



Appendix B

Errata and Revisions to the Draft EA, and Agency Comment Responses

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SIU 3 Errata and Revisions to the Draft EA, and Agency Comment Responses

Errata #	Edit or Change	Draft EA Page Other location info (section, paragraph, etc.) if nec. for clarity
1.	All references to resources previously referred to as "standing structures," "building," "structure," collectively revised as "resources."	Page ES-5, 5th ¶, 1st sentence; page IV-6, 4th ¶, 1st sentence.
2.	Add "s" to the end of "effect" for "area of potential effects"	Page ES-5, 5th ¶, 1st sentence; ES-5, 6th ¶; page ix;
3.	"structure" should be "building" and identified as 3CP5	Page ES-5, 5th ¶, 1st sentence
4.	Remove "potentially" before eligible for building and bridge	Page ES-5, 5th ¶, end of 2nd line and 4th word in 4th line
5.	"site" in third ¶ of CR section should be "property"	Page ES-5, 6th ¶, end of 1st line
6.	Remove "historic" from first ¶ of CR section	Page III-18, 3rd ¶, 1st line, 2nd to last word
7.	Change "sites" to "properties"	Page III-18, first bullet
8.	Add "State" before "Historic Preservation Office"	Page III-18, last ¶, 3rd line, before last word
9.	Add "and SIU 5" after "SIU 4".	Page III-19, 1st ¶
10.	Complete titles for cultural resources technical reports are as follows: (1) <i>Interstate 70, SIU 3: Background and Architectural Survey, Vol. 7</i> . Research Report No. 1221A. Center for Archaeological Research, Southwest Missouri State University, Springfield. and (2) <i>Interstate 70, SIU 3: Archaeological Survey, Vol. 8</i> , Research Report No. 1221B. Center for Archaeological Research, Southwest Missouri State University, Springfield.	Page III-19 bullets
11.	The following text is deleted and replaced as follows: "It was determined that due to significant changes to the property (i.e., the addition of siding or other building alterations), 3CP29 was determined to not be eligible for the NRHP. Conversely 3CP5 was determined to be eligible for the NRHP under criterion e."	Page III-22, second ¶ under Section 4
12.	Reference to the county designation property numbers are corrected: "CO" to "CP"	Page III-22, 5th ¶ (3CO5 and 3CO29); Table III-15 (3CO5 and 3CO29)
13.	The Programmatic Agreement is updated to reflect eligibility of 3CP5, and to incorporate archaeological revisions.	Appendix F
14.	"Section O, Construction Impacts" is revised as "Section P."	

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15.	"Section P, Secondary and Cumulative Impacts" is revised as "Section Q."	
Responses to Written Comments		
Response to Comments from U.S. Coast Guard, letter dated Dec. 6, 2004		
1.	A statement that the U.S. Coast Guard has served as a cooperating agency has been added.	
2.	<p>The following section entitled "Navigation Impacts" is added as Section O of the EA.</p> <p>"N. Navigation Impacts</p> <p>In 2002, U.S. Corps of Engineers' records show that about 8.3 million tons of cargo was carried on the Missouri River for a total of about 400 million ton-miles. (information from the U.S. Army Corps of Engineers Navigation Data Center.) This cargo is typically contained in barges, organized into tows and propelled by towboats.</p> <p>At this time, the future of Missouri River navigation is uncertain. River levels have a major impact on the economic viability of marine transportation. Management of these river levels is a subject of significant debate. Therefore, accurate forecasts of the type and volume of future traffic is not possible.</p> <p>However, some general statements can be made about the impact of a proposed bridge on navigation. The U.S. Coast Guard has served as a cooperating agency for NEPA purposes as it relates to evaluating impacts of the proposed bridge project on navigation and the environment. Based on review of navigation charts and discussion with U.S. Coast Guard staff, it appears that construction of a parallel bridge either immediately upstream or downstream of the existing structure will have minimal adverse impact on navigation when completed. It should be noted that an adjacent new structure will have a navigation span length equal to that of the current bridge.</p> <p>During construction, no falsework will be allowed in the navigation channel of the river. Any cofferdams will be properly marked and lighted, if necessary. Mariners will be advised of the construction at the site. Contractors shall be required to comply with all applicable U.S. Coast Guard policies and regulations concerning construction in navigable waterways."</p>	Insert after last sentence of Section N on Page III-74.

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3.	MoDOT will obtain a water quality certification from the MDNR prior to any construction activity within waters of the United States.	
4.	The old bridge is proposed to be utilized as part of the improvements to I-70. No demolition of the bridge is anticipated at this time.	
5.	"...Section 10 Rivers and Harbors Act permit..." is changed to read "Section 9 Rivers and Harbors Act permit..."	Page III-61, 3rd ¶, 3rd line
Response to Comments from Missouri Department of Natural Resources, letter dated Jan. 10, 2005		
1.	MoDOT will provide more stringent best management practices (BMPs) in accordance with R109 general permit to protect the Petite Saline Creek.	
2.	Regarding geological issues, the Draft EA is revised by the following:	
2a.	Insert after "...coal and sand and gravel:" "with the presence of coal in the area, there is potential for small undermined areas to be encountered that are not in Geological Survey and Resources Assessment Division's databases. Accordingly, the potential for areas undermined by coal mining will be considered as project planning continues."	pg III-29, line 2
2b.	Insert after "...significant issues.": "The potential for damage is much greater in the portion of the study area that crosses the floodplain. Accordingly, this issue will be addressed further in the detailed design phase."	pg III-29, line 4