CHAPTER V: COMMENTS AND COORDINATION

This chapter focuses on the public involvement and agency coordination efforts associated with the EC-EIS.

Specifically, this chapter includes the following information:

1. Summarize the major outreach efforts used to arrive at the Preferred Alternative presented in the DEIS.
2. Discuss the outreach efforts conducted following the distribution of the DEIS, including the Public Hearing for the project and other associated events.
3. Present and discuss the public and agency comments that the DEIS outreach efforts produced.
4. Summarize the concurrence statements of the project partners.

A. Summary of Outreach Prior to the Distribution of the DEIS

The National Environmental Policy Act (NEPA) of 1969 established public and agency involvement as one of its fundamental principles to ensure the public is provided ample opportunities to participate extensively throughout the entire decision-making process for the project. The public involvement effort for the EC-EIS was led by the City of Columbia, Boone County, and MoDOT and sought input from all applicable resources, agencies, local and regional interest groups, property owners, and the general public[1].

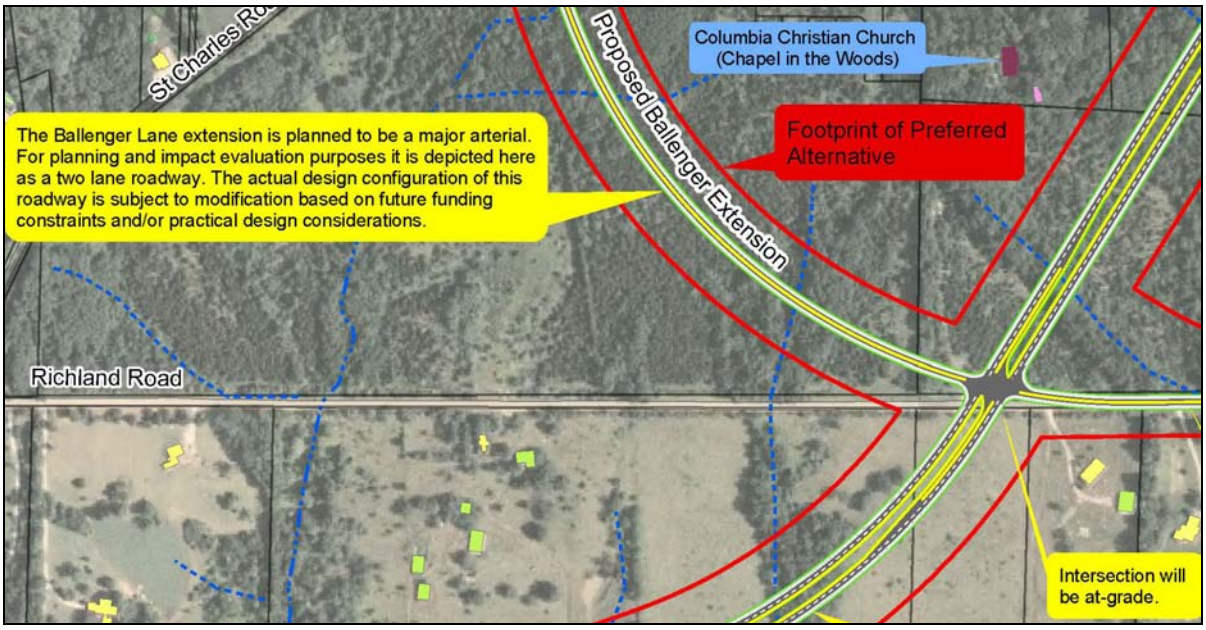
The major outreach efforts implemented for the EC-EIS included the following:

- Public Involvement Plan
- Project Web Site
- Public Involvement Meetings
- Project Newsletters
- Federal and State Agency Collaboration
- Study Management Team Activities
- Presentations to the Metropolitan Planning Commission

[1] In addition, the public involvement effort was conducted in a manner consistent with the provisions of Section 6002 of SAFETEA-LU.

Stadium Boulevard, Richland Road, and the Ballenger Lane Extension intersect at a single intersection under the Preferred Alternative. There will be left-turn lanes along Stadium Boulevard. The decision regarding signalization of this intersection will be re-examined during the detailed design process. Current data indicates that it would not be required for adequate operation through the design year 2030.

FIGURE V-2
Depiction of Stadium Boulevard/Richland Intersection



Accommodation of Bicycles and Pedestrians
The need for the new roadway to accommodate bicycles and pedestrians safely was articulated in many of the stakeholder's comments.

Not only was the capability of the alternatives to accommodate bicycle/pedestrian uses a factor in the selection of the Preferred Alternative, but this project incorporates the following commitment:

> *The final design process will include review and design of appropriate facilities based on existing and projected land use. The current presence of housing, schools, parks, and commercial uses along the corridors, and the expectation of similar future development, indicate a potential need for bike and pedestrian accommodations. An environmental commitment of this project is coordination with the City of Columbia and Boone County in the development of a user-appropriate final design.*

b. Public Hearing (April 30) and Post Public Hearing Comments (April 30 to May 18)

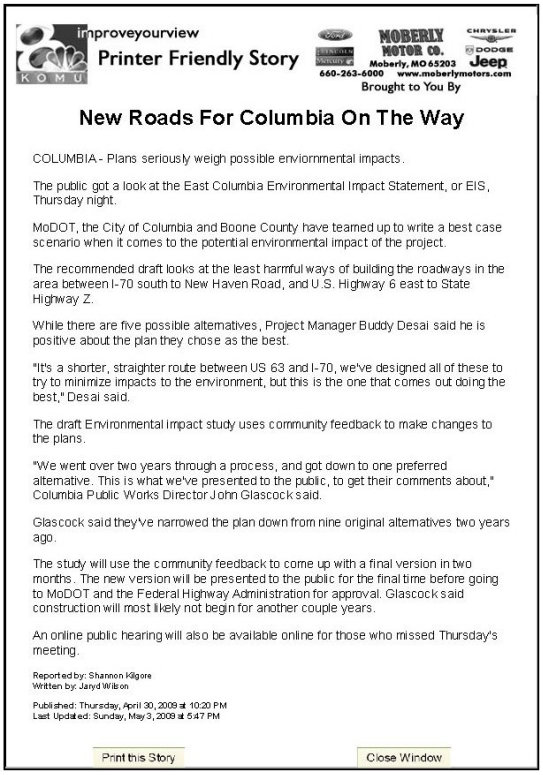
The open house Public Hearing generated much discussion on the alternatives and their impacts. Twenty-nine written comments and one oral comment were received at the open house Public Hearing. In addition to this, eight comments were received by mail prior to the close of the comment period on May 18. This section will summarize the input received

during the open house Public Hearing as well as the comments received by mail. Each issue raised during the online Public Hearing was reiterated in these comments—including the support of the large majority of attendees for the Preferred Alternative.

Impacts Resulting from the Ballenger Lane Extension
A number of affected stakeholders expressed concern with the impacts resulting from the Ballenger Lane Extension.

As discussed in **Summary Section G – Important Issues**, the appropriateness of a Ballenger Lane Extension has been investigated throughout the development of the EC-EIS. Contained in the CATSO Major Roadway Plan since 1997, the Ballenger Lane Extension was determined to not be essential to the EC-EIS. However, potential local benefits led to the agreement that if a Ballenger Lane Extension was included in the project's Preferred Alternative, it would be processed and financed solely as a local project.

FIGURE V-3
Example of Media Coverage of the Public Hearing



A number of comments were received on the Ballenger Lane Extension. These comments were about typical property owner concerns regarding relocations, encroachments, and diminution of property values. The individuals were generally supportive of the project, but not of the proposed Ballenger Lane Extension. Coordination with the affected community will be essential for the successful completion of this element of the EC-EIS.

Relocation/Property Acquisition Concerns
Even though the Preferred Alternative minimizes the need for property acquisitions and relocations, it is estimated that 37 structures will be displaced (14 residences) and 275 acres of private property will be acquired. All relocation actions will be conducted in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, as amended (49 Code of Federal Regulations Part 24). The Uniform Act, as well as Missouri state laws, requires that just compensation be paid to the owner of private property taken for public use. The appraisal of fair market value is the basis for determining just compensation to be offered to the owner of the property to be acquired. In addition to compensation, homeowners and business owners will be eligible for relocation assistance. The definitive source of relocation information is contained in Section 236.8 of the *MoDOT Engineering Policy Guide* (http://epg.modot.mo.gov). A copy of *Pathways for Progress – Land Acquisition for Transportation Improvements (Property Owners Guide)* is contained in **Appendix G**.

Future Expansion
Comments on the ability of the proposed improvements to accommodate Columbia's needs beyond the design year 2030 were expressed.

Within the context of the input, future expansion involves examining the needs of the area beyond the 30-year planning horizon used during the EC-EIS. This notion was considered and ultimately rejected. The costs of a more expansive set of improvements to address needs beyond the 30-year horizon would be very high. Additionally, the budgeting for a larger set of improvements would require the identification of near-term and long-term elements, eliminating any real possibility of a comprehensive approach. Additionally, the ability to accurately predict conditions beyond 30 years is difficult.

A concept related to expansion, *phased construction*, is worth noting. The scheduling of the individual project elements will be developed based on available resources in accordance with the processes outlined in the *MoDOT Engineering Policy Guide*. This may include phased construction. For example, the ultimate development of an expressway can be done in phases—perhaps a traditional two-lane facility will be initially constructed with consideration for later modifications to add capacity and access improvements as warranted.

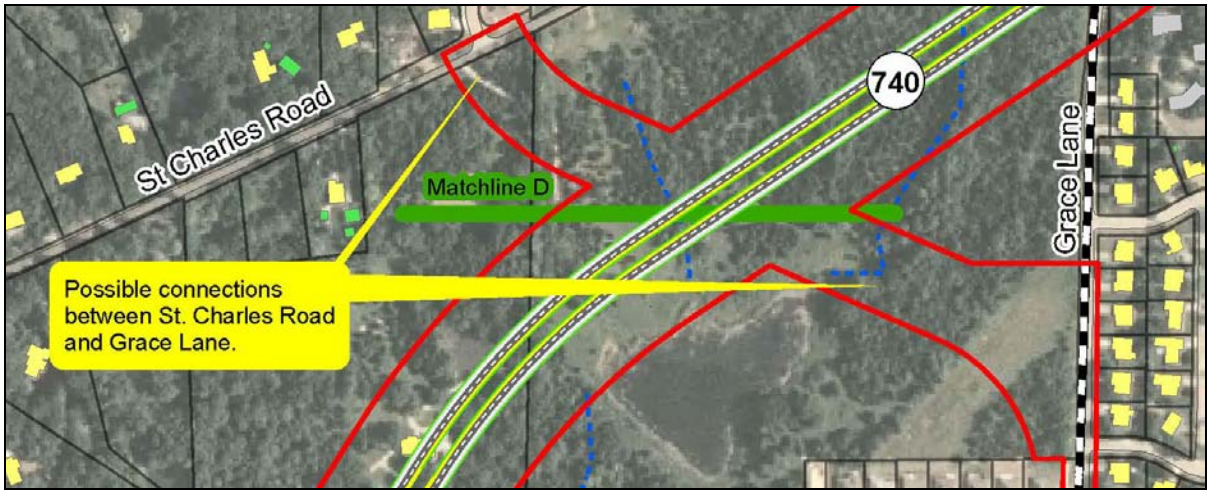
Existing Richland Road/St. Charles Road Intersection
More information on the future plans for the existing intersection of Richland Road and St. Charles Road was requested.

The Preferred Alternative provides no recommendations regarding the configuration of this intersection. The alternatives analysis concluded it was a crash hotspot. Given the configuration of the Preferred Alternative, it is clear that this intersection could be removed without significant system impact. During the Public Hearing, comments suggesting the closure of the intersection as well as requests to retain it were expressed. This issue will be examined during the design process.

Grace Lane Connection to Route 740 Extension and St. Charles Road
A number of comments noted concern over increased traffic on Grace Lane should a connection to the Route 740 Extension and St. Charles Road be constructed.

The Preferred Alternative allows for a possible connection between St. Charles Road, the Route 740 extension, and Grace Lane. Residents in the vicinity of Grace Lane are concerned that this connection will be detrimental to their neighborhoods. Improvements to Grace Lane are under consideration by others. The area was included in the project footprint to allow for the connection, if warranted. It is not a required element of the system. The decision on whether this connection is constructed will be made in the future based on need.

FIGURE V-4
Preferred Alternative at Grace Lane



Preference for Reasonable Alternative RR-2B
Reasonable Alternative RR-2B, which extends Route 740 to the Route Z interchange at I-70, was viewed as a superior alternative by a minority of stakeholders.

The perceived advantages included its use of a relatively unpopulated corridor, its minimization of the alterations of the existing local roadway system, and its perceived ability to better accommodate growth further into the future.

Most stakeholders supporting Reasonable Alternative RR-2B did not necessarily find faults with the Preferred Alternative. Ultimately, the value of its closer conformance with the Major Roadway Plan (MRP), its avoidance of new major stream crossings, its minimization of residential relocations, its lower total construction cost, and its smaller project footprint led to the selection of Alternative SC-2A as the preferred alternative.

2. Agency Review Comments

On April 3, 2009, the DEIS was distributed to federal, state, and local governmental regulatory and administrative entities, in accordance with MoDOT and FHWA guidelines. This section summarizes the agency review comments received after the distribution. Copies of agency responses are contained in **Appendix H**.[4]

The United States Environmental Protection Agency
The EPA rates its reviews of NEPA documents. The DEIS for the EC-EIS was rated as a Lack of Objections (LO). An LO rating denotes that it has not identified environmental impacts requiring substantive changes to the proposal.

The EPA did provide an update to the status of the Grindstone Creek and the Federal Water Pollution Control Act – Section 303(d). This update is clerical (see **Chapter III.B.2**). It also reiterated EPA's role in the Clean Water Act – Section 404.

[4] There has been extensive agency coordination throughout the EC-EIS. **DEIS Appendix F** contains the Agency Coordination Plan and **DEIS Appendix E** contains all agency correspondence.

The Missouri Federal Assistance Clearinghouse
In accordance with state clearinghouse requirements, state and local agencies potentially affected by this project participated in a review. None of the agencies involved in the review had comments or recommendations.

The Natural Resources Conservation Service
The NRCS clarified its role in administering the Farmland Protection Policy Act (FPPA) as well as its role in helping U.S. Department of Agriculture (USDA) program participants with minimizing wetland impacts. On August 8, 2008, FPPA coordination with the NRCS concluded that the EC-EIS will result in "no further loss of prime or important farm land."

Regarding wetland impacts, an environmental commitment of this project (see **Summary Section J**, Item 6) is to coordinate with the USACE to ensure compliance with Sections 401 and 404 of the Clean Water Act. This will ensure impacts to streams, wetlands, and other waters of the United States are addressed during the design process.

The U.S. Army Corps of Engineers
The USACE offered minor clarifications to the explanation of the Clean Water Act in the DEIS. For instance, mitigation under Section 404 of the Clean Water Act should be understood as a technique that is solely intended "to restore and maintain the chemical, physical, and biological integrity of the Nation's waters, including wetlands."

The Federal and State Emergency Management Agencies (FEMA/SEMA)
Although they supplied no formal comments, conversations with staff indicated that they felt the document was thorough and well written.

Missouri Department of Natural Resources (MDNR)
The MDNR identified the need to comply with the Clean Water Act. They also noted the possibility of undocumented hazardous waste sites and urged project planners to be aware of this possibility.

3. DEIS Review Comments

The distribution of the DEIS resulted in two detailed comment letters from individual opponents to all or some of the Preferred Alternative. This section will review the issues that these letters raise. The project team has followed up with each of these individuals to discuss their particular issues, which mostly dealt with individual property impacts.

Changing Traffic Patterns
The commenter recommended the rejection of the Preferred Alternative due to regional traffic pattern changes that fundamentally change the transportation problems that face East Columbia.

Land use changes in Columbia and the development of other roadways (such as the Grindstone Parkway), the author suggests, make the extension of Stadium Boulevard to I-70 unnecessary.

One of the important guiding elements for the EC-EIS was existing planning, such as the MRP. The trends that the commenter describes would require the fundamental revision to the region's planning documents. The EC-EIS has been developed through a collaborative

process with all of the major entities with responsibilities for transportation planning (MoDOT, City of Columbia, Boone County, and CATSO). All have issued formal recommendations in support of the Preferred Alternative.

Woodland Avoidance

The extension of Stadium Boulevard from US-63 to Route WW will traverse a relatively large area of woodlands. A western realignment to minimize woodland impacts was suggested.

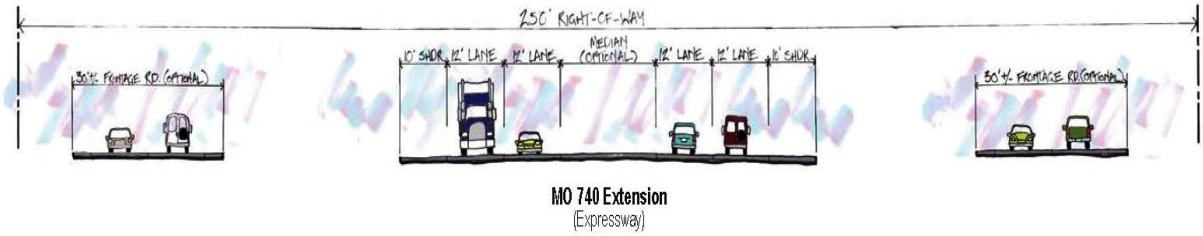
Alternative configurations were examined during the development of reasonable alternatives, including a western alignment. The Preferred Alternative minimizes overall impacts. Using a western alignment large enough to traverse the suggested pasture land would result in higher residential displacements (both north and south of Route WW), the bisection of American Legion Park, and a substantial impact to the existing auto salvage business.

Configuration of Expressway

The commenter noted that the expressway (the extension of Stadium Boulevard) should be designated as a greenway. The Preferred Alternative proposes the typical cross section that will allow ample capacity to design the expressway with beneficial aesthetic enhancements.

Figure V-5 depicts the major elements of the expressway design. This typical section was developed based on current MoDOT and City of Columbia design guidelines. Typical sections were primarily used for the establishment of an appropriate footprint for use in the impact evaluation process. The actual design configurations of all roadways are subject to modification based on future funding constraints, stakeholder input, and practical design considerations.

FIGURE V-5
Typical Cross Section for Stadium Boulevard Extension



MO 740 Extension
(Expressway)

Ballenger Lane Extension

As discussed in Chapter V.C.1.b, the issue of the Ballenger Lane Extension generated both positive and negative comments. A number of those comments showed disagreement on its effectiveness. For example, one commenter believed it will provide local connectivity benefits, while another commented that they oppose it due to the property impacts it would require. As noted earlier, the potential local benefits led to the agreement that the Ballenger Lane Extension would be included in the project's Preferred Alternative, and that it would be processed and financed solely as a local project.

Environmental Justice
One commenter inquired whether Environmental Justice would apply to businesses owned by women.

Executive Order 12898 directs federal and state agencies to incorporate Environmental Justice as part of their mission by identifying and addressing the effects of all programs, policies, and activities on minority and low-income populations. Based on the available data, no identifiable minority populations covered by Executive Order 12898 exist within the EC-EIS study area.

Executive Order 12898 and the DOT/FHWA Orders on Environmental Justice address persons belonging to any of the following groups:

- Black
- Hispanic
- Asian
- American Indian and Alaskan Native
- Low Income
- Native Hawaiian or Other Pacific Islander

Property Acquisition
A number of affected property owners expressed concerns about impacts to their property and the property acquisition process.

All relocation actions will be conducted in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, as amended (49 CFR Part 24). The Uniform Act, as well as Missouri state laws, requires that just compensation be paid to the owner of private property taken for public use. The appraisal of fair market value is the basis for determining just compensation offered to the owner for the property to be acquired. In addition to compensation, homeowners and business owners will be eligible for relocation assistance. The definitive source of relocation information is contained in Section 236.8 of the *MoDOT Engineering Policy Guide* (http://epg.modot.mo.gov). A copy *of Pathways for Progress – Land Acquisition for Transportation Improvements (Property Owners Guide)* is contained in **Appendix G**.

Construction Impacts
Questions about construction impacts were included in a number of the comments received.

Many of the potential concerns regarding construction impacts are incorporated into this document through its environmental commitments (see **Summary Section J**), for example:

- Best management practices will be implemented to minimize soil erosion and sedimentation (Commitment 7).
- If encountered during construction, appropriate study and remediation of hazardous waste sites will be performed (Commitment 9).
- Dust control during construction will be performed in accordance with MoDOT's standard methods (Commitment 10).

- To reduce the impacts of construction noise, MoDOT has special provisions in its construction contracts (Commitment 11) that will be followed.

Consistency with Transportation Planning Goals
Discussion on the consistency of the improvements with transportation planning goals was requested.

Many of the potential concerns regarding the final development of the EC-EIS are incorporated into this document through its environmental commitments (see **Summary Section J**), for example:

- Relocation assistance will be provided for all businesses, nonprofit organizations, and residents that must be relocated (Commitment 1).
- An appropriate maintenance of a traffic plan will be developed and implemented for the project (Commitment 3).
- The design process will include periodic consultation with utility owners to ensure compatibility (Commitment 4).
- During the final design process, MoDOT will consider options to minimize new right-of-way acquisition (Commitment 5).
- The final design process will include the review and design of appropriate facilities based on existing and projected land use (Commitment 14).
- The development and construction of the Ballenger Lane Extension is entirely a locally sponsored project. However, all of the policies, restrictions, and commitments that affect the other components of the Preferred Alternative, apply to the Ballenger Lane Extension. To assist the local project team, a MoDOT-supplied advisor will be made available to assist with the “local” development of this project (Commitment 16).

Terrestrial and Aquatic Impacts
Concerns related to potential impacts to terrestrial and aquatic resources were expressed.

Many of the potential concerns regarding terrestrial and aquatic impacts are incorporated into this document through its environmental commitments (see **Summary Section J**), for example:

- Compliance with the Clean Water Act (Commitment 6).
- Coordination with the administrators of the American Legion Park to avoid impacts (Commitment 13).
- Noise abatement measures deemed reasonable, feasible, and cost effective will be considered (Commitment 15).
- Lighting systems are intended to optimize light on the road surface while minimizing light intruding on adjacent properties (Commitment 17).

D. Concurrence of the Project Partners

Because of its complexity, a multi-component project team was assembled to investigate the needs and propose solutions for the EC-EIS project. The project team included MoDOT, the City of Columbia, and Boone County. A partnering agreement (**Appendix C**) guided the three parties in working together cooperatively to fulfill NEPA requirements associated with this project.

The Columbia City Council's resolution endorsing the Preferred Alternative, the Boone County Commission's letter supporting the Preferred Alternative, and CATSO' letter endorsing the Preferred Alternative are contained in **Appendix I**.

1. Public Involvement Plan

The Public Involvement Plan[2] was created in November 2005 and outlined the overall strategy and activities planned for the study. The Public Involvement Plan was updated throughout the project as necessary.

2. Project Web Site

One of the important elements of the Public Involvement Plan was the creation of a comprehensive project Web site (http://www.EastColumbiaEIS.com). The goal was to provide stakeholders with up-to-date information and an e-mail address (EastColumbiaEIS@ch2m.com) to obtain information about the project, ask questions, and provide input at any time. Throughout the study, the Web site was updated as new information became available.

3. Public Involvement Meetings

Public involvement meetings were held at key points in the alternatives development process. All meetings were conducted in an "open-house" format so participants could view information at stations staffed by study team members, discuss the project on a one-on-one basis with the study team, and provide direct feedback. **Table V-1** summarizes the Public Involvement Meetings conducted between September 2006 and January 2008.

TABLE V-1
Summary of Public Involvement Meetings between September 2006 and January 2008

Meeting	Date	Location	Meeting Purpose
Public Involvement Meeting #1	September 19, 2006	Lighthouse Community Church	Introduction and Delineation of the Purpose of the EC-EIS Study
Public Involvement Meeting #2	November 15, 2006	Elk's Lodge	Presentation of the Nine Conceptual Alternatives
Public Involvement Meeting #3	October 24, 2007	Elk's Lodge	Recommendation for the Reasonable Alternatives to Study Further
Drop-In Center	January 8, 2008	Boone County Government Center	Presentation of Detailed Depictions of Reasonable Alternatives to Address Public Concerns
Old Hawthorne Neighborhood Association	January 30, 2008	Old Hawthorne Club House	Requested Community Meeting

[2] The public involvement process proactively sought participation from all potentially affected stakeholders regardless of income, race, color, religion, national origin, sex, age, or disability.

4. Project Newsletters

A variety of printed materials were produced to communicate information to stakeholders. Two milestone documents were the project newsletters. These were produced and mailed to the project's mailing list of roughly 2,000 addresses. The newsletters contained important project information and were intended to broaden the outreach effort.

5. Federal and State Agency Collaboration

An Agency Coordination Plan was developed to ensure that interagency coordination on the EC-EIS Study was conducted in accordance with FHWA guidelines. The intent was to ensure the appropriate agencies were informed and had the opportunity to comment on the study. The development of the Agency Coordination Plan included the establishment of cooperating and participating agencies. Cooperating agencies are those federal agencies with jurisdiction by law (usually with permitting or land transfer authority). The USACE was designated as the only agency that would function as a cooperating agency in this study. Participating agencies are federal and nonfederal governmental agencies that may have an interest in the project because of their jurisdictional authority, special expertise, and/or statewide interest. Of the nine federal and state agencies that were invited by letter to participate, the U.S. Environmental Protection Agency (EPA), the National Resource Conservation Service (NRCS), and the Missouri Department of Natural Resources (MDNR) accepted.

The Agency Coordination Plan established collaboration points where input from the cooperating and participating agencies would be formally requested. The first collaboration point occurred on November 21, 2005 during the scoping process when the study team established the project's study area. The information gathered at this stage in the process was used in the preparation of alternatives. The second collaboration point was the circulation of the evaluation criteria matrix (on September 5, 2007) proposed to evaluate conceptual alternatives. Input received from the agencies was used to further screen and analyze the merits of each alternative under consideration. The third collaboration point was the circulation of information (on April 10, 2008) containing the recommended preferred alternative (SC-2A). Input received from the agencies reinforced that the project team's preliminary conclusion that SC-2A met the purpose and need and would minimize environmental impacts was reasonable. The fourth and fifth collaboration points are the circulation of the DEIS and FEIS, respectively.

6. Study Management Team Activities

The EC-EIS project involved the participation of the City of Columbia, Boone County, and MoDOT. These three entities entered into a partnering agreement to cooperatively undertake the EC-EIS. This agreement formalized the decision-making process that would be followed during the NEPA elements of the project. The main objective of the agreement was a commitment to consensus decision-making. The Partnering Agreement is contained in **Appendix C**.

The project team/study management team met regularly in person and by teleconference to keep each organization updated and engaged as the project progressed. At each meeting,

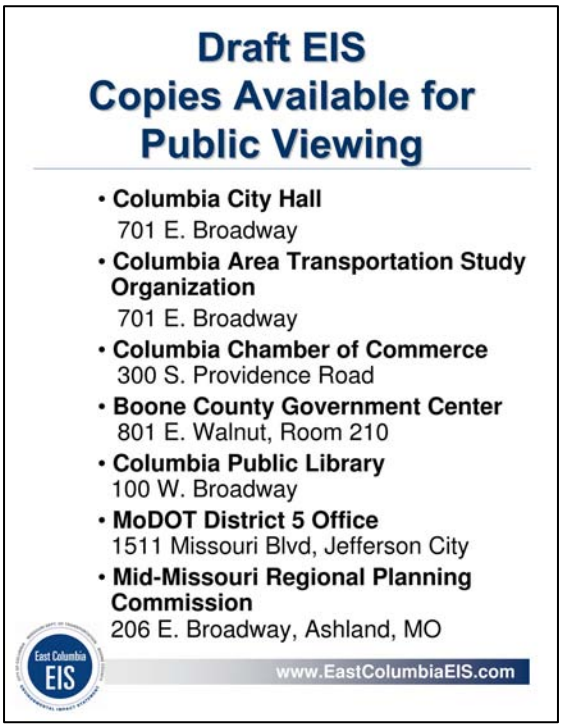
the group reviewed the latest technical information, public and agency input, and emerging evaluation of each alternative, and identified the next steps in the process.

7. Presentations to the Region's MPO

The CATSO is the region's Metropolitan Planning Organization (MPO). The study team made presentations to the CATSO Technical Committee on May 7, 2008 and to the CATSO Coordinating Committee on May 22, 2008. Both presentations were designed to provide CATSO members with updates on study progress and to seek direction or input. In both cases, CATSO committee members asked for general clarifications to the materials presented and on how conclusions were to be reached. Questions on the next steps in the process were also common. No objections were raised pursuant to the CATSO presentations.

B. Outreach Following the Distribution of the DEIS

On April 3, 2009, the DEIS for the EC-EIS project was made available for review.[3] The legal notice and the Notice of Availability from the Federal Register are contained in **Appendix F**. The DEIS was distributed to federal, state, and local governmental regulatory and administrative entities, in accordance with MoDOT and FHWA guidelines. Nearly 35 copies of the DEIS were distributed. Copies were also made available at seven locations for public viewing. Electronic copies of the DEIS were also available at the project's Web site. The document review period was set for April 3, 2009 through May 18, 2009. The Public Hearing was scheduled for April 30, 2009.



The major outreach efforts implemented for the EC-EIS following the distribution of the DEIS included the following:

- Web Site Updates
- Project Newsletter
- Newspaper Display Advertisements
- Press Releases
- Online Public Hearing
- Public Hearing

[3] The DEIS presented the project's Preferred Alternative, which is the alternative that best accomplishes the purpose and need for the proposed action, while avoiding, minimizing, or mitigating the impacts to the social and natural environment. Following the publication of the DEIS, the EC-EIS project undertook a number of outreach, circulation, and coordination efforts in order to access the appropriateness of the Preferred Alternative. Notwithstanding the identification of a Preferred Alternative, all reasonable alternatives presented in the DEIS remain under consideration through the public hearing and DEIS review and comment period.

1. Web site Updates

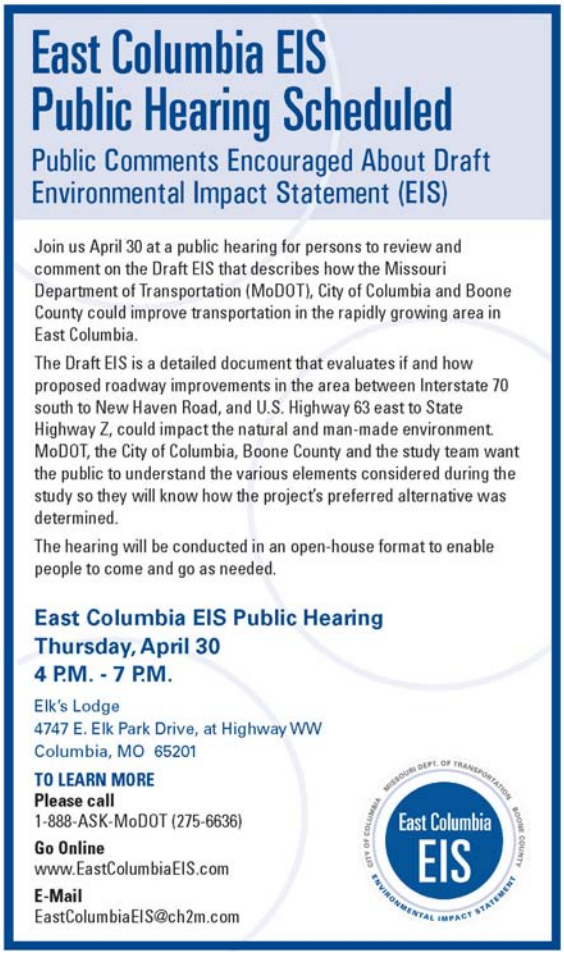
With the distribution of the DEIS, the project Web site was significantly redesigned to provide all relevant project data available online. The DEIS was added as a file accessible for viewing or download from the site, and the section for Frequently Asked Questions was updated to include the pertinent items related to the DEIS, the upcoming Public Hearing, and the steps leading to an ROD. Preparations for the online Public Hearing were also provided.

2. Project Newsletter

A third project newsletter was produced and mailed to the project's mailing list of roughly 2,000 addresses. Similar to the Web site update, the major topics included the availability of the DEIS, the Public Hearing, and the steps leading to the ROD.

3. Newspaper Legal and Display Advertisements

On March 27, 2009, a legal notice was published in the paper of record. The *Columbia Daily Tribune* is the paper of record for the City of Columbia and Boone County. A newspaper display advertisement was also published in the *Columbia Daily Tribune*. Information contained in the display advertisement focused on the Public Hearing.



East Columbia EIS
Public Hearing Scheduled

Public Comments Encouraged About Draft Environmental Impact Statement (EIS)

Join us April 30 at a public hearing for persons to review and comment on the Draft EIS that describes how the Missouri Department of Transportation (MoDOT), City of Columbia and Boone County could improve transportation in the rapidly growing area in East Columbia.

The Draft EIS is a detailed document that evaluates if and how proposed roadway improvements in the area between Interstate 70 south to New Haven Road, and U.S. Highway 63 east to State Highway Z, could impact the natural and man-made environment. MoDOT, the City of Columbia, Boone County and the study team want the public to understand the various elements considered during the study so they will know how the project's preferred alternative was determined.

The hearing will be conducted in an open-house format to enable people to come and go as needed.

East Columbia EIS Public Hearing
Thursday, April 30
4 P.M. - 7 P.M.

Elk's Lodge
4747 E. Elk Park Drive, at Highway WW
Columbia, MO 65201

TO LEARN MORE
Please call
1-888-ASK-MoDOT (275-6636)
Go Online
www.EastColumbiaEIS.com
E-Mail
EastColumbiaEIS@ch2m.com

4. Press Releases

On March 30, 2009, MoDOT issued a press release announcing the availability of the DEIS and the specifics of the Public Hearing held on April 30, 2009.

5. Online Public Hearing

As a supplement to the Public Hearing, the project Web site was set up for an online version of the Public Hearing. All Public Hearing materials were provided and the option to comment online (between April 30 and May 18, 2009) was made available at http://www.EastColumbiaEIS.com.

6. Public Hearing

On April 30, 2009, the Public Hearing was held to provide another venue for public review and comment on the DEIS. Roughly 110 people attended the event, and local government representatives and the news media were in attendance. The open-house format allowed individuals to review the work presented and to participate in one-on-one discussions of the project with the project team.

The Public Hearing was presented in an open house format with a handout and display boards guiding attendees through the history of the project and the analysis and findings of the study. All reasonable alternatives were presented. Additional display boards identified the Preferred Alternative along with the analysis that led the study team's identification of the Preferred Alternative. Copies of the DEIS, aerial maps of the project area, depictions of the reasonable range of alternatives and the Preferred Alternative, impact summaries, and schedule information were also presented.

Opportunities to provide comments were afforded at the hearing through written and oral methods. Stakeholders were also encouraged to provide comments after the hearing by mail, e-mail, or online through the project Web site and/or the online Public Hearing.

The comment period officially closed on May 18, 2009. The Public Hearing transcript is contained in the project's Technical File.

C. Public and Agency Comments Since the DEIS

This section summarizes the comments received regarding the DEIS. Overall, the Preferred Alternative was well received. Nevertheless, support for other solutions to the transportation problems that affect eastern Columbia exists. The review process provided the opportunity to investigate particular concerns and details associated with the Preferred Alternative. These issues are also addressed within the FEIS as the "Clarifications to the DEIS" that are included in each of the chapters.

The input received during the public involvement activities conducted following the distribution of the DEIS are organized into the following categories:

- Public Hearing Comments
- Agency Review Comments
- DEIS Review Comments

1. Public Hearing Comments

a. Online Public Hearing (April 30 to May 18)

To provide another opportunity for the public to participate in a Public Hearing for the EC-EIS, an online Public Hearing was hosted from the project Web site. All Public Hearing materials were available online. Various methods (phone, e-mail, and post) were available for providing input. Between April 30 and May 18, 2009, a total of 150 visits were made to the online Public Hearing (input was received from two of these visits). A summary of the input received from the online Public Hearing is provided below.

Support for the Preferred Alternative
Both of the online respondents expressed the opinion that the Preferred Alternative was the appropriate design solution. The utility of the expressway connection between US-63 and I-70 was commonly referenced.

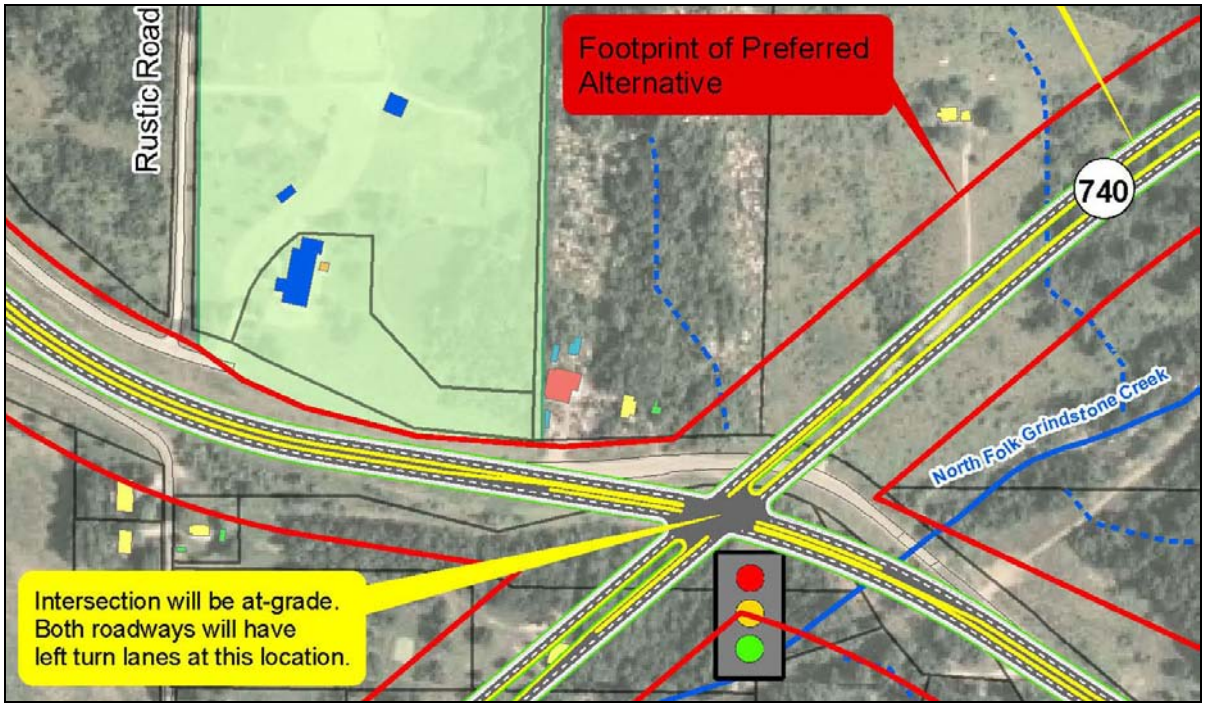
Noise Barriers
The potential need to examine noise barriers as a means to mitigate highway noise was expressed.

An environmental commitment of this EIS is the application of MoDOT's Noise Policy. When appropriate, possible noise abatement methods and locations will be presented and discussed with the benefited residents during the preliminary design phase. Noise abatement measures deemed reasonable, feasible, and cost effective will be considered.

Intersection of Stadium Boulevard (Route 740) with Route WW
The specifics regarding how various proposed improvements were often discussed by stakeholders at the public meetings and in the written comments.

Study team members clarified questions raised at the Public Hearing in one-on-one discussions with stakeholders. The specific concerns with this specific comment related to left-turn movements at the intersection of Stadium Boulevard with Route WW.

FIGURE V-1
Depiction of Left-turn Lanes at the Stadium Boulevard/Route WW Intersection



The intersection of Stadium Boulevard with Route WW will be a signalized intersection with left-turn lanes at each leg of the intersection. Traffic projections, using CATSO's regional traffic model, indicate that this configuration will operate adequately through at least the design year of 2030.

Intersection of Stadium Boulevard (Route 740) with Richland Road
A number of stakeholders commented on the intersection of Route 740 and Richland Road.