



INTERSTATE 70 CORRIDOR

KANSAS CITY TO ST. LOUIS, MISSOURI

Documented Categorical Exclusion

Section of Independent Utility #5

Route Z to U.S. 54

Callaway and Boone Counties

MoDOT Job Number: J411341H

June 04, 2004



**Interstate 70 Corridor
Section of Independent Utility #5
Route Z to U.S. 54**

Callaway and Boone Counties
MoDOT Job Number: J4I1341H

**Improve I-70 Second Tier Study
Documented Categorical Exclusion**

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

**U.S. Department of Transportation
And
Federal Highway Administration**

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Date of approval

Ronald R. Neumann

For FHWA



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Other documents to be provided upon request:

Corridor-Wide Documents

- Environmental Methodologies
- Rest Area Study
- Frontage Road Master Plan
- Median Area Study, Design Criteria and Cost Estimating Guide
- Geomorphological Report
- Improve I-70 Corridor Enhancement Plan
- Cultural Resource Methodology

SIU 5 Documents

- Interstate 70, SIU 5 Historical and Architectural Survey, Vol. II
- Phase I Archaeological Investigations for Interstate 70 Improvements, SIU 5, T48 N, R9-1W, Boone and Callaway Counties, Missouri
- Wetland Summary Report, Section of Independent Utility #5
- Traffic Analysis Memorandum, November 25, 2003

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List of Abbreviations and Acronyms

AADT	Average Annual Daily Traffic
AASHTO	American Association of State Highway and Transportation Officials
ACHP	Advisory Council on Historic Preservation
AQCR	Air Quality Control Region
CAAA	Clean Air Act Amendments
CE	Categorical Exclusion
CFR	Code of Federal Regulations
CO	Carbon Monoxide
DBA	decibel
EIS	Environmental Impact Statement
FEMA	Federal Emergency Management Agency
FHA	Federal Highway Act
FHWA	Federal Highway Administration
FIRM	Flood Insurance Rate Map
FPPA	Farmland Protection Policy Act
FSA	Food Security Act
H ₂ S	hydrogen sulfide

H ₂ SO ₄	sulfuric acid
I-70	Interstate 70
ITS	Intelligent Transportation Systems
LOS	Level of Service
LUST	Leaking Underground Storage Tank
MDC	Missouri of Department of Conversation
MDNR	Missouri Department of Natural Resources (MDNR)
MoDOT	Missouri Department of Transportation
mph	miles per hour
NAAQS	National Ambient Air Quality Standards
NAC	Noise Abatement Criteria
NEPA	National Environment Policy Act
NO ₂	nitrogen dioxide
NPDES	National Pollutant Discharge Elimination System
NRCS	Natural Resources Conservation Services
NRHP	National Register of Historic Places
NWI	National Wetland Inventory
O ₃	ozone
Pb	lead
PA	Programmatic Agreement
PEM	palustrine, emergent
PFO	palustrine, forested
PUB	palustrine, unconsolidated bottom, dike/impounded
ROD	Record of Decision
SIU	Section of Independent Utility
SHPO	State Historic Preservation Office
SO ₂	sulfur dioxide
STRANET	Strategic Highway Network
TNM [®]	Traffic Noise Model [®]
TSP	Total Suspended Particles
USFWS	United States Fish and Wildlife Service
UST	Underground Storage Tank



Executive Summary

The Missouri Department of Transportation (MoDOT) and the Federal Highway Administration (FHWA) are proposing to construct improvements to Interstate 70 between the metropolitan areas of Kansas City and St. Louis. The Record of Decision for the First Tier Environmental Impact Statement (EIS) selected the Widen Existing I-70 Strategy as the preferred strategy and also identified a corridor and general alignment for these improvements. This Categorical Exclusion (CE) document has been prepared as part of the Improve I-70 Second Tier Studies which are being conducted to further study and define these improvements. Detailed analyses of the environmental impacts were performed to more precisely quantify the impacts of the project. This CE documents the environmental resources and potential impacts in a section of the I-70 corridor between Route Z and U.S. 54 at Kingdom City referred to as Section of Independent Utility (SIU) 5.

The proposed action for the SIU 5 corridor includes widening and reconstructing on one side of the existing highway. The existing right of way would be incorporated into the new facility. Widening would occur on the south side of the existing facility from Route Z to approximately one-half mile west of the M/HH interchange. From there, widening would shift to the north side of the existing right of way and continue to the terminus with SIU 6. The ultimate facility would include six lanes, improved interchanges with access management and continuous frontage roads in all areas with the exception of an area on the south side of I-70 along Tucker Prairie located in the eastern end of the corridor. The CE document discusses the purpose and need of the project and the process used to identify the alignment on the north versus the south side of the existing right of way.

The proposed improvements in SIU 5 are categorically excluded from the need to prepare an EIS by FHWA regulations. As indicated in the First Tier EIS (see First Tier Summary in Appendix A), corridor impacts have been minimized. In the CE documentation process, the alignment has been further refined and resulting impacts were further minimized. These impacts include residential and commercial displacements, land acquisition, conversion of prime farmland, culvert and bridge construction over existing streams and tributaries, wetland impacts of less than five acres, floodplain encroachments and noise impacts. As shown in this document, the extent of these impacts is not considered to be significant.

Implementation of the proposed action would involve the commitment of actions to avoid and minimize impacts. These environmental commitments include:

- Employment of design goals to minimize acquisition of new right of way, parallel property lines where possible and control sedimentation and erosion during construction using MoDOT's Temporary Erosion and Sedimentation Control program.
- Minimization of floodplain impacts by following standard stream crossing design criteria.
- Total avoidance of Tucker Prairie. No frontage road would be located on the south side of I-70 through the Tucker Prairie area.
- Further investigation of Stuckey's Dairy Queen, Ratliff Towing and the former Phillips 66 sites to determine the effect of the project on these underground storage tank sites.
- Avoidance or further research through a Phase II investigation of four potential archaeological sites.

- Field check for Running Buffalo Clover (*Trifolium stoloniferum*) at least one year prior to right of way acquisition and clearing activities at the Cedar Creek crossing and any new locations in the corridor as identified in the Natural Heritage Database.

In addition to these commitments, the proposed action may implement features recommended in the Improve I-70 Enhancement Plan including aesthetic enhancement of bridges, corridor landscape improvements, habitat enhancement planting and incorporation of a “Showcase Missouri” sign program, provided funding is available.