

Scott Boulevard and I-70 Finding of No Significant Impact Columbia, Boone County, Missouri

The Federal Highway Administration
and Missouri Department of Transportation
City of Columbia, Missouri

December 2012

FEDERAL HIGHWAY ADMINISTRATION
FINDING OF NO SIGNIFICANT IMPACT

FOR

SCOTT BOULEVARD AND I-70, BOONE COUNTY, MISSOURI

CITY OF COLUMBIA JOB NUMBER C00312

The FHWA has determined that this project will not have any significant impact on the human environment. This finding of no significant impact is based on the attached environmental assessment, which has been independently evaluated by the FHWA and determined to adequately and accurately discuss the environmental issues and impacts of the proposed project. It provides sufficient evidence and analysis for determining that an environmental impact statement is not required. The FHWA takes full responsibility for the accuracy, scope, and content of the attached environmental assessment.

1/15/13
Date



Responsible Official

Program Development
Title Team lead

Finding of No Significant Impact

23 CFR 771.121

Federal Highway Administration/Missouri Department of Transportation

State Project Number	City Job Number	Project Title, Environmental Document Type
Number not assigned	C00312	Scott Boulevard and I-70, Boone County, Missouri Environmental Assessment

Includes Programmatic Section 4(f)

Decision

The Federal Highway Administration (FHWA), Missouri Division, and the Missouri Department of Transportation (MoDOT) approved the Scott Boulevard and I-70, Boone County, Missouri, City of Columbia (City) Job Number C00312, *Environmental Assessment (EA)* on August 28, 2012. Notice of the EA's availability was sent to agencies and the document was made available for public review on September 18, 2012. The EA was made available at three locations in the Columbia area, at the Columbia City Hall (701 East Broadway, Columbia); Columbia Public Library (100 West Broadway, Columbia); and the Activity and Recreation Center (1701 West Ash Street, Columbia), and electronically through the City of Columbia website at <http://www.gocolumbiamo.com/PublicWorks/I70andScottBlvd.InterchangeLocationStudy.php>.

The Selected Alternative to help alleviate congestion at Stadium Boulevard and to provide the much-needed I-70 access to western and southern Columbia is the Yellow Alternative. The selected alternative provides for better spacing between the interchange ramp terminals and the outer road intersection on the north side of I-70; it provides for shorter travel distance for commuters; it does not require widening of the I-70 Perche Creek bridges. The selected alternative is easier to construct with less of an impact to the traveling public. There is an area of city-owned land south of I-70 and on the western edge of the interchange area that is designated for park development in the future. For the selected alternative, the City of Columbia Parks and Recreation Department has agreed to grant an easement for the Scott Boulevard construction. The Scott Boulevard and I-70 project could enhance the trail entrance to the park. There are no known National Register of Historic Places (NRHP) eligible historic structures or archaeological sites that would be impacted by the construction of the selected alternative. A Programmatic Section 4(f) document for parkland or historic resources was prepared for the design and construction of the selected alternative and was signed by FHWA on August 15, 2012.

The selected alternative was identified through public and agency involvement along with assessment of socioeconomic and environmental consequences. The public hearing was held in accordance with established MoDOT and the City's procedures. The City has considered possible social, economic, and environmental effects of the proposed improvements. No additional project impacts have been identified beyond those described in the original EA documentation.

In addition, construction of the selected alternative on the existing Strawn Road right-of-way is consistent with local and regional land use and transportation plans and the City's planning efforts.

Public and Agency Review/Comment on EA

A location and design public hearing for the project was held on October 11, 2012, at the Activity and Recreation Center (1701 West Ash Street) in Columbia, Missouri from 4:00 to 7:00 p.m. One-hundred–twenty-six people attended the hearing. Comment sheets were available for attendees to provide written feedback and 49 of these forms were submitted. Comments on the EA were accepted through October 22, 2012. The issues identified at the hearing and during the open comment period are discussed below by topic.

Public Comments

Nine commenters were in support of the project and thirty-six commenters expressed concerns about the construction of the Scott Boulevard and I-70 project or were opposed to the project. Four commenters did not express their support or opposition to the project but offered recommendations for consideration during the project final design and construction phases of the project.

Community

Twenty-six residents and the Bellwood Homes Association expressed concerns that they would experience negative impacts from impacts to various resources and also commented on the accuracy of the data used to perform the assessment. The major concerns expressed included impacts to noise levels, decreased home values, loss of forested habitat, difficulty exiting the subdivision, and safety concerns due to increased traffic volumes.

Data accuracy: With minor exceptions, the mapping used in the project matches what has been constructed in the subdivision.

Noise levels: Traffic noise levels are not predicted to approach or exceed the FHWA Noise Abatement Criteria (NAC) of 67 dBA for the residents of the Bellwood subdivision and are not considered substantial per MoDOT's policy. Therefore, traffic noise impacts are not anticipated.

Decreased home values: There is no evidence that the project will negatively impact home values.

Loss of trees: The proposed plan minimizes impacts to adjacent subdivisions to the extent possible. The proposed Scott Boulevard and I-70 project alignment is located further from the Bellwood subdivision homes and lots as compared to the 2007 final plat submitted by the developer (see Appendix 5).

Difficulty exiting subdivision: The proposed plan currently shows a side-street stop controlled intersection at the Bellwood/extended Scott Boulevard intersection. If the left turn movement out of the subdivision onto extended Scott Boulevard becomes a problem this movement could be accommodated during peak times via a right-turn out of the subdivision and U-turn at the Worley Road traffic signal. The City could consider installing a traffic signal at the subdivision entrance if a U-turn at Worley proves problematic for residents.

Safety concerns due to increased traffic volumes: The project is being planned such that there is very low risk for cut-through traffic through the subdivision. There is also very low risk of errant vehicles from extended Scott Boulevard entering any of the lots in the subdivision.

Noise

Twenty-five commenters expressed concerns that the project would cause negative impacts by increasing noise levels. Commenters also questioned the accuracy of the assessment of noise impacts and suggested the construction of noise barriers.

The EA included a noise study that was completed to FHWA standards. Noise measurements were conducted in accordance with techniques described in the FHWA Report Number FHWA-DP-96-046, *Measurements of Highway-Related Noise*, (1996). Short-term noise measurements were conducted in November and December of 2010 (LBG 2011c). As part of these procedures, the FHWA has established NAC based on the noise sensitivity of various land uses to motor vehicle noise for projects requiring federal funds or approval. These criteria were used as part of the impacts evaluation. The selected alternative land uses categories fall with the NAC of 67 dBA for residential areas and 72 dBA for other types of developed lands.

The impact assessment performed for the future year 2030 selected alternative for noise study areas located throughout the project area determined that the year 2030 selected alternative noise levels are predicted to range between 48.7 dBA and 69.8 dBA. Traffic noise levels are not predicted to approach or exceed the FHWA NAC of 67 dBA for the majority of the residential areas and the 72 dBA for commercial areas and are not considered substantial per MoDOT's policy, and traffic noise impacts are not anticipated within the majority of the noise study areas (e.g. Monterey Hills, north of Bellwood and east of Scott Boulevard, Bellwood residences, and Smithton Ridge residences).

Year 2030 selected alternative noise levels in the noise study area north of I-70 are predicted to range between 48.7 and 69.8 dBA. Noise levels that approach or exceed the FHWA NAC of 67 dBA are predicted to occur at those residences within closest proximity to I-70 due to the high traffic volumes and speed on that roadway. Such impacts are not a result of the proposed Scott Boulevard or the realigned I-70 Drive NW that forms an intersection with the proposed Scott Boulevard. As such, impacts are not predicted to occur within this region of analysis as a result of the proposed project.

The construction of noise barriers for several noise study areas was considered and was determined not feasible due to property access issues and limitations in constructing a noise barrier long enough to achieve the desired dBA insertion loss. Year 2030 selected alternative noise levels within the noise study area for residences west of existing Scott Boulevard are predicted to range between 51.4 and 68.3 dBA. Walls constructed in this area could not be continuous along the proposed Scott Boulevard as it would have to be "broken" at Mt. Carmel Lane and Christian Fellowship Road to allow for traffic to turn to and from these streets. Creating gaps in noise walls may create "flanking" of noise around the edges of the barrier and thereby increase noise levels. As such, it would not be feasible or reasonable to consider a noise barrier for the impacts predicted in this area. Year 2030 selected alternative noise levels within the noise study area for residences of Rothwell Heights are predicted to range between 53.4 and 68.4 dBA depending on proximity to Scott Boulevard. Noise levels would exceed the FHWA NAC of 67 dBA for residential receptors at one residence located on Defoe Drive whose yard fronts Scott Boulevard. However, it would not be reasonable to construct noise mitigation for one residence as a noise barrier would far exceed MoDOT's cost per benefited residence criterion of \$30,000. Since it is not reasonable to construct noise mitigation for one residence and all other residences are predicted to experience noise levels below the FHWA NAC of 67 dBA for residential receptors, consideration of noise mitigation is not warranted for this region.

Home Values

Thirteen commenters expressed concerns that the project would cause negative impacts to home values due to increased noise, air and light pollution; loss of forested habitat; safety concerns from increased traffic; and decreased quality of living.

There is no evidence that the project will negatively impact home values. Impacts to noise, air, forested habitat, and communities, in addition to safety concerns is discussed under the individual comment topic and in the Summary of Impacted Resource section.

Forested Habitat

Five commenters expressed concerns about the removal of trees in the area of the Bellwood subdivision as the forested habitat currently provides: 1) a natural buffer between some homes in the Bellwood subdivision and the existing Strawn Road; 2) aesthetic value; and 3) habitat for wildlife species.

The proposed plan minimizes impacts to adjacent subdivisions to the extent possible. The proposed Scott Boulevard and I-70 project alignment is located further from subdivision lots as compared to the 2007 final plat submitted by the developer.

Traffic and Safety

Seven commenters expressed concerns related to traffic and/or safety. Three letters expressed concern about increased traffic related issues on Worley: 1) westbound I-70 traffic exiting at Scott Boulevard and using Worley to travel to retail establishments on Stadium Boulevard; and 2) northbound Scott Boulevard traffic bypassing the right-turn at Broadway to instead use Worley to get to the retail areas on Stadium Boulevard.

There is very little risk that this project would increase traffic volumes on Worley. Rather, by diverting commuter traffic off of Stadium Boulevard, this project will relieve congestion along Stadium Boulevard (including the currently contested intersections with I-70 and Broadway) increasing the attractiveness of the existing direct routes to the retail establishments on Stadium Boulevard.

One resident expressed concern about the proposed traffic signal at Scott Boulevard and Broadway creating congestion. A thorough traffic study was completed in the Scott Boulevard and I-70 Access Justification Report (AJR) which showed acceptable traffic operations at this proposed traffic signal.

Two commenters expressed concerns related to weaving on I-70 between Scott Boulevard and Stadium Boulevard. The proposed plan allows 1.5 miles between the Scott Boulevard and Stadium Boulevard interchanges. A thorough traffic study was completed in the AJR which showed acceptable weaving between these two interchanges.

One commenter expressed concern about the proposed roundabouts at the I-70 interchange.

A thorough traffic study was completed in the AJR which showed acceptable operations of these roundabouts. The roundabout design minimizes the interchange "footprint" and saves money by allowing for fewer lanes on the bridge.

Flooding

Two commenters expressed concern about the project exacerbating the flooding issues along Strawn Road.

During the design of the selected alternative, the crossings of all base floodplains will be designed and constructed in compliance with applicable floodplain regulations, including Executive Order 11988. There will be no increases in base flood elevations attributable to implementation of these roadway improvements. This project will not negatively impact hydraulic flows on any streams or tributaries and will

reduce the risk of flooding on Strawn Road. The selected alternative would widen and elevate this roadway, ultimately solving the roadway flooding issues.

Notification of Residents

One commenter on Strawn Road claimed to have not received the Notification of Public Availability (NOA). The NOA was published according to FHWA guidelines and the project team confirmed that the address in question is on the project's mailing list. Another resident suggested that a webpage be set up with project information. Public information about the project is currently available on the City's website.

Alternative Selection

Thirteen commenters questioned the selection of the selected alternative.

The other alternatives considered would generally have a greater impact on adjacent subdivisions. The Brown Alternative would directly impact platted parcels in the Bellwood Subdivision. The Blue Alternative shown at the June 22, 2009 open house would have directly impacted plats in the Vintage Falls Subdivision.

Commenters also questioned the need for the project and suggested alternatives to Scott Boulevard and I-70 project. Other alternatives suggested include:

- Making a connection to the Midway Interchange (Route UU) across Perche Creek
- Creating a bypass connecting Route 63 and I-70 around the far western edge of Columbia
- Improving the I-70 Outer Roads
- Optimizing traffic signal timing on Stadium Boulevard

While these projects could provide value to the Columbia region, they would not meet the project's purpose and need.

Other

- One commenter requested that consideration is given to adjusting the alignment north of I-70 to minimize impact to their property.
- One commenter requested that consideration is given to minimizing the impact to their commercial property.
- One commenter requested consideration is given to avoiding impacts to the duplexes on Scott Boulevard or the construction of a berm to buffer adjacent neighborhoods.
- One commenter requested that contractors clean up construction debris to avoid clogging creek and creating flooding problems.
- One commenter requested that the City ensure that they are included on the project contact list. The commenter also expressed concerns with driveway access into their property if the extended Scott Boulevard is raised to avoid flooding.

Consideration will be made during the project's design phase to minimize impacts to property. Property owners affected by the project would be relocated following the procedures outlined in the Uniform Relocation Assistance Act of 1970, Public Law 91-646. The request from the commenter for inclusion on the project contact list has been confirmed and they are included on the list. A criterion for cleanup of construction debris is included in the construction portion of the Commitments section below.

Agency Comments

As a cooperating agency, the United States Army Corps of Engineers (USACE) submitted comments on the EA in a June 22, 2012 letter. The USACE commented that their preliminary regulatory determination showed that the area described in the EA encompasses waters of the U.S. They stated that the EA does not demonstrate that the selected alternative constitutes the least environmentally damaging practicable alternative without an evaluation of the area (acres) of stream impacts. The USACE will require the City to complete an on-site wetland delineation and submit a formal report for verification during/after land acquisitions. Minimization and avoidance of impacts to wetlands and other waters of the U.S. must be considered during the project design. The USACE will conduct a site visit to determine the appropriate amount of impacts to streams and wetlands.

The City responded to comments in an August 16, 2012 letter. The City acknowledge the jurisdiction of the USACE over all waters of the U.S. and that discharges of dredged or fill materials in waters of the U.S. requires prior authorization and a USACE permit prior to construction on the portion of the facility which is within the USACE regulatory jurisdiction and will work to ensure that its permit application for the proposed project complies with USACE guidelines. A formal wetland delineation will be completed and a report provided to the USACE during the final design of the project and prior to construction that includes the area and linear feet of jurisdictional water occurring on the selected alternative project site.

The Missouri Department of Natural Resources (MDNR) submitted comments on the EA in a November 7, 2012 letter. The MDNR requested a copy of the Section 404 Preliminary or Approved Jurisdictional Determination when complete. They offered the following comments on the EA for consideration:

Section 3.12.1 Surface Water, Page 78, Paragraph 1: The listing of designated beneficial uses for Perche Creek should be amended. The fourth sentence should read "... including protection of warm water aquatic life and human health – fish protection, livestock and wildlife watering, secondary contact recreation (fishing, boating, and canoeing), and whole body contact"

Section 3.13 Jurisdictional Waters of the U.S., Page 84, Paragraph 1: Several assumptions made by the paragraph are incorrect. Mitigation can be required for any type of impact and is not associated with an impact amount such as the 0.10 acre mentioned in the eighth sentence. Compensatory mitigation is required after avoidance and minimization measures have been fully explored. If a project has a net benefit to the water resource, mitigation may not be required depending on the amount of impact and type of activity. In the tenth sentence, the department suggests the following language for clarity "...individual Section 401 water quality certification will not be required..." A request for individual Section 401 Water Quality Certification is not required as long as all conditions are met within the pre-certified Nationwide Permit. If any condition cannot be met, then a request for individual Section 401 Water Quality Certification is required.

Section 3.13.3.5 Yellow Alternative (Selected), Page 89, Paragraph 3: The compensatory mitigation concept is acceptable as described, pending completion and approval of the mitigation plan. Providing mitigation in the same watershed is an excellent approach to compensate for project impacts.

The MDNR provided information on the Ecological Drainage Unit and the Watersheds applicable to the project area for use in the event that after avoiding impacts to water resources mitigation is required. They also provided information of classified and unclassified streams; karst topography, sinkholes, and caves; sensitive waters; land disturbance permits; National Wetland Inventory; Certified Wells and Public Drinking

Water Protection Areas; Water Quality Certification; legal location information; and access to geospatial data.

The MDNR stated that any contamination on the project site would be identified as part of the Phase 2 investigation, as discussed in the EA, and addressed as necessary and state that cultural resource issues were addressed in the MDNR's letter to the Columbia Public Works Department dated March 29, 2012.

The City accepts the recommended revisions to the EA and incorporates them herein.

The State of Missouri Emergency Management Agency (SEMA) submitted comments on the EA in a September 21, 2012 letter. The SEMA commented that any development associated with the project located within the special flood hazard area, as identified by the Federal Emergency Management Agency (FEMA), must meet the requirements of the City's Floodplain Management Ordinance. This permit must be obtained prior to the commencement of any construction/development/demolition activities. Also, if the proposed development/demolition is located within a regulatory floodway, a "No-Rise" Certificate and statement as to the effects of possible flooding is required before the development can be permitted. The analysis must be performed by a licensed engineer and to current FEMA standards.

There will be no increases in base flood elevations attributable to implementation of these roadway improvements. During the design process, a detailed hydraulic analysis of the flows and water surface elevations will be made in accordance with the requirements of FEMA and the USACE. This analysis will ensure the absence of any encroachments upon regulatory floodways as well as avoid any adverse impacts. The proposed action conforms to applicable state of Missouri and local floodplain protection standards. During the design process, further coordination will be conducted with SEMA and/or the local floodplain authority.

The State of Missouri Office of Administration Missouri Federal Assistance Clearinghouse submitted an October 2, 2012 letter acknowledging their review of the EA. The Missouri Federal Assistance Clearinghouse commented that none of the agencies in the review had comments or recommendations to offer and that this concluded their review.

Summary of Impacted Resources

1) *Farmland Impacts*

The selected alternative will require new right of way and easements. Within the selected alternative there are areas of farmland of statewide importance, prime farmland, and prime farmland if protected from flooding. Acreage potentially eligible for farmland impact evaluation within the Scott Boulevard and I-70 project was rated and received a cumulative point rating of 154, less than the 160-point threshold established for farmland protection. The Natural Resource Conservation Service (NRCS) does not foresee any significant impacts to prime or statewide important farmland in this area.

2) *Community Impacts*

Social and Economic

There will be few social impacts associated with the selected alternative. No permanent changes are anticipated to neighborhoods or community cohesion, travel patterns and accessibility, community facilities, or to any special groups such as elderly, disabled, minority, and transit-dependent persons. Travel patterns for fire, emergency services, and police service calls may be temporarily affected by construction-related activities. In the long run, the project could have positive impacts to emergency response by addressing congestion and improving response times for fire trucks, emergency vehicles, and police personnel.

The selected alternative will not have permanent, adverse impact on economic growth and development or result in a negative impact to the regional growth position. A new interchange and extension of Scott Boulevard will increase traffic efficiency and reliability, thus improving the community's position for economic growth and development.

Residential

The selected alternative from the interchange north to Route E requires 21 total takes and 15 partial takes in Monterey Hills Preliminary Plats, which lies at the tie-in point between the Scott Boulevard extension and MO Route E. Residential impacts for the northern segment would include 11 partial takes along Gibbs before the alignment turns north and goes through undeveloped forested land. A total of seven tracts of land would be partially impacted in the northern segment between Gibbs Road and the Monterey Hills preliminary plats. In addition to the northern segment impacts, approximately 31 residences would be partial takes and 11 would be total takes as a result of the selected alternative. None of the plats south of I-70 would be impacted by the selected alternative. No preliminary platted lots would be impacted. Approximately 24 tracts of land would be partial takes. Most of these are located in the area of the interchange and some are adjacent to Strawn Road. Approximately two tracts of land would be total takes located near Abilene Acres Drive and Dawn Drive. Residential impacts will be minimized in the final design of the selected alternative to the extent it is feasible. Residents and property owners affected by the project would be relocated following the procedures outlined in the Uniform Relocation Assistance Act of 1970, Public Law 91-646. There are many comparable residential areas around the city of Columbia.

Business and Industrial

Business and industrial areas are located throughout the selected alternative, with the concentration of these located near I-70 in the proposed area of the interchange. Business impacts will be avoided to the maximum extent feasible during the design of the interchange. The selected alternative has 17 takes; 9 total takes and 8 partial takes. Businesses affected by the project would be relocated following the procedures outlined in the Uniform Relocation Assistance Act of 1970, Public Law 91-646.

3) Public Lands, Parks and Recreation Facilities and Potential Section 4(f)/Section 6(f) Properties

The selected alternative would cross a proposed pedestrian and bicycle trail at two locations: 1) south of I-70 ramp at the west end of the interchange area; and 2) a second location along Strawn Road, south of the interchange area. These represent two opportunities to incorporate the trail as part of the design of the roadway facility.

There is an area that is approximately 128 acres, of city-owned land south of I-70 and on the western edge of the interchange area that is designated to be a park in the future. For the selected alternative, the City of Columbia Parks and Recreation Department has agreed to grant an easement for the Scott Boulevard construction. The Scott Boulevard and I-70 project could enhance the trail entrance to the park.

A Programmatic Section 4(f) document for parkland or historic resources was prepared for the design and construction of the selected alternative and was signed by FHWA on August 15, 2012.

There are no other Section 4(f) or Section 6(f) issues associated with this project.

4) Noise

The impact assessment performed for the future year 2030 selected alternative for noise study areas located throughout the project area determined that the year 2030 selected alternative noise levels are predicted to range between 48.7 dBA and 69.8 dBA. Traffic noise levels are not predicted to approach or exceed the FHWA NAC of 67 dBA for the majority of the residential areas and the 72 dBA for commercial areas and are not considered substantial per MoDOT's policy, and traffic noise impacts are not anticipated within the majority of the noise study areas (e.g. Monterey Hills, north of Bellwood and east of Scott Boulevard, Bellwood residences, and Smithton Ridge residences).

Year 2030 selected alternative noise levels in the noise study area north of I-70 are predicted to range between 48.7 and 69.8 dBA. Noise levels that approach or exceed the FHWA NAC of 67 dBA are predicted to occur at those residences within closest proximity to I-70 due to the high traffic volumes and speed on that roadway. Such impacts are not a result of the proposed Scott Boulevard or the realigned I-70 Drive NW that forms an intersection with the proposed Scott Boulevard. As such, impacts are not predicted to occur within this region of analysis as a result of the proposed project.

The construction of noise barriers for several noise study areas was considered and was determined not feasible due to property access issues and limitations in constructing a noise barrier long enough to achieve the desired dBA insertion loss. Year 2030 selected alternative noise levels within the noise study area for residences west of existing Scott Boulevard are predicted to range between 51.4 and 68.3 dBA. Walls constructed in this area could not be continuous along the proposed Scott Boulevard

as it would have to be “broken” at Mt. Carmel Lane and Christian Fellowship Road to allow for traffic to turn to and from these streets. Creating gaps in noise walls may create “flanking” of noise around the edges of the barrier and thereby increase noise levels. As such, it would not be feasible or reasonable to consider a noise barrier for the impacts predicted in this area. Year 2030 selected alternative noise levels within the noise study area for residences of Rothwell Heights are predicted to range between 53.4 and 68.4 dBA depending on proximity to Scott Boulevard. Noise levels would exceed the FHWA NAC of 67 dBA for residential receptors at one residence located on Defoe Drive whose yard fronts Scott Boulevard. However, it would not be reasonable to construct noise mitigation for one residence as a noise barrier would far exceed MoDOT’s cost per benefited residence criterion of \$30,000. Since it is not reasonable to construct noise mitigation for one residence and all other residences are predicted to experience noise levels below the FHWA NAC of 67 dBA for residential receptors, consideration of noise mitigation is not warranted for this region.

5) *Jurisdictional Waters of the U.S.*

Approximately 1.24 acres of wetlands, 1,397 feet of perennial stream, 18,808 feet of intermittent and ephemeral tributaries, and 1.87 acres of open waters are found in the study corridor of the selected alternative. Likely impacts include 0.20 acre of wetland, 1.09 acres of open water, and 5,202 feet of streams and tributaries would be impacted by the selected alternative. The likely construction impacts are based on a conceptual design. Stream impacts will be avoided to the extent possible during the design phase of the project. Bank stabilization techniques, culvert design and grading can be accomplished in a manner that minimizes impacts to natural waterways. The City owns property located between Perche Creek and Strawn Road in the Perche Creek floodplain. The city-owned property, currently proposed as a park, may be a suitable mitigation site for project stream and wetland impacts. If needed, a compensatory mitigation plan will be developed in cooperation with USACE. The plan will be based on an assessment of actual projected loss of wetland and stream area and function and will be in compliance with FHWA no-net-loss policy.

A Section 404 permit will be required for the construction of the Scott Boulevard and I-70 project. The project may qualify for a Nationwide Permit 14 (Linear Transportation Crossings), but could need an Individual permit. Avoidance and minimization of the resources will be completed where possible. Mitigation measures if required will include riparian plantings and bank stabilization methods for road crossings of streams. In the event the project requires a nationwide permit a separate request for Section 401 water quality certification will not be required as it is typically included as a part of the USACE issuance of the nationwide permit. In the event a Section 404 Individual Permit is required for the project, a formal request for Section 401 water quality certification must be submitted to the MDNR. Impacts to tributaries, wetlands, and other Waters of the U.S. (WOUS) would require coordination and permitting with the USACE, U.S. Environmental Protection Agency (USEPA) and MDNR and a jurisdictional waters determination and Section 404/401 Permit Application will be submitted to the USACE in the design phase of the project.

Best management practices will be implemented to minimize sediment and erosion in these waters. In addition, contract specifications will require implementation of best management practices to prevent petroleum products, other toxic substances, and construction debris from entering water or otherwise contaminating the riparian or stream environment. The City has also adopted its own guidance for stream setbacks.

Only Practicable Alternative Finding

In accordance with Executive Order 11990, this project avoids to the extent possible long-and short-term adverse impacts associated with the destruction or modification of wetlands. The proposed action includes all practicable measures to minimize harm to wetlands that may result from such action.

6) *Threatened and Endangered Species and Protected Communities*

The selected alternative likely impacts to forested habitat include approximately 143 acres of riparian and upland forest. Approximately 15 acres of riparian habitat (predominantly forested) within the floodplain of Harmony creek south of I-70 would likely be impacted. Approximately 127 acres of upland forested habitat, mostly north of I-70 between Gibbs Road and Route E, would be impacted.

The U.S. Fish and Wildlife Service (USFWS) was contacted regarding the potential presence of federally threatened and endangered species within the environmental study area. The USFWS agreed that no federally listed threatened and endangered species occur within the project area. They determined that floodplain, wetland, and riparian areas associated with Perche Creek watershed provide the highest quality fish and wildlife habitat in the study area. The USFWS recommended that the project alignment be designed to avoid impacts to these sensitive environmental areas. If these areas are avoided, the USFWS would have no objections to the project. If these areas cannot be avoided, further consultation with the USFWS would be required.

The Missouri Department of Conservation (MDC) was contacted regarding the potential presence of threatened and endangered species, species of local concern, and communities of concern within the study area. The MDC has determined that no federally listed threatened and endangered species are known to occur within the study area.

Avoidance, minimization, and mitigation measures may be required by the USFWS and/or MDC for impacts to protected species or their habitat. These measures may include the following:

- Minimal tree removal in the floodplain and riparian corridors
- Survey of forested riparian and upland areas for potential Indiana bat roost trees
- If removal of potential roost trees is required, tree removal will be avoided during the maternity period (April 1 – October 31)
- Mitigation measures may include reforestation of floodplains and riparian corridors

Construction activities could have an effect on breeding migratory birds if disturbance or construction practices disrupt reproduction during the breeding season or result in the wounding or killing of individual birds or loss of a nest. Efforts will be made to reduce the likelihood of migratory bird disturbance. These efforts could include adjusting construction timing and minimization of ecological impacts to good quality habitat which may include wetlands, riparian forests, flood plain areas, etc.

7) *Floodplains*

All of the alternatives that were considered, except for the No Action Alternative, would impact floodplains and therefore no practicable alternative exists to avoid impacts to floodplains.

Only Practicable Alternative Finding

During the design of the selected alternative, the crossings of all base floodplains will be designed and constructed in compliance with applicable floodplain regulations, including Executive Order 11988.

There will be no increases in base flood elevations attributable to implementation of these roadway improvements. During the design process, a detailed hydraulic analysis of the flows and water surface elevations will be made in accordance with the requirements of FEMA and the USACE. This analysis will ensure the absence of any encroachments upon regulatory floodways as well as avoid any adverse impacts. The proposed action conforms to applicable state of Missouri and local floodplain protection standards. During the design process, further coordination will be conducted with SEMA and/or the local floodplain authority.

8) Cultural Resources

An archival review to identify previously nominated architectural properties, structures, landscapes, or objects placed on the NRHP or considered eligible for inclusion and a drive-by of the study area to determine the presence of previously unknown properties was conducted and revealed that no NRHP properties exist within the selected alternative study area and there are no properties potentially eligible for the NRHP.

None of the archeological sites identified within the archeological Area of Potential Effect (APE) for the selected alternative meet the criteria for nomination to the National Register.

The Archival Review and Cultural Resources Survey Report were submitted to and reviewed by the State Historic Preservation Office (SHPO). The SHPO provided a letter of concurrence on April 3, 2012 stating that there will be no historic properties affected and, therefore, they have no objections to the initiation of project activities.

9) Hazardous Wastes

Six hazardous waste sites are found in all of the alternatives. Two of the hazardous waste sites, Sorrels Auto Parts and Chapman Heating and Air, are large areas within the area of the interchange. The third site located within the same area is a smaller area located in the southwest portion adjacent to Strawn Road. Three of the sites are located near the southern connection (Casey's General Store #1022; F. Garland Russell; and Stuart L. Nelson) in an area where construction of the Scott Boulevard extension will take place.

Construction of the selected alternative interchange would require the relocation of Chapman Heating and Air and Sorrels Auto Parts. Federal and state laws and regulations do not prohibit the construction of a roadway over a hazardous waste site. However, in accordance with several federal laws, including Resource Conservation and Recovery Act (RCRA), Comprehensive Environmental Response, Compensation, and Liability Act (CERCLA) and the Superfund Amendments and Reauthorization Act (SARA), any hazardous waste encountered during construction would require special handling and disposal to minimize risk to workers and the public at large. The project will require a Phase 2 investigation to confirm or dismiss the possibility of contamination. Phase 3 would involve determining the extent of the contamination and remediation. Phase 4 involves carrying out remediation and any long-term monitoring. Environmental remediation and mitigation was estimated as 3% of the preliminary construction costs.

The potential to encounter wastes from sites unknown to MoDOT, should always be a consideration. Any unknown sites that are found during project construction will be handled in accordance with

Federal and State Laws and Regulations. If any residue is generated, all residue and associated water must be prevented from release to waterways or wetlands.

10) Construction Impacts

Construction of the selected alternative would have some adverse impacts during the construction phase. Noise levels, fugitive dust, and erosion would temporarily increase during construction. Construction activities would also involve temporary traffic disruptions and potential safety issues. Construction activities associated with the project would include clearing and grubbing, grading, and preparing the roadway embankment; constructing temporary haul roads; borrowing and disposing waste material; excavating poor or unsuitable soils and associated disposal; constructing drainage ways and ditches and new drainage structures and bridges; finish grading; paving operations, conversion of prime farmland and vegetated area to pavement, and landscaping. Impacts to local wildlife would also occur with the reduction in available food source and wooded habitats, reducing the overall carrying capacity of the area. Measures to minimize adverse impacts during construction are discussed below. Water resources, erosion control, air quality, transportation safety, and noise are considered.

Commitments

Right of Way

The City will acquire all properties needed for this project in accordance with the Uniform Relocation Assistance and Real Property Acquisition Act of 1970 as amended (Uniform Act; 42 U.S.C. 4601), and other regulations and policies as appropriate. The City will provide relocation services to all impacted households and businesses without discrimination under guidance of the Uniform Act.

Permits

The City will obtain a Section 404 permit from the USACE and a Section 401 MDNR water quality certification prior to construction.

The City will obtain a floodplain development permit from FEMA and SEMA should it be determined that a permit is required.

Traffic

Measures would be taken to minimize traffic disruptions during the construction phase. Construction at road crossings would be scheduled during off-peak hours whenever possible.

Road signs, barriers, warning devices, and protective fencing would be provided as necessary.

Relocation of any utilities in the study area would be completed in coordination with the utility owner/operators.

Temporary detours would be required in areas where project construction crosses an existing state or U.S. highway and/or where traffic impediments are expected.

Water Resources and Erosion Control

Stormwater erosion and surface water runoff would be monitored and controlled during construction, in compliance with MoDOT's Sediment and Erosion Control program, as approved by the MDNR.

Potential water contaminants would be monitored during construction.

All applicable federal, state, and local regulations regarding the storage and disposal of waste materials, including hazardous wastes, generated or encountered during construction would be observed by the construction contractor per contract requirements. Should any hazardous spill occur, it would be responded to in accordance with applicable regulations, and reported to regulatory authorities as required. Oil, oil filters, tires, and all other wastes would be properly disposed of as required throughout the construction period.

The clearing of vegetation along stream channels, wetlands, and forested areas would be kept to a minimum, but where vegetation is removed, the site would be revegetated with native plant species as soon as possible.

Air Quality

Measures would be implemented to minimize fugitive dust emissions created during construction of the proposed project. Wind barriers and the dampening of construction area soils would be used to control excessive dust emissions.

Construction contractors would be required to comply with regulations on air pollution control. These regulations would apply to fugitive dust control and open burning of grub material.

Noise

All construction equipment would be required to meet with all applicable local, state, and federal laws and regulations relating to noise levels permissible within and adjacent to the project construction site.

All construction equipment would be required to have proper mufflers meeting manufacturer's specifications. Mufflers and exhaust systems would be required to be maintained in good operating condition, free from leaks and holes.

Construction

Loud construction activities will be restricted to daylight hours.

The City will comply with MDNR's stormwater regulations. The City will implement its best management practices to provide temporary erosion and sediment control measures that will be included within construction contract specifications.

All construction activities will comply with the existing rules and regulations of governmental agencies having jurisdiction over streams and water supplies in the area.

Pollution control measures outlined in the Missouri Standard Specifications for Highway Construction will be used to minimize impacts associated with the construction of any alternative; these measures pertain to air, noise, and water pollution as well as traffic control (e.g. detours) and safety measures. Best management practices will be employed to minimize potential impacts.

Emissions from construction equipment will be controlled in accordance with emission standards prescribed under state and federal regulations.

The contractor will remove from the project, burn, or otherwise dispose of materials resulting from clearing and grubbing, demolition, or other operations (except materials to be retained). In lieu of open burning, the contractor will attempt to harvest marketable timber, use mulched timber for erosion control, and compost excess mulch. Any burning, when permitted, will be conducted in accordance with applicable local laws and state regulations.

If previously unknown, regulated solid or hazardous wastes are found during construction activities, the City's construction inspector will direct the contractor to cease work at the suspect site. The construction inspector will contact the appropriate environmental specialist to discuss options for remediation. The environmental specialist, the construction office and the contractor will develop a plan for sampling, remediation, and continuation of project construction. Independent consulting, analytical, and remediation services will be contracted if necessary. The MDNR will be contacted for coordination and approval of required activities.

All temporary structures, roadway, and work pads will be removed upon project completion and affected areas will be restored to their original, pre-construction contours and revegetated.

APPENDICES

- (1) SELECTED ALTERNATIVE AERIAL VIEW
- (2) EA NOTICE OF AVAILABILITY
- (3) AGENCY AND PUBLIC COMMENT ON EA
- (4) PROGRAMMATIC SECTION 4(f) EVALUATION
- (5) BELLWOOD SUBDIVISION FINAL PLAT

APPENDIX 1
SELECTED ALTERNATIVE AERIAL VIEW

-  Centerline
-  Bridge
-  Interchange Evaluation Area
-  School
-  Structure
-  Preliminary Plats
-  Parcel Line
-  Perennial Tributary
-  Columbia City Limits

Monterey Hills Preliminary Plats

Boone County

City of Columbia

Gibbs Rd

I-70

Harmony Creek

Strawn School

Bellwood

Worley St

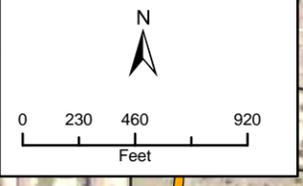
Smithton Ridge

Broadway

Christian Fellowship School

Scott Blvd

Rothwell Heights



**SCOTT BOULEVARD and I-70
SELECTED ALTERNATIVE**



APPENDIX 2
EA NOTICE OF AVAILABILITY

NOTICE OF AVAILABILITY

Environmental Assessment: Scott Boulevard and I-70

City of Columbia, Boone County, MO

The City of Columbia, Missouri and the Federal Highway Administration are pleased to announce the availability of the *Scott Boulevard and I-70, City of Columbia, Boone County, Missouri, City of Columbia Job Number C00312, Environmental Assessment (EA)*. The EA will be available for public review on September 18, 2012. The EA was prepared in accordance with the National Environmental Policy Act (NEPA), the National Historic Preservation Act, 23 CFR 771, and regulations of the Council on Environmental Quality, to provide guidance in determining the appropriate actions needed to address the project purpose and need.

An electronic version of this document can be found on the City of Columbia's website at <http://www.gocolumbiamo.com/PublicWorks/I70andScottBlvd.InterchangeLocationStudy.php>. This site provides access to the EA and related documents on public review. Users of the site are encouraged to submit comments on this document while it is available for public review. Written comments can be mailed to:

**Mr. Scott Bitterman, Supervising Engineer/Traffic
City of Columbia
P.O. Box 6015
Columbia, MO 65205**

or

**Ms. Peggy Casey, Program Development Team Leader
Federal Highway Administration Division Office
3220 West Edgewood, Suite H
Jefferson City, MO 65109**

The EA will also be available for review at the Columbia City Hall (701 East Broadway, Columbia); Columbia Public Library (100 West Broadway, Columbia); and the Activity and Recreation Center (1701 West Ash Street, Columbia), and on the world wide web as indicated above. A limited number of CDs containing the EA will also be available at each of the public review sites, with additional CDs obtainable by request from the City of Columbia at the address above. The EA includes a programmatic Section 4(f) evaluation for the proposed parkland impacts of the preferred alternative.

A public hearing concerning the proposed Scott Boulevard and I-70 will be held on Thursday October 11, 2012, at the Activity and Recreation Center, 1701 West Ash Street, Columbia, Mo. 65203 from 4 to 7:00 p.m. The hearing will offer an opportunity for citizens to learn more about the proposal and to provide oral and written comments on the project.

All written comments that are to be included in the public hearing record must be received at the City of Columbia, P.O. Box 6150, Columbia, MO 65205, or the Federal Highway Administration Division Office, 3220 West Edgewood, Suite H, Jefferson City, MO 65109 no later than **October 22, 2012**.



CITY OF COLUMBIA, MISSOURI

PUBLIC WORKS DEPARTMENT

NOTICE OF AVAILABILITY

Environmental Assessment: Scott Boulevard and I-70

City of Columbia, Boone County, MO

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We encourage your agency to comment on the EA and impacts that construction may have on regulated resources under your jurisdiction. All written comments that are to be included in the public hearing record must be received at the City of Columbia, P.O. Box 6150, Columbia, MO 65205, or the Federal Highway Administration Division Office, 3220 West Edgewood, Suite H, Jefferson City, MO 65109 no later than **October 22, 2012**.

Sincerely,



Scott Bitterman, Supervising Engineer/Traffic
City of Columbia

Cc: Resource Agencies:
Shelly Carter – USACE
Amy Salvador – USFWS
Joe Cothorn – USEPA
Dick Hainje – FEMA
Jennifer Campbell-Allison – MDC
Jane Beetem – MDNR
J.R. Flores – NRCS
Randy Scrivner – SEMA
Sara VanderFeltz – Missouri Federal Assistance Clearinghouse

Project Team:
David Nichols – City of Columbia
Michael Dusenberg – MoDOT
Derin Campbell – Boone County
Thaddeus Yonke – Boone County
Jason Vanderfeltz – MoDOT
Richard Moore – MoDOT
Peggy Casey – FHWA
Shawn Leight – Crawford, Bunte, Brammeier
Herb Bailey – Bartlett & West
Bob Gilbert – Bartlett & West
Laura Totten – The Louis Berger Group, Inc.

Scott Boulevard & I-70 Interchange Location Study

City of Columbia, Missouri



Newsletter 2 - September 2012

The City of Columbia is working together with the Missouri Department of Transportation (MoDOT), Federal Highway Administration (FHWA) and Boone County to improve access to Interstate 70 in western Columbia.

What is the reason for the Interchange Location Study?

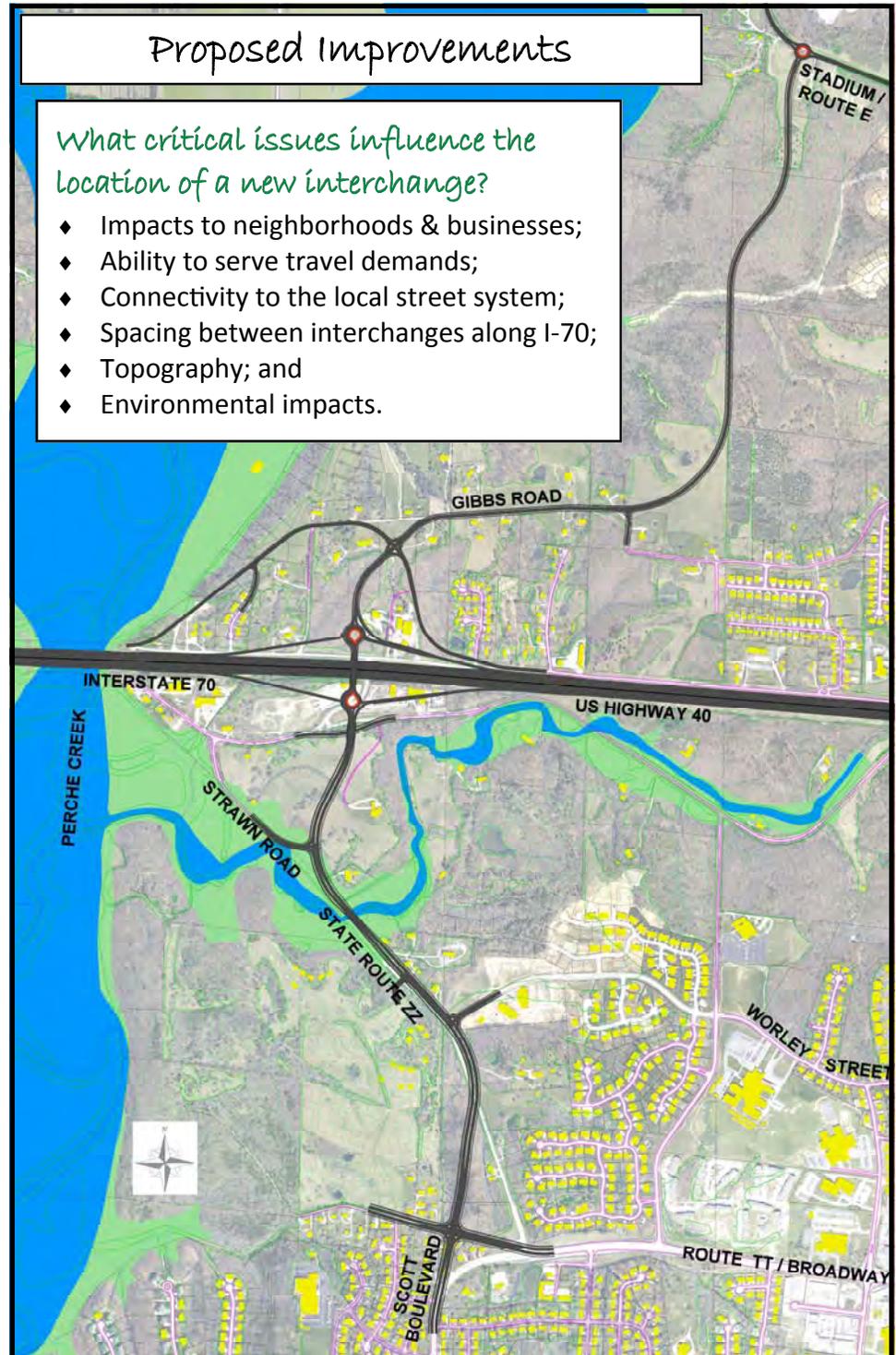
- ◆ Western Columbia is currently served by **Stadium Boulevard**, which is already congested.
- ◆ This study is being conducted to **identify solutions** to **improve access** to I-70.

The Location Study will . . .

- ◆ Document the **purpose and need** for the proposed interchange.
- ◆ Select a preferred **location & configuration** for a new interchange near the current Sorrels overpass.
- ◆ Select a **preferred alignment** to extend Scott Boulevard from West Broadway to Route E to connect to the proposed I-70 interchange.
- ◆ Complete **federally required** planning documentation (Environmental Assessment and Access Justification Report).

Where are we in the process?

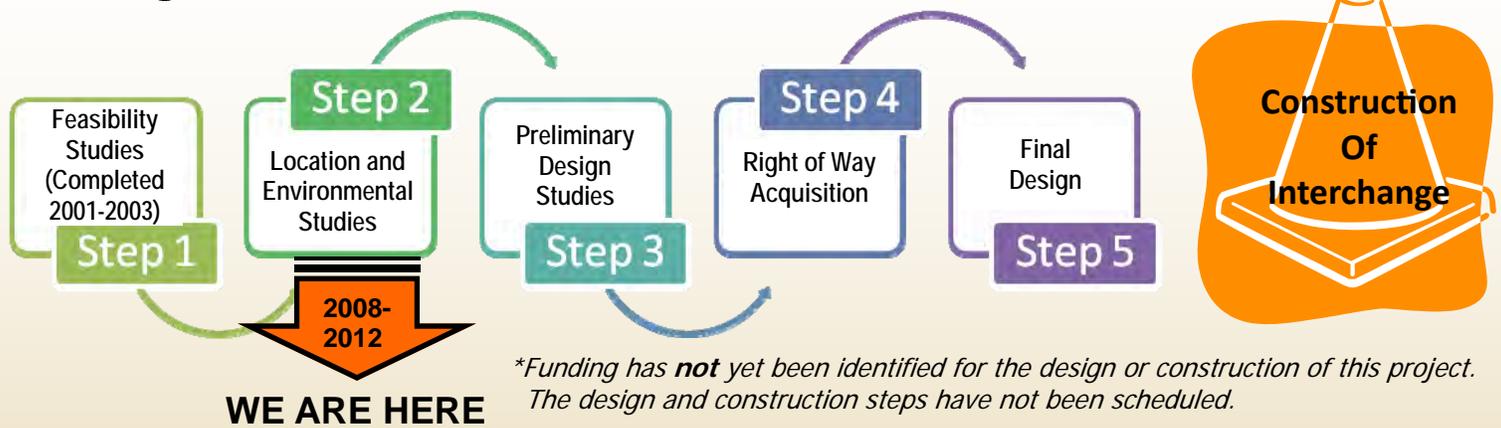
- ◆ We are in the **final stages** of the planning process.
- ◆ Actual construction would be **several years** in the future.
- ◆ **No funding** has been identified for **design or construction**.



Scott Boulevard and I-70 Interchange Location Study

What is the process for building a new interchange?
Where are we in the process?

THE PROJECT DEVELOPMENT PROCESS



THE ENVIRONMENTAL STUDIES PROCESS



Location Public Hearing Scheduled for: October 11, 2012

The purpose of the location public hearing is to offer the public an opportunity to learn more about the proposed roadway improvements and to provide oral and written comments on the project.

Exhibits and project information will be on display and the public will be provided an opportunity for dialogue and comment.

When: October 11, 2012
4:00 p.m. to 7:00 p.m.

Where: Activity & Recreation
Center (ARC)
1701 W. Ash Street
Columbia, Missouri

Additional documentation will be available on the City of Columbia's website between the 18th of September and 22nd of October, 2012 (www.gocolumbiamo.com). If you cannot attend, but would like to submit comments, please mail them to the address provided below by October 22, 2012.

Contact Information:

Mr. Scott Bitterman, Supervising Engineer/Traffic
City of Columbia
P.O. Box 6015
Columbia, MO 65205

Ms. Peggy Casey, Program Development Team Leader
Federal Highway Administration Division Office
3220 West Edgewood, Suite H
Jefferson City, MO 65109

Scott Boulevard and I-70 Interchange Location Study

NOTICE OF AVAILABILITY

Environmental Assessment: Scott Boulevard Extension and I-70 Interchange

City of Columbia, Boone County, MO

The City of Columbia, Missouri Department of Transportation (MoDOT) and the Federal Highway Administration are pleased to announce the availability of the *Scott Boulevard Extension and I-70 Interchange, City of Columbia, Boone County, Missouri, City of Columbia Job Number C00312, Environmental Assessment (EA)*. The EA will be available for public review on September 18, 2012. The EA was prepared in accordance with the National Environmental Policy Act (NEPA), the National Historic Preservation Act, 23 CFR 771, and regulations of the Council on Environmental Quality, to provide guidance in determining the appropriate actions needed to address the project purpose and need. As a part of this project, Scott Boulevard would be extended from its current terminus at Broadway north through the proposed interchange at I-70 to a new terminus at a new intersection with Route E.

An electronic version of this document can be found on the City of Columbia's website at www.gocolumbiamo.com. This site provides access to the EA and related documents on public review. Users of the site are encouraged to submit comments on this document while it is available for public review. Written comments can be mailed to:

Mr. Scott Bitterman, Supervising Engineer/Traffic
City of Columbia
P.O. Box 6015
Columbia, MO 65205

or

Ms. Peggy Casey, Program Development Team Leader
Federal Highway Administration Division Office
3220 West Edgewood, Suite H
Jefferson City, MO 65109

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Sincerely,

Scott Bitterman, Supervising Engineer/Traffic
City of Columbia



*Scott Boulevard and I-70
Interchange Location Study*
City of Columbia
P.O. Box 6015
Columbia, MO 65205

Scott Boulevard & I-70 Interchange Location Study

Location Public Hearing

Activity Recreational Center (ARC)

1701 W. Ash Street



**October 11, 2012
4:00 p.m. to 7:00 p.m.**

NOTICE OF AVAILABILITY

Environmental Assessment: Scott Boulevard and I-70

City of Columbia, Boone County, MO

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An electronic version of this document can be found on the City of Columbia's website at

**[http://www.gocolumbiamo.com/
PublicWorks/I70andScottBlvd.
InterchangeLocationStudy.php](http://www.gocolumbiamo.com/PublicWorks/I70andScottBlvd.InterchangeLocationStudy.php)**

This site provides access to the EA and related documents on public review. Users of the site are encouraged to submit comments on this document while it is available for public review. Written comments can be mailed to:

**Mr. Scott Bitterman,
Supervising Engineer/Traffic
City of Columbia
P.O. Box 6015
Columbia, MO 65205**

or

**Ms. Peggy Casey,
Program Development
Team Leader
Federal Highway
Administration Division Office
3220 West Edgewood, Suite H
Jefferson City, MO 65109**

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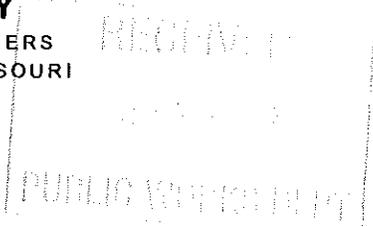
INSERTION DATE: September 19, 2012.

**APPENDIX 3
AGENCY AND PUBLIC COMMENT ON EA**



REPLY TO
ATTENTION OF:

DEPARTMENT OF THE ARMY
KANSAS CITY DISTRICT, CORPS OF ENGINEERS
STATE REGULATORY PROGRAM OFFICE MISSOURI
221 BOLIVAR STREET, SUITE 103
JEFFERSON CITY, MISSOURI 65101



June 22, 2012

Missouri State Regulatory Office
(NWK-2008-01954)

City of Columbia
701 East Broadway
PO Box 6015
Columbia, MO 65205-6015

Dear Madam/Sirs:

This letter is in response to your May 29, 2012, request that the Department of the Army (DA), Corps of Engineers (Corps), participate in the review of the final Scott Boulevard and I-70 Environmental Assessment (EA), for construction of a new access road that will improve access to the area south of I-70 between Perche Creek and Stadium Boulevard, in Columbia, Boone County, Missouri. The final EA study area falls within the Corps, Kansas City District, regulatory program boundary and a DA permit will be required prior to starting the described work in waters of the United States. Moreover, our office was not given the opportunity to comment on the draft EA and is now providing comments on the final EA.

The Corps of Engineers (Corps) has jurisdiction over all waters of the United States. Discharges of dredged or fill material in waters of the United States, including wetlands, require prior authorization from the Corps under Section 404 of the Clean Water Act (33 U.S.C. 1344). The implementing regulation for this Act is found at 33 C.F.R. 320-332. Our preliminary regulatory determination is that the study area described in the final EA encompasses waters of the United States. We will complete a jurisdictional determination for the project and provide you with a jurisdictional appeal form when you request a DA permit for the project.

Our preliminary determination is that the purpose and need for the project, identified in Section 1.0 of the EA serves as the basis for the 404 (b) (1) alternative analysis. However, although we agree with the strategy described in the EA to evaluate the alternatives considered, the EA does not demonstrate that the selected alternative constitutes the least environmentally damaging practicable alternatives without an evaluation of each stream that will be impacted (crossed) by the project. Section 3.13, Jurisdictional Waters of the U.S., and Section 3.13.2, Wetlands, only references the total amount of linear feet (stream) and acres (wetlands) that will be impacted. Area impacts should be determined for each stream or wetland by calculating length by width of the impact segment.

Based on our review of the final EA, we are providing the following comment:

1. NEPA and Section 404 (b) (1) alternative analyses are not completed by use of the wetland identification procedures described in the EA. An onsite wetland delineation report must be prepared and submitted to the Corps for verification during/after land acquisitions. Minimization and avoidance of impacts to wetlands and other waters of the United States, within the recommended alternative corridor must be considered during project design. Additionally, our office will conduct a site visit to determine the appropriate amount of impacts to streams and wetlands.

If you have any questions concerning our comments to this Final EA, please feel free to write me or call James Reenan at (816) 389-3832.

Sincerely,



Shelly Carter
Missouri State Program Manager
Kansas City District



CITY OF COLUMBIA, MISSOURI

PUBLIC WORKS DEPARTMENT

August 16, 2012

Shelly Carter, Missouri State Program Manager
US Army Corps of Engineers
221 Bolivar Street, Suite 103
Jefferson City, MO 65101

**Re: Scott Boulevard and I-70 Interchange Environmental Assessment
Proposed Scott Boulevard and I-70 Interchange Project
Columbia, Missouri**

Dear Ms. Carter:

The City of Columbia appreciates the interest and comments provided by the Kansas City District, Corps of Engineers in its review of the Final Environmental Assessment (EA) prepared in support of the proposed Scott Boulevard and I-70 Interchange project in the City of Columbia, Boone County, Missouri.

The City of Columbia acknowledges the jurisdiction of the U.S. Army Corps of Engineers over all waters of the United States and that discharges of dredged or fill material in waters of the United States requires prior authorization and a Department of Army permit prior to construction on the portion of the proposed facility which is within the Corps' regulatory jurisdiction. From experience successfully permitting other transportation projects, the City of Columbia has acquired a thorough understanding of Clean Water Act, Section 404(b)(1) guidelines and will work to ensure that its permit application for the proposed project complies with such guidelines.

Selection of the Preferred Alternative considers operational, safety, accessibility, environmental and other factors in the analysis and decision-making process. The Yellow Alternative represents the best balance of all such factors although it has slightly greater wetland impacts than two of the other alternatives but has the least linear feet of tributary.

During the final design of the project and prior to construction, a formal wetland delineation will be completed and a report provided to the Kansas City District, Corps of Engineers that will include acreages and linear feet of jurisdictional waters occurring on the selected alternative project site requesting a jurisdictional determination.

The City of Columbia appreciates the comments, guidance and advice provided by the Department of the Army, Kansas City District, Corps of Engineers in its review of the EA. If you have any questions or require additional information, please contact Scott Bitterman of my staff at (573) 874-7649, or by email at sabitter@GoColumbiaMo.com.

Sincerely,

A handwritten signature in blue ink, appearing to read 'David Nichols', is written over a faint circular stamp.

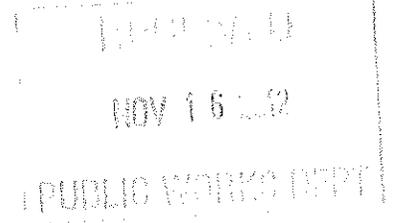
David Nichols, P.E.
Assistant Director of Public Works



Jeremiah W. (Jay) Nixon, Governor • Sara Parker Pauley, Director

DEPARTMENT OF NATURAL RESOURCES

www.dnr.mo.gov



NOV 7 2012

Scott Bitterman, P.E. , Supervising Engineer / Traffic
Public Works Department
P.O. Box 6015
Columbia, Missouri 65205-6015

Re: Scott Boulevard & I-70 Interchange Project (FHWA) Columbia, Boone County, Missouri

Dear Mr. Bitterman:

The Missouri Department of Natural Resources (department) appreciates the opportunity to review the information submitted and provide comments for the Scott Boulevard & I-70 Interchange Project. The department offers the following comments for consideration.

Water Quality

Section 3.12.1 Surface Water, Page 78, First paragraph: The listing of designated beneficial uses for Perche Creek should be amended. The fourth sentence should read "...including protection of warm water aquatic life and human health – fish protection, livestock and wildlife watering, secondary contact recreation (fishing, boating, and canoeing), and whole body contact." For your information, Perche Creek is water body identification number 1013.

Section 3.13 Jurisdictional Waters of the U.S., Page 84, First paragraph: Several assumptions made by the paragraph are incorrect. Mitigation can be required for any type of impact and is not associated with an impact amount such as the 0.10 acre mentioned in the eighth sentence. Compensatory mitigation is required after avoidance and minimization measures have been fully explored. If a project has a net benefit to the water resource, mitigation may not be required depending on the amount of impact and type of activity. Stream mitigation is determined using the Missouri Stream Mitigation Method (http://www.nwk.usace.army.mil/Portals/29/docs/regulatory/mitigation/MSMM_PN_Mar2007.pdf). Wetlands are currently assessed by ratios, but a Missouri Wetland Mitigation Method is in development.

In the tenth sentence, the department suggests the following language for clarity "...individual Section 401 water quality certification will not be required..." A request for individual Section 401 Water Quality Certification is not required as long as all conditions are met within the pre-certified Nationwide Permit. If any condition cannot be met, then a request for individual Section 401 Water Quality Certification is required.

Please provide the department with a copy of the Preliminary or Approved Jurisdictional Determination when complete.

Section 3.13.3.5 Yellow Alternative (Preferred), Page 89, Third paragraph: The compensatory mitigation concept is acceptable as described, pending completion and approval of the mitigation plan. Providing mitigation in the same watershed is an excellent approach to compensate for project impacts.

Ecological Drainage Unit: The proposed project lies within the Ozark/Moreau/Loutre Ecological Drainage Unit.

Watersheds: The project area is within two sub-watersheds, Hydrologic Unit Code 10300102 07 08 Callahan Creek-Perche Creek and Hydrologic Unit Code 10300102 06 03 Lower Hinkson Creek.

Ecological drainage unit and watershed locations may be needed if, after avoiding and minimizing impacts to water resources, mitigation is required.

Classified Streams: Perche Creek, Water Body Identification Number 1013, is classified for 17.5 miles as a permanently flowing water with the designated beneficial uses of protection of aquatic life and human health-fish consumption, livestock and wildlife watering, secondary contact recreation and whole body contact recreation-Category B. Through its designated beneficial uses, the stream shall be protected by numeric water quality criteria contained in 10 CSR 20-7.031(4) and Table A.

Unclassified Streams: The proposed project area contains unclassified streams. Unclassified streams are protected by the general water quality criteria outlined in 10 CSR 20-7.031(3).

Project planners should ensure Best Management Practices are in place to protect the stream's chemical, physical and biological characteristics, especially when a stream is crossed by equipment. Re-establish vegetation as soon as possible on any stream banks and riparian corridors denuded of vegetation. Heavy equipment must stay out of the water to the extent possible.

Karst Topography, Sinkholes and Caves: Five known sinkholes exist southwest of the project area. Please consult with a registered geologist and/or the department's Division of Geology and Land Survey at (573) 368-2100 for information as to how this might affect construction activities at the project area. There is potential for additional sinkholes to appear with changes in water

run-off and/or changes in land use. Also, ten caves exist in the Huntsdale Quad. The cave data does not give specific locations, so it could not be determined if any cave systems are within the proposed project boundary. Project planners should be vigilant to ensure that activities on or near the roadway do not adversely impact water quality, as Karst features can provide a more direct access to sensitive species and groundwater which supplies private and public drinking water.

Sensitive Waters: According to the department's current water quality standards, there are no cold water fisheries, outstanding state and national resource waters, metropolitan no-discharge streams, or biocriteria reference locations within or near the project location.

Land Disturbance Permits: Construction work disturbing an area of one acre or more requires a Clean Water Act Section 402 National Pollutant Discharge Elimination System (NPDES) Land Disturbance Permit to be secured prior to any earth work. Valuable resource waters could require additional conditions or a specific permit. Valuable resource waters include losing streams, outstanding resource waters, public drinking water supplies, critical habitat for endangered species, impairments due to sediment or unknown pollutants, permanent streams or major reservoirs, biocriteria reference locations, wetlands, or sinkholes or other direct conduits to groundwater. Applicants with land disturbance permitting questions are encouraged to visit <http://www.dnr.mo.gov/env/wpp/epermit/help.htm> or call the department's ePermitting Technical Customer Assistance toll free number at (855) 789-3889.

National Wetland Inventory: A potential exists for the project to affect wetlands, particularly at stream crossings and within floodplains, depending on the exact location of the road construction. When wetlands exist, planners should evaluate the alternatives and avoid if possible and then minimize any impacts prior to considering compensatory mitigation alternatives. If wetlands are not directly impacted but are near any land disturbance, care should be taken to protect the water quality, especially due to sedimentation.

Certified Wells and Public Drinking Water Protection Areas: Nine certified wells and an abandoned City of Columbia drinking water well are located within the study area. Please contact the Public Drinking Water Branch at (573) 751-5331 for additional information should additional wells be found or it has been determined that the project will impact the wells.

Water Quality Certification: A Clean Water Act Section 404 Department of the Army Permit and the department's Clean Water Act Section 401 Water Quality Certification are needed when placing dredged or fill material into the jurisdictional waters of the United States. Examples are culverts under road crossings, riprap along stream banks and storm water outfall pipes. The term jurisdictional waters refer to large lakes, rivers, streams and wetlands, including those that do not always contain water. Should any jurisdictional waters be impacted, please contact the Army Corps of Engineers' Regulatory Branch in the Kansas City District at (816) 389-3990 and the department's 401 Certification Unit at (573) 751-1300 for more information.

Location: The study area properties lie within Section 33, Township 49 North, Range 13 West and Sections 4, 5, 8, 9, 16 and 17, Township 48 North, Range 13 West in Boone County, Missouri.

Geospatial Data: Department geospatial data is available upon request, and all published data is available on the Missouri Spatial Data Information Service website at <http://msdis.missouri.edu/>.

Hazardous Waste

Any contamination on the project site would be identified as part of the Phase 2 investigation, as discussed in the draft report, and addressed as necessary. Within the project's study area, there is only one underground storage tank site and a several conditionally-exempt hazardous waste generators, so the likelihood of the project encountering contamination during construction is probably very low. The EA shows the one UST site and the five hazardous waste generators, which are mostly auto body shops, on the map on page 108. The EA states that the UST site is a former Casey's gas station that has already been redeveloped into a Jimmy John's Gourmet Subs sandwich shop. Three of the generators, Sorels Auto Parts, Chapman Heating and Air, and In Line Auto Body, are in the evaluation area of the proposed I-70 interchange along Scott Boulevard, and the other three sites including the UST site are in the vicinity of Broadway and Scott Boulevard. Table 3-24 on page 110 has the site names and addresses for these six sites.

Cultural Resources

Cultural resources issues were addressed in the department's letter to the Columbia Public Works Department dated March 29, 2012.

We appreciate the opportunity to provide comments for the Scott Boulevard & I-70 Interchange Project in Columbia, Missouri. If you have any questions or need clarification, please contact me, phone number (573) 751-3195. The address for correspondence is Department of Natural Resources, P.O. Box 176, Jefferson City, MO 65102.

Thank you.

Sincerely,

DEPARTMENT OF NATURAL RESOURCES


Jane Beetem
Policy Coordinator

JB/kc

Jeremiah W. (Jay) Nixon
Governor

Jerry Lee
Director of Public Safety

STATE OF MISSOURI

EMERGENCY MANAGEMENT AGENCY

Paul D. Parmenter
Director



DEPARTMENT OF PUBLIC SAFETY
PO Box 116, Jefferson City, Missouri 65102
Phone: 573/526-9100 Fax: 573/634-7966
E-mail: mosema@sema.dps.mo.gov



September 21, 2012



City of Columbia
PO BOX 6015
Columbia, Missouri 65205

ATTN: Scott Bitterman, Supervising Engineer/Traffic

Dear Mr. Bitterman:

This letter is in response to a "Notice of Availability" regarding the proposed Scott Boulevard and I-70 project for the City of Columbia (City of Columbia Job Number C00312, Environmental Assessment (EA)).

The City of Columbia is a participating member of the National Flood Insurance Program (NFIP). Any development associated with this project located within the special flood hazard area (SFHA), as identified by the Federal Emergency Management Agency (FEMA), must meet the requirements of the City of Columbia's Floodplain Management Ordinance. This permit must be obtained prior to the commencement of any construction/development/demolition activities.

Also, if the proposed development/demolition is located within a regulatory floodway, a "No-Rise" Certificate and statement as to the effects of possible flooding is required before the development can be permitted. This analysis must be performed by a licensed engineer and to current a FEMA standards.

If you have any question regarding this letter, please feel free to contact me at: (573) 526-9115.

Sincerely,

A handwritten signature in black ink that reads "Scott A. Zeller".

Scott A. Zeller, CFM
Floodplain Management Section Engineer

SZ:saz

CC: Todd Tucker, Natural Hazards Program Specialist, FEMA Region VII
John Glascock, P.E., City of Columbia Floodplain Administrator
City of Columbia Community File



A Nationally
Accredited
Agency



Jeremiah W. (Jay) Nixon
Governor

State of Missouri
OFFICE OF ADMINISTRATION

Doug E. Nelson
Acting Commissioner

Post Office Box 809
Jefferson City, Missouri 65102
Phone: (573) 751-1851
Fax: (573) 751-1212

October 2, 2012

Mr. Scott Bitterman
City of Columbia
PO Box 6015
Columbia, MO 65205

Dear Mr. Bitterman:

Subject SAI: 1303019
 Legal Name: City of Columbia
 Project Description: EA: Scott Boulevard and I-70 / City of Columbia, Boone
 County, MO

The Missouri Federal Assistance Clearinghouse, in cooperation with state and local agencies interested or possibly affected, has completed the review on the above project application.

None of the agencies involved in the review had comments or recommendations to offer at this time. This concludes the Clearinghouse's review.

A copy of this letter is to be attached to the application as evidence of compliance with the State Clearinghouse requirements.

Please be advised that I am the contact for the Federal Funding Clearinghouse. You can send future requests to the following address: Sara VanderFeltz, Federal Funding Clearinghouse, 201 West Capitol, Room 125, and Jefferson City, Missouri 65101.

Sincerely,

A handwritten signature in black ink that reads "Sara VanderFeltz".

Sara VanderFeltz
Administrative Assistant

cc:

Scott Boulevard and I-70 Interchange Location Study
Public Hearing
Thursday, October 11, 2012, 4:00 - 7:00 p.m.
Activity Recreational Center (ARC)
1701 W. Ash Street
Columbia, MO



Your input is important:

You can submit comments by:

1. Making a verbal statement at the comment station at the public hearing;
2. Filling out the comment form and leaving it at the public hearing;
3. Mailing written comments to one or both of the addresses on the back (comment deadline is October 22, 2012).

Regarding an upcoming Public Hearing for Scott Blvd
and I-70 Interchange:

I am new to the Bellwood Subdivision and chose
the neighborhood for a reason - peace of mind. I know
from talking several individuals there are other locations
that can be chose - AND even better. I would ask
that you look into those other locations and
leave this family oriented neighborhood and area
alone. Too many issues would contribute to this
decision. So please give this your deepest
consideration and move to another area - especially
those numerous options that WON'T disrupt as it
would ours.

Name: E. Adkins - Connolly
Organization: - Bellwood Resident -
Address: 4500 Cedar Falls Lane

Please leave your comments tonight, or return them to one or both of the
addresses on the reverse side by October 22, 2012.

OCT 22 2012 RECEIVED
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Scott Boulevard and I-70 Interchange Location Study
Public Hearing
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Greetings,

In accordance with the City's provisions for formally registering public comment on the Scott Blvd – I-70 Interchange, I would like to register strong opposition to this effort and know that this opposition is shared by many neighbors within the Bellwood neighborhood just south of Strawn Road.

The current proposed route is certain to have a negative impact not only on our new neighborhood and its citizens, but also on other citizens in the relatively new dwellings built just north of Strawn road on Worley. Negative impact would include increased traffic flow and noise which is certain to be made worse on either side of Strawn road as it approaches Scott Blvd given that much of the road is actually in a small valley.

One wonders why the city would permit new neighborhoods to be built in areas that are certain to be negatively impacted by such a proposal.

I respectfully request strong consideration be given to the opposition of this proposal and further examination of lower impact alternatives.

Thank you for your consideration.

A handwritten signature in cursive script that reads "Gregory Barvack".

Name: Gregory Barvack
Organization: Bellwood neighborhood
Address: 122 Cedar Falls Ct, Columbia, MO 65203

Please leave your comments tonight, or return them to one or both of the addresses on the reverse side by October 22, 2012.

Scott Boulevard and I-70 Interchange Location Study
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Thursday, October 11, 2012. 4:00 - 7:00 p.m.
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2. Filling out the comment form and leaving it at the public hearing;
3. Mailing written comments to one or both of the addresses on the back (comment deadline is October 22, 2012).

Greetings,

In accordance with the City's provision for formally registering comments on the Scott Blvd – I-70 Interchange, I would like to register opposition to this proposal and note that this opposition is shared by many neighbors within the Bellwood neighborhood, just south of Strawn Road and west of Scott Blvd.

The current proposed route is certain to have a negative impact not only on our neighborhood and its citizens but also on other citizens in the relatively new dwellings and neighborhoods on Worley just north of Strawn Road. Negative impact would include dramatically increased traffic flow and noise in close proximity to our neighborhoods, exacerbated by the narrowness of the small valley that Strawn Road passes through as it goes from west to east toward Scott Blvd.

It seems problematic that the City would allow new neighborhoods to be built in such close proximity to the proposed route.

What the city really needs is a by-pass descending south from I-70 west of the City and circling the west and south connecting into Highway 63, thereby circumventing the City and allowing for exits to tap into the City from the bypass as well as a modern, large scale clover leaf exchange for the I-70 – Highway 63 exchange.

The current proposal may provide some relief to traffic on Scott Blvd, needed mainly on MU Home game days - - a dubious need given the few number of days involved - - and not address the broader City traffic problems that I bypass would, while negatively impacting the quality of life of a large number of citizens on the west side of the City. The proposed bypass is likely to simply place roughly the same amount of traffic to the Stadium-Broadway intersection.

Barring a needed bypass, another alternative would be to run a partial bypass to the west and intersect at Scott Blvd and Nifong.

The strong consideration of city authorities in reference to opposition to this current proposal and examination of other alternatives is requested.

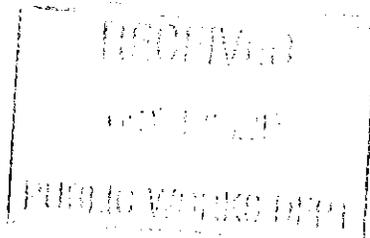
Name: Gregory Barrack

Organization: Bellwood neighborhood

Address: 122 Cedar Falls Ct, Columbia, MO 65203

Please leave your comments tonight, or return them to one or both of the addresses on the reverse side by October 22, 2012.

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The public hearing was
informative 10/11/12 at the ARC.

The changes we've experienced
in 13 years living in Stoneridge Estate
(200 Haywood Court → we "back up"
to Fellowship Christian Church/School -
have been amazing. Wow - the
traffic light at Smith + Scott Blvd!

We're all FOR progress in alleviating
vehicle transportation

we support the Preferred Proposal
shown on your maps
We do not support the ~~alternative proposals~~

Name: Mrs Carol S. Benson (Dr Verel W. Benson)

Organization: -homeowners- since 1999 -

Address: 200 Haywood Court
Columbia MO 65203

Please leave your comments tonight, or return them to one or both of the
addresses on the reverse side by October 22, 2012.

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DEAR MR. BITTERMAN:
AS RESIDENT OF BELLWOOD I AM AGAINST
PROPOSED LOCATION OF SCOTT AND J-70.
THE LOCATION WAS CHOSEN WHEN BELLWOOD
WAS FARMLAND, IT IS NOW RESIDENTIAL,
IT IS OUDATED AND CONTROVERSIAL, IT
WILL INCREASE NOISE AND DECREASE,
PROPERTY VALUES.
IT LOOKS WE HAVE TIME TO FIND LOCA-
TION WHICH WILL BRING IMPROVEMENT
TO TRAFFIC FLOW WITHOUT CONTRO-
VERSY FOR BELLWOOD RESIDENTS

Name: ANDRZEJ BERNACIK .

Organization:

Address: 4414 MAXWELL LANE
COLUMBIA, MO 65203

Please leave your comments tonight, or return them to one or both of the addresses on the reverse side by October 22, 2012.

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This road will add too much unwanted noise and traffic too close to our subdivision.

Another MAJOR concern is that it will indeed affect our property value.

Safety is another issue with this project. There are many young families with children who chose to live here, these plans endanger the safety and lives of these individuals.

The environmental impact of this project is also unacceptable. There are currently many deer and other animals who reside in the area that you will be tearing down.

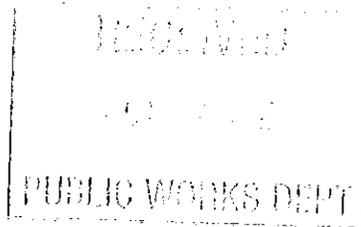
Name: Ethan Bonet, Samuel Doerhoff, and Gabrielle Bonet

Organization:

Address: 122 Beedsport Rdg Columbia, MO 65203

Please leave your comments tonight, or return them to one or both of the addresses on the reverse side by October 22, 2012.

Dear Mr Bitterman,



I am writing in concern regarding the proposed I70/Scott Blvd overpass project. I am a home owner in the Bellwood subdivision, and as a child I grew up in the Kings Meadow/Christian Fellowship subdivision until I graduated high school. I point out both of those things to say that I have lived and commuted on the west side of Columbia for many years. As a result of that I have also commuted the Stadium/Broadway/I70 area of town for many years and I know of its congestion. I understand this area of town and the traffic patterns very well.

There are several concerns I have with the proposed project. I am concerned with the new stop light at Broadway/Strawn/Scott Blvd intersection. I believe this stop light will cause a lot of traffic backup both on Broadway and Scott Blvd. The main flow of traffic is to get to shopping (Hyvee, Wal Mart, the Mall, downtown) and restaurants. The main flow of traffic on Scott Blvd is not to get to I-70. I believe any new plan should maintain the smooth flow of traffic from Broadway to Scott just as it is currently configured. The stoplight would cause needless backups on Broadway as people now would have to make a left turn onto Scott. Also traffic would back up on Scott trying to turn right on Broadway. Instead of having two lanes of unimpeded traffic going from Scott to Broadway all traffic would be reduced to one lane turning right at the stoplight. The current set up works wonderfully as there are never any delays or backups as Broadway turns to Scott.

I believe that a new stoplight could inadvertently redirect traffic towards Worley. If people do not want to slow down to make the right turn onto Broadway they could go straight onto the Strawn portion of the road up to Worley. They would then take Worley up to the Stadium Shoppes or the Mall. This would increase traffic on Worley even more that it already experiences. This also puts more motorists around the Bellwood subdivision increasing noise which hurts home values.

Another concern stems from the fact I own a home in Bellwood. My home is on Cedar Falls Court and currently backs up to woods between Bellwood and Strawn road. The level of noise on Strawn in the evening is very minimal, there are no street lights, and I as do all of my neighbors love the trees behind our homes. That was a major reason I recently purchased this house. I do not want those trees to go away and I believe they would with the current proposed layout of the road. If however a new plan could be established which keeps the road where it currently sits I would be in favor of that plan.

I also think the new road going from Broadway to a new overpass does not need to be 4 lanes. The road would only see major use in the morning and in the evenings at rush hour. If the road is straightened out, has nice shoulders, has openings for turn lanes going into Worley and Bellwood to allow drivers to get out of the main flow of traffic to turn, then I think a two lane road would easily serve the purpose of diverting traffic from Stadium.

I believe it would be a good investment to do a study of traffic that goes from Scott Blvd to I-70 each morning and evening. The study would need to identify how many drivers come up Scott Blvd and travel to get on I-70 at Stadium Blvd. It could be that only a small portion of drivers on Scott go to I-70. That number should help determine whether 1 lane or 2 lanes each direction are needed on the new Strawn Road.

Some things I like about the plan are the round-a-bouts at the overpass. I think this overpass will be used primarily to handle residential traffic returning home and this will help keep traffic moving.

I offer a few suggestions for possible ways to lower the cost of the plan and help residents of Bellwood agree to the project.

1. Keep the route of Strawn the same (straightening in a few places is ok, but moving the road west towards Bellwood should not be an option)
2. Do not put in a new stoplight at Broadway/Scott. This will slow traffic down and not provide any benefit.
3. Make a safer left hand turn to get onto Strawn road.
4. Make a dedicated 3rd lane on the uphill turn from Broadway to Scott for the heavier traffic coming on Strawn towards Scott. This will allow that traffic to continuously flow up onto Scott and you do not need a light.
5. Keep Strawn Road two lanes, add large turns lanes for left and right hand turns.
6. Keep speed limit on Strawn to 40-45.

Thank you for your consideration.

David and Audrey Boyd

October 20, 2012

Ms. Peggy Casey
Program Development Team Leader
Federal Highway Administration Division Office
3220 West Edgewood, Suite H
Jefferson City, MO 65109

Dear Ms Casey;

I am writing as a concerned resident of the Bellwood subdivision in Columbia who lives along the state route ZZ road. In am writing due to extreme concern in recently finding out that there is a planned expansion of the ZZ route and addition of a I70 intersection.

I bought the house I have due to the quiet neighborhood and peaceful surroundings of the area. My house directly faces and looks out over the ZZ route.

I am highly concerned that the expansion of this route will make my property and my neighbor's property undesirable places to live due to the added noise pollution, exhaust pollution and light pollution that this will bring to the area. In reading the history of this project I understand that this route was originally considered when there was little development in the area of Bellwood. Now there is a large neighborhood here that would be significantly impacted. This change means a significant reduction of the quality of life within this area as well as a substantial reduction in the value of the home sites that we have all invested a considerable portion of our life savings.

With this letter I am requesting that the Federal Highway Administration reevaluate their plan, and consider a better alternative. There is already an I-70 intersection slightly further West that could be better utilized if a connecting route would be created. This could be done with far less disruption of life and property and better serve the aim of this development.

I stand firmly against the suggested route expansion down ZZ ask that this plan be rescinded. I ask that you please keep me informed of any further planned action regarding this suggested development.

Sincerely,



John K. Campbell
(Bellwood Subdivision Lot 150)
310 Ryefield Ridge
Columbia, MO 65203
Phone: 630-244-6772

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OCT 22 2012

104 Haywood Ct.
Columbia, MO 65203
October 9, 2012

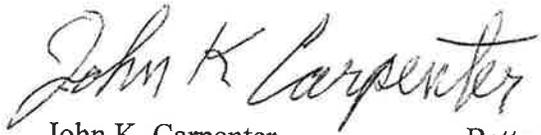
Mr. Scott Bitterman
City of Columbia
P O Box 6015
Columbia, MO 65205

Dear Mr. Bitterman:

We fully support the present design and location of the Scott Boulevard extension. It would be ideal if Scott could be widened and repaved from Smith Drive, north to the intersection with Broadway.

We strongly urge all the Government Agencies concerned to complete the Scott Blvd extension before starting the work on Stadium Blvd. We desperately will need a practical alternate route for traffic when Stadium is being improved.

Thank you,


John K. Carpenter


Betty J. Carpenter

Cc: Ms. Peggy Casell
Federal Highway Administration Division
3220 West Edgewood Office, Suite H
Jefferson City, MO 65109

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FHWA

OCT 10 2012

Scott Boulevard and I-70 Interchange Location Study
Public Hearing
Thursday, October 11, 2012, 4:00 - 7:00 p.m.
Activity Recreational Center (ARC)
1701 W. Ash Street
Columbia, MO



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We are in full support of the yellow route. This project should be expedited as there are significant savings in motor fuel to be achieved by a more efficient route.

Name: *Kent & Betty Carpenter*

Organization:

Address: *104 Haywood Ct Columbia*

Please leave your comments tonight, or return them to one or both of the addresses on the reverse side by October 22, 2012.

October 15, 2012

Mr. Scott Bitterman, Supervising Engineer/Traffic

Hello,

Here are the comments /questions that we have from your study of the Scott Blvd. & I-70 Interchange

Ron and I own 26.7 acres of the property that you are proposing the interchange and roads on.

We realize that something needs to be done to alleviate traffic from Stadium and realize that our location is the best suited. We are however concerned with the displacement of our commercial property/building and the loss of revenue that it proposes.

We have several 5 – 6 acre plats. Chapman Heating & Air Building along with 3 other buildings sits on 6.7 acres, the proposed roundabout to the north of our buildings is on a 10 acre plat we have. We own the fourplex just to the left of the proposed roundabout. We receive over \$12,000 a month in revenue from the commercial buildings and the fourplex with increases every year or two. We realize we will be compensated for the property, but these earnings now and in the future are our retirement.

The current proposal chops our property up so much that we don't see too much land that we would still own that could be used for commercial property.

Part of the land we own is a 5 acre plot on the corner of Gibbs Road and I-70 Drive NW. In your current proposal we do not even see access to that property. Would there be any access to that property from the proposed round about that is just north of 70 and west of our Chapman HVAC building?

Look forward to meeting and getting more details of this proposal.

Thank you!

Sincerely,

Ron & Beth Chapman

Ron & Beth Chapman



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The project is a disaster and I reject it. The study were performed before my neighborhood were even developed. With lots of tax paying citizens living in Bellwood sub-division, shouldn't gov't update the ~~stae~~ study before proposing to its tax paying citizens?

Lots of home's backyard, where our toddlers play, back into state road 22, and we like the road to be lower elevation than our properties since out of control cars will more likely stop by the hill before hitting our home, if road got elevated, we have potential cars hitting our home, in crease road noise, and forget about using our backyard deck for relax..

Name: Roger Chou

Organization: Bellwood Sub-division Resident

Address: 128 Cedar Falls Ct. Columbia, mo 65203

Please leave your comments tonight, or return them to one or both of the addresses on the reverse side by October 22, 2012.

October 22, 2012

Mr. Scott Bitterman, Supervising Engineer/Traffic
City of Columbia
P.O. Box 6015
Columbia, MO 65205

Ms. Peggy Casey, Program Development Team Leader
Federal Highway Administration Division Office
3220 West Edgewood, Suite H
Jefferson City, MO 65109

Mr. Bitterman, Ms Casey, and Respective Teams,

American editorialist, Ambrose Bierce once stated "it is better to reconsider than to seek justification for a decision already made".

The Scott Boulevard and I-70, City of Columbia, Boone County, Missouri, City of Columbia, Job Number C00312 Environmental Assessment (EA) is a great example of a decision made that desperately needs to be reconsidered. While I realize that decisions must be made with the evidence at hand, I cannot in clear conscience support decisions made with outdated information.

If the end result of this study is a new planned interchange on I-70, wouldn't it be prudent to use current and factual information to make that decision? We've reviewed your study in its entirety and are troubled that your planning is utilizing outdated information. Many of the aerial drawings reflect farmland where the Bellwood neighborhood now stands. Your noise level studies (one of the monitoring stations at 306 Cedar Falls Court) are two years old. There are absolutely no current studies referenced for this proposed interchange.

The City of Columbia's stated goal was to improve development opportunities west of Perche Creek for western Columbia and yet all parties are ignoring the fact the opportunity for development along the listed route of Scott Avenue and West Broadway have all but evaporated. Areas along these roadways have been approved for residential construction and have become less than suitable for commercial development.

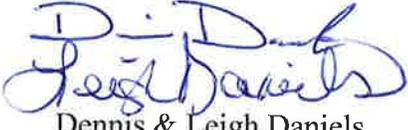
If your true goal is to improve access to I-70 for Columbia residents on Scott Boulevard then a much stronger choice for an interchange would be to capitalize on the already established area of North State Highway UU and I-70. This area, just three miles west of exit 124, would skirt the watershed of Perche Creek while providing I-70 access at a minimal impact to currently established housing developments.

Effective planners always want to be a step ahead of the need. Most cities, Columbia included, are not effective planners. They do silly things like approve residential developments with stipulations that the developer understand there may one day be a road improvement in that area.

Then they sit back and scratch their heads when citizens invest over a third of a million dollars in a home and then fight tooth and nail to prevent their poor decisions that are “always” reactive to the need. This is not a MODot decision. We are fortunate enough to have been related to an engineer with MODot and they have always confirmed the easiest thing for MODot would be to build highways with no interchanges. This is a City of Columbia desire and it is absolutely a reactive, short sighted, poor decision.

You have an opportunity to be proactive. To anticipate growth without impacting citizens who already invest in and support Columbia. Buck the trend in government and government ran agencies. Make a decision that balances current data with the needs of a community and its citizens.

Sincerely,



Dennis & Leigh Daniels

Scott Boulevard and I-70 Interchange Location Study
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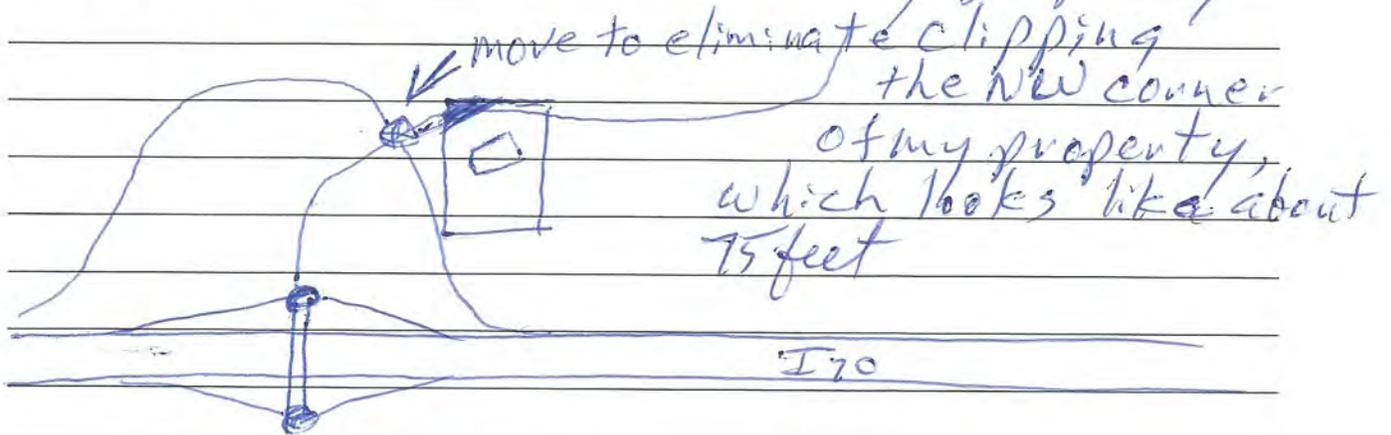


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It would be preferable to me if less of my property was impacted by the design proposal. It appears to me that the intersection of I70 Dr NW and Scott Blvd/Gibbs road could be moved slightly west of its proposed location so that the curve traveling north of that intersection would not be on my property.



Name:

David Elledge 4460909

Organization:

Address:

1700 N. Chapman Ln 65202

Please leave your comments tonight, or return them to one or both of the addresses on the reverse side by October 22, 2012.

October 18, 2012

Ms. Peggy Casey
Program Development Team Leader
Federal Highway Administration Division Office
3220 West Edgewood, Suite H
Jefferson City, MO 65109

Dear Ms. Casey,

Our objection to the proposed Scott Boulevard & I-70 Interchange project falls in two areas: federal guidelines and nature.

Regarding federal guidelines, we will expect adherence to the Federal Highway Administration guidelines for Noise Compatible Land Use Planning (NCLUP), report number DTFH61-04-RA-0001, although several of the guidelines have already been violated once the houses in Bellwood were constructed. Specifically:

- 1) The proposed road will be constructed with concrete which will raise the dBA level considerably higher than the current asphalt road.
- 2) Because of the existing platting, noise compatible land use buffers cannot be employed.
- 3) All of the guidelines related to acoustical architectural design and acoustical construction are void since the houses have already been built.
- 4) Traditional sound dampening methods, e.g., berms, walls, dense plantings of shrubs and trees, and/or any combination of the above will not work due to the topography of the land. Specifically, the proposed road will run in a valley between two ridges. The ridge east of Bellwood is taller than the Bellwood plat ridge which means all the sounds produced by the new road will reverberate back to the neighborhood side of valley circumnavigating any sound dampening methods. In essence, the dBA levels will be exponentially louder due to the topography. Federal health and safety guidelines related to this noise pollution will come into play at that point.

In sum, none of the eight guidelines issued by the US Department of Transportation Federal Highway Administration can be adhered to in the current road design plans.

In closing, and regarding nature on more of a personal note, the proposed road will necessitate the removal of hundreds of trees, many of which are close to 100 years old. Living in those trees are two owls. If and when the road comes through, their home will be gone and in the place of their hoots at night, we will get to hear the sound of tires on concrete. Not something we look forward to.

Sincerely,



Dale & Julie Fitch
212 Cedar Falls Court
Columbia, MO 65203

RECEIVED
FHWA

OCT 22 2012

Scott Boulevard and I-70 Interchange Location Study
Public Hearing
Thursday, October 11, 2012, 4:00 - 7:00 p.m.
Activity Recreational Center (ARC)
1701 W. Ash Street
Columbia, MO

10/20/2012



Your input is important:

You can submit comments by:

1. Making a verbal statement at the comment station at the public hearing;
2. Filling out the comment form and leaving it at the public hearing;
3. Mailing written comments to one or both of the addresses on the back (comment deadline is October 22, 2012).

1. The preferred alignment appears to be best choice.
2. Some statements in document are not accurate as to residential property impacted on the north side of I-70. Platted lots are impacted and one or two houses will be eliminated.
3. The impact on one home while not physically encroaching will eliminate all residential characteristics.
4. Project should include additional bridge over Perche creek for access road to provide relief route for I-70.
5. Project should be phased with construction of bridge to replace Sorrell's Overpass as first phase (current bridge is in poor shape and traffic volume has increased exponentially).
6. A method (Web Page?) to continue communication with interested citizens should be developed and publicized.

Name: Allen Garner

Organization:

Address: 3808 S. Coachman Ct., Independence, MO 64055

Please leave your comments tonight, or return them to one or both of the addresses on the reverse side by October 22, 2012.

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THE PROPOSED ROUTE AS PRESENTED
ADDRESSES AN IMPORTANT TRAFFIC & ACCESS
PROBLEM ON THE WEST EDGE OF COLUMBIA.
IT SEEMS THAT THIS INFRASTRUCTURE WILL
BE A VITAL PART OF ASSISTING IN COLUMBIAS
GROWTH INTO THE FUTURE AS WELL AS ADDING
TREMENDOUS VALUE TO ALL THE WORK THAT
HAS BEEN COMPLETED ALREADY ALONG SCOTT.
BLVD

Name: WAYNE QUARIGLIA

Organization: COLUMBIA SHOWCASE KITCHENS & BATHS

Address: 1501 CHAPMAN LANE

Please leave your comments tonight, or return them to one or both of the addresses on the reverse side by October 22, 2012.

Scott Boulevard & I-70 Interchange Location Study

Hello,

I am currently a resident in the Bellwood neighborhood. I live at 302 Cedar Falls Ct. The proposed plan for the new I-70 Interchange has me very concerned. Currently my house enjoys a wooded back yard. Strawn road is located behind the trees, and it is very difficult to even see the road in the summer when the trees have their leaves. The road as it is now does have some traffic, but the thought of it being enlarged to a 4 lane road which will receive traffic coming directly from I-70 will be devastating to not only the value of my home, but will be a life changing event for our family and everyone else along our road. The noise from the traffic and the possibility of having all the beautiful trees removed behind my house would absolutely change the atmosphere of my back yard and the neighborhood as a whole. But most importantly, this proposed plan and expansion of Strawn Road will devalue my home in way that I am not sure we could recover from. I hope that if this is the plan and that there is no turning back, that at least we can take into consideration the trees which provide privacy be left alone if at all possible.

Thank you for your consideration,

Patrick and Kristen Hanson
302 Cedar Falls Ct.
Columbia, MO 65203



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Not sure at this point what difference comments
make or how they will be.

1. Putting an extension through to Route E is a waste
of time & money. I know what they said the
purpose is - to relief traffic - but all that traffic
works in Columbia, not Booneville. They are STILL
going to go down stadium!!

2. The cost - are you kidding me?? It would be
cheaper to dam ~~the~~ the Missouri River!

3. New neighborhoods on Rte E? Rock quarry to
the north, bluffs & flood plane to the west.

4. Why take land away from people for NO LOGICAL
Reason?

Name:

CATHY HATFIELD

Organization:

Address:

3408 N. Stadium Blvd

Please leave your comments tonight, or return them to one or both of the
addresses on the reverse side by October 22, 2012.

OCT 18 2012

Scott Boulevard and I-70 Interchange Location Study
Public Hearing
Thursday, October 11, 2012, 4:00 - 7:00 p.m.
Activity Recreational Center (ARC)
1701 W. Ash Street
Columbia, MO



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Our household supports the preferred alternative (yellow). Least cost and least environmental impact make the preferred plan the only sensible alternative. Also, the preferred plan would solve the flooding on Strawn Road -- a desirable outcome.

Name: DENNIS & GAIL HAUSWIRTH
Organization: Bellwood homeowner
Address: 4602 McMickle Dr, Columbia, MO
65203

Please leave your comments tonight, or return them to one or both of the addresses on the reverse side by October 22, 2012.

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I am requesting that, if possible, the duplexes along the west side of Scott Blvd between Wales and Broadway be left in place, as they provide a buffer between our back yard and Scott Blvd. If they must be removed, I request that a berm and/or other barrier be put in their place to protect us from the likely increased noise and potential increased storm water runoff. I am not interested in your donating excess property to me (as one of your engineers mentioned to my wife at the public hearing) as that would place the burden on me to maintain the excess area, plus possibly raise my property taxes.

Name: Curtis Heider

Organization:

Address: 14 Bright Star Dr., Columbia, MO 65203

Please leave your comments tonight, or return them to one or both of the addresses on the reverse side by October 22, 2012.

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We are writing to express our opposition to the proposed Scott Boulevard and I-70 exchange as it is currently proposed. We moved to the Bellwood subdivision in March of this year, relocating from Chicago, Ill.

The documents concerning this project do not accurately depict the Bellwood subdivision. As a result they can not adequately evaluate the project's impact on the neighborhood. In our opinion, this project, if built as it is currently proposed, will impact our neighborhood as follows:

- Increased traffic noise to several residential areas, including Bellwood.
- Safety concerns in the neighborhood due to increased traffic.
- Devaluation of our property.

We are also concerned about the practicality or usefulness of a new exit being so close to the current Stadium Boulevard exit. Would it not be better to be further west? Another benefit of having it further west is that it would displace fewer existing developed properties.

Please help us protect our investment in our community.

Name: Mark and Edith Hickman

Organization:

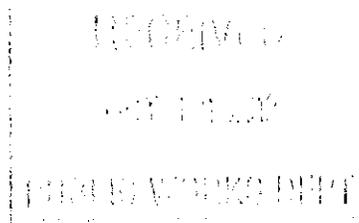
Address: 120 Reedsport Ridge, Columbia MO 65203

Please leave your comments tonight, or return them to one or both of the addresses on the reverse side by October 22, 2012.

Hachelle Hoernert
125 Cedar Falls Court
Columbia, MO 65203

October 14, 2012

Mr. Scott Bitterman
Supervising Engineer/Traffic
City of Columbia
PO Box 6015
Columbia, MO 65205



Dear Mr. Scot Bitterman

I would like to provide my input regarding the Scott Blvd and I-70 Interchange Location Study. I am a resident of Bellwood subdivision and feel like there has to be a better solution to the traffic issues than the one presented. Here are my concerns:

- When I bought my house in Feb. 2012 no one told me about the proposed new roadways. There should be more planning and communication **before** a new subdivision is developed.
- The public not been adequately informed of this project. There were no maps with the public mailing. The map on the internet is very small font and difficult to read and out of date. The plot lines for Bellwood are not up to date so many people do not understand the project versus where they live.
- This project does not really address the most important traffic concerns for the city. The study done 3 years go is not relevant. If most of the traffic is due to development on the southwest side – why shouldn't another east/west road be extended to reach 63? It seems like a lot of people are trying to travel to Jefferson City so why not make a better route to get there from the southwest side.
- The study done 3 years ago is not relevant since more houses have been built since the initial study. The main point in 2009 was one of the options was too close to developed houses. Now houses have developed rapidly near Strawn so does eliminating the 1st option due to houses being near does not make any logical sense.
- The noise levels have not been adequately studied. It appears that more attention is paid to impact on animals than people.

If the project were to proceed:

- action needs to be taken to minimize noise to surrounding neighborhoods should be taken: leave natural trees and add evergreen trees to help with noise
- have minimal lighting for roadways
- speed limits need to be 35 not 45 due to noise concerns on the part south of 70

Thank you for taking these points into account.

Sincerely,

Hachelle Hoernert

October 14, 2012

Ms. Peggy Casey
Program Development Team Leader
Federal Highway Administration Division Office
3220 West Edgewood, Suite H
Jefferson City, MO 65109

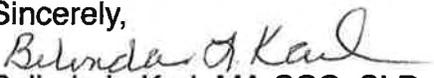
Dear Ms. Casey,

I am writing to express my concerns about the Scott Boulevard and I-70 interchange Location Study that was presented at the Activity Recreational Center in Columbia, Missouri on October 11, 2012.

I have safety concerns regarding this project as a resident of the Bellwood Subdivision that will be directly impacted by this interchange. This study utilizes aerial drawings that were completed in 2009 and no longer reflect the current population of this area. It is no longer farmland but a thriving community of people who will have difficulties with the changes to our area. It will create increased, fast moving traffic on both exits of the subdivision placing us at greater risk for traffic accidents. It will create a substantial increase in the noise levels directly behind my home where Scott Blvd. will be located. It will create a situation where the value of my home is impacted as a result of placing a large, noisy and fast moving road in my back yard. It will also create a higher risk for traffic accidents as a result of having two I-70 exits in such close proximity to one another. Merging on to I-70 at Sorrels overpass and then trying to exit at Stadium Blvd will be very difficult. I am also concerned about the creek that handles all the runoff from higher ground along Strawn Road. At times there is so much runoff that it floods Strawn Road. If the highway impedes the natural flow of that water it could create flooding problems for others in the area. Other than stating that you would have to raise the road no one has said how they will handle maintaining the runoff to prevent flooding in our area.

I ask that you please reconsider this project at this time due to the flaws in the Environmental Assessment. Changes in this area were not considered and it was based on outdated information. Thank you for your attention to this matter.

Sincerely,


Belinda L. Karl, MA, CCC, SLP
Speech Language Pathologist
208 Cedar Falls Ct.
Columbia, MO 65203

Dear Ms. Casey,

We are new homeowners in the Bellwood Subdivision. We recently heard about the new Scott Blvd/I-70 interchange proposal and it is extremely upsetting to us. There are many reasons why this is not the best option for both our quiet community as well as for the city of Columbia.

For our community and for our personal home, it is going to have a negative impact. One of our biggest concerns is that it could substantially decrease the value of our home. We purchased the property in June of this year, and to already take a hit on it is very frustrating. The reason we will take that hit is because the new interchange will effect both the noise level and the safety of our community. Currently, there is little traffic going through our neighborhood. If you border our community with two busy roads, people are going to try to cut corners when there is traffic and drive through our now quiet area. This poses a threat to the children in the neighborhood, runners, people walking to the pool, and our homes in general.

This is a very expensive project for which there are better alternatives. The estimated cost (as you know) is \$68 million. Just because the city may be able to afford that, doesn't mean that it should. An alternative would be to extend the western most portion of Interstate 70 Dr SW to W Van Horn Tavern Rd. This would displace fewer families and likely cost much less. No actual work would need to occur on I70, as the on/off ramps and bridge already exist. Furthermore, it would provide an exit off of I70 that would directly access much of the western side of Columbia (without having to wind around on UU). If traffic became more substantial in the area as a result, redoing the current N Strawn Road to include shoulders and turn lanes would warrant consideration. This would displace fewer families and have less of a negative impact on the Bellwood residents.

We hope that you take our thoughts into consideration before undergoing this huge project that will negatively impact both our community and the city of Columbia as a whole.

Sincerely,
Brian and Kristin King

Scott Boulevard and I-70 Interchange Location Study
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1701 W. Ash Street
Columbia, MO



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While I understand the problems of congestion on Stadium & the pressure growth puts on existing roadways... I have a hard time with the likelihood that it would cost me my property & family home.

When you love property and invest back-breaking labor, creativity and passion, it means so much more to you than a cold-blooded appraisal. How do you compensate for the place where your children took their first steps? Or the fruit tree you planted, nurtured & enjoyed the shade, fruit & beauty of? Can you pay me for the sense of pride that comes from hand-crafting a house to fit my family? The trips to pick marble, the tiling & painting to please our family's palate?

This project brings anguish to my wife & kids & I don't think you can pay that away!

Name: Greetey Kyk

Organization: Homeowner

Address: 406 N. Strawn Rd.

Please leave your comments tonight, or return them to one or both of the addresses on the reverse side by October 22, 2012.

PS. My wife is Russian & it's been tough to explain how her home can be taken away from her, especially in this allegedly land of the free.

Scott Boulevard and I-70 Interchange Location Study
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I would hope that all alternatives to move traffic east/west across Columbia have been explored prior to deciding that putting more traffic on I-70 is the best way to solve this problem.

If this interchange is going to happen, my question is: why move the intersection from Route 22 and Broadway? Why not improve that intersection with a stoplight, turn lanes, etc. instead of moving the road closer to homes and in some cases actually taking homes to make room for another intersection with Route 22 and Scott Blvd.

It seems the engineers are not concerned with moving homes; hurting neighborhoods; creating more noise closer to neighbors than they are ~~not~~ leaving a "straight road". They obviously don't live in this area.

Name:

Organization: JAMES H. LAMBERT

Address: 102 Foxwood Court
Columbia, MO 65203

Please leave your comments tonight, or return them to one or both of the addresses on the reverse side by October 22, 2012.

Sunday, October 14, 2012

To Whom It May Concern:

My wife Alison and I are writing to formally protest the **Scott Boulevard and I-7- Interchange** that the city is discussing. In 2010, my wife and I purchased our very first home together in Bellwood – a development of homes and community of families – based on its location in a quieter part of Columbia, Missouri. We have been proud citizens of Columbia since 2001 and the news of city's discussion about this project was most unwelcome and upsetting. We feel this project will negatively impact our development and it's families for several reasons that I will outline.

On any given day, we already experience a degree of "noise" from I-70 running westward not 1-2 miles away from our home. Some nights we can hear this highway noise from inside our home (our bedroom faces due north towards the highway). Over the 2 years we've lived here we can also now here substantial road noise since the completion of the Scott Blvd. project. We feel city's proposed plan will increase an already high degree of unwelcome road noise – which could negatively impact sleep, and overall enjoyment of our home and development.

Second, we don't feel city has done appropriate planning for this project. Our understanding is that city began looking into this project and placed its current location *before* our development was built. Furthermore, our neighbors in the Christian Fellowship area were successfully able to block city from using it's location. This is upsetting as it appears city simply moved onto the next area they thought would be more suitable *without* fully examining how it may impact our development. To put this plainly, there are people living in the place you want to build!

Third, access in and out of Bellwood is already hectic – we both have waited at Strawn/ZZ up to 10 minutes to turn left onto Broadway. City's proposed expansion will create a potentially chaotic amount of congestion and frustrating traffic situations too close to our homes. Not to mention an increase in noise pollution.

Fourth, there are families in Bellwood that send the children to Christian Chapel, Smithton Middle School and Paxton Keely Elementary. We feel city's plan will negatively impact access to those schools with an increase in traffic flow in and around city's proposed location of the extension.

Fifth, we feel an expansion of the Stadium, West Broadway, I-70 area will alleviate much traffic congestion from peak hour traffic, football games and mall shopping. Once this project is completed, we feel Columbians won't be using alternative routes when it is significantly easier to get from West Broadway, Stadium to I-70.

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(comment deadline is October 22, 2012).

As an impacted property owner and possibly the oldest resident on Strawn Road, I am very concerned about a number of items. First, I have not received notices of the public meetings regarding the above proposed project. This concerns me greatly as I am one of the most highly impacted properties. This proposed plan appears to take a significant amount of my property and change the nature and character of my property. It also concerns me that when I presented City staff with my belief that I was not receiving the notices, they questioned me and accused me of throwing it away. I think it would be more appropriate, if they offered to check and confirm that I am indeed on the mailing lists. Second, I am unconvinced that the proposed plan has adequately considered the difficulties that raising the level of Strawn Road would have on my ability to access my property. While raising Strawn Road "may" cause it not to flood, the access to my property, and some of my neighbors property, will become excessively steep. I spoke with project staff and received no answers to satisfy my concerns or my alternative suggestions.

Name: Mrs. Jay Loesing

Organization: 702 North Strawn Road

Address: Columbia, MO 65203

Please leave your comments tonight, or return them to one or both of the addresses on the reverse side by October 22, 2012.

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Thank you for inviting my comments to the proposed Scott Boulevard & I-70 Interchange Location Study. My two primary concerns deal with the Scott Blvd and Broadway Interchange.

1. The map that is being used to finalize the decision and to communicate the final stages of the planning process is outdated. It looks as though it was made in 2009. Since that time at least 150 homes have been built in Bellwood with vacant lots for an estimated 50-75 more. These are homes priced far above the average in Columbia so these residents deserve a new map, a noise level study with an explanation of decibels growing exponentially rather than linearly. These residents deserve a thorough explanation of the level their life savings and quality of life will be lowered.

2 My second concern is that we are ignoring an opportunity

Name: to study the larger issue. We know that some of the

Organization: traffic that gets on I70 on the west side is to

Address: get to Hwy 63 to go south. Why not take a

over →

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Mr. Scott Bitterman
Supervising Engineer/Traffic
City of Columbia
P.O. Box 6015
Columbia, MO 65205

Ms. Peggy Casey
Program Development Team Leader
Federal Highway Administration Division Office
3220 West Edgewood, Suite H
Jefferson City, MO 65109

a larger view of this issue by making the access interchange at Scott and Gibson so that some of your traffic can go south immediately rather than looping north to I70 to get to 63 to go south? I will be more expensive in the short-run (an extra bridge), but in the long run, you will have created a quasi-bypass around town rather than just feeding more traffic to I70.

Thank you for your consideration. I sincerely hope no further action will need to be taken to alter this access interchange.

Diane Malcolm
121 Cedar Falls Court
Columbia, OH 65203



October 22, 2012

Richard Malon
3801 Ivanhoe Blvd
Columbia, MO 65203

Mr. Scott Bitterman, Supervising Engineer/Traffic
City of Columbia
P.O. Box 6015
Columbia, MO 65205

Ms. Peggy Casey, Program Development Team Leader
Federal Highway Administration Division Office
3220 West Edgewood, Suite H
Jefferson City, MO 65109

Re: Scott Blvd and I-70

To Whom It May Concern:

This letter is a follow-up to the comments I left at the public hearing on this project. My comments did not challenge or criticize the environmental impact statement. My comments are directed at the design of the interchange.

The information provided indicates that this interchange is going to provide relief for the congestion at the Stadium Blvd exit by providing another route for commuters. I question that assertion. I believe this interchange will provide relief for the congestion by routing eastbound traffic heading to the mall shopping area, and westbound traffic leaving the area, through this interchange. And that's the problem. Traffic is like water; it finds the easiest path. The way the interchange is designed, all the eastbound traffic will exit on this interchange, turn left onto Worley St. and use Worley to access the mall area. Similarly, westbound will leave the mall area and use Worley to get back to the interchange. This is a terrible design.

By the very statement in your information, Worley St. goes through a residential area. More than that, it goes directly in front of the Smithton Middle School and the adjacent elementary school. Twice a day there already is congestion as 20 or so school busses are going in and out, another 50 or more cars are either parked or attempting to go in and out of the school or onto or off of Park de Ville, and numerous children of all ages are walking and crossing the street. Immediately east of the school is narrow traffic calming device and lots of driveways. Not a route on which to dump mall area shopping traffic.

The solution is a redesign of the proposed interchange to make it a natural and easy route, well marked, to take the traffic on to the outer roadway and then east to the mall (or west leaving the mall). The outer roadway has very few homes or

structures on it, all set back. It would be easy to widen and to make additional ties to the streets around the mall shopping area. This route will keep the mall traffic on a road that can handle it.

This concept is very important to those of us living on or near Worley St. I can assure you we will follow this closely and testify and file objections to this project until some action is taken to correct what we all perceive as a major design flaw.

Sincerely

A handwritten signature in cursive script that reads "Dick Malon". The signature is written in black ink and is positioned below the word "Sincerely".

Richard Malon

CC: Mayor Bob McDavid
Councilman Michael Trapp
Councilman Daryl Dudley

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THIS DESIGN WILL ALLEVIATE CONGESTION AT STADIUM & I-70
BY DUMPING ALL CARBOURD TRAFFIC TO THE MALL AREA, AND
ALL WESTBOUND TRAFFIC AWAY FROM THE MALL ONTO
WONKEY ST. WONKEY ST HAS TWO SCHOOLS (SMITHSON
SCHOOL & ADJOINING ELEMENTARY SCHOOL) WITH ALL
THE CARS, BUSES & WALKING CHILDREN. IT ALSO HAS
TRAFFIC ~~AND~~ CALMING DEVICES. THIS IS A GOOD DESIGN

NEED TO ELIMINATE THE INTERSECTIONS WITH WONKEY -
DESIGN THE INTERCHANGE TO MAKE IT EASY TO
USE THE OUTER ROADWAY TO GET TO MALL AREA.

Name: RICHARD MALON

Organization: _____

Address: 3801 IOWA HOE BLVD -

Please leave your comments tonight, or return them to one or both of the addresses on the reverse side by October 22, 2012.



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When you last took aerial photos of the area next to strawn it was mostly open land; ~~you~~ you now have a very dense, almost complete housing addition who's main entrance ~~is~~ ^{is} ~~is~~ ^{would be} located off a 8 lane highway! That area is one that many people use for recreation (walking, biking) in addition to where they live.

Right now we have a quiet 2 lane road that runs next to the creek along strawn, that has far less noise filtering up to the homes in Bellwood.

When we moved here in March 2012, we were looking for an area to retire + stay, away ~~far~~ from the higher density development that is to the south in Columbia. This construction would create a financial hardship to all the young families and retired adults as they watch, once again, their property values fall!!

Name: Janet Par-tyka: very concerned resident

Organization: new home owner; Bellwood

Address: 4513 Maxwell Ln, Columbia MO 65203

Please leave your comments tonight, or return them to one or both of the addresses on the reverse side by October 22, 2012.

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2. Filling out the comment form and leaving it at the public hearing;
3. Mailing written comments to one or both of the addresses on the back (comment deadline is October 22, 2012).

1. The "Green Plan" will have a smaller impact on local neighborhoods. Please consider that as its "preferred plan." The Green Plan also costs less.
2. I-70 Drive North West is already a very dangerous road & can only be made worse with the Yellow Plan.
3. Will there be noise or financial relief for "island neighborhoods" e.g. Dawn Dawn Drive which will be flanked by very busy roads?

Name: GREG PETROSKI, Ph.D.

Organization:

Address: ALPAA-MUTT@YAHOO.COM
1684 DAWN DR.
COLUMBIA, MO. 65202

Please leave your comments tonight, or return them to one or both of the addresses on the reverse side by October 22, 2012.

Scott Boulevard and I-70 Interchange Location Study
Public Hearing
Thursday, October 11, 2012, 4:00 - 7:00 p.m.
Activity Recreational Center (ARC)
1701 W. Ash Street
Columbia, MO



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This overpass is well overdue and its sad that one has to wait at least 5 years. But I would question the use of roundabouts at both north & south terminus. I think a traditional on/off ramp system would work more efficiently and not require as much land to build. Plus with continued urban development - the traffic count using this exit would increase substantially - I think roundabouts would slow traffic more so from looking at driving habits at West Blvd roundabouts. But overall some thing must be done to relieve Stadium Blvd traffic (which is currently atrocious)

Name: Michael Puidt

Organization:

Address: 907 Colgate Columbia, MO 65203

Please leave your comments tonight, or return them to one or both of the addresses on the reverse side by October 22, 2012.

October 16, 2012

Ms. Peggy Casey
Program Development Team Leader
Federal Highway Administration Division Office
3220 West Edgewood, Suite H
Jefferson City, MO 65109

Dear Ms. Casey,

It has been brought to my attention that there are plans underway to expand Scott Boulevard/Strawn Road to a four lane main thoroughfare, essentially in my backyard, as my home backs to Strawn Road. I was provided a map outlining the plans, and I was bewildered as to how a map that does not even have our subdivision, much less my home, on it could still be relevant to the current expansion plans. Is there going to be a new map made to take into account the new development? If not, why?

My husband and I moved to Columbia last year and after careful consideration chose a lovely tree lined lot in the Bellwood subdivision. We paid an additional premium for our home because it backs to the trees, which provided us with the privacy, not to mention the view, we desired. How do you plan on compensating us for the severe decrease in property value, safety, and privacy, and the increase in traffic and noise? Again, it may be a difficult question to answer seeing as how our subdivision and homes do not factor into the current expansion plans.

As I understand, the project originally brought traffic through the neighborhood by Christian Fellowship School, however their complaints were taken into consideration and the project was scrapped and moved to where are homes currently sit. If their neighborhood didn't want it, why would we? Again, perhaps it's because our subdivision didn't make the map.

While a traffic light will be installed at Broadway, will one also be placed the entrance to our subdivision? What about at the frequently used back entrance? How do you propose we enter our subdivision in times of heavy traffic? Or was that not taken into consideration because our subdivision is not on the map?

My final question is when was the last time a traffic light pattern survey was completed? Perhaps reviewing the light sequences, especially at times of heavy road volume, will alleviate some of the traffic concerns.

We love living in Columbia. We had our first child, a daughter, at Boone Hospital. We looked forward to raising her in this home. However, it is extraordinarily disappointing that the City of Columbia wants to pave over the lovely trees that make our home so special to us in order to extend a highway. It makes me reconsider if Columbia is the right city for us to raise our family.

Sincerely,



Susan Ruprecht
118 Cedar Falls Ct
Columbia, MO 65203

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Scott Boulevard and I-70 Interchange Location Study
Public Hearing
Thursday, October 11, 2012, 4:00 - 7:00 p.m.
Activity Recreational Center (ARC)
1701 W. Ash Street
Columbia, MO

Ms Casey:

Thank you for your consideration
of all the comments you will receive concerning
this project.



Burton Schauf

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① Developing the Scott project before the Stadium Blvd project would, from a traffic & business perspective, make obvious some if being undertaken, however, that coordinating the projects would involve multiple agencies and be a necessary issue that would be beyond feasible even though common sense would suggest such as a reasonable idea.

② A raised roadway with a bridge which is plugged with debris such as dead trees, roots, & branches would create a dam which would result in floodwater inundation ^{effectively} of the basement of my residence at 504 N. Strawn. The engineers assure us that the bridge will allow flash floodwater to pass without impalement. I trust they are correct. I would however request a site visit by Herb Bailey or other qualified persons so that we might further discuss the matter.

Name: BURTON SCHAUF

Organization: AREA RESIDENT

Address: 504 N STRAWN Columbia, MO 65203
573-445-0294 573-268-7476

Please leave your comments tonight, or return them to one or both of the addresses on the reverse side by October 22, 2012.

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Public Hearing
Thursday, October 11, 2012, 4:00 - 7:00 p.m.
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As residents of Bellwood Subdivision, we are concerned about the proximity of proposed roadways to I-70. The interchange at Broadway/Scott and Strawn will impact noise, safety & property values. Please consider re-evaluating the need for the proposed interchange once the Stadium Blvd. improvements are completed.

Name: Brad Schladt, Casey Schlade
Organization:
Address: 4501 Maxwell Ln

Please leave your comments tonight, or return them to one or both of the addresses on the reverse side by October 22, 2012.

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This is a great idea that is overdue. I would like to see it done ASAP.

I agree with the reasons stated for this project. The Stadium - I-70 AREA has been a problem area for quite some time and this would help resolve much of the congestion on Stadium Blvd.

Name: IRWIN SCHNEIDER
Organization: N/A
Address: 705 STANWOOD DR, COLUMBIA, MO 65203

Please leave your comments tonight, or return them to one or both of the addresses on the reverse side by October 22, 2012.

Scott Boulevard and I-70 Interchange Location Study
Public Hearing
Thursday, October 11, 2012, 4:00 – 7:00 pm
Activity Recreational Center (ARC)
1701 W. Ash Street
Columbia, MO

Dear Ms. Casey,

I am writing to you concerning the proposed Scott Blvd and I-70 interchange currently projected to go down Strawn Road and boarder the quiet, family friendly neighborhood of Bellwood.

As a longtime Columbia resident, I fully understand and respect the city's need to ensure proper improvements are made to support the growing population. I, first hand, experience the congestion we sometimes see at I-70 interchanges and elsewhere. Those problems are prevalent at interchanges with recent improvements and at interchanges that are within a very short distance from one another. The type of congestion we sometimes see on Stadium Blvd near the Columbia mall is not isolated. I also regularly travel Strawn road and know that the road itself could use some improvement. So with complete understanding, I am writing this letter to voice my concerns regarding the current state of Strawn road as well as my concerns associated with the proposed improvement to create an interchange that would significantly increase traffic, traffic speed and noise along Strawn road.

As the mother of two small children, their safety and quality of life is my number one concern. My family currently resides in the beautiful, quiet, safe, family-friend neighborhood of Bellwood. The back of our home faces Strawn Road. I am deeply concerned with a proposal that will turn Strawn road into a 4 lane roadway with a 45 mph speed limit. The proposed expansion will, no doubt, impose some serious safety concerns to families, particularly those with young children. It will also exponentially increase noise levels and have a significant impact on the value of homes in the area.

Realizing that the city has not taken these proposals lightly and that much research and analysis has gone into them, I applaud your willingness to hear from concerned citizens like myself. I please ask that in making a final decision you seriously consider the impact this might have on those communities that boarder Strawn Road and make a decision as if you were living in one of these communities with your family. As a mom to two small children and as someone who works full time, I have not evaluated and have no desire to evaluate all the potential options to improve traffic flow in this city. That's obviously your area of expertise and I trust that the residents of Columbia are in good hands. So, all I ask is that you keep families like mine in mind in any and all decisions you make to improve this city and its roadways.

Thank you for your time and consideration,

Holly Shryock and Family
206 Cedar Falls Court
Columbia, MO 65203

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Scott Boulevard and I-70 Interchange Location Study
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To Whom It May Concern,

I am a residence of Bellwood Subdivision and am writing you to inform you that I am very much opposed to having Scott Boulevard extending to I-70. Bellwood is a quiet and wonderful neighborhood with children who ride bicycles and play in the creek next to Strawn Road. My concerns are not only for safety reasons but also for the fear of property values declining. Had I known the state had made these plans I would have not invested in this property. I truly hope you will consider another location.

Name:

Caryl Smarr

Organization:

Address:

309 Ryefield Ridge Columbia Mo 65203

Please leave your comments tonight, or return them to one or both of the addresses on the reverse side by October 22, 2012.

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Much needed project

Cannot come soon enough

Stadium hopelessly backlogged

Another I-70 access needed

Will serve entire west COMO area

Many positive safety aspects

Go Tigers!

Name:

Russ Starr

Organization:

Starr Properties

Address:

1615 Glenbrook

Please leave your comments tonight, or return them to one or both of the addresses on the reverse side by October 22, 2012.

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1- I am strongly opposed to the access road
to the interchange, which it will be made to
four way lanes through STRAWN/SCOTT RD.
2- there will be a lots of traffic and noises,
which will disturb our family and living
condition. Most of all the whole bellwood
subdivision will be demolished on our expenses.
I love my house in this location, so quiet
and peaceful.
please consider different plan on another
location. Thank you

Name:

Organization:

Address:

IRAN SEMA THACKER

405 Stallworth, Ct. Columbia, MO

65203

Please leave your comments tonight, or return them to one or both of the addresses on the reverse side by October 22, 2012.

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I protest the planned Scott Blvd - I-70 Interchange, currently projected to go down Strawn Road bordering our neighborhood and would have a negative impact on our quality of life and property value. My reasons are:

1. There will be an increase in traffic.
2. There will be increase in noise levels to about twice the current level. We already suffer from the noise from Scott and Broadway.
3. There will be additional safety concerns.
4. The project's proximity to Bellwood will devalue our homes. It's too hard to sell the house at the price we bought.
5. It's not safe for our children to play outside because of the traffic.
6. It will increase the environmental problem in our subdivision, which will cause the healthy problem for us.

Name: Yan Tian

Organization:

Address: 313 Refield Ridg. Columbia. MO. 65203

Please leave your comments tonight, or return them to one or both of the addresses on the reverse side by October 22, 2012.

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We, as homeowners in the Bellwood subdivision, are writing to ask that you consider moving the current I-70 interchange location study from Strawn Road. When we purchased our home in 2009, ~~to~~ our decision was based on the fact the home was located in a quiet area of town out of the way of main traffic. Our decision to leave our previous home was ~~the~~ based on essentially the same factor - traffic was too heavy to safely have a pet or child playing nearby. As we hear the plans for the new interchange, we are greatly concerned at the increase of noise and traffic. We, therefore, ask that you reconsider the location for the interchange and do not accept the current proposal to widen Strawn Road.

Name: Jason & Megan Tolson

Organization:

Address: 4503 Reedsporn Court, Columbia, MO 65203

Please leave your comments tonight, or return them to one or both of the addresses on the reverse side by October 22, 2012.

October 19, 2012

1 of 2

Mr. Scott Bitterman
Supervising Engineer/Traffic
City of Columbia
P. O. Box 6015
Columbia, MO 65205

Ms. Peggy Casey
Program Development Team Leader
Federal Highway Administration Division Office
3220 West Edgewood, Suite H
Jefferson City, MO 65109

Subject: Comments concerning the proposed Scott Boulevard Extension and I-70 Interchange in Columbia Missouri

1. We are opposed to the current favored Yellow proposal and alternatives due to the negative effects to the surrounding residential area, inadequate spacing of Interchanges on I-70 and little positive effect for future development of the area West of Columbia and South of I-70 around mile maker 121 (Midway). The area around and south of I-70 mile 122 (Sorrels Overpass) has become much more of a residential area since the date of the original study (2009) and this solution would be very deleterious to the residents. Current noise levels are high and any increase is not consistent with quality of life and maintenance of property values.
2. Serious consideration should be given to a route from Scott Boulevard west along West Gillespie Bridge Road over Perche Creek along MO Route UU north to the currently existing I-70 / MO 40/240 access/entry point at mile marker 121. It would be more logical to upgrade the existing Midway access connecting I-70 and Scott Boulevard. This would extend the distance from Stadium Boulevard and I-70 Interchange to about the recommended three miles as well as opening up further commercial development to south and west of the Midway, Midway Arms and Midway Truck Stop area. It may be more expensive and some more environmental impact but is a better solution in the long run and does not negatively impact the burgeoning residential area along Strawn road (Bellwood Subdivision and others). People and the quality of life should be more important. With this alternative along with fewer/alternating four-way light intersections with protected right turn lanes the congestion along Stadium Boulevard would be reduced. The worst congestion there usually occurs on the five or six University of Missouri home football games. The Yellow alternative is only a second best solution.

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OCT 22 2012

3. Further consideration should be given to the installation of noise/accident barriers similar to ones I have observed in the Metro Saint Louis area and elsewhere in any alternative, particularly on the south of I-70. These are solid and about 10 to 12 feet in height. They would alleviate noise issues for residents, and improve safety for the general public traveling and/or entering or exiting from I-70 to Scott Boulevard and the western Columbia area. I would assume it would cheaper and easier to install these at the same time other construction is accomplished.

4. Thank you for the opportunity to make these comments and their consideration. It is very much appreciated.

Sincerely,

Handwritten signature in blue ink, appearing to read "Wilford White" on the top line and "Mrs Jacqueline White" on the bottom line.

Wilford T. and Jacqueline G. White
406 Stallwerth Court
Columbia MO 65203-1496

Scott Boulevard and I-70 Interchange Location Study
Public Hearing
Thursday, October 11, 2012, 4:00 - 7:00 p.m.
Activity Recreational Center (ARC)
1701 W. Ash Street
Columbia, MO



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The proposals totally ignore the fact that there still is no practical non-I-70 access from the Midway Interchange to Columbia. Over a decade ago Columbia planners designed a connector road to bridge W/Broadway - Scott Blvd to either Rt 11 or directly to the Hwy 40 interchange. Why not construct this as an option? Putting another interchange between Hwy 40 & stadium, without including improved thru access roads will accomplish little except cause more accidents on I-70 due to proximity of the 3 interchanges.

Name: John Wilke

Organization:

Address: 7410 W Country Hill Columbia 65202

Please leave your comments tonight, or return them to one or both of the addresses on the reverse side by October 22, 2012.

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We are against putting a four lane road on Strawn. It will be very hard for our neighborhood to get out of our subdivision ~~at the~~ ~~and~~ get onto Strawn Rd. There are only 2 options for us to get out, ~~one~~ ^{two} on Strawn and one on Scott Blvd. The noise will be worse and right now it is a quiet neighborhood.
Please reconsider this option.

Name: Hollis & Rachel Winingear

Organization:

Address: 4600 McMickle Dr.

Please leave your comments tonight, or return them to one or both of the addresses on the reverse side by October 22, 2012.

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OCT 22 2012

Bellwood Homes Association

2504 St. Regis Ct.

Columbia, MO 65203

robwolverton@anthonyproperty.com

573-999-6551

October 21, 2012

Scott Bitterman
Supervising Engineer/ Traffic
City of Columbia
PO Box 6015
Columbia, MO 65205

Re: Scott Boulevard Extension to I-70

Scott,

Thank you for the opportunity to comment on this project. The Bellwood Homes Association has issues and concerns about the routes that are currently being proposed.

- 1) The red and brown routes both show an improvement to "Old Broadway" going west which would make this road the main feeder road to the north-south extension to I-70. The expansion of Old Broadway would have a serious negative impact on several homes along the south edge of Bellwood Subdivision. If one of these routes is chosen as the favorite, we believe there needs to be a different route than Old Broadway chosen as the feeder.
- 2) The yellow and blue routes both show Strawn Road as the major north-south extension of Scott Boulevard to I-70. If one of these routes is chosen as the favorite, there needs to be strong efforts made to use landscaping, berms, and other noise reduction methods to protect Bellwood residents and their property values.

Regardless of which route is chosen, we request there be strong efforts made to make sure Bellwood does not become a "cut-through" for traffic and noise is controlled.

We are forming a committee within our association to deal with this issue. Our committee will come together with more specific requests and proposals for your consideration.

Thank you for your consideration,

Robert A. Wolverton
President

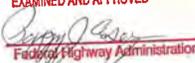
APPENDIX 4
PROGRAMMATIC SECTION 4(f) EVALUATION

Missouri Department of Transportation
Kevin Keith, Director

573.751.2551
Fax: 573.751.6555
1.888.ASK MODOT (275.6636)

TO: Kevin Ward
Division Administrator
Federal Highway Administration

CC: Scott Bitterman, City of Columbia, MO
Laura Totten, The Louis Berger Group, Inc.
Shawn Leight, CBB
Herb Bailey, Bartlett and West, Inc.

EXAMINED AND APPROVED

Federal Highway Administration

Digitally signed by Peggy J. Casey
DN: cn=Peggy J. Casey,
o=FHWA, ou=Missouri
Division,
email=peggy.casey@dot.gov,
c=US
Date: 2012.08.15 13:15:22
-05'00'

FROM: Richard Moore
Environmental Compliance Manager

DATE: August 9, 2012

SUBJECT: Environmental Studies
Scott Boulevard and I-70, City of Columbia, Boone County
Extension of Scott Boulevard and Construction of I-70 Interchange
Programmatic Section 4(f) Evaluation

The City of Columbia, Missouri, and Boone County, Missouri, are planning to improve access to the area south of I-70 between Perche Creek and Stadium Boulevard, one of the region's key growth areas. Stadium Boulevard is the current access to I-70 for western Columbia, and currently operates at or over capacity. To help alleviate congestion at Stadium Boulevard and to provide the much-needed I-70 access to western and southern Columbia, a new freeway interchange at an extended Scott Boulevard is proposed.

The Stadium Boulevard corridor in the vicinity of I-70 is already operating at capacity and is unstable. This condition is exacerbated by the close signal spacing on Stadium Boulevard near I-70. Daily fluctuations along the Stadium Boulevard corridor result in congested yet flowing conditions on light traffic days to gridlock on heavier days. Continuous vehicular backups can develop on Stadium Boulevard between I-70 and Broadway, constraining nearly all intersections.

MO Route E provides connectivity to the rural areas north of I-70, to the City of Columbia, and to I-70. While traffic volume along Stadium Boulevard decreases north of I-70 on MO Route E there is potential for future residential developments in the vicinity of the northern city limits.

The property of interest under Section 4(f) is city-owned land which was recently acquired and is a proposed future park (Attachment A). The city-owned land is approximately 128 acres which includes the floodplains and confluence of Harmony Creek and Perche Creek as



well as forested bluffs overlooking the creeks south of I-70 near the proposed interchange location. In addition, the proposed Perche Creek Trail Phase I-MKT to I-70 would traverse the property. The city does not have a current plan for the park. For the preferred alternative (Yellow), the City of Columbia Parks and Recreation Department has agreed to grant an easement for the Scott Boulevard construction (Attachment C).

This evaluation is based on preliminary construction design, the acreages are approximate and more or less easement may be needed to complete construction (Attachment B). The proposed project will require a temporary easement of 0.43 acre for ease of construction. The temporary easement is within a larger permanent easement (new right-of-way) of 0.64 acre. Direct construction impacts to park property will be approximately 0.15 acre. The park land would be impacted by the proposed Scott Boulevard extension (preferred-Yellow alternative) south of the I-70 interchange and by the construction of the proposed interchange exit ramp south of I-170.

Currently there are no amenities in the park. There is no Land and Water Conservation Fund involvement in this proposed park. The area of new right of way and temporary easement does not have any recreational improvements. The city is supportive of the project as impacts to the park are minor and the project will provide pedestrian access to the eastern perimeter of the park.

No avoidance alternatives are feasible and prudent. Based on engineering and environmental analysis and input received from partner agencies and the public informational open house, four reasonable alternatives were developed for this project. Some of the critical issues influencing the location for a new interchange are the ability to attract traffic, interchange spacing along I-70, connections to the regional arterial system, and topography, land use, and environmental factors.

The no-build alternative does not address the purpose and need of the project and the increased traffic volumes on Stadium Drive and the limited access to I-70 for southwestern Columbia. The Brown alternative has the longest corridor length and would require the most right-of-way while impacting the most preliminary platted lots, 4(f) properties, protected habitat, and stream in addition to being the most expensive. The Orange, Yellow, and Green alternatives have similar costs, environmental impacts, and benefits. However, the Yellow and Green alternatives both occur along the existing Strawn Road alignment for which two developments have dedicated land for a future Scott Boulevard extension. Both alternatives also raise the elevation of the existing Strawn Road alleviating existing flooding issues and allow for better outer road connections and intersection spacing. Total project costs range from approximately \$68 million for each of the Green and Yellow (preferred) alternatives to \$85.5 million for the Brown alternative including construction, right-of-way, utility relocation, and environmental remediation/mitigation costs.

The Yellow Alternative was selected as the Preferred Alternative due to the following considerations:

- The Yellow alternative provides for better spacing between the interchange ramp terminals and the outer road intersection on the north side of I-70.
- The Yellow alternative provides for slightly shorter travel distance for commuters.
- The Yellow alternative does not require widening of the I-70/Perche Creek bridges. The Green alternative would require the widening of these bridges to accommodate acceleration and deceleration lanes. This makes the Yellow alternative easier to construct with less impact to the traveling public.

This makes the Yellow alternative (preferred) easier to construct with less of an impact to the traveling public. In addition, construction of the Yellow alternative (preferred) on the existing Strawn Road right-of-way is consistent with City of Columbia planning efforts.

The total impact of encroachment upon the property from the Yellow alternative (permanent easement plus construction impacts = 0.79 acre) represents less than ten percent of the park acreage. The maximum amount that can be acquired under a programmatic Section 4(f) from the City of Columbia is 12.8 acres.

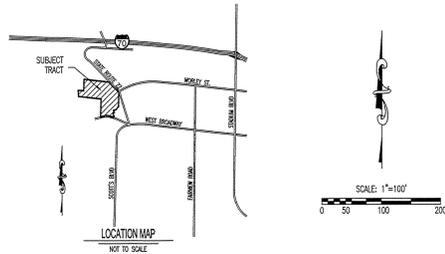
We request your concurrence that there is no feasible or prudent alternative to the proposed use of 0.79 acre from the parcel owned by the Parks and Recreation Commission of the City of Columbia, Missouri and that the proposed taking from the parcel owned by the City of Columbia, Missouri is appropriately addressed as a programmatic Section 4(f) evaluation.

Attachments

**APPENDIX 5
BELLWOOD SUBDIVISION FINAL PLAT**

PRELIMINARY PLAT
BELLWOOD

LOCATED IN THE SOUTHEAST QUARTER AND PARTLY IN THE SOUTHWEST QUARTER OF
SECTION 8, TOWNSHIP 48 NORTH, RANGE 13 WEST
COLUMBIA, BOONE COUNTY, MISSOURI
MAY, 2006



NOTES:

WATER DISTRIBUTION TO BE DESIGNED BY THE CITY WATER AND LIGHT DEPARTMENT.

ALL PUBLIC SANITARY SEWER EXTENSIONS SHALL BE MINIMUM OF 8" DIAMETER. SEWERS NOT CONSTRUCTED ALONG FRONTS OF LOTS TO BE LOCATED WITHIN 16 FOOT WIDE EASEMENTS OR EASEMENTS EQUAL TO THE DEPTH OF THE SEWER IF SEWER IS GREATER THAN 16 FEET. NO SEWER SHIPS WILL BE GREATER THAN 20 FEET.

PART OF THIS TRACT LIES WITHIN THE 100 YEAR FLOODPLAIN AS ADOPTED BY THE CITY OF COLUMBIA AND AS SHOWN BY THE ADJACENT DRAWING. FLOOD PLAIN SHOWN IS PER FIRM PANEL 280034 0106 B.

THE STREET R/W SHALL BE 50 FOOT WIDE RESIDENTIAL STREET, UNLESS OTHERWISE NOTED.

THERE SHALL BE A 10 FOOT UTILITY EASEMENT ALONG THE SIDE OF EACH LOT ADJACENT TO STREET RIGHT-OF-WAY.

NATURAL GAS DISTRIBUTION TO BE DESIGNED BY AMEREN UE.

LOT NUMBERS SHOWN ARE FOR INVENTORY PURPOSES ONLY.

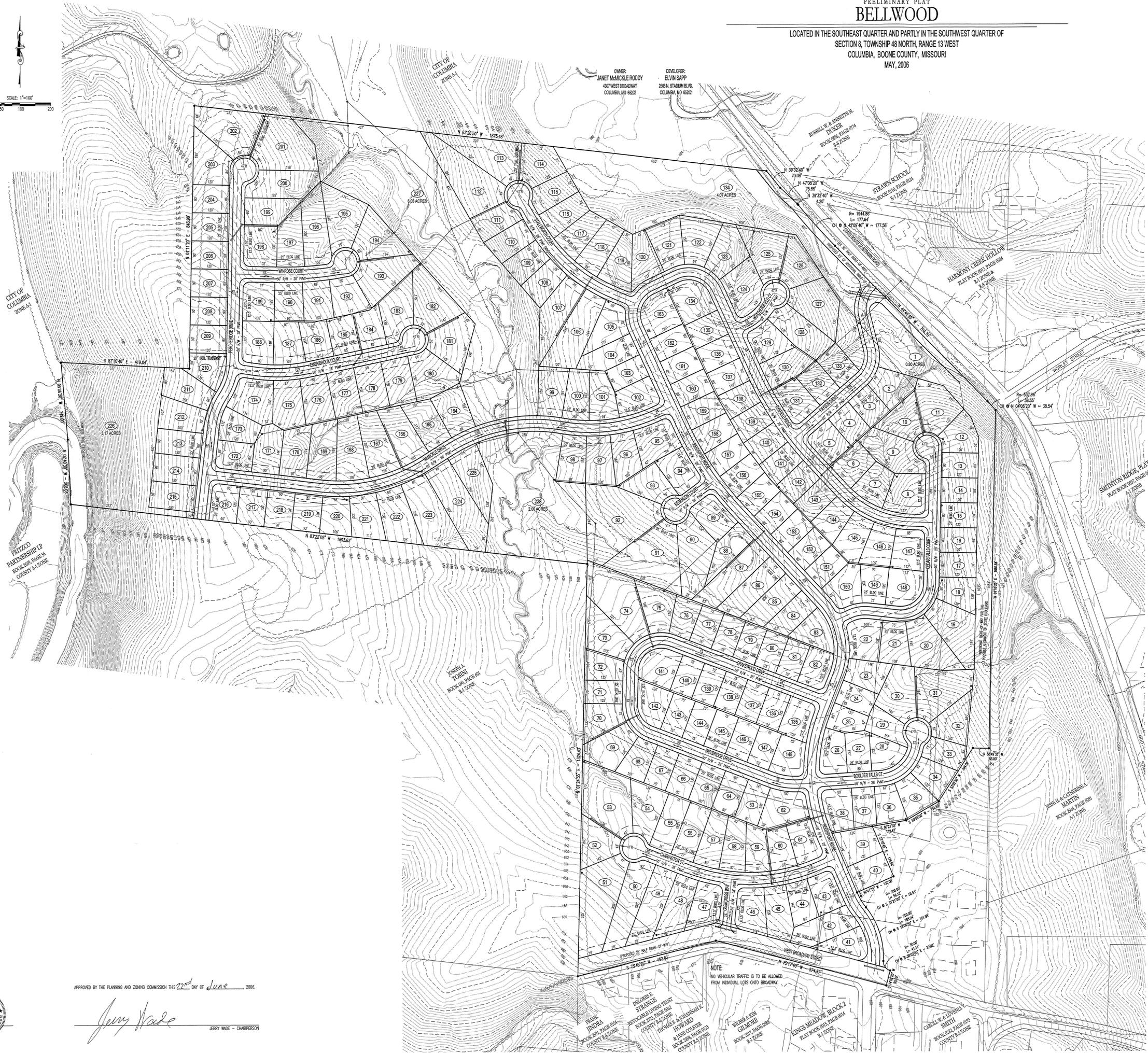
THE EXISTING ZONING OF THIS TRACT IS R-1 (PENDING).

THIS PLAT CONTAINS 110.17 ACRES.

A 5' SIDEWALK SHALL BE CONSTRUCTED ALONG ALL STREETS.

ELECTRIC DISTRIBUTION TO BE DESIGNED BY THE CITY OF COLUMBIA WATER & LIGHT DEPARTMENT.

LOTS 1, 134, 226, 227, & 228 ARE TO BE DEDICATED TO THE HOME OWNERS' ASSOCIATION AND ARE TO BE USED FOR GREENSPACE, LANDSCAPING, SIGNAGE, ETC.



PREPARED BY:
CROCKETT ENGINEERING CONSULTANTS, LLC
2008 North Clinton Boulevard
Columbia, Missouri 65202
573-441-6222



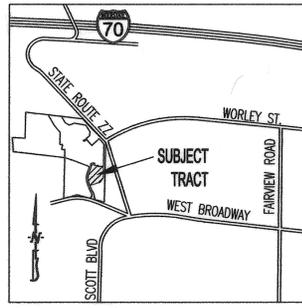
DATE: MAY 18, 2006
REV #1: JUNE 8, 2006
REV #2: JUNE 23, 2006
REV #3: JUNE 27, 2006
REV #4: JUNE 30, 2006

APPROVED BY THE PLANNING AND ZONING COMMISSION THIS 22ND DAY OF June, 2006.

Jimmy Wade
JERRY WADE - CHAIRPERSON

NOTE:
NO VEHICULAR TRAFFIC IS TO BE ALLOWED FROM INDIVIDUAL LOTS ONTO BROADWAY.

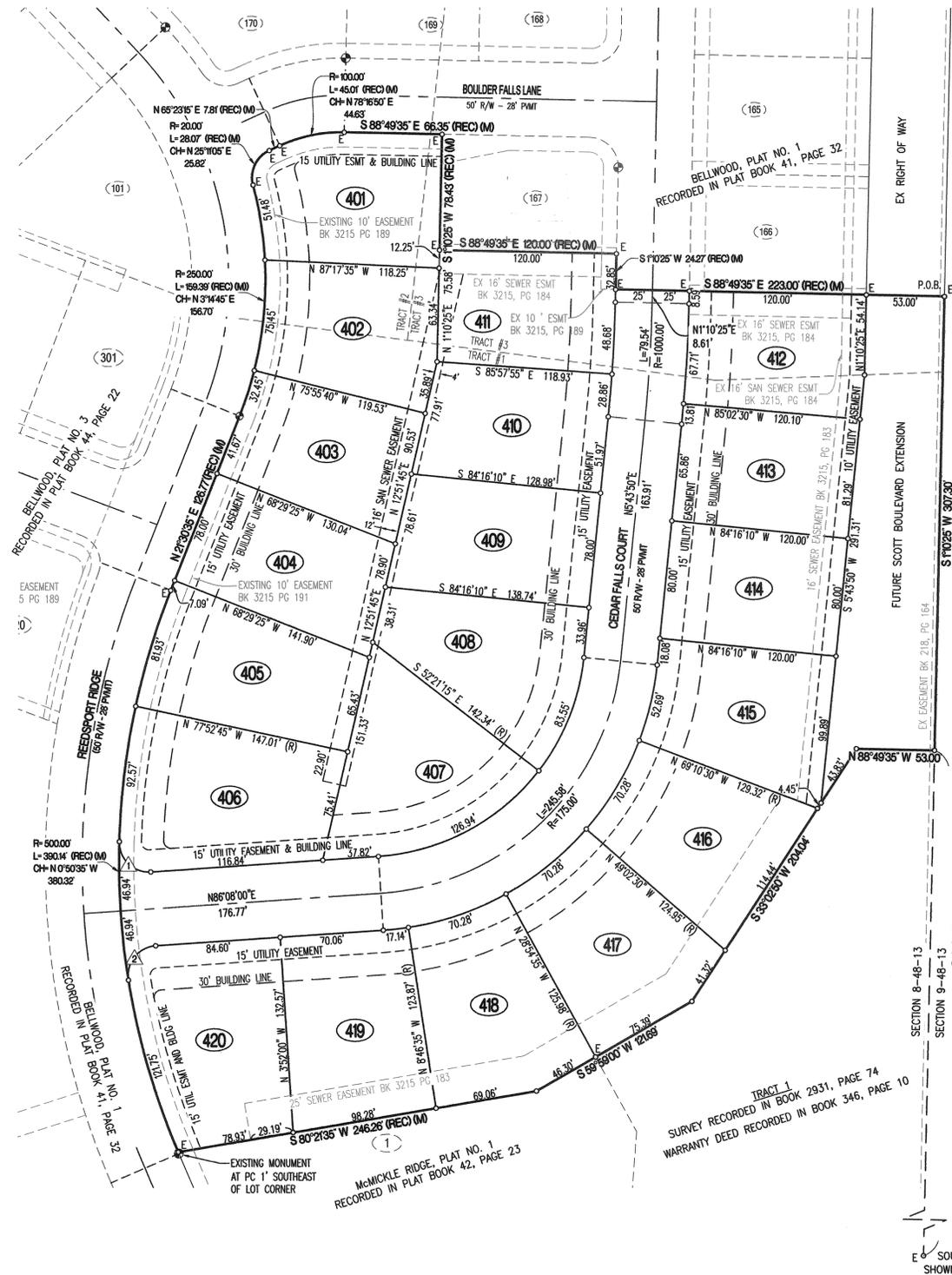
PREVIOUS STRAUSSE STRAUSSE DEVELOPMENT TRUST BOOK #28, PAGE 090 COUNTY #3 ZONING
FRANK TENDRA BOOK #29, PAGE 094 COUNTY #3 ZONING
THOMAS W. & CATHARINA L. MARTIN BOOK #24, PAGE 091 COUNTY #3 ZONING
WILDER & SON GILMORE BOOK #28, PAGE 098 COUNTY #3 ZONING
KINGS MEADOW, BLOCK 2 PLAT #2008, PAGE 014 COUNTY #3 ZONING
CAROL W. & LYNDA S. SMITH BOOK #22, PAGE 019 COUNTY #3 ZONING



LOCATION MAP
NOT TO SCALE

FINAL PLAT BELLWOOD, PLAT No. 4

A MAJOR SUBDIVISION LOCATED IN THE SOUTHEAST QUARTER OF
SECTION 8, TOWNSHIP 48 NORTH, RANGE 13 WEST
COLUMBIA, BOONE COUNTY, MISSOURI
MARCH, 2011



SCALE: 1"=50'
0 25 50 100

BEARINGS ARE REFERENCED TO THE WEST LINE OF TRACT 2 OF THE SURVEY RECORDED IN BOOK 2931, PAGE 74.

- LEGEND:**
- E EXISTING
 - S SET
 - SET 1/2" IRON PIPE (UNLESS NOTED OTHERWISE)
 - PERMANENT MONUMENT
 - (5/8" REBAR W/ ALUMINUM CAP)
 - (M) MEASURED DISTANCE
 - (REC) RECORDED DISTANCE
 - (R) RADIAL LINE
 - DH× DRILL HOLE
 - W/ CHISELED X
 - P.O.B. POINT OF BEGINNING

CURVE TABLE				
R	L	Δ	CH	
1	20.00'	33.29'	95°03'15"	29.58'
2	20.00'	33.29'	95°10'40"	29.58'

- NOTES:**
- THIS TRACT IS NOT LOCATED IN THE 100-YEAR FLOOD PLAIN AS SHOWN BY BOONE COUNTY FLOOD PLAIN MAP #290034 0106 B & CITY OF COLUMBIA FLOOD PLAIN MAP #290036 0010 B.
 - THIS SURVEY CONFORMS TO THE ACCURACY STANDARDS FOR URBAN PROPERTY AS DEFINED BY MISSOURI STATUTE 20 CSR 2030-16.040(2)(A).
 - RECORD TITLE INFORMATION WAS PROVIDED BY BOONE-CENTRAL TITLE COMPANY, FILE NO. 1101419, DATED FEBRUARY 17, 2011.
 - THIS TRACT IS NOT REGULATED BY THE STREAM BUFFER REQUIREMENTS IN SECTION 12A-230A ARTICLE X OF THE CITY OF COLUMBIA CODE OF ORDINANCES. (HUNTSDALE QUADRANGLE)

CERTIFICATION:

I HEREBY CERTIFY THAT I COMPLETED A SURVEY AND SUBDIVISION FOR BELLWOOD DEVELOPMENT GROUP, LLC., OF A TRACT OF LAND LOCATED IN THE SOUTHEAST QUARTER OF SECTION 8, TOWNSHIP 48 NORTH, RANGE 13 WEST, COLUMBIA, BOONE COUNTY, MISSOURI AND BEING PART OF TRACT 1, TRACT 2, AND TRACT 3 OF THE SURVEY RECORDED IN BOOK 2931, PAGE 74 AND DESCRIBED BY THE WARRANTY DEEDS RECORDED IN BOOK 3556, PAGE 10 AND IN BOOK 346 AT PAGE 10 ALL OF THE BOONE COUNTY RECORDS AND BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS:

BEGINNING ON THE EAST LINE OF SAID TRACT 1 AT THE SOUTHEAST CORNER OF BELLWOOD, PLAT NO. 1, SUBDIVISION RECORDED IN PLAT BOOK 41, PAGE 32; THENCE FROM THE POINT OF BEGINNING AND WITH THE EAST LINE OF SAID TRACT 1 S 1°10'25"W, 307.30 FEET; THENCE N 88°49'35"W, 53.00 FEET; THENCE S 33°02'50"W, 204.04 FEET; THENCE S 59°59'00"W, 121.69 FEET; THENCE S 80°21'35"W, 246.26 FEET TO THE EASTERLY RIGHT OF WAY LINE OF REEDSPORT RIDGE AS SHOWN IN SAID BELLWOOD, PLAT NO. 1; THENCE WITH SAID EASTERLY RIGHT OF WAY LINE ALONG A NON-TANGENT TO THE RIGHT HAVING A RADIUS OF 500.00 FEET FOR AN ARC DISTANCE OF 390.14 FEET, THE LONG CHORD BEARS N 07°50'35"W, 380.32 FEET; THENCE N 21°30'35"E, 126.77 FEET; THENCE ALONG A CURVE TO THE LEFT HAVING A RADIUS OF 250.00 FEET FOR AN ARC DISTANCE OF 159.39 FEET, THE LONG CHORD BEARS N 03°14'45"E, 156.70 FEET; THENCE ALONG A CURVE TO THE RIGHT HAVING A RADIUS OF 20.00 FEET FOR AN ARC DISTANCE OF 28.07 FEET, THE LONG CHORD BEARS N 25°11'05"E, 25.82 FEET TO THE SOUTHERLY RIGHT OF WAY OF BOULDER FALLS LANE AS SHOWN BY SAID SUBDIVISION; THENCE WITH SAID SOUTHERLY RIGHT OF WAY N 65°23'15"E, 7.81 FEET; THENCE ALONG A CURVE TO THE RIGHT HAVING A RADIUS OF 100.00 FEET FOR AN ARC DISTANCE OF 45.01 FEET, THE LONG CHORD BEARS N 78°16'50"E, 44.63 FEET; THENCE S 88°49'35"E, 66.35 FEET TO THE NORTHWEST CORNER OF LOT 167 OF SAID SUBDIVISION; THENCE WITH THE LINES OF SAID BELLWOOD, PLAT NO. 1 S 01°10'25"W, 78.43 FEET; THENCE S 88°49'35"E, 120.00 FEET; THENCE S 01°10'25"W, 24.27 FEET; THENCE S 88°49'35"E, 223.00 FEET TO THE POINT OF BEGINNING AND CONTAINING 6.24 ACRES

I FURTHER CERTIFY THAT I SURVEYED THE ABOVE DESCRIBED TRACT AND SUBDIVIDED IT AS SHOWN ON THE PLAT IN ACCORDANCE WITH THE CURRENT MISSOURI MINIMUM STANDARDS FOR PROPERTY BOUNDARY SURVEYS.

SURVEY AND PLAT BY:

CROCKETT ENGINEERING CONSULTANTS, LLC
2608 NORTH STADIUM BLVD.
COLUMBIA, MO 65202

CORPORATE NUMBER: 2000151304

Christopher M. Sander
CHRISTOPHER M. SANDER, PLS-2003013178
3/18/11
DATE

STATE OF MISSOURI) SS
COUNTY OF BOONE)

SUBSCRIBED AND SWORN BEFORE ME, A NOTARY PUBLIC THIS 18th DAY OF March, 2011.
MY COMMISSION EXPIRES: JANUARY 25, 2013

Timothy D. Crockett
TIMOTHY D. CROCKETT, NOTARY PUBLIC
COMMISSION #09407103

TIMOTHY CROCKETT
Notary Public - Notary Seal
STATE OF MISSOURI
Boone County
My Commission Expires: 1/25/2013
Commission #09407103

KNOWN ALL MEN BY THESE PRESENTS:

THAT BELLWOOD DEVELOPMENT GROUP, LLC., IS THE SOLE OWNER OF THE HEREON DESCRIBED TRACT AND THAT SAID COMPANY HAVE CAUSED SAID TRACT TO BE SURVEYED, SUBDIVIDED, AND PLATTED AS SHOWN ON THE ADJACENT DRAWING. THE STREET RIGHTS OF WAY SHOWN BY THE ABOVE DRAWING ARE HEREBY DEDICATED TO THE PUBLIC USE FOREVER. THE EASEMENTS AS SHOWN, ARE HEREBY DEDICATED TO THE PUBLIC USE FOREVER. THE ABOVE DRAWING AND DESCRIPTION SHALL HEREAFTER BE KNOWN AS "BELLWOOD, PLAT NO. 4"

IN WITNESS WHEREOF I HAVE CAUSED THESE PRESENTS TO BE SIGNED.

BELLWOOD DEVELOPMENT GROUP, LLC

Robert Wolverton for BGD
ROBERT WOLVERTON, MEMBER
Christi Wolverton for BGD
CHRISTI WOLVERTON, MEMBER

STATE OF MISSOURI) SS
COUNTY OF BOONE)

ON THIS 8th DAY OF April, 2011 BEFORE ME PERSONALLY APPEARED ROBERT WOLVERTON, CHRISTI WOLVERTON, WHO BY ME DULY SWORN, DID ACKNOWLEDGE THIS INSTRUMENT TO BE THEIR FREE ACT AND THE FREE ACT AND DEED OF SAID COMPANY.

IN WITNESS WHEREOF, I HAVE HEREUNTO SET MY HAND AND SEAL ON THE DAY AND YEAR AFORESAID. MY COMMISSION EXPIRES: JANUARY 25, 2013

Timothy D. Crockett
TIMOTHY D. CROCKETT, NOTARY PUBLIC
COMMISSION #09407103

TIMOTHY CROCKETT
Notary Public - Notary Seal
STATE OF MISSOURI
Boone County
My Commission Expires: 1/25/2013
Commission #09407103

ACCEPTED BY ORDINANCE OF THE CITY COUNCIL OF COLUMBIA, MISSOURI, THIS 18th DAY OF April, 2011.

Robert McDavid
ROBERT McDAVID, MAYOR
Sheela Amin
SHEELA AMIN, CITY CLERK



Recorded in Boone County, Missouri
Date and Time 04/20/2011 at 02:05:03 PM
Instrument #: 2011007003 Book 45 Page 11
Grantor: BELLWOOD DEVELOPMENT GROUP LLC
Grantee: BELLWOOD PLAT NO. 4

Instrument Type: PLAT
Recording Fee: \$69.00 S
No. of Pages: 1
Bettie Johnson
Bettie Johnson, Recorder of Deeds

SOUTHEAST CORNER SEC 8-48-13 AS SHOWN BY CORNER DOCUMENT #600-24101