

Woods Chapel Road - SPUI - Alt 1



SIU #1

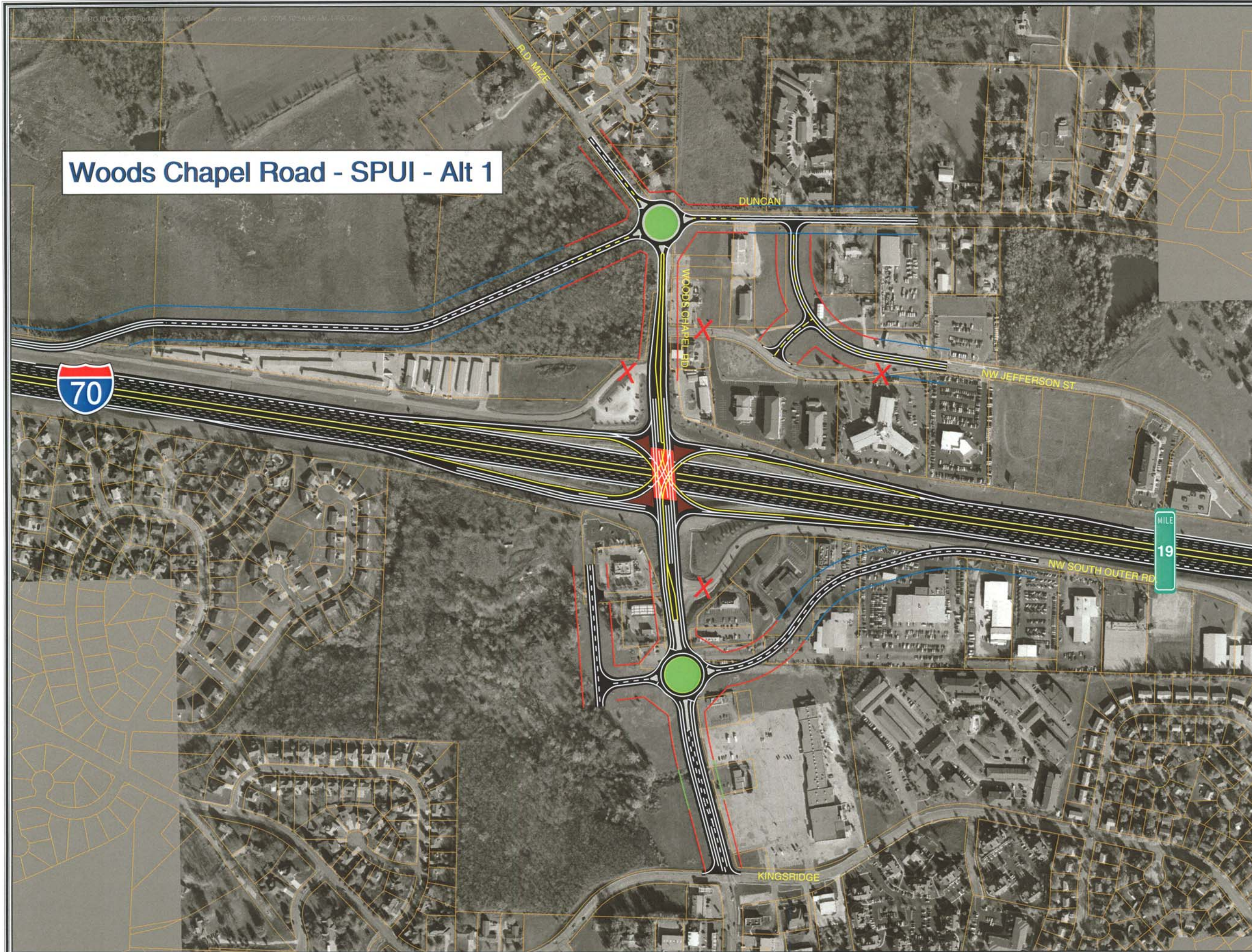
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- RIGHT-IN / RIGHT-OUT ONLY ACCESS
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- ACCESS REMOVED

"Preliminary - Subject Change Based on Further Evaluation"

Property boundary lines are approximate and are shown for study purposes only. Detailed right-of-way requirements will not be determined during this study.



0 100 200 400 600 Feet



Woods Chapel Road - Diamond - Alt 2



SIU #1

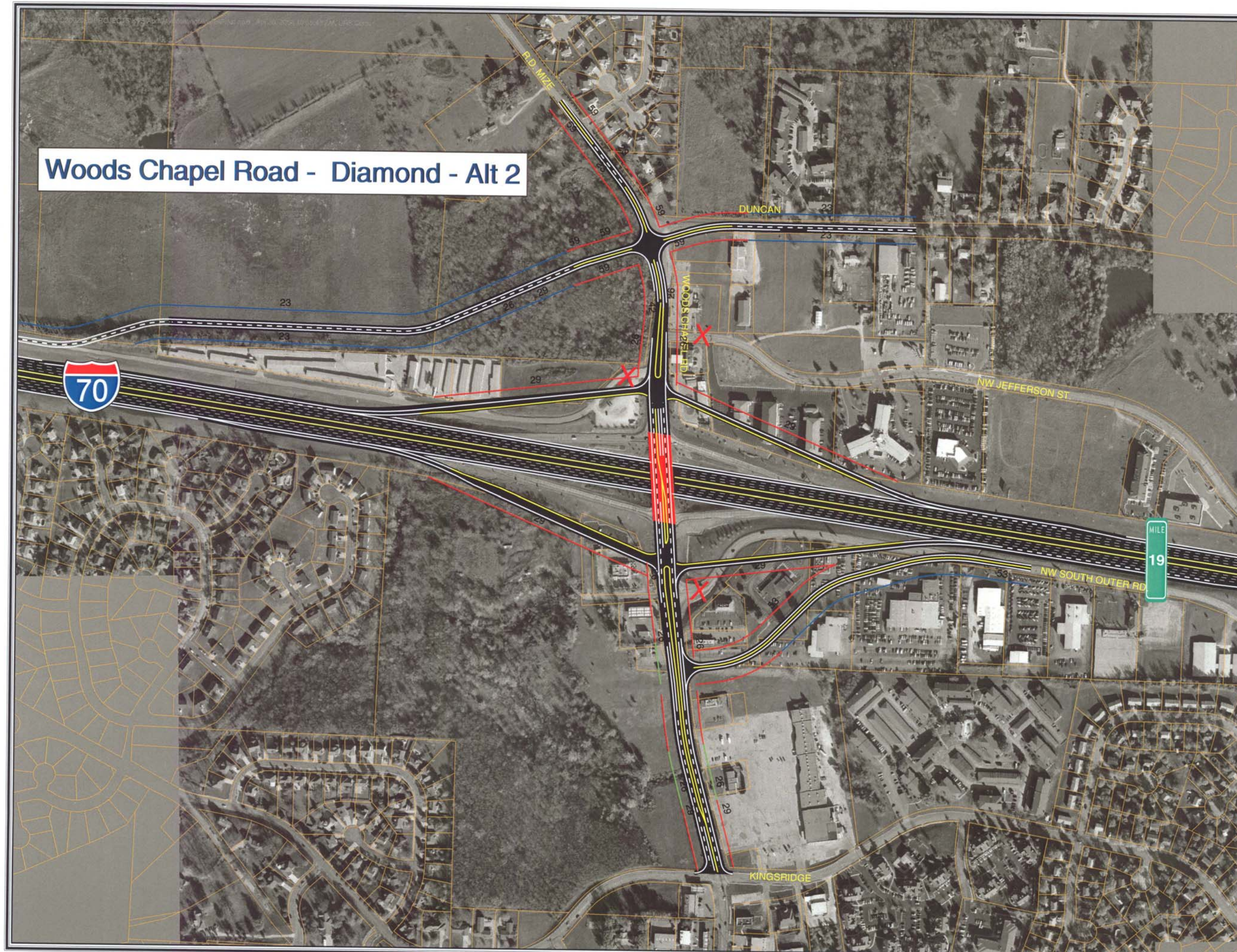
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"Preliminary - Subject Change Based on Further Evaluation"

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0 100 200 400 600 Feet



Woods Chapel Road - Alt 3



SIU #1

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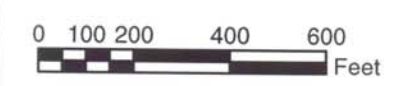


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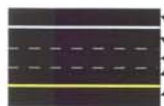




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Adams Dairy Parkway



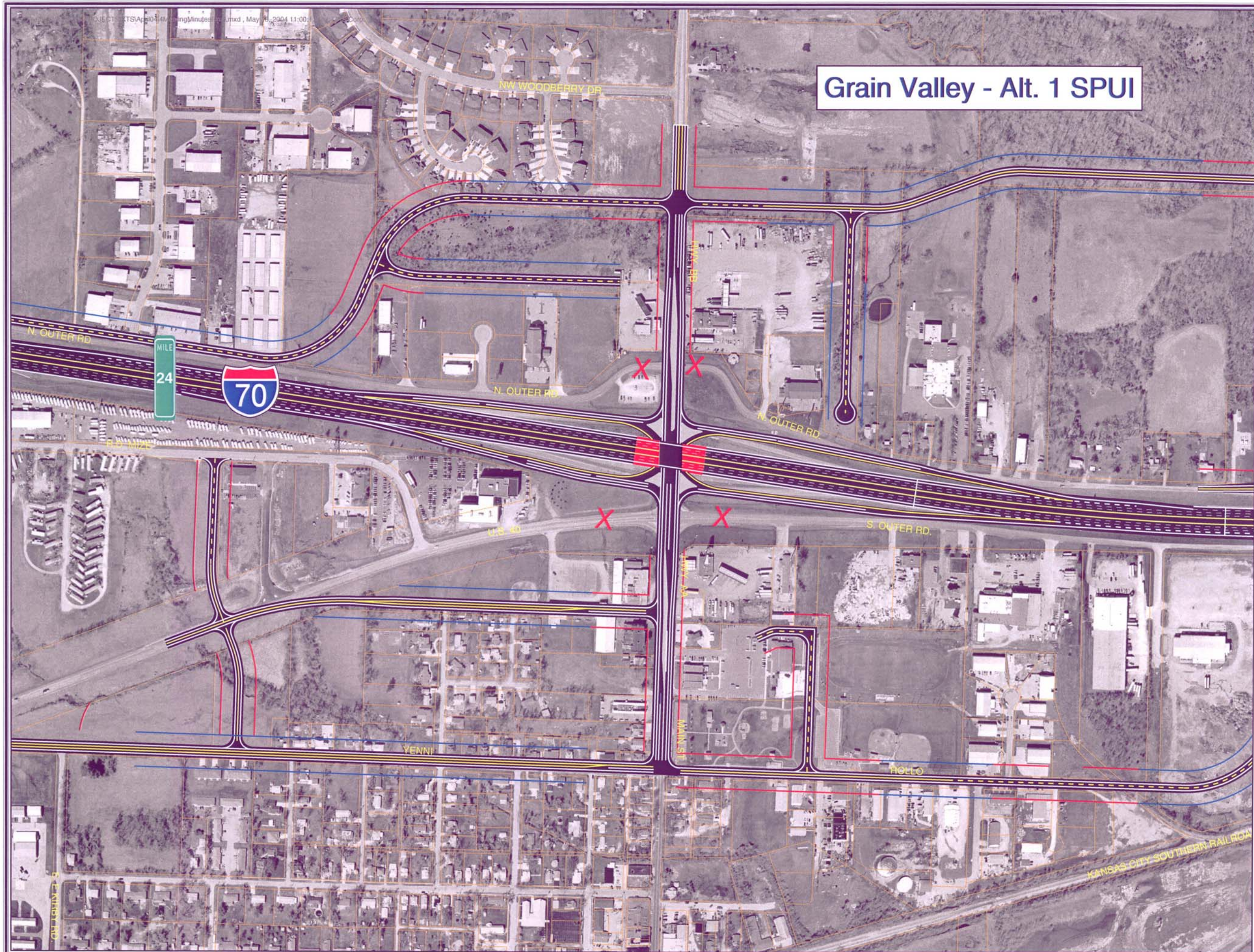
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Grain Valley - Alt. 1 SPUI



SIU #1

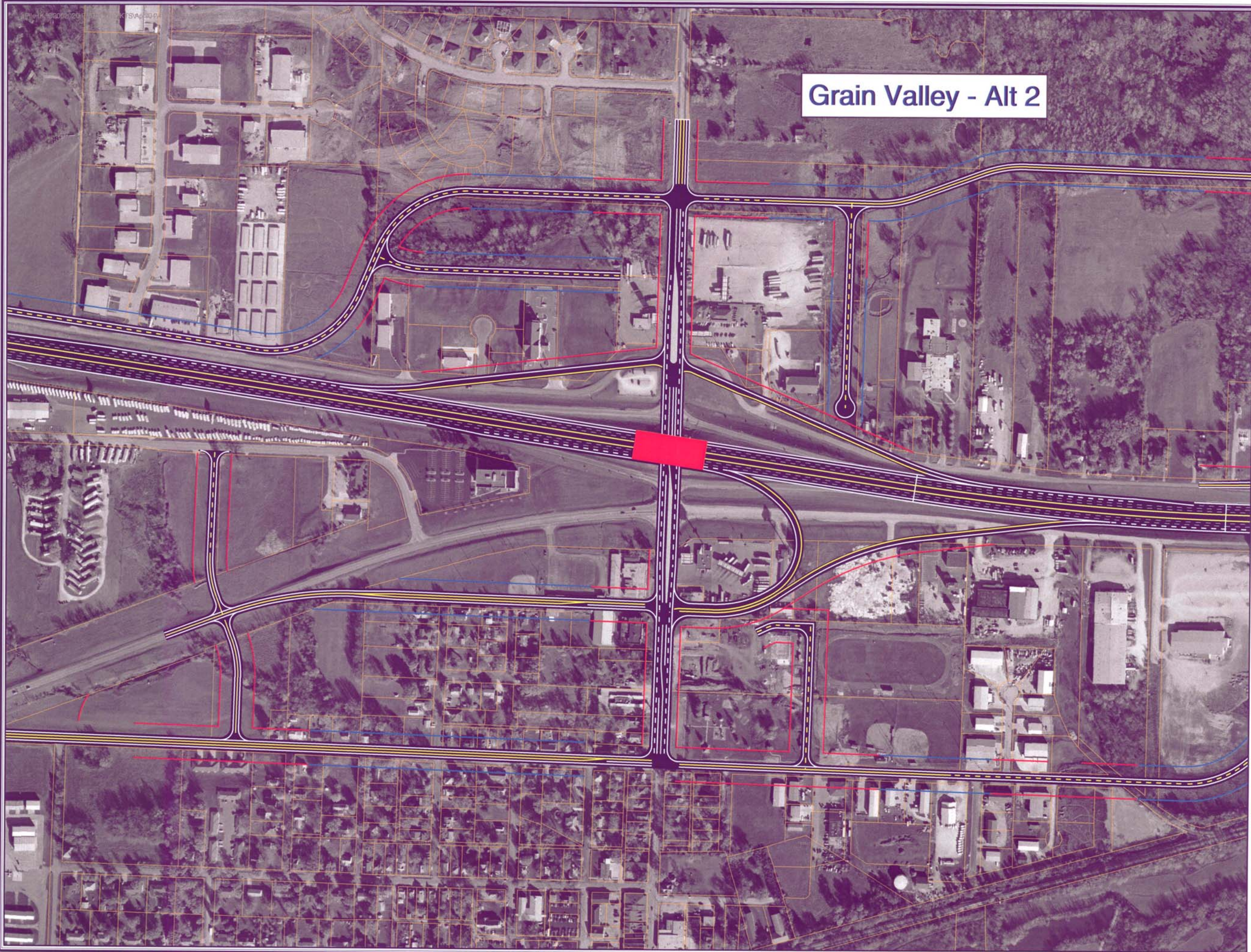
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-  ACCESS REMOVED

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Feet



Grain Valley - Alt 2



SIU #1

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Grain Valley - Alt 3



SIU #1

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ONLY ACCESS
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0 100 200 400 600 Feet



Oak Grove - Alt. 1



SIU #1

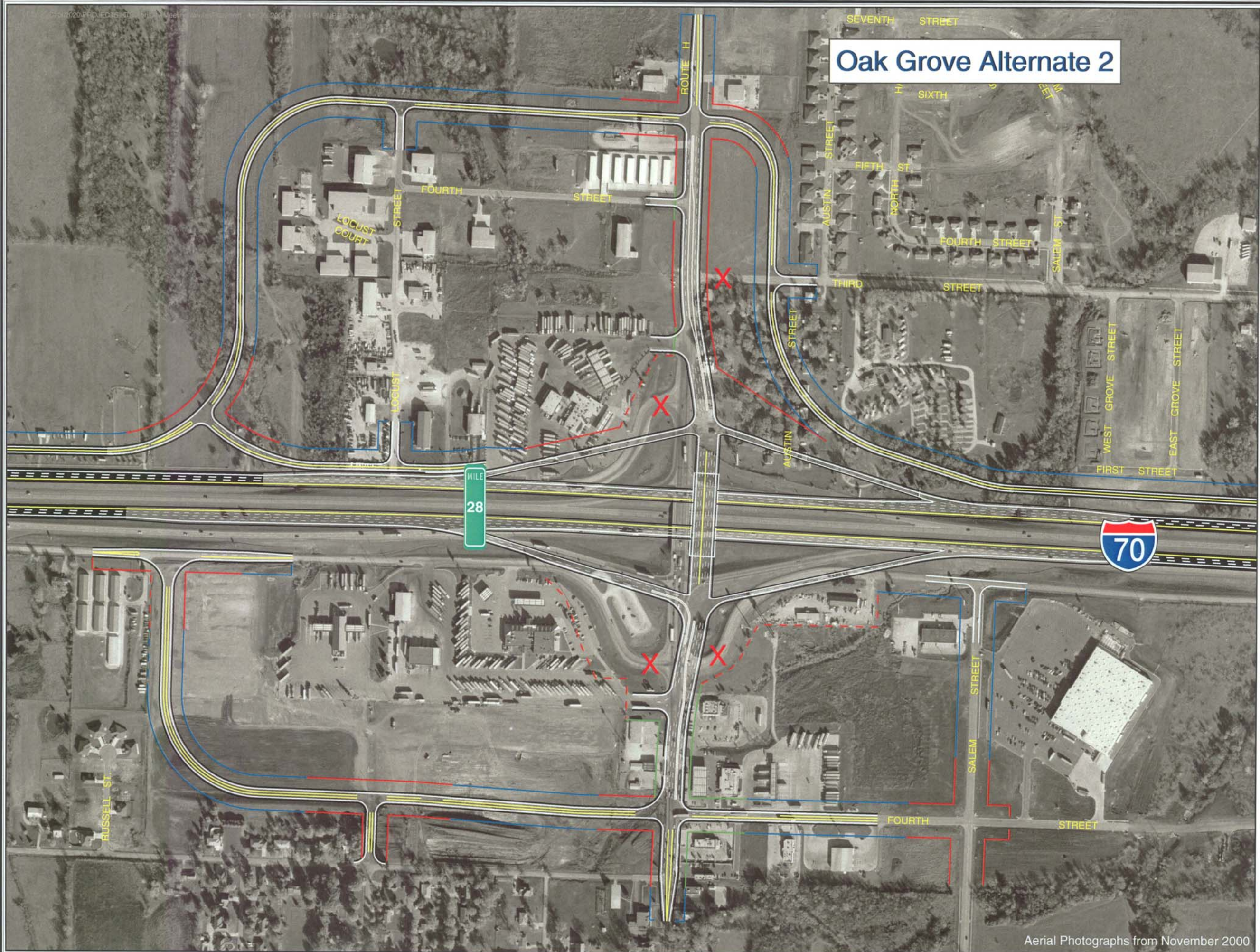
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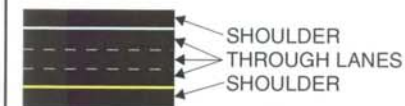
Aerial Photographs from November 2000



Oak Grove Alternate 2



SIU #1



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"Preliminary - Subject Change Based on Further Evaluation"

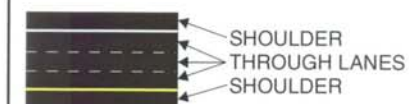
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Aerial Photographs from November 2000



SIU # 1



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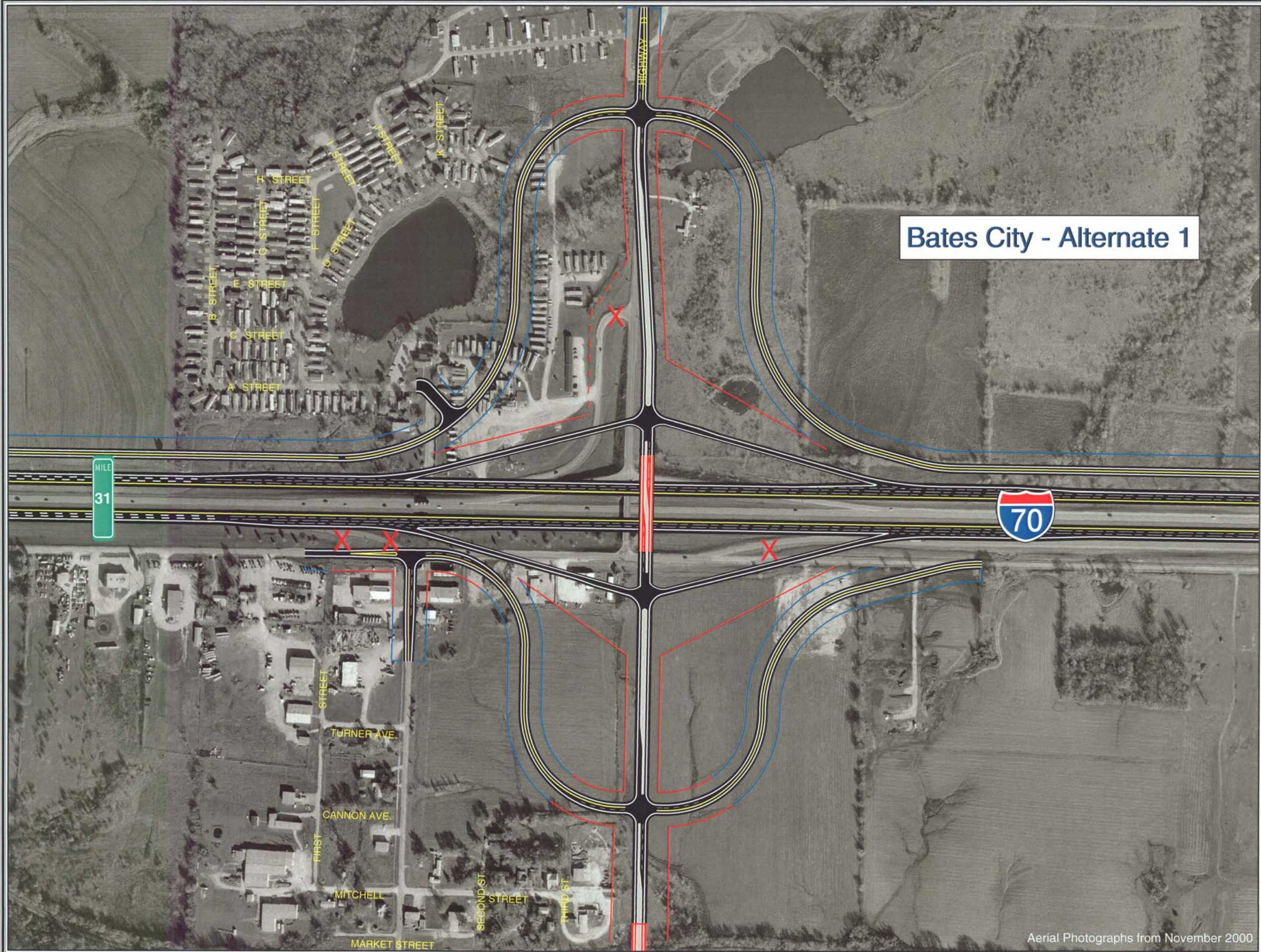
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Feet

Aerial Photographs from November 2000



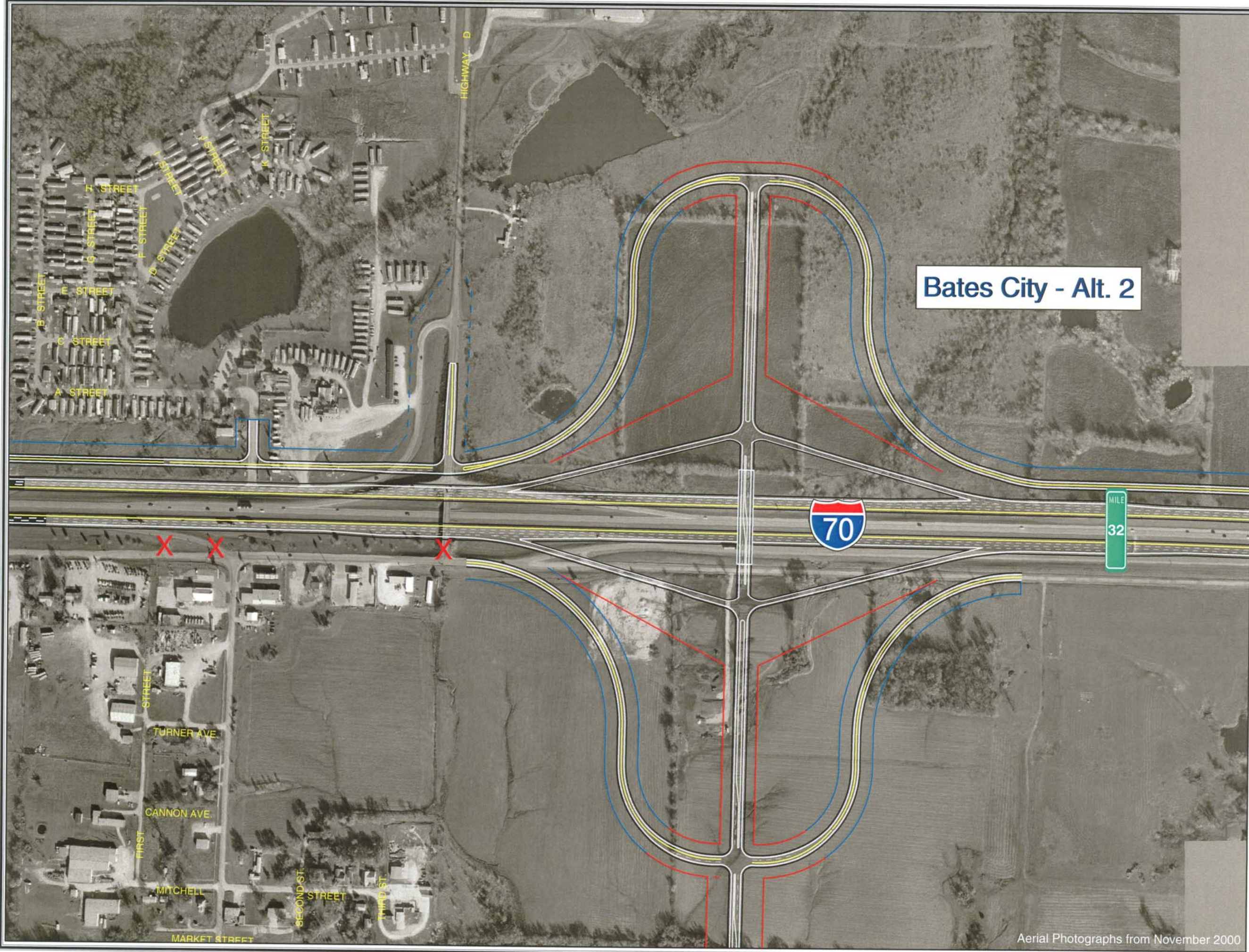
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Aerial Photographs from November 2000



SIU #1



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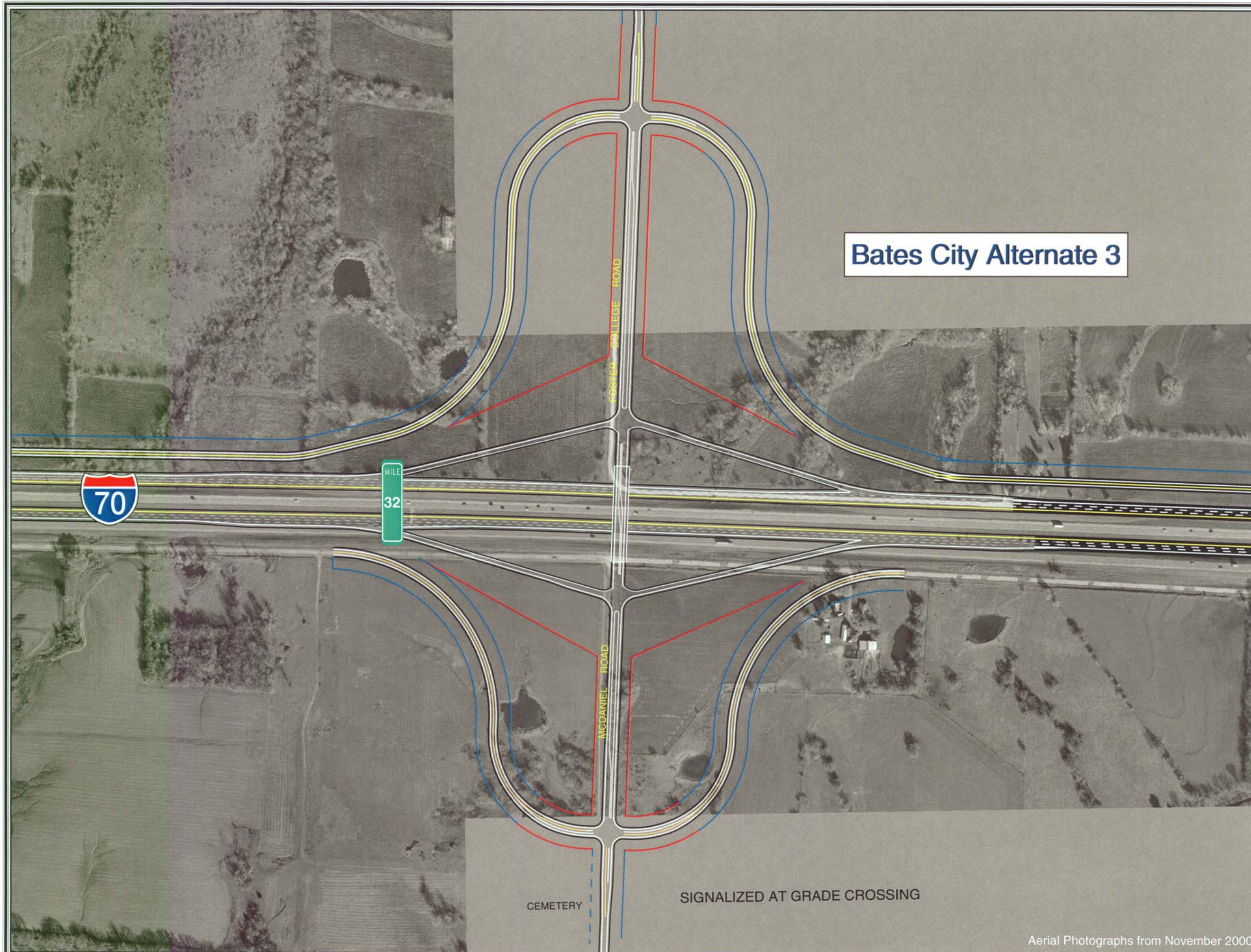
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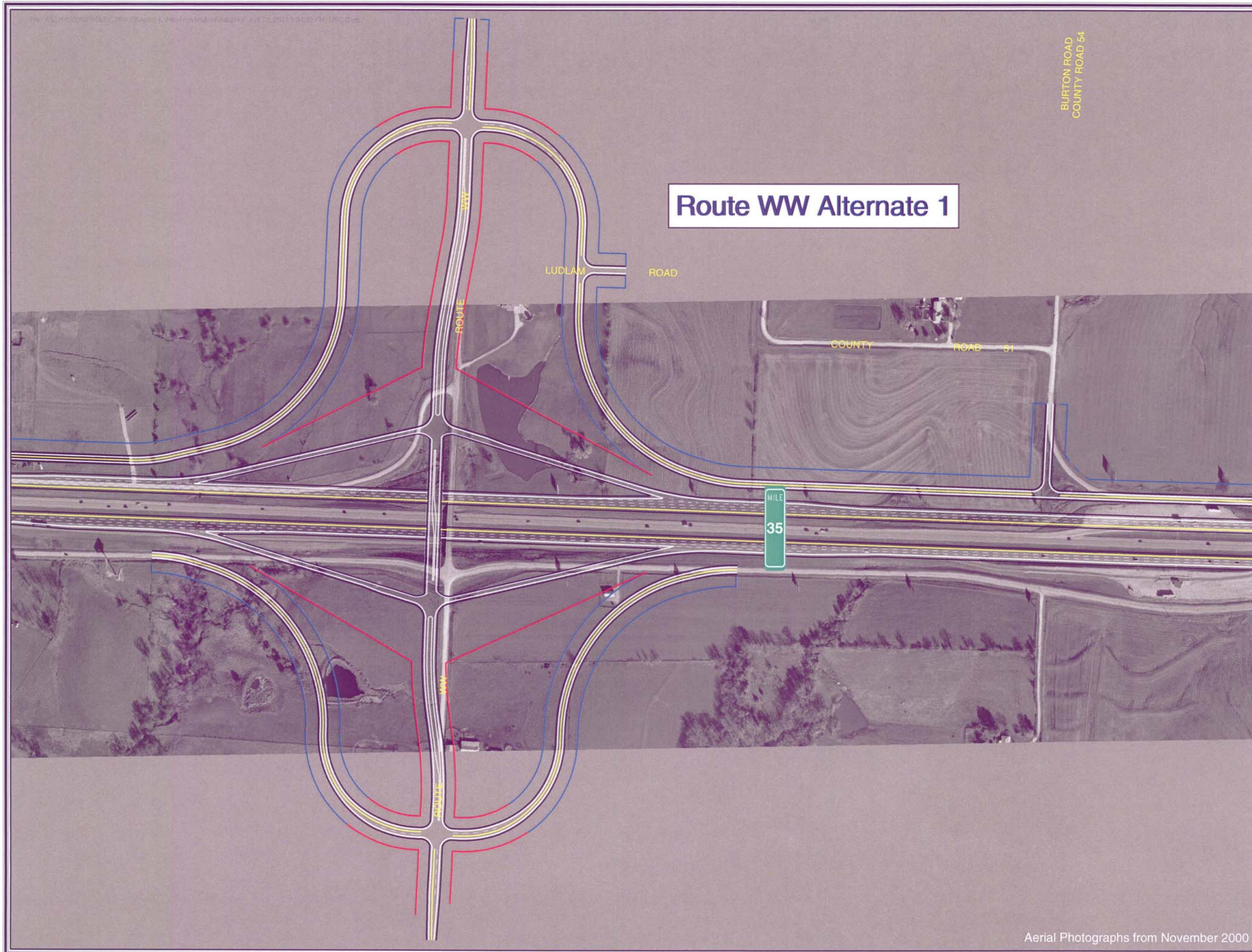


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Bates City Alternate 3



Aerial Photographs from November 2000



Route WW Alternate 1



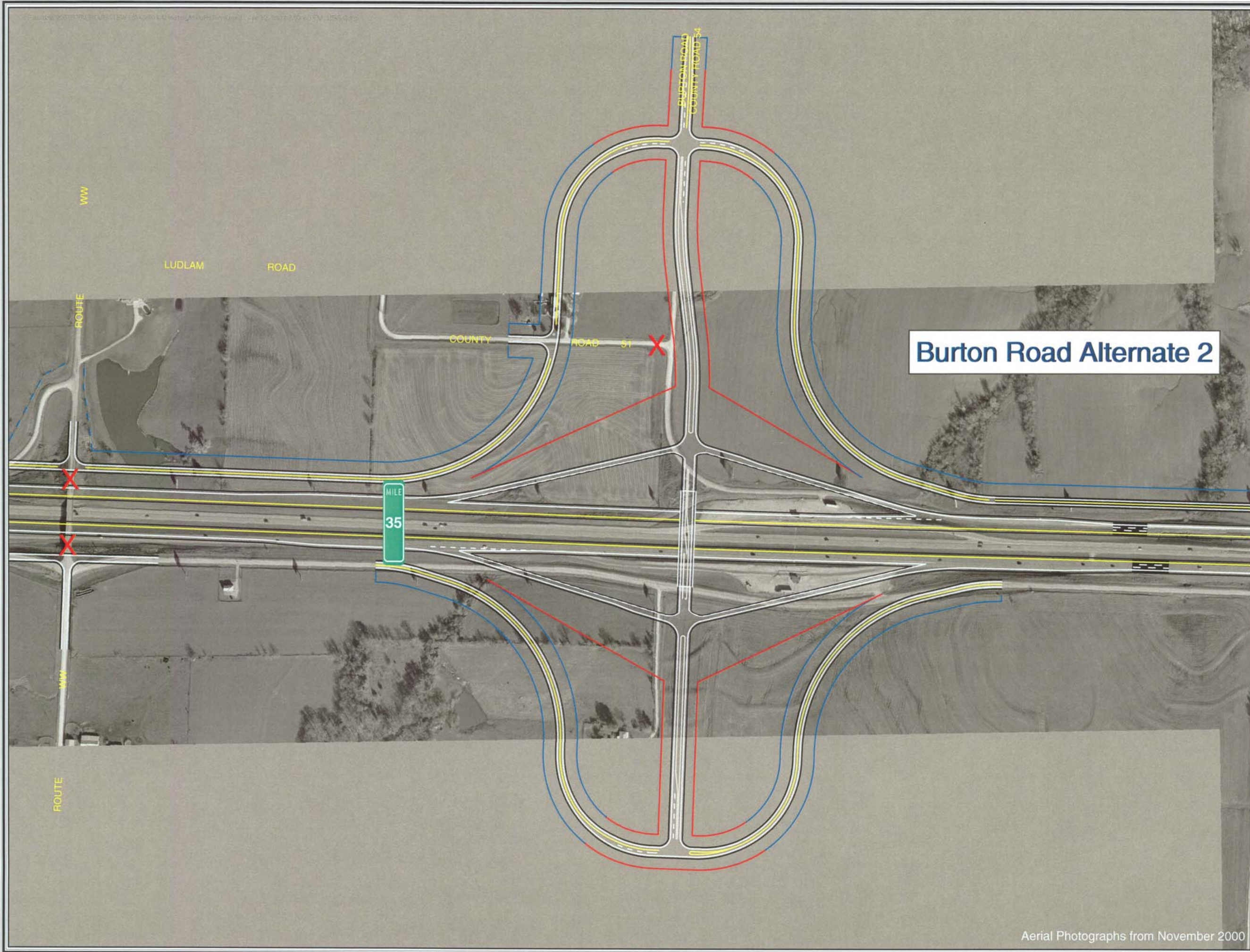
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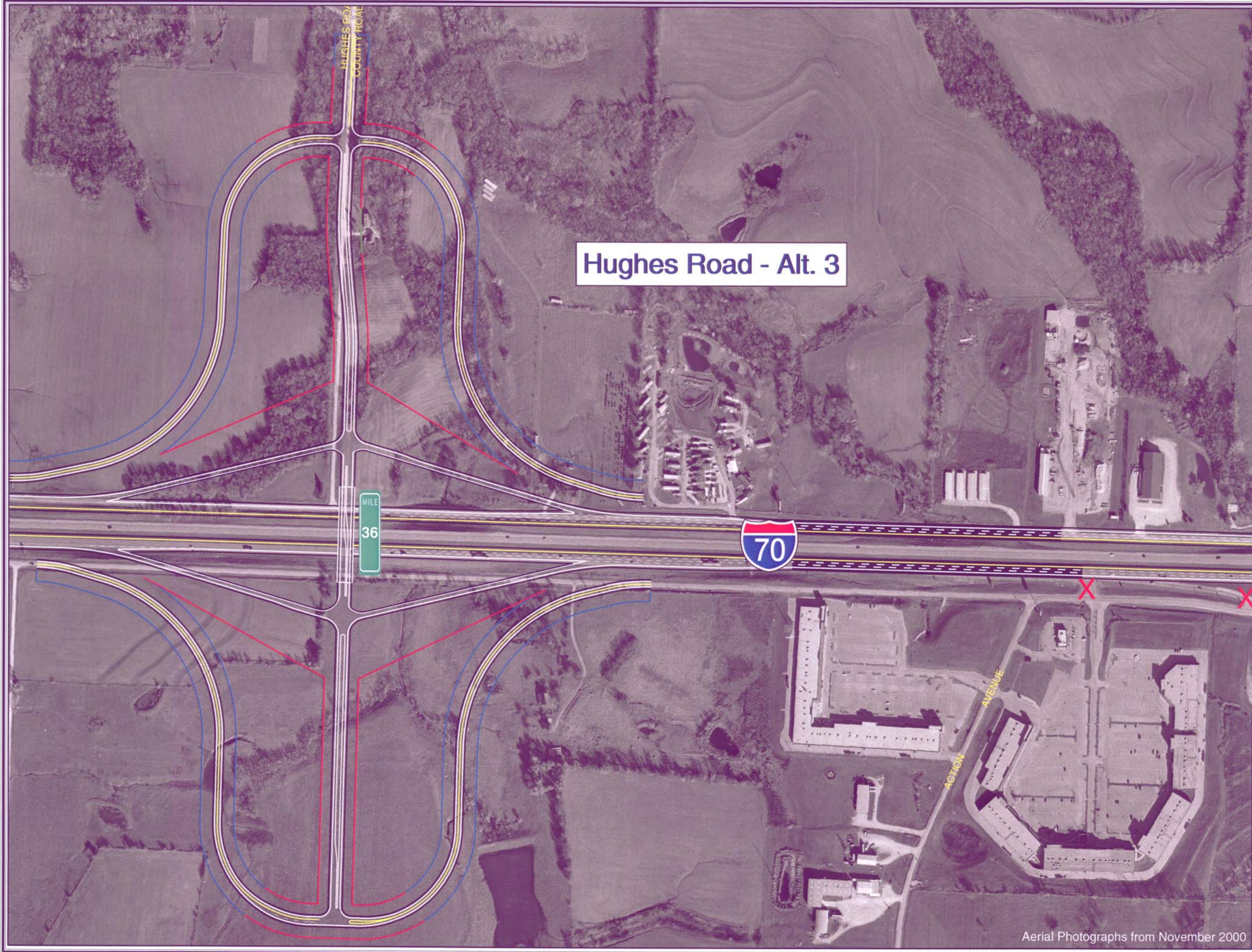
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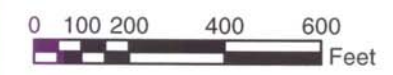


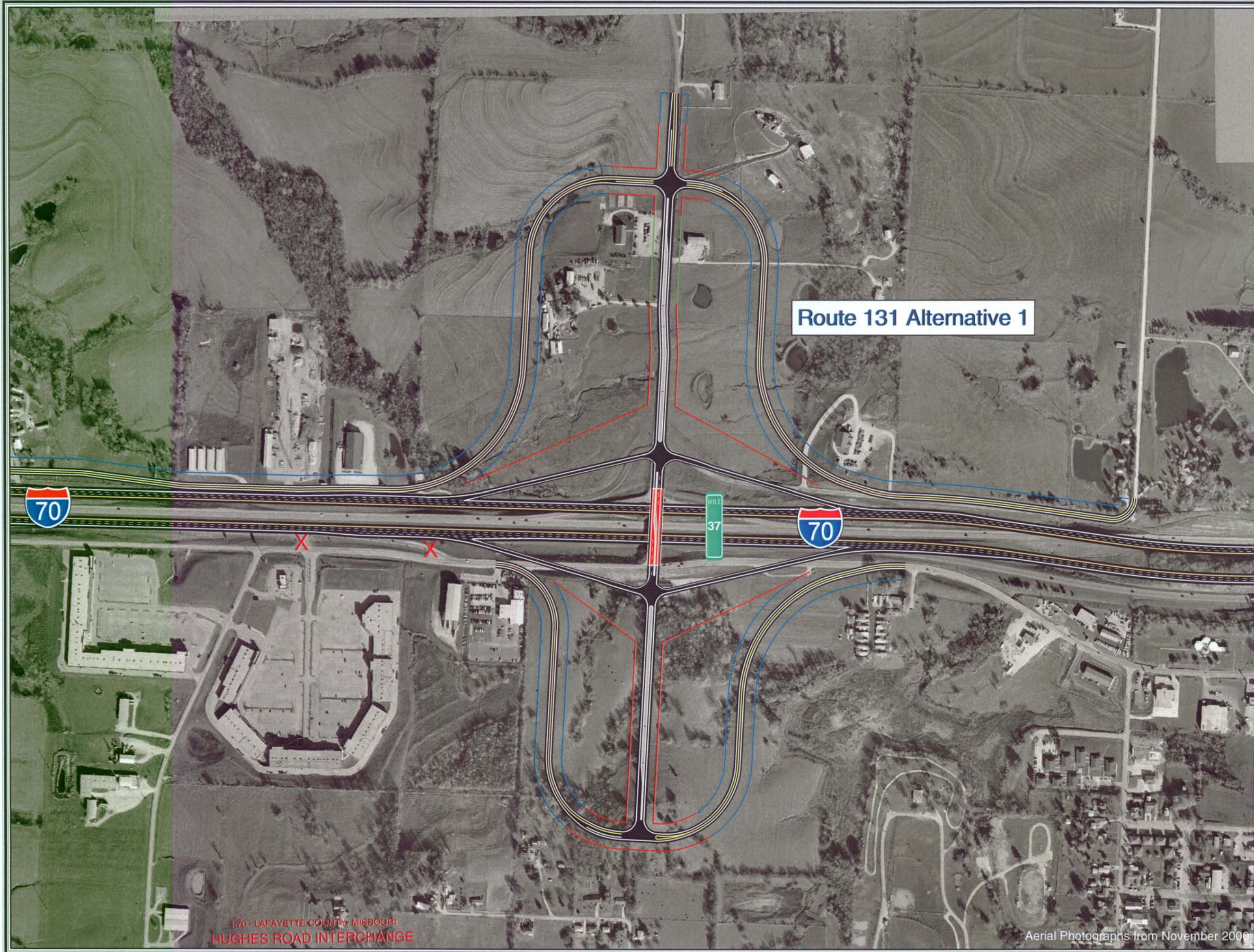
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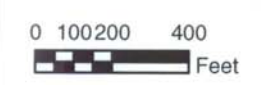


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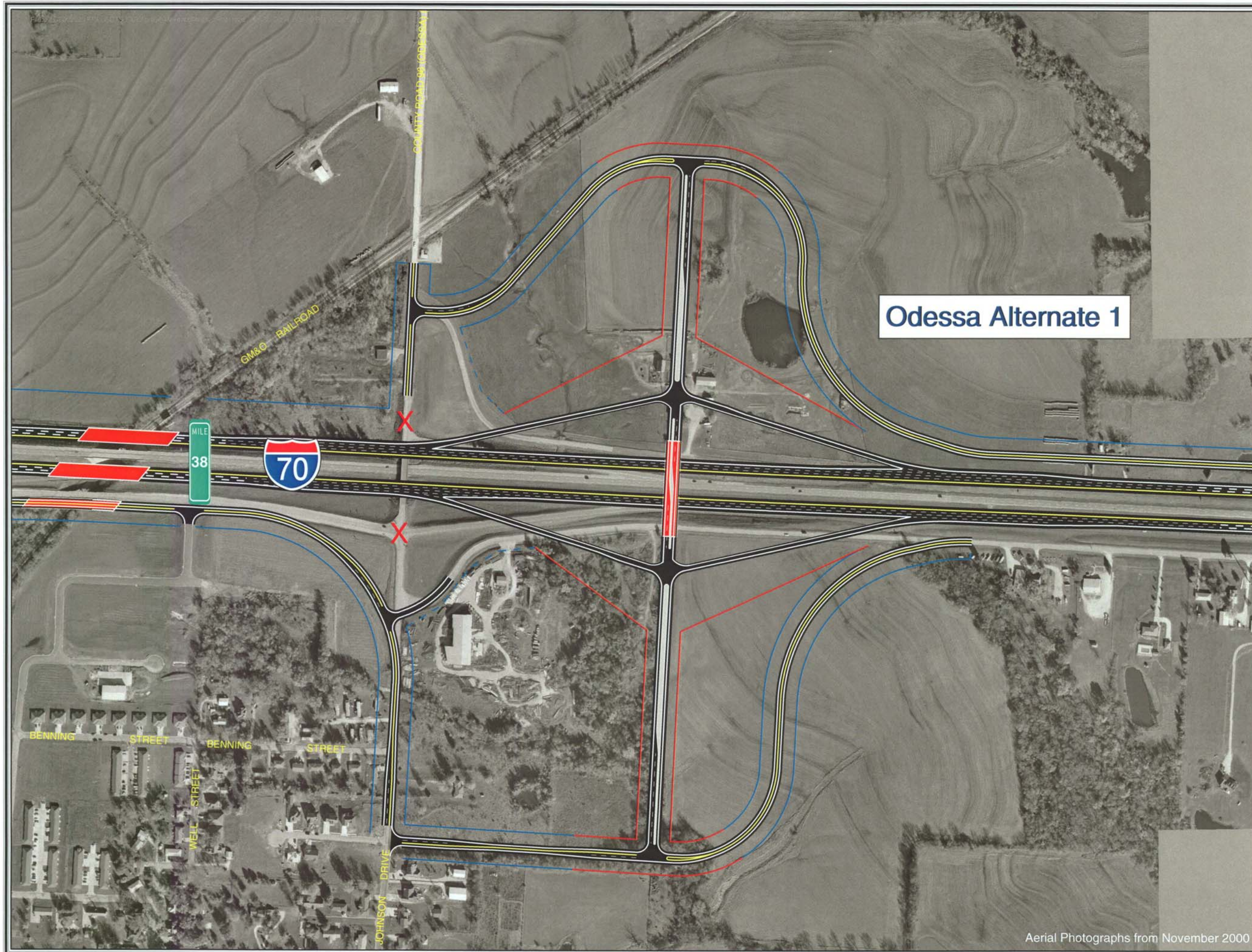
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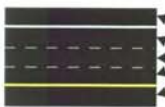




I-70 - LAFAYETTE COUNTY, MISSOURI
HUGHES ROAD INTERCHANGE

Aerial Photographs from November 2000



Odessa Alternate 1

SIU #1

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SHOULDER
-  NO ACCESS
-  RIGHT-IN / RIGHT-OUT ONLY ACCESS
-  NORMAL ACCESS
-  ACCESS REMOVED

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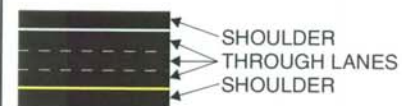




Odessa Alternate 2



SIU #1



- NO ACCESS
- RIGHT-IN / RIGHT-OUT ONLY ACCESS
- NORMAL ACCESS
- ACCESS REMOVED

"Preliminary - Subject Change Based on Further Evaluation"

Property boundary lines are approximate and are shown for study purposes only. Detailed right-of-way requirements will not be determined during this study.



Aerial Photographs from November 2000



Appendix E

Agency Correspondence



ARCHITECTS ENGINEERS PLANNERS

715 Kirk Drive
Kansas City, Missouri
64105
P.O. Box 419299
Kansas City, Missouri
64141
(816) 472-1201
FAX (816) 472-4060
www.hntb.com

March 25, 2002

Joe Cothorn
NEPA Director
U.S. Environmental Protection Agency
Region 7
901 N. 5th St.
Kansas City, Kansas 66101

Subject: I-70 Corridor Second Tier Environmental Studies

Dear Joe,

This letter is to inform you about the status of the I-70 Study Corridor across the State of Missouri.

As you recall, a First Tier Environmental Impact Statement (EIS) for the 200 mile corridor has been written and concluded with a Record of Decision in December of last year. The Selected Strategy is to reconfigure and widen the existing I-70 to six new lanes. In the urban areas, specifically Columbia and the area including Warrenton, Wright City, and Wentzville, this strategy includes conceptual corridor relocation (bypass) options. The selected strategy and the relocation options were developed during the collaborative decision-making process involving you (resource agencies) and the public.

That all occurred in the recent past. Now we are beginning the Second Tier of environmental studies across the I-70 Corridor. The I-70 Corridor has been divided into seven sections of independent utility for further environmental study. These seven studies are to be concluded by the Summer of 2004. The attached map and chart shows: the section locations; the type of environmental document to be prepared; the primary consultant firm preparing the study; and key personnel associated with a particular consultant firm. These seven consultants are referred to as Section Engineering Consultants (SECs). HNTB is representing the Missouri

The HNTB Companies

OFFICES: ALEXANDRIA, VA; ANNAPOLIS, MD; ATLANTA, GA; AUSTIN, TX; BATON ROUGE, LA; BOSTON, MA; CHARLESTON, SC; CHARLESTON, WV; CHICAGO, IL; CLEVELAND, OH; COLUMBUS, OH; DALLAS, TX; DENVER, CO; DETROIT, MI; ELKINS, WV; FAIRFIELD, NJ; FT. WORTH, TX; HARTFORD, CT; HOUSTON, TX; INDIANAPOLIS, IN; IRVINE, CA; KANSAS CITY, MO; KNOXVILLE, TN; LANSING, MI; LOS ANGELES, CA; LOUISVILLE, KY; MADISON, WI; MIAMI, FL; MILWAUKEE, WI; MINNEAPOLIS, MN; NASHVILLE, TN; NEW YORK, NY; OAKLAND, CA; ORLANDO, FL; OVERLAND PARK, KS; PLYMOUTH MEETING, PA; PORTLAND, ME; PORTLAND, OR; RALEIGH, NC; ST. LOUIS, MO; SALT LAKE CITY, UT; SAN ANTONIO, TX; SAN BERNARDINO, CA; SAN FRANCISCO, CA; SAN JOSE, CA; SEATTLE, WA; TAMPA, FL; TOLEDO, OH; WASHINGTON, D.C.

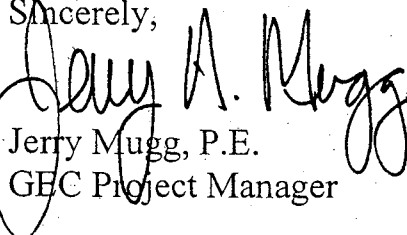
Department of Transportation (MoDOT) for these Second Tier studies and is referred to as the General Engineering Consultant (GEC). HNTB's role is to: manage the Second Tier process; address corridor-wide issues; and, facilitate corridor-wide resource agency coordination.

The seven SECs will be contacting resource agencies in the near future to begin their data collection activities. They will individually be preparing the appropriate environmental document for their particular section of the I-70 Corridor.

The First Tier environmental process identified the need for corridor-wide coordination with appropriate resource agencies. We will soon be contacting you about a proposed Study Management Group (SMG) similar to the group convened for the First Tier Study. This group will be composed of key resource agencies and the core GEC management team. It is envisioned that the SMG will be convened periodically over the two and one-half year period of the Second Tier studies.

We have appreciated your cooperation and participation during the First Tier EIS process and on behalf of the seven SECs and the GEC, we look forward to working with you during the development of the Second Tier studies.

Sincerely,

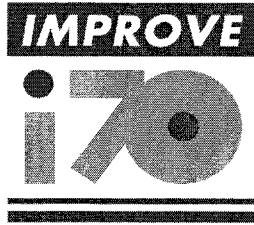


Jerry Mugg, P.E.
GEC Project Manager

Cc: Kathy Harvey, MoDOT
Mark Kross, MoDOT
Don Neumann, FHWA
Ron Achelpohl, MARC
Donna Day, EWGCC
John Fleck, CATSO
SECs

The I-70 Second Tier Team Section Engineering Consultants

SIU #	MoDOT District(s)	Study Type	Firm	Project Manager / Contact Info	Environmental Lead
1	#4	EA	URS	Dave Kocour 913.344.1058 david_kocour@urscorp.com	Mary Hagerty 314.429.0100
2	#2, #4 & #5	EA	SAIC	Brian Kennedy 303.969.6030 brian.p.kennedy@saic.com	Michelle French 314.770.3029
3	#5	EA	Harding ESE	Ray Steege 314.209.5919 rmsteeg@macotec.com	Bill Elzinga 314.209.5957
4	#5	EIS	CH2M Hill	Dan Dupies 414.272.2426 ddupies@ch2m.com	Dan Dupies 414.272.2426
5	#5	CE	Zambrana	Paul Winkelmann 314.664.1900 pwinkelmann@zambrana.com	Connie Heitz 314.664.1900
6	#3 & #5	EA	Wilbur Smith	Stephen Wells 816.554.8011 swells@wilbursmith.com	Craig Casper 312.795.6404
7	#3 & #6	EIS	Jacobs Civil	Joe Leindecker 314.335.4077 joseph.leindecker@jacobs.com	Hilary Perkins 314.335.4909



August 15, 2002

«MrMs» «FirstName» «LastName»
«Business»
«Address»
«City», «State» «Zip»

RE: SIU No. 1

SUBJECT: I-70 2nd Tier Environmental Documentation

Dear «MrMs» «LastName»:

The purpose of this letter is twofold. One to inform your organization that the Missouri Department of Transportation (MoDOT) Second Tier studies are underway in SIU No. 1 and two, to solicit any comments or concerns that your organization may have with respect to SIU No. 1.

In December, 2001 the Missouri Department of Transportation completed the First Tier Environmental Impact Statement and Record of Decision for Interstate 70 from Interstate 470 in Independence to near Lake St. Louis. The First Tier EIS differed from the traditional approach in that the overall aim of the First Tier EIS was to evaluate the broad impacts of an overall strategy in a large corridor.

In the case of the I-70 First Tier EIS the task was to evaluate the potential impacts of a number of strategies to improve the operations of I-70 between Kansas City and St. Louis and to identify, based on that evaluation, a preferred improvement strategy for the overall corridor. The selected improvement strategy would then be studied in closer detail within narrower geographic areas.

The First Tier EIS divided the overall corridor up into seven Sections of Independent Utility (SIUs), identified the Widen Existing I-70 Strategy as the preferred strategy for the future improvement of I-70, and recommended the appropriate level of environmental documentation that would be necessary for completion of the Second Tier studies in each of the seven SIUs.

In December, 2001 the Federal Highway Administration in its Record of Decision approved selection of the Widen Existing I-70 Strategy for the I-70 Corridor as well as the level of environmental documentation necessary for completion of the Second Tier studies in each of the seven SIUs.

Earlier this year MoDOT selected seven teams of consultants to provide the more detailed Second Tier Environmental Documentation for each of the seven SIUs, as well as a General Engineering Consultant (GEC) to oversee and coordinate the seven studies. The HNTB Corporation was selected to function as the GEC for the Second Tier studies, while URS Corporation was selected as the prime consultant to provide the environmental documentation for SIU No. 1.



10975 El Monte, Suite 100
Overland Park, KS 66211
phone: (913) 344-1000
fax: (913) 344-1011



«MrMs» «FirstName» «LastName»

«Business»

August 15, 2002

Page 2

SIU No. 1 begins at the centerline of I-70/I-470 interchange in Independence and terminates at milepost 39 in Odessa. In addition, the level of environmental documentation determined as appropriate for SIU #1 was identified as an Environmental Assessment (EA). A schedule for SIU No. 1 has also been attached for your convenience.

For additional information with regards to the overall study and the First Tier EIS feel free to visit the I-70 project website at <http://www.improvei70.org> or for information specific to SIU No. 1 feel free to contact myself at 913.344.1000 or Jim VanWormer of HNTB at 913.491.9333. In addition, your organization may be receiving requests from URS staff or our subconsultants for specific technical information.

The success of the First Tier EIS was in large part due to the participation of organizations like your own and we hope to continue that success as we proceed through the Second Tier of this most important project. Thank you for your time and valuable input.

Very truly yours,

URS CORPORATION

David L. Kocour, CEP
Project Manager SIU #1

Enclosure

cc: Peggy Casey – FHWA
Eric Ploch – HNTB
Jerry Mugg – HNTB
Ken Bechtel – HNTB
Jen Johnson – HNTB
Kathy Harvey – MoDOT
Mark Kross – MoDOT
Don Neumann – FHWA
Brian Smith – FHWA-MRC
Allen Masuda – FHWA
Mary Ann Stegeman - FHWA



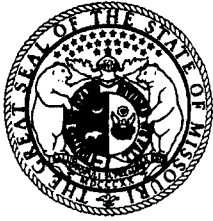
10975 El Monte, Suite 100
Overland Park, KS 66211
phone: (913) 344-1000
fax: (913) 344-1011



Mr/ Ms	FirstName	LastName	Business	Address	City	State	Zip	Phone	Email
Ms.	Jane	Beetem	Missouri Department of Natural Resources	205 Jefferson Street	Jefferson City	Missouri	65102	573-522-2401	nrbeetj@mail.dnr.state.mo.us
Mr.	Tom	Lange	Missouri Department of Natural Resources	205 Jefferson Street	Jefferson City	Missouri	65102	573-751-3195	nrlangt@mail.dnr.state.mo.us
Ms.	Sara	Parker	Missouri Department of Natural Resources	205 Jefferson Street	Jefferson City	Missouri	65102	573-522-8796	nrparks@mail.dnr.state.mo.us
Mr.	Doug	Eiken	Missouri Department of Natural Resources	205 Jefferson Street	Jefferson City	Missouri	65102	573-751-9392	nreiked@mail.dnr.state.mo.us
Mr.	Gene	Gardner	Missouri Department of Conservation	2901 W. Truman Blvd.	Jefferson City	Missouri	65109	573-751-4115 Ext. 3353	gardng@mail.conserva tion.state.mo.us
Mr.	George	Riedel	State Emergency Management Agency	P. O. Box 116 2302 Militia Drive	Jefferson City	Missouri	65102	573-526-9141	griedel@sema.state.m o.us
Mr.	Joe	Hughes	United States Army Corps of Engineers	221 Bolivar St., Suite 103	Jefferson City	Missouri	65101	573-634-4788	joseph.s.hughes@usac e.army.mil
Mr.	Larry	Cavin	United States Army Corps of Engineers	700 Federal Building	Kansas City	Missouri	64106-2896	816-983-3670	lawrence.m.cavin@nw k02.usace.army.mil
Mr.	Joe	Cothorn	United States Environmental Protection Agency	Region 7 901 N. 5 th Street	Kansas City	Missouri	66101	913-551-7148	cothorn.joe@epamial.e pa.gov
Mr.	Charlie	Scott	United States Fish and Wildlife Services	608 E. Cherry Street	Columbia	Missouri	65201	573-876-1911 Ext. 104	
Mr.	Roger	Wiebusch	United States Coast Guard	1222 Spruce Street	St. Louis	Missouri	63103	314-539-3900 Ext. 378	rwiebusch@cgstl.uscg. mil
Mr.	Harold	Deckerd	National Resource Conservation Service	Parkade Center, Suite 250 601 Business Loop 70 West	Columbia	Missouri	65203-2546	573-876-0901	harold.deckerd@mo.us da.gov
Mr.	Al	Wolfe	National Resource Conservation Service	Parkade Center, Suite 250 601 Business Loop 70 West	Columbia	Missouri	65203-2546	573-876-0901	al.wolfe@mo.usda.gov
Mr.	Phil	Kirk	Federal Emergency Management Agency	2323 Grand Blvd., Suite 900	Kansas City	Missouri	64108-2670	816-283-7018	phil.kirk@fema.gov

Mr/ Ms	FirstName	LastName	Business	Address	City	State	Zip	Phone	Email
Ms.	Joan	Roeseler	Federal Transit Authority – Region 7	901 Locust Street, Suite 404	Kansas City	Missouri	64106	816-329-3936	joan.roeseler@fta.dot. gov
Mr.	David	Orzechow ski	United States Coast Guard	1222 Spruce Street	St. Louis	Missouri	63103- 2832	314-539-3900 Ext. 382	dorzechowski@cgstl.us cg.mil
Mr.	Kenny	Pointer	United States Corps of Engineers	221 Boliver	Jefferson City	Missouri	65101	573-634-2248	james.k.pointer@usac e.army.mil
Mr.	Rand	Richardso n	Federal Highway Administration	209 Adams Street	Jefferson City	Missouri	65101	573-638-2626	rand.richardson@fhwa .dot.gov
Ms.	Shannon	Cave	Missouri Department of Conservation	2901 W. Truman Blvd.	Jefferson City	Missouri	65109	573-751-4115 Ext. 3353	caves@mail.conversati on.state.mo.us

EMERGENCY MANAGEMENT AGENCY



DEPARTMENT OF PUBLIC SAFETY
OFFICE OF THE ADJUTANT GENERAL

PO Box 116, Jefferson City, Missouri 65102
Phone: 573/526-9100 Fax: 573/634-7966
E-mail: mosema@mail.state.mo.us



September 11, 2002

Mr. David L. Kocour, CEP
Project Manager SIU #1
URS Corporation
10975 El Monte, Suite 100
Overland Park, KS 66211

Re: Interstate 70 2nd Tier Environmental Documentation for SIU No. 1.

Dear Mr. Kocour:

We very much appreciate your notice for the I-70 2nd Tier Environmental Documentation for SIU Number 1. Please accept this letter as comment on the proposed plan.

The State of Missouri is a participant in the National Flood Insurance Program (NFIP). Any development associated with this project located within a special flood hazard area (SFHA), as identified by the Federal Emergency Management Agency (FEMA), must meet the requirements of the State of Missouri Executive Order 98-03. This would require obtaining a floodplain development permit for the proposed project. This permit must be obtained prior to the commencement of any construction/development activities. This permit would be obtained from this agency.

If the proposed development is also 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 FEMA standards.

If you have any questions concerning this letter or the requirements of Executive Order 98-03, please feel free to contact me at (573) 526-9119.

Sincerely,

A handwritten signature in black ink, appearing to read "L. Scott Samuels".

L. Scott Samuels, P.E.
Floodplain Management Engineer

cc: Tonya Leibold, Mitigation Specialist, FEMA R-VII
MoDOT File



MISSOURI DEPARTMENT OF CONSERVATION

Headquarters

2901 West Truman Boulevard, P.O. Box 180, Jefferson City, Missouri 65102-0180

Telephone: 573/751-4115 ▲ Missouri Relay Center: 1-800-735-2966 (TDD)

JOHN D. HOSKINS, Director

November 13, 2002

Mr. David L. Kocour
URS Corporation
10975 El Monte, Suite 100
Overland Park, KS 66211

Dear Mr. Kocour:

Re: Interstate 70 Improvement Study, Environmental Assessment, Section of Independent Utility #1, Centerline of I-70/I-470 Interchange (Jackson County) to Milepost 39 in Odessa (Lafayette County), Missouri.

Thank you for your letter of August 15, 2002, inviting the Department to comment on potential impacts that might result from implementation of the above-referenced project.

A review of our records shows that public lands, sensitive species, or communities are known to exist on or near the above-referenced site. Details are provided in the enclosed Heritage Database report which reflects information we currently have in our database. All records which occurred within a one (1) mile radius around the centerline of the Section of Independent Utility #1 (SIU #1) referenced above are included for your evaluation of potential impacts. Please be advised this is **not a site clearance letter**. Rather, this letter provides an indication of whether or not public lands and sensitive resources are known to be (or are likely to be) located close to the proposed project area.

Incorporating information from our Heritage Database into project plans is an important step that can help reduce unnecessary impacts to Missouri's sensitive natural resources. However, the Heritage Database is only one reference that should be used to evaluate potential adverse impacts. Other types of information, such as wetland and soils maps and on-site inspections or surveys, should be considered. Reviewing current landscape and habitat information and species biological characteristics would additionally ensure that species of conservation concern are appropriately identified and addressed.

As indicated in the attached Heritage Report, the federally-threatened western prairie fringed orchid (*Platanthera praeclara*) occurs at the extreme southern-most edge of the one-mile buffer study area. Please note also that Burr Oak Woods Conservation Area and Conservation Nature Center falls within the one-mile buffer study area just to the north of existing I-70. Any potential impacts to Department lands and developed facilities will require additional coordination with Department authorities during the alternatives development phase of this project.

COMMISSION

STEPHEN C. BRADFORD
Cape Girardeau

ANITA B. GORMAN
Kansas City

CYNTHIA METCALFE
St. Louis

HOWARD L. WOOD
Bonne Terre

The SIU #1 crosses several streams and headwater drainages. Crossings of all water features are of concern, but we are particularly concerned regarding potential impacts to the Little Blue River, Sni-A-Bar Creek, and East Fork Sni-A-Bar Creek where the I-70 corridor crosses them. There are many cost-effective measures for avoiding and minimizing impacts to waters of the United States and their aquatic communities. These methods should be incorporated into MoDOT's project plans and be made conditions of the Section 404 permits under which MoDOT contractors accomplish work. These measures, known as construction special provisions in MoDOT construction contracts, were developed through years of coordination between MoDOT and the Department of Natural Resources, the Department of Conservation, and the U.S. Fish and Wildlife Service. This responsibility is acknowledged by MoDOT in Division 100, Section 107, part 107.10, Missouri Standard Specifications for Highway Construction, and MoDOT's Pollution Prevention Plan approved as part of their General State Operating Permit for road construction projects, approved by the Missouri Department of Natural Resources on July 6, 1997.

Impacts to the aquatic environment should be minimal if the following general recommendations for maintaining water quality are followed during project design and construction.

1. Channel modification or stream relocation should not occur unless conditions of the State Channel Modification Guidelines are met.
2. Grade and seed disturbed areas as soon as possible to minimize erosion. Missouri Department of Conservation seeding and planting recommendations can be provided to enhance site conditions.
3. Disturbance to streambanks and riparian areas should be avoided.
4. Stream flows should not be interrupted. All temporary in channel fills that could impound water should be culverted.
5. Avoid work in the channel between March 15 and June 15 to the extent possible.
6. Take all necessary precautions to prevent petroleum products from entering the stream.

In addition, we recommend implementation of the following guidelines to reduce impacts to Missouri's fisheries resource if culvert placement is associated with this project.

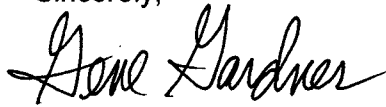
1. Culverts should be sized and placed to maintain at least six inches (6") of water during average annual discharges.
2. Culverts should be sized and placed so as not to create water velocities in excess of two feet (2') per second during average annual discharge.
3. A drop between the downstream end of the culverts and the downstream water surface should not occur at any time.

Mr. David L. Kocour
Page 3
November 13, 2002

Our concerns do not center on the lack of developing appropriate best management practices, but rather the lack of implementing effective best management practices. Our concerns during construction of the proposed improvements to SIU #1 can be summarized as follows: (1) no siltation and erosion control measures will be in place during construction, (2) where measures are in place, there will not be enough siltation and erosion control barriers to effectively control erosion, (3) siltation and erosion control measures are not placed in a timely fashion, and (4) siltation and erosion control barriers are not properly maintained throughout the life of the project. The importance of properly designed, placed, and maintained siltation and erosion control measures in minimizing impacts to water quality cannot be stressed enough.

Thank you for the opportunity to review and comment.

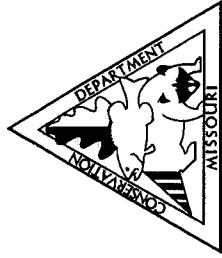
Sincerely,


GENE GARDNER
POLICY COORDINATOR

GG:dcl

Enclosure

c/enc: Charles Scott, U.S. Fish and Wildlife Service
Shannon Cave, Missouri Department of Conservation
Ruth Wallace, Missouri Department of Conservation



URS Corporation
10975 El Monte, Suite 100
Overland Park, KS 66211

I-70 Improvement Study/SIU No. 1

November 13, 2002
Page: 1

The following species and/or natural communities are known to occur on or in the vicinity of the project site:

Scientific Name	Common Name	Federal Status	State Status	State Rank	Township/Range	Sec.	Subsection	Ownership
CAREX TRIANGULARIS	TRIANGULAR SEDGE			S1	049N030W	35		PRIVATE
MESIC FOREST					049N031W	23	NW4SE4	MDC
LIMESTONE GLADE					049N031W	24	SW4SW4	MDC
PLATANATHERA PRAECLARA	WESTERN PRAIRIE FRINGED ORCHID	T	E	S1	049N030W	35		PRIVATE
SPIRANTHES OVALIS VAR EROSTELLATA	OVAL LADIES' TRESSES			S3	049N031W	23	CE2 and SEC 24 NW4S	MDC

Public land in the project area:

Burr Oak Woods Conservation Area
and Conservation Nature Center

Missouri Department of Conservation

Blue Springs Quadrangle

FEDERAL STATUS - The federal status is derived from the provisions of the federal Endangered Species Act, which is administered by the U.S. Fish and Wildlife Service. The Endangered Species Act provides federal protection for plants and animals listed as Endangered or Threatened. E = Endangered, T = Threatened, C = Candidate, PE = Proposed Endangered for Federal listing.

STATE STATUS (E) - The state status is determined by the Department of Conservation under constitutional authority. Rule 3CSR10-4.111 Endangered Species of the Wildlife Code of Missouri and certain state statutes apply to state Endangered species.

STATE RANK - A numeric rank of relative endangerment based primarily on the number of occurrences of the species within the state of Missouri. S1 = Critically imperiled in the state, S2 = Imperiled in the state, S3 = Rare and uncommon in the state.

Eastern collared lizard populations, natural communities and geologic features are recognized as sensitive biological resources and may also appear on this report.

STATE OF MISSOURI
DEPARTMENT OF NATURAL RESOURCES

Bob Holden, Governor • Stephen M. Mahfood, Director

www.dnr.state.mo.us

December 26, 2002

Jerry Mugg, P.E.
HNTB Architects Engineers Planners
715 Kirk Drive
P.O. Box 419299
Kansas City, MO 64105

Dear Mr. Mugg:

This letter is to convey information assembled from several Department of Natural Resources programs to assist in development of the I-70 second tier NEPA analyses, and to update information submitted by the department during the I-70 first tier Environmental Impact Statement. Hopefully this information will assist the consultants and sub-consultants as the study progresses. Where possible, the information is divided by section of independent utility (SIU). The project's consultants will need to verify that all of the information is divided appropriately by SIU.

In working with the programs to assemble this information, it was pointed out to me by Division of State Parks staff that a new, wider bridge will likely be necessary whenever the interstate is reconstructed where the KATY Trail State Park crosses over Interstate 70. The KATY crosses I-70 between mile markers 99 and 101, or mile 194.2 of the KATY Trail. The department should be consulted prior to the design of a new bridge at this location to assure that it meets the required standards and that construction results in minimal impact to the existing trail. In the Mineola Hill area of I-70, impacts to Graham Cave State Park may be possible. The information available from the Division of State Parks regarding developments planned for the park is on the attached Graham Cave State Park Conceptual Development Plan, although most of the projects depicted have already been completed.

If you have any questions or need clarification on any of this information, please contact me via phone at 573-522-2401, or e-mail: nrbeetj@mail.dnr.state.mo.us. For mailed correspondence, the address is Department of Natural Resources, P.O. Box 176, Jefferson City, MO 65102. Thank you.

Sincerely,

DEPARTMENT OF NATURAL RESOURCES



Jane Beetem
Transportation Coordinator
Office of the Director

Integrity and excellence in all we do

c: Ken Bechtel, HNTB
SIU Consultants



**INTERSTATE 70 CORRIDOR - KANSAS CITY TO ST. LOUIS, MISSOURI
HAZARDOUS WASTE PROGRAM INFORMATION - ATTACHMENT # 1
DECEMBER 16, 2002**

Various sections of the department's Hazardous Waste Program (Superfund, Tanks, Budget & Planning, Permits and Voluntary Cleanup Program) have checked databases for information on possible contaminated sites in the I-70 project area. These findings are listed below by SIU number.

It should be noted that properties listed on the Registry, maintained by the Superfund Section, are subject to certain change of use and ownership provisions. The Tanks Section reviewed the project area maps and determined that there are tank sites of concern within the project area. Some of these are known remediation sites where a spill or leak has occurred. Other unregistered sites may exist along the corridor. The Tanks Section maintains a database of active underground storage tanks and release sites. Tanks requires notification of release, abatement and corrective action at tank release sites. As the proposed corridor becomes more defined and the project is closer to construction, project planners should contact staff from the Tanks Section for an up-to-date list of registered tank sites.

The Budget & Planning Section maintains a database of registered Missouri hazardous waste generators. Missouri hazardous waste generators are required to report all hazardous waste they generate. However, as the project progresses, project planners should continue to contact the Hazardous Waste Program for updates. In addition the following general information is provided as it may assist in interpreting information on the list, which is applicable to all SIU's:

MOR, MOD, and MOP Environmental Protection Agency (EPA) ID numbers are permanent numbers. MOG EPA ID numbers are old waste oil ID numbers. MOP EPA ID numbers are temporary ID numbers. Temporary ID numbers are valid for one initial 30-day period with the possibility of an extension of one additional 30-day period.

Conditionally Exempt Small Quantity Generators generate or accumulate less than 220 lbs. (100 kg) of hazardous waste per month or any one time. Small Quantity Generators generate or accumulate between 220 lbs. (100 kg) and 2200 lbs. (1000 kg) of hazardous waste per month or any one time. Large Quantity Generators generate or accumulate more than 2200 lbs. (1000 kg) per month or any one time.

Sites that are currently "Inactive" are sites that at one time registered with Missouri to dispose of hazardous waste. Sites that are listed as "Inactive Non-Reporter" have failed to complete the Generator's Hazardous Waste Summary Report form in past years and have had their status administratively inactivated.

Information in the database is based on information from the generators. With the exception of Inactive Non-Reporters, a generator's status is based on the information provided by the generator when they initially registered with us or when they filed a subsequent Notification of Regulated Waste Activity form. In addition, the generator may have sent a letter requesting to inactivate the identification number or change their status to Conditionally Exempt Small Quantity.

In all sections of the second tier I-70 study, project planners will need to determine whether any of the registered Missouri hazardous waste generator facilities are located within the actual areas of concern. It is the recommendation of the Hazardous Waste Program that additional

investigation be undertaken of any sites or facilities identified within the area of concern. The planners should review the department's files and the EPA Region VII's files as part of their investigation for additional information on facilities or sites named.

It should not be assumed that there are no other facilities or sites in the area. Unreported facilities or contaminated sites may exist in this vicinity.

Further research may be pursued through the EPA's tracking record, CERCLIS, which lists all sites suspected of having had a release of a hazardous substance. To request information regarding the EPA's CERCLIS record, Ms. Karen Flournoy of the U.S. EPA Region VII should be contacted at (913) 551-7003.

As the project progresses, the planners may wish to review the Hazardous Waste Program's paper files regarding complaints, spills, and closed investigations. They are available by appointment through our file manager, Rhonda Loveall, who may be reached at (573) 751-3176.

In general, any waste or debris produced or encountered during construction should be properly characterized, managed and disposed of during the construction process. In the event that hazardous waste is encountered, construction activities should be stopped, and the Hazardous Waste Program should be notified.

SIU # 1

The Superfund Section found 41 facilities in its database in the vicinity of SIU # 1. Please refer to the attached list for names and addresses. Of these sites, the following are listed on the Registry of Confirmed Abandoned or Uncontrolled Hazardous Waste Disposal Sites in Missouri: Amoco Oil, Armco, Prier Brass Manufacturing Company, Riverfront Landfill, Conservation Chemical Company, Lake City Army Ammunition, Independence FMGP #1, and HCI Chemtech on Stillwell Street.

An updated list of facilities identified by the Budget & Planning Section as being in the vicinity of SIU # 1 is attached.

The Permits Section and Voluntary Cleanup Program found no facilities of concern in the Boonville to Odessa section.

SIU # 3

One facility was identified by the Superfund Section as being in the vicinity of SIU # 3. Information on that site, Boonville FMGP, is attached.

An updated list of facilities identified by the Budget & Planning Section as being in the vicinity of SIU # 3 is attached.

The Permits Section and Voluntary Cleanup Program found no facilities of concern in the vicinity of SIU # 3.

SIU # 4

Five facilities were found by the Superfund Section in the vicinity of SIU # 4 and SIU # 5. (The search on these two sections overlapped because it was difficult to determine the exact cut-off at Route Z south of the existing I-70.) Please refer to the attached list for names and addresses. Of these sites, the University of Missouri, South Farm is listed on the Registry of Confirmed Abandoned or Uncontrolled Hazardous Waste Disposal Sites in Missouri.

An updated list of facilities identified by the Budget & Planning Section as being in the vicinity of SIU # 4 is attached.

The Permits Section identified the following two Treatment, Storage and Disposal sites in the vicinity: Safety-Kleen, Columbia, 2400 Big Bear Court, Columbia 65202 (located slightly north of 70 and west of 63) and University of Missouri, Columbia.

The Voluntary Cleanup Program found no facilities of concern in SIU # 4.

SIU # 5

Five facilities were found by the Superfund Section in the vicinity of SIU # 4 and SIU # 5. (The search on these two sections overlapped because it was difficult to determine the exact cut-off at Route Z south of the existing I-70.) Please refer to the attached list for names and addresses. Of these sites, the University of Missouri, South Farm is listed on the Registry of Confirmed Abandoned or Uncontrolled Hazardous Waste Disposal Sites in Missouri.

An updated list of facilities identified by the Budget & Planning Section as being in the vicinity of SIU # 5 is attached.

The Permits Section and the Voluntary Cleanup Program found no facilities of concern in the vicinity of SIU # 5.

SIU # 6

Two sites were found by the Superfund Section in the vicinity of SIU # 6. Please refer to the attached list for information.

An updated list of facilities identified by the Budget & Planning Section as being in the vicinity of SIU # 6 is attached.

The Permits Section and the Voluntary Cleanup Program found no facilities of concern in the vicinity of SIU # 6.

SIU # 7

Fourteen sites in the vicinity of SIU # 7 were identified by the Superfund Section. Please refer to the attached list for names and addresses. Of these sites, the following are listed on the Registry of Confirmed Abandoned or Uncontrolled Hazardous Waste Disposal Sites in Missouri: St. Charles FMGP #1 and Zykan Landfill.

The Permits Section identified the following four Treatment, Storage and Disposal sites in the vicinity:

1. Bob's Home Service (Zykan) is near Wright City. It is adjacent to JZ Disposal, which was also listed in the First Tier Study.
2. MEMC Electronics Material Inc., 501 Pearl Dr. St. Peters, MO 63366
3. PM Resources, 13001 St. Charles Rock Rd., Bridgeton, MO 63044
4. GM, Wentzville.

The Voluntary Cleanup Program found one facility of concern in SIU # 7: Whisk Products, 600 West Main, Wentzville, 63385. The property carries a restrictive covenant filed for contamination remaining underneath the building.

INTERSTATE 70 CORRIDOR - KANSAS CITY TO ST. LOUIS, MISSOURI
WATER RESOURCES PROGRAM INFORMATION - ATTACHMENT # 2
DECEMBER 16, 2002

General Comments:

Removal of the existing pavement throughout the corridor during construction will generate a large volume of solid waste, and recycling possibilities could be considered to the maximum extent possible in the second tier studies.

One determination of the first tier I-70 study was that the median on the reconstructed facility will be significantly wider. The I-70 median could eventually consist of approximately 2500 acres (200 miles long by 100 feet wide), that would under current practices need routine mowing during the growing season. A reduction in maintenance costs and pollution from the fossil fuels used in mowing could be achieved by using either 1) a ground cover or variety of plants that would require less maintenance than grass but still be safe if a vehicle enters the median, and which might filter stormwater runoff better than grass, or 2) growing hay in the median - either for sale to farmers or grown under contract with farmers.

A pollutant of particular note at rest stops, but not always considered, is that of pet waste. Fecal coliform from pet waste can be a significant pollutant to receiving waters, negatively impacting whole body contact recreation and drinking water. This problem should be considered during project planning. A suggestion would be to have pet-only areas, where stormwater runoff could be properly controlled. One innovative solution for stormwater runoff from rest stops (both from paved areas and pet-only areas) would be a treatment wetland, used in conjunction with lagoons.

SIU #1 (Hwy 470-Odessa)

The beginning part of this section is moderately urbanized. Special attention needs to be paid when crossing the Little Blue and the East Fork of the Little Blue Rivers so that floodwaters are not backed up in these areas, which could inundate people's houses and businesses.

Near mile 29, it appears the highway may get moved more into the floodplain of a tributary to Sni-a-bar Creek on the north side of the highway.

The following information is based on analyses of the National Wetlands Inventory. There appear to be a lot of wetlands on a tributary to Little Blue River near the interchange with I-470. At the East Fork of the Little Blue, it appears there are more wetlands on the north side of the highway. At Sni-a-bar Creek, it appears there are more wetlands on the south side. At the East Fork of Sni-a-bar Creek, there appears to be more on the north side.

There are four streams near the highway in SIU #1 listed on the draft 2002 303(d) (impaired waters) list for the state of Missouri: Little Blue River, E. Fork of the Little Blue River, and the main branch and the East Fork of Sni-a-bar Creek. They are all listed for Livestock and Wildlife Watering (LWW), and Protection of Warm Water Aquatic Life and

Human Health-Fish Consumption (AQL). The Little Blue River and Sni-a-bar Creeks are also listed as impaired for Boating and Canoeing (BTG).

The Little Blue River was added to the draft 2002 303(d) list for mercury; the East Fork of the Little Blue River and the West Fork of the Sni-a-bar remain on the draft 2002 list both for volatile suspended solids, and the latter for biochemical oxygen demand as well.

SIU #3 (Hwy 5-Rocheport)

There are 2 classified waterways that runoff from this section of the highway feeds into: the Petite Saline and Missouri River. They are both listed on the draft 2002 303(d) list for Livestock and Wildlife Watering (LWW), and Protection of Warm Water Aquatic Life and Human Health-Fish Consumption (AQL). In addition, the Petite Saline is listed for Boating and Canoeing (BTG) and Whole Body Contact Recreation (WBC); the Missouri River is also listed for Irrigation (IRR), Boating and Canoeing (BTG), Drinking Water Supply (DWS), and Industrial (IND). Special consideration should be paid to the Petite Saline because it is considered a Biocriteria stream. The Missouri River is on the 2002 303(d) (impaired waters) list for the state of Missouri due to habitat loss.

The floodplain of the Missouri River warrants special attention because of its extensive wetland complex. It is recommended that the floodplain be completely spanned to minimize the likelihood of bridge closure in the event of a catastrophic flood similar to 1993; the bridge approach should also be at least 2 feet above the highest flood of record (1993).

SIU #4

This section includes the proposed Columbia by-pass, which should be studied carefully. As the maps provided in the first tier are not clear where the bypass routes would traverse, the comments are somewhat difficult to direct.

There are two creeks on the draft 2002 303(d) (impaired waters) list for the state of Missouri: Hinkson (unspecified), and Rocky Fork (nonvolatile suspended solids).

There are 7 classified streams that runoff from this section of the highway feeds into: Bear Creek, Callahan Creek, Hominy Branch, Hinkson, Perche, Rocky Fork, and Sugar Branch. All are listed for Livestock and Wildlife Watering (LWW), and Protection of Warm Water Aquatic Life and Human Health-Fish Consumption (AQL). In addition, Hinkson and Perche Creeks are listed for Boating and Canoeing (BTG).

It appears that the Near North (NN) option would impact less farmland, fewer wetlands and stream crossings, and a similar amount of urban development as the Far North (FN) option does. NN would also induce less sprawl since it would be closer to urban development.

There are numerous instances where FN crosses two creeks, but NN crosses them after they have joined. These include Callahan and Midway Branch, Perche and Slacks Branch, and Hinkson and Nelson Creeks. Thus, it appears NN would require fewer bridges and necessitate crossing fewer floodplains. NN impacts less wetlands acreage than FN on both Callahan and Perche Creeks. FN hits some wetlands on Rocky Fork

that NN could miss entirely. It looks like they impact a similar amount of wetlands on Hinkson Creek, and NN hits a few on Hominy that FN misses completely. The intersection of FN with the existing I-70 might occur right at Little Cedar Creek which would magnify its impact on the wetlands there, whereas NN would not affect the creek at all (note: Little Cedar Creek is in SIU #5).

SIU #5

There are two creeks in this section on the draft 2002 303(d) (impaired waters) list for the state of Missouri: Stinson (for biochemical oxygen demand, and volatile suspended solids) and Cedar (for pH).

There are four classified streams that runoff from this section of the highway feeds into: Little Cedar, Cedar, Richland, and Stinson. All are listed for Livestock and Wildlife Watering (LWW), and Protection of Warm Water Aquatic Life and Human Health-Fish Consumption (AQL). In addition, Cedar Creek is listed for Boating and Canoeing (BTG).

The Far North option of the Columbia bypass could meet the current I-70 right of way at Little Cedar Creek, thereby exacerbating impacts to its floodplain and wetlands.

SIU #6

Of special importance is the Loutre River, which is considered a biocriteria water resource, and Whetstone Creek, which is an outstanding state resource water and flows into Whetstone Creek Conservation Area.

There are 5 categorized waterways: Maddox Creek, Auxvasse River, Whetstone Creek, Prairie Branch, and the Loutre River. All are listed for Livestock and Wildlife Watering (LWW), and Protection of Warm Water Aquatic Life and Human Health-Fish Consumption (AQL). In addition, the Auxvasse is listed for Boating and Canoeing (BTG).

It is good that MoDOT is planning on widening to the north at the Auxvasse because it appears to have approximately 3 times as many wetlands on the south side than on the north side of the highway, according to the NWI. The Loutre similarly has more on the south side, although it appears to have more floodplain on the north side. MoDOT wants to widen to the north at Whetstone Creek, which could have a greater impact on the creek and downstream Conservation Area.

SIU #7

According to the 1993 Wetland Watershed Identification Committee, there are two watersheds (Cuivre River, # 07110008 and Peruque/Dardenne Creeks, # 07110009) which contain Priority Wetlands for Non-point Source Pollution Protection, parts of which are in the project area.

There are 3 classified waterways that the highway might impact, depending on which bypass is chosen: Indian Camp, McCoy, and Peruque Creeks. All are listed for Livestock and Wildlife Watering (LWW), and Protection of Warm Water Aquatic Life and Human Health-Fish Consumption (AQL).

Peruque and Indian Camp Creek are both on the 2002 303(d) (impaired waters) list for the state of Missouri for nonvolatile suspended solids, with the latter also on for NH₃.

There are three options for a bypass in this section of the highway: Near North (NN), Far North (FN) and South (S). Both FN and NN could hit a few wetlands on Big Creek, but NN has more possibilities to miss them. Same with Hickory Lick. NN is more likely to hit some on Indian Camp Creek than FN, but the latter is more likely to have greater impacts on it because it parallels it longer, and it is more in its floodplain. The north options will have no impact on Lake St. Louis, but the South could impact it significantly. The South option looks like it would not cross as many wetlands, but since it parallels Peruque Creek (which feeds into Lake St. Louis), it has more opportunity to have sediment run off into the creek during construction.

**INTERSTATE 70 CORRIDOR - KANSAS CITY TO ST. LOUIS, MISSOURI
GEOLOGICAL SURVEY AND RESOURCE ASSESSMENT DIVISION INFORMATION
ATTACHMENT # 3
DECEMBER 16, 2002**

The geology throughout the corridor is diverse, ranging from Pennsylvanian shales, sandstones and carbonates to Mississippian carbonates down to Ordovician carbonates. This leads to variable substrates which may affect construction. Each contractor is encouraged to review the most up-to-date geologic mapping available at the departments Geological Survey and Resource Assessment Division (GSRAD). Throughout the corridor, it should be noted that limestone is susceptible to karst development, and that shale is often an unstable substrate.

The route traverses Pennsylvanian strata from the westernmost termination to approximately 3 miles west of Sweet Springs. The route intermittently intercepts Kansas City Group from near Blue Springs west. This unit contains considerable limestone and shale, with some sandstone, underclay, and minor coal. In this group, the limestone beds are notable for their thickness. The route is intermittently in Pleasanton Group from several miles east of Odessa to the westward termination. This unit is primarily shale and sandstone, with minor coal and underclay. From Blue Springs to Concordia, much of the route intersects Marmaton Group. This unit is comprised of shale, limestone, clay, and coal beds. From near the intersection with Highway 13 to about 3 miles west, the route intersects an outlier of Pleasanton Group. From the Highway 13 intersection east to near Sweet Springs, the route mostly intersects Cherokee Group, primarily Cabaniss Subgroup. This unit consists of sandstone, siltstone, shale, underclay, limestone, and coal beds. A small portion of the route intersects the Krebs Subgroup, dominantly sandstone, siltstone and shale, with some limestone, clay and coal.

From just west of Sweet Springs until just west of Columbia, the route primarily crosses Mississippian Osagean strata. In this region, the Osagean is comprised of the Pierson, Burlington, and Keokuk formations. These are all primarily carbonate units, and are all highly susceptible to the development of karst structures. Sections of the route also intersect Mississippian Kinderhookian strata. These units are primarily carbonate rocks, and are susceptible to karst development. A section of the route may intersect Pennsylvanian Cherokee Group, Cabaniss Subgroup from near Lamine to approximately 4 miles east of the intersection with Highway 87. From just west of Columbia to around 6 miles east of the intersection with Highway 54, the unit again intersects Pennsylvanian Cherokee Group, Cabaniss Subgroup, and Marmaton Group.

The segment from 6 miles west of the Highway 54 intersection to several miles west of High Hill is, in terms of bedrock geology, the most variable section on the route. Bedrock varies from Pennsylvanian Cabaniss Subgroup and Mississippian Osagean and Kinderhookian to Devonian and Ordovician. The Devonian strata includes shales and limestones, that can have related karst features and cause an unstable substrate. The Ordovician units intersected include the St. Peter Sandstone and the Jefferson City Formation. The majority of the Ordovician intercepted is carbonate, and susceptible to karst development. From several miles west of High Hill east to the Missouri River, the route is in Mississippian carbonate rocks of the Osagean and Meramecian series. This region is one that is highly susceptible to karst development.

Structures

The presence of geologic structures is important, as these can affect substrate stability and the potential for karst. Contractors are encouraged to check for known geologic structures. This information is available at GSRAD. Some regions may have limited geologic mapping, which may result in a limited number of recorded structures. Additional geologic structures may be present, and the consultants should consider this possibility in future project planning efforts.

Mining Activity

The potential exists for abandoned coal mines where the route intersects Pennsylvanian-age rocks. This includes the portion from the western termination to 3 miles west of Sweet Springs, and the section east of Columbia. The considerable volume of carbonate rocks intersected by the route suggests strong potential for the presence of operating and abandoned quarries.

Attached is an Access table with information on known mines and quarries in the corridor. These are sites situated 1.5 miles or less from the current highway. If further information is needed on these sites, contractors should contact GSRAD.

Karst

There is potential for karst throughout the area, wherever carbonate rocks are present. The consultants are encouraged to check GSRAD data for known springs, caves, etc. Information from these databases is available by specific request.

Seismicity

The potential for seismic activity in the corridor will have to be addressed, especially by the segments located near St. Louis, and where bridges built in floodplains are under consideration.

Superfund

Site Name	Address	City	Zip	County	CERCLIS
Amoco Oil Co	11400 E. Kentucky Road	Sugar Creek	64054	Jackson	MOD007161425
Armco	7000 Winner Rd	Kansas City	64125-1416	Jackson	MOD007118029
Riverbend Compost	14800 M-291 Hwy	Independence	64058	Jackson	
PCB Treatment	2100 Wyandotte Street	Kansas City	64108	Jackson	MOD063670350
Prier Brass Manufacturing Company	7811 Truman Boulevard	Independence	64126-2846	Jackson	MOD007125214
Riverfront Landfill	Levee Road at Chouteau	Kansas City	64120	Jackson	MOD980631618
Independence Foundry-Rock Creek	Cottage Street and Rock Creek	Independence	64050	Jackson	MO0001406362
KCPL - Northeast Station	920 N. Olive Street	Kansas City	64120	Jackson	MOD000766972
Systems Specialist	1248 Crystal	Kansas City	64126	Jackson	
Guinotte Manor Public Housing Project	1100 E. 4th Street	Kansas City	64106	Jackson	
Dependable Auto	6600 East 40 Highway	Independence		Jackson	
Conservation Chemical Company	8900 Front Street	Kansas City	64120	Jackson	MOD000829705
Inter-City Metals	8304 Karleen	Blue Springs	64126-2996	Jackson	MOD985798909
Lake City Army Ammunition	Junction Hwy 7 and Hwy 78	Independence	64050	Jackson	MO3213890012
Langley Auto Salvage	3557 Stadium Drive	Independence		Jackson	
Home of Lube #LU 2552	1712 Southwest Highway 40	Blue Springs	64015-4622	Jackson	
Sindair #LU 2165	5000 St. John	Kansas City	64123-1843	Jackson	
Sindair #LU2191	325 W. 14th	Kansas City	64105-1625	Jackson	
Independence FMGP #1	W. Pacific Ave. & S River Blvd.	Independence	64050	Jackson	
Kansas City FMGP #3	20th & Indiana Ave.	Kansas City	64127	Jackson	
Kansas City FMGP #4	12 Union Station	Kansas City		Jackson	
Kansas City FMGP #5	Southwest Station (South of 25th St)	Kansas City	64108-2242	Jackson	
Oak Grove FMGP	unknown-pending investigation	Oak Grove		Jackson	
HCl Chemtech - Stillwell Street	5200 Stillwell Street	Kansas City	64120-1147	Jackson	
Bayer Corporation	8400 Hawthorn Road	Kansas City		Jackson	MOD056389828
Southeast Sanitary Landfill	83rd & Indiana	Kansas City	64132	Jackson	MOD980631444
Kansas City Coal Gas - Station A	899 E. 1st Street	Kansas City	64106-1030	Jackson	MOD985769058
Kansas City Coal Gas - Station B	223 Gillis St.	Kansas City	64120-1414	Jackson	MOD985769058
Armco Union Wire Rope Plant	2100 Manchester	Kansas City	64126	Jackson	MOD985768134
AT&T	777 North Blue Hwy	Lee's Summit	64063	Jackson	
Barnes Residence	6925 Laurel	Raytown	64133	Jackson	MOD980966410
GM Leads Plant	6817 Stadium Drive	Kansas City	64129	Jackson	
Dockkins Residence PCB	16913 East 4Th Terrace South	Independence	64056	Jackson	

16th & Grand	16th Street & Grand Blvd.	Kansas City	64108	Jackson	
St. John Drum Site	3920 St. John Avenue	Kansas City	64123	Jackson	
Missouri Gas Energy Natural Gas Storage Facility	20th and Indiana	Kansas City	64127	Jackson	
Independence FMGP #2	23rd & Pleasant	Independence		Jackson	
Ohio & Carlisle Seep Area		Sugar Creek	64054	Jackson	
Zevecke Property	517 Carlisle Drive	Sugar Creek	64054	Jackson	
Kerr-McGee Chemical Corp. - Kansas City	2300 Oakland	Kansas City	64126	Jackson	MOD007128978
A.K. Gibbon Lumber Co.	1301 West 13th St.	Kansas City	64102	Jackson	MOD985796564

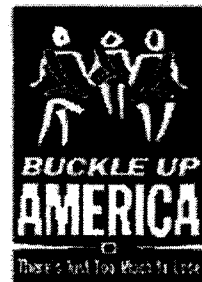


U.S. Department
of Transportation
**Federal Highway
Administration**
Missouri Division

FHWA VISION:
"To Create the Best Transportation
System in the World."

209 Adams Street
Jefferson City, Missouri 65101
(573) 636-7104
Fax (573) 636-9283
Missouri.FHWA@fhwa.dot.gov

Allen Masuda, Division Administrator



February 27, 2003

Sac & Fox Tribe of the Mississippi in Iowa
349 Meskwaki Road
Tama, IA 52339-9629

Subject: I-70 Second Tier Studies
MoDOT Job No. J4I1341
Invitation for Consultation

Dear Sir:

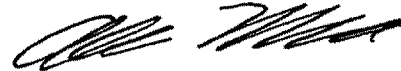
The Missouri Department of Transportation (MoDOT) and the Federal Highway Administration (FHWA) are beginning the second tier environmental studies for reconstruction of 200 miles of I-70 from the eastern limits of Kansas City to the western limits of St. Charles. The first tier environmental impact statement (EIS) for this study overall was concluded and approved in December 2001.

The second tier environmental studies for the 200-mile long corridor will be broken into seven different segments or Sections of Independent Utility (SIU). Enclosed is a map showing the locations of the seven SIUs, their lengths, the types of environmental document that will be prepared for each segment, and the consultant responsible for preparing each SIU's environmental document. The kind of environmental documentation being prepared for a section will be based on the nature of improvements being considered for that particular section. Categorical exclusions (CEs) will be done for those sections (SIUs 1, 2, 3, and 5) where only widening the existing facility is being considered. An Environmental Assessment (EA) will be done for SIU 6 that will consist mostly of widening the existing facility with one segment of possible new alignment. EISs will be conducted for SIUs 4 and 7 where more extensive new alignments will be considered. Regardless of the kind of environmental document being prepared, an archaeological survey will be conducted for all new right of way and all archaeological sites that may be impacted by the proposed improvements will be evaluated, avoided where feasible, or mitigated if necessary.

On behalf of the FHWA, I invite your tribe to participate in these second tier environmental studies. Please respond with your desired type of interest for specific section studies. If you have any questions or need additional information, please contact Peggy Casey

at (573) 638-2620, peggy.casey@fhwa.dot.gov, or Bob Reeder at (573) 751-0473, reeder1@mail.modot.state.mo.us. Additional information concerning this project is available at www.ImproveI70.org.

Sincerely yours,

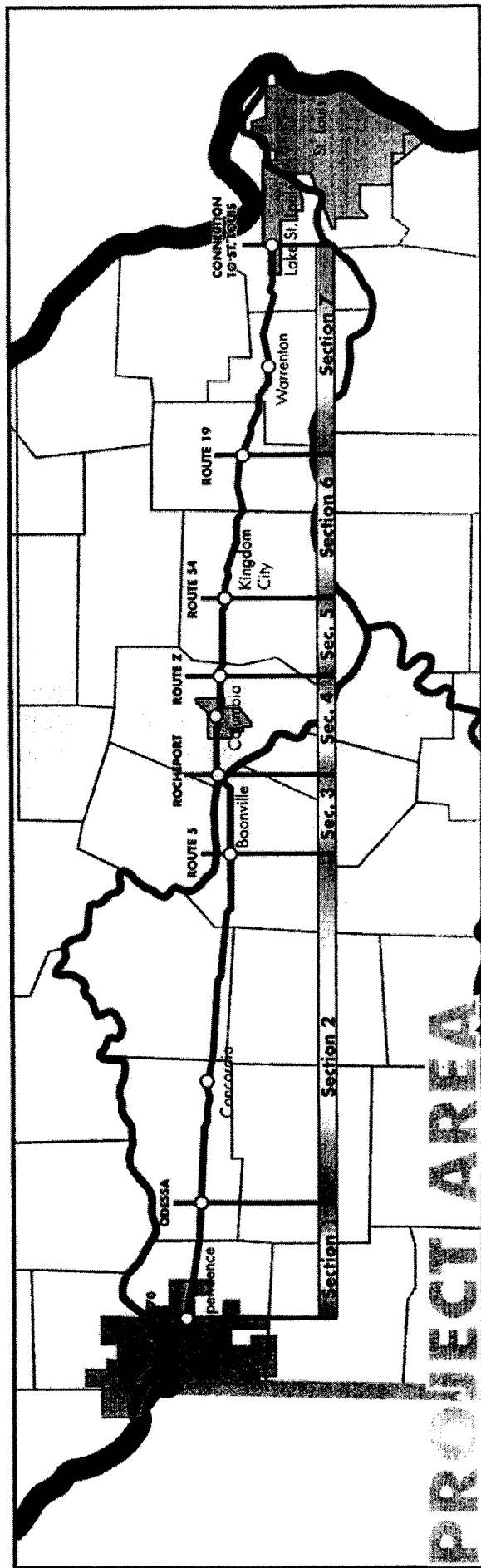


Allen Masuda, P.E.
Division Administrator

Enclosure

cc: MoDOT/Cultural Resources/Bob Reeder
MoDOT/Design/Environmental Studies/Kathy Harvey
HNTB, 715 Kirk Dr., Kansas City MO 64105/Ken Bechtel

Sections of Independent Utility



SIU No.	SIU Length (Miles)	Location	Type of Document	SEC
1	35	I-470 (Kansas City) to Odessa	EA	URS
2	64	Odessa to Route 5	EA	SAIC
3	14	Route 5 (Boonville) to Rocheport	EA	Harding ESE
4	18	Rocheport to Columbia (Route Z)	EIS	CH2M Hill
5	15	Columbia to US 54	CE	Zambrana
6	27	US 54 (Kingdom City) to Route 19	EA	WSA
7	35	Route 19 (w/interchange to St. Louis)	EIS	Jacobs Civil

SAC AND FOX NAGPRA CONFEDERACY



"MESKWAKI"

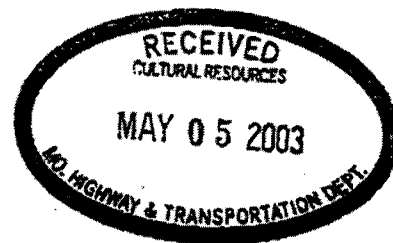
Sac and Fox of the
Mississippi in Iowa
349 Meskwaki Rd
Tama, IA 52339-9629
641-484-4678
Fax: 641-484-5424
Contact:
Johnathan L. Buffalo



Sac and Fox Nation
of Missouri
in Kansas and Nebraska
305 N Main
Reserve, KS 66434
785-742-7471
Fax: 785-742-2979
Contact: Deanne Bahr



Sac and Fox Nation of
Oklahoma
Rt. 2 Box 246
Stroud, OK 74079
918-968-2353
Fax: 918-968-2353
Contact: Sandra Massey



May 1, 2003

Bob Reeder
PO Box 270
Jefferson City, MO 65102

Dear Mr. Reeder:

Thank you for your letter, which is in compliance with Section 106 of the National Historic Preservation Act, and Section 110.

Please be advised that the Sac and Fox inhabited this area extensively. Therefore, we will need to be notified immediately should any funerary objects or human remains be unearthed. The main contact group of the Sac and Fox in issues that result in inadvertent finds of human remains or funerary objects pertaining to:

Section 4 thru Section 7, Independent Utility, MoDot Job NO. J411341, Missouri,

will be Deanne Bahr, NAGPRA Coordinator for the Sac and Fox Nation of Missouri. If you have any questions, please call me.

Sincerely,

Deanne Bahr

Deanne Bahr
Sac and Fox Nation of Missouri
NAGPRA Contact Representative

**Cooperating Agency Agreement
Between
Federal Highway Administration (FHWA), the Lead Federal Agency
and
Environmental Protection Agency (EPA), a Cooperating Agency**

Introduction

The Missouri Division of the Federal Highway Administration requested that EPA become a Cooperating Agency for Interstate 70 Improvements in Missouri (Second Tier Studies). This agreement outlines the responsibilities agreed to by the above two agencies with respect to the preparation of Environmental Studies for this project. This agreement will be effective upon the date of signature, and will be terminated upon completion of studies as documented by signed Records of Decision (ROD), Findings of No Significant Impact (FONSI) or upon the written request (for cause) of either signatory agency.

FHWA Responsibilities

1. FHWA will expeditiously forward to EPA, draft documents prepared for the project to enable EPA to carry out its responsibilities under this agreement.
2. FHWA will consult with EPA, but will retain sole responsibility for determination of preferred alternative(s), and which mitigation measures will be included in the project.
3. FHWA will promptly inform EPA of any project design or schedule changes that affect responsibilities of this agreement.
4. FHWA will include a copy of this agreement in all public documents (DEIS, FEIS) relating to this project.

EPA Responsibilities

1. The EPA Region 7 NEPA team will provide single point-of-contact between FHWA, and EPA program offices (e.g., Wetlands, Drinking Water). EPA project reference number: 02-0070. The primary contact person at EPA is Joseph Cothem, (913) 551-7148.
2. EPA will participate in Cooperating Agency Coordinating meetings and joint field reviews to the degree that staffing and scheduling allows. Regulatory, jurisdictional or programmatic comments (e.g., Clean Water Act Section 404, Clean Air Act Section 309) will be issued to FHWA, in writing, from the appropriate EPA program office.
3. EPA will participate in a cooperative merged NEPA/404 process for the two SIUs that will be

2

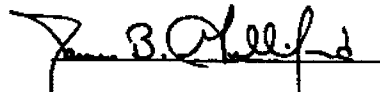
processed with environmental impact statements. This process includes concurrence points in: purpose and need; alternatives carried forward; joint NEPA/Section 404 public hearing; selected alternative; mitigation; and record of decision.

4. EPA will work pro-actively towards timely completion of a cooperating agency process for the five SIUs that will be processed with environmental assessments and a categorical exclusion. This process will include a regular and continuous dialogue among the agencies.

5. EPA acknowledges and accepts the following partnering objectives for this project:

- Recognize and respect the organizational goals, missions, and statutory authorities of other partnering agencies.
- Work together toward this goal in a timely and objective manner while preserving the integrity of each agency's mission.
- Maintain open communication to informally resolve issues to the greatest extent possible and at the appropriate level.
- Recognize and incorporate public outreach and input as essential parts of the decision making process.

The undersigned agree to the provisions of this MOA;



James Gulliford
Regional Administrator
U.S. EPA Region 7



Allen Masuda, Division Administrator
Federal Highway Administration

12-18-02

MEMORANDUM OF UNDERSTANDING
Missouri Interstate 70

WHEREAS, the Federal Highway Administration (FHWA) and the Missouri Department of Transportation (MoDOT) have completed the Interstate 70 First Tier Environmental Impact Statement (EIS), and are now preparing the Second Tier environmental studies for seven sections of independent utility on I-70, with the ultimate goal of widening the existing interstate across much of Missouri; and

WHEREAS, the FHWA and MoDOT have begun consultation with the Missouri Department of Natural Resources State Historic Preservation Office (MOSHPO), as required by Section 106 of the National Historic Preservation Act and 36 CFR 800, the implementing regulations of the Advisory Council on Historic Preservation (ACHP); and

WHEREAS, the interstate was completed in August, 1965, and so is not yet 50 years of age, and determining its eligibility for the National Register of Historic Places presents a challenge in terms of assessment of integrity, as the interstate has continued to evolve over time through reconstruction, maintenance and improvements; and

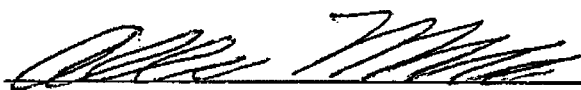
WHEREAS, the National Register eligibility of the national interstate system is currently being studied by a national task force including representatives of the National Conference of State Historic Preservation Officers, the Federal Highway Administration, the Advisory Council on Historic Preservation and other interested parties;

NOW THEREFORE, the FHWA, MoDOT and the MOSHPO agree to the following:

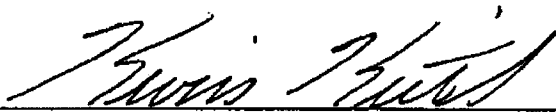
1. A formal assessment of the eligibility of the section of Interstate 70 addressed in the First Tier EIS and in the Second Tier environmental documents will be prepared by the Federal Highway Administration at such time that the interstate has reached 50 years of age, or the national task force has reached an opinion regarding eligibility of the interstate system.

2. In the interim, the FHWA and MoDOT will proceed in good faith to gather documentation on the history and development of this important interstate highway (Interstate 70) in Missouri.
3. Should Interstate 70 or any part thereof be determined eligible at a later date, the FHWA and MoDOT shall enter into consultation with the MOSHPO and the ACHP pursuant to 36 CFR 800.

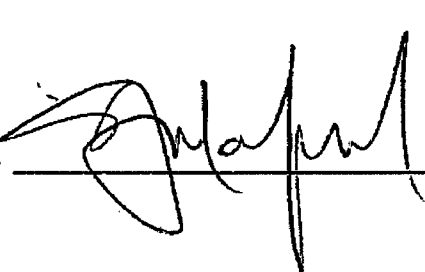
Federal Highway Administration

By:  Date: 3-18-03

Missouri Department of Transportation

By:  Date: 3/14/03

Missouri Department of Natural Resources

By:  Date: 4/2/03



December 10, 2003

Improve I-70
P.O. Box 410482
Kansas City, MO 64141

Dear Improve I-70 team:

During a work session of the Blue Springs City Council on December 1, 2003, Mr. Angelo Mannino of DRG and a representative of HNTB presented "Improve I-70" preliminary interchange design options to the City Council. During the ensuing discussion amongst the Council members, City staff, and myself, it appeared evident that one interchange option appeared the most viable for both Woods Chapel Road and Missouri 7 Highway: the Single-Point Urban Interchange (SPUI).

City staff had previously discussed the study's proposed options with project team members at a meeting in October and at a public open house in November. At those meetings, your project team initially proposed the SPUI option. As with the Council work session last week, the SPUI option was met with the most positive response of the various options.

The primary reasons for being the most supportive of the SPUI option are basically reflective of this option's limited impact on surrounding properties, many of which are fully developed with long-established retail businesses. To further promote the use of the SPUI option in your designing process, the southwest corner of the present Woods Chapel / I-70 interchange is currently under consideration for a large-scale mixed-use development, including both multi-family residential as well as several commercial operations. The standard "diamond" interchange design or the less common "folded diamond" design would severely impact, if not fully eliminate, this and many other viable Blue Springs businesses.

The City of Blue Springs is committed to ensuring the continued viability of existing as well as new businesses within its boundaries. Thus, of the design alternatives presented on December 1, 2003, the City of Blue Springs gives its highest support to the Single-Point Urban Interchange design option for the Woods Chapel Road and Missouri 7 Highway I-70 interchanges.

Thank you for the opportunity to comment on this issue, and I look forward to continuing our timely, open dialogue with your project team. If you have any questions or comments, please do not hesitate to contact me at 816-228-0110 or our Community Development Department at 816-228-0207.

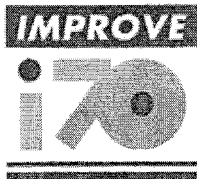
Sincerely,

Gregory O. Grounds, Mayor
City of Blue Springs

cc: Fred Siems, City Administrator
Richard Walton, Community Development Director

RECEI

DEC 11 2003



Missouri I-70 Corridor Interagency Partnering Agreement

The Federal Highway Administration – Missouri Division (FHWA), the United States Army Corps of Engineers – Jefferson City Branch (USACE), and the Missouri Department of Transportation, (MoDOT) (the “Agencies”) are committed to facilitate the working relationship between their agencies in processing the environmental documentation for the seven sections of independent utility (SIUs) which comprise the 200 mile I-70 Corridor in Missouri.


The seven SIUs will be processed with two environmental impact statements, four environmental assessments, and one categorical exclusion. The SIUs locations are depicted on Attachment 1 of this agreement. Also, a proposed environmental documentation project schedule is included as Attachment 2 of this agreement.

The common goal of the agencies involved in this agreement is:

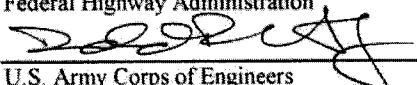
- The timely completion of a cooperative merged NEPA/404 process for the two SIUs that will be processed with environmental impact statements. This process includes concurrence points in: purpose and need; alternatives carried forward; joint NEPA/Section 404 public hearing; selected alternative; mitigation; and record of decision.
- The timely completion of a cooperating agency process for the five SIUs that will be processed with environmental assessments and a categorical exclusion. This process will include a regular and continuous dialogue among the agencies.

The undersigned agencies are committed to work in partnership and to efficiently and effectively participate in the identified NEPA/404 studies and will abide by the following principles:

- Recognize and respect the organizational goals, missions, and statutory authorities of other partnering agencies.
- Work together toward this goal in a timely and objective manner while preserving the integrity of each agency’s mission.
- Maintain open communication to informally resolve issues to the greatest extent possible and at the appropriate level.
- Recognize and incorporate public outreach and input as essential parts of the decision making process.


Federal Highway Administration

2-4-03
Date


U.S. Army Corps of Engineers

3-6-03
Date


Missouri Department of Transportation

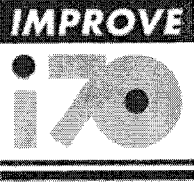
03-05-04
Date


U.S. Environmental Protection Agency (Concur)

2/4/03
Date


U.S. Fish and Wildlife Service (Concur)

2/5/04
Date



Missouri I-70 Corridor Interagency Cooperative Agreement Agricultural Lands

The Federal Highway Administration – Missouri Division (FHWA), the United States Department of Agriculture – Natural Resources Conservation Service – Columbia Office (NRCS), the Farm Service Agency – Columbia Office (FSA), and the Missouri Department of Transportation – Headquarters Office (MoDOT), (the “Agencies”) are committed to facilitate the working relationship and the coordination process as it relates to: Wetland Reserve Program (WRP) Lands; Conservation Reserve Program (CRP) Lands; and, Prime and Unique Farmlands. This cooperative process directly relates to the processing of environmental documentation for the seven sections of independent utility (SIUs) which comprise the 200 mile I-70 Corridor in Missouri. The seven SIUs will be processed with two environmental impact statements, four environmental assessments, and one categorical exclusion.

The common goal of the agencies involved in this agreement is:

- To identify, as early as practicable, in the project development process, WRP, CRP, and Prime and Unique Farmlands that may be impacted by proposed project alternatives.
- To share pertinent WRP, CRP, and Prime and Unique Farmland, and proposed project alternative location information (mapping etc.).
- To work cooperatively in processing WRP and/or CRP easement modifications, when applicable.
- To continue to use the following individuals as points of contact among the agencies.

NRCS – Harold Deckerd
FHWA – Peggy Casey
FSA – Gerald Hrdina
MoDOT – Kevin McHugh
MoDOT – Gayle Unruh
GEC – Dan Van Petten

The role of the General Engineering Consultant (GEC) contact is to coordinate the day-to-day project development activities between the NRCS and the seven Section Engineering Consultants (SECs). Contact with MoDOT will be for Department policy and guidance interpretation.

The undersigned agencies are committed to cooperate and to efficiently and effectively participate in the identified environmental studies and will abide by the following principles:

- Recognize and respect the organizational goals, mission, and statutory authorities of other cooperative agencies.
- Work together toward this goal in a timely and objective manner while preserving the integrity of each agency's mission.
- Maintain open communication to informally resolve issues to the greatest extent possible and at the appropriate level.
- Recognize and incorporate public outreach and input as essential parts of the decision making process.


Federal Highway Administration


Natural Resources Conservation Service


Missouri Department of Transportation


Farm Service Agency

2/19/04
Date

10/27/03
Date

02-19-04
Date

11/6/03
Date



July 13, 2004

Ms. Cathy Evenson
Jackson County Farm Service Agency
1972 NW Copper Oaks Circle
Blue Springs, MO 64015-8300

Ms. Evenson,

As part of our Environmental Assessment for the Missouri Department of Transportation Improve I-70 Project (i.e., proposed widening of I-70 between Kansas City and St. Louis), we are investigating potential future impacts to property currently enrolled in either the Conservation Reserve Program (CRP) or Wetlands Reserve Program (WRP) in Jackson County, Missouri. I have enclosed drawings highlighting in red the proposed extent of the future right of way for I-70 from I-470/291 east to the Jackson-Lafayette County line. Please review CRP and WRP properties to determine if any are within or adjacent to the proposed right of way and if any are, please provide the following for each potentially affected property:

1. Property location (address and description of location)
2. Property description (e.g., prairie, forest, pond, wetland classification, etc.)
3. Total acreage enrolled in CRP and/or WRP
4. Approximate CRP/WRP acreage affected by proposed increase in right of way

I will be contacting you regarding this request in the next few days to confirm that you received it as well as answer any questions that may come up throughout the course of your research into this matter. If you have questions before you hear from me, please don't hesitate to call me either at the office (913-344-1122) or on my cell phone if I'm away from my desk (913-449-3153). Thank you in advance for your efforts.

Sincerely,
URS Corporation

A handwritten signature in black ink, appearing to read "D. Twigg".

David J. Twigg
Biologist



July 13, 2004

Ms. Becky Brandt
Lafayette County Farm Service Agency
120 W. 19th St.
Higginsville, MO 64037-1509

Ms. Brandt,

As part of our Environmental Assessment for the Missouri Department of Transportation Improve I-70 Project (i.e., proposed widening of I-70 between Kansas City and St. Louis), we are investigating potential future impacts to property currently enrolled in either the Conservation Reserve Program (CRP) or Wetlands Reserve Program (WRP) in Lafayette County, Missouri. I have enclosed drawings highlighting in red the proposed extent of the future right of way for I-70 from the Jackson-Lafayette County line east to mile marker 39. Please review CRP and WRP properties to determine if any are within or adjacent to the proposed right of way and if any are, please provide the following for each potentially affected property:

1. Property location (address and description of location)
2. Property description (e.g., prairie, forest, pond, wetland classification, etc.)
3. Total acreage enrolled in CRP and/or WRP
4. Approximate CRP/WRP acreage affected by proposed increase in right of way

I will be contacting you regarding this request in the next few days to confirm that you received it as well as answer any questions that may come up throughout the course of your research into this matter. If you have questions before you hear from me, please don't hesitate to call me either at the office (913-344-1122) or on my cell phone if I'm away from my desk (913-449-3153). Thank you in advance for your efforts.

Sincerely,
URS Corporation

A handwritten signature in black ink, appearing to read "D. Twigg".

David J. Twigg
Biologist



Bob Holden, Governor • Stephen M. Mahfood, Director

DEPARTMENT OF NATURAL RESOURCES

www.dnr.mo.gov

January 4, 2005

Dr. Robert L. Reeder
Historic Preservation Coordinator
MoDOT
601 West Main Street, P.O. Box 270
Jefferson City, Missouri 65102

RE: Project No.: **020-BO-03E**, Job No. J4I1341D, I-70, SIU 1, between east of I-470 to east of Highway 131, Jackson and Lafayette Counties, Missouri (FHWA)

Dear Dr. Reeder:

Thank you for submitting information about the above-referenced project for our review pursuant to Section 106 of the National Historic Preservation Act (P.L. 89-665, as amended) and the Advisory Council on Historic Preservation's regulation 36 CFR Part 800, which require identification and evaluation of cultural resources.

After reviewing the draft report, we find it acceptable. We concur that 1JA107 is eligible for listing on the National Register of Historic Places. In addition, we concur that the remaining properties in this report not eligible for listing in the National Register of Historic Places. In addition, we concur that the proposed project will have **no adverse effect** on the National Register of Historic Places eligible building.

Please be aware that we have not received the archaeological report for this project. We look forward to receiving the archaeological report and the final Historical and Architectural Survey for SIU1 so that we can complete our review of the project and provide our complete comments.

If you have any questions please write Missouri Department of Natural Resources, State Historic Preservation Office, Attn: Review and Compliance, P.O. Box 176, Jefferson City, Missouri 65102, or call Alison Dubbert at (573) 751-7958. Please be sure to include the **SHPO Project Number (020-BO-03)** on all future correspondence relating to this project. If the information is provided via telephone call, please follow up in writing for our files.

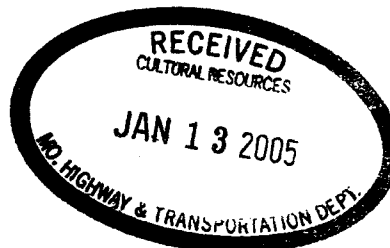
Sincerely,

STATE HISTORIC PRESERVATION OFFICE

Mark A. Miles
Director and Deputy State
Historic Preservation Officer

MAM:ad

c: Don Neumann
Jane Beetem



Integrity and excellence in all we do



**PROGRAMMATIC AGREEMENT AMONG
THE FEDERAL HIGHWAY ADMINISTRATION,
THE MISSOURI STATE HISTORIC PRESERVATION OFFICER, AND
THE MISSOURI DEPARTMENT OF TRANSPORTATION**

**Regarding the Interstate 70 Corridor,
Extending from Interstate 470 in Jackson County to
Lake St. Louis in St. Charles, Missouri,**

**Jackson, Lafayette, Saline, Cooper, Boone, Callaway,
Montgomery, Warren, and St. Charles Counties, Missouri**

Missouri Department of Transportation Job No. J4I1341B

Whereas, the Federal Highway Administration (FHWA) and the Missouri Department of Transportation (MoDOT) propose improving the Interstate 70 (I-70) Corridor in Missouri, between the metropolitan areas of Kansas City and St. Louis, to meet the current and future needs of the traveling public; and

Whereas, the First Tier Environmental Impact Statement (First Tier EIS) was completed, with a Record of Decision, in the fall of 2001 (as documented by *Interstate 70 Corridor, Kansas City to St. Louis, Missouri, Draft First Tier Environmental Impact Statement*, FHWA-MO-EIS-01-02-D, MoDOT Project No. J4I1341, 2001, and *Interstate 70 Corridor, Kansas City to St. Louis, Missouri, Final First Tier Environmental Impact Statement*, FHWA-MO-EIS-01-02-F, MoDOT Project No. J4I1341, 2001), and upon its completion, the Second Tier environmental decision-making process (Improve I-70, MoDOT Job No. J4I1341B) began immediately; and

Whereas, following preparation of the First Tier EIS, the FHWA, MoDOT, and the State Historic Preservation Office, Missouri Department of Natural Resources (MoDNR) executed a Memorandum of Understanding on April 3, 2003, addressing Interstate 70 and the question of its eligibility for listing on the National Register of Historic Places (NRHP) with three stipulations requiring: 1) the FHWA to identify the eligibility of the structure when the interstate is fifty years old or whenever the national task force has reached an opinion regarding eligibility of the interstate system; 2) the FHWA and MoDOT to proceed gathering information on the history and development of I-70; and 3) consultation between the three agencies and the Advisory Council on Historic Preservation (Council) should I-70 or any part thereof be determined eligible for the NRHP at a later date; and

Whereas, on March 10, 2005, after considering recommendations of the national task force and public comments, the Council released Federal agencies from Section 106 requirements of the National Historic Preservation Act (NHPA) to consider the effects of their undertakings on the U.S. Interstate Highway System, except for a limited number of individual, associated elements that are part of the system, and requires FHWA to identify interstate elements of national significance by June 30, 2006, and unless exempted by the terms of the exemption, non-significant elements are excluded from Section 106 requirements; and

Whereas, MoDOT and FHWA have been collecting data and documenting the history and development of Interstate 70 in Missouri that will have a role in the FHWA consideration, with other parties, of individual interstate elements in Missouri that have national significance, thereby enabling these resources, like other historic properties affected by proposed undertakings, to be appropriately identified and addressed; and

Whereas, the 200-mile long Improve I-70 corridor was broken into seven different Sections of Independent Utility (SIU) with corresponding project numbers, roughly divided as follows: SIU 1, I-470 at Independence to MO Rt. 131 at Odessa (MoDOT Job No. J4I1341D); SIU 2, MO. Rt. 131 at Odessa to MO. Rt. 5 at Boonville (MoDOT Job No. J4I1341E); SIU 3, MO. Rt. 5 at Boonville to MO Rt. BB west of Columbia (MoDOT Job No. J4I1341F); SIU 4, MO Rt. BB to MO Rt. ZZ east of Columbia (MoDOT Job No. J4I1341G); SIU 5, MO Rt. Z to U.S. Rt. 54 at Kingdom City (MoDOT Job No. J4I1341H); SIU 6, U.S. Rt. 54 at Kingdom City to MO Rt. 19 at New Florence (MoDOT Job No. J4I1341J); and SIU 7, MO Rt. 19 at New Florence to Lake St. Louis Boulevard in St. Charles County (MoDOT Job No. J4I1341K), with each SIU ranging in length from 14 to 64 miles; and

Whereas, the FHWA has determined that improvements to Interstate 70 may have effects upon properties included in or eligible for the NRHP, and has consulted with the Council, and the Missouri State Historic Preservation Office (SHPO), pursuant to 36 CFR 800, *Protection of Historic Properties*, implementing Section 106 of the NHPA; and Section 110 of the same act; and

Whereas, the Council has reviewed and commented on the draft agreement document and, in accordance with 36 CFR 800.14(b)(1)(ii) and 36 CFR 800.14(b)(4) regarding prototype programmatic agreements, the agreement shall become final without need for Council participation in consultation or Council signature, and therefore the Council has declined FHWA's invitation to participate in the execution of this Programmatic Agreement; and

Whereas, the MoDOT has participated in consultation and has been invited to be a signatory in this Programmatic Agreement; and

Whereas, cultural resources investigations have been conducted for the First Tier EIS, are in progress for the Second Tier environmental documents, and will continue in the distant future when the project design advances to the final design stage; the project is not presently programmed to proceed to the final design stage nor is project construction anticipated for numerous years; thus, the full impacts of this project and its effects to cultural resources cannot be specifically determined until the final design has been completed; and

Whereas, a long time period is expected to lapse following the approval of the separate environmental documents for each SIU (i.e., Finding of No Significant Impact and Record of Decision) and before project construction, historic properties and effects are expected to change over this period, and sufficient information about the undertaking and affected historic properties is not presently available, subsequent Section 106 review is anticipated; and

Whereas, the FHWA has held a number of public meetings regarding the proposed project and, as advised in 36 CFR 800.14(2)(i)-(ii), will continue to seek the involvement of other parties, including but not limited to, Indian tribes, representatives of local governments, and certain individuals and organizations with a demonstrated interest in the project who have a consultative role in the section 106 process, and shall further consider the views of the public.

Now therefore, the FHWA, the SHPO, and the MoDOT agree that the project shall be administered in accordance with 36 CFR 800 and the following stipulations to satisfy the FHWA's section 106 responsibilities for its undertakings that may affect historic properties in SIUs 1-7, Interstate 70.

Stipulations

The agency official, FHWA, through the assistance of its agent MoDOT, shall ensure that it complies with all relevant cultural resources regulations and legislation related to this project. The following measures shall be carried out and specific treatments for historic properties shall be developed in consultation with the appropriate consulting parties pursuant to 36 CFR 800.2:

- I. Concerning historic properties in each SIU of Interstate 70:
 - A. Pursuant to 36 CFR 800.2 (a)(4), the FHWA shall ensure that the appropriate consulting parties are identified and involved in findings and determinations made during the section 106 process.
 - B. The MoDOT will be responsible for identifying and evaluating all historic properties within each SIU's area of potential effects in consultation with SHPO and other consulting parties following the procedures set out in 36 CFR 800.4, including 36 CFR 800.4(a)(3).
 - C. MoDOT shall apply the criteria of adverse effects in accordance with 36 CFR 800.5 and, through coordination with FHWA, shall involve appropriate consulting parties to determine the effects of the project on historic properties following the guidance found in 36 CFR 800.4(d) and 36 CFR 800.5(a). If no historic properties are affected, the MoDOT shall notify all consulting parties in accordance with 36 CFR 800.4(d) and 36 CFR 800.5(b) and (c).
 - D. If the proposed project will have an adverse effect on any historic property, then the FHWA and MoDOT shall consult with the SHPO, Indian tribes, and other consulting parties to develop and evaluate alternatives or modifications to avoid, minimize, or mitigate adverse effects on historic properties in accordance with 36 CFR 800.6(a).
 - E. If historic properties cannot be avoided, the FHWA and MoDOT shall confer with the SHPO and other consulting parties as directed by 36 CFR 800.4(b)(1) to determine appropriate mitigation measures and levels of documentation employing professional

standards and guidelines, such as those published by the Secretary of the Interior (i.e. *Standards for the Treatment of Historic Properties* and *Professional Qualifications Standards*). For archaeological resources, the FHWA and MoDOT shall ensure that procedures to be used for the processing, analysis, and curation of collected materials are in accordance with the Advisory Council's Handbook *Treatment of Archeological Properties, Part III*, the *Secretary of Interior's Guidelines for Archeology and Historic Preservation*, and currently accepted standards for the analysis and curation of archaeological remains.

- F. The FHWA and MoDOT shall ensure that a determination, finding, or agreement is supported by sufficient documentation to enable any reviewing parties to understand its basis per 36 CFR 800.11(a).
 - G. The FHWA and MoDOT will complete the mitigation measures and allow the SHPO and other appropriate parties a thirty (30) day comment period. If the SHPO or other parties has comments, they shall be considered and satisfactorily addressed if possible, prior to the demolition of any historic property.
 - H. The FHWA and MoDOT shall provide copies of the mitigation documentation to the SHPO and appropriate interested parties and repositories.
- II. If previously undiscovered cultural resources are encountered during construction, construction activities in the immediate vicinity of the resource will cease until the FHWA, SHPO, and MoDOT can evaluate the resource, consult with other parties where appropriate, and, if necessary, mitigate impacts to the resource. Evaluation and mitigation will be carried out as expeditiously as possible and in accordance with 36 CFR 800.13(b).
- III. The FHWA recognizes that any human remains (other than from a crime scene) which may be discovered or excavated during archaeological investigations are located on state or private land, and are therefore subject to the immediate control, possession, custody and jurisdiction of the SHPO, pursuant to the Missouri Unmarked Human Burial Sites Act, sections 194.400–194.410, RSMo. The excavation of human remains will follow guidance obtained through consultation among FHWA, SHPO, and any appropriate Indian Tribe(s). The FHWA shall assure that the excavation and handling of any such human remains and associated or unassociated funerary objects, sacred objects or objects of cultural patrimony, are handled, excavated or processed in accordance with the SHPO's instructions pursuant to sections 194.400-194.410, RSMo, and pursuant to any provisions of the Native American Graves Protection and Repatriation Act applicable to such remains and artifacts found on non-federal lands.
- IV. Disputes regarding the completion of the terms of this agreement shall be resolved by the signatories with Council participation if requested.
- V. Any party to this Programmatic Agreement may request that it be amended, whereupon the parties to this Agreement shall consult in accordance with 36 CFR 800.13 to consider such an

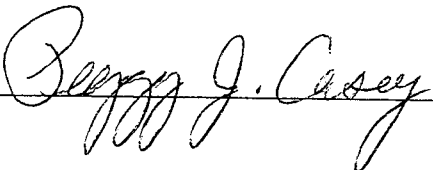
amendment. No amended agreement shall take effect until it has been executed by all parties.

VI. Any signatory to this Programmatic Agreement may terminate by providing thirty (30) days notice to the other parties, provided that the parties will consult during this 30-day period prior to termination to seek agreement on amendments or other actions that would avoid termination. In the event of termination, the FHWA will comply with 36 CFR 800.4 through 36 CFR 800.6 with regard to this project.

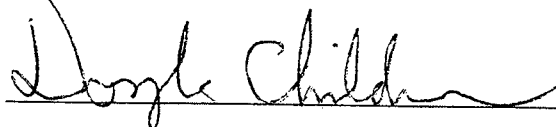
VII. Because of the likelihood that the final design phase of the project will not begin for several years, this umbrella Programmatic Agreement for Interstate 70 shall not expire until the project's construction is completed. Given the project's statewide length, but its limited funding, improvements for one SIU are certain to precede those for another, and because each SIU will involve different resources, additional agreement documents may be necessary. The completion of consultation for each subsequent phase of construction will follow the procedures in accordance with this PA and result in either a finding of "no historic properties affected," "no adverse effect," or execution of a Memorandum of Agreement addressing the specific SIU, affected historic properties, and stipulations regarding historic preservation treatments.

Execution and implementation of this Programmatic Agreement evidence that the FHWA has afforded the SHPO a reasonable opportunity to comment on its proposed improvements to Interstate 70 and that the FHWA has taken into account the effects of improvements to Interstate 70 on historic properties.

Federal Highway Administration:

By:  Date: 5/19/05

Missouri State Historic Preservation Officer:

By:  Date: 5/19/05

Missouri Department of Transportation:

By:  Date: 05/19/05



Matt Blunt, Governor • Doyle Childers, Director

DEPARTMENT OF NATURAL RESOURCES

www.dnr.mo.gov

July 27, 2005

Mr. David Kocour
URS
10975 El Monte
Overland Park, KS 66211

RE: Section 4(f) and 6(f) Coordination I-70, SIU 1, Independence to Odessa
MoDOT Job No. J411341D Jackson and Lafayette Counties

Dear Mr. Kocour:

The Department of Natural Resources, Division of State Parks, Planning and Development Program has reviewed the plans you sent regarding the above referenced project. Based on the information provided, we have determined that this project will have **no impact** to the State Parks or Federally funded parks located in this area.

This clearance applies only to the rules and regulations governing Missouri State Parks and the National Parks Service's Land and Water Conservation Fund program. Additional clearances from our department may be required.

Please feel free to contact Chris Buckland at (573) 751-0848 or Department of Natural Resources, P.O. Box 176, Jefferson City MO 65102 if you have questions. Thank you for the opportunity to serve the residents of Jackson and Lafayette Counties.

Sincerely,

DIVISION OF STATE PARKS

A handwritten signature in cursive script, appearing to read "Jane Lale".

Jane Lale, Director
Planning and Development

JL/cbm

JACKSON COUNTY PARKS AND RECREATION

22807 Woods Chapel Road
Blue Springs, Missouri 64015

*Administration
Heritage Museums
& Programs
Ranger Station
Sports & Aquatics
(816) 795-8200
Fax 795-1234*

*Kemper Outdoor
Education Center
(816) 229-8980*

*Longview Golf Course
(816) 761-9445*

*Blue Springs Marina
(816) 795-1112*

*Jacomo Marina
(816) 795-8888*

*Longview Marina
(816) 966-0131*

*Special Recreation
(816) 763-5130*

August 23, 2005

Mr. David Kocour, Project Manager
URS Corporation
10975 El Monte, Suite 100
Overland Park, KS 66211

RE: Section 4(f) and 6(f) Coordination
I-70, SIU 1, Independence to Odessa
MoDOT Job No. J411341D
Jackson and Lafayette Counties

Dear Mr. Kocour:

We have reviewed the materials provided with respect to widening I-70 in the vicinity of the Little Blue Trace Nature Preserve and Trail and find no anticipated negative impact. In the near future, we plan to extend from the north our multi-purpose trail under I-70, adjacent to the Little Blue River and under the existing bridge, and extend it another 3.5 miles. We would hope that addition to the bridge to accommodate additional lanes of traffic would not have a negative impact to the trail.

Sincerely,



Ron Fuhrken, Superintendent of Planning and Development

Cc: Gary Salva, Director of Parks and Recreation



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