I-70 Second Tier EIS Re-Evaluation
Section of Independent Utility 7 and
Project J2P3090: Route 19 over Interstate 70

Prepared for:
Missouri Department of Transportation
Northeast District

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1. Introduction

The Missouri Route 19 bridge located over I-70 in Montgomery County near New Florence was constructed in 1963 and has deteriorated to a condition requiring replacement. In addition, the existing bridge width does not provide the proper capacity for the interchange access to adjacent developments. Replacement of the bridge is a priority to the Missouri Department of Transportation (MoDOT), the I-70 corridor, and the area citizens; therefore, a review of the area was needed to develop the best solution for replacing the Route 19 bridge over I-70, while ensuring area access needs are met.

In the Spring of 2019, a project team was formed to collaborate and prepare a recommendation for the Route 19/I-70 bridge and interchange area. Throughout 2019 multiple collaboration meetings were held with participation from the Federal Highway Administration (FHWA) and an Alternatives Analysis Report was compiled with a recommendation. The Alternatives Analysis Report was approved by FHWA in January 2020 and the project recommendation is different than the original I-70 Second Tier Environmental Impact Statement.

The FHWA and MoDOT's Engineering Policy Guide (EPG) requires a National Environmental Policy Act (NEPA) re-evaluation when there has been greater than 3 years since the original NEPA approval, or when changes related to the original study have occurred. The original NEPA approval – a Record of Decision (ROD) – was made on April 19, 2006. Due to the amount of time that has passed since the initial evaluation and the difference in recommended design, a NEPA re-evaluation of Section of Independent Utility 7 will occur with a focus on the Montgomery 19 interchange area.

2. Background

2.1 The I-70 Corridor

One of the most important limited-access highways across the United States is Interstate 70 (I-70), which provides an east-west connection across much of the United States. Construction of the I-70 corridor in Missouri began in 1956 and continued for nine years to span a distance of more than 250 miles across the state. Short portions of the corridor have been reconstructed, but otherwise, the newest sections of I-70 are more than 50 years old. With maintenance provided by MoDOT, the facility has outlasted its original design life of 20 years and has carried traffic volumes of both cars and heavy trucks that have far exceeded the expectations of the original designers.

2.2 First Tier EIS

MoDOT, in cooperation with the FHWA, began a process for improving I-70 in 1999 when MoDOT conducted a feasibility study to document the condition of the highway and to identify a number of alternatives in response. The feasibility study recommended that more detailed studies be conducted as part of a "tiered" process. The subsequent First Tier Environmental Impact Statement was designed to look at a broad range of conceptual corridors for the entire I-70 corridor, between the Kansas City and St. Louis metropolitan areas. To further study the environmental and engineering implications of the strategies identified in the I-70 Feasibility Study, and in compliance with the National Environmental Policy Act (NEPA), MoDOT initiated the I-70 Improvement Study. This study culminated in the preparation of the First Tier Environmental Impact Statement (EIS) for the I- 70 corridor. The First Tier EIS, completed in the fall of 2001, considered a number of approaches to improving safety and travel efficiency within the corridor.

As noted in the First Tier EIS, the goal of I-70 improvements between Kansas City and St. Louis is to provide a safe, efficient, environmentally sound, and cost-effective transportation facility that responds to the needs of the study corridor and to the expectations of drivers traveling on a nationally important interstate. The need for the project is based on transportation deficiencies that had been identified in the First Tier EIS, including:

- Roadway Capacity
- Safety
- System Preservation
- Goods Movement
- National Defense/Homeland Security

During the First Tier process, MoDOT developed a number of I-70 strategies in consultation with various resource agencies. In addition to agency input, the First Tier EIS incorporated public and community involvement developing consensus to arrive at a preferred strategy for improving the I-70 corridor. The

First Tier EIS concluded that the preferred strategy for interchanges is the reconstruction of the existing diamond interchanges. **Figure 1** shows the location of Route 19.

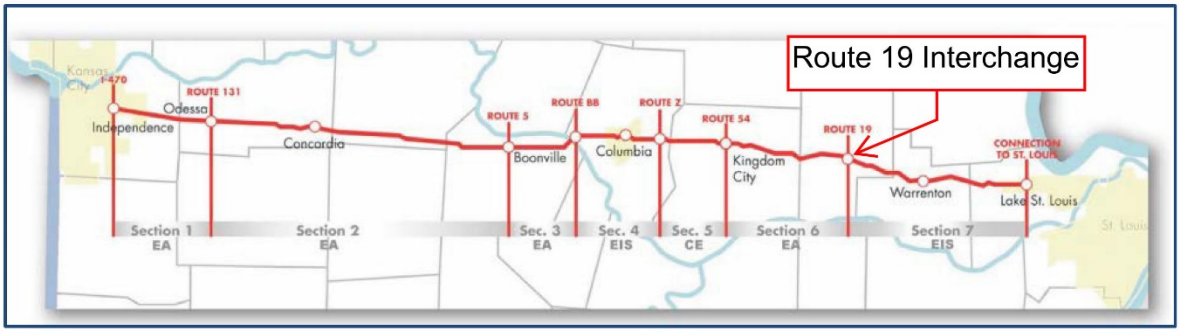


Figure 1 SIU Diagram

2.3 Second Tier EIS

In 2002, a more detailed analysis of the selected strategy began, and Second Tier studies began for improving sections of the corridor. The intent of the Second Tier EIS studies were to build on and extend the work of the First Tier EIS for improving I-70 (see **Figure 2**). This effort consisted of a group of seven independent but closely coordinated second tier studies that consider engineering, environmental and community issues as improvement decisions were made. Each of these seven studies focus on a separate section of independent utility (SIU) to ensure that the preferred strategy is implemented in a way that is sensitive to the needs of local communities. Each SIU is an independent project, standing on its own merits within the framework of the Improve I-70 studies.

Figure 2 - Logo for the I-70 Second Tier EIS

2.4 Section of Independent Utility 7

One of the sections evaluated in further detail was SIU 7, which is a 40-mile portion of the I-70 corridor between just west of Route 19 (milepost 174) and Lake St. Louis Boulevard. MoDOT completed a Second Tier EIS of this segment, which was approved on October 24, 2005; and a Record of Decision (ROD) was made on April 19, 2006. The Second Tier EIS/ROD identifies 17 sub-sections within SIU 7, the transportation problems within each of them, and how they should be addressed.

Figure 1 depicts the boundaries of the I-70 Second Tier EIS and the SIUs. The Route 19 interchange is located at the western termini of SIU 7.

A summary of the affected environment and environmental consequences in the Second Tier EIS/ROD is presented in **Section 6**.

3. Purpose and Need Validation

As noted in the First Tier EIS, the goal of I-70 improvements along the entire Missouri corridor is to provide a safe, efficient, environmentally sound, and cost-effective transportation facility that responds to the needs of the study corridor and to the expectations of a nationally important interstate.

Additionally, the Second Tier EIS documented the development of the purpose and need for the SIU 7 improvements. The specific purpose and need addressed by the proposed action in SIU 7 is summarized as follows.

Route Importance and System Linkage:
Interstate 70 is a vital part of the interstate system. Across the United States, I-70 is one of the nation's longest interstate routes, running east to west connecting 10 states from Utah to Maryland. Within Missouri, I-70 connects the metropolitan areas of St. Louis, Columbia, and Kansas City. Locally, I-70 connects many commercial, manufacturing, agricultural, and recreational areas via other significant routes. Ensuring the condition and capacity of the Route 19 bridge over I-70, plus the interchange access to I-70 provides a vital link connecting nearby businesses and residents as well as historic Hermann and the Katy Trail to the south of I-70 and Montgomery City and Mark Twain Lake north of I-70. Therefore, the route importance and system linkage element of the purpose and need remains valid for Project J2P3090.

Existing and Future Traffic Volumes
As noted in the second tier EIS, the actual traffic volume between Missouri Route 19 and Route F, the section of SIU 7 encompassing the Route 19 bridge and interchange area, was 37,700 vehicles in 2003. This was projected to increase to 75,900 by the year 2030, causing a roadway level of service to dip below MoDOT standards. Currently, the average daily traffic estimate for 2021 in this area is 35,430 vehicles, and recent projections estimate average daily traffic for 2041 at 43,400 vehicles. While this indicates a decrease in traffic volumes since 2003 and a slower rate of growth than projections indicated in the Second Tier EIS, I-70 is currently functioning at an acceptable level of service within the J2P3090 project area.

The anticipated lifespan of the Route 19 bridge replacement over I-70 is expected to be 75-years. While I-70 traffic volumes are currently at acceptable levels, the need to expand I-70 will occur during the life of the new bridge. Therefore, within Montgomery and Warren Counties, MoDOT has been ensuring bridge replacements over I-70 will accommodate the expansion to a six-lane facility. The Route 19 bridge is being designed in order to span the future I-70 design shown below. This expansion design has been applied to the bridges crossing I-70 at Route MM near Warrenton in Warren County and Route 161 and Route N in Montgomery County. Therefore, the existing and future traffic volumes element of the purpose and need remains valid for J2P3090. See **Figure 3**.

Figure 3 - Proposed I-70 Cross-Section

Level of Service

As noted under Existing and Future Traffic Volumes, the I-70 traffic volumes between Route 19 and Route F have not grown at the rate anticipated within the Second Tier EIS. Because the I-70 volumes are significantly less than predicted, I-70 is still functioning at an acceptable level of service within this area. However, due to recent developments at the Route 19 interchange, the level of service has declined for the ramp and outer road access points.

Based upon Route 19 traffic volumes acquired on November 30, 2017 within the interchange area, a left turn lane for southbound Route 19 accessing the I-70 eastbound on ramp has been warranted for several years. In addition, a Love's Truck Stop opened in 2020 bringing greater traffic volumes to the interchange. While area development greatly helps the local economy, it is placing a capacity burden on the interchange, plus accelerating the poor condition of the Route 19 bridge over I-70.

The proposed design for J2P3090 incorporated the addition of the Love's Truck Stop facility and future development opportunities for the interchange area to provide a level of service that will be sustainable for future years. A full analysis of the level of service for the interchange is included within the Alternatives Report in **Appendix A**. The level of service for the interchange design in conjunction with the replacement of the Route 19 bridge is a key component to ensuring continued access to I-70, plus supporting area development. Therefore, the level of service element of the purpose and need remains valid for J2P3090.

Existing Highway Characteristics

As noted in the Second Tier EIS, I-70 between the Route 19 and Route A/B interchanges is distinguished as a rural characteristic area, while the remaining eastern section of I-70 within SIU 7 is distinguished as urban/suburban. I-70 near the Route 19 interchange is a four-lane divided freeway with 12-foot wide lanes, 10-foot wide outside shoulders, 4-foot wide inside shoulders and a 40-foot grass median. The alignment of I-70 near the interchange is a tangent alignment at a 0.52% grade. A slight horizontal curve exists to the west of the interchange and meets the criteria for a 70-mph design speed and the existing 70-mph speed limit. The rural characteristics of I-70 will be maintained with the proposed design for J2P3090. Therefore, the existing highway characteristics element of the purpose and need remains valid for J2P3090.

Crashes and Safety

Table 1 presents the average annual crashes as listed in the Second Tier EIS, plus the current crash averages. The segment analyzed was the 4.8-mile section noted in the EIS from Route 19 to Route F. In general, the current crash averages are less than the 2030 projections; however, the distribution between the fatal, injury, and property damage only categories vary from the original projected trends. Between 2001-2004, MoDOT installed guard cable in the median of I-70 in Montgomery and Warren counties. The installation of the guard cable was a safety mechanism to lessen cross-median crashes, which have a higher crash severity. As reflected in the current crash averages, the fatal and injury crashes have greatly decreased since the Second Tier EIS; however, the number of property damage only crashes have increased. Even though the total number of crashes continues to rise along I-70, the severity of the crashes is decreasing.

Table 1: I-70 Average Annual Crashes (Eastbound and Westbound)

Description	Length (miles)	1995-2000 Crash Averages			2030 Crash Projections			Current 2014-2020 Crash Averages		
		PDO	Injury	Fatal	PDO	Injury	Fatal	PDO	Injury	Fatal
From MO-19 to MO-F	4.8	20	14	0.7	46	33	1.5	32	6	0.4

Specific to Route 19 and the interchange ramp and outer road intersections, an expected average annual crash analysis was performed for the existing interchange configuration and the proposed configuration. As displayed in **Table 2**, the proposed interchange design decreases the expected average annual crashes for the area.

Table 2: Route 19 Expected Average Annual Crashes (crashes/year)

Description	Existing 2014-2018 Crash Averages		2021 Expected Average Crash Projections		2041 Expected Average Crash Projections	
	PDO	Fatal & Injury	PDO	Fatal & Injury	PDO	Fatal & Injury
Existing Interchange Configuration	5.6	1.2	6.2	1.3	7.7	1.6
J2P3090 Proposed Interchange with Roundabouts	-	-	3.1	0.6	4.0	0.8

By maintaining guard cable within the median of I-70, the fatal and injury crashes on I-70 should have minimal growth in future years; however, the property damage only crashes may continue to increase as traffic volumes increase on I-70. Reconfiguring the Route 19 interchange in conjunction with the bridge replacement is expected to decrease the type and amount of crashes on Route 19. Therefore, the crashes and safety characteristics element of the purpose and need remains valid for J2P3090.

Modal Relationships

The Route 19 interchange access point to I-70 further expands the modal relationships between roadways, airports, navigable waterways, and mass transit services. A variety of roadways and freight railroad system exist to the north of I-70 via Route 19 as well as to the south. Route 19 to the south of I-70 offers access to the

Missouri River navigable waterway, plus the Amtrak passenger rail service. The replacement of the Route 19 bridge over I-70 ensures the link to other forms of modal opportunities outside the I-70 corridor continues. Therefore, the modal relationships characteristics element of the purpose and need remains valid for J2P3090.

Access Management

As noted in the Second Tier EIS, the existing Route 19 interchange does not meet access management guidelines related to the spacing between ramp and outer road terminals. The distance from the ramp terminals to the south outer road is 350-feet, while the distance between the ramp terminals to the north outer road is 365-feet. Both of these distances are substandard to the recommended 1,320-feet spacing between ramp and outer road intersections per access management guidelines.

The proposed design for J2P3090 will utilize roundabouts to combine the ramp and outer road intersections, which will address the current substandard access management concerns at the interchange. By combining the intersections, the proposed design offers a less impactful project footprint while maintaining similar outer road access points for area business and developments. In addition, the roundabouts function at an equal or better level of service in current and future years than having two separate intersections at a 1,320-foot spacing. By utilizing roundabouts to combine the ramp and outer road intersections, access management will be addressed for the interchange. Therefore, the access management element of the purpose and need remains valid for J2P3090.

National Defense/Homeland Security

I-70 is a key corridor in the Strategic Highway Network and a primary facility for moving personnel and equipment for deployment and emergency response. Replacement of the Route 19 bridge over I-70 ensures expanded connectivity of the highway network to areas north and south of I-70 in order to support the system needs for disaster response or national security. Therefore, the national security element of the purpose and need remains valid for J2P3090.

In summary, the purpose and need identified in the Second Tier EIS remains valid for the current re-evaluation for the Route 19 bridge replacement over I-70 and interchange project, J2P3090.

4. Preferred Alternative - Project J2P3090

Per the Second Tier EIS completed for SIU 7, improvements within the SIU have been prioritized by MoDOT and SIU 7 has been packaged into smaller implementable sections. Since it has been more than three years since FHWA's approval of the EIS, a NEPA re-evaluation must be completed as required by 23 CFR 771.129. The Route 19 interchange is one of the smaller SIU 7 segments and is known as Project J2P3090.

4.1 Project Location

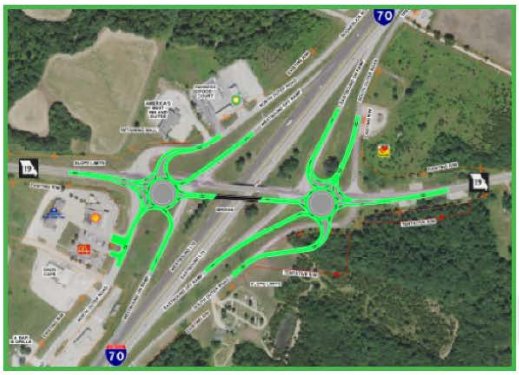
Route 19 is a two-lane minor arterial rural highway crossing I-70 near New Florence, Missouri with a conventional diamond interchange providing access to and from I-70. The Route 19 overpass provides a vital link connecting nearby businesses and residents as well as historic Hermann and the Katy Trail to the south of I-70 and Montgomery City and Mark Twain Lake north of I-70.

The study corridor for this report includes approximately 0.50-mile of Route 19 and includes the diamond interchange with I-70 as well as outer road connections at Booneslick Road and Tree Farm Road/South Outer Road (see **Figure 4**). The corridor is located in south-central Montgomery County.

Figure 4 – Route 19 Study Area

4.2 Development of the Tentative Preferred Alternative

Conceptual design alternatives were developed, presented, and discussed by the MoDOT Project Team during multiple Design Concept Workshops. The development of Route 19 design alternatives focused on constructing a new bridge, providing a structure length that would span a future widening of I-70 to six lanes, and improving the ramp terminal and outer road intersections. The major features of the design alternatives that were further analyzed are described below and included in the Alternative Analysis Report contained in **Appendix A**. **Figure 5** presents the depiction of the alternatives presented at the project's February 2020 Public Involvement Meeting. The development of Route 19 design alternatives focused on constructing a new bridge, providing a structure length that would span a future widening of I-70 to six lanes, and improving the ramp terminal and outer road intersections. The major features of the design alternatives that were further analyzed are described below.



2020 MoDOT RECOMMENDATION
- **Green Option**
- Cost - $9.72 Million
- Realign Route 19 to the West
- 6-leg roundabout intersections
- 36' Wide Bridge
- Free Flowing Traffic
- No traffic signals to maintain
- 51% Predicted crash reduction
- Learning curve for traveling thru 6-leg roundabout

RECOMMENDATION

Red Option
- Cost - $9.78 Million
- Realign Route 19 to the West
- Reconstruct North Outer Road Signal
- 4-leg Roundabout at South Outer Road
- 56' Wide Bridge
- Intersections similar to existing configuration
- Future traffic congestion due to 3 closely spaced signals
- Highest bridge cost
- Signal maintenance costs

Blue Option
- Cost - $9.45 Million
- Realign Route 19 to the West
- Reconstruct North Outer Road Signal
- 5-leg oval roundabout for South Intersections
- 48' Wide Bridge
- North intersection similar to existing
- Lowest cost
- Extended closure of Eastbound Off Ramp and South Outer Road
- Future traffic congestion due to 2 closely spaced signals

2005 "Improve I-70" Orange Option
- Cost - $25.7 Million
- Realign Route 19 to the West
- Reconstruct ramps and outer roads at greater spacing
- 48' Wide Bridge
- No traffic signals to maintain
- Highest Cost
- Access changes for all businesses
- Greatest environmental impacts

Figure 5 - Alternatives Developed and Presented at the February 2020 Public Involvement Meeting

Option 1 (Tentative Preferred Alternative - Green)

- Realignment of Route 19 bridge west of existing Route 19 bridge.
- WB I-70 on/off ramp terminals and Booneslick Road intersection with Route 19 combined into a 6-leg roundabout.
- EB I-70 on/off ramp terminals and Tree Farm Road/South Outer Road intersection with Route 19 combined into a 6-leg roundabout.
- 36-foot roadway to provide two thru traffic lanes required on the new bridge.

Option 2 (Single Roundabout Configuration - Red)

- Realignment of Route 19 bridge west of existing Route 19 bridge.
- Construction of a roundabout at the intersection of Tree Farm Road/South Outer Road and Route 19.
- Reconstruction of the signalized intersection of Booneslick Road and Route 19.
- 56-foot roadway to provide two thru traffic lanes and a center turn lane required on the new bridge.

Option 5 (Offset Single Roundabout Configuration - Blue)

- Realignment of Route 19 bridge west of existing Route 19 bridge, minimizing the skew angle between Route 19 and I-70.
- Construction of an elliptical 5-leg roundabout south of proposed Route 19 bridge incorporating EB on/off ramps, Tree Farm Road/South Outer Road (West), and Route 19.
- Reconstruction of the signalized intersection of Booneslick Road and Route 19.
- Reconstruction of EB off-ramp
- Construction of new intersection for Tree Farm Road/South Outer Road (East) to Route 19.
- 48-foot roadway to provide two thru traffic lanes and a center turn lane required on the new bridge.

Option 7 (Improved Diamond Interchange - Orange)

- Realignment of Route 19 bridge west of existing Route 19 bridge.
- Reconstruction of the interchange ramps and outer roads per EPG Access Management guidelines.
- 48-foot roadway to provide two thru traffic lanes and a center turn lane required on the new bridge.

The Green Alternative was selected due to the safety improvements it provides, the projected long-term operational performance, and reduced maintenance due to the removal of the existing signal and narrower bridge width. The primary benefit is the open I-70 template beneath the bridge which provides improved sight lines, open channel drainage, and allows for future expansion of I-70. Additionally, the tentative bridge design avoids MSE walls, thereby reducing the risks of vehicle impacts and wall damage.

The alternatives and the Tentative Preferred Green Alternative were presented to the public and stakeholders as discussed in **Section 5.3**. Based on the evaluation documented in the Alternative

Analysis Report and the public involvement process, MoDOT selected the Green Alternative as the Tentative Preferred Alternative.

4.3 Preferred Alternative

During the stakeholder outreach, comments were received regarding ensuring large vehicles can safely maneuver through the new roundabouts. Upon further evaluation, the design was modified to construct the roundabouts to be an oval shape versus a symmetrical circular shape to allow more room for larger vehicles. The revised design is contained in **Figure 6**. The advantages associated with the Preferred alternative include:

- Free flow traffic through interchange
- Lower costs
- Narrower bridge width compared to other alternatives
- Eliminates traffic signals
- Proven crash reduction design
- Eliminates two traffic intersections
- Minimal right-of-way and environmental impacts

Figure 6 - Preferred Alternative (Green updated with Oval Roundabouts).

5. Public and Agency Coordination

NEPA requires that agencies "make diligent efforts to involve the public and resource and regulatory agencies in preparing and implementing their NEPA procedures" (40 CFR 1506.6). Public and agency participation has been an important part of the Improve I-70 project since its inception. MoDOT made a commitment at the beginning of the project to encourage and solicit public and agency participation and feedback. Various forms of public involvement and outreach were coordinated for both the First and Second Tier EIS since the project conception:

- During the I-70 First Tier EIS, there were more than 22,000 direct contacts between the public and the I-70 project team.

- During the I-70 Second Tier EIS, the public involvement planning efforts associated with SIU 7 used techniques such as survey research, toll-free hotline, newsletters, fact sheets, brochures, media kits, media releases and advisories, videos, general mailing lists, databases and web sites.

Below is a summary of the outreach coordination that has occurred specific to the Route 19 project, J2P3090.

5.1 Summary of Coordination - I-70 Interchange at Route 19 in New Florence – Tentative Preferred Alternative

Because of the length of time that has passed since the EIS approval, this reevaluation of the improvement of the Route 19/I-70 interchange is being processed.
As part of the outreach to educate stakeholders about the project and to receive input from them, a series of efforts were undertaken, including:

- Website Updates
- Notifications
- Simulations
- Alternative Analysis
- Public Meeting

5.1.1 Website Updates

The MoDOT domain supports the project's website. The link to the project website is located at: https://www.modot.org/missouri-route-19-bridge-replacement-over-i-70

This site serves as a centralized location to view the latest news, schedules, cost estimates and upcoming events.

5.1.2 Notifications

Notifications were distributed to alert property owners, resource agencies, government representatives and other stakeholders. The KXEO news release (see **Figure 7**) is an example of the notifications.

5.1.3 Simulations

A visualization was developed to visually depict how the tentative Preferred Alternative would operate.

This visualization is available in the project website and is located on youtube.com:

News Release - MoDOT Meeting in New Florence To Discuss Highway 19 Bridge Replacement

February 10, 2020 By KXEO

A meeting with Missouri Department of Transportation (MoDOT) officials concerning the replacement of the Highway 19 bridge over I-70 is planned for tomorrow (Tuesday) night.

The open-house style meeting will let residents stop by and visit with MoDOT officials and see the four options being considered for the bridge replacement.

According to the MoDOT website, construction of the new bridge could begin in the fall of 2022.

The meeting tomorrow (Tuesday) night is from 5:00 until 6:30 at the Montgomery County Ambulance District Building just off Highway 19 north of New Florence.

The link to the construction timeline is here: https://www.modot.org/missouri-route-19-bridge-replacement-over-i-70

The link to the recommended option for the interchange is here: https://youtu.be/pdKkjz5hK_U

Figure 7 - KXEO News Release

https://www.youtube.com/watch?v=pdKkjz5hK_U&feature=youtu.be.

See **Figure 8** for a screenshot of the visualization**.**

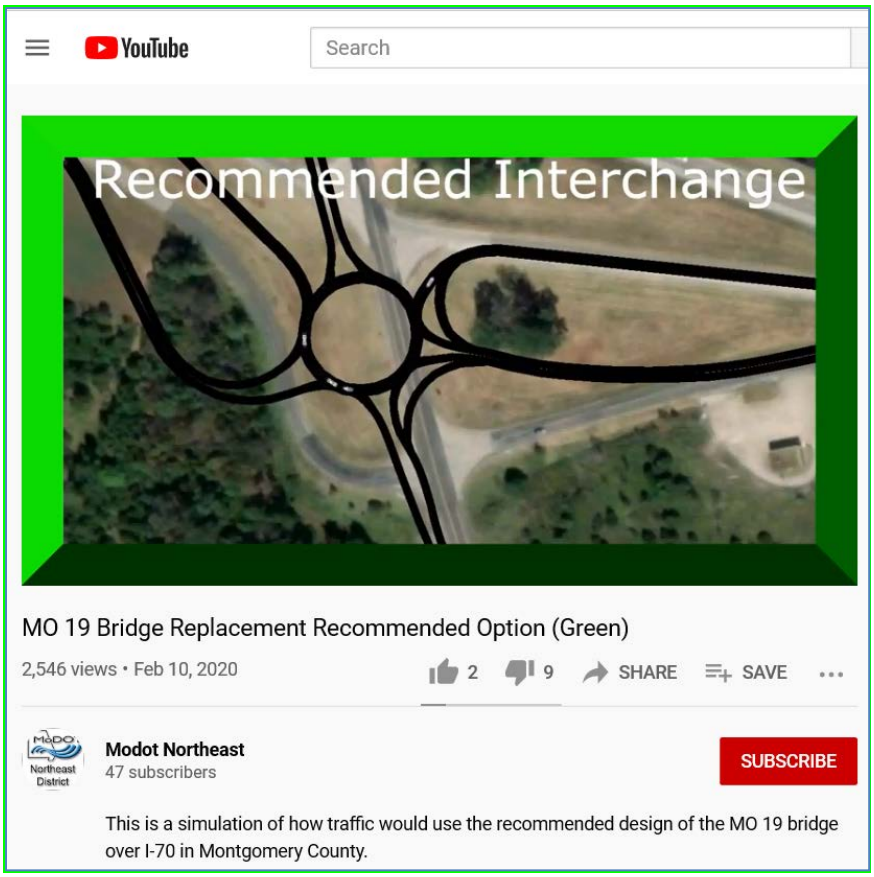


Figure 8 - Screenshot of Roundabout Operation

5.1.4 Alternative Analysis

Public meeting displays and project handouts were developed from the four alternatives developed in the Alternative Analysis Report. In addition, the full Alternative Analysis Report was available for public viewing on the project website. The Executive Summary of the Alternatives Analysis Report is contained in **Appendix A** and the associated public meeting information is available in **Appendix C**.

5.1.5 Public Meeting

At a public meeting held on February 11, 2020, the four options described in **Section 5.3.4** were presented regarding the new bridge and reconfiguring of the interchange.

The meeting was organized as an open-house format, so individuals could stop by anytime during the designated timeframe to visit with MoDOT representatives about the project. Displays were available for the options being proposed, as well as the project recommendation.

The **Green Alternative** was identified as the tentative Preferred Alternative in the Alternatives Report.

The **Orange Alternative** was the recommendation of the *Improve I-70* Second Tier Environmental Impact Statement completed in December 2005 (ROD 2006).

Individuals were encouraged to provide feedback via a comment form, as well as, sign up for email and text alerts to stay up-to-date on the project.

For those unable to attend the public meeting, all displays and information presented at the public meeting were posted on the project website. In addition, online commenting was available to obtain additional feedback.

Based upon the in person and online comments received, over 60 percent of the comments supported the recommended Green Alternative of constructing the new Route 19 bridge to the west of the existing bridge and utilizing roundabouts for the ramp and outer road intersections. **Appendix C** contains information displayed at the public meeting, plus all comment forms received.

5.2 Summary of Coordination - I-70 Interchange at Route 19 in New Florence – Preferred Alternative

At the public meeting discussed above the most common comments received were regarding ensuring large vehicles can safely maneuver through the new roundabouts. Upon further evaluation, the design was modified to construct the roundabouts to be an oval shape versus a symmetrical circular shape to allow more room for larger vehicles. The revised design is contained in **Figure 6**.

To ensure area stakeholders had the opportunity to comment on the project design, the comment period was reopened for 30 days (November 1-30, 2020) to allow for additional feedback. Written notifications were submitted to property owners, stakeholders, and the media outlets. In addition, notices were sent to local, state, and federal agencies describing the proposed design and seeking comments relative to the interests of each agency. **Appendix C** contains the information distributed to stakeholders and the comments received.

A total of 11 comments were received by mail, phone, and electronically. These comments are summarized below.

1. The **US Fish and Wildlife Service** had no comments regarding the project's impacts pursuant to the Endangered Species Act.
2. The **Army Corps of Engineers** reiterated that they had jurisdiction over the Waters of the United States. Because the project does not propose the deposition of fill within the Waters of the United States, a Department of the Army permit will not be required.
3. An on-line comment from a **local property owner** reminded the project team that school buses traverse the area. They felt that the roundabouts could result in accidents. As an alternative, they suggested multiple traffic light intersections might be superior. They referenced the configuration of I-70 at Route 54 (Kingdom City) as a better configuration. The MoDOT response to the commenter noted that an option utilizing signals was investigated and presented at the February 2020 public meeting. This option was known as the Red Alternative and received very little interest from the public because of the anticipated delays people would experience waiting at the signals. In general, roundabouts are being utilized more and more throughout the country with many areas having a reduced number of accidents at roundabouts

versus at signalized intersection. The roundabouts proposed for the Montgomery Route 19 and I-70 interchange will be large enough to accommodate the larger trucks that frequent the local truck stops~~,~~ so school buses will have ample room to navigate the roundabouts.

4. On November 12, 2020, **a phone caller** stated that he likes both options and is supportive of the project overall.
5. The **USEPA** had no substantive comments.
6. The **Missouri Federal Assistance Clearinghouse** has completed their review of the project and none of the agencies involved in the review had comments or recommendations to offer at this time.
7. A **local businessperson** stated that the business community was "strongly against" the Orange Alternative. While they were not fond of the Green Alternative, they felt it was a better option for all of the businesses and citizens of their community.
8. The Floodplain Management Section of the Missouri State Emergency Management Agency (SEMA)-outlined their jurisdiction and the requirements remaining in compliance with the National Flood Insurance Program.
9. Three on-line comments from **local property owners** expressed their support for the roundabouts and the Preferred Alternative.
10. **Ameren** contacted MoDOT to discuss the need to provide access to a substation located along the south outer road in the southeast interchange quadrant. In their view, the Orange Alternative would be particularly problematic.
11. The **Missouri Department of Natural Resources** provided MoDOT with a general overview of the project area. The salient issues included:
    - Karst features (sinkholes and loosing streams) are recorded more than three miles from the project area.
    - There are no wells, abandoned or active, in the project area.
    - The project area is "located near" the Missouri River Hills Conservation Opportunity Area (COA). The COA framework involves the identification of areas where partners (property owners, stakeholders, and public agencies) can combine technology, expertise, and resources for wildlife conservation. The project is not within the COA.
    - The Montgomery County Public Drinking Water District is located in the project area. There are no known intakes, tanks, or active wells in the area.
    - There are no known sensitive waters in the project area.
    - Active petroleum tank sites are identified in ESTART. See **Section 6** (item 15) for more information on ESTART). The Department has no record of petroleum releases at these sites.

11A. The **Missouri Department of Natural Resources** also provided MoDOT with regulatory requirements generally applicable to MoDOT projects. These are considered standard operating conditions for MoDOT projects and are addressed in the MoDOT Engineering Policy Guide (EPG - https://epg.modot.org/index.php/Main_Page). Consequently, they are not explicitly addressed in the Environmental Commitment section of this document. The salient issues included:

- Prior to demolition activities, regulated structures must be thoroughly inspected by a Missouri-certified asbestos inspector to determine if any Asbestos Containing Materials are present and a notification made to the Department at least 10 working days prior to demolition.
- No waste may be buried on-site or at an alternate site, except for clean fill.
- Fugitive particulate matter emissions, such as dust, resulting from the project should not remain on surfaces or in the air beyond the property line of origin.
- A Clean Water Act Section 404 Permit Authorization from the U.S. Army Corps of Engineers (USACE), and Section 401 Water Quality Certification from the Department may be required.

6. Resource Impact Evaluation

As discussed in the Introduction (**Section 1**), The Missouri Route 19 bridge located over I-70 in Montgomery County near New Florence was constructed in 1963 and has deteriorated to a condition requiring replacement. Replacement of the bridge is a priority to the Missouri Department of Transportation (MoDOT), the I-70 corridor, and the area citizens; therefore, a review of the area was needed to develop the best solution for replacing the Route 19 bridge over I-70, while ensuring area access needs are met.

The SIU 7 Tier Two EIS evaluated impacts associated with a 40-mile portion of the I-70 corridor between just west of Route 19 (milepost 174) and Lake St. Louis Boulevard. MoDOT completed a Second Tier EIS of this segment, which was approved on October 24, 2005; and a Record of Decision (ROD) was made on April 19, 2006. This re-evaluation includes a high-level review and screening of environmental resources along the entire SIU 7 corridor. This high-level review and screening is being used as the basis for all of the individual projects emerging within SIU 7. **Figure 9** depicts SIU 7.

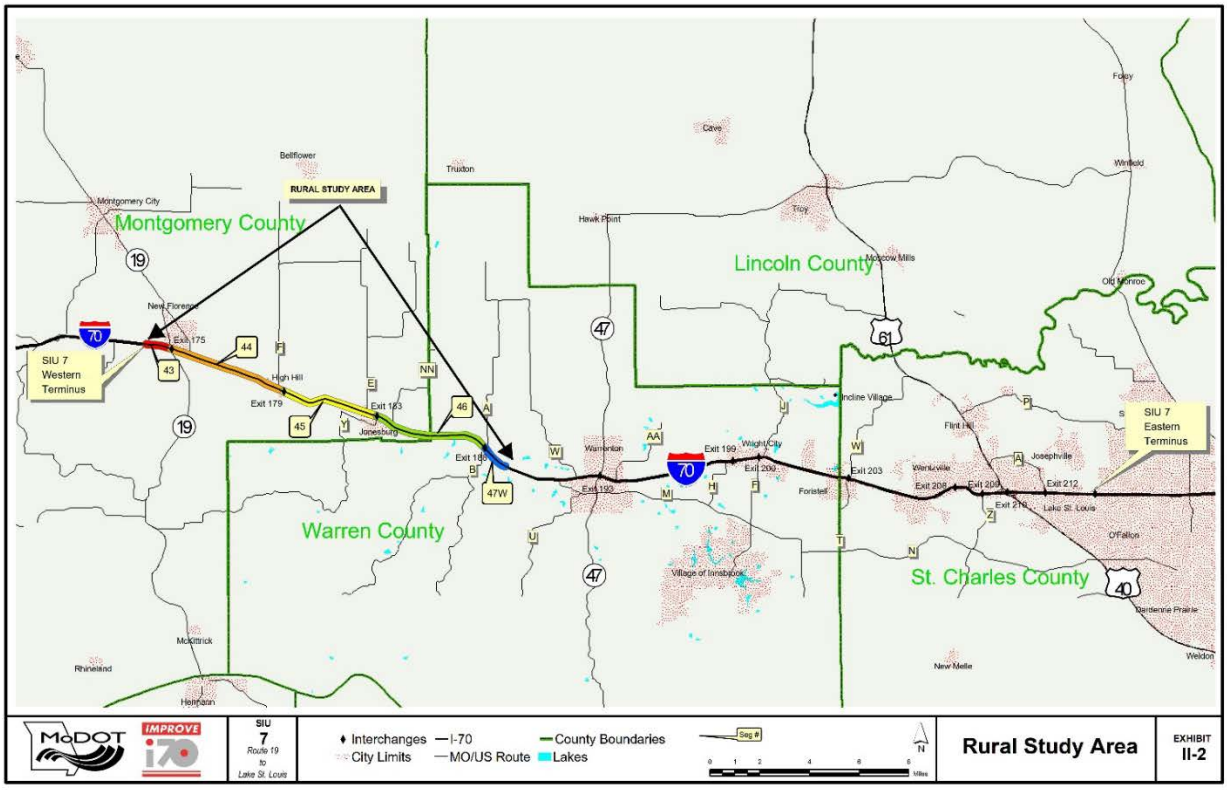


Figure 9 - SIU 7 as Depicted in the 2004 Tier Two DEIS

This re-evaluation also includes a detailed re-evaluation of the resources and impacts associated Project J2P3090: Route 19 over Interstate 70. A key component of this re-evaluation is to confirm previous findings and to update any areas of change. This evaluation serves to evaluate the significance of impacts of the proposed J2P3090 project, the focus is on the context and intensity of effects that may significantly affect the quality of the human and natural environment. The Environmental Re-Evaluation/Consultation Form (**Table 3**) presents impact analysis findings for each resource evaluated. The matrix identifies if there is an impact to the resource with a yes/no check box and whether the impact has changed or remained the same from the Tier Two EIS. A summary of the impact evaluation findings is shown in **Section 7**. **Figure 6** depicts the Preferred Alternative for the J2P3090 project.

Table 3
Environmental Re-Evaluation/Consultation Form
for
I-70 Second Tier EIS Re-Evaluation
Section of Independent Utility 7 and
Project J2P3090: Route 19 over Interstate 70

23 CFR 771.129

Missouri Department of Transportation/Federal Highway Administration

REGION Missouri Division	STATE PROJECT NO. J2P3090	PROJECT TITLE, DOCUMENT TYPE Environmental Impact Statement, I-70/Route 19 Interchange - Montgomery County, Missouri
DATE APPROVED	Federal Aid No. 0194019	

REASON FOR CONSULTATION:
The Missouri Route 19 bridge located over I-70 in Montgomery County near New Florence was constructed in 1963 and has deteriorated to a condition requiring replacement. The FHWA and MoDOT's Engineering Policy Guide (EPG) requires a National Environmental Policy Act (NEPA) re-evaluation when there has been greater than 3 years since the original NEPA approval, or when changes related to the original study have occurred. The original NEPA approval – a Record of Decision (ROD) – was made on April 19, 2006. Due to the amount of time that has passed since the initial evaluation and the difference in recommended design, a NEPA re-evaluation of Section of Independent Utility 7 (SIU 7) will occur with a focus on the Montgomery 19 interchange area (Project J2P3090).

IS THERE AN IMPACT AND WILL THE TIME LAPSE CHANGE THE IMPACTS TO THE FOLLOWING:

1) Socioeconomics

Is there an impact to this resource? Yes ☐ No ☒

Change since 2nd Tier EIS More Impacts ☐ No Change ☒ Fewer Impacts ☐

SIU 7: To assess potential changes in population since completion of the Second Tier EIS, demographic data were obtained from the 2000 and 2010 U.S. Census for comparison purposes. Population data are provided for the counties within the study corridor and for the State of Missouri to better understand the social trends in the corridor.

Relative to total population, between 2000 and 2010, the combined population of Montgomery, Warren, and St. Charles counties grew from 320,544 to 405,234, an increase of 26.4 percent, less than the 31.5 percent increase reported in the Second Tier EIS. Between 2000 and 2010, the population in the State of Missouri increased by 7.0 percent to 5,988,927. The three counties accounted for 5.7 percent of the state's total population in 2000 and 6.8 percent in 2010. See **Table 4**.

The highest rate of growth among the three counties was recorded in Warren County with 32.6 percent. St. Charles County had a growth rate of 27.0 percent while Montgomery County experienced the lowest growth rate – less than 1 percent – substantially lower than that of the state. St. Charles County accounted for 89 percent in both 2000 and 2010.

Area	2000 Population	2010 Population	Percent Change 2000-2010
Montgomery County	12,136	12,236	0.8
Warren County	24,525	32,513	32.6
St. Charles County	283,883	360,485	27.0
Total	320,544	405,234	26.4
State of Missouri	5,595,211	5,988,927	7.0

Table 4: 2000-2010 County Population
Source: U.S. Census Bureau 2000a, 2010a

Table 5 shows the 2000 populations and the corresponding 2010 populations for the communities within the SIU 7 corridor. Warrenton, Wentzville, and Lake St. Louis accounted for nearly 84 percent of the population of the communities in the SIU 7 corridor in 2000 and 89 percent in 2010. Lake St. Louis was the most populated community in the SIU 7 corridor in 2000. However, population in Wentzville experienced an increase of 321 percent in 2010 and was the most populated community that year (29,070), doubling the population of Lake St. Louis. High Hill experienced a negative growth rate (-15.6 percent). Most of the population growth took place in the eastern portion of the SIU 7 corridor.

New Florence population has changed very little between 2000 and 2010.

Area	Community	Population 2000	Population 2010	Percent Change
Montgomery	New Florence	764	769	0.7
	High Hill	231	195	-15.6
	Jonesburg	695	768	10.5
Warren	Warrenton	5,281	7,880	49.2
	Truesdale	397	732	84.4
	Wright City	1,532	3,119	103.6
St. Charles	Foristell	331	505	52.6
	Wentzville	6,896	29,070	321.5
	Flint Hill	379	525	38.5
	Lake St. Louis	10,169	14,545	43.0
Total		26,675	58,108	117.8

Table 5: 2000-2010 Community Populations
Source: U.S. Census Bureau 2000a, 2010a

Relative to age, nearly 60 percent of the population in the three counties was between 20 and 64 years of age in 2000 and 2010, which is also true for the State of Missouri. Approximately 30 percent of the population in the SIU 7 corridor was under 20 years of age. St. Charles County had a lower percentage of population over 65 years of age (8.8 and 11.2 percent in 2000 and 2000, respectively). Truesdale and Wentzville were the communities with the

greatest percentage of their population under 20 years of age (about 34 percent). The communities in the western end of the SIU 7 study corridor (New Florence, High Hill, and Jonesburg) have the greatest percentage of their population aged 65 and over.

Relative to employment, manufacturing is the industry that provides the highest percentage of the annual payroll in all three counties in the study corridor. It contributes 31 percent in Montgomery County, 24 percent in Warren County, and 18 percent in St. Charles County. However, construction and other services (except public administration) are the industries with the largest number of establishments in Montgomery County; construction in Warren County; and retail trade and healthcare and social assistance in St. Charles County.

Discussions minority and low-income populations are discussed in **Item 4** (Environmental Justice).

Project J2P3090: Changes to the Missouri Route 19 bridge and interchange area will not have a notable impact on the demographic and social settings; however, the improved interchange intersections and traffic flow will have a positive influence on future economic development opportunities.

2) Land Use

Is there an impact to this resource? Yes ☐ No ☒

Change since 2nd Tier EIS More Impacts ☐ No Change ☐ Fewer Impacts ☒

SIU 7: Within SIU 7**,** land use is comprised of residential areas dispersed throughout the study corridor, with concentrations centered in the communities of High Hill, Jonesburg, Warrenton, Wright City, Foristell, and Wentzville. The western portion of SIU 7 is heavily agricultural in nature and transitions to an urban land use in the eastern portion of the corridor. The SIU 7 corridor also contains commercial and industrial land uses, mainly located in the towns along major roadways. The land uses within SIU 7 have largely remained the same since completion of the Second Tier EIS.

There are several parks located within the SIU 7 corridor. Those identified in the Second Tier EIS are valid and no new additional parks have been added within ½-mile of the SIU 7 corridor since the completion of the Second Tier EIS. Additionally, no new conservation areas have been added.

The First Tier EIS identified bicycle and pedestrian facilities, including recreational trail improvements or linear parks, as joint development opportunities. Subsequently, Second Tier EIS efforts included addressing cross-corridor needs of pedestrians and bicycles. Many of the municipality bicycle/pedestrian plans noted in the Second Tier EIS have been completed and or updated. For example, Warrenton's Comprehensive Plan, developed since completion of the Second Tier EIS, includes accommodations for bicycles and pedestrians over I-70 at the Highway 47 interchange. Likewise, the City of Wentzville's Comprehensive Plan Update includes planned trails or accommodations along the frontage roads of the I-70 corridor. Ongoing coordination efforts should be carried out as individual projects within SIU 7 are carried forward.

Relative to housing, the Tier Two EIS reported occupancy rates are almost 80 percent in Montgomery and Warren counties, whereas the occupancy rates in St. Charles County increased to 95 percent. The majority of housing units in the corridor are owner occupied, with rates being the lowest in Montgomery County (72 percent) and highest in St. Charles County (80 percent). The median value of housing units in the study corridor ranges from $105,300 in Montgomery County to $198,500 in St. Charles County.

Project J2P3090: Local jurisdictions are responsible for land use planning along the I-70 corridor, including within SIU 7. These entities address existing and future land use in comprehensive plans and other planning documents. Since 2005, land use largely remains the same with limits of the J2P3090 project (see **Figure 10**). The study corridor is mostly retail/commercial in nature, flanked by woodlands and agriculture. The proposed project is located

within a developed urban area with a mix of roadside service uses along an interstate roadway. Future Land Uses are expected to be similar to what currently exists. There would be no significant direct land use changes as a result of the proposed project because the proposed improvements would be constructed predominantly within existing right-of-way. The proposed project would be consistent with, and supportive of, land use plans.

The newest development is south of I-70, now the site of the Love's Travel Plaza #788. Amenities include a gas station, a convenience store and various mechanic/vehicle storage/automotive services. No MDNR online E-START data exists for the Love's Travel Plaza. **Item 15** (Hazardous Materials and Waste Management) depicts the location and configuration of Love's Travel Plaza.

There are no parks located adjacent to the project corridor. The nearest park is the Danville Conservation Area located over 3 miles southwest of Route 19. No impacts to parks or open spaces would occur as a result of the proposed project.

Figure 10 - Comparison of Land Use, 2005 and 2018 *Source: Google Earth Imagery*

3) Displacements

Is there an impact to this resource? Yes ☐ No ☒

Change since 2nd Tier EIS More Impacts ☐ No Change ☐ Fewer Impacts ☒

This section discusses the nature of the private property impacts associated with the project.

SIU 7: As discussed in the Tier 2 EIS, land use within SIU 7 is comprised of residential areas dispersed throughout the study corridor, with concentrations centered in the SIU's communities. The western portion of SIU 7 is heavily agricultural in nature and transitions to an urban land use in the eastern portion of the corridor. The SIU 7 corridor also contains commercial and industrial land uses, mainly located in the towns along major roadways. The land uses within SIU 7 have largely remained the same since completion of the Second Tier EIS.

Relative to displacements and property acquisition, the most salient factor is the configuration of the project footprint.

The Tier 2 EIS assumes that a total of 194 structure impacts within SIU 7. Alternative 1 (the Preferred Alternative) covering Route 19 assumes a total of 11 structure impacts. As shown on **Figure 11**, the Tier 2 EIS assumed three displacements in the vicinity of Route 19:

- A single-family house, opposite Cemetery Avenue, in the southwest quadrant of the interchange.
- A single-family house on the Empire of Dirt RC Park, located in the southwest quadrant of the interchange.
- The former O'Fallon Gas Company site in the southeast quadrant of the interchange. This location is now the site of the Love's Travel Plaza #788.

The Tier 2 EIS assumes that, within the SIU 7 Preferred Alternative, 14.3 acres of property acquisition (from 28 parcels) will be required.

Project J2P3090: The footprint of Project J2P3090 is substantially smaller than presented in the Tier 2 EIS. This eliminates the need for structure displacements and greatly reduces the extent of property acquisition. See **Figure 6**.

No structures will be displaced as a result of the Preferred Alternative. The homes located in the southwestern quadrant are no longer in the footprint of Project J2P3090. Also, during the development of the Love's Travel Plaza, Love's and MoDOT corresponded in order to lessen/avoid impacts to the project and the Love's site configuration.

The Preferred Alternative will result in the need of both permanent and temporary acquisitions. The acquisitions are limited to property acquisitions only and no building displacements are anticipated. Permanent acquisitions will be required in the southwest quadrant of the I-70 and Route 19 intersection. Specifically, approximately 3.25 acres of new right-of-way will need to be acquired west of Route 19 and south of Tree Farm Road. The permanent acquisitions will be from two (2) larger parcels of land in the southwest quadrant that adjoin the existing MoDOT right-of-way and are needed to allow the construction of realigned Tree Farm Road connecting to the proposed roundabout along Route 19.

Additionally, there will be temporary acquisitions to maintain access (during construction) for property owners in the vicinity of the project. Maintaining access to local businesses throughout construction is important. Accomplishing this will require the acquisition of temporary easements of various parcels. The parcels impacted are located west of Route 19 and north of Booneslick Road. Access during construction to businesses in the

northwest quadrant will be accomplished with a new entrance off Route 19 and connect to the north end of existing Clark Drive. The access will have the ability to be left in place or removed once construction is complete at the discretion of the owner.

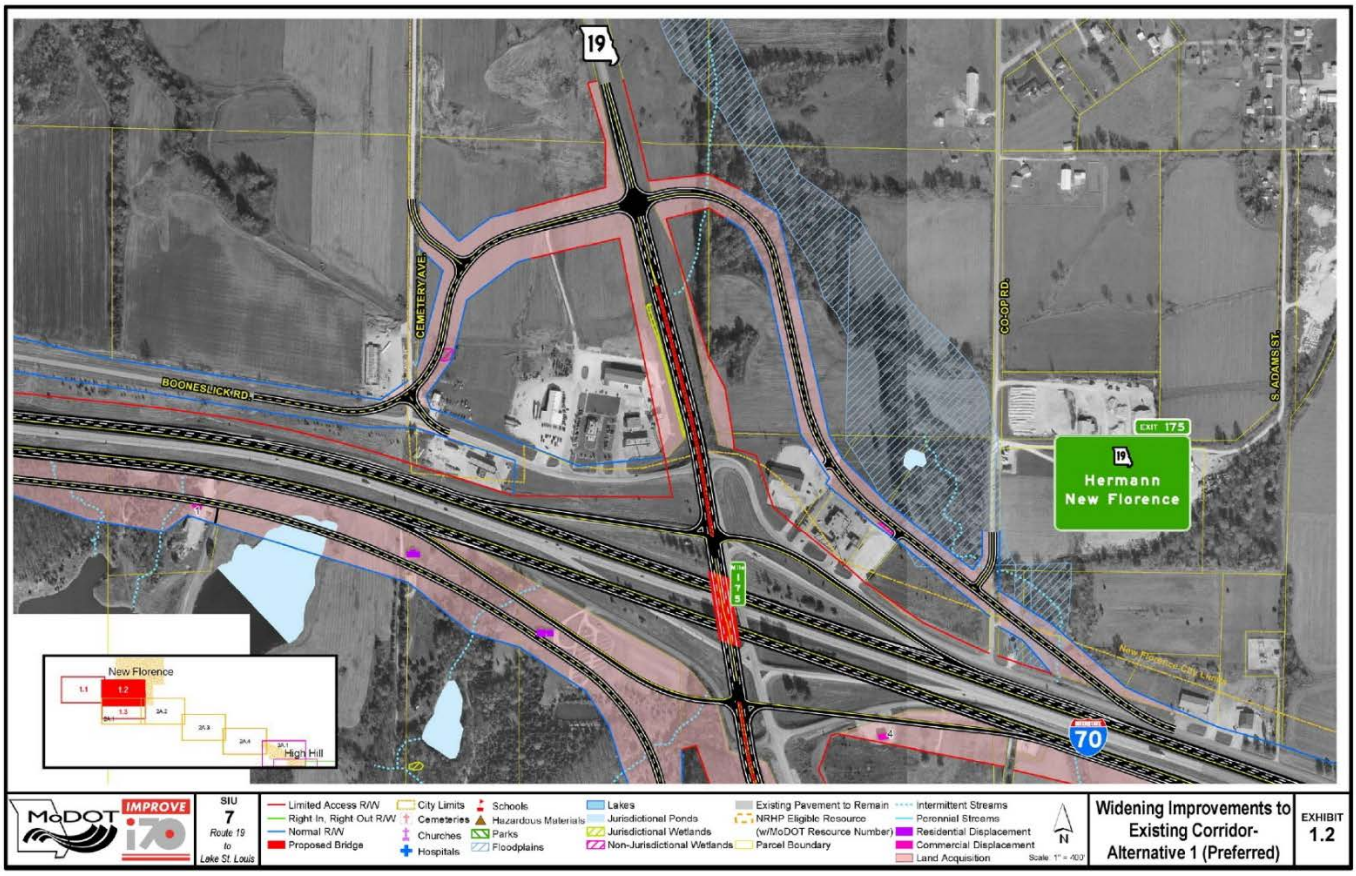


Figure 11 - Tier 2 EIS Displacements at Route 19

4) Environmental Justice

Is there an impact to this resource? Yes ☐ No ☒

Change since 2nd Tier EIS More Impacts ☐ No Change ☒ Fewer Impacts ☐

Executive Order (EO) 12898, Federal Actions to Address Environmental Justice in Minority Populations and Low-Income Populations, signed by the President on February 11, 1994, directs Federal agencies to take the appropriate and necessary steps to identify and address disproportionately high and adverse effects of Federal projects on the health or environment of minority and low-income populations to the greatest extent practicable and permitted by law. With regard to environmental justice (EJ), EO 12898 seeks to ensure that the proposed transportation activity will do the following:

- Avoid, minimize, or mitigate disproportionately high and adverse human health and environmental effects, including social and economic effects, on minority populations and low-income populations

- Ensure the full and fair participation by all potentially affected communities in the transportation decision-making process
- Prevent the denial of, reduction in, or substantial delay of, the receipt of benefits by minority and low-income populations

Minority Populations are identified in the FHWA Guidance on Environmental Justice and NEPA (December 16, 2011) as Black or African American, Hispanic, Asian American, American Indian/Alaskan Native, and Native Hawaiian or Pacific Islander. Minority populations, according to the CEQ guidelines, should be identified where either (1) the minority population of the affected area exceeds 50 percent, or (2) the minority population percentage of the affected area is meaningfully greater than the minority population percentage in the general population or other appropriate unit of geographic analysis.

Low-income Populations are identified by FHWA using the Department of Health and Human Services poverty guidelines (HHS, 2020). These guidelines are updated annually and available online. A low-income population is either a group of low-income individuals living in proximity to one another or a set of individuals who share common conditions of environmental exposure or effect. The percentage of people in poverty (within Montgomery County) is the applicable benchmark.

SIU 7: Relative to race, at the county level, the majority of the population in the SIU 7 corridor is White. St. Charles County had the most minority residents: 15,127 or 5.4 percent of the county's population in 2000 and 33,467 or 9.2 percent in 2010. The largest minority population in the SIU 7 corridor is the Black or African American population. In 2000, Blacks or African Americans represented 2.6 percent of the population, while this population increased to 2.9 percent in 2010. The remaining minority categories represent less than 3 percent in each county between 2000 and 2010. The statewide racial composition is similar to the three counties in the study corridor with the exception of the Black or African American population, which was greater (11.2 and 11.6 percent in 2000 and 2010, respectively). Statewide, the White population saw a slight decrease between 2000 and 2010, which translated into an increase of minority populations. The same trend was observed in all three counties, with minorities increasing in 2010.

The minority percentages in these counties are consistent with the percentages in the 10 communities as a whole. However, Wentzville had 12 percent of Black or African American residents in 2000, which is higher than in the other nine communities or in the three counties. This analysis used the block groups that make up the study corridor as of 2017. 2017 block groups in Montgomery and Warren counties are the same as those in 2000. However, block groups slightly changed in St. Charles County.

Relative to poverty and income, at the county level, incomes are generally lower in Montgomery County and increase in Warren and St. Charles counties. The median and median household incomes rise substantially from west to east, with St. Charles County outpacing the statewide numbers. These results show no general change from those described in the Second Tier EIS.

As described in the Second Tier EIS, rates of poverty decrease when moving from west to east. The only exception is female-headed households, which is slightly higher in Warren County than in Montgomery County.

At a county level, Montgomery County has the lowest median household income. The wealthiest block group in the study corridor is in St. Charles County with a median household income of $114,509. This block group is located south of I-70 in the eastern terminus, and it encompasses a portion of Lake Saint Louis. The block group with the lowest median household income is also in St. Charles County ($31,676), located north of I-70 and bounded to the west by US 61.

Project J2P3090: The project was reviewed using the USEPA's EJSCREEN mapping tool, the U.S. Census Bureau American Community Survey (ACS) and site reconnaissance.

The EJSCREEN study area was defined as a 0.50-mile radius around the I-70/Route 19 intersection. Based on this, the population of the project study area is estimated to be very low (11). Based on ACS 2018 – 2018 data, EJSCREEN estimates 4 households, 97 percent of the population is assumed to be white, 99 percent speak English only, 91 percent have at least a High School diploma and the per capita income is $22,814.

Demographic data for the J2P3090 project was derived from the 2010 United States census and the American Community Survey 5-Year Estimates. This data is provided at the county and census tract areas to provide a summary of social and economic trends within the study corridor. Individual Block Group data was compared to the respective countywide data to determine whether any of the Block Groups would qualify as an "EJ Block Group" along the corridor. An EJ Block Group was defined to include any Block Group in which the minority or low-income population meets either of the following:

- The minority or low-income population in the Block Group exceeds 50 percent
- The percentage of a minority or low-income population is higher than the average for Montgomery County.

The project traverses two U.S. Census Block Groups (1 and 2) within Census Tract 9703. Block Group 1 is roughly the area west of Route 19.

The overall percentage of minorities in Montgomery County is 4.6 percent. In Census Tract 9703 – Block Group 1 (west of Route 19) minorities are not present (0.0 percent). In Census Tract 9703 – Block Group 2 (east of Route 19) the percentage of minorities is reportedly 7.7 percent. Given the very low population density (see **Table 6**), this represents very few people, and is considered within the margin of error. Therefore, no disproportionate minority population impacts are expected.

Table 6 – Minority Populations in Montgomery County and Census Tracts in Proximity to Project

Area	Population	Percent Minority
Montgomery County	11,618	4.6
Census Tract 9703 – Block Group 1	895	0
Census Tract 9703 – Block Group 2	879	7.7

The overall percentage of Montgomery County's population in poverty, is 16 percent. In Census Tract 9703 – Block Group 1 (west of Route 19) the number of people with incomes below the poverty level is 7 percent. In Census Tract 9703 – Block Group 2 (east of Route 19) the percentage of minorities is reportedly 20 percent. Again, given the very low population density this represents very few people, and is considered within the margin of error (see **Table 7**). Therefore, no disproportionate low-income population impacts are expected.

Table 7 - Income Below Poverty Level in Montgomery County and Census Tracts in Proximity to Project

Area	Population	# with Incomes below Poverty
Montgomery County	11,234	1,804
Census Tract 9703 – Block Group 1	890	62
Census Tract 9703 – Block Group 2	796	164

Based on the site reconnaissance, the only identified potential residential use is the property occasionally known as the Empire of Dirt RC Park and Campground (432 Tree Farm Road). See **Figure 12**. Based on the site reconnaissance and internet review, it is unclear if the business is in operation. Some elements of a campground remain on-site. Road work ends at the driveway. The realignment of the South Outer Road will traverse the mowed lawn at the edge of the site. No impacts are expected.

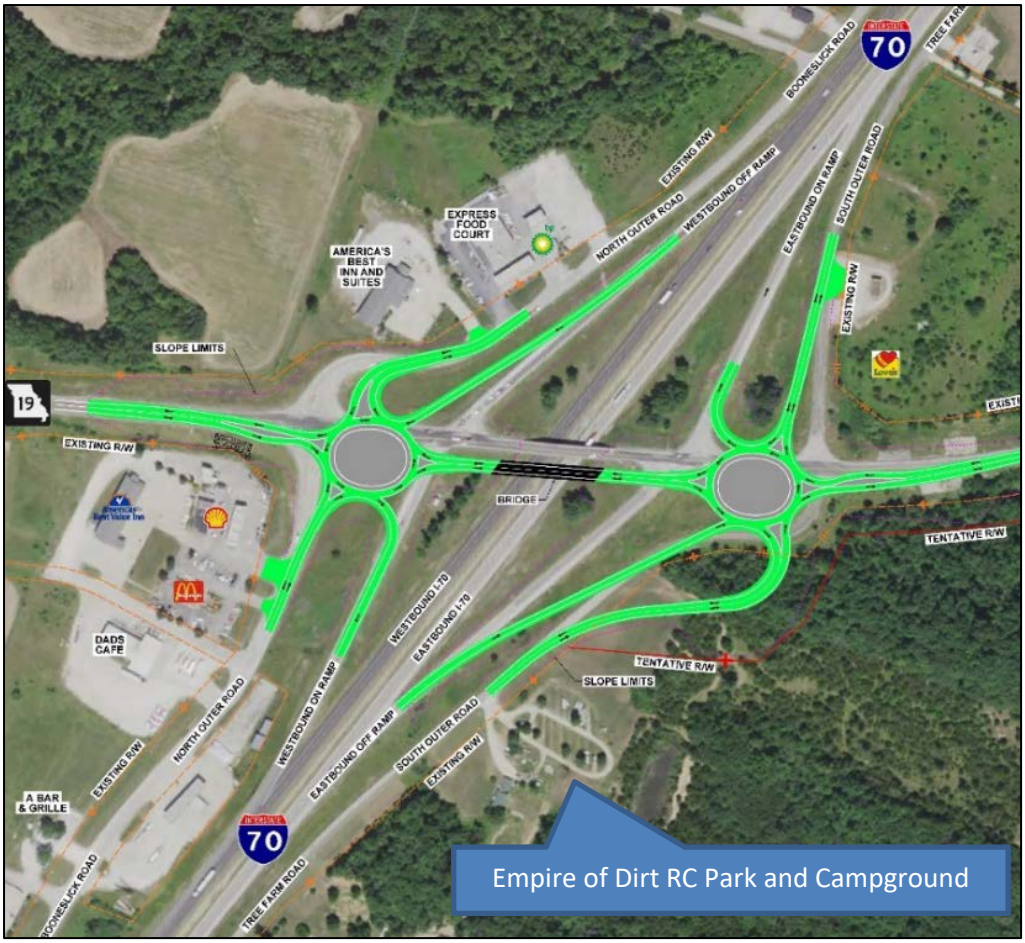


Figure 12 - Empire of Dirt RC Park and Campground

5) Soils and Geology

Is there an impact to this resource? Yes ☐ No ☒

Change since 2nd Tier EIS More Impacts ☐ No Change ☒ Fewer Impacts ☐

SIU 7: The geotechnical results of the SIU 7 Second Tier EIS are summarized below:

Relative to Bedrock and Structural Geology, there are no records of any coal or other surface mining in the area of study. Therefore, the possibility of surface subsidence from mine collapse is non-existent. Modifications to the bedrock as a result of the proposed project are not anticipated. Consequently, there would not be impacts to bedrock dependent factors such as groundwater quantity and quality.

Relative to Topography, Surficial Geology & Soils, the proposed improvements are along the alignment of existing I-70 and will require significant cut and fill operations especially for the peripheral roads, ramps and filling of existing drainage ways. Construction will result in disturbance of surface and near-surface material. The top five to 10 feet (1.5 to 3 meters) of the surficial material may have engineering limitations. The high to moderate shrink-swell potential could cause damage to the foundations of light structures and roadway pavement. Foundations and footings should be adequately reinforced to prevent structural damage. Drainage systems should be installed around footings and along the roadway to prevent damage from excessive wetness. This soil does not have sufficient strength to support vehicular traffic, but this can be overcome by strengthening the base material with crushed rock or other suitable material. Side ditches and culverts can provide proper drainage to help prevent damage from frost action and shrinking and swelling.

Relative to Mineral Resources, the existing mineral resources within the immediate study corridor will not be excluded from future development by the proposed project.

Relative to Seismic Risk, seismic activity has a low potential to damage the proposed roadway structures. Seismic effects should be considered in the design criteria of the structures within the study area. The surficial cohesive material overlying the bedrock in the study area is not considered to be susceptible to liquefaction.

No variations within the geotechnical resources were found within the I-70 SIU 7 study corridor.

Project J2P3090: The geotechnical resources and limitations discussed for SIU 7 continue to be relevant to the Project J2P3090 study area.

6) Surface Water Resources

Is there an impact to this resource? Yes ☐ No ☒

Change since 2nd Tier EIS More Impacts ☐ No Change ☐ Fewer Impacts ☒

SIU 7: As part of the desktop review of the SIU 7 corridor for project J2P3090, investigations included reviewing available data from the local, state, and federal agencies. Field investigations were not performed. In a west to east direction, the following streams/creeks, 100-year floodplains, and regulatory floodways are present within the SIU 7 corridor:

- Smith Branch of Clear Fork (floodplain)
- Elkhorn Creek and tributaries (floodplain)
- Little Bear Creek North and tributaries (floodplain)
- Camp Branch of Camp Creek (floodplain)
- Big Creek and tributaries (floodplain and floodway)
- Hickory Lick Creek and tributaries (floodplain and floodway)
- Indian Camp Creek and tributaries (floodplain)
- Peruque Creek and tributaries (floodplain and floodway)

In general, all previously identified sites within the SIU 7 corridor were confirmed.

Relative to wetlands, within SIU 7, all previously identified wetlands were confirmed.
Project J2P3090: A desktop and pedestrian review were conducted to determine the natural resource impacts associated with the J2P3090 project.

The nearest waters of the United States are 1) an impoundment at the headwaters to a tributary to the Clear Creek. This is roughly 2,000 feet from Route 19, along the South Outer Road (west) and 2) the Smith Branch of the

Clear Fork (roughly 500 feet from Booneslick Road and 1,700 feet from Route 19). There are also upland ditches in the J2P3090 project study area, that convey stormwater around or through the existing roadways. These are depicted on **Figure 13**. No wetlands were depicted or encountered.

Relative to impacts, the most salient factor is the configuration of the project footprint. The footprint of Project J2P3090 is substantially smaller than presented in the Tier 2 EIS. This eliminates impacts to the Smith Creek. **Figure 11** depicts the footprint of the Tier 2 EIS footprint. **Figure 6** depicts the footprint of the project J2P3090.

Figure 13 - USGS Contour Mapping

7) Groundwater

Is there an impact to this resource? Yes ☐ No ☒

Change since 2nd Tier EIS More Impacts ☐ No Change ☒ Fewer Impacts ☐

This section discusses the nature of groundwater resources associated with the project.

SIU 7: The Cambrian-Ordovician aquifer is the main source of potable water in the study area. The Cambrian-Ordovician aquifer within the SIU 7 has a local freshwater flow system, which is nearly independent of the regional saline-water flow system normally associated with this formation. Water enters this local flow system by leakage from the overlying Mississippian aquifer and by infiltration.

The Tier 2 EIS identified the wells known to exist within the study area. These were identified by MoDNR databases cross-referenced with parcel ownership data developed for this project. Property owners whose name matched the well records were called to determine the location of the well on their property. A total of four private wells and two public wells exist within the construction limits for SIU 7.

The Tier 2 EIS reports a single public water supply well affected by the Preferred Alternative (Alternative 1). Construction activities were not expected to have an adverse impact on the recharge zones for the Cambrian-Ordovician aquifer, the Mississippian aquifer and the alluvial aquifer since the aquifer materials will remain on-site after construction operations. It further committed to close wells encountered during construction will be closed by a registered well driller in accordance with state regulations.

Project J2P3090: Relative well impacts, the most salient factor is the configuration of the project footprint. The footprint of Project J2P3090 is substantially smaller than presented in the Tier 2 EIS. This eliminates impacts to wells within the study area. **Figure 11** depicts the footprint of the Tier 2 EIS footprint. **Figure 6** depicts the footprint of the project J2P3090.

Relative to well impacts, no impacts are expected as a result of the Preferred Alternative. Relative to groundwater, construction activities will not have an adverse impact on the recharge zones for the Cambrian-Ordovician aquifer, the Mississippian aquifer and the alluvial aquifer since the aquifer materials will remain on-site after construction operations. Since sizeable dewatering or depressurizing activities are not anticipated during construction, temporary impacts on the groundwater system are not expected or will be minimal in isolated locations such as creeks/stream beds and other low-lying areas. No noteworthy changes in chemical characteristics of the surface material are anticipated and no degradation of water quality entering the aquifer is expected.

8) Floodplains

Is there an impact to this resource? Yes ☐ No ☒

Change since 2nd Tier EIS More Impacts ☐ No Change ☐ Fewer Impacts ☒

SIU 7: A review of the FEMA FIRMs was performed to review existing floodplains and floodplains within the I-70 corridor. In general, all previously identified sites within the SIU 7 corridor were confirmed.

Within SIU 7, in the vicinity of the Route 19 interchange, the Tier 2 EIS identified a floodplain impact to the Smith Branch of the Clear Fork of the Loutre River.

Project J2P3090: The nearest waters of the United States are 1) the headwaters to a tributary to the Clear Creek. This is roughly 2,000 feet from Route 19, along the South Outer Road (west) and 2) the Smith Branch of the Clear Fork (roughly 500 feet from Booneslick .

There are also upland ditches in the J2P3090 project study area, that convey stormwater around or through the existing roadways.

No floodplains exist within the Preferred Alternative. Its smaller footprint (compared to the Tier 2 EIS) avoids the impacts to the floodplain impact to the Smith Branch of the Clear Fork of the Loutre River. Consequently, no impacts are expected.

9) Public Lands

Is there an impact to this resource? Yes ☐ No ☒

Change since 2nd Tier EIS More Impacts ☐ No Change ☒ Fewer Impacts ☐

Section 4(f) of the Department of Transportation Act of 1966 protects publicly owned land of a public park, recreational area, or wildlife and waterfowl refuge of national, state, or local significance or land of a historic site of national, state, or local significance. As noted in 23 CFR 774.3, a transportation project approved by FHWA may not cause anything beyond a minor (*de minimis*) impact to a Section 4(f) property unless there is no feasible and prudent avoidance alternative and all possible planning to minimize harm is conducted.

SIU 7: There are several parks located within the SIU 7 corridor. Those identified in the Second Tier EIS are valid and no new additional parks have been added within ½-mile of the SIU 7 corridor since the completion of the Second Tier EIS. Additionally, no new conservation areas have been added.

Project J2P3090: There are no Section 4(f) resources within the J2P3090 project study area. The project will not result in a use to any Section 4(f) resources.

Section 6(f) is intended to protect parks and other recreational resources from conversion to other uses. The Section 6(f) park conversion process applies to those state, county, or local recreational resources that have received funding through the Land and Water Conservation Fund (LWCF) Act. The National Park Service makes the ultimate decision on whether to approve a conversion of land that has received funding under the LWCF Act.

SIU 7: LWCF grants are provided for recreational land acquisition and facility development; and some of the parks within the SIU 7 corridor have received these funds. Since the Second Tier EIS, Memorial Park in Wentzville has received funds for park renovation.

Project J2P3090: There are no Section 6(f) resources within the J2P3090 project study area. The project will not result in conversion of any Section 6(f) resources.

10) Prime Farmland

Is there an impact to this resource? Yes ☐ No ☒

Change since 2nd Tier EIS More Impacts ☐ No Change ☒ Fewer Impacts ☐

SIU 7: Land use within SIU 7 is comprised of residential areas dispersed throughout the study corridor, with concentrations centered in the communities of High Hill, Jonesburg, Warrenton, Wright City, Foristell, and Wentzville. The western portion of SIU 7 is heavily agricultural in nature and transitions to an urban land use in the eastern portion of the corridor. The SIU 7 corridor also contains commercial and industrial land uses, mainly located in the towns along major roadways (such as exists within the proposed J2P3090 project). The land uses within SIU 7 have largely remained the same since completion of the Second Tier EIS.

Project J2P3090: The Farmland Protection Policy Act (FPPA) mandates agencies identify and consider adverse effects of federal projects on farmland. In cooperation with the local Natural Resources Conservation Service (NRCS) office, the act requires assessment for potential conversion of farmland to non-farming purposes for all federally funded projects.

According to 2010 U.S. Census Urban Area Reference Maps, the project is outside a designated urbanized area and requires new right of way and permanent easements. Therefore, the project is subject to the FPPA. MoDOT's environmental specialist submitted the Farmland Conversion Impact Rating Form AD-1006 to the NRCS for review and response. NRCS determined the project site contains prime farmland. Completion of Form AD-1006, contained in **Appendix B** resulted in a total of 130 points for the site assessment, below the 160-point threshold. Therefore, the site does not require further consideration for protection and no additional sites need to be evaluated.

11) Visual Quality

Is there an impact to this resource? Yes ☐ No ☒

Change since 2nd Tier EIS More Impacts ☐ No Change ☒ Fewer Impacts ☐

This section describes the existing visual resources and impacts that result from the construction, operation, and maintenance of the project.

The methodology for the analysis of visual resources is governed by the Guidelines for the FHWA Visual Impact Assessment of Highway Projects and American Society of Landscape Architects' visual assessment guidelines. The criteria used to determine visual quality ratings are vividness (visual power), intactness (visual integrity), and unity (visual coherence). Visual impact is a function of the viewer's response to the visual environment. The two

primarily affected groups are viewers who use the project facility (drivers) and people who have a view of the project from an adjacent viewpoint (non-drivers)

SIU 7: As discussed in the Tier 2 EIS, the current highway's path through the landscape has already been established and has irrevocably impacted the surrounding landscape. The project area does not contain any notable viewsheds. The different alternatives are all along the current alignment, with only slight variation among them. Variation of visual impacts among the different alternatives will be minimal from both a driver's (view from the road) and occupants' (viewers of the road) point-of-view, based on the current aesthetic value of the surrounding environment.

Project J2P3090: Relative to the Preferred Alternative the visual environment is largely unchanged since the Tier 2 EIS. Among the changes are:

- The construction of the Love's Travel Plaza #788 in the southwestern quadrant of the interchange. Amenities include a gas station, a convenience store and various mechanic/vehicle storage/automotive services. While the configuration of the site is new, the visual impact remains roughly the same as the previous O'Fallon Gas Company. **Item 15** (Hazardous Materials and Waste Management) depicts the location and configuration of Love's Travel Plaza.

- The roundabouts themselves will also be an alteration to the visual environment. The impacts are often considered positive. The landscaping in the center of a roundabout can help minimize visual impacts and help to incorporate the facility into the surroundings. Roundabouts can also provide an attractive gateway into a community. Landscaping in the right of way will be in accordance with the statewide I-70 Corridor Enhancement Plan to the maximum extent practical (See **Environmental Commitment #23**).

12) Air Quality

Is there an impact to this resource? Yes ☐ No ☒

Change since 2nd Tier EIS More Impacts ☐ No Change ☒ Fewer Impacts ☐

Transportation can contribute to all of the nation's regulated air pollutants. Transportation conformity, as required under the Clean Air Act, ensures that federally funded or approved transportation plans, programs, and projects conform to the air quality objectives established in state implementation plans.

The Clean Air Act, as administered by the USEPA, specifies environmental policies and regulations to promote and ensure acceptable air quality. These policies and regulations were adopted in the Final Conformity Rule (40 CFR Parts 51 and 93). USEPA delegates authority to the MDNR for monitoring and enforcing air quality regulations in Missouri. MDNR developed the Missouri State Implementation Plan to ensure conformity with the rule.

The current National Ambient Air Quality Standards (NAAQS) was updated by the USEPA in 2016[1]. Standards highlighted are different from those reported in the Second Tier EIS.

SIU 7: USEPA's Green Book provides information regarding non-attainment areas for the criteria pollutants. This section only discusses NAAQS attainment status that have changed since December 2004, when the Second Tier EIS was prepared. Montgomery County is in attainment for all criteria pollutants (USEPA 2019a).[1]

[1] Source: MDNR, Missouri 10 CSR 10-6.010 Ambient Air Quality Standards, updated April 21, 2016. *http://www.dnr.mo.gov/env/esp/aqm/standard.htm*

Project J2P3090: Montgomery County is in attainment for all criteria pollutants. Further, the Preferred Alternative is not expected to result in substantial new users. Over time, increases are also small. The Current Route 19 Average Daily Traffic (ADT) (2020) is 4,750 vehicles per day (vpd). The future ADT (2041) is 8,500 vpd. The current I-70 ADT (2021) is 35,430 vpd and the future ADT (2041) is 43,400 vpd. Related to air quality, the differences among the Reasonable Alternatives are minimal. Consequently, the Build Alternatives are not expected to contribute to substantially increased emissions that would lower air quality.

Overall, EPA regulations for vehicle engines and fuels will cause emissions to decline over the next several decades. Based on regulations now in effect, an analysis of national trends with EPA's MOVES2014 model forecasts a combined reduction of over 90 percent in the total annual emissions rate from 2010 to 2050, while vehicle-miles of travel are projected to increase by over 45 percent (Updated Interim Guidance on Mobile Source Air Toxic Analysis in NEPA Documents, FHWA, October 12, 2016).

Construction activities may result in short-term impacts on air quality, including direct emissions from construction equipment and trucks, fugitive dust emissions from site demolition and earthwork, and increased emissions from motor vehicles and haul trucks on local streets.

13) Noise

Is there an impact to this resource? Yes ☐ No ☒

Change since 2nd Tier EIS More Impacts ☐ No Change ☒ Fewer Impacts ☐

SIU 7: The Second Tier EIS reported that there would be no noise impacts to residential or institutional uses for the recommended alternative in the New Florence area (Alternative 1). For the entirety of SIU 7, the land uses in the I-70 corridor are largely the same as they were when the Second Tier EIS was prepared. Further, current traffic volumes were also within the range used during the Second Tier EIS.

Project J2P3090: FHWA procedures for highway noise analysis and abatement are contained in 23 CFR 772, *Procedures for Abatement of Highway Traffic Noise and Construction Noise.* FHWA has given State DOTs flexibility in implementing this noise standard. Primary sources of highway traffic noise are tire-pavement interface, engine noise, and exhaust noise. In very general terms, the lower threshold of a highway noise impact is roughly the point at which interference with normal human speech is appreciable. The MoDOT Noise policy describes the approach for the implementation of 23 CFR 772. Based on this policy, the physical alteration of the interchange does not constitute a substantial horizontal or vertical change that would cause an increase in highway traffic noise to receptors. Therefore, it does not qualify as Type I project requiring a noise analysis. *The only identified noise sensitive receivers are the outdoor playground at the existing McDonald's Restaurant and the Empire of Dirt RC Park and Campground (see **Figure 12).***

As is required by 23 CFR 772.19, MoDOT considered the temporary increase in noise levels from construction. Though the businesses in the project area are not noise sensitive receptors, construction noise will be noticeable. However, noise from construction equipment will be minor and temporary. It is expected that those passing by and working in proximity to construction work will experience interference with speech communication. MoDOT will ensure construction specifications require all construction equipment to be in good working order. Mufflers will be required to help reduce construction noise impacts. Overall, noise impacts from construction are expected to be minor and occur infrequently.

14) Threatened and Endangered Species

Is there an impact to this resource? Yes ☐ No ☒

Change since 2005 EIS More Impacts ☐ No Change ☐ Fewer Impacts ☒

SIU 7: Because much of the land near and adjacent to the I-70 Corridor already exhibits appreciable amounts of disturbance and/or development, the Second Tier EIS reported that," there is minimal habitat to support wildlife and aquatic fauna, and there is no evidence of the presence of threatened or endangered species." The potential for secondary and cumulative impacts to listed threatened and endangered species in SIU 7 was considered to be low.

Project J2P3090: An official USFWS IPaC online review was conducted for federally listed threatened and endangered (T&E) species occurring in the Project J2P3090 study area. An MDC online Natural Heritage Review was also conducted. The IPaC auto-generated report is attached to this report in **Appendix B**. Federally listed species in the IPaC review included Gray Bat, Indiana Bat, Northern Long-eared Bat and Running Buffalo Clover. No critical habitats for these species were indicated in the IPaC report. There will be some tree clearing outside of 300 feet from the edge of existing roads, which is outside the maximum distance for using the Programmatic Range-wide Consultation guidelines. MoDOT submitted an Informal Consultation Letter, requesting concurrence with the below determinations, to USFWS on 2/5/2021. The USFWS Service concurred with the "not likely to adversely affect determination" (see **Appendix B**).

Gray bats are cave obligate species which congregate in maternity or bachelor colonies in the summer utilizing dome cave and mine habitat, and mixed colonies during winter hibernation in vertical or pit type caves and mines, utilizing mainly stream corridors for foraging spring through fall. According to the Missouri Department of Conservation's (MDC) Heritage database (current to January 2021) and the Missouri Speleological Survey (MSS) database (current to 2019), the nearest records for these bat species are over 15 miles from the project area and there are no known caves within a 5-mile radius of the project area. There is no evidence of bats roosting on bridge A0986 and no caves will be impacted by the project. Additionally, none of the trees to be cleared are located along a riparian corridor. Therefore, MoDOT has made a *No Effect* determination for gray bats.

Indiana bats and Northern long-eared bats hibernate during winter months in caves and mines. During the summer months, they roost and raise young under the bark of trees in wooded areas. Although there are no known Indiana bat or Northern long-eared bat records within more than 15 miles of the project area, it would be possible for these forest bat species to use suitable roost trees in the project area outside of hibernation season. The proposed footprint for this project includes the removal of approximately 3.17 acres. Of which, approximately 0.80 acre consists of unsuitable cedar trees. MoDOT Environmental Staff conducted a habitat assessment in January 2021 and identified 19 potentially suitable summer bat roost trees in the project limits. A Winter Tree Clearing Job Special Provision (JSP), requiring removal of all suitable roost trees between November 1 and March 31, will be included in the contract. Based on the addition of these conservation measures, the absence of nearby caves, and the distance to known records, MoDOT has determined that this project *May Affect, but is Not Likely to Adversely Affect* the Indiana bat or Northern Long-eared bat.

Running buffalo requires periodic disturbance and a somewhat open habitat to successfully flourish, but it cannot tolerate full-sun, full-shade, or severe disturbance. Today, the species is found in partially shaded woodlots, mowed areas (lawns, parks, cemeteries), and along streams and trails. According to MDC's Heritage database (current to January 2021), there are no records for running buffalo clover within or near the project area. The project area has been examined by MoDOT biologists for signs of running buffalo clover and suitable habitat.

Surveys within the project limits failed to locate any running buffalo clover or suitable habitat. MoDOT has made a *No Effect* determination for running buffalo clover.

No migratory bird nests are evident on Bridge A0986 based upon GoogleEarth street level imagery from July 2018 and TMS imagery from March 2008 through February 2021. Additionally, the existing bridge is a slab structure and over a major highway away from water; therefore, it is unsuitable for migratory birds to nest on. This project will not impact migratory birds.
MoDOT will however, pursuant to the Migratory Bird Treaty Act, inspect structures for nests prior to construction. If active nests (those with eggs or young) are observed, measures will be taken, including seasonal demolition restrictions, to prevent killing birds and destruction of their eggs and to avoid conflict with the Migratory Bird Treaty Act. The project area will also be screened for bald eagle nests prior to construction. If necessary, seasonal restrictions to avoid non-purposeful take will be implemented. See Environmental Commitment # 22.

15) Hazardous Materials and Waste Management

Is there an impact to this resource? Yes ☐ No ☒

Change since 2nd Tier EIS More Impacts ☐ No Change ☒ Fewer Impacts ☐

Hazardous materials are defined in a number of ways, depending on the applicable regulatory programs. In general, they are dangerous or potentially harmful to human health or the environment when not managed properly.

SIU 7: A public records review was conducted to locate properties known to contain or possess the potential for contamination along the I-70 SIU 7 study area. A reconnaissance survey was also conducted to identify items or conditions that might indicate the presence of potential hazardous materials contamination. The record review focused on reasonably obtainable and publicly available records, including federal and state records. No sites with a high potential to impact the location of the highway were found within the I-70 SIU 7 study corridor.

Based on the results of a 2020 evaluation of the Missouri Department of Natural Resources MDNR E-START [2] database and a review of Google Earth imagery, no additional sites of concern within or directly adjacent to the project corridor are expected.

Project J2P3090: MoDOT's goals for addressing hazardous materials are to avoid unacceptable cleanup costs and legal liability and to comply with federal and state laws and regulations regarding cleanup.

Figure 14 displays the MDNR online E-START mapping data for the Project J2P3090 study area. The applicable reference guides are available at: *https://dnr.mo.gov/ESTART/referenceguide.htm*

Figure 14 - E-Start Data (2020)

North of I-70, three Operating Underground Storage Tank Facilities were identified. All three have the status of "Operating UST Facilities with No Known Release":

- **ABELS QUIK SHOP #17 -** HWY 19 AND I-70 BOONESLICK RD.
- **BIOFUELS USA -** 418 BOONESLICK ROAD
- **JUNCTION FUEL & GROCERY LLC -** 447 BOONESLICK ROAD

South of I-70, the **O'FALLON GAS Company** was identified as a "Facility Closed Prior to Implementation of 2004 Tanks RBCA". This location is now the site of the Love's Travel Plaza #788 (see **Figure 15**). Amenities include a gas station, a convenience store and various mechanic/vehicle storage/automotive services. No E-START data exists for the Love's Travel Plaza.

Figure 15 - Typical Photos of the Love Travel Plaza #788

The potential to encounter hazardous wastes from sites unknown to MoDOT should always be a consideration. MoDOT will ensure that any unknown hazardous waste sites found during project construction will be handled according to Federal and State Laws and Regulations. If regulated solid or hazardous wastes are found during construction activities, MoDOT's construction inspector shall direct the contractor to cease work at the suspect site. The construction inspector will contact the appropriate environmental specialist to discuss options for remediation. The environmental specialist, the construction office, and the contractor will develop a plan for sampling, remediation, and continuation of project construction. Independent consulting, analytical and remediation services will be contracted, if necessary. The MDNR and EPA will be contacted for coordination and approval of required activities.

[2] The MDNR online interactive Environmental Site Tracking and Research Tool (E-START) is useful to determine if any of the following sites exist within or directly adjacent to the project corridor: Superfund sites; Federal Facilities; Resource

16) Cultural and Historic Resources

Is there an impact to this resource? Yes ☐ No ☒

Change since 2nd Tier EIS More Impacts ☐ No Change ☐ Fewer Impacts ☒

Section 106 of the National Historic Preservation Act of 1966 (NHPA) requires federal agencies to consider the effects on historic properties that their projects may cause. Historic properties are generally divided into architectural resources and archaeological resources.

The National Register of Historic Places (NRHP) is the official list of the Nation's historic places worthy of preservation. Authorized by the NHPA, the National Park Service's National Register of Historic Places is part of the national program to protect America's historic resources.

SIU 7: This section is intended to assess potential changes in SIU 7 cultural resources since completion of the Second Tier EIS.

Archaeological sites are protected by federal regulations. The Second Tier EIS states the existence of 94 cemeteries within a 10-mile-wide corridor centered on I-70. It also indicates the existence of 158 previously recorded archaeological sites within the I-70 corridor. Relative to architectural resources, sites listed in the NRHP for each of the counties within the SIU 7 corridor were identified. Sites marked with an asterisk have been added to the NRHP listing since preparation of the Second Tier EIS.

In Montgomery County:

- Farmers Mercantile Building – 872 Booneslick Road, High Hill – 04000604 – Certification June 16, 2004*
- High Hill School – Off U.S. 40, High Hill – 80002381 – November 14, 1980

In Warren County:

- Southwestern Bell Repeater Station – North Service Road and Bell Road - 07000039 – February 13, 2007*
- House of Ernest Schowengerdt – 308 E Booneslick Road – 80002397 – October 3, 1980
- Warren County Courthouse – Main St, Warrenton – 72000733 - March 17, 1972 - DEMOLISHED

In St. Charles County:

- Wentzville Tobacco Company Factory – 406 Elm St, Wentzville – 90001024 – July 5, 1990

Project J2P3090: No NRHP properties are located within the limits of the J2P3090 project study area. Relative to architectural resources, an architectural survey utilized an area of potential effects of the footprint of the project alternatives (see **Section 4.2**) plus a buffer of 100 feet to consider direct effects from construction and visual and vibrations. The survey identified modern buildings and a bridge covered by the Interstate Exemption. No architectural resources or bridges are eligible for listing on the NRHP.

Relative to archaeological resources, the survey of SIU-7 recorded a single "site". This site was southwest of the Route 19 overpass near the edge of the existing ROW. That site (23MT1460) was recorded based on recovery of a single chert flake recovered from a subsurface test near the edge of the outer road, which is built on a filled embankment. Extensive shovel/auger testing in the area of proposed new ROW adjacent to the subsurface test in which that flake was found proved to be negative. No additional artifacts were found. Isolated find spots like 23MT1460 with such low artifact count/density are no longer assigned numbers by the Missouri State Historic Preservation Office (SHPO). Based on MoDOT's field check at site 23MT1460 and the extensive previous efforts during the SIU-7 survey, there is no realistic possibility that there are any significant archaeological deposits at this site.

A granite monument (**Figure 16**) placed by the Daughters of the American Revolution (DAR) is currently located along the South Outer Road, roughly 1,000 feet east of Route 19; outside the construction limits of the J2P3090 project. The inscription on the monument reads: "*Boone's Lick Road, Davault Tavern – 1828 Marked by the Daughters of the American Revolution and the State of Missouri. 1913*"

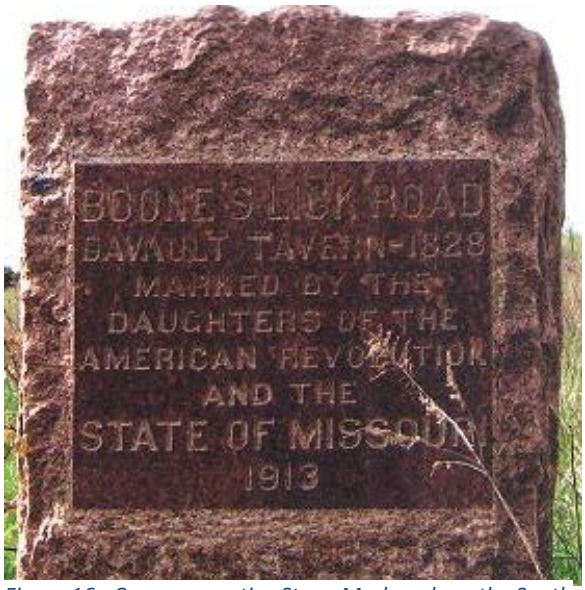


Figure 16 - Commemorative Stone Marker along the South Outer Road

The Boone's Lick trail was established by Nathan and Daniel Morgan Boone, sons of famous frontiersman Daniel Boone, as their overland route to a salt spring in Howard County where the brothers were engaged in commercial

salt production to serve the needs of St Louis and St Charles. Eventually, the trail was expanded as a road for use by wagon and stagecoach traffic and by 1820 had become an important route for western migration. In recognition of the historical significance of the Booneslick Road and the waystations along it, in 1913 the Daughters of the American Revolution placed a series of engraved granite markers along the road at important waystations. The Davault Tavern located on the south side of the Booneslick road immediately to the east of the Route 19 interchange was one such place.

The Davault Tavern DAR marker was originally located along the south edge of the Route 2 ROW in front of the c. 1865 Davault/Knox house, which was built on the foundation of the c. 1845-1864 Davault Tavern. The Davault Tavern DAR marker was subsequently moved in 1937 when US Route 40 (which was built over the earlier alignments of State Route 2), was widened. The Davault Tavern DAR marker was moved a second time, to its current location along the south outer road, when I-70 was built in the 1960s. The DAR marker is considered commemorative and will not be impacted by the J2P3090 project.

The archaeological remains of the Davault Tavern site (23MT1504) are likely within the I-70 ROW immediately east of the project limits. Some of those features are depicted on early Route 40 and State Route 2 plans which indicate that they are now under the I-70 travel way and median. The Davault Tavern site also includes a family cemetery located on the north side of the north outer road, also located just east of the new Route 19 interchange improvements. As planned the current Route 19 interchange improvements will not result in any adverse effects on the Davault Tavern site or the relocated DAR monument.

MoDOT's archaeological survey for reassessment of the Route 19 interchange identified another previously unrecorded historic site in the NW quadrant of the interchange – the Williamson Site (23MT1505). The Williamson site was first settled by Cornelius Williamson (c 1815-1825) who acquired the tract in the West half of the NE quarter of Section 27 using a War of 1812 land bounty. The remains of the Williamson site (23MT1505) are in the triangle of existing I-70 ROW north of the westbound lanes, west of the Route 19 overpass and south of the westbound on ramp.

The original ground surface at the Williamson site is obscured by 10-12" of fill placed during original construction of the interchange in the 1960s, but it includes at least one intact clearly visible historic feature, a hand dug deep well filled with early 19th century material (glass, cut nails, coal, ceramics, limestone, handmade brick fragments) that appears to date from the territorial period occupation of Cornelius WIlliamson. Fill covering this site has effectively insulated the underlying archaeological deposits and features from potential damage from vehicle traffic and that layer of fill appears addequate to continue to do so during construction of the planned interchange improvements. Provisions will need to be made for hand clearing of landscape trees in the site area and to limit vehicle traffic and all ground distrubing activity in those portions of the site adjacent to and behind the house shown on early plans where features indicated or are most likely to exist beneath the veneer of fill.

Summary. No historic buildings or bridges will be affected by the planned interchange improvement. Three archaeological sites have been identified in or adjacent to the project. Site 23MT1460 is not historically significant. The Davault Tavern site (23MT1504) appears likely to include significant intact archaeological remains, including a family cemetery, however that site is just east of the project area and will not be affected. The Williamson site (23MT1505), located in the northwest quadrant of the project, is considered eligible for the NRHP. Adverse effects to the Williamson site can be avoided during construction of the planned interchange improvements by avoiding ground disturbing activities at the location of the site.

The SHPO concurred that archaeological site 23MT1460 is not eligible for inclusion in the National Register of Historic Places (NRHP). They also concurred that archaeological sites 23MT1504 and 23MT1505 should be treated as unevaluated and, therefore, potentially eligible for inclusion in the National Register of Historic Places. Because

site 23MT1504 is located outside of the area of potential effect (APE) and efforts will be taken to ensure that site 23MT1505 is preserved in place, they concurred that the proposed undertaking will have no adverse effect on historic properties, and have no objection to the initiation of project activities. Site 23MT1505 is currently covered by approximately 12-inches of fill placed over the site in the 1960s during the original construction of the interchange. Measures will be taken to ensure that the Williamson site 23MT1505 is preserved in place. These measures will be captured in Job Special Provisions in the construction contract for hand clearing of landscape trees, limit vehicle traffic, and avoid ground-disturbing activity in those portions of the site in the project's footprint. Environmental Commitment #25 includes the provision to monitor the status of these resources. The SHPO concurrence letter is contained in **Appendix B**.

Mitigation and Environmental Commitments

This section presents all of the Environmental Commitments associated with the SIU 7 EIS. How they apply to the Project J2P3090: Route 19 over Interstate 70 are presented in ***bold/italics***.

1. Prior to any further project development in the vicinity of the Lake St. Louis Boulevard interchange, MoDOT will conduct a reevaluation of current and projected future land uses and future traffic projections.
   This commitment is not applicable to Route 19 because the Lake St. Louis Boulevard interchange is not affected by the J2P3090 project.

2. The mobile home park located near milepost 195 will not be impacted by the Preferred Alternative.
   This commitment is not applicable to Route 19 because the project is not located near milepost 195.

3. No buildings will be removed from the High Hill Historic District.
   This commitment is not applicable to Route 19 because the project is not located near the High Hill Historic District.

4. Native American Tribes or Bands with an interest in the study area will be notified upon inadvertent discoveries of human remains, historic objects or funerary objects**.**
   This is a Standard Construction Commitment and is applicable to the Montgomery Route 19 project to be carried forward.

5. Prior to project development, the possible cemetery noted in the archaeological inventory (but outside of the Preferred Alternative) should be surveyed.
   This commitment is not applicable to Route 19 because the project is not located near the cemetery.

6. A survey to identify trees suitable for Indiana bat roosting habitat will be performed in the area of the Preferred Alternative. To avoid potential impact to the bat during the period when the bat will most likely use these habitats, MoDOT will not cut suitable maternity roost trees during the period April 1 to September 30. If cutting of suitable trees during that period is unavoidable, biologists will perform a complete assessment of the habitat in advance to certify that the habitat is not currently in use by the bat.
   Coordination between MoDOT and USFWS will continue. No federal money or Federal authorization for construction will not be granted until regulatory obligations have been satisfactorily completed.

   New Commitment

A Winter Tree Clearing Job Special Provision (JSP), requiring removal of all suitable roost trees between November 1 and March 31, will be included in the contract.

7. Stream flows will not be interrupted and all temporary in-channel fills that have the potential to impound water will be contained within culverts.

   This is a Standard Construction Commitment and is applicable to the Montgomery Route 19 project to be carried forward.

8. Wildlife crossings will be investigated in final design, if applicable.

   Wildlife crossing were considered but found to be inappropriate in this application. Therefore, this commitment is not applicable to the Route 19 project.

9. MoDOT will consider the appropriate currently adopted design criteria and design standards.

   This is a Standard Construction Commitment and is applicable to the Montgomery Route 19 project to be carried forward.

10. MoDOT will incorporate suitable and reasonable Intelligent Transportation Systems (ITS) elements into the Improve I-70 program.

    MoDOT currently operates traffic cameras and digital message boards within the vicinity of the Route 19 project. Digital message boards are located either side of the project at mile marker 173.6 (Eastbound) and 177.45 (Westbound). Traffic cameras are located either side of the project at mile markers 169.5 and 180. No other ITS elements are currently warranted within the Montgomery 19 project area.

11. MoDOT will consult with emergency responder agencies involved in traffic incident management on I-70 in future design and maintenance of traffic plan development as the Improve I-70 program progresses.

    This is a Standard Construction Commitment and is applicable to the Montgomery Route 19 project to be carried forward.

12. MoDOT will construct frontage roads for the purposes of maintaining existing local service connections and maintaining existing access to adjacent properties, where warranted. The frontage roads as proposed in the Frontage Road Master Plan may be constructed in the future as needs arise and as funding becomes available. Where reasonably possible, any eight-foot (2.4 meters) paved shoulder along new frontage road construction could serve as a one-way bicycle facility.

    Frontage roads are already in existence within the Route 19 project area. The existing frontage roads will be maintained with the project; therefore, this commitment is not applicable to the Route 19 project.

13. MoDOT will develop a maintenance of traffic plan for the construction phases. Through traffic will be maintained along I-70 and at access points to the interstate from cross-roads. It is likely that some interchange ramps and cross-roads will be closed and temporary detours required. Construction schedules, road closures and detours will be coordinated with police forces and emergency services to reduce impact to response times of these agencies.

    MoDOT will ensure compliance.

14. MoDOT will coordinate with project area businesses regarding access issues, via direct communication throughout the construction period.

MoDOT will ensure compliance.

15. MoDOT will coordinate with local public service and utility service providers during the final design phase of the project and during the construction period to minimize infrastructure relocation, modifications and connectivity requirements.
MoDOT will ensure compliance.

16. During right of way acquisition and relocations, MoDOT will assure that this will be accomplished in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, as amended. MoDOT is committed to examining ways to further minimize property impacts throughout the corridor, without compromising the safety of the proposed facility, during subsequent design phases.
MoDOT will ensure compliance.

17. During construction, MoDOT's specifications, Missouri Department of Natural Resources (MDNR) Solid Waste Management Program, and MoDOT's Sediment and Erosion Control Program will all be followed.
MoDOT will ensure compliance. If an unknown site is encountered during construction, the Contractor will cease work at the site and will take measures as necessary to eliminate or minimize any adverse environmental consequences. The MDNR and U.S. Environmental Protection Agency will be contacted for coordination and approval of required activities.

18. Through MoDOT's approved Pollution Prevention Plan for the National Pollutant Discharge Elimination System (NPDES), the control of water pollution will be accomplished. The plan specifies berms, slope drains, ditch checks, sediment basins, silt fences, rapid seeding and mulching and other erosion control devices or methods as needed. In addition, all construction and project activities will comply with all conditions of appropriate U.S. Army Corps of Engineers and Missouri Department of Natural Resources permits and certifications.
MoDOT will ensure compliance.

19. MoDOT has special provisions for construction which require that all contractors comply with all applicable local, state, and federal laws and regulations relating to noise levels permissible within and adjacent to the project construction site. Construction equipment is required to have mufflers installed in accordance with the equipment manufacturers' specifications.
MoDOT will ensure compliance.

20. MoDOT is committed to minimize lighting impacts. Efficient lighting and equipment will be installed, where appropriate, to optimize the use of light on the road surface while minimizing stray light intruding on adjacent properties**.**
MoDOT will ensure compliance.

21. To minimize impacts associated with construction, pollution control measures outlined in the MoDOT Standard Specifications for Highway Construction will be used. These measures pertain to air, noise and water pollution as well as traffic control and safety measures.
MoDOT will ensure compliance.

22. MoDOT will review the Natural Heritage Database and coordinate with the U.S. Fish and Wildlife Service periodically during the project development process to identify any new locations of threatened and endangered species.

MoDOT will ensure compliance. **Coordination between MoDOT and USFWS will continue. No federal money or Federal authorization for construction will not be granted until regulatory obligations have been satisfactorily completed.**

New Commitments:

Pursuant to the Migratory Bird Treaty Act, MoDOT will inspect structures for nests prior to construction. If active nests (those with eggs or young) are observed, measures will be taken, including seasonal demolition restrictions, to prevent killing birds and destruction of their eggs and to avoid conflict with the Migratory Bird Treaty Act. The project area will be screened for bald eagle nests prior to construction. If necessary, seasonal restrictions to avoid non-purposeful take will be implemented.

Further, A Winter Tree Clearing Job Special Provision (JSP), requiring removal of all suitable roost trees between November 1 and March 31, will be included in the contract.

23. Landscaping in the right of way will include native plant species and other enhancements in accordance with the statewide I-70 Corridor Enhancement Plan to the maximum extent possible. In accordance with MoDOT standards, new seed mixes, mulch and plant materials will be free of invasive weedy species to the extent possible. Where appropriate, MoDOT will partner with the Missouri Department of Conservation (MDC) Grow Native program and implement the establishment of native vegetation along highway rights of way.

MoDOT will ensure compliance. The majority of the Route 19 project area has been developed and cool season grasses will be used in these areas. In undeveloped project areas, MoDOT will follow standard policy of planting cool season grasses adjacent to the right of way and plant warm season natives outside of the clear zone.

24. MoDOT has developed a Conceptual Wetland Mitigation Plan to compensate for wetland impacts, and appropriate mitigation will be adhered to in accord with the plan and any Section 404 permit(s) acquired.

MoDOT will ensure compliance. If mitigation is required, MoDOT will mitigate stream impacts with an in-lieu fee provided, and wetland impacts will be mitigated either at a MoDOT bank outside the service area at a higher ratio or by the purchase of credits from an outside bank in the service area.

25. MoDOT will continue to coordinate with the SHPO and comply with the existing executed Programmatic Agreement that complies with the National Historic Preservation Act.

MoDOT will ensure compliance. MoDOT will coordinate with SHPO related to the Section 106 process should design modifications and/or construction activities result in impacts to historic properties.

New Commitment:

Site 23MT1505 is currently covered by approximately 12-inches of fill placed over the site in the 1960s during original construction of the interchange. Measures will be taken to ensure that the Williamson site 23MT1505 is preserved in place. These measures will be captured in Job Special Provisions in the construction contract for hand clearing of landscape trees, limit vehicle traffic, and avoid ground disturbing activity in those portions of the site in the project's footprint.

26. When trees are removed, MoDOT will implement the tree replacement policy and plant two trees for every tree removed that has a diameter greater than six inches at breast height.

MoDOT no longer has a tree replacement policy in place. Trees will only be removed from the area required for the bridge and interchange configuration. No open space for planting will be created. As a result, MoDOT will not implement replacement of removed trees.

27. Where feasible, MoDOT's design process will minimize impacts to floodplains.

This commitment is not applicable to Route 19 because the project will not affect floodplains.

28. Mitigation efforts to prevent the rise in flood elevation of each of the water bodies affected will be employed in an effort to obtain a No-Rise Certification permit from the State Emergency Management Agency (SEMA).

This commitment is not applicable to Route 19 because the project will not affect floodplains.

29. MoDOT will continue to coordinate with the Natural Resources Conservation Service (NRCS) to determine appropriate mitigation measures for the loss of Conservation Reserve Program (CRP) and Wetlands Reserve Program (WRP) lands.

This commitment is not applicable to Route 19 because the project will not affect floodplains.

30. Plans for suitable pedestrian, bicycle and wheelchair access across I-70 will be developed during the design of the interchanges.

The absence of bicycle or pedestrian facilities at the existing interchange, plus no current demand for these utilities, make this commitment not applicable to the Route 19 project. The interchange area is a primary traffic generator for vehicle stops during travels on I-70 and Route 19. The project design has been developed in a manner that can add bicycle and pedestrian facilities should a future need arise.

31. The MoDOT Noise Policy will be used to address noise impacts. Where appropriate, possible noise abatement types and locations will be presented and discussed with the benefited residents during the preliminary design phase. Noise abatement measures will be considered that are deemed reasonable, feasible and cost effective.

This commitment is not applicable to Route 19 because the physical alteration of the interchange does not meet MoDOT's noise policy definition of an impact.

32. If there are changes in the project scope, project limits, existing conditions, pertinent regulations or environmental commitments, MoDOT must re-evaluate potential impacts prior to implementation. Environmental commitments are not subject to change without prior written approval from FHWA.

MoDOT will ensure compliance.

7. Re-Evaluation Conclusion

Most of the impacts identified in the I-70 Second Tier EIS (SIU 7) would remain the same.

Relative to Project J2P3090, the interchange configuration of Route 19 over Interstate 70 has evolved to encompass a currently favored roundabout configuration. The social and environmental setting along I-70 in the vicinity of New Florence has remained relatively unchanged and the modifications to the preferred alternative would not result in significantly greater impacts than those identified in the original NEPA documents. While the proposed project may result in human or natural resource impacts, these impacts would be permitted and/or mitigated as required.

This re-evaluation document demonstrates that the Second Tier EIS/ROD remains valid. The Selected Alternative for the interchange configuration of Route 19 over Interstate 70 continues to meet the purpose and need identified in the Second Tier EIS. Therefore, a supplemental study of the EIS is not necessary for the current project.

I-70 Second Tier EIS Re-Evaluation
Section of Independent Utility 7 and Project J2P3090: Route 19 over Interstate 70
Montgomery County, Missouri

Submitted Pursuant to 42 U.S.C. 4332(2)(c), 49 U.S.C. 303
By the U.S. Department of Transportation
Federal Highway Administration and the
Missouri Department of Transportation.

Date of Approval	For FHWA	Title
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Appendices

I-70 Second Tier EIS Re-Evaluation
Section of Independent Utility 7 and
Project J2P3090: Route 19 over Interstate 70

Appendix A

Alternatives Report Text (January 24, 2020)

JACOBS

Alternatives Report

Route 19 over Interstate 70

MoDOT Project No.: J2P3090

Prepared for:
Missouri Department of Transportation
Northeast District

January 24, 2020

Jacobs Project Number:
F3W94500

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St. Louis, Missouri 63102 U.S.A.
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Contents

Executive Summary

Route 19 is a two-lane minor arterial rural highway crossing I-70 near New Florence, MO with a conventional diamond interchange providing access to and from I-70. The Route 19 overpass provides a vital link connecting nearby businesses and residents as well as historic Hermann and the Katy Trail to the south of I-70 and Montgomery City and Mark Twain Lake north of I-70. The objective of this report is to provide alternatives that will maintain this connection during and after construction as well as developing alternatives that will facilitate traffic now and in the future.

Existing traffic operations were evaluated as well as traffic operations for all alternatives for the Design Year 2041. The future construction of a proposed Truck Stop in the southeast quadrant of the interchange was included for traffic modeling.

Topographical survey was collected in early 2019 for this study corridor. The survey information was used in the development of the design alternatives.

Conceptual design alternatives were presented to the MoDOT Project Team during multiple Design Concept Workshops performed on April 30, 2019, July 25, 2019 and October 1, 2019. Feedback from those meetings has been incorporated into the final recommended alternative.

The development of Route 19 design alternatives focused on constructing a new bridge, providing a structure length that would span a future widening of I-70 to 6 lanes, and improving the ramp terminal and outer road intersections. Major features of the design alternatives that were further analyzed are described below.

Option 1 (see Appendix A for figure)

- Realignment of Route 19 bridge west of existing Route 19 bridge.
- WB I-70 on/off ramp terminals and Booneslick Road intersection with Route 19 combined into a 6-leg roundabout.
- EB I-70 on/off ramp terminals and Tree Farm Road/South Outer Road intersection with Route 19 combined into a 6-leg roundabout.
- 36 ft roadway to provide two thru traffic lanes required on the new bridge.

Option 2 (see Appendix A for figure)

- Realignment of Route 19 bridge west of existing Route 19 bridge.
- Construction of a roundabout at the intersection of Tree Farm Road/South Outer Road and Route 19.
- Reconstruction of the signalized intersection of Booneslick Road and Route 19.
- 56 ft roadway to provide two thru traffic lanes and a center turn lane required on the new bridge.

Option 5 (see Appendix A for figure)

- Realignment of Route 19 bridge west of existing Route 19 bridge, minimizing the skew angle between Route 19 and I-70.

- Construction of an elliptical 5-leg roundabout south of proposed Route 19 bridge incorporating EB on/off ramps, Tree Farm Road/South Outer Road (West), and Route 19.
- Reconstruction of the signalized intersection of Booneslick Road and Route 19.
- Reconstruction of EB off-ramp
- Construction of new intersection for Tree Farm Road/South Outer Road (East) to Route 19.
- 48 ft roadway to provide two thru traffic lanes and a center turn lane required on the new bridge.

Option 7 (see Appendix A for figure)

- Realignment of Route 19 bridge west of existing Route 19 bridge.
- Reconstruction of the interchange ramps and outer roads per EPG Access Management guidelines.
- 48 ft roadway to provide two thru traffic lanes and a center turn lane required on the new bridge.
- Recommendation of the *Improve I-70* Second Tier Environmental Impact Statement completed in December 2005 (ROD 2006).

Introduction

Study Area

The study corridor for this report includes approximately 0.50 miles of Route 19 and includes the diamond interchange with I-70 as well as outer road connections at Booneslick Road and Tree Farm Road/South Outer Road (see Figure 1). The corridor is located in south-central Montgomery County.

Figure 1 – Project Study Area

Data and Methodology

The project team met with MoDOT Project representatives regarding initial scoping of the project August 7, 2018. Once the project initiated, a team call on April 11, 2019 confirmed additional details. A Traffic Memorandum summarizing project assumptions and existing conditions was submitted to MoDOT and finalized May 31, 2019; this memo is attached to this document as Appendix D.

Background

Currently, traffic operations within the study area are very positive with ratings of LOS A and B at all intersections and individual movements in both the AM and PM peak hours of weekday operations. The existing operations were determined via a Traffic Impact Study for a "Love's Travel Stop" (April 24, 2018) proposed for the southeast quadrant of the interchange. This study also determined that a dedicated southbound left-turn lane approaching the eastbound I-70 ramps terminal intersection is warranted based on existing volumes. With regard to the future development, the only recommended improvement was a southbound left-turn lane for the intersection with Tree Farm Road/South Outer Road.

The proposed Travel Stop was incorporated into future projections for the study corridor for the Construction Year (2021) timeframe. In addition, a similar development to be potentially developed in the southwest corner of the interchange was added for the Design Year (2041) projections. Analysis of the future network volumes found that operations remained at an acceptable level through the Construction Year (2021) but could be expected to deteriorate by the Design Year 2041 with the additional development – specifically at the Tree Farm Road/South Outer Road intersection and the I-70 Ramps terminal intersections. The future No-Build analyses are also presented in the Traffic Memorandum (May 31, 2019) attached as Appendix D.

Alternatives Development

In April, a meeting was held to discuss six different alternatives. A seventh alternative was suggested after the meeting. The six alternatives presented, and the seventh alternative were:

- Option 1 – Offset alignment with dual 6-leg roundabouts at outer roads and ramps
- Option 2 – Offset alignment with traditional ramp terminal and outer road intersections
- Option 3 – Intersection and bridge replacement on existing alignment
- Option 4 – Offset alignment with traditional ramp terminal intersections and dual 4-leg roundabouts at outer roads
- Option 5 – Offset alignment with minimized skew angle, traditional ramp terminal and outer road intersections north of I-70 and an elliptical roundabout at the intersection with Tree Farm Road/South Outer Road and the ramps south of I-70
- Option 6 – Teardrop roundabout construction
- Option 7 – Offset alignment with ramp and outer road connections per MoDOT Access Management plan

During the April meeting, Option 3 was eliminated due to the long-term closures of Route 19 required for construction on existing alignment. Additionally, Option 6 was eliminated due to concerns with accommodating all traffic movements that the area requires along with the possibility of needing a wider structure. Options 2 and 4 were combined to maintain as much of the existing intersection at Booneslick Road as possible. Thus, a new Option 2 was established that builds a new bridge offset to the existing bridge and maintains a traditional signalized intersection at Booneslick Road and Route 19 and a proposed roundabout at Tree Farm Road/South Outer Road and Route 19. Furthermore, Option 7 was added with relocated outer roads and ramp terminals matching a previously completed Environmental Impact Study of the I-70 corridor.

Alternatives were developed that are consistent with both MoDOT's *Engineering Policy Guide (EPG*) and the American Association of State Highway and Transportation Officials' (AASHTO) *A Policy on Geometric Design of Highways and Streets.* Appendix A shows detailed conceptual layouts of the alternatives that were further analyzed.

None of the alternatives evaluated include bicycle or pedestrian facilities. This determination was made early in the process of defining alternatives and is based on the absence of bicycle or pedestrian (bike/ped) facilities at the existing interchange, no current demand for those facilities, and the development forecast for the interchange area. The interchange area is a primary traffic generator for vehicle stops during travels on I-70 and Route 19. Although new gas and convenience centers are proposed for the interchange, no new generators of bike/ped traffic are anticipated given the rural nature of the project. The nearest population center, New Florence, is about a mile to the northeast via Route 19. Existing Route 19 paved shoulders can be utilized to offer bicycle facilities and connectivity to the Katy Trail; however, the shoulder width narrows south of the project limits. Should future demands change for bicycle/pedestrian facilities, any of the defined alternatives can be modified in the future.

Option 1 – Route 19 Realignment to the West with New Dual 6-leg Roundabouts

Appendix A-Option 1 Exhibit shows the conceptual layout. Major features of Option 1 include:

- Realignment of Route 19 bridge west of existing Route 19 bridge.
- WB I-70 on/off ramp terminals and Booneslick Road intersection with Route 19 combined into a 6-leg roundabout.
- EB I-70 on/off ramp terminals and Tree Farm Road/South Outer Road intersection with Route 19 combined into a 6-leg roundabout.
- 36 ft roadway to provide two thru traffic lanes required on the new bridge.

Benefits

The dual 6-leg roundabouts eliminate the need for traffic signals as well as the maintenance costs associated with them. Additionally, combining the ramp terminal intersections with the outer road intersections into a roundabout eliminates the proximity of two separate intersections. Dual roundabout construction eliminates the need for a center turn lane across the bridge, thus allowing for the narrowest roadway width across the bridge of all the options, 36 ft.

Eliminating intersections and incorporating them into roundabouts provides for safer corridor for the traveling public and decreases the probability of crashes.

Furthermore, option 1 requires the least amount of right-of-way to be acquired.

Disadvantages

Introducing roundabouts would disrupt the current tangent alignment of Route 19 and slow traffic that wants to pass through on Route 19. Additionally, 6-leg roundabouts would be unfamiliar to local drivers. To help familiarize drivers with the new traffic movements, additional signage would be required.

The geometric configuration required for a 6-leg roundabout increases the overall footprint of Route 19. The increased footprint requires more earthwork and pavement to incorporate the free-flowing traffic movements.

Option 2 – Route 19 Realignment to the West with Signalized Intersection and new 4-leg Roundabout

Appendix A-Option 2 Exhibit shows the conceptual layout. Major features of Option 2 include:

- Realignment of Route 19 bridge west of existing Route 19 bridge.
- Construction of a roundabout at the intersection of Tree Farm Road/South Outer Road and Route 19.
- Reconstruction of the signalized intersection of Booneslick Road and Route 19.
- 56 ft roadway to provide two thru traffic lanes and a center turn lane required on the new bridge. Increased bridge width to provide for sight distance related to turn movements

Benefits

This alternative would reconstruct the existing signalized intersection at Booneslick Road and Route 19 and construct a new 4-leg roundabout at Tree Farm Road/South Outer Road and Route 19. The existing ramp terminals would be reconstructed and would be very similar to existing conditions. This alternative would be most familiar to drivers. The 4-leg roundabout would be new to local traffic, but it is the most common roundabout drivers experience.

This alternative would require the least amount of grading and earthwork and would be the quickest to construct, resulting in less disturbance to traffic.

Disadvantages

The skew of the ramp terminal intersections and Route 19 create sight distance issues for drivers trying to see around the bridge parapet. To allow for adequate sight distance the bridge shoulders were increased to 10', creating an overall roadway width across the bridge of 56'. Additionally, with this option, ramp terminal intersections and outer road intersections would remain very close together. This could lead to traffic issues in the future if signals are required at the ramp terminals due to an increased ADT.

Option 5 – Route 19 Realignment to the West with Signalized Intersection and new 5-leg Elliptical Roundabout

Appendix A-Option 5 Exhibit shows the conceptual layout. Major features of Option 5 include:

- Realignment of Route 19 bridge west of existing Route 19 bridge, minimizing the bridge skew.
- Construction of an elliptical 5-leg roundabout south of proposed Route 19 bridge incorporating EB on/off ramps, Tree Farm Road/South Outer Road, and Route 19.
- Reconstruction of the signalized intersection of Booneslick Road and Route 19.
- Reconstruction of EB off-ramp
- Construction of new intersection for Tree Farm Road/South Outer Road (East) to Route 19.
- 48 ft roadway to provide two thru traffic lanes and a center turn lane required on the new bridge.

Benefits

This alternative realigns Route 19 over I-70 to the west of the existing bridge and minimizes the bridge skew. The reduced skew angle yields the shortest and least costly bridge of all options. Additionally, the skew reduction of the Route 19 alignment over I-70 allows the ramp terminals for WB I-70 to intersect Route 19 near 90 degrees.

The elliptical roundabout eliminates the EB I-70 ramp terminal intersection and reduces the speed of traffic, decreasing the probability and severity of crashes.

Disadvantages

This alternative would alter the existing alignment of Route 19 the most and create a “jog” in the North/South traffic movements along Route 19. Furthermore, the proximity of the roundabout to the proposed bridge would necessitate a retaining wall at the south abutment of the bridge along EB I-70.

The existing ground elevations at the proposed roundabout would require approximately 25’ of fill resulting in a large amount of earthwork and grading. This large amount of earthwork would likely require an extended closure of the EB I-70 off-ramp and Tree Farm Road/South Outer Road during construction, west of Route 19.

The roundabout and raised ramp profile south of I-70 require a significant amount of added right-of-way acquisition.

Option 7 – Route 19 Realignment to the West with Access Management Outer Road Configurations

Appendix A-Option 7 Exhibit shows the conceptual layout. Major features of Option 7 include:

- Realignment of Route 19 bridge west of existing Route 19 bridge.
- Reconstruction of the interchange ramps and outer roads per EPG Access Management guidelines.
- 48 ft roadway to provide two thru traffic lanes and a center turn lane required on the new bridge.
- Recommendation of the *Improve I-70* Second Tier Environmental Impact Statement completed in December 2005 (ROD 2006).

Benefits

This alternative realigns Route 19 over I-70 to the west of the existing bridge. New ramp terminals and outer road connections are constructed per MoDOT EPG to comply with Access Management guidelines.

Disadvantages

This alternative would require a large amount of ROW to be purchased and the complete realignment of the outer road system. Extensive removals and clearing and grubbing would be required. The new alignment of the outer roads would position them behind the existing business currently located in the Northeast and Northwest quadrants of the interchange. Furthermore, this option would have the largest construction footprint and would be more than double the cost of the other options.

Alternatives Analysis

Further analyzing the different options focused on the constructability of each option as well as providing an acceptable level of service for all traffic movements and assessing the general qualitative safety impacts to the corridor in the construction (2021) and design (2041) years. The results of the traffic operational analysis are shown in the tables within Appendix B. It is desirable to maintain traffic on the existing Route 19 alignment as long as possible while construction is on-going and limit any Route 19, ramp, or outer road closures that will be required to complete construction. Further analysis of each option is provided below:

Option 1

Constructability

The proposed alignment of Route 19 would allow the new bridge to be constructed off-line while maintaining traffic on existing Route 19. While the new bridge is being constructed, half of the proposed roundabouts could be constructed, and additional build-up of earthwork could be

completed where required. Once the bridge is completed, short term closures could be utilized to connect the bridge to the half-completed roundabouts. Traffic could then be shifted to the new bridge and half-completed roundabouts while the other half of the roundabouts are completed. To minimize the length of some construction phases, the temporary closure of various ramps and outer roads may occur.

Traffic Analysis

Both roundabouts can be expected to operate at acceptable LOS through the Design Year (2041): the south roundabout is projected to operate at LOS A/B and the north roundabout at LOS B/C in forecast years 2021/2041. The generally high levels of operation could be expected to provide some room for additional unforeseen growth.

Safety

Regarding safety, roundabouts reduce the number of conflict points at an intersection; combining two intersections into one roundabout at each end of the corridor would enhance these effects and could be expected to improve the safety of the corridor. In addition, the roundabouts would be expected to reduce overall speeds within the corridor. A period of adjustment would be anticipated for local drivers to become accustomed to navigating the roundabouts.

A conceptual safety analysis for no build, Option 1 and Option 2 was performed using the Highway Safety Manual (HSM) *Predictive Method for Rural Two-Lane, Two-Way Roads Analysis Spreadsheet*. The results shown in the table below indicate that Option 1 offers the greatest reduction in total and all types of crashes, although both Options 1 and 2 offer over 40% reduction in predicted crashes over the no build alternative.

Scenario (2041 Design Year)	Predicted Average Crash Frequency (crashes/year)		
	Total	Fatal & Injury	PDO
No Build	18.321	7.607	10.714
Option 1	9.377	3.571	5.806
Option 2	10.832	4.379	6.453

The full HSM Evaluation Summary is located in Appendix G.

Bridge

Five bridge configurations were considered for Option 1. All five options provide a 36 ft roadway to accommodate two through lanes on Route 19. The roundabouts used with Option 1 do not require a center turn lane thus allowing a narrower structure compared to the other options. The cost estimates and bridge plan sheets are located in Appendix C and E, respectively. The bridge cost estimates include two roadway adjustments related to bridge length and structure depth. The base roadway estimate uses the structure length and depth from Option 1E. A cost adjustment is included with Options 1A, 1B, 1C and 1D to account for the change to a different bridge length or deeper superstructure.

The cost estimates assume drilled shaft foundations at the intermediate bents based upon the as-built structure plans and available soil data. During final design the subsurface investigation will determine if pile cap foundations are feasible. Additional information is needed to determine the drivability and length of H-piles. If feasible, pile foundations could offer cost savings compared to the assumed drilled shafts.

Bridge Option 1A uses MSE walls placed directly behind I-70 shoulder barriers to create the shortest bridge length. Bridge Option 1B uses MSE walls placed 30 ft clear of the nearest I-70 traffic lane to provide a clear zone and room for open channel drainage in front of the MSE Walls. Bridge Option 1C is a four-span configuration with spill slopes at the end bents to eliminate the MSE walls while providing a shallow structure depth. Bridge Options 1D (steel) and 1E (concrete) are two-span structures with spill slopes at the end bents to eliminate MSE walls while providing a two-span structure.

Bridge Option	1A	1B	1C	1D	1E
Bridge Width	38'-8"				
Roadway	36' (2-12' Lanes, 2-6' Shoulders, 2-16" Type D Barriers)				
Skew Angle	34°-35'-10"				
Span Configuration	84.25'-84.25'	104.25'-104.25'	57'-80'-80'-57'	137'-137'	137'-137'
Bridge Length	172'-9"	212'-9"	278'-3"	278'-3"	278'-3"
MSE Walls	At Each End Bent	At Each End Bent	None	None	None
Superstructure	4-NU35 8.5" deck PS deck panels	4-NU53 8.5" deck PS deck panels	4-NU35 8.5" deck PS deck panels	4-Painted Steel Plate Girders (54" web) 9.5" deck Steel SIP Forms	5-NU70 9.5" deck PS deck panels
Structure Depth	4'-3"	5'-10"	4'-3"	6'-3"	7'-6"
Expansion Joints	None				
End Bents	Integral with Galvanized Steel Piles				
Intermediate Bents	3-column bents founded on Drilled Shafts with Rock Sockets				
Benefits	Shallow depth. Shortest bridge. Lowest cost.	MSE Walls beyond clear zone. Open channel I-70 drainage.	Shallow depth. No MSE Walls. Improved sight lines. Open channel I-70 drainage.	No MSE Walls. Open I-70 Template. Lightweight. Improved sight lines. Open channel I-70 drainage.	No MSE Walls. Open I-70 Template. Improved sight lines. Open channel I-70 drainage.
Disadvantages	MSE Walls against I-70 Shoulder. I-70 Drainage thru MSE Wall. MSE Wall Maintenance.	Deeper structure. Longer bridge. MSE Wall Maintenance.	More intermediate bents.	Highest initial cost. High maintenance costs.	Deep Structure.
Cost with 20% Contingency	$1,558,211	$1,695,879	$1,980,087	$2,222,448	$1,677,823
% of Low Cost	100%	108.8%	127.1%	142.6%	107.7%

Bridge Options 1A, 1B and 1E are similar regarding the estimated construction costs. Bridge Option 1E is the preferred bridge configuration for Option 1. The primary benefit of Option 1E is the open I-70 template beneath the bridge which provides improved sight lines and allows for additional future expansion of I-70. Additionally, Option 1E has no MSE Walls to maintain and therefore no risk of wall damage from vehicle impact. Bridge Option 1A is not desirable due to increased maintenance caused by the risk of vehicle impact and the drainage included within the wall.

Environmental Considerations

A Conceptual Level Request for Environmental Services (RES) was completed on 6-11-2019 and is included with this document as Appendix F.

Potential Impacts are summarized below:

Farmland Impact
The Farmland Protection Policy Act will apply if any right of way or permanent easements are required outside of the New Florence city limits.

Floodplain/Regulatory Floodway
There are no impacts to floodplain or regulatory floodway with Option 1.

Stormwater/Water Quality
The project is outside the TW4 area.

FEMA/SEMA Buyout
According to the TMS FEMA buyout layer, there are no buyout sites in the vicinity of the project area.

Socioeconomic Impact
New right of way and easements will be subject to the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970. Commercial and/or residential displacements will require further assessment to determine if there are any potential impacts to low-income and minority residents and business owners.

Threatened & Endangered Species
The following species listed in the Endangered Species Act Species List may be present in the project area: Running Buffalo Clover; Gray, Indiana and Northern Long-eared bats.

The potential existence of suitable bat roost trees for Option 1 may require compliance with the following conditions.

- Informal Rangewide Programmatic Agreement – Clearing of suitable bat habitat within 100-feet of an existing road (gravel or paved, including shoulders) shall be completed between November 1 to March 31. No mitigation required.

- Formal Rangewide Programmatic Agreement – Clearing of suitable bat habitat within 100-feet to 300-feet of an existing road shall be completed between November 1 to March 31. Clearing of suitable habitat between 100-feet to 300-feet is considered to have an adverse effect on bats; therefore, mitigation is required for the amount of suitable habitat cleared between 100-feet to 300-feet. The mitigation amount and ratio would be determined during the project development phase.

- Suitable habitat clearing beyond 300-foot from an existing road does not qualify under the established Programmatic Agreements. Mitigation will be required. The mitigation amount and ratio would be determined during the project development phase.

Migratory Birds
The existing bridge is a slab structure not conducive to nesting for migratory birds. No nests evident based on Google Earth street level imagery (7/2018).

Hazardous Waste Impact
The project location was reviewed utilizing the MDNR Interactive E-Start Map for the following types of sites: Superfund sites, Federal Facilities sites, Resource Conservation and Recovery Act Corrective Action sites, Brownfield/Voluntary Cleanup Program sites Brownfield Assessments, and Petroleum and Hazardous Substance Storage Tank Facilities. No such sites were found within the project area. Although the potential to encounter wastes from sites unknown to MoDOT should be a consideration, any previously unknown sites that are found during construction of the project will be handled in accordance with current laws and regulations.

Wetland Impact
There do not appear to be any impacts to streams or wetlands with Option 1 and no 404 permit would be required.

Noise Impact
Option 1 would likely be a Type III project and would not require a noise analysis.

Cultural Resources
The area around the Route 19/I-70 interchange encompassing all the options was included in several previous cultural resources surveys. There is one small and seemingly NRHP non-eligible site in the southwest quadrant southwest of the current outer road intersection with Route 19 that would require further evaluation. There are no other known archaeological concerns at this interchange.

Public Land Impact (Section 4f/6f)
There are no documented Section 4(f) or Section 6(f) resources in the vicinity of the project area. The nearest resource, the Danville Conservation Area (MDC) is about 2.5 miles southeast of the project area. However, the project should not restrict access to this resource. There are no impacts to public recreational lands with any of the options.

Existing Utilities

The following existing utilities responded to the locate tickets submitted to Missouri One Call:

- Ameren Missouri Electric
- ATT Distribution
- ATT Transmission
- Centurylink Fiber
- Charter Communications
- City of New Florence Muni Gas
- Kingdom Telephone
- MoDOT Northeast District
- MoDOT St. Louis District
- New Florence Telephone

Based on utilities marked in the field, there are potential conflicts with the following:

- MoDOT
- New Florence Telephone
- Centurylink Fiber
- Water line of unknown ownership
- Kingdom Telephone
- Centurylink Fiber
- ATT Transmission

The potential impacts to these utilities are similar between Options 1, 2 and 5.

Option 2

Constructability

The proposed alignment of Route 19 would allow the new bridge to be constructed off-line while maintaining traffic on existing Route 19. While the new bridge is being constructed, a temporary connection of Tree Farm Road/South Outer Road and Route 19 could be established to allow for construction of the majority of the roundabout. North of I-70, staging will have to be utilized at the Booneslick Road and Route 19 intersection. It is anticipated this option would require the least amount of temporary closures during construction.

Traffic Analysis

An initial traffic analysis investigated various traffic control options at the intersection with Tree Farm Road/South Outer Road. The evaluation determined that all-way stop control (AWSC) would result in LOS D for both the AM and PM including a LOS E at one approach. Similarly, a signalized intersection would operate at acceptable levels overall, but with a single approach at unacceptable levels during one peak period. It was determined that the intersection and all approaches would continue to operate at a high level of service (LOS B) in the design year with a roundabout. The intersection of Booneslick Road would remain in its existing configuration and under signalized control.

Because this alternative (relatively) mirrors the existing geometry, the traffic analysis additionally investigated alternatives for improving the future operations for the I-70 Ramp Terminal intersections as both intersections are expected to have either the ramp approach (eastbound ramps) or overall intersection (westbound ramps) at an unacceptable LOS during both peak hours by the Design Year (2041). It should be noted, however, that both ramps are expected to operate acceptably at the Construction Year (2021) and would be anticipated to deteriorate with the additional development forecasted by 2041. This investigation (included within the analysis results for Option 2) determined that a first step would be to add a dedicated (channelized) right-turn lane on the ramps. Therefore, this geometric change was incorporated into the future design plans where applicable. With additional development, however, this improvement alone may not maintain an acceptable LOS at the westbound ramp terminals. Therefore, it was determined that enhanced operational control via AWSC could achieve acceptable operations and be incorporated when necessary to achieve acceptable LOS. The tables in Appendix B note when

additional lanes and/or revised traffic control were incorporated into an alternative. For Option 2, additional lanes and AWSC at the ramp terminal intersections were necessary to achieve acceptable LOS.

Safety

Roundabouts have shown to improve intersection safety by reducing the number of conflict points at an intersection. These impacts would be less dramatic in Option 2 (vs. Option 1) but the potential to reduce the number of crashes and the speeds at the south end of the corridor exists.

A conceptual safety analysis was performed on the no build, Option 1 and Option 2. See discussion under Option 1 for details and Appendix G for the full HSM Evaluation Summary.

Bridge

Five bridge configurations were considered for Option 2. All five options provide a 56 ft roadway to accommodate two through lanes and a center turn lane on Route 19. A wider bridge is required to provide adequate sight distance for the turn movements at the I-70 ramps. This requirement results in the Option 2 structure being the widest structure compared to the other options. The cost estimates and bridge plan sheets are located in Appendix C and E, respectively. The bridge cost estimates include two roadway adjustments related to bridge length and structure depth. The base roadway estimate uses the structure length and depth from Option 2C. A cost adjustment is included with Options 2A, 2B, 2D and 2E to account for the change to a different bridge length or deeper superstructure.

The cost estimates assume drilled shaft foundations at the intermediate bents based upon the as-built structure plans and available soil data. During final design the subsurface investigation will determine if pile cap foundations are feasible. Additional information is needed to determine the drivability and length of H-piles. If feasible, pile foundations could offer cost savings compared to the assumed drilled shafts.

Bridge Option 2A uses MSE walls placed directly behind I-70 shoulder barriers to create the shortest bridge length. Bridge Option 2B uses MSE walls placed 30 ft clear of the nearest I-70 traffic lane to provide a clear zone and room for open channel drainage in front of the MSE Walls. Bridge Option 2C is a four-span configuration with spill slopes at the end bents to eliminate the MSE walls while providing a shallow structure depth. Bridge Options 2D (steel) and 2E (concrete) are two-span structures with spill slopes at the end bents to eliminate MSE walls while providing a two-span structure.

Bridge Option	2A	2B	2C	2D	2E
Bridge Width	58’-8”				
Roadway	56’ (2-12’ Lanes, 1-12’ Turn Lane, 2-10’ Shoulders, 2-16” Type D Barriers)				
Skew Angle	33°-31’-03”				
Span Configuration	83’-83’	103’-103’	57’-80’-80’-57’	137’-137’	137’-137’
Bridge Length	170’-2.5”	210’-2.5”	278’-2.5”	278’-2.5”	278’-2.5”
MSE Walls	At Each End Bent	At Each End Bent	None	None	None
Superstructure	6-NU35 8.5” deck PS deck panels	6-NU53 8.5” deck PS deck panels	6-NU35 8.5” deck PS deck panels	6-Painted Steel Plate Girders (54” web) 9.5” deck Steel SIP Forms	7-NU70 9.5” deck PS deck panels
Structure Depth	4’-5”	6’-0”	4’-5”	6’-7”	7’-8”
Expansion Joints	None				
End Bents	Integral with Galvanized Steel Piles				
Intermediate Bents	4-column bents founded on Drilled Shafts with Rock Sockets				
Benefits	Shallow depth. Shortest bridge. Lowest cost.	MSE Walls beyond clear zone. Open channel I-70 drainage.	Shallow depth. No MSE Walls. Improved sight lines. Open channel I-70 drainage.	No MSE Walls. Open I-70 Template. Lightweight. Improved sight lines. Open channel I-70 drainage.	No MSE Walls. Open I-70 Template. Improved sight lines. Open channel I-70 drainage.
Disadvantages	MSE Walls against I-70 Shoulder. I-70 Drainage thru MSE Wall. MSE Wall Maintenance.	Deeper structure. MSE Wall Maintenance.	More intermediate bents.	Highest initial cost. High maintenance costs.	Deep Structure.
Cost with 20% Contingency	$2,095,021	$2,416,477	$2,701,928	$3,443,803	$2,702,602
% of Low Cost	100%	115.3%	129.0%	164.4%	129.0%

Bridge Option 2A is the lowest estimated cost but is not the preferred option due to increased maintenance caused by the risk of vehicle impact and the drainage included within the MSE wall. Options 2C and 2E are nearly the same costs. Option 2C is preferable to Option 2E due to the profile raise which will reach into the existing intersections and complicate construction. Additionally, if pile foundations prove feasible, the cost of Option 2C will drop more than that of

Option 2E due to the number of intermediate bent foundations. Option 2B is less expensive than Option 2C based upon the estimated roadway cost differences in the bridge estimates. The bridge estimated roadway costs are slightly different than the detailed roadway estimates due to the items computed using percentages. This report includes itemized total project costs for Options 2B and 2C. Looking at those estimates, the total project costs for Options 2B and 2C are very close. Option 2C provides a more open template on I-70 which improves sight lines. Additionally, Option 2C eliminates maintenance risks associated with the MSE wall and potential vehicular impact. Therefore, Option 2C is considered the preferred structure for Option 2.

Environmental Considerations

The Conceptual Level Request for Environmental Services (RES) completed on 6-11-2019 revealed the Option 2 environmental considerations are the same as Option 1. See category descriptions listed under Option 1 and the full RES document in Appendix F.

Existing Utilities

The utility impacts for Option 2 are similar to Option 1. See discussion under Option 1 for utility information.

Option 5

Constructability

The proposed alignment of Route 19 would allow the new bridge to be constructed off-line while maintaining traffic on existing Route 19. However, this option would require an extended closure of the EB I-70 off ramp and Tree Farm Road/South Outer Road, west of Route 19, while the new elliptical roundabout is constructed. Staging would be utilized North of I-70 to reconstruct the WB I-70 ramp terminals and the Booneslick Road and Route 19 intersection.

Traffic Analysis

This option would revise the existing study corridor, most notably with the interruption of Tree Farm Road/South Outer Road between the roundabout and a new intersection. The new intersection would be created east of the proposed roundabout on Route 19 at Tree Farm Road/South Outer Road (Route 19 would connect those two nodes). The intersection with Booneslick Road would be reconstructed with the same geometry and signalized control. Tables 1 and 2 within Appendix B reflect the additional intersection for this Option. The five-legged roundabout operates at LOS C or better through Design Year (2041) and the new (TWSC) intersection at Tree Farm Road/South Outer Road (East) operates at LOS A through 2041.

Per the analysis of the future ramp terminal intersections discussed under Option 2, the geometry for this Option included at the Westbound I-70 Ramp terminal intersection a left-turn lane for the northbound approach, a right-turn lane for the westbound approach, and AWSC.

Safety

This option would also be expected to reduce speeds and the potential for intersection crashes with the incorporation of a roundabout. However, the atypical roundabout shape and realignment of Route 19 and Tree Farm Road/South Outer Road may incur additional adjustment time for drivers. Although the roundabout merges the Eastbound I-70 Ramp terminal intersection and Tree Farm Road/South Outer Road (west of Route 19), it introduces a new intersection at Tree Farm Road/South Outer Road (east of Route 19) and Route 19, so the number of intersections is not reduced overall as with Option 1.

Bridge

Three bridge configurations were considered for Option 5. All three options provide a 48 ft roadway to accommodate two through lanes and a center turn lane on Route 19. The cost estimates and bridge plan sheets are located in Appendix C and E, respectively. The bridge cost estimates include two roadway adjustments related to bridge length and structure depth. The base roadway estimate uses the structure length and depth from Option 5A. A cost adjustment is included with Options 5B and 5C to account for the change to a different bridge length or deeper superstructure.

The cost estimates assume drilled shaft foundations at the intermediate bents based upon the as-built structure plans and available soil data. During final design the subsurface investigation will determine if pile cap foundations are feasible. Additional information is needed to determine the drivability and length of H-piles. If feasible, pile foundations could offer cost savings compared to the assumed drilled shafts.

Bridge Option 5A uses MSE walls placed directly behind I-70 shoulder barriers to create the shortest bridge length. Bridge Option 5B uses MSE walls placed 30 ft clear of the nearest I-70 traffic lane to provide a clear zone and room for open channel drainage in front of the MSE Walls. Bridge Option 5C is a three-span configuration with spill slopes at the north end bent and an MSE wall at the south end bent. All Option 5 bridge configurations use an MSE wall at the south end bent because the ramp profile will be raised significantly. The wall is required due to insufficient space to use spill slopes along the raised ramp.

Bridge Option	5A	5B	5C
Bridge Width	50’-8”		
Roadway	48’ (2-12’ Lanes, 1-12’ Turn Lane, 2-6’ Shoulders, 2-16” Type D Barriers)		
Skew Angle	4°-03’-03”		
Span Configuration	70’-70’	86’-86’	64’-70’-70’
Bridge Length	143’-6”	175’-6”	207’-6”
MSE Walls	At Each End Bent	At Each End Bent	At South End Bent
Superstructure	5-NU35 8.5” deck PS deck panels	5-NU43 8.5” deck PS deck panels	5-NU35 8.5” deck PS deck panels
Structure Depth	4’-4”	5’-0”	4’-4”
Expansion Joints	None		
End Bents	Integral with Galvanized Steel Piles		

Bridge Option	5A	5B	5C
Intermediate Bents	3-column bents founded on Drilled Shafts with Rock Sockets		
Benefits	Shallow depth. Shortest bridge. Lowest cost.	MSE Walls beyond clear zone. Open channel I-70 drainage.	Shallow depth. No MSE Wall at north end. Open channel I-70 drainage.
Disadvantages	MSE Walls against I-70 Shoulder. I-70 Drainage thru MSE Wall.	Deeper structure.	Longest bridge. More intermediate bents.
Cost with 20% Contingency	$1,460,211	$1,554,695	$1,685,686
% of Low Cost	100%	106.3%	116.7%

Bridge Option 5B is the recommended bridge configuration for Option 5. The primary benefits of Option 5B are the wider I-70 template, the reduced risk of MSE Wall maintenance due to vehicular impact and the open channel drainage in front of the walls. Bridge Option 5A is the lowest estimated cost but is not the preferred option due to increased maintenance caused by the risk of vehicle impact and the drainage included within the wall.

Environmental Considerations

The Conceptual Level Request for Environmental Services (RES) completed on 6-11-2019 revealed the Option 5 environmental considerations are the same as Option 1. See category descriptions listed under Option 1 and the full RES document in Appendix F.

Existing Utilities

The utility impacts for Option 5 are similar to Option 1. See discussion under Option 1 for utility information.

Option 7

Constructability

The proposed alignment of Route 19 would allow the new bridge to be constructed off-line while maintaining traffic on existing Route 19. Furthermore, all ramps and outer roads are relocated which allows the existing system to remain open while most of the construction is completed. However, this option has a much larger footprint than any other option and would likely take much longer to construct.

Traffic Analysis

An interesting outcome of this proposed geometry is that, with additional separation, the intersections operate at somewhat higher LOS than in the No-Build scenario. Most notably, the intersection of Booneslick Road/North Outer Road could be expected to function at an acceptable

LOS through the Design Year (2041) under AWSC – eliminating a signal from the corridor (assuming the inclusion of northbound and southbound auxiliary turn lanes).

Safety

Option 7 would be expected to have the least impacts to corridor safety. The reduction in lanes, conversion to stop control, and increased approach distances could be expected to improve safety slightly at the Booneslick Road/North Outer Road intersection. Similarly approach distances would increase for the Tree Farm Road/South Outer Road intersection. Little else would change geometrically versus the existing corridor.

Bridge

Five bridge configurations were considered for Option 7. All five options provide a 48 ft roadway to accommodate two through lanes and a center turn lane on Route 19. The cost estimates and bridge plan sheets are located in Appendix C and E, respectively. The bridge cost estimates include two roadway adjustments related to bridge length and structure depth. The base roadway estimate uses the structure length and depth from Option 7C. A cost adjustment is included with Options 7A, 7B, 7D and 7E to account for the change to a different bridge length or deeper superstructure.

The cost estimates assume drilled shaft foundations at the intermediate bents based upon the as-built structure plans and available soil data. During final design the subsurface investigation will determine if pile cap foundations are feasible. Additional information is needed to determine the drivability and length of H-piles. If feasible, pile foundations could offer cost savings compared to the assumed drilled shafts.

Bridge Option 7A uses MSE walls placed directly behind I-70 shoulder barriers to create the shortest bridge length. Bridge Option 7B uses MSE walls placed 30 ft clear of the nearest I-70 traffic lane to provide a clear zone and room for open channel drainage in front of the MSE Walls. Bridge Option 7C is a four-span configuration with spill slopes at the end bents to eliminate the MSE walls while providing a shallow structure depth. Bridge Options 7D (steel) and 7E (concrete) are two-span structures with spill slopes at the end bents to eliminate MSE walls while providing a two-span structure.

Bridge Option	7A	7B	7C	7D	7E
Bridge Width	50’-8”				
Roadway	48’ (2-12’ Lanes, 1-12’ Turn Lane, 2-6’ Shoulders, 2-16” Type D Barriers)				
Skew Angle	28°-17’-53”				
Span Configuration	78.75’-78.75’	97.5’-97.5’	57’-80’-80’-57’	137’-137’	137’-137’
Bridge Length	161’-5.75”	198’-11.75”	277’-11.75”	277’-11.75”	277’-11.75”
MSE Walls	At Each End Bent	At Each End Bent	None	None	None

Bridge Option	7A	7B	7C	7D	7E
Superstructure	5-NU35 8.5" deck PS deck panels	5-NU43 8.5" deck PS deck panels	5-NU35 8.5" deck PS deck panels	5-Painted Steel Plate Girders (60" web) 9.5" deck Steel SIP Forms	6-NU70 9.5" deck PS deck panels
Structure Depth	4'-4"	5'-0"	4'-4"	7'-0"	7'-7"
Expansion Joints	None				
End Bents	Integral with Galvanized Steel Piles				
Intermediate Bents	3-column bents founded on Drilled Shafts with Rock Sockets				
Benefits	Shallow depth. Shortest bridge. Lowest cost.	MSE Walls beyond clear zone. Open channel I-70 drainage.	Shallow depth. No MSE Walls. Improved sight lines. Open channel I-70 drainage.	No MSE Walls. Open I-70 Template. Lightweight. Improved sight lines. Open channel I-70 drainage.	No MSE Walls. Open I-70 Template. Improved sight lines. Open channel I-70 drainage.
Disadvantages	MSE Walls against I-70 Shoulder. I-70 Drainage thru MSE Wall. MSE Wall Maintenance.	Deeper structure. MSE Wall Maintenance.	More intermediate bents.	Highest initial cost. High maintenance costs.	Deep Structure.
Cost with 20% Contingency	$1,788,323	$1,898,930	$2,261,067	$2,958,620	$2,282,657
% of Low Cost	100%	106.2%	126.4%	165.4%	127.6%

Bridge Option 7B is the recommended bridge configuration for Option 7. The primary benefits of Option 7B are the low cost combined with a wider I-70 template, the reduced risk of MSE Wall maintenance due to vehicular impact and the open channel drainage in front of the walls. Bridge Option 7A is the lowest estimated cost but is not the preferred option due to increased maintenance caused by the risk of vehicle impact and the drainage included within the wall.

Environmental Considerations

A Conceptual Level Request for Environmental Services (RES) was completed on 6-11-2019 and is included with this document as Appendix F.

Potential Impacts are summarized below:

Farmland Impact
The Farmland Protection Policy Act will apply if any right of way or permanent easements are required outside of the New Florence city limits.

Floodplain/Regulatory Floodway
Option 7 could encroach upon the Zone A 100-year floodplain of Smith Branch, located east of Route 19, at Coop Road and I-70. Based on the type of work and right of way impacts, a floodplain development permit from SEMA may be required. There are no areas of regulatory floodway within any of the options.

Stormwater/Water Quality
The project is outside the TW4 area.

FEMA/SEMA Buyout
According to the TMS FEMA buyout layer, there are no buyout sites in the vicinity of the project area.

Socioeconomic Impact
New right of way and easements will be subject to the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970. Commercial and/or residential displacements will require further assessment to determine if there are any potential impacts to low-income and minority residents and business owners.

Threatened & Endangered Species
The following species listed in the Endangered Species Act Species List may be present in the project area: Running Buffalo Clover; Gray, Indiana and Northern Long-eared bats.

The potential presence of Running Buffalo Clover along Smith Branch is possible for Option 7. No records in the project area indicate its presence; however, a field check along Smith Branch will be necessary for Option 7.

Due to the significantly higher amounts of tree clearing required for Option 7, mitigation for tree clearing is anticipated. The potential existence of suitable bat roost trees for Option 7 will require compliance with the following conditions.

- Informal Rangewide Programmatic Agreement – Clearing of suitable bat habitat within 100-feet of an existing road (gravel or paved, including shoulders) shall be completed between November 1 to March 31. No mitigation required.
- Formal Rangewide Programmatic Agreement – Clearing of suitable bat habitat within 100-feet to 300-feet of an existing road shall be completed between November 1 to March 31. Clearing of suitable habitat between 100-feet to 300-feet is considered to have an adverse effect on bats; therefore, mitigation is required for the amount of suitable habitat cleared between 100-feet to 300-feet. The mitigation amount and ratio would be determined during the project development phase.

- Suitable habitat clearing beyond 300-foot from an existing road does not qualify under the established Programmatic Agreements. Mitigation will be required. The mitigation amount and ratio would be determined during the project development phase.

Wetland Impacts

Option 7 will impact Smith Branch and a mapped emergent wetland in the northwest quadrant of the option. A field check will be required to determine if the wetland is jurisdictional. A Section 404 permit will be necessary to address stream and wetland impacts.

Noise Impact

Depending on the improvements, this option may meet the criteria of a Type I project, which requires a noise study. It is unlikely there will be impacts since the study area doesn't appear to have noise sensitive receptors.

Cultural Resources

The area around the Route 19/I-70 interchange encompassing all the options was included in several previous cultural resources surveys. There is one small and seemingly NRHP non-eligible site in the southwest quadrant southwest of the current outer road intersection with Route 19 that would require further evaluation. There are no other known archaeological concerns at this interchange.

Existing Utilities

See Option 1 for discussion regarding utility impacts. Option 7 extends beyond the utility locates conducted for the project analysis. Additional utility impacts are anticipated for Option 7, but the extent of the impacts are unknown outside the immediate interchange area.

Estimated Cost

The estimated costs for the four alternatives are tabulated in Appendix C. Right-of-way cost estimates were provided for Option 1 and Option 2. These estimates were used to approximate a cost for Option 5 and Option 7 to provide a similar comparison in the table below. Table 1 is a summary of the estimated total project cost in 2019 dollars.

Table 1. Total Estimated Project Costs

<table>
<tr><th>Alternate</th><th>Option 1 with Bridge 1E</th><th>Option 2 with Bridge 2C</th><th>Option 5 with Bridge 5B</th><th>Option 7 with Bridge 7B</th></tr>
<tr><td>Total Estimated Project Cost (2019 USD)</td><td>$9,715,800</td><td>$9,779,300</td><td>$9,448,300</td><td>$25,670,900</td></tr>
<tr><td>% of Low Cost</td><td>102.8%</td><td>103.5%</td><td>100.0%</td><td>271.7%</td></tr>
<tr><td>LOS AM/PM 2021 (2041) Intersection with Route 19</td><td></td><td></td><td></td><td></td></tr>
<tr><td>Tree Farm Road</td><td rowspan="2">A/A (B/B) Roundabout</td><td>A/A (B/B) Roundabout</td><td rowspan="2">B/A (C/C) Roundabout</td><td>B/B (C/B) AWSC</td></tr>
<tr><td>Eastbound Ramps</td><td>A/A (C/B) Ramp SC/AWSC</td><td>A/A (C/B) TWSC</td></tr>
<tr><td>Westbound Ramps</td><td rowspan="2">B/B (C/C) Roundabout</td><td>A/A (B/C) Ramp SC/AWSC</td><td>A/A (B/C) AWSC</td><td>A/A (B/C) TWSC</td></tr>
<tr><td>Booneslick Road</td><td>A/B (B/B) Signalized</td><td>A/B (B/B) Signalized</td><td>B/C (B/C) TWSC (AWSC)</td></tr>
</table>

Recommendation

Based on the evaluation of the options discussed in this report, the Core Team selected Option 1 with Bridge 1E as the recommended option for this location.

Option 1 was selected due to the safety improvements it provides, the projected long-term operational performance, and reduced maintenance due to the removal of the existing signal and narrower bridge width.

Bridge Option 1E is the selected bridge configuration. The primary benefit is the open I-70 template beneath the bridge which provides improved sight lines, open channel drainage, and allows for future expansion of I-70. Additionally, Option 1E has no MSE Walls to maintain and therefore no risk of wall damage from vehicle impact.

Appendix B

Agency Coordination Materials

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United States Department of the Interior

FISH AND WILDLIFE SERVICE
Missouri Ecological Services Field Office
101 Park Deville Drive
Suite A
Columbia, MO 65203-0057
Phone: (573) 234-2132 Fax: (573) 234-2181

In Reply Refer To: February 02, 2021
Consultation Code: 03E14000-2021-SLI-0173
Event Code: 03E14000-2021-E-02168
Project Name: 2P3090 Montgomery County I-70/US-19

Subject: Updated list of threatened and endangered species that may occur in your proposed project location or may be affected by your proposed project

To Whom It May Concern:

This response has been generated by the Information, Planning, and Conservation (IPaC) system to provide information on natural resources that could be affected by your project. The U.S. Fish and Wildlife Service (Service) provides this response under the authority of the Endangered Species Act of 1973 (16 U.S.C. 1531-1543), the Bald and Golden Eagle Protection Act (16 U.S.C. 668-668d), the Migratory Bird Treaty Act (16 U.S.C. 703-712), and the Fish and Wildlife Coordination Act (16 U.S.C. 661 et seq.).

Threatened and Endangered Species

The enclosed species list identifies threatened, endangered, proposed and candidate species, as well as proposed and final designated critical habitat, that may occur within the boundary of your proposed project and may be affected by your proposed project. The species list fulfills the requirement for obtaining a Technical Assistance Letter from the U.S. Fish and Wildlife Service (Service) under section 7(c) of the Endangered Species Act (Act) of 1973, as amended (16 U.S.C. 1531 *et seq.*).

New information based on updated surveys, changes in the abundance and distribution of species, changed habitat conditions, or other factors could change this list. N**ote that under 50 CFR 402.12(e) of the regulations implementing section 7 of the Act, the accuracy of this species list should be verified after 90 days.** The Service recommends that verification be completed by visiting the ECOS-IPaC website at regular intervals during project planning and implementation for updates to species lists and information. An updated list may be requested through the ECOS-IPaC system by completing the same process used to receive the enclosed list.

Consultation Technical Assistance

Refer to the Midwest Region S7 Technical Assistance website for step-by-step instructions for making species determinations and for specific guidance on the following types of projects: projects in developed areas, HUD, pipelines, buried utilities, telecommunications, and requests for a Conditional Letter of Map Revision (CLOMR) from FEMA.

Federally Listed Bat Species

Indiana bats, gray bats, and northern long-eared bats occur throughout Missouri and the information below may help in determining if your project may affect these species.

Gray bats - Gray bats roost in caves or mines year-round and use water features and forested riparian corridors for foraging and travel. If your project will impact caves, mines, associated riparian areas, or will involve tree removal around these features – particularly within stream corridors, riparian areas, or associated upland woodlots –gray bats could be affected.

Indiana and northern long-eared bats - These species hibernate in caves or mines only during the winter. In Missouri the hibernation season is considered to be November 1 to March 31. During the active season in Missouri (April 1 to October 31) they roost in forest and woodland habitats. Suitable summer habitat for Indiana bats and northern long-eared bats consists of a wide variety of forested/wooded habitats where they roost, forage, and travel and may also include some adjacent and interspersed non-forested habitats such as emergent wetlands and adjacent edges of agricultural fields, old fields and pastures. This includes forests and woodlots containing potential roosts (i.e., live trees and/or snags ≥5 inches diameter at breast height (dbh) for Indiana bat, and ≥3 inches dbh for northern long-eared bat, that have exfoliating bark, cracks, crevices, and/or hollows), as well as linear features such as fencerows, riparian forests, and other wooded corridors. These wooded areas may be dense or loose aggregates of trees with variable amounts of canopy closure. Tree species often include, but are not limited to, shellbark or shagbark hickory, white oak, cottonwood, and maple. Individual trees may be considered suitable habitat when they exhibit the characteristics of a potential roost tree and are located within 1,000 feet (305 meters) of other forested/wooded habitat. Northern long-eared bats have also been observed roosting in human-made structures, such as buildings, barns, bridges, and bat houses; therefore, these structures should also be considered potential summer habitat and evaluated for use by bats. If your project will impact caves or mines or will involve clearing forest or woodland habitat containing suitable roosting habitat, Indiana bats or northern long-eared bats could be affected.

Examples of unsuitable habitat include:

- Individual trees that are greater than 1,000 feet from forested or wooded areas;
- Trees found in highly-developed urban areas (e.g., street trees, downtown areas);
- A pure stand of less than 3-inch dbh trees that are not mixed with larger trees; and
- A stand of eastern red cedar shrubby vegetation with no potential roost trees.

Using the IPaC Official Species List to Make No Effect and May Affect Determinations for Listed Species

1. If IPaC returns a result of “There are no listed species found within the vicinity of the project,” then project proponents can conclude the proposed activities will have **no effect** on any federally listed species under Service jurisdiction. Concurrence from the Service is not required for **No Effect** determinations. No further consultation or coordination is required. Attach this letter to the dated IPaC species list report for your records. An example "No Effect" document also can be found on the S7 Technical Assistance website.

2. If IPaC returns one or more federally listed, proposed, or candidate species as potentially present in the action area of the proposed project – other than bats (see #3 below) – then project proponents can conclude the proposed activities **may affect** those species. For assistance in determining if suitable habitat for listed, candidate, or proposed species occurs within your project area or if species may be affected by project activities, you can obtain Life History Information for Listed and Candidate Species through the S7 Technical Assistance website.

3. If IPac returns a result that one or more federally listed bat species (Indiana bat, northern long-eared bat, or gray bat) are potentially present in the action area of the proposed project, project proponents can conclude the proposed activities **may affect** these bat species **IF** one or more of the following activities are proposed:

a. Clearing or disturbing suitable roosting habitat, as defined above, at any time of year;
b. Any activity in or near the entrance to a cave or mine;
c. Mining, deep excavation, or underground work within 0.25 miles of a cave or mine;
d. Construction of one or more wind turbines; or
e. Demolition or reconstruction of human-made structures that are known to be used by bats based on observations of roosting bats, bats emerging at dusk, or guano deposits or stains.

If none of the above activities are proposed, project proponents can conclude the proposed activities will have **no effect** on listed bat species. Concurrence from the Service is not required for **No Effect** determinations. No further consultation or coordination is required. Attach this letter to the dated IPaC species list report for your records. An example "No Effect" document also can be found on the S7 Technical Assistance website.

If any of the above activities are proposed in areas where one or more bat species may be present, project proponents can conclude the proposed activities **may affect** one or more bat species. We recommend coordinating with the Service as early as possible during project planning. If your project will involve removal of over 5 acres of suitable forest or woodland habitat, we recommend you complete a Summer Habitat Assessment prior to contacting our office to expedite the consultation process. The Summer Habitat Assessment Form is available in Appendix A of the most recent version of the Range-wide Indiana Bat Summer Survey Guidelines.

Other Trust Resources and Activities

Bald and Golden Eagles - Although the bald eagle has been removed from the endangered species list, this species and the golden eagle are protected by the Bald and Golden Eagle Act and the Migratory Bird Treaty Act. Should bald or golden eagles occur within or near the project area

please contact our office for further coordination. For communication and wind energy projects, please refer to additional guidelines below.

Migratory Birds - The Migratory Bird Treaty Act (MBTA) prohibits the taking, killing, possession, transportation, and importation of migratory birds, their eggs, parts, and nests, except when specifically authorized by the Service. The Service has the responsibility under the MBTA to proactively prevent the mortality of migratory birds whenever possible and we encourage implementation of recommendations that minimize potential impacts to migratory birds. Such measures include clearing forested habitat outside the nesting season (generally March 1 to August 31) or conducting nest surveys prior to clearing to avoid injury to eggs or nestlings.

Communication Towers - Construction of new communications towers (including radio, television, cellular, and microwave) creates a potentially significant impact on migratory birds, especially some 350 species of night-migrating birds. However, the Service has developed voluntary guidelines for minimizing impacts.

Transmission Lines - Migratory birds, especially large species with long wingspans, heavy bodies, and poor maneuverability can also collide with power lines. In addition, mortality can occur when birds, particularly hawks, eagles, kites, falcons, and owls, attempt to perch on uninsulated or unguarded power poles. To minimize these risks, please refer to guidelines developed by the Avian Power Line Interaction Committee and the Service. Implementation of these measures is especially important along sections of lines adjacent to wetlands or other areas that support large numbers of raptors and migratory birds.

Wind Energy - To minimize impacts to migratory birds and bats, wind energy projects should follow the Service's Wind Energy Guidelines. In addition, please refer to the Service's Eagle Conservation Plan Guidance, which provides guidance for conserving bald and golden eagles in the course of siting, constructing, and operating wind energy facilities.

Next Steps

Should you determine that project activities **may affect** any federally listed species or trust resources described herein, please contact our office for further coordination. Letters with requests for consultation or correspondence about your project should include the Consultation Tracking Number in the header. Electronic submission is preferred.

If you have not already done so, please contact the Missouri Department of Conservation (Policy Coordination, P. O. Box 180, Jefferson City, MO 65102) for information concerning Missouri Natural Communities and Species of Conservation Concern.

We appreciate your concern for threatened and endangered species. Please feel free to contact our office with questions or for additional information.

Karen Herrington

Attachment(s):

- Official Species List

- USFWS National Wildlife Refuges and Fish Hatcheries
- Wetlands

Official Species List

This list is provided pursuant to Section 7 of the Endangered Species Act, and fulfills the requirement for Federal agencies to "request of the Secretary of the Interior information whether any species which is listed or proposed to be listed may be present in the area of a proposed action".

This species list is provided by:

Missouri Ecological Services Field Office
101 Park Deville Drive
Suite A
Columbia, MO 65203-0057
(573) 234-2132

Project Summary

Consultation Code: 03E14000-2021-SLI-0173
Event Code: 03E14000-2021-E-02168
Project Name: 2P3090 Montgomery County I-70/US-19
Project Type: TRANSPORTATION
Project Description: Improvement of I-70/US-19 Interchange
Project Location:

Approximate location of the project can be viewed in Google Maps: https://www.google.com/maps/@38.899456075661206,-91.45643058637175,14z

Counties: Montgomery County, Missouri

Endangered Species Act Species

There is a total of 4 threatened, endangered, or candidate species on this species list.

Species on this list should be considered in an effects analysis for your project and could include species that exist in another geographic area. For example, certain fish may appear on the species list because a project could affect downstream species.

IPaC does not display listed species or critical habitats under the sole jurisdiction of NOAA Fisheries[1], as USFWS does not have the authority to speak on behalf of NOAA and the Department of Commerce.

See the "Critical habitats" section below for those critical habitats that lie wholly or partially within your project area under this office's jurisdiction. Please contact the designated FWS office if you have questions.

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1. NOAA Fisheries, also known as the National Marine Fisheries Service (NMFS), is an office of the National Oceanic and Atmospheric Administration within the Department of Commerce.

Mammals

NAME	STATUS
Gray Bat *Myotis grisescens* No critical habitat has been designated for this species. Species profile: https://ecos.fws.gov/ecp/species/6329	Endangered
Indiana Bat *Myotis sodalis* There is **final** critical habitat for this species. The location of the critical habitat is not available. Species profile: https://ecos.fws.gov/ecp/species/5949	Endangered
Northern Long-eared Bat *Myotis septentrionalis* No critical habitat has been designated for this species. Species profile: https://ecos.fws.gov/ecp/species/9045	Threatened

Flowering Plants

NAME	STATUS
Running Buffalo Clover *Trifolium stoloniferum* Population: No critical habitat has been designated for this species. Species profile: https://ecos.fws.gov/ecp/species/2529	Endangered

Critical habitats

THERE ARE NO CRITICAL HABITATS WITHIN YOUR PROJECT AREA UNDER THIS OFFICE'S JURISDICTION.

USFWS National Wildlife Refuge Lands And Fish Hatcheries

Any activity proposed on lands managed by the National Wildlife Refuge system must undergo a 'Compatibility Determination' conducted by the Refuge. Please contact the individual Refuges to discuss any questions or concerns.

THERE ARE NO REFUGE LANDS OR FISH HATCHERIES WITHIN YOUR PROJECT AREA.

Wetlands

Impacts to NWI wetlands and other aquatic habitats may be subject to regulation under Section 404 of the Clean Water Act, or other State/Federal statutes.

For more information please contact the Regulatory Program of the local U.S. Army Corps of Engineers District.

Please note that the NWI data being shown may be out of date. We are currently working to update our NWI data set. We recommend you verify these results with a site visit to determine the actual extent of wetlands on site.

FRESHWATER EMERGENT WETLAND

- PEM1Fh

FRESHWATER FORESTED/SHRUB WETLAND

- PFO1A

FRESHWATER POND

- PUBFh
- PUBFx
- PUBGh
- PUBGx

RIVERINE

- R4SBC
- R5UBH

MoDOT

105 West Capitol Avenue
P.O. Box 270
Jefferson City, Missouri 65102

Missouri Department of Transportation
Patrick K. McKenna, Director

1.888.ASK MODOT (275.6636)

February 5, 2021

Joshua Hundley
Columbia Ecological Services Field Office
101 Park Deville Drive, Suite A
Columbia, MO 65203-0057

Dear Mr. Hundley:

Subject: **MoDOT Design - Environmental Section**
Montgomery County, I-70/MO-19 Interchange (2P3090)
Section 7 Informal Consultation
Consultation Code: 03E14000-2021-SLI-0173

The Missouri Department of Transportation (MoDOT), acting as the non-federal representative of the Federal Highway Administration (FHWA) for Section 7 Endangered Species Act requirements, is planning to conduct interchange improvements over I-70 near New Florence, MO in Montgomery County, MO. There will be some tree clearing outside of 300 feet from the edge of existing roads, which is outside the maximum distance for using the Programmatic Range-wide Consultation guidelines.

MoDOT has made a determination that the project **May Affect, but is Not Likely to Adversely Affect Indiana and Northern Long-eared bats and will have No Effect on Gray bats**. MoDOT is requesting a review of the proposed activities as described below for concurrence with that determination. Per the Second Tier Environmental Impact Statement (EIS) completed for Section of Independent Utility (SIU 7), improvements within the SIU have been prioritized by MoDOT and SIU 7 has been packaged into smaller implementable sections. Since it has been more than three years since FHWA's approval of the EIS, a NEPA re-evaluation must be completed as required by 23 CFR 771.129. The Route 19 interchange is one of the smaller SIU 7 segments and is known as Project J2P3090.

Location

The project is in Montgomery County, Missouri near New Florence, MO. Latitude 38°53'58.55"N, Longitude 91°27'23.04"W (Appendix A: Project Location Map).

Project Description

Route 19 is a two-lane minor arterial rural highway crossing I-70 near New Florence, MO with a conventional diamond interchange providing access to and from I-70. The preferred alternative chosen for this project is as follows (See Appendix B):

- Realignment of Route 19 bridge west of existing Route 19 bridge.
- WB I-70 on/off ramp terminals and Booneslick Road intersection with Route 19 combined into a 6-leg roundabout.

- EB I-70 on/off ramp terminals and Tree Farm Road/South Outer Road intersection with Route 19 combined into a 6-leg roundabout.
- 36 ft roadway to provide two thru traffic lanes required on the new bridge.

Construction is planned to begin in 2023. There will be approximately 3.17 acres of tree clearing needed. During a habitat assessment on January 28, 2021, MoDOT staff identified a total of 19 trees with suitable summer bat roost habitat characteristics in the project disturbance limits (See Appendix C):

- 4 potential roost trees within 100 feet of the existing roadway
- 15 potential roost trees between 100 and 300 feet of the existing roadway
- No potential roost trees beyond 300 feet of the existing roadway

Effects on Federally Listed Species

This project has been screened using IPAC and an updated official species list was obtained on February 2, 2021 (Consultation Code: 03E14000-2021-SLI-0173). The following species list was generated:

Plants:	
Running Buffalo Clover *(Trifolium stoloniferum)*	Endangered
Mammals:	
Gray Bat *(Myotis grisescens)*	Endangered
Indiana Bat *(Myotis sodalis)*	Endangered
Northern Long-eared Bat *(Myotis septentrionalis)*	Threatened

The Missouri Speleological Survey database (2019) and Missouri Department of Conservation Heritage Database (January 2021) were considered in screening this project. There are no known caves within a 5-mile radius of the project area.

Impact Assessments and Species Effect Determinations

Running Buffalo Clover
Running buffalo requires periodic disturbance and a somewhat open habitat to successfully flourish, but it cannot tolerate full-sun, full-shade, or severe disturbance. Today, the species is found in partially shaded woodlots, mowed areas (lawns, parks, cemeteries), and along streams and trails. The project area has been examined by MoDOT biologists for signs of running buffalo clover and suitable habitat. Surveys within the project limits failed to locate any running buffalo clover. MoDOT has made a *no effect* determination for running buffalo clover.

Gray Bat
Gray bats are cave obligate species which congregate in maternity or bachelor colonies in the summer utilizing dome cave and mine habitat, and mixed colonies during winter hibernation in vertical or pit-type caves and mines, utilizing mainly stream corridors for foraging spring through fall. The nearest records for these species are over 15 miles from the project area and there are no known caves within a 5-mile radius of the project area. There is no evidence of bats roosting on this bridge. No caves will be impacted by the project. The 3.17 acres of trees to be cleared are not located along a riparian corridor. MoDOT has made a *no effect* determination for gray bats.

Indiana Bat and Northern Long-eared Bat
Indiana and northern long-eared bats hibernate in caves during winter and roost in forested habitat in summer where they use trees with suitable characteristics (cracks, crevices, peeling bark) for roosting. The listed bat species use forested riparian corridors for foraging and travel, and they occasionally use bridges for roosting. The nearest records for these species are over 15 miles from the project area and there are no known caves within a 5-mile radius of the project area. There is no evidence of bats roosting on this bridge. No caves will be impacted by the project. The 3.17 acres of trees to be cleared are not located along a riparian corridor. Although there are no known Indiana bat or northern long-eared bat summer records within more than 15 miles of the project area, it would be possible for these forest bat species to use suitable roost trees in the project area outside of hibernation season.

The proposed footprint for this project includes the removal of approximately 3.17 acres. Of which, approximately 0.80 acre consists of unsuitable cedar trees. MoDOT Environmental conducted a habitat assessment in January 2021 and identified 19 potentially suitable summer bat roost trees in the project limits. There will be some tree clearing outside of 300 feet from the edge of existing roads, which is outside the maximum distance for using the Programmatic Range-wide Consultation guidelines. There have been no presence/probable absence surveys for Indiana or Northern Long-eared bats for this project. A Winter Tree Clearing Job Special Provision (JSP), requiring removal of all suitable roost trees between November 1 and March 31, will be included in the contract. Based on the addition of these conservation measures, the absence of nearby caves, and the distance to known records, MoDOT has determined that this project *May Affect, but is Not Likely to Adversely Affect* the Indiana bat or Northern Long-eared bat.

MoDOT is requesting concurrence from the Service for these determinations. Please do not hesitate to contact me with any questions or concerns at (573) 508-4780.

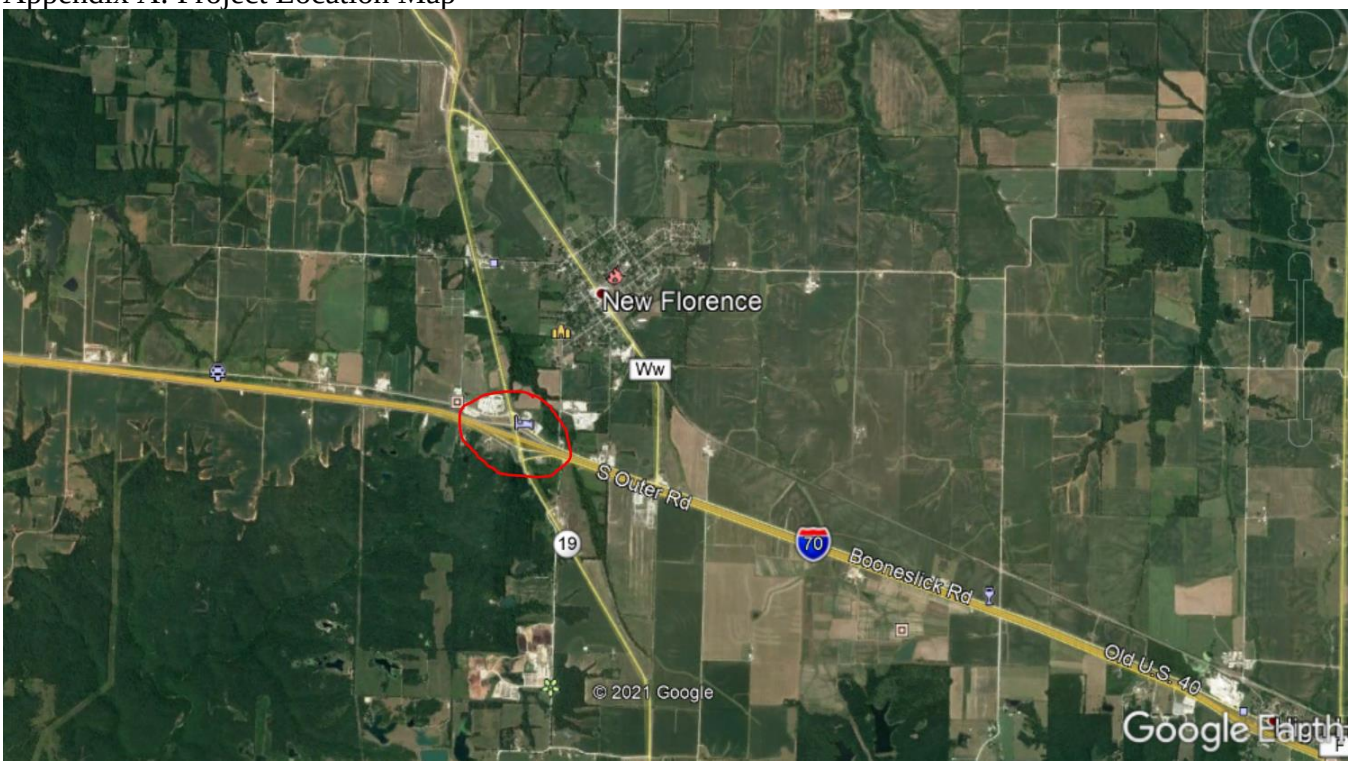
Cordially,

Samantha Ostmann

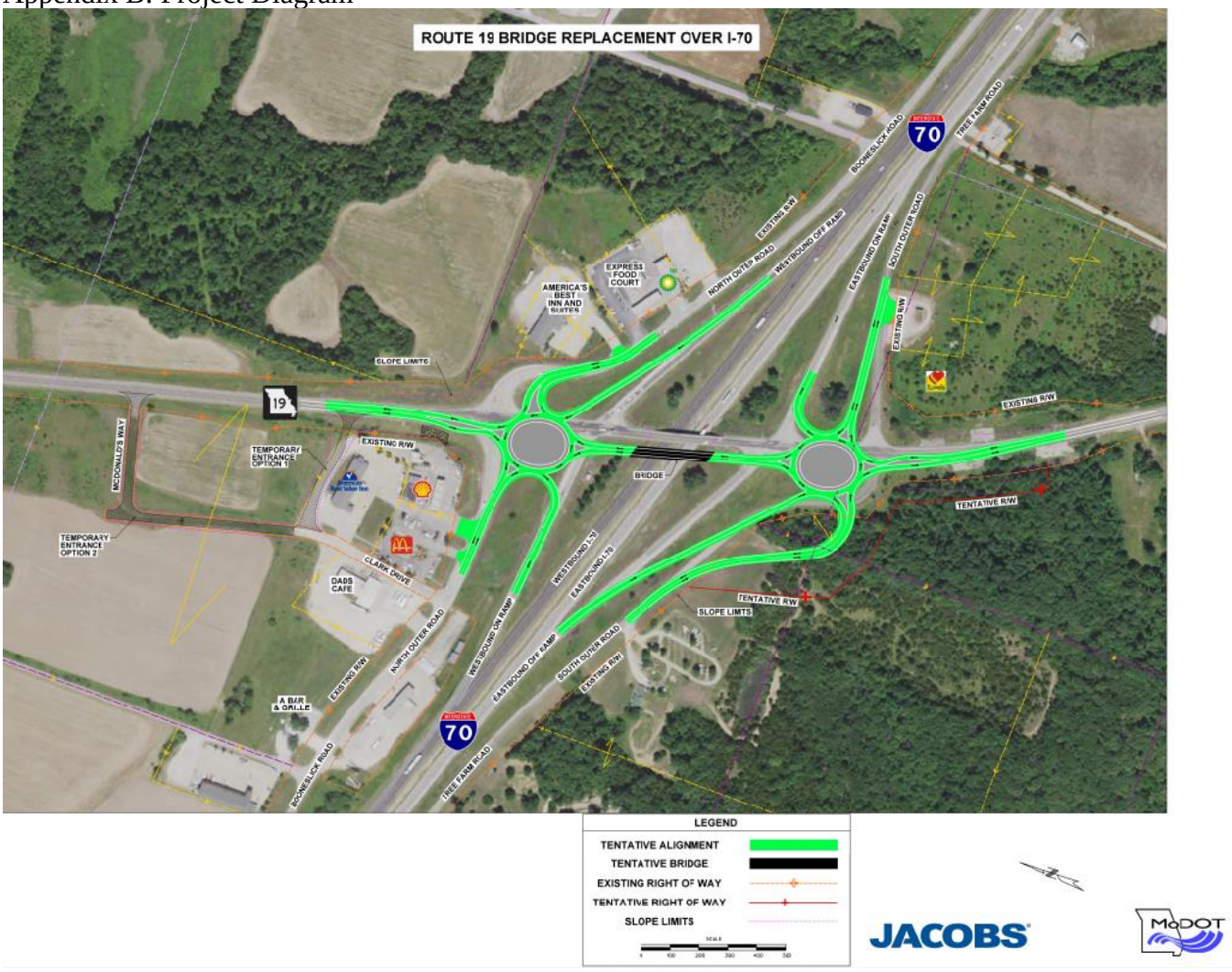
Samantha Ostmann, Senior Environmental Specialist

Appendices:
Appendix A: Project Location Map
Appendix B: Project Diagram
Appendix C: Tree Clearing Limits
Appendix D: Photos

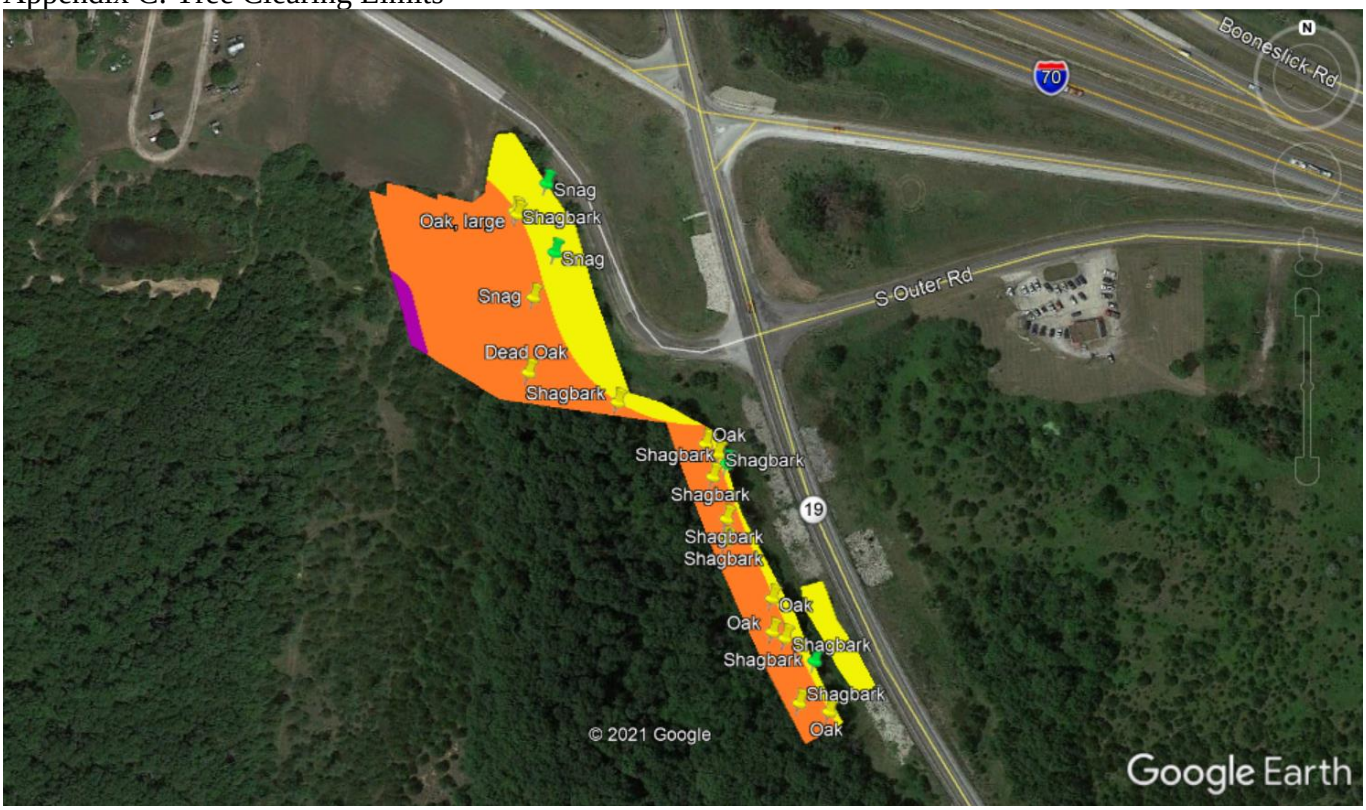
Appendix A: Project Location Map



Appendix B: Project Diagram

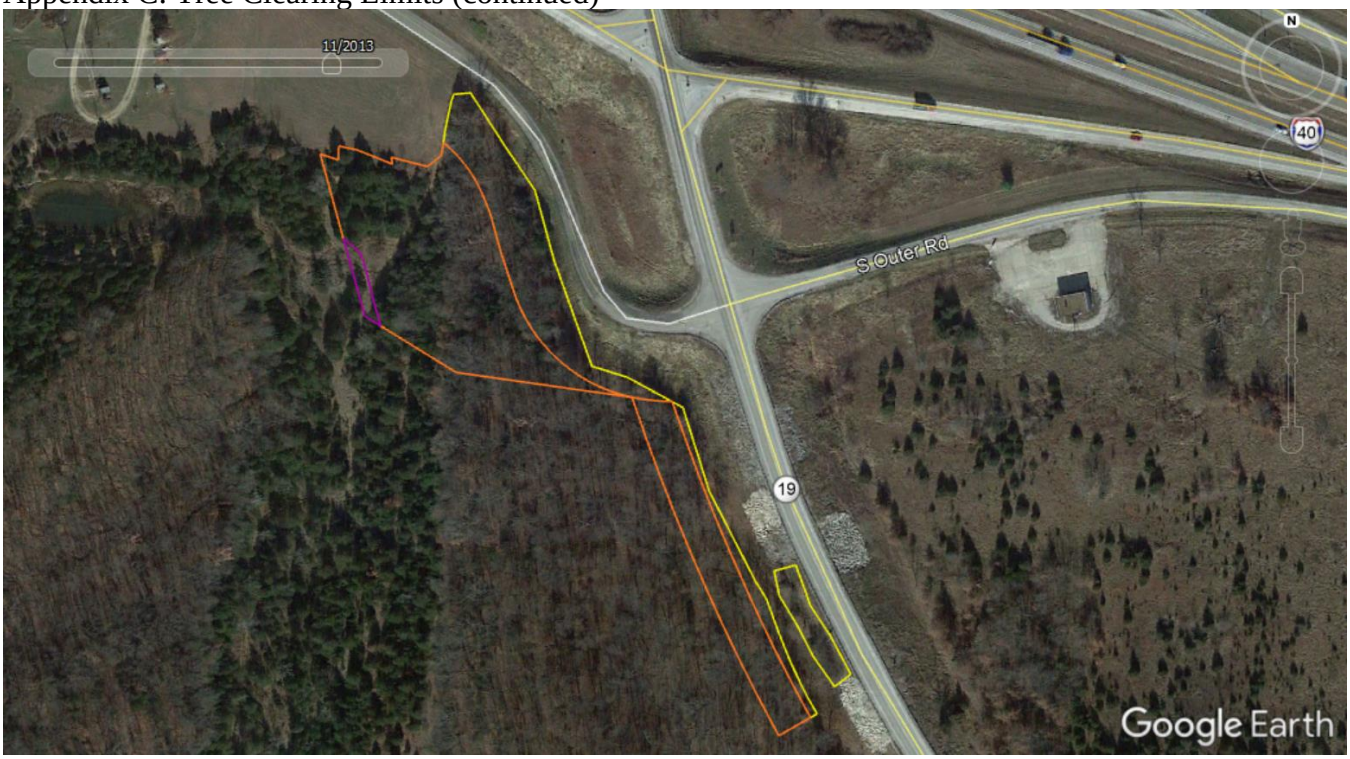


Appendix C: Tree Clearing Limits



Legend:
Purple= >300 feet from existing roadway
Orange= 100-300 feet from existing roadway
Yellow= ≤100 feet from existing roadway

Appendix C: Tree Clearing Limits (continued)



Leaf-off Google Earth imagery from 11/2013. Note the approximately 0.80 acre of unsuitable cedar trees within the purple and orange areas.

Appendix D: Photos


Latitude: 38°53'53"
Longitude: -91°27'21"
Elevation: 891.67ft
Accuracy: 10.5ft
Azimuth: 317° (NW)
Pitch: -13.0° (0.6°)
Time: 06-30-2020 10:40


Latitude: 38°53'53"
Longitude: -91°27'21"
Elevation: 892.29ft
Accuracy: 10.5ft
Azimuth: 163° (S)
Pitch: -10.5° (0.5°)
Time: 06-30-2020 10:41


Latitude: 38°53'52"
Longitude: -91°27'21"
Elevation: 892.91ft
Accuracy: 14.1ft
Azimuth: 164° (S)
Pitch: -10.4° (1.6°)
Time: 06-30-2020 10:42


02.05.2019

Samantha J. Ostmann

From: Hundley, Joshua T <Joshua_Hundley@fws.gov>
Sent: Tuesday, February 16, 2021 12:37 PM
To: Samantha J. Ostmann
Cc: Melissa Scheperle; Christopher D. Shulse; Matthew Burcham; Kimberly Marie Trainor
Subject: Re: [EXTERNAL] MoDOT Job 2P3090 I-70 Interchange BA

Dear Ms. Ostmann,

The U.S. Fish and Wildlife Service (Service) has reviewed the information provided in your February 5, 2021 letter regarding the proposed I-70/MO-19 Interchange Improvements (03E14000-2021-SLI-0173) in New Florence, Montgomery County, Missouri. The Service offers the following comments pursuant to the Endangered Species Act of 1973, as amended (16 U.S.C. 1531-1544).

MoDOT and FHWA requested the Service's concurrence with a "may affect, but not likely to adversely affect" (NLAA) determination for Indiana bat (*Myotis sodalis*) and northern long-eared bat *(Myotis sepentrionalis*) for approximately 3.17 acres of tree clearing occurring between November 1 and March 31. The Service concurs with MoDOT and FHWA's not likely to adversely affect determination for the Indiana bat and northern long-eared bat.

Thank you for your interest in the conservation of threatened and endangered species.

Josh Hundley
Fish and Wildlife Biologist
U.S. Fish and Wildlife Service
Missouri Ecological Services Field Office
101 Park DeVille Drive, Suite A
Columbia, MO 65203-0057
573-234-5037 (office)

From: Samantha J. Ostmann <Samantha.Ostmann@modot.mo.gov>
Sent: Friday, February 5, 2021 8:19 AM
To: Hundley, Joshua T <Joshua_Hundley@fws.gov>
Cc: Melissa Scheperle <Melissa.Scheperle@modot.mo.gov>; Christopher D. Shulse <Christopher.Shulse@modot.mo.gov>; Matthew Burcham <Matthew.Burcham@modot.mo.gov>; Kimberly Marie Trainor <Kimberly.Trainor@modot.mo.gov>
Subject: [EXTERNAL] MoDOT Job 2P3090 I-70 Interchange BA

Good Morning Josh,
I've attached a Biological Assessment for the upcoming interchange improvements over I-70, near New Florence, MO. There will be some tree clearing outside of 300 feet from the edge of existing roads, which is outside the maximum distance for using the Programmatic Range-wide Consultation guidelines.

MoDOT has determined that the project May Affect, but is Not Likely to Adversely Affect Indiana and Northern Long-eared bats and will have No Effect on Gray bats. MoDOT is requesting concurrence from the Service for these determinations.

Please let me know if you have any questions.

Thanks!,

Sami Ostmann
Senior Environmental Specialist (Northwest/Northeast)
Design Division, MoDOT
601 West Main Street
Jefferson City, MO 65101
Office: (573) 526-4728
Cell: (573) 508-4780
Samantha.Ostmann@modot.mo.gov

XX. RESTRICTIONS FOR FEDERALLY LISTED BAT SPECIES

1.0 Description. The project is within the known range of the federally endangered Indiana bat and threatened northern long-eared bat. These bats are known to roost in trees with suitable habitat characteristics and forage along stream channels during summer months.

1.1 MoDOT has determined that suitable roost trees exist within the project area. The trees have been marked with either a spray painted “X” or a pink ribbon on their trunks. Suitable roost trees have also been GPS located.

1.2 To avoid negative impacts to roosting Indiana and northern long-eared bats, removal of suitable roost trees will only be allowed between November 1 and March 31.

1.3 To avoid negative impacts to foraging Indiana and northern long-eared bats, all temporary lighting employed during night time operations shall be directed away from forested habitat along the stream banks.

2.0 Basis of Payment. No direct pay shall be provided for any labor, equipment, time, or materials necessary to complete this work.

Missouri Department of Conservation

Missouri Department of Conservation's Mission is to
protect and manage the forest, fish, and
wildlife resources of the state and to
facilitate and provide opportunities for all citizens to
use, enjoy and learn about these resources.

Natural Heritage Review Level One Report: No Known Records

Foreword: Thank you for accessing the Missouri Natural Heritage Review Website developed by the Missouri Department of Conservation with assistance from the U.S. Fish and Wildlife Service, the U.S. Army Corps of Engineers, Missouri Department of Transportation and NatureServe. The purpose of this website is to provide information to federal, state and local agencies, organizations, municipalities, corporations and consultants regarding sensitive fish, wildlife, plants, natural communities and habitats to assist in planning, designing and permitting stages of projects.

PROJECT INFORMATION

Project Name and ID Number: I-70/US-19 Interchange Improvement #8251
User Project Number: Project J2P3090
Project Description: Project J2P3090: Route 19 over Interstate 70
Project Type: Transportation, Structures and Bridges, Bridge Replacement adjacent to existing alignment (within 100 feet up/down stream), Span
Contact Person: Rob Miller
Contact Information: rmiller2@ch2m.com or 614-825-6703

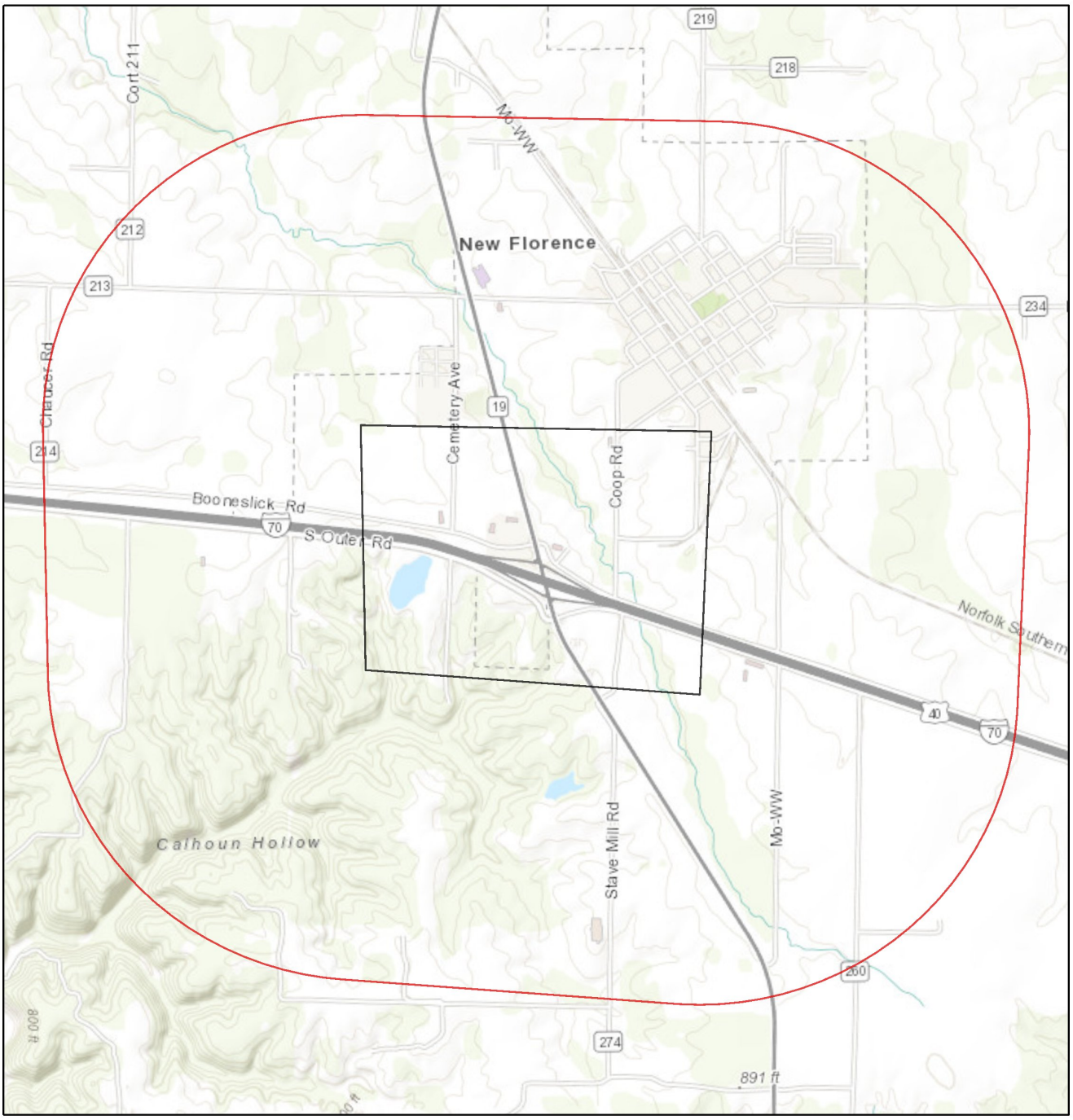
Disclaimer: The NATURAL HERITAGE REVIEW REPORT produced by this website identifies if a species tracked by the Natural Heritage Program is known to occur within or near the area submitted for your project, and shares suggested recommendations on ways to avoid or minimize project impacts to sensitive species or special habitats. If an occurrence record is present, or the proposed project might affect federally listed species, the user must contact the Department of Conservation or U.S. Fish and Wildlife Service for more information. The Natural Heritage Program tracks occurrences of sensitive species and natural communities where the species or natural community has been found. Lack of an occurrence record does not mean that a sensitive plant, animal or natural community is not present on or near the project area. Depending on the project, current habitat conditions, and geographic location in the state, surveys may be necessary. Additionally, because land use conditions change and animals move, the existence of an occurrence record does not mean the species/habitat is still present. Therefore, Reports include information about records near but not necessarily on the project site.

The Natural Heritage Report is not a site clearance letter for the project. It provides an indication of whether or not public lands and sensitive resources are known to be (or are likely to be) located close to the proposed project. Incorporating information from the Natural Heritage Program into project plans is an important step that can help reduce unnecessary impacts to Missouri's sensitive fish, forest and wildlife resources. However, the Natural Heritage Program is only one reference that should be used to evaluate potential adverse project 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 Missouri Species of Conservation Concern are appropriately identified and addressed in planning efforts.

U.S. Fish and Wildlife Service – Endangered Species Act (ESA) Coordination: Lack of a Natural Heritage Program occurrence record for federally listed species in your project area does not mean the species is not present, as the area may never have been surveyed. Presence of a Natural Heritage Program occurrence record does not mean the project will result in negative impacts. The information within this report is not intended to replace Endangered Species Act consultation with the U.S. Fish and Wildlife Service (USFWS) for listed species. Direct contact with the USFWS may be necessary to complete consultation and it is required for actions with a federal connection, such as federal funding or a federal permit; direct contact is also required if ESA concurrence is necessary. Visit the USFWS Information for Planning and Conservation (IPaC) website at https://ecos.fws.gov/ipac/ for further information. This site was developed to help streamline the USFWS environmental review process and is a first step in ESA coordination. The Columbia Missouri Ecological Field Services Office may be reached at 573-234-2132, or by mail at 101 Park Deville Drive, Suite A, Columbia, MO 65203.

Transportation Projects: If the project involves the use of Federal Highway Administration transportation funds, these recommendations may not fulfill all contract requirements. Please contact the Missouri Department of Transportation at 573-526-4778 or www.modot.mo.gov/ehp/index.htm for additional information on recommendations.

I-70/US-19 Interchange Improvement



October 29, 2020

1:28,319

0 0.225 0.45 0.9 mi

0 0.375 0.75 1.5 km

- Project Boundary
- Buffered Project Boundary

Sources: Esri, HERE, Garmin, Intermap, increment P Corp., GEBCO, USGS, FAO, NPS, NRCAN, GeoBase, IGN, Kadaster NL, Ordnance Survey, Esri Japan, METI, Esri China (Hong Kong), (c) OpenStreetMap contributors, and the GIS User Community

Species or Communities of Conservation Concern within the Area:

There are no known records for Species or Natural Communities of Conservation Concern within the defined Project Area.

Other Special Search Results:

No results have been identified for this project location.

Project Type Recommendations:

Project Location and/or Species Recommendations:

Endangered Species Act Coordination - Indiana bats *(Myotis sodalis*, federal- and state-listed endangered) and **Northern long-eared bats** (*Myotis septentrionalis,* federal-listed threatened) may occur near the project area. Both of these species of bats hibernate during winter months in caves and mines. During the summer months, they roost and raise young under the bark of trees in wooded areas, often riparian forests and upland forests near perennial streams. During project activities, avoid degrading stream quality and where possible leave snags standing and preserve mature forest canopy. Do not enter caves known to harbor Indiana bats or Northern long-eared bats, especially from September to April. **If any trees need to be removed for your project, please contact the U.S. Fish and Wildlife Service (Ecological Services, 101 Park Deville Drive, Suite A, Columbia, Missouri 65203-0007; Phone 573-234-2132 ext. 100 for Ecological Services) for further coordination under the Endangered Species Act.**

Invasive exotic species are a significant issue for fish, wildlife and agriculture in Missouri. Seeds, eggs, and larvae may be moved to new sites on boats or construction equipment. Please inspect and clean equipment thoroughly before moving between project sites. See http://mdc.mo.gov//9633 for more information.

- Remove any mud, soil, trash, plants or animals from equipment before leaving any water body or work area.
- Drain water from boats and machinery that have operated in water, checking motor cavities, live-well, bilge and transom wells, tracks, buckets, and any other water reservoirs.
- When possible, wash and rinse equipment thoroughly with hard spray or HOT water (?140° F, typically available at do-it-yourself car wash sites), and dry in the hot sun before using again.

Streams and Wetlands – Clean Water Act Permits: Streams and wetlands in the project area should be protected from activities that degrade habitat conditions. For example, soil erosion, water pollution, placement of fill, dredging, in-stream activities, and riparian corridor removal, can modify or diminish aquatic habitats. Streams and wetlands may be protected under the Clean Water Act and require a permit for any activities that result in fill or other modifications to the site. Conditions provided within the U.S. Army Corps of Engineers (USACE) Clean Water Act Section 404 permit (http://www.nwk.usace.army.mil/Missions/RegulatoryBranch.aspx) and the Missouri Department of Natural Resources (DNR) issued Clean Water Act Section 401 Water Quality Certification (http://dnr.mo.gov/env/wpp/401/index.html), if required, should help minimize impacts to the aquatic organisms and aquatic habitat within the area. Depending on your project type, additional permits may be required by the Missouri Department of Natural Resources, such as permits for stormwater, wastewater treatment facilities, and confined animal feeding operations. Visit http://dnr.mo.gov/env/wpp/permits/index.html for more information on DNR permits. Visit both the USACE and DNR for more information on Clean Water Act permitting.

For further coordination with the Missouri Department of Conservation and the U.S. Fish and Wildlife Services, please see the contact information below.

MDC Natural Heritage Review
Resource Science Division
P.O. Box 180
Jefferson City, MO
65102-0180
Phone: 573-522-4115 ext. 3182
NaturalHeritageReview@mdc.mo.gov

U.S. Fish and Wildlife Service
Ecological Service
101 Park Deville Drive
Suite A
Columbia, MO
65203-0007
Phone: 573-234-2132

Miscellaneous Information

FEDERAL Concerns are species/habitats protected under the Federal Endangered Species Act and that have been known near enough to the project site to warrant consideration. For these, project managers must contact the U.S. Fish and Wildlife Service Ecological Services (101 Park Deville Drive Suite A, Columbia, Missouri 65203-0007; Phone 573-234-2132; Fax 573-234-2181) for consultation.

STATE Concerns are species/habitats known to exist near enough to the project site to warrant concern and that are protected under the Wildlife Code of Missouri (RSMo 3 CSR 1 0). "State Endangered Status" is determined by the Missouri Conservation Commission under constitutional authority, with requirements expressed in the Missouri Wildlife Code, rule 3CSR 1 0-4.111. Species tracked by the Natural Heritage Program have a "State Rank" which is a numeric rank of relative rarity. Species tracked by this program and all native Missouri wildlife are protected under rule 3CSR 10-4.110 General Provisions of the Wildlife Code.

Additional information on Missouri's sensitive species may be found at http://mdc.mo.gov/discover-nature/field-guide/endangered-species . Detailed information about the animals and some plants mentioned may be accessed at http://mdc4.mdc.mo.gov/applications/mofwis/mofwis_search1.aspx . If you would like printed copies of best management practices cited as internet URLs, please contact the Missouri Department of Conservation.

U.S. Department of Agriculture

FARMLAND CONVERSION IMPACT RATING

PART I *(To be completed by Federal Agency)*		Date Of Land Evaluation Request 12/1/2020	
Name of Project Interchange Improvements #J2P3090		Federal Agency Involved Federal Highway Administration	
Proposed Land Use Roundabouts & Outer Roads		County and State Montgomery County, Missouri Route 19	
PART II *(To be completed by NRCS)*		Date Request Received By NRCS 12/1/2020	Person Completing Form: SL
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 ☑ NO ☐	Acres Irrigated na	Average Farm Size 317 ac.
Major Crop(s) Corn and soybean	Farmable Land In Govt. Jurisdiction Acres: 98.9 % 343,189 ac.	Amount of Farmland As Defined in FPPA Acres: 80.7 % 280,097 ac.	
Name of Land Evaluation System Used LESA	Name of State or Local Site Assessment System NA	Date Land Evaluation Returned by NRCS 12/4/2020	

PART III *(To be completed by Federal Agency)*	Alternative Site Rating			
	Site A	Site B	Site C	Site D
A. Total Acres To Be Converted Directly	4.00			
B. Total Acres To Be Converted Indirectly	0.00			
C. Total Acres In Site				
PART IV *(To be completed by NRCS)* Land Evaluation Information				
A. Total Acres Prime And Unique Farmland	2.2			
B. Total Acres Statewide Important or Local Important Farmland	0			
C. Percentage Of Farmland in County Or Local Govt. Unit To Be Converted	0.001			
D. Percentage Of Farmland in Govt. Jurisdiction With Same Or Higher Relative Value	80			
PART V (To be completed by NRCS) Land Evaluation Criterion Relative Value of Farmland To Be Converted (Scale of 0 to 100 Points)	81			

PART VI *(To be completed by Federal Agency)* Site Assessment Criteria *(Criteria are explained in 7 CFR 658.5 b. For Corridor project use form NRCS-CPA-106)*	**Maximum Points**	Site A	Site B	Site C	Site D
1. Area In Non-urban Use	(15)	5			
2. Perimeter In Non-urban Use	(10)	4			
3. Percent Of Site Being Farmed	(20)	2			
4. Protection Provided By State and Local Government	(20)	5			
5. Distance From Urban Built-up Area	(15)	15			
6. Distance To Urban Support Services	(15)	0			
7. Size Of Present Farm Unit Compared To Average	(10)	5			
8. Creation Of Non-farmable Farmland	(10)	0			
9. Availability Of Farm Support Services	(5)	5			
10. On-Farm Investments	(20)	1			
11. Effects Of Conversion On Farm Support Services	(10)	0			
12. Compatibility With Existing Agricultural Use	(10)	7			
TOTAL SITE ASSESSMENT POINTS	160	49	0	0	0
PART VII ***(To be completed by Federal Agency)***					
Relative Value Of Farmland *(From Part V)*	100	81	0	0	0
Total Site Assessment *(From Part VI above or local site assessment)*	160	49	0	0	0
TOTAL POINTS ***(Total of above 2 lines)***	260	130	0	0	0

Site Selected: A	Date Of Selection 12/7/2020	Was A Local Site Assessment Used? YES ☐ NO ☑

Reason For Selection:

The total site assessment is 130 points, below the 160-point threshold. Therefore, the site requires no further consideration for protection and no additional sites need to be evaluated.

Name of Federal agency representative completing this form: Jo Dent, MoDOT	Date: 12/7/2020

(See Instructions on reverse side) **Form AD-1006 (03-02)**

Missouri Department of NATURAL RESOURCES
dnr.mo.gov
Michael L. Parson, Governor
Carol S. Comer, Director

March 3, 2021

Michael Meinkoth
Historic Preservation Manager
Missouri Department of Transportation
P.O. Box 270
Jefferson City, Missouri 65102

Re: **SHPO Project No. 013-MT-21** – Phase I Cultural Resources Survey of the Proposed Reconstruction of the I-70 State Route 19 Interchange near New Florence (Job No. J2I3090), Montgomery County, Missouri (FHWA)

Dear Michael Meinkoth:

Thank you for submitting information on 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 requires identification and evaluation of cultural resources.

We have reviewed the cultural resource survey report submitted for the above referenced project. Based on this review it is evident that an adequate cultural resources survey has been conducted of the project area. We concur that archaeological site 23MT1460 is **not eligible** for inclusion in the National Register of Historic Places (NRHP). We also concur that archaeological sites 23MT1504 and 23MT1505 should be treated as unevaluated and, therefore, potentially **eligible** for inclusion in the National Register of Historic Places. Because site 23MT1504 is located outside of the area of potential effect (APE) and efforts will be taken to ensure that site 23MT1505 is preserved in place, we concur that the proposed undertaking will have **no adverse effect on historic properties**, and have no objection to the initiation of project activities.

Please be advised that, should project plans change, information documenting the revisions should be submitted to this office for further review. In the event that cultural materials are encountered during project activities, all construction should be halted, and this office notified as soon as possible in order to determine the appropriate course of action.

If you have any questions, please write the State Historic Preservation Office, P.O. Box 176, Jefferson City, Missouri 65102 attention Review and Compliance, or call Jeffrey Alvey at (573) 751-7862. Please be sure to include the **SHPO Project Number (013-MT-21)** on all future correspondence or inquiries relating to this project.

Sincerely,

STATE HISTORIC PRESERVATION OFFICE

Toni M. Prawl, Ph.D.
Director and Deputy State
Historic Preservation Officer

c: Raegan Ball, FHWA
Taylor Peters, FHWA

Appendix C

Public Involvement Materials

Public Invited to Meeting About Missouri Route 19 Bridge Replacement

Bridge over Interstate 70 near New Florence in Montgomery County

Project: Missouri Route 19 Bridge Replacement over I-70

MACON – **Postponed until Tuesday, Feb. 11** - The Missouri Department of Transportation is currently in the scoping process for a bridge replacement project on Missouri Route 19 over Interstate 70 at New Florence. A public meeting will be held on Tuesday, February 11, 2020, from 5:00 p.m. until 6:30 p.m. at the Montgomery County Ambulance District Building located just off MO 19 north of New Florence. Representatives will have displays on hand to visit about the options that are being proposed, as well as the project recommendation.

When bridge replacements are adjacent to an interchange area, the current and future needs related to traffic flow are reviewed to provide the best design to manage the area's needs.

"There will be displays at the meeting showing the four options being considered for the bridge replacement and interchange improvements," said MoDOT Area Engineer Erik Maninga said. "We encourage individuals to stop by the meeting and provide feedback, as well as, sign up for email and text alerts to stay up-to-date on the project," he added. All displays and information presented at the public meeting will be posted online, as well as the opportunity to comment. The link will be live the day of the public meeting at https://www.modot.org/montgomery-county.

This is an open-house style meeting, so individuals may stop by anytime in that time to visit with MoDOT representatives about the project.

A construction schedule won't be established until after the project is funded. Those interested can subscribe to the email and text notification system at https://www6.modot.mo.gov/eMoDOTWeb/jsp/signon/signon.jsp.

In the event of inclement weather, the public meeting will be rescheduled.

Districts Involved

NORTHEAST

Published On: Fri, 01/10/2020 - 03:06

DO YOUR PART TO MAKE MISSOURI'S ROADS SAFER! The challenge is simple: when you get into any vehicle, buckle up your safety belt. If you are a driver, put the cellphone down. Turn it off if you have to. Every trip, every time!

Accept the challenge and challenge a friend, relative or members of your community to buckle their seat belts and put their phones down while driving.

www2.modot.org/BuckleUpPhoneDown/

Area Road Work This Year

- The new bridge on Route JJ near Bellflower will open this spring. It was the first bridge to go under construction that was funded through Governor Parson's Focus On Bridge program.
- The Smith Branch Bridge on Missouri Route 161 will be replaced this year.
- Work continues on the I-70 Loutre River Bridges.
- The addition of climbing lanes on I-70 at Mineola Hill, east and west bound lanes.

www.modot.org/mineola-hill-climbing-lanes-design-build

Know YOUR Road Work!

Sign up for e-updates!

Keep informed about this project and others in your area by subscribing to MoDOT's free e-update service at modot.org/northeast. You can select by highway, project and/or county!

Receive text alerts on road closures and weather-related information from MoDOT.

Sign up for MoDOT's electronic newsletter at www.modot.org

Built in 1963, the existing Missouri Route 19 bridge over Interstate 70 is in poor condition and is in need of replacement. In the early 2000s, a study was conducted along the Interstate 70 corridor, which included replacing the Route 19 bridge and reconfiguring the interchange area. Since the study was completed in 2005, updated options to meet current and future needs related to traffic flow for the bridge and interchange area have been developed.

In order to comply with the Federal Highway Administration, MoDOT needs your input and feedback on the original study, plus the newly developed options. Please learn about the options, complete the survey, which is also available on our website, and share any comments you may have, as well as which option you prefer and why you prefer it.

The existing Highway 19 bridge over Interstate 70 is 28 feet wide and carries an annual average of 5000 vehicles per day. All designs, featured in our displays at the public meeting and on-line, as well as inside this handout, feature improvements to make the bridge wider and carry more traffic, as we expect more growth in this area in the coming years.

While the project is not actually funded at this time, it is expected to be included in Missouri's Statewide Transportation Improvement Program (STIP). If added to the STIP, construction could begin as soon as Fall 2022.

Your input is needed

Four options are presented for the replacement of the Route 19 bridge over I-70. Customer input can help determine the best value for your tax dollars.

Be in the know!

Sign up for e-updates!

Keep informed about this project and others by subscribing to MoDOT's free e-update service at modot.org/northeast.

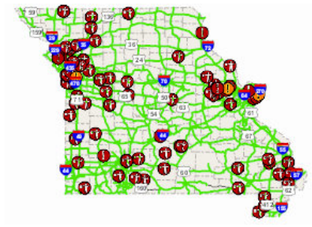
Receive text alerts on road closures and weather related information from MoDOT.

Questions?

Contact MoDOT Project Manager Kimberly Trainor at 573-248-2576, kimberly.trainor@modot.mo.gov or Area Engineer Erik Maninga, 573-864-4993 or email erik.maninga@modot.mo.gov.

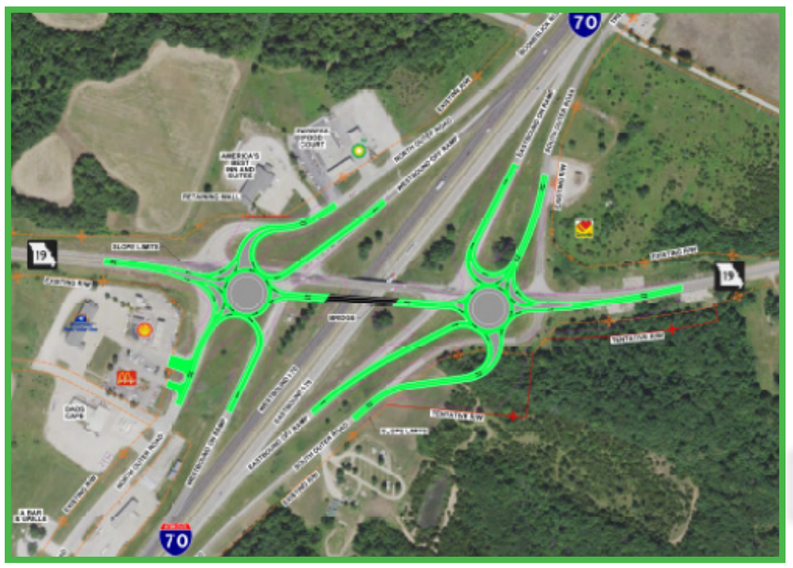
Traveler Information Map

Check MoDOT's Traveler Info Map **for weather-related road conditions, flood closures & work zone locations.**



MoDOT

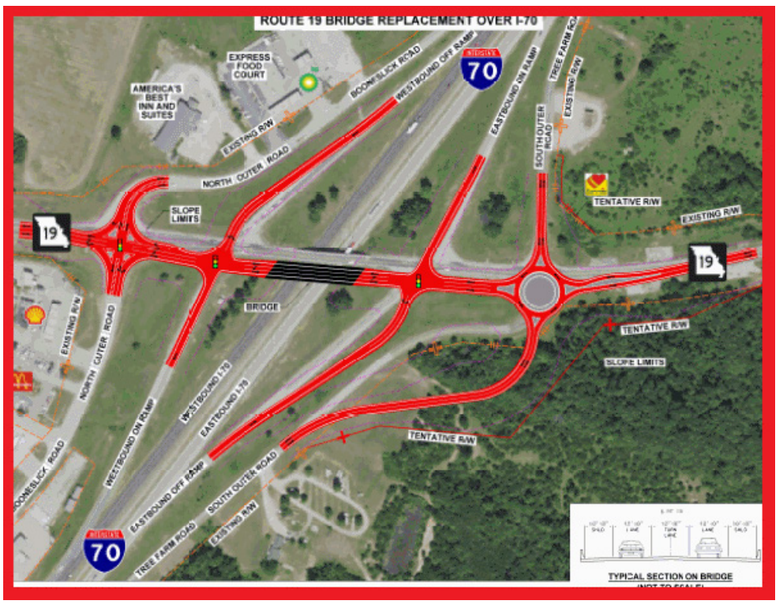
Missouri Department of Transportation
1-888 ASK MODOT (275-6636)
www.modot.org/northeast



2020 MoDOT RECOMMENDATION

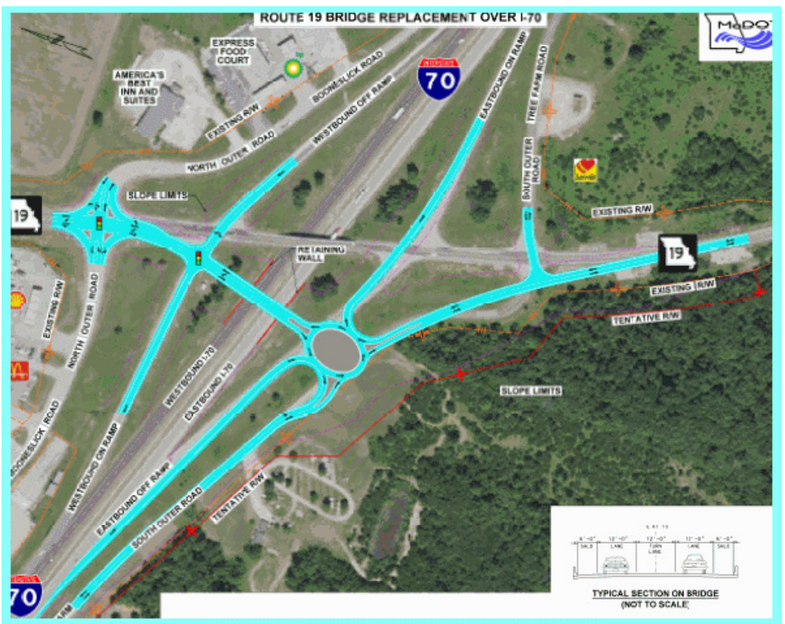
- **Green Option**
- Cost - $9.72 Million
- Realign Route 19 to the West
- 6-leg roundabout intersections
- 36’ Wide Bridge
- Free Flowing Traffic
- No traffic signals to maintain
- 51% Predicted crash reduction
- Learning curve for traveling thru 6-leg roundabout

RECOMMENDATION



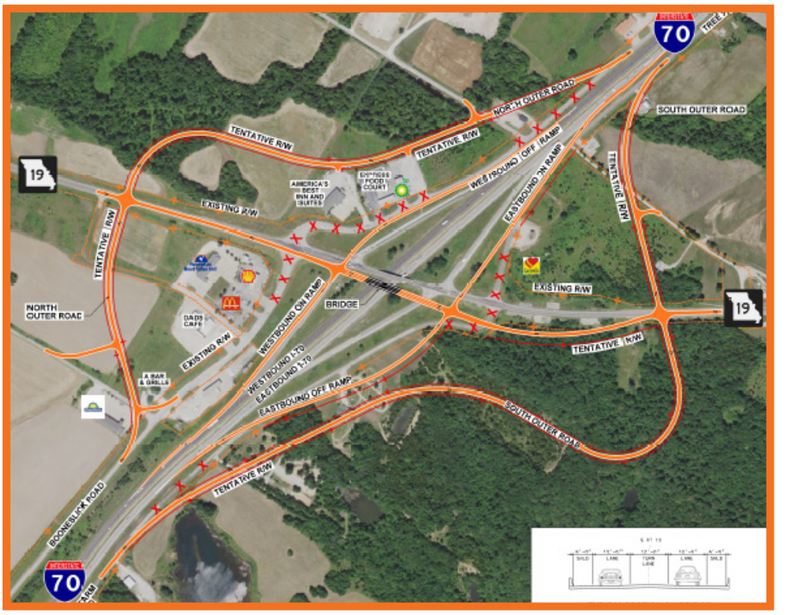
Red Option

- Cost - $9.78 Million
- Realign Route 19 to the West
- Reconstruct North Outer Road Signal
- 4-leg Roundabout at South Outer Road
- 56’ Wide Bridge
- Intersections similar to existing configuration
- Future traffic congestion due to 3 closely spaced signals
- Highest bridge cost
- Signal maintenance costs



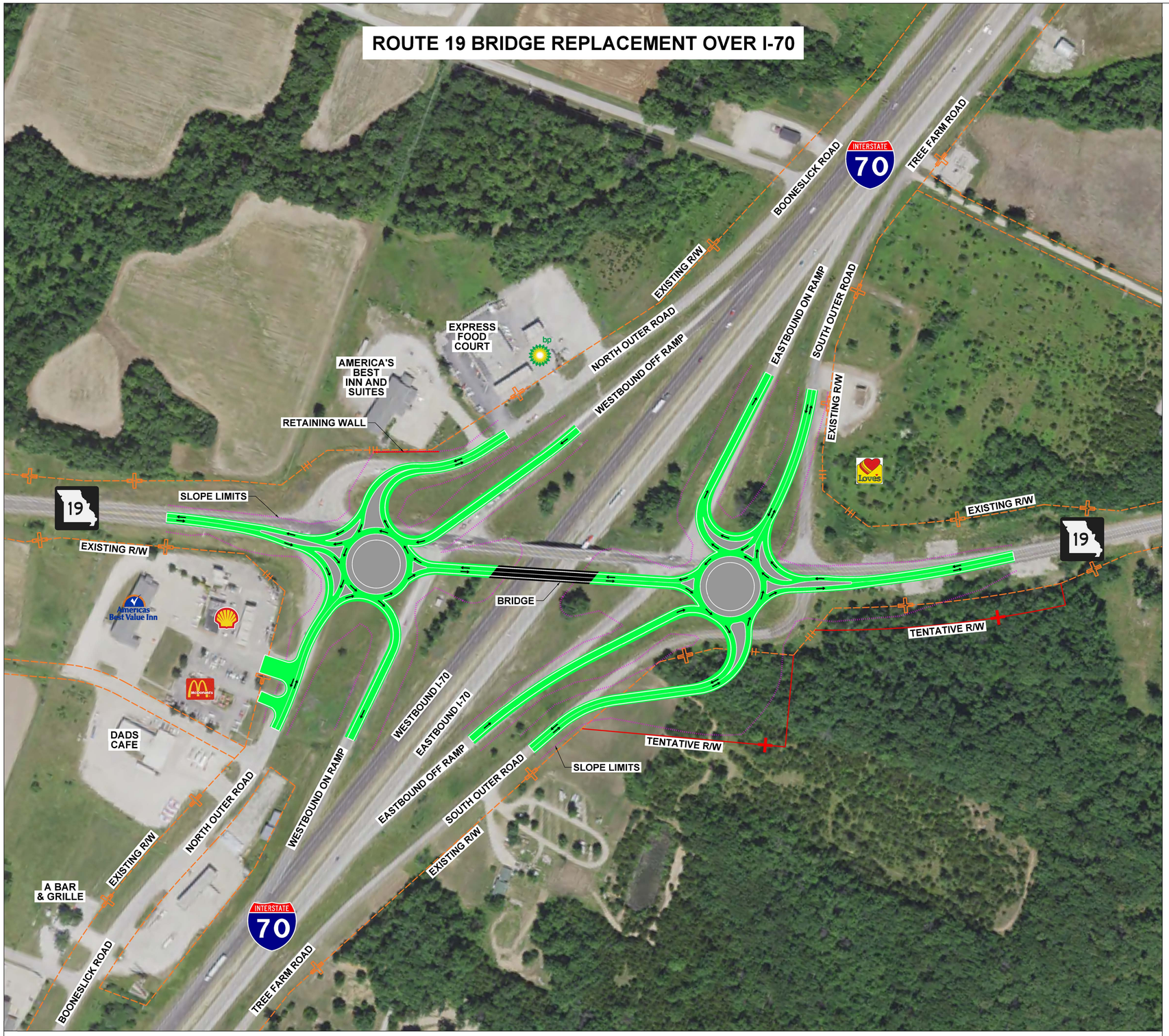
Blue Option

- Cost - $9.45 Million
- Realign Route 19 to the West
- Reconstruct North Outer Road Signal
- 5-leg oval roundabout for South Intersections
- 48’ Wide Bridge
- North intersection similar to existing
- Lowest cost
- Extended closure of Eastbound Off Ramp and South Outer Road
- Future traffic congestion due to 2 closely spaced signals



2005 “Improve I-70” Orange Option

- Cost - $25.7 Million
- Realign Route 19 to the West
- Reconstruct ramps and outer roads at greater spacing
- 48’ Wide Bridge
- No traffic signals to maintain
- Highest Cost
- Access changes for all businesses
- Greatest environmental impacts



RECOMMENDED

GREEN OPTION

REALIGN ROUTE 19 TO THE WEST WITH DUAL 6-LEG ROUNDABOUTS
COST: $9.72 Million

DESCRIPTION OF IMPROVEMENTS:

- REALIGN ROUTE 19 TO THE WEST
- CONSTRUCT 6-LEG ROUNDABOUT AT WESTBOUND I-70 RAMPS AND NORTH OUTER ROAD (BOONESLICK ROAD)
- CONSTRUCT 6-LEG ROUNDABOUT AT EASTBOUND I-70 RAMPS AND SOUTH OUTER ROAD (TREE FARM ROAD)
- 36' WIDE BRIDGE TO PROVIDE TWO TRAFFIC LANES

ADVANTAGES:

- FREE FLOWING TRAFFIC THROUGH INTERCHANGE
- SECOND LOWEST COST
- NO TURN LANE REQUIRED ON BRIDGE = NARROWER / MORE ECONOMICAL BRIDGE
- ELIMINATES TRAFFIC SIGNAL = NO TRAFFIC SIGNALS TO MAINTAIN
- HIGHEST PREDICTED CRASH REDUCTION DESIGN
- ROUNDABOUTS DECREASE PROBABILITY AND SEVERITY OF CRASHES
- ELIMINATES TWO INTERSECTIONS
- LEAST AMOUNT OF RIGHT OF WAY ACQUISITION
- MINIMAL ENVIRONMENTAL IMPACTS

DISADVANTAGES:

- LEARNING CURVE FOR DRIVERS TO BECOME FAMILIAR WITH 6-LEG ROUNDABOUTS

INTERSECTION PERFORMANCE

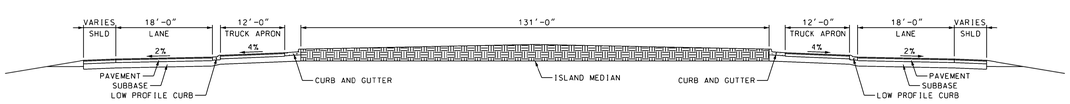
A TO F GRADING SCALE (A=EXCELLENT; D=ACCEPTABLE; F=FAILURE)

INTERSECTION	CURRENT (2021)	FUTURE (2041)
6-LEG NORTH ROUNDABOUT	B	C
6-LEG SOUTH ROUNDABOUT	A	B

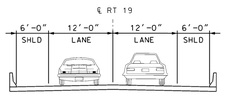
LEGEND

- TENTATIVE ALIGNMENT
- TENTATIVE BRIDGE
- EXISTING RIGHT OF WAY
- TENTATIVE RIGHT OF WAY
- SLOPE LIMITS

SCALE
0 100 200 300 400 500



TYPICAL SECTION THRU ROUNDABOUT
(NOT TO SCALE)



TYPICAL SECTION ON BRIDGE
(NOT TO SCALE)

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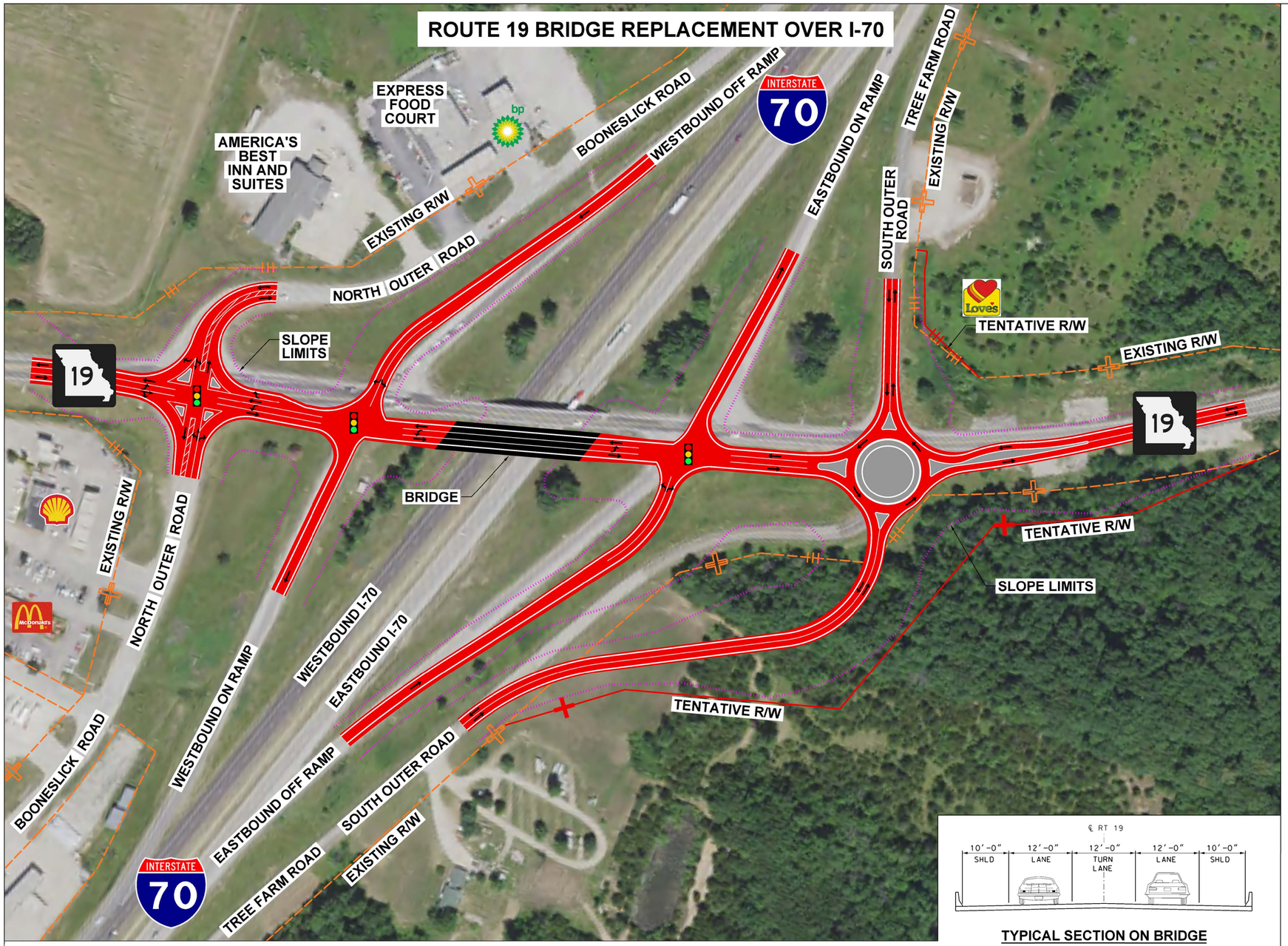
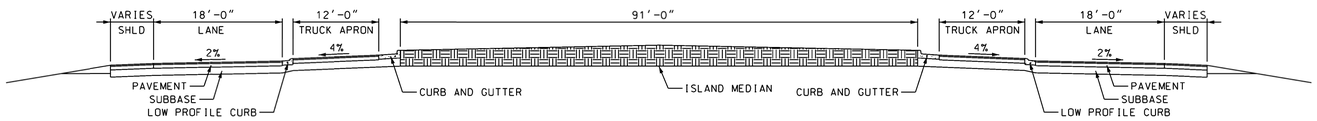


TYPICAL SECTION ON BRIDGE
(NOT TO SCALE)



TYPICAL SECTION THRU ROUNDABOUT
(NOT TO SCALE)

RED OPTION

REALIGN ROUTE 19 TO THE WEST WITH SIGNALIZED INTERSECTION AND NEW 4-LEG ROUNDABOUT

COST: $9.78 MILLION

DESCRIPTION OF IMPROVEMENTS:

- REALIGN ROUTE 19 TO THE WEST
- RECONSTRUCT SIGNALIZED INTERSECTION AT NORTH OUTER ROAD (BOONESLICK ROAD)
- CONSTRUCT 4-LEG ROUNDABOUT AT SOUTH OUTER ROAD (TREE FARM ROAD)
- 56' WIDE BRIDGE TO PROVIDE TWO TRAFFIC LANES AND CENTER TURN LANE

ADVANTAGES:

- INTERSECTIONS SIMILAR TO EXISTING INTERCHANGE CONFIGURATION
- TRADITIONAL 4-LEG ROUNDABOUT UTILIZED AT TREE FARM ROAD
- ROUNDABOUT DECREASES PROBABILITY AND SEVERITY OF CRASHES
- MINIMAL ENVIRONMENTAL IMPACTS

DISADVANTAGES:

- ANGLE OF RAMP INTERSECTIONS STILL CAUSE SIGHT DISTANCE ISSUES
- WIDER BRIDGE REQUIRED TO MINIMIZE SIGHT DISTANCE ISSUES
- HIGHEST BRIDGE COST
- SIGNAL MAINTENANCE COSTS
- RAMP INTERSECTIONS WILL REQUIRE ALL-WAY STOP IN FUTURE
- FUTURE TRAFFIC CONGESTION DUE TO STOP CONTROL AT INTERSECTIONS

INTERSECTION PERFORMANCE

A TO F GRADING SCALE (A=EXCELLENT; D=ACCEPTABLE; F=FAILURE)

INTERSECTION	CURRENT (2021)	FUTURE (2041)
NORTH OUTER ROAD-SIGNAL	A/B	B
WESTBOUND RAMPS	A (RAMP STOP CONTROL)	B/C (3-WAY STOP)
EASTBOUND RAMPS	A (RAMP STOP CONTROL)	C/B (3-WAY STOP)
SOUTH OUTER ROAD-ROUNDABOUT	A	B

LEGEND

- TENTATIVE ALIGNMENT
- TENTATIVE BRIDGE
- EXISTING RIGHT OF WAY
- TENTATIVE RIGHT OF WAY
- SLOPE LIMITS

SCALE
0 100 200 300 400 500

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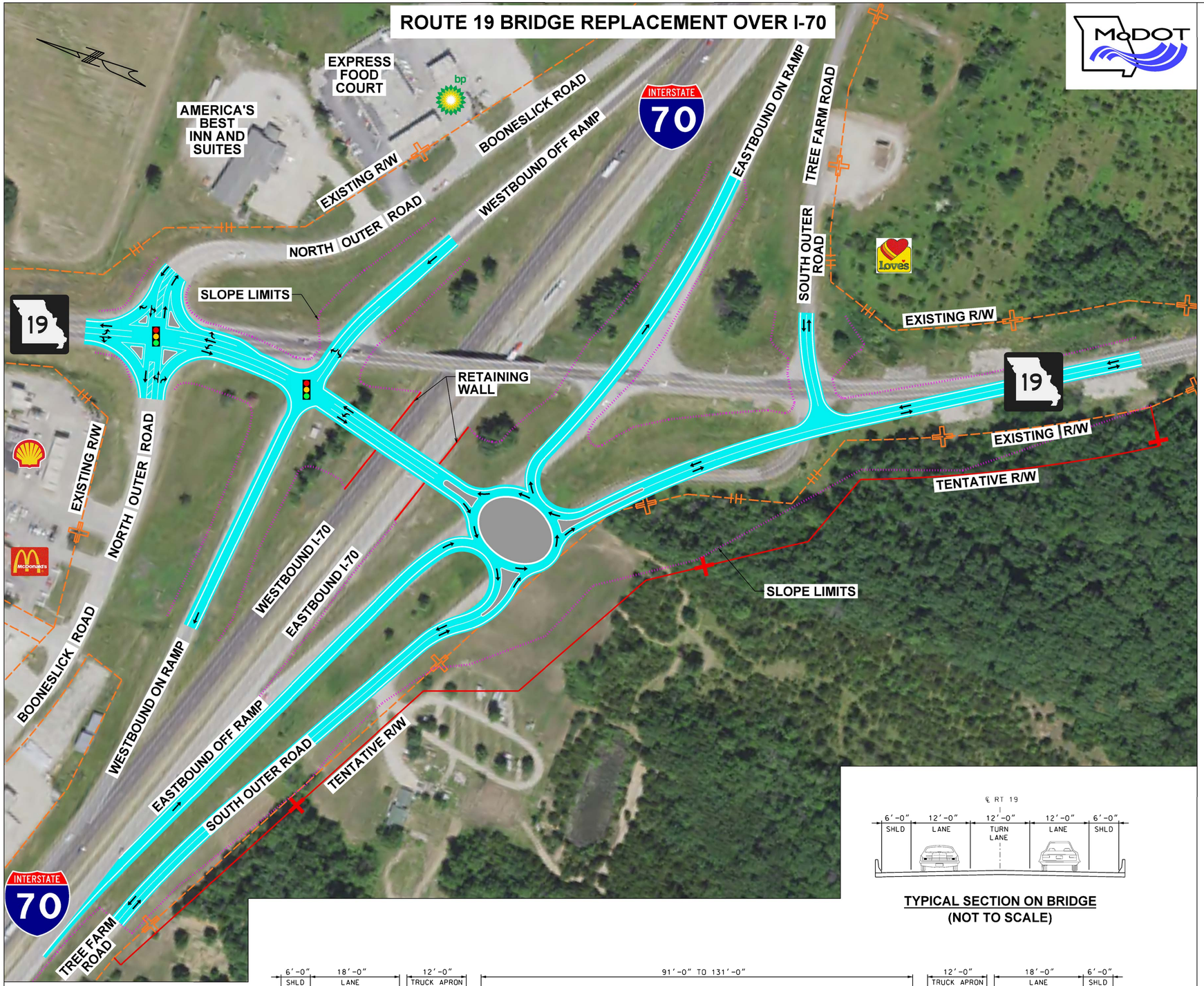
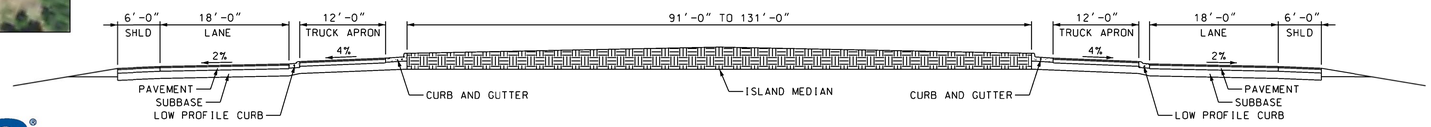
ROUTE 19 BRIDGE REPLACEMENT OVER I-70



TYPICAL SECTION ON BRIDGE
(NOT TO SCALE)



TYPICAL SECTIONS THRU ROUNDABOUT
(NOT TO SCALE)

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BLUE OPTION

REALIGN ROUTE 19 TO THE WEST WITH SIGNALIZED INTERSECTION AND NEW 5-LEG ELLIPTICAL ROUNDABOUT

COST: $9.45 MILLION

DESCRIPTION OF IMPROVEMENTS:

- REALIGN ROUTE 19 TO THE WEST
- RECONSTRUCT SIGNALIZED INTERSECTION AT NORTH OUTER ROAD (BOONESLICK ROAD)
- CONSTRUCT 5-LEG OVAL ROUNDABOUT AT EASTBOUND I-70 RAMPS AND SOUTH OUTER ROAD (TREE FARM ROAD)
- RECONSTRUCT EASTBOUND OFF-RAMP
- CONSTRUCT NEW SOUTH OUTER ROAD (TREE FARM ROAD) INTERSECTION
- 48' WIDE BRIDGE TO PROVIDE TWO TRAFFIC LANES AND CENTER TURN LANE

ADVANTAGES:

- LOWEST COST
- LESS BRIDGE SKEW WITH I-70 = SHORTEST BRIDGE
- IMPROVES RAMP INTERSECTION ANGLES AND SIGHT DISTANCE
- NORTH HALF OF INTERCHANGE SIMILAR TO EXISTING
- ROUNDABOUT DECREASES PROBABILITY AND SEVERITY OF CRASHES
- MINIMAL ENVIRONMENTAL IMPACTS

DISADVANTAGES:

- CREATES "JOG" IN ROUTE 19 ALIGNMENT
- SIGNAL MAINTENANCE COSTS
- LEARNING CURVE FOR DRIVERS TO BECOME FAMILIAR WITH 5-LEG OVAL ROUNDABOUT
- EXTENDED CLOSURE OF EASTBOUND I-70 RAMP AND SOUTH OUTER ROAD DURING CONSTRUCTION
- CREATION OF NEW SOUTH OUTER ROAD INTERSECTION WITH ROUTE 19
- RETAINING WALLS REQUIRED ALONG I-70
- WESTBOUND RAMP INTERSECTION WILL REQUIRE ALL-WAY STOP IN FUTURE = TRAFFIC CONGESTION AT INTERSECTIONS

INTERSECTION PERFORMANCE

A TO F GRADING SCALE (A=EXCELLENT; D=ACCEPTABLE; F=FAILURE)

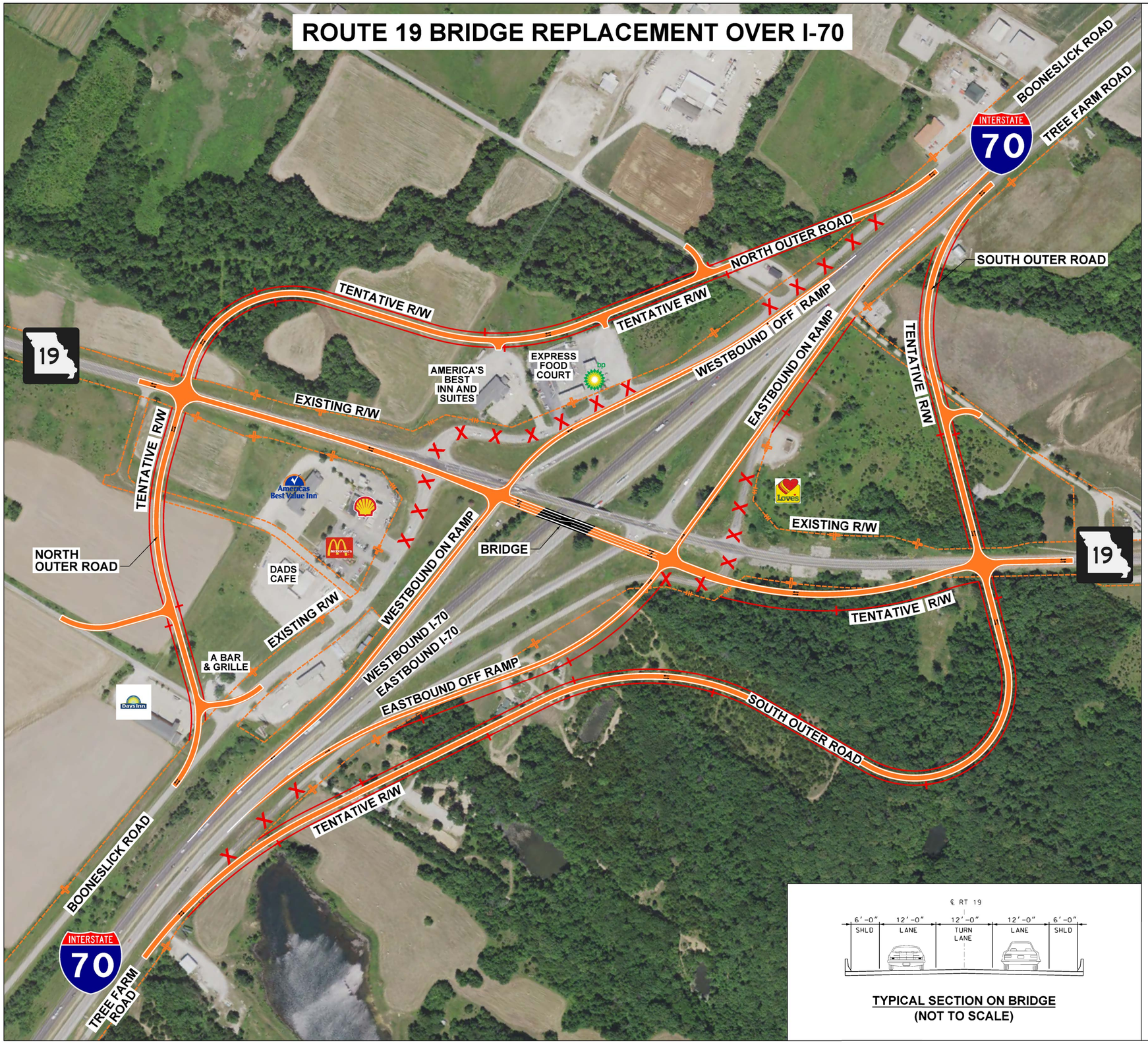
INTERSECTION	CURRENT (2021)	FUTURE (2041)
NORTH OUTER ROAD-SIGNAL	A/B	B
WESTBOUND RAMPS	A (RAMP STOP CONTROL)	B/C (3-WAY STOP)
5-LEG OVAL ROUNDABOUT	B/A	C
SOUTH OUTER ROAD (EAST)	A (OR STOP CONTROL)	A (OR STOP CONTROL)

LEGEND

- TENTATIVE ALIGNMENT
- TENTATIVE BRIDGE
- EXISTING RIGHT OF WAY
- TENTATIVE RIGHT OF WAY
- SLOPE LIMITS

SCALE
0 100 200 300 400 500

ROUTE 19 BRIDGE REPLACEMENT OVER I-70



TYPICAL SECTION ON BRIDGE
(NOT TO SCALE)

ORANGE OPTION

RECOMMENDED OPTION FROM 2005 "IMPROVE I-70" EIS
COST: $25.7 MILLION

DESCRIPTION OF IMPROVEMENTS:

- REALIGN ROUTE 19 TO THE WEST
- RECONSTRUCT INTERCHANGE RAMPS AND OUTER ROADS PER MODOT ACCESS MANAGEMENT GUIDELINES
- 48' WIDE BRIDGE TO PROVIDE TWO TRAFFIC LANES AND CENTER TURN LANE

ADVANTAGES:

- SPACING BETWEEN RAMPS AND OUTER ROADS LESSENS FUTURE CONGESTION
- NO TRAFFIC SIGNALS TO MAINTAIN

DISADVANTAGES:

- HIGHEST COST
- LARGEST AMOUNT OF RIGHT OF WAY ACQUISITION
- CHANGES IN OUTER ROAD ACCESS FOR BUSINESSES
- INTERSECTIONS WILL REQUIRE ALL-WAY STOP IN FUTURE
- GREATEST ENVIRONMENTAL IMPACTS

INTERSECTION PERFORMANCE

A TO F GRADING SCALE (A=EXCELLENT; D=ACCEPTABLE; F=FAILURE)

INTERSECTION	CURRENT (2021)	FUTURE (2041)
NORTH OUTER ROAD-RELOCATED	B/C (OR STOP CONTROL)	B/C (4-WAY STOP)
WESTBOUND RAMPS	A (RAMP STOP CONTROL)	B/C (3-WAY STOP)
EASTBOUND RAMPS	A (RAMP STOP CONTROL)	C/B (3-WAY STOP)
SOUTH OUTER ROAD-RELOCATED	B (OR STOP CONTROL)	C/B (4-WAY STOP)

LEGEND

- TENTATIVE ALIGNMENT
- TENTATIVE BRIDGE
- EXISTING RIGHT OF WAY
- TENTATIVE RIGHT OF WAY

SCALE
0 200 400 600 800 1000

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MoDOT

Summary of February 11, 2020 Public Meeting Comments

		Preferred Option			
Name	City	Green	Red	Blue	Orange
Online Results					
Darice Teal	Owensville	1			
Ryan Williams	New Florence			1	
William Gerding	Montgomery City		1		
Robert Voss	New Haven				1
Kelly Branson	Hermann		1		
Shawn Mays	Montgomery City	1			
Simon Rademacher	Bland		1		
S. Downey	New Florence	1			
Daniel Dothage	Montgomery City	1			
Tonya Dat	New Florence	1			
Jeremy Cobb	New Florence		1		
Miriam Thomson	Montgomery City			1	
Luke Young	Jonesburg	1			
Christine Meyer	Montgomery City		1		
Elizabeth Swaim		1			
Walter Gerding	Montgomery City		1		
Megan Wright	New Florence	1			
Justin Wright	New Florence	1			
Richard Boschert	Montgomery City	1			
Shari Gerding	Montgomery City		1		
Betty Smith	Montgomery City	1			
Lorrie King	Montgomery City				1
James Gerding	Montgomery City		1		
Gary Jacobi	New Florence				1
Dana Hibbeler	Montgomery City	1			
John Schwartz		1			
Donna Harper	New Florence	1			
Michelle Fortmann	New Florence	1			
Travis Knoepflein	Montgomery City	1			
James Braun	Bellflower	1			
Gail Davis	Montgomery City	1			
Robert Hildebrand	New Florence		1		
Rebecca Winkelmann	Hermann	1			
Brian Winkelmann	Hermann	1			
Robert Schipper	New Florence			1	
Jenni Leibach	Hermann			1	
Rebekah Helvie	Wellsville	1			
Martin Cunningham	Montgomery City	1			
Paper Comments					
Beth Roesner	Montgomery City	1			
Debbie Merchart	New Florence	1			
Gary Roesner	Montgomery City	1			
Beth Miller	Montgomery City	1			
Lance Strand	New Florence	1			
Kent Straube	New Florence	1			
Agnes Kent	New Florence	1			
Chuck Rauch	Wellsville	1			
Harold Gloe	Hermann	1			
Geralyn Gloe	Hermann	1			
Bob Brandkamp	Montgomery City	1			
Raymond Kent	New Florence	1			
Pete Treis	New Florence	1			
Jeff Moore	Wellsville	1			
Jim Talley	High Hill	1			
Christy Minerals	High Hill	1			
Brian Clark	Montgomery City	1			
Chad Staley	Auxvase	1			
Terry Hillebrand	New Florence			1	
John Mazanes	Jonesburg			1	
David Ingle	New Florence			1	
Julie Bote	New Florence			1	
Lewis Overbey	New Florence				1
No name					1
Lisa Krumm	Montgomery City				1
		40	9	8	6
		63.49%	14.29%	12.70%	9.52%

COMMENT FORM

MO 19 Bridge Replacement Over I-70 in Montgomery County

Built in 1963, the existing Missouri Route 19 bridge over Interstate 70 is in poor condition and is in need of replacement. In 2005, a study was conducted along the Interstate 70 corridor. Since that time, updated designs have been developed to meet the current and future needs related to traffic flow for the bridge and interchange area. Please read the information about each option carefully (located on back of page), complete the survey, and share any comments you may have, as well as which option you prefer and why you prefer it.

THANK YOU!

*Name: Beth Roesner

*Phone number: 314-974-1087

Email address: gbroesner@alsatwireless.com

*Address: 109 Hwy B City: Montgomery City *required

1. Which option do you prefer?

(A.) GREEN B. RED C. BLUE D. ORANGE

Why do you prefer that option?

There are no stop lights
It accounts for future traffic

2. The GREEN option is MoDOT's recommended option. If you did not choose the GREEN option above, please tell us why.

3. The RED option is the option that most resembles the existing interchange; however, this design does not address future congestion due to closely spaced signals. If you selected the RED option in question #1, what would be your next option choice?

A. GREEN B. BLUE C. ORANGE

4. If you have any other comments, please share them.

Please leave comment form in the box provided, or you can mail it to Missouri Department of Transportation, Attention Communications, 1711 S. Highway 61, Hannibal, MO 63401.

COMMENT FORM

MO 19 Bridge Replacement Over I-70 in Montgomery County

Built in 1963, the existing Missouri Route 19 bridge over Interstate 70 is in poor condition and is in need of replacement. In 2005, a study was conducted along the Interstate 70 corridor. Since that time, updated designs have been developed to meet the current and future needs related to traffic flow for the bridge and interchange area. Please read the information about each option carefully (located on back of page), complete the survey, and share any comments you may have, as well as which option you prefer and why you prefer it.

THANK YOU!

*Name: Debbie Merchant

*Phone number: 573-252-4047

Email address: Sassyxyz@live.com

*Address: 455 S. Hwy 19 City: New Florence *required

1. Which option do you prefer?

(A. GREEN) B. RED C. BLUE D. ORANGE

Why do you prefer that option?

Green option looks like it will flow better, its more cost effective and will handle growth.

2. The GREEN option is MoDOT's recommended option. If you did not choose the GREEN option above, please tell us why.

3. The RED option is the option that most resembles the existing interchange; however, this design does not address future congestion due to closely spaced signals. If you selected the RED option in question #1, what would be your next option choice?

A. GREEN B. BLUE C. ORANGE

4. If you have any other comments, please share them.

Thank you for sharing all options and letting us voice our opinions.

Please leave comment form in the box provided, or you can mail it to Missouri Department of Transportation, Attention Communications, 1711 S. Highway 61, Hannibal, MO 63401.

COMMENT FORM

MO 19 Bridge Replacement Over I-70 in Montgomery County

Built in 1963, the existing Missouri Route 19 bridge over Interstate 70 is in poor condition and is in need of replacement. In 2005, a study was conducted along the Interstate 70 corridor. Since that time, updated designs have been developed to meet the current and future needs related to traffic flow for the bridge and interchange area. Please read the information about each option carefully (located on back of page), complete the survey, and share any comments you may have, as well as which option you prefer and why you prefer it.

THANK YOU!

*Name: Gary Broesner

*Phone number: 573-253-9488

Email address: gbroesner@alsatwireless

*Address: 109 Hwy B City: Montgomery City MO 63361 *required

1. Which option do you prefer?

(A. GREEN) B. RED C. BLUE D. ORANGE

Why do you prefer that option?

Simple, easy to use, I like round-a-bouts

2. The GREEN option is MoDOT's recommended option. If you did not choose the GREEN option above, please tell us why.

3. The RED option is the option that most resembles the existing interchange; however, this design does not address future congestion due to closely spaced signals. If you selected the RED option in question #1, what would be your next option choice?

A. GREEN B. BLUE C. ORANGE

4. If you have any other comments, please share them.

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COMMENT FORM

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THANK YOU!

*Name: Beth Miller

*Phone number: (573) 220-2353

Email address: _____

*Address: 366 Meadowlark Rd. City: Montgomery City *required

1. Which option do you prefer?

(A.) GREEN B. RED C. BLUE D. ORANGE

Why do you prefer that option?

The cost is less & it looks like the flow of traffic would be the best. The others also take up more space which may effect future development.

2. The GREEN option is MoDOT's recommended option. If you did not choose the GREEN option above, please tell us why.

_____

_____

3. The RED option is the option that most resembles the existing interchange; however, this design does not address future congestion due to closely spaced signals. If you selected the RED option in question #1, what would be your next option choice?

A. GREEN B. BLUE C. ORANGE

4. If you have any other comments, please share them.

_____

_____

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THANK YOU!

*Name: Lance Strand

*Phone number: 573 590 0839

Email address: _____

*Address: 202 West Flynn City: New Florence *required

1. Which option do you prefer?

(A. GREEN) B. RED C. BLUE D. ORANGE

Why do you prefer that option?

No lights, bypasses for 19/Service Rds to reduce congestion

2. The GREEN option is MoDOT's recommended option. If you did not choose the GREEN option above, please tell us why.

_____

_____

3. The RED option is the option that most resembles the existing interchange; however, this design does not address future congestion due to closely spaced signals. If you selected the RED option in question #1, what would be your next option choice?

A. GREEN B. BLUE C. ORANGE

4. If you have any other comments, please share them.

~~Traffic~~ like

_____

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THANK YOU!

*Name: Kent Strube

*Phone number: 573-225-9976

Email address:

*Address: PO Box 254 City: New Florence MO. *required

1. Which option do you prefer?

(A.) GREEN B. RED C. BLUE D. ORANGE

Why do you prefer that option?

Simple build / better use of our resources.

2. The GREEN option is MoDOT's recommended option. If you did not choose the GREEN option above, please tell us why.

3. The RED option is the option that most resembles the existing interchange; however, this design does not address future congestion due to closely spaced signals. If you selected the RED option in question #1, what would be your next option choice?

(A.) GREEN B. BLUE C. ORANGE

4. If you have any other comments, please share them.

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COMMENT FORM

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THANK YOU!

*Name: Agnes Kent

*Phone number: 573-220-6356

Email address: aggie55kent@gmail.com

*Address: 305 N. Broadwater St. City: New Florence, *required

1. Which option do you prefer?

(A. GREEN) B. RED C. BLUE D. ORANGE

Why do you prefer that option?

Traffic would flow better & No Stop lights

2. The GREEN option is MoDOT's recommended option. If you did not choose the GREEN option above, please tell us why.

3. The RED option is the option that most resembles the existing interchange; however, this design does not address future congestion due to closely spaced signals. If you selected the RED option in question #1, what would be your next option choice?

A. GREEN B. BLUE C. ORANGE

4. If you have any other comments, please share them.

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COMMENT FORM

MO 19 Bridge

Replacement Over I-70 in Montgomery County

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THANK YOU!

*Name: CHUCK RAUCH

*Phone number: 636-359-9209

Email address: ChuckR576@yahoo.com

*Address: 1134 N Hwy 19 City: Wellsville

*required

1. Which option do you prefer?

(A. GREEN) B. RED C. BLUE D. ORANGE

Why do you prefer that option?

Looks to offer less congestion for futher traffic flow

2. The GREEN option is MoDOT's recommended option. If you did not choose the GREEN option above, please tell us why.

3. The RED option is the option that most resembles the existing interchange; however, this design does not address future congestion due to closely spaced signals. If you selected the RED option in question #1, what would be your next option choice?

A. GREEN B. BLUE C. ORANGE

4. If you have any other comments, please share them.

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THANK YOU!

*Name: Harold & Geralyn Gloe

*Phone number: 573-486-3534 H-cell - 314-954-5533

Email address: harold_gloe farms@hotmail.com / g.gloe@hotmail.com

*Address: 33048 Case Rd. City: Hermann

*required

1. Which option do you prefer?

A. GREEN B. RED C. BLUE D. ORANGE

Why do you prefer that option?

Green with additional engineering improvements

2. The GREEN option is MoDOT's recommended option. If you did not choose the GREEN option above, please tell us why.

Shoulder on bridge is only left - should have at least 8 preferred. Know it costs more but is less costly if need future improvements. Space for break down of vehicle - snow plow

3. The RED option is the option that most resembles the existing interchange; however, this design does not address future congestion due to closely spaced signals. If you selected the RED option in question #1, what would be your next option choice?

A. GREEN B. BLUE C. ORANGE

buildup & - space for use if there are accidents etc.

4. If you have any other comments, please share them.

Would consider filling more around the west roundabouts for future dual lane bypass area if end up w/ more future traffic

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THANK YOU!

*Name: BOB BRANDKAMP

*Phone number: 636-377-6286

Email address: RobertLee3rd@icloud.com

*Address: 119 N. WALKER ST. City: MONTGOMERY CITY *required

1. Which option do you prefer?

A. GREEN B. RED C. BLUE D. ORANGE

Why do you prefer that option?

BEST FLOW - NO LIGHTS
MOST SIMPLE SOLUTION

2. The GREEN option is MoDOT's recommended option. If you did not choose the GREEN option above, please tell us why.

3. The RED option is the option that most resembles the existing interchange; however, this design does not address future congestion due to closely spaced signals. If you selected the RED option in question #1, what would be your next option choice?

A. GREEN B. BLUE C. ORANGE

4. If you have any other comments, please share them.

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THANK YOU!

*Name: Raymond Kent

*Phone number: 573 220-6522

Email address: Raymond Kent963@gmail.com.

*Address: 305 N. Broadwater St. City: New Florence

*required

1. Which option do you prefer?

(A.) GREEN B. RED C. BLUE D. ORANGE

Why do you prefer that option?

Free flow of Traffic with no lights

2. The GREEN option is MoDOT's recommended option. If you did not choose the GREEN option above, please tell us why.

3. The RED option is the option that most resembles the existing interchange; however, this design does not address future congestion due to closely spaced signals. If you selected the RED option in question #1, what would be your next option choice?

A. GREEN B. BLUE C. ORANGE

4. If you have any other comments, please share them.

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THANK YOU!

*Name: PETE TREIS

*Phone number: 573 252 4136

Email address: WOODMERE@KTIS.NET

*Address: 228 BUECHELE City: NEW FLORENCE *required

1. Which option do you prefer?

(A) GREEN B. RED C. BLUE D. ORANGE

Why do you prefer that option?

MOST DIRECT ROUTING

2. The GREEN option is MoDOT's recommended option. If you did not choose the GREEN option above, please tell us why.

3. The RED option is the option that most resembles the existing interchange; however, this design does not address future congestion due to closely spaced signals. If you selected the RED option in question #1, what would be your next option choice?

A. GREEN B. BLUE C. ORANGE

4. If you have any other comments, please share them.

WILL PROBABLY BE VERY CONFUSING TO DRIVERS FOR A WHILE.

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THANK YOU!

*Name: Jeff Moore

*Phone number: 573-220-2062

Email address: _____

*Address: 21 Cemetery Rd City: Wellsville *required

1. Which option do you prefer?

A. GREEN B. RED C. BLUE D. ORANGE

Why do you prefer that option?

No Stop Lights

2. The GREEN option is MoDOT's recommended option. If you did not choose the GREEN option above, please tell us why.

3. The RED option is the option that most resembles the existing interchange; however, this design does not address future congestion due to closely spaced signals. If you selected the RED option in question #1, what would be your next option choice?

A. GREEN B. BLUE C. ORANGE

4. If you have any other comments, please share them.

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THANK YOU!

*Name: Jim Talley / Christy Minerals

*Phone number: 636-585-2214

Email address: jtalley@christymnerals.com

*Address: 833 Boonslick Road City: High Hill *required

1. Which option do you prefer?

(A.) GREEN B. RED C. BLUE D. ORANGE

Why do you prefer that option?

Looks like the least amount of disruption to my business.

2. The GREEN option is MoDOT's recommended option. If you did not choose the GREEN option above, please tell us why.

3. The RED option is the option that most resembles the existing interchange; however, this design does not address future congestion due to closely spaced signals. If you selected the RED option in question #1, what would be your next option choice?

A. GREEN B. BLUE C. ORANGE

4. If you have any other comments, please share them.

I appreciate the opportunity to speak & be educated on proposal.

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COMMENT FORM

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THANK YOU!

*Name: Brian Clark

*Phone number: 573-220-9960

Email address: _____

*Address: 29 Leonard Rd City: Montgomery City *required

1. Which option do you prefer?

(A.) GREEN B. RED C. BLUE D. ORANGE

Why do you prefer that option?

Seem the most user freindly

2. The GREEN option is MoDOT's recommended option. If you did not choose the GREEN option above, please tell us why.

3. The RED option is the option that most resembles the existing interchange; however, this design does not address future congestion due to closely spaced signals. If you selected the RED option in question #1, what would be your next option choice?

A. GREEN B. BLUE C. ORANGE

4. If you have any other comments, please share them.

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THANK YOU!

*Name: CHAD STALEY

*Phone number: 573-999-~~####~~1132

Email address: staleyc806@gmail.com

*Address: 259 CR245 City: AUXVASSE

*required

1. Which option do you prefer?

A. (GREEN) B. RED C. BLUE D. ORANGE

Why do you prefer that option?

Traffic flow + maintenance costs.

2. The GREEN option is MoDOT's recommended option. If you did not choose the GREEN option above, please tell us why.

N/A

3. The RED option is the option that most resembles the existing interchange; however, this design does not address future congestion due to closely spaced signals. If you selected the RED option in question #1, what would be your next option choice?

A. GREEN B. BLUE C. ORANGE

N/A

4. If you have any other comments, please share them.

N/A

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COMMENT FORM

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THANK YOU!

*Name: Terry Hillebrand

*Phone number: 314-422-5774

Email address: terry_hillebrand@hotmail.com

*Address: 161 Strube Rd City: New Florence *required

1. Which option do you prefer?

A. GREEN B. RED (C. BLUE) D. ORANGE

Why do you prefer that option?

The oval Roundabout is easier for trucks

2. The GREEN option is MoDOT's recommended option. If you did not choose the GREEN option above, please tell us why.

Round Abouts are too small, existing over pass can remain, open during construction over Passon green option is too narrow

3. The RED option is the option that most resembles the existing interchange; however, this design does not address future congestion due to closely spaced signals. If you selected the RED option in question #1, what would be your next option choice?

A. GREEN B. BLUE C. ORANGE

4. If you have any other comments, please share them.

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THANK YOU!

*Name: JOHN MAZANEC

*Phone number: 573 544 5882

Email address: _____

*Address: 207 W FOREMAN APT 2D City: JONESBORO MO 63351 *required

1. Which option do you prefer?

A. GREEN B. RED C. (BLUE) D. ORANGE

Why do you prefer that option?

More Simple Wider Bridge

2. The GREEN option is MoDOT's recommended option. If you did not choose the GREEN option above, please tell us why.

Bridge Not Wide enough

3. The RED option is the option that most resembles the existing interchange; however, this design does not address future congestion due to closely spaced signals. If you selected the RED option in question #1, what would be your next option choice?

A. GREEN B. BLUE C. ORANGE

4. If you have any other comments, please share them.

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THANK YOU!

*Name: DAVID G. Ingle

*Phone number: 636. 699-8956

Email address: ingle351@gmail.com

*Address: 217 S. main St. City: New Florence *required

1. Which ~~option~~ do you prefer?

A. GREEN B. RED C. BLUE D. ORANGE

Why do you prefer that option?

Blue Lower cost wider over pass

2. The GREEN option is MoDOT's recommended option. If you did not choose the GREEN option above, please tell us why.

Concerned about 6 leg traffic and amounts of vehicle crashes

3. The RED option is the option that most resembles the existing interchange; however, this design does not address future congestion due to closely spaced signals. If you selected the RED option in question #1, what would be your next option choice?

A. GREEN B. BLUE C. ORANGE

4. If you have any other comments, please share them.

N/A

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THANK YOU!

*Name: JULIE BATE

*Phone number: 636-887-5017

Email address: juliebate67@hotmail.com

*Address: 161 strube rd ~~NEW FLORENCE~~ City: NEW FLORENCE

*required

1. Which option do you prefer?

A. GREEN B. RED C. BLUE D. ORANGE

Why do you prefer that option?

less complicated circle - less lights

2. The GREEN option is MoDOT's recommended option. If you did not choose the GREEN option above, please tell us why.

TOO COMPLICATED - 2 CIRCLES NOT A GOOD IDEA - WE HAVE A LOT OF BIG TRUCKS - THE ENTRIES AND EXITS ARE ~~BUSY~~ TOO COMPLICATED

3. The RED option is the option that most resembles the existing interchange; however, this design does not address future congestion due to closely spaced signals. If you selected the RED option in question #1, what would be your next option choice?

A. GREEN B. BLUE C. ORANGE

4. If you have any other comments, please share them.

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THANK YOU!

*Name: LEWIS OVERBEY

*Phone number: 636-448-3177

Email address: OVERBEY927@KTIS.NET

*Address: 237 WHITESIDE SCHOOL RD City: NEW FLORENCE *required

1. Which option do you prefer?

A. GREEN B. RED C. BLUE D. ORANGE

Why do you prefer that option?

NO ROUNDABOUTS

2. The GREEN option is MoDOT's recommended option. If you did not choose the GREEN option above, please tell us why.

HATE ROUNDABOUTS

3. The RED option is the option that most resembles the existing interchange; however, this design does not address future congestion due to closely spaced signals. If you selected the RED option in question #1, what would be your next option choice?

A. GREEN B. BLUE C. ORANGE

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THANK YOU!

*Name:_____

*Phone number:_____

Email address:_____

*Address:_____ City:_____ **required*

1. Which option do you prefer?

A. GREEN B. RED C. BLUE (D. ORANGE)

Why do you prefer that option?

NO - Signal Lights - Wider Bridge
NO Roundabout congestion

2. The GREEN option is MoDOT's recommended option. If you did not choose the GREEN option above, please tell us why.

NO Roundabout congestion
NO Signal lights

3. The RED option is the option that most resembles the existing interchange; however, this design does not address future congestion due to closely spaced signals. If you selected the RED option in question #1, what would be your next option choice?

A. GREEN B. BLUE C. ORANGE

4. If you have any other comments, please share them.

_____

_____

Please leave comment form in the box provided, or you can mail it to Missouri Department of Transportation, Attention Communications, 1711 S. Highway 61, Hannibal, MO 63401.

COMMENT FORM

MO 19 Bridge Replacement Over I-70 in Montgomery County

Built in 1963, the existing Missouri Route 19 bridge over Interstate 70 is in poor condition and is in need of replacement. In 2005, a study was conducted along the Interstate 70 corridor. Since that time, updated designs have been developed to meet the current and future needs related to traffic flow for the bridge and interchange area. Please read the information about each option carefully (located on back of page), complete the survey, and share any comments you may have, as well as which option you prefer and why you prefer it.

THANK YOU!

*Name: Lisa Krumm

*Phone number: 636-284-1736

Email address: LisaBrady74@gmail.com

*Address: 86 Block Lane City: Montgomery City *required

1. Which option do you prefer?

   A. GREEN B. RED C. BLUE D. ORANGE

Why do you prefer that option?

① I would like to know WHY all have round abouts?

② How many Semi drivers have you discussed with and ridden with through round abouts? Its obvious that those of us who drive large vehicles DO NOT matter to you guys!

2. The GREEN option is MoDOT's recommended option. If you did not choose the GREEN option above, please tell us why.

3. The RED option is the option that most resembles the existing interchange; however, this design does not address future congestion due to closely spaced signals. If you selected the RED option in question #1, what would be your next option choice?

   A. GREEN B. BLUE C. ORANGE

4. If you have any other comments, please share them.

Please leave comment form in the box provided, or you can mail it to Missouri Department of Transportation, Attention Communications, 1711 S. Highway 61, Hannibal, MO 63401.

From: noreply@modot.info on behalf of Missouri Department of Transportation
To: Kimberly Marie Trainor; Marisa Christy
Subject: Webform submission from: Missouri Route 19 Bridge Replacement Over I-70 Online Comment Form
Date: Tuesday, February 11, 2020 8:38:00 PM

Submitted on Tue, 02/11/2020 - 21:37

Submitted by: Visitor

Submitted values are:

Name:
Gail Davis

Address:
206 Highway J
Montgomery City, Missouri. 63361

Phone:
5735912493

Email:
Angllv28@yahoo.com

Which option do you prefer?
Green

Why do you prefer that option?
Well I dont really prefer it as I dont like Roundabouts however after looking at all the other options this one just makes more sense to me

If you have any comments, please share them here:
The last option I dont like at all as I dont like the idea of changing hwy 19 and the highest cost out of all of them.i am not fond of the round abouts at all but viewing all of the options the only one that does make sense to me is the green option..however yall have it marked as recommended so yall will go with that one no matter what and that's fine just as long as that bridge gets redone as its need of being redone badly especially with the Loves Truck Stop coming in and all the other new businesses that is to come in the future...just dont make so many delays this time and PLEASE PLEASE PLEASE get the right people in there to do it right and NOT the same company as yall did to do the new bridge just at HWY WW as that one was a disaster and cost us tax payers more money after it was built and then again after all the repairs...Yall do a darn good job at what yall do and I know that this type of job is a very hard job all the way from the surveyors down to the sign holders...and our Plow Truck Workers..especially our Plow Truck Workers...Just get it going already and dont take forever ok..good luck

From: noreply@modot.info on behalf of Missouri Department of Transportation
To: Kimberly Marie Trainor; Marisa Christy
Subject: Webform submission from: Missouri Route 19 Bridge Replacement Over I-70 Online Comment Form
Date: Wednesday, February 12, 2020 6:59:14 PM

Submitted on Wed, 02/12/2020 - 19:59

Submitted by: Visitor

Submitted values are:

Name:
Dana Hibbeler

Address:
117 Sharon Dr.
Montgomery City , Missouri. 63361

Email:
danaorf18@gmail.com

Which option do you prefer?
Green

Why do you prefer that option?
Keeps traffic flowing

From: noreply@modot.info on behalf of Missouri Department of Transportation
To: Kimberly Marie Trainor; Marisa Christy
Subject: Webform submission from: Missouri Route 19 Bridge Replacement Over I-70 Online Comment Form
Date: Wednesday, February 12, 2020 6:59:48 PM

Submitted on Wed, 02/12/2020 - 19:59

Submitted by: Visitor

Submitted values are:

Name:
Gary Jacobi

Address:
812 brenda st
New florence, Missouri. 63363

Phone:
6363593270

Email:
Jac1393joe@outlook.com

Why do you prefer that option?
No round abouts

If you have any comments, please share them here:
No round a bouts

From: noreply@modot.info on behalf of Missouri Department of Transportation
To: Kimberly Marie Trainor; Marisa Christy
Subject: Webform submission from: Missouri Route 19 Bridge Replacement Over I-70 Online Comment Form
Date: Wednesday, February 12, 2020 7:12:49 PM

Submitted on Wed, 02/12/2020 - 20:12

Submitted by: Visitor

Submitted values are:

Name:
James Gerding

Address:
149 Highway N
Montgomery City, Missouri. 63361

Phone:
573-220-4274

Email:
jrg1064@hotmail.com

Which option do you prefer?
Red

Why do you prefer that option?
Red option looks most logical that it has a wider bridge while leaving the north outer road and interchange unchanged.Ramps on and off of I-70 also left better for entering and exiting I-70. The best option would be to not have any roundabouts at all. Not sure what modots fascination for roundabouts seems every intersection is being changed to a roundabout. Don't care what any college educated idiot says common sense says we don't need them at every intersection in the state and for the most part they are not needed and obstruct traffic flow .Certainly no fun traveling through roundabouts with farm equipment and semis. The roundabout at Scotts Corner has to be one of the dumbest things I have ever seen for an intersection at that location. I am sure traffic lights at that location would have been much cheaper and better for the type of traffic using the intersection.

The GREEN option is MoDOT's recommended option. If you did not choose the GREEN option above, please tell us why.
As mentioned above I HATE roundabouts and am sick of modot sticking one at every intersection whether it makes any sense or not. The intersections will be used a lot by truckers going to the truck stops,trucks and equipment going the the local coop,and also farm equipment since we are still in a rural community that has to use the roads to go from farm to farm and also haul products to and from those farms.

The RED option is the option that most resembles the existing interchange; however, this design does not address future congestion due to closely spaced signals. If you selected the RED option in question #1, what would be your next option choice?

Blue

If you have any comments, please share them here:
Only drawback on blue option is the ramps on and off I-70 on the east bound would not be as user friendly.

From: noreply@modot.info on behalf of Missouri Department of Transportation
To: Kimberly Marie Trainor; Marisa Christy
Subject: Webform submission from: Missouri Route 19 Bridge Replacement Over I-70 Online Comment Form
Date: Wednesday, February 12, 2020 7:23:10 PM

Submitted on Wed, 02/12/2020 - 20:22

Submitted by: Visitor

Submitted values are:

Name:
Lorrie King

Address:
723 state st
Montgomery City , Missouri. 63361

Phone:
6366982708

Email:
Lbrat1972@aol.com

Which option do you prefer?
Orange

Why do you prefer that option?
I hate roundabouts, they seem like they are just a fad design that is be used. I can not see where it helps.

The GREEN option is MoDOT's recommended option. If you did not choose the GREEN option above, please tell us why.
I did in my previous comments

From: noreply@modot.info on behalf of Missouri Department of Transportation
To: Kimberly Marie Trainor; Marisa Christy
Subject: Webform submission from: Missouri Route 19 Bridge Replacement Over I-70 Online Comment Form
Date: Wednesday, February 12, 2020 7:32:45 PM

Submitted on Wed, 02/12/2020 - 20:32

Submitted by: Visitor

Submitted values are:

Name:
Betty Smith

Address:
528 E Sullivan
Montgomery City, Missouri. 63361

Phone:
5732538696

Email:
betty.smith@hennigesautomotive.com

Which option do you prefer?
Green

From: noreply@modot.info on behalf of Missouri Department of Transportation
To: Kimberly Marie Trainor; Marisa Christy
Subject: Webform submission from: Missouri Route 19 Bridge Replacement Over I-70 Online Comment Form
Date: Wednesday, February 12, 2020 7:48:13 PM

Submitted on Wed, 02/12/2020 - 20:47

Submitted by: Visitor

Submitted values are:

Name:
Shari Gerding

Address:
149 Hwy N
Montgomery City , Missouri. 63361

Email:
sharig0809@gmail.com

Which option do you prefer?
Red

Why do you prefer that option?
Least amount of round abouts, wider bridge, north side untouched, would affect the local established business on the north side

The GREEN option is MoDOT's recommended option. If you did not choose the GREEN option above, please tell us why.
Too many round abouts for a rural, farming community, with a lot of truck and large equipment traffic.

The RED option is the option that most resembles the existing interchange; however, this design does not address future congestion due to closely spaced signals. If you selected the RED option in question #1, what would be your next option choice?
Blue

From: noreply@modot.info on behalf of Missouri Department of Transportation
To: Kimberly Marie Trainor; Marisa Christy
Subject: Webform submission from: Missouri Route 19 Bridge Replacement Over I-70 Online Comment Form
Date: Wednesday, February 12, 2020 8:05:21 PM

Submitted on Wed, 02/12/2020 - 21:04

Submitted by: Visitor

Submitted values are:

Name:
Richard Boschert

Address:
Montgomery city, Missouri. 63361

Email:
rboschert1@hotmail.com

Which option do you prefer?
Green

Why do you prefer that option?
Cleanest option, makes the most sense in my option. I believe it is the safest option .

From: noreply@modot.info on behalf of Missouri Department of Transportation
To: Kimberly Marie Trainor; Marisa Christy
Subject: Webform submission from: Missouri Route 19 Bridge Replacement Over I-70 Online Comment Form
Date: Wednesday, February 12, 2020 8:48:21 PM

Submitted on Wed, 02/12/2020 - 21:47

Submitted by: Visitor

Submitted values are:

Name:
Justin Wright

Address:
8 s mill creek road
New Florence , Missouri. 63363

Phone:
6363574322

Email:
justins_2008@hotmail.com

Which option do you prefer?
Green

Why do you prefer that option?
Will accommodate more free moving traffic and increased amounts of motor vehicals traveling hwy 19 and overpass due to construction of new loves truck stop.

From: noreply@modot.info on behalf of Missouri Department of Transportation
To: Kimberly Marie Trainor; Marisa Christy
Subject: Webform submission from: Missouri Route 19 Bridge Replacement Over I-70 Online Comment Form
Date: Wednesday, February 12, 2020 9:04:24 PM

Submitted on Wed, 02/12/2020 - 22:04

Submitted by: Visitor

Submitted values are:

Name:
Megan Wright

Address:
8 south mill creek road
New Florence , Missouri. 63363

Phone:
6363591721

Email:
megan_wright_11@hotmail.com

Which option do you prefer?
Green

Why do you prefer that option?
Best option for New Florence

From: noreply@modot.info on behalf of Missouri Department of Transportation
To: Kimberly Marie Trainor; Marisa Christy
Subject: Webform submission from: Missouri Route 19 Bridge Replacement Over I-70 Online Comment Form
Date: Wednesday, February 12, 2020 9:48:17 PM

Submitted on Wed, 02/12/2020 - 22:47

Submitted by: Visitor

Submitted values are:

Name:
Walter Gerding

Address:
18 Gerding Lane
Montgomery City, Missouri. 63361

Phone:
5738196013

Email:
gunther1999@hotmail.com

Which option do you prefer?
Red

Why do you prefer that option?
Wider bridge and closer to existing road. Would be better without roundabout on south side.

The GREEN option is MoDOT's recommended option. If you did not choose the GREEN option above, please tell us why.
Narrow bridge and worthless roundabouts. This is an area where tractor trailers and agricultural equipment will be going through and roundabouts will just cause problems.

The RED option is the option that most resembles the existing interchange; however, this design does not address future congestion due to closely spaced signals. If you selected the RED option in question #1, what would be your next option choice?
Blue

If you have any comments, please share them here:
Roundabouts suck. When driving tractor trailers or other large equipment the time it takes to merge into one will cause excessive congestion. The roundabout put in at the intersection of hwy 19 and hwy 54 is an example of making things worse for traffic flow in a tractor trailer.

From: noreply@modot.info on behalf of Missouri Department of Transportation
To: Kimberly Marie Trainor; Marisa Christy
Subject: Webform submission from: Missouri Route 19 Bridge Replacement Over I-70 Online Comment Form
Date: Tuesday, February 11, 2020 6:00:00 PM

Submitted on Tue, 02/11/2020 - 18:59

Submitted by: Visitor

Submitted values are:

Name:
Robert Hildebrand

Address:
34 Pin Oak Dr
New Florence, Missouri. 63363

Phone:
6365852044

Email:
hilapps1@centurylink.net

Which option do you prefer?
Red

Why do you prefer that option?
I would think that the traffic going into Montgomery City would be limited when it comes to truck traffic so this one would better serve the community overall.

The GREEN option is MoDOT's recommended option. If you did not choose the GREEN option above, please tell us why.
Not sold on roundabouts when it come to truck traffic.

The RED option is the option that most resembles the existing interchange; however, this design does not address future congestion due to closely spaced signals. If you selected the RED option in question #1, what would be your next option choice?
Green

If you have any comments, please share them here:
Green would be my second. I think we should rely on MO DOT overall so if they go with the green I would still be OK with it.

From: noreply@modot.info on behalf of Missouri Department of Transportation
To: Kimberly Marie Trainor; Marisa Christy
Subject: Webform submission from: Missouri Route 19 Bridge Replacement Over I-70 Online Comment Form
Date: Wednesday, February 12, 2020 11:04:32 PM

Submitted on Thu, 02/13/2020 - 00:04

Submitted by: Visitor

Submitted values are:

Name:
ELIZABETH Swaim

Email:
bswaim76@gmail.com

Which option do you prefer?
Green

Why do you prefer that option?
Free flowing traffic, less accidents, no signal maintenance.

From: noreply@modot.info on behalf of Missouri Department of Transportation
To: Kimberly Marie Trainor; Marisa Christy
Subject: Webform submission from: Missouri Route 19 Bridge Replacement Over I-70 Online Comment Form
Date: Thursday, February 13, 2020 5:47:19 AM

Submitted on Thu, 02/13/2020 - 06:47

Submitted by: Visitor

Submitted values are:

Name:
Christine Meyer

Address:
619 N. Salisbury
Montgomery City, Missouri. 63361

Phone:
636-235-8613

Email:
Themeyersquad@gmail.com

Which option do you prefer?
Red

Why do you prefer that option?
I feel that it would be less hazardous for commuters whether it being vehicles or large trucks, also less accidents. Or just save the tax payers money and just rebuild a new bridge! Thank you for letting me voice my opinion.

From: noreply@modot.info on behalf of Missouri Department of Transportation
To: Kimberly Marie Trainor; Marisa Christy
Subject: Webform submission from: Missouri Route 19 Bridge Replacement Over I-70 Online Comment Form
Date: Thursday, February 13, 2020 7:07:54 AM

Submitted on Thu, 02/13/2020 - 08:07

Submitted by: Visitor

Submitted values are:

Name:
Luke Young

Address:
PO Box 209
Jonesburg, Missouri. 63351

Email:
lukeddy@gmail.com

Which option do you prefer?
Green

Why do you prefer that option?
Efficiency, reduction in accidents. Seeing to the south at the top of the overpass can be somewhat blind and no one seems to actually stop before merging onto 19.

From: noreply@modot.info on behalf of Missouri Department of Transportation
To: Kimberly Marie Trainor; Marisa Christy
Subject: Webform submission from: Missouri Route 19 Bridge Replacement Over I-70 Online Comment Form
Date: Thursday, February 13, 2020 7:57:34 AM

Submitted on Thu, 02/13/2020 - 08:57

Submitted by: Visitor

Submitted values are:

Name:
Miriam Thomson

Address:
209 N Harper St
Montgomery City , Missouri. 63361

Phone:
660-341-2008

Email:
mes7moon@gmail.com

Which option do you prefer?
Blue

Why do you prefer that option?
I prefer the Blue option because I feel it is the safest option keeping the roundabouts AWAY from the bridge & traffic coming from 19 to I70. If you want to get on I70 you don't have to go on the roundabout but if you're going to Hermann or the new Pilot or frontage road it would be slower anyway.

The GREEN option is MoDOT's recommended option. If you did not choose the GREEN option above, please tell us why.
If you want to get on I70, you would have to go on the roundabout & I feel it would be confusing for some driver to be able to tell where to get off to get on I70.

If you have any comments, please share them here:
I used to live in KS 2006 & have been on many. You have to consider where ppl are going. Are they in a hurry, etc. If you leave the option to get on I70 quicker so that traffic keeps moving it's better. If they have to slow down for a roundabout, it would be hard & confusing as a driver to watch which place to get off to get on I70. Plus with the blue option, the state saves money!
Thank you!!

From: noreply@modot.info on behalf of Missouri Department of Transportation
To: Kimberly Marie Trainor; Marisa Christy
Subject: Webform submission from: Missouri Route 19 Bridge Replacement Over I-70 Online Comment Form
Date: Thursday, February 13, 2020 8:58:54 AM

Submitted on Thu, 02/13/2020 - 09:58

Submitted by: Visitor

Submitted values are:

Name:
Jeremy Cobb

Address:
231 Mitchell Road
New Florence, Missouri. 63363

Phone:
5738082126

Email:
cobb1799@gmail.com

Which option do you prefer?
Red

Why do you prefer that option?
We already have enough traffic issues with the existing signal. The 6 legged traffic circles will be a very challenging for both passenger vehicles and increased semi traffic. I also believe that the overpass needs to be widened

The RED option is the option that most resembles the existing interchange; however, this design does not address future congestion due to closely spaced signals. If you selected the RED option in question #1, what would be your next option choice?
Blue

From: noreply@modot.info on behalf of Missouri Department of Transportation
To: Kimberly Marie Trainor; Marisa Christy
Subject: Webform submission from: Missouri Route 19 Bridge Replacement Over I-70 Online Comment Form
Date: Thursday, February 13, 2020 11:11:53 AM

Submitted on Thu, 02/13/2020 - 12:11

Submitted by: Visitor

Submitted values are:

Name:
Tonya Dat

Address:
New Florence, Missouri. 63363

Email:
tmday@protonmail.com

Which option do you prefer?
Green

Why do you prefer that option?
The green option seems to be the most cost effective and straightforward. A plus is that there's only 2 roundabouts, as opposed to 3 or more on other options. It also has the least impact on the environment. I do think the bridge could be wider on the green option, since there will be more tractor trailer traffic bc of Love's.

If you have any comments, please share them here:
Before the new overpass opens, it might be a good idea to schedule a brief "class", like you did for the community meeting, for people who may have never used a roundabout or those who would like learn more on how to use them properly

From: noreply@modot.info on behalf of Missouri Department of Transportation
To: Kimberly Marie Trainor; Marisa Christy
Subject: Webform submission from: Missouri Route 19 Bridge Replacement Over I-70 Online Comment Form
Date: Thursday, February 13, 2020 11:15:43 AM

Submitted on Thu, 02/13/2020 - 12:15

Submitted by: Visitor

Submitted values are:

Name:
Daniel Dothage

Address:
14 Columbine Ln
Montgomery City, Missouri. 63361

Phone:
6187799849

Email:
dothagedm@gmail.com

Which option do you prefer?
Green

Why do you prefer that option?
First, the impact to existing right of way markers is minimal, so the purchase of private land (either willingly or via eminent domain) is extremely limited. Second, having free-flowing intersections in that short span is the most effective use of available space and allows for a reduction of congestion. Third, after looking at all four options, the green option is the most cost-effective, saving taxpayers money over the long haul.

If you have any comments, please share them here:
I do believe the statement in the green option for a learning curve for using a traffic circle is a valid concern. There are many people complaining on social media about the plans and the use of traffic circles. These are the same types of people who were upset at first over the use of these roundabouts in other projects, such as Scotts Corner and the new Warrenton interchange. However, over time, they will come to enjoy the lack of congestion provided by these interchanges.

Great plans and I very much appreciate the level of effort put into them.

From: noreply@modot.info on behalf of Missouri Department of Transportation
To: Kimberly Marie Trainor; Marisa Christy
Subject: Webform submission from: Missouri Route 19 Bridge Replacement Over I-70 Online Comment Form
Date: Thursday, February 13, 2020 12:11:48 PM

Submitted on Thu, 02/13/2020 - 13:11

Submitted by: Visitor

Submitted values are:

Name:
S. Downey

Address:
173 Buechele Rd
New Florence, Missouri

Email:
Fly4TWA@gmail.com

Which option do you prefer?
Green

Why do you prefer that option?
It makes the most sense. Roundabouts are great congestion alleviators and the lack of signals moves things along. A wider bridge (wider than 36') would be a sensible upgrade for the future, considering the Hermann bridge is 55' wide.

If you have any comments, please share them here:
If there's a way to make the bridge wider from the start, that would make better sense. IF there are road closures or detours, PLEASE do not route traffic down Buechele or Deeker Rds. if at all possible, use Old 19 (off 19) to Tree Farm Rd. as that is the least impact on citizens in the line of traffic. Possibly close Buechele/Deeker to local traffic only, otherwise the amount of people short cutting on that road will increase exponentially. Buechele floods and is marginal on a good day, and Deeker is already washboard & potholes with the little traffic it has. Good luck with the project!

From: noreply@modot.info on behalf of Missouri Department of Transportation
To: Kimberly Marie Trainor; Marisa Christy
Subject: Webform submission from: Missouri Route 19 Bridge Replacement Over I-70 Online Comment Form
Date: Thursday, February 13, 2020 12:19:54 PM

Submitted on Thu, 02/13/2020 - 13:19

Submitted by: Visitor

Submitted values are:

Name:
Simon J Rademacher Rademacher

Address:
1220 hwy CC
Bland, Missouri. 65014

Phone:
5736463655

Email:
csradema@fidnet.com

Which option do you prefer?
Red

Why do you prefer that option?
Less oval roundabout or no oval roundabout !!!

The GREEN option is MoDOT's recommended option. If you did not choose the GREEN option above, please tell us why.
just put A new Bridge NO alot traff !!

The RED option is the option that most resembles the existing interchange; however, this design does not address future congestion due to closely spaced signals. If you selected the RED option in question #1, what would be your next option choice?
Orange

If you have any comments, please share them here:
just put A new Bridge

From: noreply@modot.info on behalf of Missouri Department of Transportation
To: Kimberly Marie Trainor; Marisa Christy
Subject: Webform submission from: Missouri Route 19 Bridge Replacement Over I-70 Online Comment Form
Date: Thursday, February 13, 2020 2:25:24 PM

Submitted on Thu, 02/13/2020 - 15:25

Submitted by: Visitor

Submitted values are:

Name:
Shawn Mays

Address:
516 Kay Ln
Montgomery City, Missouri. 63361

Phone:
6363282365

Email:
smays274@gmail.com

Which option do you prefer?
Green

Why do you prefer that option?
I believe two round-a-bouts would be the most effective in reducing any possible traffic congestion, accidents, and enabling easier access to the businesses off directly off of I-70. I also enjoy the relatively low cost compared to the orange option.

If you have any comments, please share them here:
I am a manager at the New Florence McDonald's, and I firmly believe the two round-a-abouts would greatly increase the revenue generated not only by my work, but the present and future gas stations/fast food restaurants as well. Thank you for your time.

From: noreply@modot.info on behalf of Missouri Department of Transportation
To: Kimberly Marie Trainor; Marisa Christy
Subject: Webform submission from: Missouri Route 19 Bridge Replacement Over I-70 Online Comment Form
Date: Tuesday, February 11, 2020 5:11:34 PM

Submitted on Tue, 02/11/2020 - 18:11

Submitted by: Visitor

Submitted values are:

Name:
Rebecca Winkelmann

Address:
1751 Doll Rd
Hermann, Missouri. 65041

Email:
winkeyr@centurylink.net

Which option do you prefer?
Green

Why do you prefer that option?
No traffic lights, Continues flow of traffic

From: noreply@modot.info on behalf of Missouri Department of Transportation
To: Kimberly Marie Trainor; Marisa Christy
Subject: Webform submission from: Missouri Route 19 Bridge Replacement Over I-70 Online Comment Form
Date: Thursday, February 13, 2020 7:31:05 PM

Submitted on Thu, 02/13/2020 - 20:30

Submitted by: Visitor

Submitted values are:

Name:
Robert Voss

Address:
5116 Kiel Lyon Rd
New Haven,, Missouri. 63068

Email:
Bobby_voss@hotmail.com

Which option do you prefer?
Orange

Why do you prefer that option?
Don’t like round about. Especially in a near a truck stop!

The GREEN option is MoDOT’s recommended option. If you did not choose the GREEN option above, please tell us why.
I pull oversize thru that interchange week! Oversize an roundabouts don’t mix. Not enough room when overall length is 125 feet . Sign an flower garden will get damage an it will be the drivers fault!

If you have any comments, please share them here:
Stop signs an no concrete divider will work just fine!

From: noreply@modot.info on behalf of Missouri Department of Transportation
To: Kimberly Marie Trainor; Marisa Christy
Subject: Webform submission from: Missouri Route 19 Bridge Replacement Over I-70 Online Comment Form
Date: Thursday, February 13, 2020 5:43:09 PM

Submitted on Thu, 02/13/2020 - 18:42

Submitted by: Visitor

Submitted values are:

Name:
Kelly Branson

Address:
424 E.10th
Hermann, Missouri. 65041

Phone:
5738213732

Email:
kl.branson@hotmail.com

Which option do you prefer?
Red

Why do you prefer that option?
Well I have lived in hermann 11 years now and know we have a lot of extra wide load tractor trailers that come threw our town. Think it would be very beneficial for hwy19 to have the extra wide bridge.

The GREEN option is MoDOT's recommended option. If you did not choose the GREEN option above, please tell us why.
Hell pretty simple 2' wider for tractor trailers and now that they are putting new Love truck stop we will have more tractor traffic

The RED option is the option that most resembles the existing interchange; however, this design does not address future congestion due to closely spaced signals. If you selected the RED option in question #1, what would be your next option choice?
Green

From: noreply@modot.info on behalf of Missouri Department of Transportation
To: Kimberly Marie Trainor; Marisa Christy
Subject: Webform submission from: Missouri Route 19 Bridge Replacement Over I-70 Online Comment Form
Date: Thursday, February 13, 2020 8:10:35 PM

Submitted on Thu, 02/13/2020 - 21:10

Submitted by: Visitor

Submitted values are:

Name:
william gerding

Address:
462 highway n
.Montgomery City, Missouri. 63361

Phone:
5732204275

Email:
billgerding@hotmail.com

Which option do you prefer?
Red

Why do you prefer that option?
wider bridge and no roundabout on north

The GREEN option is MoDOT's recommended option. If you did not choose the GREEN option above, please tell us why.
too many roudabouts

The RED option is the option that most resembles the existing interchange; however, this design does not address future congestion due to closely spaced signals. If you selected the RED option in question #1, what would be your next option choice?
Blue

From: noreply@modot.info on behalf of Missouri Department of Transportation
To: Kimberly Marie Trainor; Marisa Christy
Subject: Webform submission from: Missouri Route 19 Bridge Replacement Over I-70 Online Comment Form
Date: Friday, February 14, 2020 4:41:30 PM

Submitted on Fri, 02/14/2020 - 17:41

Submitted by: Visitor

Submitted values are:

Name:
Ryan Williams

Address:
503 N First St
New Florence, Missouri. 63363

Email:
ryan_e_williams@hotmail.com

Which option do you prefer?
Blue

Why do you prefer that option?
This seems to provide a further distance from the incoming truck stop allowing for more room for exiting traffic. It also seems to allow more room for future growth or lane widening.

The GREEN option is MoDOT's recommended option. If you did not choose the GREEN option above, please tell us why.
Green seems to be tighter together therefore not allowing a preferred traffic flow.

From: noreply@modot.info on behalf of Missouri Department of Transportation
To: Kimberly Marie Trainor; Marisa Christy
Subject: Webform submission from: Missouri Route 19 Bridge Replacement Over I-70 Online Comment Form
Date: Saturday, February 15, 2020 12:04:33 PM

Submitted on Sat, 02/15/2020 - 13:04

Submitted by: Visitor

Submitted values are:

Name:
Darice Teal Darice Teal

Address:
2881 hwy 19
Owensville , Missouri. 65066

Phone:
5738328823

Email:
daricehelmig@gmail.com

Which option do you prefer?
Green

Why do you prefer that option?
No maintenance other than to the road

From: noreply@modot.info on behalf of Missouri Department of Transportation
To: Kimberly Marie Trainor; Marisa Christy
Subject: Webform submission from: Missouri Route 19 Bridge Replacement Over I-70 Online Comment Form
Date: Tuesday, February 18, 2020 8:28:37 PM

Submitted on Tue, 02/18/2020 - 21:28

Submitted by: Visitor

Submitted values are:

Name:
Rebekah Helvie

Address:
Wellsville, Missouri. 63384

Email:
tinaalsgirl@gmail.com

Which option do you prefer?
Green

Why do you prefer that option?
I like the lower cost as well as no chance of future congestion because of the roundabouts. People are just gonna have to learn how to drive on them.

From: noreply@modot.info on behalf of Missouri Department of Transportation
To: Kimberly Marie Trainor; Marisa Christy
Subject: Webform submission from: Missouri Route 19 Bridge Replacement Over I-70 Online Comment Form
Date: Wednesday, February 19, 2020 10:10:44 AM

Submitted on Wed, 02/19/2020 - 11:10

Submitted by: Visitor

Submitted values are:

Name:
Jenni Leibach

Address:
1454 Highway H
Hermann, Missouri. 65041

Phone:
5736199699

Email:
jleibach@yahoo.com

Which option do you prefer?
Blue

Why do you prefer that option?
Cheaper

From: noreply@modot.info on behalf of Missouri Department of Transportation
To: Kimberly Marie Trainor; Marisa Christy
Subject: Webform submission from: Missouri Route 19 Bridge Replacement Over I-70 Online Comment Form
Date: Tuesday, February 11, 2020 5:09:46 PM

Submitted on Tue, 02/11/2020 - 18:09

Submitted by: Visitor

Submitted values are:

Name:
Brian Winkelmann

Address:
1751 Doll Rd
Hermann, Missouri. 65041

Email:
brinkster925@gmail.com

Which option do you prefer?
Green

Why do you prefer that option?
No Tragic Lights, Continues flow of traffic.

From:	noreply@modot.info on behalf of Missouri Department of Transportation
To:	Kimberly Marie Trainor; Marisa Christy
Subject:	Webform submission from: Missouri Route 19 Bridge Replacement Over I-70 Online Comment Form
Date:	Tuesday, February 11, 2020 4:33:33 PM

Submitted on Tue, 02/11/2020 - 17:33

Submitted by: Visitor

Submitted values are:

Name:
Robert Schipper

Address:
206 Lewis St.
New Florence, Missouri. 63363

Phone:
5732208629

Email:
robertschipper428@gmail.com

Which option do you prefer?
Blue

Why do you prefer that option?
Lowest cost

From: noreply@modot.info on behalf of Missouri Department of Transportation
To: Kimberly Marie Trainor; Marisa Christy
Subject: Webform submission from: Missouri Route 19 Bridge Replacement Over I-70 Online Comment Form
Date: Wednesday, February 12, 2020 6:04:05 PM

Submitted on Wed, 02/12/2020 - 19:03

Submitted by: Visitor

Submitted values are:

Name:
Travis Knoepflein

Address:
1915 highway 161
Montgomery , Missouri. 63361

Phone:
5739341149

Email:
stephntravis2@hotmail.com

Which option do you prefer?
Green

Why do you prefer that option?
No stop lights

From: noreply@modot.info on behalf of Missouri Department of Transportation
To: Kimberly Marie Trainor; Marisa Christy
Subject: Webform submission from: Missouri Route 19 Bridge Replacement Over I-70 Online Comment Form
Date: Wednesday, February 12, 2020 6:11:26 PM

Submitted on Wed, 02/12/2020 - 19:11

Submitted by: Visitor

Submitted values are:

Name:
Michwlle Fortmann

Address:
309 E Prairie St
New Florence, Missouri. 63363

Phone:
5738352563

Email:
fortmann_m@yahoo.com

Which option do you prefer?
Green

Why do you prefer that option?
Seems most logical to keep traffic moving smoothly since there will be a lot of semi traffic.

If you have any comments, please share them here:
I don’t like the red at all. It would be so much like Foristell overpass and if you have been there it really sucks. Traffic is slow moving because of truck stop traffic.

From: noreply@modot.info on behalf of Missouri Department of Transportation
To: Kimberly Marie Trainor; Marisa Christy
Subject: Webform submission from: Missouri Route 19 Bridge Replacement Over I-70 Online Comment Form
Date: Wednesday, February 12, 2020 6:17:29 PM

Submitted on Wed, 02/12/2020 - 19:17

Submitted by: Visitor

Submitted values are:

Name:
DONNA HARPER

Address:
93 North Mill Creek Road
New Florence, Missouri. 63363

Phone:
15732524626

Email:
harperwolf15@hotmail.com

If you have any comments, please share them here:
I think the green option would be ok. But only if the overpass bridge was wider.
I hate round abouts, just saying.
I hate any overpass like the one at mid rivers mall road .that is a mess!

From: noreply@modot.info on behalf of Missouri Department of Transportation
To: Kimberly Marie Trainor; Marisa Christy
Subject: Webform submission from: Missouri Route 19 Bridge Replacement Over I-70 Online Comment Form
Date: Wednesday, February 12, 2020 6:55:25 PM

Submitted on Wed, 02/12/2020 - 19:55

Submitted by: Visitor

Submitted values are:

Name:
John Schwartz

Address:
Missouri. 63351

Email:
jschwsrtz54@yahoo.com

Which option do you prefer?
Green

Why do you prefer that option?
The large roustabouts

From: noreply@modot.info on behalf of Missouri Department of Transportation
To: Kimberly Marie Trainor; Marisa Christy
Subject: Webform submission from: Missouri Route 19 Bridge Replacement Over I-70 Online Comment Form
Date: Wednesday, February 12, 2020 4:29:38 AM

Submitted on Wed, 02/12/2020 - 05:28

Submitted by: Visitor

Submitted values are:

Name:
James Braun

Address:
701 S. Lewis St
Bellflower, Missouri. 63333

Phone:
5739293642

Email:
jimandlaura@windstream.net

Which option do you prefer?
Green

Why do you prefer that option?
I can see why this option is #1. Lowest cost for highest return. No stop lights means least maintenance, fastest time through intersections.

If you have any comments, please share them here:
Comments I have seen talk about concerns for ease of use for big rigs as potential problem.

From: noreply@modot.info on behalf of Missouri Department of Transportation
To: Kimberly Marie Trainor; Marisa Christy
Subject: Webform submission from: Missouri Route 19 Bridge Replacement Over I-70 Online Comment Form
Date: Friday, April 24, 2020 8:30:00 PM

Submitted on Fri, 04/24/2020 - 21:29

Submitted by: Visitor

Submitted values are:

Name:
Martin Cunningham

Address:
104 Alan Drive
Montgomery City, Missouri. 63361

Phone:
573-564-2822

Email:
mcunningham2162@sbcglobal.net

Which option do you prefer?
Green

Why do you prefer that option?
This option is the most economical and more of a chance to finish this project early.

If you have any comments, please share them here:
Judging by the map, I'm assuming the present bridge will be used until this project is done. IF this is the case and since construction won't start for a couple of years, I feel it's imperative to resurface the present bridge. It has several potholes and will only get worse when Loves truck stop will open.

Next Steps for Missouri Route 19 Bridge Replacement near New Florence
Seeking Comments Until Nov. 30, 2020

MACON – The Missouri Department of Transportation is anticipating replacement of the Missouri Route 19 bridge over Interstate 70 near New Florence and in 2023. At a public meeting held on Feb. 11, 2020, four options were presented regarding the new bridge and reconfiguring of the interchange. Over 60% of the comments received supported the recommended alternative of constructing the new MO 19 bridge to the west of the existing bridge and utilizing roundabouts for the ramp and outer road intersections.

At the public meeting, comments were received regarding ensuring large vehicles can safely maneuver through the new roundabouts. "Upon further evaluation, the design was modified to construct the roundabouts to be an oval shape versus a symmetrical circular shape to allow more room for larger vehicles," said MoDOT Project Manager Kimberly Trainor. The revised design, along with all other project related information can be found on MoDOT's project website https://www.modot.org/missouri-route-19-bridge-replacement-over-i-70. The estimated cost of the recommended option is $9.72 million.

Since the recommended design has been modified, an additional comment period of 30 days has been opened for feedback. Comments may be submitted by accessing the project website or emailing Montgomery19@modot.mo.gov. In addition, comments can be mailed to the Missouri Department of Transportation, 1711 Highway 61 South, Hannibal, MO 63401, attention Montgomery 19.

"The next step to this project is to reevaluate the Improve I-70 Study completed in 2006 and reevaluated in 2009 and seek approval from the Federal Highway Administration (FHWA) for the recommended alternate presented at the public meeting," Trainor said. The original study can be found at http://www.improvei70.org/environmental_7.htm.

The study includes approximately 0.5 mile of MO 19 and includes the diamond interchange with I-70, as well as the outer road connections at Booneslick Road and Tree Farm Road. FHWA is expected to provide funding for the project and serve as the lead agency for the project. MoDOT is a co-lead agency and will be providing overall guidance and management of the project.

Due to COVID-19 precautions and current restrictions on gatherings, in person meetings are not advised, but MoDOT representatives will respond via phone and email.

Information on this and other projects may be found online at www.modot.org/northeast, or you can call our customer service at 1-888 ASK MODOT (275-6636).

MoDOT

Northeast District
Paula Gough, District Engineer

Missouri Department of Transportation

1711 Highway 61 S
Hannibal, Missouri 63401
573.248.2490
Fax: 573.248.2467
1.888.ASK MODOT (275.6636)

October 28, 2020

«Name»
«Title»
«Agency»
«Address»
«Address_2»
«CityStateZip»

«Name»,

The Missouri Department of Transportation (MoDOT) is anticipating replacement of the Missouri Route 19 bridge over Interstate 70 near New Florence in 2023. At a public meeting held on February 11, 2020, four options were presented regarding the new bridge and reconfiguring of the interchange. Over 60% of the comments received supported the recommended alternative of constructing the new Route 19 bridge to the west of the existing and utilizing roundabouts for the ramp and outer road intersections.

The next step to this project is to reevaluate the Improve I-70 Study completed in 2006 and reevaluated in 2009 and seek approval from the Federal Highway Administration (FHWA) for the recommended alternate presented at the public meeting. FHWA is expected to provide funding for the project and serve as the lead agency, while MoDOT will serve as the co-lead agency providing overall guidance and management of the project.

The study area for the project includes approximately 0.5 miles of Route 19 and includes the diamond interchange with I-70, as well as the outer road connections at Booneslick Road and Tree Farm Road. The corridor is located in south-central Montgomery County.

Improve I-70 Study Alternative – The original Improve I-70 Study Alternative was presented as the orange option at the February public meeting and is attached. This alternative constructs the Route 19 bridge to the west of the existing bridge and relocates the outer roads approximately 1,000 feet to the north and south of the existing outer road intersections. The benefit to this alternative is the ramp and outer road intersections can function without signals; however, all the existing business entrances would need to be reconfigured to access the relocated outer roads. The original study can be found at http://www.improvei70.org/environmental_7.htm. The estimated cost of the Improve I-70 Study Alternative is $25.7 Million.

2020 MoDOT Recommendation – Based upon current interchange design options and the needs related to traffic flow for the bridge and interchange, a new recommended alternative was presented as the Green Option at the February public meeting. The Green Option constructs the Route 19 bridge to the west of the existing bridge and provides roundabouts for the ramps and outer road intersections. The usage of roundabouts allows free flowing traffic without signals, plus roundabouts provide reduced crash predictions over standard stop or signalized intersections.

At the public meeting, comments were received for ensuring large vehicles can safely maneuver through the new roundabouts. Those comments were taken into consideration and the design was slightly modified to utilize an oval shape roundabout versus a symmetrical circular shape. The oval shape allows more room for larger vehicles to make turns more easily. The Green Option public meeting display has been revised to portray the oval roundabouts. The revised display is attached and can be viewed on MoDOT's project website https://www.modot.org/missouri-route-19-bridge-replacement-over-i-70. The estimated cost of the Green Option is $9.72 Million.

In order to satisfy the requirements of reevaluating the original Improve I-70 Study, MoDOT is accepting public feedback on the project. Comments may be submitted by accessing the project website, emailing Montgomery19@modot.mo.gov, or contacting Erik Maninga at 573-406-6524 or Kim Trainor at 573-248-2576. In addition, comments can be mailed to the Missouri Department of Transportation, 1711 Highway 61 South, Hannibal, MO 63401, attention Montgomery 19. Comments will be accepted thru **November 30, 2020.**

Due to COVID-19 precautions and current restrictions on gatherings, in person meetings are not advised, but MoDOT representatives will be able to respond via phone and email.

Thank you,

Kimberly M. Trainor
Transportation Project Manager

I-70/Route 19 Interchange - Mailing List - Resource Agencies

Name	Title	Agency	Address	Address 2	City/State/Zip
Mr. Josh Tap	NEPA Program Manager	U.S. Environmental Protection Agency	11201 Renner Boulevard		Lenexa, Kansas 66219
Ms. Cecilia Tapia	Director Environmental Services Division	U.S. Environmental Protection Agency, Region 7	11201 Renner Boulevard		Lenexa, KS 66219
Mr. David Thomson	Program Leader	National Park Service	601 Riverfront Drive		Omaha, Nebraska 68102-4226
Ms. Karen Herrington	Field Supervisor	U.S. Fish and Wildlife Services	Columbia Ecological Services Field Office	101 Park DeVille Drive, Suite A	Columbia, MO 65203-0057
Mr. Jorge Lugo-Camacho	State Soil Scientist	U.S. Department of Agriculture	Natural Resources Conservation Service	601 Business Loop 70 West, Parkade C	Columbia, MO 65203
Mr. Ken Sessa		Federal Emergency Management Agency	11224 Holmes Road		Kansas City, MO 64131
Mr. Mark Frazier	Chief	U.S. Army Corps of Engineers, Kansas City District	600 Federal Building	601 E. 12th Street	Kansas City, MO 64106
Mr. Rob Hunt	Planning Coordinator	Missouri Department of Natural Resources	Director's Office	P.O. Box 176	Jefferson City, MO 65102
Ms. Toni Prawl	State Historic Preservation Officer	Missouri Department of Natural Resources	P.O. Box 176		Jefferson City, MO 65102
Mr. Ron Walker	Director	State Emergency Management Agency	2302 Militia Drive	P.O. Box 116	Jefferson City, MO 65102
Sarah Vanderfeltz	Federal Assistance Clearinghouse	Office of Administration	State Capitol Building, Room 125	201 West Capitol Avenue, P.O. Box 8	Jefferson City, MO 65102
Mr. David Thorne	Policy Coordination	Missouri Department of Conservation	P.O. Box 180		Jefferson City, MO 65102
Chad Eggen	Executive Director	Boonslick Regional Planning Commission	111 Steinhagen	P.O. Box 429	Warrenton, MO 63383
Bonnie Nordwald	Mayor	City of New Florence	217 South Main Street		New Florence, MO 63363
County Commissioners		Montgomery County Commission	211 East Third Street		Montgomery City, MO 63361
Jeff Porter	Missouri State Representative		P.O. Box 271		Montgomery City, MO 63361
Jeanie Riddle	Missouri State Senator		State Capitol Building, Room 431	201 West Capitol Avenue	Jefferson City, MO 65101

I-70/Route 19 Interchange - Mailing List - Property Owners

Name	Agency	Address	City/State/Zip	To
David Colbert	Montgomery County Ambulance District	P.O. Box 103	Montgomery City, MO 63361	Mr. Colbert
Davis Family Revocable Living Trust		117 Case Road	Montgomery City, MO 63361	Trustee
James Hespen		92 Flaming Drive	St. Louis, MO 63123-1031	Mr. Hespen
Jim Graham	Americas Best Value Inn	202 Clark Drive	New Florence, MO 63363	Mr. Graham
Randy Anderson	Abel Realty Company	P.O. Box 532	Louisiana, MO 63353	Mr. Anderson
Kevin Zimney, CPM	McDonald's USA, LLC	500 Saraina Road #119	Shelbyville, IN 46176	Mr. Zimney
Jai Shree Jalaram, Inc.		403 Booneslick Road	New Florence, MO 63363	To whom it may concern
John Frye, Inc.		83 Woodland Point	Linn Creek, MO 65052	To whom it may concern
Charles J & Melinda Schreiber		361 Booneslick Road	New Florence, MO 63363	Charles & Melinda Schreiber
Mitch Parrish	1 County Concrete	910 West 14th Street, Suite 210	Washington, MO 63090	Mr. Parrish
John & Judy Topel		1298 Farnen Road	Montgomery City, MO 63361	John & Judy Topel
Harold E. Rose Revocable Trust		P.O. Box 121	New Florence, MO 63363	Trustee
Bio Station Gas, LLC		1339 Topping Road	St. Louis, MO 63131	To whom it may concern
Don Worley		408 Picnic Street	New Florence, MO 63363	Mr. Worley
Vipin B. & Damini V. Bhatt		15632 Hedgefort Court	Chesterfield, MO 63017	Vipin B. & Damini V. Bhatt
Amanda Birch	Junction Properties, LLC	447 Booneslick Road	New Florence, MO 63363	Ms. Birch
Bent & Diane Taylor	A & E Rental Properties, LLC	109 N. Meadow Lane	Montgomery City, MO 63361	Bent & Diane Taylor
Jesse Wiggins Trust		435 Guthrie Road	O'Fallon, MO 63366	Trustee
Gary & Katherine Hinegardner		9 Blue Heron Lane	Wellsville, MO 63384	Gary & Katherine Hinegardner
Thomas Held		P.O. Box 195	Hermann, MO 65041	Mr. Held
Gary Hinegardner		489 Booneslick Road	New Florence, MO 63363	Mr. Hinegardner
Nathan Briggs	Union Electric Company	P.O. Box 66149, MC 700	St. Louis, MO 63166-6149	Mr. Briggs
Amy Johnson	Grow2Gather	493 Booneslick Road	New Florence, MO 63363	Ms. Johnson
George & Betty Vogt		181 Old Chesapeake Drive	Wentzville, MO 63385	George & Betty Vogt
Richard & Lesa Jonas		10 Highway WW	New Florence, MO 63363	Richard & Lesa Jonas
Randy Overkamp	Service & Supply Co-operative	P.O. Box 176	New Florence, MO 63363	Mr. Overkamp
David J. Keller	Harbison-Walker International	1301 Westminster Ave.	Fulton, MO 65251	Mr. Keller
Matthew R. & Melinda L. Kelly		P.O. Box 114	New Florence, MO 63363	Matthew R. & Melinda L. Kelly
Daniel R. & Sharon K. Sachs		2520 Country Pointe Lane	Wentzville, MO 63385	Daniel R. & Sharon K. Sachs
Martin E. Higgenbotham		1629 Shepherd Road	Lakeland, FL 33811	Mr. Higgenbotham
James Myhren		414 Tree Farm Road	New Florence, MO 63363	Mr. Myhren
Eric Merchant	Affordable Boat & RV Storage, LLC	455 S Highway 19	New Florence, MO 63363	Mr. Merchant
Julie L. Nordman		432 Tree Farm Road	New Florence, MO 63363	Ms. Nordman
Gregg & Jackie Wilson		21014 Aspen Court	Warrenton, MO 63383	Gregg & Jackie Wilson
Wayne T. & Caroline M. Harry		239 Arbor Drive	Alton, IL 62002	Wayne T. & Caroline M. Harry
Four County Holdings, LLC		11500 Olive Boulevard, Suite 240	Creve Coeur, MO 63141	To whom it may concern
Rita J. Simmons		625 Sterling Terrace Drive	St. Charles, MO 63301	Ms. Simmons
John & Jo O'Rourke		130 S Highway 19	New Florence, MO 63363	John & Jo O'Rourke
MontgomeryRT, LLC		26437 State Road B	Warrenton, MO 63383	To whom it may concern
Debra J. Pemberton		4545 Chickasaw Pass	St. Charles, MO 63304	Ms. Pemberton
Charles & Mary Jo Karam		1490 Schoettler Road	Chesterfield, MO 63017-5594	Charles & Mary Jo Karam
Michelle Wright	Love's (Store 788)	10601 Pennsylvania Avenue	Oklahoma City, OK 73120	Ms. Wright
B & B Direct, LLC		26435 State Highway B	Warrenton, MO 63383	To whom it may concern
OM Investment Properties, LLC		1380 Meier Road	Old Monroe, MO 63369	To whom it may concern
Bryan L. Jonas		11 Bethel Lane	Montgomery City, MO 63361	Mr. Jonas
Douglas A. Hoette		656 Tree Farm Road	New Florence, MO 63363	Mr. Hoette
V. Scott Williams & Kent Andrew Web	Proactive Management Group, LLC	200 North 3rd Street	St. Charles, MO 63301	Mr. Williams & Mr. Weber

Kimberly Marie Trainor

From: Kimberly Marie Trainor
Sent: Monday, November 2, 2020 3:40 PM
To: Weber, John S
Cc: Hundley, Joshua T; Herrington, Karen
Subject: RE: [EXTERNAL] Missouri Route 19 Bridge Replacement over I-70 near New Florence, MO

Thank you very much for reviewing the project. Please contact me if you have any questions or concerns regarding the project.

Thank you
Kim Trainor

Kimberly M. Trainor, P.E.
Transportation Project Manager
MoDOT - Northeast District
1711 Highway 61 South▪Hannibal, MO 63401
573-248-2576▪Fax 573-248-2467
Kimberly.Trainor@modot.mo.gov

From: Weber, John S <John_S_Weber@fws.gov>
Sent: Thursday, October 29, 2020 4:11 PM
To: Kimberly Marie Trainor <Kimberly.Trainor@modot.mo.gov>
Cc: Hundley, Joshua T <Joshua_Hundley@fws.gov>; Herrington, Karen <karen_herrington@fws.gov>
Subject: Fw: [EXTERNAL] Missouri Route 19 Bridge Replacement over I-70 near New Florence, MO

Hello Ms. Trainor,

Thank you very much for the opportunity to provide early comments on the proposed interchange. We do not have any comments at this juncture, but are prepared to consult with MoDOT and FHWA under the Endangered Species Act if there are potential impacts to listed species.

Thank you for your time,

John Weber
Deputy Field Supervisor
Missouri Field Office
U.S. Fish & Wildlife Service
Office: 573-234-5040; Cell: 573-825-6048

From: Kimberly Marie Trainor <Kimberly.Trainor@modot.mo.gov>
Sent: Thursday, October 29, 2020 12:28 PM
To: Herrington, Karen <karen_herrington@fws.gov>
Subject: [EXTERNAL] Missouri Route 19 Bridge Replacement over I-70 near New Florence, MO

Please see the attached letter regarding a comment period for the replacement of the Missouri Route 19 bridge over Interstate 70 near New Florence in Montgomery County.

Kimberly M. Trainor, P.E.
Transportation Project Manager
MoDOT - Northeast District
1711 Highway 61 South▪Hannibal, MO 63401
573-248-2576▪Fax 573-248-2467
Kimberly.Trainor@modot.mo.gov

Kimberly Marie Trainor

From: Erik J Maninga
Sent: Tuesday, November 3, 2020 12:11 PM
To: Kimberly Marie Trainor
Subject: Public Feedback for MO 19 & I-70 Interchange

I received a phone call from Erik Merchants and he wanted to pass along that he supported the green option for the interchange. He asked when construction would begin and I told him Fall of 2022. He asked if MO 19 will remain open and I told him yes.

Erik Maninga, P.E.
Area Engineer
Lincoln, Montgomery & Warren Counties

Missouri Department of Transportation
Northeast District
111 Francis Drive
Troy, MO 63379
573.864.4993 cell #
www.modot.org

From: Kimberly Marie Trainor
To: Beyke, Sean M CIV USARMY CENWK (USA)
Subject: RE: NWK-2020-00921 - MODOT Route 19 Montgomery County Bridge Replacement over I-70 near New Florence, MO
Date: Monday, November 9, 2020 1:09:00 PM

Thank you for providing a comment regarding the Route 19 bridge replacement over I-70 near New Florence. I have received the comment and have stored it for documentation and future use.

Thank you
Kim

Kimberly M. Trainor, P.E.
Transportation Project Manager
MoDOT - Northeast District
1711 Highway 61 South▪Hannibal, MO 63401
573-248-2576▪Fax 573-248-2467
Kimberly.Trainor@modot.mo.gov

-----Original Message-----
From: Beyke, Sean M CIV USARMY CENWK (USA) <Sean.M.Beyke@usace.army.mil>
Sent: Monday, November 9, 2020 10:56 AM
To: Kimberly Marie Trainor <Kimberly.Trainor@modot.mo.gov>
Subject: NWK-2020-00921 - MODOT Route 19 Montgomery County Bridge Replacement over I-70 near New Florence, MO

Hi Kimberly -

Regarding the subject-line project, attached is a copy of the USACE letter and enclosure for your files. Please confirm your receipt and let me know if you have questions, thanks.

Sincerely,

Sean Beyke
Regulatory Project Manager
Kansas City District
U.S. Army Corps of Engineers
++++++++++++++++++++
Missouri State Regulatory Office
515 East High Street, #202
Jefferson City, MO 65101
ph. 816.389.3986
++++++++++++++++++++
Complete our Regulatory Service Survey at:
http://corpsmapu.usace.army.mil/cm_apex/f?p=regulatory_survey

-----Original Message-----
From: Kimberly Marie Trainor <Kimberly.Trainor@modot.mo.gov>
Sent: Thursday, October 29, 2020 12:30 PM
To: Frazier, Mark D CIV USARMY CENWK (USA) <Mark.D.Frazier@usace.army.mil>
Subject: [Non-DoD Source] Missouri Route 19 Bridge Replacement over I-70 near New Florence, MO

Please see the attached letter regarding a comment period for the replacement of the Missouri Route 19 bridge over Interstate 70 near New Florence in Montgomery County.

DEPARTMENT OF THE ARMY
U.S. ARMY CORPS OF ENGINEERS, KANSAS CITY DISTRICT
MISSOURI STATE REGULATORY OFFICE
515 EAST HIGH STREET, #202
JEFFERSON CITY, MISSOURI 65101

November 9, 2020

Missouri State Regulatory Office
(NWK-2020-00921)

Ms. Kimberly Trainor
Missouri Department of Transportation
1711 Highway 61 South
Hannibal, Missouri 63401

Dear Ms. Trainor:

This letter is in reply to your request dated October 28, 2020, for comments regarding the Missouri Department of Transportation's Route 19 Bridge over Interstate 70 replacement project. It was received in your email dated October 29, 2020. The proposed project is located near New Florence within Section 27, Township 48 north, Range 5 west, Montgomery County, Missouri (Latitude/Longitude: 38.89962, -91.45657).

The Corps of Engineers has jurisdiction over all waters of the United States. Discharges of dredged or fill material in waters of the United States, including wetlands, require prior authorization from the Corps under Section 404 of the Clean Water Act (Title 33 United States Code Section1344). The implementing regulation for this Act is found at Title 33 Code of Federal Regulations Parts 320-332.

Based on our review of the information provided, there appears to be waters of the United States (WOTUS) located within the project boundary as several streams (e.g., Smith Branch, unnamed tributaries to Smith Branch, and unnamed tributaries to Clear Creek) traverse or are near the proposed project areas. Should the proposed project plans require the discharge of dredged or fill material in any WOTUS, including wetlands (e.g., culverts and/or riprap placement in these types of features), a Department of the Army (DA) permit may be required. However, if the proposed plans do not require the discharge of dredged or fill material in any WOTUS, including wetlands, a DA permit will not be required.

Federal regulations require that a DA permit be issued by the Corps of Engineers prior to the initiation of any construction on the portion of a proposed activity which is within the Corps' regulatory jurisdiction.

Enclosed is a copy of our brochure entitled "Activities Requiring Permits." Should your proposed work require a DA permit, the application form and instructions may be downloaded at: https://www.nwk.usace.army.mil/Missions/Regulatory-Branch/ and submitted electronically to the appropriate Regulatory Office.

We are interested in your thoughts and opinions concerning your experience with the Kansas City District, Corps of Engineers Regulatory Program. Please feel free to complete our

Customer Service Survey form on our website at: http://corpsmapu.usace.army.mil/cm_apex/f?p=regulatory_survey. You may also call and request a paper copy of the survey which you may complete and return to us by mail or fax.

Mr. Sean Beyke, Regulatory Project Manager, reviewed the information furnished and made this determination. If you have any questions concerning this matter, please feel free to contact Mr. Beyke at 816-389-3986 or by email at sean.m.beyke@usace.army.mil. Please reference No. NWK-2020-00921 in all correspondence concerning this matter.

Enclosure

Activities Requiring Permits

Contractors	Builders	Planners
Excavators	Engineers	Homeowners
Consultants	Landowners	Farmers

The Corps of Engineers is charged with the responsibility for protecting the public interest in waters of the United States. This is accomplished through a Department of the Army permit program. Under this program, most activities involving work in waters of the United States, including wetlands, require authorization from the Corps of Engineers. Individuals, companies, corporations, Federal and State agencies, and local governments planning construction activities in a stream, river, lake or wetland should contact the Kansas City District, U.S. Army Corps of Engineers, **BEFORE ANY WORK IS BEGUN**.

Why?

Because your proposed work may be subject to one or both of the following Federal Acts:

Section 10 of the Rivers and Harbors Act of 1899 regulates any work or structure in, over, or under navigable waters of the United States. This includes such items as boat docks, boat ramps, powerlines, excavation, filling, etc.

Section 404 of the Clean Water Act regulates the discharge of dredged or fill material in all waters of the United States, including rivers, streams, lakes and wetlands. This includes work such as site development fills, causeways or road fills, dams and dikes, artificial islands, bank stabilization (riprap, seawalls and breakwaters) levees, landfills, fish attractors, mechanized clearing of wetlands, and certain types of excavation activities, etc.

Be Sure Before you Start Construction

Department of the Army permits must be obtained prior to starting any work within the Corps' jurisdiction. Persons planning any construction activities in or near any water body should write or call:

Corps of Engineers, Kansas City District
Regulatory Branch
601 East 12th Street, Room 402
Kansas City, MO 64106
Telephone: 816-389-3990
FAX: 816-389-2032
http://www.nwk.usace.army.mil/Missions/RegulatoryBranch.aspx

A map of the Kansas City District, Regulatory Program Service Areas can be found at:
https://usace.contentdm.oclc.org/utils/getfile/collection/p16021coll10/id/11269

US Army Corps of Engineers ®
Kansas City District

Kimberly Marie Trainor

From: Kimberly Marie Trainor
Sent: Tuesday, November 10, 2020 1:48 PM
To: Kimberly Marie Trainor
Subject: J2P3090 - Montgomery 19 Comment Period

On 11/10/2020, I received a phone call from Nathan Briggs with Ameren. Nathan expressed concern regarding access to an electrical substation located along south outer road in the southeast interchange quadrant. The Improve I-70 Alternative or Orange Option would cause changes to the access to this substation. Nathan expressed how changing the access to the substation could impact the function-ability of the property and access changes to the property are not preferred.

Kimberly M. Trainor, P.E.
Transportation Project Manager
MoDOT - Northeast District
1711 Highway 61 South▪Hannibal, MO 63401
573-248-2576▪Fax 573-248-2467
Kimberly.Trainor@modot.mo.gov

From: Kimberly Marie Trainor
To: huebner92jay@icloud.com
Subject: FW: Webform submission from:
Date: Wednesday, December 2, 2020 11:08:00 AM

Thank you for your response regarding the Montgomery 19 bridge replacement over I-70 at New Florence. An option utilizing signals as described in your comment was investigated and presented at the February 2020 public meeting. This option was noted as the Red Option and received very little interest from the public because of the anticipated delays people would experience waiting at the signals. In general, roundabouts are being utilized more and more throughout the country with many areas having a reduced number of accidents at roundabouts versus a signalized intersection. The roundabouts proposed for the Montgomery 19 and I-70 interchange will be large enough to accommodate the larger trucks that frequent the local truck stops, so school buses will have ample room to navigate the roundabouts.

I appreciate your comment. Your comment has been documented and will be submitted to the Federal Highway Administration along with all the other comments received for the project.

Thank you,
Kim Trainor

Kimberly M. Trainor, P.E.
Transportation Project Manager
MoDOT - Northeast District
1711 Highway 61 South▪Hannibal, MO 63401
573-248-2576▪Fax 573-248-2467
Kimberly.Trainor@modot.mo.gov

From: noreply@modot.info <noreply@modot.info>
Sent: Wednesday, December 2, 2020 8:53 AM
To: Marisa Christy <Marisa.Christy@modot.mo.gov>
Subject: Webform submission from:

Submitted on Tue, 11/10/2020 - 21:57

Submitted by: Visitor

Submitted values are:

Name:
Jay Huebner

Address:
204 N Gladstone Ave
Apt 8
Jonesburg , Missouri. 63351

Phone:
636-297-4630

Email:
huebner92jay@icloud.com

Comments:
What needs to be considered on this is the fact that we have school buses going through there with and without students and the traffic circles can cause possible accidents with the buses so we need multiple traffic light control intersections there on 70 like in Kingdom City at 70&54

Kimberly Marie Trainor

From: Kimberly Marie Trainor
Sent: Thursday, November 12, 2020 2:48 PM
To: Kimberly Marie Trainor
Subject: J2P3090 - Montgomery 19 Comment Period

On 11/12/2020, I received a phone call from Marty Higgenbotham regarding the proposed Montgomery 19 interchange designs. Marty stated that he likes both options and is supportive of the project overall.

Kimberly M. Trainor, P.E.
Transportation Project Manager
MoDOT - Northeast District
1711 Highway 61 South▪Hannibal, MO 63401
573-248-2576▪Fax 573-248-2467
Kimberly.Trainor@modot.mo.gov

Kimberly Marie Trainor

From: Kimberly Marie Trainor
Sent: Tuesday, November 17, 2020 9:10 AM
To: 'Vanderfeltz, Sara'
Subject: RE: Clearinghouse Review Letter

Thank you very much for the comments and reply. The submitted letter will be documented with the project.

Thank you
Kim Trainor

Kimberly M. Trainor, P.E.
Transportation Project Manager
MoDOT - Northeast District
1711 Highway 61 South▪Hannibal, MO 63401
573-248-2576▪Fax 573-248-2467
Kimberly.Trainor@modot.mo.gov

From: Vanderfeltz, Sara <Sara.Vanderfeltz@oa.mo.gov>
Sent: Tuesday, November 17, 2020 7:05 AM
To: Kimberly Marie Trainor <Kimberly.Trainor@modot.mo.gov>
Subject: Clearinghouse Review Letter

Sara VanderFeltz
Administrative Assistant
State of Missouri | Office of Administration – Commissioner's Office | 573.751.0337 | Sara.VanderFeltz@oa.mo.gov

Michael L. Parson
Governor

State of Missouri
OFFICE OF ADMINISTRATION
Post Office Box 809
Jefferson City, Missouri 65102
Phone: (573) 751-1851
Fax: (573) 751-1212

Sarah H. Steelman
Commissioner

November 17, 2020

Kimberly Trainor
1711 Highway 61 South
Hannibal, MO 63401

Subject: 2105004
Legal Name: MoDot
Project Description: Missouri Route 19 Bridge Replacement over I-70 Near New Florence, MO

The Missouri Federal Assistance Clearinghouse, in cooperation with state and local agencies interested or possibly affected, has completed the review on the above project application.

None of the agencies involved in the review had comments or recommendations to offer at this time. This concludes the Clearinghouse's review.

A copy of this letter is to be attached to the application as evidence of compliance with the State Clearinghouse requirements.

Sincerely,

Sara VanderFeltz

Sara VanderFeltz
Administrative Assistant

cc:

Kimberly Marie Trainor

From: Erik J Maninga
Sent: Tuesday, November 17, 2020 8:02 AM
To: Kimberly Marie Trainor
Subject: New Florence Interchange Comments

FYI

Erik Maninga, P.E.
Area Engineer
Lincoln, Montgomery & Warren Counties

Missouri Department of Transportation
Northeast District
111 Francis Drive
Troy, MO 63379
573.864.4993 cell #
www.modot.org

From: Erik J Maninga
Sent: Tuesday, November 17, 2020 8:01 AM
To: Julie Nordman <randjnordman@gmail.com>
Subject: RE:

Thank you Julie.

Erik Maninga, P.E.
Area Engineer
Lincoln, Montgomery & Warren Counties

Missouri Department of Transportation
Northeast District
111 Francis Drive
Troy, MO 63379
573.864.4993 cell #
www.modot.org

From: Julie Nordman <randjnordman@gmail.com>
Sent: Tuesday, November 17, 2020 7:39 AM
To: Montgomery19 <Montgomery19@modot.mo.gov>
Subject:

Hello, I live at 432 Tree Farm Rd, New Florence, MO . I vote for the round about.

From: Kimberly Marie Trainor
To: Ghostlightmater@yahoo.com
Subject: FW: Webform submission from:
Date: Wednesday, December 2, 2020 11:12:00 AM

Thank you for providing a comment regarding the Missouri Route 19 bridge replacement over I-70 at New Florence.

I appreciate your comment. Your comment has been documented and will be submitted to the Federal Highway Administration along with all the other comments received for the project.

Thank you,
Kim Trainor

Kimberly M. Trainor, P.E.
Transportation Project Manager
MoDOT - Northeast District
1711 Highway 61 South▪Hannibal, MO 63401
573-248-2576▪Fax 573-248-2467
Kimberly.Trainor@modot.mo.gov

From: noreply@modot.info <noreply@modot.info>
Sent: Wednesday, December 2, 2020 8:52 AM
To: Marisa Christy <Marisa.Christy@modot.mo.gov>
Subject: Webform submission from:

Submitted on Wed, 11/18/2020 - 15:37

Submitted by: Visitor

Submitted values are:

Name:
Jackson Hurst

Address:
4216 Cornell Crossing
Kennesaw, Georgia. 30144

Phone:
6786284232

Email:
ghostlightmater@yahoo.com

Comments:
The option that I support and approve of for the Missouri Route 19 Bridge Replacement at New

Florence Project is the green option which will add 2 6 leg dual roundabouts. The reason I support this option is because roundabouts improve safety and reduce conflict points.

Michael L. Parson
Governor

Sandra K. Karsten
Director of Public Safety

STATE OF MISSOURI

STATE EMERGENCY MANAGEMENT AGENCY

James Remillard
Acting Director

DEPARTMENT OF PUBLIC SAFETY
PO Box 116, Jefferson City, Missouri 65102
Phone: (573) 526-9100 Fax: (573) 634-7966
E-mail: mosema@sema.dps.mo.gov

November 13, 2020

NOV 18 2020

MODOT
NE

Ms. Kimberly Trainor
Transportation Project Manager
MoDOT Northeast District
1711 Highway 61 S
Hannibal, Missouri 63401

Re: Route 19 Bridge Replacement over Interstate 70 Project

Dear Ms. Trainor:

We very much appreciate the opportunity to make comments on the Route 19 bridge replacement project in Montgomery County. Please accept this commentary in response to your notice to our office, dated October 28, 2020.

The State of Missouri is a participant in the National Flood Insurance Program (NFIP). Any development associated with this project that is located along Route 19 within a Special Flood Hazard Area (SFHA), as identified by the Federal Emergency Management (FEMA), must meet the requirements of the state's floodplain management ordinance. This may require obtaining a Floodplain Development Permit for the proposed project. This permit must be obtained prior to the commencement of any construction and development activities in the SFHA. Since the project is state-owned, this permit needs to be obtained from this office (SEMA).

If the proposed development is also located within a Regulatory Floodway, an Engineering "No-Rise" Certificate and statement of the effect of the proposed project regarding possible flooding is required before the development can be permitted. This analysis must be performed by a licensed Missouri Professional Engineer, according to current FEMA guidelines and standards.

If you have any questions concerning this letter or the requirements of the minimum standards of the NFIP, please feel free to contact me at (573) 526-9129.

Sincerely,

Karen L. McHugh, CFM
Floodplain Management Section Manager
State NFIP Coordinator

From: Kimberly Marie Trainor
To: junctionfuel@att.net
Subject: FW: Webform submission from:
Date: Wednesday, December 2, 2020 11:11:00 AM

Thank you for providing a comment regarding the Missouri Route 19 bridge replacement over I-70 at New Florence.

I appreciate your comment. Your comment has been documented and will be submitted to the Federal Highway Administration along with all the other comments received for the project.

Thank you,
Kim Trainor

Kimberly M. Trainor, P.E.
Transportation Project Manager
MoDOT - Northeast District
1711 Highway 61 South▪Hannibal, MO 63401
573-248-2576▪Fax 573-248-2467
Kimberly.Trainor@modot.mo.gov

From: noreply@modot.info <noreply@modot.info>
Sent: Wednesday, December 2, 2020 8:52 AM
To: Marisa Christy <Marisa.Christy@modot.mo.gov>
Subject: Webform submission from:

Submitted on Tue, 11/24/2020 - 13:21

Submitted by: Visitor

Submitted values are:

Name:
Amanda Burch & Wayne Niemeyer

Address:
447 Booneslic Rd
New Florence, Missouri. 63363

Phone:
5738352744

Email:
junctionfuel@att.net

Comments:
Our concerns are in regards to the Route 19 Bridge Replacement over I-70. We are strongly against

the "Improve I-70 Study Alternative (Orange Option)." We feel this option would completely destroy our business due to the fact we will be losing access to our business and lot from the front. Customers will have to come from behind our business and around to the front to be able to fuel and enter the building. Our diesel pumps are currently set up for easy access to truck drivers. All they have to do is pull in directly off the service road and into a fueling station to begin pumping. Should we loose the road in front they would have to somehow circle around the building to be facing the correct way for fueling. We have been a well established business in this community for over 30 years. For over the past 15 years, we have sold over 1 million gallons of fuel per year and have been more than happy to serve our community. If the road was to be moved these gallons would plummet and we'd have to close causing devastation to our employees and community. We believe this will not just affect our business but ALL of the established businesses at this intersection. While we are not fond of the "2020 MoDOT Recommendation (Green Option)," we feel it is the better option for all businesses and citizens of our community.

UNITED STATES ENVIRONMENTAL PROTECTION AGENCY
REGION 7
11201 Renner Boulevard
Lenexa, Kansas 66219

OFFICE OF THE
REGIONAL ADMINISTRATOR

Kimberly M. Trainor
Missouri Department of Transportation
1711 Highway 61 South
Hannibal, Missouri 63401

ATTN: Montgomery 19

Dear Ms. Trainor:

The U.S. Environmental Protection Agency has reviewed the Final Environmental Impact Statement for the I-70 Corridor Project, Shannon County, Missouri, CEQ No. 20180002, which was produced by the Federal Highway Administration and the Missouri Department of Transportation. We undertook this review pursuant to our authorities under the National Environmental Policy Act, Council on Environmental Quality regulations (40 CFR Parts 1500-1508), and Section 309 of the Clean Air Act.

The Federal Highway Administration and Missouri Department of Transportation conducted a study of an interchange located in Montgomery County near New Florence, Missouri. MoDOT is anticipating replacement of the Missouri Route 19 bridge over Interstate 70 in 2023 and has provided recommendations to the original plans for construction of the bridge and interchange by replacing service roads with roundabouts.

The EPA would like to thank MoDOT for accommodating an agency-to-agency meeting held between the EPA and MoDOT on Friday, November 20, 2020, in which the EPA had an opportunity to ask questions regarding the project. At this time, the EPA has no significant comments to provide pursuant to the authorities within our jurisdiction.

If you have any questions, please contact Joe Summerlin at (913) 551-7029 or via email at summerlin.joe@epa.gov.

Sincerely,

James B. Gulliford

From: Kimberly Marie Trainor
To: Summerlin, Joe
Subject: RE: I-70 Interchange over Route 19 JTC.pdf
Date: Tuesday, December 1, 2020 10:16:00 AM

Thank you very much for sending a comment regarding this project.

Kim

Kimberly M. Trainor, P.E.
Transportation Project Manager
MoDOT - Northeast District
1711 Highway 61 South▪Hannibal, MO 63401
573-248-2576▪Fax 573-248-2467
Kimberly.Trainor@modot.mo.gov

From: Summerlin, Joe <summerlin.joe@epa.gov>
Sent: Monday, November 30, 2020 3:07 PM
To: Kimberly Marie Trainor <Kimberly.Trainor@modot.mo.gov>
Subject: I-70 Interchange over Route 19 JTC.pdf

Dear Kim:

Sorry this took so long to get, but we did have to have the Regional Administrator sign it. EPA had no substantial comments.

Have a great week!

Joe

From: Kimberly Marie Trainor
To: Hunt, Rob
Cc: Newman, Missy
Subject: RE: Rt 19 Bridge - New Florence Comments
Date: Friday, December 18, 2020 1:54:00 PM

Thank you very much for providing comments for the Missouri Route 19 bridge replacement over I-70. I appreciate the comments.

Thank you
Kim Trainor

Kimberly M. Trainor, P.E.
Transportation Project Manager
MoDOT - Northeast District
1711 Highway 61 South▪Hannibal, MO 63401
573-248-2576▪Fax 573-248-2467
Kimberly.Trainor@modot.mo.gov

From: Newman, Missy <Missy.Newman@dnr.mo.gov> **On Behalf Of** Hunt, Rob
Sent: Friday, December 18, 2020 8:13 AM
To: Montgomery19 <Montgomery19@modot.mo.gov>
Cc: Hunt, Rob <Rob.Hunt@dnr.mo.gov>; Newman, Missy <Missy.Newman@dnr.mo.gov>
Subject: Rt 19 Bridge - New Florence Comments

Good morning:

I apologize for the late response. Hopefully some of the information in our comments will still be useful for you. Please let me know if I can help with anything else.

Rob Hunt
Planning Coordinator
Missouri Department of Natural Resources
Office: 573-522-2656
Cell: 573-508-8597

December 18, 2020

Kimberly M. Trainor
Transportation Project Manager
1711 Highway 61 South
Hannibal, MO 63401
Attn: Montgomery 19

Dear Kimberly:

The Missouri Department of Natural Resources appreciates the opportunity to review the materials for the New Florence Route 19 Bridge Project. The Department offers the following general comments for consideration.

Project Location
The project area is located where Route 19 meets Interstate 70 south of New Florence. The following geographic descriptions apply to the approximate location of the study area.

Geographic Coordinates:
633851 E, 4306773 N

Public Land Survey System:
T48N R05W S27

8-Digit Hydrologic Unit Code:
Lower Missouri (10300200)

Ecological Drainage Unit:
Ozark/Moreau/Loutre

Geology and Geospatial Data
If a full Geologic Assessment is required for a project, the Missouri Geological Survey can be contacted directly at 800-361-4827. Other maps showing natural and cultural resources can be found at http://dnr.mo.gov/gis/.

Based upon the geologic map and well logs near the site, it appears that the Mississippian-aged Burlington-Keokuk Limestone is the first bedrock encountered beneath the site. The 1:24.000 geologic map indicates that Pennsylvanian-aged bedrock should be at the surface. However, the nearby well logs indicate 80 to 120 feet of unconsolidated material, and the first bedrock encountered is the Burlington-Keokuk Limestone.

Karst Topography
Karst features (sinkholes and loosing streams) are recorded more than three miles from the site. However, the Burlington-Keokuk Limestone is known for its karst features and there is a possibility that unrecorded karst features may exist at or near the site. Since this alternative is close to the original infrastructure there is likely minimal risk for the discovery of unreported karst features.

Wells
There are no wells, abandoned or active, in the project area. For more information on locating and plugging wells, please visit the link below for the Department's Wellhead Protection Section webpage or contact the Department's Geological Survey Program directly.
https://dnr.mo.gov/geology/geosrv/wellhd/.

Public Land:
There is no public land in the project area.

Conservation Opportunity Areas:
The Missouri River Hills is a Conservation Opportunity Area (COA) located near the proposed project area for its large block of contiguous forest, aquatic COA, natural area, heritage hotspot, and existing conservation lands. Both terrestrial and aquatic COAs are identified by the Missouri Department of Conservation and its conservation partners as priority areas that support and conserve viable populations of wildlife and the ecological systems on which they depend. Designated COAs are located statewide and may consist of a combination of public and private resources. Please contact the Missouri Department of Conservation at 573-751-4115 for more information.

Natural Areas:
There are no known designated Natural Areas in or near the proposed project area. Please contact the Missouri Department of Conservation at 573-751-4115, or the Department of Natural Resources at 800-361-4827 for more information.

Water Protection
Best Management Practices
Best management practices should be utilized during project activities to limit the amount of sediment and other pollutants entering waters of the state, and to protect the water's chemical, physical, and biological characteristics. These practices include, but are not limited to, conducting work during low flow conditions whenever possible, keeping heavy equipment out of the water, and taking all necessary precautions to avoid the release of fuel or other waste products to streams and other waters. In addition, the Department encourages the preservation of existing riparian or buffer areas around each water resource to limit the amount of sediments or other pollutants entering the water. Any stream banks, riparian corridors, lake shores, or wetlands denuded of vegetation should be stabilized and re-vegetated as soon as is practicable.

Watershed Conditions

Public Drinking Water

The Montgomery County Public Drinking Water District is located in the project area. There are no known intakes, tanks, or active wells in the area. Proposed project personnel should be aware of nearby Public Drinking Water Districts. Work associated with any project should take into consideration the protection of surface and groundwater public drinking water supplies, implementing appropriate best management practices as necessary. For additional information regarding source water protection, please contact Mr. Ken Tomlin of the Department's Public Drinking Water Branch at 573-526-0269.

Designated Uses

Water Bodies with Specific Designated Uses

The proposed project is in the watershed of Smith Branch, which is a tributary to Big River. Water bodies are assigned specific designated uses according to State of Missouri Water Quality regulations at 10 CSR 20-7.031(2). These waters are protected by numeric water quality criteria outlined in 10 CSR 20-7.031(5) and Table A, as well as general water quality criteria outlined at 10 CSR 20-7.031(4). Designated uses of Smith Branch include the following:

- Protection and propagation of fish, shellfish and wildlife – warm water habitat (WWH)
- Human health protection (HHP)
- Irrigation (IRR)
- Livestock and wildlife protection (LWP)
- Secondary contact recreation (SCR)
- Whole body contact recreation – Category B (WBC-B)

Water Bodies without Specific Designated Uses

Water bodies that are not assigned specific designated uses are still protected by general water quality criteria outlined at 10 CSR 20-7.031(4), and are subject to the acute toxicity criteria of Tables A and B in that regulation, as well as whole effluent toxicity conditions.

According to the National Wetlands Inventory https://www.fws.gov/wetlands/, there is the likelihood of freshwater wetlands and ponds near the project area. This project has the potential to impact wetlands, ponds, and the aforementioned tributaries and headwater streams to be impacted, depending on their proximity to land disturbance activities. Project sponsors should avoid such impacts through alternatives analysis before compensatory mitigation is considered. If wetlands, ponds, headwaters, or tributaries are not directly impacted but are near any land disturbance, project sponsors should take care to protect water quality. While these water bodies are not assigned specific designated uses, they are protected by Missouri's general water quality criteria.

Sensitive Waters

There are no known sensitive waters in the project area. Sensitive waters include waters designated for Cold Water Habitat, Outstanding National Resource Waters, Outstanding State Resource Waters, Metropolitan No-Discharge streams, biocriteria reference locations, losing streams, 303(d) Impaired and 305(b) Threatened Waters, or Waters with Approved Total Maximum Daily Loads.

Permitting Obligations

Clean Water Act Sections 401 and 404

A Clean Water Act Section 404 Permit Authorization from the U.S. Army Corps of Engineers (USACE), and Section 401 Water Quality Certification from the Department may be required for projects that have the potential to discharge fill or dredged material into a jurisdictional water of the United States. More information about these permits can be found at the following links.
https://www.epa.gov/cwa-404/section-404-permit-program
http://dnr.mo.gov/env/wpp/401/
If discharge into water has occurred, or will occur, project personnel should immediately contact the appropriate USACE District (link below) and the Department's Operating Permits Section at 573-522-4502 for more information.
http://www.mvr.usace.army.mil/Portals/48/docs/regulatory/MORegBound.pdf

Mitigation

An alternatives analysis would need to be submitted prior to any impacts to jurisdictional waters as part of the avoidance and minimization measures that precede mitigating unavoidable impacts. Mitigation for wetlands should be in conformance with the *Missouri Wetland Mitigation Method*, http://www.nwk.usace.army.mil/Portals/29/docs/regulatory/mitigation/2017-11-17_MWMM.pdf while mitigation for streams should be in conformance with *Missouri Stream Mitigation Method*, http://www.mvm.usace.army.mil/Portals/51/docs/regulatory/May_2013_Missouri_Stream_Mitigation_Method.pdf. Any mitigation plans must be in conformance with the *Compensatory Mitigation for Losses of Aquatic Resources,* https://www.epa.gov/cwa-404/compensatory-mitigation. This rule establishes a hierarchy for mitigation, with the purchase of credits from a mitigation bank at the top of that hierarchy. The rule also emphasizes in-kind and in-watershed mitigation; to go outside the watershed may result in a higher credit purchase calculation. The applicant should receive mitigation plan approval from the Department prior to certification.

Land Disturbance

Acquisition of a Section 401 Certification should not be interpreted to mean that the requirements for other permits are replaced or superseded, including Clean Water Act Section 402 National Pollutant Discharge Elimination System Permits. Work disturbing an area of one acre or more requires issuance of a land disturbance permit prior to any earth work. Disturbance to valuable resource waters, including springs, sinkholes and losing streams, could require additional conditions or a site-specific permit.

Information and application for online land disturbance permits are located at http://www.dnr.mo.gov/env/wpp/epermit/help.htm. Questions regarding permit requirements may be directed to the appropriate Department Regional Office https://dnr.mo.gov/regions/.

Demolition and Construction Waste Management

Additional information on managing construction and demolition waste can be found at the following link https://dnr.mo.gov/pubs/pub2045.htm

Hazardous Waste

There are four active petroleum tank sites near the site. The Department has no record of petroleum releases at these sites. The southeast truck stop had four underground storage tanks

removed in in 1991, prior to risk based closures in 2004. There may be a potential of encountering petroleum impacted soil during construction activities.

During the project, if any underground tanks or contaminated soil is discovered, workers should withdraw to a safe distance and notify the Department's spill line at 573-634-2436.

It is the generator's responsibility to determine if materials generated during construction and demolition are hazardous wastes. Demolition-related waste categories typically include: paint residue (paint chips, paint scrapings, etc.); demolition debris (metal and boards that have been painted with lead-based or other heavy metal-based paint); and scrap metal (metal objects that contain lead or other heavy metals). A hazardous waste determination is not required for materials that will be reused or recycled without additional processing.

Additional information on hazardous waste and petroleum tanks can be found at https://dnr.mo.gov/ESTART/.

Asbestos

Prior to demolition activities, regulated structures must be thoroughly inspected by a Missouri-certified asbestos inspector to determine if any Asbestos Containing Materials are present and a notification made to the Department at least 10 working days prior to demolition. Regulated structures include any building which has been used as a commercial, institutional or industrial building (even if it was historic use), and projects involving two or more residential structures. In addition, this includes but is not limited to the following "non-building" structures: bridges, pipelines, cooling towers, chimneys, dams, and tunnels. Any asbestos found must be properly managed to prevent release of asbestos fibers.

Solid Waste

Information about solid waste uncovered during construction activities can be found at the following link http://dnr.mo.gov/pubs/pub2192.htm.

No waste may be buried on-site or at an alternate site, except for clean fill. Clean fill is defined by the Revised Statutes of Missouri as "uncontaminated soil, rock, sand, gravel, concrete, asphaltic concrete, cinder blocks, brick, minimal amounts of wood and metal and inert (non-reactive) solids...for fill, reclamation or other beneficial use." Clean fill must not contain protruding metals or demolition debris. Although not regulated as waste, placement of clean fill materials may be subject to requirements of the Department's Water Protection Program if it is placed in contact with surface or subsurface waters of the state, or would otherwise violate water quality standards.

Air Pollution

Dust

Ensure fugitive particulate matter emissions, such as dust, resulting from the project do not remain on surfaces or in the air beyond the property line of origin. 10 CSR 10-6.170 restricts the emission of particulate matter to the ambient air beyond the premises of origin. Additional information on general dust emissions may be found here https://dnr.mo.gov/pubs/pub2200.htm.

Open Burning
The open burning of refuse and trade waste is restricted according to 10 CSR 10-6.045. Construction, demolition, and trade waste cannot be open burned, except for untreated wood. Brush from land clearing activities may be burned if the burning is conducted outside the city limits and greater than 200 yards from the nearest occupied structure. Additional information on open burning can be found at https://dnr.mo.gov/pubs/pub2047.htm.

Historic Preservation
Project personnel should check with the Department's State Historic Preservation Office to determine if a Section 106 Review is needed. Information on the Section 106 Review can be found on the Department's we site at https://dnr.mo.gov/shpo/sectionrev.htm.

Additional Considerations
Floodplain
For information concerning flood plains in Missouri, contact the Missouri State Emergency Management Agency, Floodplain Management and Mitigation Branch, at 573-526-9100 or 2302 Militia Drive, Jefferson City, MO 65101.

Endangered Species
The Missouri Department of Conservation (MDC) is responsible for collecting and managing information on the location and status of endangered species in the state. Contact MDC's Endangered Species Coordinator at 573-751-4115 or P.O. Box 180, Jefferson City, MO 65102 for general information.

We appreciate the opportunity to provide comments for the proposed project. If you have any questions or need clarification, please contact me at the Department of Natural Resources, P.O. Box 176, Jefferson City, MO 65102 or by phone at 573-522-2656. Thank you.

Sincerely,

DEPARTMENT OF NATURAL RESOURCES

Rob Hunt
Planning Coordinator

RH/man