



ATTENTION!

Readers and Reviewers

This I-70 SIU 3 Final EA has been prepared in a Condensed Format. This Condensed Format approach avoids repetition of material from the Draft EA by incorporating by reference, the Draft EA.

In the event that a copy of the Draft EA is needed, please contact us at 1-800-590-0066 to request a copy, or access the project web site at www.improvei70.org to view the document on-line.



SECOND TIER FINAL ENVIRONMENTAL ASSESSMENT AND
FINAL SECTION 4(f) EVALUATION
SECTION OF INDEPENDENT UTILITY 3
BOONVILLE (ROUTE 5) TO ROCHEPORT (ROUTE BB)
COOPER AND BOONE COUNTIES
MODOT JOB NUMBER J4I1341F

Submitted Pursuant to 42 United States Code 4332 (2)(c)
and 49 United States Code 303 by the

U.S. Department of Transportation
Federal Highway Administration
and
Missouri Department of Transportation

in Cooperation with
U.S. Army Corps of Engineers
U.S. Environmental Protection Agency
U.S. Coast Guard

10/24/05
Date of Approval

10/20/05
Date of Approval

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The proposed project includes the widening and reconstruction of I-70 to a six-lane fully controlled access highway from a western terminus at Route 5 (mile marker 99) in Cooper County to an eastern terminus at Route BB (mile marker 115) in Boone County for a total length of approximately 16 miles (26 kilometers). This includes the construction of a second bridge across the Missouri River, widening of the median along I-70 and the reconstruction of the Routes 5, B, 87, 179 and BB interchanges.

September 1, 2005



FEDERAL HIGHWAY ADMINISTRATION
FINDING OF NO SIGNIFICANT IMPACT
FOR
SECOND TIER FINAL ENVIRONMENTAL ASSESSMENT AND
FINAL SECTION 4(f) EVALUATION
SECTION OF INDEPENDENT UTILITY 3
BOONVILLE (ROUTE 5) TO ROCHEPORT (ROUTE BB)
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The Federal Highway Administration (FHWA) has determined that the South Mainline Alternative (including constructing a new parallel bridge over the Missouri River immediately to the south) and reconstructed interchanges at Routes 5, B, 87, 179 and BB will have no significant impact on the human environment. This Finding of No Significant Impact (FONSI) is based on the attached Final Environmental Assessment (EA) which has been independently evaluated by the FHWA and determined to adequately and accurately discuss the need, environmental issues, and impacts of the proposed project and appropriate mitigation measures. It provides sufficient evidence and analysis for determining that an Environmental Impact Statement (EIS) is not required. The FHWA takes full responsibility for the accuracy, scope, and content of the attached EA.

10/24/05
Date

Mary F. Ridgeway
For FHWA



INTERSTATE 70 CORRIDOR

KANSAS CITY TO ST. LOUIS, MISSOURI

Second Tier Environmental Assessment and Final Section 4(f) Evaluation

Section of Independent Utility #3
Boonville (Route 5) to Rocheport (Route BB)
MoDOT Job Number: J4I1341F

September 1, 2005



Summary

Introduction

Interstate 70 (I-70) is a major interstate highway crossing the United States in a general east-west direction. Interstate 70 is part of the Eisenhower Interstate System of Highways and retains its separate identity within the National Highway System.

The Missouri Department of Transportation (MoDOT) and the Federal Highway Administration (FHWA) have proposed improvements to I-70 between the metropolitan areas of Kansas City and St. Louis (I-70 corridor) to meet the current and future transportation-related needs of the corridor. A tiered environmental process was used to evaluate the improvements within this I-70 corridor. A tiering process is a procedure that allows compliance with the National Environmental Policy Act by using two separate stages, or tiers, of decision making.

The tiered process for consideration of potential improvements to I-70 began with the assessment of strategies for transportation improvements within a 199-mile (320-kilometer) long corridor extending from Kansas City to St. Louis. The I-70 Study Corridor was approximately 10 miles (16.1 kilometers) wide, five miles (eight kilometers) on either side of existing I-70.

As a result of a thorough analysis of alternatives during the First Tier Environmental Impact Statement (available upon request), Strategy No. 3 (Widen Existing I-70) was selected as the preferred strategy. The Widen I-70 Strategy included the identification of seven Sections of Independent Utility (SIUs). Within two of the three urban SIUs (SIU 4-Route BB to Route Z and SIU 7-Route 19 to Lake St. Louis), this strategy called for the preparation of environmental impact statements as they included options for widening the existing roadway as well as options for constructing a facility on new location. In contrast, within rural sections, the selected strategy called for the development of mainline alternatives that were immediately adjacent to the existing facility. Section of Independent Utility 3 is a rural section and entails the consideration of mainline alternatives immediately to the north or south of the existing I-70 facility. The study area for SIU 3 is defined as an approximately 700-foot (213.3-meter) wide corridor centered over existing I-70 within which alternatives would be developed. The following boundaries were defined for SIU 3:

- approximately two miles (3.2 kilometers) west of the Route 5 interchange in Cooper County near mile marker 99 (western terminus); and
- 0.6 mile (0.97 kilometer) east of the Route BB interchange in Boone County at mile marker 115 (eastern terminus).

Proposed improvements within SIU 3 include upgrading the current roadway design features by widening the median, reconfiguring the five interchanges that currently exist within the study area and constructing an additional bridge over the Missouri River at Overton Bottoms.

Proposed improvements within SIU 3 are evaluated as part of the Environmental Assessment (EA) published and made available for public review and comment on Oct. 15, 2004 [for more detailed information, see "Second Tier Environmental Assessment and Draft Section 4(f) Evaluation, SIU 3, Boonville (Route 5) to Rocheport (Route BB), Cooper and Boone Counties"]. A public hearing for the proposed improvements within SIU 3 was conducted on Dec. 7, 2004. Upon review of the written and oral comments made at the public hearing and during the comment period, it was determined that no substantive comments were received (see Appendix A). Accordingly, this abbreviated Final EA has been prepared to conclude the National Environmental Policy Act review process. Errata and revisions to the Draft EA are included as Appendix B.

The formulation of alternatives for the Second Tier Studies in SIU 3 was an iterative process that entailed considerations of a full range of environmental and engineering factors, design guidelines and public and agency input.

Additionally, alternative development was conducted in a step-wise fashion in which the first step in the process entailed a consideration of the mainline, whereas the second step considered improvements at each of the five interchanges. As a result of these analyses, a recommended preferred alternative was identified consisting of I-70 mainline widening to the south and modification of each of the five interchanges that provide for needed improvements in access and safety while minimizing impacts to the human and natural environment.

In addition, because of the potential for greater environmental impacts in the vicinity of Overton Bottoms, a second mainline alternative parallel to and north of the existing alignment was retained for detailed analysis. This alternative extends from the western Missouri River bluff, across the floodplain and the Missouri River and the eastern bluff and crosses over to the south, east of the interchange at Route BB in Rocheport. Design features and potential traffic characteristics of this north alternative are similar to those of the south alternative.

The selected alternative was identified as a result of a thorough investigation of the environmental and engineering constraints of the project area and after full consideration of input received from agencies, the public and other interested parties. The selected alternative within SIU 3 consists of the south mainline alternative (including constructing a new parallel bridge over the Missouri River immediately to the south) and reconstructed interchanges at Routes 5, B, 87, 179 and BB. The selected alternative interchanges consist of the following:

- Route 5 – a diamond interchange with a new overpass immediately east of the existing interchange bridge;
- Route B – a diamond interchange with a new overpass immediately west of the existing interchange bridge;
- Route 87 – a diamond interchange with a new overpass immediately east of the existing interchange bridge;
- Route 179 – a diamond interchange with a new overpass immediately east of the existing interchange bridge and a roundabout at the westbound ramps and Route 98; and
- Route BB – a diamond interchange with a new overpass 200 feet west of the existing interchange bridge.

The selected alternative also consists of reconstructed eastbound and westbound rest areas at the sites of the existing rest areas just east of Route B in Boonville. Planimetric depictions of the selected alternative including an illustration of proposed pavement, grades and rights of way are available upon request. (A planimetric map is a map that represents only the horizontal positions of features, and not the vertical positions, like heights, which a topographic map shows).

Except where clarified or otherwise stated, this document stands on the findings and assessments made in the Draft EA published on Oct. 14, 2004 which is hereby incorporated by reference. Table S-1 presents a summary of the impacts of the selected alternative.

Table S-1. Summary of Impacts of the Selected Alternative

Impact Category	Summary of Impacts
Social and Economic Environment	<ul style="list-style-type: none"> • 10 residential displacements • 25 commercial displacements • Greatest land use impact on agricultural land uses – 474 acres (192 hectares)
Parkland and Wildlife Refuges	<ul style="list-style-type: none"> • 1.1 acres (0.4 hectare) direct impact to Katy Trail at Boonville • Construction of bridge over Katy Trail at base of the Manitou Bluffs • Conversion of approximately 15 acres (6.0 hectares) of lands within a 300-foot (91.4 meters) reserved corridor in the Overton Bottoms Conservation Area
Prime Farmland	<ul style="list-style-type: none"> • 80 acres (32.4 hectares) of direct impact to prime farmland • 20.7 acres (8.4 hectares) of direct impact to Conservation Reserve Program lands
Air Quality	Locally improved air quality at interchange intersections due to reduced congestion
Terrestrial Communities	<ul style="list-style-type: none"> • 230 acres (93.2 hectares) of forest land impacted, wildlife impacts associated with habitat loss, and in some cases increased fragmentation of riparian corridors.
Wetland, Floodplains, and Waters of the United States	<ul style="list-style-type: none"> • 12.1 acres (4.9 hectares) of direct impact to wetlands • 18,799 feet (5,724 meters) of direct impact to jurisdictional streams • 71.8 acres (29.0 hectares) of direct impact to floodplains
Threatened and Endangered Species	No impact
Noise	11 noise sensitive receptors projected to have noise levels at or above the Noise Abatement Criteria in the design year
Cultural Resources	<ul style="list-style-type: none"> • No adverse effect on any resource. Existing I-70 bridge determined to be eligible for listing on the National Register of Historic Places • No impacts to cemeteries

Elements of this document include the following:

- Project Background;
- Summary of Project Purpose and Need;
- Description of the Selected Alternative;
- List of Commitments;
- Agreements/Final Section 4(f) Evaluations/Findings; and
- Agency and Public Comments/Responses.

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List of Abbreviations and Acronyms

EA	Environmental Assessment
EIS	Environmental Impact Statement
FHWA	Federal Highway Administration
I-70	Interstate 70
MDNR	Missouri Department of Natural Resources
MoDOT	Missouri Department of Transportation
NEPA	National Environmental Policy Act
SIU	Sections of Independent Utility
SMG	Study Management Group
USC	United States Code