

# Appendix K

## Generalized Responses to Public Comments

### 1. INTRODUCTION

#### Location Public Hearing

The Location Public Hearing was held on October 24, 25 and 26, 1995, at Warrensburg, Higginsville and Clinton, Missouri, respectively.

An 'Open Forum' type of Public Hearing was conducted. The only formal presentation was in the form of a video on which a representative of MoDOT and the Corps of Engineers spoke to the attendees. Prior to viewing the video the attendees were signed in and given a packet of handout material.

The attendees then proceeded to the display area where they could view the presentation boards and speak with representatives of the consultant study team, MoDOT, the Corps of Engineers and FHWA. They were strongly encouraged to make comments either written or oral (a court reporter was provided to take any oral comments).

#### Draft Environmental Impact Statement

The public had the opportunity to comment on the Route 13 Draft Environmental Impact Statement from the day the document went on display at six public locations throughout the study corridor on October 2, 1995 to November 20, 1995. This six week period met the Corps of Engineers, the Federal Highway Administration, and Missouri Department of Transportation requirements for public input plus a grace period. A total of 183 comments were received during this time. Seventy-seven of these were comments given orally to a court reporter at the public hearings in Warrensburg, Higginsville, and Clinton held on October 24, 25 and 26 respectively. Fifty-four written comments were also received at the public hearings. Finally, the remaining fifty-two comments were either mailed to the project office or submitted over the phone to a study team member at the project office.

A summarization of the generalized comments and typical responses are included in this appendix for documentation purposes.

Comments are grouped together into a total of nine generalized categories and eight sub-categories. A large number of categories are required to properly address the substance of similar comments. Each category has a title that describes the central idea or source of the comments. The categories are listed in the table "Comment Categories".

The table "Comment Tally" shows the number of written, oral, and total comments in each category. The written comments include those received at the public hearings and at the project office while the oral comments were received at the public hearings. The percentage of the total comments that one category represents is also included in the table.

### Comment Categories

<b>A</b>	<b>In Favor of Preferred Alternative as Presented in DEIS</b>
<b>B</b>	<b>In Favor of Project but Opposed to Degree of Improvement</b>
<b>C</b>	<b>Opposed to Preferred Alternative as Presented in DEIS</b>
<b>D</b>	<b>Opposed to Any Improvement to Route 13</b>
<b>E</b>	<b>Suggested Major Relocation of Preferred Alternative</b> <i>E1-Use Railroad Track Between Lexington and Higginsville</i> <i>E2-Bypass Higginsville to the East</i> <i>E3-Prefer Alternative B</i> <i>E4-Move Warrensburg Bypass Divergence Points Closer to City Limits</i> <i>E5-Move Eastern Warrensburg Bypass Further West</i> <i>E6-Bypass Warrensburg to the West</i> <i>E7-Relocate Diagonal at Missouri Route 2 Crossing</i> <i>E8-Move Clinton Bypass Further East or West</i>
<b>F</b>	<b>Suggested Minor (Localized) Relocation of Preferred Alternative</b>
<b>G</b>	<b>Information Provided for Consideration</b>
<b>H</b>	<b>Request for Information</b>
<b>I</b>	<b>Miscellaneous</b>

### Comment Tally

Category	Written		Oral		Total	
	#	%	#	%	#	%
<b>A</b>	<b>38</b>	<b>33.93</b>	<b>29</b>	<b>40.85</b>	<b>67</b>	<b>36.61</b>
<b>B</b>	<b>3</b>	<b>2.68</b>	<b>0</b>	<b>0.00</b>	<b>3</b>	<b>1.64</b>
<b>C</b>	<b>3</b>	<b>2.68</b>	<b>1</b>	<b>1.41</b>	<b>4</b>	<b>2.19</b>
<b>D</b>	<b>1</b>	<b>0.89</b>	<b>1</b>	<b>1.41</b>	<b>2</b>	<b>1.09</b>
<b>E (Total)</b>	<b>32</b>	<b>28.57</b>	<b>16</b>	<b>22.54</b>	<b>48</b>	<b>26.23</b>
<i>E1</i>	<i>4</i>	<i>3.57</i>	<i>1</i>	<i>1.41</i>	<i>5</i>	<i>2.73</i>
<i>E2</i>	<i>1</i>	<i>0.89</i>	<i>1</i>	<i>1.41</i>	<i>2</i>	<i>1.09</i>
<i>E3</i>	<i>4</i>	<i>3.57</i>	<i>4</i>	<i>5.63</i>	<i>8</i>	<i>4.37</i>
<i>E4</i>	<i>3</i>	<i>2.68</i>	<i>2</i>	<i>2.82</i>	<i>5</i>	<i>2.73</i>
<i>E5</i>	<i>0</i>	<i>0.00</i>	<i>2</i>	<i>2.82</i>	<i>2</i>	<i>1.09</i>
<i>E6</i>	<i>4</i>	<i>3.57</i>	<i>0</i>	<i>0.00</i>	<i>4</i>	<i>2.19</i>
<i>E7</i>	<i>13</i>	<i>11.61</i>	<i>4</i>	<i>5.63</i>	<i>17</i>	<i>9.29</i>
<i>E8</i>	<i>3</i>	<i>2.68</i>	<i>2</i>	<i>2.82</i>	<i>5</i>	<i>2.73</i>
<b>F</b>	<b>8</b>	<b>7.14</b>	<b>7</b>	<b>9.86</b>	<b>15</b>	<b>8.20</b>
<b>G</b>	<b>9</b>	<b>8.04</b>	<b>2</b>	<b>2.82</b>	<b>11</b>	<b>6.01</b>
<b>H</b>	<b>8</b>	<b>7.14</b>	<b>11</b>	<b>15.49</b>	<b>19</b>	<b>10.38</b>
<b>I</b>	<b>10</b>	<b>8.93</b>	<b>4</b>	<b>5.63</b>	<b>14</b>	<b>7.65</b>
<b>Total*</b>	<b>112</b>	<b>100.00</b>	<b>71</b>	<b>100.00</b>	<b>183</b>	<b>100.00</b>

\*Some of the comments had two distinct thoughts that fit into separate categories and were counted as two separate comments.

## 2. RESPONSE TO COMMENTS

### Category A - In Favor of Preferred Alternative as Presented in DEIS

Sixty-seven comments are in favor of the project. People are anxious for an improved facility to reduce accidents and congestion. Also, landowners affected by the other alternatives are in favor of the preferred since it does not take their property.

Several people are concerned about the safety of travelers on existing Route 13 and feel the preferred alternative will improve the safety and reduce the number of accidents. The preferred alternative is a four-lane expressway in the rural areas plus a staged four-lane freeway bypass around Higginsville, Warrensburg, and Clinton. According to Missouri accident statistics, two-lane facilities are more than twice as dangerous as four-lane facilities. A four-lane facility designed according to current standards will have the required sight distance, more constant travel speeds, separate left turning lanes, and will eliminate passing against the other direction of travel. These factors provide for a safer driving environment and a reduction in accidents.

In addition to safety, many people are inconvenienced by the congestion on existing Route 13 and feel the improvement will reduce the congestion. With two lanes in one direction, drivers will be able to safely and easily pass slower moving vehicles at any time. Also, the bypasses will separate the local and through trip traffic in the urban areas. These factors will result in less congestion.

Several comments indicate that people feel like they were well informed and their input has made a difference in the project.

### Category B - In Favor of Project but Opposed to Degree of Improvement

Three comments suggest that only two new lanes should be constructed and coupled with the existing Route 13 lanes to comprise the four lane expressway improvement north of Higginsville.

One purpose of the Route 13 improvement is to eliminate current roadway deficiencies including substandard roadway alignment, inadequate roadway cross section, and roadside hazards. If the existing lanes are used for one direction of travel, the current deficiencies still have to be addressed. In some locations, upgrading the existing lanes would require them to be rebuilt due to the severity of the deficiencies.

An expressway is a controlled access facility. Intersections of county or local roads with the expressway are permitted at a minimum of one-half mile intervals in rural areas. If Route 13 is used for one direction of travel and not as a frontage road, a system of frontage roads will need to be built to accommodate property that has current access to Route 13 which will be eliminated due to the access restrictions. Thus, approximately the same amount of right of way would need to be purchased in order to achieve partial access control regardless of whether or not the two existing lanes are incorporated into the new facility.

The Missouri Department of Transportation has identified the Highway 92-10-13 corridor as a four-lane expressway with partial control of access from Interstate 29 in Platte County to Interstate 44 at Springfield. Building one section of this facility as a two-lane, two-way roadway

would be inconsistent with driver expectancy as well as the long range intent of the Missouri Highway Commission.

### **Category C - Opposed to Preferred Alternative as Presented in DEIS**

Three landowners voiced objections to the perceived impacts the preferred alternative will have on their property.

One objection is that access to severed parcels will be cut off. No parcels that are currently accessible will lose access. They will receive access via existing roads or a new frontage road.

Another objection is that moving from one side of the farm to the other will require excess driving distance. Because freeway and expressway access is limited to interchanges and intersections, respectively, property owners may be required to travel to an intersection and cross the facility to reach their parcel on the other side. In the rural areas, an expressway will have access at a minimum of one-half mile intervals. Thus, people will not have to travel more than one mile to reach their property. In the urban areas, the freeway access is limited to interchanges which are a minimum of one mile apart. Some people in the urban areas may have to travel slightly more than one mile to reach the other side of the new facility.

One individual is also concerned about noise and crime. Noise contour studies were conducted to determine the locations of sensitive receptors that exceeded the FHWA Noise Abatement Criteria of sixty-five decibels. Measures can be taken in final design to mitigate the noise so that affected areas will fall within the criteria. Constructing a noise wall is one typical method of mitigation. Another is acquisition and removal of the receptor. Current MoDOT criteria relative to the use of noise walls will be followed in final design of the roadway.

A literature search did not find evidence to prove or disprove the theory that a new freeway or expressway will increase crime. The study team currently has no method to predict increases or decreases in crime.

### **Category D - Opposed to Any Improvement to Route 13**

One person made two comments indicating that they were not interested in any new highways because their land has diminished in size from two previous highway right of way acquisitions.

The current Route 13 alignment severs this parcel into two pieces with the majority of the acreage on the east side of the highway. Right of way for the preferred alternative will require the acquisition of approximately 300 feet of the east parcel but will not create a new severance. Missouri Routes CC and M border the property to the north and south respectively. Both of these routes currently intersect Route 13 and will intersect the new expressway at grade. Therefore, the access to each part of the parcel will not change. Although the preferred alternative does impact several property owners, its impacts are the least destructive of all the options. In particular, this alternative has the fewest farm severances.

## Category E - Suggested Major Relocation of Preferred Alternative

### *Category E1 - Use Railroad Track Alignment Between Lexington and Higginsville*

Five comments suggest using an inactive Missouri Pacific Railroad alignment in Lafayette County for the preferred route. The commentors feel that the railroad already separates farms so an expressway in the same location would not be as disruptive.

Several alignments utilizing the railroad right of way were evaluated in the initial screening process and retained for further evaluation. The results of the detailed evaluation indicated that the alignments along the railroad corridor did not rank the highest overall. In particular, they would have greater environmental impacts than the preferred alternative. The route traverses more floodplain, impacts more wetlands, and crosses more major streams than the preferred alternative.

Using this corridor also eliminates the option of stage construction which would use existing Route 13 as a frontage road. The railroad alignment would be totally on new location one and one-half miles from existing Route 13. Consequently, the associated cost is higher and the alignment less desirable than the preferred.

A comment suggested the need to consider severances as an evaluation factor. As defined for the purpose of this evaluation, a parcel is considered severed if the roadway separates a parcel and the smaller of the parcels is ten acres or larger. A remnant less than ten acres is considered to be not economically viable for farming.

To address this comment, another study was conducted from the beginning of the project at U.S. Highway 24 to County Road 160 north of Higginsville. This study included parcel severances as one of the evaluation factors. Six alignments that utilized the railroad were compared to the preferred alternative. One alternative studied is very similar to an original alignment that was dropped in the previously conducted detailed evaluation. See Exhibits K-1 and K-2 and Table K-1 for reference.

**Long Relocation (Four Alternatives)** - A comparison of the environmental data yields the following. The long alignments along the railroad track impact three times the wetland acreage and cross more than double the floodplain acreage. The length of streams crossed ranges from equal to triple the length crossed by the preferred, depending on the alternative. Thus, these alternatives have greater wetland impacts than the preferred. They also have a higher probability of impacting archaeological sites. The preferred alternative would convert anywhere from five to seventeen more acres of prime farmland soils than any of these longer alignments.

The economic and engineering data associated with each alignment was also compared. Even though the preferred alternative is the shortest alignment and requires the least amount of right of way, it severs from three to seven more parcels and touches one more parcel than the others. All four of these alignments are longer and consequently more expensive than the preferred alternative. They are even more expensive by comparison if the ability to stage the construction is considered.

**Short Relocation (Two Alternatives)** - Comparing the environmental data for these two shorter alignments with the preferred yields similar results. They impact more wetland acreage and cross more than double the floodplain acreage. The length of streams crossed ranges from equal to triple the length crossed by the preferred, depending on the alternative. Thus, these alternatives have greater wetland impacts than the preferred. They also have a higher probability of impacting archaeological sites. The two short alignments would convert twenty-two and twenty-four more acres of prime farmland soils than the preferred.

The economic and engineering data associated with each alternative was also compared. Even though the preferred alternative is the shortest alignment and requires the least amount of right of way, it severs double the number of parcels and touches one more parcel than the others. The short alignments are also longer and consequently more expensive than the preferred alternative. They are even more expensive by comparison if the ability to stage the construction is considered.

In this area of the corridor, each of the four long and two short options is equal or inferior to the preferred alternative for each evaluation factor except farm severances and prime farmland soil acreage. In particular, the preferred alternative impacts the least wetlands. Federal guidelines in the Clean Water Act mandate that wetlands impacts must be minimized because they are recognized as a valuable resource worthy of protection. To follow these guidelines, the Corps of Engineers will not issue a construction permit for an alternative with greater wetlands impacts unless it can be proven that there is no other feasible option. In this case, the preferred alternative is a feasible option and it has fewer wetlands impacts. There are no such regulatory guidelines for farmland.

**The preferred alternative is retained as shown in the DEIS and was not shifted to incorporate the Missouri Pacific Railroad right of way north of Higginsville.**

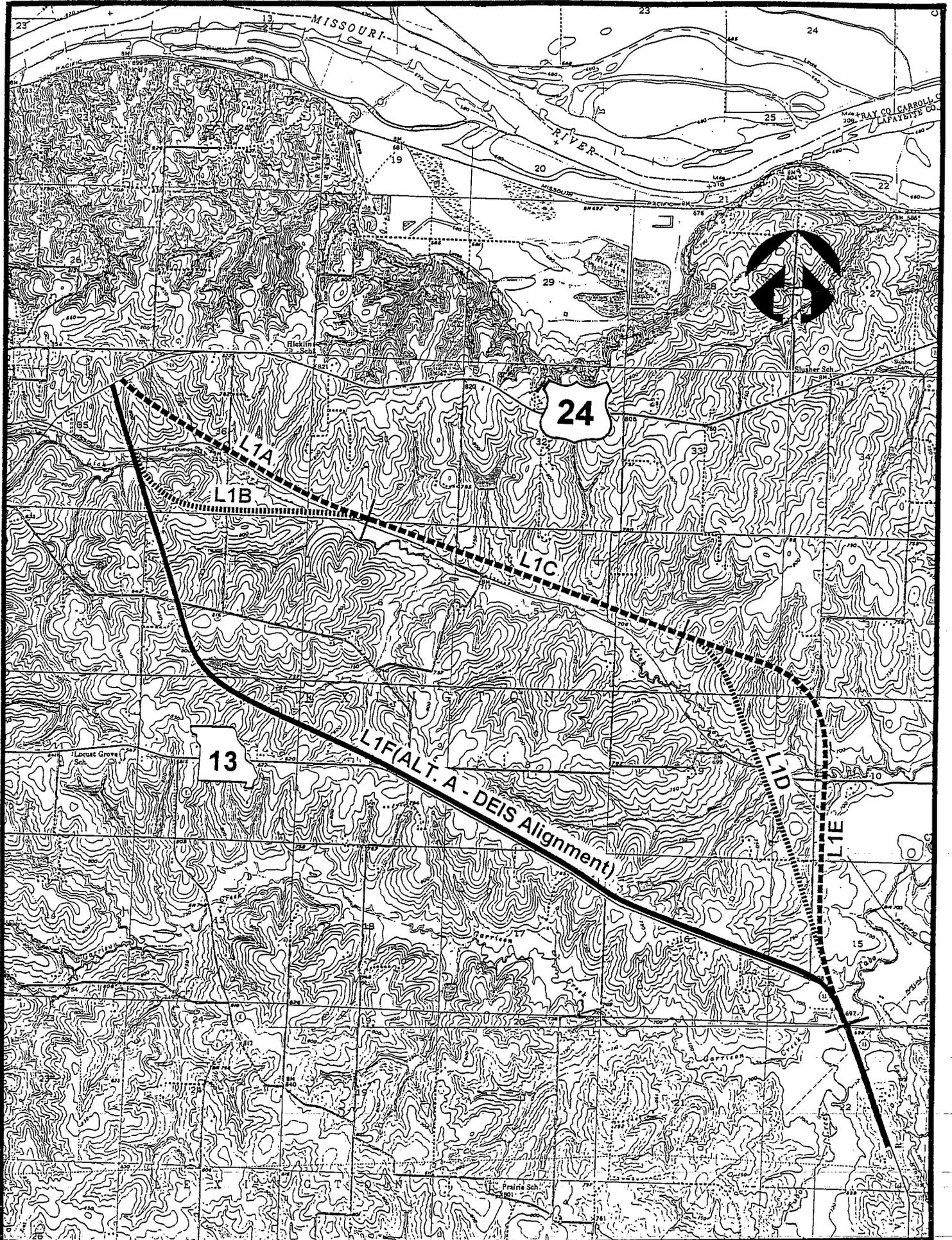


EXHIBIT K-1 Category E1a Railroad ROW - Long Relocation

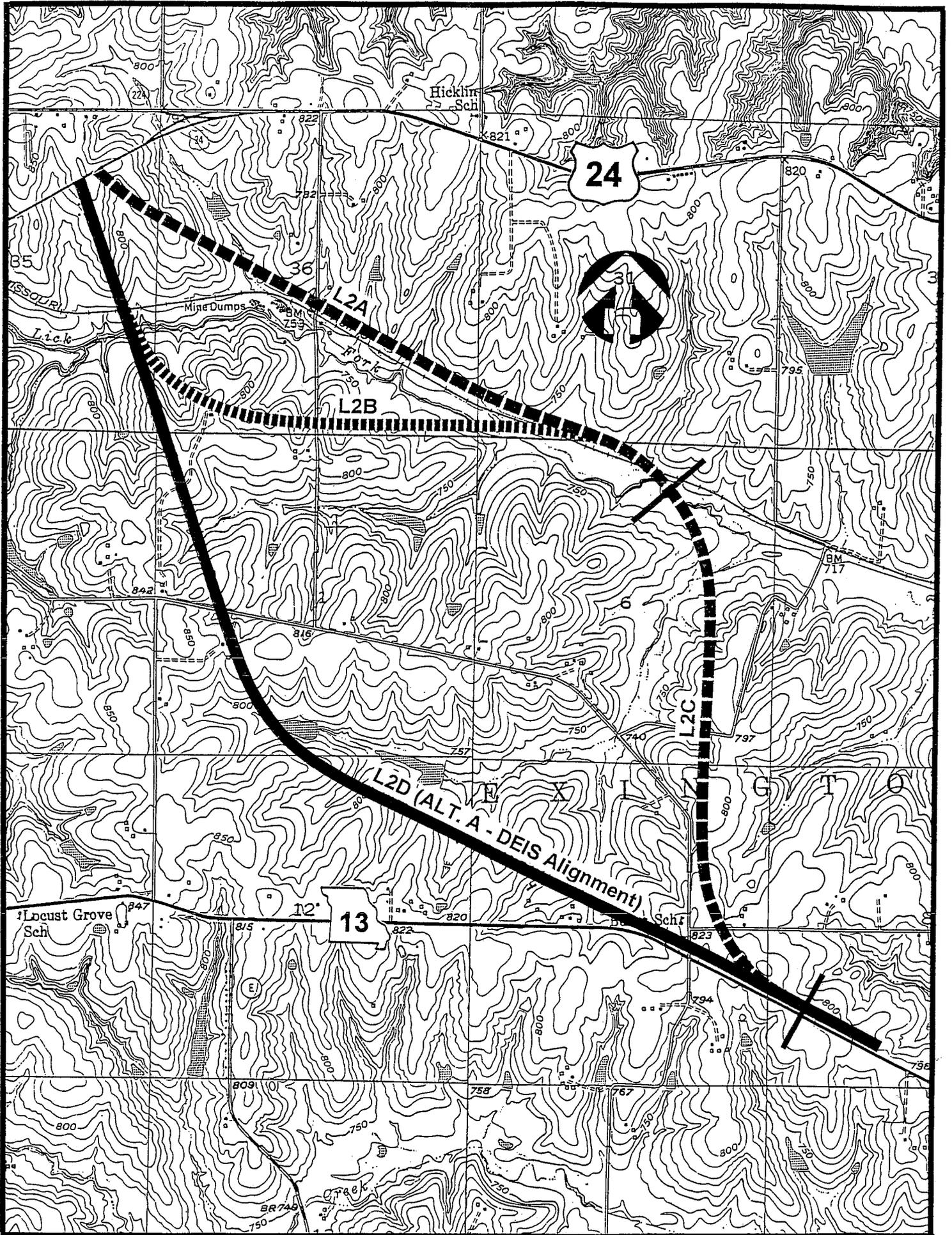


EXHIBIT K-2 Category E1b Railroad ROW - Short Relocation

Table K-1

ROUTE 13		LAFAYETTE COUNTY ----- SUB-SEGMENT EVALUATIONS									
CORRIDOR STUDY		Link No.	DEIS ALT	L1A-C-D	L1A-C-E	L1B-C-D	L1B-C-E		DEIS ALT	L2A-C	L2B-C
		Units	Category E1 (Long Relocation)					Category E1 (Short Relocation)			
<b>ENGINEERING</b>											
Alignment Length	Feet		33,850	34,190	35,808	35,866	37,084		19,268	19,967	21,439
Project Cost											
Construction	\$		\$23,375,890	\$25,193,560	\$28,974,710	\$26,781,320	\$28,542,470		\$15,105,260	\$15,050,500	\$18,004,230
Right-of-Way	\$		\$963,830	\$872,220	\$897,610	\$898,650	\$924,040		\$507,520	\$520,040	\$548,400
Total Project Cost	\$		\$24,339,520	\$26,065,780	\$27,872,320	\$27,659,970	\$29,466,510		\$15,612,780	\$15,570,540	\$18,550,830
Compatibility with Staged Construction	Rating										
Highway Miles added to State System	Miles										
<b>TRAFFIC</b>											
Projected Traffic, Year 2022											
Vehicle Miles of Travel Reduced	Million Miles/Year		NA	NA	NA	NA	NA		NA	NA	NA
Vehicle Hours of Travel Reduced	Hours/Day		NA	NA	NA	NA	NA		NA	NA	NA
Projected Reduction in Accidents, Year 2022											
Fatal Accidents	Number		NA	NA	NA	NA	NA		NA	NA	NA
Personal Injury Accidents	Number		NA	NA	NA	NA	NA		NA	NA	NA
Property Damage Only Accidents	Number		NA	NA	NA	NA	NA		NA	NA	NA
<b>ENVIRONMENTAL</b>											
Parks and Wildlife Areas	Number		0	0	0	0	0		0	0	0
Wetlands*	Number		6/21/8/6	19/87/3/2	19/75/3/2	16/73/5/3	16/61/5/3		4/14/3/5	10/52/2/1	7/40/4/2
Flood Plains (100 Year)	Acres		11.7	36.8	27.9	36.8	27.9		3.2	14.8	14.8
Major Stream Crossings	Length		50	50	50	150	150		50	50	150
Threatened and Endangered Species	Number		0	0	0	0	0		0	0	0
Natural Communities (Woodlands, etc.)	Number		0	0	0	0	0		0	0	0
Prime Farmland Soils	Acres		157	140	151	141	152		71	93	95
Visual and Aesthetic Considerations	Rating		1	2	2	2	2		1	2	2
Noise Sensitive Receptors	Number		0	0	0	0	0		0	0	0
Cultural Resources											
Archeological Sites	Number		0	0	0	0	0		0	0	0
Predictive Archeological Model	Ac H/M/L		7/0/300	0/90/204	11/80/213	9/73/223	20/63/232		7/0/179	0/9/179	7/0/192
Architectural Sites / Bridges	Number		6/0	4/0	4/0	3/0	3/0		3/0	3/0	2/0
Hazardous Waste Sites											
High Potential Sites	Number		0	0	0	0	0		0	0	0
Moderate Potential Sites	Number		0	0	0	0	0		0	0	0
<b>ECONOMIC(Social)</b>											
Displacements											
Permanent Residence(By Class)	Number		3	2	2	2	2		1	1	1
Mobile Homes(By Class)	Number		2	2	2	2	2		2	2	2
Business(By Class):											
Commercial	Number		0	0	0	0	0		0	0	0
Agricultural (Parcels / Acres)	Number / Acres		20/257.1	19/294.9	19/306.3	19/302.9	19/314.3		13/171.6	12/177.9	12/187.5
Public Use Facility	Number		0	0	0	0	0		0	0	0
Severances	Number		13	10	7	9	5		9	5	4
Consistency w/ Current and Future Land Use	Rating		NA	NA	NA	NA	NA		NA	NA	NA
Economic Considerations											
Highway User Cost Savings	\$ Million		NA	NA	NA	NA	NA		NA	NA	NA
Economic Development Potential	\$ Million		NA	NA	NA	NA	NA		NA	NA	NA
Removal of Farmland from Production	\$ Million		NA	NA	NA	NA	NA		NA	NA	NA
Benefit to Cost Ratio	Ratio		NA	NA	NA	NA	NA		NA	NA	NA

**SUMMATION of RANKINGS**

**LEGEND**

Wetlands 1/2/3/4 where 1 = number of streams 2 = acres of streams 3 = number of ponds 4 = acres of ponds

*Category E2 - Bypass Higginsville to the East*

Two comments suggest that an eastern Higginsville bypass would be best for the future growth of the community and would serve the industrial area in the vicinity of the Win Cup plant.

An eastern route around Higginsville was studied. The traffic modeling indicated that this routing would increase both the vehicle miles and hours traveled and, therefore, not attract many of the vehicles currently using existing Route 13. The objective of moving through traffic off of the existing, substandard roadway to increase travel speeds, decrease congestion, and improve safety will not be met if an eastern bypass is used which offers a longer travel distance and time, thus discouraging usage. This route is consequently more expensive because of its greater length.

**The consensus of the study team is that an eastern bypass of Higginsville offers no distinct improvement over the preferred alternative. Therefore, no change in alignment is warranted.**

*Category E3 - Prefer Alternative B*

Eight comments suggest that Alternative B should be used since it appears to displace fewer residences. Residential displacements is one of many factors analyzed when the alignments are evaluated and compared. Other important evaluation factors are wetlands, farmland, and cost.

Federal regulations in the Clean Water Act strongly recommends that the alignment chosen as the preferred alternative have the least impact to wetlands. The preferred (Alternative A) impacts fewer acres of wetlands than Alternative B.

Furthermore, Alternative B is totally on new location approximately one mile from existing Route 13 throughout the corridor. A majority of this new location is on farmland, thus Alternative B impacts more farmland and creates more farm severances than the preferred. Additional farmland would have to be purchased for frontage roads adjacent to Alternative B since the existing Route 13 could not be used in this capacity.

Another consequence of building totally on new location one mile from the existing route is not being able to construct the expressway in stages. Stage construction would involve building two of the four new lanes initially and using the existing Route 13 lanes for the other direction of travel for an undetermined intermediate time interval. In the future as funding allows, the final two lanes would be built and existing Route 13 would revert to a frontage road. This procedure provides around a fifteen percent cost savings initially. Alternative B can not take advantage of this cost saving construction method because the facility would be on new alignment.

**Alternative A was chosen over Alternative B when the original DEIS evaluation indicated that it was the least disruptive option.**

*Category E4 - Move Warrensburg Bypass Divergence Points Closer to the City Limits*

**North of the City Limits** - Five comments suggest moving the bypass termini closer to Warrensburg in order to facilitate development and to serve the local traffic more effectively. One of these comments was submitted by a joint ad hoc committee composed of the Warrensburg City Traffic Commission and the Warrensburg Chamber of Commerce to address the proposed Route 13 Warrensburg bypass issue. In addition, the city manager has expressed this sentiment in two meetings with study team members.

North of the city limits, an alternative that paralleled existing Route 13 and then diverged to the southeast after crossing the Blackwater River was evaluated initially and retained for detailed analysis. This alternative was aligned between existing development in the Burnwood Estates subdivision and a city sewage lagoon. It was not chosen as the preferred alternative partly because of its severe environmental impacts and opposition from Burnwood Estates residents. Also, it did not connect to the far east alignment which was the least disruptive of the bypass options. A large portion of the Natural Resource Conservation Service (NRCS) designated wetland flanks the Blackwater River on its south side. A large floodplain is also associated with the area around the Blackwater River.

A similar alignment, Alternative A on Exhibit K-3, was one of three new alternatives studied in response to the public hearing comments. As shown on the exhibit, Alternative A parallels existing Route 13 about 1000 feet to the east and then curves to the southeast after crossing the Blackwater River. It flattens out and heads east before curving south into the far east alignment near the U.S. Highway 50 intersection. The interchange with existing Route 13 is on the edge of the wetland. About one-half mile of existing Route 13 would need to be relocated to intersect it with the interchange. The alignment passes north of the Burnwood Estates subdivision and through the city sewer lagoon. Alternative A serves to reduce displacements and locate the bypass divergence point south of the Blackwater River close to the city limits.

Alternative A is inferior to the preferred alternative (labeled DEIS Alignment) when the environmental data is compared. It impacts more wetland, floodplain, and prime farmland acreage in addition to having longer stream crossings than the preferred. It impacts fewer architectural sites but has a greater probability of impacting archaeological sites.

It displaces one-third the number of residences as the preferred alternative and no businesses or public use facilities. Alternative A affects more parcels than the preferred but they both sever the same number of parcels.

The other two alternatives studied in this area both utilize an interchange location north of the Blackwater River. Alternative B parallels existing Route 13 about 1000 feet to the east and Alternative C runs parallel one-half mile east of existing Route 13. A lengthy realignment of existing Route 13 will also be required to intersect it with the interchange for either of these alternatives. The roadway would have to be constructed through the wetlands and floodplain surrounding the Blackwater River which will require mitigation measures. Neither of these alternatives compare favorably to the preferred with regard to the environmental data.

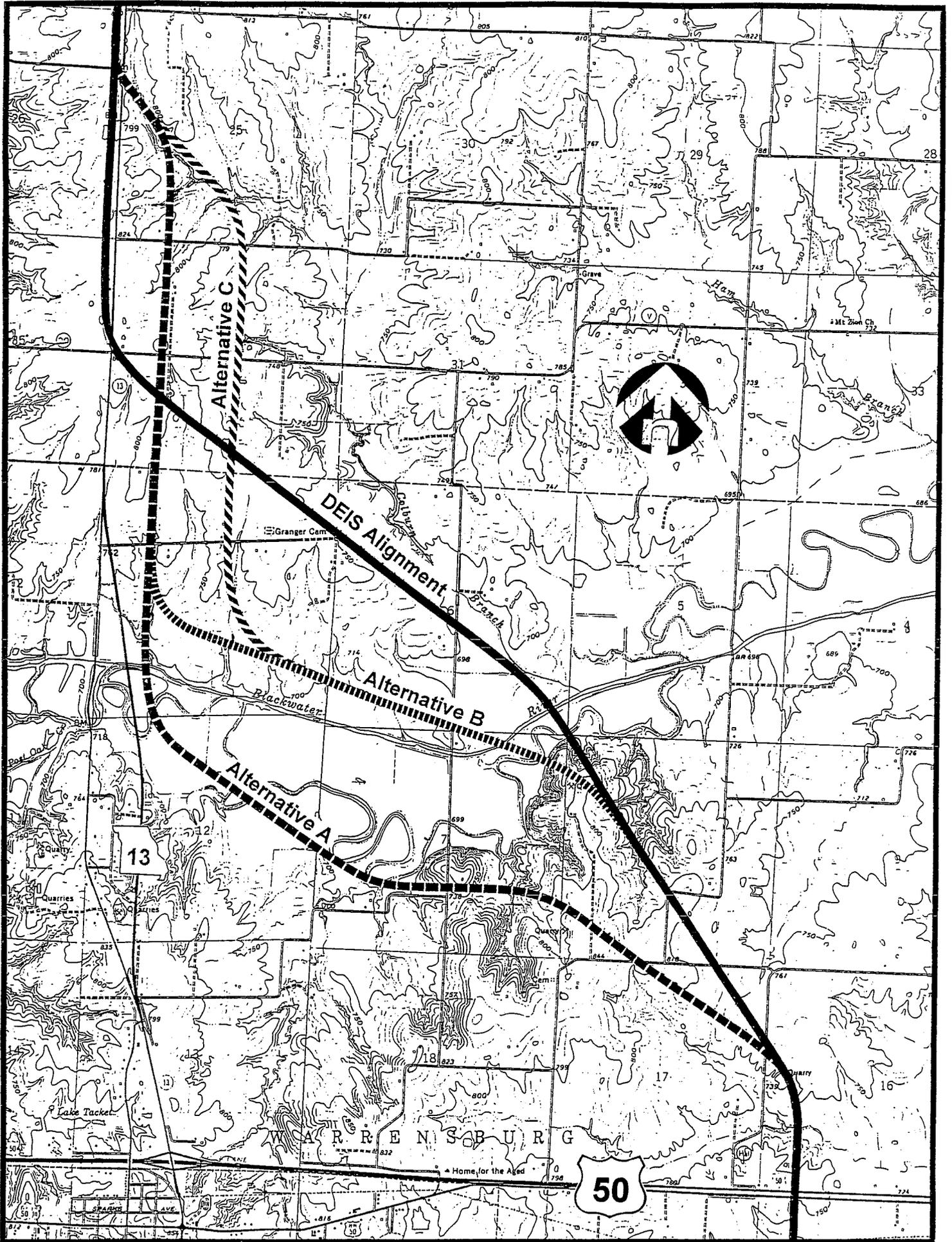


EXHIBIT K-3 Category E4a Northern Warrensburg Segment Evaluation

Table K-2

ROUTE 13		JOHNSON COUNTY SUB-SEG EVALUATION				
CORRIDOR STUDY		Link No.	DEIS ALT	ALT A	ALT B	ALT C
		Units	Category E4 (North of the City Limits)			
<b>ENGINEERING</b>						
Alignment Length	Feet		35,096	37,976	37,124	36,550
Project Cost						
Construction	\$		\$33,199,763	\$35,106,650	\$35,136,460	\$35,344,480
Right-of-Way	\$		\$3,325,920	\$1,330,010	\$1,314,750	\$1,044,480
Total Project Cost	\$		\$36,525,683	\$36,436,660	\$36,451,210	\$36,388,960
Compatibility with Staged Construction	Ranking		1	2	2	2
Roadway Alignment Criteria	Ranking		1	4	2	2

<b>TRAFFIC</b>						
Projected Traffic, Year 2022						
Vehicle Miles of Travel Reduced	Million Miles/Year		NA	NA	NA	NA
Vehicle Hours of Travel Reduced	Hours/Day		NA	NA	NA	NA
Projected Reduction in Accidents, Year 2022						
Fatal Accidents	Number		NA	NA	NA	NA
Personal Injury Accidents	Number		NA	NA	NA	NA
Property Damage Only Accidents	Number		NA	NA	NA	NA

<b>ENVIRONMENTAL</b>						
Wetlands*	Number		5/20/17/10	8/23/14/11	11/44/12/14	12/62/12/13
Flood Plains (100 Year)	Acres		26.9	97	58.2	64.6
Major Stream Crossings	Length		450	510	810	810
Threatened and Endangered Species	Number		0	0	0	0
Natural Communities (Woodlands, etc.)	Number		0	0	0	0
Prime Farmland Soils	Acres		152	176	134	150
Cultural Resources						
Archeological Sites	Number		0	0	0	0
Predictive Archeological Model	Ac H/M/L		46/65/224	37/84/242	47/60/243	47/80/223
Architectural Sites / Bridges	Number		6/0	4/0	3/0	2/0

<b>ECONOMIC (Social)</b>						
Displacements						
Permanent Residence (By Class)	Number		17	5	5	6
Mobile Homes (By Class)	Number		2	2	2	0
Business (By Class):						
Commercial	Number		3	0	0	0
Agricultural (Parcels / Acres)	Number / Acres		29/320.6	34/327.3	31/326.9	23/322.6
Public Use Facility	Number		2	0	0	0
Economic Considerations						
Economic Development Potential	Ranking		1	4	2	2
Proximity to Economic Center	Ranking		4	1	2	2

LEGEND

Wetlands 1/2/3/4 where 1 = number of streams 2 = acres of streams 3 = number of ponds 4 = acres of ponds

Alternative B is also longer than the preferred because it parallels existing Route 13 for a greater distance before curving to the southeast just south of County Road 375. It impacts and severs more parcels than the preferred alternative but displaces fewer residences.

It likewise has more severe wetlands and floodplain impacts than the preferred. Also, Alternative B impacts fewer architectural sites but has a higher probability of impacting archaeological sites than the preferred alternative. Furthermore, it impacts fewer acres of prime farmland soils than the preferred alternative.

Alternative C is the shortest of the three alternatives and displaces fewer residences than Alternatives A and B and one-third the number of residences as the preferred. It also impacts the fewest number of parcels. It severs the same number of parcels as the preferred alternative.

Its wetland impacts are more severe than the preferred due to its proximity to the Blackwater River. It has the same impact on the prime farmland soils. It impacts fewer architectural sites but has a greater probability of impacting archaeological sites. As with the other alternatives, it is less expensive than the preferred alternative.

**Through an extensive evaluation process, it was found that no new alternative offered advantages greater than the preferred alignment as identified in the DEIS, therefore, no alignment changes were made.**

**South of the City Limits** - These comments suggest that the bypass divergence point is too far from the city limits and the alignment severs parcels. In response, three alignments were studied and compared to the preferred alternative. They are shown along with the preferred (labeled DEIS Alignment) on Exhibit K-4 - Southern Warrensburg Sub-Segment Evaluation.

Alternative A diverges from the preferred alternative one-quarter mile south of County Road 200. It diagonals to the southwest and begins paralleling existing Route 13 approximately two and one-half miles south of the city limits, a point which is one mile south of the fringe development.

With the exception of having a lower probability of impacting archaeological sites, this alignment is inferior to the preferred alternative because its environmental impacts are greater. It impacts more wetlands and traverses more floodplain. It also impacts more acres of prime farmland soils and more architectural sites.

Alternative A also displaces more residences and public use facilities than the preferred. It is longer and impacts two more parcels but severs one less parcel. Its cost is also greater due to its longer length and greater number of displacements.

Alternative B diverges from the preferred alternative at County Road 300 and parallels the north side of a quarter-section line until it turns south and parallels existing Route 13 at County Road 350.

It is also longer than the preferred alternative, displaces more residences and public use facilities and, consequently, is more expensive than the preferred. Although it impacts a greater number of parcels, it severs less parcels than the preferred alternative due to its east/west orientation.

Alternative B impacts more wetland and floodplain acreage and requires a longer stream crossing than the preferred alternative. It also impacts one more sensitive noise receptor and one more moderate-potential hazardous waste site than the preferred alternative. On the other hand, it impacts less prime farmland than the preferred. As with Alternative A, it has a lower probability of impacting archaeological sites but does impact more architectural sites.

Alternative C also diverges from the preferred alternative alignment at County Road 300. From this point, it diagonals to Missouri Route Y where it begins paralleling existing Route 13.

Alternative C is the shortest of the three, yet it is longer than the preferred alternative. It displaces more residences and severs more parcels than the preferred. Altogether, it impacts five fewer parcels. It is more expensive than the preferred due to its longer length and higher number of displacements.

More wetland and floodplain acreage is impacted by Alternative C compared to the preferred. It also requires a longer stream crossing and impacts a smaller amount of prime farmland soils than the preferred. Finally, Alternative C has a lower probability of impacting archaeological sites but does impact more architectural sites. These sites represent significant resources.

No resolution to this alignment issue was made during the comment period of the Location Public Hearing.

On March 11, 1996, an additional Johnson County Citizens Advisory Committee meeting was held to present findings and give further discussion to this issue.

Subsequent to that meeting, a revision to Alternative B (Alternative B - Modified) was made to further reduce wetland impacts and farmstead severances by shifting the east-west portion of the alignment approximately 350 feet south.

**Alternative B - Modified was selected by the Study Team as the preferred location for use in this FEIS.**

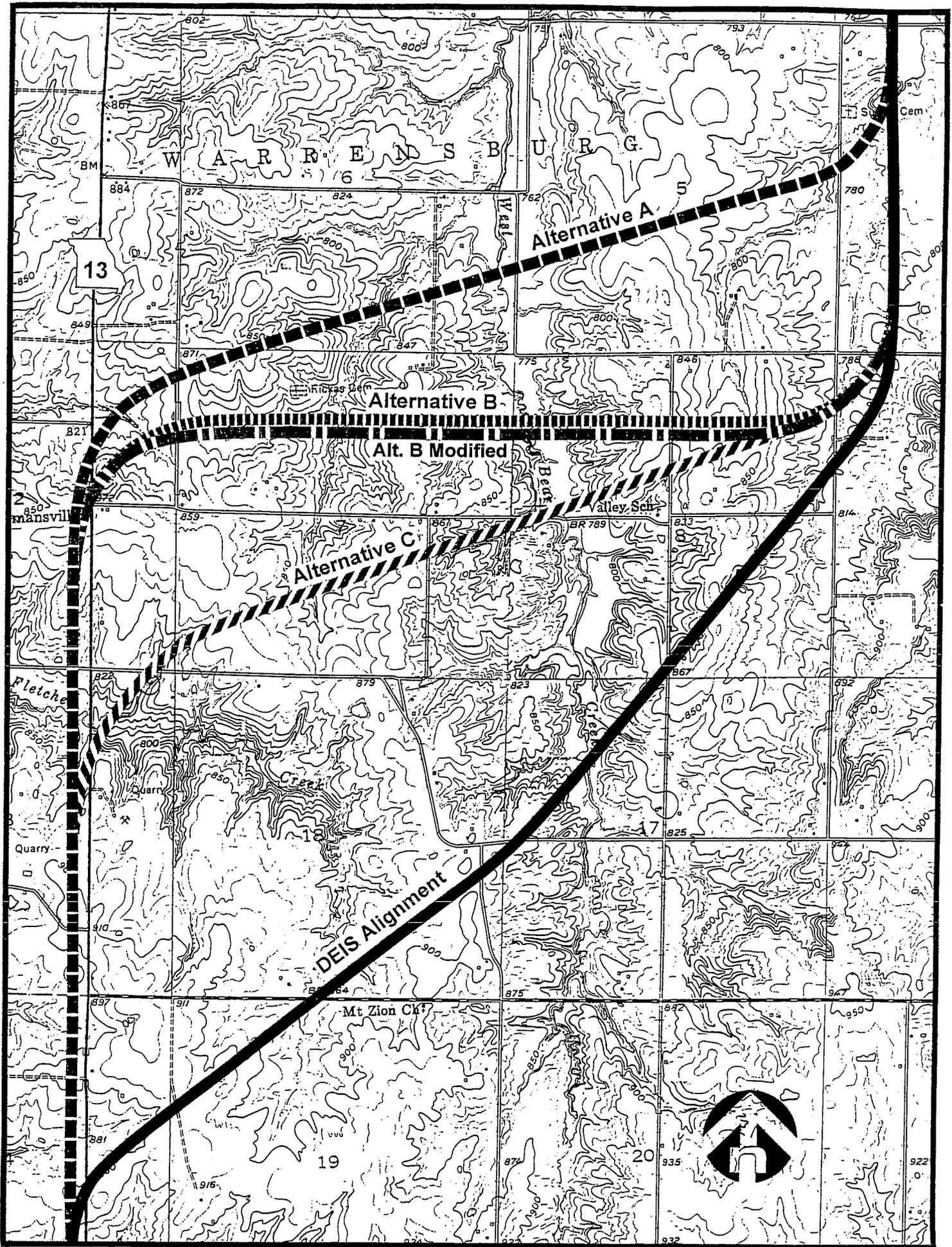


EXHIBIT K-4 Category E4b Southern Warrensburg Segment Evaluation

Table K-3

ROUTE 13		JOHNSON COUNTY SUB-SEG EVALUATION					
CORRIDOR STUDY		Link No.	DEIS ALT	ALT A	ALT B	ALT B(mod.)	ALT C
		Units	Category E4 (South of the City Limits)				
<b>ENGINEERING</b>							
Alignment Length	Feet	28,721	31,997	34,669	33,860	31,597	
Project Cost							
Construction	\$	\$29,186,320	\$30,403,920	\$31,145,020	\$29,593,710	\$31,004,060	
Right-of-Way	\$	\$1,099,290	\$1,677,950	\$1,595,790	\$1,483,810	\$1,345,790	
Total Project Cost	\$	\$30,285,610	\$32,081,870	\$32,740,810	\$31,077,520	\$32,349,850	
Compatibility with Staged Construction	Ranking	5	1	1	1	4	
Staged Construction Costs	\$	\$29,975,000	\$28,495,900	\$30,184,100	\$27,666,900	\$30,112,700	
Roadway Alignment Criteria	Ranking	1	2	4	4	2	
<b>TRAFFIC</b>							
Projected Traffic, Year 2022							
Vehicle Miles of Travel Reduced	Million Miles/Year	NA	NA	NA	NA	NA	
Vehicle Hours of Travel Reduced	Hours/Day	NA	NA	NA	NA	NA	
Projected Reduction in Accidents, Year 2022							
Fatal Accidents	Number	NA	NA	NA	NA	NA	
Personal Injury Accidents	Number	NA	NA	NA	NA	NA	
Property Damage Only Accidents	Number	NA	NA	NA	NA	NA	
<b>ENVIRONMENTAL</b>							
Wetlands*	Number	9/43/6/5	10/43/14/5	13/53/20/7	9/41/13/5	8/49/12/6	
Flood Plains (100 Year)	Acres	19.8	20	19.8	19.8	21.4	
Major Stream Crossings	Length	50	60	60	60	60	
Threatened and Endangered Species	Number	0	0	0	0	0	
Natural Communities (Woodlands, etc.)	Number	0	0	0	0	0	
Prime Farmland Soils	Acres	139	169	130	107	130	
Cultural Resources							
Archeological Sites	Number	0	0	0	0	2	
Predictive Archeological Model	Ac H/M/L	19/76/199	8/63/201	8/51/210	8/51/210	10/42/195	
Architectural Sites / Bridges	Number	3/0	8/0	7/0	4/0	6/0	
<b>ECONOMIC(Social)</b>							
Displacements							
Permanent Residence(By Class)	Number	6	7	8	7	8	
Mobile Homes(By Class)	Number	0	1	0	0	0	
Business(By Class):							
Commercial	Number	0	0	0	0	0	
Agricultural (Parcels / Acres)	Number / Acres	19/248.7	21/261.5	25/282.9	35/282.9	20/258.2	
Public Use Facility	Number	0	2	1	1	0	
Severances	Number	8	6	1	1	5	
Economic Considerations							
Economic Development Potential	Ranking	5	1	1	1	4	
Proximity To Economic Center	Ranking	5	1	1	1	4	

**LEGEND**

Wetlands 1/2/3/4 where 1 = number of streams 2 = acres of streams 3 = number of ponds 4 = acres of ponds

### *Category E5 - Move Eastern Warrensburg Bypass Further West*

One comment suggests the bypass be closer to the city limits in order to collect tax revenues from the new development and facilitate police services more easily. In addition to the far east alignment on the east side of Warrensburg (preferred alternative), two other alignments were studied.

The near east alignment runs along the city limits. This corridor is highly developed and the alignment displaces several residences. Also, an interchange with Highway 50 at this location displaces several businesses. Furthermore, economic interests feel that a bypass through an already developed area would inhibit future growth and development.

An alignment between these two was also considered. Although it does not disrupt existing development, it is not environmentally feasible since it travels through the East Bear Creek floodplain and directly impacts a threatened and endangered species habitat. The alignment also runs adjacent to a significant natural prairie and four archaeological sites.

Hence, none of these alternatives have fewer impacts than the preferred alternative on the east side of Warrensburg.

Meetings were held between the city manager and study team members and at no time was concern voiced about police services being hampered by the bypass.

### *Category E6 - Bypass Warrensburg to the West*

Four comments want the preferred alternative to bypass Warrensburg on the west because of property impacts and traffic.

Three Warrensburg bypass alternatives (two on the east and one on the west side) were studied in detail. The far east bypass has fewer negative impacts than the west option. Environmentally, it is the alternative with the lowest wetland impacts and least number of potential hazardous waste sites.

Some commentators think that a west bypass would better serve traffic from the Kansas City area to Clinton and other points to the south. Current Missouri traffic volumes indicate that fourteen percent more traffic approaches and leaves Warrensburg on the west than on the east side. The traffic volumes are thirteen percent higher north of Warrensburg than south of the city. The traffic modeling predicts a similar scenario in the design year (2022) except the percent differences are only seven percent. Thus, there is no directional movement that is substantially higher than any other. In the traffic modeling process, each of the three bypass locations attracts approximately the same amount of traffic which indicates no distinct advantage is gained by a routing west of town.

Economically, the modeling predicts greater development potential for the far east option. The current Warrensburg comprehensive plan indicates moderate growth potential to the north, south, and east. Growth potential to the west is limited due to the large Post Oak Creek floodplain. The City also has chosen the east side for its industrial park and has made necessary improvements (water, sanitary sewer, etc.) on that side of the City to support it.

The preferred alternative impacts sixteen fewer parcels and one percent more prime farmland acreage than the west bypass. However, the removal of farmland from production is projected to be less costly for a far east bypass than for a western bypass.

**The overall analysis of the evaluation factors indicates that the far east bypass option is the least disruptive and most beneficial option and, therefore, was retained as the preferred alignment.**

*Category E7 - Relocate Diagonal at Missouri Route 2 Crossing*

Seventeen comments suggest that the preferred alternative is not the best location for the expressway in southern Johnson County / northern Henry County. One reason cited is the proposed interchange with Missouri Route 2. The preferred alternative crosses Route 2 at an acute angle and there is concern about the subsequent lack of sight distance. Also, the terrain is hilly in this location. Displacements and disturbances to springs, wells, and wildlife are also reasons given for not supporting the preferred alternative in this location. These comments suggest extending the expressway south past Route 2 and then rejoining existing Route 13.

A study was conducted in this area to determine if there is a more feasible alternative to the preferred. This study also included severances as an evaluation factor. Two alternatives (labeled Alternative A and Alternative B on Exhibit K-5) were compared to the preferred alternative between County Road 1000 in Johnson County and County Road NE 1230 in Henry County. As shown on the exhibit, the preferred alternative (labeled DEIS Alignment) parallels existing Route 13 at County Road 1000 and curves to the southwest one-half mile south of it. Alternatives A and B remain parallel to existing Route 13 at this point and continue south to cross Route 2 at an orthogonal angle. After the intersection, Alternative A curves to the southwest and continues south parallel to existing Route 13. Alternative B continues south after the intersection and begins to curve to the southwest one-half mile south of Johnson County Road 1250. It begins paralleling existing Route 13 at Henry County Road NE 1300.

Alternatives A and B require the conversion of forty-nine and fifty-two, respectively, more acres of prime farmland soils than the preferred. Alternative A impacts the same wetland acreage as the preferred while Alternative B impacts two more acres. Likewise, Alternative A has about the same probability of impacting archaeological sites as the preferred while Alternative B has a higher probability.

With the exception of number of parcels affected, the engineering and economic impacts are less for the two alternatives than the preferred. Each displaces two fewer residences and severs fewer parcels (Alternative A severs one less and Alternative B three less). Alternatives A and B are also shorter and less expensive than the preferred alternative.

There are obvious advantages to adjusting the preferred alternative in this area. Of the two alternatives studied, Alternative A is superior to Alternative B. It impacts fewer wetlands and farmland acreage. Since it parallels existing Route 13 for one more mile than Alternative B, Alternative A would be cheaper since it can utilize staged construction for a greater percentage of its length. (See Table K-4)

~~The preferred alternative was adjusted to utilize the Alternative A location.~~

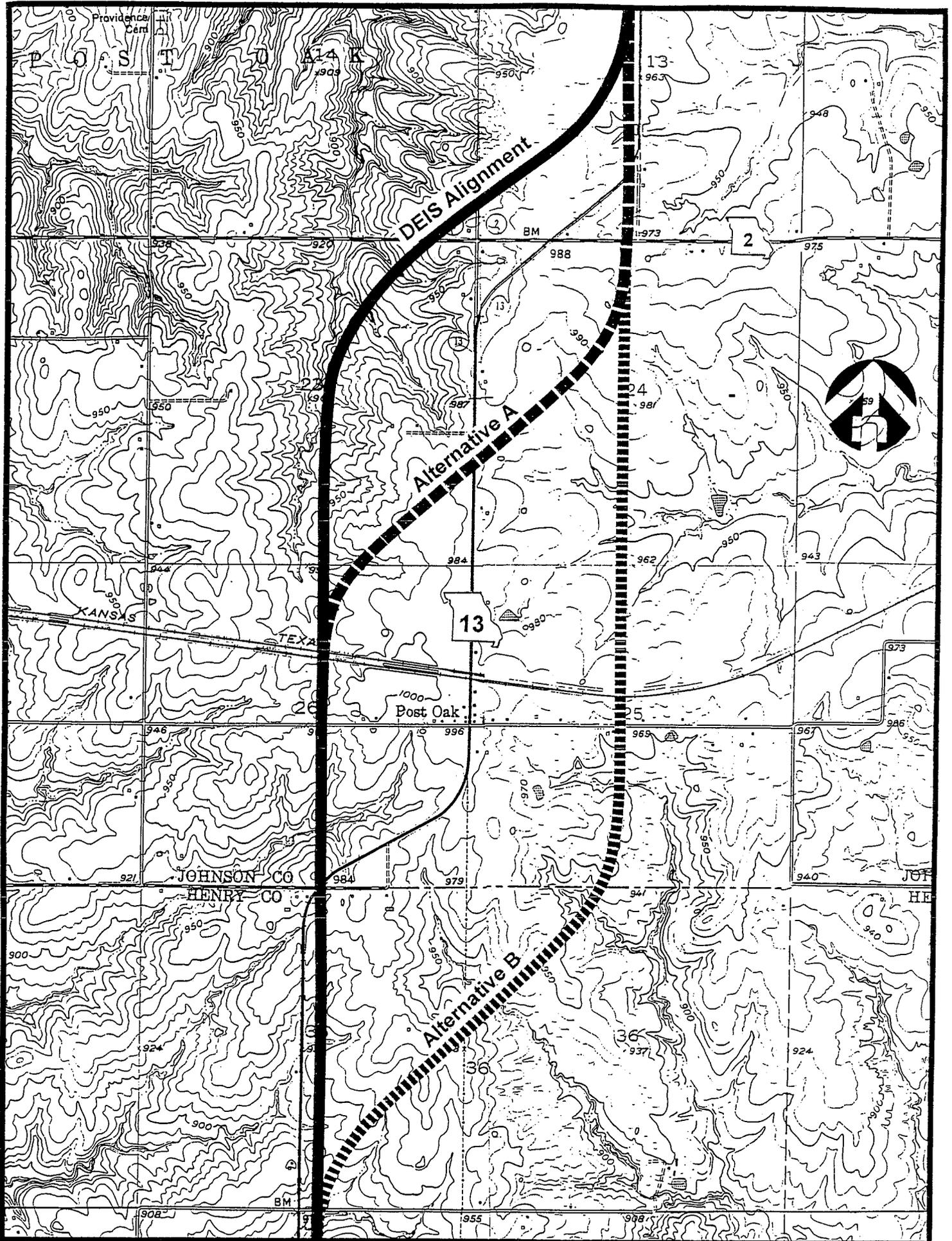


EXHIBIT K-5 Category E7 Southern Johnson County Segment Evaluation

Table K-4

ROUTE 13		JOHNSON COUNTY EVALUATION			
CORRIDOR STUDY		Link No.	DEIS ALT	ALT A	ALT B
		Units	Category E7 (Mo. Rte. 2)		
<b>ENGINEERING</b>					
Alignment Length	Feet		27,374	27,146	27,044
Project Cost					
Construction	\$	\$22,332,860	\$21,159,010	\$20,589,070	
Right-of-Way	\$	\$880,170	\$583,590	\$581,760	
Total Project Cost	\$	\$23,213,030	\$21,742,600	\$21,170,830	
Compatibility with Staged Construction	Ranking		2	1	3
Roadway Alignment Criteria	Ranking		3	1	1
<b>TRAFFIC</b>					
Projected Traffic, Year 2022					
Vehicle Miles of Travel Reduced	illion Miles/Yea		NA	NA	NA
Vehicle Hours of Travel Reduced	Hours/Day		NA	NA	NA
Projected Reduction in Accidents, Year 2022					
Fatal Accidents	Number		NA	NA	NA
Personal Injury Accidents	Number		NA	NA	NA
Property Damage Only Accidents	Number		NA	NA	NA
<b>ENVIRONMENTAL</b>					
Wetlands*	Number		3/6/4/2	2/5/10/3	4/8/8/2
Flood Plains (100 Year)	Acres		0	0	0
Major Stream Crossings	Length		0	0	0
Threatened and Endangered Species	Number		0	0	0
Natural Communities (Woodlands, etc.)	Number		0	0	0
Prime Farmland Soils	Acres		74	123	126
Visual and Aesthetic Considerations	Ranking		3	1	2
Cultural Resources					
Archeological Sites	Number		0	0	0
Predictive Archeological Model	Ac H/M/L		0/23/223	0/17/225	0/33/211
Architectural Sites / Bridges	Number		3/0	3/0	2/0
Hazardous Waste Sites					
High Potential Sites	Number		0	0	0
Moderate Potential Sites	Number		1	1	0
<b>ECONOMIC(Social)</b>					
Displacements					
Permanent Residence(By Class)	Number		3	1	1
Mobile Homes(By Class)	Number		1	0	0
Business(By Class):					
Commercial	Number		0	0	0
Agricultural (Parcels / Acres)	Number / Acres		12/257.8	14/256	17/255.2
Public Use Facility	Number		0	0	0
Severances	Number		5	4	2
Economic Considerations					
Economic Development Potential	Ranking		3	1	1
Removal of Farmland from Productio	Ranking		1	2	3

LEGEND

Wetlands 1/2/3/4 where 1 = number of streams 2 = acres of streams 3 = number of ponds 4 = acres of ponds

*Category E8 - Move Clinton Bypass Further East or West*

**Move Bypass Further East** - Two people commented that the bypass should be moved to the east because they did not like the proposed location for the Route 7 / Route 13 interchange. One of the commentors lives approximately one-quarter mile west of the interchange site and is concerned about noise impacts. The other is one of two trustees for an estate that is adjacent to the site on the east and is concerned that an interchange in close proximity will ruin the character of the estate.

The location of the Route 13 bypass around Clinton is a subject of this analysis. Due to severe environmental constraints on the west side of town, the Route 13 improvement must bypass Clinton to the east. Three possible routes were studied. The preferred alternative is the middle of the three.

The far east bypass alignment that was studied is two-thirds of a mile to the east of the preferred alternative. The engineering and environmental data for this alignment does not compare favorably to the preferred alternative. It traverses twice as much floodplain acreage and its stream crossings are twice as long. Hence, it is not the alternative with the least wetland impact. In addition, it would convert more prime farmland soils and affect more parcels than the preferred. Moreover, the alignment is longer and more costly than the preferred alternative. Based on the DEIS evaluation, it is not desirable to move the bypass alignment to the east.

Noise abatement measures will be considered in final design. The established MoDOT noise abatement criteria will be followed.

**Move Bypass Further West** - One comment is from the trustee of the estate adjacent to the proposed Route 7 / Route 13 interchange. This commentor feels that an interchange so close to the estate will ruin its character.

The near east bypass alignment that was studied is one-half mile to the west of the preferred alternative. The engineering and environmental data for this alignment does not compare favorably to the preferred alternative. It traverses over twice as much floodplain acreage and its stream crossings are longer. Hence, it is not the alternative with the least wetland impact. It also touches four archaeological sites whereas the preferred touches none. A bypass at the current city limits would not provide room for growth and development. Moreover, the alignment is more costly than the preferred alternative. Therefore, it is not feasible to move the bypass alignment to the west.

It would not be practical to adjust the alignment locally in the area of the interchange because of topography and displacements. Another interchange configuration was studied. A folded diamond on the east side of Route 13 would move the Route 7 northbound off ramp to the northeast quadrant of the interchange. Thus, both ramps would be north of Route 7 and away from the Poague property. The ramps on the west side of Route 13 would remain the same. This configuration would not create any new impacts since the land north of Route 7 in the interchange area is one parcel that is impacted by the original diamond configuration presented in the Draft Environmental Impact Statement.

**The Route 13 / Route 7 interchange was modified to utilize a folded diamond configuration on the east side of Route 13. The centerline alignment of Relocated Route 13 will remain as shown in the DEIS.**

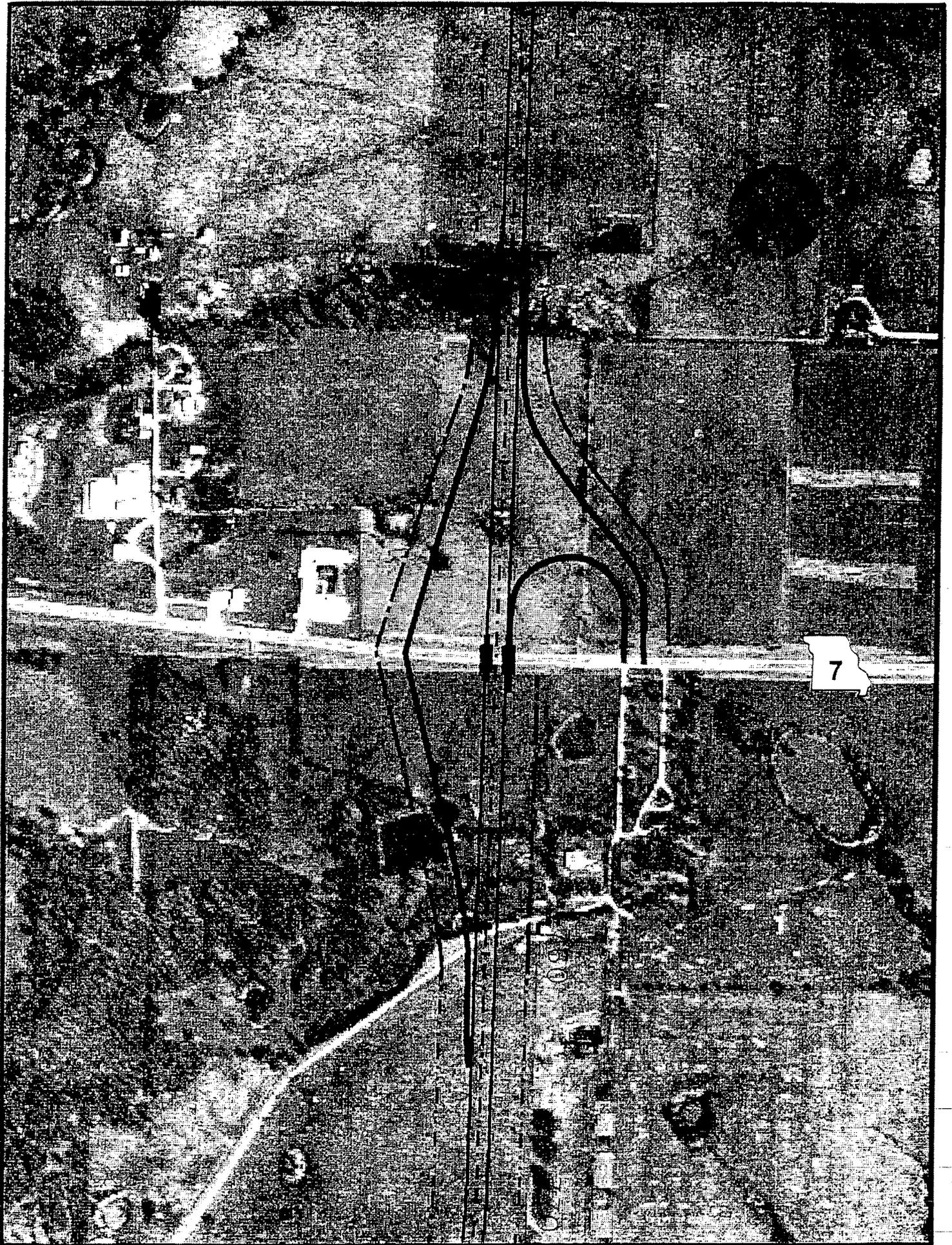


EXHIBIT K-6 Category E8 Route 7 East Interchange

## **Category F - Suggested Minor (Localized) Relocation of Preferred Alternative**

Fifteen comments suggested localized alignment shifts in five areas in the corridor because of displacements and property impacts. Studies that included severances as an evaluation factor were performed in each of these areas and changes made where warranted. The statistical results of these localized relocation analyses are shown on the following evaluation table (Table K-5).

**Area One** - The section of the Higginsville bypass west of the city displaces two residences and leaves an unusable sliver of land after crossing two parcels. An alternative that rotates the bearing of the preferred slightly to the northwest/southeast was compared to the preferred alternative between Business Route 13 and County Road 169. This alternative is superior to the preferred because it is slightly shorter and consequently cheaper, impacts fewer wetland and prime farmland acreage, has a lower probability of impacting archaeological sites, displaces no residences, leaves no slivers of land, and touches one less parcel. Both alternatives sever the same number of parcels.

**The preferred alternative was adjusted in this area.**

**Area Two** - The section of the Higginsville bypass immediately south of County Road 169 to Missouri Route MM displaces two residences and crosses Route MM at an acute angle. Another alternative was studied that goes north of these residences and begins paralleling existing Route 13 north of Route MM so the interchange is perpendicular with the crossroad. A diamond interchange of this configuration is preferable to one on a skew. Also, this interchange layout allows a more direct access to Higginsville by using direct connections to existing Route 13.

In addition to the alternative being longer than the preferred, this interchange configuration will require more right of way for the ramps and relocation of part of existing Route 13, so it is more expensive than the preferred alternative. Similarly, it would require the conversion of more acres of prime farmland soils. The two compare equally for all the other environmental factors. Considering the economic evaluation factors, it compares favorably to the preferred alternative since it displaces fewer residences, severs one less parcel, and affects the same number of parcels as the preferred.

Even though this alternative is more expensive than the preferred alternative in this location, it displaces two less residences plus the interchange configuration is superior to that offered by the preferred alternative.

**The preferred alternative was revised in this location.**

**Area Three** - The preferred alternative displaces one residence and one residence/business between Missouri Routes U and YY in southern Lafayette County. One of the displacements is eligible for the National Register of Historic Places. Two other alternatives in this area were studied to see if there was a better route for the expressway. One shifts the alignment to the east behind the structures and the other continues south on the west side of the preferred alternative.

In a comparison of the environmental factors, these options impact the same amount of wetland acres, which is an amount less than the preferred. The west option would convert fewer acres of prime farmland soils than the east option or the preferred. Further, it has a lower probability of impacting archaeological sites than the east option, but a higher probability than the preferred.

Economically, the east option eliminates all of the displacements, but severs two parcels whereas the west option severs no parcels but displaces one residence/business and avoids the house eligible for the National Register of Historic Places. The preferred alternative does not sever any parcels in this area. The west option would be cheaper than the east since it is shorter and can utilize staged construction for a greater percentage of its length. It is also less expensive than the preferred alternative because of its shorter length and fewer displacements.

**This study showed that the west alternative is superior to both the east alternative and the preferred alternative. Therefore, the preferred alternative was adjusted in this area.**

**Area Four** - In southern Johnson County, the preferred alternative parallels existing Route 13 on the east side and then crosses over to the west side of Route 13 at County Road 900. The diagonal displaces a 100 year old barn and residence. An alternative that shifts the diagonal north off of this barn was compared to the preferred alternative.

A comparison of the environmental data shows that the new alternative is superior or equal to the preferred for each factor. Economically, it displaces two fewer residences and affects two fewer parcels. Both alternatives sever two parcels. The preferred alternative is slightly shorter and less expensive.

**This comparison showed the alternate is less disruptive than the preferred alternative and, therefore, the diagonal to cross from the east side of existing Route 13 to the west was shifted to the north around County Road 860.**

**Area Five** - The preferred alternative parallels existing Route 13 to the east in the area just south of Quarles in Henry County. As such, there is a diagonal in the preferred alternative to provide a section line correction. The southern end of this diagonal as shown in the Draft Environmental Impact Statement displaces several farm buildings. Moving the diagonal north would avoid these displacements without creating any new impacts since the adjustment will result in the diagonal being located on the same parcel of land that it currently is.

**The preferred alternative was adjusted in this area.**

**Area Six** - Concerning the Route 7 relocation study, some comments suggest shifting the Route 7 bypass south to avoid a displacement. This residence is one-half mile west of existing Route 13. The Route 7 bypass will have an interchange with existing Route 13. The ramps and auxiliary lanes necessary for the interchange extend almost 2000 feet west of Route 13. Thus, there is not enough room to avoid the residence and straighten the alignment again before the interchange area.

Moving the entire bypass alignment south of its current location is not feasible because of increased displacements and interchange locations. There are two proposed interchanges within one and one-half miles downstream of the Route 7 bypass interchange with existing Route 13. If the Route 7 bypass alignment was shifted south, there would not be enough room to fit in the Route 7 bypass / Route 13 bypass interchange before the Route 13 bypass / Route 52 interchange. Adjusting the alignment north would also result in increased displacements.

**There is no other alternative that is superior to the preferred alternative for the Route 7 bypass. Therefore, no localized alignment adjustment was made.**

Table K-5

CORRIDOR STUDY	SUB-SEGMENT EVALUATIONS										
	Link No. Units	DEIS ALT Category F (Area One)		DEIS ALT Category F (Area Two)		DEIS ALT Category F (Area Three)		DEIS ALT Category F (Area Four)		DEIS ALT Category F (Area Five)	
		14,119	13,853	8,200	9,100	9,762	9,877	9,763	7,061		6,203
Alignment Length	Feet	14,119	13,853	8,200	9,100	9,762	9,877	9,763	7,061	6,203	6,223
Project Cost	\$	\$16,836,860	\$16,378,000	\$5,080,780	\$9,942,260	\$6,545,940	\$5,950,430	\$5,817,480	\$4,316,410	\$4,627,470	\$4,649,920
Right-of-Way	\$	\$545,320	\$248,060	\$304,650	\$117,720	\$304,800	\$176,660	\$369,640	\$516,670	\$206,570	\$111,430
Total Project Cost	\$	\$17,382,180	\$16,626,060	\$5,385,430	\$10,059,980	\$6,850,740	\$6,127,090	\$6,187,120	\$4,832,080	\$4,834,040	\$4,761,350
Compatibility with Staged Construction	Rating										
Highway Miles added to State System	Miles										
<b>TRAFFIC</b>											
Projected Traffic, Year 2022	Million Miles/Year	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA
Vehicle Miles of Travel Reduced	Hours/Day	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA
Projected Reduction in Accidents, Year 2022	Number	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA
Fatal Accidents	Number	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA
Personal Injury Accidents	Number	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA
Property Damage Only Accidents	Number	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA
<b>ENVIRONMENTAL</b>											
Parks and Wildlife Areas	Number	0	0	0	0	0	0	0	0	0	0
Wetlands*	Number	3/3/2/1	2/1/4/1	0/0/2/1	0/0/2/1	0/0/2/1	0/0/2/1	0/0/2/1	0/0/2/1	0/0/2/1	2/1/2/1
Flood Plains (100 Year)	Acres	0	0	0	0	0	0	0	0	0	4.1
Major Stream Crossings	Length	0	0	0	0	0	0	0	0	0	0
Threatened and Endangered Species	Number	0	0	0	0	0	0	0	0	0	0
Natural Communities (Woodlands, etc.)	Number	0	0	0	0	0	0	0	0	0	0
Pine Farmland Soils	Acres	75	66	46	76	58	59	53	33	40	40
Visual and Aesthetic Considerations	Rating	-	-	-	-	1	3	1	-	-	-
Noise Sensitive Receptors	Number	0	0	0	0	0	0	0	0	0	0
Cultural Resources	Number	0	0	0	0	0	0	0	0	0	0
Archeological Sites	Number	0	0	0	0	0	0	0	0	0	0
Predictive Archeological Model	Ac H/M/L	0/17/106	0/35/43	0/0/6/6	0/0/6/6	0/7/8/2	0/7/8/6	0/11/8/2	0/26/4/8	0/10/6/9	0/11/9/2/8
Architectural Sites / Bridges	Number	3/0	3/0	1/0	1/0	2/0	1/0	1/0	2/0	1/0	1/0
Hazardous Waste Sites	Number	0	0	0	0	0	0	0	0	0	0
High Potential Sites	Number	0	0	0	0	0	0	0	0	0	0
Moderate Potential Sites	Number	0	0	0	0	0	0	0	0	0	0
<b>ECONOMIC (Social)</b>											
Displacements	Number	2	0	2	0	2	0	0	4	1	0
Permanent Residence (By Class)	Number	0	0	0	0	0	0	0	0	0	0
Mobile Homes (By Class)	Number	0	0	0	0	0	0	0	0	0	0
Business (By Class):	Number	0	0	0	0	0	0	0	0	0	0
Commercial	Number / Acres	12/135	11/131	6/41.8	6/83.5	8/77.9	6/79.1	8/77.9	7/66.4	5/42.1	4/50
Agricultural (Parcels / Acres)	Number	4	4	2	1	0	0	0	0	0	0
Public Use Facility	Rating	NA	NA	NA	NA	NA	2	0	1	0	1
Severances	\$ Million	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA
Consistency w/ Current and Future Land Use	\$ Million	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA
Economic Considerations	Ratio	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA
Highway User Cost Savings	\$ Million	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA
Economic Development Potential	\$ Million	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA
Removal of Farmland from Production	Benefit to Cost Ratio	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA
<b>SUMMATION OF RANKINGS</b>											
<b>LEGEND</b>											
Wetlands 1/2/3/4 where 1 = number of streams 2 = acres of streams 3 = number of ponds 4 = acres of ponds											

### **Category G - Information Provided for Consideration**

Eleven people submitted comments to provide information that they would like considered during the Route 13 study. Three of these identified cemeteries and possible Native American burial ground sites. The remainder mentioned adverse affects the preferred alternative would have to property and businesses.

This information was incorporated into the evaluation process where applicable.

### **Category H - Request for Information**

Three comments requested to receive the next mailing on the progress of the Route 13 Corridor Study. Other comments ask questions like how much land would be purchased and how the impending roadway project will affect currently planned property improvements.

The names of those requesting the next mailing were added to the Route 13 mailing list database. Four newsletters have been produced to update the project progress, provide information on meeting dates and locations, and explain specific issues such as right of way negotiation processes and wetlands definitions. Recipients took the time to read the text and study the maps, as evidenced by the numerous phone calls to the project phone line following a newsletter mailing and the knowledge brought with them to meetings.

The evaluations in the Environmental Impact Statement were based on an assumed 350 foot right of way. The actual width of land needed to construct the highway and, hence, the amount of land to be purchased will not be known until the final design process sets the exact location and elevation of the centerline and right of way line. Once this is determined, the question about how much land will need to be purchased can be answered. Final design for selected segments of the project will begin upon completion of the Final Environmental Impact Statement and Record of Decision. The project will be designed and built in phases so the right of way purchasing and construction for the seventy mile length will not occur all at one time.

During the right of way negotiation process, an appraisal is performed on property to determine its fair market value at that time. Thus, any improvements the property owner makes between the completion of the EIS and the time of the appraisal will be included in the appraised fair market value.

### **Category I - Miscellaneous**

Fourteen comments do not fit into any of the categories and do not voice support or opposition to the project itself.

In the Higginsville area, one woman stated that she had not been previously contacted and the Higginsville public hearing was her first meeting. The study has benefited from a great deal of input from the public. In late October, public hearings were held in Warrensburg, Higginsville, and Clinton to provide people with an opportunity to express their opinions about the proposed improvements. These public hearings, like the two sets of meetings held earlier in the project, were advertised in local newspapers and radio, and were extensively covered in their news sections. A Corridor Advisory Council, consisting of representatives of many community organizations, met with Missouri Department of Transportation and their engineering consultant, HNTB Corporation, throughout the study.

In the Warrensburg area, one comment requested a cattle access under or over the new expressway. This issue will be addressed as part of the acquisition procedure during the right of way negotiation process between Missouri Department of Transportation and the property owner.

Another comment suggests that Missouri Department of Transportation pave Montserrat Park Road from the Warrensburg city limits to the proposed Route 13 bypass. The Warrensburg City Traffic Commission and the Warrensburg Chamber of Commerce established a joint ad hoc committee to address the proposed Route 13 Warrensburg bypass issue. They recognize that the bypass will require complimentary improvements to the east/west road network and envision this as a cooperative State and local effort.

One comment from a resident in the Leeton area requested that Missouri Department of Transportation assess the hardship of moving and purchasing a similar house and any effects this move would have on children before making a decision. Residential displacements was one of several evaluation factors used to assess the Route 13 improvement alternatives. When assessing the impact of residential displacements, the availability of comparable housing in the local area is taken into account. The preferred alternative was chosen because it has the least disruptive impacts. For those being partially or totally displaced by a state highway project, Missouri Department of Transportation offers a Relocation Assistance Program. The program provides those needing to relocate with advisory assistance in the form of referrals of available replacement properties, help in filing payment claims, and other reasonable assistance needed to insure a successful relocation. A relocation agent from the Department contacts those eligible for the program.

Finally, some of the comments expressed appreciation for the information exchange the public meetings provided and all the work put into the decision by Missouri Department of Transportation.

**Any comments that were able to be utilized in FEIS preparation were noted and were incorporated into the FEIS.**