



Appendix D

Correspondence

Sac and Fox NAGPRA Confederacy

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

Deanne Bahr
Sac and Fox Nation of Missouri
NAGPRA Contact Representative

U.S. Army Corps of Engineers

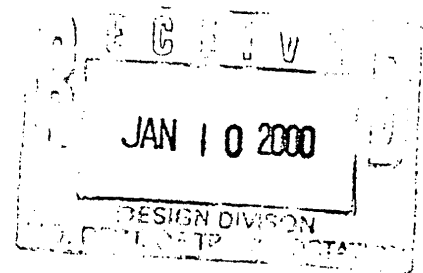


10 DORINE.-

DEPARTMENT OF THE ARMY
KANSAS CITY DISTRICT, CORPS OF ENGINEERS
700 FEDERAL BUILDING
KANSAS CITY, MISSOURI 64106-2896

REPLY TO
ATTENTION OF:

January 6, 2000



Programs and Project Management Division
Civil Works/Military Project Management Branch

Kathryn Harvey, Liaison Engineer
Missouri Department of Transportation
105 West Capitol Avenue
P.O. Box 270
Jefferson City, Missouri 65102

Dear Ms. Harvey,

Thank you for your comment letter dated November 29, 1999 regarding the 95% Plans and Specifications review for the Overton Bottom Mitigation Project. Your letter outlines several Missouri Department of Transportation (MoDOT) concerns relating to impacts of the proposed project on Interstate 70.

In your review of the proposed project drawings (Sheet C3.2), you found no reference to the 300-foot corridor reserved for MoDOT's future expansion of the interstate. The Corps has agreed to reserve a 300-foot wide corridor parallel to the both the north and south right-of-way of Interstate 70. In reference to our telephone conversation on January 4, 2000, it was agreed that the corridor will not be reflected on the proposed plans. The Corps has determined that the information provides little benefit to a potential contractor. Let us assure you however, that with exception to the proposed modification of the existing ring levee on the north side of the interstate and the placement of an area fill on the south side of the interstate, no new facilities are proposed to be constructed within this corridor.


To reduce the potential impacts to MoDOT from the development of the wetland cell adjacent to MoDOT right-of-way south of I-70, the solicitation and specification document has been modified to require that an area fill be placed in several locations adjacent to the south right-of-way of I-70 (Enclosure, Sheet C3.3). The area fill will be constructed to an elevation of 574-feet mean sea level. This should reduce the potential for both, ponded water near the toe of the fill slope and development of wetland areas on MoDOT right-of-way.

We appreciate your reminder on obtaining a permit for work within MoDOT right-of-way. The solicitation and specification document has been modified to reflect that a

permit is required for said work. The contractor has been made responsible for obtaining the permit from MoDOT.

If you have any questions regarding our response, please feel free to write me or to call Mr. Jud Kneuvean at 816-983-3146 (FAX 816-426-2142).

Sincerely,

A handwritten signature in black ink, appearing to read "Robert G. Dimmitt". The signature is stylized with a large, looped "R" and a trailing flourish.

Robert G. Dimmitt, P.E.
Project Manager

Enclosure



DEPARTMENT OF THE ARMY
KANSAS CITY DISTRICT, CORPS OF ENGINEERS
STATE REGULATORY PROGRAM OFFICE - MISSOURI
221 BOLIVAR STREET, SUITE 103
JEFFERSON CITY, MISSOURI 65101
October 30, 2002

REPLY TO
ATTENTION OF:

Missouri State Regulatory Office
(200000774)

William J. Elzinga
Harding ESE, Inc.
3199 Riverport Tech Center Drive
St. Louis, Missouri 63043

Dear Mr. Elzinga:

This is in response to your letter dated August 29, 2002, requesting input from our agency regarding any existing data that we may have to assist you in the planning process for the Second Tier Environmental Assessment for the Interstate 70 Improvement Study for Section of Independent Utility (SIU) No. 3 which covers approximately 14 miles between the Route 5 interchange at Boonville and the Route BB interchange at Rocheport.

We are unaware of any comprehensive wetland delineations that have been performed by our agency within SIU No. 3 (including the Overton Bottoms area). We suggest that the Second Tier Environmental Assessment for this SIU include specific documentation of the impacts to wetlands and the intermittent and perennial streams, and that a thorough assessment of practicable alternatives be included. Agricultural areas that have been enrolled in the USDA Wetlands Reserve Program (WRP) and Conservation Reserve Program (CRP) within this SIU should also be addressed in the Second Tier Environmental Assessment.

In a previous letter to Ken Bechtel dated September 20, 2001, we indicated that the bridge crossing at the Missouri River may affect the Kansas City District's Missouri River Bank Stabilization and Mitigation Project, and that the crossing and potential effects must be coordinated with Kansas City District's Operations Division, Technical Support Branch. Please submit construction plans for work in this area directly to Mr. Donald J. Juett, Chief, Technical Support Branch, Operations Division, Kansas City District Corps of Engineers, Room 700 Federal Building, 601 E. 12th Street, Kansas City, Missouri 64106.

Please submit hydraulic calculations and analysis for the Missouri River crossing directly to Mr. Michael J. Bart, Chief, Hydrologic Engineering Branch, Engineering and Construction Division, Kansas City District Corps of Engineers, Room 843 Federal Building, 601 E. 12th Street, Kansas City, Missouri 64106 for review.

Further studies and efforts at the Overton Bottoms area must be closely coordinated with the Kansas City District in order to avoid any effects by the I-70 work on the Overton Bottoms Unit of the Kansas City District's Missouri River Fish and Wildlife Mitigation Project at Overton.

If you have any questions concerning this matter, please feel free to 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

**U.S. Department of Transportation
Federal Highway Administration**

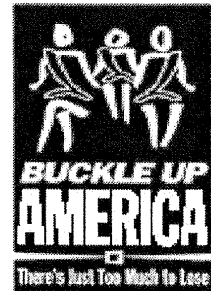


U.S. Department
of Transportation
**Federal Highway
Administration**
Missouri Division

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

Allen Masuda, Division Administrator



April 26, 2002

Mr. Roger K. Wiebusch, Bridge Administrator
U.S. Coast Guard, Bridge Branch
Second Coast Guard District
1222 Spruce Street
St. Louis, MO 63103-2832

Subject: I-70, Cooper and Boone Counties, Missouri
Job No. J4I1341F
Cooperating Agency Request

Dear Mr. Wiebusch:

The Federal Highway Administration (FHWA) in cooperation with the Missouri Department of Transportation (MoDOT) is initiating the Second Tier Environmental Studies for the I-70 Corridor in Missouri. As you recall, the First Tier Environmental Impact Statement process was concluded with a Record of Decision in December of 2001. The selected strategy resulting from the First Tier process is to widen and reconstruct existing I-70 in the rural areas, and to evaluate widening I-70 plus relocation (bypass) alternatives in the urban areas. Seven sections of independent utility (SIUs) were selected along the corridor for the Second Tier Environmental Studies.

You were a cooperating agency for the First Tier process (our request letter and your response is enclosed). We are now asking that the U.S. Coast Guard (USCG) be a cooperating agency for the Second Tier Environmental Studies, specifically for the Environmental Assessment (EA) being prepared for SIU #3 which includes the Missouri River crossing. SIU #3 is approximately 14 miles in length and extends from Route 5 in Boonville to Route BB near Rocheport.

Your agency's involvement should encompass those areas under your jurisdiction and expertise. No direct writing or analysis is expected for the document's preparation. The following activities will be implemented to maximize interagency cooperation:

1. Invite the USCG to coordination meetings,
2. Consult with the USCG on any relevant technical studies that will be required for the project,
3. Organize joint field review with the USCG,

4. Provide the USCG with project information including study results,
5. Encourage the USCG to use the above documents to express your views on subjects within your jurisdiction or expertise,
6. Include information in the project environmental documents that cooperating agencies need to discharge their National Environmental Policy Act (NEPA) responsibilities and any other requirements regarding jurisdictional approvals, permits, licenses, and/or clearances, and
7. Incorporate the streamlining procedures established between the USCG and FHWA that were formally distributed with a December 6, 2001 letter from the USCG Commandant.

The USCG has the right to expect that the EA will enable you to discharge your jurisdictional responsibilities. Likewise the USCG has the obligation to tell us if, at any point in the process, your needs are not being met. We expect that at the end of the process the EA will satisfy your NEPA requirements, including those related to project alternatives, environmental consequences, and mitigation. Further, we intend to utilize the EA and the subsequent Finding of No Significant Impact (or, if appropriate, EIS/Record of Decision) as our decision making documents and as the basis for any permit applications.

We look forward to your response to this request and your role as a cooperating agency on this project. If you have any questions or would like to discuss in more detail the project or our agencies' respective roles and responsibilities during the preparation of the EA, please contact me at FHWA, 209 Adams Street, Jefferson City, Missouri, 65101, or telephone (573) 638-2620.

Sincerely yours,

PEGGY J. CASEY

Peggy J. Casey, P.E.
Environmental Project Engineer

Enclosure

cc: MoDOT /Environmental Studies
MoDOT/Design/Mark Kross
HNTB/715 Kirk Drive, Kansas City, MO 64105/Ken Bechtel

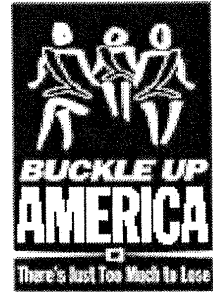


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Missouri Division

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

Allen Masuda, Division Administrator



April 26, 2002

Colonel Donald R. Curtis, Jr.
District Commander CENWK-D
U.S. Army Corps of Engineers
Kansas City District
700 Federal Building
601 E. 12th Street
Kansas City, MO 64106-2896

Subject: Second Tier Environmental Studies
I-70 Corridor in Missouri
Cooperating Agency Request

Dear Colonel Curtis:

The Federal Highway Administration (FHWA) in cooperation with the Missouri Department of Transportation (MoDOT) is initiating the Second Tier Environmental Studies for the I-70 Corridor in Missouri. As you recall, the First Tier Environmental Impact Statement process for the corridor was concluded with a Record of Decision in December or 2001. The selected strategy resulting from the First Tier process is to widen and reconstruct existing I-70 in the rural areas, and evaluate widening I-70 plus relocation (bypass) alternatives in the urban areas. Seven sections of independent utility (SIU) were selected along the 199-mile corridor. Of the Seven SIUs, two will be processed with Environmental Impact Statements, four will be processed with Environmental Assessments, and one will be processed with a Categorical Exclusion with appropriate environmental documentation.

You were a cooperating agency for the First Tier EIS (our request letter and your response is enclosed). We are now asking that the U.S. Army Corps of Engineers be a cooperating agency for the Second Tier Environmental Studies.

Your agency's involvement should encompass those areas under your jurisdiction and expertise. No direct writing or analysis is expected for the preparation of the environmental documents. The following activities will be implemented to maximize interagency cooperation:

1. Invite the USACE to coordination meetings,

2. Consult with the USACE on any relevant technical studies that will be required for the project,
3. Organize joint field reviews with the USACE,
4. Provide the USACE with project information including study results,
5. Encourage the USACE to use the above documents to express your views on subjects within your jurisdiction or expertise, and
6. Include information in the projects' environmental documents that cooperating agencies need to discharge their National Environmental Policy Act (NEPA) responsibilities, satisfy the requirements of Section 404(b)1 guidelines, and any other requirements regarding jurisdictional approvals, permits, licenses, and/or clearances.

The USACE has the right to expect that the Second Tier environmental documents will enable you to discharge your jurisdictional responsibilities. Likewise the USACE has the obligation to tell us if, at any point in the process, your needs are not being met. We expect that at the end of the processes, the environmental documents will satisfy your NEPA requirements, including those related to project alternatives, environmental consequences, and mitigation. Further, we intend to utilize the environmental documents and the subsequent Records of Decision, Findings of No Significant Impact and Categorical Exclusion as the basis for any permit applications.

We look forward to your response to this request and your role as a cooperating agency regarding these projects. If you have any questions or would like to discuss in more detail these projects or our agencies' respective roles and responsibilities during the preparation of the seven environmental documents, please contact me at FHWA, 209 Adams Street, Jefferson City, Missouri, 65101, and telephone (573) 638-2620.

Sincerely yours,

PEGGY J. CASEY

Peggy J. Casey, P.E.
Environmental Projects Engineer

Enclosure

cc: MoDOT/Design/Mark Kross
MoDOT/Environmental Studies
HNTB/715 Kirk Drive, Kansas City, MO 64105/Ken Bechtel

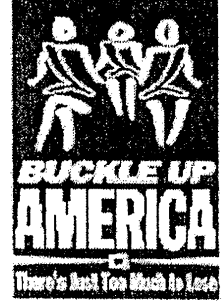


U.S. Department
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**Federal Highway
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Missouri Division

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

Allen Masuda, Division Administrator



February 11, 2003

Mr. William Elzinga, Senior Principal Scientist
MACTEC Engineering and Consulting
3199 Riverport Tech Center Dr.
St. Louis, MO 63043

RECEIVED
FEB 17 2003
HNTB-KCMO

Subject: I-70 Location Study/SIU 3
Rte. 5 (Boonville) to Rte. BB (Rocheport)
Potential Section 4(f) Properties

Dear Mr. Elzinga:

We have reviewed the information submitted with your January 30, 2003 letter. We agree with Missouri Department of Transportation that the proposed impacts to the Cooper County Fairground and the Boonville High School do not require evaluation under Section 4(f).

Please let us know if you have any questions or comments.

Sincerely yours,

Peggy J. Casey
Environmental Project Engineer

cc: MoDOT/Design/Environmental Studies/Bill Graham
HNTB/Ken Bechtel

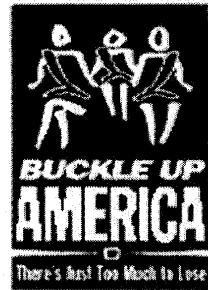


U.S. Department
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209 Adams Street
Jefferson City, Missouri 65101
(573) 636-7104
Fax (573) 636-9283
Missouri.FHWA@fhwa.dot.gov

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. J4I1341
Invitation for Consultation

Dear Sir:

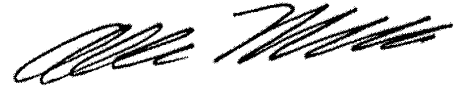
The Missouri Department of Transportation (MoDOT) and the Federal Highway Administration (FHWA) are beginning the second tier environmental studies for reconstruction of 200 miles of I-70 from the eastern limits of Kansas City to the western limits of St. Charles. The first tier environmental impact 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,

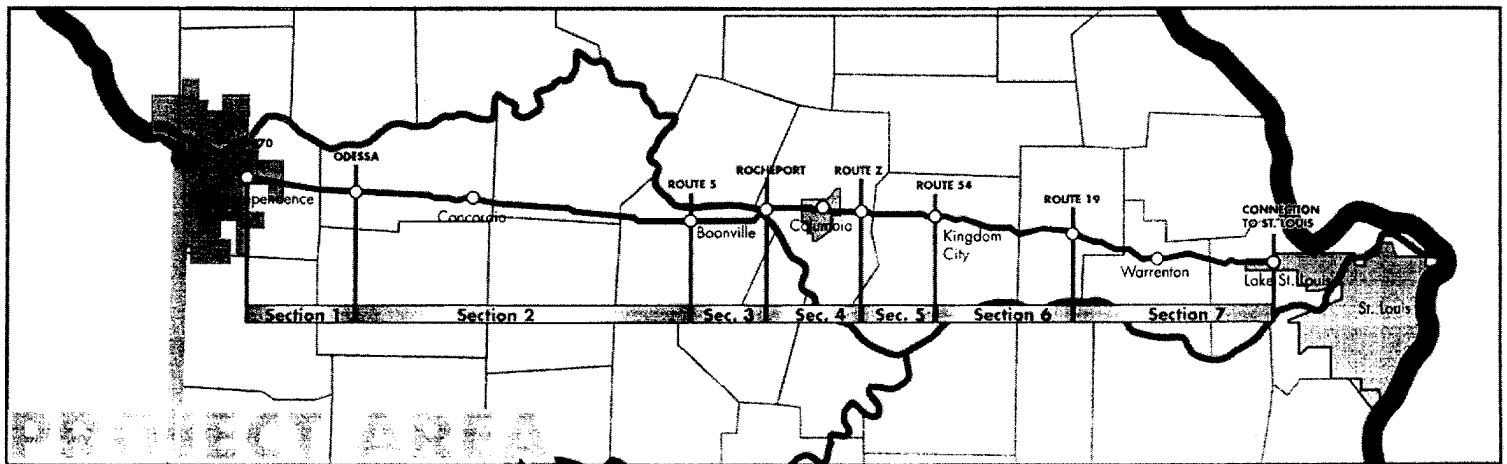
A handwritten signature in black ink, appearing to read 'Allen Masuda', with a stylized, cursive script.

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

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

List of Additional Tribes Receiving Invitation for Consultation

Sac & Fox Tribe of the Mississippi in Iowa
349 Meskwaki Road
Tama, IA 52339-9629

Sac & Fox Nation of Oklahoma
Route 2, Box 246
Stroud, OK 74079

Sac & Fox Nation of Missouri in Kansas and Nebraska
305 North Main Street
Reserve, KS 66434-9729

Peoria Tribe of Indians of Oklahoma
P.O. Box 1527
Miami, OK 74355

Otoe-Missouri Tribe of Oklahoma
8151 Highway 77
Red Rock, OK 74651

Osage Nation of Oklahoma
Osage Tribal Council
813 Grandview, P.O. Box 779
Pawhuska, OK 74056

Omaha Tribe of Nebraska
P.O. Box 368
Macy, NE 68039

Iowa Tribe of Oklahoma
R.R. 1, Box 721
Perkins, OK 74059

**U.S. Department of Transportation
U.S. Coast Guard**

U.S. Department
of Transportation

United States
Coast Guard



Commander
Eighth Coast Guard District

RECEIVED

SEP 23 2002

1222 Spruce Street
St. Louis, MO 63103-2832
Staff Symbol: obr
Phone: (314) 539-3900, Ext 2382
FAX: (314) 539-3755

16591.1/185.01 MOR
16 September 2002

Ms. Kathy Harvey
Project Manager
Missouri Department of Transportation
105 W. Capitol Street
Jefferson City, MO 65101

Subj: PROPOSED I-70 HIGHWAY BRIDGE REPLACEMENT AT ROCHEPORT,
MILE 185.01, MISSOURI RIVER

Dear Ms. Harvey:

This is in reply to Harding ESE, Inc. letter dated 29 August 2002, concerning the Second Tier Environmental Studies, I-70 Corridor in Missouri, SIU No. 3, Boonville-Rocheport.

The General Bridge Act of 1946 requires that the location and plans for bridges over navigable waters of the United States be approved by the Commandant, U. S. Coast Guard prior to commencing construction. The Missouri River is considered to be a navigable waterway of the United States for bridge administration purposes at the bridge site.

Applications for bridge permits should be addressed to Commander (obr), Eighth Coast Guard District, 1222 Spruce Street, St. Louis, Missouri 63103-2832, Attention: Bridge Branch. The application must be supported by sufficient information to permit a thorough assessment of the impact of the bridge and its immediate approaches on the environment. We recommend that the impacts of procedures for constructing cofferdams, sand islands, and falsework bents, etc., that will be employed to build the bridge be discussed. The Environmental Assessment (EA) should also contain data on the number, size and types of vessels currently using the waterway. This information should be compared with past and projected future trends on the use of the waterway.

We agree to serve as a Cooperating Agency for the project from a navigational standpoint. We should be given the opportunity to review the EA and be consulted before a decision is made to prepare a FONSI in lieu of an EIS. Our review and recommendations on the vertical and horizontal clearance requirements for river traffic will be coordinated with your Bridge and Structure Division office. Guide vertical clearance established for the Missouri River from the mouth to Gavins Pt. Dam is 52 feet above 2% flowline. Horizontal clearance requirements will be provided after we consult with navigation in the next 30 days.

16 September 2002

Subj: PROPOSED I-70 HIGHWAY BRIDGE REPLACEMENT AT ROCHEPORT,
MILE 185.01, MISSOURI RIVER

If the old bridge is eligible for the National Register of Historic Places, a Memorandum of Agreement (MOA) signed by the Federal Highway Administration and the Coast Guard requires the preparation of an Environmental Impact Statement (EIS) for demolition of a historic bridge unless the structure is not considered important for preservation. You will note that documentation and coordination beyond Section 106 and 4(f) requirements are necessary in order for us to accept a FONSI for such projects.

We appreciate the opportunity to comment on the project in this early stage. You can contact Mr. David Orzechowski at (314) 539-3900, extension 2382 to discuss this project.

Sincerely,

A handwritten signature in black ink, appearing to read "Roger K. Wiebusch", written in a cursive style.

ROGER K. WIEBUSCH

Bridge Administrator

By direction of the District Commander

Copy: Harding ESE, Inc.

U.S. Environmental Protection Agency



UNITED STATES ENVIRONMENTAL PROTECTION AGENCY

REGION VII
901 NORTH 5TH STREET
KANSAS CITY, KANSAS 66101
SEP 19 2002

William J. Elzinga
Environmental Task Manager
Harding ESE
3199 Riverport Tech Center Dr.
St. Louis, MO 63043

Dear Mr. Elzinga:

SUBJECT: Second Tier Environmental Study, SIU No. 3, Boonville-Rocheport

This is to inform you that EPA has received your document dated August 29, 2002 concerning the section of the I-70 project mentioned above.

Thank you for keeping us informed early on the proposed project. I have attended planning meetings on this section of the I-70 project, and intend to continue to participate in the development of the EA for this project.

The USEPA has a great deal of catalogued information that may be of use in preparing the Environmental Assessment. On the world wide web,

<http://www.epa.gov/surf3/locate/index.html>

is a web site of environmental information organized by watershed.

http://www.epa.gov/enviro/index_java.html

Is a web site containing extensive information collected by the USEPA from most departments within the Agency, including hazardous waste sites, superfund sites, toxic release and water discharge permits, and others. We encourage you to access the above sites during the preparation of the Environmental Assessment.

Again, thank you for the opportunity to comment on this project. If you have any questions or require further technical assistance, you may contact me at 913-551-7656.

Sincerely,

A handwritten signature in black ink, appearing to read "Stephen K. Smith".

Stephen K. Smith
NEPA Team Member
U.S. EPA, Region VII

Missouri Department of Conservation



MISSOURI DEPARTMENT OF CONSERVATION

Headquarters

2901 West Truman Boulevard, P.O. Box 180, Jefferson City, Missouri 65102-0180
Telephone: 573/751-4115 ▲ Missouri Relay Center: 1-800-735-2966 (TDD)

JOHN D. HOSKINS, Director

November 12, 2002

Rec.
NOV 18 '02

Mr. William J. Elzinga
Harding ESE, Inc.
3199 Riverport Tech Center Drive
St. Louis, MO 63043

Dear Mr. Elzinga:

Re: Interstate 70 Improvement Study, Environmental Assessment, Section of Independent Utility No. 3, Route 5 (Boonville) to Route BB (Rocheport), Boone and Cooper Counties, Missouri.

Thank you for your letter of August 29, 2002, inviting the Department to comment on potential impacts that might result from implementation of the above-referenced project.

A review of our records shows that public lands, sensitive species, or communities are known to exist within one mile either side of existing I-70. Details are provided in the enclosed Heritage Database report which reflects information we currently have in our database. Please be advised this is **not a site clearance letter**. Rather, this letter provides an indication of whether or not public lands and sensitive resources are known to be (or are likely to be) located within the study corridor.

Incorporating information from our Heritage Database into project plans is an important step that can help reduce unnecessary impacts to Missouri's sensitive natural resources. However, the Heritage Database is only one reference that should be used to evaluate potential adverse impacts. Other types of information, such as wetland and soils maps and on-site inspections or surveys, should be considered. Reviewing current landscape and habitat information and species biological characteristics would additionally ensure that species of conservation concern are appropriately identified and addressed.

There are several natural resource issues/opportunities associated with SIU No. 3. One of our greatest concerns the elimination (or significant reduction) of the floodway constriction currently imposed by the existing I-70 roadway embankment. It was apparent that the Missouri Department of Transportation (MoDOT) recognized the real threat to keeping the Interstate open to traffic if additional damage had occurred to the embankment and bridge supports during the 1993 and 1995 flood events. We felt that Ray Steege and others provided a very good description of the flood flow data, threats to the I-70 transportation facility, and upstream flooding effects during your firm's presentation to the Study Management Group (SMG) on August 22, 2002. Alterations in the structural geomorphology and the fish and wildlife habitats characteristic of these areas in Overton Bottoms and in the Missouri River thalweg that resulted from these two record flood events are still evident today. Additional studies for the Second Tier EIS (i.e., SIU No. 3 EA) should include the hydrologic impacts of the new facility to the new land uses of this reach of the Missouri River.

COMMISSION

STEPHEN C. BRADFORD
Cape Girardeau

ANITA B. GORMAN
Kansas City

CYNTHIA METCALFE
St. Louis

HOWARD L. WOOD
Bonne Terre

Study needs such as updated hydrologic analyses have been identified and discussed during the I-70 Overton Bottoms Subcommittee Meetings (i.e., July 2, 2002) and during the SMG meeting of August 22, 2002. We understand that your firm is trying to obtain newly-calibrated HEC-RAS model information from the U.S. Army Corps of Engineers. We understand the need for evaluating such models from an engineering standpoint, but emphasis must also be placed on gaining a far better understanding of what impacts actually occurred to nearby communities, the Katy Trail, floodplains, and natural resources in and along the Missouri River. The Department would like to remain part of any coordination efforts pertaining to floodway modeling, floodway opening analyses, and natural resource impact assessment within the scope of the proposed SIU No. 3 improvements. Department contacts pertaining to coordination on these issues/opportunities include Tim Grace (573.884.6861, Extension 277), Cindy DiStefano (573.882.9880, Extension 3297), and Shannon Cave (573.751-4115, Extension 3250).

As indicated in the attached Heritage Report, there are two state-owned properties and two federal-owned properties that occur within the two-mile wide study corridor. Access to the Taylor's Landing boat ramp was severely impacted during past flood events. However, the COE, U.S. Fish and Wildlife Service, and the Department have worked together to construct a new entrance road that provides boater access to the Missouri River. Future developments associated with this area include a public fishing access to the east side of the scour hole south of the interstate. These future scour hole developments include constructing an entrance road, a small parking lot, and a gravel boat ramp. A side channel near Taylor's Landing Access has also been constructed by the COE to assist with the reintroduction of the federally-endangered pallid sturgeon (*Scaphirhynchus albus*). This "chute" provides additional protection to the location where improvements to Taylor's Landing Access are being developed.

The Overton Bottoms, currently owned by the U.S. Army Corps of Engineers, encompasses a large area of floodplain on either side of I-70 that was farmland prior to the flood of 1993. The area of Overton Bottoms south of I-70, referred to as Overton Bottoms South Conservation Area, is leased to the Department for the enhancement of fish, forest, and wildlife resources. The area of Overton Bottoms north of I-70, referred to as Overton Bottoms North Unit, is managed by the U.S. Fish and Wildlife Service as part of the Big Muddy National Fish and Wildlife Refuge system. Close coordination with the Department will be necessary during development of any alternative that affects areas of Overton Bottoms that are owned or cooperatively managed by the Department. This section of I-70 provides the traveling public a rare opportunity to view the Missouri River valley and associated river bluff scenery. We request that scenic views from vehicles traveling on this section of I-70 not be unduly restricted by high guard rails, median barriers, signs, and the like, which prevent motorists from viewing this area.

The SIU #3 corridor crosses many small streams and headwater drainages in Cooper County, most of which are tributaries to the Petite Saline Creek (a tributary to the Missouri River). Although crossings of all water features are of concern, we will be adamant towards avoiding any impacts to Missouri River aquatic habitats and the aquatic organisms that inhabit the river. The enclosed Heritage Database report provides records from the Missouri River within the project corridor for the pallid sturgeon (*Scaphirhynchus albus*), sturgeon chub (*Macrhybopsis gelida*), sicklefin chub (*Macrhybopsis meeki*), ghost shiner (*Notropis buchanani*), and plains killifish (*Fundulus zebrinus*). However, several additional

records of aquatic species of conservation concern are known from the mid-sections of the Missouri River and could potentially occur within the I-70 study corridor. These species are listed in enclosed Table 1.

All construction activities should include measures that will avoid and minimize adverse impacts to sensitive species. For example, to the extent possible, avoid working in the river between March 15 and June 15 to avoid impacts to fish spawning. For the federally-endangered pallid sturgeon, considerable precedent has been set for evaluating impacts to Missouri River pallid sturgeon habitats through MoDOT environmental studies conducted for the Page Avenue Extension Project (St. Louis County), replacement of the Highway 19 (Missouri River) bridge at Hermann (Montgomery County), Missouri, and demolition of the old Route 5 (Missouri River) bridge at Boonville (Cooper County), Missouri. In all these examples, MoDOT conducted environmental coordination with the U.S. Fish and Wildlife Service and the Department to evaluate impacts and develop mitigation measures.

There are many cost-effective measures for avoiding and minimizing impacts to waters of the United States and their aquatic communities. These methods should be incorporated into MoDOT's project plans and be made conditions of all permit authorizations under which MoDOT contractors accomplish work. These measures, known as construction special provisions in MoDOT construction contracts, were developed through years of coordination between MoDOT and the Department of Natural Resources, the Department of Conservation, and the U.S. Fish and Wildlife Service. This responsibility is acknowledged by MoDOT in Division 100, Section 107, part 107.10, Missouri Standard Specifications for Highway Construction, and MoDOT's Pollution Prevention Plan approved as part of their General State Operating Permit for road construction projects, approved by the Missouri Department of Natural Resources on July 6, 1997.

Impacts to the aquatic environment should be minimal if the following general recommendations for maintaining water quality are followed during project design and construction.

1. Channel modification or stream relocation should not occur unless conditions of the State Channel Modification Guidelines are met.
2. Grade and seed disturbed areas as soon as possible to minimize erosion. Missouri Department of Conservation seeding and planting recommendations can be provided to enhance site conditions.
3. Disturbance to stream banks and riparian areas should be avoided. Whenever possible, a wooded riparian corridor should be established at least 50 foot wide along both sides of streams third order and smaller and a 100 foot corridor on streams fourth order and larger.
4. Stream flows should not be interrupted. All temporary in channel fills that could impound water should be culverted.
5. Avoid work in the channel between March 15 and June 15 to the extent possible.
6. Take all necessary precautions to prevent petroleum products from entering the stream.

In addition, we recommend implementation of the following guidelines to reduce impacts to Missouri's fisheries resource if culvert placement is associated with this project.

1. Culverts should be sized and placed to maintain at least six inches (6") of water during average annual discharges.
2. Culverts should be sized and placed so as not to create water velocities in excess of two feet (2') per second during average annual discharge.
3. A drop between the downstream end of the culverts and the downstream water surface should not occur at any time.

Our concerns do not center on the lack of developing appropriate best management practices, but rather the lack of implementing effective best management practices. Our concerns during construction of the proposed improvements to SIU #3 can be summarized as follows: (1) no siltation and erosion control measures will be in place during construction, (2) where measures are in place, there will not be enough siltation and erosion control barriers to effectively control erosion, (3) siltation and erosion control measures are not placed in a timely fashion, and (4) siltation and erosion control barriers are not properly maintained throughout the life of the project. The importance of properly designed, placed, and maintained siltation and erosion control measures in minimizing impacts to water quality cannot be stressed enough.

In a letter dated April 4, 2001, our Department suggested ways that the I-70 second tier environmental studies could look for ways to improve natural resource and scenic values through joint development projects. In addition, the Federal Highway Administration's Record of Decision (issued December 18, 2001) stated that a consortium of resource agencies will be formed during the second tier studies with a goal of agreeing to joint development activities and enhancements, where possible, throughout the length of the I-70 corridor. More recently, participants of Study Management Group meetings and the Overton Bottoms Subcommittee meetings have discussed opportunities for joint development and transportation facility enhancement related to construction of a rest area/visitor's center in the Overton Bottoms area. We wish to reiterate that our Department is seriously interested in participating as a sponsor in any potential joint development project involving state and federal agency partners already associated with the I-70 second tier studies. Please include Shannon Cave and Tim Grace (contact information provided above) in any future development of concepts, programming, or feasibility studies related to joint development projects in the Overton Bottoms area.

Thank you for the opportunity to review and comment.

Sincerely,



GENE GARDNER
POLICY COORDINATOR

GG:dcl

Enclosures

c/enc: Charles Scott, U.S. Fish and Wildlife Service
Tim Grace, Department of Conservation
Shannon Cave, Department of Conservation
Cindy DiStefano, Department of Conservation



November 12, 2002
Page 2

Harding ESE, Inc.

I-70 Improvement Project/SIU No. 3

if possible, leave snags standing. Indiana bats feed upon terrestrial and aquatic insects; they preferentially forage in and around the canopy of riparian and floodplain forest, but also along forest/field edges and fencerows. Therefore, mature forest canopy should be enhanced and stream quality not degraded.

Overwintering bald eagles (Federally threatened, State endangered) may occur in the project area, as they are common winter residents in big river habitats and major lakes where they feed on fish.

Public Land in the Project Area

Taylor's Landing Access
Katy Trail State Park
Overton Bottoms
Big Muddy National Fish and Wildlife Refuge

Missouri Department of Conservation
Missouri Department of Natural Resources
U.S. Army Corps of Engineers
U.S. Fish and Wildlife Service

Rocheport Quadrangle
Rocheport Quadrangle
Rocheport Quadrangle
Rocheport Quadrangle

FEDERAL STATUS - The federal status is derived from the provisions of the federal Endangered Species Act, which is administered by the U.S. Fish and Wildlife Service. The Endangered Species Act provides federal protection for plants and animals listed as Endangered or Threatened. E = Endangered, T = Threatened, C = Candidate, PE = Proposed Endangered for Federal listing.

STATE STATUS (E) - The state status is determined by the Department of Conservation under constitutional authority. Rule 3CSR10-4.111 Endangered Species of the Wildlife Code of Missouri and certain state statutes apply to state Endangered species.

STATE RANK - A numeric rank of relative endangerment based primarily on the number of occurrences of the species within the state of Missouri. S1 = Critically imperiled in the state, S2 = Imperiled in the state, S3 = Rare and uncommon in the state.

Table 1. Aquatic species known to occur in the mid-sections of the Missouri River and are listed in the Missouri Species of Conservation Concern Checklist (Missouri Department of Conservation, June 2001)

<u>Common Name</u>	<u>Scientific Name</u>	<u>Federal Status</u>	<u>State Status</u>	<u>State Rank</u>
PERLID STONEFLY	ATTANEURIA RURALIS			S3
SPRING STONEFLY	HYDROPERLA FUGITANS			S3
ALABAMA SHAD	ALOSA ALABAMAE			S2
BLUE SUCKER	CYCLEPTUS ELONGATUS			S3
BRASSY MINNOW	HYBOGNATHUS HANKINSONI			S3
FLATHEAD CHUB	PLATYGOBIO GRACILIS		E	S1
GHOST SHINER	NOTROPIS BUCHANANI			S2
HIGHFIN				
CARPSUCKER	CARPIODES VELIFER			S2
LAKE STURGEON	ACIPENSER FULVESCENS		E	S1
PADDLEFISH	POLYODON SPATHULA			S3
PALLID STURGEON	SCAPHIRHYNCHUS ALBUS	E	E	S1
PLAINS KILLIFISH	FUNDULUS ZEBRINUS			S2
PLAINS MINNOW	HYBOGNATHUS PLACITUS			S2
SICKLEFIN CHUB	MACRHYBOPSIS MEEKI			S3
SILVER CHUB	MACRHYBOPSIS STORERIANA			S3
STURGEON CHUB	MACRHYBOPSIS GELIDA			S3
TROUT-PERCH	PERCOPSIS OMISCOMAYCUS			S1?



MISSOURI DEPARTMENT OF CONSERVATION

Headquarters

2001 West Truman Roadway and 1001 Plaza, 1201 Jefferson City, Missouri 65102-5010

Telephone: 573-751-4115 • Missouri Relay Center: 1-800-735-2966 (TDD)

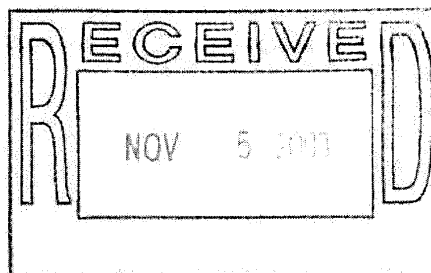
JOHN D. HOSKINS, Director

REPLY TO:

Sedalia Office
1014 Thompson Blvd
Sedalia, MO 65301
Telephone: 660-530-5500
Fax: 660-530-5504

November 3, 2003

Scott George
MACTEC
3199 Riverport Tech Center Drive
St. Louis, MO 63043



Dear Mr. George:

My apologies for the delay in returning information to you. I was on vacation that last half of October.

Enclosed is wetland inventory classification information and a map that shows wetlands associated with the I-70 corridor.

Feel free to contact me if you need further information.

Sincerely,

Kent Korthas
Wildlife Management Biologist

COMMISSION

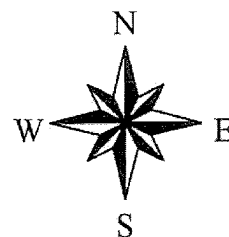
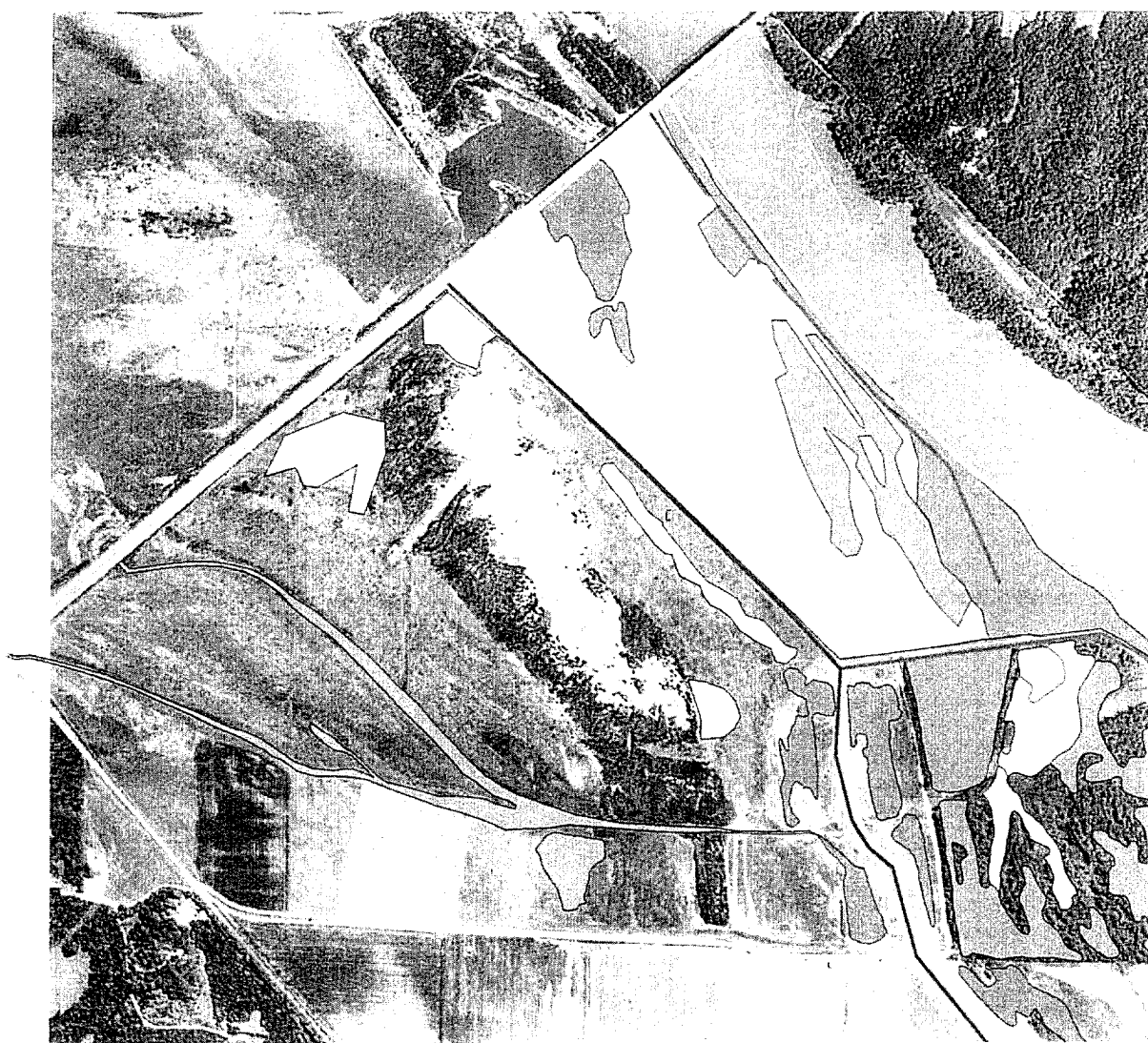
STEPHEN C. BRADFORD
Cape Girardeau

ANITA B. GORMAN
Kansas City

CYNTHIA METCALFE
St. Louis

LOWELL MOHLER
Jefferson City

Overton Bottoms South NWI



Setback levee
Old levee
MDC boundary

Emergent
Forested
Scrub/shrub
Unconsolidated bottom

0.7

0

0.7

1.4 Miles

National Wetland Inventory Classification System

The National Wetland Inventory (NWI) was developed by the U.S. Fish and Wildlife Service and is based upon the "Classification of Wetlands and Deepwater Habitats of the United States (Cowardin et al., 1979). The NWI includes not only wetlands, but deepwater habitats--such as lakes, ponds, and rivers. Wetlands are defined as

"lands that are transitional between terrestrial and aquatic systems where the water table is usually at or near the surface or the land is covered by shallow water. For the purposes of this classification wetlands must have one or more of the following three attributes: (1) at least periodically, the land supports predominately hydrophytes; (2) the substrate is predominantly undrained hydric soil; and (3) the substrate is nonsoil and is saturated with water or covered by shallow water at some time during the growing season of each year."

Deepwater habitats are defined as permanently flooded lands lying below the deepwater boundary of wetlands, where substrate is considered nonsoil because the water is too deep to support emergent vegetation.

NWI Systems Applicable to Missouri

The palustrine system (P) includes all nontidal wetlands (no deepwater habitats) dominated by trees, shrubs, or persistent emergents. It also includes wetlands lacking such vegetation, but with all of the following four characteristics: (1) area less than 20 acres; (2) active wave-formed or bedrock shoreline features lacking; and (3) water depth in the deepest part of the basin less than 6.6 feet at low water. Most wetlands in Missouri are palustrine.

The riverine system (R) includes all wetlands and deepwater habitats contained within a channel. A channel is "an open conduit either naturally or artificially created which periodically or continuously contains moving water, or which forms a connecting link between two bodies of standing water.

The lacustrine system (L) includes wetlands and deepwater habitats with all of the following characteristics: (1) situated in a topographic depression or a dammed river channel; (2) lacking trees, shrubs, persistent emergents with greater than 30% coverage; and (3) total area exceeds 20 acres.

WETLAND WEBSITE REFERENCES:

US Classification of Wetlands & Deepwater Habitats manual: <http://www.fws.gov/classman.html>

US National Wetlands Inventory Homepage: <http://www.nwi.fws.gov/>

US national Wetlands Research Center: <http://www.nwrc.usgs.gov/>

Society of Wetland Scientists: <http://www.sws.org/>

Wetlands Network Homepage: <http://www.wetlands.ca/>

North American Wetlands Council, US: <http://www.fws.gov/directives/106fw2.html>

University of Waterloo, Wetlands Research Center, wetland link:

<http://www.fes.uwaterloo.ca/Research/Wetlands/Links.html>

Duke University, Wetlands Center, wetlands link: <http://www.env.duke.edu/wetlands/links.html>

Ducks Unlimited, US: <http://ducks.org/>

The Nature Conservancy home page: <http://www.tnc.org/welcome/index.html>

National Audubon Society, wetlands: <http://www.audubon.org/campaign/wetland/index.html>

Ramsar Convention on Wetlands: <http://ramsar.org/>

International Mire Conservation Group: <http://ibs.uel.ac.uk/imcg>

Wetlands International: <http://www.wetlands.agro.nl/>

Missouri Wetland Inventory Quick Reference

SYSTEM	SUBSYSTEM	CLASS	Example Vegetation (not inclusive)
(P) Palustrine all < 6.6' deep all < 20 acres all > 30% veg cover (except UB)	Not applicable	(FO) Forested Woody veg is 20 feet or taller	Pin oak, pecan, green ash, shellbark hickory Bald cypress, water tupelo, overcup oak, pumpkin ash, standing dead
		(SS) Scrub Shrub Woody veg is < 20 feet tall	Buttonbush, black willow, rose mallow, pole size trees
		(EM) Emergent Erect, rooted, herbaceous hydrophytes	Smartweed, spike rush, Carex ssp (sedges), arrowhead, sedges, nut rush, water cress, snake- mouthed orchid, big bluestem, cordgrass, prairie dock, sawtooth sunflower
		(AB) Aquatic Bed Plants grow on or below water surface	Duckweed, spatterdock, bladderwort, pondweeds
		(UB) Unconsol. Bottom unvegetated	none
(R) Riverine within channel, moving water	(2) Lower Perennial	Rock Bottom	Horsetail, sandbar willow, smooth hedge nettle Sessil-flowered cress, beefsteak plant, heartleaf plantain, straw colored sedge
		Unconsolidated Bottom	
		Aquatic Bed	
		Rocky Shore	
		Unconsolidated Shore	
		Emergent Wetland	
	(3) Upper Perennial	n/a in most cases	
	(4) Intermittent	Streambed	
(L) Lacustrine < 30% veg cover > 20 acres <, > 6.6' deep	(1) Limnetic > 6.6' deep	Rock Bottom	n/a deepwater = non wetland
		Unconsolidated Bottom	
		Aquatic Bed	
	(2) Littoral < 6.6' deep	Rock Bottom	Am. lotus, coontail, white water lily, bulrush, blatterwort
		Unconsolidated Bottom	
		Aquatic Bed	
		Rocky Shore	
		Unconsolidated Shore	
		Emergent	

WATER REGIMES are defined in terms of the growing season, which is equated to the frost-free period

NWI Code	Water Regime	Description
A	Temporarily flooded	Surface water for only brief periods during the growing season with water table usually well below the soil surface for most of the season
B	Saturated	Substrate saturated to the surface for extended periods during the growing season but surface water seldom present
C	Seasonally flooded	Surface water for extended periods in the growing season but not at the end of the growing season
F	Semipermanently flooded	Surface water throughout the growing season in most years
G	Intermittently exposed	Surface water throughout the year except in extreme droughts
H	Permanently flooded	Surface water throughout the year in all years
K	Artificially flooded	Flooding controlled by pumps or siphons in combination with dikes or dams

SPECIAL MODIFIERS

NWI Code	Special Modifier	Description
f	Farmed	Altered for production of crops 5 out of 10 years. If cropping ceased, hydrophytes could reestablish
h	Diked/impounded	Water flow obstructed by dikes/impoundments
d	Partially drained/ditched	Artificially drained but can still support hydrophytes
x	Excavated	Basin or channel excavated by humans
b	Beaver	Beaver activity present
a	Artificial substrate	Rip rapped berm or lake edge
s	Spoil	Cast up material (mounded areas)
p	Drainable	Capability to drain (not necessarily completely) is present
w	Floodable	Capability to flood (not necessarily completely) is present
k	Flood Protected	Protected from flooding 5 out of 10 years
?	River Connected	Hydrologic connection to a lower perennial river

Missouri Department of Natural Resources

STATE OF MISSOURI
DEPARTMENT OF NATURAL RESOURCES

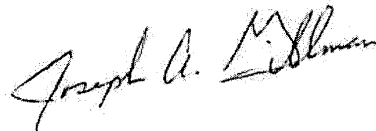
Bob Holden, Governor • Stephen M. Millford, Director

August 27, 2003

www.dnr.state.mo.us

Mr. Scott E. George
MACTEC Engineering and Consulting, Inc.
3199 Riverport Tech Center Dr.
St. Louis, MO 63043

RE: I-70 Improvement Project, Rocheport, MO



Dear Mr. George,

8-28-03

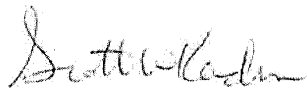
I have reviewed the portion of the I-70 corridor that you identified in your request. According to the geologic and hydrologic data available at this office, there appears to be a large karst system surrounding the Rocheport exit. The bedrock at this location is composed of Mississippian-age Burlington-Keokuk Limestone. Where this formation is exposed at the surface it is highly weathered resulting in the development of karst features. The interstate overlies the Burlington-Keokuk Limestone for approximately the eastern half of the study area. The western half of the study area overlies the Pennsylvanian-age Cherokee Group. This unit consists of alternating layers of shale, coal, limestone, and sandstone. The low permeability of the coal and shale hinder the development of karst in these rock units.

I have included a map of the Rocheport exit. Sinkholes, caves, springs, and losing streams that have been identified by our office are indicated on the map. Just by looking at the topography it is apparent there are several sinkholes that have not been catalogued by us. It is also possible that more of the streams in the area are losing in addition to the ones identified.

If you have any further questions feel free to contact me at (573) 368-2356.

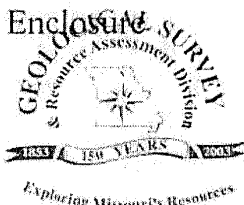
Sincerely,

GEOLOGICAL SURVEY AND RESOURCE ASSESSMENT DIVISION



Scott Kaden
Geologist
Geological Survey Program

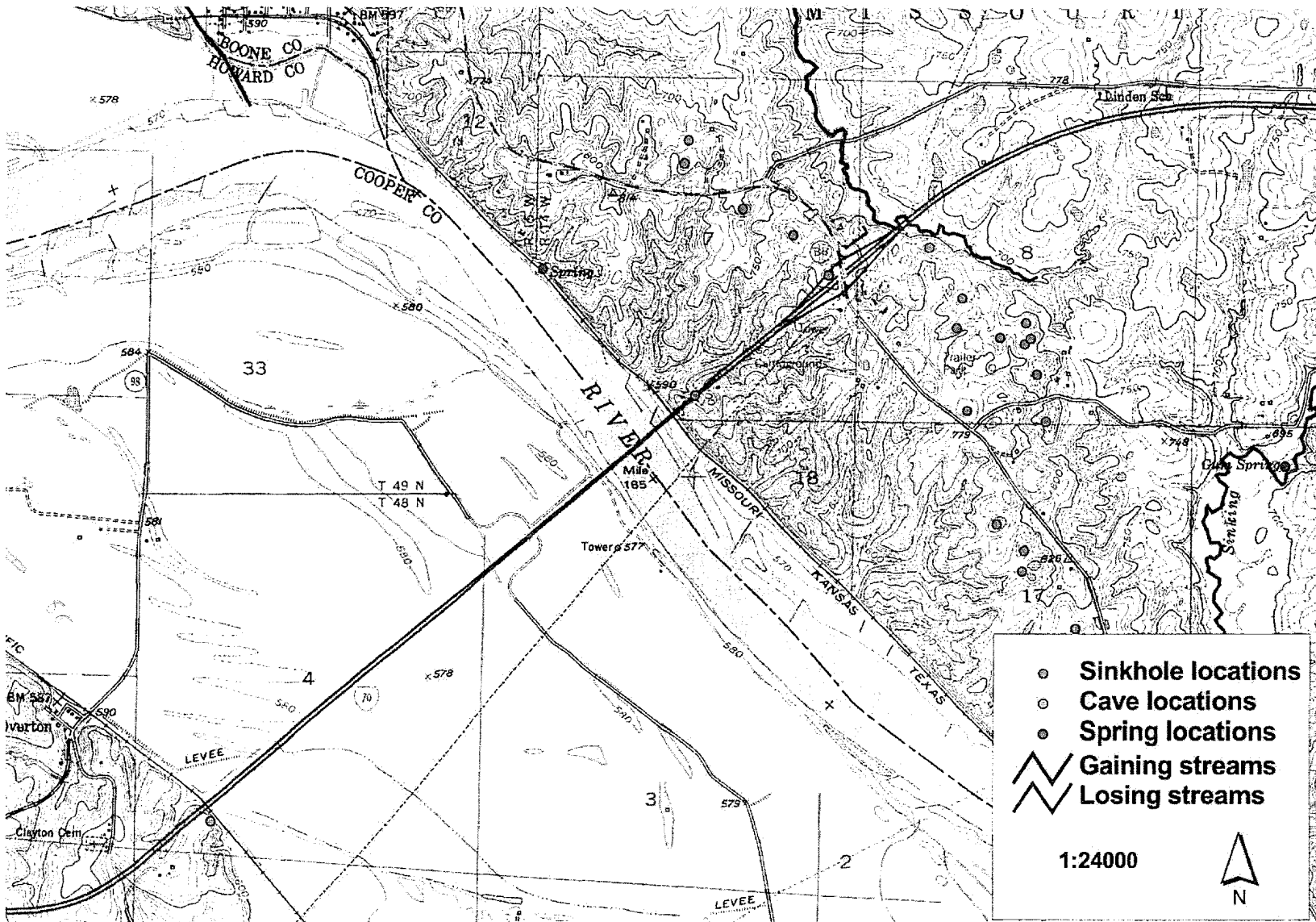
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Integrity and excellence in everything we do



Karst Systems Near the I-70 Rocheport Exit



STATE OF MISSOURI
DEPARTMENT OF NATURAL RESOURCES

Bob Holden, Governor • Stephen M. Mahfood, Director

www.dnr.mo.gov

June 22, 2004

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. J411341F, I-70, SIU 3, Cooper and Boone Counties,
Missouri (FHWA)

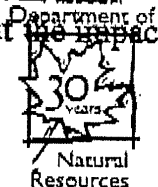
Dear Ms. Heckemeyer:

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 draft architecture and bridge report, we have the following comments:

- Based on staff knowledge about agricultural architecture in Missouri, it is our opinion that the barn on Property 3CO5 may be eligible under Criterion C in that it embodies distinctive characteristics of a type, period, or method of construction. Specifically, it is an excellent example of a "Bank Barn." However, we concur with MoDOT Cultural Resources staff that the report lacked information that would indicate why the barn is architecturally significant. Additional information about how the barn embodies the bank barn type and why that barn type is significant would assist in the determination of eligibility. In addition, interior photographs would also be helpful. We also concur with MoDOT that sufficient information has not been provided to support the recommendation of eligibility for Criterion A. We also concur that the remaining buildings on Property 3CO5 are not eligible for listing on the National Register of Historic Places. Based on the information provided, we concur that the proposed project will have no adverse effect on the barn at 3CO5.
- It is also our opinion that L-09622, the Missouri River Bridge is eligible for the National Register of Historic Places because it has exceptional significance as an engineering property due to the fact that it traverses the Missouri River, making it one of the longest I-70 bridges, it is one of the first interstate bridges across the Missouri River, and it was built early in the history of the interstate. Please provide additional information about the impact

Integrity and excellence in all we do



of the project on L-09622 so that we may comment on the effect the project will have on the eligible bridge.

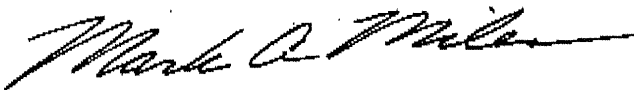
- We also concur that the remaining properties in this report are not eligible for listing in the National Register of Historic Places.

Please be aware that we have not received the archaeological report for this project. We look forward to receiving the archaeological report and the final Historical and Architectural Survey for SIU3 so that we can complete our review of the project and provide our complete comments.

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

Missouri Department of Transportation



MEMORANDUM
Missouri Department of Transportation
Environmental Section
P.O. Box 270, Jefferson City, MO 65101

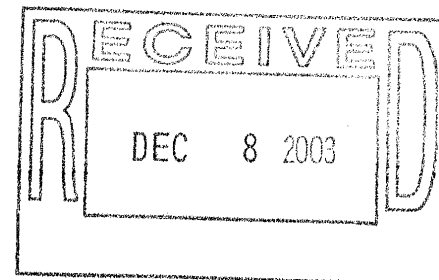
TO: Memorandum to File

CC: Bill Elzinga – MACTEC Engineering and Consulting, Inc.

FROM: Kevin McHugh
Agricultural/Land Use Specialist-de

DATE: December 1, 2003

SUBJECT: Environmental Studies
Route I-70, Boone and Cooper Counties (SIU #3)
Job No. J4I1341F
Farmland Conversion Impact Rating



The project referenced above has been rated for farmland conversion impact. The recorded Part V Relative Value of Farmland to be converted in Cooper County totaled 72 points; the total for Boone County within SIU #3 was 25 points. The Part VI Site Assessment Criteria rating scored 67 points out of a possible 160 in Cooper County and 55 points in Boone County. The total conversion impact rating was 139 points in Cooper County and 80 points in Boone County. This is below the 160-point threshold established for consideration of farmland protection. The completed form is on file for review.

The following relates to the Part VI Site Assessment Criteria. The sites are not known to be protected from conversion by any State, local government, or private non-profit policy or program. Few on-farm investments will be impacted. After project completion, none of the remaining land of the affected farms will become nonfarmable because of interference with land patterns. All farm support services are available to the area and will not be negatively impacted by the project. The project will be moderately compatible with existing agriculture.

km/sw

Attachment

FOR CORRIDOR TYPE PROJECTS

PART I (To be completed by Federal Agency)		3. Date of Land Evaluation Request 10/15/03	4. Sheet 1 of 1
1. Name of Project I-70 (SIU #3)		5. Federal Agency Involved Federal Highway Administration	
2. Type of Project Improvements of existing transportation facility		6. County and State Cooper and Boone Counties, Missouri	
PART II (To be completed by SCS)		1. Date Request Received by SCS 10/15/03	2. Person Completing Form Keith Davis
3. Does the site contain prime, unique, statewide or local important farmland? (If no, the FPPA does not apply - Do not complete additional parts of this form)		Yes <input checked="" type="checkbox"/> No <input type="checkbox"/>	4. Acres Irrigated Average Farm Size Cooper - 343 Boone - 204
5. Major Crop(s) Corn for index	6. Farmable Land in Government Jurisdiction Cooper: 361,630 (99.3%) Boone: 357,631 (80.9%)	7. Amount of Farmland as Defined in FPPA Cooper: 306,690 (84.2%) Boone: 346,244 (78.3%)	
8. Name of Land Evaluation System Used LESA	9. Name of Local Assessment System Cooper / Boone LESA	10. Date Land Evaluation Returned by SCS 10/22/03	

PART III (To be completed by Federal Agency)

	Cooper	Boone
A. Total Acres to Be Converted Directly	522.7	63.2
B. Total Acres to Be Converted Indirectly, Or To Receive Services	32.6	6.2
C. Total Acres in Corridor	555.3	69.4

PART IV (To be completed by SCS) Land Evaluation Information		
A. Total Acres Prime And Unique Farmland	76.76	3.17
B. Total Acres Statewide And Local Important Farmland	414.19	17.92
C. Percentage Of Farmland in County Or Local Govt. Unit to Be Converted	0.16	.006
D. Percentage Of Farmland in Govt. Jurisdiction With Same Or Higher Relative Value	49	81
PART V (To be completed by SCS) Land Evaluation Criterion Relative Value of Farmland to Be Converted (Scale of 0 - 100 Points)	72	25

PART VI (To be completed by Federal Agency) Corridor Assessment Criteria (These criteria are explained in 7 CFR 658.5(c))		Maximum Points		
1. Area in Nonurban Use	15	14	15	
2. Perimeter in Nonurban Use	10	10	10	
3. Percent of Corridor Being Farmed	20	18	10	
4. Protection Provided by State and Local Government	20	0	0	
5. Size Of Present Farm Unit Compared To Average	10	10	0	
6. Creation of Nonfarmable Farmland	25	0	0	
7. Availability Of Farm Support Services	5	5	5	
8. On-Farm investments	20	5	10	
9. Effects Of Conversion On Farm Support Services	25	0	0	
10. Compatibility With Existing Agricultural Use	10	5	5	
TOTAL SITE ASSESSMENT POINTS	160	67	55	
PART VII (To be completed by Federal Agency)				
Relative Value of Farmland (From Part V)	100	72	25	
Total Corridor Assessment (From Part VI or a local site assessment)	160	67	55	
TOTAL POINTS (Total of above 2 lines)	260	139	80	

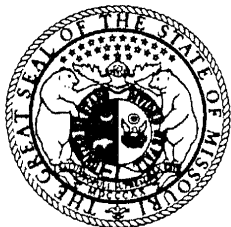
1. Corridor Selected:	2. Total Acres of Farmlands to be Converted by Project:	3. Date of Selection:	4. Was a Local Site Assessment Used? Yes <input type="checkbox"/> No <input type="checkbox"/>
5. Reason For Selection:			

Signature of Person Completing This Part:	DATE
---	------

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

**State of Missouri Emergency
Management Agency**

EMERGENCY MANAGEMENT AGENCY



DEPARTMENT OF PUBLIC SAFETY OFFICE OF THE ADJUTANT GENERAL

PO Box 116, Jefferson City, Missouri 65102
Phone: 573/526-9100 Fax: 573/634-7966
E-mail: mosema@mail.state.mo.us



RECEIVED
SEP 16 2002

September 11, 2002

Mr. William J. Elzinga
Environmental Task Manager
Harding ESE, Inc.
3199 Riverport Tech Center Drive
St. Louis, MO 63043

Re: Interstate 70 2nd Tier Environmental Studies for SIU No. 3.

Dear Mr. Elzinga:

We very much appreciate your notice for the I-70 2nd Tier Environmental Studies for SIU Number 3. Please accept this letter as comment on the proposed plan.

The State of Missouri is a participant in the National Flood Insurance Program (NFIP). Any development associated with this project located within a special flood hazard area (SFHA), as identified by the Federal Emergency Management Agency (FEMA), must meet the requirements of the State of Missouri Executive Order 98-03. This would require obtaining a floodplain development permit for the proposed project. This permit must be obtained prior to the commencement of any construction/development activities. This permit would be obtained from this agency.

If the proposed development is also located within a regulatory floodway, a "No-Rise" Certificate and statement as to the effects of possible flooding, is required before the development can be permitted. This analysis must be performed by a licensed engineer and to current FEMA standards.

If you have any questions concerning this letter or the requirements of Executive Order 98-03, please feel free to contact me at (573) 526-9119.

Sincerely,

A handwritten signature in black ink, appearing to read "L. Scott Samuels".

L. Scott Samuels, P.E.
Floodplain Management Engineer

cc: Tonya Leibold, Mitigation Specialist, FEMA R-VII
MoDOT File

HNTB



ARCHITECTS ENGINEERS PLANNERS

715 Kirk Drive
Kansas City, Missouri
64105
P.O. Box 419299
Kansas City, Missouri
64141
(816) 472-1201
FAX (816) 472-4060
www.hntb.com

March 25, 2002

Joe Cothorn
NEPA Director
U.S. Environmental Protection Agency
Region 7
901 N. 5th St.
Kansas City, Kansas 66101

RECEIVED
MAR 29 2002

Subject: I-70 Corridor Second Tier Environmental Studies

Dear Joe,

This letter is to inform you about the status of the I-70 Study Corridor across the State of Missouri.

As you recall, a First Tier Environmental Impact Statement (EIS) for the 200 mile corridor has been written and concluded with a Record of Decision in December of last year. The Selected Strategy is to reconfigure and widen the existing I-70 to six new lanes. In the urban areas, specifically Columbia and the area including Warrenton, Wright City, and Wentzville, this strategy includes conceptual corridor relocation (bypass) options. The selected strategy and the relocation options were developed during the collaborative decision-making process involving you (resource agencies) and the public.

That all occurred in the recent past. Now we are beginning the Second Tier of environmental studies across the I-70 Corridor. The I-70 Corridor has been divided into seven sections of independent utility for further environmental study. These seven studies are to be concluded by the Summer of 2004. The attached map and chart shows: the section locations; the type of environmental document to be prepared; the primary consultant firm preparing the study; and key personnel associated with a particular consultant firm. These seven consultants are referred to as Section Engineering Consultants (SECs). HNTB is representing the Missouri

The HNTB Companies

OFFICES: ALEXANDRIA, VA; ANNAPOLIS, MD; ATLANTA, GA; AUSTIN, TX; BATON ROUGE, LA; BOSTON, MA; CHARLESTON, SC; CHARLESTON, WV; CHICAGO, IL; CLEVELAND, OH; COLUMBUS, OH; DALLAS, TX; DENVER, CO; DETROIT, MI; ELKINS, WV; FAIRFIELD, NJ; FT. WORTH, TX; HARTFORD, CT; HOUSTON, TX; INDIANAPOLIS, IN; IRVINE, CA; KANSAS CITY, MO; KNOXVILLE, TN; LANSING, MI; LOS ANGELES, CA; LOUISVILLE, KY; MADISON, WI; MIAMI, FL; MILWAUKEE, WI; MINNEAPOLIS, MN; NASHVILLE, TN; NEW YORK, NY; OAKLAND, CA; ORLANDO, FL; OVERLAND PARK, KS; PLYMOUTH MEETING, PA; PORTLAND, ME; PORTLAND, OR; RALEIGH, NC; ST. LOUIS, MO; SALT LAKE CITY, UT; SAN ANTONIO, TX; SAN BERNARDINO, CA.

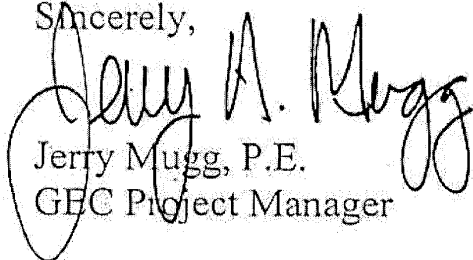
Department of Transportation (MoDOT) for these Second Tier studies and is referred to as the General Engineering Consultant (GEC). HNTB's role is to: manage the Second Tier process; address corridor-wide issues; and, facilitate corridor-wide resource agency coordination.

The seven SECs will be contacting resource agencies in the near future to begin their data collection activities. They will individually be preparing the appropriate environmental document for their particular section of the I-70 Corridor.

The First Tier environmental process identified the need for corridor-wide coordination with appropriate resource agencies. We will soon be contacting you about a proposed Study Management Group (SMG) similar to the group convened for the First Tier Study. This group will be composed of key resource agencies and the core GEC management team. It is envisioned that the SMG will be convened periodically over the two and one-half year period of the Second Tier studies.

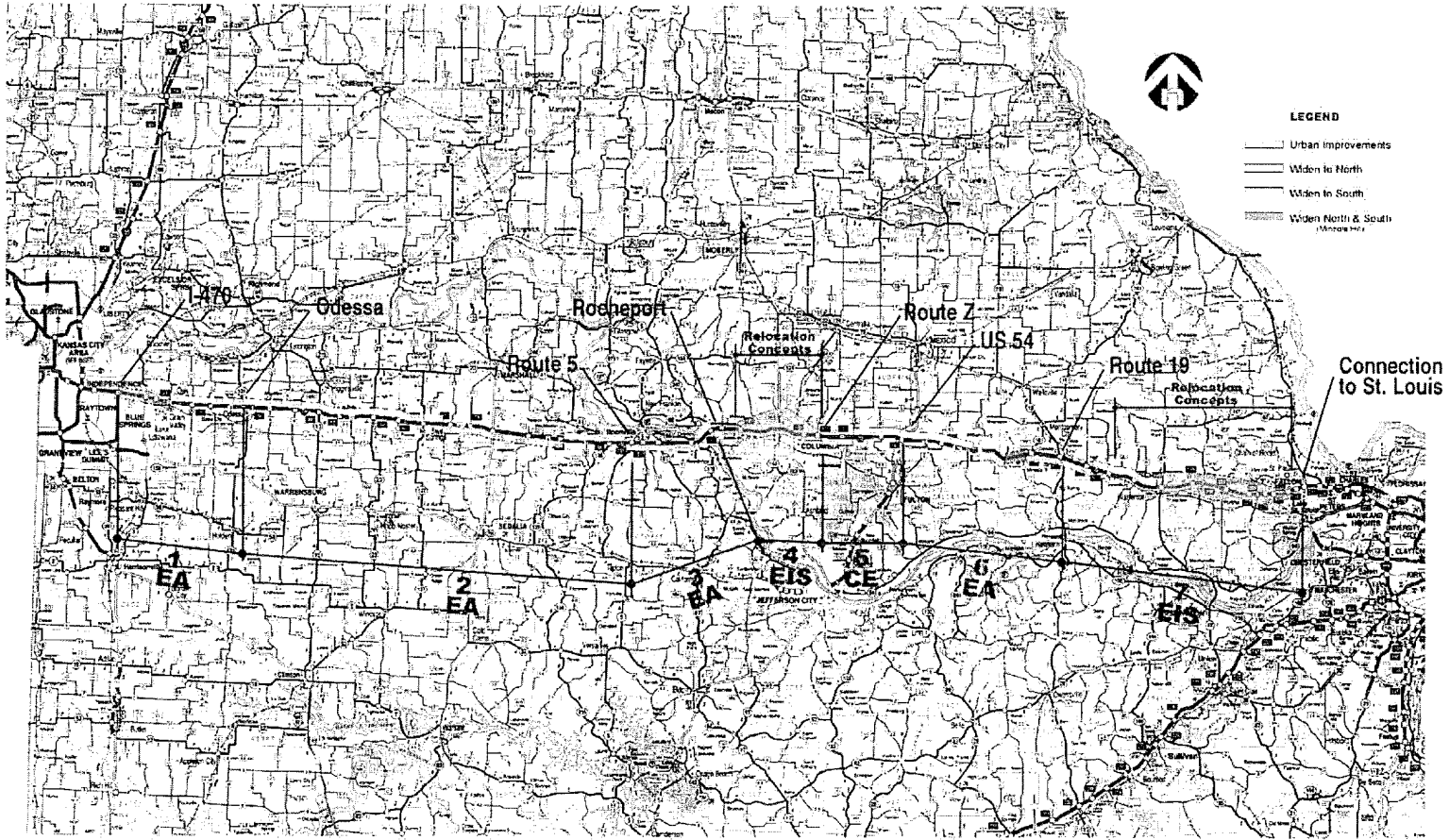
We have appreciated your cooperation and participation during the First Tier EIS process and on behalf of the seven SECs and the GEC, we look forward to working with you during the development of the Second Tier studies.

Sincerely,



Jerry Mugg, P.E.
GEC Project Manager

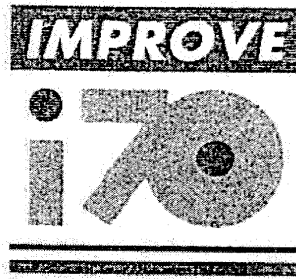
Cc: Kathy Harvey, MoDOT
Mark Kross, MoDOT
Don Neumann, FHWA
Ron Achelpohl, MARC
Donna Day, EWGCC
John Fleck, CATSO
SECs



I-70 Sections of Independent Utility

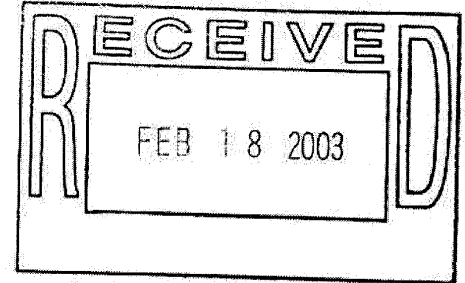
The I-70 Second Tier Team Section Engineering Consultants

SIU #	MoDOT District(s)	Study Type	Firm	Project Manager / Contact Info	Environmental Lead
1	#4	EA	URS	Dave Kocour 913.344.1058 david_kocour@urscorp.com	Mary Hagerty 314.429.0100
2	#2, #4 & #5	EA	SAIC	Brian Kennedy 303.969.6030 brian.p.kennedy@saic.com	Michelle French 314.770.3029
3	#5	EA	Harding ESE	Ray Steege 314.209.5919 rmsteeg@macotec.com	Bill Elzinga 314.209.5957
4	#5	EIS	CH2M Hill	Dan Dupies 414.272.2426 ddupies@ch2m.com	Dan Dupies 414.272.2426
5	#5	CE	Zambrana	Paul Winkelmann 314.664.1900 pwinkelmann@zambrana.com	Connie Heitz 314.664.1900
6	#3 & #5	EA	Wilbur Smith	Stephen Wells 816.554.8011 swells@wilbursmith.com	Craig Casper 312.795.6404
7	#3 & #6	EIS	Jacobs Civil	Joe Leindecker 314.335.4077 joseph.leindecker@jacobs.com	Hilary Perkins 314.335.4909



February 13, 2003

Mr. and Ms. Cronan
Cronan & Robinson
13750 Highway BB
Rocheport, MO 65279



RE: Offers to Purchase Your Property

Dear Mr. and Ms. Cronan:

On behalf of the Missouri Department of Transportation, I want to thank you for allowing members of our Improve I-70 team to meet with you on January 24, 2003. Ray Steege and Scott George from MACTEC and I enjoyed our visit. You provided some very good information that will be taken into consideration in the I-70 planning process.

There is one matter raised during our meeting that concerns me. You noted that someone has periodically contacted you concerning purchasing your property, and is representing himself as Dan Van Petten of HNTB. Dan Van Petten remembers talking with you at a public meeting held during the I-70 First Tier Studies, but notes that this is the only contact he has had with either of you. Dan reported to me that he has never been on your property for any reason, and has not inquired about purchasing your property.

We are interested in finding the identity of the person purported to be Dan Van Petten. If he contacts you in the future, please ask for identification to confirm who he is. While members of the Improve-I-70 Team may need to contact you to obtain study-related data, no individual from MoDOT or MoDOT's consultant team should be trying to purchase your property.

Again, thank you for meeting with our team. If you have any questions, concerns or comments as our work proceeds, please don't hesitate to contact me at 1-816-527-2696.

Very truly yours,

HNTB CORPORATION

A handwritten signature in cursive script that reads "Chuck Miller".

Chuck Miller, P.E.
Project Engineer

Cc: Roger Steenberg, MoDOT District 5
Kathy Harvey, MoDOT Headquarters
Ray Steege, MACTEC



715 Kirk Drive
Kansas City, MO 64105
816-472-1201



MACTEC Engineering and Consulting, Inc.

August 29, 2002
510269.0200

Terry Cosby
U.S. Department of Agriculture
Natural Resources Conservation Service
Parkade Center, Suite 250
601 Business Loop 70 West
Columbia, MO 65203-2546

RE: Second Tier Environmental Studies, I-70 Corridor in Missouri, SIU No. 3, Boonville-Rocheport

Dear Mr. Cosby:

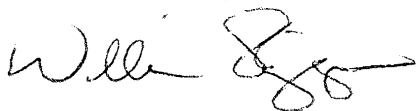
The Federal Highway Administration (FHWA) in cooperation with the Missouri Department of Transportation (MoDOT) is initiating the Second Tier Environmental Studies for the I-70 Corridor in Missouri. The First Tier Environmental Impact Statement process for the corridor was concluded with a Record of Decision in December of 2001. The selected strategy resulting from the First Tier process is to widen and reconstruct existing I-70 in the rural areas, and evaluate widening I-70 plus relocation (bypass) alternatives in the urban areas. Also, seven sections of independent utility (SIUs) were selected along the corridor for the Second Tier Environmental Studies. SIU No. 3 is approximately 14 miles in length and extends from Route 5 (Boonville) to Route BB (Rocheport). Harding ESE has been selected as the second tier engineering consultant to provide the required engineering analyses and prepare the appropriate documentation in compliance with the National Environmental Policy Act (NEPA). Harding ESE anticipates that the environmental document to be prepared for this section will be an Environmental Assessment.

The project team would appreciate the input from the NRCS as it relates to any existing agency data, which will assist us in the planning process (i.e., wetlands and other water resources, prime and unique farmlands, WRP or CRP lands) as well as communicating any issues or concerns regarding the proposed project. We anticipate coordinating with your representatives in a variety of forums throughout the planning process of this project.

We look forward to your response to this request and your participation on this important project. If you have any questions, please feel free to contact Harding ESE's Project Manager, Ray Steege, or me at 314/209-5900.

Sincerely,

HARDING ESE, INC.



William J. Elzinga
Environmental Task Manager

Enclosure

pc: Roger Hansen, USDA-NRCS

August 29, 2002
510269.0200

Roger Hansen
U.S. Department of Agriculture
Natural Resources Conservation Service
Parkade Center, Suite 250
601 Business Loop 70 West
Columbia, MO 65203-2546

RE: Second Tier Environmental Studies, I-70 Corridor in Missouri, SIU No. 3, Boonville-Rocheport

Dear Mr. Hansen:

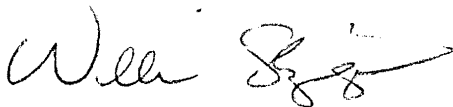
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The project team would appreciate the input from the NRCS as it relates to any existing agency data, which will assist us in the planning process (i.e. wetlands and other water resources, prime and unique farmlands, WRP or CRP lands) as well as communicating any issues or concerns regarding the proposed project. We anticipate coordinating with your representatives in a variety of forums throughout the planning process of this project.

We look forward to your response to this request and your participation on this important project. If you have any questions, please feel free to contact Harding ESE's Project Manager, Ray Steege, or me at 314/209-5900.

Sincerely,

HARDING ESE, INC.



William J. Elzinga
Environmental Task Manager

Enclosure

pc: Terry Cosby, USDA-NRCS

August 29, 2002
510269.0200

Mr. Joe Cothorn
NEPA Director
U.S. Environmental Protection Agency
Region 7
901 North 5th Street
Kansas City, KS 66101

RE: Second Tier Environmental Studies, I-70 Corridor in Missouri, SIU No. 3, Boonville-Rocheport

Dear Mr. Cothorn:

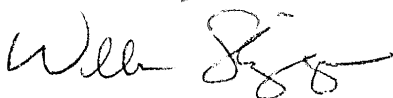
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The project team would appreciate the input from the U.S. Environmental Protection Agency as it relates to any existing agency data, which will assist us in the planning process (i.e. wetlands, floodplains and other water resources, RTE species, terrestrial resources, cultural resources, socioeconomic resources, hazardous waste) as well as communicating any issues or concerns regarding the proposed project. We anticipate coordinating with your representatives in a variety of forums throughout the planning process of this project.

We look forward to your response to this request and your participation on this important project. If you have any questions, please feel free to contact Harding ESE's Project Manager, Ray Steege, or me at 314/209-5900.

Sincerely,

HARDING ESE, INC.



William J. Elzinga
Environmental Task Manager

Enclosure

August 29, 2002
510269.0200

Charlie Scott
U.S. Fish and Wildlife Service
608 E. Cherry St.
Columbia, MO 65201

RE: Second Tier Environmental Studies, I-70 Corridor in Missouri, SIU No. 3, Boonville-Rocheport

Dear Mr. Scott:

The Federal Highway Administration (FHWA) in cooperation with the Missouri Department of Transportation (MoDOT) is initiating the Second Tier Environmental Studies for the I-70 Corridor in Missouri. The First Tier Environmental Impact Statement process for the corridor was concluded with a Record of Decision in December of 2001. The selected strategy resulting from the First Tier process is to widen and reconstruct existing I-70 in the rural areas, and evaluate widening I-70 plus relocation (bypass) alternatives in the urban areas. Also, seven sections of independent utility (SIUs) were selected along the corridor for the Second Tier Environmental Studies. SIU No. 3 is approximately 14 miles in length and extends from Route 5 (Boonville) to Route BB (Rocheport). Harding ESE has been selected as the second tier engineering consultant to provide the required engineering analyses and prepare the appropriate documentation in compliance with the National Environmental Policy Act (NEPA). Harding ESE anticipates that the environmental document to be prepared for this section will be an Environmental Assessment.

The project team would appreciate the input from the U.S. Fish and Wildlife Service as it relates to any existing agency data, which will assist us in the planning process (i.e. wetlands, and other water resources, RTE species, terrestrial resources, etc.). Harding ESE is also aware that the proposed project would affect lands within the Big Muddy National Wildlife Refuge and we have initiated coordination with the Refuge Manager, Tom Bell. As reported in the Tier 1 EIS, we are also aware of some recorded locations of listed species within the project study area (e.g. buffalo grass, pallid sturgeon, and Indiana and gray bats). We request specific information from the USFWS that will enable us to properly locate such species and thereby give them full consideration in the planning process. In addition, we invite you to communicate any issues or concerns regarding the proposed project. We anticipate coordinating with your representatives in a variety of forums throughout the planning process of this project.

We look forward to your response to this request and your participation on this important project. If you have any questions, please feel free to contact Harding ESE's Project Manager, Ray Steege, or me at 314/209-5900.

Sincerely,

HARDING ESE, INC.



William J. Elzinga
Environmental Task Manager

Enclosure

August 29, 2002
510269.0200

Gene Gardner
Missouri Department of Conservation
2901 W. Truman Blvd.
Jefferson City, MO 65109

RE: Second Tier Environmental Studies, I-70 Corridor in Missouri, SIU No. 3, Boonville-Rocheport

Dear Mr. Gardner:

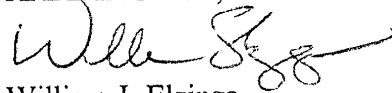
The Federal Highway Administration (FHWA) in cooperation with the Missouri Department of Transportation (MoDOT) is initiating the Second Tier Environmental Studies for the I-70 Corridor in Missouri. The First Tier Environmental Impact Statement process for the corridor was concluded with a Record of Decision in December of 2001. The selected strategy resulting from the First Tier process is to widen and reconstruct existing I-70 in the rural areas, and evaluate widening I-70 plus relocation (bypass) alternatives in the urban areas. Also, seven sections of independent utility (SIUs) were selected along the corridor for the Second Tier Environmental Studies. SIU No. 3 is approximately 14 miles in length and extends from Route 5 (Boonville) to Route BB (Rocheport). Harding ESE has been selected as the second tier engineering consultant to provide the required engineering analyses and prepare the appropriate documentation in compliance with the National Environmental Policy Act (NEPA). Harding ESE anticipates that the environmental document to be prepared for this section will be an Environmental Assessment.

The project team would appreciate the input from the Missouri Department of Conservation as it relates to any existing agency data, which will assist us in the planning process (i.e. wetlands, and other water resources, RTE species, terrestrial resources, etc.). Harding ESE is also aware that the proposed project would affect lands within the Overton Bottoms Conservation Area and we have initiated coordination with the Manager, Kent Korthas. As reported in the Tier 1 EIS, we are also aware of some recorded locations of mapped cave locations as well as listed species within the project study area (e.g. buffalo grass, pallid sturgeon and Indiana and gray bat). We request specific information from the MDC that will enable us to properly locate such species and thereby give them full consideration in the planning process. In addition, we invite you to communicate any issues or concerns regarding the proposed project. We anticipate coordinating with your representatives in a variety of forums throughout the planning process of this project.

We look forward to your response to this request and your participation on this important project. If you have any questions, please feel free to contact Harding ESE's Project Manager, Ray Steege, or me at 314/209-5900.

Sincerely,

HARDING ESE, INC.



William J. Elzinga
Environmental Task Manager

Enclosure

pc: John Hoskins, MDC

August 29, 2002
510269.0200

John Hoskins
Missouri Department of Conservation
2901 W. Truman Blvd.
Jefferson City, MO 65109

RE: Second Tier Environmental Studies, I-70 Corridor in Missouri, SIU No. 3, Boonville-Rocheport

Dear Mr. Hoskins:

The Federal Highway Administration (FHWA) in cooperation with the Missouri Department of Transportation (MoDOT) is initiating the Second Tier Environmental Studies for the I-70 Corridor in Missouri. The First Tier Environmental Impact Statement process for the corridor was concluded with a Record of Decision in December of 2001. The selected strategy resulting from the First Tier process is to widen and reconstruct existing I-70 in the rural areas, and evaluate widening I-70 plus relocation (bypass) alternatives in the urban areas. Also, seven sections of independent utility (SIUs) were selected along the corridor for the Second Tier Environmental Studies. SIU No. 3 is approximately 14 miles in length and extends from Route 5 (Boonville) to Route BB (Rocheport). Harding ESE has been selected as the second tier engineering consultant to provide the required engineering analyses and prepare the appropriate documentation in compliance with the National Environmental Policy Act (NEPA). Harding ESE anticipates that the environmental document to be prepared for this section will be an Environmental Assessment.

The project team would appreciate the input from the Missouri Department of Conservation as it relates to any existing agency data, which will assist us in the planning process (i.e. wetlands, and other water resources, RTE species, terrestrial resources, etc.). Harding ESE is also aware that the proposed project would affect lands within the Overton Bottoms Conservation Area and we have initiated coordination with the Manager, Kent Korthas. As reported in the Tier 1 EIS, we are also aware of some recorded locations of mapped cave locations as well as listed species within the project study area (e.g. buffalo grass, pallid sturgeon and Indiana and gray bat). We request specific information from the MDC that will enable us to properly locate such species and thereby give them full consideration in the planning process. In addition, we invite you to communicate any issues or concerns regarding the proposed project. We anticipate coordinating with your representatives in a variety of forums throughout the planning process of this project.

We look forward to your response to this request and your participation on this important project. If you have any questions, please feel free to contact Harding ESE's Project Manager, Ray Steege, or me at 314/209-5900.

Sincerely,

HARDING ESE, INC.



William J. Elzinga
Environmental Task Manager

Enclosure

pc: Gene Gardner, MDC

August 29, 2002
510269.0200

Jane Beetem
Office of the Director
Missouri Department of Natural Resources
205 Jefferson St.
Jefferson City, MO 65102

RE: Second Tier Environmental Studies, I-70 Corridor in Missouri, SIU No. 3, Boonville-Rocheport

Dear Ms. Beetem:

The Federal Highway Administration (FHWA) in cooperation with the Missouri Department of Transportation (MoDOT) is initiating the Second Tier Environmental Studies for the I-70 Corridor in Missouri. The First Tier Environmental Impact Statement process for the corridor was concluded with a Record of Decision in December of 2001. The selected strategy resulting from the First Tier process is to widen and reconstruct existing I-70 in the rural areas, and evaluate widening I-70 plus relocation (bypass) alternatives in the urban areas. Also, seven sections of independent utility (SIUs) were selected along the corridor for the Second Tier Environmental Studies. SIU No. 3 is approximately 14 miles in length and extends from Route 5 (Boonville) to Route BB (Rocheport). Harding ESE has been selected as the second tier engineering consultant to provide the required engineering analyses and prepare the appropriate documentation in compliance with the National Environmental Policy Act (NEPA). Harding ESE anticipates that the environmental document to be prepared for this section will be an Environmental Assessment.

The project team would appreciate the input from the Missouri Department of Natural Resources as it relates to any existing agency data, which will assist us in the planning process (i.e. rare, threatened and endangered (RTE) species or terrestrial resources in the study area, hazardous waste sites, etc.) as well as communicating any issues or concerns regarding the proposed project. We anticipate coordinating with your representatives in a variety of forums throughout the planning process of this project.

We look forward to your response to this request and your participation on this important project. If you have any questions, please feel free to contact Harding ESE's Project Manager, Ray Steege, or me at 314/209-5900.

Sincerely,

HARDING ESE, INC.



William J. Elzinga
Environmental Task Manager

Enclosure

pc: Tom Lange, MDNR
Steve Mahfood, MDNR

August 29, 2002
510269.0200

George Riedel
State Emergency Management Agency
2302 Militia Drive
Jefferson City, MO 65102

RE: Second Tier Environmental Studies, I-70 Corridor in Missouri, SIU No. 3, Boonville-Rocheport

Dear Mr. Riedel:

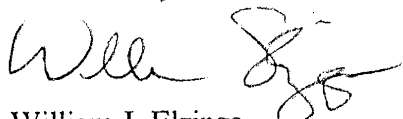
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The project team would appreciate the input from the State Emergency Management Agency as it relates to any existing agency data, which will assist us in the planning process (i.e. floodplains and other water resources) as well as communicating any issues or concerns regarding the proposed project. We anticipate coordinating with your representatives in a variety of forums throughout the planning process of this project.

We look forward to your response to this request and your participation on this important project. If you have any questions, please feel free to contact Harding ESE's Project Manager, Ray Steege, or me at 314/209-5900.

Sincerely,

HARDING ESE, INC.



William J. Elzinga
Environmental Task Manager

Enclosure

August 29, 2002
510269.0200

Kay Carder
Federal Emergency Management Agency
2323 Grand Blvd. Suite 900
Kansas City, MO 64108-2670

RE: Second Tier Environmental Studies, I-70 Corridor in Missouri, SIU No. 3, Boonville-Rocheport

Dear Ms. Carder:

The Federal Highway Administration (FHWA) in cooperation with the Missouri Department of Transportation (MoDOT) is initiating the Second Tier Environmental Studies for the I-70 Corridor in Missouri. The First Tier Environmental Impact Statement process for the corridor was concluded with a Record of Decision in December of 2001. The selected strategy resulting from the First Tier process is to widen and reconstruct existing I-70 in the rural areas, and evaluate widening I-70 plus relocation (bypass) alternatives in the urban areas. Also, seven sections of independent utility (SIUs) were selected along the corridor for the Second Tier Environmental Studies. SIU No. 3 is approximately 14 miles in length and extends from Route 5 (Boonville) to Route BB (Rocheport). Harding ESE has been selected as the second tier engineering consultant to provide the required engineering analyses and prepare the appropriate documentation in compliance with the National Environmental Policy Act (NEPA). Harding ESE anticipates that the environmental document to be prepared for this section will be an Environmental Assessment.

The project team would appreciate the input from the FEMA, which will assist us in the planning process [i.e. floodplains and floodways (particularly those of the Missouri River)]. We also invite you to communicate any issues or concerns you may have regarding the proposed project. We anticipate coordinating with your representatives in a variety of forums throughout the planning process of this project.

We look forward to your response to this request and your participation on this important project. If you have any questions, please feel free to contact Harding ESE's Project Manager, Ray Steege, or me at 314/209-5900.

Sincerely,

HARDING ESE, INC.



William J. Elzinga
Environmental Task Manager

Enclosure

August 29, 2002
510269.0200

Joe Hughes
Regulatory OD-RM
U.S. Army Corps of Engineers
221 Bolivar St. Suite 103
Jefferson City, MO 65101

RE: Second Tier Environmental Studies , I-70 Corridor in Missouri, SIU No. 3, Boonville-Rocheport

Dear Mr. Hughes:

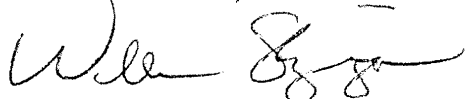
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The project team would appreciate the input from the U.S. Army Corps of Engineers as it relates to any existing agency data, which will assist us in the planning process (i.e. wetlands, floodplains and other water resources) as well as communicating any issues or concerns regarding the proposed project. We anticipate coordinating with your representatives in a variety of forums throughout the planning process of this project.

We look forward to your response to this request and your participation on this important project. If you have any questions, please feel free to contact Harding ESE's Project Manager, Ray Steege, or me at 314/209-5900.

Sincerely,

HARDING ESE, INC.



William J. Elzinga
Environmental Task Manager

Enclosure

pc: Kenny Pointer, Regulatory OD-RM, USACE

August 29, 2002
510269.0200

Kenny Pointer
Regulatory OD-RM
U.S. Army Corps of Engineers
221 Bolivar St. Suite 103
Jefferson City, MO 65101

RE: Second Tier Environmental Studies, I-70 Corridor in Missouri, SIU No. 3, Boonville-Rocheport

Dear Mr. Pointer:

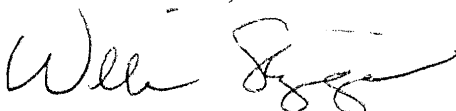
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The project team would appreciate the input from the U.S. Army Corps of Engineers as it relates to any existing agency data, which will assist us in the planning process (i.e. wetlands, floodplains and other water resources) as well as communicating any issues or concerns regarding the proposed project. We anticipate coordinating with your representatives in a variety of forums throughout the planning process of this project.

We look forward to your response to this request and your participation on this important project. If you have any questions, please feel free to contact Harding ESE's Project Manager, Ray Steege, or me at 314/209-5900.

Sincerely,

HARDING ESE, INC.



William J. Elzinga
Environmental Task Manager

Enclosure

pc: Joe Hughes, Regulatory OD-RM, USACE

August 29, 2002
510269.0200

Roger Wiebusch
U.S. Coast Guard
1222 Spruce St.
St. Louis, MO 63103-2832

RE: Second Tier Environmental Studies, I-70 Corridor in Missouri, SIU No. 3, Boonville-Rochepoint

Dear Mr. Wiebusch:

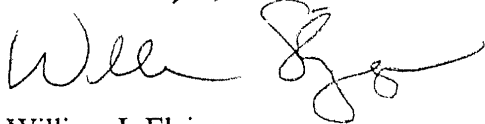
The Federal Highway Administration (FHWA) in cooperation with the Missouri Department of Transportation (MoDOT) is initiating the Second Tier Environmental Studies for the I-70 Corridor in Missouri. The First Tier Environmental Impact Statement process for the corridor was concluded with a Record of Decision in December of 2001. The selected strategy resulting from the First Tier process is to widen and reconstruct existing I-70 in the rural areas, and evaluate widening I-70 plus relocation (bypass) alternatives in the urban areas. Also, seven sections of independent utility (SIUs) were selected along the corridor for the Second Tier Environmental Studies. SIU No. 3 is approximately 14 miles in length and extends from Route 5 (Boonville) to Route BB (Rochepoint). Harding ESE has been selected as the second tier engineering consultant to provide the required engineering analyses and prepare the appropriate documentation in compliance with the National Environmental Policy Act (NEPA). Harding ESE anticipates that the environmental document to be prepared for this section will be an Environmental Assessment.

The project team would appreciate the input from the U.S. Coast Guard as it relates to any existing agency data, which will assist us in the planning process (e.g. wetlands, T/E species, details regarding the navigation channel, bridge span lengths, clearances, etc.) as well as communicating any issues or concerns regarding the proposed project. We anticipate coordinating with your representatives in a variety of forums throughout the planning process of this project.

We look forward to your response to this request and your participation on this important project. If you have any questions, please feel free to contact Harding ESE's Project Manager, Ray Steege, or me at 314/209-5900.

Sincerely,

HARDING ESE, INC.



William J. Elzinga
Environmental Task Manager

Enclosure

William Patrick Cronan, Law Office

Law Office

WILLIAM PATRICK CRONAN, ATTORNEY AT LAW

13750 Highway BB, Rocheport, Mo 65279

Phone: 573/698-3074

FAX: 573/698-3314

E-mail: WPCronan@aol.com

Of counsel to law firm of Cronan & Robinson
Columbia and Fayette, Missouri

February 17, 2003

COPY

Kathryn P. Harvey P.E.
105 West Capitol Avenue
P. O. Box 270
Jefferson City, MO 65102

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

SUBJECT: Access to property, Parcels 15100070001100, 15100070001101, and
15100070000500.

Dear Ms. Harvey:

Your request to allow some unidentified group (called "Improve I-70") access to our property is, at best, confusing. We don't know if this group is somehow connected to MoDOT (as your letterhead implies) or if it is an unconnected group of wackos.

We have given permission to individuals from MACTEC ENGINEERING AND CONSULTING, INC. to be on our property, provided we receive advance verbal and written notice of the timing of the work to be performed.

We will not extend our permission beyond the license given to employees of that company, unless we are provided with much more extensive information about whom is to be admitted and for what purposes.

Best wishes,

Patrick Cronan
Attorney at Law

cc: Raymond M. Steege, P. E.
Vice President
Mactec Engineering and Consulting, Inc.
3199 Riverport Tech Center Drive
St. Louis, MO 63043