

List of Commitments

During the course of the Second Tier Studies, MoDOT agreed to the following commitments and future actions during the design and construction phases of future improvements in the SIU 6 Corridor. The agreed upon commitments and future actions include:

Common to all SIUs:

1. MoDOT will comply with the appropriate currently-adopted design criteria and design standards.
2. MoDOT will incorporate suitable and reasonable Intelligent Transportation Systems (ITS) 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. MoDOT 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 Missouri Department of Natural Resources 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 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. MoDOT will conduct a field check for the running buffalo clover at least one year prior to construction activities at the Lamine River, Auxvasse Creek, Cedar Creek, and the Loutre River crossing.
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 (MDC) Grow Native program and implement the establishment of native vegetation along highway rights of way.
16. MoDOT has developed a Conceptual Wetland Mitigation Plan to compensate for wetland impacts, and appropriate mitigation will be adhered to in accord with the plan.
17. MoDOT will continue to coordinate with the SHPO and comply with the existing executed Programmatic Agreement that complies with the National Historic Preservation Act.
18. When trees are removed, MoDOT will implement the tree replacement policy and plant two trees for every tree removed that has a diameter greater than six inches at breast height.
19. Where feasible, MoDOT's design process will minimize impacts to floodplains.
20. Mitigation efforts to prevent the rise in flood elevation of each of the water bodies affected will be employed in an effort to obtain a No-Rise Certification permit from the State Emergency Management Agency (SEMA).
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.

Specific to SIU 6:

24. MoDOT will not construct the directional ramps at Kingdom City until such time that traffic volumes degrade the operation of the interchange to an unacceptable level and not until such time as a re-evaluation of the need has been completed.
25. MoDOT will continue to work with the Mineola Hill Subcommittee to investigate enhancement opportunities.
26. Any impacted well will be appropriately closed and sealed to prevent any contamination of groundwater.
27. Avoidance of in-stream activities between March 15 and June 15 is recommended for reaches of Whetstone Creek that support seasonal concentrations of spawning, incubating or rearing fishes or mussels of management interest.
28. Graham Cave and Graham Cave State Park will not be adversely impacted.
29. Graham Rock will not be adversely impacted.
30. The Daniel Morgan Boone Cabin will not be adversely impacted.
31. The potential graves located near Rumbo Branch Creek will not be adversely impacted.
32. The Mineola Hill Rock Shelter will not be adversely impacted.
33. The Loutre Valley Rock Shelter will not be adversely impacted.
34. The Graham Farmstead will not be adversely impacted. Retaining walls will be used extensively to stay within existing right of way.
35. The Southwestern Bell Repeater Station will not be adversely impacted.
36. The Slab Rock Commercial Building will not be adversely impacted.
37. The Danville Female Academy and its property will not be adversely impacted.
38. The Baker Plantation will not be adversely impacted.
39. A study is recommended for Graham Cave where strain gauges and/or crack monitors are installed to measure the expansion and contraction of openings through several seasons. This will represent a baseline and these same sensors could provide real-time data measuring the influence of blasting.
40. A test blast program will be implemented prior to full-scale mass rock excavation through the use of explosives.
41. Prior to construction the study team recommended that, with the owners consent, Graham Farmstead will be fully documented both internally and externally with photo, video tape or both prior to the use of explosives in the area. Also, a water sample from the well should be analyzed to establish a baseline.
42. If blasting is performed, all blasts will be monitored with seismographs at the Graham Farmstead and Graham Cave.

43. If additional caves should be found within the study area they will be dealt with in accordance with MDNR procedures
44. MoDOT will continue discussions with Graham Cave State Park officials to determine how right-of-way areas could best be used to enhance the park.
45. MoDOT will coordinate future plantings near Graham Cave State Park with the Division of State Parks Natural Resource Program in order to protect the integrity of the Graham Cave Glades Natural Area.