

Appendix G – Public Involvement

This Appendix includes the following public involvement activities:

- Land Use Forum Summary
- Land Use Questionnaire
- Interchange Workshop Summaries
 - Montgomery County
 - Route A-B
 - Warrenton
 - Wright City
 - Foristell
 - Lake St. Louis/Wentzville
- Drop In Center Summary
- April 2003 Public Meeting Summary
 - April 2003 Public Meeting Comments
- September 2003 Public Meeting Summary
 - September 2003 Public Meeting Comments



LAND USE FORUM SUMMARY



JACOBS CIVIL INC.
501 North Broadway
St. Louis, MO 63102
phone: 314.335.4000
fax: 314.335.5141

Date: 14 August 2002

Time: 10:00 am – 2:00 pm

Subject: I-70 Section of Independent Utility
(SIU) 7 Land Use Forum

Location: Ruiz-Castillo Restaurant,
Wright City
Re: SIU No. 7 - J4I1341K
CIX16100 – 891

✓ =Attended

Land Use Forum Invitees	
✓ Mary Holden – Village of Innsbrook	Bonnie Nordwald – City of New Florence
✓ Les Buechele – Village of Innsbrook	✓ Matt Prickett – City of O’Fallon
Steve Schertel – City of Lake St. Louis	✓ Christine Look – City of O’Fallon
✓ Tom Ashburn – City of St. Charles	✓ Paul Langdon – City of Maryland Heights
Julie Powers – City of St. Peters	Glenn Powers – St. Louis County Planning
✓ Gerald Hurlbert – Representing Cities of Cottleville & Dardenne Prairie	J. Michael Dooley – St. Louis County Highways & Traffic
Mike Hemmer – Village of Josephville	✓ Steve Lauer – St. Charles County Planning
✓ Ann Meuth – City of Flint Hill	✓ Gary Turner – St. Charles County Road Board
✓ Doug Forbeck – City of Wentzville	Craig Thakowski – St. Charles County Highway Department
✓ Bill Bensing – City of Wentzville	✓ Mary Haintel – Montgomery County Planning & Zoning
✓ Ken Goslee – City of Foristell	Cliff Jefferson – Montgomery County Roads & Bridges
✓ Karen Gironde – City of Wright City	✓ Gary Reuther – Warren County Road Dept.
✓ Ray Gibson – City of Truesdale	✓ Harold Gibson – Warren County Planning
Richard Holloway – Village of Pendleton	Kelly Hardcastle – Lincoln County
✓ Tom Crugnale – City of Warrenton	✓ Donna Day – East-West Gateway Coordinating Council (EWGCC)
✓ Patty Robertson – City of Warrenton	✓ Justin Carney – EWGCC
✓ Fred Flake – City of Warrenton	✓ Steve Etcher– Boonslick Regional Planning Commission
✓ Sherry Meyer – City of Jonesburg	✓ Gary Smith – Bi-State Development Agency (Metro)
✓ Gerard Ritter – City of Jonesburg	✓ Tim Fischesser – St. Louis County Municipal League
✓ Floyd Weeks – City of High Hill	

Missouri Department of Transportation (MoDOT) Staff Attended	
Kathy Harvey – Headquarters	Wesley Stephen – District 6 (Metro St. Louis)



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Bob Brendel – Headquarters	Jim Gremaud – District 6
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I-70 Study Team Attended	
Joe Leindecker – SIU 7	Jerry Mugg – General Engineering Consultant (GEC)
Hilary Perkins – SIU 7	Lynn Mohr – GEC
Randy Perkinson – SIU 7	Eric Ploch – GEC
Crystal Howard – SIU 7	Steve Wells – GEC
Barbara Frost – SIU 7	
Molly Salmieri – SIU 7	

I. Introductions

The meeting began with a review of the emergency exits and introduction of CPR-trained staff. The “safety minute” was followed by introductions of the participants, study team and MoDOT staff.

II. Purpose of the Forum

Joe Leindecker, SIU 7 Project Manager, stated that the purpose of the forum is to solicit additional input from the local and regional staffs regarding current or future land use implications of various bypass alternatives in the planning corridor. Transit agencies and cities with transit authorities or transportation districts were also invited to participate to discuss any potential impacts to current or future services.

In October 2002, the study team will complete a Strategy Screening Report that will utilize both technical data and input from the forum to evaluate the I-70 bypass corridors. The conclusion of this report will be recommendations regarding which bypass corridor(s), if any, should be carried forward for detailed analysis in the Draft Environmental Impact Statement (Draft EIS).

III. Study Background

Members of the study team provided a brief overview of the tiered EIS process, the strategies evaluated in Tier One, the recommendations carried forward for further study and the overall project schedule.

Tier One resulted in an overall strategy to rebuild and widen the existing I-70 facility, except in Columbia and near St. Louis (SIU 7). In SIU 7, the options of a Far North, Near North and Southern bypasses remained for further study in Tier Two, in addition to the widening alternative. The bypasses remained because not enough detailed data could be provided by the Tier One analysis to conclusively eliminate them as viable options. It was determined that a more detailed evaluation would be conducted early in the Tier Two analysis in an attempt to screen the bypasses to only the most reasonable strategies.

IV. Current Study

The SIU 7 Study Team began the process to screen the bypass strategies by examining the land use and comprehensive plans of potentially affected areas, determining cost



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methodologies, studying natural resources impacts, economic and transportation impacts within each of the bypass alternatives.

V. Screening Criteria

Members of the study team spoke briefly about the screening criteria and the analysis that would be performed. Using data mentioned previously, input from the Land Use Forum and local and regional comprehensive plans, the study team will determine the impacts of each of the bypasses and submit a recommendation to MoDOT. MoDOT and the Federal Highway Administration will have the final determination on the study outcome.

VI. Discussion Session

The meeting was then opened for discussion of the specific screening criteria. All attendees were encouraged to participate in an open discussion of impacts, ask questions about the study and offer new information that should be considered. The following summary of comments is grouped by local or regional area.

Village of Innsbrook

Compatibility with Local and Regional Planning Goals

- Innsbrook is a gated community that includes a bird sanctuary; created as a "retreat" from the city, noise and traffic. The southern bypass would bring all of those elements right into the community.
- Commercial development would increase at the interchanges. Innsbrook views this as negative.
- The Southern bypass cuts the northern boundary of Innsbrook
- Expressed concern about what would happen to the existing communities along I-70.

Local and Regional Economic Impacts

- With or without bypasses, businesses will be impacted– either directly or indirectly.

Natural Resource Impacts

- ALL bypasses will affect farmland.
- Near Highways N & M, Boone's Trail (historic trail) crosses Southern bypass.

City of St. Charles

Compatibility with Local and Regional Planning Goals

- Bypasses will increase urban sprawl, expanding it into Warren County.

St. Charles County Road Board

Compatibility with Local and Regional Planning Goals

- Safety and capacity on existing I-70 will still be an issue.
- Continuous one-way outer roads should be considered on bypasses and improvements to existing I-70.
- County has a 10-year plan, which runs through 2006.



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- The plan is based on the existing I-70. Bypasses would create new demands not addressed by the plan.
- Far North should only be considered if it has a connection to Highway 370.

Local and Regional Economic Impacts

- Most of the money through 2006 is already programmed. Projections through 2010 do not include any of the potential bypasses.
- Any of the bypasses would bring additional infrastructure costs that are not presently programmed.

Natural Resource Impacts

- At least two parks are within the Far North bypass:
 1. Indian Camp Creek, a 500-acre section at Highway 61, near Dietrick Road, existing land is being developed into a park.
 2. Pink Plantation, located north of McHugh Road, east of the county line, is an existing park.

St. Charles County Planning

Compatibility with Local and Regional Planning Goals

- St. Charles County Master Plan will be completed in June 2003.
- A connection to Highway 370 to the Near North bypass makes sense due to the amount of development that will occur by the time this route is built. Not advocating it, but if it is selected, a connection to Highway 370 would make Near North more attractive.

Local and Regional Economic Impacts

- There is a need to coordinate with economic development staff to discuss development opportunity. St. Charles County is attempting to create large employment centers focused on high-paying jobs.

Transit

- Transit ballot initiatives have failed in St. Charles County— but the county does have a transit authority.
- The County is using East-West Gateway's transit study of St. Charles County that assessed paratransit and possible scheduled service routes, for future planning.

Warren County Planning

Compatibility with Local and Regional Planning Goals

- Preliminary land use plan is available
 - Covers unincorporated Warren County only— designating urban/suburban areas.
 - 20-year plan to manage growth from "up stream" out of St. Charles County.
 - Zoning updates are in progress (expect by 2nd Quarter 2003). Not sure where commercial and industrial zones will be located.
 - Far North— there is no infrastructure, however if it is constructed, commercial and industrial development will surely follow.
 - Police, fire, school bus routes, etc. would need to be altered if a bypass were constructed.



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- The land use plan focuses growth around existing infrastructure.
- There is no infrastructure in place for the development in rural areas traversed by the bypasses.
- If developers want to build in areas where infrastructure does not exist, they must pay the costs.

Natural Resource Impacts

- The new Warren County land use plan will include an agricultural tier with dedicated farmland in the area. In the future, the LESA (land evaluation site assessment) system will be used to determine whether farmland should remain as farmland.

City of Wentzville

Compatibility with Local and Regional Planning Goals

- The Wentzville comprehensive plan was amended in November 2001.
- The City is receiving a fair number of residential proposals and construction is anticipated over the next few years. The proposed bypasses could impact some new residential areas.
- Near North goes through where a new development is currently being built.
- Study team maps of new development need to be updated almost monthly.
- Corridor preservation is a must in order for the bypasses to be viable in the future.
- At the current pace, 10 years from now, none of the bypasses will be viable because of the on-going development.
- Lake St. Louis Watershed Study, funded by EPA, is a new study just initiated this week. Need to check with Lake St. Louis regarding potential impacts.

City of Flint Hill

Compatibility with Local and Regional Planning Goals

- Flint Hill would feel effects from the Near North or Far North, due to interchanges from either bypass at Highway 61.
- The City could not afford to expand the local road system to access new bypasses.

Natural Resource Impacts

- Study team may not be aware of some family cemeteries located on private land. *Note: Ann Meuth marked a map with the location of a cemetery with 60+ family plots on private land.*

St. Louis County Municipal League

Compatibility with Local and Regional Planning Goals

- Improvements to Routes 50 & 36 could make them more attractive to travelers, which may lessen the additional traffic on I-70.
- Expressed concerns about how the bypasses could affect cross-country travelers.
- There will be economic impacts to the existing I-70 businesses if bypasses are built—especially if there is no new growth in travel due to more traffic on improved Routes 50 & 36.

Note: MoDOT added that modeling from Tier One, including improvements to four lane Routes 50 & 36. Even with additional capacity, those routes would still only pull about 10% of the traffic off I-70.



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Local and Regional Economic Impacts

- There will be compensation for businesses that are directly impacted or relocated by MoDOT if improvements are made to the existing I-70. However, there won't be any compensation to those businesses that lose revenue due to the bypass shifting the customers elsewhere.

City of Warrenton

Local and Regional Economic Impacts

- A Super Wal-Mart development is pending, which would create a 30% tax benefit for Warrenton. This development is based on existing I-70– bypasses would be a deal breaker!
- Existing I-70 is the retail corridor for Warrenton.

Natural Resource Impacts

- Heading out Highway 47, there is heavily farmed land along the Far North bypass.

City of Wright City

Local and Regional Economic Impacts

- Wright City is invested along the existing I-70 corridor. Businesses are concerned with two issues:
 1. No one wants a bypass because our commercial area is along existing I-70.
 2. Since they are currently so close to I-70, businesses are concerned that any improvements they might make now could be impacted by future I-70 improvements. They are wrestling with investing now or later.

Boonslick Regional Planning Commission

Local and Regional Economic Impacts

- Bypasses will induce businesses to open along them, but they will potentially be lower paying jobs in higher income areas. There will be a social impact on public transit to get people out there to fill those jobs.

Transportation Impacts

- What analysis is being done for the merge at the west end of the bypasses, near Jonesburg? The interchange connecting the bypass with existing I-70 would create a choke point where they merge pushing the congestion west.

Note: No analysis yet—need traffic volumes. Directional ramps would be designed to adequately handle the projected traffic volumes.

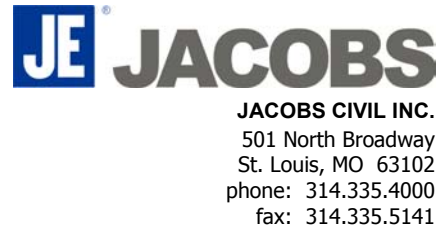
East-West Gateway Coordinating Council

Compatibility with Local and Regional Planning Goals

- From the regional perspective, costs could flow into other jurisdictions east and west of the bypass. Cities that are not directly in the corridor may incur additional costs relating to the effects from the potential bypasses.



LAND USE FORUM SUMMARY



Transit

- The East-West Gateway Transit Study mentioned previously relates to paratransit in St. Charles County, but transit routes were discussed. The St. Charles County Executive has been very interested in implementing some of the study recommendations.

Additional Notes from Discussion:

- Toll roads are not under consideration for this study. MoDOT does not have toll authority, at this point.
- MoDOT will maintain existing I-70, even if a bypass is built.
- The traffic model assumed no additional construction or extension of Highway 370, since it is not currently planned or funded.
- The study will take into account the effects to the east of the study area into St. Louis County.
- Modeling is based on destination information, not by vehicle type (car vs. truck). Shorter travel time is the most important variable in determining traffic volumes diverted to bypasses. The farther the bypass, the more traffic remains on the existing route. The Southern bypass had a fairly even distribution because of the attractiveness of the tie-in to Page Avenue. Tier Two will go into detail regarding the nature of travel, should the bypasses remain. Far North drew only 30% of the traffic from existing I-70.
- One or more of the bypasses may or may not be eliminated through the analysis for the Strategy Screening Report.

VII. Next Steps

Following the discussion, attendees were asked to complete the questionnaire regarding land use issues promptly so that any additional comments or suggestions could be included in the Strategy Screening Report analysis. The Screening Report is being prepared now and will be completed in October, after MoDOT review.

After the Strategy Screening Report, a public meeting will be held in November to present the findings to the public and receive their comments.

VIII. Summary and Conclusions

Participants were invited to offer any final questions or comments.

Tim Fischesser, St. Louis County Municipal League, commented that there seems to be a lack of a compelling argument for the bypasses. The bypasses appear to do more harm than good. It would be easier and less expensive to expand existing I-70.

Questionnaires were handed out to attendees and mailed to those who were invited but were unable to attend. Meeting adjourned.



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Note: This summary was also mailed to all invitees.

Authored by: Crystal Howard
Barbara Frost
Molly Salmieri

Copied to: Invitee list
SIU # 7 Management Team
InterXchange
Sunil Thakkar-EDSI
John Hicks-Shannon & Wilson
URS-Mary Sayers
Zambrana-Connie Heitz
Univ. of Iowa OSA-John Doershuk
File



To assist the study team with incorporating the local impacts into the screening process of the I-70 corridor alternatives (Existing, Near North, Far North and South), we ask that you complete this brief questionnaire relating to your city/community. When responding to the questions, consider the following areas:

- Current and future land use, physical character, unique features, safety, economic impacts, infrastructure costs
- Natural resources and cultural resources, other noteworthy environmental characteristics
- Roadway network (freeway, arterials, local), interchanges/access management

Please return the questionnaire no later than August 21, 2002. Thank you in advance for your comments.

Print Name: **All Comments**_____

1. What would be the most significant positive impacts to your community or service area if the following improvements were built:

- **Along existing I-70?**

Would not displace existing farmers, subdivisions and businesses currently in the three proposed corridors. Allow existing municipalities to continue to grow utilizing infrastructure already in place. –Warren County Planning

Our Comprehensive Plan defines I-70 as our "commercial corridor". The present businesses represent 25% of our total sales tax revenue. A Super Wal-Mart is planned for 2003. We anticipate an increase to 30% of sales tax revenue. –City of Warrenton



I-70 SIU #7 LAND USE QUESTIONNAIRE

The existing we fell is the best option. However for growth, the Far North and the Southern would bring a positive impact for us but would hurt other communities. –City of Jonesburg

Improving 70 existing corridor would benefit St Charles by reaffirming the dominant regional position of this corridor. The current corridor is the economic artery of the City of St.Charles. – City of St. Charles

Least amount of change. Would increase revenues for existing businesses. –St. Charles County Planning

If MetroLink or some type of rapid transit was implemented in St Charles/Warren Counties, then the proposed center median could possibly be used for mass transit. –Bi-State Development Agency (Metro)

It would be less destructive to the countryside and would not pour four lanes of traffic into three lanes. –City of High Hill

Main access to the community. Main visibility and exposure to the City of Wentzville. Business and industry investment in the community. Future land use planning as supported by the City's long-range plan. Current construction of highway improvements and design of future improvements to existing I-70. –City of Wentzville

Upgrades would enhance access to City and provide more opportunities for growth. –City of Wright City

Conserve MoDOT resources. Does not create another development corridor. –St. Louis County Municipal League

We would maintain our character within the Village of Innsbrook. In addition, the existing communities along the I-70 corridor would maintain their viability as provider of services for the traveler. –Village of Innsbrook

Improved traffic safety, traffic flow and preservation of an existing deteriorating system. Improved delivery system for needed goods and services. –St. Charles County Road Board

Most preferred–would have best impact for the City. –City of Truesdale

No positive impacts. –City of Cottleville

No positive impacts. –City of Dardenne Prairie

No positive impacts. –City of Flint Hill

None. –City of Maryland Heights

▪ **Near North bypass?**

None. –City of Warrenton

Reduce trucks going from I-70 to Troy (through Warrenton). Build bypasses without disrupting daily commuters. – Warren County Planning

Return to: Jacobs Civil Inc., Attn: Crystal Howard, 501 N. Broadway, St. Louis, MO, 63102.

FAX: (314) 335-5129 or crystal.howard@jacobs.com



No positive impact. –City of St Charles

*If connected to Missouri Route 370, would provide direct access to I-270 in St. Louis County.
–St. Charles County Planning*

None. –Bi-State Development Agency

None noted. –City of Wentzville

Would provide area for growth between interchanges. –City of Wright City

None. –St. Louis County Municipal League

No positive impacts. –Village of Innsbrook

None–Would be destructive to existing and future planned transportation infrastructure system and existing residential and commercial complex. –St. Charles County Road Board

No positive impacts. –City of Cottleville

No positive impacts. –City of Dardenne Prairie

Would stimulate commercial and residential development. Be able to provide additional services to the residents of Flint Hill. Would allow for residents to use the new interstate for better access to the east and west. –City of Flint Hill

None. –City of Maryland Heights

▪ **Far North bypass?**

None. –City of Warrenton

Merge this bypass into St. Charles County to tie into Highway 370. Build bypasses without disrupting daily commuters. –Warren County Planning

If such a bypass linked directly into 370 it has the potential to positively impact St. Charles by increasing traffic on this corridor and enhancing the economic viability of existing 370. –City of St. Charles

*If connected to Missouri Route 370, would provide direct access to I-270 in St. Louis County.
–St. Charles County Planning*

None. –Bi-State Development Agency

None noted, although, the far north is largely undeveloped and plans could be evaluated. Far North should be connected to Highway 370 if evaluated, and only considered if this connection is accomplished. –City of Wentzville

None. –City of Wright City



None. –**St. Louis County Municipal League**

No positive impacts. –**Village of Innsbrook**

Would be beneficial for traffic whose destination is the north quadrant of the St Louis Metropolitan Area, but only if connected to Highway 370. Improved traffic flow, reduced congestion on I-70 and additional economic development area for the region. –**St. Charles County Road Board**

Would not affect City. –**City of Truesdale**

No positive impacts. –**City of Cottleville**

No positive impacts. –**City of Dardenne Prairie**

Same as Near North bypass. –**City of Flint Hill**

None. –**City of Maryland Heights**

▪ **Southern bypass?**

None. –**City of Warrenton**

Bypass truck traffic from going through Warrenton to Washington on Highway 47. Build bypasses without disrupting daily commuters. –**Warren County Planning**

No positive impact. –**City of St. Charles**

If connected to Missouri Route 364, would provide direct access to I-270 in St. Louis County. –**St. Charles County Planning**

None. –**Bi-State Development Agency**

No positives noted. –**City of Wentzville**

None. –**City of Wright City**

None. –**St. Louis County Municipal League**

No positive impacts. –**Village of Innsbrook**

Should be further evaluated. Suggest dropping term “bypass” and use “alternate”. –**St. Charles County Road Board**

Would stimulate commercial and residential development. Be able to provide additional services to the residents of Cottleville. Would allow for residents to use the new interstate for better access to the east and west. –**City of Cottleville**

No positive impacts. –**City of Flint Hill**



I-70 SIU #7 LAND USE QUESTIONNAIRE

Would stimulate commercial and residential development. Be able to provide additional services to the residents of Dardenne Prairie. Would allow for residents to use the new interstate for better access to the east and west. Use the connection back to I-70 also to allow for alternate movement for the general traffic with connection to 364. –City of Dardenne Prairie

Might create more traffic through future development area. –City of Maryland Heights

2. What would be the most significant negative impacts to your community or service area if following improvements were built:

▪ **Along existing I-70?**

Impact to existing commuters living in Warren County and working in St. Charles/St. Louis Counties. Displacement of existing homes and businesses. –Warren County Planning

Result in a loss of sales tax revenue and potential future development. –City of Warrenton

No negative impact. –City of St. Charles

None. –St. Charles County Planning

None. –Bi-State Development Agency

All efforts should be made to keep small towns intact. –City of High Hill

None noted. –City of Wentzville

Some businesses would need to relocate and traffic patterns would change. –City of Wright City

Uses MoDOT resources for expansion. Prefer I-70 existing without larger median, all new interchanges, etc. –St. Louis County Municipal League

None. –Village of Innsbrook

Very little. –City of Truesdale

Residents using I-70 to the east of Highway 61 to I-270 would have to fight more congestion and would not help stimulate more development in Cottleville. –City of Cottleville

Residents using I-70 to the east of Highway 61 to I-270 would have to fight more congestion and would not help stimulate more development in Dardenne Prairie. –City of Dardenne Prairie

Residents using I-70 to the east of Highway 61 to I-270 would have to fight more congestion and would not help stimulate more development in Flint Hill. –City of Flint Hill

None. –City of Maryland Heights



▪ **Near North bypass?**

*New subdivisions being built in the near north bypass on Highway W and Highway AA.
–Warren County Planning*

Comprehensive Plan proposes "Low density residential". –City of Warrenton

Would only serve to further the westward sprawl of the St Louis Metroplex by providing better transportation from cheaper to develop land. –City of St. Charles

*Loss of revenue to existing businesses along I-70 due to current and future development in the corridor. Neighborhoods could be impacted if many existing homes need to be bought out.
–St. Charles County Planning*

None. –Bi-State Development Agency

These don't reach High Hill areas. –City of High Hill

Corridor preservation is not being accomplished or included in the City's plan. Significant number of current homes impacted. Large amount of this area is developed or have approved preliminary plans. Comprehensive plan makes no mention or provision for the bypass. –City of Wentzville

Would go through annex where new housing developments are currently being built. Shift businesses away from current corridor. –City of Wright City

Creates new development corridor further aiding non-sustainability of the region and eroding MoDOT resources. –St. Louis County Municipal League

No–would destroy homes and businesses. –City of Truesdale

Because this is proposed to go back to I-70 at Lake St Louis, traffic would have to fight more congestion on I-70 eastward to I-270. Should continue this alignment due east to tie into Highway 370 to allow alternate ways to use highways in the region. –City of Cottleville and City of Dardenne Prairie

Need to know schedule to plan for new interstate through Flint Hill. Because this is proposed to go back to I-70 at Lake St Louis, traffic would have to fight more congestion on I-70 eastward to I-270. Should continue this alignment due east to tie into Highway 370 to allow alternate ways to use highways in the region. Noise pollution. Flint Hill may need to provide more municipal services. Will change current land use projections as well as the atmosphere of the small town. –City of Flint Hill

None. –City of Maryland Heights

▪ **Far North bypass?**

None. –City of Warrenton

Very limited county infrastructure in this area. Highway 47 would need expanding to handle additional traffic. Incline Village resides in this area. –Warren County Planning



This would bring growth faster than we may be prepared for. –City of Jonesburg

Same as Near North. –City of St. Charles

Loss of revenue to existing businesses along I-70 due to current and future development in the corridor. Neighborhoods could be impacted if many existing homes need to be bought out. St. Charles County has two park sites that could be affected, Indian Camp and Pink Plantation. –St. Charles County Planning

None. –Bi-State Development Agency

These don't reach High Hill areas. –City of High Hill

Corridor preservation is not being accomplished. Development pressure is increasing with time. Several large County parks impacted. –City of Wentzville

Totally bypass City. –City of Wright City

Same as Near North. –St. Louis County Municipal League

None. –City of Truesdale

Same as Near North bypass. –City of Cottleville, City of Flint Hill, City of Dardenne Prairie

None. –City of Maryland Heights

▪ **Southern bypass?**

Comprehensive Plan proposes "Low density residential"–City of Warrenton

Concerns include the Peruque Creek Watershed, Bob's Home Service (Zykan) Landfill–on the EPA Superfund list. Disruption to the Village of Innsbrook quality of life. Reifschneider State Forest in this area. –Warren County Planning

Same as Near North. –City of St. Charles

Loss of revenue to existing businesses along I-70 due to current and future development in the corridor. Neighborhoods could be impacted if many existing homes need to be bought out. –St. Charles County Planning

None. –Bi-State Development Agency

These don't reach High Hill areas. –City of High Hill

Corridor preservation is not being accomplished or included in the City's plan. Significant number of current homes impacted. Large amount of this area is developed or have approved preliminary plans. Comprehensive plan makes no mention or provision for the bypass. –City of Wentzville

Would go through 100 family farms and some of the best developable land for City to grow. –City of Wright City



The combination of southern bypass with Page Avenue connection has the most potential for damaging St. Louis County, because it probably would be the most likely to draw both businesses and residents away from our County. –St. Louis County Planning

Same as Near North. –St. Louis County Municipal League

Our character and sense of place would be lost due to the proximity of the interstate development that will follow the interstate. –Village of Innsbrook

No would destroy homes and businesses. –City of Truesdale

No negative impacts. –City of Cottleville

Would not help simulate more development in Flint Hill. –City of Flint Hill

Would not help simulate more development in Dardenne Prairie. –City of Dardenne Prairie

Might create more traffic through future development area. –City of Maryland Heights

3. Specifically, will *any* of the bypass corridors affect any current or long-range planning activities your community or service area has underway? If so, how?

Jan 2002, new 188-acre development approved a I-70, Hwy. A and Lix Rd. Note: Jacobs has map provided by Warren County Planning. Merging the lanes at the western edge by Jonesburg would hinder residential expansion in western Warren County. –Warren County Planning

The Far North bypass if connected to 370 would impact economic conditions of this corridor for St. Charles only from the standpoint that industrial development opportunities along the corridor would be further enhanced. –City of St. Charles

St. Charles County is currently developing the Year 2015 Master Plan, which must be completed by June 30, 2003. The next mater plan update will need to be completed by the year 2008. Although special studies could be done, it would be advantageous to have any approved changes for I-70 available with the master plans are being updated. –St. Charles County Planning

No. –Bi-State Development Agency

Bypass corridors (Near North and South) directly impact current, future, and long-range planning for Wentzville. Note: Mapping and plan provided to Jacobs. St Charles County Transportation Plan does not call for a bypass, but is based upon improvements to the existing I-70. –City of Wentzville

City is currently redoing comprehensive plan which will have City boundaries going north two miles and south to Highway M, which takes in the South and Near North bypasses. –City of Wright City

Not specifically. But more expensive alternatives take funds from preservation and safety projects. –St. Louis County Municipal League



No. –**City of New Florence**

The Southern bypass would go through an area that is indicated as residential and low impact commercial. The Southern bypass is not in compliance with our comprehensive plan or what we are trying to achieve in this area as a region. –Village of Innsbrook

Comments made by St. Louis County Municipal representative were not representative of St. Charles County views on this subject. –St. Charles County Road Board

If the two north alternatives or along existing I-70 is selected, the development would continue at its normal pace in Cottleville. If the south alternative is selected, more traffic would go through Cottleville on Route 364 and stimulate growth quicker. –City of Cottleville

If the two north alternatives or along existing I-70 is selected, the development would continue at its normal pace in Dardenne Prairie. If the south alternative is selected, more traffic would go through Dardenne Prairie on Route 364 and stimulate growth quicker and add more commercial appeal. –City of Dardenne Prairie

The immediate effect is to modify our current comprehensive plan to incorporate the Near north bypass or the Far north bypass, if selected. If the along existing I-70 or Southern bypass is selected, the development would continue at its normal pace. If the Near north alignment is selected, we are proposing to MoDOT an interchange of Highway P and Route 61 immediately north of Route P. The proposed near north and Route 61 interchange may change this if either of the two are chosen. –City of Flint Hill

No. –**City of Maryland Heights**

4. What other comments would you like to make regarding the bypasses and/or improvements to the existing facility?

Warren County has numerous unnumbered “A” zone areas in the floodplain that must be considered (No benchmarks set, so the elevation is unknown). Which ever way we go—make sure “preventing” crossover accidents is a top priority. Currently developing new comprehensive plan, zone order, subdivision regulations, storm water regulations, land use maps. Projected completion is 2nd Q 2003. I am going under the assumption that at this point, the existing corridor will be used. I will develop the commercial and industrial areas along the current I-70 for planning purposes. –Warren County Planning

Here in Jonesburg, these questions can be answered either way, due to our city being at the end of the bypass. It would be positive for the additional growth. But not all of our facilities may be ready for this growth. Our long plans are for a residential community. But for the other communities along the line, the existing I-70 is the best. We feel that leaving I-70 as the main route and widening is really the best route to take. It will also help our community grow where it has a wider and smoother surface, people will be more willing to commute. – City of Jonesburg

If the Southern bypass is selected for construction, it needs to be connected with Page Avenue Extension—Missouri Route 364. –St. Charles County Planning

I cannot see how the State can afford to build new roads and properly rebuild present I-70. –City of High Hill



Far North should only be evaluated if a connection is made to Highway 370. Bypass routes no longer palatable based upon active growth (Near North and South), fully built out in ±10 years.
–**City of Wentzville**

Wright City will be impacted no matter which option is taken, but we feel upgrading the existing corridor is the best for the City. –**City of Wright City**

All the bypasses (and the existing right-of-way) are far enough removed from St. Louis County that there would probably not be a dramatic impact, except perhaps the Southern alternative.
–**St. Louis County**

Lacking compelling info for any bypass, local businesses, communities, region and MoDOT are best served by utilizing existing alignment. –**St. Louis County Municipal League**

The only impact will be additional stress to our highway. If the existing roadway in our area is expanded and maintained it will be very beneficial to our area. –**City of New Florence**

Is this really needed? I've asked this question at numerous meetings but have not received a direct answer –**City of Truesdale**

The 20 year-traffic projections are needed before any decisions of the alternatives can be selected.

The term bypass is not appropriate. These are alternative routes for the traffic to use. How many times has I-70 been closed in the last year west of Route 61 due to bad accidents? There are no alternatives for the traffic now.

Using the term bypass does have an effect on the businesses along I-70, but only in perception. Realistically, the traffic would not be reduced significantly to these businesses. In fact, with some reduction in traffic with the alternatives 1, 2, or 4 (Near North, Far North, and Southern) being built, the businesses could have more traffic to their business due to less congestion on I-70. And with the continued growth in St. Charles County, additional development along the new alternative won't be any problem to existing development along I-70.

The southern route ties into proposed Page Avenue and I-64. This will give a definite alternative for the traffic. The existing I-70 route shows it stopping at Lake St. Louis. Depending on the traffic projections, for this alternative and the two north alternatives, you would have to add at least two more lanes beyond the three proposed and existing to be able to carry all of the traffic. There is not enough room or money to do this on I-70 from Lake St. Louis to I-270. It would be less costly to build the southern route or extend either of the two northern routes to Highway 370. Even though there is more cost for Right-of-Way acquisitions, you already have 370 and 364 built or proposed eastward that would be able to take the I-70 traffic that would come off. Again, depending on the traffic projections, you may have to chose one northern route, the southern route and still do some upgrades on I-70 from New Florence to I-270. –**City of Dardenne Prairie, City of Flint Hill, and City of Cottleville**

The City will be notifying MoDOT by resolution that the southern route is the preferred. –**City of Cottleville**



**APRIL 2003
PUBLIC MEETING
SUMMARY**



JACOBS CIVIL INC.
501 North Broadway
St. Louis, MO 63102
phone: (314) 335-4000
fax: (314) 335-5141

DATE: 9 April 2003 Wentzville
10 April 2003 Warrenton

TIME: 3 – 4 p.m. Public
Officials/Media Preview
4 – 7 p.m. Open House
Wentzville- Progress Park
Banquet Center
LOCATION: Warrenton- University
Outreach & Extension Center
RE: SIU 7 - J4I1341K
C1X16100

SUBJECT: Section of Independent Utility (SIU) 7
Public Meetings Summary

Attendance and Comment Forms		
	Wentzville	Warrenton
Attendance: Public Officials/Media Preview	11	11
Attendance: General Public	137	129
TOTAL ATTENDANCE	148	140
Comment Forms Completed at Meeting	16	26
Comment Forms Received via Mail by 4/18	5	
TOTAL COMMENT FORMS RECIEVED	47	

Summary

Two identical open-house style meetings were held in Wentzville, at Progress Park Banquet Hall on April 9, 2003 and Warrenton, at the University Outreach & Extension Center on April 10, 2003, 4 – 7 p.m. The purpose of the meetings was to display the evaluation criteria for the four conceptual corridors and the recommendation to widen and improve existing I-70 through the Warrenton, Wright City and Wentzville areas. Attendees were given a comment form, funding information sheet and a separate questionnaire on funding. Improve I-70 Newsletters and Fact Sheets were available for attendees that did not receive them by mail.

Eleven public officials and media representatives attended the meetings during the preview hour from 3 - 4 p.m. on each date. The total attendance at Wentzville reached 148. Warrenton had 140 people in attendance. Sixteen comment forms were collected at the Wentzville meeting. Twenty-six forms were completed at the Warrenton meeting. Five additional forms were received by mail.

Comment Summary

The overwhelming majority of respondents approved of the recommendation to widen and improve existing I-70, eliminating the Far North, Near North and South corridors from further analysis. Of the four comments supporting a northern corridor, two prefer Far North, and two generally support a north connection to Route 370.

cc: File, InterXchange, PIC, GEC

Authored by: Crystal Howard

appendix g 03-04-22.siu7.april public meeting summary.mtg.doc



**APRIL 2003
PUBLIC MEETING
SUMMARY**



JACOBS CIVIL INC.
501 North Broadway
St. Louis, MO 63102
phone: (314) 335-4000
fax: (314) 335-5141

Other comments noted the location of an unmarked cemetery on private property, plans to expand Faith Fellowship Church (concerned about potential impacts from widening) and the location of a cemetery west of Route A/B. One respondent commented that we should consider using recycled material when reconstructing I-70. A few noted right-of-way concerns about personal property along I-70 and the outer roads.

The Baker Plantation in Montgomery County, near New Florence, the Daniel Boone trail, south of I-70 and the historic Farmer's Market store in High Hill; were identified as significant structures and natural features in the corridor.

Only a few people responded to the request for comments about the history of I-70. One person remembers that a small aircraft ran out of fuel and landed on an uncompleted portion of I-70, near Warrenton. A couple of respondents remember when I-70 and the Blanchette bridge were constructed. Another noted the adverse effect of the earthmovers cutting a trench through Wright City to build I-70 and we should be mindful of community impacts as it is widened. A retired MoDOT employee from the New Florence maintenance building, Oscar Bader, was listed as a good source of I-70 history.

A summary of all the comments is attached to this report.

**Improve I-70
Comment Summary**

I-70 SIU 7 Comments	Wentzville Meeting Comment Forms	Warrenton Meeting Comment Forms	Mailed Comment Forms	TOTAL
Total comments	16	26	5	47
Support the recommendation to widen and improve existing I-70	11	16	3	30
Improve I-70 NOW!	2	3	1	6
Improve existing conserves prime farmland		2		2
Maintain access to Route 47		2		2
New corridors are a waste of time and money	2	4		6
New corridors have negative impacts on people and businesses	1	2		3
Consider alternative materials for construction		1		1
Concerned about ramps at Wright City		1		1
Concerned about maintenance of traffic during construction		1		1
Concerned about right-of-way impacts along I-70	1	2	1	4
Add carpool lane to I-70		1		1
Truck traffic should be rerouted or restricted	2	1		3
Connect one of the Northern routes to Highway 370	1	1		2
Add another Warrenton exit from I-70		1		1
Prefer Far North corridor	1	1		2
Dangerous curve at Wright City		1		1
Dangerous curve at Wentzville		1		1
Want additional overpasses to serve Warrenton		1		1
Widen from Wentzville to St. Peters	1			1
Improvements to Route 36 would help traffic on I-70	2			2



WORKSHOP SUMMARY FORISTELL



JACOBS CIVIL INC.
501 North Broadway
St. Louis, MO 63102
phone: 314.335.4000
fax: 314.335.5141

Date: 13 May 2003

Time: 1:00 – 2:30 p.m.

Subject: I-70 Section of Independent Utility
(SIU) 7 Interchange Workshops

Location: Wentzville City Hall

Re: SIU 7 - J4I1341K
CIX16100 – 670

✓ =Attended

Foristell Invitees	
✓ Ken Goslee –City of Foristell	✓ Jim Gremaud –MoDOT District 6
✓ Carol Rose –City of Foristell	✓ Justin Carney –East-West Gateway Coordinating Council
✓ Randy Bornhop –Wentzville Fire Protection District	Steve Lauer –St. Charles County Planning
Gary Turner –St. Charles County Road Board	Joseph Brazil –St. Charles County Commissioner
	Jeff Morrison –St. Charles County Commissioner

I-70 Study Team Attended	
Joe Leindecker –SIU 7 Section Engineering Consultant (SEC)	Eric Ploch –General Engineering Consultant
Randy Perkinson –SIU 7 SEC	Kathy Harvey –MoDOT Headquarters
Crystal Howard –SIU 7 SEC	Bob Brendel –MoDOT Headquarters

I. Presentation

The meeting began with Crystal Howard introducing the Section 7 Team and giving a brief overview of the purpose of the workshop. Ms. Howard stated that the alternatives are *preliminary work-in-progress*. Based on the comments received at the workshop, the alternatives will be refined, combined with others or new alternatives developed. This will produce a better product to show at the next public meetings in the fall.

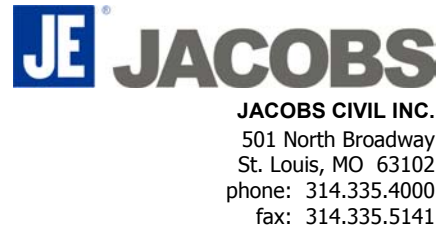
Joseph Leindecker, Section 7 Project Manager, provided general information on the interchange development process and the subsequent steps to complete the study. The Interchange Workshops are step three in a nine-step process to completing the environmental evaluation of the Preferred Alternatives.

The Engineering Team Leader, Randy Perkinson, informed the participants of the factors that affect interchange design and screening criteria to evaluate the alternatives. The access management guidelines are a factor in designing the interchanges.

Participants viewed the access management video and Randy stressed the benefits of applying the guidelines, with some flexibility if needed.



WORKSHOP SUMMARY FORISTELL



II. Interchange Concept Discussion

Participants were shown the alternatives and Randy described the features of each concept. The workshop continued with an open discussion of the alternatives.

General comments: Both alternatives create problems for all three truck stops. The truck stop to the south has a lot of business.

Foristell Interchange

Alternative #1

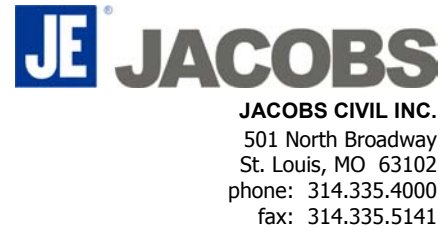
Avoid businesses on the NW quadrant (pink markup on the map). South side has too much impact to the community; it creates too much of a barrier through the town.

Alternative #2

Empty SE quadrant will ultimately be industrial. Foristell likes the new outer road in the SE quadrant. Look at tweaking the ramp on the south. Relocate the commuter parking. Look at a single-point interchange. Markups: Right-in-right-out for businesses on the NE quadrant. Look at the ramp. Careful of centennial farm owned by Garrett (CF on map). Alternative #2 provides better access than the Fire Dept. has now to cross the railroad tracks. Concrete plant is marked with black circle on the map. Look at improving the blue-circled area.



**WORKSHOP
SUMMARY
LAKE ST. LOUIS
WENTZVILLE**



Date: 13 May 2003

Time: 10:00 am – 12:00 pm

Subject: I-70 Section of Independent Utility
(SIU) 7 Interchange Workshops

Location: Wentzville City Hall

Re: SIU 7 - J4I1341K
CIX16100 – 670

✓ =Attended

Lake St. Louis/Wentzville Invitees	
✓ Gary Turner –St. Charles County Road Board	✓ Jim Gremaud –Area Engineer - MoDOT Dist. 6
✓ Paul Markworth –City Administrator- Lake St. Louis	✓ Justin Carney –East-West Gateway Coordinating Council
✓ Herb Egoroff –Alderman - Lake St. Louis <i>Attending for Mayor Michael Potter</i>	✓ Bill Bensing –Public Works Director - Wentzville
✓ Tom Rechiene –Property Owner - Charlie’s Farm & Home	✓ Jim Pitman-Property Owner - TJ Pitman Farms
Steve Schertel- Community Development Director - Lake St. Louis	Vickie Boedeker –Mayor - Wentzville
Doug Forbeck –Planner -Wentzville	Terry Bacigalupo –Chamber of Commerce- Lake St. Louis
Raul Walters –Property Owner	Bob Swank –Economic Development Director - Wentzville
Husteddes Enterprises –Super 8 Motel	Steve Lauer –St. Charles County Planning
Jeff Morrison –St. Charles County Commissioner	Joseph Brazil –St. Charles County Commissioner
Dean Burns –Developer - THF Realty	

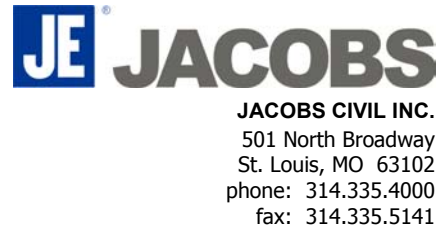
I-70 Study Team Attended	
Joe Leindecker –SIU 7 Section Engineering Consultant (SEC)	Eric Ploch –General Engineering Consultant
Randy Perkinson –SIU 7 SEC	Kathy Harvey –MoDOT Headquarters
Crystal Howard –SIU 7 SEC	Bob Brendel –MoDOT Headquarters

I. Presentation

The meeting began with Crystal Howard introducing the Section 7 Team and giving a brief overview of the purpose of the workshop. Ms. Howard stated that the alternatives are *preliminary work-in-progress*. Based on the comments received at the workshop, the alternatives will be refined, combined with others, or new alternatives developed. This will produce a better product to show at the next public meetings in the fall.



WORKSHOP SUMMARY LAKE ST. LOUIS WENTZVILLE



JACOBS CIVIL INC.
501 North Broadway
St. Louis, MO 63102
phone: 314.335.4000
fax: 314.335.5141

Joseph Leindecker, Section 7 Project Manager, provided general information on the interchange development process and the subsequent steps to complete the study. The Interchange Workshops are step three in a nine-step process to completing the environmental evaluation of the Preferred Alternatives.

The Engineering Team Leader, Randy Perkinson, informed the participants of the factors that affect interchange design and screening criteria to evaluate the alternatives. The access management guidelines are a factor in designing the interchanges.

Participants viewed the access management video and Randy stressed the benefits of applying the guidelines, with some flexibility if needed.

II. Interchange Concept Discussion

Lake St. Louis Interchange

It was agreed that some additional work is needed on the south side of this interchange. The preliminary alternatives did not attempt to address the problems on the south side. All future discussion of revisions should include the City of O'Fallon (north side of interchange).

Need to get files from HNTB on the 70/61 Beltway. Route A over Hwy. 61 will be a six-lane overpass in a couple of years.

Notes: Randy Perkinson attended a meeting on May 15, with St. Charles County, City of O'Fallon, and a developer proposing improvements to the north of the interchange. Additional minutes on this meeting are available.

Bill Bensing questioned the model used to project traffic. East-West Gateway Coordinating Council's model zones were off as much as 200% on existing traffic. Wentzville has had 87% growth since the 2000 census. Bill would like to look at the model to ensure it is representative of the current traffic. Kathy Harvey provided an explanation of the enhancements added to make the model more accurate. Kathy offered Bill contact information with Wilbur Smith to discuss more details on the model. St. Charles County will fund their own traffic demand model soon, according to the Road Board.

Alternative #1

St. Charles County wants to extend Lake St. Louis Blvd. to Guthrie Road (marked on map), a connector between Rt. P. and I-70.

Alternative #2

No comments.

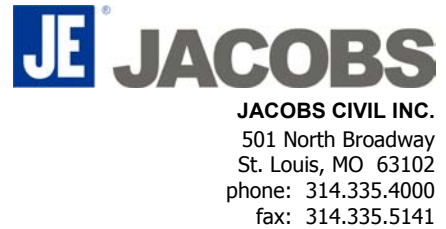
Alternative #3

This one is a no-go. "Throw it away" was the exact comment.

Alternative #4



**WORKSHOP
SUMMARY
LAKE ST. LOUIS
WENTZVILLE**



This alternatives uses some areas that are already graded for development. Look at eliminating at-grade crossing and add a connection to Mexico Rd. New combination: Take circled area from Alternative#4 + circled area from Alternative #1. Add the commuter lot

Alternative#5

The participants prefer this alternative, with the markups/revision on the map.

Route A Interchange

There is only one alternative for this interchange. Look at pulling the loop connector to the north.

Route 40/61, Route Z, Wentzville Parkway Interchanges

General comments: St. Charles County noted the railroad overpass of I-70 and the north outer road should be a high priority because of the safety issue.

Mr. Pitman mentioned the entrance and exit at Pitman Road and Old Highway 61 should be more accessible.

Alternative #1

This alternative adds a lot more traffic onto Church and S. Main. It limits access to the point that city streets would have to be improved to handle the additional capacity. In addition, it adds more traffic near the railroad crossing. Look at one way outer roads with slip ramps to limit access without *eliminating* access. Look at slip ramps from WB I-70 to Pitman Road. Future growth will occur along Rt. Z. to the south. This will but more traffic on Rt. Z. Look at improvements to Wentzville Pkwy eliminating full access; right-in-right-out with a median before Pearce Blvd. Markups: Black lines indicate Wentzville Comprehensive Plan improvements.

Alternative #2

Push ramps a little further apart at Rt. Z, providing access to the nursing home. Look for access from EB I-70 to Pitman Rd. Look at adding a ramp from WB I-70 to Pitman Rd. Looks like this alternative would require less rework for projects currently nearing construction. Markups: Add loop ramps MoDOT has programmed for Spring '04.

Alternative#3

No comments on this one.

Randy will schedule another meeting with key interests at the Lake St. Louis interchange after the revisions, but prior to the public meeting.



**WORKSHOP
SUMMARY
MONTGOMERY COUNTY**



JACOBS CIVIL INC.
501 North Broadway
St. Louis, MO 63102
phone: 314.335.4000
fax: 314.335.5141

Date: 14 May 2003

Time: 10:00 am – 12:00 pm

Subject: I-70 Section of Independent Utility
(SIU) 7 Interchange Workshops

Location: High Hill City Hall

Re: SIU 7 - J4I1341K
CIX16100 – 670

✓ =Attended

Routes E/F/19	
✓ Floyd Weeks –Mayor - High Hill	✓ Anita Davis – Boonslick Regional Planning Commission
✓ Gerard Ritter – Public Works Dir. - Jonesburg	✓ Bonnie Nordwald –Econ. Devel. Dir. - New Florence
✓ Katie Martin –Alderwoman - New Florence	✓ Glen Devlin –Public Works Dir. - New Florence
✓ Ervin Fackler –Area Engineer MoDOT Dist. 3	✓ Lowell Terry
Sherry Meyer –City of Jonesburg	Robert Sellenriek –City of Jonesburg
Mary Haintel – Montgomery County Planning & Zoning	Cliff Jefferson – Montgomery County Roads & Bridges
Richard Tinsley –Property Owner- April Public Meetings	Jim Hespín –Property Owner
Rich Daniels –Montgomery County Commissioner	John Knoltensmeyer –Montgomery County Commissioner

I-70 Study Team Attended	
Joe Leindecker –SIU 7 Section Engineering Consultant (SEC)	Eric Ploch –General Engineering Consultant
Randy Perkinson –SIU 7 SEC	Kathy Harvey –MoDOT Headquarters
Crystal Howard –SIU 7 SEC	Bob Brendel –MoDOT Headquarters
Sunil Thakkar –Subconsultant	Dave Hurt –MoDOT District 3

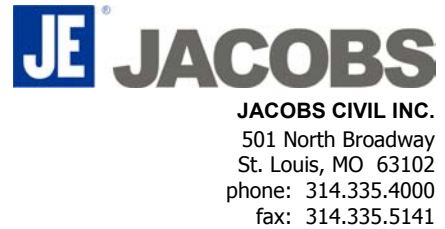
I. Presentation

The meeting began with Crystal Howard introducing the Section 7 Team and giving a brief overview of the purpose of the workshop. Ms. Howard stated that the alternatives are *preliminary work-in-progress*. Based on the comments received at the workshop, the alternatives will be refined, combined with others, or new alternatives developed. This will produce a better product to show at the next public meetings in the fall.

Joseph Leindecker, Section 7 Project Manager, provided general information on the interchange development process and the subsequent steps to complete the study. The Interchange



WORKSHOP SUMMARY MONTGOMERY COUNTY



Workshops are step three in a nine-step process to completing the environmental evaluation of the Preferred Alternatives.

The Engineering Team Leader, Randy Perkinson, informed the participants of the factors that affect interchange design and screening criteria to evaluate the alternatives. The access management guidelines are a factor in designing the interchanges.

Participants viewed the access management video and Randy stressed the benefits of applying the guidelines, with some flexibility if needed.

II. Interchange Concept Discussion

Route E (Jonesburg)

Alternative#1

Markups: DEV=Current developments occurring. Includes proposed developments in SE quadrant, north of school. Access control on the south side in Jonesburg would probably be acceptable. Prefer Alternative#1.

Alternative#2

Cuts area near the lagoon.

Route F (High Hill)

Note the location of the lift station in SW quadrant, on the south side of the outer road.

Alternative#1

High Hill feels this alternative does a good job at trying to preserve the town.

Alternative#2 (Roundabout)

Roundabout works well in Columbia. The neighboring communities of Jonesburg and New Florence like the roundabout option. High Hill is concerned about driver expectation. However, it does use so much less right-of-way. High Hill would like to see both options shown at the public meeting. Note: MoDOT has a video on driving roundabouts. SIU 7 will preview the videos for potential use at public meetings.

Route 19

New Florence is worried about the increased cost of boring under a wider I-70 to provide utilities to the south.

Alternative #1

Extend outer road in NW quadrant further to the north and west (TIF district). Note: New Florence has recent changes to their land use plans. *The Team will request copy of plans.*

New Florence agrees that widening to the south makes the most sense. New Florence would like to see widening on Route 19 extended north to the next major intersection, Clark Drive. However, the additional work is outside the scope of the study.



**WORKSHOP
SUMMARY
MONTGOMERY COUNTY**



JACOBS CIVIL INC.
501 North Broadway
St. Louis, MO 63102
phone: 314.335.4000
fax: 314.335.5141

There is no need to have outer road extend to racetrack (map has markups). This map has the markups: nursing home=NH, storage facility=STOR, restaurant=REST, and Lumber Yard.

Alternative#2

Loop in NE quadrant is a problem. Outer road in NE quadrant goes too far out of the way. Not much interest in saving Alternative#2.



**WORKSHOP
SUMMARY
ROUTE A-B**



JACOBS CIVIL INC.
501 North Broadway
St. Louis, MO 63102
phone: 314.335.4000
fax: 314.335.5141

Date: 15 May 2003

Time: 1:30 – 2:30 pm

Subject: I-70 Section of Independent Utility
(SIU) 7 Interchange Workshops

Location: Boonslick Regional Planning
Commission
SIU 7 - J4I1341K
Re: CIX16100 – 670

✓ =Attended

Route A-B Invitees	
Richard Holloway -Village of Pendleton	✓ Ervin Fackler –Area Engineer - MoDOT Dist. 3
Rich Moore –Montgomery County Water Flying J Truck Stop	✓ Anita Davis <i>for Steve Etcher</i> - Boonslick Regional Planning Commission (RPC)
Barry Sanker –Developer - Sanker & Assoc. Realtors	✓ Ken McLaughlin –Warren County Commissioner
Steve Schulze –Property Owner	✓ Arden Engelage –Warren County Commissioner
Harold Gibson –Warren County Planning	✓ Fred Vahle –Warren County Commissioner
Leroy Dothage –Property Owner	Gary Reuther –Warren County Road Department

I-70 Study Team Attended	
Joe Leindecker –SIU 7 Section Engineering Consultant (SEC)	Jerry Mugg – General Engineering Consultant
Randy Perkinson –SIU 7 SEC	Kathy Harvey –MoDOT Headquarters
Crystal Howard –SIU 7 SEC	Dave Hurt –MoDOT District 3
Sunil Thakkar –Subconsultant	

Note: Warren County Commissioners reviewed the Route A-B preliminary alternatives directly after the Wright City Workshop, due to prior commitments on Commission business.

Anita Davis, Boonslick RPC, was the only attendee at the Route A-B Workshop. The landowners of the four quadrants near the Route A-B interchange were invited to the Workshop, but did not attend. Since Ms. Davis attended the Montgomery County Workshop the day before, the presentation and access management video was omitted. The Workshop consisted of a discussion of the two preliminary interchange concepts.

I. Interchange Concept Discussion

Alternative#1

Alternative 1 will be retained and a modified alternative will be created which connects with the existing frontage road in the SE quadrant. This will split the corner parcel but requires less new roadway.



**WORKSHOP
SUMMARY
ROUTE A-B**



JACOBS CIVIL INC.
501 North Broadway
St. Louis, MO 63102
phone: 314.335.4000
fax: 314.335.5141

Alternative#2 - Folded-Diamond Interchange

A folded-diamond is not as desirable by FHWA. It would likely require a longer bridge. Alternative 2 will be dropped from further consideration.



**WORKSHOP
SUMMARY
WARRENTON**



JACOBS CIVIL INC.
501 North Broadway
St. Louis, MO 63102
phone: 314.335.4000
fax: 314.335.5141

Date: 15 May 2003

Time: 9:30 – 11:00 a.m.

Subject: I-70 Section of Independent Utility
(SIU) 7 Interchange Workshops

Location: Boonslick Regional Planning
Commission

Re: SIU 7 - J4I1341K
CIX16100 – 670

✓ =Attended

Warrenton Invitees	
✓ Jim Shores –City of Warrenton	✓ Ervin Fackler –MoDOT District 3
✓ Patty Robertson –City of Warrenton	✓ Steve Etcher – Boonslick Regional Planning Commission (RPC)
✓ Arden Engelage –Warren County Commissioner	✓ Ken McLaughlin –Warren County Commissioner
Gary Reuther –Warren County Road Department	✓ Fred Vahle –Warren County Commissioner
Harold Gibson –Warren County Planning	Tom Crugnale –City of Warrenton
Ray Gibson –City of Truesdale	Kermit Moeller (April Public Meeting)
Bob Hysong –Warrenton Chamber of Commerce	Barbara Hartnagel (April Public Meeting)
Denny Schwerdt –City of Warrenton	

I-70 Study Team Attended	
Joe Leindecker –SIU 7 Section Engineering Consultant (SEC)	Jerry Mugg – General Engineering Consultant
Randy Perkinson –SIU 7 SEC	Kathy Harvey –MoDOT Headquarters
Crystal Howard –SIU 7 SEC	Dave Hurt –MoDOT District 3

I. Presentation

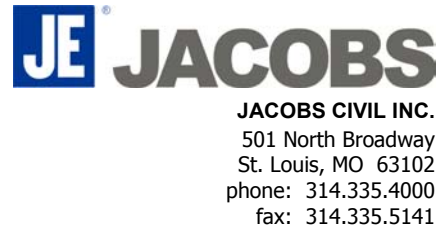
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Joseph Leindecker, Section 7 Project Manager, provided general information on the interchange development process and the subsequent steps to complete the study. The Interchange Workshops are step three in a nine-step process to completing the environmental evaluation of the Preferred Alternatives.

The Engineering Team Leader, Randy Perkinson, informed the participants of the factors that affect interchange design and screening criteria to evaluate the alternatives. The access management guidelines are a factor in designing the interchanges.



WORKSHOP SUMMARY WARRENTON



Participants viewed the access management video and Randy stressed the benefits of applying the guidelines, with some flexibility if needed.

II. Interchange Concept Discussion

Participants were shown the alternatives and Randy described the features of each concept. The workshop continued with an open discussion of the alternatives.

General comments: Wal-Mart SuperCenter opens in early 2004 on the NW quadrant, with new access road from Rt. 47. All land in the NW quadrant fronting on the service road will be commercial development. *Randy will contact Patty Robertson to request specific plans for Wal-Mart building and parking.* After we revise/refine the alternatives, Steve offered the opportunity to preview the alternatives at the Boonslick RPC Board Meeting, if needed.

Warrenton Interchange

Alternative #1:

New Wal-Mart access road marked in black. Shift interchange closer to Wal-Mart. Need to do traffic analysis to ensure that tight spacing will allow this to work. With this option, the existing bridge would not be rebuilt.

Check I-70 profile. Look at Rt. 47 going under or over I-70. Can we flatten the vertical curve on I-70 at Rt. 47?

Other Interchange Ideas:

Alternative #3 look at pulling the WB exit ramp to the north in the NE quadrant. Look at roundabout to the south. Consider eliminating left turns on the south side. Look at back access road in SE quadrant and SW quadrant. Alternative #4 has markups with access roads for the south.

Kathy's suggestions: Warrenton north side—Have you looked at putting in a roundabout at the ramp terminals or will left turn movements be a problem? Consider shifting Rt. 47 to the west along immediate east side of Wal-Mart property.

When rebuilding Strack Church Road bridge over I-70, consider providing for future interchange.



WORKSHOP SUMMARY WRIGHT CITY



JACOBS CIVIL INC.
501 North Broadway
St. Louis, MO 63102
phone: 314.335.4000
fax: 314.335.5141

Date: 15 May 2003

Time: 11:00 am – 12:30 p.m.

Subject: I-70 Section of Independent Utility
(SIU) 7 Interchange Workshops

Location: Boonslick Regional Planning
Commission

Re: SIU 7 - J4I1341K
CIX16100 – 670

✓ =Attended

Wright City Invitees	
✓ Karen Girondo –Econ. Devel. Dir. -Wright City	✓ Ervin Fackler –Area Engineer - MoDOT Dist. 3
✓ Arden Engelag –Warren County Commissioner	✓ Ken McLaughlin –Warren County Commissioner
Gary Reuther –Warren County Road Department	✓ Fred Vahle –Warren County Commissioner
Harold Gibson –Warren County Planning	✓ Steve Etcher –Boonslick Regional Planning Commission
Eileen Klocke – Mayor - Wright City	Martin Garbanski –Wright City Chamber of Commerce
Kevin Hurd –Cuivre River Electric Co-Op	Jim Kimmenau –Ameriwood Industries

I-70 Study Team Attended	
Joe Leindecker –SIU 7 Section Engineering Consultant (SEC)	Jerry Mugg – General Engineering Consultant
Randy Perkinson –SIU 7 SEC	Kathy Harvey –MoDOT Headquarters
Crystal Howard –SIU 7 SEC	Dave Hurt –MoDOT District 3
Sunil Thakkar –Subconsultant	

I. Presentation

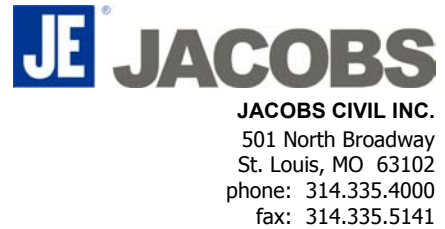
The meeting began with Crystal Howard introducing the Section 7 Team and giving a brief overview of the purpose of the workshop. Ms. Howard stated that the alternatives are *preliminary work-in-progress*. Based on the comments received at the workshop, the alternatives will be refined, combined with others, or new alternatives developed. This will produce a better product to show at the next public meetings in the fall.

Joseph Leindecker, Section 7 Project Manager, provided general information on the interchange development process and the subsequent steps to complete the study. The Interchange Workshops are step three in a nine-step process to completing the environmental evaluation of the Preferred Alternatives.

The Engineering Team Leader, Randy Perkinson, informed the participants of the factors that affect interchange design and screening criteria to evaluate the alternatives. The access management guidelines are a factor in designing the interchanges.



WORKSHOP SUMMARY WRIGHT CITY



Participants viewed the access management video and Randy stressed the benefits of applying the guidelines, with some flexibility if needed.

II. Interchange Concept Discussion

Participants were shown the alternatives and Randy described the features of each concept. The workshop continued with an open discussion of the alternatives.

General comment: City does not want to lose the eastern interchange.

Wright City East Interchange

Alternative #1:

Large trucks can't make it through town now. How can they handle the new intersection in the center of town? There is no parking on either side, but you still can't have a car going the other direction as a truck without a problem. If you widen through there, the businesses are so close now will be wiped out. Speed differential on ramps will be a problem. How is access provided to Rt. J to the north? Most of growth is to the north, on west side of town. Look at possibility of allowing WB traffic going north to stay on north side of I-70. Another issue is the railroad owns most of First Street. They don't like that the south outer road is not continuous.

Alternative #2:

(Single Point Diamond)

Impacts may not be as bad as it seems. This alternative affects three rental houses, one warehouse, and one former church now being used as a residence. The terrain along the north outer road is bad. Could increase costs. South outer road to the north is too circuitous. All of the south side between I-70 and the railroad is zoned commercial. Prefer outer road on First Street, not along the railroad.

Alternative #3:

This alternative has several markups for improvements. Look at roundabouts at each ramp terminal on the east side. Look at an alternative with full-diamond interchange west of town, near markup for roundabout. Railroad constrains the south.

Wright City West Interchange

General comments: Wright City has seen a lot of interest in development of the northwest quadrant. Interested in connecting west interchange to SB Route F.

Alternative # 1:

Look at roundabout on the south. Grade separate to eliminate an at-grade crossing.



**WORKSHOP
SUMMARY
WRIGHT CITY**



JACOBS CIVIL INC.
501 North Broadway
St. Louis, MO 63102
phone: 314.335.4000
fax: 314.335.5141

Alternative #2:

Add markups of new middle school and school district property on the NW quadrant. Wright City likes the north outer road on this alternative.

Alternative #3:

Wright City likes the railroad overpass. They agree there is a need for the overpass. However, this alternative adds additional traffic to an existing at-grade crossing. Create a new alternative that takes the grade separation of Alternative 3# combined with the north outer road of Alternative #2.



SEPTEMBER 2003 PUBLIC MEETING SUMMARY



JACOBS CIVIL INC.
501 North Broadway
St. Louis, MO 63102
phone: (314) 335-4000
fax: (314) 335-5141

DATE: 23 September 2003 Wentzville
25 September 2003 Warrenton

TIME: Wentzville: 3 – 4 p.m.
Public Officials/Media Preview
4 – 7 p.m. Open House
Warrenton: 4 – 5 p.m.
Public Officials/Media Preview
5 – 8 p.m. Open House

SUBJECT: Section of Independent Utility (SIU) 7
Public Meetings Summary

LOCATION: Wentzville– Mall at Wentzville
Crossings
Warrenton– Blackhawk Middle
School
RE: SIU 7 - J4I1341K
C1X16100

Attendance and Comment Forms			
	Wentzville	Warrenton	TOTAL
Attendance: Public Officials/Media Preview	8	4	12
Attendance: General Public	81	79	160
TOTAL ATTENDANCE	89	83	172
Comment Forms Completed at Meeting	9	11	20
Comment Forms Received via Mail, e-mail or fax by 10/3/03	3		
TOTAL COMMENT FORMS RECIEVED			23

Summary

Two identical open-house style meetings were held to solicit public input on the mainline and interchange alternatives. The Wentzville meeting was held at The Mall at Wentzville Crossings on September 23, 2003, 4—7 p.m. The Warrenton meeting was held at Blackhawk Middle School on September 25, 2003, 5 – 8 p.m. A preview for public officials and the media was held one hour prior to each meeting. Directly affected business owners at the Lake St. Louis interchange were also invited to attend the preview, to allow time for personal assistance in reviewing the maps and answering questions. Attendees were provided with a comment form and a copy of the Next Steps display board from the meeting. Improve I-70 Newsletters and Fact Sheets were available for attendees who did not receive them by mail.

Nine public officials and Lake St. Louis business representatives attended the preview in Wentzville. The total attendance at Wentzville was 89. Nine comment forms were collected at the Wentzville meeting.

cc: File, InterXchange, PIC, GEC

Authored by: Crystal Howard

appendix g 03-10-06.siu7.september public meeting summary.mtg.doc



SEPTEMBER 2003 PUBLIC MEETING SUMMARY



JACOBS CIVIL INC.
501 North Broadway
St. Louis, MO 63102
phone: (314) 335-4000
fax: (314) 335-5141

Four public officials and media were in attendance at the Warrenton preview. The Warrenton meeting had 83 people in attendance. Eleven forms were completed at the Warrenton meeting. Three additional forms were received by mail/fax/e-mail.

Comment Summary

A number of attendees commented on the ease of understanding display boards and the helpful, informative staff. There were three positive comments on roundabout options; no negative roundabout comments were expressed. A couple of comments indicated a need for an additional interchange near Warrenton, specifically Strack Church Road. A few attendees mentioned truck traffic should be restricted to lower speeds, only the right lane or rerouted during inclement weather.

Gary Turner, St. Charles County Road Board, offered the following suggestions:

- The display boards should reflect and utilize the new ramps planned for December letting at Route Z.
- Aerial display boards should reflect the City of Wentzville's plan to complete Interstate Drive, south of Route Z.
- The roundabout option is preferred at Lake St. Louis. However, the new Lake St. Louis Blvd. interchange is designed to accommodate a future single point diamond interchange rather than the regular diamond interchange shown on the displays, which could require an additional adjustment to the on-off ramps.

The Study Team noted additional verbal comments:

- A gentleman who lives north of I-70, off Route A, commented that shift change traffic from the General Motors assembly plant will cause a bottleneck along the proposed connector between Route A and Pittman Road. He suggested adding an additional connector west of Route A, with right-in/right-out access only, on both sides to eliminate left turns close to the interchange.
- Another suggestion mentioned Alternative 6A at mile marker 191 could be improved by flattening the curve a bit more, as in Alternative 6 B.
- Request for an interchange at Strack Church Road.
- A church (Faith Christian Fellowship) located east of mile marker 195, is completing a \$2.3M building plan. There is concern about the relocated outer road proximity to the front door of the building.

A summary of all the comments is attached to this report.

I-70 SIU 7 Comments September 2003 Public Meetings	Wentzville Meeting Comment Forms	Warrenton Meeting Comment Forms	Mailed/Faxed/E-mailed Comment Forms	TOTAL
Total comments	9	11	3	23
Truck traffic should be rerouted or restricted		5		5
Like the alternative at Warrenton		1		1
Build I-70 to withstand minimal pothole damage (withstand heavier loads from trucks)		1		1
Information well presented and staff helpful	2	3	1	6
Need exit ramps (interchange) at Strack Church Road		2		2
Like the roundabout option		2	1	3
Keep outer roads close to save money and businesses		1		1
I don't like the alternative because it affects my property	3			3
Concerned the alternative may negatively affect my business		1	1	2
Alternative will not affect my property		1		1
Improvements are long overdue		1		1
I like the alternative for safety reasons		1	1	2
Would like to see interstate privatized		1		1
Questions about maintenance of traffic	1			1
Concerned about noise levels	1			1
Build 10 or 12 lanes now			1	1
Consider widening main line to the north from mile marker 176 - 178 rather than to the south			1	1
Like alternative 7A	1			1
Like alternative 12A	1			1
Like alternative 6B		1		1



DROP-IN CENTER SUMMARY



JACOBS CIVIL INC.
501 North Broadway
St. Louis, MO 63102
phone: (314) 335-4000
fax: (314) 335-5141

DATE: 24 November 2003

TIME: 3 – 7:30 p.m.

SUBJECT: SIU 7 Drop-In Center Summary

LOCATION: Warren County University
Outreach and Extension
Center

RE: SIU 7 - J4I1341K
C1X16100

Attendance and Comment Forms	
<i>Attendance*</i>	<i>Comment Forms</i>
79	15

* Sign-in sheets show 79 names, but some attendees did not sign in. About 100 people were estimated to be in attendance.

Summary

A drop-in center was held to update public officials, the media and the general public regarding changes to the alternatives since the public meetings held in September. Changes were prompted by input received at the public meetings, additional analysis of traffic data, and to avoid impacts to properties eligible for the National Register of Historic Places.

Although the primary purpose of the meeting was to present recent changes, alternative boards for the entire corridor were available. Many who were unable to attend the public meetings in September used the opportunity to view the alternatives maps for all areas of SIU 7.

Comment Summary

Fifteen comment forms were completed at the drop-in center. Below is a list of the comments:

- Owner of a large tree farm in Montgomery County thanked the team for adding an alternative that addresses major concerns he noted at the September public meetings.
- Three commenters prefer alternative 6B and would like quick action.
- Mayor of High Hill prefers the roundabout option for the interchange at Route F. The Mayor would like to see the railroad underpass east of High Hill as a high priority. He also noted a public meeting in High Hill would be nice. *After conversations with the Mayor, the team sent a set of maps and narratives for display at High Hill City Hall.*
- Request for an additional interchange at Strack Church Road.
- One attendee prefers alternative 7B
- A Wentzville Alderwoman made several comments regarding the existing roadway and conditions, as well as the outer road speed limit near Pearce Blvd.

cc: File, InterXchange, PIC, GEC

Authored by: Crystal Howard

appendix g 03-11-24.siu7.november drop in center summary.mtg.doc



DROP-IN CENTER SUMMARY



JACOBS CIVIL INC.
501 North Broadway
St. Louis, MO 63102
phone: (314) 335-4000
fax: (314) 335-5141

- Property owner near alternative 9 A & B offered his property for I-70 improvements, as long as it is acquired in total rather than a partial taking.
- One landowner indicated his property is being affected, but he was unaware of the study. *It was later verified that he is on the study mailing list and the address listed is correct.*
- Several requests for copies of alternatives maps.

Appendix H – Agency Coordination

Interagency Cooperative Agreement Agricultural Lands

**Cooperating Agency Agreement
Between
Federal Highway Administration (FHWA), the Lead Federal Agency
and
Environmental Protection Agency (EPA), a Cooperating Agency**

Introduction

The Missouri Division of the Federal Highway Administration requested that EPA become a Cooperating Agency for Interstate 70 Improvements in Missouri (Second Tier Studies). This agreement outlines the responsibilities agreed to by the above two agencies with respect to the preparation of Environmental Studies for this project. This agreement will be effective upon the date of signature, and will be terminated upon completion of studies as documented by signed Records of Decision (ROD), Findings of No Significant Impact (FONSI) or upon the written request (for cause) of either signatory agency.

FHWA Responsibilities

1. FHWA will expeditiously forward to EPA, draft documents prepared for the project to enable EPA to carry out its responsibilities under this agreement.
2. FHWA will consult with EPA, but will retain sole responsibility for determination of preferred alternative(s), and which mitigation measures will be included in the project.
3. FHWA will promptly inform EPA of any project design or schedule changes that affect responsibilities of this agreement.
4. FHWA will include a copy of this agreement in all public documents (DEIS, FEIS) relating to this project.

EPA Responsibilities

1. The EPA Region 7 NEPA team will provide single point-of-contact between FHWA, and EPA program offices (e.g., Wetlands, Drinking Water). EPA project reference number: 02-0070. The primary contact person at EPA is Joseph Cothem, (913) 551-7148.
2. EPA will participate in Cooperating Agency Coordinating meetings and joint field reviews to the degree that staffing and scheduling allows. Regulatory, jurisdictional or programmatic comments (e.g., Clean Water Act Section 404, Clean Air Act Section 309) will be issued to FHWA, in writing, from the appropriate EPA program office.
3. EPA will participate in a cooperative merged NEPA/404 process for the two SIUs that will be

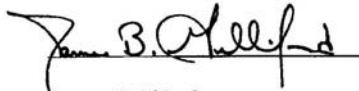
processed with environmental impact statements. This process includes concurrence points in: purpose and need; alternatives carried forward; joint NEPA/Section 404 public hearing; selected alternative; mitigation; and record of decision.

4. EPA will work pro-actively towards timely completion of a cooperating agency process for the five SIUs that will be processed with environmental assessments and a categorical exclusion. This process will include a regular and continuous dialogue among the agencies.

5. EPA acknowledges and accepts the following partnering objectives for this project:

- Recognize and respect the organizational goals, missions, and statutory authorities of other partnering agencies.
- Work together toward this goal in a timely and objective manner while preserving the integrity of each agency's mission.
- Maintain open communication to informally resolve issues to the greatest extent possible and at the appropriate level.
- Recognize and incorporate public outreach and input as essential parts of the decision making process.

The undersigned agree to the provisions of this MOA;



James Gulliford
Regional Administrator
U.S. EPA Region 7



Allen Masuda, Division Administrator
Federal Highway Administration

12-18-02

Interagency Cooperative Agreement Agricultural Lands



Missouri I-70 Corridor Interagency Cooperative Agreement Agricultural Lands

The Federal Highway Administration – Missouri Division (FHWA), the United States Department of Agriculture – Natural Resources Conservation Service – Columbia Office (NRCS), the Farm Service Agency – Columbia Office (FSA), and the Missouri Department of Transportation – Headquarters Office (MoDOT), (the “Agencies”) are committed to facilitate the working relationship and the coordination process as it relates to: Wetland Reserve Program (WRP) Lands; Conservation Reserve Program (CRP) Lands; and, Prime and Unique Farmlands. This cooperative process directly relates to the processing of environmental documentation for the seven sections of independent utility (SIUs) which comprise the 200 mile I-70 Corridor in Missouri. The seven SIUs will be processed with two environmental impact statements, four environmental assessments, and one categorical exclusion.

The common goal of the agencies involved in this agreement is:

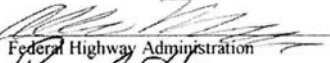
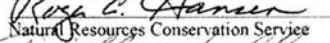
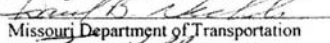

- To identify, as early as practicable, in the project development process, WRP, CRP, and Prime and Unique Farmlands that may be impacted by proposed project alternatives.
- To share pertinent WRP, CRP, and Prime and Unique Farmland, and proposed project alternative location information (mapping etc.).
- To work cooperatively in processing WRP and/or CRP easement modifications, when applicable.
- To continue to use the following individuals as points of contact among the agencies.

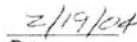
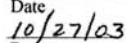
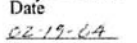
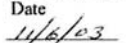

NRCS – Harold Deckerd
FHWA – Peggy Casey
FSA – Gerald Hrdina
MoDOT – Kevin McHugh
MoDOT – Gayle Unruh
GEC – Dan Van Petten

The role of the General Engineering Consultant (GEC) contact is to coordinate the day-to-day project development activities between the NRCS and the seven Section Engineering Consultants (SECs). Contact with MoDOT will be for Department policy and guidance interpretation.

The undersigned agencies are committed to cooperate and to efficiently and effectively participate in the identified environmental studies and will abide by the following principles:

- Recognize and respect the organizational goals, mission, and statutory authorities of other cooperative agencies.
- Work together toward this goal in a timely and objective manner while preserving the integrity of each agency’s mission.
- Maintain open communication to informally resolve issues to the greatest extent possible and at the appropriate level.
- Recognize and incorporate public outreach and input as essential parts of the decision making process.


Federal Highway Administration

Natural Resources Conservation Service

Missouri Department of Transportation

Farm Service Agency


Date
2/19/04

Date
10/27/03

Date
02-19-04

Date
11/6/03

Date

Notice of Intent

Second Tier Environmental Impact Statement: Montgomery, Warren, Lincoln and St. Charles Counties, Missouri

[Federal Register: May 10, 2002 (Volume 67, Number 91)]

[Notices]

[Page 31861]

From the Federal Register Online via GPO Access [wais.access.gpo.gov]

[DOCID:fr10my02-127]

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DEPARTMENT OF TRANSPORTATION
Federal Highway Administration

Second Tier Environmental Impact Statement: Montgomery, Warren,
Lincoln and St. Charles Counties, MO

AGENCY: Federal Highway Administration (FHWA), DOT.

ACTION: Notice of intent.

SUMMARY: The FHWA is issuing this notice to advise the public that a Second Tier Environmental Impact Statement (EIS) will be prepared for proposed improvements to a portion of Interstate 70 (identified as SIU #7) in Montgomery, Warren, Lincoln, and St. Charles Counties, Missouri.

FOR FURTHER INFORMATION CONTACT: Ms. Peggy J. Casey, Environmental Projects Engineer, FHWA Division Office, 209 Adams Street, Jefferson City, MO 65101, Telephone: (573) 638-2620 or Kathryn P. Harvey, Project Development Liaison Engineer, Missouri Department of Transportation, 105 West Capitol Avenue, PO Box 270, Jefferson City, MO 65102, Telephone: (573) 526-5678.

SUPPLEMENTARY INFORMATION: The FHWA, in cooperation with the Missouri Department of Transportation (MoDOT), will prepare a Second Tier EIS to investigate possible improvements to a 36-mile section of Interstate 70 (I-70), from Milepost 174 (just west of Route 19) in Montgomery City, Missouri to the beginning of the existing six-lane section of I-70 immediately east of the Lake St. Louis Boulevard exit (Exit 214) in Lake St. Louis, Missouri. The study will include above five (5) miles on each side of existing I-70.

The I-70 First Tier EIS process was initiated in January 2000. Its purpose was to evaluate approaches to improving the safety and efficiency of travel on I-70 between suburban Kansas City and suburban St. Louis (approximately 200 miles). To meet these goals, seven strategies were evaluated. These strategies included (1) taking no action, (2) implementing transportation system management methods, (3) providing other modes of transportation, (4) upgrading and improving this section of the existing I-70, (5) constructing a new limited-

access highway on new or partially-new location, and (6) implementing a combination of the above strategies. After detailed analysis and public review, widening and reconstructing the existing I-70 was identified as the preferred general approach to improving the interstate corridor. In July 2001, the Draft First Tier EIS was published. A 45-day comment period, which included seven public hearings, followed publication of the draft. In November 2001, the Final First Tier EIS was published, with a Record of Decision published in December 2001.

The First Tier EIS recommended that for the second tier environmental studies, the 200-mile I-70 corridor be divided into seven sections of independent utility (SIU). The intent of the Second Tier EIS is to build on and extend the work of the first tier EIS for improving I-70 as part of the state's long-range transportation plan. Each SIU will be evaluated to the appropriate level of detail (CE, EA, or EIS) within the NEPA process.

Given the current and projected traffic volumes, and the dated design of existing I-70 (Some portions date from as early as 1956 as the first construction in the United States on the interstate highway system), improvements to the I-70 corridor are considered critical to provide for a safe, efficient, and economical transportation network that will meet traffic demands in the state and for national travelers. As such, the range of alternatives carried forward from the first Tier EIS has been expanded for SIU #7. At the easternmost end of the study area, three conceptual corridors (two north and one to the south) were developed and will be further studied as potential locations for a relocated I-70, along with the alternative of widening and reconstructing the existing highway. These conceptual corridors will be further examined based on the need to reduce traffic congestion, address roadway deficiencies, improve safety, and enhance system linkage in the St. Louis metropolitan area.

For the second tier effort, a scoping process has been initiated that involves all appropriate federal and state agencies. This coordination will continue throughout the study as an ongoing process. An intensive public information effort will be initiated, and will include those agencies, private organizations, and citizens that have previously expressed or are known to have interest in this proposal. This effort also will inform the public living in the study area and those who travel on this section of I-70 from across the nation with the intent of capturing their comments for and about the study. Public informational meetings will be held across the study area to engage the regional community in the decision-making process and to obtain public comment. In addition, a public hearing will be held to present the findings of the Second Tier Draft EIS (DEIS). Public notice will be given concerning the time and place of informational meetings and public hearings. The Second Tier DEIS will be available for public and agency review and comment prior to the public hearings.

To ensure that the full range of issues related to this proposed action are addressed and all significant issues are identified, comments, and suggestions are invited from all interested parties. Comments or questions concerning this proposed action and the Second Tier EIS for SIU #7 should be directed to the FHWA or MoDOT at the addresses previously provided.

(Catalog of Federal Domestic Assistance Program Number 20.205, Highway Planning and Construction. The regulations implementing Executive Order 12372 regarding intergovernmental consultation on Federal programs and activities apply to this program.)

Issued on: April 25, 2002.
Peggy J. Casey,
Environmental Project Engineer, Jefferson City.
[FR Doc. 02-11766 Filed 5-9-02; 8:45 am]
BILLING CODE 4910-22-M

Missouri I-70 Interagency Partnering Agreement



Missouri I-70 Corridor Interagency Partnering Agreement

The Federal Highway Administration – Missouri Division (FHWA), the United States Army Corps of Engineers – Jefferson City Branch (USACE), and the Missouri Department of Transportation, (MoDOT) (the “Agencies”) are committed to facilitate the working relationship between their agencies in processing the environmental documentation for the seven sections of independent utility (SIUs) which comprise the 200 mile I-70 Corridor in Missouri.

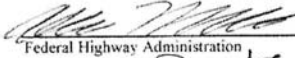
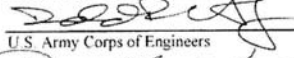
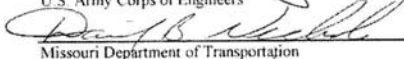
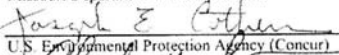

The seven SIUs will be processed with two environmental impact statements, four environmental assessments, and one categorical exclusion. The SIUs locations are depicted on Attachment 1 of this agreement. Also, a proposed environmental documentation project schedule is included as Attachment 2 of this agreement.

The common goal of the agencies involved in this agreement is:

- The timely completion of a cooperative merged NEPA/404 process for the two SIUs that will be processed with environmental impact statements. This process includes concurrence points in: purpose and need; alternatives carried forward; joint NEPA/Section 404 public hearing; selected alternative; mitigation; and record of decision.
- The timely completion of a cooperating agency process for the five SIUs that will be processed with environmental assessments and a categorical exclusion. This process will include a regular and continuous dialogue among the agencies.

The undersigned agencies are committed to work in partnership and to efficiently and effectively participate in the identified NEPA/404 studies and will abide by the following principles:

- Recognize and respect the organizational goals, missions, and statutory authorities of other partnering agencies.
- Work together toward this goal in a timely and objective manner while preserving the integrity of each agency’s mission.
- Maintain open communication to informally resolve issues to the greatest extent possible and at the appropriate level.
- Recognize and incorporate public outreach and input as essential parts of the decision making process.

 Federal Highway Administration	2-4-03 Date
 U.S. Army Corps of Engineers	3-6-03 Date
 Missouri Department of Transportation	03-05-04 Date
 U.S. Environmental Protection Agency (Concur)	2/4/03 Date
 U.S. Fish and Wildlife Service (Concur)	2/5/04 Date

**PROGRAMMATIC AGREEMENT
BETWEEN THE FEDERAL HIGHWAY ADMINISTRATION AND
THE MISSOURI STATE HISTORIC PRESERVATION OFFICER, AND THE
ADVISORY COUNCIL ON HISTORIC PRESERVATION
SUBMITTED PURSUANT TO 36 CFR 800.14(b)(2)**

**Regarding Interstate 70 Corridor, SIU7,
from Route 19 to Lake St. Louis Boulevard
Montgomery, Warren, and St. Charles Counties**

Missouri Department of Transportation Job Nos. J4I1341K

Whereas, the Federal Highway Administration (FHWA) has determined that the improvements to Interstate 70 between Route 19 to Lake St. Louis Boulevard may have an effect upon properties included in or eligible for inclusion in the National Register of Historic Places (NRHP), and has consulted with the Advisory Council on Historic Preservation (Council), and the Missouri State Historic Preservation Office (SHPO), pursuant to Section 800.13 of the regulations (36 CFR 800) implementing Section 106 of the National Historic Preservation Act (NHPA); and Section 110 of the same act, and

Whereas, the Missouri Department of Transportation (MoDOT) has participated in consultation and has been invited to concur in this Programmatic Agreement, and

Whereas, the full impacts of this project on cultural resources cannot be determined until the final design has been completed,

Now therefore, the FHWA, the Council, the SHPO and the MoDOT agree that the project shall be administered in accordance with the following stipulations to satisfy the FHWA's Section 106 responsibility for all individual aspects of the project.

Stipulations

The FHWA shall insure the following measures are carried out:

- I. A historic and architectural investigation was conducted to identify all historical, architectural, and bridge resources within this section of the I-70 Corridor. Based on the results of the investigations MoDOT concluded that the proposed project may impact five architectural resources: 7MT0046- MoDOT New Florence Complex, maintenance building constructed in 1932 is eligible under Criteria A and C. 7MT1188- Folk Victorian House constructed in 1870 under Criteria C. 7WN0516- Veneer Stoneware House constructed ca. 1950 under Criteria C. 7WN0494-Historic Landscape influenced by Japanese landscape philosophy of nature, period of significance 1940s-1950s under Criteria C. 7WN0577- Big Boy's Restaurant Property example of post World War II needs to meet growing needs of travelers along Highway 40, significant under Criteria A, commercial. The State Historic

Preservation Office concurred that these resources were significant on May 13, 2004
Concerning these cultural resources:

- A. MoDOT shall consult with the SHPO to determine the effect of the project on the eligible resource(s) following the guidance found in 36 CFR 800.5.
 - B. If the project will have an adverse effect on any of these four properties, then MoDOT shall consult with the SHPO to determine appropriate mitigation measures and levels of documentation.
 - C. MoDOT will complete the mitigation measures and allow the SHPO a thirty (30) day comment period. If the SHPO has comments they shall be satisfactorily addressed prior to the demolition of any NRHP eligible resources.
 - D. MoDOT shall provide copies of the mitigation documentation to SHPO.
- II. Pursuant to 36CFR800.4, the MoDOT has taken steps to identify archaeological sites that may be affected by the proposed project. A Phase I archaeological survey will be conducted and any sites that will be adversely affected will be further evaluated in coordination with the State Historic Preservation Office. Concerning these threatened archaeological resources:
- A. MoDOT shall consult with the SHPO to determine the effect of the project on the eligible resource(s) following the guidance found in 36 CFR 800.5.
 - B. For those sites adversely effected, FHWA shall ensure that prior to construction a Phase II archaeological testing investigations to determine their eligibility for listing on the NRHP.
 - C. Archaeological Data Recovery Plan(s) to mitigate adverse effects on NRHP eligible archaeological sites that cannot be avoided. Mitigation will include recovery of significant archeological information by means of controlled excavation and other scientific recording methods.
 - D. The FHWA shall ensure that a report on the archaeological investigations carried out pursuant to this agreement is provided to the SHPO, and upon request, to other interested parties.
 - E. The FHWA shall ensure that procedures to be used for the processing, analysis, and curation of collected materials are in accordance with the Advisory Council's Handbook *Treatment of Archaeological Properties, Part III* of the Secretary of Interior's Guidelines and currently accepted standards for the analysis and curation of archaeological remains.
 - F. The FHWA shall ensure that a determination, finding, or agreement is supported by sufficient documentation to enable any reviewing parties to understand its basis.

- III. The Council and the SHPO may monitor activities carried out pursuant to this Programmatic Agreement, and the Council will review such activities if so requested. The FHWA will cooperate with the Council and the SHPO in carrying out their monitoring and review responsibilities.
- IV. Disputes regarding the completion of the terms of this agreement shall be resolved by the signatories with Council participation if requested.
- V. Any party to this Programmatic Agreement may request that it be amended, whereupon the parties will consult in accordance with 36 CFR 800.13 to consider such and amendment.
- VI. Any party to this Programmatic Agreement may terminate it by provided thirty (30) days notice to the other parties, provided that the parties will consult during the period prior to the termination. In the even of termination the FHWA will comply with 36 CFR 800.4 through 800.6 with regard to this project.
- VII. This Programmatic Agreement shall expire ten (10) years after its execution. The agreement can be extended for two (2) five (5)-year periods if all parties agree in writing.

Execution and implementation of this Programmatic Agreement evidences that the FHWA has satisfied its Section 106 responsibilities for improvements to Interstate 70 between Route 19 to Lake St. Louis Boulevard, within Montgomery, Warren, and St. Charles Counties, Missouri.

Advisory Council on Historic Preservation:

By: _____ **Date:** _____

Federal Highway Administration

By: _____ **Date:** _____

Missouri State Historic Preservation Officer:

By: _____ **Date:** _____

Concur:

Missouri Department of Transportation

By: _____ **Date:** _____

Native American Coordination Letters



US Department
of Transportation
**Federal Highway
Administration**
Missouri Division

FHWA VISION:
"To Create the Best Transportation
System in the World."

209 Adams Street
Jefferson City, Missouri 65101
(573) 636-7104
Fax (573) 636-9283
Missouri.FHWA@fhwa.dot.gov

Allen Masuda, Division Administrator



February 27, 2003

Iowa Tribe of Kansas and Nebraska
2340 - 330th Street
White Cloud, KS 66094

Subject: I-70 Second Tier Studies
MoDOT Job No. J411341
Invitation for Consultation

Dear Sir:

The Missouri Department of Transportation (MoDOT) and the Federal Highway Administration (FHWA) are beginning the second tier environmental studies for reconstruction of 200 miles of I-70 from the eastern limits of Kansas City to the western limits of St. Charles. The first tier environmental impact statement (EIS) for this study overall was concluded and approved in December 2001.

The second tier environmental studies for the 200-mile long corridor will be broken into seven different segments or Sections of Independent Utility (SIU). Enclosed is a map showing the locations of the seven SIUs, their lengths, the types of environmental document that will be prepared for each segment, and the consultant responsible for preparing each SIU's environmental document. The kind of environmental documentation being prepared for a section will be based on the nature of improvements being considered for that particular section. Categorical exclusions (CEs) will be done for those sections (SIUs 1, 2, 3, and 5) where only widening the existing facility is being considered. An Environmental Assessment (EA) will be done for SIU 6 that will consist mostly of widening the existing facility with one segment of possible new alignment. EISs will be conducted for SIUs 4 and 7 where more extensive new alignments will be considered. Regardless of the kind of environmental document being prepared, an archaeological survey will be conducted for all new right of way and all archaeological sites that may be impacted by the proposed improvements will be evaluated, avoided where feasible, or mitigated if necessary.

On behalf of the FHWA, I invite your tribe to participate in these second tier environmental studies. Please respond with your desired type of interest for specific section studies. If you have any questions or need additional information, please contact Peggy Casey

at (573) 638-2620, peggy.casey@fhwa.dot.gov, or Bob Reeder at (573) 751-0473, reeder1@mail.modot.state.mo.us. Additional information concerning this project is available at www.ImproveI70.org.

Sincerely yours,



Allen Masuda, P.E.
Division Administrator

Enclosure

cc: MoDOT/Cultural Resources/Bob Reeder
MoDOT/Design/Environmental Studies/Kathy Harvey
HNTB, 715 Kirk Dr., Kansas City MO 64105/Ken Bechtel

Additional letters sent to:

Sac & Fox Tribe of the Mississippi in Iowa
Sac & Fox Nation of Oklahoma
Sac & Fox Nation of Missouri in Kansas and Nebraska
Peoria Tribe of Indians of Oklahoma
Otoe-Missouria Tribe of Oklahoma
Osage Nation of Oklahoma
Omaha Tribe of Nebraska
Iowa Tribe of Oklahoma



Sections of Independent Utility



SIU No.	SIU Length (Miles)	Location	Type of Document	SEC
1	35	I-470 (Kansas City) to Odessa	EA	URS
2	64	Odessa to Route 5	EA	SAIC
3	14	Route 5 (Boonville) to Rocheport	EA	Harding ESE
4	18	Rocheport to Columbia (Route Z)	EIS	CH2M Hill
5	15	Columbia to US 54	CE	Zambrana
6	27	US 54 (Kingdom City) to Route 19	EA	WSA
7	35	Route 19 (w/interchange to St. Louis)	EIS	Jacobs Civil

Native American Coordination Response

MAY-06-2003 10:12

HWY TRANS DEPT

P.02/02

SAC AND FOX NAGPRA CONFEDERACY



"MESKWAKI"
Sac and Fox of the
Mississippi in Iowa
349 Meskwaki Rd
Tama, IA 52339-9629
641-484-4678
Fax: 641-484-5424
Contact:
Johnathan L. Buffalo



**Sac and Fox Nation
of Missouri
in Kansas and Nebraska**
305 N Main
Reserve, KS 66434
785-742-7471
Fax: 785-742-2979
Contact: Deanne Bahr



**Sac and Fox Nation of
Oklahoma**
Rt. 2 Box 246
Stroud, OK 74079
918-968-2353
Fax: 918-968-2353
Contact: Sandra Massey



May 1, 2003

Bob Reeder
PO Box 270
Jefferson City, MO 65102

Dear Mr. Reeder:

Thank you for your letter, which is in compliance with Section 106 of the National Historic Preservation Act, and Section 110.

Please be advised that the Sac and Fox inhabited this area extensively. Therefore, we will need to be notified immediately should any funerary objects or human remains be unearthed. The main contact group of the Sac and Fox in issues that result in inadvertent finds of human remains or funerary objects pertaining to:

Section 4 thru Section 7, Independent Utility, MoDot Job NO. J411341, Missouri,

will be Deanne Bahr, NAGPRA Coordinator for the Sac and Fox Nation of Missouri. If you have any questions, please call me.

Sincerely,

Deanne Bahr
Sac and Fox Nation of Missouri
NAGPRA Contact Representative



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

May 7, 2004

REPLY TO
ATTENTION OF:

Missouri State Regulatory Office
(200000774)

Hilary Perkins
Jacobs Civil Inc.
501 North Broadway
St. Louis, Missouri 63102

Dear Ms. Perkins:

We have reviewed your draft Chapter 1 - Purpose and Need for the Second Tier Environmental Impact Statement for improvements to Interstate 70 for Section of Independent Utility (SIU) 7 from just west of Exit 175 at Route 19 to Exit 212 at Lake St. Louis Boulevard and are in general agreement with the draft.

If you have any questions concerning this matter, please feel free to write or call me at 573-634-2248 extension 104 (FAX 573-634-7960).

Sincerely,

A handwritten signature in cursive script, appearing to read "Kenny Pointer".

Kenny Pointer
Regulatory Project Manager
Missouri State Regulatory Office

STATE OF MISSOURI
DEPARTMENT OF NATURAL RESOURCES

Bob Holden, Governor • Stephen M. Mahfood, Director

May 10, 2004

www.dnr.state.mo.us

Ms. Diane Heckemeyer
State Design Engineer
Missouri Department of Transportation
P.O. Box 270
Jefferson City, Missouri 65102



RE: Project No.: **020-BO-03**, Job No. J4I341K, I-70, SIU 7, Route 19 to Lake St. Louis Blvd.,
Montgomery, Warren, and St. Charles Counties, Missouri (FHWA)

Dear Ms. Heckemeyer:

Thank you for submitting information about the above-referenced project for our review pursuant to Section 106 of the National Historic Preservation Act (P.L. 89-665, as amended) and the Advisory Council on Historic Preservation's regulation 36 CFR Part 800, which require identification and evaluation of cultural resources.

After reviewing the architecture and bridge report, we find it to be adequate. We concur that the buildings and districts listed in the attached table are eligible for listing in the National Register of Historic Places. We also concur that the remaining properties, including the bridges, in this report are not eligible for listing in the National Register of Historic Places. Please be aware that we have not received the archaeological report for this project. Once we receive the archaeological report we can complete our review of the project and provide our complete comments.

Additionally, in accordance with the Advisory Council on Historic Preservation's regulation Protection of Historic Properties (36 CFR Part 800), Section 800.5, we concur that the proposed project will have an **adverse effect** on several National Register of Historic Places eligible buildings or districts based on information provided about the alternatives. Please see the attached table for our concurrence on the effects the project will have on the National Register of Historic Places eligible buildings and districts. If alignments are adjusted to take into consideration the historic properties, please submit additional information so that we may comment on any changes to the effect the project will have on the historic properties. If there is still an adverse effect once a preferred alignment is selected, we recommend the preparation of a Memorandum of Agreement (MOA) that outlines the steps needed to mitigate any adverse effect. Possible stipulations in the MOA could include thorough documentation of the buildings.



Integrity and excellence in everything we do



If the project continues to have an adverse effect on historic resources once a preferred alignment is selected, FHWA shall forward the necessary adequate documentation to the Executive Director, Advisory Council on Historic Preservation, the Old Post Office Building, 1100 Pennsylvania Avenue NW, #809, Washington, D.C 20004, in accordance with Section 800.6(a)(1). Pending receipt of the Council's decision on whether it will participate in consultation, no action shall be taken which would foreclose Council consideration of alternatives to avoid or satisfactorily mitigate any adverse effect on the property in question.

If you have any questions please write Missouri Department of Natural Resources, State Historic Preservation Office, Attn: Review and Compliance, P.O. Box 176, Jefferson City, Missouri 65102, or call Alison Dubbert at (573) 751-7958. Please be sure to include the **SHPO Project Number (020-BO-03)** on all future correspondence relating to this project. If the information is provided via telephone call, please follow up in writing for our files.

Sincerely,

STATE HISTORIC PRESERVATION OFFICE



Mark A. Miles
Director and Deputy State
Historic Preservation Officer

MAM:ad

c: Don Neumann
Bob Reeder
Jane Beetem
Karen Daniels

STATE OF MISSOURI
DEPARTMENT OF NATURAL RESOURCES

County: MT – Montgomery; WN – Warren; SC – St. Charles

Effects: AE – Adverse Effect; NAE – No Adverse Effect; N/A – No alternative

Resource Number/District	County	Criteria	Areas of Significance	Blue Alternate	Green Alternate	Comments
7MT0046.1	MT	A,C	Transportation, Architecture	AE	AE	MoDOT New Florence Maintenance Shed
7MT0172	MT	C	Architecture	NAE	NAE	Farmstead
7MT1047.1	MT	C	Architecture	NAE	N/A	Folk Victorian
7MT1188.1	MT	C	Architecture	NAE	AE	Folk Victorian
7WN0494	WN	C	Landscape Architecture	AE	NAE	Designed Landscape
7WN0516.1	WN	C	Architecture	AE	NAE	Rock House
7WN0530	WN	A, C	Communication, Architecture	NAE	N/A	SW Bell Repeater Station
7WN0561	WN	A	Recreation	NAE	N/A	Diekroeger Brothers Park
7WN0577	WN	A,C	Commerce, Architecture	AE	N/A	Big Boy's Complex
7WN0584	WN	A, C	Education, Architecture	NAE	N/A	Wright City Middle School
7WN0605	WN	B,C	Industry, Architecture	NAE	N/A	Nieburg House
7SC0779.4	SC	C	Architecture	NAE	N/A	Lustron House
7SC0938	SC	C	Architecture	NAE	N/A	Tudor Revival Style
High Hill Historic District, 86-89 and 1065-66	MT	C	Architecture	NAE	N/A	
Wright City Brick Victorians Historic District, 600-601	WN	C	Architecture	AE	N/A	
Lix Bungalow District, 1167-1170	WN	B, C	Architecture	NAE	N/A	
Wentzville District, 885-892, and 1133-1139	SC	C	Architecture	NAE	N/A	

STATE OF MISSOURI
DEPARTMENT OF NATURAL RESOURCES

Bob Holden, Governor • Stephen M. Mahfood, Director

www.dnr.mo.gov

August 30, 2004

Mr. Robert Reeder
Missouri Department of Transportation
P.O. Box 270
Jefferson City, Missouri 65102



RE: Project No.: 020-BO-04, Job No. J4I341K, I-70, SIU 7, Route 19 to Lake St. Louis Blvd., Montgomery, Warren, and St. Charles Counties, Missouri (FHWA)

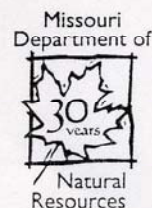
Dear Mr. Reeder:

Thank you for submitting additional information about the above-referenced project for our review pursuant to Section 106 of the National Historic Preservation Act (P.L. 89-665, as amended) and the Advisory Council on Historic Preservation's regulation 36 CFR Part 800, which require identification and evaluation of cultural resources.

After reviewing Appendix O to the Interstate 70, SIU 7 Historical and Architectural Survey, Vol. 15 report, we find it to be adequate. It is our opinion that the New Florence Maintenance Shed does retain sufficient integrity to be eligible for the National Register of Historic Places regardless of the current alterations. Additionally, in accordance with the Advisory Council on Historic Preservation's regulation Protection of Historic Properties (36 CFR Part 800), Section 800.5, based on previous reviews of this project, we still concur that the proposed project will have an **adverse effect** on the National Register of Historic Places eligible building. If alignments are adjusted to take into consideration the historic property, please submit additional information so that we may comment on any changes to the effect the project will have on the historic properties. If there is still an adverse effect once a preferred alignment is selected, we recommend the preparation of a Memorandum of Agreement (MOA) that outlines the steps needed to mitigate any adverse effect. Due to the extensive research on MoDOT Maintenance Sheds included in Appendix O, it is our opinion that black and white photographs of the New Florence Maintenance Shed would be adequate to mitigate the adverse effect to this building.

If the project continues to have an adverse effect on historic resources once a preferred alignment is selected, FHWA shall forward the necessary adequate documentation to the Executive Director, Advisory Council on Historic Preservation, the Old Post Office Building, 1100

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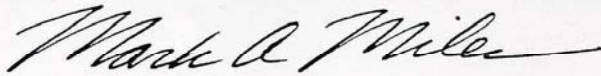


Pennsylvania Avenue NW, #809, Washington, D.C 20004, in accordance with Section 800.6(a)(1). Pending receipt of the Council's decision on whether it will participate in consultation, no action shall be taken which would foreclose Council consideration of alternatives to avoid or satisfactorily mitigate any adverse effect on the property in question.

If you have any questions please write Missouri Department of Natural Resources, State Historic Preservation Office, Attn: Review and Compliance, P.O. Box 176, Jefferson City, Missouri 65102, or call Alison Dubbert at (573) 751-7958. Please be sure to include the **SHPO Project Number (020-BO-04)** on all future correspondence relating to this project. If the information is provided via telephone call, please follow up in writing for our files.

Sincerely,

STATE HISTORIC PRESERVATION OFFICE



Mark A. Miles
Director and Deputy State
Historic Preservation Officer

MAM:ad

c: Don Neumann
Jane Beetem
Karen Daniels

December 10, 2003

Mr. Rick Hansen
United States Department of the Interior
Fish and Wildlife Service
Missouri Ecological Services Field Office
101 Park DeVille Drive, Suite A
Columbia, Missouri 65203

Re: **"Improve I-70, SIU-7"**
**Proposed I-70 Expansion through Montgomery, Warren, and St. Charles Counties
in Missouri**

Dear Mr. Hansen:

As we discussed with you in our telephone conversation of December 8, 2003, Shannon & Wilson, Inc. is working to prepare an environmental impact statement for the above referenced site. Our study area, called SIU-7, includes the segment of Interstate 70 that extends from the Lake St. Louis exit in St. Charles County westward to just west of the Highway 19 exit in Montgomery County, a total distance of approximately 40 miles. The improvement plan for this segment involves widening of the existing I-70 roadway, adding frontage roads where they are currently absent, and reconfiguring some interchanges.

We are writing to request information on federally listed plant and animal species (including species proposed for listing and likely to be proposed in the near future), which are known to occur in the project area. Species of concern we have identified for all three counties include Indiana bats, bald eagles, and pallid sturgeon. Additional species that occur in St. Charles County include the Eastern massasauga rattlesnake, the decurrent false aster, and running buffalo clover.

We have completed a review of the Missouri Heritage Database and have identified no sensitive biological resources within ¼-mile of the proposed project. No caves within 2.5-miles of the proposed project were identified by the Missouri Department of Natural Resources. Since this highway segment mainly follows the divide between the Cuivre River to the north and the Missouri River to the south, the highway segment does not cross any major rivers or large river floodplains. Based on the above information, we do not believe this project would be likely to impact the pallid sturgeon, Eastern massasauga, decurrent false aster, or bald eagle.

The project may impact some potential roost trees for the Indiana bat. In addition, the project may encroach on habitat suitable for running buffalo clover, although no instances of this species have been identified in the project area and no critical habitat for this species has been identified

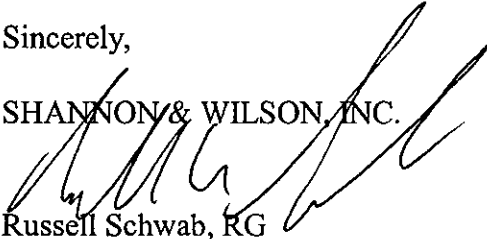
SHANNON & WILSON, INC.

in the project area. We have not located any running buffalo clover within the study area to-date, during our extensive field work required to delineate wetlands and jurisdictional waters.

I have enclosed a map showing the study area. If the location of the site is unclear and/or additional information is needed, please contact me or Pat Nichols at 800-899-8170.

Sincerely,

SHANNON & WILSON, INC.



Russell Schwab, RG
Principal Environmental Scientist

PAN:RWS/tab



United States Department of the Interior



FISH AND WILDLIFE SERVICE
Columbia Ecological Services Field Office
101 Park DeVille Drive, Suite A
Columbia, Missouri 65203-0007

Phone: (573) 234-2132 Fax: (573) 234-2181

January 7, 2004

Mr. Russell Schwab
Shannon and Wilson, Inc.
2043 Westport Center Drive
St. Louis, Missouri 63146-3564

Dear Mr. Schwab:

This letter is in reference to your December 10, 2003, letter concerning the proposed I-70 Expansion project through Montgomery, Warren, and St. Charles Counties, Missouri. You requested information about Federally listed species and possible critical habit in the project area. There is no critical habitat in the project area.

We agree that the Indiana bat (*Myotis sodalis*), bald eagle (*Haliaeetus leucocephalus*), and the pallid sturgeon (*Scaphirynchus albus*) may occur in the project area. We concur with your assessment that the project is not likely to adversely affect the bald eagle or the pallid sturgeon.

We provide the following information to be used during the planning phase of the proposed project to avoid impacts to the Indiana bat. From late fall through winter, Indiana bats in Missouri hibernate in caves in the Ozarks and Ozark Border Natural Divisions. During the spring and summer, Indiana bats utilize living, injured (e.g. split trunks and broken limbs from lightning strikes or wind), dead or dying trees for roosting throughout the state. Indiana bat roost trees tend to be greater than 9 inches diameter at breast height (dbh) (optimally greater than 20 inches dbh) with loose or exfoliating bark. Most important are structural characteristics that provide adequate space for bats to roost.

Preferred roost sites are located in forest openings, at the forest edge, or where the overstory canopy allows some sunlight exposure to the roost tree, which is usually within 1km of water. Indiana bats forage for flying insects (particularly moths) in and around the tree canopy of floodplain, riparian, and upland forests.

If trees suitable for use by Indiana bats are to be removed for the proposed project, they must be removed between October 1st and March 30th to avoid the potential injury or death to roosting

RECEIVED

JAN 09 2004

SHANNON & WILSON, INC.

individuals and maternity colonies. If it is not feasible to schedule tree removal during this period, the Service requires a survey, to determine the presence or absence of Indiana bats, be conducted by a qualified biologist.

Should you have questions, or if we can be of any assistance, please contact Rick Hansen at (573)234-2132, extension 106.

Sincerely,

for *Rick Hansen*
Charles M. Scott
Field Supervisor

cc: MDC; Jefferson City, MO (Attn: Janet Sternburg)

G:\Hansen\2004-0176 Shannon and Wilson, Inc.

Appendix I – Missouri State Operating Permit Water Pollution Control Program Permit

STATE OF MISSOURI
DEPARTMENT OF NATURAL RESOURCES
MISSOURI CLEAN WATER COMMISSION



MISSOURI STATE OPERATING PERMIT WATER POLLUTION CONTROL PROGRAM

General Operating Permit

In compliance with the Missouri Clean Water Law, (chapter 644 R.S. Mo. as amended, hereinafter, the Law), and the Federal Water Pollution Control Act (Public Law 92-500, 92nd Congress) as amended.

Permit No.: MO-R100007

Owner: MODOT
Address: PO Box 270
Jefferson City, MO 65102

Continuing Authority: Same
Same

Facility Name: MODOT, Road Construction Projects
Facility Address: Statewide,

Legal Description: Various throughout the state, Statewide County

Receiving Stream: Various throughout the state
First Classified Stream: Various throughout the state

is authorized to discharge from the facility described herein, in accordance with the effluent limitations and monitoring requirements as set forth herein.

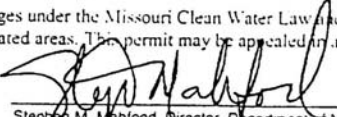
FACILITY DESCRIPTION All Outfalls, SIC 1629

Construction or land disturbance activity (e.g., clearing, grubbing, excavating, grading, and other activity that results in the destruction of the root zone) that are performed by or under contract to a city, county, or other governmental jurisdiction that has a storm water control program for land disturbance activities that has been approved by the Missouri Department of Natural Resources.

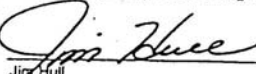
This permit authorizes only wastewater, including storm waters, discharges under the Missouri Clean Water Law and the National Pollutant Discharge Elimination System, it does not apply to other regulated areas. This permit may be appealed in accordance with Section 644.051.6 of the Law

April 19, 2002
Effective date

April 11, 2003
Issue date


Stephen M. Mahood, Director, Department of Natural Resources
Executive Secretary, Clean Water Commission

April 18, 2007
Expiration date
MO 780-1481 (7-94)


Jim Hull
Director of Staff, Clean Water Commission