

CHAPTER III

List of Commitments

A. Commitments

During the course of the Second Tier Studies, the Missouri Department of Transportation (MoDOT) agreed to the following commitments and future actions during the design and construction phases of future improvement.

1. Commitments Common to All SIUs

The agreed upon commitments and future actions for the entire Improve I-70 corridor include:

1. MoDOT will comply with the appropriate currently-adopted design criteria and design standards.
2. MoDOT will incorporate suitable and reasonable Intelligent Transportation Systems elements into the Improve I-70 program.
3. MoDOT will consult with emergency responder agencies involved in traffic incident management on I-70 in future design and maintenance of traffic plan development as the Improve I-70 program progresses.
4. MoDOT will construct frontage roads for the purposes of maintaining existing local service connections and maintaining existing access to adjacent properties, where warranted. The frontage roads as proposed in the Frontage Road Master Plan may be constructed in the future as needs arise and as funding becomes available. Where reasonably possible, the eight-foot (2.4 meters) paved shoulder along new frontage road construction could serve as a one-way bicycle facility.
5. MoDOT will develop a maintenance of traffic plan for the construction phases. Through traffic will be maintained along I-70 and at access points to the interstate from cross roads. It is likely that some interchange ramps and cross roads will be closed and temporary detours required. Construction schedules, road closures and detours will be coordinated with police forces and emergency services to reduce impact to response times of these agencies.
6. MoDOT will coordinate with project area businesses regarding access issues, via direct communication throughout the construction period.
7. MoDOT will coordinate with local public service and utility service providers during the final design phase of the project and during the construction period to minimize infrastructure relocation, modifications and connectivity requirements.
8. During right of way acquisition and relocations, MoDOT will assure that this will be accomplished in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, as amended. The Missouri Department

of Transportation is committed to examining ways to further minimize property impacts throughout the corridor, without compromising the safety of the proposed facility, during subsequent design phases.

9. During construction, MoDOT's standard specifications, Missouri Department of Natural Resources (MDNR) Solid Waste Management Program, and MoDOT's Sediment and Erosion Control Program will all be followed.
10. Through MoDOT's approved Pollution Prevention Plan for the National Pollutant Discharge Elimination System (NPDES), the control of water pollution will be accomplished. The plan specifies berms, slope drains, ditch checks, sediment basins, silt fences, rapid seeding and mulching and other erosion control devices or methods as needed. In addition, all construction and project activities will comply with all conditions of appropriate U.S. Army Corps of Engineers and MDNR permits and certifications.
11. MoDOT has special provisions for construction which require that all contractors comply with all applicable local, state, and federal laws and regulations relating to noise levels permissible within and adjacent to the project construction site. Construction equipment is required to have mufflers installed in accordance with the equipment manufacturers' specifications.
12. MoDOT is committed to minimize lighting impacts. Efficient lighting and equipment will be installed, where appropriate, to optimize the use of light on the road surface while minimizing stray light intruding on adjacent properties.
13. To minimize impacts associated with construction, pollution control measures outlined in the MoDOT Standard Specifications for Highway Construction will be used. These measures pertain to air, noise and water pollution as well as traffic control and safety measures.
14. MoDOT will review the Missouri Natural Heritage Database and coordinate with the U.S. Fish and Wildlife Service periodically during the project development process to identify any new locations of threatened and endangered bat activity and for new locations of the running buffalo clover.
15. Landscaping in the right of way will include native plant species and other enhancements in accordance with the statewide I-70 Corridor Enhancement Plan to the maximum extent possible. In accordance with MoDOT standards, new seed mixes, mulch and plant materials will be free of invasive weedy species to the extent possible. Where appropriate, MoDOT will partner with the Missouri Department of Conservation Grow Native program and implement the establishment of native vegetation along highway rights of way.
16. MoDOT will apply best management practices to minimize impacts to wetlands and soil erosion as a result of this project. The implementation of the Selected Alternative will result in wetland losses that cannot be reasonably avoided. Mitigation for these wetlands will ensure that wetland acreage and functional value will not be decreased. Any compensatory mitigation site will be held in public ownership or in an ownership arrangement suitable to both the USACE and the Missouri Department of Natural Resources (MDNR) (if MOU between MoDOT and MDNR, Management of Wetland Mitigation Lands Agreement, or a similar agreement is in force at time of 404 permit authorization), and in a manner consistent with Section 4 of Executive Order 11990.

17. MoDOT will continue to coordinate with the State Historic Presentation Office (SHPO) and comply with the existing executed Programmatic Agreement that complies with the National Historic Preservation Act.
18. MoDOT is working with the Missouri Department of Conservation on a program to plant new trees to replace those removed by transportation construction projects.
19. Where feasible, MoDOT's design process will minimize impacts to floodplains.
20. During final design MoDOT shall complete hydraulic studies to assess floodplain and regulatory floodway impacts. All impacts shall be documented and meet the requirements of all federal and state regulations. MoDOT shall obtain a Flood Plain Development Permit from the State Emergency Management Agency for construction within areas of identified flood hazard prior to proceeding with construction. MoDOT shall obtain a "No-Rise" certificate for construction within a regulatory floodway.
21. MoDOT will continue to coordinate with the Natural Resources Conservation Service (NRCS) to determine appropriate mitigation measures for the loss of Conservation Reserve Program (CRP) and Wetlands Reserve Program (WRP) lands.
22. Plans for suitable pedestrian, bicycle and wheelchair access across I-70 will be developed during the design of the interchanges.
23. The MoDOT Noise Policy will be used to address noise impacts. Where appropriate, possible noise abatement types and locations will be presented and discussed with the benefited residents during the preliminary design phase. Noise abatement measures will be considered that are deemed reasonable, feasible and cost effective.

2. Commitments Specific to SIU 1

The agreed upon commitments and future actions specific to SIU 1 include:

24. The National Register of Historic Places eligible Rice House (1JA107) will not be adversely impacted.
25. MoDOT will continue to coordinate with the City of Blue Springs Parks and Recreation Department regarding the temporary closure of the Adams Dairy Parkway Bicycle Trail.
26. MoDOT will continue to coordinate with MDNR Dam Safety Unit to determine whether the MDNR will require a construction permit for dam modifications associated with the lake at Gregory O. Grounds Park.
26. MoDOT will continue to coordinate with the NRCS to determine appropriate mitigation measures for the loss of the 3.6 acres (1.5 hectares) of CRP lands in SIU 1.
27. While transit service within the SIU 1 Project Area will likely not be impacted, prior to construction MoDOT will coordinate with transit agencies regarding construction phasing.