



Appendix B

Agency Comments/Correspondence



Matt Blunt, Governor • Doyle Childers, Director

DEPARTMENT OF NATURAL RESOURCES

www.dnr.mo.gov

DEC - 8 2005

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DEC 12 2005

Improve I-70
P.O. Box 410482
Kansas City, MO 64141-0482

Re: Second Tier Draft Environmental Assessment, Section of Independent Utility # 1, Independence to Odessa, Missouri

Dear Project Planners:

Thank you for the opportunity to provide comments on the Second Tier Draft Environmental Assessment (EA) for Interstate 70, Section of Independent Utility (SIU) # 1, Independence to Odessa, Missouri. The department's comments on this proposed project are provided below.

Water Quality

Since actual construction on this project is likely several years in the future, the Missouri Department of Transportation (MoDOT) has an opportunity to broaden consideration of environmental criteria in design and construction. On page 15 of the Summary and page IV-56 under Secondary and Cumulative Impacts, the EA references development of frontage roads within the I-70 right-of-way, and the potential environmental impacts of associated private development outside the corridor. In order to evaluate environmental impacts of associated development, we respectfully suggest that MoDOT consider adding environmental criteria to its Access Management Plan. The revised plan would then assess not only safety issues, but also potential environmental impacts to streams, riparian areas and wetlands as requests for access to frontage roads are considered.

In table III-30, the EA indicates that a stream with a 30-foot wide bank (E. Fork Little Blue River) will be placed in a culvert, while a 25-foot wide stream (E. Fork Sni-a-Bar Creek) will receive a bridge crossing. In order to minimize erosion and to address potential flooding concerns upstream, bridges should be constructed on all larger streams. In the case of the E. Fork of the Little Blue River and the E. Fork of Sni-a-Bar Creek, both streams should be crossed by bridges rather than culverts.

As MoDOT and its contractors move into construction of this project, the department will coordinate with MoDOT to help implement their Pollution Prevention Plan through use of best management practices.

Air Pollution

After the department initially coordinated with MoDOT and their consultants on this project, the Missouri Air Conservation Commission adopted the 2005 Kansas City Maintenance Plan for Control of Ozone. For the Final EA, the following updates are suggested:

In Chapter 3, page 12, the last sentence of section 1 states that the Missouri State Implementation Plan does not contain any transportation control measures for the air quality control regions. This is partially correct in that, currently, no transportation control measures are implemented under the Missouri State Implementation Plan. However, transportation control measures are listed as contingency measures to be considered if certain air quality goals are not met in the Kansas City Metropolitan Area. For further explanation, please see the attached table, which can also be found on pages 48-49 of the 2005 Kansas City Maintenance Plan for Control of Ozone (adopted July 21, 2005 by the Missouri Air Conservation

Commission). Page 12, section 1a. should be updated to reflect the adoption of the 2005 plan. On page 13, section 1b., the reference to February, 2005 should be updated, as the Environmental Protection Agency (EPA) published a final rule on May 2, 2005 that designates the previously unclassifiable counties as in attainment.

For clarification purposes, in Chapter 3, Table III-8 on pages 13-14 should be adjusted as follows:

- 1) Particulate (PM-10), Averaging Time Section, the superscript should be (7) rather than (2).
- 2) Ozone, in the Averaging Time Section, the superscript (1) should be deleted along with the 157ug/m3 in the Concentration Section.
- 3) Footnote (2) below this table should be reworded. We suggest that the language be changed to read "Daily value for one year below which 98% of all values in one year fall." Footnote (4) should read: "Not to be exceeded more than twice in any *five* consecutive days." [The word five is missing.] Both micrograms and milligrams of pollutants are used in this table, and so a definition of milligrams should be added. This last footnote should read: "mg/m3 - Milligrams of pollutant per cubic meter of air."

Parks

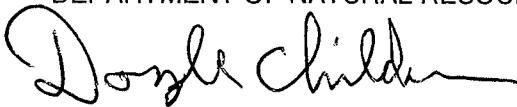
The department applauds the project's planners for their efforts to coordinate with local and regional stakeholders regarding possible connections to existing and proposed bicycle/pedestrian trails and corridors within the project area. The department advocates the completion and enhancement of these facilities, particularly those facilities for which I-70 has previously been a barrier to expansion. Improvements that allow crossings of I-70, designed to increase user safety through separation of interstate traffic and trail users, will enhance the quality of life for trail users in this area.

Because the department administers the federal Land and Water Conservation Fund (LWCF) program, it has the responsibility for ensuring that all local parks funded through LWCF are protected. The department is satisfied that MoDOT has conducted a thorough 6(f) review and identified all facilities within the project area protected by LWCF funding.

We appreciate the opportunity to provide comments on this transportation project. If you have any questions or need clarification, please contact me or Ms. Jane Beetem, phone number 573-522-2401. Her address for correspondence is Department of Natural Resources, P.O. Box 176, Jefferson City, MO 65102. Thank you.

Sincerely,

DEPARTMENT OF NATURAL RESOURCES



Doyle Childers
Director

DC:jbj

c: Kathy Harvey, MoDOT
Gayle Unruh, MoDOT

CITY OF BATES CITY
203 N. SECOND STREET
BATES CITY, MO 64011
816-690-3818

MoDot
Impact I-70
P.O. Box 410482
Kansas City, MO 64141

We the Mayor and Alderman of Bates City, MO. ask MoDot to use the Alternate #3.

This would allow Bates City to keep our major employer (Precise Forms), with over 100 employees now and more to be added later. This is in Trimmer Industrial Park with other industry to follow. This firm contributes nearly \$100,000.00 yearly in sales tax revenue.

Also Kat Excavating – (Steve & Lisa Bailey) have an industrial park east of Trimmer that has additional space for industrial development.

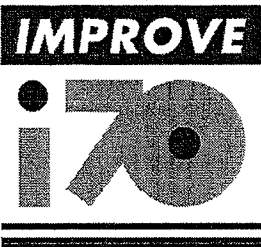
Bates City has just completed our Sanitary Sewer project and we are in the process of adding a 150,000 gallon water tower and improved (larger) water lines to loop the city.

In closing Bates City is a small town, 245 people, the industrial parks are extremely important to the future growth and financial stability of our city.

If we can speak to you further, please let us know.

Thanks for your consideration.

Mayor Diane Rickey
Alderman Ward 1 Doug Rickey
Alderman Ward 1 Donald McCarty
Alderman Ward 2 James Jeffery
Alderman Ward 2 W. L. White



COMMENT FORM

Section 1 Draft Environmental Assessment

(Independence to Odessa)

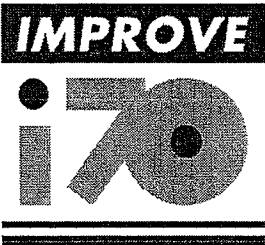
Official Review Period: October 26 – December 9, 2005

Please provide your comments on the Draft Environmental Assessment for Section 1 in the space below. Send your comments to the address listed on the back of this form. You may also submit a comment via email to comments@ImproveI70.org. The deadline for submitting comments is December 9, 2005. For questions, call 1-800-590-0066.

Apparently NO consideration has been made for the areas of current growth in population. You are planning expanded interchanges where no businesses or population exists, and eliminating a major feeder road.

As Chairman of Lafayette Co Planning & Zoning your plan has not taken into consideration how our county is growing. We will NOT allow ANY residential growth in the areas where you are putting interchanges. One of our goals of Laf Co P+Z is to preserve and maintain the Agricultural influence of our county. This plan cuts through multiple 40-acre tracts of farm ground to expand unnecessary interchanges. Why build a road that people/businesses won't be allowed to build to access?

David Twente, Chairman
Lafayette County Planning & Zoning
645 Chestnut
Napoleon Mo.



COMMENT FORM

Section 1 Draft Environmental Assessment
(Independence to Odessa)

Official Review Period: October 26 – December 9, 2005

Please provide your comments on the Draft Environmental Assessment for Section 1 in the space below. Send your comments to the address listed on the back of this form. You may also submit a comment via email to comments@ImproveI70.org. The deadline for submitting comments is December 9, 2005. For questions, call 1-800-590-0066.

Whoever dreamed up closing an overpass at 131 which is used by thousands of vehicles daily, and then adding 2 interchanges, one on an unused gravel road and one where no road exists, doesn't understand the problem or have a clue as to how to solve it.

It is a major safety issue to do away with the 131 overpass. As Asst Fire Chief in Wellington, we make multiple calls weekly to Odessa for mutual aid. Your plan adds 4-5 miles to our response time. Further more the population load along 131 north dictates that fire and EMS need quick easy access to the North 1/2 of this Odessa Fire & EMS service area. It appears as though NO consideration has been given to that!

This Plan is irrational at best!

David A. Twente
Asst Fire Chief
Wellington - Napoleon FPD



DEPARTMENT OF PUBLIC HEALTH & SAFETY
Odessa Police Department

ORI - M00540600

101 North Second Street
Odessa, Missouri 64076-1133

Emergency (816) 633-7575
Business (816) 633-4411
Fax (816) 633-7221

January 23, 2006

Improve I-70
P.O. Box 410482
Kansas City, MO 64141-0482

COMMENTS ON IMPROVE I-70

I enjoyed having the opportunity to meet on January 13, 2006, in Odessa with Missouri Department of Transportation officials Design Engineer Kathy Harvey and Public Affairs Director Bob Brendel of Jefferson City; and District 4 Engineer Jesse Skinner and District 4 Assistant Engineer Chris Redline regarding the Improve I-70 design for the future interchanges at Odessa. This is only one of many meetings concerning Interstate 70 that I have attended since 2001.

They requested that **Public Safety agencies** provide input regarding the designs. This letter is in response to that request.

The City of Odessa is located on Interstate 70 with current interchanges at milepost 37 (**MO 131**) and milepost 38 (**Johnson Drive**). As you are probably aware, neither of these existing interchanges allow for total on-off access from all four directions. The proposed redesign of milepost 37 at **MO 131** would be to eliminate this interchange and place it at approximately milepost 35. This would eliminate the **MO 131 overpass** for continuous crossing of I-70. The proposed redesign of milepost 38 at **Johnson Drive** would be to eliminate this interchange and place it at approximately milepost 39. This would eliminate the **Johnson Drive overpass** for continuous crossing of I-70.

The City of Odessa is the largest community within Lafayette County and one-third of the county population is located within the Odessa School District. Odessa is the fastest growing community within Lafayette County and this growth has not reached its peak or potential.

The **Odessa Police Department** serves the City of Odessa and is also impacted by the total population within our school district service area. I am a native Odessan and have served for over thirty years as the Chief of Police. These are my comments regarding the impact that the proposed current redesign of our interchanges would have upon **public safety** for our citizens.

Access for Odessans, and the large population of citizens in the southwest corner of the county, to the Lafayette County seat in Lexington is primarily by way of the only improved north-south blacktop to U.S. 24 Highway - **MO 131**. Your 2003 traffic count showed that more traffic was going northbound on **MO 131** from I-70 than was going southbound on MO 13 from Higginsville Junction. Your current 2004 traffic count showed that between the use of **MO 131** and Route O to Lexington from I-70, residents chose **MO 131** by almost twice the numbers.

Odessa Police Department relies upon **emergency law enforcement mutual aid assistance** from the Lafayette County Sheriff's Department in Lexington and from the Missouri State Highway Patrol. The elimination of the **MO 131 overpass** would greatly affect this **emergency assistance** to our Department and the other citizens served by these agencies by **adding additional miles and time** by moving the interchange to the west.

Odessa Police Department also uses the Lafayette County Jail in Lexington for prisoner incarceration. The elimination of the **MO 131 overpass** would greatly affect this prisoner transportation by **adding additional miles and time** by moving the interchange to the west.

Odessa Police Department also uses the Lafayette County Prosecuting Attorney in Lexington for felony cases and we must personally communicate with this office and the Courts of Lafayette County in Lexington. The elimination of the **MO 131 overpass** would greatly affect this access by our **Department** and the other citizens served by the Prosecutor and the Courts by **adding additional miles and time** by moving the interchange to the west.

There are several times on an hourly or daily basis that the Sheriff's Department or the Missouri State Highway Patrol uses the **MO 131 overpass** to respond to calls for **emergency** and non-emergency **assistance** or service. This north-south route is a vital link for the citizens of southwest Lafayette County to the **emergency** and non-emergency **services** provided from the county seat in Lexington.

I believe, and the majority of the citizens that I have visited with believe, that it would be a large disservice to the citizens of Odessa and southwestern Lafayette County to eliminate the MO 131 overpass for emergency service from the county seat in Lexington.

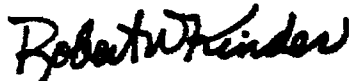
And now as a native Odessan, I personally believe that the City of Odessa would be best served by having a complete on-off access at the current **MO 131 overpass (Exit 37)**. This would allow for the use of **MO 131** on the Interstate 70 signage. **MO 131** is vital to the business economy of our community because it allows access to not only our Downtown Business District, but also to our U.S. 40 Highway Business District.

I also personally believe that the City of Odessa would be best served by having a complete on-off access at the current **Johnson Drive overpass (Exit 38)**. However, if this is not possible because of engineer design concerns regarding the Interstate 70 Railroad Overpass, consideration should at least be given to placing the new location at a north-south existing road (Gammon Road/Odessa Cemetery Road). Placing the new interchange so that it could connect with an existing north-south roadway would at least allow for some future growth for Odessa and the area.

I appreciate having this opportunity to present my views regarding the Improve Interstate 70 Design for Odessa. I look forward to future meetings that you may host and I hope that some of the comments you receive from Odessans are taken into consideration for the final design.

Please feel free to personally contact me if I can be of further assistance to you regarding the Improve Interstate 70 Design for Odessa.

Respectfully submitted,



Robert W. Kinder
Chief of Police



101 N 2ND STREET
ODESSA, MO 64076
Fax 816-633-7221

Phone 816-633-7575

EMERGENCY 911

February 9, 2006

Kathy Harvey
Missouri Department of Transportation

Kathy,

My name is Steven Watt, I am the Director of the Odessa Emergency Medical Service. I attended the meeting held at the Odessa Community Building on January 13, 2006. My impression was that I was going to be attending a meeting between MODOT and the area's emergency providers. My compliments to you for your ability to remain cool headed under the attacks from the audience. It appears to me that you and MODOT are trying to act in a manner that best serves the Odessa and surrounding areas.

I apologize for not being better informed of the efforts to collect information from emergency providers. Speaking only for myself, I was not aware that information had been solicited until the week before the January 13th meeting.

Odessa Emergency Medical Service transports approximately 600 patients a year. The interchanges of I-70 & 131 and I-70 & Johnson Drive are used for 98 plus percent of our calls. The only time we don't use one of these interchanges is when transporting a patient to the hospital in Warrensburg, MO, which is less than 2% of our transports.

I-70 is our primary route of transportation to all hospitals west of Odessa. Moving the 131 interchange to the west will increase our transport times to all hospitals in Jackson County, which is approximately 80% of our transports. In addition the 131 overpass is used when transporting patients to the hospital in Lexington. Highway's 131 and 24 are our best route of transport to Lexington, giving our patients a better ride than Route O.

It is the desire of Odessa Emergency Medical Service that we have interstate access as close as possible to the core of Odessa. Access to both east and west at one interchange would best serve the needs of the ambulance service.

Thank you for allowing me to comment. If further information is needed from the Odessa Emergency Medical Service, please contact me at odessaems@cityofodessamo.com.

Steven Watt
Director, Odessa EMS



Odessa Fire & Rescue Protection District



To Whom It May Concern,

I'm writing this letter on behalf of the Odessa Fire and Rescue Protection District in Odessa, Missouri. I am addressing the issue of removing the 131 overpass to widen Interstate 70, and re-locating the 131 interchange to WW highway.

In the 2005 we responded to 359 calls in our district which includes responses to Interstate 70 from the 33 mile marker to the 42 mile marker, mutual aid calls with Wellington Fire, Sni-Valley Fire, and Mayview Fire. Responses to these districts all include the usage of the 131 and Johnson Dr. overpasses. Out of the 359 calls we ran, we utilized the 131 overpass and/or the Johnson Dr. overpass a total of 122 times.

When other districts request our services, they know they can count on us for quick response times. Time is a critical element in providing reliable and quality services to patrons in our district and other districts. If these overpasses are re-located to the proposed sites, our response times will be greatly affected. Where it takes us approximately 8 minutes to respond to a call north of Interstate 70, it will now take us between 12 and 16 minutes. Anyone who works in the field of Emergency Services knows that this is a very serious matter.

On behalf of the Odessa Fire and Rescue Protection District and the patrons it serves, we appreciate the serious consideration you will give this letter. I will stay in touch with you as I'm sure the other Emergency Service Departments in this area will.

Sincerely,

A handwritten signature in black ink, appearing to read "Adam Couch".

Adam Couch
OFRPD

RECEIVED

FEB 21 2006