

**NEPA Re-evaluation of the
Missouri Route 63 Environmental Impact
Statement
(Job No. CD0007)
From South of Route 50 in Osage County to
North of Rolla in Phelps County**



June 2025

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

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List of Abbreviations and Acronyms

AADT	Average Annual Daily Traffic
ACS	American Community Survey
BMP	Best Management Practices
CFR	Code of Federal Regulations
COA	Conservation Opportunity Area
dBA	Decibels
EIS	Environmental Impact Statement
EO	Executive Order
EPA	Environmental Protection Agency
ESA	Endangered Species Act
FEMA	Federal Emergency Management Agency
FHWA	Federal Highway Administration
FIRM	Flood Insurance Rate Map
FS	Forest Stand
IPaC	Information for Planning and Consultation
LWCF	Land and Water Conservation Fund
LOS	Level of Service
MRPC	Meramec Regional Planning Commission
MDC	Missouri Department of Conservation
MDNR	Missouri Department of Natural Resources
MoDOT	Missouri Department of Transportation
MSMM	Missouri Stream Mitigation Method
MVMT	Million Vehicle Miles Traveled
MWMM	Missouri Wetland Mitigation Method
NAC	Noise Abatement Criteria
NEPA	National Environmental Policy Act
NRHP	National Register of Historic Places
NRCS	National Resource Conservation Service
PBRTs	Potential Bat Roost Trees
ROD	Record of Decision
SHPO	State Historic Preservation Officer
SEMA	State Emergency Management Agency
SWPPP	Stormwater Pollution Prevention Plan

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USACE	U.S. Army Corps of Engineers
USCB	U.S. Census Bureau
USFWS	U.S. Fish and Wildlife Service
UST	Underground storage tank
vpd	Vehicles per day

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1.0 Introduction

This Environmental Impact Statement (EIS) re-evaluation consists of a review of the prior conclusions and findings of the Missouri Department of Transportation's (MoDOT) 2009 Route 63 – Osage, Maries, Phelps Counties, Missouri (South of Route 50 to South of the Maries/Phelps County Line) Final Environmental Impact Statement (2009 EIS). The EIS evaluated potential environmental impacts associated with improving 47 miles of U.S. 63 south of Jefferson City to a four-lane divided highway on both existing and new alignment (Figure 1). The Record of Decision (ROD) for the 2009 EIS was signed in 2010.

2.0 Background

U.S. 63, referred to as Route 63 in this document, is a U.S. highway system roadway that extends north-south from Wisconsin to Louisiana. It crosses through central Missouri, passing through the cities of Kirksville, Macon, Moberly, Columbia, Jefferson City, Rolla, Houston, Cabool, Willow Springs, and West Plains (Figure 2) providing an important connection between two major east-west interstate corridors, I-70 in Columbia and I-44 in Rolla. It also provides a primary means for roadway travel from I-44 to the state capital and connection to four of Missouri's major universities located in Kirksville, Columbia, Jefferson City, and Rolla. Route 63 also provides access to and from the Rolla-Vichy Airport.

In 2006, MoDOT and state planning partners presented recommendations for future transportation needs within the state roadway system. A total of 40 projects were presented and prioritized based upon statewide input. The evaluation of current and future transportation needs within an approximately 47-mile section of Route 63 south of Jefferson City, was ranked as the second highest transportation need in Missouri. This section encompassed a study area corridor between just south of the Route 50/Route 63 interchange in Osage County to near Rolla in Phelps County. Communities along its length include Westphalia, Freeburg, Vienna, and Vichy.

**Figure 1. Route 63 EIS
Re-evaluation Study Area Corridor**

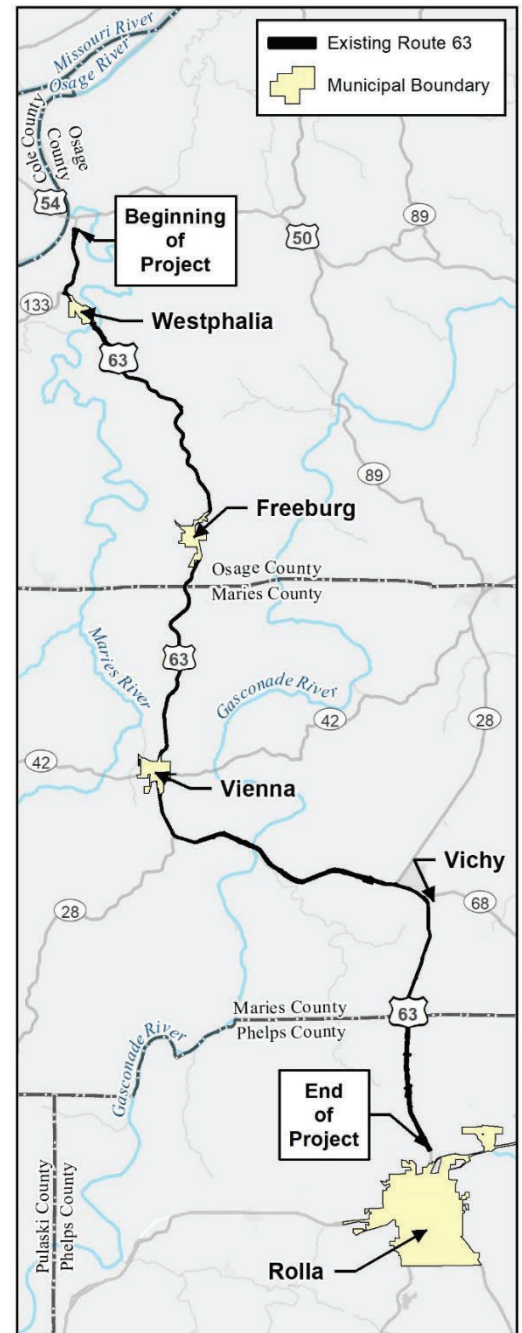
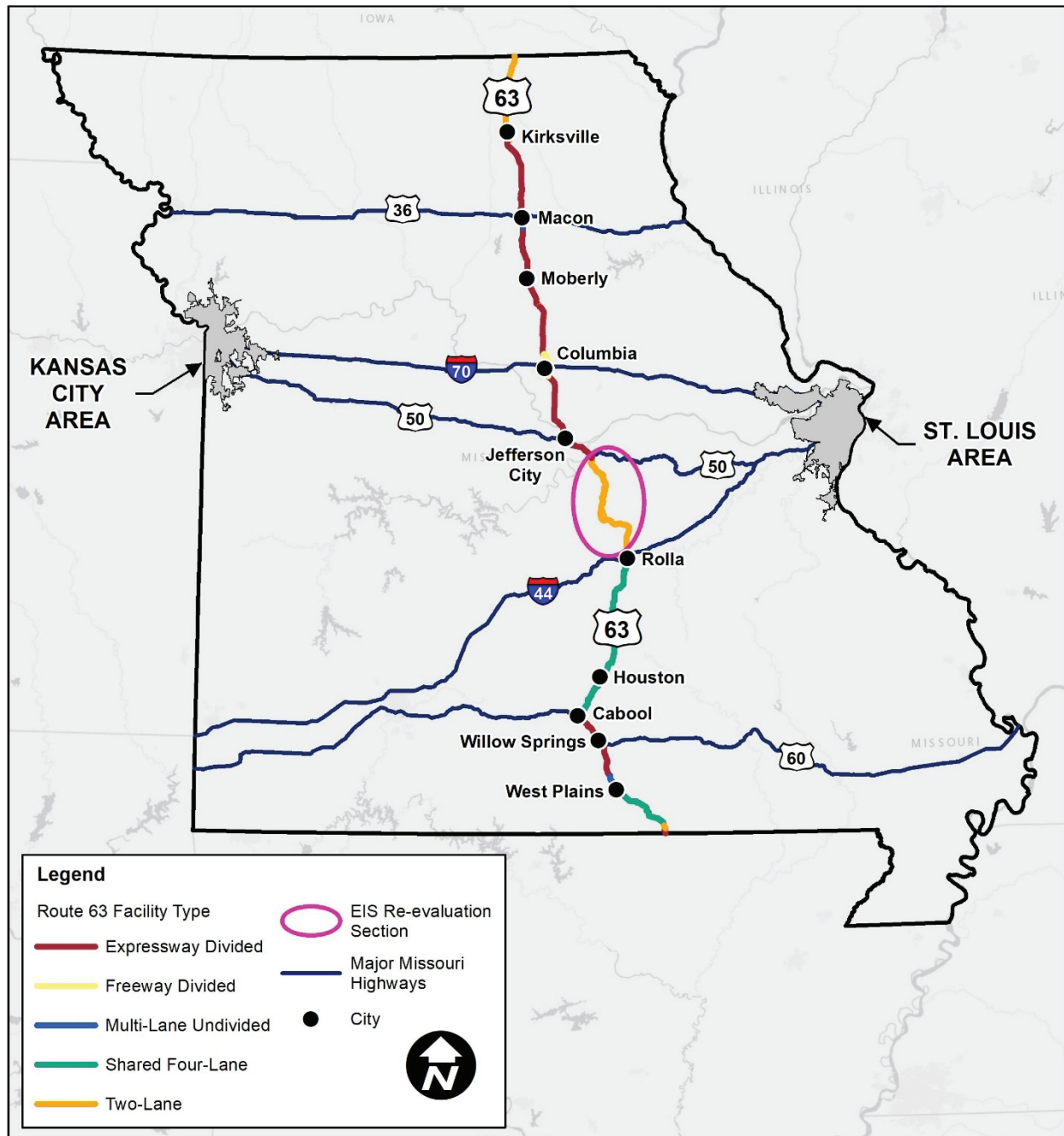


Figure 2. Route 63 State Overview



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The recommendation for a study of current and future transportation needs for the Route 63 corridor in Osage, Maries, and Phelps Counties resulted in the initiation of an EIS by MoDOT in 2006. MoDOT and the Federal Highway Administration (FHWA) partnered with government agencies, stakeholders, and the public to develop and analyze alternatives for improvements to the 47-mile section of Route 63. Alternatives for future improvements were developed by dividing the corridor into six regional sections corresponding to their geographical location as listed below and shown in Figure 3.

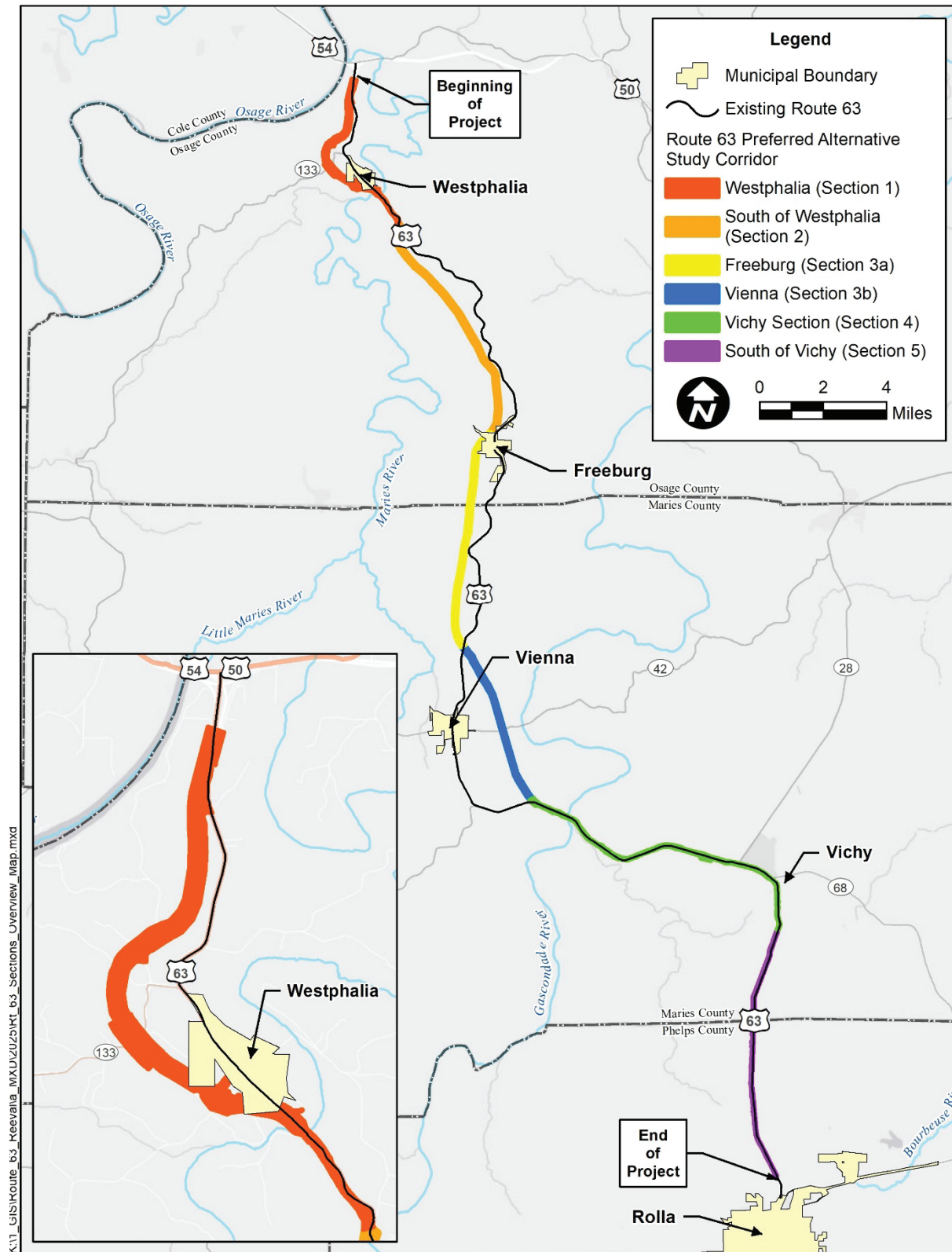
- Westphalia (Section 1);
- South of Westphalia (Section 2);
- Freeburg (Section 3a);
- Vienna (Section 3b);
- Vichy (Section 4), and
- South of Vichy (Section 5).

These sections were used as a point of reference in the evaluation of alternatives for the 2009 EIS.

The EIS was completed in 2009 and ultimately resulted in selection by MoDOT of the Preferred Alternative for improvements to the Route 63 corridor. The Preferred Alternative corridor ranges in width from 300 feet to 750 feet as shown in Figure 4 and includes sections that bypass the communities of Westphalia, Freeburg, and Vienna and sections that stay on the current alignment and utilize existing right of way outside of these communities and in the town of Vichy. The planned roadway facility within this corridor assumes a four-lane divided highway configuration on new alignment and a five-lane section through Vichy.

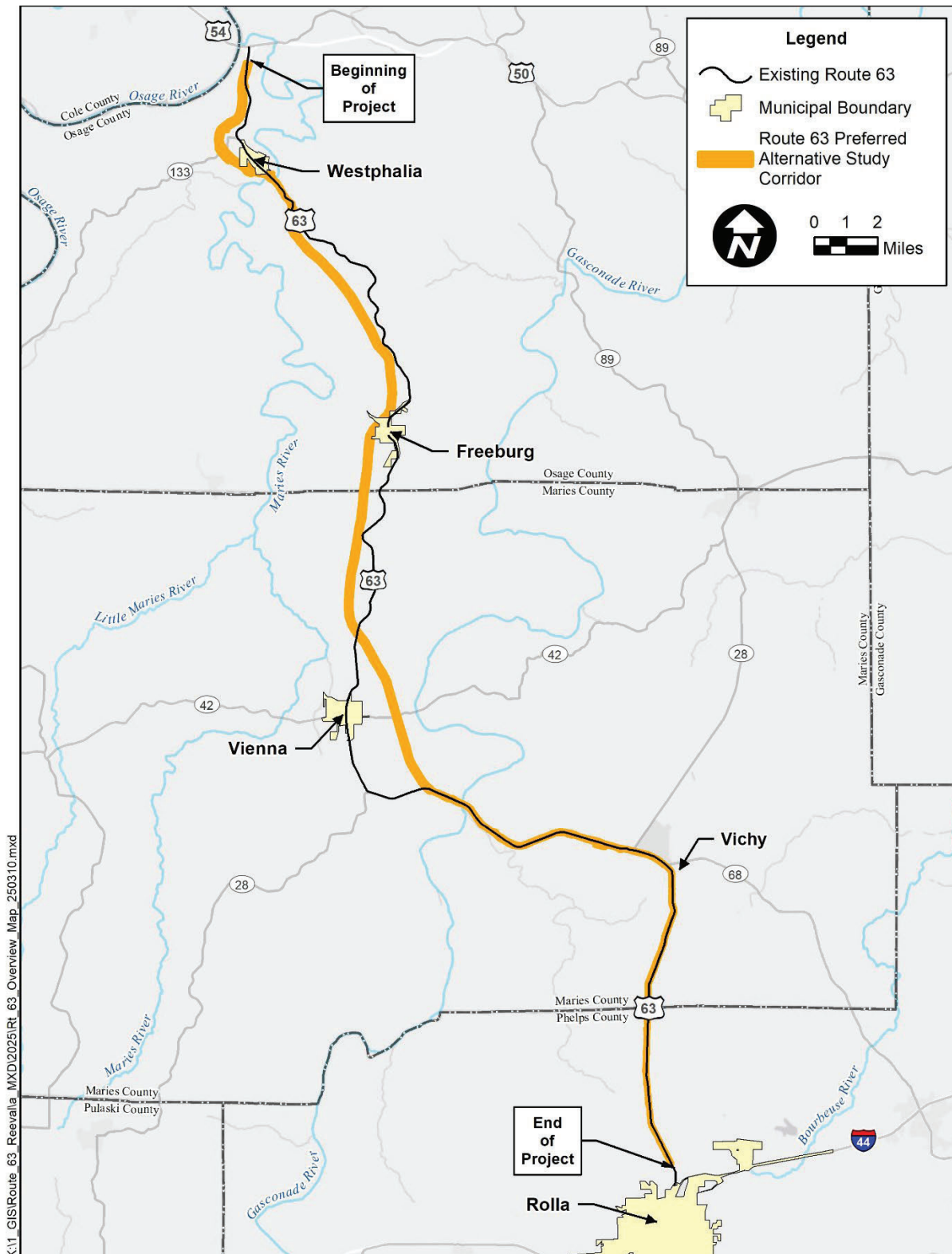
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Figure 3. Route 63 Preferred Alternative Corridor Sections



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Figure 4. Route 63 Preferred Alternative Corridor



3.0 EIS Re-evaluation

Funding has been programmed by MoDOT in the 2023 – 2027 Missouri State Transportation Improvement Program (STIP) for construction of 5.78 miles of the Route 63 Preferred Alternative in the Westphalia section (Section 1) (MoDOT 2023a). This portion of the Preferred Alternative is a relocation of existing Route 63 to a western bypass of Westphalia as shown in Figure 3 from Route 50 to County Road 611 south of Westphalia. As required by MoDOT's Engineering Policy Guide and FHWA, projects that have not advanced within any 3-year time period after approval of a final EIS are required to be re-evaluated. Because the Route 63 improvement project has not advanced since the completion of the Final EIS in 2009, MoDOT is conducting this EIS re-evaluation in consultation with FHWA. As specified in FHWA Technical Advisory T6640.8A, this re-evaluation focuses on "changes in the project, its surroundings and impacts, and any new issues identified since the final EIS was approved."

4.0 Purpose and Need Validation

The existing Route 63 facility is primarily a two-lane roadway with 12-foot driving lanes and four-foot shoulders. The 47-mile-long study area is characterized by rolling hills with numerous sharp curves, driveways, and access points that contribute to uneven traffic flow, particularly in the neighboring communities of Westphalia, Freeburg, Vienna, and Vichy. These characteristics increase the potential for high crash areas. MoDOT has continued to operate and maintain the facility, but there have been no substantial improvements to the roadway since the EIS was completed in 2009.

The primary purpose of the Route 63 project as stated in the 2009 EIS is to improve the operational efficiency and safety of the existing roadway for both through and local traffic. Proposed improvements recommended in the 2009 EIS took into account the needs of neighboring communities and residents. Specifically, the project is needed to:

- Improve safety on Route 63
- Improve traffic flow on Route 63
- Improve north-south four-lane design continuity

The purpose and need from the 2009 EIS was reviewed to ensure its current validity. Each purpose and need element is discussed below.

4.1 Safety

The 2009 EIS described sharp curves that in combination with the hilly terrain on Route 63 make passing difficult. In Osage and Maries Counties, no-passing zones still exist on approximately two-thirds of the corridor. When passing opportunities are limited, there is high potential for passing maneuvers where there is inadequate sight distance, resulting in crashes. These conditions remain unchanged throughout the Route 63 corridor since the 2009 EIS.

Crash rates are a measure typically used to characterize the safety condition of roadways and are measured in crashes per 100 million vehicle-miles traveled (100 MVMT). Crash rates for the last five-year period of available data, 2019 through 2023, are presented for the Route 63 study sections in Table 1.

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Table 1. Preferred Alternative Corridor Crash Rates (2019-2023)

Route 63 Corridor Regional Sections*	Crash Rate in Crashes per 100 Million Vehicle Miles Travelled (100 MVMT)				
	2019	2020	2021	2022	2023
Westphalia (Section 1)	267	184	171	136	148
South of Westphalia (Section 2)	106	92	76	77	76
Freeburg (Section 3A)	193	109	200	100	99
Vienna (Section 3B)	205	168	103	189	269
Vichy (Section 4)	61	69	161	80	83
South of Vichy (Section 5)	85	110	98	95	43

*Regional sections determined during the 2009 EIS.

Source: MoDOT, 2024

Crash rates are typically compared to statewide averages for similar roadway types. Statewide averages for two-lane roadway type are presented in Table 2.

Table 2. Statewide Average Crash Rates per 100 MVMT for Two-Lane Roadway Type (2019-2023)

Roadway Type	2019	2020	2021	2022	2023
Two-Lane Type	207	187	181	172	168

Source: MoDOT, 2024

Crash rates for the Preferred Alternative corridor compared to statewide crash rates indicate that crash rates were higher than the statewide average within the Westphalia Section in 2019, the Freeburg Section in 2021, and the Vienna Section in 2022 and 2023. Additionally, in the South of Westphalia, Vichy, and South of Vichy sections the crash rates are lower than the statewide averages over the five-year study period.

The frequency of crashes by severity type were also reviewed over the five-year period from 2019 to 2023 and are shown in Table 3. Crash severity types include fatal, serious injury, minor injury, and property damage only.

Table 3. Crashes Severity Type by Route 63 Regional Section (2019-2023)

Route 63 Corridor Regional Sections*	Crash Severity Type				Total Crashes
	Fatal	Serious Injury	Minor Injury	Property Damage Only	
Westphalia (Section 1)	5	3	21	83	112
South of Westphalia (Section 2)	0	2	20	54	76
Freeburg (Section 3A)	1	2	20	74	97
Vienna (Section 3B)	1	4	29	99	133
Vichy (Section 4)	3	1	8	75	87
South of Vichy (Section 5)	4	0	10	65	79

Source: MoDOT, 2024

Within the Route 63 Preferred Alternative corridor, the Westphalia Section had the highest number of fatality crashes (5) and the highest number of property damage only crashes (83) over the five-year period. The number of total crashes were highest in the Vienna Section where 133 crashes occurred over the five-year period.

Historical crash rates from 2003 to 2007 were examined in the 2009 EIS. The data at that time showed portions of the Preferred Alternative corridor had crash rates close to two times higher than the statewide average for rural two-lane highways ranging from approximately 118 to 408 per 100 MVMT in comparison to the statewide rate of approximately 211 per 100 MVMT. As crashes in portions of the Route 63 corridor continue to exceed statewide average rates and roadway conditions in the corridor have not changed, the safety component of the purpose and need remains valid for this re-evaluation.

4.2 Traffic Flow

Current average annual daily traffic (AADT) volumes on Route 63 range from 4,595 south of Vienna to 9,040 at the north end of the corridor, north of Westphalia. Level of Service (LOS) is a national standard quality measure of traffic flow describing operational conditions within a traffic stream, generally in terms of such service measures as speed and travel time, freedom to maneuver, traffic interruptions, and comfort and convenience. LOS is described in a magnitude from LOS A to LOS F.

- LOS A: describes free flow traffic conditions
- LOS B: free flow conditions although presence of other vehicles begins to be noticeable
- LOS C: increases in traffic density become noticeable but remain tolerable to the motorist
- LOS D: borders on unstable traffic flow; the ability to maneuver becomes restricted; delays are experienced
- LOS E: traffic operations are at capacity; travel speeds are reduced, ability to maneuver is not possible; travel delays are expected
- LOS F: designates traffic flow breakdown where the traffic demand exceeds the capacity of the roadway; traffic can be at a standstill

These LOS conditions represent the highest volume peak time periods with the off-peak conditions operating at better traffic flow characteristics.

The estimated existing LOS for Route 63 ranges from LOS B to LOS D with the majority of the corridor operating at LOS C. The north end of the corridor north of Westphalia operates at LOS D and part of Section 4 from Vienna to Vichy operates at LOS B with the remainder of the corridor operating at LOS C. The 2009 EIS showed the majority of the corridor operating with “Fair Traffic Flow” and a section around Vienna operating with “Poor Traffic Flow”. Based on the descriptions and traffic volumes reported in the 2009 EIS, fair traffic flow generally corresponds to LOS B to LOS C and poor traffic flow generally corresponds to LOS D to LOS E. While the area north of Westphalia currently operates with “Poor Traffic Flow” (LOS D), rather than around Vienna as was the case in the 2009 EIS, in general, roadway traffic flow conditions have not changed. Therefore, the traffic flow component of the purpose and need remains valid for this re-evaluation.

4.3 Design Continuity

Route 63 north and south of the Preferred Alternative corridor is a four-lane divided, access controlled highway with a grass median. Statewide, Route 63 is mostly four-lane divided or a shared four-lane facility with access restrictions. Compared to the roadway conditions evaluated in the 2009 EIS, Route 63 remains as a hilly and curvy two-lane facility with varying shoulder widths, at-grade intersections, and many access points. Improvements to this portion of Route

63, whether a four-lane divided or shared four-lane facility, would improve safety and provide improved traffic flow characteristics with a continuous four-lane roadway. Therefore, the design continuity component of the purpose and need remains valid for this re-evaluation.

5.0 Preferred Alternative

As part of the 2009 EIS, the MoDOT study team developed several preliminary alternatives by identifying links between specific geographic points within each regional section. Preferred links were eventually combined within each regional section into alternative corridors for the entire 47-mile length of the project. These alternatives were then evaluated with consideration to public input, engineering, right of way, environmental resources, cultural resources, and construction costs. The evaluation resulted in the selection of three alternative corridors – Alternative 1, Alternative 2, and the Preferred Alternative – for detailed study of environmental and socioeconomic impacts that was documented in the 2009 EIS.

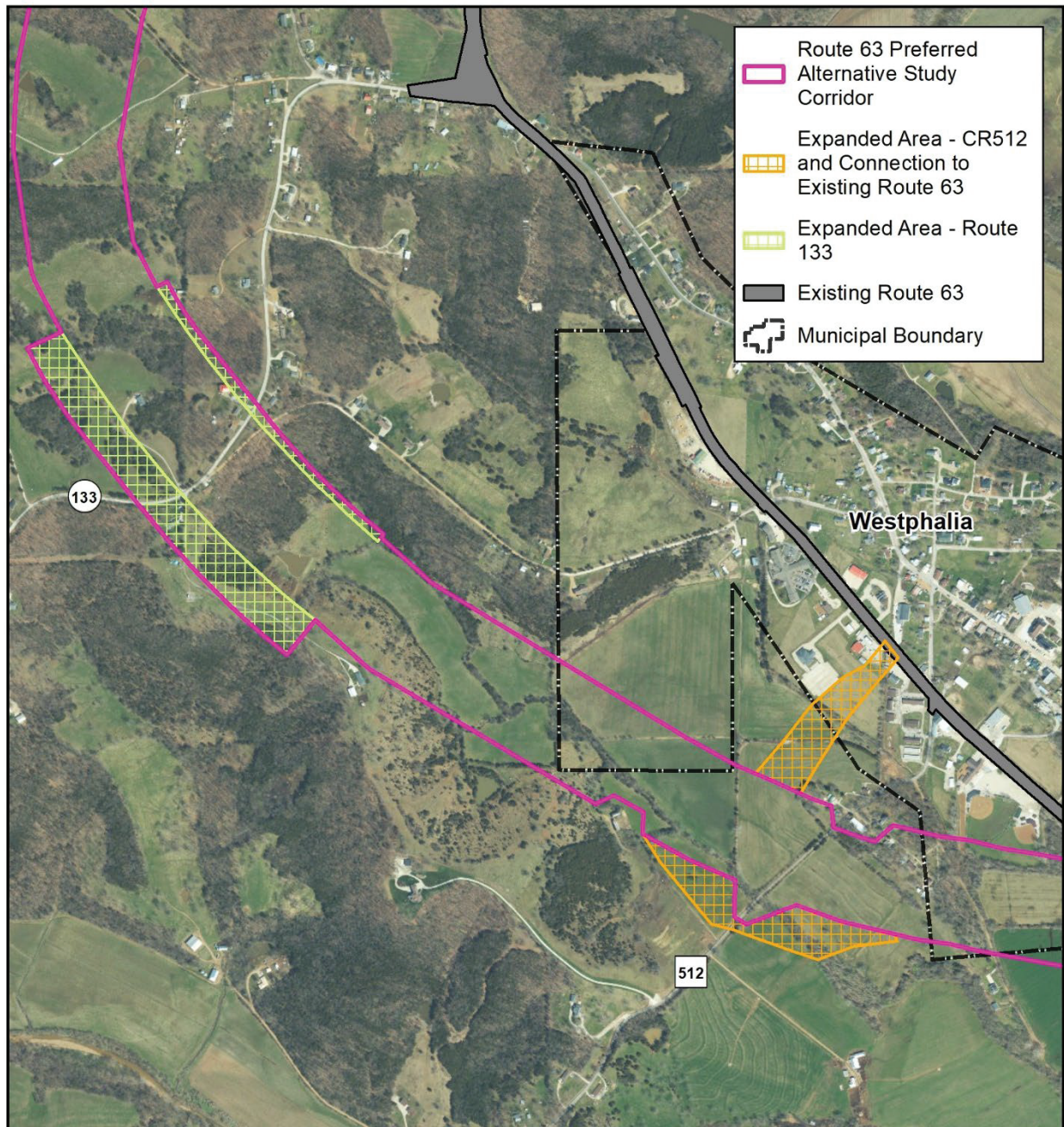
Consideration of a No-Build Alternative, which would leave the existing Route 63 alignment in its present state without additional upgrades or improvements, was also carried through the 2009 EIS as a comparison to other alternatives, as required by the National Environmental Policy Act (NEPA). However, the No-Build Alternative would not meet the purpose and need of the proposed project.

During development of this re-evaluation, MoDOT considered a potential change to the Preferred Alternative in the Westphalia section (Section 1) based on requests by area residents to re-examine a segment of the corridor to further minimize potential impacts to properties. In response to these requests, MoDOT conducted a screening analysis of an optional segment that was considered in the 2009 EIS, but ultimately not selected to be included in the Preferred Alternative. See Appendix A for the screening analysis summary. MoDOT's analysis concluded no notable differences between the Preferred Alternative and the optional segment as it did not present a less impactful alternative. Therefore, it was not carried forward into this re-evaluation and no changes were made to the Preferred Alternative as a result of this analysis.

During the development of this re-evaluation, MoDOT identified the need to modify the Preferred Alternative corridor in the Westphalia section (Section 1) to accommodate an at-grade or above-grade intersection at Route 133, resulting in a slight widening of the corridor in this area. Additionally, the corridor footprint at County Road 512 was expanded to include greater flexibility for intersection design and a 0.5-mile roadway segment connecting the Preferred Alternative to existing Route 63 in Westphalia at Main Street, as shown in Figure 5.

As funding becomes available for segments beyond the Westphalia section, MoDOT may further expand or adjust the Preferred Alternative where it reconnects to existing Route 63. Design of the Westphalia section (Section 1) does not preclude alternatives to any future connections to existing Route 63. Additionally, MoDOT will complete a re-evaluation on remaining sections and connections to existing Route 63 as funds become available or before construction is authorized. For this re-evaluation, the study area corridor encompasses the 300- to 750-foot-wide, 47-mile Preferred Alternative corridor selected in the 2009 EIS with the newly expanded areas described above and shown on Figure 5. The exact alignment of the new roadway within the Preferred Alternative corridor will be finalized during the design phase.

Figure 5. Westphalia Section Preferred Alternative Corridor Expansion Areas



6.0 Public and Agency Coordination

On August 2, 2022, MoDOT sent notices to local, state, and federal agencies describing the re-evaluation project and seeking comments relative to the interests of each agency. Notices were also sent to federally recognized tribes on August 2, 2022. Comment and coordination letters from the Missouri Federal Assistance Clearinghouse, Missouri Department of Natural Resources

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(MDNR), Missouri State Historic Preservation Office (SHPO), U.S. Environmental Protection Agency (EPA), U.S. Fish and Wildlife Service (USFWS), Army Corps of Engineers (USACE), Eastern Shawnee Tribe of Oklahoma, and the Miami Tribe of Oklahoma are provided in Appendix B. The USFWS, USACE, and EPA each requested an informal meeting with MoDOT to discuss the project. Meeting documentation is also provided in Appendix B. As of the date of this submittal, no other comments from agencies or tribes have been received.

On July 26, 2022, MoDOT issued a notice informing the public of the re-evaluation of the 2009 EIS. The notice was published on MoDOT's website. MoDOT accepted public comments through August 23, 2022. Forty-one public comments were received via the online comment form and directly to MoDOT (See comment matrix and copies of comments in Appendix B). Many commenters were supportive of the project, indicating that the additional lanes and new alignment would improve safety and traffic congestion. Other comments included those concerned about land acquisition and location of the final alignment design. Additionally, other comments suggest improvements to the existing Route 63 roadway instead of the proposed new alignment. MoDOT provided answers to questions and responded to requests for mapping and additional information submitted during the comment period. Several landowners in and near the Westphalia area also requested an informal meeting with MoDOT to discuss the project. On October 11, 2022, MoDOT met with these landowners to discuss the Preferred Alternative and general project location. A summary of that meeting is included in Appendix B.

MoDOT will conduct additional public engagement activities during the design phase for the Westphalia section (Section 1) to inform the public and stakeholders about the design process and receive public input on the Preferred Alternative corridor expansion areas and preliminary alignment. MoDOT will also conduct public involvement on connections to existing Route 63 during a re-evaluation of the remaining segments.

7.0 Resource Impact Evaluation and Environmental Re-evaluation/Consultation Form

For the purposes of this re-evaluation, existing social and environmental conditions are established and potential impacts within the Preferred Alternative corridor are measured. These impacts are compared to the 2009 EIS conclusions for each resource to determine if there are changes in the resource or magnitude of impacts. Because current funding for the Route 63 project has been allocated for design and construction within the Westphalia section (Section 1) only, and funding for other sections is not yet programmed, detailed wetland and habitat surveys were conducted only in the Westphalia section. Additionally, the specific alignment and limits of construction for the roadway within the 300- to 750-foot corridor is not yet determined; therefore, potential impacts evaluated in this re-evaluation are conservatively measured within the corridor and will be re-examined during design for each section.

The following form presents impact analysis findings for each resource evaluated. The form 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 as reported in the 2009 EIS. The Preferred Alternative corridor, key resources, and resource impacts are also shown on the Route 63 EIS Re-evaluation map index in Appendix C. A summary of the impact evaluation findings is shown in Table 7 following the form. Where appropriate for the impact analysis, a broader study area beyond the Preferred Alternative is referred to which includes the adjacent unincorporated area and communities of Westphalia, Freeburg, Vienna, and Vichy.

Environmental Re-evaluation/Consultation Form for U.S. Route 63 Environmental Impact Statement

23 CFR 771.129

Missouri Department of Transportation/Federal Highway Administration

REGION Missouri Division	STATE PROJECT NO. CD0007	PROJECT TITLE, DOCUMENT TYPE Environmental Impact Statement, Route 63, Osage, Maries, and Phelps Counties
Date Approved	Federal Aid No. NHPP 63-3(118)	

REASON FOR CONSULTATION:
The Route 63 Osage, Maries, and Phelps Counties Final EIS was approved and signed in October 2009 followed by the ROD in February 2010. A portion of the 47-mile project is now programmed in the 2023-2027 STIP and MoDOT is initiating design for 5.78 miles of the Preferred Alternative from the 2009 EIS in the Westphalia section. Therefore, a re-evaluation of the 2009 EIS is necessary to determine if impacts within the Westphalia section and the remaining corridor have changed.

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

1) Socioeconomics	
Is there an impact to this resource?	Yes <input checked="" type="checkbox"/> No <input type="checkbox"/>
Change since 2009 EIS	More Impacts <input type="checkbox"/> No Change <input checked="" type="checkbox"/> Fewer Impacts <input type="checkbox"/>
<p>The social setting in the larger area encompassing the Preferred Alternative, which includes the surrounding communities and unincorporated areas of Osage, Maries, and Phelps counties, has remained relatively consistent since the 2009 EIS. Based on decennial census data provided by the U.S. Census Bureau (USCB), shown in Table 4, all three counties experienced varying levels of growth between 2000 and 2010, but then experienced a decline in population between 2010 and 2020. Since 2000, the population of the city of Westphalia has grown by 18 percent, in contrast to the cities of Freeburg and Vienna, which have seen a slight decline in population. No data is available for Vichy. The total population in the eight census block groups that encompass the Preferred Alternative corridor has remained nearly unchanged since 2000, decreasing by less than one percent. Correspondingly, residential and commercial development along the Route 63 corridor remains similar to that documented in the 2009 EIS. A small number of buildings have since been vacated or demolished, but some new construction has also taken place, especially in the Westphalia area.</p>	

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Table 4. Population Trends in the Study Area

	State of Missouri	Osage County	Maries County	Phelps County	Preferred Alternative Corridor Block Groups	City of Westphalia	City of Freeburg	City of Vienna
1990	5,117,073	12,018	7,926	35,248	NA	287	446	611
2000	5,595,211	13,062	8,903	39,825	10,313	320	423	628
2010	5,988,927	13,878	9,176	45,156	10,825	389	437	610
2020	6,154,913	13,274	8,432	44,638	10,225	378	409	581
2000-2010 Percent Change	7.0%	6.2%	3.1%	13.4%	5.0%	21.6%	3.3%	-2.9%
2010-2020 Percent Change	2.8%	-4.4%	-8.1%	-1.1%	-5.5%	-2.8%	-6.4%	-4.8%
2000-2020 Percent	10.0%	1.6%	-5.3%	12.1%	-0.9%	18.1%	-3.3%	-7.5%

Source: 2009 EIS, USCB 2010, USCB 2020

As noted in the 2009 EIS, socioeconomic impacts include the acquisition of new right of way, which would result in the direct loss of property that is subject to property taxes. The assessed value of the land that would be acquired for the current Preferred Alternative is estimated to be approximately \$900,000 in Osage County and \$470,000 in Maries County. This accounts for less than one percent of the 2022 total assessed value of real estate in both Osage County (approximately \$149 million) and Maries County (approximately \$86 million). No new right of way would be acquired in Phelps County. Consistent with the findings of the 2009 EIS, which estimated that the percent of total taxable value lost for the Preferred Alternative would be 1.1 percent in Osage County and 3.3 percent in Maries County, tax impacts from the Preferred Alternative would be relatively small. Furthermore, the Preferred Alternative encompasses more area than will ultimately be impacted by the final alignment, providing a conservative estimate of impacts associated with right of way acquisition.

Other socioeconomic impacts would include changes in employment, both from job losses associated with business displacements and the generation of jobs from highway construction, as well as benefits to the local economy associated with the cost of labor and materials. Due to the smaller scope of the currently funded and programmed portion of the project in the Westphalia area compared to the full 47-mile project analyzed in the 2009 EIS, as well as inflation of the dollar since 2009, a direct comparison of economic costs and benefits has not been determined.

However, along the Westphalia portion of the Preferred Alternative where funding has been programmed, impacts related to employment and construction costs would be of the same general magnitude as those determined in the 2009 EIS. Based on the lack of substantial changes in the affected environment, impacts to socioeconomics are expected to remain consistent with those determined in the 2009 EIS.

2) Community Impacts

Is there an impact to this resource?

Yes ☒ No ☐

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<p>Change since 2009 EIS</p> <p>According to the 2009 EIS, the Preferred Alternative may have required the relocation of the combination volunteer fire department and community center in the Vichy area. However, as this facility is located outside of the Preferred Alternative corridor, relocation is no longer anticipated. No other community facilities identified in the 2009 EIS would be directly impacted by the proposed project, and no new community facilities were identified via web search or field reconnaissance. Consistent with the findings of the 2009 EIS, construction activities would lead to short-term traffic congestion and detours that could affect school bus traffic and emergency services. However, MoDOT would coordinate with local officials regarding detours before they are put in place. In the long term, the Preferred Alternative would improve the flow of local traffic, including school bus safety and emergency services on the existing route, as it would separate local traffic from through traffic.</p> <p>Per the 2009 EIS, the Preferred Alternative corridor was not known to have extensive pedestrian and bicycle use. Based on field observations and recent community engagement during the public comment period, this is still the case. New sidewalks or pedestrian upgrades are not anticipated in the communities of Westphalia, Freeburg, or Vienna, since the Preferred Alternative relocates the roadway outside of these communities. Pedestrians and bicyclists would benefit from improved safety from the reduced vehicle movements through these communities. The Preferred Alternative does continue on the existing alignment through Vichy, however, there are no existing sidewalks or other pedestrian improvements adjacent to or connecting to the existing Route 63 alignment in this area, nor does Vichy have any major pedestrian generators such as schools or pedestrian-oriented businesses. Consistent with the 2009 EIS findings, there are no current plans for pedestrian or bicycle upgrades associated with the Preferred Alternative, but further need for these accommodations will be evaluated and prioritized during the design phase of the proposed project.</p> <p>Based on the lack of substantial changes in the affected environment and no impact to the volunteer fire department and community center in the Vichy, impacts to the community surrounding the Preferred Alternative corridor are expected to remain consistent with those determined in the 2009 EIS.</p>	<p>More Impacts <input type="checkbox"/> No Change <input type="checkbox"/> Fewer Impacts <input checked="" type="checkbox"/></p>
3) Land Use	
<p>Is there an impact to this resource?</p> <p>Change since 2009 EIS</p> <p>The 2009 EIS describes land use along the Preferred Alternative corridor as primarily undeveloped and developed land. Rural land uses including agricultural land, which may consist of open fields of pasture or hay, tillable fields, and wooded tracts are primarily located in Osage and Maries Counties. Developed land in the corridor includes land that encompasses cities, residential, commercial and recreational uses. Based on a review of current and historic aerial imagery, there have been no large-scale land use changes in the corridor and surrounding communities since the 2009 EIS. New development along the corridor has been minimal, limited to new residences and small commercial buildings and much of the surrounding area remains undeveloped. Current land use within the Preferred Alternative corridor is consistent with characterizations made in the 2009 EIS.</p> <p>Current land cover in the Preferred Alternative is detailed in Table 5. The corridor includes 3,084 acres of land including approximately 1,240 acres of deciduous forest, 1,099 acres of</p>	<p>Yes <input checked="" type="checkbox"/> No <input type="checkbox"/></p> <p>More Impacts <input type="checkbox"/> No Change <input checked="" type="checkbox"/> Fewer Impacts <input type="checkbox"/></p>

hay/pastureland, and 371 acres of developed land. The entire portion of land in the corridor within Phelps County consists of approximately 137.4 acres of MoDOT right of way. This area contains a variety of land cover types including developed open space, high intensity, forested, hay/pasture, and barren land. Exact land cover impacts within the corridor cannot be calculated until the alignment is determined by MoDOT; however, current land cover is consistent with the 2009 EIS, with the most significant land cover being hay/pasture or forested tracts.

Table 5. Land Cover within the Preferred Alternative Corridor¹

Land Cover Type	Area within Preferred Alternative Corridor (ac)
Barren Land	21
Cultivated Crops	14
Deciduous Forest	1,240
Developed, High Intensity	4
Developed, Low Intensity	176
Developed, Medium	96
Developed, Open Space	95
Evergreen Forest	18
Hay/Pasture	1,099
Herbaceous	36
Mixed Forest	257
Open Water	4
Shrub/Scrub	22
Woody Wetlands ²	2
Total	3,084

¹Preferred Alternative corridor includes existing right of way.

²Wetland delineations were completed in the Westphalia section. The delineated area of wetlands that could be impacted by the project in this section are included in the Surface Water Resources section below.

Source: Dewitz, 2021

A small portion of a parcel located in the City of Westphalia and crossed by the Preferred Alternative corridor is currently zoned as rural residential (City of Westphalia, 2021). No other formal land use controls exist within the study area as neither Osage, Maries, or Phelps Counties, nor the cities of Freeburg, Vienna, or Vichy, have adopted land use and zoning regulations. Therefore, the proposed project would not impact land use plans and policies.

All three counties encompassing the Preferred Alternative are included in the Meramec Regional Planning Commission (MRPC) region. The MRPC issued a Comprehensive Economic Development Strategy in 2002 which was revised in 2018. The Comprehensive Economic Development Strategy lists four goals for the Meramec Region centered around expansion and economic growth, however changes to the Route 63 corridor are not addressed (MRPC, 2018).

Implementation of the Preferred Alternative may affect movement of farm equipment and livestock on farms that could be bisected by the new alignment. Access to farming operations will be further assessed during roadway design.

As only minor changes to land uses and land cover types have occurred since the 2009 EIS, and minimal changes related to land use planning are anticipated, impacts to land use within the Preferred Alternative corridor remain consistent with the determinations of the 2009 EIS.

4) Displacements

Is there an impact to this resource?

Yes ☒ No ☐

More Impacts ☒ No Change ☐ Fewer

Change since 2009 EIS

Impacts ☐

The 2009 EIS determined that the Preferred Alternative for the entire 47-mile corridor improvement would displace 27 single-family residences and 15 commercial structures. Based on historical aerial imagery from the early 2000's, it was confirmed that many of these potential displacements are still located within the corridor; however, new structures that could be impacted by the final alignment have been identified within the corridor. The estimate of potential displacements was determined using current aerial imagery and site reconnaissance. Based on this analysis, there are 44 single-family residences and 9 commercial properties identified within the Preferred Alternative corridor that could be potentially displaced. The locations of these residences and commercial properties are shown on the map index in Appendix C.

Differences in the estimated number of displacements from the 2009 EIS as compared to this re-evaluation are attributed to an increase in new single-family home construction throughout the corridor. The number of commercial displacements is similar to that analyzed in the 2009 EIS. In the Westphalia section there are 11 potential residential displacements and 3 commercial/agricultural structures within the Preferred Alternative corridor compared to the 6 displacements previously identified in the 2009 EIS. As stated in Section 7.0, the specific alignment for the roadway within the 300- to 750-foot corridor will be finalized during the design phase; therefore, potential impacts are conservatively measured within the corridor and will be re-examined during design for each section. As such, it is unlikely that all identified residences and commercial properties would be impacted and displacements will be minimized during roadway design.

According to current real estate listings, there are 28 single family homes in Osage County for sale which could provide replacement housing for potential displacements in the Westphalia section. As funding becomes available for the remaining corridor, outside of Westphalia, replacement properties will be evaluated.

During the design phase, additional analysis would be completed to determine the exact number of properties, and the current use and occupancy of each structure that would be impacted. MoDOT will conduct the acquisition and relocation of all affected properties in accordance with the procedures established in the Uniform Act of 1970, as amended. MoDOT will carry out the Uniform Act without discrimination and in compliance with Title VI (the Civil Rights Act of 1964), and the Americans with Disabilities Act.

This re-evaluation has identified more potential displacements within the Preferred Alternative corridor compared to the 2009 EIS; however, as noted above, once the final alignment is determined, the number of displacements is anticipated to be smaller as right of way acquisition is refined. Because MoDOT will work to minimize displacements during the design phase, it is anticipated that the type and number of displacements would be relatively similar to those identified in the 2009 EIS.

5) Environmental Justice

On January 20, 2025, President Trump signed Executive Order (E.O.) 14148 --Initial Rescissions of Harmful Executive Orders and Actions and E.O. 14154 – Unleashing American Energy. The E.O.s revoked E.O. 14096 – Revitalizing Our Nation's Commitment to Environmental Justice for All (April 21, 2023). Subsequently on January 21, 2025, President

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Trump signed E.O. 14173 – Ending Illegal Discrimination and Restoring Merit-Based Opportunity. This E.O. revoked E.O. 12898 – Federal Actions to Address Environmental Justice in Minority Populations and Low-Income Populations (February 11, 1994). On February 25, 2025, the Council on Environmental Quality (CEQ) published an Interim Final Rule removing the CEQ’s National Environmental Policy Act (NEPA) implementing regulations, effective April 11, 2025 (90 Fed. Reg. 10610). As a result of these actions, all federal environmental justice requirements are revoked and no longer apply to the federal environmental review process. FHWA, FTA and FRA’s Joint NEPA regulations (23 CFR part 771) and the agencies Interim Final Guidance on “Section 139 Environmental Review Process: Efficient Environmental Reviews for Project Decision making and One Federal Decision” (12/17/2024) do not require an environmental justice analysis. Accordingly, no analysis of environmental justice is included in this reevaluation. Any purported environmental justice impacts will not be considered in the federal decision. Social, economic, and community impacts will continue to be disclosed where applicable in accordance with 23 CFR 771.

6) Soils and Geology

Is there an impact to this resource?

Yes ☒ No ☐

More Impacts ☐ No Change ☒ Fewer Impacts ☐

Change since 2009 EIS

Topography along Route 63 through Osage, Maries and Phelps Counties is one of long tapering ridges, separated by moderately steep, well-entrenched valleys. The overall geologic conditions are characterized by layered, carbonate sedimentary bedrock. Depth to bedrock can be deeper (10 to 50 deep) in the upland and on ridge tops, with the underlying rock belonging to the Roubidoux Formation. A mantle of 10 to 25 feet of mostly sand and gravel overlying bedrock may characterize the alluvial valleys. Typical elevations in proximity to the Preferred Alternative corridor range from approximately 300 to 310 feet above mean sea level.

The Roubidoux Formation is underlain by cyclical deposits of sandstone, chert, and interbedded cherty dolomite, a sedimentary carbonate. While there was a lack of observed karst features near the Preferred Alternative corridor, special considerations may need to be taken based on the carbonate bedrock. The porous and soluble nature of this bedrock can create shallow and deep karst features including voids and faults. Additionally, due to the surficial nature of road construction, impacts to bedrock and regional geology resulting from the project would be typical.

According to the Osage County Soil Survey (NRCS, 2022), surficial soils within the Preferred Alternative corridor are made up of the following associations:

- Freeburg-Moniteau association: gently sloping to slightly sloping, somewhat poorly to very poorly drained, silty and very cherty soils on upland foot slopes
- Raccoon-Union association: nearly level to moderately sloping, poorly drained to well drained, loamy soils on low terraces, ridges, and mounds of natural levees
- Moko-Rock Outcrop Complex association: steeply sloping, very shallow and excessively drained, very stony and gravelly soils on uplands, outcrops and on low terraces.

Construction of the final alignment would require the permanent clearing of vegetation along areas where additional roadway would be constructed and clearing of vegetation within temporary workspaces. Thus, the soils present within the study area may become more erodible during the construction phase. However, areas temporarily cleared of vegetation would be seeded with site-appropriate seed upon completion of construction, lessening the erosion hazard and minimizing impacts. In addition, to minimize potential soil erosion during

construction activities, MoDOT's Pollution, Sediment and Erosion Control policies would be followed. MoDOT has a general State Operating Permit, obtained from MDNR which allows for land disturbance activities associated with highway construction. The permit stipulates that MoDOT will develop Stormwater Pollution Prevention Plans (SWPPP) and follow guidelines to install temporary and permanent erosion and sediment control measures. These measures detail use of best management practices (BMPs) and include the utilization of berms, slope drains, ditch checks, sediment basins, silt fences, rapid seeding and mulching, and other erosion control devices or methods that would be implemented as needed (MoDOT 2023b). Therefore, impacts to soils would be minor.

As the majority of geologic and soil composition changes occur gradually over long periods of time, and no major natural disasters or human developments have occurred in the region that would have notable impacts to geology or soils, geologic conditions along the Preferred Alternative corridor are not expected to have experienced substantial changes since the 2009 EIS. Additionally, geotechnical investigations and soil erosion control measures will be conducted by MoDOT during final design and construction.

7) Surface Water Resources

Is there an impact to this resource? Yes ☒ No ☐
 Change since 2009 EIS More Impacts ☐ No Change ☐ Fewer Impacts ☐

**A direct comparison to the 2009 EIS cannot be made because surface water impact data specific to the Westphalia section is not available from the 2009 EIS and delineations have not been conducted for the remaining sections of the Preferred Alternative corridor.*

Westphalia Section

Because MoDOT has secured funding and will be initiating design for the Westphalia section of the Preferred Alternative corridor, potential wetland impacts were evaluated only for the approximately 6-mile section of the corridor. A desktop review was initially conducted to identify water features including wetlands, ponds, and streams in this area using a variety of online resources including Natural Resources Conservation Service (NRCS) soil survey maps, National Wetland Inventory maps, the National Hydrography Dataset, U.S. Geological Survey topographic maps, Federal Emergency Management Agency (FEMA) maps, aerial imagery, and Missouri Spatial Data Information Service LiDAR data. Although specific design plans for the Westphalia section are unknown at this time, MoDOT anticipates that Clean Water Act Section 404 permitting will be needed for construction of this segment of Route 63 once plans are determined.

Following the desktop review, a field survey of the Preferred Alternative corridor was conducted by WSP between September 14 and September 29, 2022, to verify water resources mapped during the desktop review and identify and document additional water resources. Potential impacts to unnamed tributaries were also quantified, whereas the 2009 EIS impacts were limited to named streams. The expanded area in the Westphalia section that includes a 0.5-mile roadway segment connecting the Preferred Alternative with existing Route 63 near the intersection with County Road 512, shown in Figure 5, was not included in the field survey.

Surface water features identified in the Westphalia section during the 2022 delineation, including wetlands and streams, are shown on the map index in Appendix C and in the Waters of the U.S. Report in Appendix D. Surface water features documented within the approximately 6-mile Westphalia section include 8 wetlands, totaling approximately 1.23 acres, which consist of 2 forested wetlands and 6 emergent wetlands. Ten open water resources, totaling

approximately 5.03 acres, were also documented which were all determined to be man-made or man-altered and include cattle ponds or privately owned ponds. Additionally, 27 streams, totaling approximately 24,239 linear feet were documented. While the majority of the identified water features exhibited Waters of the U.S./jurisdictional characteristics, some of the features are isolated and did not exhibit a surficial hydrological connection to traditional navigable waters. Therefore, not all of the identified features would likely fall under USACE jurisdiction; however, the USACE must provide the final jurisdictional determination. Field data and characteristics of each of the identified water features are included in the “Waters of the U.S. Delineation Report, Westphalia Section, Osage County, Missouri Environmental Impact Statement Re-Evaluation Project”, dated January 2023 (WSP, 2023) (see Appendix D).

The wetland reviews and delineations conducted for the 2009 EIS identified a total of 2.79 acres of wetlands that would potentially be impacted within the entire 47-mile Preferred Alternative. This total consisted of 0.46 acre of riverine wetland, 0.2 acres of emergent wetland, and 2.13 acres of ponds. The wetland review and delineation also indicated a total of 66,594 linear feet of stream impacts in over 80 streams throughout the corridor. A direct comparison to wetland and stream impacts in the Westphalia section could not be made with the 2009 EIS data; however, it is likely that potential wetland impacts have increased in the Westphalia section. The wetland acreage located in this section is not considered substantial and likely reflects changes to land use practices since the 2009 EIS.

In the design process, wetland systems will be avoided to the extent practicable. Roadway design will include measures to minimize potential effects to wetland recharge areas. In areas where streams would be crossed, culverts will be sized to allow the free flow of water to maintain hydrologic connection. The design phase will consider methods to reduce indirect hydrologic impacts to wetlands such as directing stormwater flow through vegetated drainageways, energy dissipaters, and/or sedimentation or detention basins. MoDOT will coordinate with the USACE and obtain the required Section 404 permits for dredge and fill activities within waters of the U.S. Compensatory mitigation may be required by the USACE in association with Section 404 approval. If mitigation is required, MoDOT will mitigate stream and wetland impacts through a USACE-approved mitigation provider. Mitigation is required when impacts occur to streams or wetlands despite efforts to avoid and minimize impacts. Mitigation for wetlands is calculated using the Missouri Wetland Mitigation Method (MWMM) and mitigation for streams is calculated using the Missouri Stream Mitigation Method (MSMM). There is no mitigation method for open water ponds.

As noted in the 2009 EIS, part of their Missouri Comprehensive Conservation Strategy program (MDC 2022), the Missouri Department of Conservation (MDC) has designated part of the Maries River as a Conservation Opportunity Area (COA) utilizing the Conservation Opportunities Areas Map. This particular COA is further designated by the USACE as “priority water” (USACE 2023). As such, mitigation requirements for impacts in this area are higher. Although the Preferred Alternative traverses the Maries River, no improvements would be required as part of the programmed project in the Westphalia section, and therefore mitigation would not be required at this time.

MoDOT will conduct additional surveys of surface water resources within the expanded areas of the Westphalia section shown in Figure 5 to identify any wetlands, ponds, or streams and evaluate potential impacts to Waters of the U.S.

Remaining Preferred Alternative Sections

A desktop review was conducted to identify wetland and water features in the remainder of the Preferred Alternative outside of the Westphalia section. The review team identified ephemeral, intermittent and perennial streams, and emergent, forested wetlands, and open water wetlands

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within the Preferred Alternative corridor. These features were verified in the field where property access was granted and are shown on the map index in Appendix C. Specific impacts to surface water features in these areas will be determined in future phases of the Route 63 project.

8) Groundwater

Is there an impact to this resource?

Yes ☒ No ☐

More Impacts ☐ No Change ☒ Fewer

Change since 2009 EIS

Impacts ☐

A recent search of the MDNR's Geosciences Technical Resource Assessment Tool (GeosSTRAT) database identified 13 domestic water wells within the Preferred Alternative corridor (see map index in Appendix C) (MDNR, 2023). Several public water wells are located in the vicinity of Westphalia, Freeburg, Vienna, and Vichy and serve the adjacent communities or are owned by the county water supply districts serving rural customers. These areas fall within the Salem Plateau Groundwater Province. The main source of groundwater in the Salem Plateau Province is the Ozark Aquifer, which ranges from 800 to 1,000 feet thick. Pump rates from this aquifer can range from 800 to 1,000 gallons per minute to 15 to 35 gallons per minute (MDNR, 2021). As noted in the 2009 EIS, if a public water supply well is compromised by construction, the well would be properly closed and the public water supply district would be provided with a new supply source. Wells will be plugged in accordance with MDNR 10 CSR 23-3.110. Any abandoned wells will be plugged in accordance with Statutes 256.600 to 256.640 RSMo (MoDOT, 2023b).

Given the generally thick soil/residuum cover, general lack of karst features in the Preferred Alternative corridor, construction activities and highway runoff are not expected to impact groundwater quality in the area. As standard operating procedures regarding the closure of water wells would be followed during construction, impacts to groundwater within the Preferred Alternative corridor would remain consistent with the determinations of the 2009 EIS. In addition, as no substantial land use changes have occurred that would affect groundwater use and if a public water supply well is compromised by construction, the affected public water supply district would be provided with a new supply source, resulting in no impact to groundwater use.

9) Floodplains

Is there an impact to this resource?

Yes ☒ No ☐

More Impacts ☐ No Change ☒ Fewer

Change since 2009 EIS

Impacts ☐

According to the current FEMA Flood Insurance Rate Map (FIRM), for Osage (panel numbers 29151C0225E, 29151C0236E, 29151C0250E, and 29151C0375E, effective September 19, 2012), Maries (panel numbers 2908160050B and 2908160125B, effective June 30, 1987), and Phelps (panel numbers 29161C0125D and 29161C0232D, effective February 20, 2008) counties, portions of the Preferred Alternative corridor are located within the 100-year floodplain (See Appendix E). The 100-year floodplain is identified by FEMA and FHWA guidelines (23 Code of Federal Regulations [CFR] 650) as the area with a one percent annual chance of flooding. Consistent with the documentation in the 2009 EIS, the areas of 100-year floodplain within the Preferred Alternative corridor are associated with the Maries River, Gasconade River, and Spring Creek. There is no regulatory floodway within the Preferred Alternative corridor.

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The 2009 EIS identified 147.5 acres of 100-year floodplain that would be impacted by the Preferred Alternative. Based on updated FEMA FIRM mapping, up to 100.6 acres in Osage and Phelps counties are located in the 100-year floodplain. Since the floodplain mapping for Maries County has not been revised since 1987, a direct comparison to the 2009 acreages is not available. However, a comparison of the Preferred Alternative corridor to the 2009 EIS Preferred Alternative illustrates minor changes in alignment in Maries County. As such, the impact to floodplains in Maries County is anticipated to be similar in magnitude. Thus, while a direct comparison is not available, the acreage of the proposed corridor footprint located within the 100-year floodplain would be largely similar to the 2009 EIS. As such, impacts to floodplains within the Preferred Alternative corridor are similar to the 147.5 acres evaluated in the 2009 EIS.

Impacts to floodplains within the Preferred Alternative would be limited to fill associated with construction of an expanded transportation corridor. During the design process, the proposed roadway would be designed to minimize loss of floodplain storage and avoid any adverse impacts. MoDOT will complete a detailed hydraulic analysis in accordance with the requirements of FEMA and the USACE, to prove no rise in flood elevation in the regulatory floodway. Additionally, MoDOT will obtain a floodplain development permit from the State Emergency Management Agency (SEMA) prior to FHWA authorization for construction within the 100-year floodplain.

In accordance with 23 CFR 650.111, MoDOT has prepared a technical memorandum (Appendix E) for the Westphalia Section currently programmed and under design. MoDOT has determined that the project is not expected to increase the potential for loss of life or property and would therefore not be considered a significant risk. Construction of an alignment within the Preferred Alternative corridor does not result in a substantial adverse impact on natural and beneficial floodplain values. Construction of an alignment within the Preferred Alternative corridor would not create new access to undeveloped lands and would therefore not support incompatible floodplain development. Thus, the determination of impacts from the 2009 EIS would remain applicable to this resource.

10) Public Lands

Is there an impact to this resource? Yes ☐ No ☒
More Impacts ☐ No Change ☒ Fewer Impacts ☐

Change since 2009 EIS

Section 4(f) states that land from publicly owned parks, recreation areas, wildlife or waterfowl refuges, or historic sites can be used for a transportation project only if there is no feasible and prudent alternative and all possible measures have been taken to minimize harm.

The study area for public lands includes the Preferred Alternative corridor and adjacent lands. As noted in the 2009 EIS, there are four privately owned properties with recreational facilities in the study area; the Knights of Columbus Westphalia, Westphalia Lion's Club, Freeburg Lions Club, and Visitation Inter-Parish School. The Freeburg Lions Club and Visitation Inter-Parish School are not located within or adjacent to the Preferred Alternative and therefore would not be affected. While portions of the Westphalia Lions Club are located within the Preferred Alternative, MoDOT will design the final alignment to avoid this property; therefore, the Lions Club property will be outside of the final alignment. Additionally, portions of the Knights of Columbus property are within the Westphalia section of the Preferred Alternative and may be impacted by the final alignment. Although the Knights of Columbus facility is available for public use; the portion of unutilized forested area on the property that is within the Preferred Alternative is privately owned and not under a formal lease agreement and therefore, is not

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considered a Section 4(f) resource based on the FHWA Section 4(f) Policy Paper, Part II, Question 1C guidance (FHWA, 2012). All other portions of the Knights of Columbus property are not within the Preferred Alternative and would not be impacted by the Preferred Alternative.

The 2009 EIS identified several publicly owned properties within the study area, including Dr. Bernard Bruns Conservation Area, Msgr. Bernard S. Groner Memorial Park, Freeburg Tower, Paydown Access, Vienna Park, Spring Creek Gap Conservation Area, Vichy Public Park, and Scenic View Park. The Freeburg Tower is in the Preferred Alternative corridor and may be impacted by the final alignment. During preparation of the 2009 EIS, FHWA determined that since the primary purpose of the Freeburg Tower is not recreational, it is not considered a Section 4(f) resource. The Scenic View Park, owned by MoDOT, is also located within the Preferred Alternative adjacent to Highway 63 in existing MoDOT right of way. MoDOT will determine any potential impacts to the park during the programming and design phases for this section of the Preferred Alternative. All other publicly owned properties in the study area are not within the Preferred Alternative and therefore would not be impacted. Appendix C illustrates the location of the publicly owned properties that are adjacent to or in close proximity to the Preferred Alternative corridor.

Additionally, in 2021 the MDNR accepted ownership of the Rock Island Corridor, with intentions to develop the 144 miles of the former railroad corridor into a public recreational trail (Rock Island Trail State Park). Several portions of the Rock Island Trail State Park remain undeveloped. Portions of the undeveloped Rock Island Trail State Park near Freeburg are located within the Preferred Alternative (Missouri State Parks, 2024). MoDOT will coordinate with MDNR during programming and design of the Freeburg section of the Preferred Alternative to determine any potential impacts to the trail.

Section 6(f) of the Land and Water Conservation Act places restrictions on the conversion of public recreation facilities, funded with Land and Water Conservation Fund (LWCF) grants, to non-recreation uses. There are two properties which received LWCF grant funding in the study area; Msgr. Bernard S. Groner Memorial Park in Osage County and Maries County Memorial Park (Previously called Vienna Park) in Maries County. Neither of these properties are within the Westphalia section nor the rest of the Preferred Alternative corridor and therefore, would not be impacted by the proposed project.

As identified in the 2009 EIS, there are no National Park Service designated Wild or Scenic Rivers that would be impacted by the proposed project. The closest river with such a designation is the Ozark National Scenic Riverways south of Rolla which is outside of the study area.

Therefore, consistent with the determinations of the 2009 EIS, no Section 4(f) parks or public lands or Section 6(f) properties would be impacted by the Preferred Alternative.

11) Prime Farmland

Is there an impact to this resource?

Yes ☒ No ☐

More Impacts ☐ No Change ☒ Fewer

Change since 2009 EIS

Impacts ☐

Prior to the 2009 EIS, the project corridor was evaluated using the Farmland Conversion Impact Rating Form (SCS-CPA-106) for corridor-type projects. The total conversion impact rating for the corridor was 127.1 points, well below the 160-point threshold established by NRCS for consideration of additional avoidance and/or mitigation measures.

Within the current approximately 47-mile Preferred Alternative corridor, up to 68 acres of soils with prime farmland characteristics, 77 acres of soils considered prime farmland if drained, and

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791 acres considered farmland of statewide importance would be converted to right of way. While the Preferred Alternative corridor has undergone minor changes and additions since it was evaluated in 2007, the impacts to farmland are largely the same as those documented in the original Farmland Conversion Impact Rating Form for the 2009 EIS as there have been no new soil surveys in the Preferred Alternative corridor since that time. Furthermore, the Preferred Alternative corridor encompasses more area than will ultimately be impacted by the chosen alignment, providing a conservative estimate of impacts.

Prime farmland soils are also abundant in the region, with the proposed alignment impacting less than 0.25 percent of prime and unique farmland and less than 0.33 percent of farmland of statewide importance in the 3-county region. Additionally, as the minor change in impacted prime farmland acreage associated with the Preferred Alternative corridor would not alter the original impact rating such that it would be above the 160-point threshold that would require consideration of other alternatives, the NRCS concurred that previously completed Farmland Conversion Impact Rating Form adequately represents the project area and that submittal of a new Form NRCS-CPA-106 would not be required (Appendix B). Therefore, impacts to prime farmland along the Preferred Alternative corridor would remain similar to the 2009 determinations and the EIS would remain applicable for this resource.

12) Visual Quality

Is there an impact to this resource? Yes ☒ No ☐
More Impacts ☐ No Change ☒ Fewer Impacts ☐

Change since 2009 EIS

The 2009 EIS stated that, in general, the Preferred Alternative would affect the visual qualities of the landscape in that a new highway would be built through undeveloped land. Thus, the quality of scenery for some landowners would be affected because the view would be interrupted by an undesirable man-made feature. However, most of the landscape throughout the corridor is considered representative, or typical, of what occurs across the region, and is therefore not considered to be aesthetically or visually unique. There are two roadside scenic overlooks identified in the 2009 EIS which are considered to have high visual quality, one just north of Westphalia and one between Vienna and Vichy. Both are located immediately off the existing Route 63 alignment and in a direction such that the view from the overlook would not be impacted by a new roadway within the Preferred Alternative corridor. As there has been no notable development resulting in new visually sensitive receptors within the study area, the impacts to visual quality would remain consistent with the original determinations and the findings from the 2009 EIS would remain applicable for this resource.

13) Air Quality

Is there an impact to this resource? Yes ☐ No ☒
More Impacts ☐ No Change ☒ Fewer Impacts ☐

Change since 2009 EIS

The Preferred Alternative is contained within Osage County, part of the Northern Missouri Intrastate Air Quality Control Region, Maries, and Phelps Counties, part of the Southeast Missouri Intrastate Air Quality Control Region (EPA, 1972). Osage, Maries, and Phelps counties are currently in attainment for all National Ambient Air Quality Standards and with the state's ambient air quality standards regulated by MDNR's Air Conservation Commission (EPA, 2022). As the Preferred Alternative is not within an area that is currently designated nonattainment or maintenance and is outside the jurisdiction of a Metropolitan Planning Organization (FHWS, 2023), all transportation conformity requirements under the Clean Air Act

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have been satisfied. Fugitive dust and emissions from construction vehicles and equipment will occur, however, emissions generated during construction would be temporary and minor.

14) Noise

Is there an impact to this resource? Yes ☒ No ☐
More Impacts ☒ No Change ☐ Fewer Impacts ☐

Change since 2009 EIS

The proposed improvements to Route 63 involve the substantial alteration of an existing highway and the addition of through-traffic lanes, making it a Type I project under 23 CFR 772. Noise studies are required for highway projects that are determined to be Type I. Based on the results of the noise study conducted for the 2009 EIS, 53 residential receptors along the entire 47-mile corridor would be impacted under the Preferred Alternative. Six of these impacted receptors were located in the Westphalia section of the corridor.

As part of the current re-evaluation, a new noise study was completed for the Westphalia section of the Preferred Alternative to account for any new receptors and incorporate updated traffic estimates (Appendix F). The FHWA highway traffic noise prediction program, TNM 2.5, was used to determine noise levels at various receptors along the corridor for design year 2051. As the alignment within the Preferred Alternative corridor has yet to be determined, model inputs for the alignment used an approximate alignment centered on the corridor centerline. The exception is in the segment south of the Maries River where the proposed alignment is anticipated to utilize the existing Route 63 roadway in addition to acquired right of way to the east. Here, the model accurately reflects the proposed right of way. Model inputs also include an approximate alignment for a two-lane, approximately 0.5-mile roadway segment connecting the Preferred Alternative with existing Route 63 near the intersection with County Road 512. The model was run as a "flat terrain", or straight-line model, describing a worst-case scenario with higher sound levels than would be expected in detailed modeling that incorporates topography.

Potential receptors within the Westphalia section were identified and included any noise sensitive land uses within 500 feet of the Preferred Alternative. Existing noise levels for the identified receptors were estimated based on the peak hour noise levels measured during the preparation of 2009 EIS. Receptors were assumed to have peak hour levels equal to those located at similar distances from the existing Route 63 alignment. Based on these estimates, existing noise levels at identified receptors range from 50 dBA to 59 dBA.

The 2051 traffic noise levels for the Preferred Alternative, as predicted by TNM, range from 52.5 dBA to 79.7 dBA at the receptors within the Westphalia section. Ten receptors, eight single-family residences and two recreational areas (sports fields), would experience noise impacts under the Preferred Alternative. All ten receptors are considered impacted due to noise levels approaching, meeting, or exceeding the NAC; four are also considered impacted as they would experience a substantial increase (15 dBA or greater) in noise levels from the existing condition. The majority of the impacted receptors are also located within the Preferred Alternative corridor and thus have the potential to be displaced depending on the ultimate design of the roadway. The locations of the receptors that would be impacted under the 2051 Preferred Alternative scenario are identified in Appendix F.

When traffic noise impacts are identified, noise abatement must be considered and evaluated based on FHWA and MoDOT's criteria for feasibility and reasonableness. Current MoDOT policy requires at least a 5 dBA insertion loss for a minimum of two first-row, impacted receptors for noise abatement to be considered feasible. In general, the impacted receptors along the Route 63 study corridor are isolated such that only a single receptor would be

benefited by noise abatement in a specific area. However, there is one area within the Westphalia section, along Hatchery Lane, where there are two adjacent impacted receptors that could potentially be benefited by noise abatement. As abatement cannot be ruled out based on preliminary feasibility and reasonableness factors, further noise analysis will be conducted once the design is sufficient for more accurate modeling.

The noise study in Appendix F provides noise contours developed using a straight-line model and assumed 110-foot-wide alignment. A more specific noise analysis in the sections south of the Westphalia section would be speculative; further analysis will be required in the future when planning and design of these sections are programmed by MoDOT.

As required by 23 CFR 772.19, MoDOT considered the temporary noise increase from construction. The temporary noise impacts will occur in the immediate vicinity of the construction area and would be limited generally to Monday through Friday, during normal working hours. For those passing by, working, or living near the construction area, interference with speech communication is to be expected. MoDOT will ensure construction specifications require all construction equipment be in good working order. Mufflers will be required to help reduce temporary construction noise impacts

15) Threatened and Endangered Species

Is there an impact to this resource? Yes ☒ No ☐
 More Impacts ☐ No Change ☒ Fewer Impacts ☐
 Change since 2009 EIS

Westphalia Section

Because MoDOT has secured funding and will be initiating design for the Westphalia section of the Preferred Alternative, a desktop review and a suitability habitat assessment was conducted only for the approximate 6-mile Westphalia section.

Under the Endangered Species Act (ESA) of 1973, as amended, and its implementing regulations at 50 CFR Part 402, federal agencies must consult with the USFWS to determine whether any action it authorizes may affect federally listed endangered or threatened species or result in adverse modification or destruction of USFWS designated critical habitat for such species. Endangered species are those determined to be in danger of extinction through all or a significant portion of their range. Threatened species are those likely to become endangered within the foreseeable future. Critical habitat is habitat needed to support recovery of listed species and includes specific areas within the geographical area occupied by the species at the time of listing that contain physical or biological features essential to conservation of the species.

Federal- and state-listed threatened and endangered species protected by the ESA that may be present in the Westphalia section of the Preferred Alternative were identified using the USFWS Information for Planning and Consultation (IPaC) website, which lists eight species potentially occurring in the corridor as either endangered, threatened, or candidate for listing. Federally listed species include three mammals, one fish, three clams (mussels), and one insect. No critical habitats are mapped within the Preferred Alternative corridor (USFWS 2022). In addition to the listed species, two other bat species were included for consideration and inclusion in the protected species assessment at the request of USFWS during a scoping meeting conducted for the project (Appendix B). The resulting list of protected species potentially occurring in the Westphalia section of the Preferred Alternative corridor is shown below in Table 6. The protected state status of each assessed species was reviewed in the

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MDC's 2021 Missouri Species and Communities of Conservation Concern Checklist (MDC 2021).

Table 6. Potential Impacts to Protected Species within the Westphalia Section of the Preferred Alternative Corridor

Common Name	Potential Suitable Habitat Present	Potential Impact Type	Federal Status ¹	State Status ²
Mammals				
Gray bat (<i>Myotis grisescens</i>)	Yes	Foraging only	Endangered	Endangered
Indiana bat (<i>Myotis sodalist</i>)	Yes	Roosting/Foraging	Endangered	Endangered
Northern long-eared bat (<i>Myotis septentrionalis</i>)	Yes	Roosting/Foraging	Threatened	Endangered
Little Brown bat	Yes	Roosting/Foraging	Under Review	S2=Imperiled
Tricolored Bat	Yes	Roosting/Foraging	Proposed Endangered	S2=Imperiled
Fish				
Niangua Darter	Yes	Maries River/Perennial Streams	Threatened	Endangered
Clams				
Pink mucket (pearly mussel) (<i>Lampsilis abrupta</i>)	Yes	Maries River	Endangered	Endangered
Scaleshell Mussel	Yes	Maries River	Endangered	Endangered
Spectaclecase (mussel)	Yes	Maries River	Endangered	N/A
Insects				
Monarch Butterfly	Yes	Wildflower/Milkweed	Proposed Threatened	N/A

¹ Federal Status: (USFWS 2022)

² State Status: S2=Imperiled (Imperiled in the state because of rarity due to very restricted range, very few populations or occurrences, steep declines, or other factors making it very vulnerable to extirpation from the state (MDC 2021).

A desktop review of multiple data sources was conducted to determine the extent of suitable habitat that may occur in the Preferred Alternative corridor for each listed species. Forest stands (FS) which may be able to support potential suitable habitat for listed bat species were identified and digitized into a GIS database. Water and cave resources potentially occurring in the Preferred Alternative corridor were also identified in GeoSTRAT and mapped. According to the MDNR GeoSTRAT, at least four caves are located in close proximity to the Preferred Alternative corridor. FS which, from desktop resources, appeared to contain mature deciduous trees near sufficient water resources were also identified as potential bat habitat and mapped.

Following desktop review, a field survey of the Preferred Alternative corridor in the Westphalia section was conducted by WSP between September 4 and September 29, 2022. The expanded area in the Westphalia section that includes a 0.5-mile roadway segment connecting the Preferred Alternative with existing Route 63 near the intersection with County Road 512, shown in Figure 5, was not included in the field survey. The survey included a general assessment of the corridor to identify and verify potentially suitable habitat and document evidence of protected or listed species within the corridor. The project vicinity includes forested tracts, edge habitat, and water resources, indicative of a high potential for bat roosting and foraging. Forest resources that were mapped during the desktop review were field checked to verify that each mapped FS identified contained at least one potential bat roost tree (PBRT)

exhibiting characteristics following the “2022 USFWS Range-Wide Indiana Bat & Northern Long-Eared Bat Survey Guidelines” (USFWS 2022). Results of the desktop review and field survey are contained in the “*Protected Species Habitat Suitability Report, Westphalia Section, Osage County, Missouri*” contained in Appendix G.

Within the Preferred Alternative corridor, Maries River and one other perennial stream were determined to exhibit potential to support the Niangua darter. While the Maries River may be able to support listed clam species, the perennial stream appears to lack characteristics suitable for clam habitat. Current planned improvements of the Preferred Alternative would not require additional Maries River crossings or instream work, and therefore, any potential clam populations within the Maries River would not be impacted.

Due to the extent of potentially suitable habitat for the Indiana and northern long-eared bats that was observed, MoDOT requested that an acoustic survey for the presence/absence of these two threatened and endangered bat species be conducted. The acoustic survey, consisting of 40 valid detector nights of effort, was conducted by Environmental Solutions and Innovations, Inc. from August 4 through August 7, 2022. The acoustic analysis did not provide evidence of Indiana or northern long-eared bats; however, the analysis did detect evidence of the gray bat and the tricolored bat, among other common bat species including the little brown bat.

Because the presence/absence survey for threatened and endangered bat species is valid for 5 years from the date of the survey, if the proposed project is not completed prior to August 2027, or if new species identified in the Preferred Alternative corridor are provided protection under the ESA, MoDOT may conduct additional surveys for threatened and endangered species. Additionally, MoDOT will conduct surveys within the expanded areas of the Westphalia section shown in Figure 5 to identify Federal- and state-listed threatened and endangered species protected by the ESA. MoDOT will complete consultation with USFWS regarding potential impacts to threatened and endangered bat species during the preliminary design phase.

Remaining Preferred Alternative Sections

For the remainder of the Preferred Alternative outside of the Westphalia section, WSP conducted a desktop review using multiple data sources to identify and map potentially suitable bat habitat for the listed species in Table 6 above. The desktop review identified approximately 1,165 acres of FS with potentially suitable bat habitat. These features were verified in the field where property access was granted and are shown on the map index in Appendix C. Specific effects to threatened and endangered species in these areas will be determined in future phases of the Route 63 project.

16) Wildlife

Is there an impact to this resource?

Yes ☒ No ☐

More Impacts ☐ No Change ☒ Fewer

Change since 2009 EIS

Impacts ☐

Existing conditions regarding wildlife in the Preferred Alternative corridor remain relatively unchanged since the 2009 EIS. The corridor is comprised of fragmented mixed-deciduous forests stands that are interspersed with fields and livestock pastures. The forest stands consist of deciduous hardwoods and softer deciduous riparian species which support a diverse range of multiple wildlife species. The wetlands found in the corridor are used by a variety of reptiles and amphibians and provide valuable foraging areas for numerous species of wading and shorebirds.

Land clearing and grading during construction may temporarily affect the native flora and fauna landscapes within the Preferred Alternative corridor. Nearby areas of habitat similar to that within the area impacted by roadway construction are expected to receive an influx of native wildlife populations as a result of relocating and migrating due to both temporary and permanent project impacts.

The 2009 EIS noted clearing of a highway corridor like the proposed Route 63 Preferred Alternative, does fragment existing forested habitat which has varying degrees of impact on different wildlife species. Recent aerial photography of the Preferred Alternative corridor was compared to aerial photography from 2009-2010 to determine the extent of change in forested area. Based on this comparison, it was determined that forested tracks remain relatively unchanged since the 2009 EIS. Implementation of the Preferred Alternative would result in some fragmentation of existing forested habitat, however, it is not anticipated to increase considerably, given the prevalence of already isolated forests and degree of fragmentation occurring within the project area.

17) Materials and Waste Management

Is there an impact to this resource? Yes ☐ No ☒
 More Impacts ☐ No Change ☐ Fewer Impacts ☒

Change since 2009 EIS

The 2009 EIS identified nine hazardous waste sites located within and adjacent to the Preferred Alternative corridor. According to the MDNR Environmental Site Tracking and Research Tool (E-Start) database review, accessed December 13, 2022 and April 22, 2025, two of the nine previously identified sites are located within Preferred Alternative corridor (MDNR, 2022). These sites include Roger's Market and Feed (previously known as J & M Feed) and Vichy Store & Tire & Deli. The remaining seven hazardous waste sites identified in the 2009 EIS are not currently listed in the MDNR E-Start database. According to the MDNR E-Start Database, Roger's Market and Feed and Vichy Store and Tire & Deli formerly operated underground storage tanks (USTs) containing gasoline. The capacities and installation dates of the USTs are unknown; however, the facilities have received regulatory closure, and the tanks are no longer active. MDNR issued a No Further Action Letters (NFA) indicating that acceptable remedial and corrective action was achieved, and no further remediation efforts are required (MDNR, 2022). Therefore, based on the UST closure and issuance of the NFA Letters, these facilities would not impact implementation of the proposed Preferred Alternative.

MDNR's E-START interactive map coupled with a review of aerial imagery was used to determine if there are potential hazardous waste sites within the Preferred Alternative corridor that were not previously identified in the 2009 EIS. All of the records of hazardous substance investigation or cleanup sites and regulated storage tank facilities identified on the E-START map in the project vicinity were reviewed and are included in Appendix H, and no additional sites within the Preferred Alternative corridor were identified.

MoDOT will ensure that any unknown hazardous waste sites found during project construction will be handled according to Federal and state laws and regulations. If regulated solid or hazardous wastes are found during construction activities, MoDOT's construction inspector shall direct the contractor to cease work at the suspect site. The construction inspector will contact the appropriate environmental specialist to discuss options for remediation and develop a plan for sampling, remediation, and continuation of project construction. The MDNR and EPA will be contacted for coordination and approval of required activities. Therefore, the 2009 EIS findings, that appropriate site reconnaissance and sampling will occur prior to any clean up at potentially contaminated sites, remain applicable for this resource.

18) Cultural and Historic Resources

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

More Impacts ☒ No Change ☐ Fewer Impacts ☐

Change since 2009 EIS

The area of potential effects (APE) for both archaeology and architecture include the Preferred Alternative corridor as described in Section 5 of this re-evaluation document. MoDOT requested permission from property owners to conduct an archaeological survey and historic architecture review for each parcel within the Preferred Alternative corridor. Sixty-three percent of property owners responded with permission, similar to the 64 percent that responded during the previous surveys.

A cultural resources survey was conducted by WSP in the APE in late 2022 and early 2023 for this re-evaluation project. From this survey 13 new archaeological sites (23OS1313, 23OS1314, 23OS1315, 23OS1316, 23OS1317, 23OS1318, 23OS1319, 23OS1320, 23OS1321, 23OS1322, 23OS1323, 23OS1324, and 23MS1152) and five isolated finds (002 – FS9, 2-1 – FS1, 4-3 – FS1, and 4-5 – FS1 and FS2) were recorded. Additionally, an architectural assessment of buildings over 40 years in age was completed.

The previous archaeological survey conducted for the 2009 EIS recorded two sites, 23OS1218 and 23OS1221, which were recommended for National Register of Historic Places (NRHP) eligibility testing; all other previously recorded sites identified at that time are not eligible for the NRHP and merit no additional archaeological work. During the re-evaluation, sites 23OS1218 and 23OS1221 were revisited with 23OS1218 recommended for additional work to determine eligibility and 23OS1221 recommended as not eligible for listing on the NRHP. As stated above, the current survey recorded 13 new archaeological sites and five isolated finds. Eleven sites were recommended for avoidance or additional work to determine eligibility to the NRHP. The remaining two newly recorded sites and all isolated finds are recommended as not eligible for listing on the NRHP.

The architectural survey conducted in 2008 identified 27 resources within or adjacent to the Preferred Alternative that were 45 or more years old. Of these resources, ten fall within the Preferred Alternative corridor. All ten were determined to be not eligible for listing on the NRHP during the re-evaluation. Since the time of the previous architectural study, 23 additional resources were identified within or immediately adjacent to the current APE. These resources are not eligible for listing on the NRHP and no further work is recommended. As such there will be no adverse effect on any historic architectural properties that sit within or immediately adjacent to the APE.

The SHPO concurred with the findings and recommendations of the cultural resources survey in a letter dated September 21, 2023 (See Appendix B). MoDOT has secured funding and is initiating design for the approximate 6-mile Westphalia section in Osage County. MoDOT anticipates design and construction on the remaining Preferred Alternative corridor to be conducted in future project phases as funding becomes available.

MoDOT received public comments regarding historic properties on Hatchery Lane in Westphalia during the open comment period for the re-evaluation and followed up with concerned residents in a meeting on August 22, 2023. MoDOT has consulted with the Missouri SHPO, Tribes, property owners at Hatchery Lane, and other consulting parties. No responses were received from consulting parties.

A Section 106 programmatic agreement, "Programmatic Agreement Among the Federal Highway Administration, the Missouri State Historic Preservation Officer, and the Missouri

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Highways and Transportation Commission Regarding MODOT Job CD0007 Osage, Maries, and Phelps Counties, Missouri,” has been executed for the project which outlines the process for identification, management, consultation, and communication regarding cultural resources within the APE (See Appendix B). The Programmatic Agreement indicates that MoDOT will communicate any possible ramifications to potentially NRHP eligible properties to SHPO and that the following archeology sites will require Phase II NRHP Eligibility Testing: 23OS1218, 23OS1313, 23OS1314, 23OS1315, 23OS1316, 23OS1317, 23OS1318, 23OS1319, 23OS1320, 23OS1322, 23OS1323, and 23OS1324.

MoDOT and their contractor will adhere to and comply with the stipulations of the Programmatic Agreement with respect to archaeological and historic resource impacts. MoDOT will also evaluate all sites determined to be eligible for listing on the NRHP for their applicability under Section 4(f) of the Department of Transportation Act.

The expanded area in the Westphalia section that includes a 0.5-mile roadway segment connecting the Preferred Alternative with existing Route 63 near the intersection with County Road 512, shown in Figure 5, was not included in the archaeological survey or historic architecture review. MoDOT will conduct surveys within the expanded areas of the Westphalia section shown in Figure 5 to identify any NRHP eligible cultural resources that would be affected.

19) Reasonably Foreseeable Effects

Is there an impact to this resource? Yes ☒ No ☐
 More Impacts ☐ No Change ☒ Fewer Impacts ☐
 Change since 2009 EIS

There has been no large-scale development or significant changes in land use within the Preferred Alternative corridor since the 2009 EIS that would contribute to or change the reasonably foreseeable effects analysis from the original EIS. Additionally, no reasonably foreseeable future projects were identified within or in the vicinity of the corridor, and neither local officials nor the Meramec Regional Planning Commission reported planned development along the corridor during the public comment period. Thus, the reasonably foreseeable effects analysis presented in the 2009 EIS remains applicable.

Mitigation and Environmental Commitments

As identified in the 2010 ROD for the 2009 Route 63 Final EIS (Osage, Maries, and Phelps Counties) (MoDOT Job No. J5P0950), MoDOT agreed to the commitments, mitigation measures, and future actions during the design and construction phases of future improvements to Route 63. The agreed upon commitments, mitigation measures, and future actions identified in the 2010 ROD and 2009 Final EIS are listed below. The applicability of each commitment to the currently funded Westphalia section is also noted in parentheses after each commitment. Changes or updates to these commitments resulting from this EIS re-evaluation are shown below each commitment where applicable.

- The Route 63 improvement is planned as a four-lane divided highway with a 65 mph design speed. (*Applicable to the Westphalia section.*)
- The Selected Alternative will route traffic around the community of Vienna and allow for the use of existing Route 63 as a business route for traffic traveling to the Lake of the Ozarks on Route 42 and a connector to Route 28.
- The Selected Alternative will use the recently upgraded segment through Vichy. The existing alignment through Vichy is relatively flat and can be widened to the west for a five-

lane section. To avoid a county owned park in Vichy, the Selected Alternative can be adjusted to fit within existing right of way.

- From the Maries/Phelps County line, the existing alignment and roadway can be used and expanded to the west within existing right of way with no additional impacts.
- The Selected Alternative will require new bridge crossings over the Maries and Gasconade Rivers. *(Not applicable to the Westphalia section.)*
- Maintenance of traffic and sequence of construction will be programmed to minimize traffic delays throughout the corridor. A traffic management plan will be developed and implemented during future engineering phases to ensure reasonable and convenient access to agricultural fields, residences, businesses, community services, and local roads during construction. Signs will be used to provide notice of road closures and other pertinent information to the traveling public. Where appropriate, the local news media will be notified in advance of road closings and other construction related activities that could excessively inconvenience the community.
- MoDOT will coordinate construction activities, sequencing, and traffic management plans with the county Sheriff's Departments, local fire and emergency services, school districts, and other appropriate organizations to minimize delays during construction. *(Applicable to the Westphalia section.)*
- Erosion control measures will be implemented during construction to prevent sedimentation in the floodplain and receiving streams. Following construction, the construction areas will be reseeded according to MoDOT specifications. In addition, construction debris will be kept out of the floodplain and river. *(Applicable to the Westphalia section.)*
- If a public water supply well is compromised by highway construction, the well will be properly closed and the public water supply district will be provided a new supply source at a different location. *(Applicable to the Westphalia section.)*
- Once the final location of the roadway is established within the corridor and the final grades are established, coordination with the utility companies would be made to ensure utility services to the local area is continued. *(Applicable to the Westphalia section.)*
- MoDOT and Osage, Maries, and Phelps counties would need to reach an agreement regarding maintenance responsibilities for any portions of existing Route 63 that would remain in service after construction. *(Applicable to the Westphalia section.)*
- Energy dissipaters will be used at culvert and pipe outlets, where necessary, to minimize downstream velocities, especially in first and second order streams. *(Applicable to the Westphalia section.)*
- MoDOT will conduct periodic reviews of the National Heritage Database and coordinate with the U.S. Fish and Wildlife Service throughout the design phase of the project to track new locations and further analyze the projects impacts to threatened and endangered species. If it is deemed necessary, MoDOT will have qualified biologists conduct surveys for individual species. If it is determined that the project may impact one of these species, MoDOT and FHWA will conduct the necessary consultation with the USFWS to comply with the Endangered Species Act and to determine what measures can be implemented to eliminate or reduce the projects impacts to these species. *(Applicable to the Westphalia section.)*

- To minimize disruption to turkey farm operations, the new roadway will be designed and constructed as far as possible from turkey barns located within the Selected Alternative corridor. *(Applicable to the Westphalia section.)*

Further field investigation will be necessary to verify these preliminary findings.

- **Farmland.** Prime farmland will be avoided where practicable. However, due to the large project area, all of the alternatives considered will have an unavoidable effect on some prime and unique farmland soils. (FEIS, Chapter 3, Page 97) *(Applicable to the Westphalia section.)*
- **Relocations and Displacements.** Displacements of residences and businesses have been avoided and minimized where possible. Additional measures will be taken during the final design of the proposed facility to minimize displacements and relocations. The acquisition and relocation program will be conducted in accordance with the Uniform Relocation Assistance and Real Properties Acquisition Policies Act of 1970, as amended in 1987 (42 U.S.C. 4601). (FEIS, Chapter 3, Page 62) *(Applicable to the Westphalia section.)*
- **Noise.** Based on preliminary noise studies as detailed in the FEIS, and dependent upon the final design, the noise analysis indicates that there may be noise impacts to 53 residential establishments. During the final design stage of the Selected Alternative, additional noise analysis will be required to ensure that all feasible and reasonable mitigation measures are incorporated into the project to minimize noise impacts to the greatest extent practicable. Consideration of noise barriers for residential properties adjacent to the highway project will be done in accordance with the noise policy set forth by the FHWA and MoDOT (FEIS, Chapter 3, Page 67) *(Applicable to the Westphalia section.)*
 - *A more specific noise analysis in the sections south of the Westphalia section would be speculative; further analysis will be required in the future when planning and design of these sections are programmed by MoDOT.*
 - *MoDOT will ensure construction specifications require all construction equipment be in good working order. Mufflers will be required to help reduce temporary construction noise impacts.*
- **Water Quality.** MoDOT will implement best management practices for stormwater control and comply with Missouri Department of Natural Resources (MDNR) stormwater regulation 10 CSR 20-6.010 and the provisions of the National Pollutant Discharge Elimination System Permit (NPDES) No. MO-R100104, a general permit issued for road construction projects statewide.

Job construction specifications will require erosion control measures to prevent sedimentation. MoDOT's Sediment and Erosion Control Program, as approved by the MDNR, will be implemented to prevent pollution caused by construction activities. As described in the 2009 EIS, compliance with the provisions of MDNR's stormwater regulations and the provisions of the NPDES permit will also minimize adverse water quality impacts. (FEIS, Chapter 3, Page 113) *(Applicable to the Westphalia section.)*
- **Wetlands and Waters of the US.** As described in the 2009 EIS, the Selected Alternative minimizes impacts to wetlands and stream corridors, as practicable, at this phase of preliminary design. MoDOT will make every effort possible during the design phase of the project to avoid impacting wetlands within the proposed corridor. It will be possible that small shifts in the selected alignment could further reduce impacts. MoDOT will continue to

work with the U.S. Army Corps of Engineers and other resource agencies to minimize wetland and stream impacts during final design of the facility. (FEIS, Chapter 3, Page 115)

Based upon the above considerations, and for the reasons stated in the FEIS, the FHWA has determined that the Selected Alternative comprises the least environmentally damaging, practicable alternative that meets the project purpose. The proposed action includes all practicable measures to minimize harm to wetlands that may result from such action. (*Applicable to the Westphalia section.*)

- *In the design process, wetland systems will be avoided to the extent practicable. Roadway design will include measures to minimize potential effects to wetland recharge areas. In areas where streams would be crossed, culverts will be sized to allow the free flow of water to maintain hydrologic connection. The design phase will consider methods to reduce indirect hydrologic impacts to wetlands such as directing stormwater flow through vegetated drainageways, energy dissipaters, and/or sedimentation or detention basins. MoDOT will coordinate with the USACE and obtain the required Section 404 permits for dredge and fill activities within waters of the U.S. Compensatory mitigation may be required by the USACE in association with Section 404 approval. If mitigation is required, MoDOT will mitigate stream and wetland impacts through a USACE-approved mitigation provider. Mitigation is required when impacts occur to streams or wetlands despite efforts to avoid and minimize impacts. Mitigation for wetlands is calculated using the Missouri Wetland Mitigation Method (MWMM) and mitigation for streams is calculated using the Missouri Stream Mitigation Method (MSMM). There is no mitigation method for open water ponds.*
- *MoDOT will conduct surveys of surface water resources within the expanded areas of the Westphalia section shown in Figure 5 to identify any wetlands, ponds, or streams and evaluate potential impacts to Waters of the U.S.*
- **Floodplain.** Avoidance and minimization of impacts to floodplains were important considerations during the development of alternatives. Hydraulic studies and analysis will be performed as part of the design process and used to ensure that there is no increase in the floodwater elevation. All crossings will be transverse in nature; longitudinal encroachments will be avoided if feasible. Stream channels in the area of the alternates generally run from the west to the east. The proposed improvements are mostly north-south in bearing. Alignments may be subject to adjustment in the final design process in order to keep individual stream crossings as close to 90-degree angles as possible. No channel changes are anticipated and design practices will be implemented to avoid any channel changes.

Natural and beneficial floodplain values, including flood and sediment storage and conveyance, water quality maintenance, groundwater recharge, biological productivity, fish and wildlife habitat, harvest of natural and agricultural products, recreation opportunities, scientific study and outdoor education will be preserved to the extent possible. Where impacts are unavoidable, all practicable measures will be taken to restore lost floodplain values.

Based on the above considerations, and for the reasons stated in the FEIS, the FHWA determines that the Selected Alternative is the only practicable alternative. (*Applicable to the Westphalia section.*)

- *Impacts to floodplains within the Preferred Alternative would be limited to fill associated with construction of an expanded transportation corridor. During the design process, the proposed roadway would be designed to minimize loss of floodplain storage and avoid*

any adverse impacts. MoDOT will complete a detailed hydraulic analysis in accordance with requirements of FEMA and the USACE, to prove no rise in flood elevation in the regulatory floodway. Additionally, MoDOT will obtain a floodplain development permit from the State Emergency Management Agency (SEMA) prior to FHWA authorization for construction within the 100-year floodplain.

- **Wildlife and Threatened and Endangered Species.** Clearing and grading operations during the actual construction of the proposed action may temporarily affect flora and fauna within the corridor limits. Areas of habitat identical to those within the narrow limits of construction are expected to support any indigenous wildlife potentially displaced by the improvement. Clearing will be confined to construction limits to preserve as much habitat as possible. However, construction will result in habitat fragmentation that is detrimental to many native species of wildlife. When large tracts of habitat are broken into smaller tracts they become less suitable to many species of wildlife including many migratory birds and large mammals. In addition to becoming less attractive to many native species, these smaller tracts tend to attract more predators such as raccoons, opossums, coyotes, brown-headed cowbirds, etc.

Comments received from the Missouri Department of Conservation on February 10, 2009, indicated that there are some sensitive species and communities in the project area. Since the study area includes a portion of the Maries River watershed designated as an aquatic Conservation Opportunity Area (COA). During detailed design, every effort will be made to avoid deteriorating water quality and impacts to the stream itself and the surrounding watershed to minimize to the furthest extent possible loss of aquatic habitats critical to sensitive species, such as the Niangua Darter. Other sensitive species that could be impacted by the project occur in the Gasconade River. These species include the Eastern Hellbender and the Spectaclecase and Black Sandshell freshwater mussel. MoDOT will coordinate with the U.S. Fish and Wildlife Service during the design stage to ensure that measures are taken to avoid impacts to these sensitive species. (FEIS, Chapter 3, Page 99) (*Applicable to the Westphalia section.*)

- *Because the presence/absence survey for threatened and endangered bat species is valid for 5 years from the date of the survey, if the proposed project is not completed prior to August 2027, or if new species identified in the Preferred Alternative corridor are provided protection under the ESA, MoDOT may conduct additional surveys for threatened and endangered species.*
- *MoDOT will complete consultation with USFWS regarding potential impacts to threatened and endangered bat species during the preliminary design phase.*
- *MoDOT will conduct surveys within the expanded areas of the Westphalia section shown in Figure 5 to identify Federal- and state-listed threatened and endangered species protected by the ESA.*
- **Cultural Resources:** The Selected Alternative will have an effect on historic or prehistoric sites listed on, or potentially eligible to be listed on, the National Register of Historic Places (NRHP). One known archaeological site (Feeler site) has already been determined eligible for the NRHP and seven potentially eligible sites fall within the footprint of the Selected Alternative. Phase II testing will be completed to determine whether or not these sites are eligible for listing in the NRHP. A letter to the State Historic Preservation Office (SHPO) was sent on June 11, 2009 and SHPO concurred with MoDOT's recommendation that some of the sites located in the project area were not NHRP eligible while seven sites will require further testing to determine their eligibility. Although these sites are potentially eligible to be listed on the NHRP, none of the sites are believed to contain prehistoric burials and thus the

sites are not considered a Section 4(f) resource requiring preservation in place. Early coordination between resource agencies and MoDOT personnel resulted in the identification of avoidance alternatives and the selection of an alternative that will not have impacts on any Section 4(f) property. (FEIS, Chapter 3, Page 125)

- *MoDOT and their contractor will adhere to and comply with the stipulations of the “Programmatic Agreement Among the Federal Highway Administration, the Missouri State Historic Preservation Officer, and the Missouri Highways and Transportation Commission Regarding MODOT Job CD0007 Osage, Maries, and Phelps Counties, Missouri” with respect to archaeological and historic resource impacts.*
- *MoDOT will also evaluate all sites determined to be eligible for listing on the NRHP for their applicability under Section 4(f) of the Department of Transportation Act.*
- *MoDOT will conduct surveys within the expanded areas of the Westphalia section shown in Figure 5 to identify any NRHP eligible cultural resources that would be affected.*

Additional 2024 Re-evaluation Commitments

- If there is a change in the project scope, project limits, existing conditions, pertinent regulations, or environmental commitments, MoDOT will re-evaluate potential impacts prior to implementation. Environmental commitments are not subject to change without prior written approval from the Federal Highway Administration.
 - MoDOT will complete a re-evaluation on remaining segments and connections to existing Route 63 as funds become available for future segments or before construction is authorized.
 - **Public Involvement.** MoDOT will conduct additional public engagement activities during the design phase for the Westphalia section (Section 1) to inform the public and stakeholders about the design process and receive public input on the Preferred Alternative corridor expansion areas and preliminary alignment.
 - MoDOT will also conduct public involvement on connections to existing Route 63 during a re-evaluation of the remaining segments.
 - **Community.** Consistent with the 2009 EIS findings, there are no current plans for pedestrian or bicycle upgrades associated with the Preferred Alternative, but further need for these accommodations will be evaluated and prioritized during the design phase of the proposed project.
 - **Land Use.** Access to farming operations will be further assessed during roadway design.
 - **Soils and Geology.** MoDOT will develop Stormwater Pollution Prevention Plans (SWPPP) and follow guidelines to install temporary and permanent erosion and sediment control measures. These measures detail use of best management practices (BMPs) and include the utilization of berms, slope drains, ditch checks, sediment basins, silt fences, rapid seeding and mulching, and other erosion control devices or methods that would be implemented as needed (MoDOT 2023b). Therefore, impacts to soils would be minor.
- Surface Water Resources.** A Department of the Army, Section 404 permit will be required for the discharge of dredge and fill material in waters of the United States.
- **Groundwater Resources.** If a public water supply well is compromised by construction, the well would be properly closed and the public water supply district would be provided with a

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new supply source. Wells will be plugged in accordance with MDNR 10 CSR 23-3.110. Any abandoned wells will be plugged in accordance with Statutes 256.600 to 256.640 RSMo.

- **Public Lands.** While portions of the Westphalia Lions Club are located within the Preferred Alternative, MoDOT will design the final alignment to avoid this property; therefore, the Lions Club property will be outside of the final alignment.

MoDOT will coordinate with MDNR during programming and design of the Freeburg section of the Preferred Alternative to determine any potential impacts to the Rock Island Corridor trail.

- **Materials and Waste Management.** MoDOT will ensure that any unknown hazardous waste sites found during project construction will be handled according to Federal and state laws and regulations. If regulated solid or hazardous wastes are found during construction activities, MoDOT's construction inspector shall direct the contractor to cease work at the suspect site. The construction inspector will contact the appropriate environmental specialist to discuss options for remediation and develop a plan for sampling, remediation, and continuation of project construction. The MDNR and EPA will be contacted for coordination and approval of required activities.

Table 7. U.S. Route 63 EIS Re-evaluation Summary Impact Table Comparison of Impacts from the 2009 EIS

Resource Evaluated	Impact Findings			Re-evaluation Comments
	2009 EIS	Current EIS 2023 Re-evaluation	Change Since 2009 EIS	
Socioeconomics	Minor impacts	Minor impacts	No change	Findings remain consistent with 2009 EIS, with minor impacts related to loss of property subject to property taxes, changes in employment, and construction costs. Social setting and development have remained largely unchanged.
Community Impacts	Relocation of the Vichy area volunteer fire department and community center	No relocations anticipated	Fewer Impacts	The Preferred Alternative is no longer displacing a volunteer fire department and community center in the Vichy area. No other community facilities would be directly impacted, nor have any new community facilities been identified.
Land Use	Minor impacts	Minor impacts	No change	No substantial land use changes have occurred; impacts to land use within the Preferred Alternative would remain consistent with the determinations of the 2009 EIS.
Displacements	42 displacements	53 displacements	More impacts	More potential displacements are identified within the Preferred Alternative corridor compared to those identified in the 2009 EIS primarily due to an increase in new single-family home construction throughout the corridor. It is unlikely that a majority of these properties will be displaced once the final alignment is selected. Because MoDOT will work to minimize displacements during the design phase, it is anticipated that the type and number of displacements would be relatively similar to those identified in the 2009 EIS.
Soils and Geology	Minor impacts	Minor impacts	No change	Impacts to soils during construction would be minor and minimized through implementation of sediment and erosion control BMPs, consistent with the findings of the 2009 EIS.

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Resource Evaluated	Impact Findings			Re-evaluation Comments
	2009 EIS	Current EIS 2023 Re-evaluation	Change Since 2009 EIS	
Surface Waters	2.79 acres wetland impacts / 66,594 linear feet stream impacts (Entire Preferred Alternative)	1.23 acres wetland impacts / 24,239 linear feet stream impacts (Westphalia section only)	Undetermined	Surface water impacts from the 2009 EIS specific to the Westphalia section are not available for comparison. Therefore, the change in impacts is undetermined. USACE will provide final jurisdictional determination and all permitting requirements will be fulfilled.
Groundwater	No impact	No impact	No change	No change from 2009 EIS; any impacted wells would be appropriately closed and sealed and no impacts to groundwater quality are anticipated. If a public water supply well is compromised by construction, the affected public water supply district would be provided with a new supply source,
Floodplains	147.5 acres	147.5	No change	Based on updated FIRM mapping for Osage and Phelps Counties and a review of 1987 FIRM maps for Maries County, the impacted floodplains acreage is largely similar to the 2009 EIS.
Public Lands	No impact	No impact	No change	No change from 2009 EIS; the project would not result in a use under Section 4(f) and there are no Section 4(f) or 6(f) properties or facilities within the proposed Preferred Alternative corridor.
Prime Farmland	Form NRCS-CPA-106 conversion impact rating of 127.1; no avoidance and/or mitigation	New Form NRCS-CPA-106 not necessary; no avoidance and/or mitigation measures required	No change	Acreage impacted within the Preferred Alternative corridor is largely similar to the originally proposed alignment submitted to the NRCS.

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Resource Evaluated	Impact Findings			Re-evaluation Comments
	2009 EIS	Current EIS 2023 Re-evaluation	Change Since 2009 EIS	
	measures required			
Visual Quality	Minor impacts	Minor impacts	No change	No change from 2009 EIS; proposed modifications to the Preferred Alternative would not result in significant changes to the watershed, and there has been no notable development resulting in new visually sensitive receptors.
Air Quality	No impact	No impact	No change	No change from 2009 EIS; all transportation conformity requirements under the Clean Air Act have been satisfied.
Noise	53 impacted residential receptors; 6 located in the Westphalia section	10 impacted receptors in the Westphalia section; need for abatement undetermined	More impacts	More potentially impacted receptors identified in the Westphalia section based on modeling which assumed a centerline-based alignment. As abatement cannot be ruled out based on preliminary feasibility and reasonableness factors, further noise analysis will be conducted once the design is sufficient for more accurate modeling.
Threatened and Endangered Species	Impacts undetermined; MoDOT to initiate consultation prior to construction	MoDOT to initiate consultation prior to construction	No change	Acoustic surveys did not provide evidence of Indiana or northern long-eared bats in the project area. Acoustic analysis did identify tricolored bats and two confirmed gray bat calls. MoDOT will be consulting with USFWS.
Wildlife	Minor Impacts	Minor Impacts	No Change	Land clearing and grading during construction may temporarily affect native landscape. Nearby areas of habitat are expected to receive an influx of native wildlife. Areas of forest stand that would be fragmented remain relatively unchanged from the 2009 EIS.

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Resource Evaluated	Impact Findings			Re-evaluation Comments
	2009 EIS	Current EIS 2023 Re-evaluation	Change Since 2009 EIS	
Hazardous Materials and Waste Management	Nine potential hazardous waste sites within or adjacent to the Preferred Alternative corridor.	Two potential hazardous waste sites within the Preferred Alternative corridor.	Fewer impacts	Two sites were identified in the MDNR E-Start database that could be impacted by the proposed alignment. These sites have been issued NFA letters. MoDOT will undertake further investigation and potential remediation as necessary based upon the final design alignment and property acquisition requirements.
Cultural and Historic Resources	2 potentially NRHP eligible resources identified	12 resources potentially NRHP eligible will require further investigation if not avoided	More impact	Twelve archaeological sites are potentially NRHP eligible and will require Phase II eligibility testing if they cannot be avoided per to the Programmatic Agreement.
Reasonably Foreseeable Impacts	Minor impacts	Minor impacts	No Change	No change from 2009 EIS; there has been no large-scale development, no significant changes in land use, and no reasonably foreseeable future projects were identified within or in the vicinity of the Preferred Alternative.

8.0 Re-evaluation Conclusion

The social and environmental setting along the Preferred Alternative corridor has remained relatively unchanged and potential impacts are similar to those identified in the 2009 EIS. While construction of the Preferred Alternative may result in wetland, stream, floodplain, and archaeological impacts within the Westphalia section, these impacts would be permitted and/or mitigated as required and would be generally consistent with impact findings for this section of Route 63 evaluated in the 2009 EIS.

This re-evaluation document demonstrates that the 2009 EIS and 2010 ROD for Route 63 remain valid. The proposed project continues to meet the purpose and need identified in the 2009 EIS. Therefore, a supplemental study of the 2009 EIS is not necessary for the current project.

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MoDOT Project CD0007

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

REBECCA JO ROST  Digitally signed by REBECCA JO ROST
Date: 2025.06.09 13:04:53 -05'00'

Date of Approval

For FHWA

Title

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