

CHAPTER V

Comments and Coordination

The Missouri Department of Transportation and the Federal Highway Administration have provided numerous opportunities for coordination of the study of the I-70 corridor, between Kansas City and St. Louis, with the general public and resource agencies. This chapter summarizes the public involvement and agency coordination programs carried out prior to the release of the Draft Environmental Impact Statement.

A. Public Involvement

The I-70 First Tier EIS has employed a number of public involvement tools since the inception of the study in January 2000. The public involvement program for the I-70 First Tier EIS was designed with two primary objectives in mind.

- The program should **enhance public awareness and understanding** of the study. This objective has been supported primarily by media attention devoted to the study and by newsletters, public meetings and the web site.
- The program should **offer citizens frequent and accessible opportunities to participate** in a substantive way in the work of the study. This objective has been supported primarily by public meetings, the telephone survey and through comments received via the web site, hot line and post office box.

There have been more than 22,000 direct contacts between the public and the I-70 First Tier EIS. These contacts have ranged from visits to the Web site to substantive and lengthy conversations at public meetings as well as detailed briefings and exchanges with stakeholder groups across the state. These contacts have resulted in over 2,000 written comments. Media relations efforts have also resulted in coverage which has placed this study in front of a significant portion of the population of the state. Two prominent front-page articles published in the *Kansas City Star* alone had the potential to reach a total audience in excess of 1,000,000 readers based on the newspaper's weekday readership.

The following tools have been employed to support public involvement in the I-70 First Tier EIS.

1. INTERNET: PROJECT WEB SITE AND E-MAIL

A web site and e-mail address are perhaps the most convenient of all avenues for public involvement. Individuals with internet access can visit the web site at their convenience, 24 hours a day, seven days a week.

The I-70 First Tier EIS web site, located at www.I70study.org, went live on February 28, 2000, immediately before the first round of public meetings. More than 10,000 individuals have visited the web site in excess of 20,000 times and viewed more than 80,000 pages of information.

Visitors spend an average of 5:11 on the web site, more than twice the industry standard. Visitors from at least 20 states and 20 foreign countries have accessed the web site.

The web site has been promoted through media relations, via billboards and at public meetings. The web site URL has also been promoted through project team presentations and the newsletter. Significant spikes in traffic occurred on the first day the billboards were erected and when the study has received significant media attention, usually in relation to a public meeting.

2. PUBLIC MEETINGS

Public meetings provide qualitative rather than quantitative data. They draw on a self-selecting population and are not projectable to a larger audience. However, public meetings serve several important purposes.

- Public meetings offer citizens and organizations the opportunity to speak, one-on-one, with engineers, planners and other personnel conducting the study.
- Because public meetings generally attract a motivated audience with a unique and intense interest in the study's subject, they provide the study with an opportunity to become acquainted with individuals and organizations most likely to continue their involvement throughout the process.
- Public meetings offer engineers and planners the opportunity to hear first-hand the concerns of those who might be effected by a project.
- Public meetings typically prompt media coverage, which is necessary for broad awareness of the project. The I-70 First Tier EIS benefited from coverage in both the print and electronic media.

The following table provides attendance figures and location details for each public meeting.

Table V-1: Attendance at I-70 First Tier EIS Public Meetings

Location	Round #1 Date	Round #1 ¹ Attendance	Round #2 Date	Round #2 Attendance	Round #3 ² Date	Round #3 Attendance
Oak Grove	2/28/00	69	5/15/00	33		
Wentzville	2/28/00	43	5/15/00	39	3/21/01	97
Concordia	2/29/00	41	5/16/00	51		
Warrenton	2/29/00	28	5/16/00	40	3/20/01	154
Kingdom City	3/1/00	70	5/17/00	35		
Boonville	3/1/00	37	5/17/00	21		
Jefferson City	3/2/00 ³	35	5/18/00	18		
Columbia	3/2/00	72	5/18/00	86	3/21/01	314
Kansas City			5/22/00	109		
St. Louis			5/22/00	21		
Sedalia			5/22/00	15		
Chillicothe			5/23/00	13		
Macon			5/23/00	21		
Union			5/23/00	1		
TOTALS		395		503		555

¹ Round #1 attendance figures includes both the stakeholder briefings and public meetings.

² Round #3 meetings were scheduled in Warrenton, Wentzville and Columbia to allow communities to review and comment on by-pass alternatives unique to their communities

³ 3/2/00 Jefferson City was a morning legislative briefing only. No public meeting was held.

a. Round #1 Public Meetings

The first round of public meetings took place between February 28 and March 2, 2000. Seven meetings/public official briefings and a legislative briefing took place across Missouri. A total of 395 individuals attended a meeting or legislative briefing.

Promotional Activities

Mailings - 388 invitations were sent to public officials throughout the corridor. Public officials included city council members, county commissioners, emergency services, fire department and law enforcement directors and public works officials. 750 newsletters were distributed throughout the corridor. Newsletters announced meeting times and locations.

Advertising - Quarter page ads were placed in the following newspapers.

<i>Blue Springs Examiner</i>	<i>Boonville Daily News</i>	<i>Columbia Daily Tribune</i>
<i>Concordia Concordian</i>	<i>Fulton Sun-Gazette</i>	<i>Lexington News</i>
<i>Odessa Odessan</i>	<i>St. Charles Marketpower</i>	<i>Warrenton Journal</i>

Media Relations - Media releases were sent through the Missouri Department of Transportation to over 200 media outlets throughout the state.

Media Coverage

Coverage of the meeting was secured in 15 newspapers as well as network television stations in Kansas City, Columbia and St. Louis and radio stations throughout the corridor.

Questionnaires and Comments

Questionnaires were made available at public meetings, and 328 questionnaires were completed.

b. Round #2 Public Meetings

The second round of 14 public meetings took place between May 15 and May 23, 2000. A total of 503 individuals attended meetings.

Promotional Activities

Posters - Posters were distributed to MoDOT public affairs managers with a request that they be distributed in their districts. Posters were distributed by HNTB personnel in the vicinity of the Kansas City meeting and in downtown Kansas City locations.

Mailings - Approximately 900 invitations were sent to citizens throughout the corridor. The entire project mailing list received a meeting notice.

Advertising - Quarter page ads were placed in the following newspapers.

<i>Blue Springs Examiner</i>	<i>Boonville Daily News</i>	<i>Columbia Daily Tribune</i>
<i>Concordia Concordian</i>	<i>Fulton Sun-Gazette</i>	<i>Lexington News</i>
<i>St. Charles Marketpower</i>	<i>Warrenton Journal</i>	<i>Oak Grove Town and Country News</i>
<i>Jefferson City News Tribune</i>	<i>Union Missourian</i>	<i>Macon Chronicle-Herald</i>
<i>Sedalia Democrat</i>	<i>Chillicothe Constitution-Tribune</i>	

Media Relations - Media releases were sent through MoDOT to statewide media outlets. Extensive coverage was secured in both print and electronic media throughout the corridor. Samples of newspaper coverage are attached.

E-mail - Notices were sent to all individuals on the I-70 Improvement Study electronic mailing list (approximately 155 individuals at the time).

Billboards - A total of 13 billboards were rented for use by the study. Seven of those boards, mostly on the east side of the state, were produced in late April. The remaining five billboards were posted May 23rd.

Web Site - From its February 28 inception to the public meeting on May 15th, the I-70 web site experienced more than 3,500 user sessions. Over 400 visits occurred immediately after the first billboards were erected. 2,129 of those visits occurred in the month of May. Meeting details were posted on the web site.

Questionnaires and Comments

Questionnaires were made available at public meetings. A total of 282 questionnaires were completed at public meetings, and 33 additional surveys were received through the mail.

c. Round #3 Public Meetings

A third round of public meetings took place on March 20th and 21st. Round #3 meetings were scheduled in Warrenton, Wentzville and Columbia to allow residents in those communities and surrounding areas to review and comment on by-pass alternatives under consideration. A total of 565 individuals attended one of the three meetings.

Promotional Activities

Posters - Posters were distributed to MoDOT public affairs managers with a request that they be distributed in their districts.

Mailings - Approximately 7,000 postcard invitations were sent to citizens in the Columbia area and the corridor between Wentzville and Warrenton. The entire project mailing list received a meeting notice. General delivery addresses were also purchased by the study team to supplement the mailing list.

Advertising - Quarter page ads were placed in the following newspapers.

Boonville Daily News
St. Charles Marketpower

Columbia Daily Tribune
Warrenton Journal

Fulton Sun-Gazette

Radio airtime was also purchased on stations in Columbia and Warrenton. A total of 120 one-minute radio spots ran in the communities targeted for these meetings.

Media Relations - Media releases were sent through MoDOT to media outlets in the vicinity of the meetings. Media relations efforts garnered extensive coverage of the public meetings and the study in both print and electronic media.

E-mail - Notices were sent to all individuals on the I-70 Improvement Study electronic mailing list (approximately 470 individuals and organizations at the time).

Web Site - Meeting details were posted on the web site.

Questionnaires and Comments

Questionnaires were made available at public meetings. A total of 226 questionnaires were completed at public meetings, and 15 additional surveys were received through the mail.

3. POST OFFICE BOX AND HOT LINE

The post office box and hot line have been promoted through media, on the web site and in study publications and presentations. To date, more than 300 comments, queries or questionnaires have been received at the project post office box or through the toll free hot line.

4. MAILING LISTS

The I-70 First Tier EIS has compiled mailing lists comprising 1,570 individuals and organizations with an interest in I-70. The mailing list continues to build as individuals and organizations contact the study and are added to the mailing list. The study maintains both a regular and an electronic mailing list.

- **Regular Mailing List** - As of April 14, 2001, 1,094 individuals and organizations are included on the regular mailing list. This list includes members of the general public as well as stakeholders throughout the state.
- **Electronic Mailing List** - 476 individuals and organizations are included on the electronic mailing list.

5. MEDIA RELATIONS

More than one million Missourians have been exposed to the I-70 First Tier EIS through print and electronic media coverage. This exposure has resulted in a 47 percent level of awareness in the corridor.¹

Media relations efforts on behalf of the I-70 First Tier EIS have been conducted cooperatively between the HNTB team and MoDOT public affairs. To date, media relations efforts have been highly effective, achieving more than 75 print placements as well as extensive television coverage. Based only on print placements achieved to date, more than one million Missourians have been exposed to information on the I-70 First Tier EIS at least once.

Media relations efforts have consisted of the following activities:

- Media releases have been distributed at six points in the study. Releases were distributed (1) at the project kick-off in January 2000, (2) prior to each of the three rounds of public meetings, (3) when the decision was made to extend the decision-making process for selecting the preliminary preferred strategy in June 2000 and (4) when the preliminary preferred strategy was identified in October 2000. Generally, media releases were prepared by the public involvement team, reviewed by members of the study team and were distributed by MoDOT using the department's media list.
- Media packets were provided at public meetings. Packets included 8.5" x 11" reprints of exhibits as well as copies of media releases and fact sheets.

¹ Based on the I-70 First Tier EIS Telephone Survey of 611 corridor residents.

- Study team members participated in editorial meetings and live interviews with numerous media outlets in the corridor.

6. NEWSLETTERS AND UPDATES

Three newsletters have been published and mailed to the project mailing list. Also, 4,361 copies of the newsletters have been downloaded from the web site.

Newsletters were published in February 2000, June 2000, October 2000 and July 2001. Two one-page updates in a format similar to the newsletter have also been mailed prior to the last two rounds of public meetings.

7. STAKEHOLDER COORDINATION AND BRIEFINGS

Special briefings have been conducted for 31 stakeholder groups to date. Table V-2 summarizes stakeholder briefings conducted to date. Additional briefings will take place between the publication of the draft and final environmental impact statements.

Table V-2: Stakeholder Group Presentations

Stakeholder Group	Date of Briefing
State of Missouri General Assembly	March 2000
Sierra Club of Missouri	May 2000
Manitou Bluffs Project/Missouri River Communities Network	May 2000
Missouri Coalition for the Environment	May 2000
Boonslick Regional Planning Commission	May 2000
East-West Gateway Coordinating Council	April 2000
Mid-Missouri Regional Planning Commission	May 2000
Columbia Area Transportation Study Organization	March 2000; March 2001
Warrenton Chamber of Commerce	May 2000
Greater Kansas City Chamber of Commerce	May 2000
Wentzville Chamber of Commerce	May 2000
St. Louis Regional Commerce and Growth Association	May 2000
St. Louis Board of Aldermen, Transportation Committee	May 2000
Missouri Motor Carriers Association	May 2000
Representatives of Yellow and Consolidated Freightways	June 2000
Mid America Regional Council	July 2000
Missouri Highway Users Association	November 2000
American Society of Civil Engineers – Kansas City, Missouri	January 2001
Missouri Highways and Transportation Commission	October 2001
Concordia Board of Aldermen	May 2000, May 2001
City of Warrenton	March 2001
I-70 Stakeholders Committee (City of Columbia)	March 2001
Village of Innsbrook Trustees	April 2001
City of Wright City	March 2001
City of Wentzville	March 2001
Warren County	March 2001
Rotary Club – Columbia, Missouri	May 2001
City of Oak Grove	May 2001
City of Odessa	May 2001
City of Concordia	May 2001
City of Grain Valley	May 2001
Mid-America Regional Council	July 2001
East-West Gateway Coordinating Council	July 2001
I-70 Stakeholders Committee (City of Columbia)	July 2001

8. SURVEY

A 611-sample survey was conducted to assess corridor-wide public opinion and to evaluate the extent to which the anecdotal information received at public meetings accurately reflected the corridor as a whole. ETC Institute of Kansas City conducted the survey. The survey was conducted during and immediately after the second round of public meetings at a time when the study was receiving extensive media attention. Traffic on the project web site was also high during this period.

a. Sample Population

Six hundred and eleven interviews were conducted for this study.

- 48 percent of those interviewed were males, 52 percent female.
- 30 percent were between 35 and 54 years of age.
- 71 percent of those interviewed typically traveled at least 15 miles one way when traveling on I-70.
- 76 percent of those interviewed had been driving I-70 for at least 10 years.
- The sample represents residents in Boone, Callaway, Cooper, Howard, Jackson, Johnson, Lafayette, Montgomery, Pettis, Saline, St. Charles and Warren counties.

b. Findings

The following are several findings of interest to the I-70 First Tier EIS.

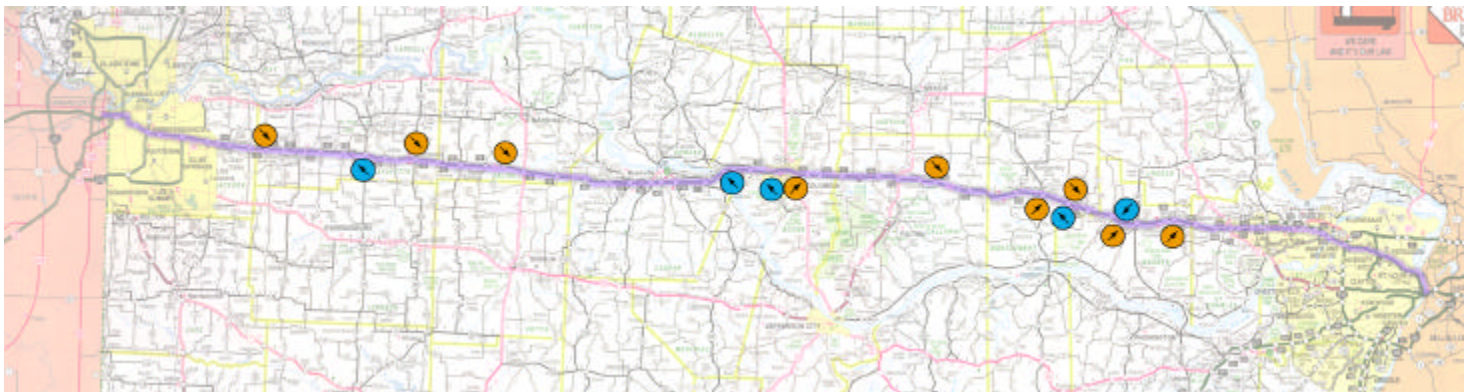
- 47 percent of those surveyed had heard of the "I-70 Improvement Study."
- 85 percent considered widen the existing highway to be a good or great idea. 13 percent considered it "not a good idea."
- 58 percent considered a new parallel interstate to be a good or great idea. 35 percent considered it "not a good idea."
- 49 percent considered high-speed rail to be a good or great idea. 44 percent considered it "not a good idea."
- 34 percent considered a new parallel toll road to be a good or great idea. 61 percent considered it "not a good idea."
- 62 percent of respondents consider congestion to be a major problem. 11 percent feel it is not a problem.
- 60 percent feel truck traffic is a major problem. 13 percent feel it is not a problem.
- 47 percent are "very concerned" about the number of cars on I-70. 57 percent are "very concerned" about the number of trucks on I-70.
- 51 percent are "very concerned" about the speed that vehicles travel on I-70.

- 65 percent of respondents believe minimizing construction-related traffic delays on existing I-70 should be a "very important" factor in selecting a strategy.
- 47 percent believe the strategy should minimize direct impacts to the natural and cultural environment.

9. BILLBOARDS

Thirteen billboards were erected in April and May 2000 to raise awareness of the study and to direct traffic to the web site and hot line. Significant spikes in internet and hot line traffic occurred immediately after billboards were posted. Ten billboards stood for 30 to 45 days. Three of the billboards have remained up for almost one year. Figure V-1 indicates the location and orientation of the billboards.

Figure V-1: Placement and Orientation of I-70 First Tier EIS Billboards



B. Summary of Public Input

1. PUBLIC INPUT PRIOR TO THE IDENTIFICATION OF THE PRELIMINARY PREFERRED STRATEGY

While there was a diversity of opinion in general, two messages may be drawn from pre-selection public input. These messages are discussed in greater detail in the separate report titled "Interim Report on Public Involvement" dated June 9, 2000.

a. Message #1: Concern for Safety

The clearest message conveyed from the earliest stage of the study until today relates to safety. Driving on I-70, whether across the state or from one side of Columbia to the other, elicits strong concerns from travelers. While they offer different solutions, Missourians are uniformly concerned for their safety when traveling on I-70. Much of this concern centers on the perceived volume of freight trucks and the speed at which they drive. There was a common perception expressed that enforcement of speed and weight limits was lax and that if trucks were simply separated from smaller passenger vehicles, many safety concerns would be alleviated.

b. Message #2: Improvement Strategy Preference

When citizens expressed an opinion specifically on an improvement strategy, the preponderance of public input expressed a preference for widening the existing Interstate 70. It

is important to note that most of the open-ended comments received concerned a variety of issues and often did not take a specific stand on an improvement strategy. When forced to express a preference in the context of a questionnaire or telephone survey, respondents expressed a clear preference for widening and reconstructing the existing highway. At the same time, they expressed a higher degree of opposition to building a new parallel facility.

2. PUBLIC INPUT AFTER THE ANNOUNCEMENT OF THE PRELIMINARY PREFERRED STRATEGY

Since the announcement of the preliminary preferred strategy, public input has been quite varied and has not coalesced around any single issue. However, the following messages or issues have surfaced.

a. General Support for the Selected Strategy

While support has not been unanimous, comments submitted via the study web site have been supportive of MoDOT's preliminary decision.

b. Concern for Timeline of Improvements

Many comments have expressed an attitude that can be summarized as "whatever you do, do it now." There is a general perception on the part of many respondents that indicates a high level of frustration with the condition of the existing road compounded by skepticism that many members of the general public will live to see the improvements. This skepticism expresses itself in a number of ways.

c. Concern for Impacts at Interchanges

A number of communities have expressed concern regarding the impact of applying strict access management guidelines as interchanges are reconstructed. However, this concern is moderated by their position that they would rather experience the impact of a reconstructed interchange than face what they considered the threat of the parallel facility. The communities of Warrenton, Wentzville and Wright City all shared this view when presented with the by-pass alternative. In briefings with elected leaders of these communities, the message was clear: We would rather feel the pain of new interchanges than face the potential loss of traffic due to a by-pass.

d. Concern for Impact of By-pass in the Corridor between Warrenton and Wentzville

One issue that is being addressed by the study at the time this document is being prepared is how to handle the more urbanized areas of the corridor in Columbia and between Warrenton and Wentzville. As described above, the communities of Warrenton, Wright City and Wentzville all expressed a general preference for widening the Interstate on its existing alignment through their communities. This position was based partially on their concern for loss of business due to a by-pass. Many elected leaders and communities planners were also concerned with the impact of the by-pass itself. Several community leaders indicated that they viewed the by-pass as an obstacle to future community development.

It should be noted that, in the corridor between Wentzville and Warrenton, support for widening on the existing alignment was not unanimous nor was it enthusiastic. There is a general perception that improvements of some sort are inevitable and that widening on the existing alignment would be in the best long-term interest of the communities.

e. Concern for Impact of By-pass on Columbia

The issue of whether to widen on the existing alignment or build a by-pass is also present in Columbia. This question was explored in meetings with CATSO, the Columbia I-70 Stakeholders Committee and with members of the public. There was a diversity of opinion on the subject, but several consistent messages emerged.

- Residents living north of Columbia are concerned with the impact of a northern by-pass. Concerns are based on (1) the potential direct impact home and land owners may feel if they lose property to the interstate and (2) the potential secondary impacts of increased development and the introduction of vehicular noise in the area.
- Residents and business owners adjacent to I-70 are concerned about the potential impact of widening on the existing alignment. This concern is based primarily on the assumption that they would lose much or all of their property to the widening.
- Although they have not taken a formal position within the context of the I-70 First Tier EIS, Columbia planners are supportive of a northern by-pass. Stakeholders Committee also recommended a by-pass.

C. Agency Coordination

Resource agency coordination has been ongoing throughout this First Tier EIS. The environmental scoping process, to identify issues and concerns which would affect the definition and evaluation of the improvement strategies and resulting alternative corridor options, has been performed since the beginning of the study in January, 2000. In addition to the formal scoping meeting, the scoping process has continued with periodic study team progress meetings during which resource agency personnel attended and participated. They played a key role in the collaborative decision-making process for this study.

1. ENVIRONMENTAL SCOPING MEETING

On February 23, 2000, an environmental scoping meeting was held in the Federal Highway Administration Division Office conference room, located in Jefferson City. Prior to the meeting, special invitations were sent to the appropriate resource agencies. Accompanying the invitation was a packet of information about the project, the first tier approach, draft purpose and need statement and a project map. A notice of intent to perform the study and announcing the scoping process for the study was published in the federal register in advance of the meeting. Those agencies invited to attend the scoping meeting are listed below. All meeting attendees were provided minutes of the meeting.

- Federal Agencies
 - Federal Highway Administration
 - Environmental Protection Agency
 - Federal Emergency Management Administration
 - U.S. Army Corps of Engineers
 - U.S. Fish and Wildlife Service
 - U.S. Coast Guard
- State Agencies
 - Missouri Department of Natural Resources
 - Missouri Department of Conservation
 - Missouri State Emergency Management Administration

At the scoping meeting, an overview of the study was presented, including a presentation of the approach to the project.

a. General Discussion

The purpose and need framework was discussed which included: roadway capacity; traffic safety; design features; system preservation; efficient movement of goods; and access to recreational facilities. Also, the environmental analysis methodology was identified for the anticipated social, economic and environmental features within the project corridor.

The environmental review concurrence points were listed and discussed. These included: purpose and need, strategies carried forward, preferred strategy, Draft EIS, selected strategy with alternative corridor options and the Final EIS.

The opportunity of joint development by way of this project was highlighted. The KATY Trail and the Missouri River crossing area were discussed as prime locations for possible joint development activity.

2. STUDY TEAM PROGRESS MEETINGS

Periodic study team progress meetings were held during which resource agency personnel attended and participated. They were part of the collaborative decision-making process for this study. The participating agencies included: MDNR, MDC, USCOE, USFWS, USEPA and the FHWA. To date, seven study team progress meetings have been held. The dates and subject matter of those meetings follow:

- a. February 23, 2000 -- Scoping Meeting (Study introduction; draft Purpose and Need; Concurrence Points; Joint Development; and Feasibility Study.)
- b. March 15, 2000 -- (Phase I Evaluation Matrix; Public Involvement Review; Environmental Data Collection Activities; and Traffic and Economic Studies Information).
- c. April 18, 2000 -- (Chapter I, Purpose and Need; Affected Environment Overview; and Public Involvement update).
- d. June 21, 2000 -- (Review findings of Public Involvement Efforts).
- e. October 25, 2000 -- (MoDOT Commission Meeting and Stakeholder Coordination review; Sections of Independent Utility; and Project Schedule).
- f. January 16, 2001 -- (Preferred Widening Strategy; upcoming agency meetings, Overton Bottoms, and Mineola Hill; Methodology for Evaluation of Alternatives; And Stakeholder and Public Meetings for Columbia and the Wentzville to Warrenton).
- g. April 17, 2001 -- (Agency and Public Meetings update; Widening Strategy Review; Evaluation of Widening Strategy; Preliminary Draft EIS).
- h. July 17, 2001 -- (Status of Draft EIS and SIU plan).

Written comments have been received from the resource agencies concerning various sections of the Preliminary Draft First Tier EIS. Copies of these comments are included in Appendix H, located in Volume II.

3. SPECIAL MEETINGS

a. Environmental Groups Briefing

A meeting was held May 1, 2000, in Jefferson City to present and discuss the I-70 First Tier EIS approach and process with invited environmental groups representatives. It was an opportunity

to update the groups about the projects' progress, hear their concerns and to inform them of how they could remain involved in the development of the project. The overall project approach and schedule was discussed along with the environmental analysis that was underway. The environmental groups represented at the meeting included: Sierra Club; Missouri Coalition for the Environment, Missouri Rivers Communities Network and the Missouri Department of Conservation.

b. Overton Bottoms Resource Agency Meeting

On February 22, 2001, a meeting was convened near Rocheport to facilitate a roundtable discussion about the I-70 project and other agency activities that are planned or ongoing within the project area. The participating resource agencies offered their thoughts about the I-70 project, discussed their specific agency activities within the Overton Bottoms area, and as a group, brainstormed the joint development possibilities that could possibly take place within the area. Ideas such as a visitors center, getting people back to the river, connection to the KATY Trail, bicycle and pedestrian access on the new bridge, combination rest area with visitor's center, wetland creation, interpretive kiosks of the area, upcoming Lewis and Clark celebration and connection, habitat mitigation, rest area best management practices, joint agency funding mechanisms and the availability of transportation enhancement funding were discussed. A more detailed discussion of this meeting is described in Chapter IV, Joint Development section. Agencies in attendance at this meeting included: USCOE, USFWS, FHWA, MDC, Missouri Rivers Communities Network; Overton Wooldridge Levee District, University of Missouri and MoDOT.

c. Mineola Hill Resource Agency Meeting

On February 28, 2001, a meeting was held at the Missouri Department of Natural Resources in Jefferson City, to discuss and listen to the thoughts and concerns about the Mineola Hill area. The meeting began with a historical view of the area that included the construction of US 40 in 1953, the construction of I-70 in 1965 and the environmental features in the area of Graham Cave State Park, Graham Farmstead and the Graham/Picnic/Slave rock, located in the median of existing I-70. There is no outdoor advertising in this area of the Loutre River valley. That is primarily because the land owners do not want it. This is one of the more natural scenic areas that I-70 crosses in Missouri. The Graham Cave State Park has been there since the late 1950's and there are no plans for expansion. Other concerns discussed included: special significance of "Slave" rock and its avoidance, design mitigation options through this area, cost to avoid this area, highway noise and its impact to the camping area of the park, reconstruction of the rest areas and the possible use of a low-frequency transmitter to describe the features of the area to the traveling public and the use of local architecture in the rest areas. A more detailed discussion of this meeting is located in Chapter IV, Joint Development section. Agencies in attendance at this meeting included: MDR, MDC, FHWA and MoDOT.

d. Missouri Department of Conservation Meeting

On April 12, 2001, a presentation of the I-70 project was made to the quarterly meeting of MDC field personnel in the Rocheport City Hall. This presentation included an I-70 project overview that discussed the purpose and need, range of strategies, first tier environmental analysis approach and the current status of the project. There was a question and answer session that included questions about existing wildlife and highway conflicts, possible mitigation for wildlife crossings along the I-70 corridor and possible larger-in-scope concerns by the MDC for the entire 199-mile (320.3 km) length of the project. This highway project presents a unique opportunity for comprehensive, whole-corridor joint development among the resource agencies and the Missouri Department of Transportation.

access management, 9
agency coordination, 1, 10
Agency Coordination. See
Cave, 12
cost, 12
First Tier EIS, 1, 2, 5, 7, 8, 10, 11
habitat, 12
impacts, 8, 10
Impacts, 9
joint development, 11, 12
Joint Development, 11, 12
KATY Trail, 11, 12
Loutre River valley, 12

Mineola Hill, 11, 12
Missouri River crossing, 11
mitigation, 12
noise, 10, 12
Overton Bottoms, 11, 12
preferred strategy, 5, 9, 11
PREFERRED STRATEGY, 8, 9
public involvement, 1, 5
Public Involvement, 1, 8, 11
scoping meeting, 10, 11
Scoping Meeting, 11
SCOPING MEETING, 10
secondary impacts, 10