

Summary

A. Introduction

The mission of the Missouri Department of Transportation (MoDOT) is to provide a world-class transportation experience that delights their customers and promotes a prosperous Missouri. As part of this mission, MoDOT Job No. J5P0892 was implemented. This document will summarize the investigation of the transportation problems associated with U.S. Route 65 (Route 65) in Benton 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.

B. Location and Termini

Figure S-1 depicts the general vicinity of the study area. The northern terminus is located just south of the Route 52 interchange, where Route 65 transitions from a four-lane divided highway with a 60-foot grassed median to a two-lane facility with narrow shoulders, at-grade intersections and limited access control. The two-lane configuration continues throughout the rest of the study area approximately - 15 miles. Route 65 passes through the City of Lincoln and in the southern portion of the study area, the City of Warsaw. The southern terminus is just north of the Route 65/Main Street interchange. The study area incorporates the interchanges at Truman Dam Access Road and Route 7.

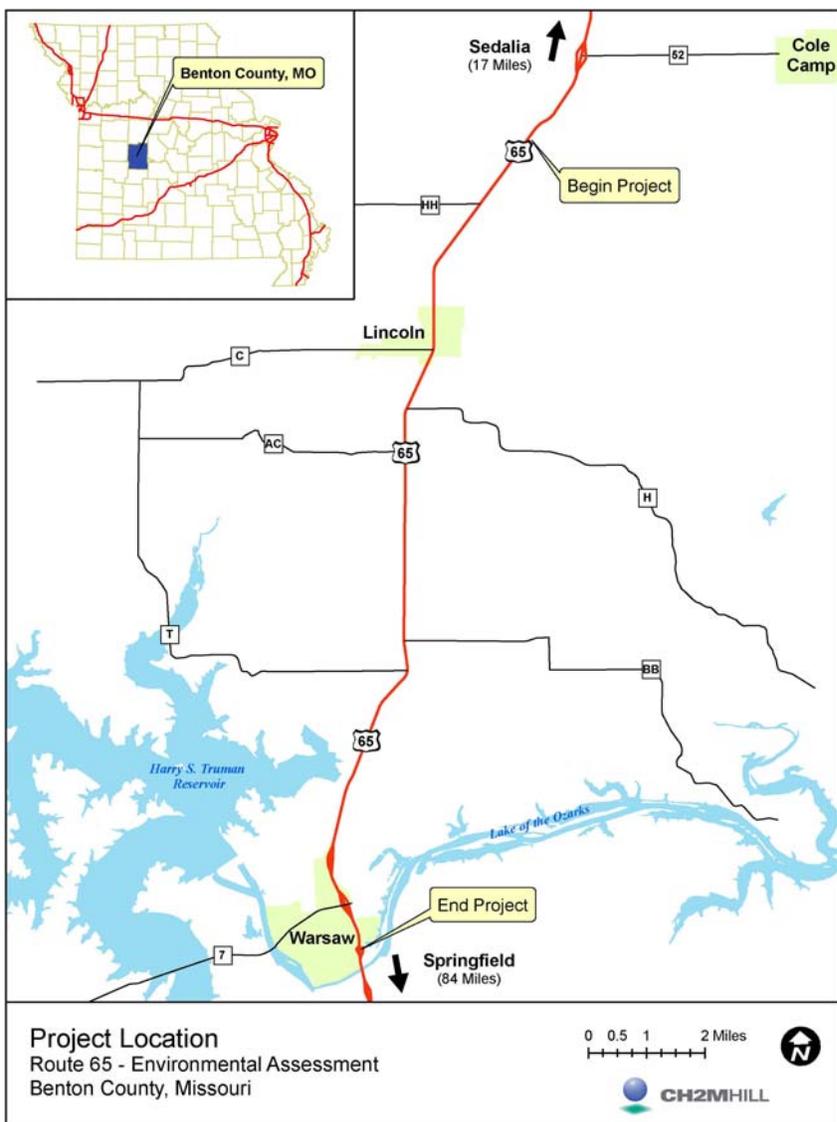


Figure S-1: Route 65 Project Location Map

C. Purpose of and Need for Proposed Action

Purpose and need refer 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 purpose and need elements associated with the Route 65 project are to:

Improve Safety on Route 65 – The configuration of Route 65 creates conditions where unsafe operations flourish. The two-lane cross-section combined with the hills and curves of the existing roadway make passing difficult. Head-on and rear-end crashes on this portion of Route 65 are considerably higher than the statewide averages. Consequently, the first goal of the Route 65 project is to improve safety along Route 65.

Enhance Corridor Operations – Within the study area, Route 65 is a narrow two-lane roadway with poor sight lines, following a rolling-type terrain. Many of the users of Route 65 are trucks and trailers destined for business and recreation purposes at Truman Reservoir. These vehicles slow the overall pace of traffic on the narrow roadway. The hills and curves of the existing roadway make passing difficult. Roughly two-thirds of the study area consists of no-passing zones. In addition to their safety implications, these conditions foster a poorly operating corridor. This creates conditions where vehicles get stacked behind slower-moving vehicles and cannot progress in a timely manner. As overall volumes increase, this problem will become more pronounced. Consequently, the second goal of the Route 65 project is to enhance corridor operations.

Achieve Regional/Local Continuity Goals – Route 65 is the most heavily traveled roadway in Benton County, a facility that is vital to the communities that have access to it. Route 65 is the primary north/south road through Lincoln. The City of Warsaw also depends heavily on Route 65 for circulation and commerce. Because of the important role that Route 65 plays to local communities, the third goal of the project is to advance the access and continuity goals of the people who depend most heavily on Route 65. This is defined as access to important destinations and maintaining locally important pathways.

D. Alternatives

The development and evaluation of alternatives were based on engineering evaluations; agency coordination; consideration of social, economic and environmental impacts and public input. Alternatives analyzed include bypassing of the town of Lincoln, the possibility of implementing alternatives that would not require the complete reconstruction of the existing corridor and various alternatives that add traffic lanes.

The process to identify alternatives was based on a series of screenings. The project began with a study area within which the possible solutions to the transportation problems of Route 65 could be contained. The alternatives developed and evaluated at this stage were called the **initial range of alternatives**. This set of alternatives includes numerous ways of improving the existing roadway along with several bypasses to the City of Lincoln. Using engineering, environmental, agency coordination and public involvement, the initial range of alternatives was evaluated. Based on this evaluation, several alternatives were eliminated. Most bypasses of Lincoln were eliminated at this stage, as were all configurations other than the creation of a

four-lane divided highway. One such eliminated configuration was the 2-plus-1 roadway. This configuration, which consisted of a three-lane cross-section with alternating passing lanes, was eliminated. It did not provide opportunities to improve existing sight distance and geometric deficiencies linked to the safety issues in the corridor.

The alternatives not eliminated at the initial range of alternatives stage were known collectively as the **reasonable range of alternatives**. These alternatives represent those that MoDOT believes should be considered more fully. At this stage, additional engineering and environmental investigations were conducted. This evaluation also included cost estimates, design considerations and public involvement. These studies were intended to assist in the selection of the alternative that best solves the project's transportation problems and minimizes impacts to the human and natural environment. The reasonable range of alternatives for this project included improving the existing roadway to a four-lane divided highway, north and south of Lincoln. In these largely rural areas, the reasonable range of alternatives focused on utilizing the existing Route 65 travel lanes for one direction of travel and constructing new lanes to handle the traffic in the opposite direction. Hybrid alignments consisting of alternate widenings to the east and the west of the existing Route 65 travel lanes were also included in the reasonable range of alternatives. In the Lincoln area, the reasonable alternatives included three alternatives that consisted of improving existing Route 65 to a five-lane urban configuration, as well as an alternative that consisted of a near-eastern four-lane divided highway bypass of Lincoln. The three alternatives for improving existing Route 65 consisted of a symmetrical widening of Route 65, an eastern widening of Route 65 and a western widening of Route 65. Also included in the reasonable range of alternatives was the No-Build Alternative, which consisted of only normal pavement maintenance, spot traffic operational improvements and minor safety improvements within existing highway right of way. While the No-Build Alternative was not found to address the project's purpose and need adequately, it was included in the reasonable range of alternatives in order to serve as a baseline for comparison.

At the end of the reasonable range of alternatives stage, a **preferred alternative** was identified. This was the alternative that MoDOT believed best solved the transportation problems and minimizes impacts. The identification of the selected alternative could not be finalized until the substantive comments from resource agencies and from the public hearing were fully evaluated and addressed. To facilitate this process of agency and public input, the preferred alternative was presented and discussed in a Draft Environmental Assessment (DEA) circulated in February 2007. Following the circulation of the DEA, a public hearing was held in Lincoln on March 14, 2007. The hearing, like all of the project's public involvement events, was well attended, and the project was predominately supported. A final important event in the development of the selected alternative was a Value



At the end of the reasonable range of alternatives stage, a preferred alternative was identified and discussed in a Draft Environmental Assessment (DEA) circulated in February 2007. Based on public input, agency coordination and internal analysis, the preferred alternative was finalized and is referred to as the selected alternative in this Final EA. The selected alternative is discussed throughout this document.

The selected alternative has been updated in minor, but important ways, from the preferred alternative described in the DEA.

The selected alternative is shown in **Exhibits II-3A–J**.

A detailed description of how the selected alternative described in this document differs from the preferred alternative presented in the DEA is presented in **Chapter II.D**.

Engineering (VE) study conducted by MoDOT in April 2007. Based on these inputs, the **selected alternative** was finalized. The selected alternative can be summarized as:

North of Lincoln – Improve Route 65 by widening to the east of the existing alignment

Through the northern portion of the corridor (from the northern terminus to the outskirts of Lincoln), the selected alternative would construct two additional lanes to the east of the existing lanes; reconfiguring Route 65 as a four-lane facility (two lanes north-bound/two lanes south-bound) with a 60-foot-wide depressed median separating the north-bound and south-bound travel lanes. The existing lanes will be reused as the south-bound lanes.

Lincoln Section – Symmetrically widen Route 65 into a five-lane urban cross-section

Through the Lincoln portion of the corridor, the selected alternative would configure Route 65 as a five-lane, undivided, urban cross-section. The existing lanes will be symmetrically widened to create two north-bound and two south-bound lanes. These would be separated by a central two-way turn lane. The existing roadside ditches will be replaced by a curb-and-gutter drainage system.

South of Lincoln – Improve by alternately widening to the east or west of the existing alignment The selected alternative south of Lincoln would construct two additional lanes to reconfigure existing Route 65 as a four-lane facility (two lanes north-bound/two lanes south-bound) with a 60-foot-wide depressed median separating the north-bound and south-bound travel lanes. To minimize impacts, several transitions will be needed to switch the new lane construction from the east to the west side of existing Route 65. The existing lanes will be reused as either the north-bound or the south-bound lanes.



The selected alternative through Lincoln is predicated on the feasibility of an enclosed drainage system. If an enclosed drainage system cannot be designed, an eastern open ditch drainage alternative (with a widening to the east) would be the selected alternative. This alternative would configure Route 65 as a five-lane, undivided, urban cross-section with open drainage. The other aspects of the selected alternative would remain unchanged. **Exhibit IV-1Da** depicts the configuration of the open ditch drainage alternative through Lincoln and **Table S-2** presents an impact summary for the version of the selected alternative using an open drainage system.

The selected alternative is shown in **Exhibits II-3A–J**. A detailed description of how the selected alternative described in this document differs from the preferred alternative presented in the DEA is provided in **Chapter II.D**.

E. Impacts

The process that led to the identification of the selected alternative included evaluations of impacts. The impact analysis included right-of-way impacts, environmental impacts, socio-economic impacts, cultural resource impacts, community impacts, displacement impacts 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.

The public involvement techniques used for this project include newsletters, news media releases, formal and informal meetings, videos and other general coordination. **Chapter V** discusses the

public involvement and agency coordination activities that have been conducted. Public involvement efforts will continue throughout the duration of the project.

Impacts associated with the selected alternative include the conversion of farm land, acquisition of land and structures, stream and floodplain crossings, wetland impacts, woodland impacts and work in proximity to protected species. **Table S-1** is an impact summary for the reasonable range of alternatives. In general, the impacts associated with the reasonable range of alternatives are very similar. The subtly different impacts associated with the entire reasonable range of alternatives are discussed and compared in **Chapter IV**.

Table S-2 is an impact summary for the selected alternative.



Based on the analysis presented in this document, the Federal Highway Administration has determined that the selected alternative will have no significant impact on the natural or human environment.

TABLE S-1 IMPACT SUMMARY FOR THE REASONABLE RANGE OF ALTERNATIVES IMPROVEMENT OF ROUTE 65, BENTON COUNTY (J5P0892)										
EVALUATION FACTORS/IMPACTS	NO BUILD	ALTERNATIVES NORTH OF LINCOLN		ALTERNATIVES IN LINCOLN				ALTERNATIVES SOUTH OF LINCOLN		
		Eastern Widening	Western Widening	Near East Bypass	Symmetrical Widening with Curb and Gutter***	Eastern Widening with Open Drainage	Western Widening with Open Drainage	Eastern Widening	Western Widening	Hybrid Widening*
PURPOSE AND NEED										
1. Improve Safety along Route 65	Not Achieved	Achieved	Achieved	Achieved	Achieved	Achieved	Achieved	Achieved	Achieved	Achieved
2. Enhance Corridor Operations	Not Achieved	Achieved	Achieved	Achieved	Achieved	Achieved	Achieved	Achieved	Achieved	Achieved
3. Achieve Regional/Local Continuity Goals	Not Achieved	Achieved	Achieved	Not Achieved	Achieved	Minimally Achieved	Minimally Achieved	Achieved	Achieved	Achieved
ENVIRONMENTAL IMPACTS										
Expected Wetland Impacts**	None	0.1 Acre	0.3 Acre	0.7 Acre	0.2 Acre	0.2 Acre	0.1 Acre	0.8 Acre	5.5 Acres	2.8 Acres
Potential Environmental Site Assessments	None Expected	None Expected	None Expected	One Expected	Two Expected	Two Expected	One Expected	None Expected	None Expected	None Expected
Expected Stream Impacts**	None	630 Linear Feet	160 Linear Feet	2,460 Linear Feet	620 Linear Feet	1,160 Linear Feet	910 Linear Feet	1,540 Linear Feet	4,780 Linear Feet	4,820 Linear Feet
Approximate Farmland Impacts (Existing Use)	None	33 Acres	20 Acres	162 Acres	75 Acres	68 Acres	59 Acres	61 Acres	54 Acres	70 Acres
Floodplain Encroachments	None	Yes - Tributary to Cole Camp Creek	Yes - Tributary to Cole Camp Creek	Yes - Multiple Crossings of Tributaries to Cole Camp Creek and Duran Creek	Yes - Tributary to Cole Camp Creek and Duran Creek	Yes - Tributary to Cole Camp Creek and Duran Creek	Yes - Tributary to Cole Camp Creek and Duran Creek	None	Yes - Minor Encroachments at the Reservoir and at the Route 65/T Intersection	Yes - Bird Branch
Endangered Species Issues (Encroachment on Rock Hill Prairie)	None Expected	None Expected	None Expected	None Expected	None Expected	None Expected	None Expected	Encroachment on Rock Hill Prairie	None Expected	None Expected
Public Land Encroachments	None Expected	None Expected	None Expected	None Expected	None Expected	None Expected	USDA Office	Lost Valley Fish Hatchery	Encroachment on Truman Reservoir	Encroachment on Truman Reservoir and Lost Valley Fish Hatchery
Cultural Resources Impacts	None Expected	None Expected	None Expected	None Expected	None Expected	None Expected	None Expected	None Expected	None Expected	None Expected
DISPLACEMENT/ENCROACHMENT IMPACTS										
Total Structure Displacements	None	None	8	10	10	15	18	17	25	19
Commercial/Industrial Structure Displacements	None	None	None	7	7	12	11	14	17	11
Residential Structure Displacements	None	None	3	1	1	1	3	2	4	5
"Other" Structure Displacements	None	None	5	2	2	2	4	1	4	3
Total Anticipated Right-of-Way Acquisition	None	43 Acres	40 Acres	178 Acres	83 Acres	118 Acres	118 Acres	120 Acres	122 Acres	140 Acres
Important Community Resource Displacements	None	None	None	None	None	MoDOT Maintenance Facility	Warsaw-Lincoln Ambulance Station	Lost Valley Fish Hatchery Well House	None	None
SOCIO-ECONOMIC/COMMUNITY IMPACTS										
Potential for Community Service Disruptions	Continued Degradation of Service	Low	Low	Potential Loss of Tax Revenue	Low	Increased Displacements	Increased Displacements	Low	Low	Low
Expected Neighborhood/Community Impacts	Continued Degradation of Service	Low	Increased Residential Displacements	New Roadway in Vicinity of Existing Neighborhoods	Low	Increased Displacements	Increased Displacements	Low	Low	Low
Expected Travel Pattern Disruptions	No Change	Minimal	Minimal	Bypass of Lincoln	Minimal	Minimal	Minimal	Minimal	Minimal	Minimal
Environmental Justice Issues	None	None	None	None	None	None	None	None	None	None
Business Community Impacts	No Changes to Existing Conditions	Limited	None	Bypass of Existing Lincoln Businesses	Limited	Increased Displacements	Increased Displacements	Limited	Limited	Limited
Important Continuity Impacts	None	Minimal	Minimal	Alternation of Interface Between Lincoln and Route 65	Revision of Driveway Access Points	Revision of Driveway Access Points	Revision of Driveway Access Points	Minimal	Minimal	Minimal
ENGINEERING IMPACTS										
Estimated Project Cost	No New Costs	\$8,600,000	\$8,100,000	\$14,200,000	\$16,700,000	\$15,200,000	\$16,300,000	\$25,800,000	\$28,700,000	\$34,300,000
Constructability Issues	Not Applicable	No Technical Challenges	No Technical Challenges	No Technical Challenges	Must Maintain Existing Drainage	No Technical Challenges	No Technical Challenges	No Technical Challenges	No Technical Challenges	No Technical Challenges
Maintenance of Traffic Issues	Not Applicable	No Technical Challenges	No Technical Challenges	No Technical Challenges	Construction to be Done Adjacent to Live Traffic; Temporary Access Impacts to Adjoining Properties	Construction to be Done Adjacent to Live Traffic; Temporary Access Impacts to Adjoining Properties	Construction to be Done Adjacent to Live Traffic; Temporary Access Impacts to Adjoining Properties	No Technical Challenges	No Technical Challenges	No Technical Challenges
Important Drainage Issues	Not Applicable	Roadside Ditches Expected	Roadside Ditches Expected	Roadside Ditches Expected	Curb and Gutter Expected	Open Drainage Expected	Open Drainage Expected	Roadside Ditches Expected	Roadside Ditches Expected	Roadside Ditches Expected
Roadway Type Considerations	Not Applicable	Four-Lane Divided Highway	Four-Lane Divided Highway	Four-Lane Divided Highway	Urban Typical Section with Two-Way, Left-Turn Lane	Urban Typical Section with Two-Way, Left-Turn Lane	Urban Typical Section with Two-Way, Left-Turn Lane	Four-Lane Divided Highway	Four-Lane Divided Highway	Four-Lane Divided Highway
		Component of Selected Alternative			Component of Selected Alternative					Component of Selected Alternative

* Improve by alternately widening to the east and west of the existing alignment. **These data are based on the wetland/stream determinations conducted on all reasonable alternatives. Table S-2 presents the results of the wetland delineation for the selected alternative.
 *** The selected alternative through Lincoln is predicated on the feasibility of an enclosed drainage system. If an enclosed drainage system cannot be designed, an open ditch drainage alternative with widening to the east would be the selected alternative.

TABLE S-2 IMPACT SUMMARY IMPROVEMENT OF ROUTE 65, BENTON COUNTY (J5P0892)		
EVALUATION FACTORS	SELECTED ALTERNATIVE ^a	ENCLOSED DRAINAGE VERSION of SELECTED ALTERNATIVE ^{aa}
	IMPACTS	IMPACTS
PURPOSE AND NEED		
1. Improve Safety along Route 65	Achieved	Achieved
2. Enhance Corridor Operations	Achieved	Achieved
3. Achieve Regional/Local Continuity Goals	Achieved	Achieved
ENVIRONMENTAL IMPACTS		
Expected Wetland Impacts (Based on Wetland Delineation)	1.1 Acres	1.1 Acres
Potential Environmental Site Assessment Involvement	2 Sites	2 Sites
Stream Impacts (Based on Stream Delineation)	6,470 Linear Feet	6,490 Linear Feet
Approximate Farmland Impacts	178 Acres	178 Acres
Floodplain Encroachments	10.8 Acres	10.8 Acres
Endangered Species Issues (Encroachment on Rock Hill Prairie)	None	None
Public Land Encroachments	Truman Lake: 17.8 Acres Lost Valley Fish Hatchery: 5.4 Acres	Truman Lake: 17.8 Acres Lost Valley Fish Hatchery: 5.4 Acres
Cultural Resources Impacts	None Expected	None Expected
DISPLACEMENT/ENCROACHMENT IMPACTS		
Total Structure Displacements	29	34
Commercial/Industrial Structure Displacements	18	23
Residential Structure Displacements	6	6
"Other" Structure Displacements	5	5
Total Anticipated Right-of-Way Acquisition	266 Acres	301 Acres
Important Community Resource Displacements	None	Possible Displacement of MoDOT Salt Barn
SOCIO-ECONOMIC/COMMUNITY IMPACTS		
Potential for Community Service Disruptions	Low (Existing Roadway Being Improved)	Low (Existing Roadway Being Improved)
Expected Neighborhood/Community Impacts	Low (Encroachments are Limited)	Open Drainage will Enlarge Footprint and Impacts
Expected Travel Pattern Disruptions	Minimal (All Existing Roadway Turn Movements Maintained)	Minimal (All Existing Roadway Turn Movements Maintained)
Environmental Justice Issues	None	None
Business Community Impacts	Limited (Project Largely Maintains Existing Business Community)	Larger Footprint Adds Five Additional Displacements within Lincoln
Important Continuity Issues	Within Lincoln: Reconfiguration of Existing Curb Cuts/Driveways	Within Lincoln: Reconfiguration of Existing Curb Cuts/Driveways
ENGINEERING IMPACTS		
Estimated Project Cost	Approximately \$52 Million	Approximately \$52 Million
Constructability Issues	Alignment Transitions May Create Construction Planning Difficulties	Alignment Transitions May Create Construction Planning Difficulties
Maintenance of Traffic Issues	Detours Can be Expected at Some Intersections	Detours can be Expected at Some Intersections and Driveways
Important Drainage Issues	Curb-and-Gutter System Must Discharge to Timber Line Lake	Open Drainage will Enlarge Footprint
Roadway Type Considerations	Reused Lanes Require an Unknown Amount of Rehabilitation	Reused Lanes Require an Unknown Amount of Rehabilitation
Summary of Selected Alternative		
<p>^aThis table summarizes the impacts associated with the selected alternative. This is the alternative that MoDOT believes best solves the transportation problems and minimizes impacts. The selected alternative can be summarized as:</p> <ul style="list-style-type: none"> • North of Lincoln: Improve Route 65 by widening to the east of the existing alignment • Within Lincoln: Symmetrically widen Route 65 into a five-lane urban cross-section with a curb-and-gutter configuration • South of Lincoln: Improve by alternately widening to the east and west of the existing alignment <p>Exhibit II-3 and IV-1 depict the selected alternative.</p> <p>^{aa} The selected alternative through Lincoln is predicated on the feasibility of an enclosed drainage system. If an enclosed drainage system cannot be designed, an open ditch drainage alternative with widening to the east would be the selected alternative. This alternative would configure Route 65 as a five-lane, undivided, urban cross-section with open drainage (with a widening to the east). Exhibit IV-1Da depicts the impacts associated with the open drainage version of the selected alternative.</p>		

F. Lead Agency

The lead agency for the Route 65 improvement project is the Federal Highway Administration (FHWA), in consultation with MoDOT. The Missouri Department of Transportation and its consultants are responsible for conducting the environmental and engineering evaluations, carrying out the public involvement activities, coordinating with state and federal review agencies and preparing this Environmental Assessment. The Route 65 Study Team included staff and representatives from MoDOT Headquarters and MoDOT District Five, along with supporting consultants.

G. Regulatory Compliance/Pending Action

The planning, agency coordination, public involvement and impact evaluation for the project were coordinated in accordance with National Environmental Policy Act (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 would receive disproportionately adverse impacts under the reasonable range of alternatives or the selected alternative.

River and wetland impacts are subject to permitting and associated water quality certification under Sections 404 and 401 of the CWA. Based on the selected alternative, wetland delineations were conducted to verify the extent and quality of aquatic resources. These data will be used for permitting and mitigation purposes. The wetland delineation results are presented in **Chapter IV.B.6**. During the design phase, specific impacts to wetlands and other waters of the United States would be assessed to determine whether those impacts can be avoided or further minimized. Unavoidable impacts to wetlands and streams may require mitigation.

Relocation Assistance Plans for all potential acquisitions and displacements would 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 to displaced persons in finding comparable housing that is decent, safe and sanitary. This applies to businesses, farms, nonprofit organizations and residential properties.

Upon selection of the preferred alternative described in the DEA, further investigation was authorized to verify that the improvements would not affect important archaeological resources. In accordance with established procedure, the results of this work are presented in

Chapter III.C.13. This work concluded that the selected alternative will not affect archaeological or historical resources eligible to the National Register of Historic Places (NRHP). The discussion of impacts contained in **Chapter IV.B.12** is in accordance with the regulations (36 Code of Federal Regulations [CFR] 800) implementing Section 106 of the National Historic Preservation Act (16 United States Code [U.S.C.] 470).

The Missouri Department of Transportation coordinated with the MDC and the U.S. Fish and Wildlife Service (USFWS) regarding affects to protected species. The Missouri Department of Transportation will continue to coordinate with MDC and USFWS for updates regarding occurrences of protected species, especially Mead's milkweed, in the project area and to implement the necessary measures to avoid impacts to protected species.

Informal coordination would also continue with the U.S. Army Corps of Engineers (ACOE) and the Missouri Department of Natural Resources (MDNR) regarding impacts to facilities they administer (the Truman Reservoir and the Lost Valley Fish Hatchery, respectively).

H. 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. Those commitments 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 who will be relocated.
2. Informal coordination will also continue with the ACOE, MDC and the MDNR regarding impacts to facilities they administer (the Truman Lake and the Lost Valley Fish Hatchery, respectively). Specifically, MoDOT has made the avoidance of the proposed MDC forestry maintenance facility and continuance of access along Old Route 65 as environmental commitments for this project.
3. This project will comply with the Americans with Disabilities Act of 1990.
4. A Missouri Department of Transportation-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 forces and emergency services to reduce impact to response times of these agencies.
5. The design process will include periodic consultation of 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.
6. During the final design process, MoDOT will consider options to minimize new right-of-way acquisition. The potential minimization of right-of-way acquisitions will not impact the ability of the project to satisfy the purpose and need approved by NEPA.

7. The Missouri Department of Transportation will coordinate with the ACOE 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. Clean Water Act permits will require a detailed delineation and evaluation of waters and wetlands affected by the project and minimization of impacts. 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 ACOE and the MDNR.
8. Best management practices will be implemented to prevent and reduce soil erosion and sedimentation in local waterways and sinkholes. The Missouri Department of Transportation will employ methods for stormwater management during and after construction in accordance with its *Standard Specifications Book for Highway Construction* and National Pollutant Discharge Elimination System (NPDES) stormwater permit.
9. Floodplain permits will be obtained from the State Emergency Management Agency (SEMA).
10. Additional study and proper remediation of hazardous waste sites that will be encountered by construction 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 state law.
11. 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.
12. The project will avoid impacts to/encroachments on The Nature Conservancy's Rock Hill Prairie.
13. 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 in cases where the criterion is exceeded.
14. Due to the high number of driveways with direct access to Route 65 in Lincoln, access management has been investigated extensively to best satisfy the purpose and need elements of improving roadway safety and improving traffic operations. The general approach to access management associated with the selected alternative is to allow as many property owners as practical to continue to have access to Route 65. However, fewer driveways are provided, and some driveway sharing is proposed. In general, the spacing is 150 feet between driveways, and most are lined up with driveways on the opposite side of

Route 65. The coordination of the access management plan was the major topic during the public hearing. Please refer to **Exhibit II-4** for a depiction of the specific driveway closures, consolidations and relocations proposed for the selected alternative. During the final design process, MoDOT will continue to consider options to maximize access and minimize safety concerns.

15. Isolated deposits were found during the June 2006 archaeological survey conducted for the selected alternative. These resources were ultimately determined to not possess the properties necessary for listing on the National Register of Historic Places. These deposits might be related to the Ham/Karr Farm (AR 140). If additional artifacts or features are identified before or during construction, this resource will require re-evaluation.