



Draft Environmental Assessment Approval!

Route 65: Cole Camp Junction to Warsaw Environmental Assessment Benton County, Missouri

MoDOT JOB NO. J5P0892

Draft Environmental Assessment

Submitted Pursuant to 42 U.S.C. 4332 (2) (c)
and 49 U.S.C. 303 by the

**U.S. Department of Transportation
Federal Highway Administration
and
The Missouri Department of Transportation**

2/1/07

Date of Approval

Kevin Keith
For MoDOT

2/7/07

Date of Approval

Mary Ridgeway
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The Missouri Department of Transportation (MoDOT) and the Federal Highway Administration (FHWA) are investigating improvements to U.S. Route 65 (Route 65), in Benton County, Missouri. The study area extends from just south of the Route 65/Route 52 interchange to just south of the Route 65/Route 7 interchange. This project (J5P0892) is intended to improve safety along this 15-mile-long portion of Route 65, to ensure that adequate corridor operations are maintained and to accommodate the important local continuity uses that Route 65 provides for Benton County. Pursuant to these goals, a process was undertaken to develop and evaluate solutions to these transportation problems. The alternatives developed and evaluated at the earliest stage of the project were called the initial range of alternatives. The initial range of alternatives included all manner of improving the existing roadway and numerous bypasses to the city of Lincoln. Using engineering analyses, environmental analyses, agency coordination, and public involvement, the initial range of alternatives was evaluated. Based on this evaluation, several alternatives were eliminated. Among the alternatives that were eliminated from further consideration were various possible roadway alignments and several roadway configurations. Most bypasses of Lincoln were eliminated at this stage. The alternatives not eliminated at this stage were known collectively as the reasonable range of alternatives. At this stage, additional engineering and environmental investigations were conducted. These additional evaluations also included costs, design considerations, and public involvement. At the end of the reasonable range of alternatives stage, a preferred alternative was tentatively identified. This is the alternative that MoDOT believes best solves the transportation problems and minimizes impacts, and that they intend to advance to the design/construction. The process used to arrive at this recommendation is discussed throughout the attached document.