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I-70 Second Tier EIS of SIU7 (New Florence to Wentzville) Re-Evaluation



Prepared for

MISSOURI DEPARTMENT OF TRANSPORTATION



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1.0 Introduction

Interstate 70 (I-70) between New Florence and Wentzville is a vital part of the interstate system. It has experienced ever-increasing congestion along the mainline alignment due in part to a high volume of truck traffic and substandard alignment. Improvements to the area are a priority for the Missouri Department of Transportation (MoDOT) and area stakeholders.

During the 2023 Missouri legislative session, the Missouri General Assembly addressed the top transportation need in the state, widening I-70. Missouri's Fiscal Year 2024 budget from the General Assembly, supported by Governor Parson, "provides General Revenue for the costs to plan, design, construct, reconstruct, rehabilitate and repair three lanes in each direction on approximately 200 miles of Interstate 70, from Blue Springs to Wentzville."

In support of the decision to fund improvements along the I-70 corridor, MoDOT is re-evaluating the I-70 Second Tier Environmental Impact Statement (EIS) and Record of Decision (ROD) for the Section of Independent Utility (SIU) 7 in Montgomery, Warren, and St. Charles counties, Missouri.

The re-evaluation provides a detailed review of a 36-mile section along the original 40-mile I-70 SIU7 corridor evaluated in the Second Tier EIS and ROD (refer to Figure 1.1).^[1]

Previous environmental studies related to I-70 SIU7 corridor include:

- 2001 I-70 Corridor First Tier EIS and ROD signed December 18, 2001
- 2005 Improve I-70 Second Tier EIS and ROD signed April 19, 2006
- 2008 I-70 Corridor Supplemental EIS and ROD signed August 14, 2009
- 2021 Re-evaluation of I-70 SIU7 Second Tier EIS and ROD for Route 19 over I-70 dated May 14, 2021
- 2022 Re-evaluation of I-70 SIU7 between Wentzville Parkway to West of I-64/U.S. 61 dated April 21, 2022
- 2023 Amended ROD for 2009 Supplemental EIS and ROD signed December 5, 2023
- 2023 Re-evaluation of the I-70/I-64/U.S. 61 System Interchange (under review)

MoDOT has implemented improvements identified in the Second Tier EIS as funding has been available, including the completion of the *National Environmental Policy Act* (NEPA) re-evaluations, such as the 2021 re-evaluation for Route 19 over I-70, the 2022 re-evaluation of I-70 between Wentzville Parkway to west of I-64/U.S. 61, and the 2023 re-evaluation of the I-70/I-64/U.S. 61 system interchange.

MoDOT began evaluating the needs along the 36-mile Project corridor in early 2023 to develop the best solution for the improvement of I-70 while also ensuring area access needs are met. The evaluation considered the needs along I-70 from west of Route 19 to Wentzville Parkway, including service interchanges at Route 47, in Wright City, and in Foristell, as well as overpass bridges needed to accommodate the I-70 improvement. The three bridge structures over I-70 (Routes A/B, Route E, and

^[1] The four-mile section of SIU7 to the east of this Project is under re-evaluation as separate projects. Refer to Sections 3.2 and 3.3 for more information.

Route F), included in MoDOT's 2024 – 2028 Statewide Transportation Improvement Plan (MoDOT 2023), are under evaluation as separate projects and not included in this re-evaluation.

The Federal Highway Administration (FHWA) and MoDOT's Engineering Policy Guide requires a re-evaluation in accordance with NEPA (23 *Code of Federal Regulations* [CFR] 771.129) and associated laws when more than 3 years have passed since the original NEPA approval, or to address Project changes (changes to the proposed action, new information, or new circumstances). The purpose of this re-evaluation is to determine whether the original I-70 Second Tier EIS and ROD for SIU7 remains valid for agency decision-making, including validation of the original purpose and need.

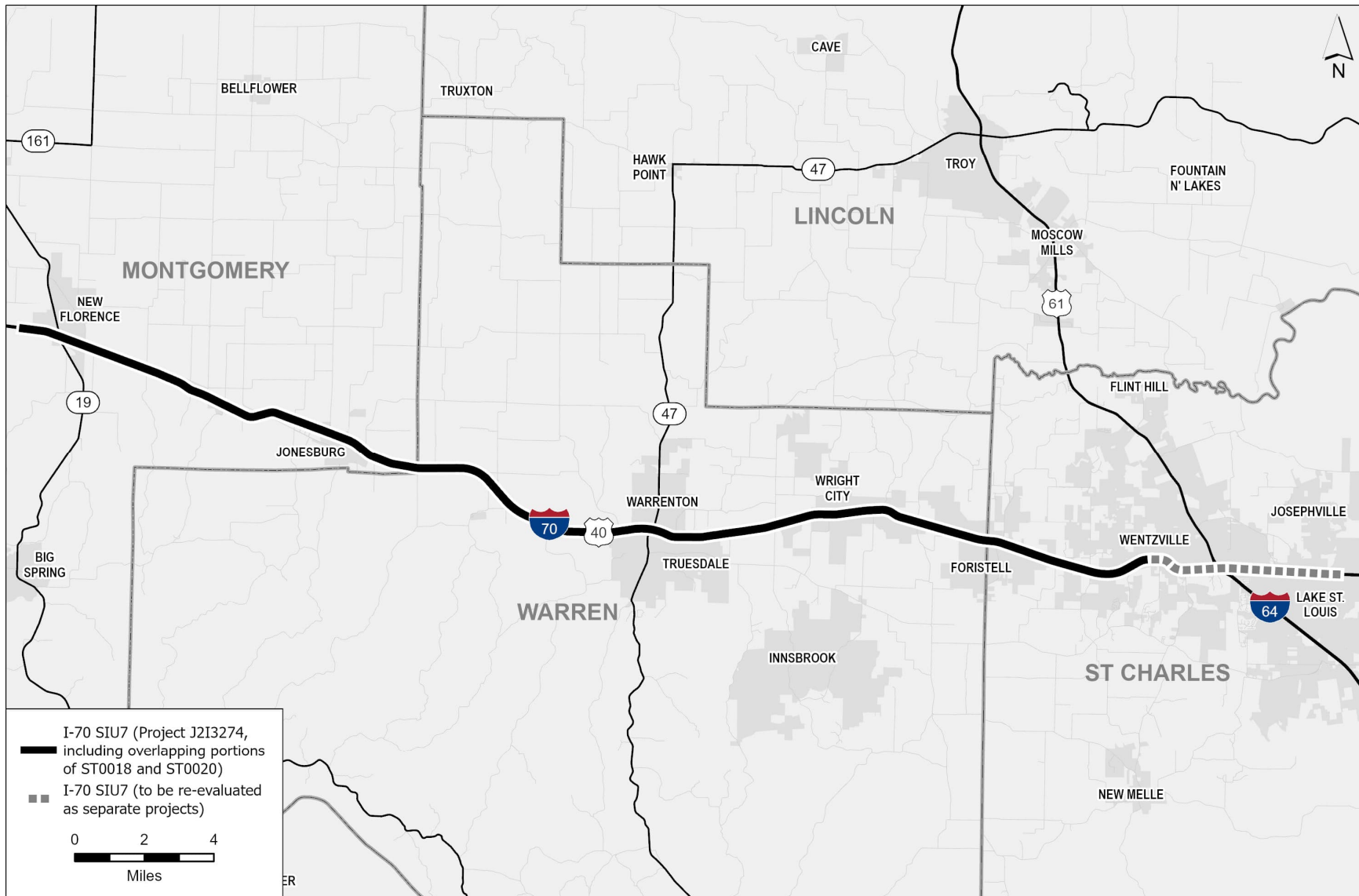


Figure 1.1. I-70 SIU7 (New Florence to Wentzville) Project Location



2.0 Background

2.1 The I-70 Corridor

I-70 is one of the most important limited-access highways across the United States, providing 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 more than 250 miles across the state. Short portions of the corridor have been reconstructed, but otherwise, the majority of I-70 is more than 60 years old. With maintenance provided by MoDOT, the facility has outlasted its original design life of 20 years and has carried traffic volumes, both cars and heavy trucks, well above 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 EIS was designed to examine 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 NEPA, MoDOT initiated the I-70 Improvement Study. This study culminated in the preparation of the First Tier EIS for the I-70 corridor. The First Tier EIS, completed in fall 2001, considered a number of approaches to improving safety and travel efficiency within the corridor.

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 Project corridor and to the expectations of drivers traveling on a nationally important interstate. The need for the Project is based on transportation deficiencies identified in the First Tier EIS, including the following:

- 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 to develop consensus and arrive at a preferred strategy for improving the I-70 corridor. The First Tier EIS concluded that the preferred strategy is to widen and reconstruct I-70 between Kansas City and St. Louis, with the option for new I-70 conceptual corridors in the Columbia, Warrenton, Wright City, and Wentzville areas.

2.3 Second Tier EIS

A more detailed analysis of the selected I-70 corridor strategy began in 2002 with Second Tier studies. The intent of the Second Tier EIS studies, known as Improve I-70, were to build on and extend the work

of the First Tier EIS for improving I-70. This effort consisted of a group of seven independent but closely coordinated Second Tier studies that considered engineering, environmental, and community issues as improvement decisions were made. Each of these seven studies focused on a separate 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.

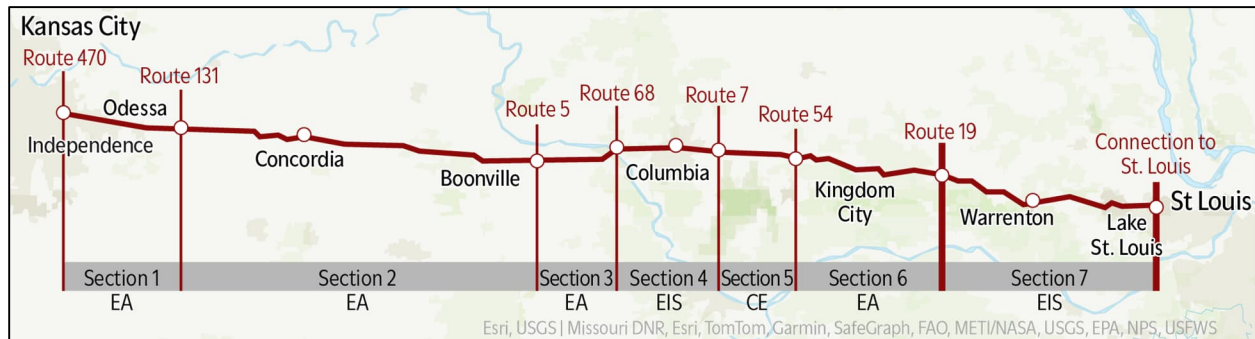


Figure 2.1. I-70 SIU Diagram

2.4 Supplemental EIS Truck-Only Lanes

Approximately 25 to 30 percent of the traffic on I-70 is truck traffic. Truck traffic was projected to double by 2030 in the tiered studies. As truck traffic continued to increase, the public asked if cars and trucks could be separated on I-70. At the same time, there were emerging technologies that made that separation more feasible.

Additionally, because of Missouri's prominent role in the United States' transportation system, FHWA funded a study of truck-only lanes in Missouri through its "Corridors of the Future" program. In 2008, the addition of dedicated truck lanes was presented as a new option to improve I-70 and address the purpose and need of providing a safe, efficient, environmentally sound, and cost-effective transportation facility. To assess this new alternative, a Supplemental EIS (SEIS) was completed to review existing conditions for significant changes since the completion of the previous I-70 documents and to evaluate the potential impacts of truck-only lanes to the natural and human environments. After evaluation of impacts, benefits, and Missouri's long-term transportation needs, the SEIS recommended an additional reasonable strategy that I-70 be rebuilt with truck-only lanes. The truck-only lanes strategy would construct two truck-only lanes and two or more general-purpose lanes in each direction along existing I-70. Depending on the location along the corridor, concrete barriers, buffer separations, or grassed areas would separate the truck-only lanes and general-purpose lanes from each other. This strategy was determined to be consistent with the decisions made in the 2001 ROD, as it would fit within the limits of the previously evaluated footprint, to the extent possible, using the preserved future transportation corridor identified in the Preferred Alternative. Interchange features of the Preferred Alternative would be retained at the majority of interchanges.

On December 5, 2023, FHWA approved an Amended ROD to the 2009 SEIS and ROD. In accordance with 23 CFR 771.127(b), the Amended ROD selects the 2001 Final Environmental Impact Statement (FEIS) and ROD's Preferred Alternative, widening of the I-70 corridor to six general-purpose travel lanes, which was fully evaluated in this study. The Amended ROD is part of this Project's record. Interested parties can request a copy of the ROD from MoDOT.

2.5 Section of Independent Utility 7

I-70 SIU7 is a 40-mile section of the I-70 corridor between a location just west of Route 19 (milepost 174) and Lake St. Louis Boulevard (milepost 214). As described in Section 2.3, MoDOT completed a Second Tier EIS of this segment, which was approved by FHWA on October 24, 2005. A ROD was executed on April 19, 2006. Figure 1.1 depicts the boundaries of the I-70 Second Tier EIS for SIU7.

The Second Tier EIS and ROD identified 17 subsections within SIU7, the transportation problems within each subsection, and how the problems should be addressed. Improvements proposed for I-70 from west of Route 19 to Wentzville Parkway generally correspond with Alternatives 1 to 14 in the Second Tier EIS and ROD. Section 6 summarizes the affected environment and environmental consequences in the Second Tier EIS and ROD.

The following subsections within SIU7 are in the process of implementation:

- JST0018 Kingdom City to Warrenton (includes portions of both SIU6 and SIU7)
- JST0020 Warrenton to I-64/U.S. 61
- J2I3274 Route 19 to Wentzville Parkway (This project has been absorbed into JST0018 and JST0020.)
- J2P3090 Route 19 Interchange
- J6I0624 Wentzville Curve
- JSL0057 I-70/I-64/U.S. 61 Interchange
- J2S3438 Route A/B bridge over I-70
- J2S3439 Route E bridge over I-70
- J2S3440 Route F bridge over I-70

The subject of this re-evaluation document is J2I3274 (the Project), including a portion of JST0018 and a portion of JST0020. With respect to the others, Warrenton to I-64 (JST0020) is currently identified as the second project on the draft Improve I-70 schedule with an anticipated project award of fall 2024 via design-build procurement method. The remainder of the SIU7 corridor will be included in a subsequent Improve I-70 project, Kingdom City to Warrenton (JST0018), which is anticipated for project award in 2027. The project is included in the Statewide Transportation Improvement Program fiscally constrained plan, 2024-2028 (MoDOT 2023.)

The Route 19 Interchange was completed in fall 2023. Due to the bridge condition and prior Statewide Transportation Improvement Program commitments, the bridge/interchange improvements at Warren Routes A and B, Exit 188 (J2S3438), and Montgomery Route E, Exit 183 at Jonesburg (J2S3439) will be completed via design-bid-build with construction in 2025 or 2026. One other bridge within the SIU7, Montgomery Route F, Exit 179 at High Hill (J2S3440), has a Statewide Transportation Improvement Program commitment for bridge replacement. The timeline and delivery method for this bridge is under review.

The Preferred Alternative for the Second Tier EIS for SIU7 involved roadway improvements to I-70, frontage roads, entrances, exits, and bridges. The Preferred Alternative included:

- 14 miles of widening to six lanes

- 26 miles of widening to eight lanes
- Reconstruction of 13 interchanges
- Relocation of the existing rest areas and weigh stations

2.5.1 Project J2I3274 (west of Route 19 to Wentzville Parkway), including overlapping sections of JST0018 and JST0020

As it has been more than three years since FHWA's approval of the EIS, MoDOT proposes to re-evaluate a 36-mile section of I-70 SIU7, from New Florence to Wentzville, of the original 40-mile I-70 Project corridor (Figure 1.1).

FHWA requires a detailed environmental review of the Project and a desktop review of the remaining SIU7 corridor, which was the subject of detailed study in other projects or previous re-evaluations. The Preferred Alternative identified in the Second Tier EIS for SIU7 within the limits of the detailed environmental review included 16 miles of widening to six lanes, 20 miles of widening to eight lanes, reconstruction of nine interchanges, and the relocation of the existing rest areas and weigh stations (Figure 2.1). Refer to the Location Study Report for more information (Appendix L).

2.5.2 Projects J2S3438, J2S3439, and J2S3440

Three bridge structures over I-70 are included in MoDOT's 2024 – 2028 Statewide Transportation Improvement Plan (MoDOT 2023). These improvements were identified prior to the 2023 Missouri General Assembly's allocation of funding for improvements to the I-70 corridor; therefore, MoDOT is evaluating the following three bridges as Categorical Exclusions (CEs); they are separate projects from this re-evaluation:

- Project J2S3438: Route A/B bridge over I-70
- Project J2S3439: Route E bridge over I-70
- Project J2S3440: Route F bridge over I-70



3.0 Previous Re-Evaluations for SIU7

Since approval of the Second Tier I-70 EIS and ROD for SIU7, three re-evaluations have been completed by MoDOT and approved or under review by FHWA for previously funded improvements:

- Project J2P3090: Route 19 over Interstate 70 (approved by FHWA)
- Project J6I0624: I-70, Wentzville Parkway to West of I-64/U.S. 61 (approved by FHWA)
- Project JSL0057: system interchange between I-70, I-64, and U.S. 61 (under review by FHWA)

FHWA determined that the design changes and new information included in each re-evaluation did not invalidate the Second Tier EIS and ROD for SIU7, and determined there were no new significant environmental impacts. The following subsections summarize the three prior re-evaluations.

3.1 Project J2P3090: Route 19 over Interstate 70

The Route 19 bridge over I-70 near New Florence was constructed in 1963 and had deteriorated to a condition requiring replacement. The Route 19 bridge and interchange area (Project J2P3090) was re-evaluated in 2021 to assess potential impacts of the revised design for the Route 19 bridge and interchange. The project included approximately 0.50-mile of Route 19, the diamond interchange with I-70, as well as outer road connections at Booneslick Road and Tree Farm Road/South Outer Road.

During the 2021 project, MoDOT evaluated several conceptual designs 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 concept selected due to its improved safety, projected long-term operational performance, and reduced maintenance it provides were as follows:

- Realignment of Route 19 bridge west of existing Route 19 bridge
- Westbound I-70 on- and off-ramp terminals and Booneslick Road intersection with Route 19 combined into a six-leg roundabout
- Eastbound I-70 on- and off-ramp terminals and Tree Farm Road/South Outer Road intersection with Route 19 combined into a six-leg roundabout
- 36-foot roadway to provide two through-traffic lanes on the new bridge

Alternative 1 of the I-70 Second Tier EIS of SIU7 covered the Route 19 improvements. The social and environmental setting along I-70 in the vicinity of the project were relatively unchanged from the Second Tier EIS and ROD, and design modifications to the Preferred Alternative did not result in significantly greater impacts than those identified in the original NEPA document.

The re-evaluation demonstrated that the design changes of the interchange of Route 19 and I-70 continue to meet the purpose and need identified in the Second Tier EIS and ROD, and that the original NEPA document remains valid.

3.2 Project J6I0624: I-70, Wentzville Parkway to West of I-64/U.S. 61

In 2022, MoDOT re-evaluated the revised design of I-70 mainline between Wentzville Parkway and west of I-64/U.S. 61, including the Norfolk Southern Railroad (NSRR) bridge over I-70 (Project J6I0624).

MoDOT evaluated several conceptual designs focused on replacing the NSRR bridge over I-70, expanding I-70 to four lanes in both directions, and improving the I-70 east- and westbound bridges over Route Z and associated interchange. Major features of the selected design included replacing the existing railroad bridge over I-70 with a new single-track four-span structure, widening the I-70 bridges over Route Z, relocating I-70 mainline approximately 65 feet southwest of the existing location, and refinements to I-70 to better connect with the Wentzville Parkway Interchange being constructed as a separate project.

The social and environmental setting along I-70 in the vicinity of the project were relatively unchanged from the Second Tier EIS and ROD, and design modifications to the Preferred Alternative did not result in significantly greater impacts than those identified in the original NEPA document.

The re-evaluation demonstrated that the proposed design changes between Wentzville Parkway and west of I-64/U.S. 61 continue to meet the purpose and need identified in the Second Tier EIS and ROD, and that the original NEPA document remains valid.

3.3 Project JSL0057: I-70/I-64/U.S. 61 Interchange (Wentzville Parkway/Route Z to east of milepost 211)

In 2023, MoDOT re-evaluated the revised design of the I-70/I-64/U.S. 61 Interchange between I-70, I-64, and U.S. 61 in Wentzville, Missouri. During the re-evaluation, MoDOT reviewed more than 20 interchange options and produced a refined design for the I-70/I-64/U.S. 61 system interchange consistent with the purpose and need established in the Second Tier EIS and ROD. The refined design resulted in the following access modifications:

- Widening/lane expansion for all three routes (I-70/I-64/U.S. 61)
- Incorporation of a collector-distributor (C-D) system for access to Route Z
- Continuous U.S. 61 lanes constructed through the interchange
- Elimination of substandard design elements

This project was originally included as Alternative 15 of the Second Tier EIS and ROD of SIU7. The re-evaluation demonstrated that the proposed design changes continue to meet the purpose and need identified in the Section Tier EIS and ROD, and that the original NEPA document remains valid.

4.0 Purpose and Need Validation

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 Project corridor and to the expectations of a nationally important interstate.

Additionally, the Second Tier EIS documented the development of the need for the SIU7 improvements. The following subsections summarize specific needs addressed by the proposed action in SIU7.

4.1 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 I-70, plus interchange access to I-70 at Route 47, in Wright City and Foristell is of utmost importance to MoDOT as this facility provides a vital link connecting nearby businesses and residents. Therefore, the route importance and system linkage element of the purpose and need remains valid for SIU7 and the Project (J2I3274, including overlapping portions of JST0018 and JST0020).

4.2 Existing and Future Traffic Volumes

As noted in the Second Tier EIS, the daily traffic volume of the SIU7 corridor ranged from 29,100 to 52,200 vehicles per day in 2003. The Second Tier EIS indicated that traffic was projected to increase to 73,800 to 89,900 vehicles per day by the year 2030.

Currently, the average daily traffic estimate for 2022 in this area is 39,100 to 74,300 vehicles, and recent projections estimate average daily traffic for 2045 at 55,100 to 104,700 vehicles per day. While this indicates a slower rate of growth than projections indicated in the Second Tier EIS, I-70 is currently functioning at poor levels of service within the project area.

Table 4.1 shows that the total volume of traffic is highest at the eastern end of the corridor approaching the St. Louis metropolitan area.

Table 4.1. Existing and No Build Traffic Volumes, I-70 SIU7 (New Florence to Wentzville Parkway)

SIU7 Subsection	2022 Average Daily Traffic	2025 Average Daily Traffic	2045 Average Daily Traffic
From MO-19 to MO-F	39,100	40,900	55,100
From MO-F to MO-E/Y	40,900	42,800	57,700
From MO-E/Y to MO-A/B	39,500	41,300	55,700
From MO-A/B to MO-MM	45,300	47,300	63,800
From MO-MM to MO-47	45,000	47,000	63,300
From MO-47 to MO-F/J	57,500	60,000	81,000
From MO-J/F to MO-W/T	66,300	69,400	93,400
From MO-W/T to David Hoekel Parkway	69,600	72,800	98,100
From DHP to Wentzville Pkwy	74,300	77,700	104,700

Truck traffic on I-70 is an important facet of the state's transportation system and economy. The percentages of trucks traveling along I-70 SIU7 is expected to increase by 2.5 to 4.5 percent between 2022 and 2045. That is, western portions of SIU7 that had 37% truck traffic in 2022 are estimated to increase to 41-42%, and the sections closer to metropolitan St. Louis that had 21% truck traffic in 2022 are estimated to increase to 23-24%. This increase will further reduce the available capacity and increase the deterioration of the physical structure of the roadway.

The increase in projected average daily traffic over the next 20 years, including increases in heavy truck traffic, will further contribute to existing and projected congestion along the corridor consistent with the projections from the Second Tier EIS and ROD. Therefore, the existing and future traffic volumes element of the purpose and need remains valid for SIU7 and the Project.

4.3 Level of Service

As noted under Existing and Future Traffic Volumes, the I-70 traffic volumes between Route 19 and Wentzville Parkway have not grown at the rate anticipated in the Second Tier EIS. Given the anticipated growth of overall traffic volumes, and a higher-than-average growth of truck traffic, traffic forecasting predicts that in Design Year 2045, several segments of the corridor will operate at failing levels of service during peak periods in one or both directions of travel. Therefore, the level of service element of the purpose and need remains valid for SIU7 and the Project.

4.4 Existing Highway Characteristics

As noted in the Second Tier EIS, between the Route 19 and Route A/B interchanges, the I-70 corridor has a rural character, while the section of I-70 from Route A/B to Wentzville Parkway is characterized as urban/suburban. I-70 in the Project corridor consists of two through lanes with 4-foot minimum inside shoulders and 10-foot minimum outside shoulders in both the eastbound and westbound directions. Through much of SIU7, I-70 has a 40-foot grass median and guard cable, although it varies by location. In the cities of Warrenton, Wright City, and Wentzville, the median is closed with a median barrier.

I-70 crosses under the NSRR east of High Hill. The highway alignment at this location includes reverse curves connected by a short tangent crossing under the railroad bridge with a substandard opening. This location experiences a higher-than-average crash rate, especially during inclement weather.

The Route 47 interchange is a standard diamond configuration. There are signalized intersections at the ramp terminals with Route 47 and outer roads, which causes conflicting traffic due to insufficient spacing between the intersections, resulting in there not being enough storage to accommodate vehicles at the intersection. Commercial development is present in the four quadrants adjacent to the interchange. The spacing between the north outer road and the westbound ramps is substandard.

There are two existing interchanges in Wright City—a full interchange at Wright City West (at Wildcat Drive) and a partial interchange at Elm Street. The Wright City West interchange at Wildcat Drive is a standard diamond interchange, and the interchange at Elm Street has a half-diamond configuration. There are unsignalized intersections at the ramp terminals with Wildcat Drive and Elm Street with substandard spacing between the ramps and outer roads at Wildcat Drive. However, this does not cause performance issues. Commercial development is present in the northwest and southeast quadrants adjacent to the Wildcat Drive interchange, and commercial development is present along Elm Street in the northeast quadrant, a church with a school in the northwest quadrant, and commercial development in the southwest quadrant of the interchange, limiting the opportunities for improvements due to constraints along the existing outer roads without displacing important

communities facilities and businesses. Traveling south on Elm Street from I-70 is the commercial development of Wright City.

The existing interchange in Foristell is a standard diamond configuration. There is a signalized intersection at the westbound ramp terminal with Route W and an unsignalized intersection at the eastbound ramp terminal. Congestion is caused by substandard spacing between the ramps and outer roads on both the north and south side I-70 and Route W. Commercial development is present in the four quadrants adjacent to the interchange. Additional permitted development in the area will push this interchange past its capacity.

While I-70 average daily traffic volumes currently fall within the ranges of acceptable levels of service, due to the projected growth of vehicular and especially truck traffic, the facility does not meet future travel needs. Therefore, considering the existing highway characteristic elements, the purpose and need remains valid for SIU7 and the Project.

4.5 Crash and Safety

Missouri's Blueprint for Safer Roads (State Strategic Highway Safety Plan) calls for the vision of zero traffic fatalities on Missouri roadways. As part of Missouri's vision of zero deaths, one purpose and need element is to ensure a safe roadway for all users.

To improve user safety, MoDOT reviewed various site types, including freeway segments, ramp segments, crossroad segments, and ramp terminal intersections for I-70 from west of Route 19 (Milepost 174.0) to Wentzville Parkway (Milepost 208.0). Crashes occurred most frequently on freeway segments located outside of the interchange influence area. In the five-year analysis period (2017 – 2021), 2,319 crashes were reported, classified in the following manner:

- Property Damage Only: 83.7%
- Minor Injury: 13.9%
- Disabling Injury: 2.0%
- Fatal: 0.47%

By maintaining guard cable within the median of I-70 and improving ramp terminal intersections through roundabout conversions, dedicated turn lanes, and exclusive signal timing, the fatal and injury crashes on I-70 and associated interchanges/crossroads should have minimal growth in future years; however, the property-damage-only crashes may increase as traffic volumes increase on I-70 and drivers acclimate to new roundabout installations. Proposed safety improvements that have been shown to improve conditions include actions such as removing structural fixed objects from the clear zone along the mainline and interchanges, reducing conflict points at ramp terminal intersections, improving operational conditions, and reducing vehicle density. The crashes and safety characteristics element of the purpose and need remains valid for SIU7 and the Project.

4.6 Modal Relationships

The Project would further expand the modal relationships between roadways, airports, navigable waterways, and mass transit services. Furthermore, improvements made to the interchanges at Route 47, Wright City, and Foristell add vital congestion relief to allow for access to other modes of transportation. A variety of roadways and freight railroad systems exist to the south of I-70. As I-70 parallels the Missouri River, interchanges at Route 47, Wright City, and Foristell offer access to the

Missouri River navigable waterway, plus the Amtrak passenger rail service. The proposed Project ensures the link to other forms of modal opportunities outside the I-70 corridor continues. Therefore, the modal relationships characteristic element of the purpose and need remains valid for SIU7 and the Project.

4.7 Access Management

As noted in the Second Tier EIS, the existing Route 47, Wright City West, Wright City East, and Foristell interchanges do 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 ranges from 160 to 600 feet, while the distance between the ramp terminals to the north outer road ranges from 125 feet to 250 feet. These distances are substandard to the recommended 1,320-foot spacing between ramp and outer road intersections per access management guidelines.

The proposed design will improve horizontal curvature, increase site distance, and extend/add auxiliary lanes, which will improve the current substandard access management concerns at the interchanges. Therefore, the access management element of the purpose and need remains valid for SIU7 and the Project.

4.8 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. Improvements made to I-70, the interchanges at Route 47, in Wright City, and in Foristell add vital congestion relief to allow for access to other modes of transportation and ensures expanded connectivity of the highway network to areas north and south of I-70 to support the system needs for disaster response or national security. Therefore, the national security element of the purpose and need remains valid for SIU7 and the Project.

In summary, the purpose and need identified in the Second Tier EIS remains valid for the current re-evaluation for the Project (J2I3274, including overlapping portions of JST0018 and JST0020).



5.0 Preferred Alternative Changes

Missouri's General Assembly with the support of Governor Parson provided General Revenue in the Fiscal Year 2024 budget for the costs to plan, design, construct, reconstruct, rehabilitate and repair three lanes in each direction on nearly 200 miles of I-70, from Blue Springs to Wentzville. The following subsections describe the development of the refined Preferred Alternative for this Project (J213274, including overlapping portions of JST0018 and JST0020). Alternatives 1 through 14 from Second Tier EIS cover the Project re-evaluated in this document.

5.1 Project Location

The Project runs west-east along the I-70 corridor from Route 19 in New Florence to Wentzville Parkway in Wentzville. The Project corridor spans three counties—Montgomery, Warren, and St. Charles (Figure 1.1).

5.2 Development of the Tentative Preferred Alternative

Development of a recommendation for improvements included collaboration between a core team, a community advisory group, and the public to identify problems and potential solutions. The core team included representatives from FHWA, MoDOT, and the design consultant team; the community advisory group included representatives from the core team plus key representatives from the Project area (e.g., Montgomery County, Warren County, St. Charles County, Wright City, and Foristell). Public meetings were held in August 2023 to receive public input on the Improve I-70 program, including SIU7.

The project design criteria used for the Second Tier Environmental Study was based on MoDOT's *Median Area Study, Design Criteria and Cost Estimating Guide, I-70 Second Tier Environmental Studies, Kansas City to St. Louis* (January 2003). Since that time, MoDOT has shifted to a more practical design approach. The design criteria for this project are based on MoDOT's *Engineering Policy Guide* the American Association of State Highway and Transportation Officials' (AASHTO's) *A Policy on Geometric Design of Highways and Streets*, and AASHTO's *Roadside Design Guide*.

Key changes in the design criteria from previous studies include:

- Reduction in design speed from 75 mph to 70 mph (or posted)
- Reduction in clear zone from 32 feet to 30 feet
- Reduction in median from 124 feet to barrier
- Decrease in minimum horizontal curve radius from 3,820 feet (1.5 degrees) to 1,810 feet
- Reduction in minimum vertical clearance over I-70 from 19 feet to 16.5 feet
- Reduction in minimum crest and sag curve values due to reduction in design speed
- Change in design speed for minor lettered and local roads and frontage roads from 50 to 55 mph

Wherever possible, using the agreed-upon design guidance, the proposed design improvements address geometric and safety concerns to the extent practical. These design elements could include wider shoulders, improved interchange performance, improved vertical alignment, superelevation rates, clear zone distance, and improved site distances.

Consistent with the purpose and need of the Project, the following conceptual design elements were developed and evaluated as part of this re-evaluation:

- Reconstruction and widening of I-70 corridor from west of Route 19 to Wentzville Parkway
- Reconstruction of three service interchanges—the Route 47 interchange, Wright City West (Wildcat Drive) interchange, and Foristell area interchange
- Relocation of one service interchange to the east, including improvement from a half interchange to a full interchange—Wright City East
- Reconstruction of two I-70 overpass bridges to accommodate the I-70 mainline widening—Route Y and Stracks Church Road

The reconstruction and widening of I-70 was examined based on current conditions and determined that three lanes in each direction (i.e., six lanes) between New Florence and Wentzville be carried forward for more detailed analysis. A six-lane cross section from east of Route A/B to Wentzville Parkway is recommended based on the refined traffic projections discussed in Section 4.0; the eight lanes (four lanes in each direction) identified in the Second Tier EIS is not required by the Design Year 2045. This is consistent with the Amended ROD for the 2001 FEIS and ROD's Preferred Alternative, which identified widening the I-70 corridor to six general-purpose travel lanes. Table 5.1 shows the range of service interchange concepts considered as part of the re-evaluation.

Table 5.1. Range of Service Interchange Concepts Evaluated

Interchange Location	Option 1	Option 2
Route 47 Interchange	Single-point urban interchange with relocated north outer road	Westbound ramp terminal roundabout at north outer road west of Route 47
Wright City West Interchange (Wildcat Drive)	Diamond interchange with relocated north outer road	Intersection improvements with existing configuration
Wright City East Interchange	Roundabout intersections with new overpass located east of existing	Split roundabout intersections using existing overpass
Foristell	Single-point urban interchange	Split diamond interchange

5.3 Refined Preferred Alternative

The proposed action is the reconstruction, reconfiguration, and widening of a 36-mile section of I-70 and improvements at the three service interchanges, construction of one new interchange, and reconstruction of two bridges over I-70. The design changes and new information considered as part of this re-evaluation:

- Are consistent with the I-70 SIU7 EIS recommendation.
- Improve level of service to acceptable performance.
- Provide flexibility in developing implementation solutions.
- Receive stakeholder support.

The proposed design refinements considered in this re-evaluation are consistent with the goals, operations, performance, and related impacts described in the Second Tier EIS and ROD. The design changes evaluated in this re-evaluation are not substantial, and there are no significant new circumstances or information relevant to environmental concerns and bearing on the proposed action not evaluated in the Second Tier EIS for SIU7.

Revisions to the proposed configuration described in the following subsections of this re-evaluation may occur during project delivery. Any design changes and their related impacts would be assessed for consistency with this re-evaluation and the Second Tier EIS and ROD to determine if the existing EIS remains valid.

The cost for the proposed action between milepost 174 and milepost 208.3 is \$963 million (in 2023 dollars).

5.3.1 Interstate 70 Mainline

The most notable design change from the Second Tier EIS and ROD is the cross section of the I-70 corridor, which has shifted from widening to the outside, as described in the Second Tier EIS, to construction of a concrete barrier and widening to the inside (in the existing grass median). The cross section of the mainline includes the following:

- Concrete barrier separating the eastbound and westbound travel lanes
- 12-foot inside shoulders
- 12-foot auxiliary lane both eastbound and westbound between the I-70 Rest Area and Wildcat Drive
- 12-foot auxiliary lane both eastbound and westbound between David Hoekel Parkway and Wentzville Parkway
- Three 12-foot travel lanes
- 12-foot outside shoulders

The Preferred Alternative in the Second Tier EIS shows four lanes in each direction, beginning east of the Route A/B interchange in Warren County to the east terminus of the Project. Actual traffic growth has been slower than projected in the Second Tier EIS, eliminating the need for the fourth lane. Other improvements include improved roadway geometrics, standard shoulder widths to improve safety, and proper vertical clearance under bridges.

5.3.2 Route 47 Interchange in Warrenton

A Walmart and other developments have been constructed since the approval of Second Tier EIS and ROD, necessitating a change to the Preferred Alternative at Route 47, which showed the interchange relocated to the west. The proposed action includes the following:

- Reconstruct eastbound and westbound ramp terminals to accommodate a third lane on I-70.
- Reconstruct Route 47 bridge over I-70, include pedestrian facilities.
- Reconfigure westbound ramps with a roundabout constructed west of Route 47, eliminating ramp intersections with Route 47.
- Reconfigure lanes at the north outer road intersection with Route 47.
- Reconstruct Route 47 in vicinity of I-70 to accommodate profile changes to achieve required vertical clearance over I-70.

5.3.3 Wright City West Interchange at Wildcat Drive (Alternate 5)

The refined design of the Wright City West Interchange at Wildcat Drive uses the existing configuration and bridge versus the relocated Wildcat Drive (Route H), relocated outer roads, and roundabouts shown in the Second Tier EIS and ROD. The refined interchange includes the following:

- Uses existing bridge and roadway alignments.
- Adds turning lanes at intersections on Wildcat Drive with outer roads and ramps.
- Adds stop control at intersections on Wildcat Drive with outer roads and ramps.
- Reconstructs eastbound and westbound ramp terminals to accommodate a third lane on I-70.
- Adds an auxiliary lane eastbound between the rest area and Wildcat Drive.
- Reconstructs the auxiliary lane westbound between Wildcat Drive and rest area.

5.3.4 Wright City East Interchange – Alternate 1

There are no design changes at the Wright City East Interchange from the Second Tier EIS and ROD.

5.3.5 Foristell Interchange

Two design concepts are recommended to be carried forward to subsequent phases of Project development at the Foristell Interchange. Both concepts have a smaller construction footprint than the interchange identified in the Second Tier EIS and ROD.

5.3.5.1 Alternate 3A

Alternate 3A is a single-point urban interchange. Alternate 3A includes the following:

- Creates a single point of intersection for on- and off-ramps.
- Allows greater separation between ramp intersection and outer roads.
- Partially on existing alignment.
- Adds new Route W bridge over I-70.
- Reconstructs eastbound and westbound ramp terminals to accommodate third lane on I-70.
- Adds additional turn lanes at intersection of Route W with north outer road.
- Adds additional turn lanes at intersections of Route T with Veterans Memorial Parkway (south outer road).
- Requires retaining walls.

5.3.5.2 Alternate 11

Alternate 11 is a split diamond “box” type interchange that has fewer effects than what is provided in the FEIS/ROD, which includes relocation and realignment of Routes W and T and relocation of the north and south outer roads, altering access to commercial properties north of I-70. This option does not include a grade-separated crossing of the NSRR as was shown in the Second Tier FEIS/ROD. Alternate 11 includes the following:

- Splits traffic crossing I-70 by using a collector-distributor system to move traffic on and off I-70. Utilizes “Green T” intersection to facilitate traffic entering I-70 (i.e., a three-sided intersection in

the shape of a "T" where motorists traveling in one direction on the top side of the "T", the main road, can travel straight through the intersection without having to stop).

- Relocates and realigns Routes W and T on new alignment.
- Reconstructs eastbound and westbound ramp terminals to accommodate a third lane on I-70.
- Adds two new bridges over I-70.
- Adds additional turn lanes at the intersection of Route W with the north outer road.
- Adds additional turn lanes at the intersections of Route T with Veterans Memorial Parkway (south outer road).
- Requires retaining walls.



6.0 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 EISs:

- 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 SIU7 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 websites.

The following subsection summarizes the outreach coordination that has occurred specific to the Project (J2I3274, including overlapping sections of JST0018 and JST0020).

6.1 Public and Stakeholder Engagement Summary

As part of the outreach to educate stakeholders about the Project and to receive input from them, the following efforts were undertaken:

- Website updates
- Notifications
- Listening sessions
- Community advisory group meetings
- Public meeting

6.1.1 Project Website

The MoDOT domain provides information on the I-70 Program of funded improvements as well as supports the Project’s website. The website for the Improve I-70 program is <https://www.modot.org/improvei70/home>, and the Project is located at <https://www.modot.org/improvei70east>. The Program website provides information on the proposed I-70 improvements across the state, while the Project website provides a description of what an environmental study re-evaluation entails, and public input information. An email address is provided for people to submit questions and comments. The website also has a webform for people to sign up to receive Project emails.

6.1.2 Notifications

Engagement began in January 2023 to communicate with property owners along the corridor as part of the field survey work. Letters were mailed to all property owners adjacent to the Project corridor. The letter served to introduce the Project and to request access to land by field surveyors. Field crews knocked on doors and answered general questions, and MoDOT made follow-up calls where possible to request permission to access property.

6.1.3 Listening Sessions

MoDOT held 19 listening sessions with stakeholders and influencers along the Project corridor. Municipal staff, elected officials, county staff, county leadership, environmental groups, and economic development groups were included in this outreach that concluded in September 2023. A fact sheet was provided by the statewide Improve I-70 team that was a resource document at each meeting.

6.1.4 Community Advisory Group

MoDOT established a community advisory group consisting of community members identified by MoDOT as well as interested stakeholders and influencers identified during listening sessions along the corridor. The community advisory group met for two sessions. The first session was based on geography to understand the local issues, and the second included members across the Project corridor.

6.1.5 Public Information Meetings

Seven public information meetings for MoDOT's Statewide Improve I-70 Program were held from August 28 to September 7, 2023. The meetings were held in an open-house style with no formal presentation.

The purpose of the meetings was to provide an opportunity for the public to learn about the proposed plan and next steps for I-70 and invite the public to leave comments on I-70's current condition, construction staging, and any other general comments. The comment period was open from Monday, August 28, to Friday September 22, 2023.

6.1.6 Summary of Stakeholder Input

During the public and stakeholder engagement process, the following topics of interest were identified and considered during the Project development process (Appendix C):

- Funding – The public was interested in understanding the source of funding in light of the Governor's announcement of a \$2.8 billion investment in a third lane for I-70. MoDOT provided public information on what Project improvements are currently funded and what improvements are not yet funded.
- Safety – The public expressed interest in the topic of safety, including speeding, crash rates, visibility, and an overcrowded highway that will get worse in future as traffic numbers increase.
- Development – Economic and residential development is occurring in these counties, most notably in the eastern portion of the Project corridor. Stakeholders shared that the new American Food Group plant near Foristell expects 200 trucks in and out of the plant each day, along with more than 500 employees across three shifts. Additionally, Wentzville is planning 400 acres of development at the David Hoekel Parkway exit. Further, there are planned residential developments in Warren and St. Charles counties.
- Existing Conditions – As design refinements to the original SIU7 progressed, stakeholders requested consideration of existing over-the-road flooding, highway geometry issues including ramp length, adequate service roads, and operations at the intersection of state roads with local roads.
- Emergency Response – Traffic crashes were raised as a concern, including emergency response times during construction. Stakeholders shared that police use the existing center lane turnaround, but these locations are not accessible by fire or ambulance services. Stakeholders

requested consideration of continued provision of crossover locations, as well as adequate shoulders for both inside and outside lanes in the new configuration.

6.2 Tribal Coordination

Tribal Nations who requested to consult on Section 106 of the *National Historic Preservation Act* were invited to participate in the development of the re-evaluation of the Second Tier EIS and ROD for SIU7. The following Tribal Nations were contacted by FHWA on June 21, 2023, and again on September 29, 2023:

- Absentee-Shawnee Tribe of Indians of Oklahoma
- Eastern Shawnee Tribe of Oklahoma
- Iowa Tribe of Kansas and Nebraska
- Iowa Tribe of Oklahoma
- Kaw Nation of Oklahoma
- Kickapoo Tribe of Indians of the Kickapoo Reservation in Kansas
- Kickapoo Tribe of Oklahoma
- Miami Tribe of Oklahoma
- The Osage Nation
- Ponca Tribe of Nebraska
- Ponca Tribe of Indians of Oklahoma
- Quapaw Nation
- Sac and Fox Nation of Missouri in Kansas and Nebraska
- Sac and Fox Tribe of the Mississippi in Iowa
- Sac and Fox Nation, Oklahoma
- Shawnee Tribe

To date, responses have been received from three Tribal Nations: the Miami Tribe of Oklahoma, The Osage Nation, and the Quapaw Nation. The Miami Tribe of Oklahoma had no objections to the project as planned in a response dated October 20, 2023. On October 17, 2023, the Quapaw Nation requested the opportunity to review the Phase I archaeological report, which was provided to them by FHWA on March 1, 2024. On April 9, 2024, The Osage Nation requested the opportunity to review the Phase I archaeological report as well as information regarding the Project's Programmatic Agreement. MoDOT provided a copy of the document to The Osage Nation.

6.3 Agency Coordination

In June 2023, MoDOT sent early coordination letters to the following agencies requesting comments on the re-evaluation of the I-70 Second Tier EIS for SIU7 from west of Route 19 (milepost 174) to Wentzville Parkway (near milepost 208):

- Environmental Protection Agency (EPA) Region 7
- U.S. Fish and Wildlife Service

- U.S. Department of Agriculture
- National Park Service
- Federal Emergency Management Agency
- U.S. Army Corps of Engineers (USACE), St. Louis District
- Missouri Department of Natural Resources (MoDNR)
- MoDNR State Preservation Office (SHPO)
- Missouri State Emergency Management Agency
- Missouri Department of Conservation
- Missouri Office of Administration
- Missouri Office of Administration, Federal Assistance Clearinghouse

Agency comments are summarized in Table 6.1. These comments were taken into consideration during the NEPA re-evaluation process.

Table 6.1. Resource Agency Early Coordination

Agency	Comment
EPA Region 7	<ul style="list-style-type: none"> ▪ Recommend using NEPAAssist to identify potential environmental and/or human health concerns. ▪ Identify impaired waterbodies and describe how the proposed action may affect those under Section 303(d) of the <i>Clean Water Act</i>. ▪ Explain how Section 404(b)(1) guidelines have been applied to both stream and wetland impacts, and discuss proposed mitigation for unavoidable, minimized stream and wetland impacts. ▪ Implement air quality best management practices and mitigation measures. ▪ Account for increased storm frequency and intensity in the design. ▪ Use EJScreen to identify communities living with Environmental Justice concerns. ▪ Where feasible, plant native species and pollinator-friendly plants. ▪ Document inter-agency consultation with MoDNR SHPO, USACE, U.S. Fish and Wildlife Service (USFWS), and MoDNR.
USFWS, Missouri Field Office	No preliminary comments for MoDOT; USFWS does not require a meeting at this time.
National Park Service Regional Office, Interior Regions 6, 7, and 8	Initial 4(f)/6(f) impacts: Land and Water Conservation Fund is administered federally by the NPS, but the perpetual stewardship considerations of 6(f) protected lands are the responsibility of our state counterparts. Please contact MoDNR.
USACE, St. Louis District	Recommend submission of a Department of the Army Permit Application for impacts to Waters of the United States.
MoDNR	Section 6(f) protected lands: No impacts to Section 6(f) lands.
MoDNR SHPO	No comments at this time.
Missouri Office of Administration, Federal Assistance Clearinghouse	None of the agencies involved in the review had comments or recommendations to offer at this time.

7.0 Resource Impact Evaluation

The Second Tier EIS for SIU7 evaluated impacts to proposed improvements along a 40-mile portion of the I-70 corridor between just west of Route 19 (milepost 174) and Lake St. Louis Boulevard (milepost 214). MoDOT completed a Second Tier EIS of this segment, which was approved on October 24, 2005, and a ROD was executed on April 19, 2006.

Section 7.1 presents an analysis of resources evaluated in the Second Tier EIS and describes changes to resources and findings regarding the potential impact of the refined Preferred Alternative on each resource. It provides a high-level screening based on a desktop review of the 40-mile section of SIU7 (milepost 174 to milepost 214), including the four-mile section east of Wentzville evaluated as part of other NEPA re-evaluation projects. It also includes a detailed re-evaluation of the resources and impacts specifically associated with the Project (i.e., J213274, including the overlapping portions JST0018 and JST0020 between milepost 174 and milepost 208.3).

A key component of this re-evaluation is to confirm previous findings and to update any areas of change. This re-evaluation serves to evaluate the types of impacts of the proposed refined Preferred Alternative, with the focus being on the context and intensity of effects that may result in significant affect to the quality of the human and natural environments. The Environmental Re-Evaluation/Consultation Form 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 Section Tier EIS and ROD. This is followed by an introduction of the resource evaluated, a summary of the findings of the 2005 FEIS/Second Tier EIS, and new information about the affected environment since the 2005 FEIS/Second Tier EIS, followed by a summary of the findings for the SIU7 re-evaluation (west of Route 19 to Wentzville Parkway, milepost 174 to 208.3).

7.1 Environmental Re-Evaluation/Consultation Form (NEPA)

23 CFR 771.129

Missouri Department of Transportation/Federal Highway Administration

REGION Missouri Division	STATE PROJECT NO. JST0018/JST0020	PROJECT TITLE, DOCUMENT TYPE Environmental Impact Statement, I-70 SIU7 Re-evaluation (New Florence to Wentzville) – Montgomery, Warren, and St. Charles counties, Missouri
DATE APPROVED	FEDERAL AID NO. 0703295	

REASON FOR CONSULTATION:

During the 2023 Missouri legislative session, the Missouri General Assembly addressed the top transportation need in the state, widening I-70. Missouri’s Fiscal Year 2024 budget from the General Assembly and supported by Governor Parson provides General Revenue for the costs to plan, design, construct, reconstruct, rehabilitate, and repair three lanes in each direction on approximately 200 miles of I-70, from Blue Springs to Wentzville.

FHWA and MoDOT’s Engineering Policy Guide requires a 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 ROD – was made on April 19, 2006. An amended ROD for the 2009 Supplemental EIS and ROD was signed on December 5, 2023.

Due to the amount of time that has passed since the initial evaluation and the difference in recommended design, a NEPA re-evaluation of SIU7 will occur with a focus on the approximately 36-mile stretch of I-70 from Route 19 in New Florence (milepost 174) to Wentzville Parkway in Wentzville (near milepost 208.3). This Project generally coincides with Alternatives 1 to 14 of the I-70 Second Tier EIS and ROD for SIU7.

Table 7.1 describes if the time lapse or modified alignment changes impacts resources.

Table 7.1. WILL THE TIME LAPSE OR MODIFIED ALIGNMENT CHANGE THE IMPACTS TO THE FOLLOWING:

1) LAND USE	YES <input type="checkbox"/> NO <input checked="" type="checkbox"/>
	More Impacts <input type="checkbox"/> Same <input type="checkbox"/> Fewer Impacts <input checked="" type="checkbox"/>
<p>Land use and development facilitates the transportation needs of an area; therefore, transportation investments have impacts on land uses. Land use and transportation are closely linked and affect a region's level of mobility, viability of transportation modes, and overall efficiency of transportation facilities.</p> <p><u>SIU7 Corridor – 2005 FEIS/Second Tier EIS (milepost 174 to 214)</u></p> <p>Within SIU7, land use is composed of residential areas dispersed throughout the Project corridor, with concentrations centered in the communities of High Hill, Jonesburg, Warrenton, Wright City, Foristell, and Wentzville. The western portion of SIU7 is heavily agricultural in nature and transitions to an urban land use in the eastern portion of the corridor. The SIU7 corridor also contains commercial and industrial land uses, mainly located in the towns along major roadways. Land uses along the Project corridor have largely remained the same since completion of the Second Tier EIS.</p> <p>There are several parks located within the SIU7 corridor. Those identified in the Second Tier EIS are valid. Eleven new public parks have been developed within 0.5-mile of the Project corridor since the completion of the Second Tier EIS. Refer to resource 11) Public Parks and Section 4(f) and 6(f) for more information. No new conservation areas have been added.</p> <p>The Second Tier EIS identifies that owner occupancy rates are almost 80 percent in Montgomery and Warren counties, and near 95 percent in St. Charles County. The latest U.S. Census data identifies that owner occupancy rates remain the same in Warren County at 80 percent, while Montgomery and St. Charles Counties decreased to 74 and 81 percent, respectively (U.S. Census American Community Survey, 2018-2022).</p> <p>The Second Tier EIS identifies that the median value of the housing units in Montgomery, Warren, and St. Charles counties ranges from \$59,300 for Montgomery County to \$126,200 for St. Charles County. The latest U.S. Census data identifies that the median value of owner-occupied housing ranges from \$162,200 in Montgomery County to \$278,300 in St. Charles County (U.S. Census American Community Survey, 2018-2022).</p> <p>The First Tier EIS identified bicycle and pedestrian facilities, including recreational trail improvements or linear parks, as joint development opportunities. Subsequent 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 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.</p> <p><u>SIU7 (west of Route 19 to Wentzville Parkway, milepost 174 to 208.3) – Re-Evaluation</u></p> <p>Land uses along the Project corridor have largely remained the same since completion of the Second Tier EIS. Where there have been changes in land use, these have been shifts from vacant, agricultural, and residential uses to commercial development. Recent residential development has occurred, notably two new housing developments in Warrenton: Creekside Apartments and Hawthorne Village Apartments, and one proposed development (190 homesites) in Truesdale: Elk Horn Ridge.</p> <p>Local jurisdictions are responsible for land use planning along the I-70 corridor, including within SIU7. Local jurisdictions address existing and future land use in comprehensive plans and other planning documents. 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. The proposed Project is consistent with and supportive of local land use plans.</p> <p>The refined Preferred Alternatives would not impact parks along the Project corridor; refer to resource 11) Public Parks and Section 4(f) and 6(f) for more information.</p>	

2) PRIME AND UNIQUE FARMLAND

YES NO More Impacts Same Fewer Impacts

Prime farmland is land determined by the U.S. Department of Agriculture (USDA) to have an optimal combination of physical and chemical characteristics for producing food, feed, fiber, forage, oilseed, and other agricultural crops with minimum inputs of fuel, fertilizer, pesticides, and labor, without intolerable soil erosion. Prime farmland is also used to produce livestock or timber. Unique farmland is land other than prime farmland that is used to produce specific high-value food and fiber crops as determined by the USDA.

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

SIU7 Corridor – 2005 FEIS/Second Tier EIS (milepost 174 to 214)

Land use in the western portion of the SIU7 Project corridor is dominated by agricultural use, with a gradual transition to the more urban-based land use in the eastern portion of the Project area. The Second Tier EIS identified corn and soybeans as the primary crops grown in the Project area. Cattle are also raised in the Project area. The Second Tier EIS identified that the proposed Project would convert between 634 to 684 acres of prime and unique farmland and between 441 to 455 acres of statewide and local important farmland to nonagricultural use depending on the alternative selected. These values were calculated based on NRCS soils data and do not reflect the presence of development on a property or other prime farmland already out of production. The Farmland Conversion Impact Rating Form AD1006 identified the total conversion impact rating as below the 160-point threshold established for consideration of farmland protection.

Specifically, between milepost 174 and 209, the section covering the proposed Project (west of Route 19 to Wentzville Parkway), the Second Tier EIS identified that the Preferred Alternative would impact approximately 630 acres of prime and unique farmland and approximately 400 acres of statewide and local important farmland. East of milepost 206, the proposed Project is entirely within a U.S. Census designated-urbanized area and therefore is not subject to the *Farmland Protection Policy Act*.

No properties enrolled in the conservation reserve program would be impacted by the Preferred Alternative. There are no wetland reserve program properties in the SIU7 Project area.

SIU7 (west of Route 19 to Wentzville Parkway, milepost 174 to 208.3) – Re-Evaluation

The Project would impact 0.5 acre of prime farmland and 27.7 acres of farmland of statewide importance based on a review of soil information available from MoDNR.

The impact to prime farmland or farmland of statewide importance is expected to be less than the Second Tier EIS due to less land being required for the construction of the refined Preferred Alternative.

No new conservation reserve program properties have been added in the Project area.

Applicable Commitment(s):

MoDOT, or the contractor, will coordinate with the USDA NRCS to complete the Farmland Conversion Impact Rating process in compliance with the *Farmland Protection Policy Act* prior to construction. MoDOT will obtain all related documentation from the contractor, should the contractor perform the coordination with USDA NRCS.

3) RIGHT-OF-WAY ACQUISITION AND DISPLACEMENTS

YES NO More Impacts Same Fewer Impacts

This section describes the amount of proposed right of way needed for the proposed improvements and the nature of the property impacts.

SIU7 Corridor – 2005 FEIS/Second Tier EIS (milepost 174 to 214)

As discussed in the Second Tier EIS, land use within SIU7 is composed of residential areas dispersed throughout the Project corridor, with concentrations centered in the SIU's communities. The western portion of SIU7 is heavily agricultural in nature and transitions to an urban land use in the eastern portion of the corridor. The SIU7 corridor also contains commercial and industrial land uses, mainly located in the towns along major roadways. The land uses within SIU7 have largely remained the same since completion of the Second Tier EIS.

The proposed Project's construction footprint was used to estimate the amount of right-of-way acquisition and displacements. The Second Tier EIS identified 1,153.3 acres of right-of-way acquisition, and 194 structure displacements within SIU7.

Specifically between milepost 174 and 209, the section covering the proposed Project (west of Route 19 to Wentzville Parkway), the Preferred Alternative would require 1,065.5 acres. It was estimated that 185 structures would be impacted, including 67 residential structures and 50 commercial structures.

SIU7 (west of Route 19 to Wentzville Parkway, milepost 174 to 208.3) – Re-Evaluation

The Project would require 117.5 acres of right of way. The proposed right of way includes the following types of structures that would be impacted by the refined Preferred Alternative:

- Commercial Building = 10
- Commercial Outbuilding = 1
- Residential – Rural = 8
- Residential – Suburban = 2
- Shed = 8
- Garage = 3
- Utility = 1

The proposed right of way has been refined and reduced from the Second Tier EIS. This has reduced the number of structures displaced to 33, including 21 residential structures, 11 commercial structures, and one utility structure. Appendix A, Social Resources Map, illustrates potential residential and commercial structure displacements.

Applicable Commitment(s):

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.

4a) COMMUNITY IMPACTS—ECONOMIC GROWTH AND DEVELOPMENT

YES NO More Impacts Same Fewer Impacts

This section describes the nature of impacts to commercial businesses.

SIU7 Corridor – 2005 FEIS/Second Tier EIS (milepost 174 to 214)

Potential business displacements would occur within the SIU7 corridor. Most of these displacements would involve the acquisition of businesses and/or partial acquisition of properties. Some business owners may choose to relocate on available land in the corridor, while some may be able to rebuild on the remaining property provided any new structures follow land-use regulations.

Planning and zoning regulations exist for most of the SIU7 corridor. Communities in the corridor have planned for continued commercial and industrial uses at the interchanges in the Project area either through zoning regulations, future land-use planning, or both. Vacant land along I-70 and at the interchanges is available throughout the corridor but is more abundant in Montgomery County and western St. Charles County. Sufficient vacant land is available in the SIU7 corridor to provide for reestablishment of businesses that would be acquired for the new facility.

The acquisition of businesses also causes impacts to employment levels in the Project area. It is not expected that major employers in the corridor would be displaced, and job losses would be minimal. Based on the businesses that would be acquired with the Preferred Alternative, it was estimated that between 250 and 350 jobs would be directly impacted. These job losses would not occur at one time as land acquisition and construction would occur over several years depending on funding availability and scheduling. It is likely that job losses would be offset by business redevelopment in the corridor.

During construction, loss of business caused by the construction would be mitigated by the temporary nature of the impacts and the fact that directional signage and access would be maintained. However, in the urban areas such as Warrenton, Wright City, and Wentzville, these impacts may be more noticeable given the higher amount of local patronage and nearby business competition that would not be impacted by the construction. Case studies have suggested that over the long-term, population centers of 2,000 persons or more typically do not experience a loss of business due to improvements (MoDOT 2005). Regardless of the degree of impact, the Preferred Alternative would have a benefit of promoting the growth of existing businesses through higher traffic volumes and improved access for those businesses that would not be displaced by the improvements.

Without exception, each county and each community within SIU7 regards I-70 as a prime source of its socioeconomic livelihood. This holds true whether the community has a comprehensive plan in place or not. As these communities continue to grow and develop, their desire is to channel this development to existing centers of commercial and residential activity adjacent to I-70. Through their comprehensive planning efforts, development at each interchange has been, and continues to be, to encourage commercial development catering to residents and travelers along the interstate. Ensuring that the I-70 corridor provides the necessary level of service to not hinder growth in the area validates the relevancy of the SIU7 Project as it pertains to economic growth and development.

SIU7 (west of Route 19 to Wentzville Parkway, milepost 174 to 208.3) – Re-Evaluation

The Project would result in an improved level of service or maintenance at an acceptable level to not hinder future economic growth and development in the area. As noted in Section 4.0, Purpose and Need Validation, I-70 is a vital link for area businesses that rely on access to I-70 for the movement of goods and services.

More recent developments in the Project area include a Walmart and other retail at Route 47, American Food Group in Warren County between Wright City and Foristell, and a bank and other retail in Foristell. The following proposed developments were identified during stakeholder interviews:

- Expansion of existing manufacturing and logistics facilities in Jonesburg
- Expansion of the soda bottling plant in Truesdale
- Planned food processing plants in Foristell
- Planned economic development at David Hoekel Parkway in Wentzville

Land-use patterns are not expected to change substantially if the Project is built. The Project is not likely to contribute to induced growth as development in the area is driven by factors other than the Project.

4b) COMMUNITY IMPACTS—ENVIRONMENTAL JUSTICE

YES [] NO [X]

More Impacts [] Same [] Fewer Impacts [X]

Executive Order (E.O.) 14096, *Revitalizing Our Nation’s Commitment to Environmental Justice for All*, was enacted on April 21, 2023. E.O. 14096 on environmental justice does not rescind E.O. 12898, *Federal Actions to Address Environmental Justice in Minority Populations and Low-Income Populations*, which has been in effect since February 11, 1994, and is currently implemented through Department of Transportation Order 5610.2C. This implementation will continue until further guidance is provided regarding the implementation of the new E.O. 14096 on environmental justice.

E.O. 12898, *Federal Actions to Address Environmental Justice in Minority Populations and Low-Income Populations*, enacted on February 11, 1994, requires each federal agency 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. Regarding environmental justice, E.O. 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 Council on Environmental Quality 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.

A block group was considered a minority community if its minority population percentage was greater than its county as a whole, that is Montgomery, Warren, or St. Charles counties as appropriate. This approach represents the “meaningfully greater analysis” described in the 2019 *Community Guide to Environmental Justice and NEPA Methods* developed by the Federal Interagency Working Group on Environmental Justice and NEPA Committee.

Low-income populations are identified by FHWA using the Department of Health and Human Services poverty guidelines. 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. A block group was considered a low-income community if its low-income percentage was equal to or greater than its county, that is Montgomery, Warren, or St. Charles counties as appropriate.

SIU7 Corridor – 2005 FEIS/Second Tier EIS (milepost 174 to 214)

At the county level, most of the population in the SIU7 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 48,332 or 11.6 percent today (i.e., U.S. Census Bureau, Quick Facts [V2023, data from 2020–2023]). The largest minority population is Black or African American. In 2000, the population that identified as Black or African American was 2.6 percent, and this increased to 5.9 percent today (i.e., data from U.S. Census Bureau 2020–2023). Relative to non-English speakers at home, St. Charles County has the highest percentage at 5.1 percent. Relative to median income, at the county level, incomes are generally lower in Montgomery and Warren counties and increase in St. Charles County. The median household income rises from west to east.

Table 7.1.1 U.S. Census Demographic Data

County	White (percent)	Black (percent)	American Indian/Alaska Native (percent)	Asian (percent)	Hispanic or Latino (percent)	Non-English Speakers (percent)	Median Income (in 2022)
Montgomery	95.3	1.9	0.4	0.6	2.4	2.5	\$58,660
Warren	94.3	2.4	0.6	0.5	3.9	2.1	\$75,531
St. Charles	88.4	5.9	0.2	3.1	3.8	5.1	\$99,596

Source: U.S. Census Bureau, Quick Facts (<https://www.census.gov/quickfacts/>)

The Second Tier EIS identified 194 structure displacements within SIU7. Specifically, within the section between west of Route 19 to Wentzville Parkway covering the proposed Project, the Preferred Alternative would displace 185 structures, including 67 residential structures and 50 commercial structures. Using the latest census data and methodology described above, 37 displaced residences and 21 displaced commercial businesses from the Second Tier EIS are in areas with minority populations, and 42 displaced residences and 38 displaced commercial businesses are in areas with low-income populations.

SIU7 (west of Route 19 to Wentzville Parkway, milepost 174 to 208.3) – Re-Evaluation

The Project was reviewed using U.S. Census block group data contained in EPA’s EJScreen tool in combination with American Community Survey 5-year summary estimates to identify locations of minority, low-income, and limited English proficiency

(LEP) populations. The analysis included block groups within one mile of the project area, which were compared to the minority, low-income, and LEP populations of either Montgomery, Warren, or St. Charles counties as appropriate. Based on this, the population of the Project area is estimated to be approximately 54,667, with 89 percent of the population identifying as White alone. Fifteen block groups contained minority populations. Refer to Table 7.1.2 and Figure 7.1. The median household income for the block groups along the corridor ranges from \$35,750 to \$130,375. Fourteen block groups were identified as containing low-income populations. Refer to Table 7.1.4 and Figure 7.2.

In areas with minority populations, the refined Preferred Alternative would displace:

- Commercial Building = 9
- Commercial Outbuilding = 1
- Residential – Rural = 4
- Residential – Suburban = 2
- Shed = 7
- Garage = 2
- Utility = 0

In areas with low-income populations, the refined Preferred Alternative would displace:

- Commercial Building = 8
- Commercial Outbuilding = 1
- Residential – Rural = 6
- Residential – Suburban = 2
- Shed = 7
- Garage = 3
- Utility = 1

The refined Preferred Alternative has fewer residential and commercial business displacements in areas with minority and low-income populations from the Second Tier EIS.

LEP populations are identified in Tables 7.1.2 and 7.1.3. The percentage of LEP persons (the percentage of all individuals over 5 years of age who speak a language other than English and speak English less than "very well") is 0.19% in Montgomery County, 0.58% in Warren County, and 1.55% in St. Charles County. Five block groups have higher percentages of LEP persons than their respective counties. Limited-English-speaking households means no member 14 years of age or older speaks only English or speaks English "very well". The percentage of people living in limited English-speaking households is 0.00% in Montgomery County, 0.00% in Warren County, and 1.00% in St. Charles County. One block group has a higher percentage of limited English-speaking households than its respective county.

MoDOT's public outreach strategy during the re-evaluation was intentional to ensure meaningful input from low-income, minority, or LEP populations along the corridor. These strategies included translated fact sheets (typically Spanish), outreach to places of faith to reach their membership, door hangers that provide relevant project and contact information for the project, and school-age outreach (backpack mail). Refer to Section 6.1, Public and Stakeholder Engagement Summary, for more information.

The refined Preferred Alternatives will not cause disproportionately high and adverse effects on any minority or low-income populations in accordance with the provisions of E.O. 12898 and FHWA Order 6640.23A. No further EJ analysis is required.

Table 7.1.2 Minority and LEP Populations in Census Tracts

Census Area	County	Total Population	Percent Minority	LEP Persons	Limited English-Speaking Households
CT 9703, BG 1	Montgomery	829	0.60%	0.00%	0.00%
CT 9703, BG 2	Montgomery	909	11.66%	0.57%	0.00%
CT 9704, BG 2	Montgomery	505	1.58%	0.00%	0.00%
CT 9704, BG 3	Montgomery	1342	4.77%	0.00%	0.00%
CT 8201.04, BG 1	Warren	1386	4.62%	0.00%	0.00%
CT 8201.06, BG 1	Warren	1249	10.49%	0.00%	0.00%
CT 8201.07, BG 1	Warren	1821	9.34%	0.28%	0.00%
CT 8201.08, BG 1	Warren	420	11.19%	0.00%	0.00%
CT 8201.09, BG 1	Warren	1214	54.61%	0.00%	0.00%
CT 8202.03, BG 1	Warren	2016	0.00%	0.00%	0.00%
CT 8201.04, BG 2	Warren	916	3.17%	0.00%	0.00%
CT 8201.05, BG 2	Warren	1371	1.82%	0.00%	0.00%

CT 8201.06, BG 2	Warren	1872	9.83%	0.00%	0.00%
CT 8201.07, BG 2	Warren	1000	13.70%	0.00%	0.00%
CT 8201.08, BG 2	Warren	1341	21.77%	0.00%	0.00%
CT 8201.09, BG 2	Warren	2631	6.88%	1.00%	0.00%
CT 8201.04, BG 3	Warren	2341	4.57%	0.00%	0.00%
CT 8201.06, BG 3	Warren	1240	21.77%	0.00%	0.00%
CT 8201.07, BG 3	Warren	488	12.09%	0.00%	0.00%
CT 8201.08, BG 3	Warren	568	6.69%	0.00%	0.00%
CT 8201.08, BG 4	Warren	1482	1.15%	0.12%	0.00%
CT 3120.03, BG 1	St. Charles	2386	9.43%	0.80%	0.00%
CT 3120.96, BG 1	St. Charles	2123	31.28%	0.00%	0.00%
CT 3121.92, BG 1	St. Charles	2632	6.23%	0.38%	0.00%
CT 3121.94, BG 1	St. Charles	1825	13.75%	0.52%	0.00%
CT 3121.95, BG 1	St. Charles	1806	17.72%	10.70%	3.00%
CT 3120.03, BG 2	St. Charles	4330	6.54%	0.34%	0.00%
CT 3120.96, BG 2	St. Charles	2386	17.23%	2.22%	0.00%
CT 3121.92, BG 2	St. Charles	3795	20.66%	0.96%	0.00%
CT 3121.94, BG 2	St. Charles	2065	3.00%	0.29%	0.00%
CT 3121.95, BG 2	St. Charles	1016	9.74%	3.46%	0.00%
CT 3120.96, BG 3	St. Charles	3362	8.51%	0.00%	0.00%

Table 7.1.3 identifies the communities of comparison and the threshold used to identify if a block group in Table 7.1.2 was identified as a minority community.

Table 7.1.3 Minority Populations in Counties

Geography	Total Population	Percent Minority	LEP Persons	Limited English-Speaking Households
Montgomery Co	11,414	6.61%	0.19%	0.00%
Warren Co	35,090	9.17%	0.58%	0.00%
St. Charles Co	398,472	13.41%	1.55%	1.00%

Source: U.S. Census Bureau, American Community Survey 5-year Summary (2018-2022)

Table 7.1.4 Low-Income Populations in Census Tracts

Census Area	County	Median Household Income	Low-Income (percent)
CT 9703, BG 1	Montgomery	\$69,643	29.07%
CT 9703, BG 2	Montgomery	\$37,014	45.21%
CT 9704, BG 2	Montgomery	\$55,093	6.73%
CT 9704, BG 3	Montgomery	\$71,542	29.70%
CT 8201.04, BG 1	Warren	\$84,206	18.11%
CT 8201.06, BG 1	Warren	\$43,815	47.72%
CT 8201.07, BG 1	Warren	\$53,571	66.37%
CT 8201.08, BG 1	Warren	-	28.10%
CT 8201.09, BG 1	Warren	\$76,250	49.84%
CT 8202.03, BG 1	Warren	\$72,934	4.71%
CT 8201.04, BG 2	Warren	\$72,891	17.16%
CT 8201.05, BG 2	Warren	\$44,395	41.93%
CT 8201.06, BG 2	Warren	\$62,194	37.93%

CT 8201.07, BG 2	Warren	\$35,750	42.36%
CT 8201.08, BG 2	Warren	\$60,729	18.20%
CT 8201.09, BG 2	Warren	\$82,917	28.51%
CT 8201.04, BG 3	Warren	\$40,919	31.57%
CT 8201.06, BG 3	Warren	\$61,673	23.06%
CT 8201.07, BG 3	Warren	\$80,417	31.73%
CT 8201.08, BG 3	Warren	-	67.43%
CT 8201.08, BG 4	Warren	\$127,625	7.65%
CT 3120.03, BG 1	St. Charles	\$88,750	1.93%
CT 3120.96, BG 1	St. Charles	\$102,151	3.39%
CT 3121.92, BG 1	St. Charles	\$90,267	10.26%
CT 3121.94, BG 1	St. Charles	\$87,985	19.78%
CT 3121.95, BG 1	St. Charles	\$38,750	31.11%
CT 3120.03, BG 2	St. Charles	\$99,489	5.61%
CT 3120.96, BG 2	St. Charles	\$101,154	19.61%
CT 3121.92, BG 2	St. Charles	\$99,313	11.73%
CT 3121.94, BG 2	St. Charles	\$130,375	5.47%
CT 3121.95, BG 2	St. Charles	\$43,567	22.15%
CT 3120.96, BG 3	St. Charles	\$89,010	12.55%

Table 7.1.5 identifies the communities of comparison, and the threshold used to identify if a block group in Table 7.1.4 was identified as a low-income community.

Table 7.1.5. Low-Income Populations in Counties

Geography	Threshold for Low-Income Community
Montgomery Co	34.59%
Warren Co	28.86%
St. Charles Co	13.40%

Source: U.S. Census Bureau, American Community Survey 5-year Summary (2018-2022)

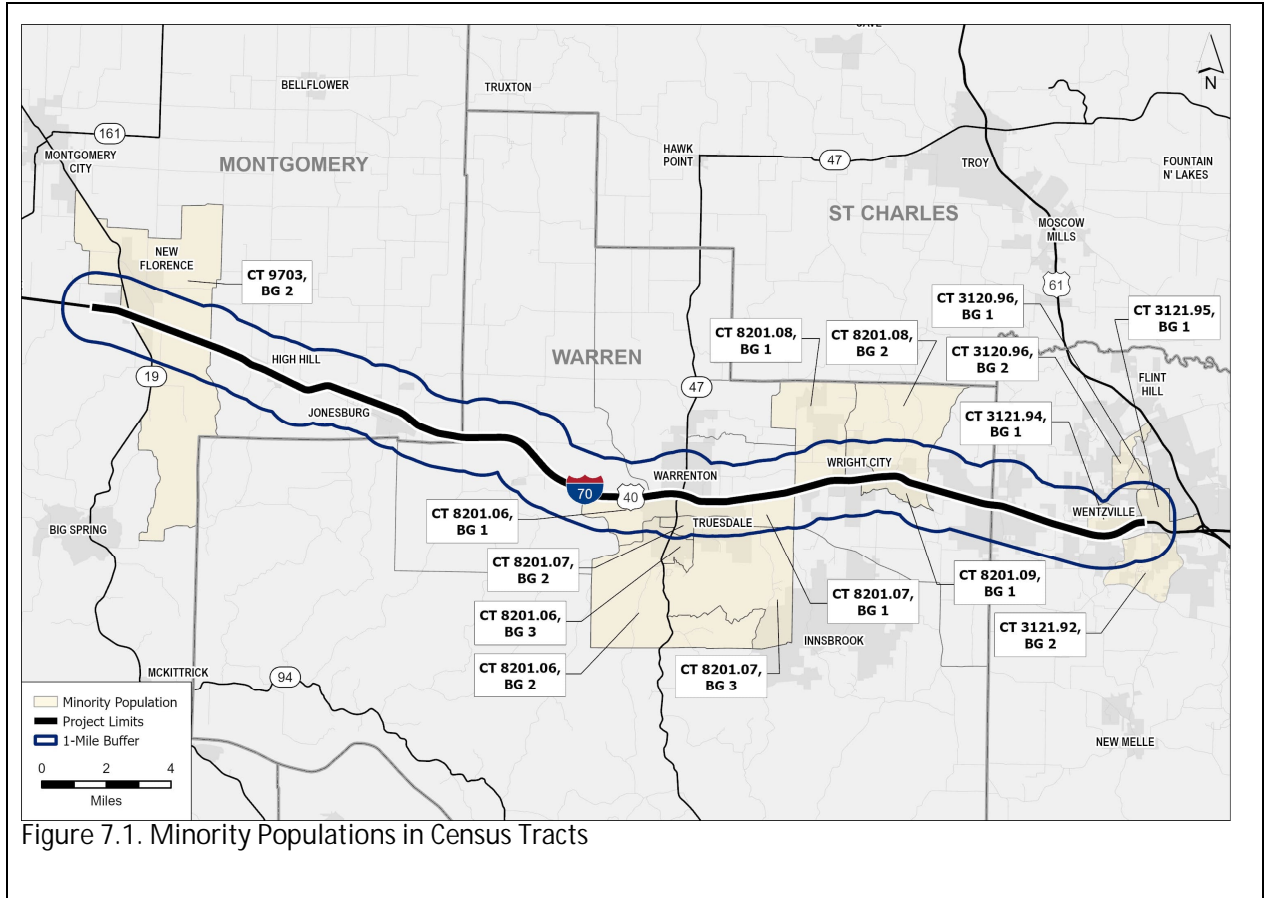


Figure 7.1. Minority Populations in Census Tracts

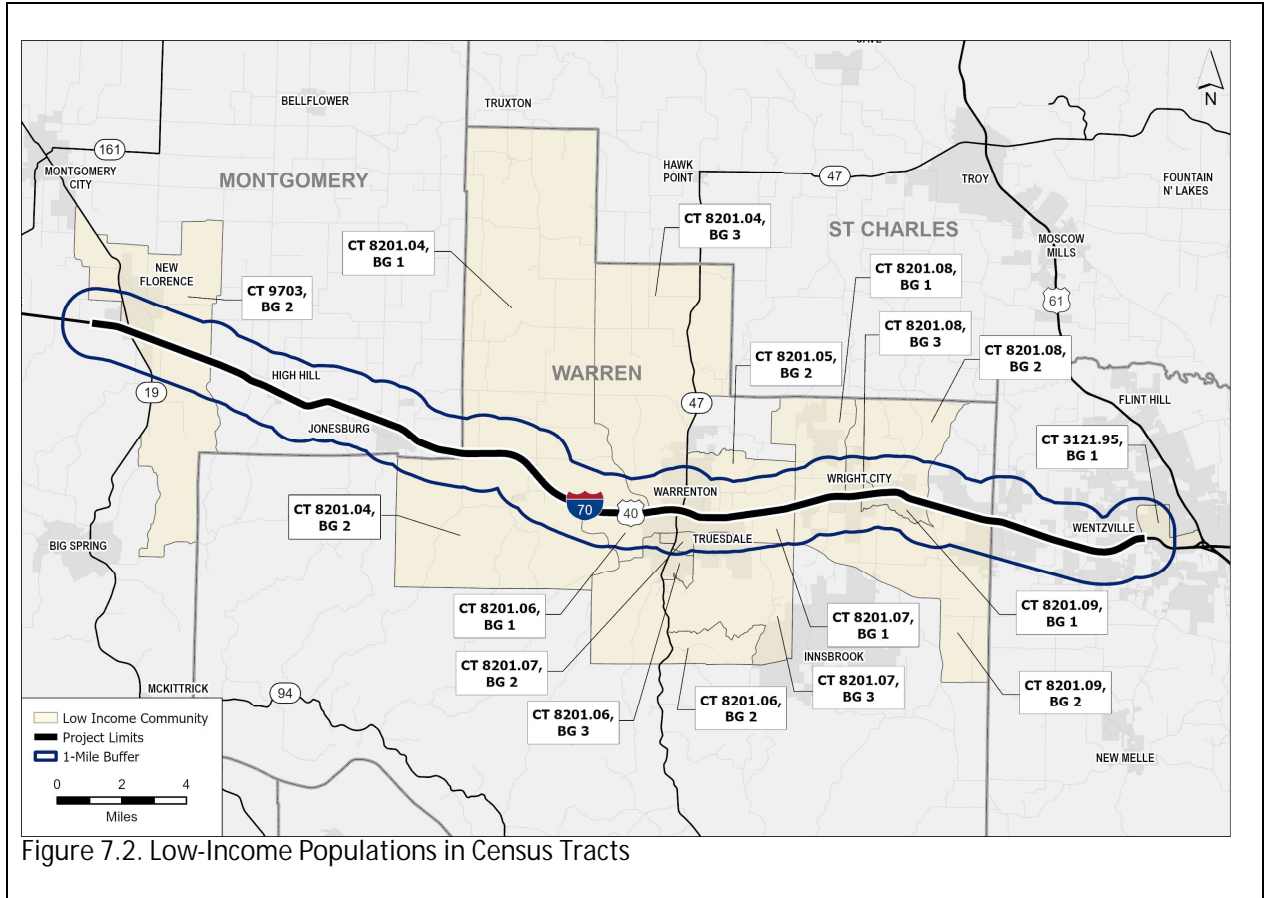


Figure 7.2. Low-Income Populations in Census Tracts

4c) COMMUNITY IMPACTS—COMMUNITY COHESION

YES NO More Impacts Same Fewer Impacts

Community cohesion is generally defined as the degree to which residents have a sense of belonging to their neighborhood, their level of commitment to the community, or a strong attachment to neighbors, groups, and institutions, usually as a result of continued association over time. The impacts to community cohesion and neighborhoods can therefore be examined as to changes to residents and businesses due to displacements and partial acquisitions.

SIU7 Corridor – 2005 FEIS/Second Tier EIS (milepost 174 to 214)

I-70 is a barrier to community cohesion. Further disruption with the proposed improvements is expected to be minimal.

Community cohesion is also affected by displacement and partial acquisitions of residential and nonresidential property. Nonresidential properties might include retail trade, finance, insurance, services, government/non-profit, and other types of nonresidential property uses. Among the various impacts of the construction of a highway or other major transportation improvement project, the acquisition of real property, including residences and businesses, is the action that often incurs the most concern among those directly involved. A displacement involves the full acquisition of a property and is defined as an area within which occupants of residential and nonresidential units would be displaced by the Project and would be expected to relocate. A partial acquisition is when a small area of a property is acquired, but full use of the property and dwelling structures, including multi-family units, would remain. To make the property acquisition process as equitable as possible, laws including the *Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970*, as amended (42 United States Code [U.S.C.] 4601) and MoDOT's relocation program and relocation advisory assistance program, which satisfies the requirements of Title VI of the *Civil Rights Act of 1964*, have been developed to ensure adequate consideration and compensation for the persons whose property is required for the Project. While preliminary engineering has been designed to minimize impacts to existing homes and businesses, some property acquisition is inevitable.

The Second Tier EIS identified that the Preferred Alternative would partially impact 488 properties and acquire 111 properties. Specifically within the section between milepost 174 and 209 covering the proposed Project (west of Route 19 to Wentzville Parkway), it was estimated that 443 properties would be partially impacted, and 105 properties would require a full acquisition.

The communities within SIU7 regard I-70 as a prime source of their economic livelihoods. As these communities continue to grow and develop, their desire is to channel this development to existing centers of commercial and residential activity – in this case I-70. Through their comprehensive planning efforts, development at each interchange has been, and continues to be, encouraged to maximize commercial development to serve the needs of area residents and travelers along the interstate, and as such encourages community cohesion at these locations.

SIU7 (west of Route 19 to Wentzville Parkway, milepost 174 to 208.3) – Re-Evaluation

The refined Preferred Alternative would partially impact 236 properties and acquire 19 properties.

The proposed improvements to I-70 would likely improve community cohesion by providing improved traffic movements and connectivity along the I-70 corridor. Existing travel patterns on I-70 and interchanges within the Project area would not have a negative effect on community cohesion. Additionally, bicycle and pedestrian accommodations will be provided over I-70 at the Highway 47 interchange and over I-70 at Elm Street in Wright City.

5) WETLANDS AND WATERS OF THE U.S.

YES NO More Impacts Same Fewer Impacts [X, ponds and rivers and streams]

Note: A jurisdictional determination has not been made on wetlands, ponds, rivers, and streams impacted by the refined Preferred Alternative. Therefore, wetlands, ponds, rivers, and streams impacted by the refined Preferred Alternative may be reduced to the same or fewer impacts than those presented in the Second Tier EIS depending on the jurisdictional determination.

Wetlands and Waters of the United States are aquatic resources to which Sections 401 and 404 of the *Clean Water Act* apply. SIU7 Corridor – 2005 FEIS/Second Tier EIS (milepost 174 to 214)

A Waters of the United States and Preliminary Jurisdictional Wetland Determination Summary Report for the SIU7 Project was completed and identified wetlands and Waters of the United States present throughout the Project corridor.

As was done during development of the Second Tier EIS, Level III investigations, as defined by the USACE 1987 *Wetlands Delineation Manual*, were performed to validate the data previously gathered for the Second Tier EIS. The Level III investigations included reviewing data from USFWS, National Wetlands Inventory maps, and the United States Geological Survey topography maps. In general, all previously identified sites within the SIU7 corridor under Level III investigations were confirmed.

The Second Tier EIS identified a total of 2.5 acres of jurisdictional wetlands, 1.2 acres of ponds, and 49,153 linear feet of rivers and streams as impacted by the Preferred Alternative. Specifically within the section between milepost 174 and 209 covering the proposed Project (west of Route 19 to Wentzville Parkway), the Second Tier EIS identified 2.3 acres of jurisdictional wetlands, 1.2 acres of ponds, and 40,996 linear feet of rivers and streams as impacted by the Preferred Alternative.

In January 2023, EPA and USACE published the Revised Definition of "Waters of the United States" (2023 Rule). This definition is critically important as it determines which of these surface water features are jurisdictional (i.e., WOTUS), and therefore subject to *Clean Water Act* permitting authority. In May 2023, the Supreme Court of the United States decision in *Sackett v. EPA* effectively reduced the scope of which waters (rivers, streams, lakes) and wetlands are protected under the *Clean Water Act*.

SIU7 (west of Route 19 to Wentzville Parkway, milepost 174 to 208.3) – Re-Evaluation

An aquatic resources delineation of the Project area was conducted in May and June 2023 (Appendix D). Delineations occurred on properties that field staff were provided permission to access; readily available information from USFWS's National Wetlands Inventory mapping and the United States Geological Survey's National Hydrography Dataset were used to identify wetlands, ponds, and rivers and streams in portions of the study area field staff could not access.

The refined Preferred Alternative would impact 5.3 acres of wetlands, 0.1 acre of ponds, and 12,611 linear feet of rivers and streams. A jurisdictional determination has not been made on the impacted wetlands, ponds, and rivers and streams; therefore, the impact totals include all wetlands, ponds, and rivers and streams impacted by the refined Preferred Alternative.

Many wetland features occur within or adjacent to the I-70 right of way. As a result, there are no prudent and feasible alternatives that would completely avoid all wetland impacts.

Appendix B, Ecological Resources Map, illustrates wetlands and waters.

Applicable Commitment(s):

If site avoidance of properties not accessible during the 2023 field surveys is not possible, field surveys and delineations of wetlands and Waters of the United States need to be completed when the properties are accessible to MoDOT.

When final Project impacts are known, the contractor will obtain the appropriate Section 404 permit prior to construction for impacts to jurisdictional wetlands and Waters of the United States. MoDOT will mitigate wetland and/or stream impacts in accordance with the Section 404 permit.

6) FLOODPLAINS

YES [X] NO []

More Impacts [X, regulated floodway] Same [] Fewer Impacts [X, 100-year floodplain]

Floodplains store water, help to remove sediments, and provide erosion control as well as serving important ecosystem functions (nutrient export, wildlife habitat, and movement corridors). The base floodplain identified by FHWA and Federal Emergency Management Agency guidelines is the area of 100-year flood hazard within a county or community. The regulatory floodway is a channel of a stream plus any adjacent floodplain areas that must be kept free of encroachment, so the 100-year flood discharge can be conveyed without increasing the base flood elevation more than a specified amount.

SIU7 Corridor – 2005 FEIS/Second Tier EIS (milepost 174 to 214)

A review of the Federal Emergency Management Agency Flood Rate Insurance Maps was performed to review existing floodplains and floodplains within the I-70 corridor. In general, all previously identified sites within the SIU7 corridor were confirmed. The Second Tier EIS identified that the Preferred Alternative would impact approximately 11.7 acres of 100-year floodplain and 0.6 acre of regulatory floodway. Within the section between milepost 174 and 209 covering the proposed Project (west of Route 19 to Wentzville Parkway), the Second Tier EIS identified 8.1 acres of 100-year floodplain impact and 0.6 acre of regulatory floodway impact.

SIU7 (west of Route 19 to Wentzville Parkway, milepost 174 to 208.3) – Re-Evaluation

The refined Preferred Alternative is estimated to impact 7.5 acres of 100-year floodplain and 1.0 acre of regulatory floodway (Appendix E). From west to east, the following streams have a 100-year floodplain or regulatory floodway either crossing or adjacent to I-70:

- Smith Branch of the Clear Fork of the Loutre River
- Tributaries of Elkhorn Creek
- Camp Branch of Camp Creek
- Big Creek and tributaries (floodway)
- Hickory Lick Creek (floodway)
- Tributaries of Indiana Camp Creek

It is possible that these impacts will be reduced during more detailed design.

Crossings would be designed to be consistent with State Emergency Management Agency floodplain management goals and objectives. Additional fill and structures would be designed so as not to increase flood elevations and to avoid interruption to public transportation due to flood damage to the roadway or structures. A no-rise certification will need to be received, indicating the proposed work would not increase the water evaluations in the regulatory floodway. All floodplain permits (and a no practicable alternative finding) need to be obtained in accordance with applicable floodplain regulations.

Based on the design refinements identified and the measures to minimize harm the proposed improvements are not expected to have significant, long-term impacts on natural and beneficial floodplain values.

Appendix B, Ecological Resources Map, illustrates floodplains and floodways.

Applicable Commitment(s):

1. MoDOT will ensure modifications to the functions of the natural floodplain environment are avoided or are maintained as closely as practicable in its natural state.
2. MoDOT will ensure local and regional access to existing rural and agricultural areas and facilities are maintained during construction to not create new access to undeveloped lands and potential floodplain development.
3. MoDOT will ensure the floodplain analysis and no-rise certifications comply with floodplain regulations and demonstrate minimal impacts to the floodplains within the Project limits.
4. MoDOT will obtain floodplain development permits from the State Emergency Management Agency prior to FHWA authorization for construction.
5. MoDOT will ensure sediment and erosion control best management practices are implemented during construction and disturbed areas seeded following construction.

7) AIR QUALITY	YES <input type="checkbox"/> NO <input checked="" type="checkbox"/>
More Impacts <input type="checkbox"/> Same <input checked="" type="checkbox"/> Fewer Impacts <input type="checkbox"/>	
<p>Transportation can contribute to all of the nation's regulated air pollutants. Transportation conformity, as required under the <i>Clean Air Act</i>, ensures that federally funded or approved transportation plans, programs, and projects conform to the air quality objectives established in state implementation plans.</p>	
<p>The <i>Clean Air Act</i>, as administered by EPA, 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). EPA delegates authority to MoDNR for monitoring and enforcing air quality regulations in Missouri. MoDNR developed the Missouri State Implementation Plan to ensure conformity with the rule.</p>	
<p><u>SIU7 Corridor – 2005 FEIS/Second Tier EIS (milepost 174 to 214)</u></p>	
<p>Montgomery, Warren, and St. Charles counties are within EPA Region 7.</p>	
<p>The Second Tier EIS identified that the St. Louis metropolitan area, which includes St. Charles County, was designated as moderate non-attainment of the eight-hour ozone standard. Montgomery and Warren counties were identified as in attainment for all criteria pollutants.</p>	
<p>The eight-hour ozone standards were revised in 2008 and again in 2015. St. Charles County was redesignated from non-attainment to maintenance in 2018 but has since been redesignated to non-attainment status. Montgomery and Warren counties continue to be in attainment for criteria pollutants.</p>	
<p><u>SIU7 (west of Route 19 to Wentzville Parkway, milepost 174 to 208.3) – Re-Evaluation</u></p>	
<p>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 MOVES3 model estimates that even if vehicle miles traveled increases by 31 percent from 2020 to 2060 as forecast, a combined reduction of over 76 percent in the total annual emissions for the priority MSAT is projected for the same time period (Updated Interim Guidance on Mobile Source Air Toxic Analysis in NEPA Documents, FHWA, January, 2023). The magnitude of the EPA-projected reductions is so great (even after accounting for VMT growth) MSAT emissions in the study area are likely to be lower in the future than they are today.</p>	
<p>The portion of the Project area in St. Charles County is within the East-West Gateway Council of Governments (EWGCOG) Metropolitan Planning Organization. The Project is individually listed in the EWGCOG's FY 2024-2027 Transportation Improvement Program (TIP) with implementation funding anticipated in FY 2030 (TIP Number 7230X-23). The EWGCOG approved the 2024-2027 TIP in August 2023, and the report makes the determination that the region's transportation plan and program satisfy all applicable criteria and procedures in the conformity regulations.</p>	
<p>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.</p>	

8) NOISE

YES [X] NO []

More Impacts [] Same [X, see note.] Fewer Impacts []

Note: A detailed noise analysis was not completed as part of the Second Tier EIS.

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 Departments of Transportation flexibility in implementing this noise standard. Primary sources of highway traffic noise are re-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.

SIU7 Corridor – 2005 FEIS/Second Tier EIS (milepost 174 to 214)

Land uses along the I-70 corridor are largely the same as they were when the Second Tier EIS was prepared. Current traffic volumes are also within the range of traffic volumes used during the Second Tier EIS. Therefore, anticipated noise impacts within the SIU7 corridor are expected to be within the same ranges as reported in the Second Tier EIS.

The MoDOT Noise Policy has included revisions since the Second Tier EIS was approved; however, the evaluation and consideration of noise abatement has not substantially changed.

SIU7 (west of Route 19 to Wentzville Parkway, milepost 174 to 208.3) – Re-Evaluation

The preliminary noise analysis conducted for the Second Tier EIS was based on a flat traffic noise model assuming no terrain or shielding. A detailed noise analysis was completed as part of this re-evaluation. The preliminary noise analysis was based on a previous MoDOT Noise Policy, while this traffic noise analysis used MoDOT's latest noise policy. Therefore, traffic noise analysis results from the Second Tier EIS and this re-evaluation are not directly comparable.

As required in the Second Tier EIS (Summary, Section J., Outstanding Issues [MoDOT 2005]), a detailed noise analysis was completed as part of this re-evaluation (Appendix F). This analysis was conducted to evaluate the potential noise impacts associated with the proposed improvements. The noise analysis used the FHWA-approved Traffic Noise Model version 2.5 to predict existing and future build noise levels and identify impacted receptors within the Project area. The future no-build noise levels were assessed by comparing existing and future build traffic volumes. Future build traffic volumes would not double or more compared to existing traffic volumes. A doubling of traffic typically results in a change of 3 dBA or more which is barely perceptible. Comparing the modeled results under existing and future build conditions resulted in a change of 3 dBA or less at most receptors. Therefore, the change in noise levels under future no build or build conditions would not be perceptible.

The Project was divided into 13 noise study areas (NSAs) that represent the areas between the interchanges. Based on the future traffic noise conditions (2045) for the refined Preferred Alternative, traffic noise impacts are anticipated in all NSAs. Specifically, in Montgomery County, traffic noise impacts are anticipated at 66 receivers, in Warren County at 169 receivers, and in St. Charles County at 47 receivers.

Coordination was conducted with MoDOT to determine where noise barriers should be modeled for communities of receptors. Noise barriers were not considered for other impacted receptors that were separated by long distances and not grouped in a community setting. A total of 19 noise barriers were modeled. Two noise barriers (noise barriers 10 and 11a shown on Figure 7.3) were determined to meet the feasible and reasonable criteria. All other modeled noise barriers did not meet the feasible and reasonable criteria per MoDOT noise policy because:

- Noise barriers were not acoustically feasible for the impacted receptor(s).
- Noise reduction design goal of seven decibels, A-weighted, was not met.
- Noise barrier exceeded the square footage per benefited receptor.

Table 7.6 summarizes the results of the noise barrier analysis.

Table 7.1.6 Summary of Modeled Noise Barriers

NSA ^[a]	Barrier #	Average Height (feet)	Length (feet)	Area (square feet)	Total Benefits	Insertion Loss (dBA)	Quantity of Wall per Benefit (square feet)	Recommended for Construction?
2	1	20	2,800	55,997	29	7.0 to 12.9	1,931	No
2	2	16	900	14,401	3	7.6 to 7.9	4,800	No
3	3	18	1,500	26,999	7	7 to 10.7	3,857	No
3	4	20	1,867	37,331	16	7 to 16.8	2,333	No
3	5	20	1,217	24,345	6	7.0 to 11.2	4,058	No
4	6	20	3,800	75,994	34	7 to 15	2,235	No

7	7	16	584	9,337	2	7.5	4,669	No
8	8	18	1,300	23,395	10	7.0 to 12.1	2,340	No
8	9	20	1,200	23,999	14	7.1 to 9.8	1,714	No
8	10	18	1,753	31,553	33	7.3 to 10.6	956	Yes
8	11 ^a	17	1,000	17,599	14	7 to 9.3	1,257	Yes
8	11 ^a and 11b	20	2,300	46,000	32	7.0 to 11.3	1,438	No
8	12	20	2,300	46,000	10	7.0 to 8.6	4,600	No
9	13	20	2,154	43,086	13	7.3 to 11.5	3,314	No
9	14	20	983	19,664	12	7.1 to 7.7	1,639	No
10	15	20	1,899	37,982	11	7.1 – 10.4	3,453	No
10	16	20	1,300	25,998	8	7.0 to 10.7	3,250	No
11	17	20	1,494	29,877	2	10.2 – 10.7	14,939	No
13	18 ^a – 18c	20	706	14,132	3	8.1 – 9.8	4,711	No
13	19	18	973	17,521	11	7.2 to 10.7	1,593	No

^a Noise Study Area
 N/A = not applicable

Figure 7.3 illustrates the location of the two proposed noise barriers in the City of Warrenton.

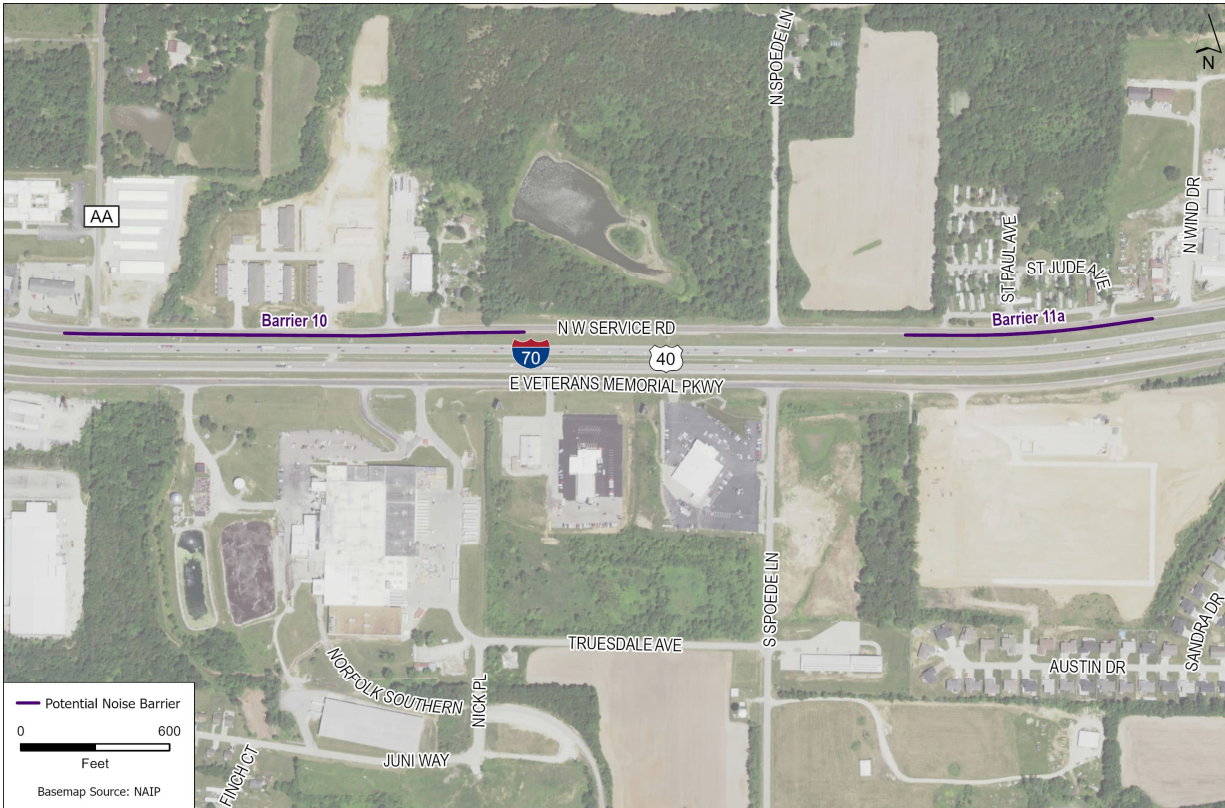


Figure 7.3. Proposed Noise Barrier Locations

A re-evaluation of the traffic noise analysis would occur during final design, should changes warrant it. If a new noise analysis is required, the most current MoDOT noise policy that is approved by FHWA and in place at that time will be used for the new noise analysis and final design noise barrier decisions. If during final design it is determined that these preliminary design conditions have substantially changed such that noise abatement no longer meets the feasible and reasonableness criteria, the noise abatement measures may not be provided. The final decision regarding installation of the noise abatement measures would be made upon completion of the Project’s final design and the public involvement processes. MoDOT policy is that a noise barrier is considered reasonable if a simple majority of the benefited receptors favor its construction.

As required by 23 CFR 772.19, MoDOT considered the temporary increase in noise levels from construction. Temporary and localized noise level increases would occur due to the proximity of noise-sensitive receptors to Project construction activities. 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. Applicable Commitment(s):

Although construction noise impacts would be temporary, the following standard measures are recommended to minimize such impacts:

- Install and maintain effective mufflers on equipment.
- Locate equipment and vehicle staging areas as far from residential areas as possible.
- Limit unnecessary idling of equipment.

Per MoDOT Noise Policy, the contractor will comply with all applicable federal and state laws, local laws, codes, and ordinances. Local noise ordinances are covered in Section 107.1, Laws to be Observed, of *Missouri Standard Specifications for Highway Construction*. MoDOT will ensure construction specifications require all construction equipment to be in good working order. Construction equipment is required to have mufflers installed in accordance with the equipment manufacturers' specifications.

A reevaluation of the traffic noise analysis would occur during final design, should changes warrant a reevaluation. If a new noise analysis is required, the most current MoDOT noise policy that is approved by FHWA and in place at that time, will be used for the new noise analysis and final design noise barrier decisions. Noise barriers need to meet both feasible and reasonable criteria.

Noise barriers were considered for all impacted receptors within the Project corridor. Two noise barriers are recommended (noise barriers 10 and 11a). MoDOT will present the recommended noise barrier locations to the benefited receptors and provide them the opportunity to vote on whether or not they are in favor of the noise barrier. A final decision on the installation of an abatement measure will be made by MoDOT and FHWA upon completion of the Project design and the public involvement process.

9) THREATENED AND ENDANGERED SPECIES

YES [X] NO []

More Impacts [X] Same [] Fewer Impacts []

Federally listed threatened and endangered species are protected by the *Endangered Species Act (ESA) of 1973* (as amended) (16 U.S.C. § § 1531-1544), and state-listed species are protected by the state Wildlife Code. According to these regulations, FHWA and MoDOT are required to investigate the absence and/or presence of these species and incorporate the information into the decision-making process of the proposed Project. SIU7 Corridor – 2005 FEIS/Second Tier EIS (milepost 174 to 214)

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 SIU7 was considered to be low.

One species has been added to the list of federally protected species under the ESA, one species has been proposed for listing, and one species was identified as a candidate species since the Second Tier EIS was issued.

- On April 2, 2015, the northern long-eared bat was added to USFWS’s federally protected species list as threatened under the ESA, and then on November 29, 2022, USFWS reclassified it as endangered due to the range-wide impacts of white-nose syndrome.
- On September 13, 2022, USFWS proposed to list the tricolored bat as endangered under the ESA. A final ruling on the tricolored bat is pending.
- In December 2020, USFWS determined that listing the monarch under the ESA is warranted but precluded by higher-priority listing actions. With this finding, the monarch butterfly became a candidate for listing that USFWS will review each year. A listing decision is expected in December 2024.

SIU7 (west of Route 19 to Wentzville Parkway, milepost 174 to 208.3) – Re-Evaluation

Field investigations were conducted May 1, 2023 through May 5, 2023, and June 5, 2023 through June 9, 2023, to identify potential habitats for threatened and endangered species in the survey area (Appendix G). No fish survey was conducted. An IPaC Official Species list was obtained prior to the field investigations (Jacobs 2023b). Suitable habitats for state and federally listed species observed in the survey area include:

- Birds: Bald eagle (*Haliaeetus leucocephalus*) and other migratory birds
- Fish: Flathead chub (*Platygobio gracillis*)
- Mammals: Indiana bat (*Myotis sodalis*), northern long-eared bat (*Myotis septentrionalis*), tricolored bat (*Perimyotis subflavus*) (candidate species), and gray bat (*Myotis grisescens*)
- Insects: Monarch butterfly (*Danaus plexippus*) (candidate species)
- Plants: Decurrent false aster (*Boltonia decurrens*) and running buffalo clover (*Trifolium stoloniferum*)

No bald eagle nests or listed plant species were identified during the field investigations.

Suitable summer roosting and foraging habitat, as well as travel corridors, for protected bat species were observed during the field investigations. As such, presence/absence acoustic surveys for protected bat species were conducted at 30 sites for four calendar nights from August 3 through August 10, 2023. Calls picked up in the acoustic surveys were manually vetted and confirmed the presence of gray bats, tricolored bats, and Indiana bats within the study area. Additionally, visual observation of a gray bat colony within a culvert further confirmed presence of gray bats within the Project area. Other culverts and concrete highway overpass bridges contained cracks and crevices that also may provide suitable roosting habitat for bats.

Applicable Mitigation/Commitments:

Bird Species:

- If bald eagle nests are present, construction buffers should be implemented. The buffer size depends on the location of the nest in relation to the Project/activity area in accordance with USFWS guidance.
- MoDOT will review the Natural Heritage Database and coordinate with the USFWS periodically during the Project development process to identify any new locations of threatened and endangered species. MoDOT will ensure compliance and continue to coordinate with USFWS as necessary.
- The migratory bird Job Special Provision (JSP) will be included in the contract as a precaution to ensure appropriate measures are taken, should nests become established on any bridges.

Fish Species:

- Implement water quality best management practices as part of the Stormwater Pollution Prevention Plan for a construction general permit or any conditions of the Section 401 state water quality certification.

Mammal Species:

- The culvert containing a gray bat colony will not be impacted by the Project without further coordination with the USFWS.
- Culverts that are longer than 300 feet will not be impacted by the Project without further coordination with MoDOT, who will coordinate with USFWS as appropriate.
- A Winter Tree Clearing JSP, requiring removal of all suitable roost trees during winter month, will be included in the contract. Tree clearing will not occur prior to the completion of consultation with USFWS.
- Mitigation for clearing suitable maternity roost trees will be completed prior to construction, which may include payment to a USFWS-approved in-lieu fee program or bank.
- Once a contractor is selected and project impact limits are known, MoDOT will consult with USFWS using a phased approach. If additional mitigation is required by USFWS through future consultation, it will be completed prior to construction.

Insect Species:

- Should the Project go to construction during or after the monarch butterfly is listed, MoDOT will reassess the need for species-specific avoidance and minimization measures for the species.

10) HISTORIC AND ARCHAEOLOGICAL SITES: HISTORIC SITES

YES NO More Impacts Same Fewer Impacts

ARCHAEOLOGICAL SITES:

YES NO More Impacts Same Fewer Impacts

Section 106 of the *National Historic Preservation Act* (54 U.S.C. § 306101) and its implementing regulations, 36 CFR Part 800, require federal agencies to consider the effects of federally funded projects on historic properties. Historic properties include prehistoric or historic districts, archaeological sites, buildings, structures, and/or objects listed on, or eligible for listing on, the National Register of Historic Places (NRHP). "Effects" are defined under 36 CFR §800.16 as an alteration to the characteristics of a historic property qualifying it for listing on, or eligibility for listing on, the NRHP. The NRHP is the United States government's official list of cultural resources that have been evaluated as worthy of preservation. Under Section 106, federal and federally assisted projects are compelled to review potential effects to historic properties.

SIU7 Corridor – 2005 FEIS/Second Tier EIS (milepost 174 to 214)

The Second Tier EIS identified the existence of 94 cemeteries within a 10-mile-wide corridor centered on I-70. Additionally, the Second Tier EIS identified 19 architectural resources within the Area of Potential Effects (APE). Of these properties, 14 were identified as potentially impacted by the proposed action in the Second Tier EIS. Of the 14 potentially impacted architectural properties, a cluster of 11 architectural resources was identified within the section between milepost 174 and 209 covering the proposed Project (west of Route 19 to Wentzville Parkway).

The Second Tier EIS identified 158 previously recorded archaeological sites. Thirty-two of the previously identified sites were determined not eligible for listing in the NRHP prior to the 2023 survey. Of these previously recorded sites, two archaeological resources (sites 23MT1469 and 23WN1151) were identified as within the Project area and recommended for either avoidance by construction or Phase II archaeological test excavation to establish NRHP eligibility.

SIU7 (west of Route 19 to Wentzville Parkway, milepost 174 to 208.3) – Re-Evaluation

Historic. In 2023, MoDOT completed an architectural evaluation between west of Route 19 and Wentzville Parkway. The survey recorded 34 properties within the APE, 19 of which had been identified previously from the Second Tier EIS. Of the 34 historical-age properties, two buildings within the APE are individually listed in the NRHP. The 2023 survey determined that 27 properties (seven individual properties and 20 contributing properties within the historic districts), including newly evaluated properties, were found eligible. Additionally, the 2023 survey identified seven properties that were formerly determined eligible for listing in the NRHP (three of which were within a historic district), were now in poor condition and no longer eligible for the NRHP (Appendix H).

No historic buildings or properties will be adversely affected by the refined Preferred Alternative. The Project does not propose any physical effects to any historic properties or any changes to the boundaries of the historic districts. The character-defining features associated with each resource, such as their massing, materials, orientation, and landscape features, would remain intact and would not be diminished by the proposed Project. Therefore, the resources would continue to convey their significance under their applicable NRHP criteria, such as Criterion A for representing early 20th century rural residential settlement or Criterion C for embodying a distinctive design. The proposed Project will not result in the transfer, sale, or lease of any historic properties out of federal ownership or control.

On March 8, 2024, the Missouri SHPO concurred with these findings (Smith 2024).

Archaeology. In 2023, MoDOT completed a Phase I Archaeology Survey between west of Route 19 and Wentzville Parkway (Appendix I). Forty-one previously recorded archaeological sites were identified as being coincident with the APE; these sites include 28 precontact, eight historic, two multicomponent, and three sites of unknown temporal affiliation. Three sites coincident with the APE had been determined eligible for listing in the NRHP: sites 23MT1504, 23MT1505, and 23WN1153. Sites 23MT1504 and 23MT1505 are historic habitation/trace sites, and site 23WN1153 is a precontact lithic scatter.

Twenty-one sites of the 41 previously identified sites were revisited as a part of this survey. Of these revisited sites, eight sites were relocated and 16 sites could not be relocated. Seventeen sites could not be revisited as part of this survey because of landowner refusal to provide permission to enter the property or a "No Response" designation. These 17 sites will need to be surveyed by MoDOT prior to construction activities to confirm NRHP eligibility.

In addition to the 41 previously recorded sites, the 2023 Phase I Archaeological Survey identified 19 previously unrecorded archaeological sites. The new sites consist of nine precontact and 10 historic sites. Eight isolated precontact finds were also identified. These isolated finds consist of locations with two or less artifacts of nondiagnostic lithic debitage.

Out of the resources identified during the 2023 survey, 12 archaeological sites are located within the proposed right of way. Based on the recommendations from the 2005 and 2023 investigations, additional work is recommended for the following sites, four of which were newly recorded: 23MT358, 23MT359, 23MT1458, 23MT1477, 23MT1504, 23MT1505, 23WN1151, 23WN1152, 23WN1184, 23WN1187, 23WN1188, and 23SC2273.

Aside from the sites that were inaccessible at the time of the 2023 survey and sites that require further investigation, there is little or no potential for the presence of archeological resources that have value for preservation in place, and any

subsequent Section 4(f) compliance requirements would be identified through the processes established in an executed Section 106 agreement.

On March 13, 2024, the Missouri SHPO concurred with these findings (Smith 2024b).

On January 23, 2024, a programmatic agreement was executed among the FHWA, the Missouri SHPO, and MoDOT for I-70 SIU7 that allows for consultation regarding the identification and assessment of effects to historic properties to continue through the Project development process (Appendix J).

Applicable Mitigation/Commitment(s):

- The Wright City Cemetery is recommended eligible for listing in the NRHP; thus, it is recommended that a construction buffer be placed if the Project work abuts the entrance gates (contributing features) to the cemetery. If a buffer is not possible, supervision and archaeological monitoring regarding the entrance gates should be conducted by a Secretary of the Interior's Professional Qualification Standards individual. If work is conducted on the cemetery parcel, it must be conducted under the supervision of a qualified archaeologists and in compliance with Missouri's Cemeteries Law (Chapter 214, *Revised Statutes of Missouri*).
- Based on the 2023 survey, two sites located within existing and proposed right of way are considered to be eligible for listing on the NRHP. If adverse effects to these sites cannot be avoided, archaeological mitigation in the form of data recovery will be required. Individual data recovery plans will be drafted in consultation with SHPO:
 - 23MT1504
 - 23MT1505
- Based on the results of the 2005 Second Tier EIS and the 2023 archaeological survey, several resources were identified as potentially containing cultural deposits that meet the criteria for listing on the NRHP. Site avoidance and exclusionary fencing is recommended during Project construction activities near these locations. However, if avoidance is not possible, Phase II investigations are recommended for the following sites and will need to be completed by MoDOT prior to construction activities to confirm NRHP eligibility. Any site that is determined eligible and that will be adversely affected by the Project will require archaeological mitigation:
 - 23MT358
 - 23MT359
 - 23WN1184
 - 23WN1187
 - 23WN1188
 - 23SC2273
- Additionally, at the time of the 2023 survey, there were several properties that were inaccessible due to the lack of property access. Therefore, the following archaeological sites will need to undergo a Phase I archaeological survey and possible Phase II testing by MoDOT prior to construction activities to confirm NRHP eligibility:
 - 23MT1477
 - 23MT1458
 - 23WN1151
 - 23WN1152
- As the Project is currently proposed, the 2023 APE includes several archaeological sites that are located within the APE but not within the proposed right of way. If the Project design were to undergo future changes, the following archaeological sites will need to be investigated via a Phase I archaeological survey and possible Phase II testing by MoDOT prior to construction activities to confirm NRHP eligibility:
 - 23MT1459
 - 23MT1467
 - 23MT1468
 - 23MT1470
 - 23WN1139
 - 23WN1141
 - 23WN1145
 - 23WN1146
 - 23WN1147
 - 23WN1148
 - 23WN1149
 - 23WN1150
 - 23SC2142
 - 23SC2202

- Additionally, based on the results of the 2005 Second Tier EIS and the 2023 archaeological survey, there are several archaeological sites that potentially contain cultural deposits that meet the criteria for listing on the NRHP but are located outside of the proposed right of way. If the Project design were to undergo any future changes and site avoidance is not possible, the following sites will need to undergo Phase II investigations by MoDOT prior to construction activities to confirm NRHP eligibility. Any site that is determined eligible and that will be adversely affected by the Project will require archaeological mitigation:
 - 23MT1514
 - 23WN1140
 - 23WN1153
 - 23WN1186
 - 23WN1190
 - 23WN1191

11) PUBLIC LANDS AND SECTION 4(f) AND 6(f)

YES NO More Impacts Same 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.

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.

SIU7 Corridor – 2005 FEIS/Second Tier EIS (milepost 174 to 214)

Eleven new public parks have been developed within 0.5 mile of the Project corridor since the completion of the Second Tier EIS. There is one new public park in High Hill (Lion Park), one in Warrenton (Morgan Park), one in Truesdale (Bruer Park), one in Wright City (Gettysburg Park), two in Foristell (Foristell City Park, Oglesby Park), and five in Wentzville (Bear Creek Public Golf Course, Peruque Valley Park, Golf Club of Wentzville [public], Heartland Park, and Fireman's Park).

LWCF grants are provided for recreational land acquisition and facility development. Some of the parks within the SIU7 corridor have received these funds. Since the Second Tier EIS, Bruer Park in Truesdale and Progress Park and Memorial Park in Wentzville received LWCF grants.

SIU7 (west of Route 19 to Wentzville Parkway, milepost 174 to 208.3) – Re-Evaluation

The Project does not impact public parks or open space, nor change the quality of the visual aesthetics in the vicinity of the parks or open space.

Illustrations of parks and public lands are provided in Appendix A, Social Resources Map.

12) HAZARDOUS MATERIALS SITES

YES [] NO [X]

More Impacts [] Same [X] 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.

SIU7 Corridor – 2005 FEIS/Second Tier EIS (milepost 174 to 214)

A public records review was conducted to locate properties known to contain or possess the potential for contamination along the I-70 SIU7 Project corridor. 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 SIU7 Project corridor.

Based on the results of a 2023 evaluation of the MoDNR E-Start database and Environmental Data Resources (EDR) Area/Corridor Report (Appendix K), 18 hazardous material sites have the potential to impact the Project (west of Route 19 to Wentzville Parkway). The 2023 evaluation has similar findings to the Second Tier EIS, that no significant hazardous material sites would impact the Project.

SIU7 (west of Route 19 to Wentzville Parkway, milepost 174 to 208.3) – Re-Evaluation

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. Of the 18 sites identified in 2023 evaluation, two sites have been determined to be a lower risk to impact the Project based on a review of current design information. The former Brocks Chevrolet, Oldsmobile, Pontiac Inc. (610 East Veterans Memorial Parkway, Warrenton) and Lion Petroleum Inc (15260 Veterans Memorial Parkway, Wentzville) properties are leaking underground storage tank (LUST) sites where no further action (NFA) is warranted, but restrictions exist on the property. Based on current design, the sites are located 250 feet or greater from proposed construction activities and therefore would not likely impact the Project.

The 16 sites listed in Table 7.7 have potential to impact the Project. At these locations further investigation is recommended should the design plan include excavation adjacent to the sites or right-of-way acquisition. The sites in bold indicate that right-of-way acquisition is proposed at the property to construct the Project. Appendix A illustrates the location of the 16 sites.

Table 7.1.7 Hazardous Material Sites

Site Name	Site Address	EDR and MoDNR E-start database details
Biofuels USA	418 BOONESLICK ROAD, NEW FLORENCE	LUST, NFA with restrictions
Ron's Transmission Repair	414 TREE FARM ROAD, NEW FLORENCE	EDR Historic Auto Station
Break Time Convenience	948 BOONESLICK ROAD, HIGH HILL	LUST – NFA with restrictions
Fast Lane Jonesburg	512 N FIRST STREET, JONESBURG	LUST – NFA with restrictions
Fast Lane Hometown Fuel	502 N FIRST STREET, JONESBURG	LUST – NFA with restrictions
Flying J Travel Plaza 674	24004 VETERANS MEMORIAL PKWY, WARRENTON	LUST – investigation/corrective action ongoing or incomplete
Fastlane Central	710 STATE HIGHWAY 47, WARRENTON	LUST – NFA with restrictions
BP Amoco	714 STATE HIGHWAY 47, WARRENTON	LUST – investigation/corrective action ongoing or incomplete
Alta Convenience 6522	715 N HIGHWAY 47, WARRENTON	LUST – NFA with restrictions
Fastlane East	917 NE SERVICE RD, WARRENTON	LUST – NFA with restrictions
MFA Oil Service	15950 VETERANS MEMORIAL PKWY, WARRENTON	LAST – NFA with restrictions RCRA – very small quantity generator
Sinclair Retail #24082	902 N HIGHWAY 47, WARRENTON	LUST – NFA with restrictions
May Services Inc.	229 N SERVICE RD E, WRIGHT CITY	EDR Historic Auto Station
Preaux Harry	209 E SERVICE RD N, WRIGHT CITY	EDR Historic Auto Station
Wright City Citgo	13430 VETERANS MEMORIAL PKWY E, WRIGHT CITY	LUST – NFA with restrictions
Fastlane Foristell	22000 VETERANS MEMORIAL PKWY, FORISTELL	LUST – NFA with restrictions

Notes:

LAST = leaking above ground storage tank

LUST = leaking undergrounds storage tank

RCRA = *Resource Conservation And Recovery Act*

Additional investigation of the 16 hazardous material sites that have potential to impact the Project is recommended. In addition, investigations are recommended at commercial properties that were not listed under MoDNR E-Start or EDR databases as sites of concern where substantial or full right-of-way acquisition would occur. Acquisition of commercial properties is a risk to MoDOT because of unknown conditions, including any undocumented contamination present in the soil or groundwater, which may involve substantial cleanup costs or legal liability to MoDOT. Investigations may include a regulatory file review to determine the extent of contamination on the property, a review of specific groundwater depths at the sites, and site assessments such as Phase I/II ESAs. Regulated building materials may be present in structures proposed for demolition. A survey would be warranted to identify and dispose of any regulated building materials in accordance with applicable regulations. MoDOT Standard Specification 202.40.4 addresses asbestos removal and disposal and Standard Specification 1081.10.4.4.2 addresses lead removal and disposal.

The potential to encounter hazardous wastes from sites unknown to MoDOT are 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 will 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. MoDNR and EPA will be contacted for coordination and approval of required activities. MoDOT Standard Specification 202.40, Removal of Contaminated Materials and Storage Tanks, would be followed when addressing known or unknown contamination and/or underground storage tanks during construction.

The *Hazardous Materials Assessment Technical Memorandum for the I-70 Second Tier EIS and ROD Re-evaluation of Section of Independent Utility 7* includes recommendation for site investigations, regulated building material surveys, and avoiding and minimizing construction-related hazardous material impacts (Jacobs 2023c).

Appendix A, Social Resources Map, shows potential hazardous sites.

Applicable Commitment(s):

- The contractor should coordinate with MoDOT to determine if any additional surveys or site investigation should be completed prior to construction. Regulated building material surveys will be completed where modification or demolition of building structures or bridge structures occur.

13) OTHER –Groundwater	YES [] NO [X]
More Impacts [] Same [X] Fewer Impacts []	
This section addresses the presence of groundwater in the Project area and the impacts of the Project on surrounding groundwater.	
<u>SIU7 Corridor – 2005 FEIS/Second Tier EIS (milepost 174 to 214)</u>	
The Cambrian-Ordovician aquifer is the main source of potable water in the Project area. The Cambrian-Ordovician aquifer within SIU7 has a local freshwater flow system, which is nearly independent of the regional saline-water flow system typically associated with this formation. Water enters this local flow system by leakage from the overlying Mississippian aquifer and by infiltration.	
The Second Tier EIS identified the wells known to exist within the Project area. These were identified by MoDNR databases cross-referenced with parcel ownership data developed for the Second Tier EIS. Property owners whose name matched the well records were called to determine the location of the well on their property. Four public wells and three private wells exist within the construction limits for SIU7. These seven wells are within the section between milepost 174 and 209 covering the proposed Project (west of Route 19 to Wentzville Parkway). None of these wells will be impacted by the Preferred Alternative.	
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 because the aquifer materials will remain onsite after construction operations. Wells encountered during construction will be closed by a registered well driller in accordance with state regulations.	
<u>SIU7 (west of Route 19 to Wentzville Parkway, milepost 174 to 208.3) – Re-Evaluation</u>	
The most recent (2021) groundwater well data from MoDNR shows there are nine wells that may be impacted by the proposed action. Due to the poor positional accuracy of the pre-1984 wells, although the MoDNR database only identifies four wells within the proposed right of way, there are five additional wells on properties that may be impacted by the refined Preferred Alternative.	
The structures are a mix of public, private, and industrial wells. Three of the wells are categorized as public – noncommunity. Five wells are categorized as a private. The final well is categorized as industrial high capacity. The locations of the wells are displayed in Appendix A, Social Resources Map.	
Wells encountered during construction will be closed by a registered well driller in accordance with state regulations.	
Relative to groundwater, construction activities would not have an adverse impact on the recharge zones for the Cambrian-Ordovician aquifer, the Mississippian aquifer, and the alluvial aquifer because the aquifer materials would remain onsite after construction operations. Sizeable dewatering or depressurizing activities are not anticipated during construction; therefore, temporary impacts on the groundwater system are not expected or would be minimal in isolated locations such as creeks/streambeds 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.	
14) OTHER –Visual	YES [] NO [X]
More Impacts [] Same [X] Fewer Impacts []	
This section addresses the visual impacts of the Project on the surrounding community.	
<u>SIU7 Corridor – 2005 FEIS/Second Tier EIS (milepost 174 to 214)</u>	
As discussed in the Second Tier EIS, the current highway 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.	
<u>SIU7 (west of Route 19 to Wentzville Parkway, milepost 174 to 208.3) – Re-Evaluation</u>	
The visual environment has remained largely unchanged since the Second Tier EIS. The proposed Project primarily consists of widening existing road segments and the reconstruction of interchanges. The visual environment will be altered with the addition of travel lanes in the median along most of the corridor, but will continue to maintain an interstate freeway character. The proposed Project would reconstruct three existing interchanges to correct substandard design. Although interchange layouts would be different at two locations from the existing interchanges, the overall visual effect of reconstructing the interchanges would be minimal. The proposed new interchange in Wright City is consistent with the interchange proposed in the Second Tier EIS.	

15) Mitigation and Commitments

This section presents all the Environmental Commitments associated with the SIU7 EIS. How the commitments apply to the Project (J213274, including the overlapping portions of JST0018 and JST0020) are presented in bold in the following list:

1. Prior to any further Project development in the vicinity of the Lake St. Louis Boulevard interchange, MoDOT will conduct a re-evaluation of current and projected future land uses and future traffic projections.
This commitment is not applicable to SIU7 (New Florence to Wentzville) because the Lake St. Louis Boulevard interchange is not affected by the Project.
2. The mobile-home park located near milepost 195 will not be impacted by the Preferred Alternative.
This commitment is applicable to the Project because milepost 195 is located within the Project limits. MoDOT and its contractor will not impact the mobile-home park located near milepost 195 during construction of the Project.
3. No buildings will be removed from the High Hill Historic District.
This commitment is applicable to the Project because the High Hill Historic District is located within the Project limits. MoDOT and its contractor will not remove buildings from the High Hill Historic District before or during construction of the Project.
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 Project. During construction, the contractor will notify MoDOT of inadvertent discoveries of human remains, historic objects, or funerary objects. MoDOT will notify Native American Tribes or Bands with an interest in the study area of any such findings as detailed in the Programmatic Agreement.
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 SIU7 (New Florence to Wentzville) because the referenced cemetery is not affected by the Project.
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 from 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.
New Commitments:
 - MoDOT will ensure a Winter Tree Clearing JSP will be included in the construction contract (restricting removal of all suitable roost trees to winter months). Tree clearing will not occur prior to the completion of consultation with USFWS.
 - MoDOT will further coordinate with USFWS prior to construction if the culvert containing a gray bat colony will be impacted by the Project.
 - MoDOT will further coordinate with USFWS prior to construction if any culverts that are longer than 300 feet will be impacted.
 - MoDOT will conduct mitigation for clearing suitable maternity roost trees prior to construction, which may include payment to a USFWS-approved in-lieu fee program or bank.
 - Once a contractor is selected and project impact limits are known, MoDOT will consult with USFWS using a phased approach. If additional mitigation is required by USFWS through future consultation, it will be completed prior to construction.

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 Project. MoDOT and its contractor will not interrupt stream flows, and all temporary in-channel fills that have the potential to impound water will be contained within culverts during construction of the Project.
8. Wildlife crossings will be investigated in final design, if applicable.
This is applicable to the Project. MoDOT will investigate wildlife crossings in final design, if applicable.
9. MoDOT will consider the appropriate currently adopted design criteria and design standards.
MoDOT will comply with the appropriate currently adopted design criteria and design standards during the design of this Project. However, design exceptions are possible.
10. MoDOT will incorporate suitable and reasonable Intelligent Transportation Systems (ITS) elements into the Improve I-70 program.
MoDOT currently operates traffic devices and digital message boards within the limits of the Project. Devices are located at most interchanges throughout SIU7.
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 Project. 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.
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-meter) paved shoulder along new frontage road construction could serve as a one-way bicycle facility.
MoDOT will work to maintain existing local service connections and access to adjacent properties during construction of the Project. Shoulder width will be determined in accordance with standards while balancing safety and available resources.
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 crossroads. It is likely that some interchange ramps and crossroads 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 develop a maintenance of traffic plan for construction phases. It is likely that some mainline, interchange ramps, and crossroads will be closed, and temporary detours will be 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.
If the traffic plan could result in impacts that were not previously reviewed under NEPA, such as new or additional road closures, access changes, or other circumstances that could cause new or modified impacts to resources, MoDOT will review these impacts prior to implementing the plan.
14. MoDOT will coordinate with Project area businesses regarding access issues via direct communication throughout the construction period.
MoDOT will ensure compliance using a variety of tools (email updates, websites, etc.) during design and construction of the Project.

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, if applicable, during the final design phase and construction period of the Project.
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 with the Uniform Relocation and Real Property Acquisition Policies Act during right-of-way acquisition and relocations phase of the Project.
17. During construction, MoDOT's specifications, MoDNR's Solid Waste Management Program, and MoDOT's Sediment and Erosion Control Program will all be followed.
- MoDOT will ensure compliance during construction. If an unknown contaminated 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. MoDNR and EPA will be contacted by MoDOT for coordination and approval of required activities.
- New commitment: The contractor should coordinate with MoDOT to determine if any additional surveys or site investigation should be complete prior to construction, including but not limited to the sites listed in Section 7, Table 7.1.7. Regulated building material surveys will be completed where modification or demolition of building structures or bridge structures occur.
18. Through MoDOT's approved Pollution Prevention Plan for the National Pollutant Discharge Elimination System, 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 USACE and MoDNR permits and certifications.
- MoDOT will ensure compliance during construction.
19. MoDOT has special provisions for construction that 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 during construction.
20. MoDOT is committed to minimizing 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 during construction.
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 during construction.
22. MoDOT will review the Natural Heritage Database and coordinate with USFWS periodically during the Project development process to identify any new locations of threatened and endangered species.

MoDOT will ensure compliance during the Project development process. Coordination between MoDOT and USFWS will continue. No federal money or federal authorization for construction will be granted until regulatory obligations have been satisfactorily completed.

New Commitments:

Bird Species:

- If bald eagle nests are discovered prior to or during construction, MoDOT will coordinate with USFWS to determine if construction buffers should be implemented.
- MoDOT will review the Natural Heritage Database and coordinate with the USFWS periodically during the Project development process to identify any new locations of threatened and endangered species. MoDOT will ensure compliance and continue to coordinate with USFWS as necessary throughout the project.
- MoDOT will include the migratory bird JSP in the construction contract as a precaution to ensure appropriate measures are taken, should nests become established on any bridges.

Fish Species:

- The Contractor will implement water quality best management practices during construction as part of the Stormwater Pollution Prevention Plan for a construction general permit or any conditions of the Section 401 state water quality certification.

Insect Species:

- Should the Project go to construction during or after the monarch butterfly is listed, MoDOT will reassess the need for species-specific avoidance and minimization measures for the species.

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 Grow Native program and implement the establishment of native vegetation along highway rights of way.

MoDOT will ensure compliance during the Project development process. MoDOT will follow Engineering Policy Guide roadside design guidelines.

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.

Not Applicable.

New Commitment: If Waters of the U.S. are impacted, the contractor will obtain the appropriate Section 404 permit prior to construction. MoDOT will mitigate stream and/or wetland impacts in accordance with most current regulations and guidance and the Section 404 permit(s).

New commitment: If site avoidance of properties not accessible during the 2023 field surveys is not possible, MoDOT will conduct field surveys and delineations of wetlands and Waters of the United States when the properties are accessible.

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

MoDOT will ensure compliance during the Project development process. MoDOT will comply with the executed Programmatic Agreement (approved January 24, 2024). 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 Commitments (Archaeology):

Two sites located within existing and proposed right of way are considered to be eligible for listing on the NRHP. If adverse effects to these sites cannot be avoided, archaeological mitigation in the form of data recovery will be completed by MoDOT prior to construction. Individual data recovery plans will be drafted in consultation with SHPO:

- 23MT1504
- 23MT1505

Site avoidance and exclusionary fencing is recommended during Project construction activities near these locations. However, if avoidance is not possible, MoDOT will conduct Phase II investigations at the following sites

prior to construction activities to confirm NRHP eligibility. Any site that is determined eligible and that will be adversely affected by the Project will require archaeological mitigation:

- 23MT358
- 23MT359
- 23WN1184
- 23WN1187
- 23WN1188
- 23SC2273

MoDOT will conduct Phase I archaeological survey and possible Phase II testing of the following archaeological sites prior to construction activities to confirm NRHP eligibility:

- 23MT1477
- 23MT1458
- 23WN1151
- 23WN1152

If the Project design were to undergo future changes, the following archaeological sites will need to be investigated via a Phase I archaeological survey and possible Phase II testing by MoDOT prior to construction activities to confirm NRHP eligibility:

- 23MT1459
- 23MT1467
- 23MT1468
- 23MT1470
- 23WN1139
- 23WN1141
- 23WN1145
- 23WN1146
- 23WN1147
- 23WN1148
- 23WN1149
- 23WN1150
- 23SC2142
- 23SC2202

If the Project design were to undergo any future changes and site avoidance is not possible, the following sites will need to undergo Phase II investigations by MoDOT prior to construction activities to confirm NRHP eligibility. Any site that is determined eligible and that will be adversely affected by the Project will require archaeological mitigation:

- 23MT151423WN1140
- 23WN1153
- 23WN1186
- 23WN1190
- 23WN1191

The Wright City Cemetery is recommended eligible for listing in the NRHP; thus, it is recommended that a construction buffer be placed by the Contractor if the Project work abuts the entrance gates (contributing features) to the cemetery. If a buffer is not possible, supervision and archaeological monitoring regarding the entrance gates should be conducted by an archaeologist who meets the Secretary of the Interior's qualifications.

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. 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 applicable because there are floodplains within the Project. During the design process, MoDOT will minimize impacts to 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.
This commitment is applicable because there are floodplains within the Project. During the Project development process MoDOT will employ mitigation efforts to prevent the rise in flood elevation of each affected water body to obtain a No-Rise Certification permit from the State Emergency Management Agency.
The following additional commitments are related to floodplains:
- MoDOT will ensure modifications to the functions of the natural floodplain environment are avoided or are maintained as closely as practicable in its natural state.
 - MoDOT will ensure local and regional access to existing rural and agricultural areas and facilities are maintained during construction to not create new access to undeveloped lands and potential floodplain development.
 - MoDOT will ensure the floodplain analysis and no-rise certifications comply with floodplain regulations and demonstrate minimal impacts to the floodplains within the Project limits.
 - MoDOT will obtain floodplain development permits from the State Emergency Management Agency prior to FHWA authorization for construction.
 - MoDOT will ensure sediment and erosion control best management practices are implemented during construction and disturbed areas seeded following construction.
29. MoDOT will continue to coordinate with the NRCS to determine appropriate mitigation measures for the loss of Conservation Reserve Program and Wetlands Reserve Program lands.
This commitment is not applicable because there are no Conservation Reserve Program or Wetlands Reserve Program lands within the Project.
New Commitment (Prime or Unique Farmland): MoDOT, or the contractor, will coordinate with the USDA Natural Resources Conservation Service to complete the Farmland Conversion Impact Rating process in compliance with the *Farmland Protection Policy Act* prior to construction. MoDOT will obtain all related documentation from the contractor, should the contractor perform the coordination with USDA Natural Resources Conservation Service.
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 an existing interchange, plus no current demand for these facilities, make this commitment not applicable at all but two interchanges: Route 47 (Warrenton) and Route F/J/Elm Avenue (Wright City). Project designs will be developed in a manner that would allow bicycle and pedestrian facilities to be maintained where existing and added should a future need arise.
The City of Wentzville's Comprehensive Plan Update includes planned trails or accommodations along the frontage roads of the I-70 corridor, including within the limits of the Project. Warrenton's Comprehensive Plan identifies a future trail or accommodation along Route 47, including across I-70. The existing pedestrian facilities in Wright City at Route F/J/Elm Avenue will be maintained. Ongoing coordination efforts will be carried out by MoDOT as the Project progresses into more detailed engineering.
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. Revised: A

reevaluation of the traffic noise analysis would occur during final design, should changes warrant a reevaluation. If a new noise analysis is required, the most current MoDOT noise policy that is approved by FHWA and in place at that time, will be used for the new noise analysis and final design noise barrier decisions. Noise barriers need to meet both feasible and reasonable criteria. The final decision regarding installation of the noise abatement measures would be made upon completion of the Project's final design and the public involvement processes.

New Commitment: Although construction noise impacts would be temporary, the following standard measures are recommended to minimize such impacts:

- Install and maintain effective mufflers on equipment.
- Locate equipment and vehicle staging areas as far from residential areas as possible.
- Limit unnecessary idling of equipment.

Per MoDOT Noise Policy, the contractor would comply with all applicable federal and state laws, local laws, codes, and ordinances. Local noise ordinances are covered in Section 107.1, Laws to be Observed, of *Missouri Standard Specifications for Highway Construction*. MoDOT will confirm construction specifications require all construction equipment to be in good working order. Construction equipment is required to have mufflers installed in accordance with the equipment manufacturers' specifications.

New Commitment: Noise barriers were considered for all impacted receptors within the Project corridor. Two noise barriers are recommended (noise barriers 10 and 11a). MoDOT will present the recommended noise barrier locations to the benefited receptors and provide them the opportunity to vote on whether or not they are in favor of the noise barrier. A final decision on the installation of an abatement measure will be made by MoDOT and FHWA upon completion of the Project design and the public involvement process.

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.

33. New Commitment: As the Project progresses, public and stakeholder meetings will be held by MoDOT to educate stakeholders about the Project prior to completion of final design. Public input opportunities such as these meetings will be sent by MoDOT to local newspaper, television, and radio stations through a press release, social media, and through email notifications. Public input notices will contain an offer to request assistance in another language, and MoDOT will document how accommodations were made if the populations of non-English speaking persons meet thresholds identified in the Engineering Policy Guide.

34. New Commitment: For Projects that encompass more than one SIU, MoDOT will combine the commitments in the affected SIUs into one document that will be converted into either JSPs or contract documents.

35. New Commitment: MoDOT commits to working with historical marker sponsors to identify appropriate location on the edge of MoDOT right of way for the relocation of any historical markers impacted by the Project. If the historical marker needs to be removed during construction, MoDOT will ensure that the historical marker is safely stored during construction and will re-erect it at the agreed upon location at the conclusion of the Project, in consultation with the sponsor.

Table 7.8. Re-evaluation Summary Impact Table (Project J2I3274, including overlapping portions of ST0018 and ST0020)

Resource Evaluated	Impact Findings	Impact Findings
	Expected Impact (Yes/No)	Change from 2005 Second Tier EIS (More Impacts/Same/Fewer Impacts)
1) Land Use	No	Fewer
2) Prime and Unique Farmland	Yes	Fewer
3) Right-of-Way Acquisition and Displacements	Yes	Fewer
4a) Economic Growth and Development	Yes	Same
4b) Environmental Justice	No	Fewer
4c) Community Cohesion	No	Same
5) Wetlands	Yes	Potentially More ^[a]
Ponds/Rivers and Streams	Yes	Fewer
6) Floodplains	Yes	Fewer
7) Air Quality	No	Same
8) Noise	Yes	Same ^[b]
9) Threatened and Endangered Species	Yes	More
10) Historic Sites	No	Same
Archaeological Sites	Yes	Same
11) Public Lands and Section 4(f) and 6(f)	No	Same
12) Hazardous Materials Sites	No	Same
13) Groundwater	No	Same
14) Visual Environment	No	Same

^[a] A jurisdictional determination has not been made of wetlands, ponds, and rivers and streams impacted by the refined Preferred Alternative. Therefore, wetlands impacted by the refined Preferred Alternative may be reduced to the same or fewer impacts than those presented in the Second Tier EIS depending on the jurisdictional determination.

^[b] A detailed noise analysis was not completed as part of the Second Tier EIS; thus, the detailed noise analysis completed as part of this re-evaluation is not comparable to the Second Tier EIS.



8.0 Conclusion

The refined Preferred Alternative for I-70 SIU7 (New Florence to Wentzville) has evolved but remains consistent with the original proposed alternative. The social and environmental setting along I-70 has remained relatively unchanged, and the modifications of the refined Preferred Alternative produce fewer impacts overall than those identified in the original NEPA documents. While the proposed Project may result in human or natural resource impacts, the impacts would be permitted and/or mitigated as required.

This re-evaluation document demonstrates that the Second Tier EIS/ROD remains valid. The Preferred Alternative for the I-70 SIU7 (New Florence to Wentzville) Project 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.



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A copy of these reference documents is available upon request from MoDOT's project record.



I-70 SECOND TIER EIS RE-EVALUATION
I-70 SIU7 (NEW FLORENCE TO WENTZVILLE), MONTGOMERY, WARREN, AND ST. CHARLES COUNTIES
WEST OF ROUTE 19 TO WENTZVILLE PARKWAY
J213274, INCLUDING OVERLAPPING SECTIONS OF ST0018 AND ST0020

Submitted Pursuant to
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by the
U.S. Department of Transportation,
Federal Highway Administration, and the
Missouri Department of Transportation

Date of Approval

For FHWA

Title