQS of CO. As part of this review, EPA's Office of Research and Development (ORD) has completed a draft document, *Integrated Science Assessment for Carbon Monoxide* (First External Review Draft, March 2009) and requested that CASAC peer review the document. EPA's Office of Air and Radiation (OAR) will also release a planning document entitled *Carbon Monoxide National Ambient Air Quality Standards: Scope and Methods Plan for Risk and Exposure Assessment* (April 2009). OAR has requested that the CASAC provide consultative advice on this plan.

The purpose of the May 12–13, 2009 meeting is to review these two documents. Background information about the formation of the CASAC Carbon Monoxide Review Panel was published in the **Federal Register** on October 12, 2007 (72 FR 58078–58080). The CASAC Panel previously held a public teleconference on April 8, 2008 (announced in 73 FR 12998) to provide consultative advice on EPA's *Plan for Review of the National Ambient Air Quality Standards for Carbon Monoxide*, the first document in this review of the CO NAAQS. The CASAC panel report was made available at *http://yosemite.epa.gov/sab/sabproduct.nsf/AB0ED61CDF9F37DF8525746A005C12EC/$File/EPA-CASAC-08-013-unsigned.pdf*.

Technical Contacts: Any questions concerning EPA's *Integrated Science Assessment for Carbon Monoxide* should be directed to Dr. Tom Long at *long.tom@epa.gov* at (919) 541–1880. Any questions concerning EPA's *Carbon Monoxide National Ambient Air Quality Standard: Scope and Methods Plan for Risk and Exposure Assessment* should be directed to Dr. Dave McKee at *mckee.dave@epa.gov* at (919) 541–5288.

Availability of Meeting Materials: A meeting agenda, charge questions and other materials for the meeting will be placed on the CASAC Web site at *http://www.epa.gov/casac*. Select the calendar link on the left and click on May 12–13. The *Integrated Science Assessment for Carbon Monoxide: First External Review Draft* (*March 2009*) is available at *http://cfpub.epa.gov/ncea/cfm/recordisplay.cfm?deid=203935*. The

subcontractor, or other person has submitted a false claim under the False Claims Act or has committed a criminal or civil violation of laws pertaining to fraud, conflict of interest, bribery, gratuity, or similar misconduct involving those funds.

Statutory and Executive Order Reviews: Under Executive Order 12866 (58 FR 51735, October 4, 1993), this action is not a ''significant regulatory action'' and is therefore not subject to OMB review. Because this grant action is not subject to notice and comment requirements under the Administrative Procedures Act or any other statute, it is not subject to the Regulatory Flexibility Act (5 U.S.C. 601 *et seq.*) or Sections 202 and 205 of the Unfunded Mandates Reform Act of 1999 (UMRA) (Pub. L. 104–4). In addition, this action does not significantly or uniquely affect small governments. Although this action does not generally create new binding legal requirements, where it does, such requirements do not substantially and directly affect Tribes under Executive Order 13175 (63 FR 67249, November 9, 2000). Although this grant action does not have significant Federalism implications under Executive Order 13132 (64 FR 43255, August 10, 1999), EPA consulted with states in the development of these grant guidelines. This action is not subject to Executive Order 13211, ''Actions Concerning Regulations that Significantly Affect Energy Supply, Distribution, or Use'' (66 FR 28355, May 22, 2001), because it is not a significant regulatory action under Executive Order 12866. This action does not involve technical standards; thus, the requirements of Section 12(d) of the National Technology Transfer and Advancement Act of 1995 (15 U.S.C. Section 272 note) do not apply. This action does not impose an information collection burden under the provisions of the Paperwork Reduction Act of 1995 (44 U.S.C. Section 3501 *et seq.*). The Congressional Review Act, 5 U.S.C. 801 *et seq.*, generally provides that before certain actions may take effect, the agency promulgating the action must submit a report, which includes a copy of the action, to each House of the Congress and to the Comptroller General of the United States. Since this grant action, when finalized, will contain legally binding requirements, it is subject to the Congressional Review Act, and EPA will submit its final action in its report to Congress under the Act.

Dated: April 6, 2009.

David R. Lloyd,

Director, Office of Brownfields and Land Revitalization, Office of Solid Waste and Emergency Response.

[FR Doc. E9–8240 Filed 4–9–09; 8:45 am]

BILLING CODE 6560–50–P

ENVIRONMENTAL PROTECTION AGENCY

[ER–FRL–8592–2].

Environmental Impacts Statements; Notice of Availability

Responsible Agency: Office of Federal Activities, General Information, (202) 564–1399 or *http://www.epa.gov/compliance/nepa/*.

Weekly receipt of Environmental Impact Statements

Filed 03/30/2009 Through 04/03/2009

Pursuant to 40 CFR 1506.9.

EIS No. 20090097, Final Supplement, COE, NC, Topsail Beach Interim (Emergency) Beach Fill Project—Permit Request, Proposal to Place Sand on 4.7 miles of the Town's Shoreline to Protect the Dune Complex and Oceanfront Development, Onslow and Pender Counties, NC, Wait Period Ends: 05/11/2009, *Contact:* Dave Timpy, 910–251–4634.

EIS No. 20090098, Draft EIS, NPS, WY, Jackson Hole Airport Use Agreement Extension Project, To Enable Continued Air Transportation Services, Grand Teton National Park, Teton County, WY, *Comment Period Ends:* 06/10/2009, *Contact:* Jennifer Carpenter, 307–739–3465.

EIS No. 20090099, Final EIS, FHW, MT, US–212 Reconstruction Project, from Rockvale to Laurel, Proposes to Improve Safety for Local and Regional Traffic Area, Yellowstone and Carbon Counties, MT, Wait Period Ends: 05/11/2009, *Contact:* Alan C. Woodmansey, P.E., 406–449–5302 Ext. 233.

EIS No. 20090100, Draft EIS, BLM, UT, Mona to Oquirrh Transmission Corridor Project, Construction, Operation, Maintenance and Decommissioning a Double-Circuit 500/345 Kilovolt (kV) Transmission Line, Right-of-Way Grant, Rocky Mountain Power, Juab, Salt Lake, Tooele and Utah Counties, UT, *Comment Period Ends:* 07/08/2009, *Contact:* Clara Stevens, 435–743–3100.

EIS No. 20090101, Draft EIS, AFS, CA, Lake Tahoe Basin Management Unit South Shore Fuel Reduction and Healthy Forest Restoration, To Manage Fuel Reduction and Forest Health in the Wildland Urban Intermit (WUI), El Dorado County, CA, *Comment Period Ends:* 05/26/2009, *Contact:* Duncan Leao, 530–543–2660.

EIS No. 20090102, Draft EIS, FAA, 00, Programmatic—Streamlining the Processing of Experimental Permit Applications, Issuing Experimental Permits for the Launch and Reentry of Useable Suborbital Rockets, *Comment Period Ends:* 05/26/2009, *Contact:* Stacey M. Zee, 202–267–9305.

EIS No. 20090103, Final Supplement, NOA, 00, Amendment 18 to the Fishery Management Plan, Pelagic Fisheries of the Western Pacific Region, Management Modifications for the Hawaii-Based Shallow-Set Longline Swordfish Fishery, Proposal to Remove Effort Limits, Eliminate the Set Certificate Program and Implement New Sea Turtle Interaction Caps, *Wait Period Ends:* 05/11/2009, *Contact:* William L. Robinson, 808–944–2200.

EIS No. 20090104, Draft EIS, BIA, NY, Cayuga Indian Nation of New York Conveyance of Land into Trust Project, Approval of a 125+ Acre Fee-To-Trust Property Transfer of Seven Separate Parcels Located in the Village of Union Springs and Town of Springport and Montezuma in Cayuga County and the Town of Seneca Falls in Seneca County, NY, *Comment Period Ends:* 05/26/2009, *Contact:* Kurt G. Chandler, 615–564–6832.

EIS No. 20090105, Draft EIS, AFS, MT, Lower West Fork Project, To Treat Units in and Adjacent to the Wildland-Urban-Interface (WUI) With Prescribed Fire, and Commercial and Pre-Commercial Thins, West Fork Ranger District, Bitterroot National Forest, Ravalli County, MT, *Comment Period Ends:* 05/26/2009, *Contact:* Dave Campbell, 406–821–3269.

EIS No. 20090106, Draft EIS, AFS, SD, Slate Castle Project Area, Proposes To Implement Multiple Resource Management Actions, Mystic Ranger District, Black Hills National Forest, Pennington County, SD, *Comment Period Ends:* 05/26/2009, *Contact:* Katie Van Alstyne, 605–343–1567.

EIS No. 20090107, Second Draft Supplement, NRS, WV, Lost River Subwatershed of the Potomac River Watershed Project, Construction of Site 16 on Lower Cove Run and Deletion of Site 23 on Cullers Run in the Lost River Watershed, Change in Purpose for Site 16 and Updates Information Relative to Site 23, U.S. Army COE Section 404 Permit, Hardy

County, WV, *Comment Period Ends:* 05/27/2009, *Contact:* Kevin Wickey, 304–284–7540.

EIS No. 20090108, Draft EIS, AFS, CA, Thom-Seider Vegetation Management and Fuels Reduction Project, To Respond to the Increasing Density and Fuels Hazard Evident along the Klamath River between Hamburg and Happy Camp, Klamath National Forest, Siskiyou County, CA, *Comment Period Ends:* 05/26/2009, *Contact:* Carol J. Sharp, 530–493–1734.

EIS No. 20090109, Draft Supplement, AFS, UT, Pockets Resource Management Project, Additional Information on Analysis and Disclosure on the Effect of the PA and Alternatives on Three Unroaded and Undeveloped Areas Identified on a 2005 Draft Map, Proposes To Salvage Dead and Dying Spruce/Fir, Regenerate Aspen, and Manage Travel, Escalate Ranger District, Dixie National Forest, Garfield County, UT, *Comment Period Ends:* 05/26/2009, *Contact:* Marianne Orton, 435–676–9360.

EIS No. 20090110, Final EIS, USN, NJ, Laurelwood Housing Area, Access at Naval Weapons Station Earle, Lease Agreement, Monmouth County, NJ, *Wait Period Ends:* 05/11/2009, *Contact:* Kimberly Joyner-Banty, 757–322–8473.

EIS No. 20090111, Final EIS, COE, CA, Middle Harbor Redevelopment Project, Proposal To Increase Container Terminal Efficiency To Accommodate a Portion of the Predicted Future Containerized Cargo, Section 10 and 404 Permits, Port of Long Beach, Los Angeles County, CA, *Wait Period Ends:* 05/11/2009, *Contact:* Antal Szijj, 805–585–2147.

Amended Notices

EIS No. 20090023, Draft EIS, AFS, CA, Sequoia National Forest Motorized Travel Management Project, To Prohibit Cross-Country Travel for Managing Motorized Travel, Kern River, Western Divide Ranger Districts, Sequoia National Forest, Tulare County, CA, *Comment Period Ends:* 04/20/2009, *Contact:* Barbara Johnston, 559–784–1500 Ext. 1220, *Revision to FR Notice Published 01/30/2009:* Extending Comment Period From 03/31/2009 to 04/20/2009.

EIS No. 20090092, Draft EIS, FHW, MO, East Columbia Transportation Project, To Improve the Transportation Network in Eastern Columbia/Boone County by: (1) Extending Route 740 From Its Terminus at US–63, along a New Alignment, to I–70 at the existing St. Charles Road Interchange, (2) Improving Existing Broadway (Route WW) to Olivet Road and (3) Extending Ballenger Lane, From Future Route 740 to Clark Lane, City of Columbia, Boone County, MO, *Comment Period Ends:* 05/18/2009, *Contact:* Peggy Casey, 573–636–7104, *Revision to FR Notice Published 04/03/2009:* Correction to title.

Dated: April 7, 2009.

Robert W. Hargrove,

Director, NEPA Compliance Division, Office of Federal Activities.

[FR Doc. E9–8247 Filed 4–9–09; 8:45 am]

BILLING CODE 6560–50–P

ENVIRONMENTAL PROTECTION AGENCY

[ER–FRL–8592–3]

Environmental Impact Statements and Regulations; Availability of EPA Comments

Availability of EPA comments prepared pursuant to the Environmental Review Process (ERP), under section 309 of the Clean Air Act and Section 102(2)(c) of the National Environmental Policy Act as amended. Requests for copies of EPA comments can be directed to the Office of Federal Activities at 202–564–7146.

An explanation of the ratings assigned to draft environmental impact statements (EISs) was published in FR dated April 6, 2008 (73 FR 19833).

Draft EISs

EIS No. 20080436, ERP No. D–FHW–J40185–CO, North 1–25 Corridor, To Identify and Evaluate Multi-Modal Transportation Improvement along 61 miles from the Fort Collins—Wellington Area, Funding and U.S. Army COE Section 404 Permit, Denver, CO.

Summary: EPA expressed environmental concerns about air quality and wetland impacts, and requested information describing regulatory requirements for protecting visibility in Federal Class I areas, and mitigation measures for increases in on road and point/area source ammonia emissions. Rating EC2.

EIS No. 20080530, ERP No. D–MMS–L02035–AK, Beaufort Sea and Chukchi Sea Planning Areas, Proposals for Oil and Gas Lease Sales 209, 212, 217, and 221, Offshore Marine Environment, Beaufort Sea Outer Continental Shelf, and North Slope Borough of Alaska.

Summary: EPA expressed environmental concerns about future air and water quality impacts, and effects on Alaska Native communities and requested additional baseline environmental data through the lease sale and exploration process. Rating EC2.

EIS No. 20080544, ERP No. D–FHW–H40194–MO, MO–63 Corridor Improvement Project, To Correct Roadway Deficiencies, Reduce Congestion and Provide Continuity along the MO–63 Corridor on the Existing Roadway and on New Location, Osage, Maries and Phelps Counties, MO.

Summary: EPA expressed environmental concern about wetland impacts, and requested addition information to determine the least environmentally damaging practicable alternative, and to help determine appropriate mitigation. Rating EC2.

EIS No. 20090001, ERP No. D–FHW–H40194–IA, Southeast (SE) Connector in Des Moines, Iowa, To Provide a Safe and Efficient Link between the MLK Jr. Parkway at SE 14th Street to the U.S. 65 Bypass, Funding, U.S. Army COE Section 404 and NPDES Permits, Polk County, IA.

Summary: While EPA has no objections to the proposed action, it did request clarification of building demolition and the potential of asbestos containing materials. Rating LO.

EIS No. 20090005, ERP No. D–BLM–J65530–CO, Red Cliff Mine Project, Construct a New Underground Coal Mine on Private and Federal Land, Federal Coal Lease by Application, Mesa and Garfield County, CO.

Summary: EPA expressed environmental concerns about methane capture from mine venting, potential adverse impacts to groundwater, surface water, air quality, and maintaining the wilderness characteristics of Hunter Canyon. Rating EC2.

EIS No. 20090008, ERP No. D–FHW–J40188–WY, Jackson South Project, Proposes to Improve Seven Miles of U.S. 26/89/189/191/, Funding and Right-of-Way Approval, Teton County, WY.

Summary: EPA expressed environmental concerns about impacts to Flat Creek, an impaired water body. Rating EC1.

EIS No. 20090018, ERP No. D–AFS–L65565–ID, Lakeview-Reeder Fuels Reduction Project, Proposed Fuels Reduction and Road Treatment Activities, Idaho Panhandle National Forests, Priest Lake Ranger District, Bonner County, ID.

Ad # 1035042

Date 03/27/2009

Time 4:15 PM

NOTICE OF AVAILABILITY and PUBLIC HEARING
Environmental Impact Statement (EIS)

The East Columbia Draft Environmental Impact Study (EIS) Corridor is located in the area between Interstate 70 south to New Haven Road, and U.S. Highway 63 east to State Highway Z.

Document Review Period: April 3, 2009 through May 18, 2009
Public Hearing: April 30, 2009
The public hearing will be an open-house meeting; public hearing materials and the ability to comment will also be available online.

Beginning April 3, 2009, the Draft EIS for East Columbia, prepared by the Federal Highway Administration (FHWA), the Missouri Department of Transportation (MoDOT) and its consultants, will be available for public inspection and copying at the MoDOT District 5 Office, 1511 Missouri Blvd., Jefferson City, MO 65109. Additionally, the document will be available at the following locations through May 18, 2009:

City of Columbia, City Hall,
701 East Broadway,
Columbia

Columbia Area Transportation Study Organization (CATSO),
City Hall, 701 E. Broadway,
Columbia

Columbia Chamber of Commerce,
300 South Providence Road,
Columbia

Boone County Government Center,
801 East Walnut, Room 210,
Columbia

Columbia Public Library,
100 W. Broadway, Columbia

Mid-Missouri Regional
Planning Commission,
200 East Broadway,
Oakland, Missouri 65010

You may also view the Draft EIS document on-line at www.EastColumbiaEIS.com beginning April 3rd. For additional information on how to view the document, contact the study team at 314-935-3011. Comments on the Draft EIS may be submitted to FHWA and MoDOT:

*Via mail to: East Columbia EIS, 1034 S. Brentwood Blvd., Suite 2300, St. Louis, MO 63117
*Via e-mail to: EastColumbiaEIS@hntb.com
*In person at the public hearing

PUBLIC HEARING
An official public hearing will be held. A copy of the draft document will be available, and the hearing will display maps and other pertinent information and gather public comments. The hearing will be held in an open-house format, allowing interested persons to come and go at any time. Comment forms and the ability to submit verbal comments for the official study record will be available at the hearing. Public hearing materials will also be available online from April 30 through May 18, 2009 at www.EastColumbiaEIS.com.

Written comments and online/email comments on the Draft EIS will be accepted from April 3 through May 18, 2009.

The open-house public hearings will be held:

Thursday, April 30, 2009 from 4 to 7 p.m. at Elk's Lodge, 4747 East Elks Drive, (Highway WW and Daniel Boone Blvd.), Columbia, MO.

Interested citizens are encouraged to ask questions and make their comments known. All comments received will be evaluated by FHWA, MoDOT staff and the Missouri Highways and Transportation Commission in determining the final location of improvements. Many factors are considered and any one of the alternative locations may be selected and approved for further plan development. The Commission will approve the selected alternative after FHWA has approved the conclusion of the study process with a Record of Decision per the National Environmental Policy Act.

This meeting site is accessible to individuals with disabilities. To request translation services, other special accommodation and project information, please call 1-888-237-6633 (1-888-Ask-MoDOT), TTY 1-800-735-2966 for the hearing impaired or e-mail EastColumbiaEIS@hntb.com.

MISSOURI HIGHWAYS AND TRANSPORTATION COMMISSION
Invitation Date: April 2, 2009

Ad shown is not actual print size

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Phone 3143353011
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City St Louis
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Start: 04/02/2009	**Paytype:**	CC	**Issues:**	1	
Stop: 04/02/2009	**Rate Code:**	LG	**Class:**	1000	
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AFFIDAVIT OF PUBLICATION

STATE OF MISSOURI)
County of Boone) ss.

I, Pati McDonald, being duly sworn according to law, state that I am one of the publishers of the Columbia Daily Tribune, a daily newspaper of general circulation in the County of Boone, State of Missouri, where located; which newspaper has been admitted to the Post Office as periodical class matter in the City of Columbia, Missouri, the city of publication; which newspaper has been published regularly and consecutively for a period of three years and has a list of bona fide subscribers, voluntarily engaged as such, who have paid or agreed to pay a stated price for a subscription for a definite period of time, and that such newspaper has complied with the provisions of Section 493.050, Revised Statutes of Missouri 2000, and Section 59.310, Revised Statutes of Missouri 2000. The affixed notice appeared in said newspaper on the following consecutive issues:

1st Insertion	April 2, 2009
2nd Insertion	
3rd Insertion	
4th Insertion	
5th Insertion	
6th Insertion	
7th Insertion	
8th Insertion	
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By Pati McDonald
Pati McDonald

Subscribed & sworn to before me this 2 day of April, 2009

Notary Public

NOTARY PUBLIC SEAL STATE OF MISSOURI

RUDY WHEELER
My Commission Expires
July 18, 2010
Boone County
Commission #06915807

NOTICE OF AVAILABILITY and PUBLIC HEARING
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Columbia

Boone County Government Center, 801 East Walnut, Room 210,
Columbia

Columbia Public Library,
100 W. Broadway, Columbia

Mid-Missouri Regional
Planning Commission,
206 East Broadway,
Ashland, Missouri 65010

You may also view the Draft EIS document on-line at www.EastColumbiaEIS.com beginning April 3rd. For additional information on how to view the document, contact the study team at 314-335-3011. Comments on the Draft EIS may be

submitted to FHWA and MoDOT:

" Via mail to: East Columbia EIS, 1034 S. Brentwood Blvd., Suite 2300, St. Louis, MO 63117
" Via e-mail to: EastColumbiaEIS@ch2m.com
" In person at the public hearing

PUBLIC HEARING
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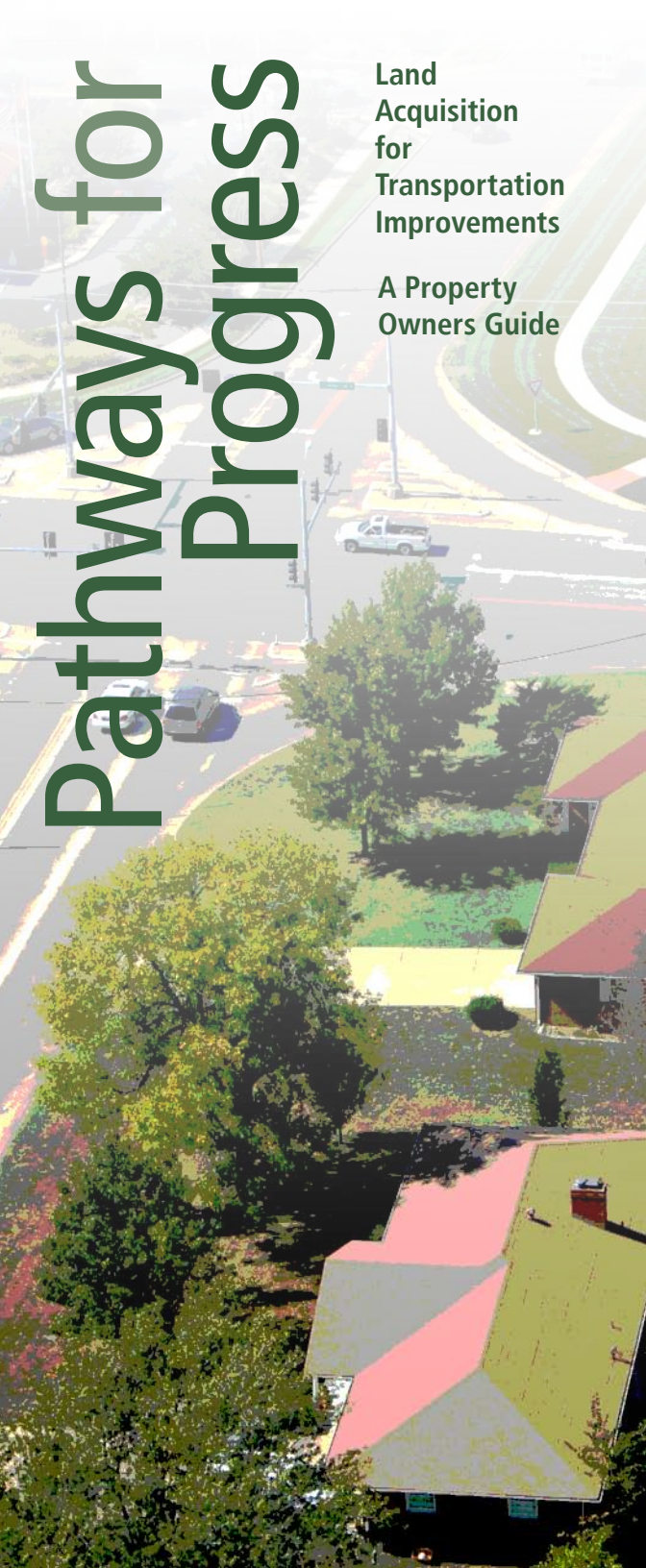
MISSOURI HIGHWAYS AND TRANSPORTATION COMMISSION
Insertion Date: April 2, 2009

Appendix G
Property Owner's Guide

Pathways for Progress

Land Acquisition for Transportation Improvements

A Property Owners Guide



The Path of Progress

Improving our transportation system often requires us to ask neighboring property owners for help. Sometimes we need a small piece of your property to improve safety for you and others using the transportation system. Other times we need large pieces of property to add to or change the transportation system's path. In any event, we have prepared this brochure because we are committed to being fair, honest, and open in our work with you. Inside you will find information related to the acquisition process.

Our mission is to provide a world-class transportation experience that delights our customers and promotes a prosperous Missouri.

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Reaching an Agreement 4

Who Pays for What? 5

What if We Don't Agree? 6

Eminent Domain 8

How Can I Get More Information? 10

What's it Worth?

The first step in the process of acquiring property is deciding what it's worth. The following are some answers to commonly asked questions about the valuation process.

Who will determine the value of my property?
A qualified individual will inspect and prepare a valuation document. This may be one of our staff or a contract appraiser. The completed valuation document will be reviewed by a qualified person and just compensation will be approved by a department official.

Will I know when my property will be inspected?
Yes. A staff or contract appraiser will contact you by phone or letter.

Can I be present during the inspection?
Yes. In fact, we encourage you or your representative's involvement in the valuation process. Any information you are willing to share about your property, including information about buildings, wells, septic tanks and cisterns, etc., would be greatly appreciated.

Are there any special papers I should have on hand?
While no special papers are required, there are some that would be helpful in the valuation process. These may include building blueprints and property surveys. If you're unable to be present during the inspection or live outside Missouri, feel free to forward information on your property to us at any time. A list of addresses is in the back of this brochure for your convenience.

Will the individual preparing the valuation document give me a dollar figure?
No. The on-site inspection is only the first

step. The purpose of the on-site inspection is to gather facts about your property. After all the facts are gathered, the completed valuation document is reviewed to check for accuracy and consistency.

How will the value of my property be determined?

The value of your property will be determined by an accepted valuation process. This valuation will be reviewed by a qualified person and just compensation approved by a department official. In no case shall the approved compensation be less than the value determined during the valuation review process.

What if my entire property is needed?

If your entire property is needed, the value will be based on your entire property's current fair market value. This is the amount of money the entire property would bring if it were for sale on the open market being sold by a willing seller and purchased by a willing buyer.

What if only part of my property is needed?

A determination is first made of the value of your entire property before it is changed in any way by the transportation improvement. This is commonly referred to as the "before value." Then the value of your entire remaining property is figured as if the transportation improvement was complete. This is commonly referred to as the "after value." This value will include any physical changes, benefits or damages that might be created. You will be offered the difference between the "before" and "after" value of your property.

How long will it be before I receive an offer?

The time will vary based on the complexity of the valuation data needed to determine

the value. An offer will be made to you or your representative as promptly as possible following the approval of just compensation by a department official.

Reaching an Agreement

Who will be my contact for the purchase of my property?

A representative from the department office in your area will work with you throughout the acquisition process. He or she will contact you when an offer for your property has been determined. If you receive your offer by mail, his or her contact information will be a part of the packet you receive. However, often he or she will contact you to hand deliver the offer. This person will explain how the department acquires land and realty rights and how the particular project will affect your property.

Can I designate someone else to work with the department representative?

Yes. The department representative will discuss the details of the transaction for your property with you or your authorized representative.

What if I disagree with the amount offered for my property?

You may make a counteroffer and engage in negotiations with the department.

Can I remove items from the property?

Perhaps. The department may authorize owners to retain certain items located on the property being purchased. However, the salvage value of those items will be deducted from the offer.

Will I be responsible for filing any special documents?

No. Your department representative will take care of the details and paperwork. However,

it will be necessary for you to provide certain information such as your social security or tax identification number.

Is there help in finding a replacement property?

Yes. If the department determines that you are displaced from your dwelling, business or farm operation, the department will first inform you of any relocation assistance for which you are eligible. Our staff will then provide assistance throughout the relocation process.

Who Pays for What?

Settlements and closings can be confusing with a flurry of paperwork. Here's some information that may simplify the process and help you be prepared.

Will I pay for a part of the closing costs?

No. The department will pay all closing costs and recording fees.

What do I need to bring to the closing?

All necessary paperwork will be provided by the department representative or the closing agent. All paperwork will be held by the department's local office or a closing agent until distribution of the money is made to you or other parties entitled to receive payment. Appropriate documents will then be recorded in the appropriate Office of Recorder of Deeds.

How soon will I get my money?

Payment for your property or property rights will be made to you or placed in an escrow account for distribution. You can expect payment to be delivered in approximately 15 working days after the department's local office receives the executed deed of conveyance and all documents required for a clear title. Payment for your property will be made to you or placed in an escrow account for

distribution.

How long will I be given to move?

After payment is made and if it is determined by the department that you are required to move, you will be given a minimum of 90 days in advance of the date required to relinquish possession of your property to the department. If it is determined by the department that you are displaced from your primary place of residence, you will be given 100 days in advance of the date required to relinquish possession of your property to the department.

Who is responsible for real estate taxes?

The department will reimburse you on a pro rata portion of the state, county and city real estate taxes paid for the current tax year on property purchased by the department. The pro rata portion of the taxes will cover the full number of months remaining in the calendar year after payment for real property has been made. Delinquent tax payments are not reimbursable. You will be provided with a reimbursement claim form and instructions on how to properly submit a claim.

What if We Don't Agree

Yes? **No!**

If the property owner and the department cannot agree on the amount of money to be paid for the property to be acquired, the department may suggest mediation.

What is mediation?

Mediation is a process in which a neutral and impartial third party helps people reach an acceptable settlement. Mediation is voluntary, informal and non-binding. Mediation may be stopped at any time by either party. The mediator does not act as a judge and will not render a judgment or ruling as to the merit of the parties' positions. Nor will the person conducting the mediation advise the

parties of their rights under the law.

What will happen during mediation?

The mediator will ask each party to present his or her position regarding the value of the property being acquired. The mediator will make suggestions regarding a settlement through structured discussion in a joint session with both parties or separate conversations with each party. The mediator will discuss each party's issues or concerns with the other party in an attempt to bring about an agreement that is considered fair by both parties.

Will I need a lawyer for mediation?

No, you do not need to be represented by an attorney during mediation. MoDOT will not have an attorney present unless you choose to have one. However, keep in mind the mediator will not offer legal advice to either party. You may have anyone present during mediation that you choose and may also talk with anyone by telephone. It is necessary that you have total authority to agree to a settlement during mediation.

Do I have to agree to a settlement during mediation?

No. If an agreement cannot be reached during mediation, the department will continue to work with you to resolve the matter. However, when necessary, the department will proceed with eminent domain, in which the court sets the compensation amount.

How will I be notified as to when mediation will take place?

If you agree to mediation, the department will contact the mediator. The mediator will schedule the mediation session on a date and at a time and location agreeable to both parties.

How long will the mediation session last?

Mediation usually lasts about 2 to 3 hours;

however, as previously mentioned, either party may stop the mediation at any time. If progress is being made toward reaching an agreement, the mediation can continue for a period acceptable to both parties

Eminent Domain

When it is not possible for us to agree on a fair amount for your property, the department will use another process to determine the price to be paid. Eminent Domain brings in the judicial system to set the fair market value of the property. Eminent Domain is a right provided for under the law.

Who starts the process?
The Missouri Highways and Transportation Commission will file a condemnation petition in the circuit court of the county where the property is located. This petition will set out the land and/or rights to be acquired and all parties who own an interest in it.

How will I be notified?
After the circuit judge sets the date for hearing the petition, you will receive a summons to attend the hearing.

What will happen at the hearing?
The judge will review the department's condemnation petition. If the judge finds the petition to be proper, he or she will appoint three commissioners. The commissioners must own land and reside in the same county where your property is located and cannot have any special interest in the property being condemned or the transportation project. The commissioners will view the property and establish fair market value.

Does the department have to pay the amount established by the commissioners?
Yes. After the commissioners file their report with the court, the Missouri Highways and Transportation Commission must

deposit that amount with the circuit clerk before obtaining possession of the property. However, within a 30 day period, either side may file exceptions to the commissioners' award and request a jury trial to determine the matter. Legal and physical possession of the property will transfer to the MHTC even when exceptions are filed. Trials can either increase or decrease the amount determined by the commissioners.

When can the money be withdrawn from the court?

Subject to the requirements of the circuit court, you may withdraw money at any time, regardless of whether or not exceptions are filed.

What if the jury trial results in a lower price?

If exceptions are filed and the jury trial establishes a smaller amount than the Commissioners report, you must refund the difference plus interest on the refunded amount.

What if the jury trial results in a higher price?

The department will pay you the difference plus interest on the increased amount.

Do I need a lawyer?

You are not required to have an attorney represent you at the hearing for the appointment of commissioners. However, you may if you so desire. If exceptions are filed by either you or the department, you will probably want to

contact an attorney.

How Can I Get More Information?

We hope we've answered some of your questions in this brochure. If you would like more details on our land acquisition process, we're here to help. Our staff of courteous professionals is eager to work with you.

For more information about the Missouri Department of Transportation, visit: www.modot.gov

Northwest District
3602 North Belt Highway
St. Joseph, Missouri 64506-1399
(816) 387-2350 or 1-888-ASK-MODOT
Counties: Andrew, Atchison, Buchanan, Caldwell, Clinton, Daviess, Dekalb, Gentry, Harrison, Holt, Nodaway and Worth

North Central District
P.O. Box 8
Route 63
Macon, Missouri 63552
(660) 385-3176 or 1-888-ASK-MODOT
Counties: Adair, Carroll, Chariton, Grundy, Howard, Linn, Livingston, Macon, Mercer, Putnam, Randolph, Saline, Schuyler and Sullivan

Northeast District
P.O. Box 1067
Highway 61 South
Hannibal, Missouri 63401
(573) 248-2490 or 1-888-ASK-MoDOT
Counties: Audrain, Clark, Knox, Lewis, Lincoln, Marion, Monroe, Montgomery, Pike, Ralls, Scotland, Shelby and Warren

Kansas City Area District
600 NE Colbern Road
Lee's Summit, Missouri 64086
(816) 622-6500 or 1-888-ASK-MODOT
Counties: Cass, Clay, Henry, Jackson, Johnson, Lafayette, Platte and Ray

Central District
P.O. Box 718
1511 Missouri Boulevard
Jefferson City, Missouri 65102
(573) 751-3322 or 1-888-ASK-MODOT
Counties: Benton, Boone, Callaway, Camden, Cole, Cooper, Gasconade, Maries, Miller, Moniteau, Morgan, Osage and Pettis

St. Louis Area District
1590 Woodlake Drive
Chesterfield, Missouri 63017-5712
(314) 340-4100 or 1-888-ASK-MODOT
Counties: Franklin, Jefferson, St. Charles, St. Louis and St. Louis City

Southwest District
3901 East 32nd Street
Joplin, Missouri 64804
(417) 629-3300 or 1-888-ASK-MODOT
Counties: Barry, Barton, Bates, Cedar, Dade, Jasper, Lawrence, McDonald, Newton, St. Clair and Vernon

Springfield Area District
P.O. Box 868
3025 East Kearney Street
Springfield, Missouri 65801
(417) 895-7600 or 1-888-ASK-MODOT
Counties: Christian, Dallas, Douglas, Greene, Hickory, Laclede, Ozark, Polk, Stone, Taney, Webster and Wright

South Central District
P.O. Box 220
910 Springfield Road
Willow Springs, Missouri 65793
(417) 469-3134 or 1-888-ASK-MODOT
Counties: Carter, Crawford, Dent, Howell, Iron, Oregon, Phelps, Pulaski, Reynolds, Ripley, Shannon, Texas and Washington

Southeast District
P.O. Box 160
2675 North Main Street
Sikeston, Missouri 63801
(573) 472-5333 or 1-888-ASK-MODOT
Counties: Bollinger, Butler, Cape Girardeau, Dunklin, Madison, Mississippi, New Madrid, Pemiscot, Perry, St. Francois, Ste. Genevieve, Scott, Stoddard and Wayne

Central Office
P.O. Box 270
105 W. Capitol Avenue
Jefferson City, Missouri 65102
(573) 751-4362 or 1-888-ASK-MODOT

Information

Appraisal Contact

Name_____

Phone_____

Acquisition Contact

Name_____

Phone_____

Relocation Contact

Name_____

Phone_____

Other Appointments

_____

_____

_____

_____

_____

_____

_____

_____

Missouri Department of Transportation
105 W. Capitol Avenue
Jefferson City, MO 65102

Appendix H
Agency Correspondence

DEPARTMENT OF THE ARMY
KANSAS CITY DISTRICT, CORPS OF ENGINEERS
STATE REGULATORY PROGRAM OFFICE - MISSOURI
221 BOLIVAR STREET, SUITE 103
JEFFERSON CITY, MISSOURI 65101
June 15, 2009

REPLY TO
ATTENTION OF:
Missouri State Regulatory Office
(2007-00170)

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

Dear Ms. Casey,

This is in response to your agency's request for comments on the East Columbia Draft Environmental Impact Statement (EIS). We have reviewed the Draft EIS and offer the following comments:

1. In Chapter IV. (page IV-23) the reference to the Memorandum of Agreement between the EPA and the Department of the Army concerning the Determination of Mitigation under the Clean Water Act Section 404 (b)(1) Guidelines should be revised to state "to restore and maintain the chemical, physical, and biological integrity of the Nation's waters, including wetlands."

2. In Chapter IV. (page IV-24) the reference to Section 230.10 of the Guidelines should be revised to state "no discharge shall be permitted if there is a practicable alternative to the proposed discharge which would have less adverse impact to the aquatic ecosystem, so long as the alternative does not have other significant adverse environmental consequences." We also recommend replacing the word "wetlands" in this section with "aquatic ecosystem" or "aquatic resources" as the Section 404 (b)(1) Guidelines encompass more than wetlands.

If you have any questions concerning this matter, please feel free to write or call me at 816-389-3833.

Sincerely,

Kenny Pointer
Regulatory Project Manager
Missouri State Regulatory Office

Copies furnished:

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

United States Department of Agriculture

NRCS Natural Resources Conservation Service

6465 Highway 168, Suite B, Palmyra, MO 63461-9604

August 6, 2008

Rob Miller, AICP
CH2M HILL
1001 Lakeside Avenue
990 North Point Tower
Cleveland, Ohio 44114

Dear Rob,

Attached is a Farmland Conversion Impact Rating (form AD-106) for the highway expansion project in Columbia, Missouri. Since the alternatives presented for the most part follow existing roads and highways in a urban developed area there will be no further loss of prime or statewide important farm land.

If you have any questions, please call me at (573) 769-3512 Ext. # 133.

Sincerely,

GARY M. NOEL
Area Resource Soil Scientist

Attachment

cc: Bob Hagedorn, DC, NRCS, Columbia, MO

U.S. DEPARTMENT OF AGRICULTURE
Natural Resources Conservation Service

NRCS-CPA-106
(Rev. 1-91)

FARMLAND CONVERSION IMPACT RATING FOR CORRIDOR TYPE PROJECTS

PART I *(To be completed by Federal Agency)*	3. Date of Land Evaluation Request	4. Sheet 1 of _____
1. Name of Project	5. Federal Agency Involved	
2. Type of Project	6. County and State	

PART II *(To be completed by NRCS)*	1. Date Request Received by NRCS	2. Person Completing Form
3. Does the corridor contain prime, unique statewide or local important farmland? (If no, the FPPA does not apply - Do not complete additional parts of this form). YES ☐ NO ☐		4. Acres Irrigated / Average Farm Size
5. Major Crop(s)	6. Farmable Land in Government Jurisdiction **Acres:** **%**	7. Amount of Farmland As Defined in FPPA **Acres:** **%**
8. Name Of Land Evaluation System Used	9. Name of Local Site Assessment System	10. Date Land Evaluation Returned by NRCS

PART III *(To be completed by Federal Agency)*		**Alternative Corridor For Segment** _____			
		Corridor A	**Corridor B**	**Corridor C**	**Corridor D**
A. Total Acres To Be Converted Directly					
B. Total Acres To Be Converted Indirectly, Or To Receive Services					
C. Total Acres In Corridor					
PART IV *(To be completed by NRCS) Land Evaluation Information*					
A. Total Acres Prime And Unique Farmland					
B. Total Acres Statewide And Local Important Farmland					
C. Percentage Of Farmland in County Or Local Govt. Unit To Be Converted					
D. Percentage Of Farmland in Govt. Jurisdiction With Same Or Higher Relative Value					
PART V *(To be completed by NRCS) Land Evaluation Information Criterion Relative value of Farmland to Be Serviced or Converted (Scale of 0 - 100 Points)*					
PART VI *(To be completed by Federal Agency) Corridor Assessment Criteria (These criteria are explained in 7 CFR 658.5(c))*	**Maximum Points**				
1. Area in Nonurban Use	**15**				
2. Perimeter in Nonurban Use	**10**				
3. Percent Of Corridor Being Farmed	**20**				
4. Protection Provided By State And Local Government	**20**				
5. Size of Present Farm Unit Compared To Average	**10**				
6. Creation Of Nonfarmable Farmland	**25**				
7. Availablility Of Farm Support Services	**5**				
8. On-Farm Investments	**20**				
9. Effects Of Conversion On Farm Support Services	**25**				
10. Compatibility With Existing Agricultural Use	**10**				
TOTAL CORRIDOR ASSESSMENT POINTS	**160**				
PART VII *(To be completed by Federal Agency)*					
Relative Value Of Farmland (From Part V)	**100**				
Total Corridor Assessment (From Part VI above or a local site assessment)	**160**				
TOTAL POINTS *(Total of above 2 lines)*	**260**				

1. Corridor Selected:	2. Total Acres of Farmlands to be Converted by Project:	3. Date Of Selection:	4. Was A Local Site Assessment Used? YES ☐ NO ☐

5. Reason For Selection:

Signature of Person Completing this Part: | DATE

NOTE: Complete a form for each segment with more than one Alternate Corridor

CORRIDOR - TYPE SITE ASSESSMENT CRITERIA

The following criteria are to be used for projects that have a linear or corridor - type site configuration connecting two distant points, and crossing several different tracts of land. These include utility lines, highways, railroads, stream improvements, and flood control systems. Federal agencies are to assess the suitability of each corridor - type site or design alternative for protection as farmland along with the land evaluation information.

(1) How much land is in nonurban use within a radius of 1.0 mile from where the project is intended?
More than 90 percent - 15 points
90 to 20 percent - 14 to 1 point(s)
Less than 20 percent - 0 points

(2) How much of the perimeter of the site borders on land in nonurban use?
More than 90 percent - 10 points
90 to 20 percent - 9 to 1 point(s)
Less than 20 percent - 0 points

(3) How much of the site has been farmed (managed for a scheduled harvest or timber activity) more than five of the last 10 years?
More than 90 percent - 20 points
90 to 20 percent - 19 to 1 point(s)
Less than 20 percent - 0 points

(4) Is the site subject to state or unit of local government policies or programs to protect farmland or covered by private programs to protect farmland?
Site is protected - 20 points
Site is not protected - 0 points

(5) Is the farm unit(s) containing the site (before the project) as large as the average - size farming unit in the County ? (Average farm sizes in each county are available from the NRCS field offices in each state. Data are from the latest available Census of Agriculture, Acreage or Farm Units in Operation with $1,000 or more in sales.)
As large or larger - 10 points
Below average - deduct 1 point for each 5 percent below the average, down to 0 points if 50 percent or more below average - 9 to 0 points

(6) If the site is chosen for the project, how much of the remaining land on the farm will become non-farmable because of interference with land patterns?
Acreage equal to more than 25 percent of acres directly converted by the project - 25 points
Acreage equal to between 25 and 5 percent of the acres directly converted by the project - 1 to 24 point(s)
Acreage equal to less than 5 percent of the acres directly converted by the project - 0 points

(7) Does the site have available adequate supply of farm support services and markets, i.e., farm suppliers, equipment dealers, processing and storage facilities and farmer's markets?
All required services are available - 5 points
Some required services are available - 4 to 1 point(s)
No required services are available - 0 points

(8) Does the site have substantial and well-maintained on-farm investments such as barns, other storage building, fruit trees and vines, field terraces, drainage, irrigation, waterways, or other soil and water conservation measures?
High amount of on-farm investment - 20 points
Moderate amount of on-farm investment - 19 to 1 point(s)
No on-farm investment - 0 points

(9) Would the project at this site, by converting farmland to nonagricultural use, reduce the demand for farm support services so as to jeopardize the continued existence of these support services and thus, the viability of the farms remaining in the area?
Substantial reduction in demand for support services if the site is converted - 25 points
Some reduction in demand for support services if the site is converted - 1 to 24 point(s)
No significant reduction in demand for support services if the site is converted - 0 points

(10) Is the kind and intensity of the proposed use of the site sufficiently incompatible with agriculture that it is likely to contribute to the eventual conversion of surrounding farmland to nonagricultural use?
Proposed project is incompatible to existing agricultural use of surrounding farmland - 10 points
Proposed project is tolerable to existing agricultural use of surrounding farmland - 9 to 1 point(s)
Proposed project is fully compatible with existing agricultural use of surrounding farmland - 0 points

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MAY 20 2009
MISSOURI DEPT. OF TRANS.
DIRECTOR'S OFFICE

STATE OF MISSOURI
Jeremiah W. (Jay) Nixon, Governor • Mark N. Templeton, Director
DEPARTMENT OF NATURAL RESOURCES
www.dnr.mo.gov

MAY 21 2009
DESIGN DIVISION
MO. DEPT. OF TRANSPORTATION

May 15, 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 East Columbia Environmental Impact Statement, Columbia, Missouri

Dear Ms. Casey and Mr. Keith:

The Missouri Department of Natural Resources (Department) appreciates the opportunity to provide comments on the Draft East Columbia Environmental Impact Statement (EIS), Columbia, Missouri. The department offers the following comments for consideration.

The Department recognizes that the preferred alternatives minimize impacts to surface waterways. As stated in the EIS, a Section 404 permit and Section 401 certifications will be required to address any impacts to streams and wetlands to the extent they cannot be avoided. MoDOT will be required to follow best management practices under these permits to ensure that water quality will be protected.

A number of hazardous waste sites were identified during development of the EIS, all typical of the project area. The Department notes that the possibility of undocumented sites remains and project planners should be aware of this possibility as the project develops.

No state parks are located within the project study area. Impacts to local parks within the study area were avoided by the preferred alternatives, so the project would have no 4(f) or 6(f) impacts.

The EIS also evaluated the following issues, in many cases using information provided by the Department, and found that the proposed project would not result in or be subject to significant negative impacts from karst topography, seismic concerns, underground mines, groundwater, air quality or cultural resources.

We appreciate the opportunity to provide comments on the Draft East Columbia Environmental Impact Statement, Columbia, Missouri. If you have any questions or need clarification, please contact me, phone number 573-751-3195. My address for correspondence is Department of Natural Resources, P.O. Box 176, Jefferson City, MO 65102. Thank you.

Sincerely,

DEPARTMENT OF NATURAL RESOURCES

Jane Beetem

Jane Beetem
Transportation Review Coordinator

JB:jb

UNITED STATES ENVIRONMENTAL PROTECTION AGENCY

REGION 7
901 NORTH 5TH STREET
KANSAS CITY, KANSAS 66101

RECEIVED
MAY 18 2009
MISSOURI DEPT. OF TRANS.
DIRECTOR'S OFFICE

13 MAY 2009

RECEIVED
MAY 19 2009
DESIGN DIVISION
MO. DEPT. OF TRANSPORTATION

Ms. Peggy Casey, Environmental Projects Team Leader
Federal Highway Administration
3220 W Edgewood, Ste H
Jefferson City, MO 65109

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

Dear Ms. Casey and Mr. Keith:

RE: Review East Columbia Transportation Project, To Improve the Transportation Network in Eastern Columbia/Boone County - City of Columbia, Boone County, MO

The U.S. Environmental Protection Agency has reviewed the East Columbia Draft Environmental Impact Statement. Our review is provided pursuant to the National Environmental Policy Act 42 U.S.C. 4231, Council on Environmental Quality regulations 40 C.F.R. Parts 1500-1508, and Section 309 of the Clean Air Act. The DEIS was assigned the CEQ number 20090092.

Based on our overall review and the level of our comments, the EPA has rated the DEIS for this project Lack of Objections.

EPA offers one update to your analysis, and one placeholder for potential refinement in Clean Water Act Section 404 matters.

For update: the second paragraph of page III-25 states that a segment of Grindstone Creek "is being proposed as impaired" and cites the Revised EPA Consolidated 2002 Missouri 303(d) List and the MDNR list of 303(d) impaired waters. On April 20, 2007, the Missouri Clean Water Commission did include a 1.5 mile segment of Grindstone Creek in the 2004/2007 303(d) list, with a cause of that impairment being bacteria from an unknown source. The impaired reach is from 38.9224 degrees north latitude, 92.3034 degrees west longitude (upstream) to 38.9278 degrees north latitude, 92.3218 degrees west longitude (downstream).

GLOBE RECYCLED 100% FIBER

For CWA 404 compliance: If changes occur in the project purpose, need, alternatives, or impacts between now and the time of issuance on Public Notice by the Corps of Engineers, EPA's 404 program reserves the ability to comment further on this project. Information may be generated through the 404 public interest review process that was not documented during the EIS process and should be considered in the final decision. This could include changes in regulation or processes, advances in the knowledge of the resources to be impacted, discovery of additional populations of threatened or endangered species, new best management practices, and/or improvement in stream or wetland restoration science.

Thank you for the opportunity to provide our comments regarding this project. If you have any questions, please contact me at 913-551-7148 or via email at cothern.joe@epa.gov.

Sincerely,

Joseph Cothern

Joseph E. Cothern
NEPA Team Leader
Environmental Services Division

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MAY 20 2009
ENV/HP SECTION
MO DEPARTMENT OF TRANSPORTATION

Draft Environmental Impact Statement Rating Definitions

Environmental Impact of the Action

"LO" (Lack of Objections)

The EPA review has not identified any potential environmental impacts requiring substantive changes to the proposal. The review may have opportunities for application of mitigation measures that could be accomplished with no more than minor changes to the proposal.

"EC" (Environmental Concerns)

The EPA review has identified environmental impacts that should be avoided in order to fully protect the environment. Corrective measures require changes to the preferred alternative or application of mitigation measures that can reduce the environmental impact. EPA would like to work with the lead agency to reduce these impacts.

"EO" (Environmental Objections)

The EPA review has identified significant environmental impacts that must be avoided in order to provide adequate protection for the environment. Corrective measures may require substantial changes to the preferred alternative or consideration of some other project alternative (including the no action alternative or a new alternative). EPA intends to work with the lead agency to reduce these impacts.

"EU" (Environmentally Unsatisfactory)

The EPA review has identified adverse environmental impacts that are of sufficient magnitude that they are unsatisfactory from the standpoint of public health or welfare or environmental quality. EPA intends to work with the lead agency to reduce these impacts. If the potentially unsatisfactory impacts are not corrected at the final EIS stage, this proposal will be recommended for referral to the CEQ.

Adequacy of the Impact Statement

"Category 1" (Adequate)

EPA believes the draft EIS adequately sets forth the environmental impact(s) of the preferred alternative and those of the alternatives reasonably available to the project or action. No further analysis or data collection is necessary, but the reviewer may suggest the addition of clarifying language or information.

"Category 2" (Insufficient Information)

The draft EIS does not contain sufficient information for EPA to fully assess environmental impacts that should be avoided in order to fully protect the environment, or the EPA reviewer has identified new reasonably available alternatives that are within the spectrum of alternatives analyzed in the draft EIS, which could reduce the environmental impacts of the action. The identified additional information, data, analyses, or discussion should be included in the final EIS.

"Category 3" (Inadequate)

EPA does not believe that the draft EIS adequately assesses potentially significant environmental impacts of the action, or the EPA reviewer has identified new, reasonably available alternatives that are outside of the spectrum of alternatives analyzed in the draft EIS, which should be analyzed in order to reduce the potentially significant environmental impacts. EPA believes that the identified additional information, data, analyses, or discussions are of such a magnitude that they should have full public review at a draft stage. EPA does not believe that the draft EIS is adequate for the purposes of the NEPA and/or Section 309 review, and thus should be formally revised and made available for public comment in a supplemental or revised draft EIS. On the basis of the potential significant impacts involved, this proposal could be a candidate for referral to the CEQ.

State of Missouri
OFFICE OF ADMINISTRATION
Post Office Box 809
Jefferson City, Missouri 65102
Phone: (573) 751-1851
Fax: (573) 751-1212

Jeremiah W. (Jay) Nixon
Governor

Kelvin L. Simmons
Commissioner

April 14, 2009

Buddy Desai
CH2M Hill
1034 SO. Brentwood Blvd
Suite 2300
St. Louis, MO 63117
314-421-3927

Dear Mr. Desai:

Subject: 0910027
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.

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:

APR - 3 2009

CH2M HILL
1034 So. Brentwood Blvd.
Suite 2300
St. Louis, MO 63117
Tel 314.421.0900
Fax 314.421.3927

CH2MHILL

0910027

April 1, 2009

Ms. Sara Vanderfeltz
Missouri Federal Assistance Clearinghouse
Office of Administration
State Capital Building, Room 125
P.O. Box 809
Jefferson City, Missouri 65102

RE: Draft Environmental Impact Statement, East Columbia EIS (Boone County, Missouri)
MoDOT Job No. J5S0636

Dear Ms. Vanderfeltz:

Enclosed is one CD of the Draft Environmental Impact Statement (Final EIS) for the above-referenced project. The proposed action is to improve the transportation network in eastern Columbia/Boone County by: 1) extending Route 740 from its terminus at US-63, along a new alignment, to I-70 at the existing St. Charles Road interchange, 2) improving existing Broadway (Route WW) and 3) extending Ballenger Lane, as a locally sponsored project, from Route 740 to Clark Lane.

CH2M HILL is forwarding this report on behalf of the Federal Highway Administration (FHWA) and the Missouri Department of Transportation (MoDOT). FHWA and MoDOT are requesting your review and comments on this Draft EIS.

The Notice of Availability (NOA) is anticipated to be published in the Federal Register on Friday, April 3, 2009.

FHWA and MoDOT are requesting written comments on the Draft EIS be submitted by May 18, 2009. Please forward comments to:

Ms. Peggy Casey
Environmental Projects Engineer
Federal Highway Administration
3220 W. Edgewood, Suite H
Jefferson City, Missouri 65109
573-636-7104

Mr. Kevin Keith
Chief Engineer
Missouri Department of Transportation
P.O. Box 270
Jefferson City, Missouri 65102-0270
573-751-2803

Should you have any problems with the enclosed CD, please contact me and a paper copy (or new CD) can be shipped overnight to you. Should you have any questions or concerns, please feel free to call me at 314.335.3011.

Sincerely,

CH2M HILL

Buddy Desai

Buddy Desai, P.E.
Project Manager
Enclosures

United States Department of Agriculture

USDA

NRCS Natural Resources Conservation Service

601 Business Loop 70 West, Columbia, MO 65203

RECEIVED
MAY 19 2009
MISSOURI DEPT. OF TRANS.
DIRECTOR'S OFFICE

May 15, 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, East Columbia EIS (Boone County, Missouri) MoDOT Job No. J5S0636.

Ms. Casey and Mr. Keith:

As requested, we have reviewed the draft EIS related to improving the transportation network in eastern Columbia/Boone County. We offer the following information for consideration:

1. Background Information – In 1981, the U.S. Congress passed the Farmland Protection Policy Act (FPPA) which directs USDA through NRCS to provide technical assistance to Federal agencies, and State and local governments or organizations that desire to develop programs or policies to limit the conversion of productive farmlands to non-agricultural uses.
2. The Goal of FPPA is to minimize the extent to which Federal programs contribute to the unnecessary and irreversible conversion of important farmland to nonagricultural uses.
3. Review of the Proposed Project-Based on the initial description of the project, a farmland conversion impact rating will be needed. We will be happy to complete our portion of the rating as soon as location decisions have been made. We understand that there will be land disturbance activities, but see no significant impacts to prime or statewide important farmland in this area.
4. Other Considerations-Our agency works with USDA program participants to minimize project impacts to wetlands. The U.S. Army Corps of Engineers (COE) regulates activities in all wetlands under the provisions of the Clean Water Act. This project may require a permit from the COE.

If you have any questions, please free to call Clayton E. Lee, State Soil Scientist (573) 876-0907.

Sincerely,

Roger A. Hansen

Roger A. Hansen
State Conservationist

cc: Karen D. Brinkman, AC, NRCS, Palmyra, Missouri
Robert T. Hagedorn, DC, NRCS, Columbia, Missouri

Appendix I
Partner Concurrence

Ken Pearson, Presiding Commissioner
Karen M. Miller, District I Commissioner
Skip Elkin, District II Commissioner

Roger B. Wilson
Boone County Government Center
801 East Walnut Room 245
Columbia, MO 65201-7732
573-886-4305 • FAX 573-886-4311

Boone County Commission

RECEIVED
JUN 15 2009
CH2M HILL, INC.
ST. LOUIS, MO

June 11, 2009

Buddy Desai, PE
St. Louis Transportation Lead
CH2M HILL
1034 So. Brentwood Blvd.
Suite 2300
St. Louis, MO 63117

Dear Mr. Desai,

The County Commission of Boone County Missouri supports the East Columbia EIS study. We concur with the recommended preferred alternative proposed in the East Columbia EIS.

Sincerely,

Kenneth M. Pearson	Karen M. Miller	Skip Elkin
Presiding Commissioner	District I Commissioner	District II Commissioner

CITY OF COLUMBIA, MISSOURI

OFFICE OF CITY MANAGER

June 23, 2009

Mr. Buddy Desai
CH2MHill
1034 So. Brentwood Blvd.
Suite 2300
St. Louis, MO 63117

RE: ***East Columbia Transportation Study: Preferred Alternative SC-2A***

Dear Mr. Desai,

At its regular meeting on May 28, 2009, the Columbia Area Transportation Study Organization (CATSO) Coordinating Committee voted unanimously to endorse alignment SC-2A as the preferred alternative in the East Columbia Environmental Impact Statement. CATSO has followed the progress of the East Columbia Transportation Study since its inception and finds that the EIS conclusions are sound. On behalf of the CATSO Metropolitan Planning Organization, I am pleased to offer this letter of endorsement.

Sincerely,

H. William Watkins
City Manager, City of Columbia &
Chairman, CATSO Coordinating Committee

Cc: Coordinating Committee

701 E. BROADWAY • P.O. BOX 6015 • COLUMBIA, MISSOURI 65205-6015
(573) 874-7214 • FAX (573) 442-8828 • TTY (573) 874-7215
WWW.GOCOLUMBIAMO.COM

Introduced by Nauser Council Bill No. R 140-09

A RESOLUTION

endorsing the East Columbia Environmental Impact Statement (EIS) alignment relating to the extension of Route 740 (Stadium Boulevard) from its current terminus to I-70.

BE IT RESOLVED BY THE COUNCIL OF THE CITY OF COLUMBIA, MISSOURI, AS FOLLOWS:

SECTION 1. The City Council hereby endorses the East Columbia Environmental Impact Statement (EIS) identified as SC-2-A, attached hereto as "Exhibit A," as the preferred alignment relating to the extension of Route 740 (Stadium Boulevard) from its current terminus to I-70.

ADOPTED this 15th day of June, 2009.

ATTEST:

City Clerk

Mayor and Presiding Officer

APPROVED AS TO FORM:

City Counselor

Permanent Record
Filed in Clerk's Office

Source:
John Glascock

Agenda Item No. R140-09

FISCAL NOTES:

City Fiscal Impact Enter all that apply:	
$0	City's current net FY cost.
$0	Amount of Funds Already appropriated
$0	Amount of budget amendment needed
$0 $0	Estimated 2 yr net costs: One-time Operating / On-going
Program Impact:	
N	New program/ agency (Y/N)
N	Duplicates/expands an existing program (Y/N)
N	Fiscal impact on any local political subdivision (Y/N)
Resources Required:	
N	Requires add'l FTE personnel? (Y/N)
N	Requires additional facilities? (Y/N)
N	Requires additional capital equipment? (Y/N)
Mandates:	
N	Federal or state mandated? (Y/N)

TO: City Council

FROM: City Manager and Staff

DATE: June 9, 2009

SUBJECT: City Council Endorsement of the East Columbia Environmental Impact Statement (EIS) Preferred Emerging Alignment SC-2-A

EXECUTIVE SUMMARY:

Staff has prepared for Council consideration a resolution endorsing the East Columbia EIS preferred alignment identified as SC-2-A.

DISCUSSION

The East Columbia EIS Project was initiated in 2005 by MoDOT, in cooperation with Boone County and the City of Columbia, to fulfill the National Environmental Policy Act (NEPA) requirements associated with the East Columbia EIS Project for the extension of Route 740 (Stadium Boulevard) from its current terminus to I-70. A cost participation agreement was approved at the March 7, 2005 Council meeting, which established a partnership between the three governmental agencies with each agreeing to approach the EIS receptive to the methodology of project approach, process, conclusions and any follow-up actions. A study team was established comprising of MoDOT, City and County staff.

The NEPA process necessary for an EIS involved many meetings and several public open forums. Alternatives were developed and evaluated through preliminary concepts, conceptual alternative analysis, and then by creating reasonable alternatives towards satisfying the projects purpose and need statement. In September 2007, nine (9) conceptual alternative alignments were developed for further study towards a final and preferred alignment.

Through further analysis and evaluation of meeting the Purpose and Need Statement, a preferred alignment emerged which the study team believed that best solved the transportation needs in east Columbia with the minimal impacts. This alignment is identified as SC-2-A.

The comment period for the EIS ended on May 18, 2009. The study team has compiled the comments received on or before the comment deadline of May 18, 2009 and substantive comments received on the Draft EIS will be addressed in the Final EIS which will be published later this year.

A Final EIS will be prepared based on the comments received on the Draft EIS. The Final EIS will be reviewed by MoDOT, the City of Columbia and Boone County and then submitted to Federal Highway Administration (FHWA) for approval. After approval, the Final EIS will have a 30-day comment period and copies will be available for review on the project Web site and at other public locations. Following this comment period, the FHWA will issue a Record of Decision. After FHWA issues the Record of Decision, the Missouri Highways and Transportation Commission can approve the selected alternative SC-2-A, and MoDOT, the City of Columbia and Boone County can move forward with the project whenever funding becomes available.

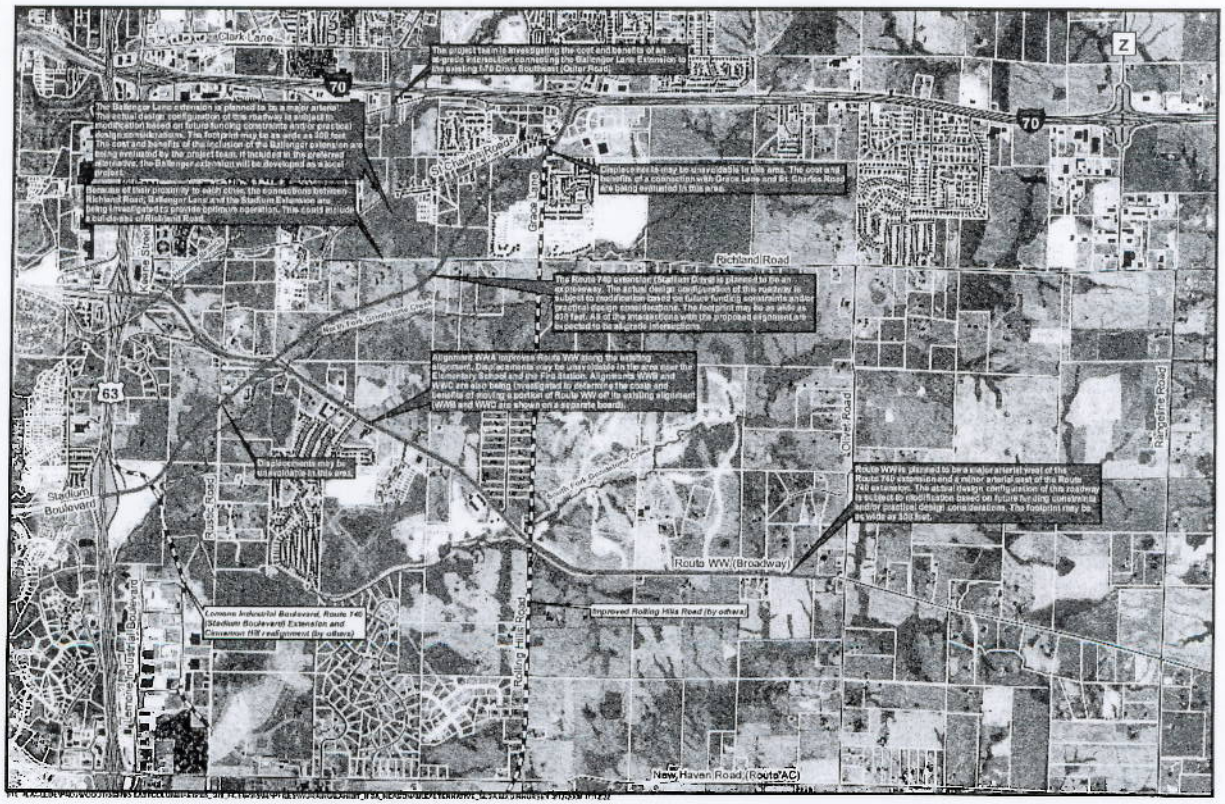
FISCAL IMPACT

No fiscal impact associated with this endorsement.

SUGGESTED COUNCIL ACTION

Endorsement of the East Columbia EIS preferred alignment SC-2-A.

Exhibit II-3A Reasonable Alternative SC-2A



Legend

- Future Road Improvements
- Roads
- River and Streams
- Parcel Boundary
- Buildings

Alternative Components

- Route 740 Extension (Expressway)
- Route WW Improvement (Major Arterial)
- Ballenger Extension (Major Arterial)

N W E S

0 2,500 5,000 Feet

Exhibit II-3A Reasonable Alternative SC-2A